



Metro

Los Angeles County
Metropolitan Transportation Authority

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**SOUTH BAY SERVICE COUNCIL
MARCH 11, 2016**

SUBJECT: FINDINGS OF THE FEBRUARY 2016 PUBLIC HEARINGS

**ACTION: APPROVE FINDINGS OF PUBLIC HEARINGS AND ADOPT STAFF
RECOMMENDATIONS**

RECOMMENDATION

- 1) Approve findings of public hearings conducted in February 2016; and
- 2) Adopt staff's recommended service plan.

ISSUE

Federal guidelines and MTA policy require that a public hearing be held when major service changes to the bus system are considered. Accordingly, the South Bay Service Council conducted a public hearing on February 4, 2016 at the Carson Community Center, along with a Saturday February 6 hearing conducted for all five regions at the Union Station Gateway Headquarters. The purpose of the hearings was to solicit public input, written comments and verbal testimony regarding proposed service changes to 24 bus lines that operate throughout the Metro region. These changes are slated for implementation on June 26, 2016 or later.

Two service changes were proposed for the South Bay: the discontinuation of Line 311 on Florence Av and the discontinuation of Line 352 on Avalon Bl. In both proposals, replacement service would be provided by Line 111 (for Line 311) and by Line 52 (for Line 352). A review of public input, an analysis of impacts and staff's service change recommendations are outlined in this report.

ALTERNATIVES CONSIDERED

Alternatives to the staff recommendation are to 1) adopt a new subset of the proposals or 2) not adopt the revised service changes. Staff's recommendations optimize efficiency of travel however the Service Council may select other alternatives that may benefit the most patrons.

DISCUSSION

In compliance with federal public hearing requirements and Metro's Administrative Code, each Service Council is required to conduct a public hearing and consider public

testimony before approving significant modifications to the bus system. As part of this process, each Service Council, respectively, is also required to consider potential impacts these changes may have on the community.

Each year Metro service development staff reviews bus routes to identify opportunities to improve productivity, safety, cost effectiveness, capacity utilization, and service quality. During this round of public hearings, route modifications were proposed to:

- Introduce a new Limited stop service on the most heavily used end of Lines 51/52 (new Line 351); and
- Discontinue Limited Line 311 and convert service to Line 111, thereby providing more frequent service to all stops in the peak periods.

The official notice of public hearing was finalized after the December 2015 Service Council meetings and was published in local newspapers beginning January 2016. Due to the systemwide nature of the proposals, public hearings were conducted in February by each of the five Service Councils, and one regional Saturday meeting was held at the Metro Gateway headquarters building as well.

The published Notice of Public Hearing (Attachment A) gives the time, date, and location of each public hearing. Additional notices were subsequently published in other local, regional, and foreign language newspapers system-wide, where appropriate. Approximately 81,000 marketing take-ones were distributed on buses, trains, and at customer service outlets informing riders of the proposals under consideration. The Notice of Public Hearing was also posted on Metro's main website, along with a link to maps showing the proposed changes. Patrons could also send responses to Metro via email at servicechanges@metro.net, fax, or mail.

In addition to the public hearings, staff presented the proposed changes to the February meetings of the Metro Citizen's Advisory Committee, General Managers, and Quarterly Transit Providers.

At the public hearings, staff asked attendees to indicate how they heard of the hearings. Of the 180 who signed in at the six meetings, the following data was collected:

Outreach Method	Number of Patrons
Brochure	52
Friend	28
Metro Website	20
Email	17
Facebook	8
The Source Blog	7
Twitter	2

Summary of Public Comment

A total of 180 individuals attended the six public hearings; 118 of those individuals provided verbal testimony; 291 written testimonies were received via letters, facsimiles and emails by midnight Saturday, February 13, 2016, the close of the public record.

Of the total testimony received systemwide on all proposals via all methods, approximately 19% (54 comments) supported the proposals. Nearly 57% (165 comments) opposed, and another 11% (33 comments) suggested modifications to the service change proposals. Roughly 13% (39) of the comments received were unrelated to the Public Hearing's proposed changes. The majority of the "opposed" comments received via email and testimony are related to the cancellation of Lines 190/194, 270, and 460.

For comments received on the South Bay proposals (provided in Attachment C), Lines 111/311 generated four comments – one in support, three against, one of which also suggested to modify the proposal and included other comments. Lines 51/52/351/352 generated three comments – one in support, one against, and one to modify the proposal. The following summarizes comments specific to South Bay lines with a response from staff in italics:

Lines 111/311

- 1) Both Line 111 and 311 are slow and very overcrowded. I would like the option to use either Line 111 or Limited Line 311. *Metro will continue to evaluate passenger loads on Florence Av and adjust service as necessary. Line 311 only saves 8 minutes for a customer travelling the entire limited stop zone (10.4 miles from Crenshaw to Garfield). However, the average trip length on Line 111 is just 3.3 miles which results in only a 2.5 minute average savings for Line 311 riders. In contrast, riders at stops not served by Line 311 have to wait up to 20 minutes for a local Line 111 bus in the AM and PM peaks. Discontinuing Line 311 and replacing with Line 111 will benefit riders with a shorter wait time at over 20 local bus stops between Crenshaw Bl and Garfield Av.*
- 2) I would like to see service improved on the weekends – on Saturdays, service should operate every 15 minutes to LAX instead of every hour. *Line 111 on Saturdays and Sundays operates approximately every 30 to 35 minutes to LAX.*
- 3) I would like to see Rapid Line 711 during the weekdays. *Metro has no plans to bring back Rapid Line 711 which was cancelled in December 2010. Due to the short average trip lengths on Florence Av, there is no discernible market for Rapid 711.*

Lines 51/52/351/352

- 1) The brochure is deceptive. Line 352 serves the Harbor Gateway Transit Center and that will be a disservice if it is substituted with Line 351. *Metro will substitute local Line 52 trips for the Line 352 trips proposed to be discontinued. Service to Harbor Gateway TC will continue to be provided at approximately the same service levels of every 20 to 30 minutes.*

- 2) A new Line 752 should be instituted in favor of replacing Line 352. *Metro has no plans to operate a Rapid Line 752 on Avalon Bl. The average trip length is only 3.0 miles indicating that passengers would not benefit from a Rapid bus on Avalon Bl as they would likely board the first bus to arrive whether Local or Rapid.*

Recommendations

The following summarizes staff's recommendation to the South Bay Service Council:

Line 51/52/351/352

Proposal - Discontinue Limited Stop Line 352 and replace with new Limited Stop Line 351. All existing Limited stops on Line 352 will be served by the new Line 351. Line 51 operates more frequently than Line 52; therefore a new Line 351 will benefit more riders with a faster service.

Recommendation – Operate as proposed.

Line 111/311

Proposal - Discontinue Line 311 Limited stop service and operate as local service. Service for all patrons would be improved from every 20 minutes to every 10 minutes in the peak periods. Converting Limited stop trips into Local trips will double the service for patrons at over 20 stops not served by the Limited stop service.

Recommendation - Operate as proposed.

Impact to Budget

The change to Line 311 will add approximately six revenue vehicle hours to the Line 111 weekday schedule, or 1,500 annual revenue service hours which are included in the FY 17 budget. The change to Line 352 is expected to be cost neutral.

TITLE VI AND ENVIRONMENTAL JUSTICE EVALUATION

There is no Disparate Impact on minority populations, and no Disproportionate Burden on poverty populations resulting from the proposed changes to South Bay services. The Equity Evaluation of Proposed Major Service Changes is shown in Attachment B.

NEXT STEPS

The proposals considered for public hearing and final recommendations as approved by the Service Councils will be presented to the Metro Board as a receive and file report. The proposed changes will be implemented with the June 26, 2016 service changes or later.

ATTACHMENTS

Attachment A – Notice of Public Hearing

Attachment B – Equity Evaluation of Proposed Major Service Changes for June 2016

Attachment C – Summary of Public Comment

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Scott Page, Director of Service Performance and Analysis

Jon Hillmer, Executive Director, Service Development, Scheduling and
Analysis

NOTICE OF PUBLIC HEARING
Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Authority will hold public hearings in February 2016 to receive community input on proposed modifications to Metro's bus service. Approved changes will become effective June 2016 or later. Details of the hearing dates, times, and locations are listed at the end of this notice.

The upcoming public hearings are being held in conformance with federal public hearing requirements outlined in Section 5307 (d) 1 of Title 49 U.S.C., and public hearing guidelines outlined in Section 2-50-025 of Metro's Administrative Code, as amended.

Listed below are the service proposals to be considered at the hearings, and the respective Service Councils that will host the public hearings. In general, the proposed modifications will improve the efficiency and effectiveness of the public transportation system through a better use of resources. The public can attend any of these hearings and comment on proposals of interest to them.

LINE	LINE NAME	PROPOSED SERVICE CHANGE	San Fernando Valley	San Gabriel Valley	Gateway Cities	South Bay	Westside Central
16/316	Downtown Los Angeles - Century City via 3rd St	Combine with Line 220 at Cedar Sinai Hospital, providing one continuous line via new branch Line 17.					X
51/52/ 351/ 352	Wilshire Ctr – Downtown LA – Compton- Harbor Gateway TC via Avalon	Discontinue Limited Stop Line 352 and replace with new Limited Stop Line 351. All existing limited stops on Line 352 will be served by the new Line 351. Line 51 operates more frequently than Line 52; therefore a new Line 351 will benefit more riders with a faster service.			X	X	X
68	Downtown LA – Montebello via Chavez – E. 1st St	Replace the 1st St route segment from Indiana Station to East LA College with new Line 106. This new line will also operate to County USC Hospital and replace a large portion of Line 620. (See Line 620 below).		X			X
106	County USC Hospital – Indiana Sta – East LA College	Proposed new Line 106 will operate as a replacement to a portion of Line 68 on E 1st St and a large portion of Line 620.		X			X
111 /311	LAX City Bus Center – Norwalk Sta via Florence Av	Discontinue Line 311 limited stop service and operate as local service.			X	X	

LINE	LINE NAME	PROPOSED SERVICE CHANGE	San Fernando Valley	San Gabriel Valley	Gateway Cities	South Bay	Westside Central
156	Panorama City to Hollywood via Highland Av, Vineland Av & Van Nuys Bl	Combine with Line 236, Route 237 on Van Nuys Bl at the Orange Line, providing a new continuous line from Hollywood to Granada Hills. (See Line 236/237 below)	X				X
175	Silverlake – Hollywood via Hyperion Av – Sunset Bl	Remove two underutilized mid-day trips.					X
190/ 194	El Monte Sta - Cal Poly Pomona via Ramona Bl & Valley Bl	Discontinue service, possibly to be operated by another provider.		X			
220	Beverly Ctr – Culver City Sta via Robertson Bl	Replace Line 220 with a branch route of Line 16 at Cedar Sinai Hospital; new branch Line 17 would operate from downtown LA to Culver City Expo Station.					X
234	Sylmar – Westwood via Sepulveda Bl	Late night, early morning, Saturday and Sunday extension from Westwood to Sepulveda Expo Line Station, when opened.	X				X
236/ 237	Sylmar Sta – Encino via Glenoaks Bl, Balboa Bl Encino – Granada Hills – Sherman Oaks via Balboa Bl, Woodley Av, Victory Bl, Van Nuys Bl	Combine Route 237 with Line 156 on Van Nuys Bl at the Orange Line, providing a new continuous line from Hollywood to Granada Hills.	X				
258	Alhambra - Paramount via Fremont Av & Eastern Av	Join line with Line 485 at Cal State LA, providing a continuous line from Paramount to Pasadena.		X	X		
270	Monrovia – Norwalk Sta via Workman Mill – Peck Rds	Discontinue service, possibly to be operated by another provider.		X	X		
460	Downtown LA – Disneyland via Harbor Transitway – I-105 Fwy	Discontinue route segment from Downtown LA to Norwalk Green Line Station (replacement service provided by Metro Silver Line, Silver Express, Blue Line, and Green Line).			X		X
485	Downtown LA – Altadena via Fremont – Lake Avs	Discontinue service from Downtown LA to Cal State LA. Service north of Cal State LA will be operated to Altadena by an extension of Line 258.		X			X
501	NoHo – Pasadena Express	New express service between Metro North Hollywood Red/Orange Line Stations to Metro Del Mar Gold Line Station.	X	X			

LINE	LINE NAME	PROPOSED SERVICE CHANGE	San Fernando Valley	San Gabriel Valley	Gateway Cities	South Bay	Westside Central
577	El Monte Sta – Long Beach VA Medical Center via I-605 Fwy	Add three stops between El Monte Station and Rio Hondo College. Exclude Line 577 from the express premium fare policy (requires Board of Directors approval).		X	X		
620	Boyle Heights Shuttle	Discontinue service on Cesar E. Chavez, Forest Av, Wabash Av, Evergreen Av, Mott St, and 1st St. Replacement service is provided by the current routes of Lines 30, 68, 71, and 770. The remaining service will operate from the USC Medical Center, State St, 1st St, Boyle Av, Whittier Bl, Soto St, 4th St, Indiana St, then continuing out 1st St along the route of Line 68 to East LA College (see Line 68 above). The new service will be renumbered to Line 106 operating in both directions. Hours and days of operation will remain unchanged.		X			X
704	Downtown Santa Monica via Santa Monica Bl	Make permanent experimental improvement of weekday mid-day service from every 20 minutes to every 15 minutes.					X
734	Sylmar Sta – Westwood via Sepulveda Bl	Extend service from Westwood to Sepulveda Expo Line Station, when opened.	X				X
788	Metro Valley – Westwood Express	Extend service from Westwood to Sepulveda Expo Line Station, when opened.	X				X



Metro

PUBLIC HEARING SCHEDULE

SAN FERNANDO VALLEY

Wednesday, February 3, 2016

6:30PM

Marvin Braude Constituent Center
6262 Van Nuys Blvd.
Van Nuys, CA 91401

SOUTH BAY

Thursday, February 4, 2016

6:00PM

Carson Community Center
Adult Lounge
801 E. Carson
Carson, CA 90745

REGIONAL LOCATION

Saturday, February 6, 2016

10:00AM

Metro Boardroom
1 Gateway Plaza, 3rd Floor
Los Angeles, CA 90012

SAN GABRIEL VALLEY

Monday, February 8, 2016

6:00pm

Metro El Monte Division 9 Building
3449 Santa Anita Ave.
3rd Floor Service Council
Conference Room
El Monte, CA 91731

WESTSIDE/CENTRAL

Wednesday, February 10, 2016

6:00PM

Metro Headquarters Building
1 Gateway Plaza
Union Station Conference Room
Los Angeles, CA 90012

GATEWAY CITIES

Thursday, February 11, 2016

6:00 p.m.

Norwalk Arts & Sport Complex
Sproul Reception Center
12239 Sproul St.
Norwalk, CA 90650

The public hearings will commence at the listed times and will close after all oral testimony has been received by those members of the public present in accordance with hearing guidelines.

Note: These proposals may be approved in whole or in part at a date following the public hearings. Approved changes may also include other alternatives derived from public comment. Interested members of the public are encouraged to attend the upcoming hearings and provide testimony on any service proposal under consideration (public comment will not be restricted to only bus routes operating in one geographical area). All public comment received will be forwarded to the responsible Service Council, and considered prior to taking action on the service proposals. Persons unable to attend the hearings may submit written testimony postmarked through midnight Saturday, February 13, 2016, the close of the public record.

Comments sent via U.S Mail should be addressed to: **Metro Customer Relations**

Attn: June 2016 Service Changes
1 Gateway Plaza, 99-PL-4
Los Angeles, CA 90012-2932

Comments via e-mail should be addressed to: servicechanges@metro.net

Attn: "June 2016 Service Changes"

Facsimiles should be addressed as above and sent to: 213-922-6988.

ADA REQUIREMENTS: Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA sponsored meetings and events.

LIMITED ENGLISH PROFICIENCY: Upon request, interpreters are available to the public for MTA sponsored meetings and events. Agendas and minutes will also be made available in other languages upon request.

All requests for reasonable accommodations, interpretation services and materials in other languages must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please submit requests by calling (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040. Individuals with hearing or speech impairment may use California Relay Service 711 + Metro phone number.

ATTACHMENT B

**Service Equity Analysis
Methodology & Results**

**June 2016
Proposed Major Service Changes
Prepared January 2016**

Service Planning and Scheduling
Civil Rights Programs Compliance

Contents

1.	Proposal Overview	1
2.	Methodological Approach.....	1
	Data Sources.....	2
	Methodology.....	2
3.	Results.....	3

1. PROPOSAL OVERVIEW

A proposed program of service changes for possible implementation in June 2016, or later, is scheduled for public comment in February 2016. The major service changes contained in that proposal are the subject of this equity evaluation.

2. METHODOLOGICAL APPROACH

A Service Equity Evaluation is presented herein in accordance with the requirements of Federal Transit Administration Circular 4702.1B. The evaluation assesses whether or not there are adverse disparate impacts on minority passengers and/or disproportionate burdens on low income riders arising from the proposed major service changes that will be considered at public hearings in February 2016.

The proposed changes have been grouped by type of change for this analysis. There are three groups consisting of routes or segments proposed for discontinuation, routes or segments that represent new services, and routes proposed for increased service frequency. Each group is evaluated separately using demographic data associated with the group's services.

Only the major service change proposals as defined in Metro's Administrative Code Section 2-50 are included in this analysis. There are additional proposals being presented for public comment that are not a part of this evaluation. A service change is considered major if it meets one or more of the following criteria:

A revision to an existing transit route that increases or decreases the route miles by 25% or the revenue service miles operated by the lesser of 25%, or by 250,000 annual revenue service miles at one time or cumulatively in any period within 36 consecutive month;

A revision to an existing transit service that increases or decreases the revenue hours operated by at least 25% or by 25,000 annual revenue service hours at one time or cumulatively in any period within 36 consecutive months;

A change of more than 25% at one time or cumulatively over any period within 36 consecutive months in the number of total revenue trips scheduled on routes serving a rail or BRT station, or an off-street bus terminal serving at least 4 bus routes;

A change of more than 20% of the total system revenue miles or revenue hours in any 12 month period;

The implementation of any new transit route that results in a net increase of more than 25,000 annual revenue hours or 250,000 annual revenue miles;

Six months prior to the opening of any new fixed guideway project (e.g. BRT line or rail line) regardless of whether or not the amount of service being changed meets the requirements in the new subsections 1 – 5 above.

Two proposals meeting the criteria for major changes have been excluded from this analysis as the Administrative Code provides an exception to the equity evaluation requirement when a service is replaced by a different mode or operator providing a service with the same headways, fare, transfer options, span of service and stops. The proposed discontinuation of Lines 190-194 and 270 is contingent on the assumption of service by Foothill Transit. Because there are differences in the fares charged by the involved operators, these two proposals are the subject of a separate fare equity evaluation.

Data Sources

Data on the ethnicity of Metro's service area population is obtained from block group level data from the 2010 U. S. Census. Poverty income data is from the American Community Survey administered by the U. S. Census for the five year period from 2006-2010 and is provided at the census tract level.

Methodology

For any route or route segment included in this evaluation the population and minority population of each block group that is at least partially included in a buffer area around each stop served by the affected route or segment is accumulated. The buffer is generally a circle of one-quarter mile radius around each stop. For rail stations the buffer has a one-half mile radius, and for major park/ride facilities the buffer has a five mile radius. Similarly, census tract level data for population and poverty population is accumulated from all tracts at least partially included in each buffer.

The major changes are grouped by type of change (discontinuation, new service, or increased frequency), and the associated population, minority population, and poverty population is accumulated for each group. Each group's overall minority population share and poverty population share is compared with the corresponding Metro service area shares to determine whether or not a disparate impact, or disproportionate burden would result.

3. RESULTS

The Board of Directors has adopted thresholds for determining when disparate impacts and/or disproportionate burdens are imposed by a proposed service change action.

A disparate impact occurs when the absolute difference between the minority share of the impacted population and the minority share of Metro's service area population exceeds 5%, and/or the relative difference between the minority share of the impacted population and the minority share of Metro's service area population exceeds 20%.

A disproportionate burden occurs when the absolute difference between the impacted poverty population share and the Metro service area poverty population share exceeds 5% and/or the relative difference between the poverty population share of the impacted population and the poverty share of Metro's service area population exceeds 20%.

The results of this equity evaluation are shown in Table 1. There is no disparate impact or disproportionate burden resulting from the service discontinuation and new service actions. The increased frequency proposed for Line 704 would result in a disparate impact on the minority population along its route, but would not result in a disproportionate burden on the poverty population in its corridor.

When a disparate impact is found the proposed action may only be implemented if (1) there is a substantial legitimate justification for the proposed service change, and (2) there are no alternatives that would have a less disparate impact and still accomplish the goals of the action. In this instance, the action is proposed to conform passenger loading during the midday to recently revised passenger loading standards. There are no alternatives to adding service to reduce passenger loading, and not doing so would violate adopted Board policy resulting in crowding.

Table 1 Equity Evaluation of Major Service Change Proposals for June 2016

DISCONTINUATION OF ROUTE OR SEGMENT

Line	Description	Adverse Action	Beneficial Action	Title VI			EJ		
				Population	Minority	%	Population	Poverty	%
111	Discontinue Route 311	X		-244,310	-228,526	93.5%	-349,160	-69,406	19.9%
156	Discontinue Burbank/Kester/Oxnard Loop	X		-18,579	-10,684	57.5%	-28,901	-5,638	19.5%
220	Discontinue line	X		-53,401	-16,915	31.7%	-68,042	-7,522	11.1%
236	Discontinue branch line 237	X		-164,559	-92,194	56.0%	-204,516	-24,570	12.0%
258	Discontinue service east of Fremont/Commonwealth	X		-32,739	-29,082	88.8%	-38,056	-6,028	15.8%
460	Discontinue service west of Norwalk Station	X		-81,896	-65,143	79.5%	-85,549	-34,872	40.8%
485	Discontinue line	X		-120,667	-87,390	72.4%	-154,781	-22,285	14.4%
620	Discontinue service between Indiana Station State St via Chavez	X		-44,714	-43,893	98.2%	-59,995	-15,659	26.1%
Total				-760,865	-573,827	75.4%	-989,000	-185,980	18.8%
Metro Service Area						70.5%			
Absolute Difference						4.9%	2.9%		
Relative Difference						7.0%	18.3%		

NEW SERVICE

Line	Description	Adverse Action	Beneficial Action	Title VI			EJ		
				Population	Minority	%	Population	Poverty	%
156	Extend from Van Nuys/Burbank via Route 237 to Mission Hills		X	95,656	63,639	66.5%	111,257	15,776	14.2%
258	Add extension to CSULA		X	10,547	9,585	90.9%	16,006	1,889	11.8%
258	Add extension from Fremont/Commonwealth to Altadena		X	74,390	46,329	62.3%	113,333	11,858	10.5%
501	New service		X	44,623	20,922	46.9%	63,759	8,731	13.7%
620	Extend service from Indiana Station to E. LA College via 1st. St.		X	49,274	48,029	97.5%	66,030	12,143	18.4%
Total				274,490	188,504	68.7%	370,385	50,397	13.6%
Metro Service Area						70.5%	15.9%		
Absolute Difference						-1.8%	-2.3%		
Relative Difference						-2.6%	-14.4%		

INCREASED FREQUENCY

Line	Description	Adverse Action	Beneficial Action	Title VI			EJ		
				Population	Minority	%	Population	Poverty	%
704	Add midday service (cumulative impact)		X	259,255	126,979	49.0%	313,798	57,176	18.2%
Total				259,255	126,979	49.0%	313,798	57,176	18.2%
Metro Service Area						70.5%	15.9%		
Absolute Difference						-21.5%	2.3%		
Relative Difference						-30.5%	14.6%		

ATTACHMENT C

Summary of Public Comment

Line 51/52/352

Line 51/52/352			COMMENTS					CATEGORY			
Date	Name	Comment	Email	Comment Card	Letter	Oral	Social Media	Support	Against	Modify	Other
1/29/2016	Power, Max	Supports proposal.	X					1			
2/2/2016	Bonilla, Mark	New #752 should be instituted, in favor of replacing #352 and complementing #51 and #52: it would run between Downtown LA (Beaudry Av/5th St) and Artesia Transit Center through San Pedro Street and Avalon Boulevard. #52 would add additional peak service in favor of #352 being discontinued: chronologically, the stops would be the same as #760 from Beaudry-5th to 7th-San Pedro, and then San Pedro St with 9th St, Washington Bl (Blue Line), and Adams Bl, Avalon Bl with Jefferson Bl, Martin Luther King Jr Bl, Vernon Ave, Slauson Ave, Gage Ave, Florence Ave, Manchester Ave, Century Bl, Imperial Hwy, Avalon Green Line Station, El Segundo Bl, Rosecrans Ave, Compton Bl, Alondra Bl, and Albertoni St, with the last and final stop at the Harbor Gateway Transit Center.	X							1	
2/4/2016	Drummond, J.K.	This brochure is deceptive about the 352. It says the 351 will serve all the limited stops that the 352 serves. No. The 352 serves the Harbor Gateway Transit Center, and that will be dis-served if it is substituted with the 351.				X			1		
Total								1	1	1	0

Line 111/311

Line 111/311			COMMENTS					CATEGORY			
Date	Name	Comment	Email	Comment Card	Letter	Oral	Social Media	Support	Against	Modify	Other
1/29/2016	Power, Max	Supports proposal.	X					1			
2/4/2016	Bazemore, Michael	I am against the taking away of the 311. I live by the 311 and 111, and I caught the 311 and 111 yesterday, and they are both slow --both slow and very overcrowded. I just -- I just hate the idea that during 2001 up to the present, all the limited bus lines are leaving our community.				X			1		
2/6/2016	Benitez, Mario	I would like the option to use either Line 111 or Limited Line 311.				X			1		
2/6/2016	Lewis, Damar	I'm here for proposed -- regarding the 111/311. What I would like to see is -- you guys plan to discontinue 311. I would like to see service improved on the weekends, and I'd also like to see a rapid line during the weekdays, the 711. So on weekends, I would like to see every -- instead of every hour for LAX to every 15 minutes on Saturdays.				X			1	1	1
Total								1	3	1	1