



**WESTSIDE/CENTRAL GOVERNANCE COUNCIL**  
**March 11, 2009**

**SUBJECT: PROPOSED SERVICE CHANGES TO WESTSIDE/CENTRAL  
SECTOR SERVICES**

**ACTION: APPROVE FINDINGS OF PUBLIC HEARING AND ADOPT  
REVISED SERVICE CHANGE PROGRAM**

**RECOMMENDATION**

- A. Approve the findings of the Public Hearing conducted on Wednesday, February 11, 2009 regarding proposed service changes for June 28, 2009 or later (Attachment A).
- B. Adopt the June 28, 2009 Revised Service Program as outlined in this report.

**ISSUE**

On February 11, 2009 the Westside/Central Service Sector conducted a public hearing to consider public input before coming to the Governance Council with final recommendations for significant changes to the bus system. After considering public input, the June 2009 Service Change Program is intended to eliminate low performing service, improve capacity utilization, and interface with the Gold Line Eastside rail extension.

**OPTIONS**

The alternatives for the Governance Council to consider in lieu of approving staff's recommendations include:

- 1) Maintain the status quo and do nothing; or
- 2) Adopt a different subset of the proposals

Staff does not recommend either alternative since the proposals are designed to improve the efficiency and effectiveness of bus operations within the sector and to ensure a balanced budget for next fiscal year.

## **FINANCIAL IMPACT**

Staff is recommending a program that can be implemented within the FY 2010 operating budget. Attachment D outlines the revenue service hour and ridership impacts associated with the proposed changes.

## **BACKGROUND**

The June 2009 Service Change Program includes modifications to six routes, and elimination of one route.

In an effort to move forward with projects that will improve service quality and increase operating efficiencies, staff proposes to initiate the service changes contained in the public hearing program in late June of 2009. The proposed Westside/Central changes are consistent with the Los Angeles County Metropolitan Transportation Authority's (LACMTA) Metro Connections Program. The changes proposed are part of a system-wide service improvement program designed to eliminate low performing service, improve capacity utilization, and to interface bus service with the Gold Line Eastside rail extension.

### **Public Outreach Process**

On December 10, 2008 the Westside/Central Sector Governance Council approved a Notice of Public Hearing detailing proposed modifications to sector bus lines. The legal hearing notice was published in area newspapers the dates of which are on file with the Board Secretary's Office.

Media Relations issued a press release on the hearing. Take One brochures were printed for placement on buses and rail lines. The information was also posted on Metro's main website and service sector websites.

The public hearing followed on February 11, 2009, at the La Cienega Tennis Center in Beverly Hills.

### **Summary of Public Comment**

Approximately twenty one people attended the public hearing and thirteen individuals gave oral testimony regarding the proposals. Ten provided written comments. Comments were received from 23 individuals by the close of the public comment period on February 13, 2009.

Three comments supported the reallocation of service from Rapid Line 714 to local Line 14. One comment supported and two opposed Line 30 restructuring to interface with the Gold Line. Fifteen comments opposed the discontinuation of Line 220. One comment supported and ten comments opposed implementation of a short line on Line 704. Two comments supported and four opposed implementation of a short line on Rapid Express Line 920. One comment supported the restructuring of Line 730.

## SUMMARY OF REVISIONS TO SERVICE CHANGE PROPOSALS

Considering public input and review of the proposals presented at the public hearing, below are staff's final recommendations to the original service change program.

- Line 14: Improve service from Line 714 resources  
**Staff Proposal:**        **Approve as proposed.**
- Line 30-31: Restructure service for the Eastside Gold Line Extension Bus Rail interface. Line 30 is proposed to terminate at Dozier/Rowan terminal. Remainder of the service (on Hammel St and Floral Dr) is proposed to be served by restructuring of Line 287. Reduce service frequency on First St. between Alameda St. and Atlantic Bl.  
**Staff Proposal:**        **Approve as proposed.**  
Frequency of service remains unchanged from Little Tokyo/Arts District Station to Pico/Rimpau Terminal all days of the week.  
Weekday        –        Service to Atlantic will operate every 30 to 40 minutes in the peak and 40 to 60 minutes off-peak.  
  
Saturday        –        Service to Atlantic will operate every 40 to 60 minutes.  
  
Sunday        -        Service to Atlantic will operate every 40 to 60 minutes.
- Line 220: Cancel service due to low ridership  
**Staff Proposal:**        **Approve as proposed or,**  
**Option 2** - Operate every 60 to 65 minutes from Venice/Culver to Beverly Center, or  
**Option 3** - Operate every 75-80 minutes over current alignment
- Line 704: Adjust service levels. Consider short line terminal at Santa Monica/Sepulveda  
**Staff Proposal:**        **Approve as proposed.**  
Weekday        –        Implement short-line both directions until approximately 4:00p.m. Service to and from Santa Monica at these times will operate every 15 to 30 minutes in the peak and base respectively. Reduce frequency of service up to 30 minutes, westbound from approximately 6:00 – 8:00p.m.

Saturday – Implement short-line eastbound until approximately 2:00p.m. and westbound from approximately 1:00p.m. Service in these

directions from and to Santa Monica will operate approximately every 30 minutes.

Sunday - Implement short-line eastbound until approximately 3:00p.m. and westbound from approximately 2:00p.m. Service in these directions from and to Santa Monica will operate approximately every 30 minutes.

- Line 714: Adjust service levels and reallocate resources to local Line 14  
**Staff Proposal: Approve as proposed.**  
Frequency of service will be reduced up to 20 minutes in the peak and 30 minutes off-peak.
- Line 730: Restructure service for the Eastside Gold Line Extension Bus Rail interface. Propose downtown terminus to end at the Little Tokyo/Arts District Station  
**Staff Proposal: Approve as proposed.**  
Frequency of service remains unchanged from Little Tokyo/Arts District Station to Pico/Rimpau Terminal.
- Line 920: Adjust service levels. Consider short line terminal at Wilshire/Westwood  
**Staff Proposal: Approve as proposed.**  
Weekday - Frequency of service in off-peak directions will be reduced up to 30 minutes. Short-turn will be implemented at Wilshire/Westwood in the peak travel directions.

#### **NEXT STEPS**

With approval from the Sector Governance Council and LACMTA Board, staff will implement all changes effective June 29, 2008 or later.

[Attachment A: Public Hearing Notice](#)

[Attachment B: Maps of Service Proposals](#)

[Attachment C: Summary of Public Comments and Staff Response](#)

[Attachment D: Revenue Service Hour and Ridership Impacts](#)

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