

WSC Service Council Corridor Study

Recommended Options

Lines 4-704-2:

Option 1 - End Lines 2, 4, 704 at or near Vermont

- Create new inner-Sunset Line**
- Increase Line 704 service**
- Evaluate service levels on Lines 2 & 4**

Option 2 - End Line 4 at or near Vermont

- Increase Line 704 service & extend some Line 2 trips**
- Consider short line route to Westwood**

Westside/Central Corridor Study

Recommended Options for Lines 2/302, 4, 704 & 16/316

Lines 4-704-2 Service

- Option 1:**
- End Lines 2/302, 4 & 704 at or near Vermont
 - Create new inner-Sunset line running from Vermont to downtown LA
 - Increase service on Line 704 and extend some most trips to Santa Monica to relieve overcrowding.
 - Evaluate service levels and renumber Lines 2 and 4
- Option 2:**
- End Line 4 at or near Vermont and renumber line
 - Add service to Line 704
 - Evaluate the need to extend some service on Line 2 over inner-Sunset
 - Consider extending some Line 704 short-lines at Santa Monica & Sepulveda to Westwood
- *With all options, communication and report needed on the status of Call for Project on Sunset Junction transit facility as indicated by staff in 2011 outreach on original proposal to shorten line 2 and 704 trips.*
 - *With Line 4/704 vehicle requirements may change between 40' -60' equipment.*

Lines 16/316 Service:

- Option 1:**
- Extend some trips that now end in Century City to Culver City Expo Line Sta. via Roberson with remaining trips ending at Cedars Sinai, in conjunction with extending line 16; Cancel Line 220
 - Cancel limited service and reinvest into some additional local service or evaluate adding some stops to limited service
 - Consider local stop consolidation from 3rd /Vermont towards downtown to speed all local trips while enabling access.
- Option 2:**
- Reroute selected trip in downtown LA to Little Tokyo Gold Line Sta. via Main/Spring – Temple – Alameda, as an element of improving ridership on Eastside of Metro Gold Line.
- *Options 1 and 2 are not mutually exclusive*

Potential future effort could focus on Line 2/302 with evaluation of actions such as breaking line into three segments: PCH - UCLA, UCLA – Vermont & Vermont – Downtown LA



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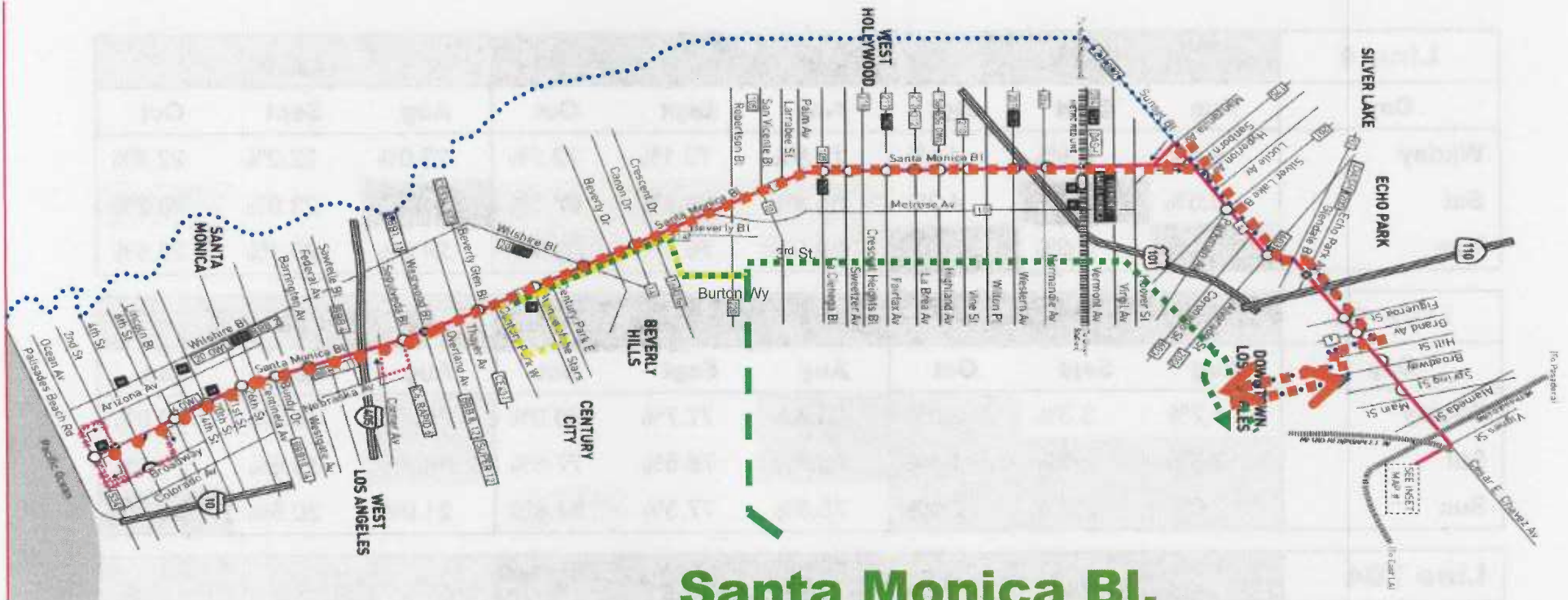
Recommended Options

Lines 16-316:

- Option 1** - Reroute some trips the now end in Century City to Culver City Expo Sta. via Roberson
- Cancel Line 202
 - Cancel line 316 and reinvest into additional local service or add stops to limited service

- Option 2** - Reroute selected trips in downtown LA to Little Tokyo Gold Line Sta. via Main/Spring – Temple – Alameda, as an element of improving ridership on Eastside of Metro Gold Line

WS/C Service Council February 2013 Meeting



Santa Monica Bl.

& 3rd St.

Corridor Study

Lines 2 - 4 - 704 - 16/316



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On-Time Performance Trends

Line 4	Early			On-Time			Late			
	Day	Aug	Sept	Oct	Aug	Sept	Oct	Aug	Sept	Oct
Wkday		4.4%	4.8%	4.9%	72.6%	73.1%	72.3%	23.0%	22.2%	22.8%
Sat		3.6%	6.2%	4.3%	65.8%	69.8%	67.5%	30.6%	23.9%	28.2%
Sun		5.7%	3.5%	5.5%	69.5%	76.4%	69.0%	24.8%	20.1%	25.5%

Line 16	Early			On-Time			Late			
	Day	Aug	Sept	Oct	Aug	Sept	Oct	Aug	Sept	Oct
Wkday		4.2%	3.3%	3.0%	80.3%	77.7%	76.9%	15.5%	19.0%	20.0%
Sat		2.3%	2.0%	1.4%	83.6%	78.5%	77.6%	14.1%	19.5%	21.0%
Sun		2.6%	2.2%	2.0%	75.5%	77.3%	61.3%	21.9%	20.5%	36.7%

Line 704	Early			On-Time			Late			
	Day	Aug	Sept	Oct	Aug	Sept	Oct	Aug	Sept	Oct
Wkday		6.7%	5.8%	5.1%	69.6%	69.4%	71.4%	23.6%	24.8%	23.4%
Sat		3.9%	3.4%	3.5%	79.2%	78.5%	79.5%	16.9%	18.1%	17.0%
Sun		1.6%	3.9%	2.5%	68.2%	68.1%	65.7%	30.2%	28.0%	31.8%

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Frequency of Service

	Line	Dir.	AM Peak (6a-9a)	Mid-Day (9a-3p)	PM Peak (3p-6p)	Evening (9p-12a)	Owl (12a-4a)
Weekdays	4	E	10-12	15	8-10	12	20-30
		W	9-10	15	10	12	20-30
	16/316	E	9/18	9/18	5/10	15-30	-
		W	4/12	8/16	4/12	15-30	-
	704	E	16	20	10	-	-
		W	8-9	20	15	-	-
Saturdays	4	E	15	13	9	13-15	20-30
		W	13	13	8	13-15	20-30
	16	E	5/10	8/24	6/18	20-30	-
		W	8/24	8/24	6/18	20-30	-
	704	E	20	20	20	-	-
		W	20	20	20	-	-
Sunday	4	E	12	15	12	13-15	20-30
		W	18	15	12	13-15	20-30
	16	E	12/24	8/24	6/18	20-30	-
		W	8-16	8/24	8/24	20-30	-
	704	E	28	22	20	-	-
		W	23	20	20	-	-

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Customer Complaints For October 2012

Complaint Type	Line Number			Total	% of Total
	4	16	704		
Passed Up	6	2	4	12	35%
Op. Discourtesy	2	3	2	7	20%
Late Schedule	1	2	0	3	9%
No Show	1	0	0	1	3%
Misc. Complaint	0	1	1	2	6%
Unsafe Operation	1	0	0	1	3%
Accident	0	0	1	1	3%
Operator Conduct	0	0	2	2	6%
Carried Past Stop	2	0	0	2	6%
Disputed/Wrong Fare	0	0	0	0	0%
Acc. Service - Pass Up	0	0	0	0	0%
AccSvc Wchr Securement	0	0	2	2	6%
Transfer Problems	1	0	0	1	3%
	14	8	12	34	
Rate Per 100,000 Psgrs	2.14	1.08	3.56	1.96	

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Service Statistics

Ridership (Oct. 2012)	Line 4	Line 16	Line 704	Combined
• Weekday	22,254	26,082	12,120	60,456
• Saturday	19,920	20,324	8,050	48,294
• Sunday	15,765	15,383	6,598	37,746
• Annual	7,625,000	8,600,000	3,892,000	20,117,000

Bus Line Performance	Line 4	Line 16	Line 704	Sys. Avg
• Subsidy / Passenger	\$1.69	\$1.21	\$1.87	\$1.75
• Subsidy / Psgr. Mile	\$0.43	\$0.41	\$0.35	\$0.42
• Passengers / Bus Hr.	57	71	53	55
• Psgr. Miles / Seat Mi.	0.567	0.578	0.517	0.471

Resources	Line 4	Line 16	Line 704	Total
• Annual Revenue Bus Hours	136,500	127,400	70,100	334,000
• Peak Buses – Wkday/Sat/Sun	28/22/16	38/24/21	27/14/13	93/60/50

Service Statistics

Discussion and Public Comment Portion