

**VENICE BOULEVARD  
LINE 33/333  
GOVERNANCE COUNCIL WORKSHOP**

**Westside Central Sector  
June 11, 2008**

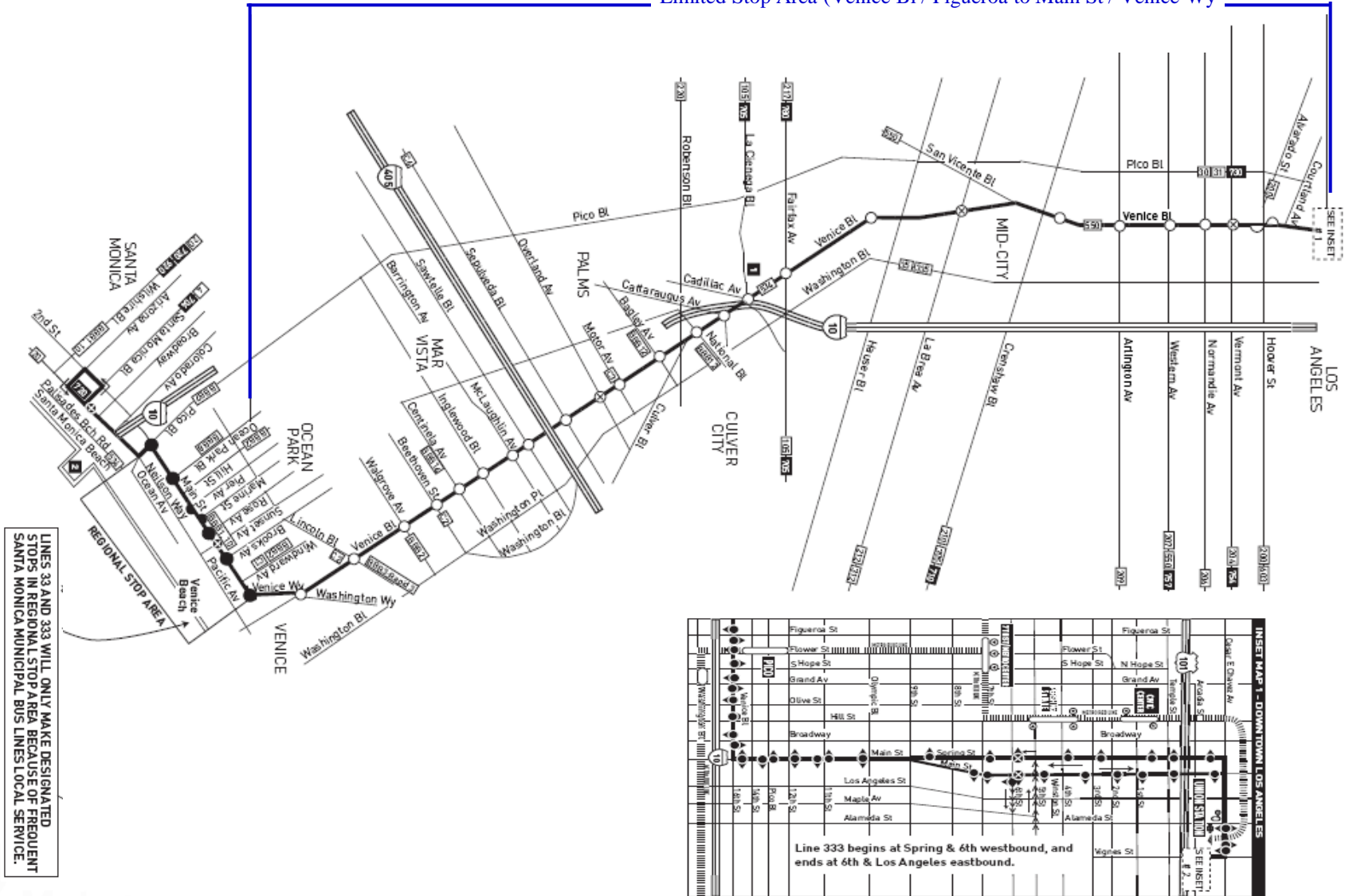


**Metro**

# Line 33-333

## Restructure routes 33 and 333 to improve service quality

Limited Stop Area (Venice BI / Figueroa to Main St / Venice Wy)



# LINE 33 DATA

- **Tier 1 Line –**
  - 24,400 weekday boardings
  - 18,400 Saturday boardings
  - 12,500 Sunday boardings
- **Primary Patterns include;**
  - Patsaouras Plaza – 2nd / Santa Monica (33) – 19.3 miles
  - Patsaouras Plaza - Main/Sunset (33) – 17 miles
  - 6<sup>th</sup>/Main – 2<sup>nd</sup>/Santa Monica (333) – 17.5 miles
- **Revenue Service Hours**

- Weekday	500.4
- Saturday	367.4
- Sunday	319.9

# LINE 33 DATA (cont'd)

- Average Trip Length – Over 5 miles
- On Time Performance – Over 53 %

# TRIP LEVEL DATA (3<sup>rd</sup> Qtr FY08)

<u>Weekday</u>	<u>Eastbound</u>	<u>Westbound</u>
• Early AM	427	1,153
• AM Peak	1,999	3,562
• Base	4,035	4,140
• PM Peak	4,128	2,755
• Evening/Owl	<u>1,452</u>	<u>794</u>
	12,041	12,404

# TRIP LEVEL DATA (3<sup>rd</sup> Qtr FY08)

<u>Saturday</u>	<u>Eastbound</u>	<u>Westbound</u>
• Early AM	164	514
• AM Peak	1,130	2,218
• Base	3,628	4,008
• PM Peak	2,669	2,004
• Evening/Owl	<u>1,325</u>	<u>757</u>
	8,916	9,503

# TRIP LEVEL DATA (3<sup>rd</sup> Qtr FY08)

<u>Sunday</u>	<u>Eastbound</u>	<u>Westbound</u>
• Early AM	98	274
• AM Peak	580	1,022
• Base	2,546	2,852
• PM Peak	1,884	1,588
• Evening/Owl	<u>1,092</u>	<u>650</u>
	6,200	6,386

# SEGMENT DATA

## Weekday

2<sup>nd</sup>/SM-Main/Sunset

## Boardings

1,380

## Alightings

139

Main/Sunset-2<sup>nd</sup>/SM

209

1,208

## Saturday

2<sup>nd</sup>/SM-Main/Sunset

1,445

123

Main/Sunset-2<sup>nd</sup>/SM

139

1,453

## Sunday

2<sup>nd</sup>/SM-Main/Sunset

1,146

101

Main/Sunset-2<sup>nd</sup>/SM

115

1,169





# SEGMENT DATA

## Weekday

Main/Sunset-Fairfax

Boardings

6,540

Alightings

3,269

Fairfax-Main/Sunset

3,159

6,645

## Saturday

Main/Sunset-Fairfax

4,311

2,397

Fairfax-Main/Sunset

2,309

4,369

## Sunday

Main/Sunset-Fairfax

2,921

1,686

Fairfax-Main/Sunset

1,663

2,889

# SEGMENT DATA

## Weekday

Fairfax-6<sup>th</sup>

## Boardings

3,806

## Alightings

7,612

6<sup>th</sup>-Fairfax

7,833

4,181

## Saturday

Fairfax-6<sup>th</sup>

2,929

5,658

6<sup>th</sup>-Fairfax

6,049

3,314

## Sunday

Fairfax-6<sup>th</sup>

1,970

3,755

6<sup>th</sup>-Fairfax

3,747

2,049



# SEGMENT DATA

## Weekday

6<sup>th</sup>-Patsaouras

## Boardings

150

## Alightings

818

Patsaouras-6th

1,169

243

## Saturday

6<sup>th</sup>-Patsaouras

89

616

Patsaouras-6th

980

220

## Sunday

6<sup>th</sup>-Patsaouras

68

518

Patsaouras-6th

860

239



Metro

# WHY RESTRUCTURE?

## ✓ SIMPLIFY SERVICE

Service should be easy to understand and to operate. Short lines and excessive schedule patterns should be avoided.

## ✓ IMPROVE SPEED

The network should provide a larger share of expedited services - including freeway/arterial express, Metro Liner, Rapids, limited stop, and services operating in bus lanes.

# WHY RESTRUCTURE?

## ✓ MAXIMIZE EFFICIENCY AND PRODUCTIVITY

Allocate resources (service hours and miles) in response to service demand, local development, and transit markets.

## ✓ IMPROVE COORDINATION OF SERVICES

Whenever practical, bus routes should begin and end at major destinations or points of origin, and point-to point services should connect high demand markets.

## ✓ IMPROVE SERVICE RELIABILITY

Manage operations actively to ensure regularity of headway and on-time service performance, and to allow freeway/arterial express routes deviation to avoid congestion.

# POSSIBLE SERVICE ALTERNATIVES

- **Modify weekday trip patterns to have Route 333 operate from Patsaouras to SM**
- **Limited stop operation would be entire length of line**
- **Extend current 333 to Patsaouras**
- **Short turns would be on same pattern, Main/6th to Main/Sunset**
- **Create separate routes with a hub at WLATC, Venice/Robertson, or Venice/Lincoln**
- **Evaluate Rapid implementation in 2009 or later**

# NEXT STEPS

- July 6, 2008 - Publish Public Hearing Notice
- July 9, 2008 - Further discussion of alternatives
- Aug. 13, 2008 - Conduct Public Hearing
- Sept. 10, 2008 - Final Recommendations to Council
- Oct. 30, 2008 - MTA Board acts on Council recommendations
- Dec. 14, 2008 - Implement changes