

South Bay Cities Council of Governments

Attachment E

March 9, 2020

To: SBCCOG Transportation Committee
SBCCOG Steering Committee

From: Jacki Bacharach, Executive Director
Steve Lantz, Transportation Director

Subject: Proposed Metro NextGen Study South Bay Bus Service Changes

Adherence to Strategic Plan:

Goal A: Environment, Transportation, and Economic Development. Facilitate, implement, and/or educate members and others about environmental, transportation, and economic development programs that benefit the South Bay. Strategy 5 – Actively pursue opportunities for infrastructure funding for member agencies.

BACKGROUND

The Metro bus network carries 70% of all transit riders in the county and had not had a major overhaul in 25 years. Over that time, L. A. County has evolved dramatically, with over a million residents added, the transformation of many local communities with new travel patterns, expansion of the Metro Rail network, and the emergence of new transportation options like ride hailing apps and bike share that have reduced bus and rail ridership in L. A. County (and throughout the nation).

In 2018, Metro began the process of reimagining its bus system to better meet the needs of current and future riders through the NextGen Bus Study by attracting new customers and winning back past customers. A draft NextGen Bus Plan was developed through consideration of both technical data and feedback from nearly 20,000 LA County residents through surveys, questionnaires and 300 meetings, events, presentations and workshops.

The technical analysis and community outreach informed a new Metro NextGen Regional Service Concept that defines the goals and objectives of the new bus network. The new Metro Regional Service Concept was approved by the Metro Board of Directors in Summer 2019. Using the policy, staff released its Draft Service Proposals in January 2020. The comprehensive document provides a detailed line-by-line proposal of changes being considered for implementation over the next 18 months.

The Metro Operations Planning staff presented an executive summary of the draft service proposals at the February 27, 2020 SBCCOG Board Meeting but there was not time to discuss each of the specific changes proposed in the study. SBCCOG staff has reviewed the draft service proposals for Metro bus lines that serve the South Bay.

In order to attract new riders across the regional bus and rail network, increase service frequency, and expand service hours without incurring significant additional operating costs, several outlying lines with relatively low ridership have been consolidated, Rapid Lines have been merged into local service, lines have been shortened or

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eliminated. In addition, to improve travel times, the distance between bus stops on some routes has been lengthened and stops have been consolidated or eliminated. The study also identifies a \$1 billion capital improvement program that would provide bus signal priority at intersections, bus lanes on streets, and all-door boarding. The changes recommended for Metro's South Bay bus services are summarized in Exhibit 1.

RECOMMENDATION

The SBCCOG Transportation Committee may receive and file this report.

Exhibit 1 – Metro NextGen South Bay Bus Service Changes

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Exhibit 1: Summary of Significant Proposed Metro NextGen Service Changes In The South Bay

Line #s	Current Line Description	Proposed Changes
40, 740	L. A. Union Station to Inglewood Via Crenshaw Bl. & Florence Av	Increase frequency; eliminate owl service; simplify route
52	DTLA to CSUDH via Avalon Bl	Merge lines 51, 52, 351; increase mid-day/evening frequency
126	Redondo Beach Local Route	Eliminate line
202	Green Line to Wilmington via Alameda Bl., Anaheim St	Discontinue route south of A (Blue) Line
204, 754	Vermont Av. From Hollywood Bl. to I-105	Add service on line 204; only run Rapid (754) service in peak hours on weekdays; consolidate underutilized line 204 bus stops
209	Franklin to 130 th on Van Ness Ave.	Eliminate line
210, 710	Crenshaw Bl to Redondo Bch.	Merge 210, 710 to double frequency, add owl service, discontinue north segment between Wilshire Bl and Sunset and segment south of El Camino College
212, 312 40, 710	La Brea Av. / Hawthorne Bl. from Hollywood to S. B. Galleria	Merge line 212, 312; eliminate 40, 710; increase frequency; add owl service
246	Avalon Bl. From S. B. Galleria to San Pedro	Increase frequency, eliminate owl service, minor re-routing
344	Artesia Bl. / Hawthorne Bl. From Harbor Gateway T. C. to PV Penn.	Discontinue route south of Silver Spur Rd. through Rancho Palos Verdes; increase mid-day service
442	La Brea/Manchester/Figueroa from Green Line to DTLA	Eliminate line which is peak weekday express service
510, 950	Silver Line service on I-110 frwy.	Shorten 950 to serve El Monte to Harbor Gateway; add new 510 between San Pedro and I-105 with reduced service frequency; introduce a 510/950 transfer
550	Express Bus from San Pedro to Exposition Park / USC	Eliminate line that currently runs 7-days a week
607	Circular route serving South Central, Windsor Hills, Inglewood, Crenshaw	Eliminate line that provides peak weekday service
625	Green Line Shuttle on Imperial Bl. between LAX and La Cienega Bl.	Eliminate line that provides peak weekday service