

1. Harbor Transitway

The idea is to get more use out of this facility, perhaps taking some of the load off the Blue Line.

MTA plans to run #445 all day by Oct 1, serving the two new freeway stops at Carson and PCH. Service would be provided every 15-minutes.

This is a good start. It is also recommended to keep #550 and #446-7 on their current schedules. #444, on the other hand, probably should run between Palos Verdes and Artesia Station only during off-peak hours, with bidirectional peak hour service extended to Downtown LA.

A local fare should be charged at all Transitway stations between Downtown and Artesia.

Should 37th St station be abandoned? Traffic tends to back up near the end of the transitway at Adams. It may be faster to leave the transitway at Exposition (like the #550 does) and serve USC, etc. via Figueroa.

2. Wilshire/Whittier

Line #18: extend along current route to Uptown Whittier, Whitwood Center, or (late night service) even Brea Mall

Line #718: New route is eastern portion of current #720, would run between Downtown LA and Whitwood Center, serving Uptown Whittier and Montebello Metrolink.

New Line #368: runs limited stop along portion of #68 between Downtown Los Angeles and Montebello Town Center. (Regular #68 would turn back at East LA College). Then #368 would continue via Pomona Fwy, Peck Road, and route of #270 into Whittier, then via current #471 route to Beach Blvd.

Foothill Transit should be encouraged to take over the Colima Rd. service of #471 (as part of their #280) as soon as possible.

Line #22: Replace with new #303: it would run between Santa Monica and Century City via current #22 route, then limited stops on Santa Monica Bl and Highland Bl to Hollywood/Highland Red Line station. Weekday, bidirectional peak hour service would be provided. This new route would provide improved access to Century City, West Hollywood and Santa Monica from the Red Line.

Line #720: would run only west of Downtown LA. Service east of Downtown LA (Whittier Blvd) would be performed by new Rapid Bus #718, which would be extended to Uptown Whittier and Whitwood Mall.

Since ridership on the current #720, while very good, tends to drop off a bit west of Santa Monica Bl, consider the following: Implement new route #724, which would branch off the #720 route at Santa Monica Bl, making limited stops on Santa Monica Blvd to Downtown Santa Monica. Alternating trips would serve either #720 or #724.

3. Ventura Bl corridor.

Ventura Bl is served by local lines #150 and #240, and Rapid Bus #750. The concern here is to prevent either underserving the eastern portion of the route and overserving the western portion. #750 may also be more popular than the #150 and #240 in certain places and times, so care must be taken that #750 doesn't "cannibalize" #150 to the extent that #150 is cut back.

#150 also operates on a portion of Topanga Canyon Blvd between Ventura Bl and Sherman Way, generally at the same frequency that it provides service on Ventura Blvd (20-minutes). #245 also operates along Topanga north to Devonshire and south to Mullholland, thence via Valley Circle to West Hills. It operates every 40-minutes. The portion of Topanga where #150 and #245 overlap is probably overserved, while north of Sherman Way is possibly underserved.

Recommendation: one of the following

- a. Cut back the #150 to Topanga/Victory, reassigning the resources to provide more frequent service on #245 between Ventura and Devonshire, or
- b. Extend #150 north to Devonshire, cutting back #245 to run south of Ventura, and along Mullholland/Valley Circle/West Hills Hospital only. (#245 could also return to Warner Center via Platt, Vanowen, Fallbrook, Victory and Owensmouth).

#750 is probably fine as it is now, although "experiments" such as extending selected trips to Chatsworth (limited stop via Topanga Cyn) or Thousand Oaks (via US101, with limited stops at Calabasas, Kanan, Westlake Village and Oaks Mall) may be worthwhile.

4. Other Service Changes

MTA plans to route #42 off MLK Bl. and onto Exposition Bl between Figueroa and Crenshaw. The remaining portion of #102 would be a shuttle between USC and 37th St/Soto in Vernon. Recommendation:

- a. Through-route this portion of #102 with Line #200 (Alvarado Bl)
- b. Reroute via Long Beach Bl and Vernon Bl to serve Vernon Blue Line station.
- c. Continue south along Soto, terminating near Pacific/Florence in Huntington Park. This will provide improved access between the dense Alvarado corridor/Pico Union area and the Vernon industrial center.

d. North of the Echo Park terminal of #200 (Sunset/Alvarado), take over the #603 route to Glendale. (#603 would end in Echo Park). #200 has bigger vehicles that can properly handle the high ridership between Echo Park and Glendale.

Line #114 is to be replaced with an extended/rerouted #107 (extended via Clara St. portion of #114, also to be rerouted to serve Slauson Blue Line station)

#442 is to be cancelled and replaced with a limited stop #340, operating limited stops along Hawthorne and Manchester. Recommendation: operate two limited stop lines: #340, a limited stop version of #40 (via Hawthorne, La Brea, Florence, Crenshaw, MLK and Broadway) and #341, via Hawthorne, Manchester, Vermont, MLK and Broadway. These would either be peak-hour services or all-day services, depending on demand.

#436 (Venice-LA Express) is to be cancelled because it "duplicates" #333. But it serves a different clientele, and the downtown routing is different enough (financial district). Consider encouraging LADOT to take #436 as a "Commuter Express" line...

Line #220 is to be cancelled south of Fisherman's Village (Marina Del Rey), with #625 expanded to pick up the portion between LAX and MDR. Recommendation: Extend #10 via the #220 route between West Hollywood and MDR. (During the summer months, consider extending service to Playa Del Rey)

#402 (Pasadena Park/Ride) and #466 (La Mirada Park/Ride) to be cancelled: What is ridership like from the park/ride lots?

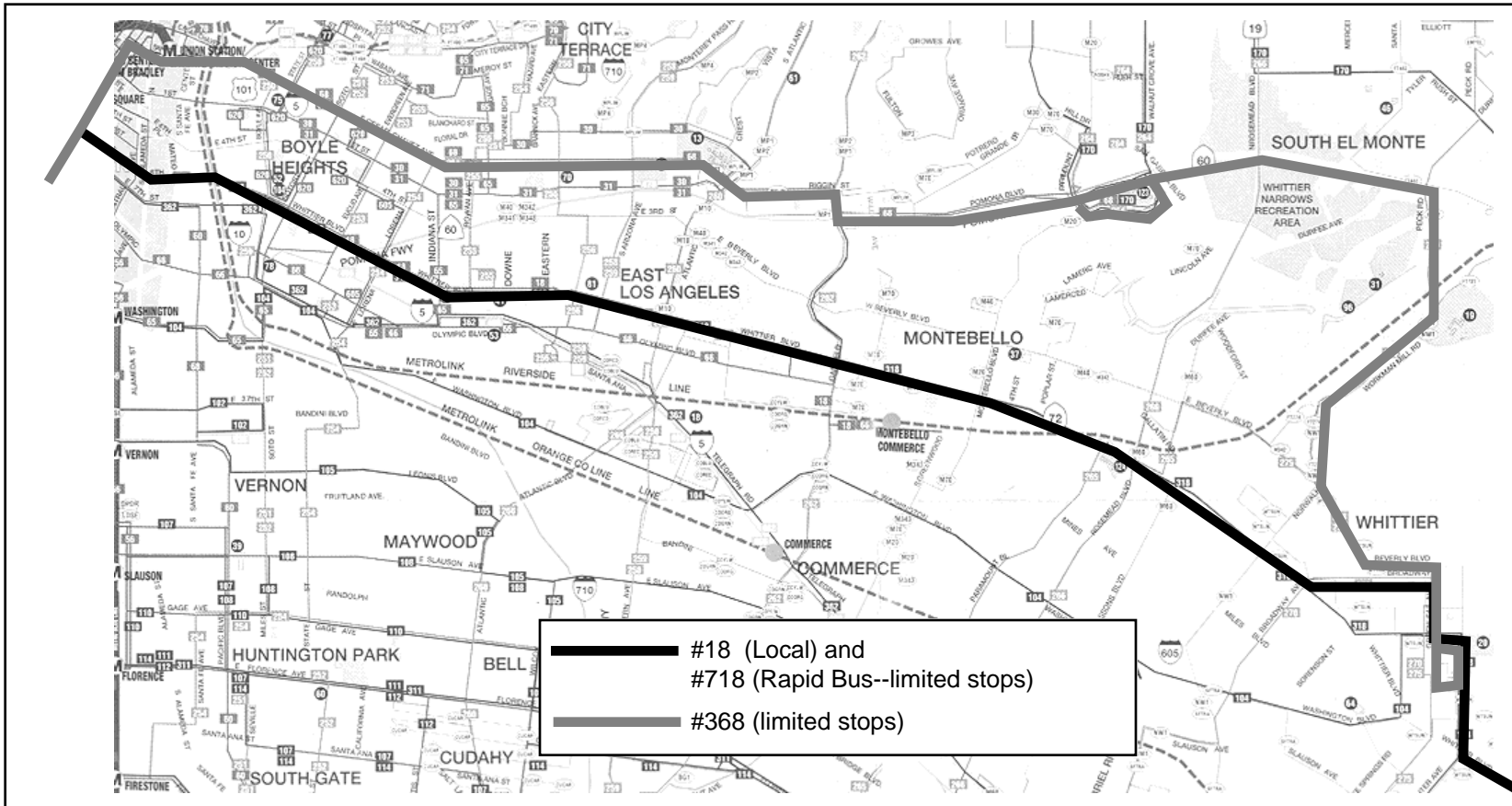
#484, #490, #491 to cancel all service west of El Monte, also #497 to be cancelled. Recommendation: Foothill to take over these routes so that MTA can focus labor and equipment on other routes in its service area.

#439: Reroute off La Cienega and onto Jefferson between La Cienega/Rodeo and Fox Hills Mall. There would also be a stop at West LA College. Terminate at Aviation Green Line Station, but during off-peak hours, through-route with #440 (see below)

New Route #440: Operate on the portion of #439 south of Aviation Station. Peak-hour service would operate to Downtown LA via the I-105 and I-110 freeways, making all Transitway stops. Off-peak and weekend service would through-route with #439.

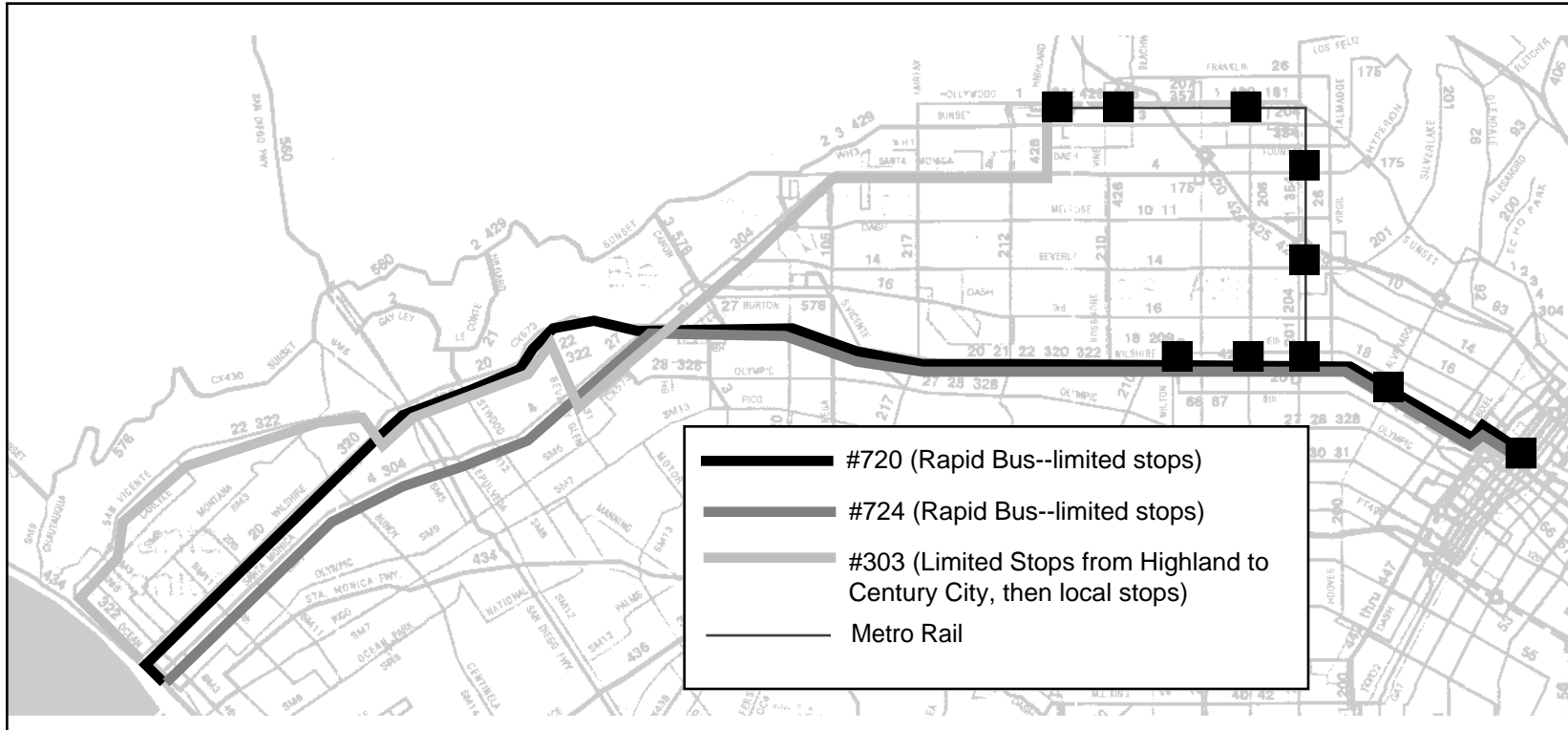
New Route #219: Hollywood to LAX via Highland, Sunset, La Cienega, and Century Bl.

WHITTIER CORRIDOR ROUTES



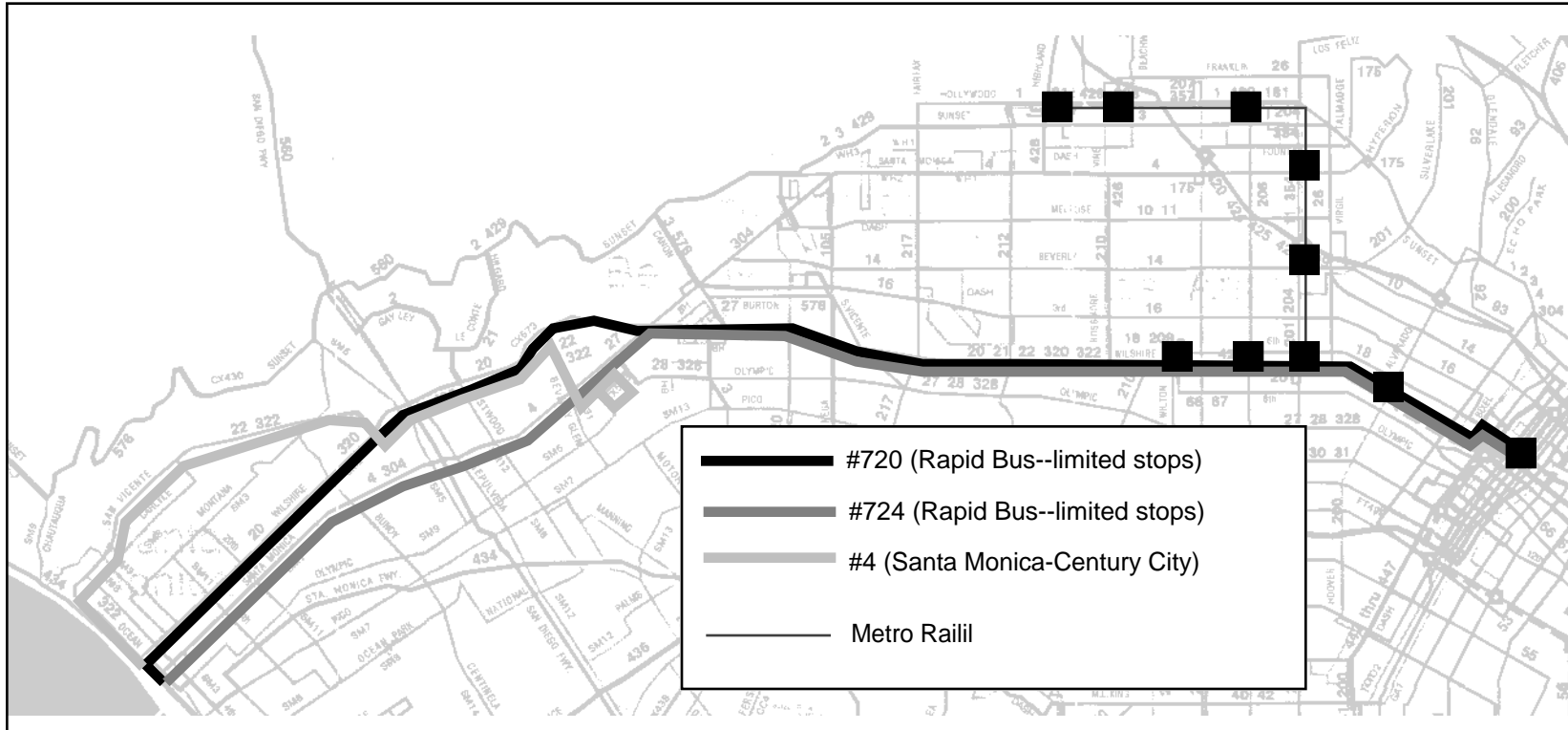
Charles P Hobbs (transit@lerctr.org)

WILSHIRE CORRIDOR ROUTES



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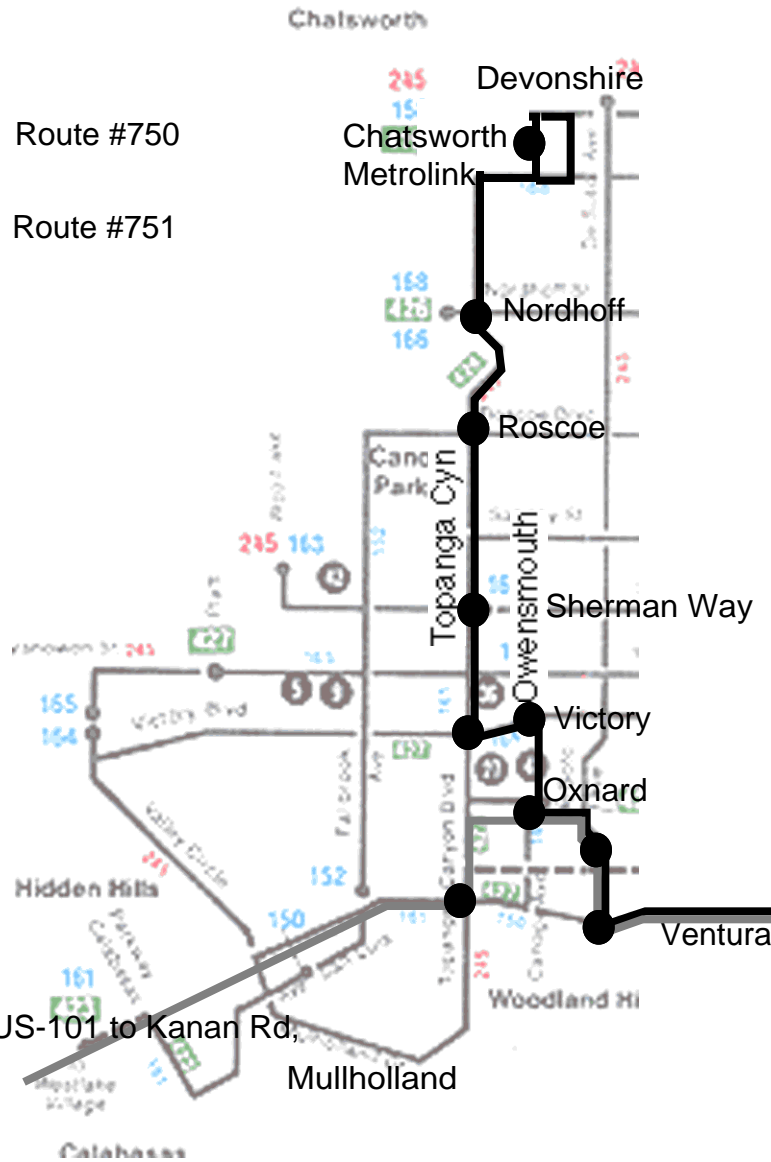
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RAPID BUS #750 and 751

-  Route #750
-  Route #751



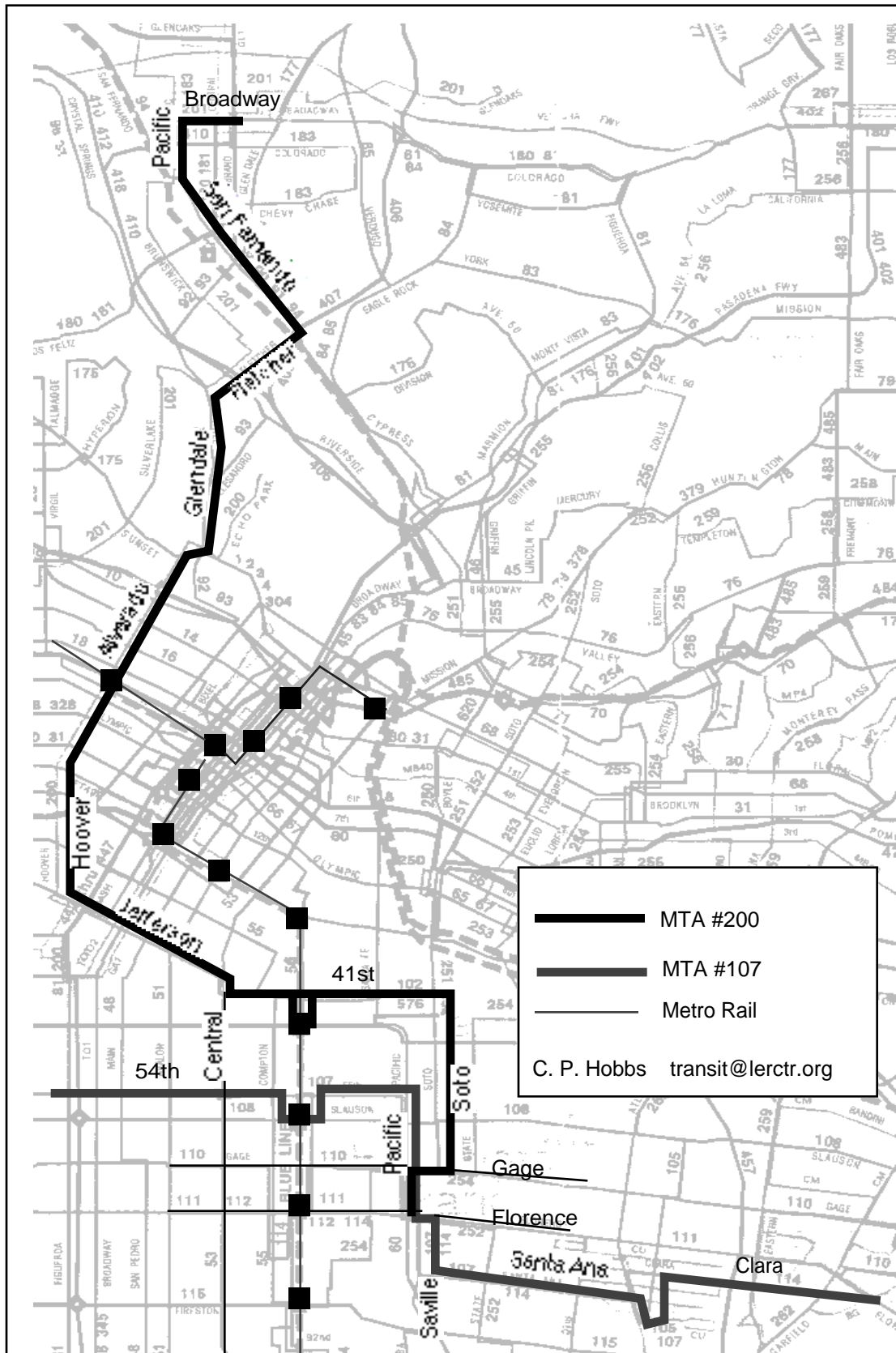
#751 express via US-101 to Kanan Rd,
with stops at:

- Kanan Road
- Westlake Blvd
- 1000 Oaks Mall
- Borchard Road (park/ride)

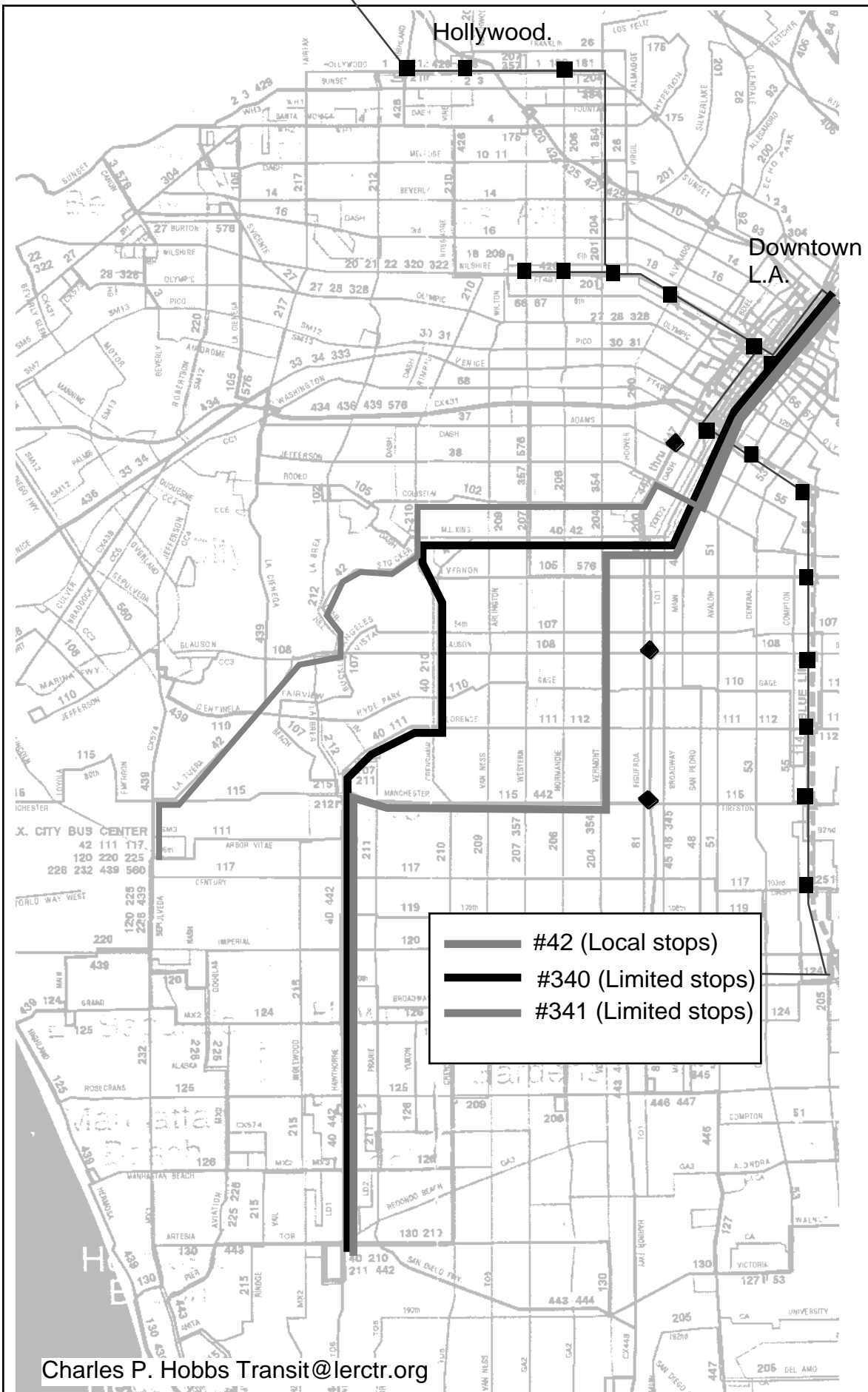
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ROUTE#107 EXTENSION VIA #114 ROUTE#200 TO VERNON, HUNTINGTON PARK AND GLENDALE

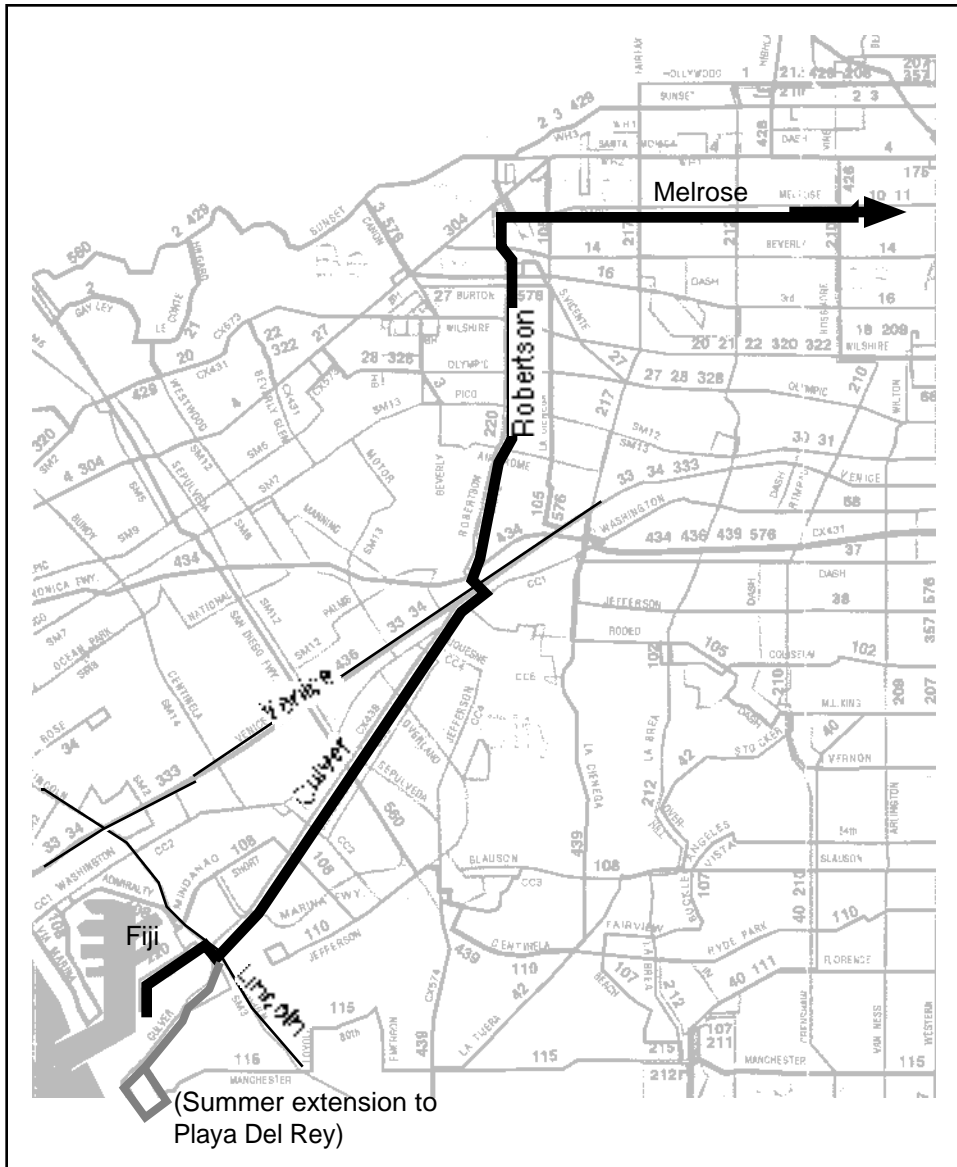
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ROUTES #42, 340 & 341



LINE #10 EXTENSION TO MARINA DEL REY



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