

# TORRANCE TRANSIT



## Fall 2012 Service Changes

*Over 70 Years of Dedicated Service...*

*The mission of the Torrance Transit System is to provide reliable, safe, inexpensive, and courteous transportation to our customers – the people who live, work, and do business in the City of Torrance.*

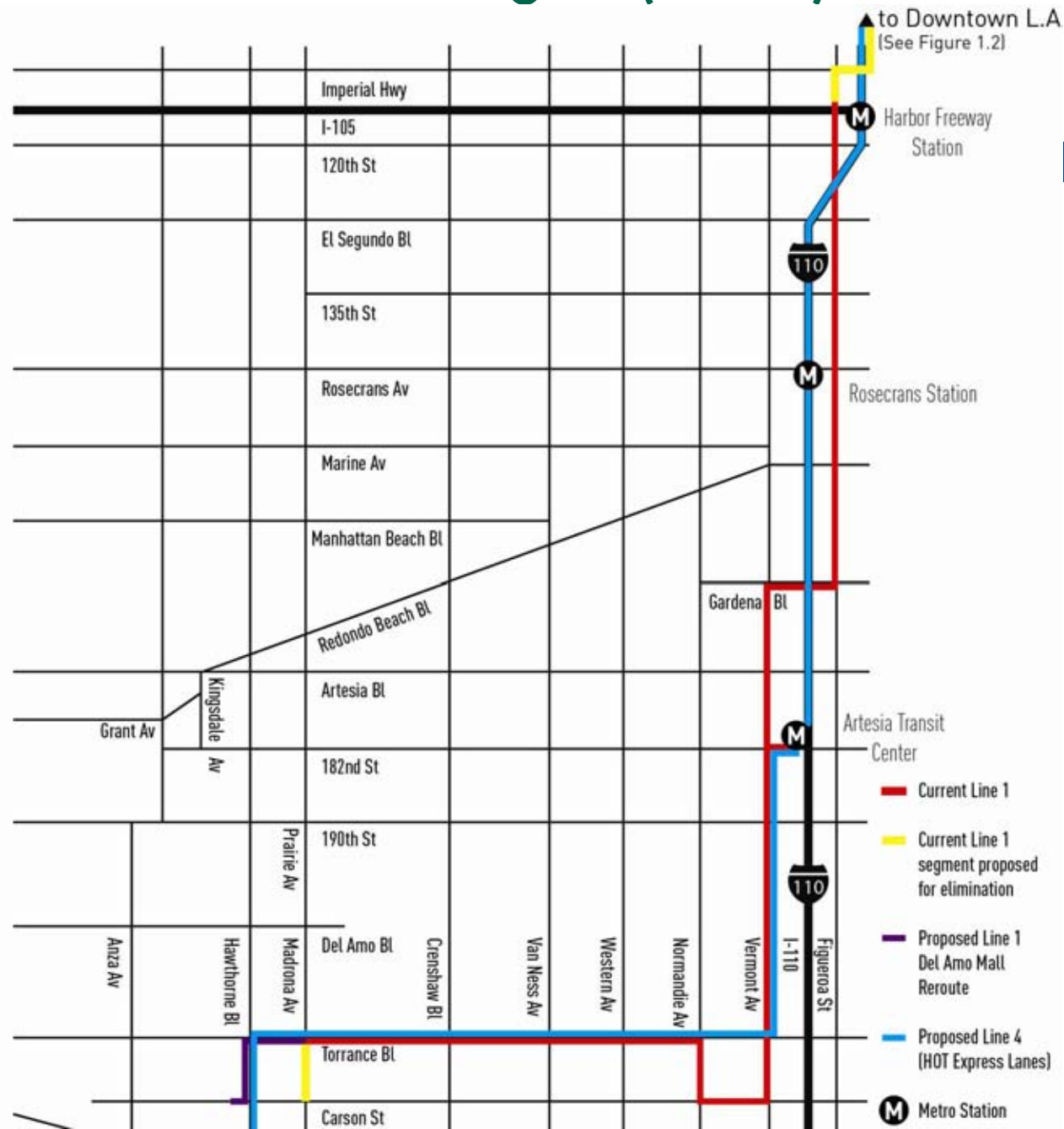


# Main Objectives

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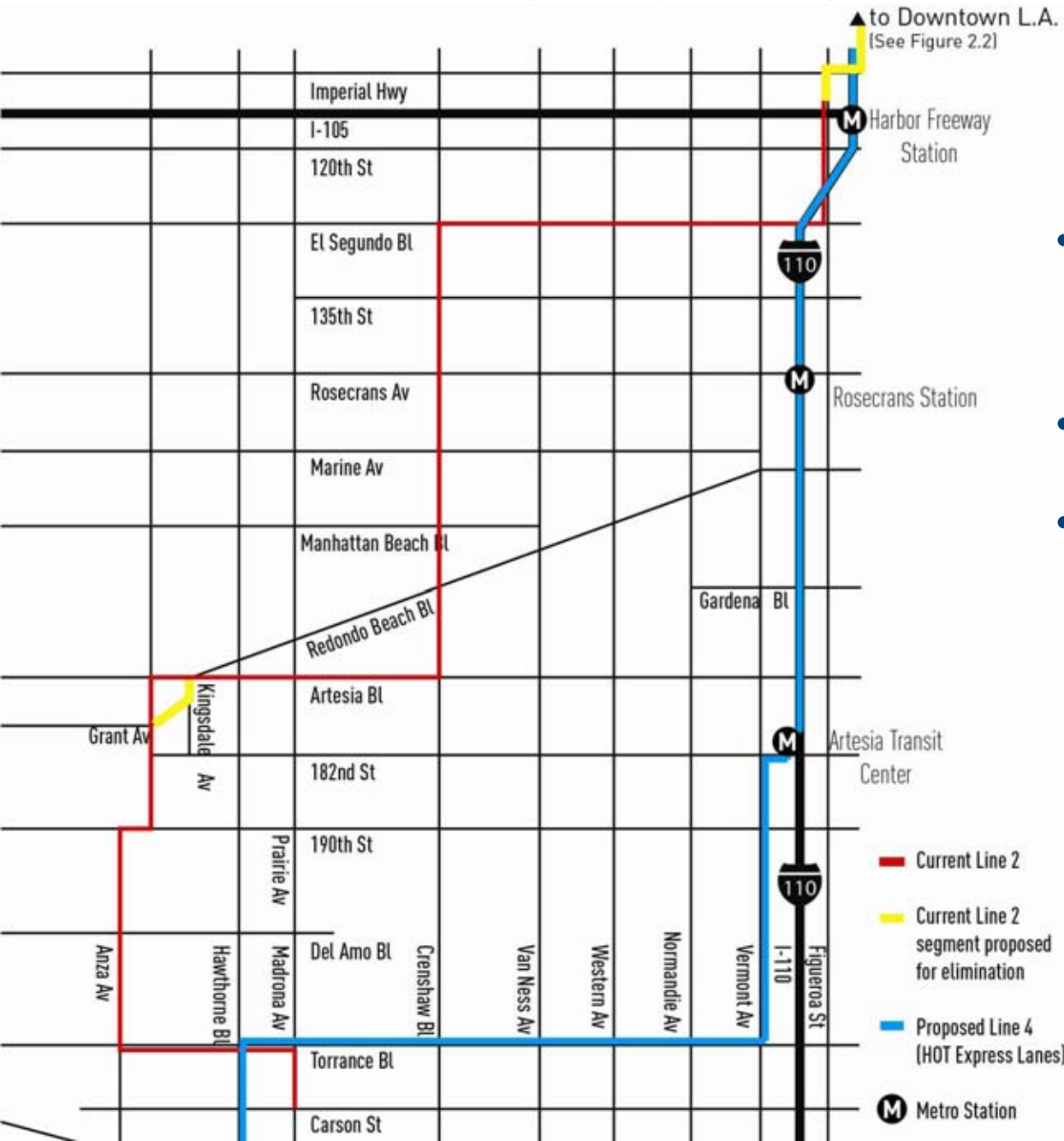
- Implement the Rapid and HOT (ExpressLanes) routes
- Improve reliability
- Improve connections
- Increase service spans
- Simplify access to the transit network (Torrance & region)
- Spend public funds more efficiently

# Line 1 Changes (local)



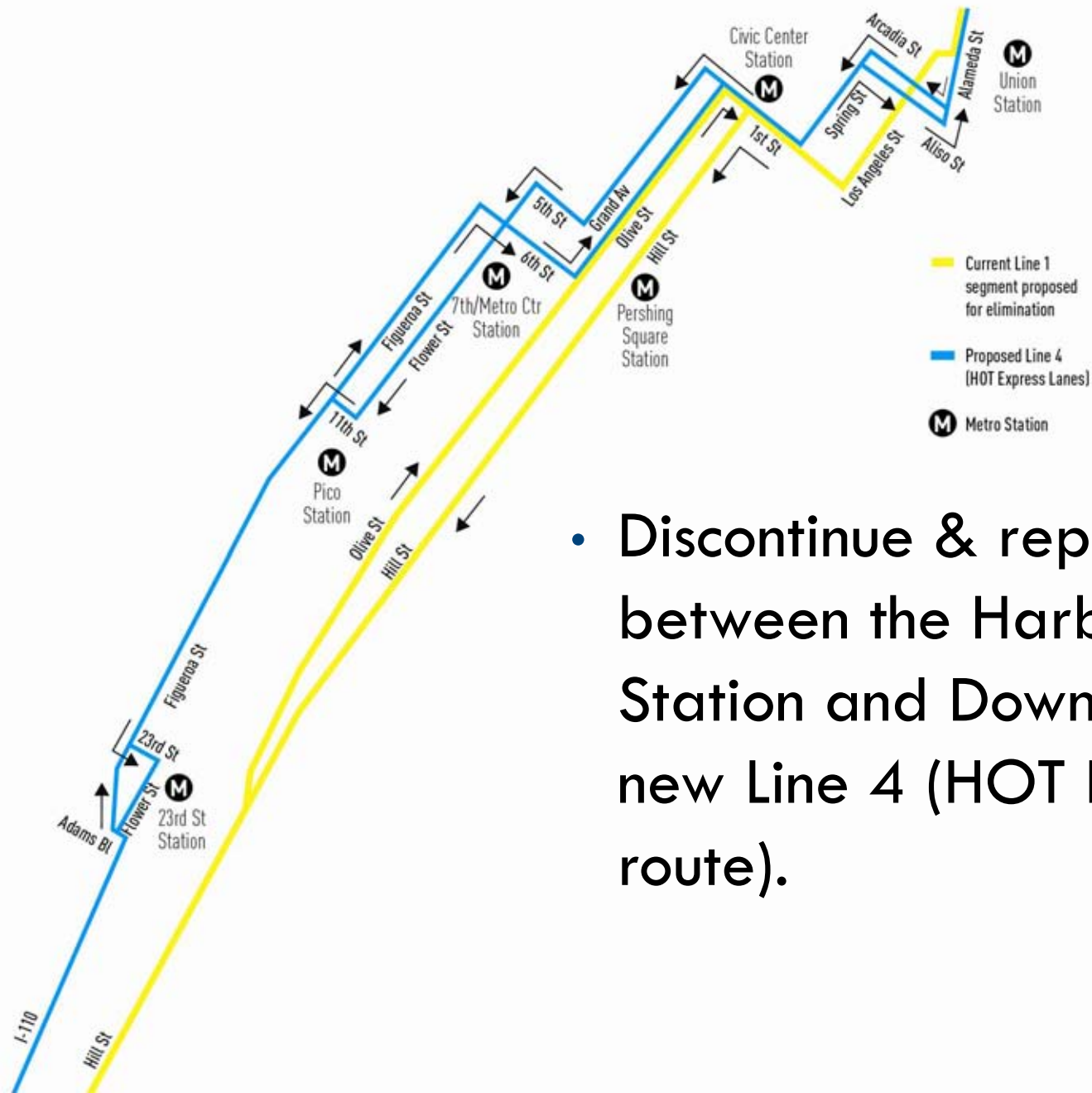
- Increased local service span
- 40-45 minute frequency during the day, 60 at night
- Timed transfers
- Extend southbound route terminus

# Line 2 Changes (local)



- Increased local service span
- Timed transfers
- Reroute northbound service around the South Bay Galleria, via Inglewood Av. and Artesia Bl.

# Lines 1, 2, & 4 Changes (downtown)



- Discontinue & replace service between the Harbor Freeway Station and Downtown LA with new Line 4 (HOT ExpressLanes route).

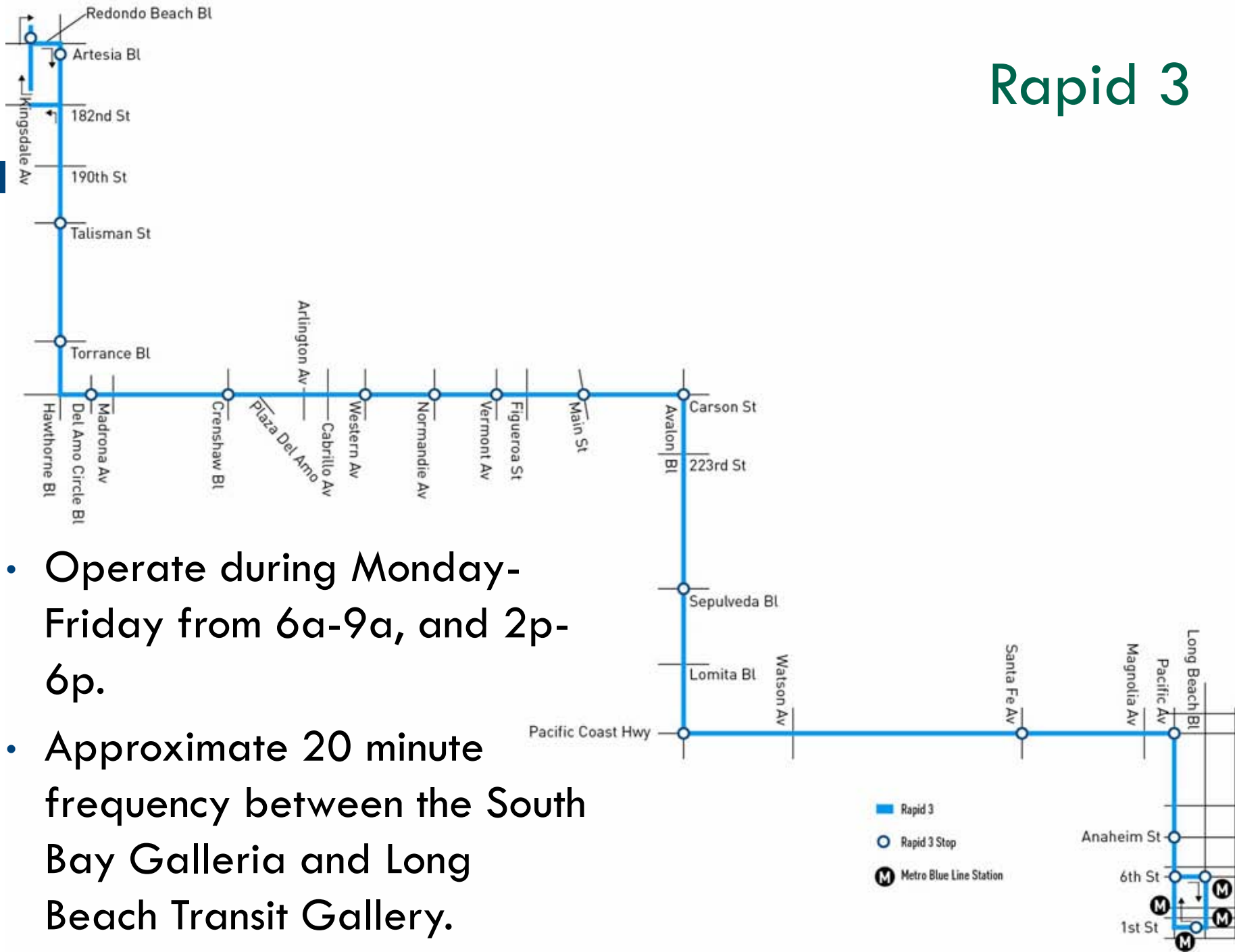


# Proposed Line 3 Changes

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- Modify frequency from 15 to 20 minutes to implement Rapid 3 service.
- Frequency will increase on weekends from 30 to 25 minutes to reduce overcrowding.
- Service span will increase on weekdays and weekends.
- Service will now be timed with Long Beach Transit (at the Long Beach Transit Gallery) after 8pm to improve connectivity.

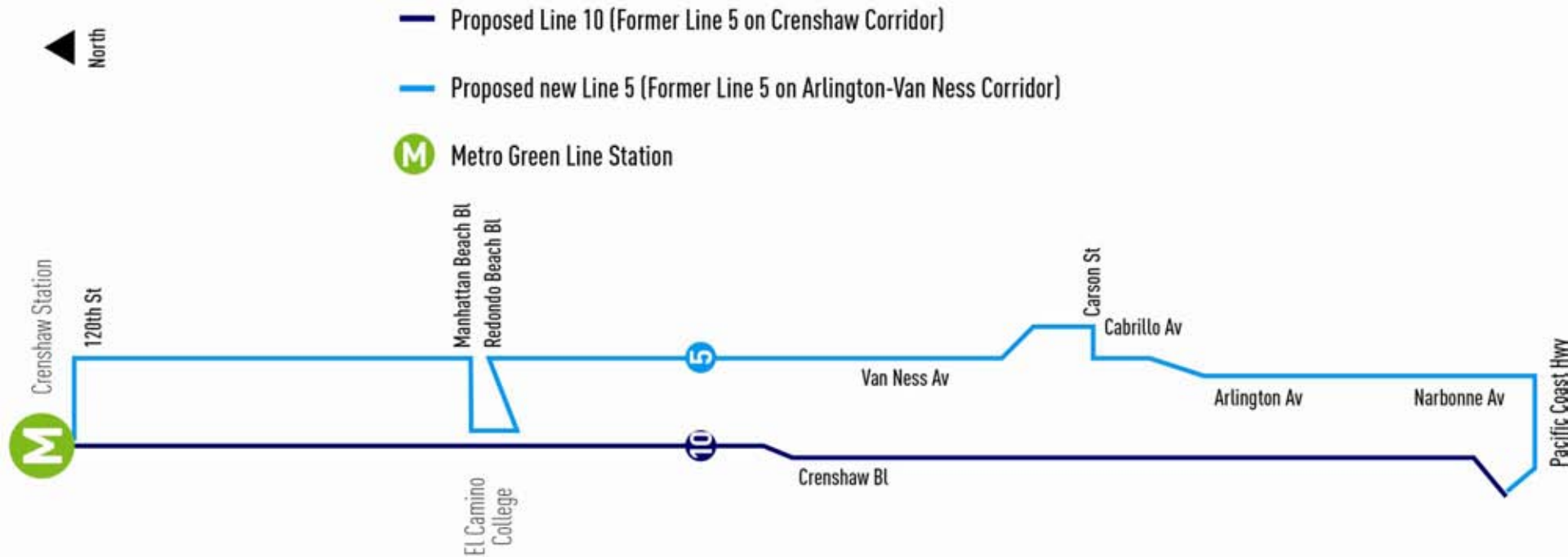
# Rapid 3



- Operate during Monday-Friday from 6a-9a, and 2p-6p.
- Approximate 20 minute frequency between the South Bay Galleria and Long Beach Transit Gallery.



# Line 5 & 10 Changes



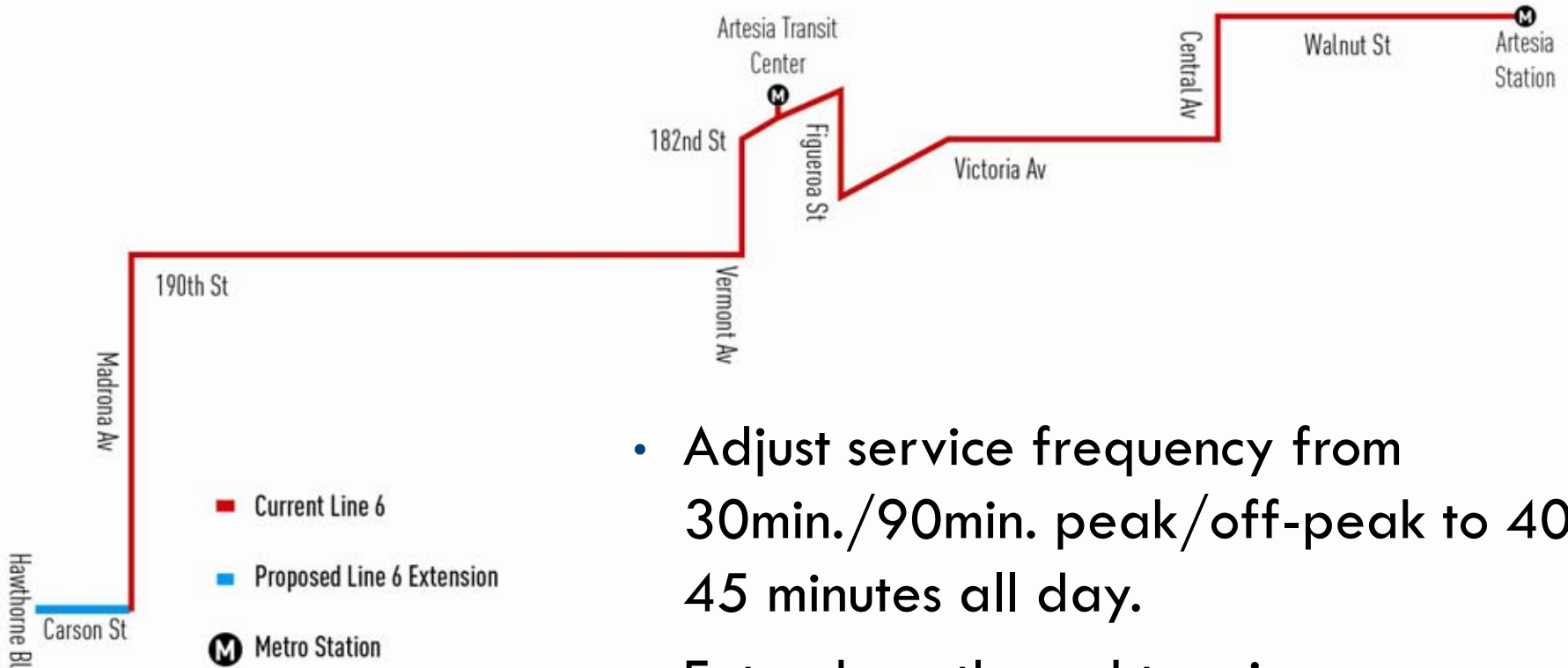
## Line 10

- Line 10 will serve the Crenshaw corridor between Pacific Coast Hwy and Crenshaw Green Line Station.
- Frequency of 25-30 minutes and service span of 5a-11p on weekdays.

## Line 5

- Line 5 will serve the Arlington-Van Ness corridor between Pacific Coast Hwy and Crenshaw Green Line Station.
- Frequency of 60 minutes with a service span of 5a-10p on weekdays.

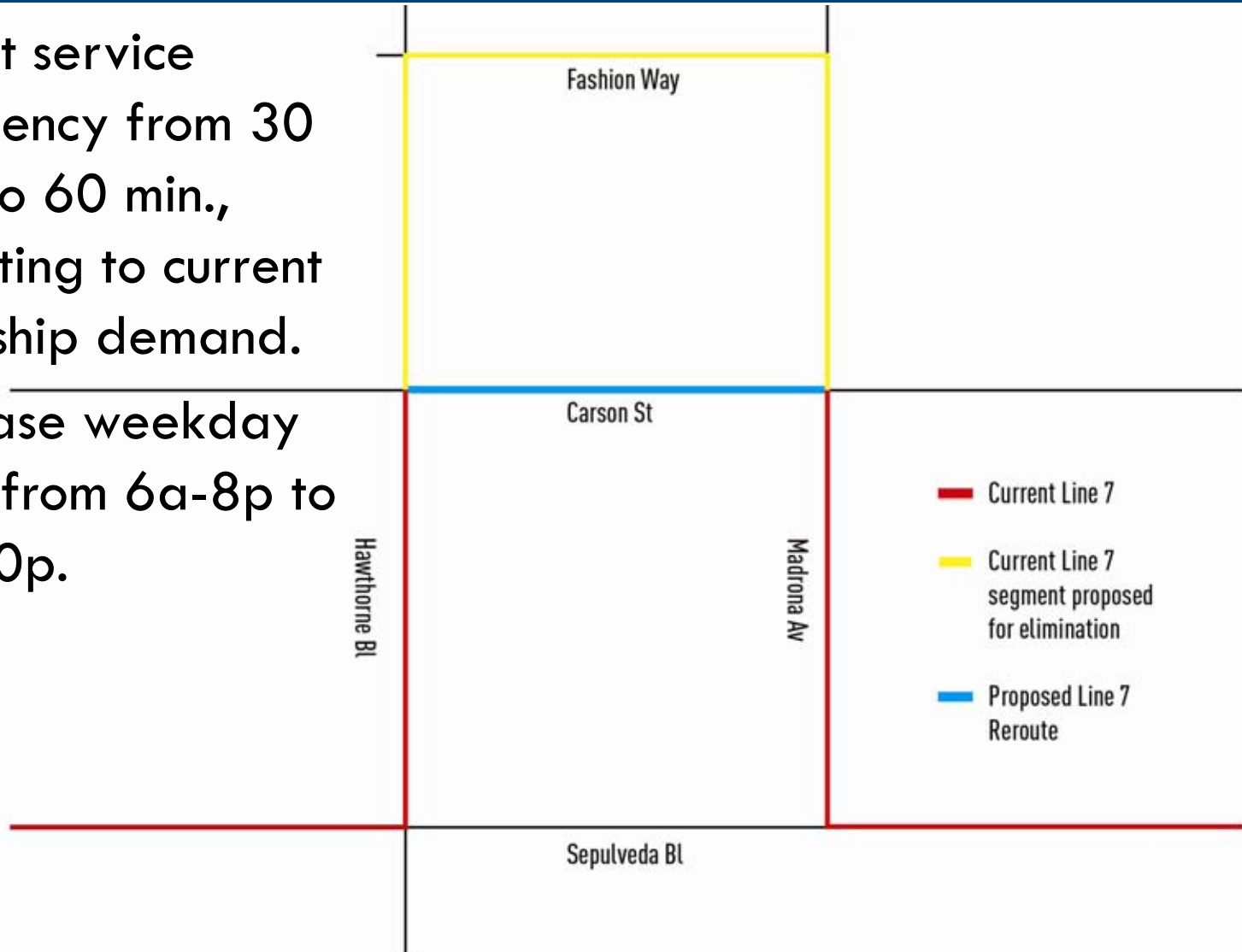
# Line 6 Changes



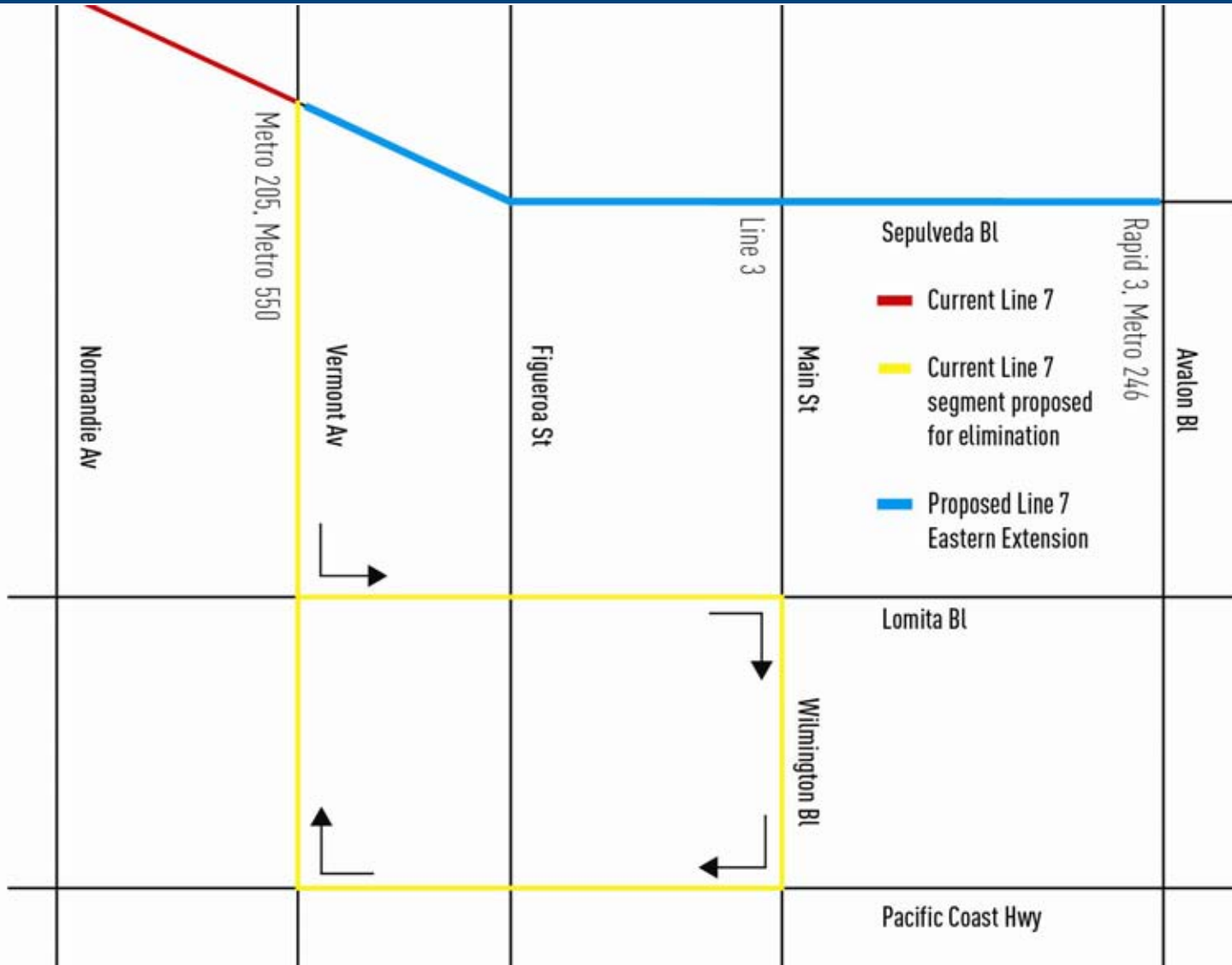
- Adjust service frequency from 30min./90min. peak/off-peak to 40-45 minutes all day.
- Extend westbound terminus

# Line 7 Changes (mall)

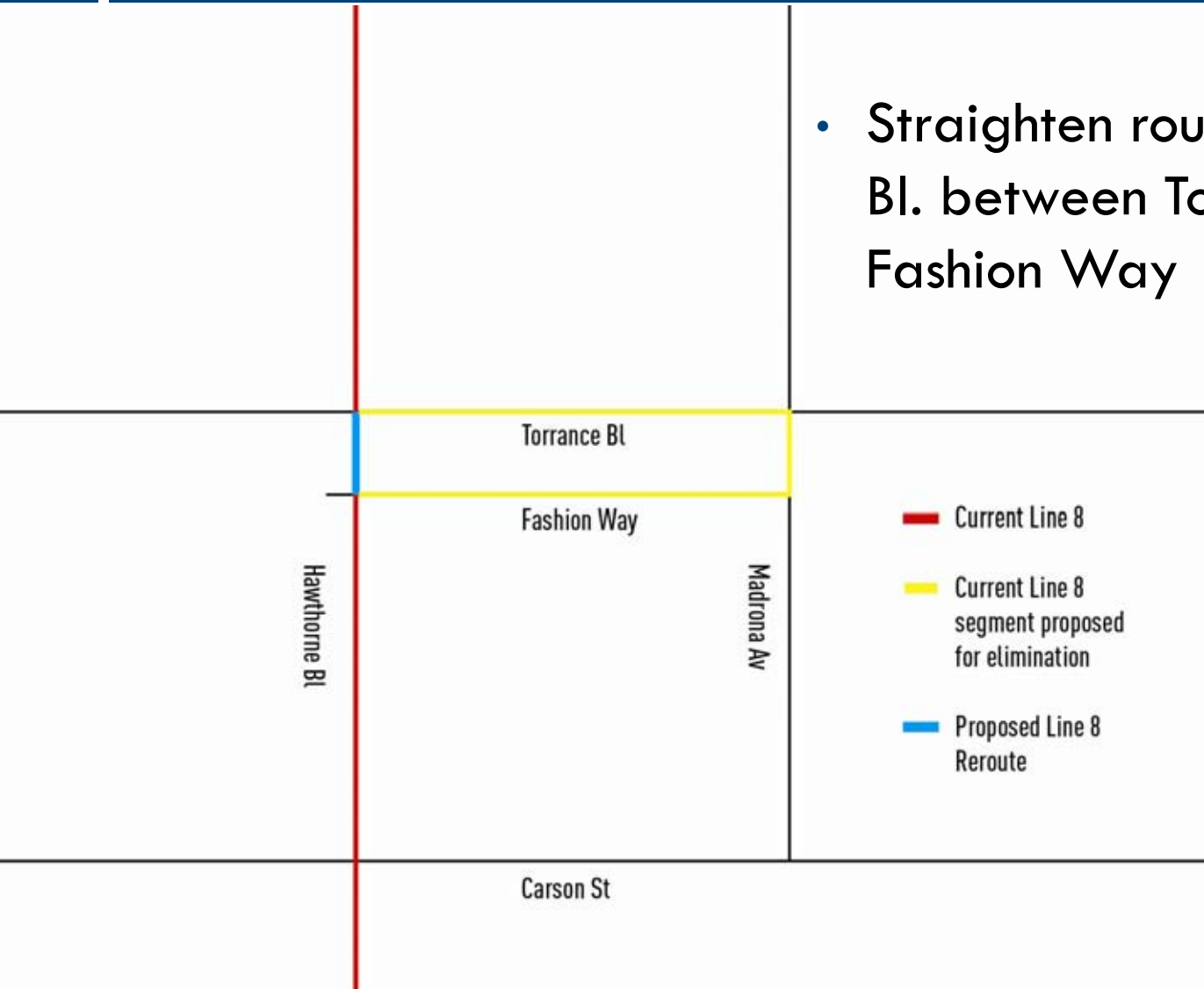
- Adjust service frequency from 30 min. to 60 min., adjusting to current ridership demand.
- Increase weekday span from 6a-8p to 5a-10p.



# Line 7 Changes (eastern)



# Line 8 Changes (mall)



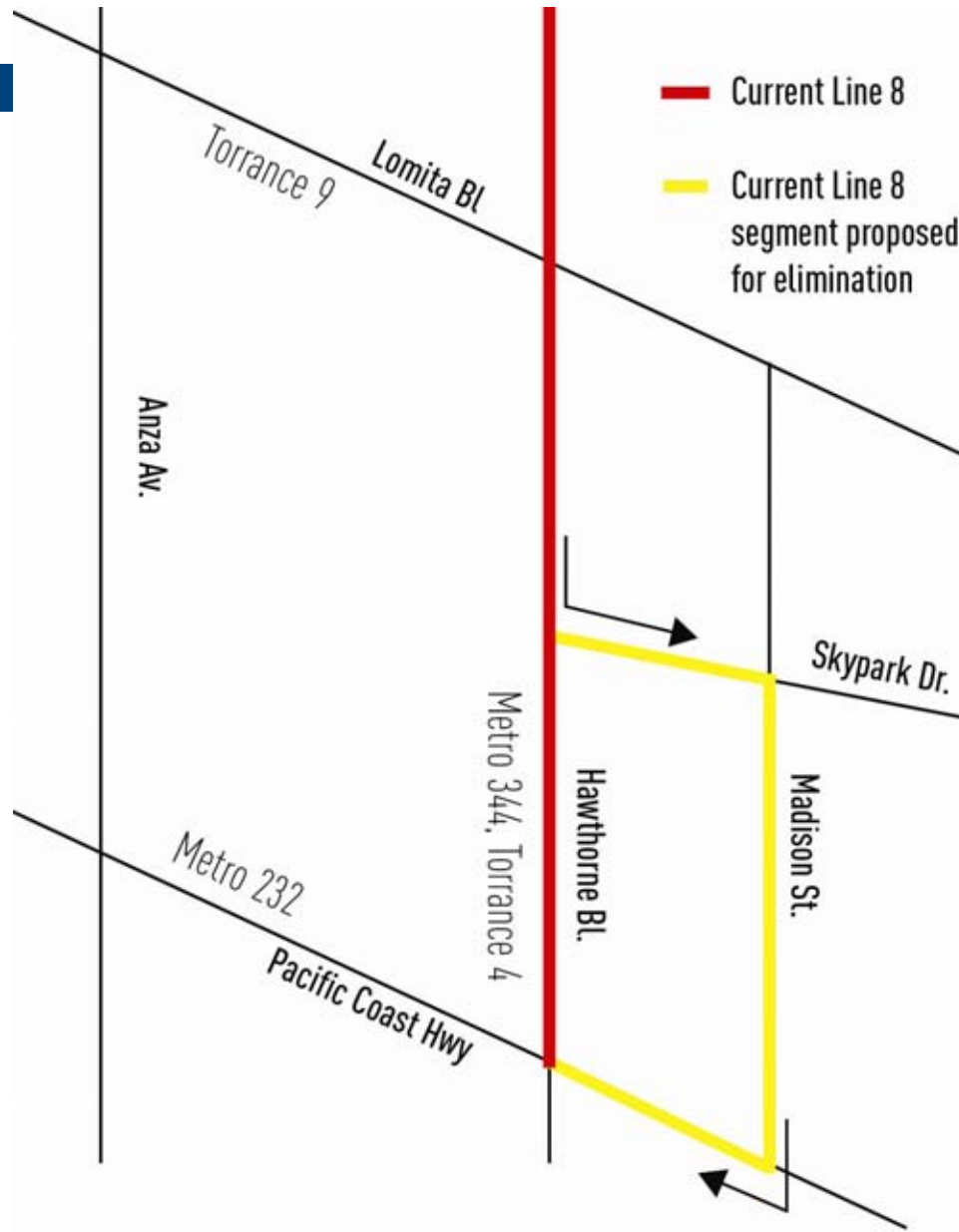
- Straighten route on Hawthorne Bl. between Torrance Bl. and Fashion Way

# Line 8 Changes (northern)

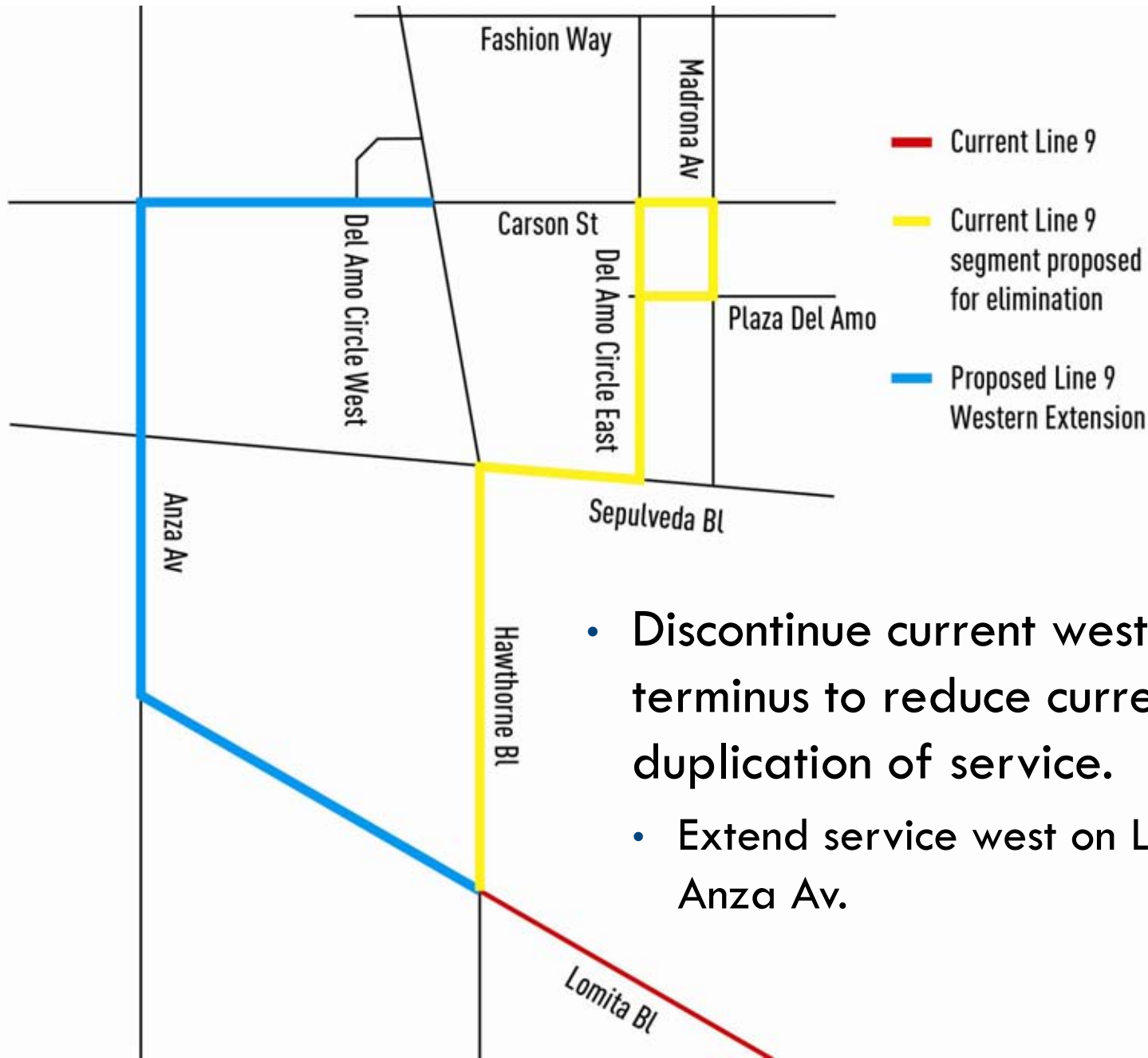


- Adjust service frequency from 20/30 peak/off-peak to approximately 25-30 minutes, adjusting to current ridership demand.
- Shift northbound service on Douglas St. to Nash St.

# Line 8 Changes (southern)



# Line 9 Changes (western)



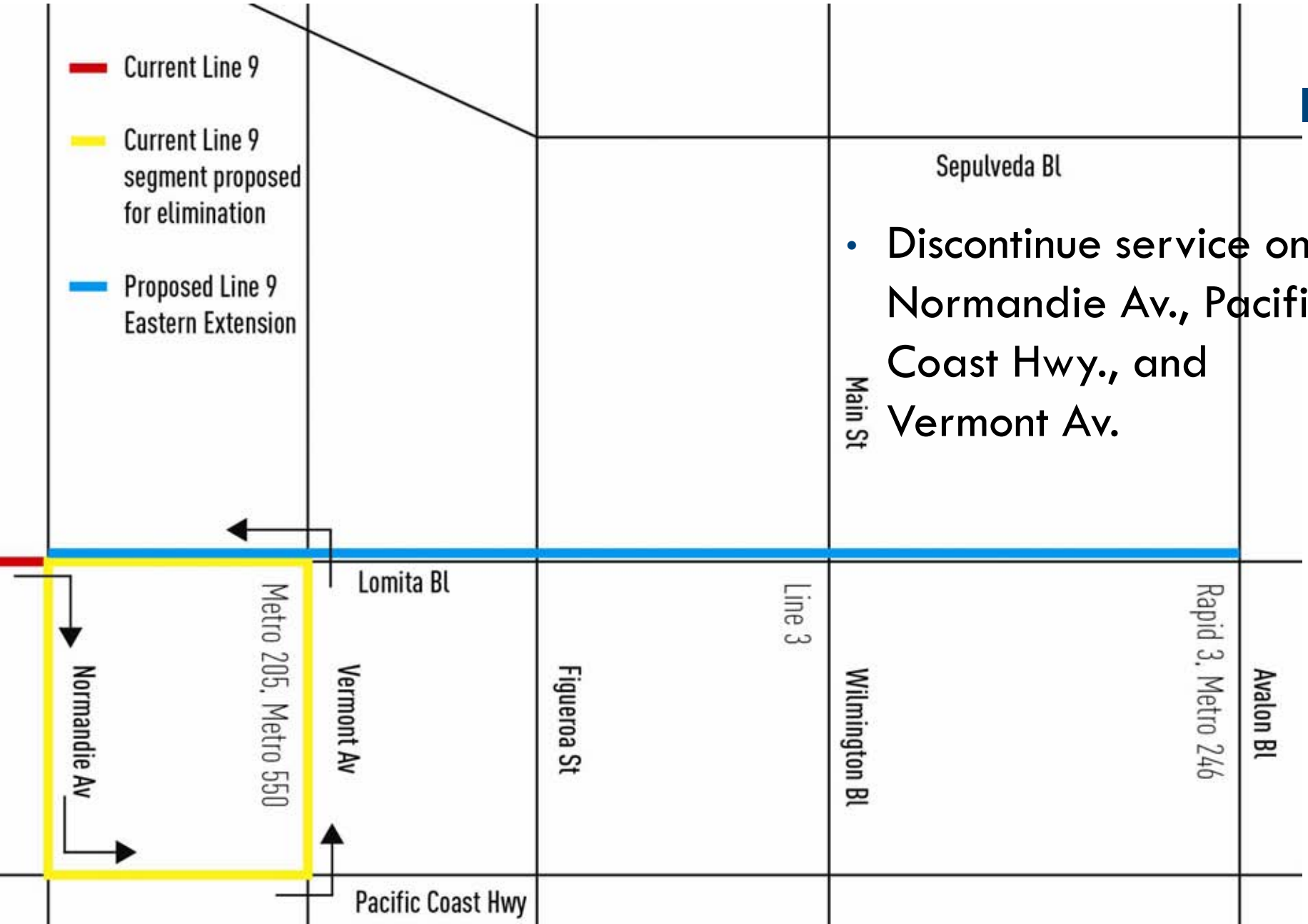
- Discontinue current western terminus to reduce current duplication of service.
- Extend service west on Lomita Bl. to Anza Av.



# Line 9 Changes (eastern)

- Current Line 9
- Current Line 9 segment proposed for elimination
- Proposed Line 9 Eastern Extension

- Discontinue service on Normandie Av., Pacific Coast Hwy., and Vermont Av.



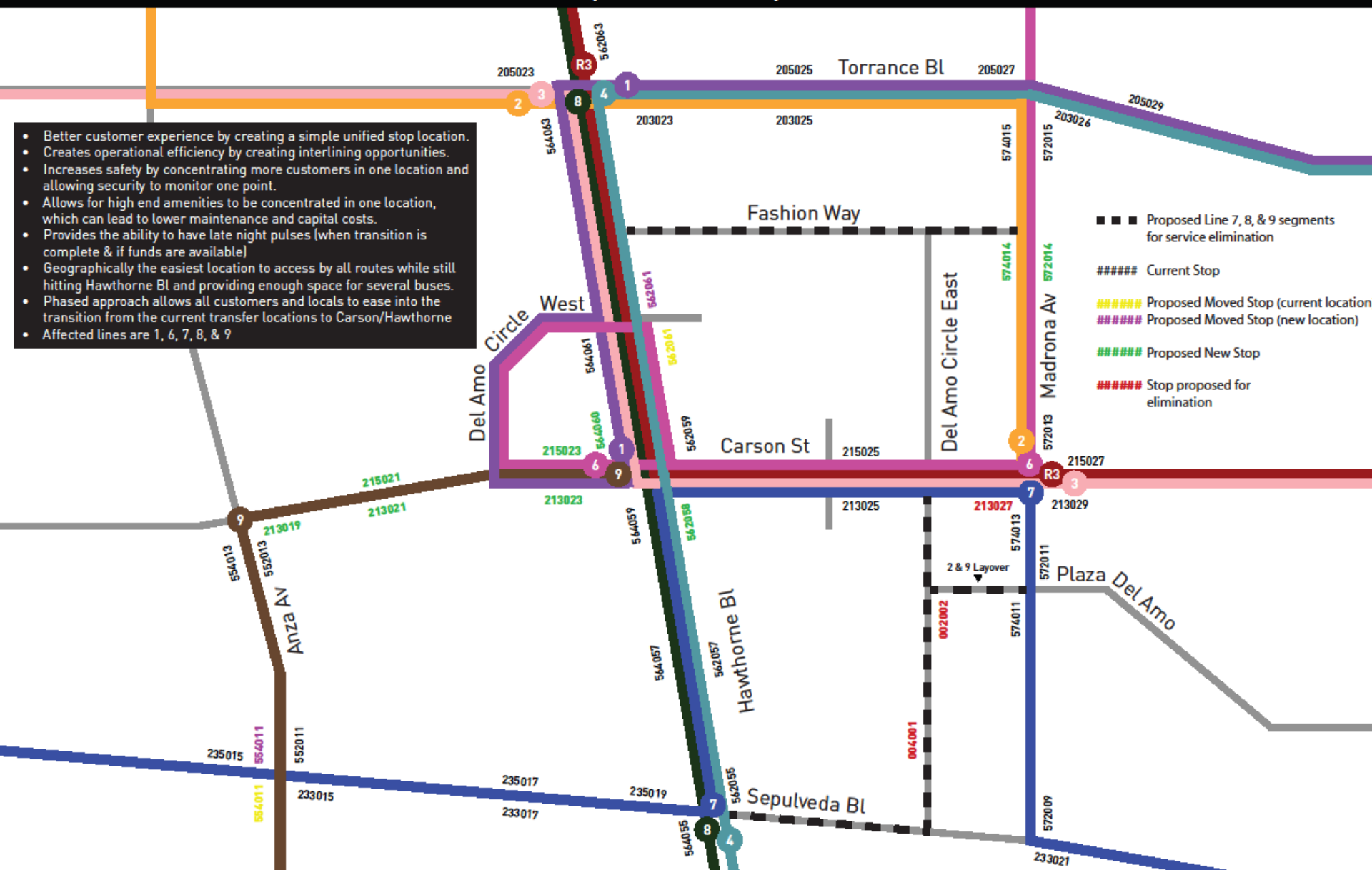
# Proposed Line Changes (mall area)



## Del Amo Mall Stop Unification Proposal - Attachment K

- Better customer experience by creating a simple unified stop location.
- Creates operational efficiency by creating interlining opportunities.
- Increases safety by concentrating more customers in one location and allowing security to monitor one point.
- Allows for high end amenities to be concentrated in one location, which can lead to lower maintenance and capital costs.
- Provides the ability to have late night pulses (when transition is complete & if funds are available)
- Geographically the easiest location to access by all routes while still hitting Hawthorne Bl and providing enough space for several buses.
- Phased approach allows all customers and locals to ease into the transition from the current transfer locations to Carson/Hawthorne
- Affected lines are 1, 6, 7, 8, & 9

- ■ ■ Proposed Line 7, 8, & 9 segments for service elimination
- ##### Current Stop
- ##### Proposed Moved Stop (current location)
- ##### Proposed Moved Stop (new location)
- ##### Proposed New Stop
- ##### Stop proposed for elimination



# Proposed September 2012 Changes System Map

