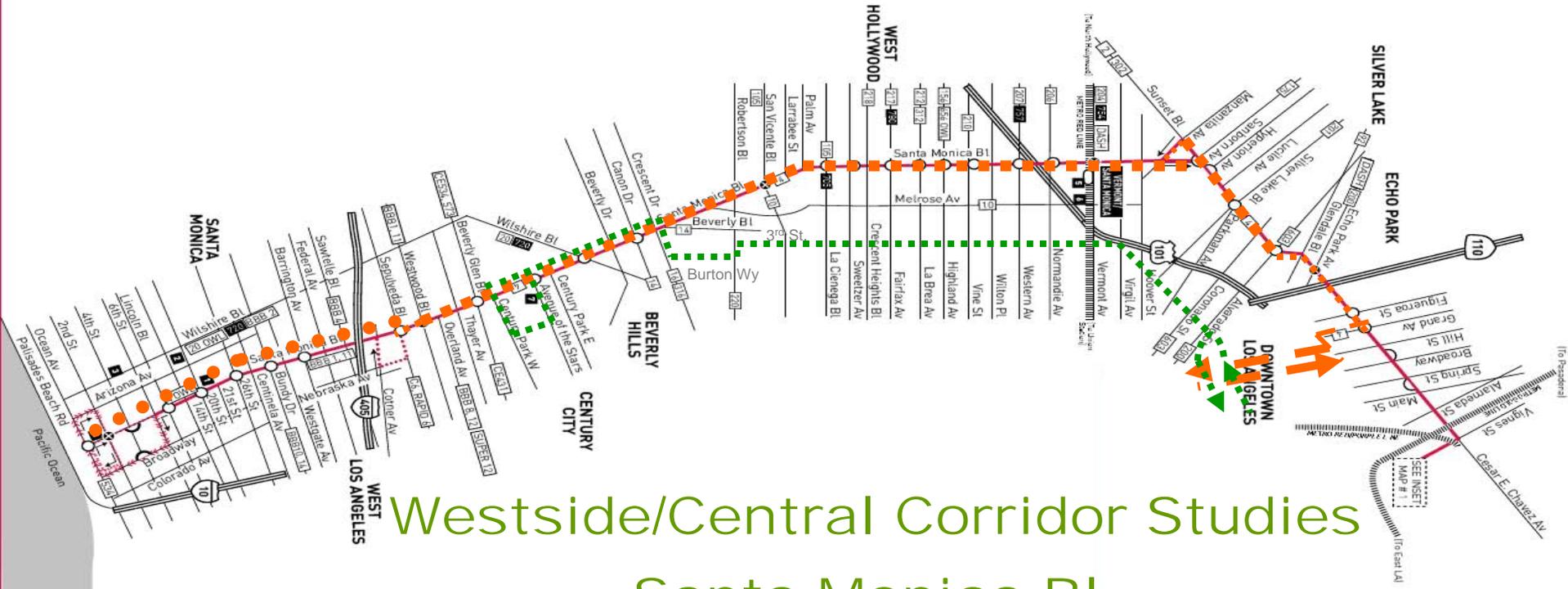


WSC Service Council January 2013 Meeting



Westside/Central Corridor Studies

Santa Monica Bl.

& 3rd St.

Corridor Study

Lines 4 - 704 - 16 - 316

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Summary of Workshop Discussions Lines 4 & 704

- **Replace the articulated buses on Line 704 with standard buses**
 - > This should be done but Metro has too many red buses
- **Evaluate schedule running time for all lines**
 - > Will ask Scheduling to investigate
- **Request for Line 4 Owl On-Time Performance Data**
 - > Line 4 Oct. 2012 OTP = 74.3% w/ 22.6% late; Owl = 72.4% w/ 25.1% late
- **What is the time difference of Red Line vs 704 from Vermont to Union Sta?**
 - > Red = 15' east & 11'/13' west Line 704 = 24'/25' east & 24'/27' west
- **One alternative is to run more Rapid service and less Local service**
- **If Line 4 ended at Vermont, more Rapid and Line 2 would provide cover**
- **Evaluate the need for more Rapid bus stops on Line 704**
- **Evaluate Line 704 originating near Wilshire/Westwood**
 - > Will Request Service Planning to investigate

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Summary of Workshop Discussions Lines 16/316 & General Comments

- **Extend route to Gold Line Little Tokyo Station**
- **Eliminate some limited stops to speed up service**
- **Consider reducing number of local stops to speed up service**
- **Review frequency of limited service as loads seem to be lighter than locals**
 - > **During Time and Direction that 316 Operates for Oct. 2012**

• 16 =	66 trips	4,647 psgrs.	70 psgrs. / trip
• 316 =	33 trips	1,842 psgrs.	56 psgrs. / trip
- **Gather information from riders is a good idea, not a special group**
- **Better signage with clear directional information at rail stations point way to bus service**
- **Keep Local and Rapid lines on same route in downtown LA**
- **Remove time-points on Rapid lines to allow buses to run quicker**

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Service Statistics

Ridership (Aug. 2012)	Line 4	Line 16/316	Line 704	Combined
Weekday	22,300	26,100	12,100	60,500
Saturday	26,100	20,300	8,100	54,500
Sunday	15,800	15,400	6,600	37,800

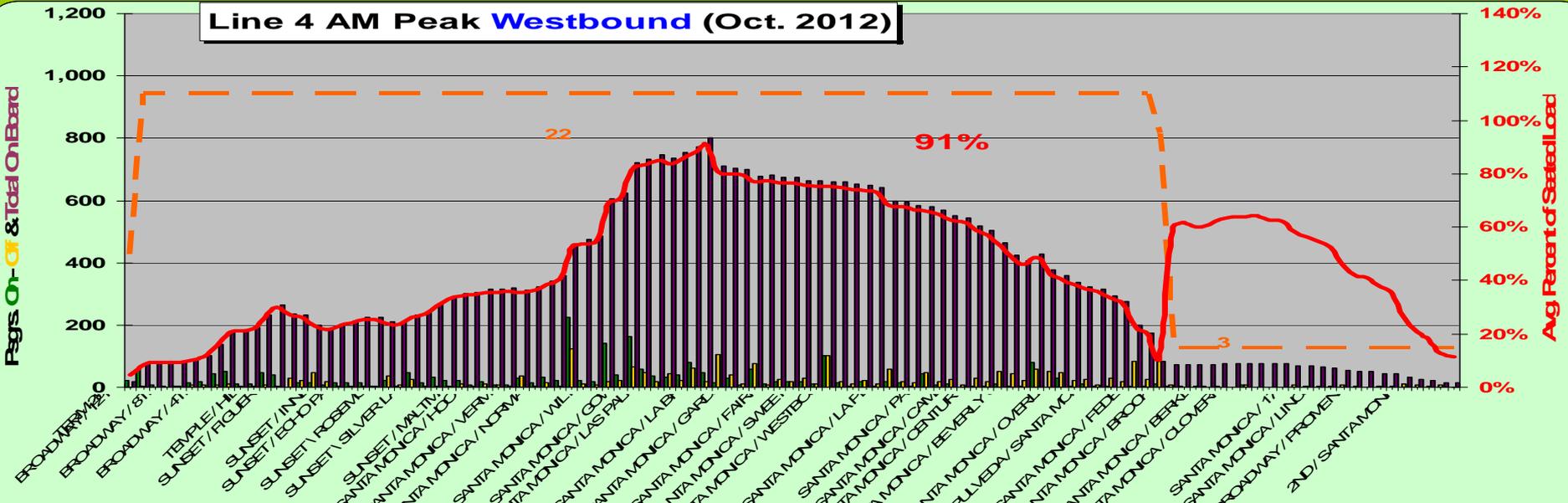
Avg Service Levels (Mins.)	Line 4	Line 16/316	Line 704
Weekday AM Peak	9 - 10	4-5 / 9-12	8w - 16e
Weekday Mid-Day	15	8 / NS	20
Weekday PM Peak	8 - 10	4-9 / 12-15	15w - 10e
Saturday	9 - 15	6-9 / NS	18 - 20
Sunday	14-18	7-10 / NS	20

Bus Line Performance	Line 4	Line 16/316	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

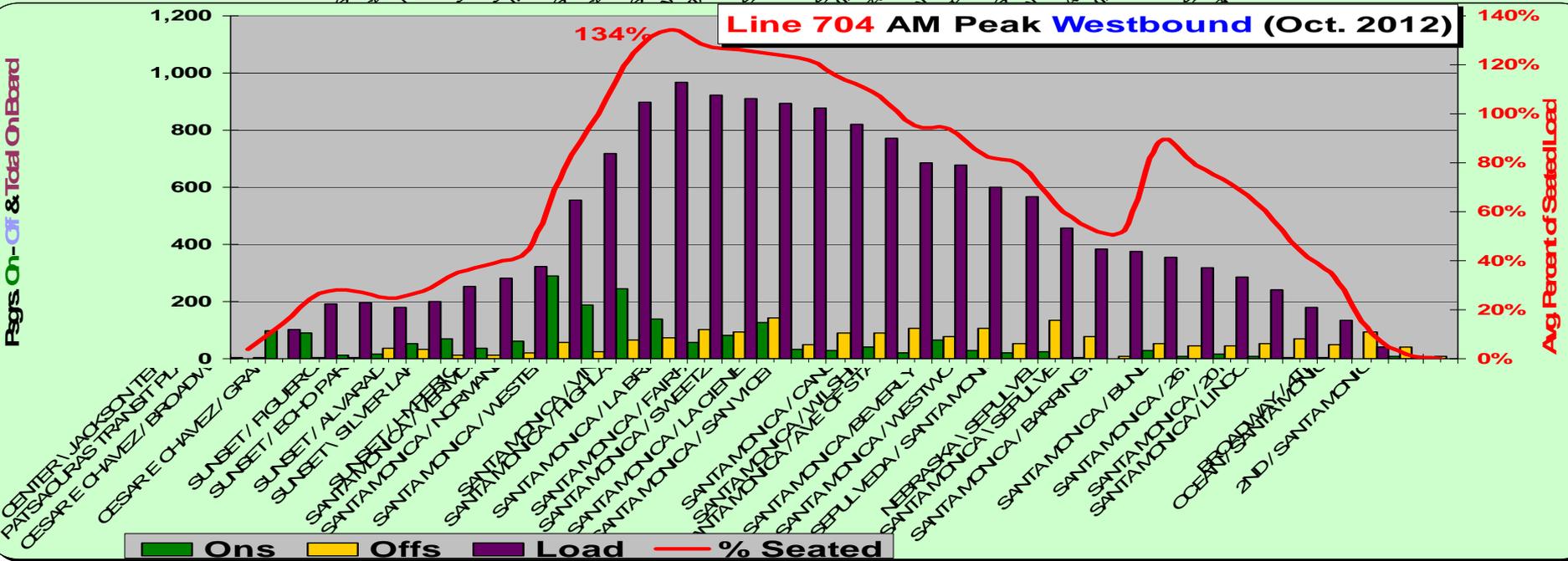


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Line 4 AM Peak Westbound (Oct. 2012)



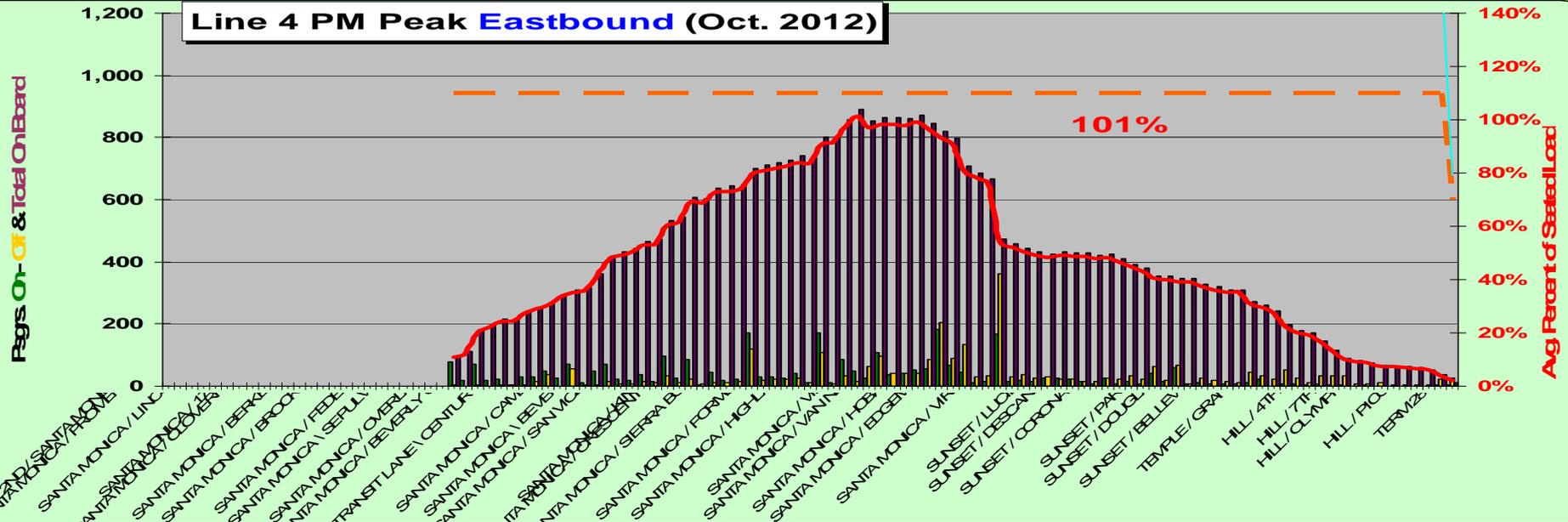
Line 704 AM Peak Westbound (Oct. 2012)



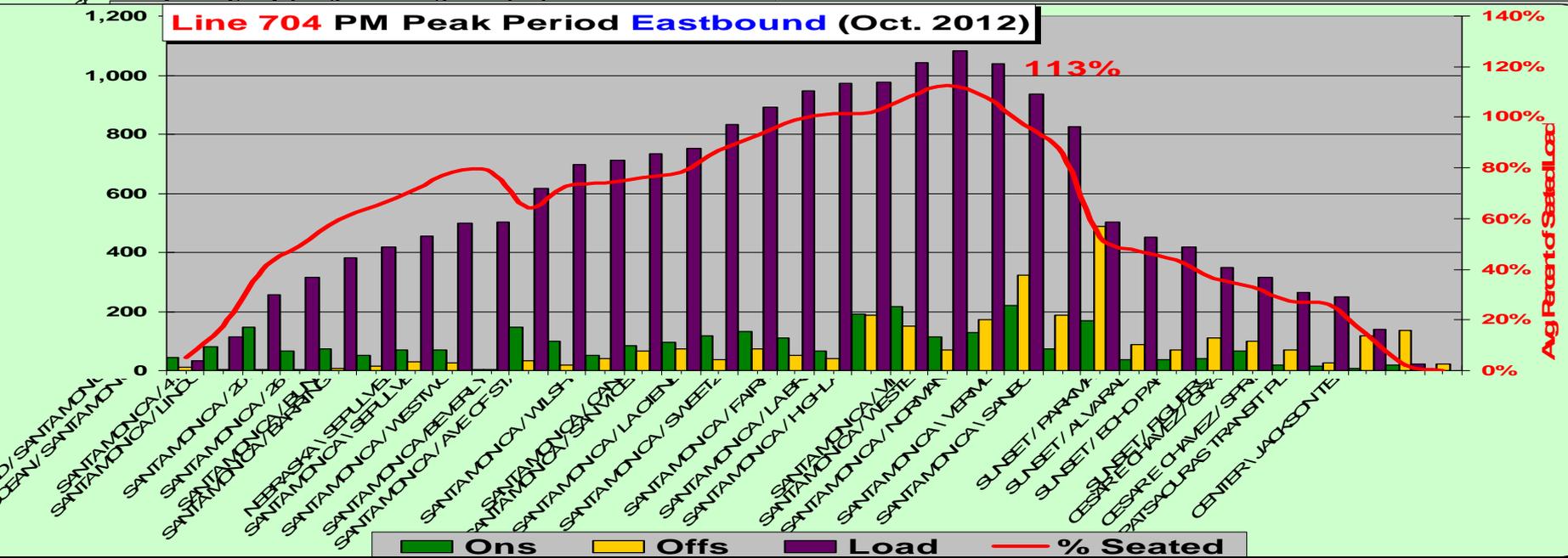
Ons (Green) Offs (Yellow) Load (Purple) % Seated (Red)

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Line 4 PM Peak Eastbound (Oct. 2012)



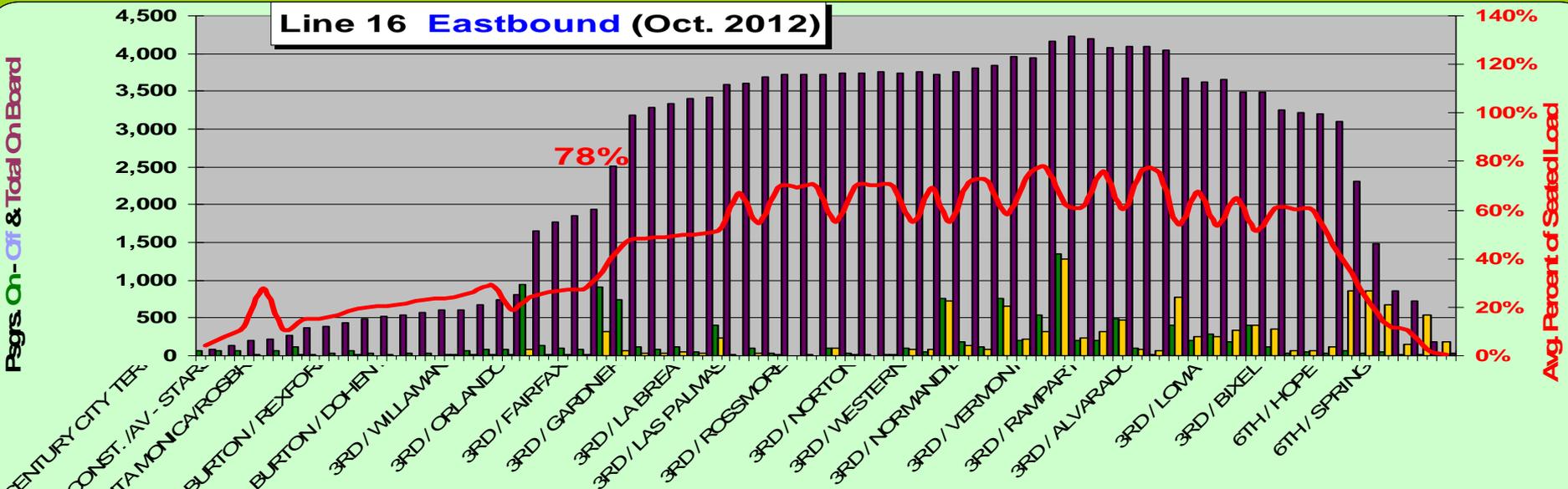
Line 704 PM Peak Period Eastbound (Oct. 2012)



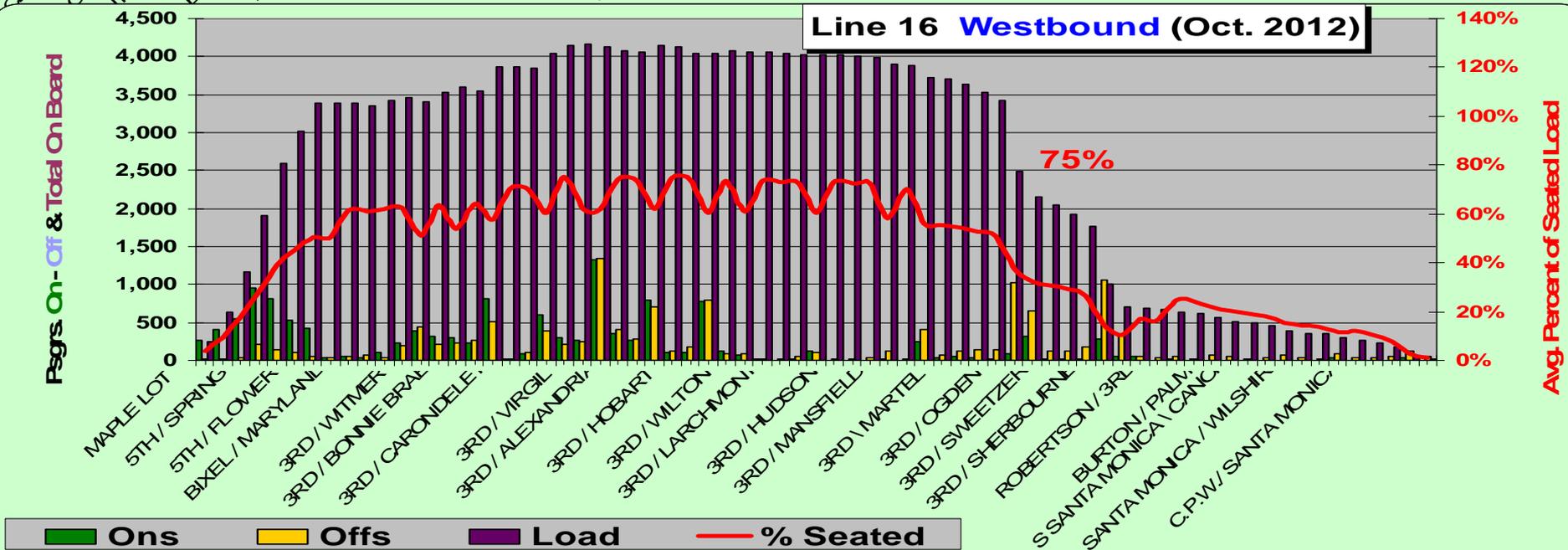
■ Ons
 ■ Offs
 ■ Load
 — % Seated

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Line 16 Eastbound (Oct. 2012)

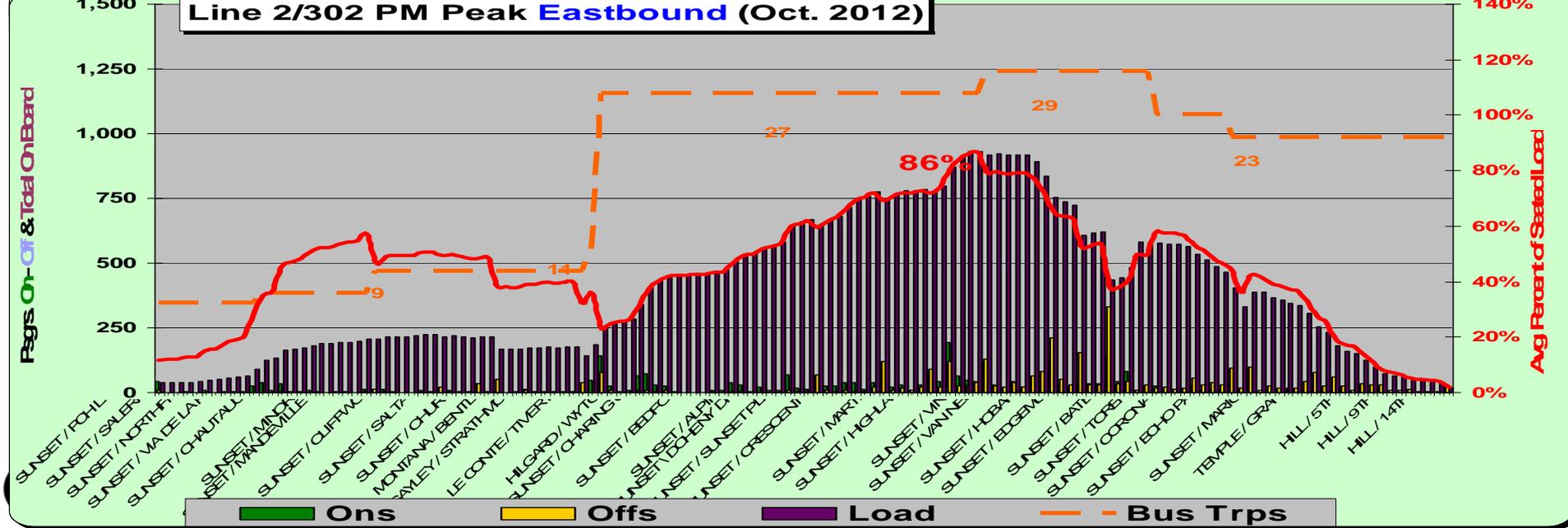
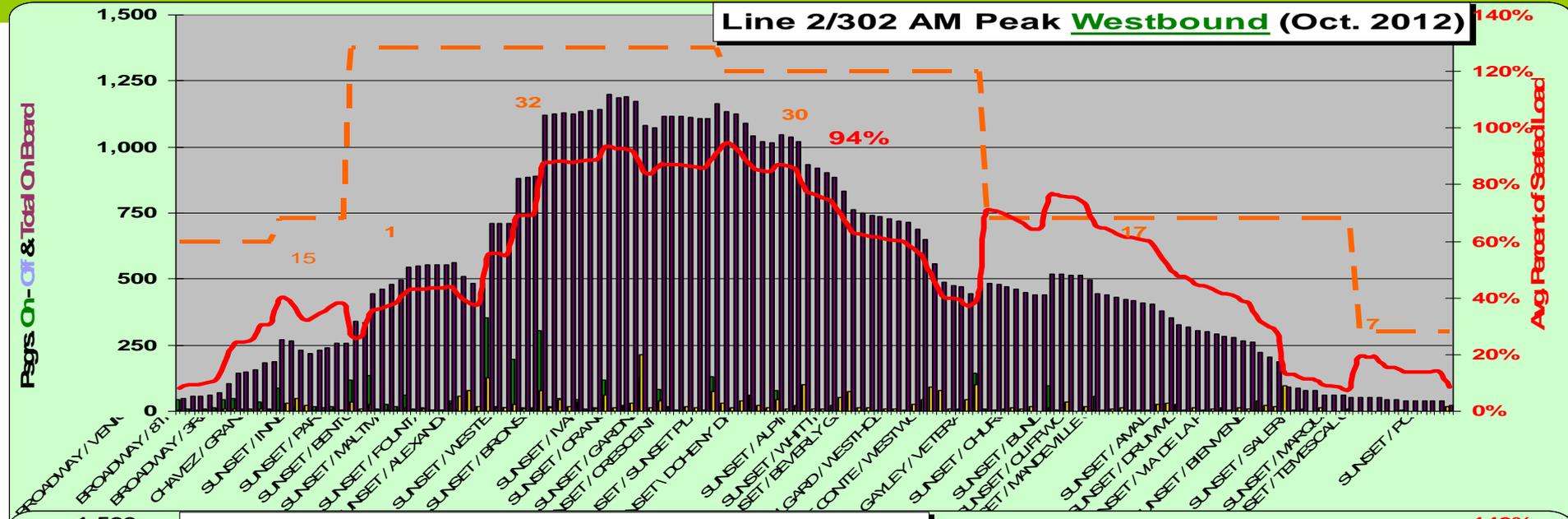


Line 16 Westbound (Oct. 2012)



■ Ons
 ■ Offs
 ■ Load
 — % Seated

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Next Steps

- a) Refine alternative service concepts
- b) Estimate impacts to patronage
- c) Estimate equipment and service hours
- d) Explore impacts of cancelling or expanding Limited 316
- e) Evaluate modifications to Rapid bus stops
- f) Return in March with evaluation
- g) Determine what directions to provide Service Planning