

**Board Report**

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**File #:** 2021-0290, **File Type:** Informational Report

**Agenda Number:** 26.

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**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE  
JUNE 17, 2021**

**SUBJECT: JUNE 2021 SERVICE CHANGE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status report on June 2021 service change.

**ISSUE**

Metro implements transit service changes (bus and rail) in June and December of each year. Metro plans to implement the next service change on Sunday June 27, 2021.

**BACKGROUND**

Metro's twice annual service change program allows Metro to improve the customer experience through revised transit routes and schedules. The June 2021 service changes focuses on rebuilding service as riders return to the system while adjusting service consistent with the NextGen Bus Plan focused on building a fast, frequent, and reliable Metro bus network. The changes are consistent with Board Motions 10.1 and 27.1 for service restoration.

**DISCUSSION**

The June 2021 service change focuses on the following key areas of improvement for Metro bus service as the second phase of NextGen Bus Plan implementation with a particular focus on the San Fernando Valley and San Gabriel Valley:

- Increasing overall service from 5.6 million revenue service hours (annualized) as at December 2020 to 6.5 million revenue service hours (annualized), consistent with phase one of recent Board Motion 27.1 on service restoration:
  - Focus on improving daytime weekday frequencies on Metro's highest ridership (NextGen Tier 1) lines as well as contracted lines and lines in the San Fernando Valley and San Gabriel Valley.
  - Additional 2,073 trips weekdays (+18.9%), additional 1,491 trips Saturdays (+17.3%), and 1,622 trips Sundays (+19.5%)

- Consolidating Metro Rapid & Local service on an additional eight key corridors. This maximizes service frequency with slightly wider than existing local bus stop spacing while retaining Metro Rapid attributes such as transit signal priority. This is the second round of such Rapid/Local consolidations, following eight similar consolidations implemented in December 2020. The Rapid/Local lines to be combined in June 2021 are as follows:
  - Whittier BI Lines 18 & 720
  - Garvey Av, Atlantic BI, Cesar Chavez Av new Line 70, & Lines 68, 770
  - San Fernando Rd Lines 94, new Line 294, & 794
  - Ventura BI Lines 150, 240 & 750
  - Colorado BI, Hollywood BI, Fairfax Av Lines 180, 217, & 780
  - Reseda BI, Ventura BI, Van Nuys BI Lines 233, 240, & 744
  - Sepulveda BI 234 & 734
  - Western Av Line 207 & 757

In addition, the former Van Nuys BI 788 and Sepulveda BI 734 lines between the San Fernando Valley and Westside will be replaced by new Metro Rapid Line 761 between Sylmar/San Fernando Metrolink Station, Van Nuys BI and the Westside.

A total of 77 transit lines will be adjusted by route alignment or service day changes, most significantly in the San Fernando and San Gabriel Valleys. These changes are consistent with the NextGen Bus Plan. All changes to route alignment or service day changes are listed in line number order in attached Appendix A. Full details of frequency changes are shown in Attachment B.

Rail Service: The peak period weekday service on Metro heavy and light rail lines will be increased from 12 to 10 minute for the June 2021 service change. Staff continues to monitor Metro rail ridership and adjusts train consists as needed to provide capacity.

### NextGen Service Evaluation

A key follow-up to the implementation of the NextGen Bus Plan is the need to evaluate the success of the plan. Providing high quality mobility options that enable people to spend less time traveling on the transit network requires that:

- Service is available when and where customers want to travel (the Find stage)
- Service is competitive enough to have customers try them over other options (the Try stage)
- Service is attractive enough to ensure customers are retained and ideally make more trips (the Rely stage)

Therefore, recommended measures of success are focused on evaluating the bus network within these three stages of Find, Try, and Rely. These customer focused measures help to balance traditional performance metrics of productivity and efficiency (e.g. ridership, boardings per hour, subsidy per boarding). Several of these measures (italicized below) will be used to evaluate the network through the lens of equity.

### **Find - How well do people understand how effectively transit can serve their needs? Is the**

**system easy to understand and use?** Proposed measures include:

- Services and information are Readily Available
  - Percentage of trip ends within ¼ mile of transit stop
  - Trip planner, app, and website usage rates
  - Percent of public considering transit (survey-based)
- The Bus System is Easy to Understand and Use
  - Percentage of out of direction travel
  - Percentage of route miles with all-day frequent service (<15 min headways)
  - Percent of public understand how to use system (survey-based)

**Try - How can we encourage customers to try the regional transit system? (Metro and Municipal Bus Operators)** Proposed measures include:

- Bus Goes Where/When Customers Want
  - Percentage of trips compatible with transit by time of day and day of week
  - Number of jobs/activity centers accessible within a 15 and 30 minute transit ride
  - Number of unique transit users
- Bus system is Competitive
  - Door-to-door travel times
  - Competitiveness of transit time to drive time
  - System-wide boardings
- Coverage is Adequate
  - Population within ¼-mile of transit stops by frequency of service
- Transit Journeys are Simple
  - Average number of transfers
  - Percent of trips that are one-seat rides

**Rely - How can we provide services that customers can rely on for their travel needs?**

Proposed measures include:

- Bus System is Effective and Productive
  - Competitive transit paths for short, evening, midday, and weekend trips
  - Number of frequent customers
  - Boardings by time of day and day of week
  - Boardings per revenue hours and miles
  - Cost per passenger mile
- Buses are Reliable
  - Headway regularity on frequent routes
  - On-time performance
  - Real time arrival accuracy
- Customers are Satisfied
  - Rides per week for frequent and infrequent users
  - Percentage of customers satisfied with Metro services (survey-based)

These metrics can be reviewed once the NextGen Bus Plan has been implemented for a period of six to twelve months.

**FINANCIAL IMPACT**

### Impact to Budget

Implementation of Metro's June 2021 service change is consistent with the Board amended FY2021 Annual Budget and is recommended as part of the FY22 Annual Budget. The planned changes are made within the allowed for revenue service hours.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling. The service changes also respond to the sub-goal of investing in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

### NEXT STEPS

Staff will implement the June 2021 service change on Sunday June 27, with marketing of the changes occurring beginning June 1 up to and beyond the implementation date.

### ATTACHMENTS

Attachment A - Description of June 2021 Service Change

Attachment B - NextGen Implementation Frequency Tables by Tier as at June 2021

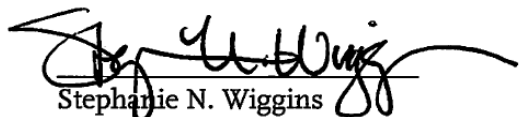
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<b>Line Number</b>	<b>Attachment A: Description of June 2021 Service Change (Line number order)</b>
10	Line 10 will no longer operate overnight OWL due to underutilized service
14, 16, 17, New 617	Lines 14, 16, and 17 west and south of Beverly Center will be replaced by a new Line 617 serving Robertson Bl, Burton Dr, Beverly Dr, adding new weekend service on Robertson Bl. Line 16 will extend to Santa Monica Bl/San Vicente Av to connect with Line 4 service to/from Century City
20	Line 20 will have a minor change westbound in downtown LA to serve more stops, travelling via Wall St, right 7th St, right Los Angeles St, left 5th St then regular route. No change to eastbound Line 20.
28	Line 28 will operate between Century City and Cesar Chavez Ave/Vignes St in downtown LA. Service on Eagle Rock Bl will be replaced by an extension of Line 251 north of Figueroa St following Line 28 alignment on Eagle Rock Bl to Colorado Bl at Eagle Rock, connecting with frequent bus lines 45 and 81 to/from downtown LA.
30	Line 30 segment west of Pico Rimpau Transit Center will be discontinued due to underutilized service. Various high frequency north-south (204, 207, 210) or east-west lines (4, 14, 16, 20, 28, 720) are available as alternative services for riders.
45, 127	Line 45 will be replaced south of the C Line (Green) by an extension of Line 127 between Compton A Line (Blue) and Harbor Freeway C Line (Green)/J Line (Silver) stations via Compton Bl, Main St, El Segundo Bl, Broadway, Imperial Hwy and Figueroa St. The change will include restoration of weekend service for Line 127.
51, 52, 127	Lines 51 & 52 will be merged as new Line 51 starting at Cal State Dominguez Hills Campus and travelling direct via Avalon Bl. Lines 51 and 52 south of the C Line (Green) to Compton Station will also be replaced by the extension of Line 127 described above under Line 45.
60	Line 60 will be rerouted via 7 <sup>th</sup> St, Los Angeles St, and 5 <sup>th</sup> /6 <sup>th</sup> Sts to better serve 7 <sup>th</sup> St in the east part of downtown LA
66	Line 66 every other trip daytime and all trips after 8 p.m. will be rerouted to terminate at Commerce Center, with a connection with Line 18 there to Montebello-Commerce Metrolink Station
68	Line 68 will be replaced by frequent new Line 70 service linking Cesar Chavez Av to downtown LA, as well as an extension of Line 106 east of Atlantic Bl to The Shops at Montebello, including new seven-day service for Line 10
70	Line 70 will be rerouted via Garvey Av, Atlantic Bl, and Cesar Chavez Av between El Monte Station and downtown LA, replacing Metro Rapid Line 770. Line 106 will be extended through City Terrace to Cal State LA and Garvey/Atlantic to replace that segment of Line 70.
71	Line 71 will be replaced by extension of Line 106 through City Terrace to Cal State LA and Garvey Av/Atlantic Bl, including new seven-day service for Line 106 realigned direct via 1 <sup>st</sup> St, connecting with frequent new Line 70 service linking Cesar Chavez Av to downtown LA
78	Line 78 will have a new eastern terminus and Las Tunas Dr/Santa Anita Av. The segment east of there will be

	discontinued by will still be served by Foothill Transit Line 492.
81	Line 81 will be rerouted via Yosemite Dr and Eagle Rock Bl at Eagle Rock, replacing Line 181. New OWL service will be added to this line between downtown LA and Eagle Rock in place of Line 83 OWL service.
83	Line 83 will be replaced by new Line 182 between Rose Hill Transit Center and East Hollywood, serving York Bl and connecting with frequent Line 81 service to/from downtown LA
90, 91	Lines 90 & 91 will be realigned between downtown LA, Glendale, Sunland and Sylmar with a new focus on North Hollywood for new Line 90 and a new Line 690 linking Sunland and Sylmar (replacing Line 91).
94	Line 94 will be realigned between downtown LA, Glendale, Burbank, and Sylmar with new focuses on downtown Glendale and North Hollywood Station for new Line 94 and a separate new Line 294 linking Burbank and Sylmar, replacing existing Lines 94 and 794.
96	Line 96 from Burbank, Elysian Valley will be altered to terminate near LA Union Station, connecting with other lines in downtown LA
128	Line 128 will include new weekend service.
130	Line 130 west of Artesia Station will become Torrance Transit Line 13 via the existing Line 130 alignment west to Redondo Beach, connecting with continued Metro operation of Line 130 service east of Artesia A Line (Blue) Station to Cerritos.
150, 240, 245, 750	Lines 150, 240 & 245: this line will be altered to operate on Ventura Bl west of Reseda Bl to Canoga Park and continue via Topanga Canyon Bl to Chatsworth Station, replacing Line 245. Line 240 will increase in frequency via its existing alignment via Reseda Bl and Ventura Bl to Universal City/Studio City B Line (Red) Station. Metro Rapid Lines 744 and 750 are also replaced by these service changes.
152	Line 152 service will terminate at Roscoe/Topanga Canyon, and will travel via Lankershim Bl between Roscoe Bl and North Hollywood Station. Line 162 will serve Fallbrook Av and Lines 90 and 162 will serve Vineland Av
154	Line 154 will no longer travel west of Sepulveda Bl due to low utilization
155	Line 155 will extend to serve Magnolia Av between North Hollywood Station and Sepulveda Bl, replacing a section of Line 183.
162, 163	Lines 162 & 163 will become a single Line 162 service between Ventura Bl and North Hollywood Station, serving Fallbrook Av, Sherman Way, and Vineland Av. The Line 163 segment on Vineland Av will be replaced by Line 90.
166	Line 166 western terminus will be at Nordhoff St/Canoga Av connecting with the G Line (Orange) for access to/from Chatsworth Station
175	Line 175 will be replaced by a new all day seven-day service between Rose Hill Transit Center and East Hollywood via Mercury Av, Figueroa St, York Bl, Eagle Rock Bl, Fletcher Dr, Rowena Av, and Franklin Av, including service for John Marshall High School.
176	Line 176 will be discontinued due to underutilized service. The segment of Line 176 between El Monte Station and The

	Shops at Montebello weekdays will be replaced by new Line 287. Various alternative Lines such as Metro Lines 76, 78, 258, 260, 266 and 267 and Montebello Bus Lines 20 and 30.
177	Line 177 will recommence operations, with a minor reroute via Mountain St instead of Walnut St to serve more of Pasadena.
180, 181, 780	Lines 180, 181 & 780 between Pasadena, Eagle Rock, Glendale, and Hollywood will be altered to become a single high frequency Line 180 beginning at Pasadena City College (PCC) and traveling west to Hollywood, using Brand Bl instead of Central Av in downtown Glendale. Line 180 segment on Lake Av will be replaced by new Line 662 and Pasadena Transit Line 20, while the segment of Line 181 east of PCC to Sierra Madre Villa Station will continue to be served by Foothill Transit Line 187. The Line 181 segment on Yosemite Dr at Eagle Rock will be replaced by Line 81.
183	Line 183 will be replaced by new Line 94 between Glendale, Burbank and Magnolia Bl to North Hollywood, and by and extension of Line 155 between Sepulveda Bl and North Hollywood Station via Magnolia Bl. New Metro Micro on demand microtransit service will be available in North Burbank and Glendale to replace parts of Line 183.
201	Line 201 will be discontinued due to underutilized service. Metro Micro on demand microtransit service will be available in Glendale to replace parts of Line 201, as well as alternative Lines 2, 4, 92, 603 and new Line 182
202	Line 202 will be altered to operate its usual route between Del Amo Station and Willowbrook/Rosa Parks Station. The underutilized segment south of Del Amo Station will be discontinued, with alternative services including Metro Lines 232 and 246, Wilmington DASH, and Long Beach Transit Lines 52, 191, and 192.
207	Line 207 will increase in frequency and extend weekday trips to Crenshaw C Line (Green) Station to replace Metro Rapid Line 757 weekday service
217	Line 217 service will increase in frequency and extend east of Hollywood/Vine Station via Hollywood Bl to Vermont/Sunset Station, helping replace Line 780
222	Line 222 will be shortened to operate between Hollywood Burbank Airport and Universal City/Studio City B Line (Red) Station via Hollywood Wy and Riverside Dr, extending via Cahuenga Bl to Hollywood (replacing Line 237). The Line 222 segment north of Hollywood Burbank Airport to Sunland will be replaced by a new segment of Line 90 between Sunland and North Hollywood Station. The Line 222 segment on Barham Dr will be discontinued due to underutilized service.
224	Line 224 will be shortened to operate via the existing route between Sylmar/San Fernando Metrolink Station and Universal City/Studio City B Line (Red) Station. The Line 224 segment between Sylmar/San Fernando Metrolink Station and Olive View Medical Center will be replaced by new Line 690.
230	Line 230 service to Los Angeles Mission College will be restored weekdays
233	Line 233 late evening/OWL service will extend from Ventura Bl to the westside in place of Line 234 OWL service weekdays and weekends.
234, 734	Line 234 will have increased service frequency weekdays and weekends to replace line 734 Metro Rapid service on

	Sepulveda Bl. Line 234 between Ventura Bl and the westside will be replaced weekends and evenings all week by new Line 761 and by Line 233 in the late evening/OWL period.
236	Line 236 will operate as usual on Balboa Bl between Ventura Bl and Rinaldi St then replace Line 239 via Balboa Bl and Chatsworth St. Line 236 on Balboa Bl and Glen Oaks Bl north of Rinaldi St will be discontinued due to underutilized service.
237, 239	Lines 237 & 239: New Line 237 will be created by merging Lines 237 & Line 239 between North Hollywood Station, Granada Hills, and Encino. Line 237 will follow its existing route from North Hollywood Station via Chandler Bl, Burbank Bl, Victory Bl, and Woodley Av to Rinaldi St, then a new alignment via Balboa Bl, Chatsworth St, then the existing Line 239 alignment route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Ventura Bl). B Line (Red) service will replace existing Line 237 service south of North Hollywood Station to Hollywood while Line 222 will replace Line 237 on Cahuenga Bl between Universal City/Studio City B Line (Red) Station and Hollywood. Line 236 will replace existing Line 239 service between Balboa Bl and Sylmar/San Fernando Metrolink Station. New weekend service will be added for existing Line 239 segment on Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Ventura Bl).
242, 243	Lines 242 & 243 will operate more frequent service weekdays and add back Saturday service.
244	Line 244 will operate its current route via De Soto Av between Chatsworth Station and Ventura Bl. New Line 150 will replace Line 244 on Ventura Bl with new weekend service.
252	Line 252 will be discontinued due to underutilized service. Alternative bus services include Figueroa St (Line 81), Griffin Av/Broadway/Lincoln Park/Sierra/Mercury Av (new Line 182); Soto St (Line 251) plus LADOT El Sereno/City Terrace DASH service.
256	Line 256 between Commerce and Highland Park will follow its existing alignment. Between Highland Park and Pasadena Line 256 will be altered to travel via Avenue 64, Colorado Bl, L Line (Gold) Memorial Park Station, Lincoln Av, Washington Bl, Altadena Dr and Foothill Bl to terminate service at the L Line (Gold) Sierra Madre Villa Station.
264	Line 264 will be discontinued due to underutilized service. New Metro Micro on-demand microtransit service will provide alternate service in the Cities of Altadena, Pasadena, & Sierra Madre. Service to the City of Hope Medical Center is provided by the L Line (Gold).
267	Line 267 will be shortened to operate via existing alignment between El Monte Station, Arcadia, and Pasadena via Temple City Bl, Rosemead Bl, and Del Mar Bl, ending at the L Line (Gold) Del Mar Station, to improve reliability, and avoid duplication of other bus lines. New Line 256 will operate via the southern end of Lincoln Av with new Line 662 operating two-directional service on a loop route via Lake Av, Altadena Dr, Lincoln Av, Washington Bl, and Los Robles Av between Pasadena (L Line (Gold) Del Mar and Lake Stations) and Altadena weekdays and weekends. New Metro Micro transit on-demand microtransit service will be available in Sierra Madre, Altadena, JPL, and Pasadena.
268	Line 268 will be shortened to operate from El Monte Station to the L Line (Gold) Sierra Madre Villa Station direct via Foothill Bl to improve reliability. New Line 256 route will serve Washington Bl between Sierra Madre Villa Station and



	Washington Bl/Lincoln Av. New Metro Micro on-demand microtransit service will provide alternative service in the cities of Sierra Madre, Altadena, and Pasadena as well as to JPL.
487	Line 487 will be altered to start service at Sierra Madre Villa Station operating via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express Lanes to 7th St Metro Center in downtown LA during weekday peak hours and LA Union Station off peak weekdays and all day weekends. The Line 487 segment in Sierra Madre will be replaced with new Metro Micro on-demand microtransit service. New Line 287 will replace Line 487 between El Monte Station and Arcadia Station via Santa Anita Av, with weekday and weekend service.
501	Line 501 will now travel via downtown Glendale (Brand Bl, Broadway)
577	Line 577 between El Monte Station and Cal State Long Beach via I-605 will be rerouted between El Monte Station and Rio Hondo College via I-605 and I-10 freeways instead of Santa Anita Av & Peck Rd, providing faster, more direct service. The deviation to Los Cerritos Center will be discontinued due to low utilization compared to number of through riders impacted, providing faster, more direct service to/from Cal State Long Beach and Long Beach VA Medical Center.
665	Line 665 will continue to Link Cal State LA and Indiana/Olympic with weekday 5.30 a.m. and Saturday 6.00 a.m. service start times restored.
685	Line 685 will be discontinued due to underutilized service. Alternative services to Glendale College provided by Line 90 (Glendale Av), as well as new Metro Micro on-demand microtransit service in the Glendale, Eagle Rock, and Highland Park areas.
686	Line 686 will continue to operate between Altadena (New York Dr/Allen Av) and the L Line (Gold) Del Mar Station but will no longer extend south to Fillmore Station due to underutilized service.
687	Line 687 will be discontinued due to underutilized service. Alternative bus services include frequent Metro Line 260 (Fair Oaks Av), new Line 662 (Washington Bl, Los Robles Av, and Lake Av), and new Metro Micro on-demand microtransit service in Altadena and Pasadena.
720	Line 720 will be altered to operate between downtown LA (6th & Central) and Westwood/Santa Monica via its existing alignment on Wilshire Bl. Line 720 east of downtown LA to East LA and Commerce Center will be replaced by increased Line 18 service on Whittier Bl between downtown LA and Commerce Center.
744, New 761, 788	New Line 761 will replace existing Lines 734, 744 and 788, operating between Sylmar/San Fernando Metrolink Station and the E Line (Expo) Expo/Sepulveda Station serving high travel demand between San Fernando Valley and the Westside, via Van Nuys Bl, Ventura Bl, and Sepulveda Bl to the Westside including frequent service all day on weekdays and weekends.

Attachment B  
June 2021 Scheduled vs. NextGen Planned Frequencies

Line(s)	Corridor	Service Tier	Dec 2020	Dec 2020	Dec 2020	Dec 2020	June 2021	June 2021	June 2021	June 2021	NextGen	NextGen	NextGen	NextGen
			Weekday	Weekday	Saturday	Sunday	Weekday	Weekday	Saturday	Sunday	Weekday	Weekday	Saturday	Sunday
2, 302	Sunset Bl	Tier 1	15-20	15	15-20	15-20	12	12	15	15	7.5	10	12	12
200	Alvarado St	Tier 1	10-15	10-15	10-20	10-30	7.5-10	10	10	10	See Line 2	See Line 2	See Line 2	See Line 2
4	Santa Monica Bl	Tier 1	15-20	15	15	15	12	12	12	12	6	7.5	10	10
704	Santa Monica Bl Metro Rapid	Tier 1	18-25	20-25	20-30	20-30	15-20	20	20	20	See Line 4	See Line 4	See Line 4	See Line 4
16, 316	3rd St	Tier 1	5-9	5-9	6-12	6-12	5-7.5	5-8	6-10	6-10	6	7.5	7.5	7.5
18	Whittier Bl & W. 6th St	Tier 1	8-12	9-12	11-12	12-16	5-7.5	7.5	7.5	7.5	6	7.5	7.5	7.5
20	Wilshire Bl	Tier 1	12-25	15	15	15	12-15	12	12	12	5	5	6	6
720	Wilshire Bl Metro Rapid	Tier 1	6-15	7-15	10-17	10-17	5-6	7.5	7.5	7.5	10	See Line 20	See Line 20	See Line 20
28	Olympic Bl	Tier 1	8-15	12-15	15-18	15-18	7.5-10	12	12	12	7.5	10	15	15
728	Olympic Bl Metro Rapid	Tier 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See Line 28	See Line 28	See Line 28	See Line 28
30, 330	Pico Bl & E. 1st St	Tier 1	10-20	12	10-15	10-15	7.5	10	10	10	10	10	15	15
33	Venice Bl	Tier 1	15-22	15	16-22	16-22	12-15	12	12-15	12-15	7.5	10	10	10
733	Venice Bl Metro Rapid	Tier 1	20-30	15-20	20-22	20-22	20	15-20	20	20	N/A	N/A	N/A	N/A
40	MLK, Crenshaw Bl, Hawthorne Bl	Tier 1	10-15	15	20	20	7.5-10	12	12	15	10	10	15	15
740	Crenshaw Bl, Hawthorne Bl Metro Rapid	Tier 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See Line 40, 212	See Line 40, 212	See Line 40, 212	See Line 40, 212
45	Broadway	Tier 1	10-15	10-15	10-15	10-15	10	10	10	10	5	7.5	7.5	7.5
745	Broadway Metro Rapid	Tier 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See Line 45	See Line 45	See Line 45	See Line 45
51, 52, 351	Avalon Bl & 7th St	Tier 1	6-12	10	8-14	10-14	5-6	7.5	7.5	10	7.5	10	10	10
53	Central Ave	Tier 1	13-25	15	18-22	18-22	10-12	12	15	15	10	10	20	20
60	Long Beach Bl	Tier 1	5-10	10	12-15	12-15	5-7.5	10	10	10	5	10	10	10
760	Long Beach Bl Metro Rapid	Tier 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See Line 60	See Line 60	See Line 60	See Line 60
66	E. Olympic Bl, 8th St	Tier 1	10-15	15	13-20	20	6-10	10	15	15	10	10	15	15
70	Garvey Ave	Tier 1	12-15	15-20	12-18	12-18	7.5-10	7.5	12	12	7.5	7.5	10	10
770	Garvey Ave/Cesar Chavez Av Metro Rapid	Tier 1	10-25	25	N/A	N/A	N/A	N/A	N/A	N/A	See Line 70	See Line 70	See Line 70	See Line 70
78, 79, 378	Huntington Dr, Las Tunas Dr	Tier 1	10-15	15	15-20	15-20	10-12	12	15	15	10	10	20	20
105	Vernon Ave, La Cienega Bl	Tier 1	9-12	9-10	12-20	15-23	8-10	8-10	12-15	15	10	10	15	15
705	Vernon Ave, La Cienega Bl Metro Rapid	Tier 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See Line 105	See Line 105	See Line 105	See Line 105
108, 358	Slauson Ave	Tier 1	10-20	20	20	20	7.5-10	15	15	15	7.5	7.5	15	15
111	Florence Ave	Tier 1	12-20	12-15	15-20	15-20	12	12	15	15	7.5	10	15	15
180, 181	Pasadena - Glendale - Hollywood	Tier 1	12-15	10-15	12-15	12-15	10	10	12	12	7.5	7.5	15	15
780	Pasadena - Glendale - Hollywood Metro Rapid	Tier 1	20-30	30	N/A	N/A	N/A	N/A	N/A	N/A	See Line 180	See Line 180	See Line 180	See Line 180
217	Fairfax Ave, Hollywood Bl	Tier 1	15-40	15-20	15-20	15-20	10	10	15	15	See Line 180	See Line 180	See Line 180	See Line 180
204	Vermont Ave	Tier 1	12-20	12-15	15-20	15-25	10-12	12	12	12	5	5	7.5	7.5
754	Vermont Ave Metro Rapid	Tier 1	12-20	15-18	12-20	15-25	12-15	12-15	12-15	12-15	10	N/A	N/A	N/A
207	Western Ave	Tier 1	12-20	12-15	10-20	10-20	6-7.5	7.5	10	10	6	7.5	12	12
757	Western Ave Metro Rapid	Tier 1	12-20	12-15	N/A	N/A	N/A	N/A	N/A	N/A	See Line 207	See Line 207	See Line 207	See Line 207
210	Crenshaw Bl	Tier 1	10-12	10-15	15-22	15-22	10-12	10	12	12	10	10	10	10
710	Crenshaw Bl Metro Rapid	Tier 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See Line 210	See Line 210	See Line 210	N/A
212, 312	La Brea Ave	Tier 1	15-30	15-22	17-30	17-30	15	15	20	20	7.5	10	15	15
233	Van Nuys Bl	Tier 1	12-20	12-15	15-20	15-20	12	12	12	12	10	10	10	10
234	Sepulveda Bl	Tier 1	20-30	20-30	20-25	22-30	12	12	15	15	7.5	7.5	10	10
734	Sepulveda Bl Metro Rapid	Tier 1	20	20	N/A	N/A	N/A	N/A	N/A	N/A	See Line 234	See Line 234	N/A	N/A
744	Van Nuys Bl, Reseda Bl Metro Rapid	Tier 1	20	20	30	30	N/A	N/A	N/A	N/A	See Lines 240, 761	See Lines 240, 761	See Lines 240, 761	See Lines 240, 761
761	Van Nuys Bl Westside Metro Rapid	Tier 1	N/A	N/A	N/A	N/A	20	20	30	30	10-15	15	30	30
788	Van Nuys Bl Westside Metro Rapid	Tier 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See Line 761	N/A	N/A	N/A
240	Reseda Bl	Tier 1	30-40	30-40	30-40	30-40	12	12	15	15	10	10	15	15
251	Soto St	Tier 1	10-20	10-15	10-15	10-15	7.5-10	10	10	10	10	10	15	15
751	Soto St Metro Rapid	Tier 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	See Line 251	See Line 251	N/A	N/A
901	G Line (Orange) BRT	Tier 1	9-15	10	10	10	7.5	10	10	10	5	10	10	10
910/950	J Line (Silver) BRT	Tier 1	9-15	12-15	15	15	7.5-10	10	15	15	5	10	15	15
10	Melrose Av	Tier 2	15-25	15	20	20	15	15	20	20	10	15	20	20
14	Beverly Bl	Tier 2	10-40	18-20	15-20	15-20	10-15	15	15	15	10	15	20	20
35	Washington Bl	Tier 2	15-30	15	20	20	15-30	15	20	20	12	12	15	15
37	W. Adams Bl	Tier 2	10-40	18-20	15-20	15-20	10-15	15	15	15	10	15	20	20
38	W. Jefferson Bl	Tier 2	30-60	30	40	40	30-60	30	40	40	12	12	15	15
48	Main & San Pedro	Tier 2	30-50	30	40	40	30	30	40	40	10	15	20	20
55, 355	Compton Ave	Tier 2	12-15	15	22-30	22-30	12-15	15	22-30	22-30	12	12	20	20
76	Valley Bl	Tier 2	20-25	20	20-30	20-30	20-25	20	20-30	20-30	12	12	20	20
81	Figuroa St	Tier 2	15-25	15-20	18-23	18-23	15-20	15-20	15-20	15-20	10	12	20	20





# **June 2021 Service Change**

# June 2021 Service Change



## Consolidating 8 Metro Rapid with partner Local Lines

- Simple network of high frequency services

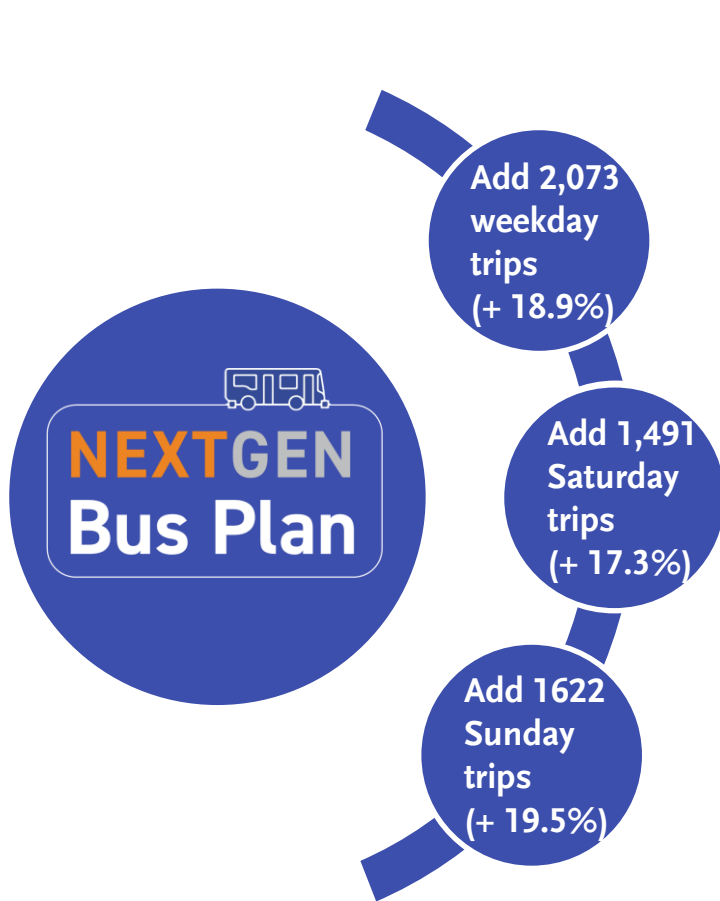
## Adding Capacity

- Adding many weekday, Saturday, Sunday trips. Brings service hours up from 5.6 million to 6.5 million (annualized). Key focus is more frequency on busiest lines.

## Route Changes

- Changes mostly in the San Fernando Valley & San Gabriel Valley. Changes coordinated with two new Metro Micro zones

# Added Service



*Service increased on 67% of weekday's  
121 lines*

*Service restored on one bus line. LRT  
peak service increased 12 to 10 min*

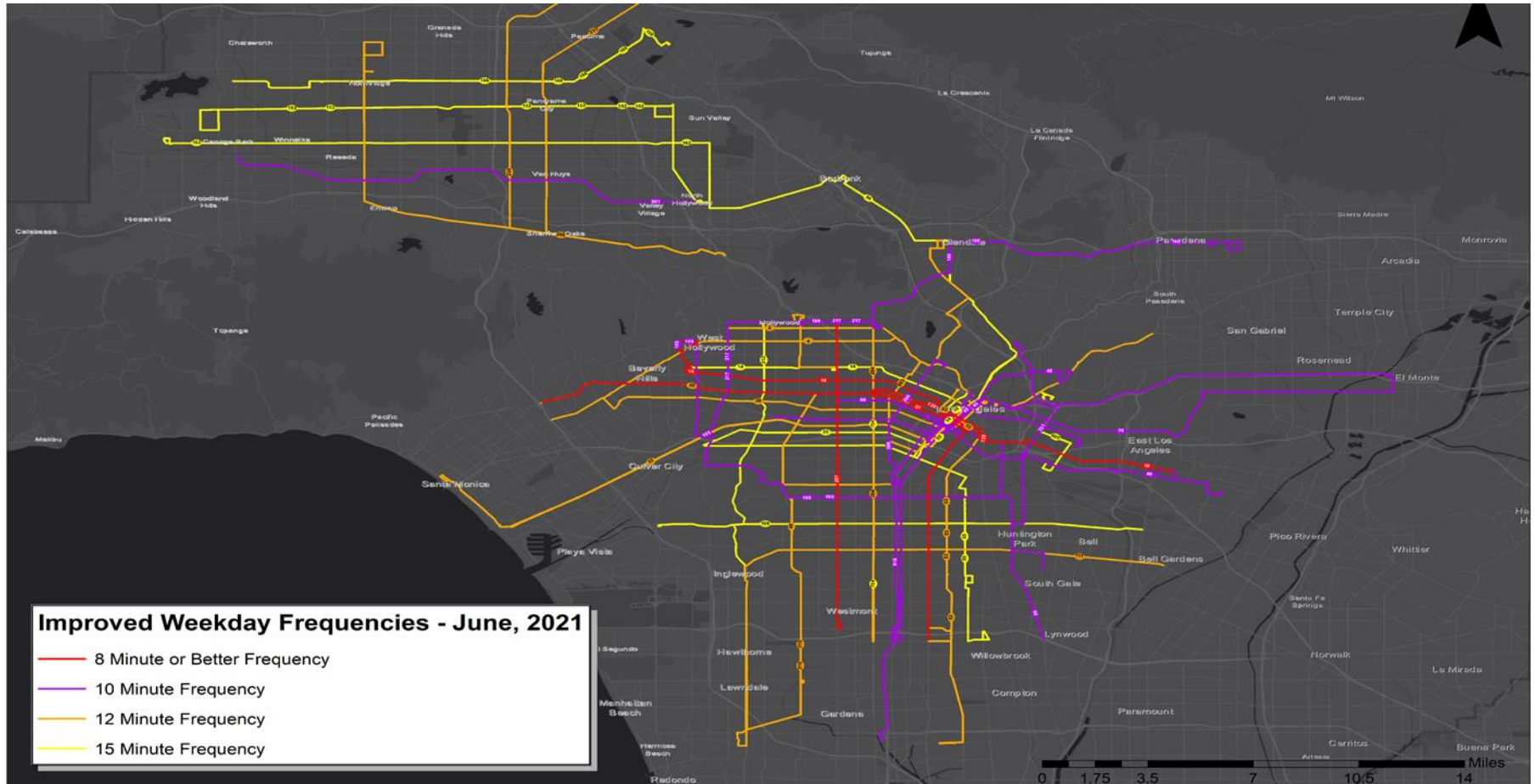
*Service increased on 58 % of  
Saturday's 111 lines.*

*New Saturday service on seven lines*

*Service increased on 67% of Sunday's  
109 lines*

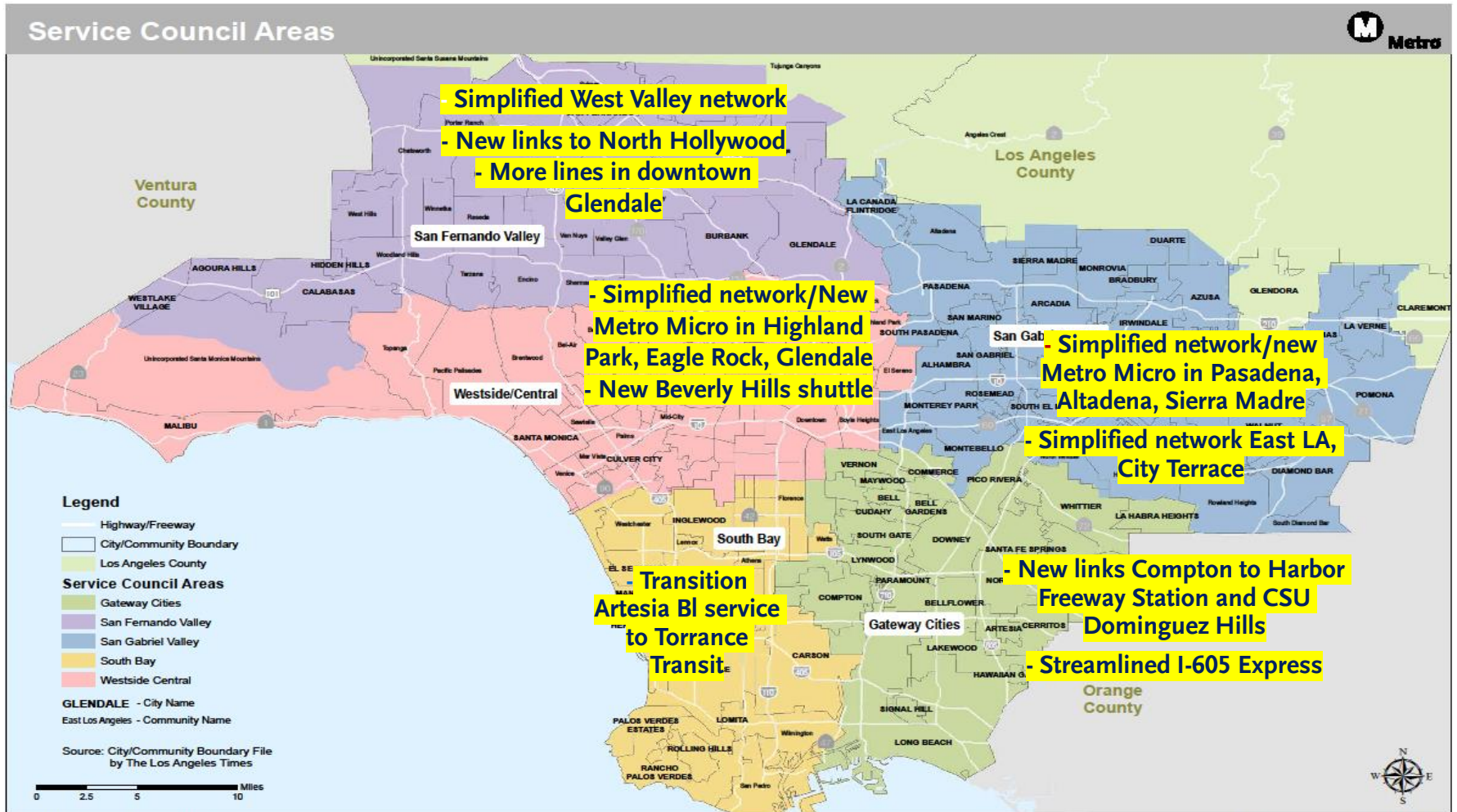
*New Sunday service on five lines*

# Network of Frequent Lines





# Changes by Service Area



P:\Libraries\12016\_ServiceCouncilAreas\Service Council Final.mxd

Map Produced By Countywide Planning and Development, LACMTA, June 2012  
 Thomas Bros. Data Used With Permission

# NextGen Rider Measures of Success

