

# **CITY OF TORRANCE INTEROFFICE COMMUNICATION**

**DATE:** June 26, 2012

**TO:** Members of City Council Transportation Committee  
**VIA:** LeRoy J. Jackson, City Manager

**FROM:** Kim Turner, Transit Director

**SUBJECT:** Torrance Transit Proposed September 2012 Service Changes

## Background

As previously shared with the committee at your January 18, 2012 Transportation Committee Meeting, Torrance Transit is participating with the Los Angeles County Metropolitan Transportation Authority (Metro) to launch its own Rapid bus service. In addition to the launch of the Rapid service, Torrance Transit is also participating in the Congestion Reduction Demonstration (HOT ExpressLanes) one-year pilot program by providing express service between Torrance and Downtown Los Angeles via the Harbor Freeway. The capital costs for both of these projects is being provided through grants, with the Rapid service receiving eight (8) buses and the ExpressLanes project receiving four (4) buses. Currently, these buses have been delivered and are being outfitted for revenue service. The Rapid program is receiving two years of initial operating costs (\$1,500,000), while the service is evaluated and potentially included in the region's operating formula. The HOT, since it is a one-year pilot program, is receiving one year of operational funding (\$1,200,000) and will be evaluated on its success to determine if it should be continued.

Initially, it was planned to launch the new Rapid bus service in early summer and to launch the HOT ExpressLanes project in the fall. However, after conducting community meetings for the Rapid program in late February and early March, it was decided that a comprehensive approach would be more efficient. This decision was based on comments received from the community meetings, recent progress on Torrance's Regional Transit Center, as well as other general service comments raised by our customers. In an effort to efficiently implement these new services and improve our overall system network efficiency, staff decided to combine a number of changes into a comprehensive proposed September 2012 service change. This would allow for efficiencies to be gained that would not easily be attained by phasing the changes and also allow for economies of scale by including them all together.

## Analysis

The mission of Torrance Transit 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. The first objective described in the Torrance Transit mission statement is reliability, which is the core goal of the proposed September 2012 service changes. Consistent with Torrance Transit’s mission statement the goals of the proposed September 2012 service changes are:

- Improved reliability
- Improved connections to the regional network
- Increased service spans
- Simplify access to the transit network, both Torrance Transit and the region

To further elaborate on each of these main goals, schedules will incorporate running times consistent with current travel patterns and congestion in the service area. This will allow for improved on-time performance and predictability of our service, a tremendous benefit to customers. This is achieved by providing adequate time in the schedule and the necessary gaps between trips; which will give operators recovery/break time to ensure future trips can start on-time. Service changes being explored will also provide greater connectivity to important hubs throughout the region, while improving overall productivity of the network by better aligning transit service provided (supply) with ridership levels (demand). While providing service to major hubs is crucial, it is also important to have service span meet the needs of customers. The proposed changes seek to increase service span on routes where most needed, consistent with feedback received. The proposed changes will also help simplify the system to attract and retain new riders. This will ensure that public resources are being utilized more efficiently. Finally, because of the nature of transit scheduling, combining all of these changes together will allow staff to employ techniques such as interlining to improve operating efficiencies. Interlining allows multiple bus routes to be operated using shared resources, all while appearing separate to the public. These changes will help maximize ridership, encourage long-term ridership growth, and provide simpler access to the region’s transit network.

The specific changes being explored affect each route in different ways. The changes being explored by staff include the following, separated by each route in Torrance Transit’s network:

### **Line 1**

- All routing changes explained for Line 1 below can be seen in Attachment A (Figures 1.1 and 1.2).

- Discontinue service between Harbor Freeway Station and Downtown Los Angeles. This is due to low ridership productivity and high subsidies in this segment of the route.
- Torrance Transit service between the Harbor Freeway Station and Downtown Los Angeles will be replaced by 4 northbound morning and 4 southbound afternoon trips on the new Line 4 (HOT ExpressLanes route). Detailed information on the newly proposed Line 4 can be seen on page 6.
- Frequency will be adjusted to 40 minutes during the day, and 60 at night. Current frequencies are scheduled typically between 35-60 minutes.
- Longer span of service between Torrance and Harbor Freeway Station, depending on resources available.
- Provide timed transfers between the Green Line (at the Harbor Freeway Station) and Silver Line (at the Artesia Transit Center). Metro Silver Line provides frequent service between Artesia Transit Center and Downtown Los Angeles.
- Extend southbound terminus to Carson St. at Hawthorne Bl. from Madrona Av. At Carson St. to improve service connections at Del Amo Mall. This helps promote one single transfer point around the Del Amo Mall (simpler access for passengers).

## **Line 2**

- All routing changes explained for Line 2 below can be seen in Attachment B (Figures 2.1 and 2.2).
- Discontinue service between Harbor Freeway Station and Downtown Los Angeles. This is due to low ridership productivity and high subsidies in this segment of the route.
- Torrance Transit service between the Harbor Freeway Station and Downtown Los Angeles will be replaced by 4 northbound morning and 4 southbound afternoon trips on the new Line 4 (HOT ExpressLanes route). Detailed information on the newly proposed Line 4 can be seen on page 6.
- Service span may increase from 6a-8p to 5a-10p on weekdays between Torrance and Harbor Freeway Station, depending on resources available.
- Provide timed transfers between the Metro Green Line (at the Harbor Freeway Station) and Metro Silver Line (at the Artesia Transit Center). Metro Silver Line provides frequent service to Downtown Los Angeles.
- Reroute northbound service around the South Bay Galleria, via Inglewood Av. and Artesia Bl.

### **Line 3**

- Modify frequency from 15 to 20 minutes to implement Rapid 3 service. Detailed information on the newly proposed Line 3 Rapid can be seen on page 6.
- Frequency will increase on weekends from 30 to 25 minutes to reduce overcrowding.
- Service span will increase on weekdays, and possibly weekends, depending on resources available.
- Service will now be timed with Long Beach Transit (at the Long Beach Transit Gallery) after 8pm to improve connectivity.

### **Line 5**

#### Background

Line 5 is currently a bi-directional loop route. In the clockwise direction the service begins on Crenshaw Bl. at Manhattan Beach Bl., then proceeds south via Van Ness Av., Cabrillo Av., then a brief eastbound stint on Carson St., so that it can again travel southbound on Arlington Av., and Narbonne Av., the line then proceeds west on Pacific Coast Hwy to Crenshaw Bl. where it travels north until it reaches Manhattan Beach Bl again. The line does the opposite in the counterclockwise direction. On weekdays, clockwise service has a headway of 60 minutes while the counterclockwise service has a headway of 40.

- All routing changes explained for Line 5 below can be seen in Attachment C.
- Discontinue current Line 5 loop route and replace this service with two separate north-south routes that extend to the Crenshaw Green Line Station. The Crenshaw Bl. corridor route will be Line 10 and the Van Ness Av. corridor route will be Line 5. Detailed information on the newly proposed Line 10 and Line 5 can be seen on page 6.

### **Line 6**

- All routing changes explained for Line 6 below can be seen in Attachment D.
- Adjust service frequency from 30/90 peak/off-peak to 40 minutes all day.
- Longer span of service, depending on resources available.
- Extend westbound terminus from Madrona Av. at Carson St. to Carson St. at Hawthorne Bl. to improve service connections at Del Amo Mall. This helps promote one single transfer point around the Del Amo Mall (simpler access for passengers).

## Line 7

- All routing changes explained for Line 7 below can be seen in Attachment E (Figures 7.1 and 7.2).
- Discontinue service south of Sepulveda Bl. at Vermont Av., and instead proceed east on Sepulveda Bl. to Avalon Bl. to reduce service duplication with Metro and improve connectivity to Line 3, Rapid 3, and Metro Line 246.
- Adjust service frequency from 30 to 60 minutes to adjust to current ridership demand.
- Increase weekday service span from 6a-8p to 5a-10p.
- Reroute service around Del Amo Mall for improved connections. This helps promote one single transfer point around the Del Amo Mall (simpler access for passengers).

## Line 8

- All routing changes explained for Line 8 below can be seen in Attachment F (Figures 8.1 and 8.2).
- Shift northbound service on Douglas St. to Nash St. for better Metro Green Line connectivity. Current Line 8 southbound service is already provided on Nash St., so this change would simply shift the northbound trips for consistency.
- Straighten route on Hawthorne Bl. between Torrance Bl. and Fashion Way so that service continues straight down Hawthorne Bl. instead of deviating to Madrona Av. This is done in conjunction with the other routes shifting to the corner of Carson St. and Hawthorne Bl. to continue promoting one single transfer point around the Del Amo Mall (simpler access for passengers).
- Adjust service frequency from 20/30 peak/off-peak to approximately 25 minutes, adjusting to current ridership demand.

## Line 9

- All routing changes explained for Line 9 below can be seen in Attachment G (Figures 9.1 and 9.2).
- Discontinue current western terminus and extend to Carson St. at Hawthorne Bl. to improve connectivity at Del Amo Mall. This helps promote one single transfer point around the Del Amo Mall (simpler access for passengers).
- Extend service west on Lomita Bl. to Anza Av.
- Discontinue service on Normandie Av., Pacific Coast Hwy., and Vermont Av. to reduce service duplication with Metro and Gardena Municipal Bus Lines, and extend service east to Avalon Bl. This will provide better connections with Line 3, Rapid 3, and Metro Line 246.

Below are new routes as a result of the Proposed September 2012 service changes.

### **Rapid 3**

- All routing explained for Line 3 Rapid below can be seen in Attachment H.
- Begin new Rapid 3, the service will operate during Monday-Friday from 6a-9a, and 2p-6p every 20 minutes between the South Bay Galleria and Long Beach Transit Gallery.

### **Line 4 (HOT ExpressLanes route)**

- All routing explained for Line 4 (HOT ExpressLanes route) below can be seen in Attachment I (Figures 4.1 and 4.2).
- Begin new Line 4 (HOT ExpressLanes route) express service between Torrance and Downtown Los Angeles as part of the HOT ExpressLanes program.
- This route provides connections at the Artesia Transit Center and Harbor Freeway Station for displaced riders of Line 1 and Line 2, resulting from discontinuation of Downtown Los Angeles segment of routes.
- Service will operate 4 northbound trips (from 6:10a-8:45a) in the morning and 4 southbound trips in the afternoon (from 4:45p-7:25p) on weekdays.
- This service will utilize a flat fare structure equivalent to our existing Line 1 & 2 downtown service (regular adult trip would be \$2).

### **Line 10 (result of current Line 5 loop discontinuation)**

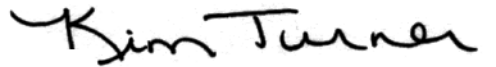
- All routing explained for Line 10 below can be seen in Attachment J.
- As a result of discontinuing the current Line 5 loop, the new Line 10 will serve the Crenshaw corridor between Pacific Coast Hwy and Crenshaw Green Line Station. The Line 10 extends north of Manhattan Beach Bl. (the most northern point on the discontinued Line 5 loop) to the Crenshaw Green Line Station providing greater regional connectivity.
- This route will have a frequency of 30 minutes and service span of 5a-11p on weekdays.

### **Line 5 (result of current Line 5 loop discontinuation)**

- All routing explained for Line 10 below can be seen in Attachment J.
- As a result of discontinuing the current Line 5 loop, the new line 5 will serve the Arlington-Van Ness corridor between Pacific Coast Hwy and Crenshaw Green Line Station. The new Line 5 line will also deviate slightly to serve El Camino College.

- This route will have a frequency of 60 minutes with a service span of 5a-10p on weekdays.

The above proposed changes focus on weekday service changes with weekend service improving where possible, based on current resources available. Since Torrance Transit is a recipient of Federal Transit Administration (FTA) funds, the department is required to conduct public hearings for any increases or decreases to our service that exceed 25% of any of Torrance Transit's eight routes. With your concurrence staff will forward a request to the city council to conduct three public hearings. While public hearings are being conducted several other tasks will be continuing concurrently. This includes a Title VI Service and Fare Equity Analysis, continued discussions with the impacted surrounding stakeholders, and meet and confer discussions with the impacted collective bargaining groups to gather feedback. At the conclusion of the analysis, public hearings, and meet and confer discussions staff will return to the city council with comments and final recommendations for the implementation of the proposed September 2012 service changes.



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Kim Turner  
Transit Director

**ATTACHMENTS:**

- A. Proposed Line 1 and Line 4 Service Changes Map
- B. Proposed Line 2 and Line 4 Service Changes Map
- C. Current Line 5 Loop Route Map
- D. Proposed Line 6 Western Extension Map
- E. Proposed Line 7 Eastern Extension and Del Amo Mall Reroute Map
- F. Proposed Line 8 Reroute Map
- G. Proposed Line 9 Eastern and Western Extension Map
- H. Proposed new Rapid 3 Routing Map
- I. Proposed new Line 4 (HOT ExpressLanes) Map
- J. Proposed new Line 5 and 10 Routing Map
- K. Proposed Del Amo Mall Routing Map
- L. Proposed September 2012 Service Changes System Map
- M. Draft Torrance Transit FY 2013-2015 Service Planning System Map