

Additional Public Comments for the
City Council Transportation Committee Meeting
of February 8, 2012



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 61st AIR BASE GROUP (AFSPC)
LOS ANGELES AIR FORCE BASE, CALIFORNIA

31 Jan 12

Colonel Frank W. Simcox
Commander, 61st Air Base Group
Los Angeles Air Force Base
El Segundo, CA 90245

Torrance City Council
3031 Torrance Blvd
Torrance, CA 90503

Dear Honorable Mayor Scotto and Council Members,

Los Angeles Air Force Base has learned the City of Torrance is considering elimination of the Municipal Area Express (MAX) transit program which provides safe, environmentally-conscious transportation for military and civilian personnel between Los Angeles Air Force Base in El Segundo, California, and our Military Family Housing complexes in San Pedro, California. I would like to impress upon you the impact cancellation of this service would have on our work force and urge you to reconsider elimination of the MAX program.

The Air Force aggressively encourages the use of public transportation and ridesharing programs as part of our stewardship of the environment and our commitment to being a good neighbor in the communities in which we operate. For our service members living in Military Family Housing, there is no suitable alternative for the commuting capability provided by the MAX transit program. Further, elimination of the MAX program would exacerbate parking constraints at our facilities in El Segundo as we attempt to continue day to day operations and simultaneously serve as the primary service center for veterans and retirees in the greater Los Angeles area.

Los Angeles Air Force Base personnel will participate in upcoming meetings regarding this issue and will continue to support the MAX transit program to the greatest extent possible. Questions or comments regarding this subject may be directed to my Rideshare Program Manager, Mr. Christopher Turley, at (310) 653-5477 or by email at TurleyCJ@losangeles.af.mil.

Sincerely

FRANK W. SIMCOX, Colonel, USAF
Commander

2012 FEB -6 PM 12:52
OFFICE OF THE
MAYOR & COUNCIL

17039 Delia Avenue
Torrance, CA 90504
Feb. 2, 2012

Susan M. Rhilinger
Torrance City Council, Transportation Committee
3031 Torrance Blvd.
Torrance, CA 90503

Dear Ms. Rhilinger,

I read with concern of Torrance's proposal to withdraw from the MAX bus service.

I have been a Torrance resident for more than 20 years, and have used the MAX service since its inception. It has been a major benefit in linking Torrance and South Bay residents to employment centers in El Segundo and the entire South Bay, and is also used by students, seniors, and a range of other user groups. In my experience (Route 3), the runs are well utilized except on some holidays.

I understand the argument that the MAX service is not supported by fares alone. No bus service is (nor is virtually any rail or other transit system). However, this doesn't mean they are a losing investment; balancing the direct cost of operation, there are benefits (reduced traffic congestion and pollution, improved driver and pedestrian safety, improved intercity relationships) that are hard to dollarize but no less real. (Several employers in El Segundo understand the benefits of public transit, and subsidize their employees' fares.) So the question is not simply whether the fares cover the direct operating cost, but whether the service provides a net benefit. I certainly believe it does.

Some of the arguments presented for withdrawal, including those by Mr. Mills of the city's Transit Department, are unsound. For example:

- Mr. Mills states that ridership (as measured by Torrance boardings) has declined 12% over some unspecified interval. This may well be attributable in part to cyclical declines in employment in El Segundo, driven by macro-economic factors and likely to rebound as the economy recovers.
- The Interoffice Communication dated 2/8/2012 asserts that, based on an "industry standard," ridership decreases by 0.33% for every 1% fare increase. Leaving aside the obvious question of whether this industry standard applies to a specialized service like MAX, we should still be very skeptical of wildly extrapolating this marginal rate (to 346%, in this case); social systems just don't respond linearly to such stimuli. I predict that there is a core ridership which will persist largely independent of fare increases.
- Lines 2, 3, and 3X are pooled together in many of the arguments, although your own data shows they have widely different cost profiles.

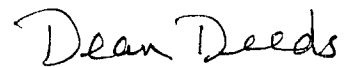
Finally, despite Mr. Mills's suggestions, there is no truly equivalent service combination available from Torrance Transit (or any other transit provider). Eliminating the MAX – and it's universally understood that, if Torrance withdraws, the MAX will soon be eliminated – leaves the users with no replacement.

It may well be that fares need to be adjusted (bearing in mind that they are not intended to defray the entire operating cost). If so, the correct solution is to make the needed adjustment (on a per-line, or even per-run, basis), not to abandon a resource whose value to the community has never been greater.

I hope you will support the responsible preservation of this resource.

Thank you for your attention.

Sincerely,

A handwritten signature in cursive script that reads "Dean Deeds".

Dean Deeds

Chaparyan, Aram

From: Rhilinger, Susan
Sent: Thursday, February 02, 2012 12:47 PM
To: Chaparyan, Aram
Subject: FW: MAX Bus lines 2, 2x, 3 and 3x

Another E-mail for the public file.

Sent from my Windows Phone

From: stewart90245@aol.com
Sent: 2/2/2012 12:40 PM
To: Rhilinger, Susan; Brewer, Tom; Numark, Cliff
Subject: Fwd: MAX Bus lines 2, 2x, 3 and 3x

To Whom All It May Concern:

Greetings. My name is Melisande Stewart and I am a 10+ year resident of El Segundo. I am a disabled citizen who uses Access Services, but whenever possible, I make use of public transportation.

Early last month, I decided to take a class at the South Bay Adult School. it is an evening class and with the winter hours, it has been dark when I leave and return. I did not know the route I should take until I called MTA information and that was when I learned that the blue MAX buses I had been noticing for the past 10 years, was a limited hour bus that I could take from Walnut & Sepulveda to Inglewood & Manhattan Beach Blvd(s). This route has been so convenient that I have been more than happy to pay the reduced disability fare of \$1.50 even though many transit companies accept my Access card for free trips.

Just this past Tuesday, a gentleman handed me a notice that the MAX lines are being planned for cancellation effective this June. I could not believe it. I just started using the services and have been noticing all the military and aerospace workers using the bus at business hours to get to and from work. Now that I have gotten familiar with this mode of transportation -which has worked out wonderfully for me- I am dismayed to read that it may be canceled.

I am writing your council members to please consider MAINTAINING the MAX lines. I heard people on the bus talking about how their commutes would go from an hour to two or three hours if the MAX bus is eliminated. I also heard how many military people use the bus to get to the LA USAF base on Aviation / Douglas and El Segundo Blvd. I fare increase or even fewer runs would be better than an all out cancellation.

Please consider the needs of the disabled, the military, and others who use the service not just for convenience, but for the sake of reducing traffic and doing their part to promote the "green" movement.

I hope the MAX will stay in service because now that I have discovered it, I certainly will be using it more often. The route is far more inclusive than having to take two or more connecting lines to get through the South Bay. The route is EXCELLENT and serves the needs of the community here.

Thank you for your time and consideration in this matter.

Sincerely,

Melisande Stewart
310 335 0425

2/2/2012

Chaparyan, Aram

Subject: FW: Add six of the MAX 3 stops to the MAX 3x route.

From: "Damon C. Perry" <perryecn@yahoo.com>

Date: January 29, 2012 10:07:38 PM EST

To: "Turner, Kim" <KTURNER@TorranceCA.gov>

Subject: Add six of the MAX 3 stops to the MAX 3x route.

TO: Kim Turner

Transit Director

Torrance City Hall

3031 Torrance Blvd

Torrance, CA 90503

KTurner@TorranceCA.Gov

FROM: Damon C. Perry

28530 Bearhaven Ct.

Rancho Palos Verdes, CA 90275

perryecn@yahoo.com

Dear Ms. Turner:

I attended the Transportation Committee meeting on Tuesday January 24, 2012 and was pleased to see the results of your staff's hard work. There is no doubt that countless hours of thought and action have gone into the proposed cancelation of the MAX bus service. Please let your staff know that their contribution to our community is appreciated. As citizens in a republic we rely not only on our elected officials, who come and go with election cycles, but also on the dedicated employees of our city government. It is workers like you and your team on the Transit Department, who contribute year after year, day in and day out, to the successful implementation of the city services that we all rely on and should not take for granted.

I understand that the city does face a substantial budgetary issue, and while I would like to see all MAX bus service continue uninterrupted, I would like you to consider the following suggestions when recommending alternatives to the Transportation Committee.

RECOMMENDATION: If you must cancel the MAX 3 bus, then add six of the MAX 3 stops to the MAX 3x route.

SUMMARY: Improve the Max 3x bus ridership by adding stops the for San Pedro passengers who would otherwise be displaced by the cancelation of Max 3 line. Do

so without impacting the scheduled MAX 3x passenger boarding times, adding only 3.5 miles to the MAX 3x route, and retaining the cities stellar reputation for supporting our men and women in uniform.

DETAILS: In reviewing the location of where the MAX busses are parked overnight (Garfield and Rosecrans), I see an opportunity to add six of the existing Max 3 stops to the Max 3x line with minimal additional mileage (3.5 miles one way), minimal added cost, and increased ridership, and thus increased revenue. Assuming the bus gets only six miles to the gallon, and gas cost four dollars a gallon, the bus would only need to receive a few paid fares in order for the this change to make financial sense.

Besides good financial sense, this solution will help the City of Torrance retain its stellar, and well deserved, image of being supportive of our men and women in uniform. I have ridden the MAX 3x bus, and know it to be heavily utilized by or service men and women.

This recommendation makes sense also because it continues to provide some level of service to those folks living in the San Pedro area who are currently riding the MAX 3 bus, and are working in the aerospace industry. Such service would benefit the transit needs of the Aerospace Corporation, Boeing, Lockheed Martin, Northrop Grumman, and Raytheon, all of which have offices along the Max 3x route.

Finally, this makes sense because the added stops to the MAX 3x line would occur before and after the existing stops. Thus, this change does not impact the scheduled boarding times for the existing MAX 3x passengers.

WHICH MAX 3 STOPS to ADD TO THE MAX 3x

This recommendation suggests adding to the MAX 3x line only stops that are already serviced by the MAX 3 line and are not out of the way for the route of the MAX 3x line. The recommendation is to have the MAX 3x bus exit the 110 south at PCH and head west so it could then pick up passengers at the following six existing MAX 3 stops: 1) Western at PCH, and 2) Western at PV Dr. North, and 3) Western at Westmont/Delasonde, and 4) Western at Capitol, and 5) Western at First, and 6) Weymouth at Ninth. The bus would then proceed to the current start of the MAX 3x line at Western and 25th St. The same six stops could be visited during the buses return to the bus yard.

ADDITIONAL BENEFITS

No cost to add new signage. Instead of just removing the old signs (which would need to be done anyway) simply replace the olds signs with the new signs.

Retain existing boardings. I know of at least ten MAX 3 passengers who would get to where they need to if the above changes the MAX 3x were made.

FINAL THOUGHTS

By riding the MAX 3 bus from the San Pedro area to El Segundo over the past four years I have *not* burned roughly 768 gallons of fuel. MAX bus service has helped me to reduce air pollution, reduce traffic congestion and allowed me to make productive use of my commute time.

Sincerely, Damon C. Perry

Chaparyan, Aram

From: Dailey, Ian
Sent: Monday, February 06, 2012 10:16 AM
To: Chaparyan, Aram
Cc: Mills, Jim
Subject: FW: MAX Bus 3X Line
Importance: High

Hi Aram,

Please find below another email regarding the MAX that we just received. I am forwarding to you if you wanted to include in the supplemental.

Thanks,

Ian L. Dailey

Acting Administrative Analyst | Transit Department
City of Torrance | 20500 Madrona Avenue | Torrance, CA 90503 | 310.618.6234 Voice | 310.618.6229 Fax |
IDailey@TorranceCA.gov | www.TorranceCA.gov | www.facebook.com/TorranceTransit |
www.twitter.com/TorranceTransit

From: Gonzales, Mario V Civ USAF AFSPC SMC/ISOX [mailto:Mario.Gonzales@losangeles.af.mil]
Sent: Monday, February 06, 2012 9:58 AM
To: Dailey, Ian
Subject: MAX Bus 3X Line
Importance: High

To Whom It May Concern:

I am writing to let you know of my concern of the possible discontinuation of service for the MAX Bus 3X Line. I have been using this bus since my arrival to Los Angeles Air Force Base on March 2006. This has been my main source of transportation from my home in San Pedro to LAAFB and it would be a personal hardship if this line was discontinued. I request that you reconsider this change of service which I believe would not only affect me, but a very large number of passengers that depend on this service from San Pedro to the El Segundo area. If you have any questions, please contact the undersigned at the number below.

Very respectfully,

Mario Gonzales, Civ, DAF
Administrative Assistant
SMC/ISOX
Ph: DSN: 633.4443 Comm: 310.653.4443

Chaparyan, Aram

From: Rhilinger, Susan
Sent: Monday, February 06, 2012 9:38 PM
To: Chaparyan, Aram; Turner, Kim
Subject: FW: Alternative solutions for MAX bus
More input

Sent from my Windows Phone

From: Robin L Morelock
Sent: 2/6/2012 8:44 PM
To: Numark, Cliff; Rhilinger, Susan; Brewer, Tom
Subject: Alternative solutions for MAX bus

To Torrance City Council members and Transportation Committee members Cliff Numark, Susan Rhilinger, and Tom Brewer,

Thank you for considering alternatives to the proposed cancellation of the MAX bus service. As you know, the MAX provides a convenient, direct, and relatively fast commute to the Redondo Beach/El Segundo area, hence the name Municipal Area Express. It is also designed to relieve some of the gridlock and wear on South Bay roads and freeways. The buses are clean and the drivers are friendly. As you know from the rider surveys, most MAX customers are loyal riders. The typical MAX rider finds the commute time to be very reasonable and many would probably choose to drive if the MAX were not available.

Considering the impacts of the increased traffic on our roadways if the MAX were to be cancelled, it is conceivable that the apparent cost savings would be nullified by an increase in highway maintenance and traffic gridlock.

With some creative planning and study of the data, I believe some alternative solutions could be found to make the MAX service more cost-efficient.

For example, here are some ideas:

1. Create a "hybrid" run. In the morning, merge the MAX #3D run with the MAX #2B. This would skip the Crenshaw leg of the #3D. Instead of turning on Crenshaw, the bus would continue on PCH and proceed about 1.5 miles to the #2B terminus (PCH at Hawthorne). The bus would then follow the normal #2 route from there. This may result in increased boardings of target riders on the last run of the morning. A similar idea could be used for one of the evening runs.
2. Eliminate at least one MAX #3 and/or one MAX #3X run to reduce redundant service runs.
3. Work with the primary employers in Redondo Beach and El Segundo to provide incentives for employees to ride the MAX.
4. Provide service only 4 days a week. Eliminate service on the day that has the least traffic and/or least number of riders.

As you can see, these are just a few ideas that can make the MAX more efficient. An analysis of the boarding data as well as surveys, bus routes, and traffic flow is required to determine a satisfactory solution.

Sincerely,

Robin Morelock
Torrance, CA

2/7/2012

Chaparyan, Aram

From: Dailey, Ian
Sent: Monday, February 06, 2012 10:16 AM
To: Chaparyan, Aram
Cc: Mills, Jim
Subject: FW: MAX Bus 3X Line
Importance: High

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