

Motion by:

**Mayor Eric Garcetti, Director Jacquelyn Dupont-Walker,
Supervisor Don Knabe & Mayor James Butts**

February 19, 2015

Item 21: Bus Rapid Transit Service – Silver Line

The Silver Line was implemented in December 2009 by combining the freeway portions of three Harbor Transit-way express lines operating between San Pedro/Palos Verdes and Downtown Los Angeles) and two El Monte Busway express lines (Operating between Pomona and Downtown Los Angeles).

The freeway segments of the lines were combined into the Silver Line which provides service between Harbor/Gateway Transit Center and El Monte Bus Station via downtown Los Angeles.

The local segments of the lines between San Pedro/Palos Verdes and Harbor/Gateway Transit Center, and Pomona to El Monte Station, operate as separate local lines.

Separating the local and freeway segments was done to improve on time performance on both local and freeway segments, and allow for more flexibility in matching service levels to demand.

However, by separating the segments, passengers who previously had a one seat ride between the local and freeway segments now are required to transfer.

Since inception, Silver Line ridership has more than doubled.

Much of the increase in boardings is along the southern segment between Harbor/Gateway Transit Center and Downtown Los Angeles.

Many of these passengers originate in South Bay communities, including San Pedro and Palos Verdes.

Given the significant increase in South Bay boardings, it is important to reassess the travel time impacts of the transfer between the freeway and local segments at the Harbor/Gateway Transit Center, and the benefits of improving the connection between the South Bay communities and Downtown LA.

WE THEREFORE MOVE that the Board direct the CEO to evaluate options for improving the connection between the Silver Line and service operating into South Bay communities via the Harbor/Gateway Transit Center, including:

- A. Direct routing of Silver Line trips into Palos Verdes and San Pedro
- B. Improved frequencies on local services, including Lines 246 and 344, for better connections with the Silver Line.
- C. Timed transfers and improved on time performance to ensure connections are met.
- D. Evaluation is based on the demand for the connection by time of day and day of week, and address fare pricing implications, resource and other requirements, ridership impacts, and implementation schedule.
- E. Report back with the findings on all the above by the June 2015 Regular Board meeting.