

Comments Received July 1, 2020 – August 27, 2020

Name	Comment	Date	Event/ Source
A A	I oppose plans to service cuts. People are desperately in need for transit due to COVID such as loss of funds from under/unemployment, and they still need to get to work. Do not cut service. It is hurting folks who need to get to work, go to the doctor, do errands. Remove transit police. They do not help and it also scares riders away from using Metro service. Keep Metro free. Thank you for reading my comment.	8/26/2020	WSC PH
Abel Solorio	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Ada Houg	Hi, bus rider here from San Gabriel using 487 line. The proposed service change to only taking 487 to 7th metro weekday peak time only defeat the point of rider desire/need going to the downtown core for a fast and time saving service. It's complicates for riders using freeway route to downtown yet not actually getting there. Union station is too far from downtown core on foot and very short distant on bus. A one bus service will do just fine, like it's been before. In addition, riders using 487, like myself, go to the downtown core for activity and using Culver City and Santa Monica line as well. Transferring on multiple ride just to get to the west side is very discouraging for meaning of public transportation. I think we can meet at the middle; I propose taking 487 to the 7th metro every day, include the weekend from peak hours to 12pm every day. Thank you	8/26/2020	email
Alan Nevins	With the bus coming through the canyon only once an hour, I do not see any reason why the bus can't stop at the signal at Kirkwood Drive to pick up or drop passengers. Buses down in the city stop all the time with traffic behind them so why not here where it will be a rare instance it would stop going south. Going north, there is plenty of room for the bus to pull off of Laurel Canyon in the large space just north of the country story parking lot where Rothdell Trail joins Laurel Canyon. The residents of Kirkwood Bowl are at a huge disadvantage of not having a bus stop for many reasons including service people who come the houses but also in regard to the rules surrounding adding an ADU.	8/27/2020	GWC PH
Alberto Sotelo	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Alejandra Jimenez	I am a transit and bike rider from the San Fernando Valley. it is no secret that in the valley we are treated as second class citizens. we have longer wait times, less bus shelters, horrible bike infrastructure. I was excited hear that metro is putting the light rail down Van Nuys Blvd. I want to voice again that I do not see plans to add a protected bike lane alongside the new rail like how the orange line has a bike path. Van Nuys blvd business are oriented to the parking lots in the back. we need more visibility on the front streets so I would like to hear how metro can influence the bike infrastructure on Van Nuys blvd as well as Nordhoff.	8/19/2020	SFV PH
Alek Friedman	I am appalled that Metro does not listen to the riders! Regarding Line 222: I STRONGLY OPPOSE THE TRUNCATION of the southern segment. Please realize: Line 222 is the ONLY bus that connects Hollywood with Burbank, including Burbank Airport, Warner Brothers Studios, and Universal Studios eastern gate. Line 222 southern segment is CRITICALLY IMPORTANT, should remain as it is, and service should be increased from hourly to every 30-40 minutes. The reason why this line has been "underutilized" is because of very poor and infrequent service. More frequent service will help to regain ridership. Please preserve the southern leg, which runs on Hollywood Blvd, Cahuenga Blvd, etc. Thank you.	8/14/2020	SFV PH
Alexander Moran	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Alexander Wikstrom	Do not let these budget cuts ruin the NextGen plan. Work with cities to get more bus lanes and save money through having faster service. Making bus service frequent will attract more riders. Fight for more funds from the county and state to keep Metro running!	8/25/2020	WSC PH

Name	Comment	Date	Event/ Source
Alison Habson	Both the 256 and the 83 in the Highland Park area along the Monte Vista section of the route have very low ridership. Moving these lines to Figueroa at this section of the route will have little impact on the route, which is two blocks to the South. In the Monte Vista corridor, which is a residential street, the neighbors have a strong desire to place speed humps along the street due to speeding cars. The bus lines would make it impossible to implement these humps, therefore making the streets dangerous to pedestrians. I am opposed to the lines being placed along the Monte Vista corridor, Figueroa is a better place for the bus routes.	8/22/2020	All-Region PH
Allon Percus	I very much hope you will reconsider one aspect of the NextGen plan. Eliminating all non-rush hour Wilshire rapid service, as well as all Wilshire rapid service to Santa Monica, is terribly ill-advised. NextGen is intended to attract new passenger trips on evenings and weekends. How can replacing efficient 720 service at those times with supremely inefficient (and excruciatingly slow!) local service possibly attract anyone who is not forced to take the bus? Your plan might make sense once the Wilshire subway is in operation, but we are years away from that. I cannot grasp the logic of destroying such a successful bus route and replacing it with service that is unappealing and substandard.	8/25/2020	WSC PH
Amy Goldenberg	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Ana Isabel Alvarez	To whom it may concern, This is to express concerns over the proposed Metro bus line changes. I propose that the following bus line remains unaltered: 734 Southbound toward Expo Line Station. The period where both the 234 and 734 traveled northbound to Expo Line Station during the weekdays was incredibly helpful for those of us who depend on Metro's transportation to travel to and from work. It alleviated the worry of not being able to social distance during the commute. During peak hours, it was to have both bus lines operating at the same time in order to provide service to riders needing to get from the San Fernando Valley toward Westwood area. In a time where social distancing is essential, it was comforting to know the buses were not as packed as they used to be before the addition of the 234 also traveling toward Westwood Monday-Friday. It was safer for both the passengers and drivers to have both options available. A mass number of riders depend on the service of the 734. Pre-quarantine, the 734 found itself subject to maximum capacity during peak hours. Oftentimes, drivers would skip over bus stops because the bus was at maximum capacity and would tell stranded riders that "there is a bus behind [them]". As a result, many riders were left behind at the bus stop, only to have to repeat the same fate upon the arrival of the following bus. Understandably, the drivers were only following protocol. However, it left stranded ride subject to arrive to work late many times and finding that Metro was an unreliable method of transportation that did not have their riders' and drivers' best interests in mind. Now, during quarantine, it is essential to be able to practice social distancing during essential travel. The removal of the 788-Express Lane and the 734-line traveling southbound toward Expo Line Station would force many riders from Sepulveda Boulevard area to depend on the 761-bus line to get to Westwood. This would create an even more packed bus, considering the influx of riders from the Van Nuys Boulevard area and the Sepulveda Boulevard area. If it is already difficult to social distance in the 734 during times of quarantine, it would only get worse with the transition and when more individuals find themselves returning to work. For the safety of both the passengers and drivers, it is imperative to keep the 734 traveling toward Expo Line Station. The proposed 761 bus line change has already been done before and showed to be ineffective. It had the same route as the now proposed 761-line and was replaced with the current 734 bus route. Riders preferred the 734 traveling southbound toward Westwood in conjunction with the 788 Express Lane route. To summarize, the implementation of the 761 to replace the 734 to travel to Expo Line Station would be unsafe. Considering the second wave of Covid-19 is expected to surge in combination with flu season during the time these bus changes are expected to be implemented, it would not allow for social distancing and would result in unsafe environments for both passengers traveling to and from work and the Metro drivers. On behalf of many concerned riders (parents, students, and essential workers), I strongly urge the board to reconsider the proposed measures and strongly consider keeping the 734 traveling to Expo Line Station. Thank you. Ana Alvarez	8/13/2020	email

Name	Comment	Date	Event/ Source
Andrew Medina	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Andrew NA	Add more protected bus and bike lanes. Removes lanes of general traffic. Make changes to bus plan to incorporate need to get to the VA Station once that opens on the Purple Line.	8/24/2020	WSC PH
Andy	I'd just like to look into, you know, once the Crenshaw LAX Line is going to start operating, have you come up with any plans for a better connectivity to the Crenshaw LAX Line because that's going to be a very important transportation option for people going in and out of L.A., especially this Crenshaw LAX Line is not connected to the Metro Red Line or Metro Purple Line. Even the Metro Purple Line extension is not currently planning to connect to the Crenshaw LAX Line. I hope that you can come up with some rapid and convenient connections for passengers connecting from the Metro Red and Purple Line including future Purple Line Stations to a direct connection with convenience for people with luggage onto the Crenshaw LAX Line.	8/22/2020	All Regions PH
Andy Perrine	Hello: There is a lot of good ideas that have led to Metro doing the Next Gen survey. These are good and should go forwards. There is one bug flaw: reducing service hours makes no sense. All of your riders want more service hours. Reducing the service hours reduces ridership. You need to do more service hours, let's start at 20% more. Also, bus lanes and signal priority will help amplify more hours. They won't do as much if you don't increase the hours. Increase the hours. Also, if you're looking at ways to save, support the full run of the 222 since then you at least deduplicate service and allow rapid access to high-demand stops, including the new one at universal. Still, increase the hours. Best, Andy P.	8/27/2020	email
Anna Gross	Glad I will still be able to commute to work with NextGen (2 + 734)! Wish my commute time was less, though.	8/23/2020	Virtual Workshop
Araceli Hernandez	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Ashley Duenas	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Austin Phung	<p>Hi, I appreciate Metro's effort to improve bus service in the San Gabriel Valley region and would like to share my input as a lifelong resident and transit rider. I made some maps to help visualize the deficiencies in the plan (Attachment 1 & 2). I understand that the plan was to focus more on local trips (which is great!) but this plan is still too DTLA-centric in the San Gabriel Valley area. In the attached maps, black lines represent core frequent service. All of them are East-West, primarily to DTLA except for Atlantic Av. There is no frequent north-south service to facilitate transfers and local travel. Most North-South routes are infrequent and run between 30-60 minutes. This plan eliminates one seat rides (e.g. 176) without providing adequate transfer experiences. With the exception of just going down the street, many riders traveling inside SGV must transfer between frequent and infrequent lines which is quite challenging and disappointing, particularly when you miss a transfer by a couple minutes. (e.g. Downtown Temple City to West Field Santa Anita Mall, El Monte to Downtown Alhambra, etc....) More frequent North-South service between El Monte to Gold Line will tremendously improve this plan, linking frequent service on Valley, Las Tunas, & Huntington for better transfers. Line 268 would be the best candidate for frequent service which serves the largest mall in the SGV, Westfield Santa Anita and can link all the frequent East-West lines including the Gold and El Monte Station. I attended the SGV hearing and heard several comments regarding the elimination of Line 70 to CSULA. I also share this concern. CSULA has very few transit options for local service in the SGV. Only SGV Line 258 serves the transit center at CSULA & Line 76 stops half a mile from campus. Line 70 provides essential access to students in living in Monterey Park and Rosemead. There is no other reliable option to access CSULA. Students who once had a reliable, frequent line to campus will have to transfer 3 times, 70 to 260 to 76 before walking half a mile to reach campus or take a more circuitous route on 70 to the infrequent 258. My suggestion (Attachment 3) would be to extend Line 179 from Downtown Alhambra south on Garfield to Downtown Monterey Park & follow the old 70 on Garvey to CSULA Transit Center. This will provide a critical link for residents and students in Arcadia, Alhambra, and Monterey Park to CSULA & also Silver Line which will provide faster access to DTLA & more). Extending the 179 will also provide better north-south connections and connect Downtown Alhambra & Downtown Monterey Park to Westfield Santa Anita. Garfield Ave also has many clinics and medical offices. Please consider this option before making ending service to CSULA. Given the circumstances of limited service hours, Metro should explore cutting SGV service in DTLA which duplicates many rail & bus lines and explore terminating some bus lines at Union Station. I like the idea of ending 487 and 489 at Union Station, (particularly when the new bus stop on on the Busway at Patsaouras Transit Center opens.) Riders can transfer to Metro Red, Purple, Silver, and in 2 years, the Gold and Expo lines at Union Station for faster service into DTLA & Metro can provide more frequent service in SGV as suggested above, Current lines spend 20+/- 5 min from Union Station to DTLA terminus. This could save around 25% in service hours on many routes (and much more on heavy traffic delays & road closures in DTLA). For example, 76 which has an approximate 80 min run time requires at least 14 buses to achieve 12 min frequency. Cutting the duplicated DTLA portion will result in 60 min run time and will require 11 buses to achieve 12 min frequency. This could be reinvested towards more buses in SGV. Metro should explore this option for Line 70, 76, and 78 to extend the 179 and provide a reliable North-South transfer. Thank you very much for your time and consideration. *See Attached Maps</p>	8/27/2020	email
Aziz Fellague Ariouat	<p>Regarding NextGen: do not cut bus service by 20%. Once bus service is cut it is very difficult to return back to prior funding levels, as shown by previous cuts. I am concerned that the FY21 20% cut and the FY22 8% cut will be too steep of a cut for NextGen to effectively provide world-class bus service for riders who are predominantly working-class and BIPOC. Thank you.</p>	8/27/2020	GWC PH
Bill & Jane Whites	<p>Dear Metro: LA County needs Transit to Parks.</p>	8/27/2020	email
Bill & Jane Whites	<p>Dear Metro: LA County needs Transit to Parks.</p>	8/27/2020	email

Name	Comment	Date	Event/ Source
Bill Lam	I strongly opposed cutting almost all of the rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes.	8/22/2020	All-Region PH
Bill Lam	Please keep lines 68&70 as the existing route because the highlands residents in Monterey Park really need line 70 to get around and so I want lines 68&70 to be the same as is. My suggestion is to keep lines 68&70(day and 24 hour service) as the same route and run line 68 from downtown la to Montebello mall daytime and add a 24 hour service running between downtown la and ELAC. Line 258 should stay on Monterey pass instead of Eastern ave because of workers and serve the oak knoll to either connect with 662 or go to Altadena. Line 264 should shorten from SMV station to Duarte because people use it locally besides the gold line foothill extension.	8/24/2020	SGV PH
Bill Lam Chi	<p>(Note: Please send all of my comments to all members of every service council!!!!!!!) Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for all regions shown below: San Fernando Valley: Line 94,155: Line 94 should only run between Downtown La and Sylmar/San Fernando Station instead of going into North Hollywood station and add a 24-hour service as well as eliminating a transfer on line 294. Line 155 should extend on Magnolia east of north Hollywood station to Burbank in order to replace line 183 segment Line 150,240: Lines 150 and 240 should stay the same as is and keep serving Universal City Station and for line 150 to replace line 245 to Chatsworth station. Line 153,154: supporting the recommendations on both lines Line 222: Line 222 should replace line 237 segment down to Hollywood because people rely on local service instead of rail on Highland and 101 freeway area Line 169,645: line 169 should be shortened from Canoga station to Saticoy & Lankershim on weekends and the weekday route would be from Canoga Station to the Burbank Airport line 645 should also add a weekend service as well with bi-directional loop Line 734,794,750: I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes. Line 761,788: support the recommended changes Line 92: Line 92 should keep serving the 24-hour service instead Line 290,690: For line 690, I would prefer to extend south to Foothill and Sunland in order to connect with line 290 as well as making the Lake View Terrace as a short line layover from Sylmar. Line 96: Line 96 should keep serving Downtown La because there are too many connections at Lincoln/Cypress station and no transit center station to build for bus terminus South Bay Cities: Line 40: Line 40 should keep serving Crenshaw/MLK station for rail connections and restore back the 24-hour service as well Line 45: Line 45 24-hr service would serve from Downtown LA to Rosecrans Av Line 51,52: supports the recommendation on line 51 and for line 52 please keep the existing routing as is so that there is a connection with the silver line Line 102: Line 102 should keep extending down to Atlantic/ Cecelia layover to replace line 611 Line 111,115: either line 111 or 115 should extend down to Aviation/Imperial station to connect a rail line at the terminus Line 205: Line 205 should keep serving the Harbor Gateway TC in order to connect with the silver line Line 210,610,710: support the recommendation of line 610 lines 210 and 710 to keep the existing routes whereas line 210 end at Wilshire/La Cienega and line 710 follow existing route to Wilshire/Western Station plus 24-hour service on line 210. line 210 should serve the Artesia Bl portion to connect with line 130. Line 246: Line 246 should remain with the 24-hour service as is. Line 550: Line 550 should only run between USC and San Pedro on weekdays only Line 740,757: I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes. Line 754: Line 754 should keep the same as is with weekend service as well because there are many people on Vermont and need to get a faster time as well than the slow local time San Gabriel Valley: Lines 18,20,720: For lines 18 and 20, I strongly support the existing routes with no changes which is very good. For line 720, I would prefer keeping the weekend and holiday service because there are many people rely on line 720 on Wilshire Bl to get around. Also, keep the existing route from East LA to Santa Monica because it is the most populous line and people like it fast to get there and so keep the existing route from East LA to Santa Monica. Line 30: Line 30 should serve the San Vicente Portion on weekdays only and the 24-hour service would run from Rimpau TC through Downtown LA and Indiana Station if line 106 doesn't do a 24-hour service. Line 66: Line 66 should keep serving the Metrolink station because there are Metrolink riders who would</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
	<p>use line 66 to get to work. Cancelling line 66 east of commerce center would require multiple transfers from line 18 at Commerce center and waste people's time. I would strongly recommend that line 66 be kept as the existing route as is plus direct service on Olympic bl and the 24hour service as well. Line 76: Line 76 should end at Venice instead of going into maple lot Line 78,179 Line 78 has no layover at Santa Anita because there are problems making turns in narrow residential streets. I would prefer to keep the existing route and add a potential 24-hour service as well. Do not renumber into 179 because there's no layover at Huntington & Marycrest. I Would strongly suggest to keep line 79 as is and potentially add a 24-hour service as well. Lines 68,70,106: I strongly opposed these kinds of proposals because the Highlands residents in Monterey Park need line 70 to go shopping, eat, work, other leisure time to get around. I just don't understand why line 70 would turn left from Garvey to Atlantic and replace line 68 portion to downtown LA on Cesar Chavez Av. There is a spirit bus route 4 that serves the Highlands area but it only operates Monday through Saturday. If this kind of proposal gets approved then how would the Highlands residents in Monterey Park get around if line 70 doesn't serve the Highlands neighborhood in Monterey Park and the spirit bus doesn't operate on Sundays? On Sunday's, the Highlands residents in Monterey Park would lose access to ride line 70 and would need to walk very far down to Garvey & Atlantic for a long time in order to access line 70. In order to fix the problem here are my suggestions: Option 1: keep the existing lines 68, 70(with daytime and 24-hour service), and 106 as is and implement a 24-hour service on line 68 running from East LA College to downtown LA via Cesar Chavez. Option 2: extend line 106 from CSULA to Atlantic/Garvey to connect with line 70. My opinion is that I strongly support option 1 because the existing routes should stay the same as is and the Highlands residents in Monterey Park always rely on line 70 to get around to travel for essential things instead of turning left on Atlantic Blvd replacing lines 68&770 route to Downtown LA. And so, I strongly want lines 68, 70(daytime and 24-hour service), and 106 to stay the same as is and add a 24-hour service on line 68 running between ELAC and downtown LA via Cesar Chavez Av. Also, for line 106, the route should go straight on 1st St instead of turning on Mednik to connect with the rail line because there already is a connection with the gold line from Indiana to Mariachi Plaza stations. Line 180,181,217: Why can't you add a service from La Cienega/Jefferson Station to Culver City transit Hub on weekday peak hour service to cover for line 217? Also why can't you have a potential extension to stop inside Sierra Madre Villa station because foothill transit 187 does not stop inside there due to wasting time? Line 256: I would strongly suggest that line 256 should shorten and only run from Commerce to Del Mar Station instead of Multiple agencies taking over and keep the Collis Av segment as well Line 258: I opposed the eastern Ave portion because workers on Monterey Pass Road needs that bus line to get home from work and there is no spirit bus service on Sunday. How would people working on Monterey Pass Road get around if there is no Sunday service on the Spirit Bus (remember spirit bus runs only from Monday to Saturday)? I would suggest keeping the existing routes including Huntington Dr/Oak Knoll Av segment and either go up to Altadena or connect with line 662(at Lake & Del Mar). Line 260: I strongly support keeping line 260 that runs from Artesia station to Pasadena because people should not transfer buses more than one time and it would delay other people's journey time from point a to point b. I also voice my strong support for a 24-hour service on line 260 because people need to go home from work overnight. Line 264,267: For line 267, I am okay with the recommended changes made. For line 264, please keep the line even when the Foothill extension had opened, people like to always rely on line 264 for local service on Duarte Rd and Michillinda Av to get around. I would suggest that we should keep line 264 running from Sierra Madre Villa to Duarte by following the existing route 264 on Michillinda Av and Duarte Rd including serving the mall as well. Line 266: Add a 24 hr service on line 266 Line 287,487,489,176 For line 287, I support the recommended changes. For line 176, why can't the line shorten from Highland park to either Alhambra, San Gabriel, or El Monte and reduce frequency as well. For line 487&489, I support the recommended changes and extend to Arcadia station for line 487 to add bus service in sierra Madre city. Line 501: I support the recommended changes on line 501 Line 577: I strongly support the recommended changes on line 577 and also keep the los Cerritos center area for shopping and connect with line 130 there. Lines 762,770,780: I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid</p>		

Name	Comment	Date	Event/ Source
	<p>line can save peoples time faster and better than the local routes. Line 910,950: I would suggest that why can't we keep the San Pedro to El Monte segment and add another charging station in San Pedro instead of changing buses at Harbor Gateway TC. Westside Central: Line 2,4: support the recommended changes Line 10, 14, 16, 28, 37, 81: Add (Line 16, 81 only) and keep the 24-hour services (online 10, 14, 28, 37) Line 252: Line 252 should be shortened down to Huntington dr Line 684: Line 684 should implement a 24-hour service as well Line 704, 705, 728, 733, 745, 751, 760: I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes. Gateway Cities Line 55: Line 55 should keep the 24-hr service on Willowbrook ave area Line 254: Line 254 should replace the eastern portion of line 612 to Willowbrook station Line 612: Line 612 should be shortened from Willowbrook station up towards Palm & Seville 7 days a week Line 125: Line 125 should add a 24-hr service for riders riding overnight Line 128: Line 128 should keep serving Cerritos city hall because city workers from Cerritos city hall always rely on that line going to/from work and there's no reason why it was proposed to be cut south of Alondra & Carmenita. cutting that segment would be unfair to riders and they would have nowhere to get around. Besides, Cerritos on Wheels bus runs only Monday to Saturday and that they do not accept TAP cards when paying fare. I would suggest that line 128 should be kept the same as is and add a weekend service for riders who need to go to the library and other things to get around as well. Those are all of my comments regarding the proposed service changes. Thank you very much for your time</p>		
Bill Lam Chi	<p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 100-199 that had operated east and west outside of downtown La that were shown below: Line 102 Line 102 should extend down on Alamo and Wilcox and end it at Atlantic/Cecelia replacing line 611 so that Atlantic/Cecelia has a layover instead of Slauson/Atlantic Line 105, 110 support the same existing route on these two lines with current schedule as well as the line changes on line 110. and also, for line 105 do not merge with 705 because a lot of people use line 705 to get to their destination faster and saves time than line 105. Line 108, 111, 115, 117 support the recommended route change and also adding the 24-hour service as well. Also, lines 108&358 should not merge because people use line 358 as an alternative way to travel faster than line 108 and suggested line 358 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 120, 621 support splitting one route into two in which west of Norwalk station would be line 120 and east of Norwalk station would be line 621 Line 125 support the recommendations on the existing line and frequency and please add a 24-hour service on line 125. on the January version it says that it would operate a 24-hour service and now in July it won't and so I would strongly suggest adding a 24-hour service on line 125 so that people would use line 125 to get home overnight Line 126 El Camino College students use line 126 to get from Matthan beach to the college and so I would highly suggest running line 126 from Manhattan Beach to El Camino college via Manhattan beach Blvd. Line 127 support the recommendations made as well with the addition of the weekend service Line 128 greatly support adding the weekend service which is good. However, line 128 should still keep serving the Cerritos city hall every day because people go to city hall for city services as well to the library because the library opens every day for people to read and also go shopping at the Towne Center as well. The Cerritos on wheels bus in Cerritos does not accept any form of tap card as payment fare and they have to fumble some money to pay one-way fare if TAP cards are not accepted as a form for payment. I would strongly add weekend service on line 128 and also keep the existing route running from Compton station to Cerritos Towne Center every day including weekends. Line 130 strongly oppose transferring these two lines to two different agencies because it would cost a lot of money using the one-way fare and waste people's time as well. Line 150, 240, 245 support merging line 150 and 245 to become new line 150 but please just keep extending all the way down to Universal City station in which it eliminates transfers with line 240 at Reseda. And also, do not make line 150&240 merge with line 750 because many people use line 750 to get there faster so that it is easy to save their journey time than lines 150&240 on Ventura Blvd. Line 152, 162, 163 support the recommended changes on lines 152, 162, 163. However, line 152 should extend west on Roscoe and Fallbrook down towards Fallbrook/Sherman in order to connect with line 162. Also, lines 152&353 should not merge</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
	<p>because people use line 353 as an alternative way to travel faster than line 152 and suggested line 353 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 153,154 support the recommended route changes on lines 153&154. for line 154, I would prefer extending west from Sepulveda to Reseda on weekdays only with one line running on both directions on Oxnard St and another line running in both directions on Burbank Blvd. on Weekends, line 154 should run on the two-way direction loop on Burbank Blvd and Oxnard St. Line 155,183 support lines 155&183 merging together to become new line 155 which runs from universal city station to Burbank via Riverside Dr and Magnolia Blvd. Line 158,167 strongly support the recommended changes on lines 158&167 with line 158 running on Woodman Plummer and line 167 running on Coldwater Canyon &Devonshire Lines 161,164,165 supporting the recommended changes on these proposed lines regarding the frequency and the route change Line 166 supporting adding a 24-hour service on line 166 and the recommended route changes from Nordhoff station to Nordhoff/foothill. Also, lines 166&364 should not merge because people use line 364 as an alternative way to travel faster than line 166 and suggested line 364 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 169,645 add weekend service on lines 169&645. line 169 should operate between Canoga station and Burbank airport on weekdays in order to make connections at the airport and between Canoga station and Saticoy/Lankershim on weekends Line 176 Line 176 should run from Highland Park to El monte on weekdays but run with the frequency every hour instead Line 177 support the recommended route change, but do not transfer this line to another agency Line 180,181,217 if lines 180,181,217 merge all together to form a new line 180, then run new line 180 from Pasadena to la Cienega/Jefferson station every day and extend down to culver city transit center on weekday peak hours only. If not, then keep the existing lines 180,181,217 same existing route as is and keep line 780 with the same existing route as well and extend line 780 down to la Cienega/Jefferson station as a new westbound terminal. Do not merge lines 180,181,217 with 780 because people like to use 780 which is faster than lines 180,181,217 so that people can get there faster than the local lines 180,181,217 Those are all my comments on the lines 100-199 that run east and west outside of downtown LA Thank you for your time</p>		
Bill Lam Chi	<p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 300-399 which are the limited ones and the lines 400-599 for the express lines that were shown below: Lines 302,312,316,330,351,353,355,358,364,378 strongly opposed cutting these limited lines mentioned above because many people use limited lines to get there faster in rush hour than the local lines. For the limited lines shown above, I would strongly prefer operating all limited lines in both directions during weekday rush hour as well Line 344 Support keeping the existing route 7 days per week between harbor gateway TC and Rancho Palos Verdes Line 442 This line should run only one or two buses during rush hour in each direction in order to shore up the riders during rush hour Line 460 Support keeping the existing routes from downtown LA to Disneyland and remove the freeway express charge as well Line 487,489,287 Support adding a new line 287 running from Arcadia to Montebello. Line 489 will remain with existing route during rush hour. For line 487 please extend that line to Arcadia station so that city of Sierra Madre would have at least one bus route going through the city and remove the express fare charge on lines 487&489 as well Line 501 Support going through downtown Glendale and stopping at LA Zoo as well as removing the express fare charge as well Line 534,134 Support renumbering line 534 into line 134 Line 550 Line 550 should run between USC down to San Pedro on weekdays with limited stops on that line Line 577 Support line 577 going on I-10&I-605 freeways to CSULB via Rio Hondo College on weekdays and also keep the Los Cerritos center stop as well so that people can go shop there and connect with line 130 as well Those are all my comments on the lines 300-399 limited routes and the 400-599 routes as well Thank you for your time</p>	8/26/2020	email
Bill Lam Chi	<p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 1-99 that had operated to/from downtown La that were shown below: Line 2,4,200: Lines 2,4,200 should be kept the same existing route as is. Lines 2&302 should not merge because people use line 302 as an alternative way to travel faster than line 2 and suggested line 302 operate weekday rush hour with both directions during</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
	<p>morning and afternoon rush hour. lines 4&704 should also not merge because many people use line 704 to travel faster than line 4 and line 704 saves time than line 4. line 704 should run from union station to Santa Monica 7 days per week. add an owl service on line 200 as well. Line 10,48: support the existing routes for both lines but please retain the owl service on line 10 so people can get home safely overnight Line 14,37: support the route change on line 14 but please retain the owl service on line 14 so people can get home safely overnight. also, I am supporting the existing route on line 37 and please retain the owl service on line 37 so people can also get home safely overnight Line 16,17,617: I support the recommended changes on line 16 and line 17 renumbering into line 617. I also voice my support on line 16 owl service so that people can get home safely overnight. plus, lines 16&316 should not merge because people use line 316 as an alternative way to travel faster than line 16 and suggested line 316 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 18,20: I strongly want to keep the existing routes on lines 18&20 with owl service. Lines 18&20 should not merge with 720 because many people use line 720 7 days per week to get around from East La to Santa Monica very faster than lines 18&20 and line 720 saves peoples time quickly than lines18&20 Line 28,684: supporting adding line 684 in Eagle rock plus adding a owl service on eagle rock Blvd. to give riders a change to get home overnight. line28&728 should not merge because many people use line 728 from union station to century city because line 728 is faster than line 28 and line 728 can save people's time better than line 28. line 28 should also add an owl service from Downtown La to century city to give riders a chance to get home overnight. Line 30: line 30 should be extended east on1 t St. to Mariachi Plaza station in order to connect with line 106 and people rely on line 30 locally instead of using the gold line. line 30 should run between Mariachi plaza station to west Hollywood via1 t St., Pico Blvd., and San Vincente Blvd only on weekdays and line 30 would run between mariachi plaza station and Rimpau TC on weekends. line 30 should keep the owl service between Rimpau Tc and Indiana stations because people would need to get home safely overnight and there's no rail service between 1-4am in place of line 106 if line 106 does not operate owl service. Also, lines 30&330 should not merge because people use line 330 as an alternative way to travel faster than line 30 and suggested line 330 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 33: do not merge lines 33&733 because many people love to use line 733 between union station and Santa Monica to get there faster than line 33 and line 733 can save people's time than line 33. lines 33&733 should serve Pico station in Downtown LA. Line 35,38: Since the route has no changes, possibly support that recommendations that was made in July. Line 40 do not merge lines40&740 because people like to use line 740 to get there faster than line 40 and line 740 can save people's time than line 40. line 40 should keep serving the Crenshaw/MLK station because of the new rail line that is happening next year in which passengers would connect at Crenshaw/MLK station and would need to go north for the expo line and people use line 40 locally. line 40 should retain the owl service because people would need to get home safely overnight and there's no rail service between 1-4am. My suggestion is that line 40 would have more enhancements on weekends because line 740 should cancel Saturday service first and line 740 should operate the existing route on weekdays only until the opening of the Crenshaw line next year. Line 45 do not merge lines45&745 because people like to use line 745 to get there faster than line 45 and line 745 can save people's time than line 45. line 45 owl service should extend south to Rosecrans if line 127 does not do owl service so that people can get home safely overnight. Line 51,52 support the route change on line 51 and do not merge with line 351 because people use line 351 as an alternative way to travel faster than line 51 and suggested line 351 operate weekday rush hour with both directions during morning and afternoon rush hour. line 52 should keep the existing route serving the Harbor gateway TC because many line 52 riders would need to connect to the silver line there. Line 53 support the route change on this line and also add an owl service on this line as well Line 55 support the route change on this line and also add an owl service on line 55 to the Willowbrook area covering over line 202 as well. also, lines 55&355 should not merge because people use line 355 as an alternative way to travel faster than line 55 and suggested line 355 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 60 support the route changes but do not merge it with line 760. line 60&760 should not be merged because many people love to use line 760 to get there faster than line 60 and line 760 can save people's</p>		

Name	Comment	Date	Event/ Source
	<p>time than line 60. also, line 760 should extend back to Artesia station on weekday service only and weekend service would remain ending at long beach Blvd. station as well. Line 62,262 support renumbering line 62 into new line 262 Line 66 strongly opposed the cancellation of this line east of Olympic/Gerhart because there are Metrolink riders who would always use line 66 to get to work on weekdays. Cancelling line 66 east of Olympic/Gerhart is unacceptable and people would have to transfer from line 18 is definitely not okay. I would recommend that line 66 should always keep serving Montebello Metrolink Station every day to serve the Metrolink riders transferring to/from Metrolink trains as well as also keeping the owl service for this line for riders to get home safely overnight. Line 68,70,71,106 strongly support merging lines 71&106 to become a new line 106 running from CSULA to ELAC. Line 106 adds a weekend service and this line should keep going on 1 t St. to Atlantic Blvd instead of turning on Mednik because line 106 already has a rail connection from Indiana to Mariachi Plaza stations. I strongly opposed the cancellation of line 68 and line 70 west of Garvey/Atlantic because the highlands residents in Monterey Park always use line 70 for essential travel and other activities. Cancelling line 70 west of Atlantic/Garvey is wrong and unacceptable because Highlands residents in Monterey Park would lose access to line 70 and will have to walk far down on Garvey for many minutes in order to access line 70 at Garvey/Atlantic. There's a spirit bus line 4 operating in the Highlands area but only runs Monday to Saturday with no Sunday service. On Sundays, what would happen to the Highlands residents in Monterey Park if line 70 gets cancelled west of Garvey/Atlantic and the Spirit bus line 4 doesn't operate on Sundays. This is really unfair, wrong, and unacceptable to those Highlands residents in Monterey Park who need to ride buses to get around. I would strongly urge you to reconsider and please keep lines 68 & 70 with the same existing route as is with the current schedule. My strong recommendation is that line 70 would run with the existing route operating current daytime and owl service schedule between Downtown LA and El Monte via Garvey Ave. and line 68 would operate daytime and evening service as an existing route from Downtown LA to Montebello with some short line terminal at ELAC via Cesar Chavez Av. and add a 24-hour owl service on line 68 going from Downtown LA to ELAC via Cesar Chavez Av. so that people would use line 68 to get home safely overnight Also, lines 68&70 should not merge with line 770 because many people including ELAC students use line 770 to get there faster than lines 68&70 and line 770 can save people's time better than lines 68&70. Line 76 This line should end at Broadway/Venice not going into maple lot as well as serving Chinatown and union station eastern entrance on Vignes. Line 78,79,179 line 78 should keep the existing route to peck road because people do not want to connect with foothill transit line 492 with expensive fares. Line 78 should not merge with line 378 because people use line 378 as an alternative way to travel faster than line 78 and suggested line 378 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 79 should also be kept the same because many people do not like to transfer with line 78 at Huntington/Maycrest because there's no layover there and it wastes time on transferring to line 78. My strong recommendation is that lines 78&79 should be keeping as the same existing route and also add a potential 24-hour owl service on lines 78&79 so that people would use these lines to get home safely overnight. Line 81 support adding owl service on this line as well as the route segment where the Colorado Blvd segment be run day and evening and on Yosemite Dr. during the owl line 83,182,175 strongly support merging lines 83&175 into new line 182 Line 90,91,290,690 strongly support merging lines 90/91 into a new line 290 and 690. However, line 690 should not go into lake view terrace and should always extend south to Sunland Blvd. to connect with new line 290 for people going on Foothill Blvd. north of Sunland Blvd. Line 92 always keep the owl service on this line because people use this line to get home from work safely overnight Line 94,294 line 94.&794 should not merge because many people use line 794 to get there faster than lines 94 and line 794 can save people's time better than line 94. line 94 should run on San Fernando Rd. only and not turn into downtown Glendale and splitting with line 294 because people do not want to transfer and it's a waste of time to complete their trip because many people want to have a one seat ride from Downtown La to Sylmar station every day. I also support adding a 24-hour service on line 94 because many people use this line to get home from work safely overnight Line 96,296 lines 96 should not be line 296 because we need to secure one bus line running on the freeway and my suggestion is to run</p>		

Name	Comment	Date	Event/ Source
	<p>between Burbank and Downtown La on weekdays and on weekends just run between Burbank and Lincoln/Cypress station. Those are all my comments on the lines 1-99 that run to/from downtown LA and I have more comments on other routes in a separate email Thank you for your timeHello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 901,910,950 that were shown below: Line 901: For line 901, I support the recommended changes regarding the frequency and the existing route from North Hollywood to Canoga and Chatsworth Line 910,950,450: Line 910 should be kept the same existing route between El Monte and the Harbor Gateway Transit center everyday including 24-hour service as well. Line 950 should also be kept the same existing route between El Monte and San Pedro because San Pedro residents always want to take Line 950 to get around. If zero emissions buses happen why can't you add a charging station in San Pedro instead? What about charging for some time at the Harbor gateway transit center before departing? If line 950 goes in and out of the Harbor Gateway Transit Center, then the charging station would have charging the bus at the transit center first and then wait for a bit to be charged full before departing just like Foothill Transit line 291 in which it stops at Downtown Pomona Transit Center (where it has a charging station)for some time to charge and then depart for the next stop if the battery is full. If not, then potentially make line 950 become 450 and potentially extend the line into Union Station Bus plaza for some trips on weekdays replacing the former line 445's route to union station. <i>Those are all my comments on the lines 901,910,950,and 450. Thank you for your time</i></p>		
Bill Lam Chi	<p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 600-699 regarding the shuttle & circular routes and lines 700-799 for the rapid routes that were shown below: Line 601Line 601 is a replacement of the line 901 segment in Warner Center. Since the orange line operates the 24-hour service, why can't we keep the 24-hour service on line 601? Line 601 needs to continue operating the 24-hour service because workers who work at mall and other business ends overnight and they need that route to connect with line 901 to get home. So please keep the 24-hour service on line 601 so that workers can get home safely overnight from work. Line 602,603,605,665: I support the recommended changes on these lines regarding the frequency and the routes as well Line 607,685: Support the recommendations on the cancellation of the route Line 611: I strongly support the recommendations that was made on the 611 but the Alamo and Wilcox segment would be better to be replaced by line 102 so that line 102 would extend down to Atlantic/Cecelia terminal for a layover Line 612: Line 612 should operate with one bus in each direction with the hourly frequency Line 625: Line 625 should be kept because the airport lax workers need the bus line to access the World Way West to work there Line 656: support the recommended route changes regarding the 24-hour service line Line 686,687,662: supported the recommended changes by keeping 686 and replacing 687 with 662. for line 662, I would suggest running on orange grove bl instead of Washington bl because Washington bl area is served by lines 268 and proposed 256A and Pasadena transit lines 31/32 Lines 704,705,710,728,733,745,750,751,757,760,762,770,780,794: I strongly opposed cutting these rapid routes that were mentioned on this list above because the rapid and the local lines should run together in which that the metro rapid lines are the fastest route than the metro local lines and the rapid routes can save peoples time trip faster and better than the local routes. Line 720: please keep line 720 the same existing route as is with the current schedule because people like to use this route to travel faster between Santa Monica and East LA in which can save people's time and running on the bus lane on Wilshire as well. and also, there's a purple line extension happening and so when it opens, we need to decide what happens next and so just please keep the existing line and the current schedule for now so that we need to determine about the purple line extension later. Lines 734,744,788,761: line 734 should run from Sylmar to Sherman oaks so that people can keep using line 734 to get to their destination faster than line 234. I support the lines 744 and 788 merging to create line 761 from san Fernando valley to the westside. And also, line 744 should run on Reseda because people use Reseda rapidly to go to CSUN on weekdays for a faster trip. Line 740: line 740 should also be kept as the same existing route as well and maybe run on weekdays because the Crenshaw/LAX line would start service maybe next year and so I think that line 740 should keep operating with the existing route until the Crenshaw/Lax line opens for</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
Bill Lam Chi	<p>service Line 754: please keep line 754 the same existing route as is with 7-day service because many people use this route on Vermont Ave to get around faster than line 204 <i>Those are all my comments on the lines 600-699 for shuttles and circulators and the 700-799 lines for the rapid routes. Thank you for your time</i></p> <p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 200-299 that had operated north and south outside of downtown La that were shown below: Line 201 support the cancellation of the route. Line 202 line 202 should extend down to Del Amo station locally for riders who get home from work. Line 204 support the existing route but along with line 754, 754 should operate 7 days per week because of high ridership on Vermont Ave for faster rapid time than local ones. Line 205 line 205 should keep serving the Harbor gateway Transit Center in order to keep connecting with the silver line. Line 206,232 support the existing route and the frequencies. Line 207 do not merge with 757 because 757 is a rapid route and people use the rapid line faster and saving time than line 207 and also keep serving the franklin ave. including 101 freeway as well. Line 209 Support shortening line 209 from expo/Crenshaw to the Crenshaw green line on weekdays. Line 210,610 support adding the new line 610 to Hollywood. for line 210, I support running from Wilshire/La Cienega to south bay galleria with adding a 24-hour service and also keep serving the Artesia Blvd. segment. do not merge with line 710 because people always use this route because it saves their trip time and faster than line 210 and line 710 should keep running from Wilshire/Western station to south bay galleria via Crenshaw Blvd. and Redondo beach Blvd. Line 211,215 support operating the loop on the north side of Hawthorne station on line 211 and the south side of Hawthorne station on line 215. Line 212 Support extending down to the south to south bay galleria via Hawthorne Blvd. Also, lines 212&312 should not merge because people use line 312 as an alternative way to travel faster than line 212 and suggested line 312 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 218 support keeping the line running from san Fernando area to Fairfax/Santa Monica everyday Line 222 this line should keep serving Hollywood/highland station extending down on Cahuenga Blvd. replacing current line 237 because people use the Cahuenga Blvd. segment as a local route instead of red line. Line 224 supporting the recommended changes on this line as well with the addition of the 24-hour service Line 230 support the recommended changes on this line with DASH service taking over routes north of Sylmar station Line 233 strongly support the recommended changes on this line but keep operating from Sherman oaks to lake view terrace daytime and evenings and 24-hour service extending to Westwood. Line 234 support shortening the route from Sylmar to Sherman oaks and adding a 24-hour service on this line as well and don't merge with line 734 Line 236 support the recommended changes on this line and frequencies as well but operate some trips north of san Fernando mission Blvd. as well Line 237,239 support the recommended changes on these two lines with the addition of weekend service as well Line 242, 243 support the recommended changes on these two lines with the addition of weekend service as well Line 244 support the recommended changes on this line with the addition of weekend service as well Line 246 please keep the 24-hour service on this line because the san Pedro residents need this line to get home overnight and there is no owl service on silver line running south of Harbor Gateway TC to san Pedro and so I urge you to please keep the owl service on line 246 so that people can get home on time overnight Line 251,252 support the recommended changes on the frequency but do not merge with line 751 because it is the faster rapid route and people use line 751 to get there faster than line 251. line 252 should run together with line 251 from LB Blvd. station to Huntington Dr. via soto St. Line 254 this line should operate only on weekdays and the new southern terminal would be potentially Willowbrook station if this line is planned to replace parts of discontinued line 612 Line 256 line 256 should not transfer this route to city of Commerce transit and should operate with the existing route from Commerce all the way up to ending the line at Highland park station in LA or at Del Mar station at Pasadena Line 258/ strongly opposed the eastern Ave portion because workers on Monterey Pass Road needs that bus line to get home from work and there is no spirit bus service on Sunday and so how would people working on Monterey Pass Road get around if there is no Sunday service on the Spirit Bus (remember spirit bus runs only from Monday to Saturday)? I would strongly suggest keeping the existing route including Monterey Pass Road and</p>	8/27/2020	email

Name	Comment	Date	Event/ Source
	<p>also keep serving the Oak Knoll Av-Cir in San Marino in order to go to Pasadena to either end at Altadena or connect with line 662 at Del Mar Blvd. as well as adding a new weekend service on line 258 <u>Line 260,261,660</u></p> <p>strongly support doing line 660 from Pasadena to Altadena as well as adding an owl service on line 260. line 260 should not be split into two lines because the majority of people want local line 260 running from Artesia Station to Pasadena without transferring buses. line 260 should also not merge with line 762 because a lot of people use line 762 to get to their destination faster and saves travel time than line 260. <u>Line 264,267</u> support line 267 running from Del Mar station to El monte with the existing route in place. for line 264, please keep this existing line running from Sierra Madre Villa station to Duarte every day because a lot of people use line 264 locally on Michillinda Av and Duarte Rd. besides the gold line service. <u>Line 265,266</u> support the recommended changes and frequency on lines 265&266 as well as potentially adding an owl service on line 266 <u>Line 268</u> supporting line 268 running from El monte to Sierra Madre villa station via Santa Anita, Lower Azusa, Baldwin, and Foothill. Those are all my comments on the lines 200-299 that run north and south outside of downtown LA Thank you for your time</p>		
Brian Matsumoto	I'm speaking on behalf of the Nature for All Coalition. I'd like to bring up transit to parks, transit to the San Gabriel Mountains and ask where the transit to parks routes are in the NextGen plan because this is a critical equity focused community issue. The San Gabriel Mountains make up 70 percent of L.A. County's open space, but not a single public transit route exists to connect residents with their own public land, the forest and mountains which practically every single resident can see from where they live, but without a car there's literally no way to set foot in these public mountains. For this reason, Metro issued a transit to the park strategic plan last year in May of 2019 to address this with -- I'm getting feedback. But specifically the Metro board required key action items, and with the NextGen plan, the transit to parks strategic plans was supposed to be used as a guiding Noah Hernandez. I have a question. I've been through several workshops before the pandemic hit, and I notice that there's been people who are requesting to bring back at least the three lines from the San Gabriel Valley 190, 194 and the 270, but at the very least 270, and I notice that it wasn't included to bring it back as part of the NextGen. Is it because it's a done deal back in 2016 with making a deal with Foothill Transit and Norwalk Transit respectively? Thank you very much for taking my call.	8/24/2020	SGV PH
Brian Reid	Elimination of the portions of Metro Lines 487 and 268 will cause extreme hardship to the seniors, students, and disabled residents of Sierra Madre who require, expect, and have a reasonable right to not have service completely cut off. Ride-sharing is too expensive and not even possible to those like myself (a 63 year old) who doesn't own a smartphone.	8/24/2020	SGV PH
Brian Steckler	ATTN: "Next Gen Bus Plan - Proposed Service Changes": According to the Next Gen Bus Plan, Line 217 may be discontinued South of La Cienega Boulevard/Jefferson Station to Westfield Culver City - due to underutilized service. May the MTA consider the number of passengers that consistently use Line 217 relevant to their needs, and implement a limited timetable during am hours and pm hours? This modified schedule in the proposed areas of discontinuance will reduce the costs for service, while accommodating passengers that benefit with public transportation. Thank you for your consideration. Brian Steckler	8/24/2020	email
Bryan Medina	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Byron E	All the proposed changes are great. I am concerned that the map in the presentation doesn't show the new segment of line 94 into Downtown Glendale. I hope that wasn't cut from the final proposal as it would provide a useful direct link between downtown Glendale and NoHo station. I am hopefully the route changes at least take effect in 12/2020 as I understand frequency changes would depend on the recovery Of ridership	8/17/2020	SFV PH
Byron E	Supports Safety & Security Features, Traffic Congestion Solutions	7/29/2020	Virtual Workshop
Carol Montgomery	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email

Name	Comment	Date	Event/ Source
Caroline Toren	The NextGen Plan is a result of extensive analysis, community outreach, and discussions on how to advance equity. The impact of adequately funding NextGen and the work led by Metro's Equity Officer should not be understated. This is how we 1) create access to education, employment, healthcare, childcare, and other key services, 2) ensure Metro's services and capital improvements are designed, implemented, and evaluated with an intersectional racial and gender lens, and 3) build thriving communities. Budget, staffing, and design decisions reflect an agency's priorities, and now is an opportunity to create systems-change by ensuring the most ambitious version of NextGen is implemented.	8/26/2020	WSC PH
Carrie Scoville	Please do not cancel the Silver Line to San Pedro. We have no Metro Rail service to our City Hall, this is our lifeline to our downtown jobs. San Pedro does not have jobs unless you work on the docks. Professionals and others need direct public transit access all the way to Downtown LA. A transit change at the Green Line won't cut it. Thank you, Carrie Scoville San Pedro	8/19/2020	SFV PH
Central San Pedro Neighborhood Council	The Central San Pedro Neighborhood Council appreciates the two bus shelters on W. 13th and Gaffey Streets. Many people use these bus stops and these shelters encourage more ridership since the particular location is a lay-over for the 205 Metro Bus. Should other shelters become available, we have suggestions on where they may be placed in our community. Sincerely, Carrie Scoville, President	7/2/2020	email
Charles Adelman	In response to a comment made by a governance council member at the Saturday 8/22/20 public hearing, let me say that, yes, those of us who spoke against the elimination of the Rapid Bus network do understand, perhaps better than some council members, just what is being proposed. The Rapid bus lines will be eliminated and the service hours reallocated to the local service which will be reconfigured to > stop every 1/4 mile instead of the current 2/10 mile. This will result in significantly longer trip times for riders traveling long distances, i.e. 1/2 hour longer on the line4 verses the line 704 from Hollywood to Santa Monica > or on the line 180 verses line780 from Pasadena to Hollywood. This could result in many riders such as my self-driving our own cars or using Uber or Lyft rather than the bus. Furthermore, as I pointed out in my oral > comments at the 8/22/20 hearing, the reduction in the number of scheduled stops on the local service will not result in fewer actual stops, as he bus only stops if passenger signals to get off or someone is waiting at the stop; fewer scheduled stops will mean fewer skipped stops. The proposed breaking up of some long lines into shorter lines requiring riders to transfer to another bus to complete what is now a one seat ride will result in a loss of ridership, especially if the transfer is to another operator's bus, requiring additional fare. The general rule of thumb is a loss of 50% of potential ridership for each required transfer: the more transfers, the more hassle and uncertainty, and therefore, the less competitive the transit option is with driving. In the case of line 210, which is proposed to be terminated at Wilshire Blvd., I have noticed that the majority of southbound passengers who board in Hollywood get off between Olympic and Adams, but few get off at Wilshire. Thus, the Wilshire termination is a great inconvenience to passengers riding to or from Hollywood, but provides no real benefit to anyone else. The line 210 should therefore be left as it is. There are, never the less, many operational improvements that can be made to the system. For one thing, there are many time slots on many busy lines, where two buses operate in tandem, leapfrogging stops. Moving in one of these buses up half ascot would result in more frequent service with the same resources. Finally, why are we even operating tier 4 service ? If there is not enough ridership to run a bus more often than once every 40 to 60 minutes, why not just eliminate the line and use the bus to improve service on a busier line.	8/27/2020	email

Name	Comment	Date	Event/ Source
Charles Adelman:	<p>My comments are L.A. is a very large area, and it's a lot of long distances to travel for people. There's not a one size fits all approach for transit. That does not work. That's why we created the Rapid buses in the first place. The problem with the Rapid buses is they don't offer it enough to do any good. People spend more time waiting for the bus. They save on the bus a lot of the time. So I propose the removal of the Rapid buses. You need to run them frequent enough to be useful for people and maybe make some of those half mile stops. I also am very concerned about the consolidation of many stops on the Local Lines too. Those will not save you the amount of time that you think they will save you because the Rapid or the Local Lines stop only at those scheduled stops where somebody is planning on getting on or off the bus. So eliminating some of those scheduled stops simply reduces the number of stops that they skip when somebody is looking to get on or off the bus there .So they will probably spend just (unintelligible) hundred percent of the stops like the Rapids now do rather than only say 90 percent of their stops or 80 percent of their stops and -- as they do currently. And also consolidation that will make it much harder for people who are mobility challenged to get to the bus stop a lot longer distances to go to get to their stop, and by the way, your information that you have as to mobility challenged does not recognize those people who are mobility challenged only for short time because of injuries are not going to have a disabled pass because by the time they get the disabled pass, their injuries will be healed. And, finally, I would suggest that you leave the Wilshire Boulevard corridor Lines 27 and 20 alone. Both lines currently operate at very close frequencies and are very crowded, and off-peak, both lines are very crowded. So it makes no sense to fix it if it ain't broken. So we should leave those lines alone until the purple extensions is up and running, at which point we can eliminate the 720 because it will be a totally superfluous line at that point, and finally I would suggest that we stop making any changes until we get COVID under control and we see..." –</p>	8/22/2020	All Regions PH

Name	Comment	Date	Event/ Source
Charles M. Deemer	<p>General suggestions/commentary on the nec Metro bus change proposals & connections both within & outside Los Angeles County. My proposals are focused on providing new connections with the current Metro system as it's looking to be configured & neighboring systems in adjacent Counties. First off, the Disneyland bus Line 460 should be extended to ARTIC (Anaheim Regional Transportation Inter-modal Center) with 3 additional stops at (1) Harbor Blvd./Katella Ave. (2) main Katella Avenue entrance to Angel Stadium (3) main General suggestions/commentary on the Metro bus change proposals & connections both within & outside Los Angeles County. My proposals are focused on providing new connections with the current Metro system as it's looking to be configured & neighboring systems in adjacent Counties. First off, the Disneyland bus line 460 should be extended to ARTIC (Anaheim Regional Transportation Inter-modal Center) with 3 additional stops at 1) Harbor Blvd/Katella Ave. 2) main Katella Ave. entrance to Angel Stadium. 3) main Katella Ave. entrance to Honda Center. This would provide connecting service to Metrolink & Amtrak for Metro from Line 460's service area. Second, it seems like that no work will be done to extend the current Gold Line East of the 3rd Street/Atlantic station until at best well into 2030's, a Rapido (Bus Rapid Transit) line be set-up to connect with the Pomona Transit Center adjacent to the Riverside Line Metro-link station on Garey Ave. in Pomona. It would principally travel on the Pomona Freeway with stops possibly at the Montebello Shopping Center, Puente Hills Mall & any other transit center/park & ride lot that's along that route. Third, would be connecting Torrance & the South Bay area with Anaheim's ARTIC. There are 6 major East/West rail/Rapido lines in Los Angeles County & yet none currently runs South of the Airport Freeway (I-105). Starting at the North-side bus hub that's now adjacent to the Del Amo Fashion Square Center on Carson St. the bus would loop around the Mall on Hawthorne Blvd., Torrance Blvd. & then turn North on Crenshaw Blvd. Its next stop would be the yet-to-be-built (T3) Torrance Transit Terminal on Crenshaw Blvd. When it opens. Continuing North on Crenshaw Blvd. to 182nd Street then turn East to the next stop on Western Ave. to connect with the Gardena #2 Line. Then continue on to Harbor Gateway Transit Center. Continuing East on 182nd Street to Avalon Blvd. The 5th stop would be adjacent to CSU Dominguez Hills on Avalon Blvd. After that continue South to the San Diego Freeway going on it Southeast/East to Lakewood Bld. Exiting & going North to Long Beach Airport for the 6th stop & then possibly a 7th stop between Long Beach City College and Veteran's Stadium. Traveling South on Lakewood Blvd. back to the San Diego Freeway, the bus would continue going East/Southeast to the Garden Grove Freeway & then to the Orange Freeway interchange go North to the Katella Avenue off-ramp & then either conclude at ARTIC for the final stop, or continue on to Disneyland as the final stop using the same 3 proposed stops for Line 460 that I mentioned previously. Since Proposals 2 & 3 are new lines you would charge \$3.00 each way with automatic transfers to any bus line along their routes with reduce faire at ½. The reason for Number 2 is that Omnitrans is transforming Milliken Ave. into a Bus Rapid Transit Route from Pomona Metrolink Station that will eventually connect to the Metrolink San Bernardino line. Along the route stops are planned for Ontario Airport, Ontario Arena/Ontario Mills Shopping Center & the Fontana Raceway among others. Since one of the objectives of this study is to bring locations attracting large number of people into the service network, these 3 seemed to fit quite well with that objective. Another item, not to a new/modified bus route that would seem useful for all riders would be printing a mini-map similar to the one already being distributed showing the Metro Rail & Busway. This map could show all 37 OWL service lines with different colors being used for frequency of service during the over-night hours. It would make it easier for someone to know which areas have 24 hour bus service. Submitted for your consideration, Charles Michel Deemer</p>	8/27/2020	email & USPS
Chris Barrow	<p>I oppose the elimination of Rapid buses on Ventura Blvd. I have used Rapid buses for the past 10 years and need them to get to the Universal subway station and to transfer to Calabasas. The Rapid bus stops are the best stops on Ventura providing shade, benches, and bus arrival information. It would be a waste to redesign the Rapid bus stops. Ventura Blvd. is 18 miles long and the Rapid buses are important to essential workers and seniors across the Valley. Also, Ventura Blvd. is the world's longest avenue of contiguous businesses according to Wikipedia, and good public transit helps businesses. Please save the Rapid buses on Ventura.</p>	8/19/2020	SFV PH

Name	Comment	Date	Event/ Source
Christopher PATE	please eliminate 256 and 83 from Monte Vista St and move to Figueroa. We are trying to put in speed humps to slow cars down and keep them from running stop signs and the bus route is preventing this from happening. Authorities have told us that this is the case.	8/22/2020	All-Region PH
Clark Bernstein	I would like to propose moving a portion of the 83/256 bus route through Highland Park. The route currently moves off the commercial corridor on Figueroa and on to the residential heavy Monte Vista St. between Ave 50 and Ave 61. Years ago this street was a commercial/ residential mixed use street, but this street is now very residential and has been proposed for future speed bumps to slow traffic. This street stretch also is home to two schools. The bus noise and pollution are a disruption to the residents on this stretch, yet would blend in seamlessly two blocks South on Figueroa, the main commercial corridor. This move would still keep the bus same one block from the metro gold line.	8/22/2020	All-Region PH
Clayton Marshall	Hi Scott, We initially corresponded several years ago, and I reintroduced myself at a NextGen workshop in Wilmington back in March. Hope you're surviving the endtimes a-ok. I just saw the revised plan for the new Line 450 and wanted to reach out to say thank you for listening. While I hope San Pedro will eventually merit increased direct service from other parts of town -- I still wish we had something akin to the Blue Line that ran the length of the 110 -- I'm grateful to see that we'll still have a connection-free line to/from downtown during peak hours on weekdays. Pre-pandemic, the evening commutes from downtown to Harbor Gateway on 910/950 were routinely jam-packed, so I also think it will help to have another option heading south besides the Silver Line. Whenever you're comfortable sharing a draft schedule for the new line, I'd love to see it. Thanks again, Clay Marshall	8/4/2020	email
Clyde Williams	Unclear as to Transfer required between Buses 78 and 179 or will 179 continue to DTLA, including Chavez and Spring.	8/20/2020	All-Region PH
Cody Briggs	Thanks to Measure M, Metro currently has the most money available of any public agency in the County of Los Angeles, however I am not aware of any efforts to help solve our regional houseless crisis. Why have we not seen Metro utilize any funds to help mediate the houseless crisis and what if any are Metro's plans to contribute towards a solution?	8/25/2020 & 8/27	WSC PH & GWC PH
Corinne Solis	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Courir Laufen	<p>Dear Metro, Thank you for your NextGen bus effort. I support the general philosophy of providing more frequent service. Specifically, I think the consolidation of the Rapid and local buses makes sense and should be a better experience for most riders. I am also appreciative that Metro has restored many routes that were proposed for removal (179, 218, 287, 296, 344, 645) That said, I think there are ways for the NextGen bus proposal to be improved. I understand that Metro has a limited budget, so I suggest changes to save buses while not compromising access to the transit system, in order to fund improvements to underserved areas. *How to save buses to fund improvements without hurting the network* . 4 – Does the 4 have to travel all the way to Broadway & Venice? If it stopped at Broadway & 7th instead it could save 15 minutes round-trip (2 buses). . 260/261 – Please keep the 260 as is on Atlantic Blvd. Diverting the 260 to the Willowbrook/Rosa Parks Station wastes maybe 4 or 5 buses that could be used to keep other routes and duplicates the 120. It also disrupts travel on Atlantic Blvd. . 460 – Thanks for keeping service to Downtown LA. Why doesn't it travel more directly on the Santa Ana Freeway instead of on the 110 and 105? Maybe you could save a bus with the faster travel time. . 754 – Why does the 754 have to continue north of Wilshire? The Red Line is already there. This would save maybe 4 buses to preserve other routes proposed to be cut. *Improvements* The San Gabriel Valley/East LA network could be simplified and made more effective as follows: . 68/70/106 – The 68 should travel along César Chávez from Downtown LA to Montebello. The 70 should travel along Garvey, City Terrace and Wabash from El Monte to Downtown LA. This is faster than diverting to César Chávez, avoids duplication on Atlantic, and preserve buses on Ramona Blvd. The 106 should just travel from USC Medical Center to Atlantic and César Chávez. These routes would be more direct, simpler and more comprehensible route pattern than the current proposal (particularly the “C”-shaped 106-which does not reflect any natural travel pattern) . 45/179 – You should consider linking up the 45 and 179 so that people on Huntington Drive can continue to reach Downtown LA directly (maybe break up the 45 in Downtown LA so it's a shorter and more reliable route). [image: San Gabriel Valley.jpg] The San Fernando Valley network could be simplified and made more effective as follows: . 224 – Please keep the 224 connection to Olive View Medical Center, rather than having the 690. The proposed 690 routing would force a transfer to get anywhere south of the Sylmar/San Fernando station. A Red Line rider trying to reach Olive View, for example, would have to make *two* transfers. That's a huge turnoff to ridership. . 236 – Please keep the Granada Hills segment of the 236 and link it up to the Olive View Medical Center. That will make medical services accessible to more of the Valley and make sure people aren't walking miles in the hot sun to get to the bus. Offering only school service (it's unclear what this means from your proposal) is insufficient. . 690 – Operate the bus from Olive View Medical Center to Sunland, so that people can continue to travel further along Foothill Blvd to La Cañada. [image: San Fernando Valley .jpg] Other suggestions: . 211/215 – The loops are confusing. Why not have one bus on Inglewood Ave, and one bus on Prairie Ave? They can both divert to the Hawthorne Green Line Station. . 243/244 – The bus should continue to Porter Ranch, only about a mile further. As was stated in the San Fernando Valley hearing, 20% of the Valley population lives north of Devonshire. . 256 – The 256 should not be broken up into three pieces. At minimum, there should be one route between Downtown Pasadena and Commerce – this is more of a regional route. The portion between Sierra Madre Villa Station and Downtown Pasadena could be transferred to Pasadena Transit, as that is more of a local route. . 625 – There are no credible alternatives to discontinuing this route. As an alternative, please work with LADOT to provide shuttle service to the Crenshaw and Green Lines. This is what they are good at – providing frequent shuttles. Thank you for the opportunity to comment on the NextGen Bus proposal. Please let me know if you have any questions about my suggestions.</p>	8/27/2020	email
Cynthia Cortez	<p>The Southeast Los Angeles (SELA) Collaborative launched its Policy and Advocacy Agenda in 2019. It includes policy recommendations on transportation rooted in community voice. One request is to improve the 612, 611, and 102 bus lines that run through Maywood, Bell, Bell Gardens, Cudahy, Cudahy, Huntington Park, and South Gate to ensure residents can move effectively and efficiently in and beyond the southeast LA region.</p>	8/26/2020	GWC PH

Name	Comment	Date	Event/ Source
D L	I oppose the discontinuation of Routes 750,744,788,733,757 and reduced 720 because in the Valley 750 is the Oldest route and I want the 750 to be every 10 minutes while 15 for 150 and extend 750 to Chatsworth Metrolink Station around Topanga Canyon while I support 761s return I oppose 744s discontinuation Because of Reseda and I would like 744 rerouted from Reseda to Sylmar on Sepulveda while 761 takes over the Van Nuys portion and have the route every 10 minutes while 240 should be 15 and I would like to Fix the 720 with every 5 minutes with 20 every 10 for both Rush and keep weekend service	8/20/2020	All-Region PH
Dale Case	I like changes on lines 90 and 91 to make one service to line 290 Also 501 line will bring more people on board to go to downtown Glendale to stop at Glendale mall I like about 158 and 167 lines because it make it easier to read these lines instead confusing 158 and 167 lines to intersect between the two lines	8/19/2020	SFV PH
Dale Pederson	Metro Service Planning & Development: I have reviewed the NextGen Bus Plan proposed service changes for lines operating in the San Marino area and support the July 2020 plans. The elimination of lines 78, 79 and 378 on Huntington Drive, replacing it with new Line 179. The elimination of the Oak Knoll Avenue portion of line 258. We look forward to the implementation of the NextGen improvements. Thank you for the opportunity to comment. Dale Pederson	8/25/2020	email
Dan Ramos	Hello: I wish to add to my previous comment regarding the NextGen bus changes. I viewed the changes for line 62 which currently runs from downtown LA to Hawaiian Gardens. The new reroute (new 262 line) will be from the Gold Line Atlantic station along Garfield Ave. to Telegraph Road and then onward on the existing route. I support this change as people who do not want to go to East LA or Boyle Heights can go direct to the Gold Line then onward to Downtown LA. Thank you for your attention. Dan Ramos	8/22/2020	email
Dan Ramos	Hello: Thank you for the opportunity to comment on the NextGen Bus proposals. I have viewed the many changes proposed for the new route realignments and I wish to say all the changes will not come easily because of the fact all routes run on the same streets as automobile traffic. There does not seem to be any effort to separate street auto traffic from buses. Until there is a move to have many more bus-only lanes, the goals of this program will not succeed. I realize Metro will have to work with local cities to achieve this at some political cost, but if Metro is serious about speeding up bus service, this needs to be looked at.The El Monte Busway and the bus-only expressway on the I-110 freeway are good high-speed examples of bus-only operation. I notice some Rapid lines (the red buses) will be eliminated. I think this will be a mistake as many people will not care about service frequency instead wanting faster service. I use the 704 route when I can and prefer the speed of the line. I predict there will be some calls to bring back those lines, but until the changes actually occur, we all will have to see how the public responds	8/22/2020	email
Dan Wentzel	I support the NextGen Bus Plan but believe it will take a network of bus lanes for it to work operationally. Bus infrastructure on busy corridors is essential. I am grateful the 218 was saved. Line 180 will be a powerhouse line, but will need bus lanes on Hollywood and Fairfax to keep a schedule. Bus lanes for Line 4 and 33 on Santa Monica, Sunset, and Venice Blvds. would be great as well. Thank you,	8/26/2020	WSC PH

Name	Comment	Date	Event/ Source
Daniel Lopez:	I currently go to High Tech L.A. I live in the Reseda area of Northridge. So the issue with the Valley is that, you know, I didn't like the new proposal for 150 and new 240 to take over Line 744 and 750 because 744 and 750 were good lines for the Valley while 750 is one of the oldest Rapid lines to ever happen, and I felt concerned that we would probably have an overcrowding on those new generation 150 and one other because, you know, there would be a bunch of students, and while I do support the 761 to take over the Van Nuys portion, we should probably keep 744 and 750 together while for 744 you should keep it in the Reseda area while you should take -- 744 should take over the Sepulveda area while 761 takes over Van Nuys. For 750, just make it -- every NextGen proposal that those lines would happen while NextGen proposal 750 should probably have a new extension to the Metrolink region along with the new 150, and for 240 and 150, it should be every 15 minutes while Rapid 744 and 750 should be every ten minutes, which I think really wanted that to happen during weekdays and possibly have a weekend extension to those lines and have more connections like the Orange Line, G Orange Line. So for the Orange Line, we should probably have an express version that stops at certain stops from Chatsworth to Canoga to Reseda and Pierce College, Van Nuys, Balboa and" --	8/22/2020	All Regions PH
David King	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
David Ramirez	Increase the service of Route 106 between East LA College and The Shops at Montebello to every 15 minutes on Weekdays, and every 20 minutes on Weekends.	8/24/2020	SGV PH
David Wells	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
David Ysais	I have been fortunate to have attended nearly all of the Next Gen planning meetings as an advocate and as a host. I am the public relations manager at Los Angeles Trade-Technical College, and thousands of our students use the bus system every day in support of their educational journey. The thoughtfulness that has gone into this planning will help students access classes and will make them feel safer if they have evening classes. There was a need for connections from the San Gabriel Valley through the hubs of downtown LA and this plan addresses that. We congratulate everyone who worked on coming up with a responsive strategy and we encourage the Metro board to approve it.	8/24/2020	SGV PH
Deborah McGill	Just a few comments about Nextgen. I have lived in Altadena for over 30 years. I took the 485 to downtown from Lake and Fontenet, arrived in 45 minutes. I used the 401 on the Pasadena Freeway and would take the 180 up the hill if I was not in the 485. Service was not ideal between Colorado and Altadena Drive but I never needed to use a car. Fast forward to the Gold Line. Currently, one really can't get downtown without a car. The express bus disappeared as with the frequency of service...every option whether that be the 260, 264, 267, 180, 687 took 30 minutes just to get to the gold line. My car always ended up in Filmore. The proposed plan calls for even further decimation. The only bright spot is increased frequency of service up Fair Oaks with minibuses but even that it is not much a bright spot since there used to be buses that left every 15 minutes from the top of Lake. The disappearance of all service on the east side of Altadena is also concerning. Ditto for JPL service. Right now, I realize hardly anyone is on public transit. Recognizing this plan is for a future when hopefully we are back on public transit, I think there has to be more consideration as to why people in Altadena gave up on public transit to the gold line, at least I did given the huge intervals between buses (which for some reason ran clustered together) and the lack of express service down the hill to the metro. I think people in Altadena would use the service if these problems did not exist. I know I was on the metro more recently as the network expanded but I really resented that I could not get off the mountain without a car and with increased frequency to the metro from other points in Altadena, others in the community will probably get on public transit once we return to normal.	7/31/2020	email

Name	Comment	Date	Event/ Source
Dennis Mogergerman	<p>Dear MTA, We of the West Mar Vista Residence Association have review the NextGen Bus Plan. Due to the implications for our neighborhood we have serious concerns about the 33 and 733 bus lines you propose for Venice Blvd. We have reviewed the SCAG sponsored 2017 UCLA ITS Study and we are concerned that the frequency of the buses on the new 33 bus route are being artificially increase when the ridership does not warrant such an increase. We feel this only being done to create a High Quality Transit Hub or TOC (Transit Oriented Community) that will enable LA City to give developers permits for larger apartment buildings with fewer parking spaces and thus contribute the congestion and scarce parking in Mar Vista and further erode the quality of life and character of our small neighborhood. Even the apprentice of a future increased frequency of bus service will have the same effect and created a TOC. So we ask that you please remove the plans to increase the frequency of the 33 (or 733) from your NexGen plans. We at WMRVA do understand that Venice High School students frequently use the bus to get to and from school. Since the 733 will be eliminate in your NextGen plan we could understand a slight increase in service at the start and ending of school hours during the school year. We do know however, that most of these students do not have driver licenses nor a car to drive. They are not commuters who are leaving their cars to ride the bus and thus these students do not contribute to the congestion and parking problems. We also understand that the 33 does go to Venice Beach and this is an attraction. However, with Santa Monica having the Expo line, cleaner beaches and a wonderful pier many people are choosing to go there now. The increased frequency of the 33 could have devastating consequences with major developments being permitted in our now low-height neighborhood. Large apartment buildings with half the parking spaces needed to realistically accommodate the occupants and guests. We've even heard of the possibility of the dedicated bus lane on Venice Blvd. through Mar Vista. With the already protected bike lane using up one vehicle lane and a future dedicated bus lane on the drawing board, this would only leave one lane for cars. This would be a death sentence for the few small businesses that survive the pandemic and create a bottle neck of traffic. Because of the implications for Mar Vista stated in the first paragraph, we'd like to understand your rationale for the across the board increase in frequency and adding an owl service late at night. We also like to see the pre-Covid ridership figures to help us understand your rationale.</p> <p>Sincerely, WMVRA Board</p>	8/26/2020	email
Dennis Mogergerman	<p>I've ridden LA Now numerous times. Each time I was the only rider. LA Now was poorly organized and stops poorly posted---even at the Expo Palms station where the address on the web site is 10021 National Bl but the van actually stops across the street at 10020 National Bl. We be better off, like many cities, to subsidize Uber and Metro. This would be more cost effective.</p>	8/26/2020	WSC PH
Dennis Mogergerman:	<p>I heard that you're going to be doing some other smaller buses and vans. I've been a frequent rider of the L.A. Now, and I must say that I don't know if it was just the fact that it was not well-organized, but the times I rode it, there was really just myself on the van. There's several of times I would have loved to have seen more people taking advantage of it, but some cities now are using Uber and Lyft and subsidizing that rather than going through the expense of having the van and hiring drivers, and it just seems more cost effective to subsidize those ride services either for seniors or disabled, and it is very much a door to door whereas the L.A. Now was not always door to door, and bus stops were not well-labeled where you can actually pick it up, and so that's my comments on that.</p>	8/26/2020	WSC PH
Diane Gamble	<p>Hi this is Diane Gamble. I suggest that a bus stop number should be attached to each bus Stop sign to make bus riding user friendly. Thanks Diane Gamble</p>	8/23/2020	email

Name	Comment	Date	Event/ Source
Dominick Falzone	" I recommend that you retain the southern portion of Line #222 between Hollywood and Burbank. Many people who live in Hollywood commute to Warner Brothers movie studios in Burbank, or to Universal Studios' back gate (which is a mile from the Universal Red Line subway station). The current line #222 route is a direct route from Hollywood to Burbank. Your proposal would force passengers to take the Red Line subway from Hollywood to Universal Studios. The #222 route would go from the Universal Studio Red Line subway station to Burbank. This deviates out of the way from being a direct route between Hollywood and Burbank. Your proposal would operate Line #222 infrequently. If a passenger misses the connection from the Red Line to the bus, the passenger would have to wait 40 minutes to an hour. I also recommend that you operate Line #222 more frequently than ever 40 to 69 minutes. Dominick Falzone"	7/20/2020	Virtual Workshop
Dominick Falzone	I would like to submit a comment regarding the NextGen process. I propose that the NextGen process be halted. I proposed that it be re-started after the current COVID-19 disease pandemic is over. Travel patterns are likely to change for a variety of reasons, once the disease pandemic is over. Some passengers cannot participate to summit input over the telephone, or over the internet. Some passengers also cannot obtain background information, prior to submitting public comments. Metro's budget may be different than it was anticipated to be when NextGen studies were commenced. The Southern California Transit Advocates ("SOCATA") organization will be submitting comments regarding NextGen. Henry Fung will be submitting official comments on behalf of that organization. I share SOCATA's desire to postpone the NextGen process. However I suggest a later date for resuming NextGen than SOCATA recommends. SOCATA wants to resume the NextGen process as soon as members of the public can safely attend public meetings in person. I would like to halt the NextGen process until the disease pandemic is completely over. That means that I would like to delay the NextGen process until there are NO restrictions on activities, concerts and spectator sports have resumed, and people have stopped using face masks and stopped social distancing. I would like to delay the NextGen process until either a vaccine for COVID-19 is universally available, until a cure for COVID-19 is universally available, or until the disease has died out. Thank you for your help.	8/26/2020	email
Donna Gooley	I am submitting my additional comments on the proposed service changes. First of all I want to mention that the maps provided were very poor and made studying the proposed changes difficult. The problems include bad descriptions of the original routes, no directional arrows on the new routes. no mention of layover corners, and no mention of span of service. These are all important to the bus rider. Please do not change line 237. Because of the above problems it is difficult to study the 154/153. The 155 proposed changes are even more difficult to study as the new Burbank bus was not shown. The western portion of the proposed line is very poorly planned for riders wishing to go to Universal City. There should be a loop similar to the 154/153. Cutting the 244 into two lines is unnecessary. The 218 needs to run more than once an hour. Every proposed change I see is worse than the one before it. Every proposed change I see is worse than the previous one.	8/21/2020	email
Donna Gooley	The proposed changes to the 167 bus line as it relates to the Sepulveda VA campus need to be cancelled. Many years ago I used this line every day for work in Chatsworth and I saw the passengers who board and alight at the three stops on the VA campus. A majority of these passengers are infirm, elderly, and many are in wheelchairs. The VA campus sits on a hill overlooking the Valley. When Metro was running old school buses on this line that did not run, I took the Nordhoff bus and walked the rest of the way (This line is /was a contract line). The hill, even for me, is very steep. There is no way the wheelchair and infirm passengers will be able to make it up the hill. Also, especially in the last few years, the Valley gets very hot, windy and cold. This would be difficult and unsafe for these passengers, This is another detriment to these changes. I will be submitting more comments later.	7/29/2020	email

Name	Comment	Date	Event/ Source
Eddie Latimer	Looks Like MTA stands for Messing up Transit Again I just had a look at your NextGen Bus Plan and I have to say, as always, every six months (or longer due to situations like the Pandemic) , either you're making transit available or messing up transit again. In this case, you're about to make the biggest mistakes ever since Metro was reborn in the 1990's. First off, let's start with the Rapid Lines. All the infrastructure the city did with the loops and traffic signals to make the buses have the green light longer will all be a waste of our taxpayer dollars if the rapids get discontinued. And making the 720 and 754 rush hour only will notre, with only four or five timepoints instead of eight or nine. As for the 740, because of the Crenshaw/LAX light rail, let's aim for starting the trips at Centinela park, following the route to the South Bay Galleria. Continuing the route south up to P.V. Drive South and Hawthorne will compliment 344 service and give those who work in the hills an opportunity to get a guaranteed ride home past 9:00 PM. Next, STOP SELLING OUT THE SOUTH BAY LINES! Lines 128 and 130 should remain as they are. People don't want to walk unnecessarily and/or transfer to a different bus line, when they are trying to save money and they have their tap cards. Adding Owl Service on the 111 (currently short run), 117 (full run) and 233 (full run), would be great for those in the basin and the valley to get to where they need to go without having to go the LOOOOOONG way to do it. In closing, the old saying goes if it's not broke, don't fix it. With what you're about to do, you're about to make a serious mistake to the point of us having to call the office like crazy and have the services restored to their previous levels. Keep everything the way it is. Otherwise, MTA's going to hear two words they're not going to like...Yes Cerritos! (You though I was going to say Uber or Lyft didn't you. :)) Thanks for letting me voice my opinion.	8/27/2020	email
Edwin Lopez Reyes	I received the pamphlet about the planned changes that will occur in December and was wondering since line 71 is being discontinued, will line 106 have the same route? As this was my way of transportation to School (Cal State LA), therefore I am concerned that the planned changes will not only affect myself, but many students in the sense of loss of transportation. Thank You.	8/13/2020	email
Elliott Blanchard	I stand in opposition to this version of the draft plan because there are more cuts to the SGV area than benefits. I voted in favor of Measure R & M yrs ago to support improving bus service, yet Metro has only cut bus service hours since 2008 when we had 7.8 mil hours of bus service. Metro cut service almost 1% annually until that number dropped to 7.1 mil service hours in FY 2020. Under this plan, many routes will be shortened only to have the same frequency and minimal improvements. For example, many of the north/south lines (267, 268, 287) have significant cuts to their routes but only minimal improvements during midday and still once an hour on weekends. We need better bus service.	8/24/2020	SGV PH
Erin Solis	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Esmeralda Leal	Attn: NextGen bus plan proposed service changes Hello I am a 4th year university student at California State University of Los Angeles who lives in the Bell Gardens area and only has public transportation as a medium of transportation from home to school; specifically metro line 258. I find this proposition to be of great harm to me and many people I have come to meet in my daily commute. I really need this service, as do all of the other students and people who live before Fremont. After years of riding the bus to and from school the bus is full of people getting on in stops before reaching Fremont meaning that so many people besides me use this line daily. I plead you reconsider and continue providing us with this service. Attn: Esmeralda	8/4/2020	email
Estrella Barcenas	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Eugene Salinsky	Keep Rapid service on Wilshire, Vermont, Venice, Western, and Santa Monica at least current service (Jan 2020) If the 704 is disconnected, route 4 to serve the 704/2 stop at Broadway/Cesar Chavez westbound. On most lines there is little or no added service when the line is being discontinued and added to the new lines some lines like 30 Pico, Beverly/Adams 14/37 will have less. I like some of the changes to owl service like Line 16. Keep line 16 service to Beverly Hills to cannon and Santa Monica bl. This also serves a court on Barrington. On Line 218 I agree with the route change, but keep at least 30 min frequency M-F. at 60 minutes, this line will be useless. With the new bus connections with the gold line with the 90-96 290/296, and other lines, move to the one station north to where the Lost and found office is. This will be better connections as it is not by the 5 fwy and better layover space for buses. Where other bus lines are being used to replace Metro like Foothill or Pasadena transit, they must accept Metro passes and transversers at no added cost so that there's no fare increase for Metro riders. I hope the rollover goes smoothly, because I believe a lot of riders will be stranded because they won't know that their bus goes to other places and they might get lost and there may be a lot of complaints and politicians don't like that. It's like moving deck chairs on the Titanic. Keep service on Highland and Cahuenga between Hollywood and Red Line Universal Station.	8/26/2020	Service Council Admin
Eva Ballo	Hello, Metro Staffers, I was happy to note the July 20, 2020 change in NextGen's earlier plan to Abandon Busline 218 in December 2020. I would have much preferred the former run to the 3rd/Cedar Sinai Hospital Terminal to the now severely truncated run to the Fairfax/Santa Monica bus stop, as a group of patients, disabled persons, low-echelon workers, domestic and day workers and seniors - all with low incomes, and many being People of Color - will be negatively affected by the change. Similarly, a more generous daily schedule is highly desirable over the already now Daily operative former Sunday schedule, running only once an hour, and planned to continue and presumably to extend at least beyond the current daily run-closing time of around 6:30 pm. Of course, keeping my Life-line Bus 218 leading to all my Valley/City life-support resources even as now planned is Better than Nothing. ... I am deeply gratitude to you and NextGen's planning staff, especially as Busline 218's continued existence will forestall my total isolation in my Laurel Canyon area hill residence, AND an involuntary move to another residence - hopefully for as long as I am able to use unassisted your still largely inadequate public transportation system at my highly advanced age of 95 years by the end of August. ...Best wishes for your and all Metro staffs' continued Safety and Wellbeing, and the same for all your families	8/4/2020	email
Eva Ballo	THANKS for retaining the City/Valley Bus 218 Lifeline. To keep As Is the former Sunday, now daily schedule, likely makes it impractical for multi-day and regular job holders, life supply shopping, & medical/dental appointments, To cut the Cedar Sinai connection adds Hardship for some Disabled, largely still Underserved. LATER morning run starts and Much EARLIER PM run stoppages will largely make City and Valley public transit connections problematic or inaccessible. Please review the hourly schedule for better transit to/from our regular public transportation system, for whose betterment you pledged to strive. ...In deep Appreciation, Eva M. Ballo, Laurel Canyon Hillside Resident.	8/24/2020	WSC PH
Ezekiel Golvin	Instead of making cuts to essential bus services, LA Metro should stop spending significant budget on Metro police.	8/26/2020	WSC PH
Faramarz Nabavi	Interline Rapid 720 and Rapid 754 at Wilshire/Vermont to eliminate segments paralleling the Red Line subway so the revenue service hours can be reallocated to other lines.	8/26/2020	WSC PH
Faramarz Nabavi	Reallocate some of the existing 788 trips to the new 761. Currently 788 has 3 peak trips/hour & 734 has 4 trips/hour. NextGen proposes that the new 761 would have only 4 trips/hour. This corridor will suffer a reduction from 7 to 4 peak trips/hour. Given the frequent disruptions to schedules due to traffic congestion, this will create big service gaps at peak. Metro should have 10 minute headways of 6 peak trips/hour to ensure that riders won't have gaps of greater than 20 minute wait times. With 761 frequency increased from 4 to 6 trips/hours, the proposed frequency of 233 could be decreased from 8 to 6 trips/hours to retain the same number of trips/hour on Van Nuys overall.	8/22/2020	All-Region PH

Name	Comment	Date	Event/ Source
Faramarz Nabavi:	As identified by Metro Gateway Cities Councilmember Wally Shidler, shifting Line 130 to Torrance Transit will impose an equity problem because the largest portion of Line 130 riders transferring from other lines between the Harbor Gateway Transit Center and the West Terminus comes from Metro Transit not Torrance Transit. This will impose an additional Metro commuter transfer on populations protected by Title VI. In addition, if Metro does transfer the eastern segment of Line 130 to Long Beach Transit, then there could be two Metro to muni transfers. One would be a transfer, and then the second one would be a second full fare on top of the original base fare. So those are additional burdens that would be borne by riders. Also, Although Line 222 is outside the Gateway Cities, I support the revised NextGen proposal to operate Line 222 from Burham and Cahuenga Boulevard West to Burbank via Universal Station. This allows Metro to reallocate many revenue service hours currently duplicative segments in the gridlock of Hollywood Boulevard and Highland Avenue while providing a faster and more frequent connection between Hollywood and Burbank by using the new connection at Willowbrook Station. This is more important than one peak service. It open Lines 222 to far more riders, lines servicing Universal Studios and connecting to all the bus lines serving Universal Station. It's rare to achieve a win-win outcome like this that embodies NextGen goals. Please implement it. Thank you very much.	8/27/2020	GWC PH
Faramarz Nabavi:	Delay the NextGen process until the Pandemic is over for several reasons: One, travel times will change due to elimination of jobs from working from home; Two, not all riders can participate online being deprived of seeing staff presentations; Three, riders can't ask staff questions individually at virtual hearings to clarify their understanding before speaking for public comment; Four, riders can't interact with each other at a virtual hearing. In the interim Metro may modify the existing system as needed but not eliminate segments and lines with regional connectivity. (Unintelligible). One, more signal priority lines to (unintelligible); Two, retain more of the Rapid network for long distance trips with stops only every mile; Three, a line feeder bus headways with Metro rail service; Four, wider half mile local stops facing suburban valley areas and eliminating more stops with no mobility impaired riders. This would be similar to the federal transit policy of no stops out of crosswalks. In the San Fernando Valley: One, restore the initial Line 153 proposed rider 30-minute headway rather than the revised 60 minute headway; Two, save Rapid 750 on peak from Reseda Station to Universal; Three, NextGen proposes to consolidate Line 237 and 239 from Louise/Chatsworth on the west to Louise/Rinaldi to Woodman and Rinaldi and this area mainly consists of low density single family housing with almost no riders. By contrast, continuing from Louise/Chatsworth, on Chatsworth to Hayvenhurst in Chatsworth to Hayvenhurst to the denser corridor with multi -- sorry -- multi-family housing and connect to the public library and public recreation center with Kennedy High School. Plus Metro should route the new Line 237 from Louise/Chatsworth and Chatsworth to Hayvenhurst and Chatsworth and either on San Fernando Mission or Rinaldi to serve Kennedy High School and then continue south on Woodley; Four, (unintelligible) reallocate some of the existing Line 788 trips to the new Line 261. Currently, 788 has three trips per hour and 734 has four trips per hour. NextGen proposes that the new line would only have four trips per hour."	8/22/2020	All Regions PH

Name	Comment	Date	Event/ Source
Faramarz Nabavi:	<p>My comments are going to incorporate support for the public comment being submitted by Southern California Transit Advocates. I call on Metro to delay the NextGen process until the pandemic is over for several reasons: One, travel patterns will change due to elimination of jobs and working from home; Two, not all riders can participate online; Three, riders can't staff -- ask staff questions individually at virtual hearings; and Four, riders cannot interact with each other at the virtual hearing. I also would like to add specific comments for the Westside Central Service Council. First, I would like to bring to their attention the Sepulveda Pass to reallocate some of the 8 existing 788 trips to the new 761. Currently, 788 has 9 three key trips for per hour, and 734 has four trips per 10 hour. NextGen proposes that the new 761 have only four trips per hour. This quarter would suffer a reduction from seven to four peak trips per hour. Given the frequent disruptions to schedules due to traffic congestion, this 15 will create big service gaps at peak. Metro should have 16 ten minute headways of six peak trips per hour to ensure that riders won't have gaps of greater than 20-minute wait times. With 761 frequency increased we can address that issue. Second, I'd also like to offer some potential internal service cuts that Metro could explore during the COVID period as a possible experiment to see what could be done long term. Number one, for Line 550, Metro could ask U.S.C. to have its shuttle wait at 37th Street Station to pick up Silver Line passengers instead of running dedicated Line 550 service at peak.</p>	8/26/2020	WSC PH
Felicia Ann Tacto	<p>To Whom It May Concern, Thank you for addressing the concerns of frequent riders of the 550 and the 950 by adjusting the NextGen Bus Plan to not eliminate the 550 and to modify the 450 so that it reaches Downtown during peak hours. I am grateful you have decided not to eliminate the 550 because it is the line that I rely the most on as a USC student who commutes from Carson regularly. However, since the newly updated plan proposes that the 550 only operate from the USC area to Harbor Gateway Transit Center, it will no longer provide the convenience that it has provided commuters who regularly are travelling to and from Los Angeles to areas south of Harbor Gateway Transit Center in the past. In addition, since the proposed 450 will only operate between San Pedro and Los Angeles during peak times during the weekdays, it will negatively impact riders who live between San Pedro and Harbor Gateway Transit Center as they go to work, visit family, etc. in Los Angeles during the weekends. I do not understand how shortening the distance of bus routes positively impacts the riders who rely on the buses every day. I do not mind having to sit in the bus as it stops to allow commuters to enter and exit, if anything, I believe the part of taking public transportation that is the most frustrating is waiting for the bus to come, sometimes in areas where I do not feel comfortable waiting alone, especially when it gets dark. Having lines that get people from one place to another without needing to take additional lines is the best part about the 950 and the 550. The convenience of being able to rely on just one bus to two buses (taking the 950 or 550 to Carson and sometimes riding on Torrance Transit to get to my neighborhood) was extremely convenient to me. However, the changes that the NextGen bus plan proposes will force me, and frequent riders that rely on the two lines to go from cities like Carson, Torrance, and San Pedro to Los Angeles, to endure unnecessary inconveniences that were nonexistent in the past, such as waiting needing to wait at several bus stops. As a young woman who takes public transportation regularly and travels alone, safety is a high priority. To me, the part of public transportation in which I feel safest is sitting in the bus, the part where I often feel unsafe is usually when I am waiting alone or with strangers at a bus stop since I have experienced and witnessed interactions that have made me feel frightened and vulnerable. Many people rely on the distance that the 950 and the 550 to travel. My cousin for example, has relied on taking both buses for the past three years to get to high school and now to get to college. If the changes that the NextGen Bus plan are implemented as they are currently written, she would need to take four different lines to get home. My sister who lives in Los Angeles also relies on the 950 and 550 to visit my family in Carson. I have also seen other frequent riders traveling from the LA area get off several stops after Harbor Gateway Transit Center. The 950 and the 550 were great the way that they were. So many people have relied on the distance that they travel to go to school, work, visit family, go to the hospital, etc., please continue to have them operate between San Pedro and Los Angeles at the times that they were originally scheduled. The many people who rely on them on a daily basis will be extremely grateful if you did. Thank you for your time and consideration. Sincerely, A Concerned Frequent Rider</p>	8/5/2020	email

Name	Comment	Date	Event/ Source
Felicia Tacto	Thank you for taking the letters from frequent riders of the 550 and 950 into consideration and deciding not to eliminate the line 550 and adjusting the 450 so that it will operate between Downtown and San Pedro during peak hours. I am extremely grateful. However, can you please continue to have the 550 go to San Pedro, or at least through Carson? I felt so lucky to be able to take the bus to and from work, school, and my house every day. I am a USC student who commutes because of the services that the 950 and the 550 provided. It has been a HUGE help to me by making it possible for me to get a college education, pay part of the tuition by holding a job, and allowing me to afford education at USC by allowing me to commute every day. Please edit the NextGen Bus Plan to have the 550 operate from the USC area to San Pedro, or at least through Carson. It has been a great service for me, my sister, my aunt, and my cousins for the last couple of years, and I hope it will still be in the future	8/4/2020	Virtual Workshop
Fran Benuska	Metro Service Planning and Development I am writing to support the NextGen Bus plan proposed service charges for lines operating in the San Marino area. The elimination of lines 78, 79, and 378 on Huntington Drive, replacing with new line 179. And the elimination of the Oak Knoll Avenue portion of line 258. Thank you and I am looking forward to the NextGen improvements.	8/26/2020	email
Fred Leung	cutting/ eliminating 704, 720, 733, 745, 754, 757 are huge mistakes. do you know these routes used to have sufficient performance prior to the pandemic, even today? did you take a look at ridership performance on these routes? I doubt you guys are non-regular MTA riders because you are proposing to combine and cut dozen of rapid on major corridors. Not only you ignore the needs of commuters but you are also jeopardizing their health and safety by creating more crowded bus especially AM/PM peaks. I am warning you that MTA will lose even more ridership if you approve these changes, those 70% who already fled the system would never come back. Another way to cut back service we now have.	8/25/2020	WSC PH
Frederick Leung	Dear Metro planner, I would like to share my thoughts regarding your bus change proposal. The Coronavirus pandemic has disrupted the economy and the people's living by practicing social distance and staying home. However, none of these plans are practical to help riders feel safe to ride Metro again which should be your highest priority right now other than making some stupid changes. In fact, I see this NextGen proposal as another way to massively cut back service to the most vulnerable population and essential workers who rely on Metro. It is great from a company perspective because you can fill up the bus as much as possible to achieve the best efficiency. But those who travel longer distances, it will be a worse nightmare. We already know that it is very slow and inefficient if the bus makes frequent stops on every single block of the street. Do you know that riding a rapid bus can save up to 25% travel time than the locals?? I really don't mind walking a few more minutes to get on the bus that has fewer stops and travels much faster and quicker than the slow one. While the proposals suggest more frequency on some of the routes, I feel like you are forcing your riders to commute much longer and pack on a crowded bus like sardine. Instead of killing rapid routes, you should adjust them to provide the best efficiency of the Rapid system. For example, routes 705, 728, 740, 750, 751, 760, 762, 794 serve weekdays AM/PM rush (5-9am, 230-7pm) only. For routes 704, 733, 744, 745, maintain regular M-S service while eliminating evening service after 9pm and possibly cutting Sunday/ holiday service for now. 710 and 770 should maintain regular M-F service while eliminating Sat service. Service on 720, 734, 754, 757 & 780 will remain unchanged at this point. (740 can be eliminated once the Crenshaw line opens.) It will distribute riders into different buses traveling to/ from work and ensure buses are not too full. Remember the most important task force now is SAFETY. Under the current pandemic, all buses and trains should only maintain about 50% of max capacity to allow social distancing inside the vehicles. How to convince riders it is safe to ride the metro again? Are these changes gonna make riding safer or dangerous? Are there any safety protocols being implemented at this point to keep drivers and riders safe? Ask these questions to yourself before you make any changes in the service. I am warning you do not attempt to massively cut or merge bus services or else you could lose even more ridership. Once the ridership is lost, they could never make it back. I hope you will consider my voice and save the rapid.	8/23/2020	email

Name	Comment	Date	Event/ Source
Frederick Leung	The whole proposal is just another way of massively eliminating bus service, increasing traveling time, and creating more crowded bus. For example, students and patient from CSULA and USC medical center will require transfers going to/from Garvey Ave, so keep the route 70 the same it has. Route 71 should run on school day service only. Route 770 should maintain the same to serve East LA, ELAC and Garvey Ave to resident of East LA, Monterey Park, Rosemead, and students of ELAC. You can't just cut a bus route just because it has poor performance on ridership. Silver Line 950 should remain unchanged EI Monte to San Pedro.	8/24/2020	SGV PH
Frederick.	I'm strongly opposed to the proposal of the NextGen regarding 70, 770 and the 68 alignment. So students from Monterey Park and Rosemead, they rely on 70 to go to Cal State L.A. and also senior populations rely on 70 going to U.S.C. Medical Center. So, now, when you're trying to redirect Route 70 to Cesar Chavez, that means they will require at least one transfer or even more to get to Cal State L.A. to get to school and to get to doctor appointments at U.S.C. Medical Center. So I will prefer to keep it the way it is right now so that people have a choice if they need to go to Cal State, if they need to go to U.S.C., if they have to take the 70, if they need to go to ELAC. If they go to the East L.A. area, they can take the 770. So, yeah, I really hope you will reconsider it. So by giving us a choice to take it instead of like merging them and combining them in one route and that creates like a slower commute and even more crowded buses. That's my comment. Thank you.	8/24/2020	SGV PH
gary kuepper	need restrooms at the rapid train stations. Homeless use the elevators, bad health problem.	8/20/2020	SBC PH
Geo Lark (phonetically) in San Pedro.	Thank you for listening to my comments. First thing I'd just say, I'd like to comment is that this new plan should not be implemented 25 this year due to the COVID pandemic in this area. As Mr. Conan commented, 55 percent of all riders are not using the service at this time. So a lot of them do not know that this is going on. So this program should be postponed until after the pandemic is over. That is my recommendation. I also have a couple other comments. If this is implemented, the 550 is an essential part of the San Pedro -- what they call the Vista del Oro area. There's only two lines that service the top of the hill 10 that the 205 -- which is not run by Metro. It's run by a different subcontractor. By taking away the 550 it relieves -- it takes more time for me as an essential employee to get to work on a day-to-day basis. I mean, it adds an additional half hour or longer to my commute if you remove the 550. If that -- it's not an alternative for me to walk over a mile down to San -- down to Pacific Avenue 19 to take the new 450. I think that's the 9, which I need 20 to explain that Scott made an incorrect comment, that the 21 450 does not go to Harbor Gateway Transit Center. The 22 new plan says it's going to go to Harbor Freeway Station, 23 which is an inconvenience for a lot of people going in and out of San Pedro. If it needs to be implemented, which I don't necessarily recommend, it needs to go to -- into Harbor Gateway Transit Center. There is an additional comment that I need to know about the Valley. There's a line called 162, 163, which used to service from Orange Line or the Harbor -- North Hollywood station to the	8/20/2020	SBC PH
Ghasery Roamani	Metro Service Planning & Development: I have reviewed the NextGen Bus Plan proposed service changes for lines operating in the San Marino area and support the July 2020 plans. - The elimination of lines 78, 79 and 378 on Huntington Drive, replacing it with new Line 179. - The elimination of the Oak Knoll Avenue portion of line 258. We look forward to the implementation of the NextGen improvements. Thank you for the opportunity to comment. Best regards. Ghassan Roumani, MD	8/25/2020	email
Ghassan Roumani	Impressive efforts to achieve more efficient and improved services. Thank you Wayne. Ghassan Roumani	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Glenda Silva	<p>Good evening, On behalf of the Los Angeles World Airports (LAWA), we submit these comments for consideration for the Los Angeles County Metropolitan Transportation Authority's (Metro) NextGen Bus Plan proposed service changes. LAWA thanks Metro for providing the opportunity to comment on the proposed service changes. As Metro moves into the final stages of the Bus Plan Development, LAWA would like to ensure that Metro understands that any changes made to bus lines that service LAX, affects not only the over 56,300 LAWA and LAX badged employees, but also affects over 900 employers and millions of visitors who come to LAX and endure delays due to heavy traffic surrounding the airport. LAWA, in 2019 created a new Mobility, Strategy, and Planning unit charged with implementing LAWA's vision for short- and long-term goals and strategies to address and improve mobility at LAX. This group will lead LAWA's development of transportation policies, projects, programs, and partnerships to create a high-quality mobility experience for our employees, tenants, and passengers. LAWA is also implementing a Transportation Management Organization to offer alternative commute options to LAWA and LAX employees to reduce the dependency on single-occupancy vehicle use. These transportation programs rely on transit services provided by Metro and other local transit operators that serve LAX. The Draft Bus Plan indicates changes to two bus lines that directly service LAX. LAWA is requesting that Metro provide additional detail on the exact impacts of the changes to these two lines and provide guidance on modifications to these service changes if these, in turn, hinder the accessibility of transit to our employees, tenants, customers, and LAX-area employers: 1. Existing Metro Line 102 – Discontinue service to the LAX City Bus Center, riders to and from the LAX City Bus Center will have to transfer to the Big Blue Bus 3 or Culver City Bus 6 at the intersection of Manchester Avenue and Sepulveda Boulevard. Existing Metro Line 102 provides services from South Gate, Huntington Park, portions of South and West Los Angeles that include Leimert Park, View Park, Windsor Hills, Baldwin Hills, and Westchester to the LAX City Bus Center. Although we agree with Metro's determination that eventually riders coming to the airport via this line will have the option of a direct connection to LAX once the Automated People Mover and the Crenshaw/LAX Metro connector come online, if this change is implemented at the end of 2020, there is still a 2-year gap before this connection comes to fruition. Metro has indicated that boarding's at the terminus, which is the LAX City Bus Center, range between 60-100 boarding's per day, which we see as a substantial amount of boarding's that does not warrant discontinuation of services for the 1-mile section to LAX. We do not recommend discontinuing service in 2020 and rather delay the service termination to a mutually agreed termination date. 2. Existing Metro Line 625 – Discontinue service west of Imperial Highway/ Aviation Boulevard to be serviced by MicroTransit. Existing Metro Line 625 provides services starting at the Green Line Aviation Station, continuing along Imperial Highway and terminating at World Way West. LAWA appreciates Metro's consideration of using MicroTransit services for the replacement of Line 625. However, full consideration should be given to the fact that MicroTransit services are only part of a pilot program and is not a permanent service. Line 625 is a direct amenity for LAX-area employers along Imperial Highway and our own LAWA employees. In the event that the MicroTransit Pilot program ends and a permanent MicroTransit service is not implemented, Line 625 to World Way West should be restored. We are also concerned about the potential gap in services between the discontinuation of Line 625 and when the MicroTransit Pilot commences. A gap in service will disrupt an employee's public transit use patterns and may force them back into driving a vehicle. We appreciate your consideration of these issues in the final Bus Plan Development. We hope that Metro will work with LAWA to address the needs of those traveling to and from LAX.</p>	8/27/2020	email
Gracia Sandoval	<p>Support your bus drivers. They are human and they are what keeps your buses running. Treat them nice. Give them time to spend with their family. Provide them safety and career training. Don't put them in dangerous situations. Your workforce deserves to be invested on, and it will bring results. They also know more about these bus services than any of us. Don't forget them.</p>	8/22/2020	All-Region PH

Name	Comment	Date	Event/ Source
Hank Fung SCTA	<p>Dear Metro staff, The Next Gen subcommittee of the Southern California Transit Advocates has met over the past few months to review the recent Next Gen Metro changes and provide the following comments: DELAY CONSIDERATION OF NEXT GEN PROPOSALS UNTIL THE CURRENT DISEASE PANDEMIC HAS BEEN MITIGATED We all agreed that Metro's NextGen process should be halted temporarily until the disease pandemic is MITIGATED, and we can see what the long range effects are. It may be appropriate for Metro to make an isolated change here or there, but the general entire system revamp should wait until we see what long range conditions are. HOW MUCH SHOULD FARES BE ON THE FREEWAY ROUTES?: The Silver Line starts in El Monte, travels through downtown Los Angeles, and continues to San Pedro, near the Los Angeles harbor. Most of the route from downtown Los Angeles to the harbor is on a dedicated bus lane (or a bus lane which also accommodates toll road vehicles). The Silver Line has a higher fare than most other routes. In addition to providing express service between the suburbs and downtown, the Silver Line is also a no transfer, limited stop circulator between USC and Union Station, providing a one seat ride to the Coliseum, USC, Staples Center, and Convention Center from Union Station and the Civic Center. The group agreed that the Silver Lane fare should be reduced to the same level as the fares on the other routes. Similarly, for Line 501 and 577, these buses make multiple stops and do local traffic, and should not have a zone fare. Commuter express type operations such as the 489 would be better suited to be operated by a municipal operator such as LADOT. MORE BUS LANES: The group agreed that Metro should have more bus lanes. TRAFFIC SIGNAL PRIORITY The consensus of the group supported traffic signal priority for transit. The predominant opinion was that roadways should be prioritized at intersections where at least 10 buses per hour pass in each direction. However, priority for transit could be implemented on any bus or rail route. The Expo rail line and the Orange bus line should have signal preemption, where trains or buses can override traffic signals. LOS ANGELES ZOO and EAST SIDE OF GRIFFITH PARK: The NextGen proposal would eliminate the #96 route which takes an indirect route from downtown Los Angeles to the Los Angeles Zoo which is in Griffith Park. The group agreed that part of the #96 route should be kept. The #96 route should start at the Gold Line Cypress train station. The #96 route should go in a straight line from the Gold Line to the zoo. The #96 continues from the zoo on to the city of Burbank. The group agreed that portion of the route could be eliminated. The NexGen proposal would run the #501 route from the North Hollywood combined Red Line subway station/Orange Line busway station to the zoo. The group supported that idea. IMPROVE SERVICE BETWEEN NORTH HOLLYWOOD AND BURBANK: The group supports improving frequent service between the North Hollywood Red Line train/Orange Line busway station and downtown Burbank. The group suggests running frequent service on Burbank Boulevard and on Magnolia Boulevard. IMPROVE ROUTE #232 FROM LOS ANGELES INTERNATIONAL AIRPORT AREA TO DOWNTOWN LONG BEACH: Route #232 starts at Los Angeles International Airport. It travels south, down Sepulveda Boulevard and down Pacific Coast Highway. It goes through the cities of El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, and Lomita. It travels through the Los Angeles city neighborhoods of Harbor City and Wilmington. It intersects with the Silver Line at the Harbor Freeway's Pacific Coast Highway stop. It ends at the transit mall in downtown Long Beach. The group agreed that the #232 should run more frequently. The group agreed that Metro should study the possibility of putting rapid service on that route, and continuing local service to feed the Rapid Service. The group agreed that service should be run until midnight. The #232 connects with the Green Line. It makes a one block detour off of Sepulveda Boulevard to connect with a Green Line train station which is in the city of El Segundo. The group agreed to suggest that Metro study the possibility of cutting the portion of the #232 route which goes between the airport and the Green Line. DISAGREEMENT ABOUT TEMPORARILY STOPPING RAPID LINES TO BALANCE THE BUDGET The group agreed that Metro should have the option to TEMPORARILY eliminate the rapid lines if necessary, to temporarily fight the budget crisis that the disease pandemic is causing. The group agreed that Metro should not eliminate all rapid routes as a long range proposal. They said that Metro should keep those rapid lines which make a significant difference---those routes which transport many passengers for a long distance, and save them a lot of time. Currently, only three Rapid lines are being kept - the 720, 754, and (revived) 761. The group feels that Metro should evaluate those Rapid lines with longer than average trips - as was done in a</p>	7/2/2020	email

Name	Comment	Date	Event/ Source
	<p>recent Comprehensive Operational Analysis - and continue Rapid service on these routes. NextGen's own data shows that more Metro riders make longer trips/greater travel time savings, and have a greater propensity to abandon bus ridership. Keep rapids that have 25% longer trips than the corridor average and a 20% savings from local trips. One possibility is special schedules like the LADOT 534 between Downtown and Century City. Also, perhaps stop spacing could be widened like the old 920-Wilshire bus. The frequent local service should be a minimum with rapid bus service overlaid on top of it to serve longer distance, scheduled trips. For example, instead of a local bus running every 10 minutes, corridors with a high percentage of people riding at least 5 miles and at least 20% time savings over the local service should continue to have rapid buses, provided local frequency never drops below 15 minutes. This would provide good local service while having a few trips an hour for longer distance customers to plan appointments and work shifts around - similar to how many people plan to take commuter rail and express buses which may run much less frequently than light rail and local bus service, due to travel time savings. Certainly, the current Metro paradigm of 20-30 minute headway local service and 20-30 minute headway rapid service, uncoordinated with each other, needs to change.</p> <p>Specific corridors to continue rapids that the group believes should be examined include connecting the Wilshire and Vermont rapids to run from Westwood/Santa Monica to Athens, avoiding duplication with rail; and CSUN-Universal City via the current route of the 240. KEEPING LINE #218 ON LAUREL CANYON BOULEVARD. NextGen proposes to cut Line #218. Line #218 goes on Laurel Canyon Boulevard between Hollywood and Studio City, in the south San Fernando Valley. It provides an alternate when the Red Line experiences issues and saves multiple transfers. The majority of the group felt that Line #218 should remain. Members felt the portion of Line #218 which runs down Fairfax Avenue could be cut, since duplicate service runs down Fairfax. They advocated keeping Line #218 from the intersection of Santa Monica Boulevard and Fairfax Avenue to Studio City. OWL SERVICE The group felt that the owl service network should be studied extensively to provide good coverage of the Metro system while serving overnight hotspots. A separate report should be prepared analyzing the reasons why routes were selected, similar to the Owl Service appendix in the 2016 Comprehensive Operational Analysis. San Pedro and Compton lose owl service under NextGen. The Beverly Boulevard and Melrose Avenue owls are dropped to service Third Street, a relatively short distance to Wilshire Boulevard. On the other hand, a denser network of owls may be less necessary with the ability of Uber and Lyft to go door to door. While reducing owls, the group believes that existing owl routes should not be reduced unless it does not meet the 11 pph ridership criteria which is currently in place. Then look at expanding the network in a systematic manner. Is there a need for owls in south LA and north SFV which do not exist right now? Finally, look into gaps in the owl network, such as Sepulveda Pass and the South Bay (232 corridor), and owl service should serve major trip generators, like Cedars Sinai and LAX. ALIGN FEEDER BUS HEADWAYS AS MULTIPLES OF METRO RAIL HEADWAYS (especially when a bus line ends/begins at a Metro Rail station) The group feels this is a change that could significantly improve connectivity, and is important for frequent service routes and in the evening. Rather than a 12 minute headway rail line connecting to a 15 minute bus, spending additional resources to make it every 12 minutes would enhance connectivity. Similarly, during the evening hours, feeder buses to rail could operate every 40 minutes instead of every 30. EVALUATE OTHER GAPS CREATED IN SERVICE WHICH REQUIRE MULTIPLE TRANSFERS FOR CONNECTIVITY In addition to Line 218 over Laurel Canyon, which would require three or four vehicles to make a trip that currently takes one, NextGen has created gaps in service throughout the region which should be addressed. One example is Line 78 being "merged" with Line 79 to serve the Arcadia Gold Line station and Santa Anita Park. However, the connection with Foothill Transit Line 492 would be lost, and a transfer to a Santa Anita Avenue bus would be required. A continuous ride down Las Tunas/Live Oak is thus no longer possible. Either Foothill Transit Line 492 would need to be diverted to the Arcadia Gold Line, or Line 78 could still serve Santa Anita Park and the mall by operating east on Las Tunas, north on Santa Anita to serve the Arcadia Gold Line station, and then west to end at the mall. Other gaps in service to review: - Beverly Hills – no service west of Robertson (except on Wilshire and Santa Monica), no north south bus from Robertson to Overland - Using Chatsworth Street instead of Rinaldi for the 239</p> <p>COORDINATE FARES AND SERVICE CHANGES WITH MUNICIPAL OPERATORS</p>		

Name	Comment	Date	Event/ Source
	The experience Metro riders have with transferred service is often poor. Most non-Metro providers do not accept Metro passes. Technological advances, such as NextBus, are not implemented on many municipal operators. Schedules rarely connect, and service changes are done on individual operators timetables which result in once good connections being ruined. When transferring service, the group suggests that Metro passes be honored by the assuming agency, and that schedule changes be coordinated not just at point of transfer, but throughout the lifespan of the route. Sincerely, Hank Fung, Chair, Next Gen Subcommittee, Southern California Transit Advocates Members: John Andoh, Phil Capo, JK Drummond, Dominick Falzone, Charles Hobbs, Alek Friedman, Eugene Salinsky		
Hannah Flynn	This comment is intended for the Westside Central meeting, but the link to comment for that meeting is broken so I am submitting it here. Thank you in advance for making sure that this is filed correctly. The proposed reduction of service is shameful. It's an absolute step backwards for this city to act on climate, and to provide for our more vulnerable residents who are already in such precarious positions. We need more reliable bus service, not less. Thank you.	8/27/2020	GWC PH
Harriet Aronow	I live in Silverlake - a public transportation desert. Our only line in Atwater and Silverlake is the 201 (the 175 is very limited in schedule). The plan to abandon the 201 is WRONG. METRO should develop ridership in our neighborhood. Perhaps coordinate with LADOT to bring buses into our area and down to Vermont and Hollywood Blvd - before discontinuing the 201 - could be a solution. Youth and elderly bus users - WILL BE STUCK without the 201. Those of us who use the 201 to get to work - WILL BE STUCK without the 201. This is a lost opportunity to develop public transportation in an area where people WOULD CHOOSE public transportation if it were more available and more frequent.	8/25/2020	WSC PH
Helen Murphy	In favor of more bus shelters and real-time information	8/6/2020	Virtual Workshop
Helen Murphy	Want more buses on line 244 167 158	8/19/2020	SFV PH
Henry	Good job Metro staff! You actually looked at the comments and made adjustments to address the concerns. I'm also impressed by the amount of data available. It really helps, but riders' experience are still important. Now, more comments. Reducing 4-5 stops will hardly result in time savings, but can add hardship (a small percentage of riders, but still well over 100 on some lines). That's why a separate Rapid helps. It's fine to eliminate Rapids now, but try to find ADDITIONAL funding to reinstate some later based on data from NextGen. Regarding the stops: a) Consider places to cross the street. b) Be open to relocating stops to new locations. c) Be mindful of transfer points. Ex1) Ln70: Rural and Florence are near other stops, and have no crosswalks. Orange (1 block away) does. Consider replacing them with Orange. Ex2) Ln76: Garfield is a transfer point (MBL30). Don't make transfers hard; don't eliminate it. These are just examples. Please keep them in mind for the rest of the system.	8/4/2020	Virtual Workshop
Henry Cheung	Thank you for considering comments for NextGen. I have 3 comments. 1. Garvey currently has 70/770 service, a combined 13 trips per hour in the peak (~4.6 minutes). NextGen's frequency of ~7.5 minutes is a reduction in service, but comes with evening service every 10-15 minutes. The guide defines "evenings" as 7pm-12am. Can we expect 10-15 minutes until midnight? Line 70 is much slower than line 770 between Atlantic and Rosemead (contrary to published schedules). Will NextGen address this? 2. Northbound 266 currently stops at Rosemead/Whitmore. Most riders using this stop walk to Telstar. Can the Northbound stop be moved to Whitmore? 3. Line 78 should extend to Arcadia Mall for transfers.	8/6/2020	SGV PH
Henry Fung	Here are two minor changes to the NextGen routing that will provide better anchors for new routes. I would suggest to extend new Line 179 to Alhambra Hospital, ending at Main and Palm with a loop via Commonwealth and Fremont instead of ending at the desolate intersection of Huntington Maycrest. I would extend Line 258 to Highland Park at Figueroa and York to extend the route just one mile to provide better connections instead of laying over at a desolate golf course in South Pasadena. Ultimately NextGen should be postponed until after the pandemic as an 8% service cut does not meet NextGen principles, but these are changes should Metro continue on this course.	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Henry Fung	Metro needs to look at the elimination of direct service to the beach from the Black and Latino communities in South LA, Compton, and Long Beach. Especially in this era of recognizing racial injustice, equity is not served when inner city residents can't access recreation and jobs in predominantly White areas. Line 108, and 115 will end several miles short in Culver City and Westchester. Line 130 is transferred to Torrance Transit (at separate fare). Metro continues to frequently run to Venice, Santa Monica, San Pedro, and Long Beach, but either these are very crowded during the summer or are of low quality due to the presence of the port and breakwater. The equity officer must be involved.	8/26/2020	GWC PH
Henry G	I am a Metro subway/bus rider and there are not many bus lines available at Lincoln-Cypress train station and one has to encounter trash, overgrown shrubs, homeless encampments, a dark freeway onramp, grime-covered sidewalks, and graffitied walls when walking on Ave 26 to get to buses on Figueroa. Very dangerous with cars honking and driving too fast, nearly hitting us to go on the freeway. Very unsafe in the day and even more so at night. Metro doesn't take care of this transfer corridor for riders and the city neglects taking care of it too. There are also no bus shelters as well from busy cars. For this reason I choose uber to reach my final location with dignity after riding the train.	8/26/2020	WSC PH
Henry G	I am going to be inconvenienced going to the westside. 704 used to provide me a one seat ride from there to Union Station transportation center where I could make a short walk to many different connections. With the 4, I would have to get off at Vermont station or a Broadway stop to get to a Red Line Station, then connect at Union Station, and walk and wait even more than I used to getting to connections. I support the current 704 route for new Line 4. Please consider the connections people have to make to reach their final destination. Thank you.	8/22/2020	All-Region PH
Henry Lo	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Hilary Norton	We at FASTLinkDTLA wholeheartedly support the NextGen bus plan and its goals to increase and improve bus service countywide. Los Angeles is a world class county, and to continue to build a strong economy we need a bus network that connects Angelenos and increases their quality of life and access to jobs. FASTLinkDTLA supports not only an increase in high-frequency and efficient service but also capital improvements like the new Bus Only Lanes on 5th, 6th, Grand, Olive and Flower, as well as the BRT on Colorado Boulevard through Eagle Rock. We also support improvements to bus stops â€” lighting, transit stop quality, and safety.	8/27/2020	GWC PH
Hugo Castellanos	Bus line 489 should be discontinued due to the duplication of J line (silver) US-101, 76 (Valley BLVD), and 266 (Rosemead BLVD).	8/20/2020	All-Region PH
Hugo Castellanos	Bus line 489 should be discontinued due to the duplication service of J line (silver) US-101, 76 (Valley Blvd), 266 (Rosemead Blvd), 487	8/11/2020	email
Hugo Castellanos	Metro bus line 18 should be discontinued from Wilshire/Vermont- Wilshire/Western. Riders could take D line (purple), 20, or 720.	8/11/2020	email
Irene Cayton	Dear Sir or Madam: *Line 78/79/New Line 179, 378* I hereby request that Metro does not cut service of Line 79 from Huntington and Maycrest. It would be difficult to take another bus from this location going to Rosemead Blvd. and Huntington Drive. Huntington Drive and Maycrest is not a busy area and dark at night. It seems dangerous to wait for a bus at this location. If I miss the 489 from Downtown LA, my option is to take Line 79 going to Arcadia. The gold line is not an option for me as I still have to take Line 266 to Rosemead Blvd. and Huntington Drive. If Line 79 would end in Huntington and Maycrest, that would mean I have to take four buses (instead of three) to get home coming from work in West LA. Thank you for your consideration. Best regards, *Irene Cayton*	8/12/2020	email
Isabel Bronzina	I'm a senior citizen and regularly use these lines to get to the Sierra Madre Villa Station. I depend on it. Please consider the terrible impact on the older population. I have other neighbors who are elderly and depend on these lines just as much as I do. Thank you!	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Isabel Ramos	Why doesn't Line 260 continue its current route all the way down Atlantic to Artesia? Diverting Line 260 and Line 261 to the Rosa Parks/Willowbrook station wastes time and buses that could be used to preserve service elsewhere. Thank you for keeping Line 460 to Downtown LA. But wouldn't it be faster/more direct and save buses if you travel on I-5, instead of I-110 and I-105? I support the consolidation of Rapid and Local buses.	8/27/2020	GWC PH
Isabelle (Belle) Fluhart	Dear Sir and Madame, I tried to call on the phone, but had no success. I am 99 years old, born July 26, 1921. I live near Lakewood and Florence. My main buses are 266 and 111. I am able to travel with my walker and use the buses (Metro) to do my food shopping etc. I have an Access Pass. The 266 bus is ok. But the 111 bus that turns around at Garfield and goes back west, leaves me waiting at a bus stop 1 hour, to get to my grocery store and continue on my various errands. Please don't allow all those buses to turn around at Garfield. At 99 years old, to have to wait for an hour is a hardship and I shouldn't be required to endure.	8/23/2020	mailed
Isis Cortes	I live in Sierra Madre and count on both the 487 and the 268 to get me to wherever I need to go. I do not have a car and have to walk at least 7 blocks from my house in the Canyon to catch the 487 every day to take me grocery shopping, wash clothes, to the train station, etc. It is a necessity for me, not a luxury. Please do not cut this bus service. ISIS Cortes	8/19/2020	email
Isis Cortes	I live in Sierra Madre and I count on both the 268 and the 487 as my mode of transportation. I do not own a car and have to walk at least 7 blocks to get to my bus every day. It takes me grocery shopping, to the train station, to the laundromat, library and everywhere I need to go. I cannot do without it and I just can't believe you would completely bypass our city and leave us without mass transit. I cannot afford to take Lyft whenever I need to go somewhere. Please do not take our 2 buses away.	8/19/2020	SGV PH
Isis Cortez, Sierra Madre:	I just wanted to find out more about the micro-transit program and the difficulties in Sierra Madre and other areas. Thank you.	8/24/2020	SGV PH
J.K. Drummond	I too resent the loss of service on North Gaffey. There's no service to the D.M.V., no service to Target, which is our department store for San Pedro. No service to Home Depot, which is our major hardware store for San Pedro, no service to Kaiser South 14 Bay, which is on -- I think it's North Gaffey, or I guess 15 beyond Anaheim they have a different name like Vermont or Normandie. We definitely are sacrificing our service between Los Angeles and San Pedro due to the misplacement of the electric buses on the Silver Line. Those buses lack the short range. They should be on surface streets, and we need through service between San Pedro and Downtown L.A. The maps are inadequate, and they don't show the rail lines. They don't show the Amtrak throughway bus stations, which are actually not even on the current bus schedule. The Amtrak throughway buses serves San Pedro at the library, at the Cruise Center, and they also 3 serve the Alpine Village Center area. There's an Amtrak 4 throughway bus service there, and these intercity buses 5 are very important to those of us in the South Bay. 6 There are other Amtrak throughway buses, some of which are shown on your schedule and some of which are not. So San Pedro is being sacrificed. It's not at all clear why the Point Fermin bus can't go to Point 10 Fermin, why it has to stop at 22nd Street. That's the 11 246 Line, and this -- it's really a mess to most of us in the South Bay. Some of this is good. Some straight-lining is good, but in general, the South Bay 14 has gotten the shaft.	8/20/2020	SBC PH
Jacob Wasserman	Despite what was posted on The Source, this does represent a service cut. Given the need to social distance on buses, it is not acceptable to run only 80% of pre-pandemic service, even if ridership is down, not to mention that pre-pandemic service itself was inadequate. To get funds to sustain service on buses are ridden mostly by low-income travelers and travelers of color, money should be redirected from costly rail expansions that are slated to serve higher-income populations. Otherwise, Metro is failing to uphold its stated equity goals and reverting to the days when it was forced to settle its 1994 lawsuit over civil rights violations.	8/26/2020	WSC PH

Name	Comment	Date	Event/ Source
Jaime Hernandez	I take bus 108 East But the LAST STOP is in City of Pico Rivera and it takes me 2 1/2 hours to get to Whittier CA instead of 35 minutes. I would like this bus to go to Whittier CA and La Habra CA since they part of LA County AND do the same with other Buses I used my situation as an example for other Buses. Please let me know what you think, it's important to me. Please Email me at Jaimehouses@yahoo.com Thank you	8/20/2020	All-Region PH
James Stankunas	Hello there, I ride the 66 bus to and from work almost every day. Please keep it on 8th street. It's very convenient for me and the riders. The bus is always packed, so I know others will feel confused if the route is changed. Since the bus is always crowded too, it would be nice to have it run more often during peak times. Thank you. James Stankunas	8/8/2020	email
Jeanine Wiggins	We in West Hills, Winnetka and Woodland Hills, need more buses, more frequently than the current changes provide. They should run a minimum of every twenty minutes. Also, we need another bus stop closer to where I live, in West Hills. I have to walk a half a mile to get to the bus stop at Vanowen and Platt, from my home. There should be a bus stop at Highlander and Platt, as well.	8/19/2020	SFV PH
Jeff Chan	Eliminating Rapid system is a big mistakes, it will increase the travel time for riders, and more crowded buses. Also why there is not safety protocols being implemented to help keep riders healthy and safe while riding it? It should be the first priority right now other than some stupid changes that would make more crowding buses.	8/24/2020	SGV PH
Jennifer Wong	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Jerry Martin	I am very much opposed to seeing Line 154 being cancelled west of Sepulveda Blvd. I been relying on the 154 since 1981. To commute to and from Burbank and other places. The 154 connect me too. I do not like being forced to make transfers and to have a longer commute to other places. And I do not like having to be forced to be to take other service. To connect to my destinations. And much of the changes in the San Fernando Valley. Will hurt your ridership. Instead of getting you new riders. any of the lines in the SF Valley. Have been around and unchanged for nearly 35 to 40 years. You will have a major effect on everyone who uses these Lines. People do not like being forced to change buses.	8/19/2020	SBC PH
Jessica Barclay	I SUPPORT expanding bus service and oppose removing essential lines. The city should NOT pay rideshare services to subsidize the work that we can get done with good consistent bus service. No one should have to wait more than 10 minutes for a bus. Metro should re-consider its LAPD contracts and defund transit police in order to free up funding for increased service. Public transit should not have to operate at a profit. We must prioritize dedicated bus lanes to give buses an advantage over cars in traffic.	8/26/2020	WSC PH
Jessica Castellanos	I think that Metro NextGen has done an excellent job at improving the bus system. I've personally seen the changes impact the disability community. I look forward to continued improvements through the years. Thanks Metro!	8/24/2020	SGV PH
Joanne D'Antonio	In your new plan 761 bus has to turn right on Ventura from Van Nuys Blvd and left at Sepulveda. The old 234 and 734 just drove straight through on Sepulveda, a much quicker task. You have created a time delay problem at rush hour in this plan. I sent this in before, but I don't think anyone heard me. The new plan is not taking traffic issues in consideration. People avoid buses because "it takes too long", and this is not helping. I think the Reseda Blvd bus 240 needs to keep going to go out to Porter Ranch. There is a senior residential facility on Reseda, Aegis Living, that residents would be able to ride if the bus came out far enough. Glad for the half hour peak service on the 158 Woodman bus. Once an hour was difficult for connecting to Orange Line/G Line. Hopefully it will be even more frequent sometime in the future. Joanne D'Antonio	8/26/2020	email
joanne licher	Because the cost of money has gone up	8/24/2020	SGV PH
John Perry	I am writing to express my support for the NextGen plan. More frequent bus service is necessary and implementing the NextGen plan in full should be a chief priority of Metro moving forward. I do wish to see some sort of assurance that where Metro service is proposed to be replaced by other service providers, such as Foothill Transit or Pasadena Transit, that pre-pandemic service levels will be maintained by the new service providers.	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
John Slage	<p>In reading the entire booklet for the NextGen Bus Plan, I noticed that the Rapid Lines are being consolidated with the Regular Service Lines. For each of the line changes- it is often mentioned the consolidated bus lines will be running more frequently. For example: Lines 4, 704. More frequent line 4 to follow existing routes between downtown Santa Monica and Downtown LA. Then the next sentence states, More service frequency for all new line 4 stops (?) between Westwood and downtown LA. So, will the increased frequency be from downtown Santa Monica or from Westwood to Downtown LA.? Also, on all these changes, the travel time will increase dramatically. Especially, along Wilshire Blvd. The travel time from Downtown Santa Monica to Downtown LA will increase 30 to 60 minutes during rush hour in each direction. Line 14- Metro is proposing to eliminate Line 14 service West of Beverly Blvd and San Vicente that will eliminate any bus serve for those passengers to get from Pico Blvd up to Beverly Blvd, or back years ago, Metro eliminated Lines 3 service from Beverly Drive & Pico up to Sunset Blvd. This elimination has created a headache to get to Sunset Blvd. Now, to eliminate Line 14 service to Beverly Blvd will create another headache. New Line 617- will this be a regular bus or a vehicle similar to a van? Will this vehicle be accessed easily for seniors, people with wheelchairs and walkers? Metro will a new Line 617 with "more frequency during weekday midday and evening hours and new Saturday and Sunday Service" (?) But, this now line will only go as east as Cedar Sinai Medical Center! How will I connect to Line 16 service along West Third Street? Line 720- will only operate weekday peak periods only between downtown LA and Westwood! Then is too much passenger traffic on Wilshire for this line to operate at the new proposed hours. No change should be made to this line until the Purple Line is complete between Downtown LA and Westwood Blvd. Line 28- Will the increased frequency occur west of Fairfax Avenue? Also, the travel time will increase dramatically with the elimination of Line 728. And, will Line 28 travel to Union Station. Who wants to get off a bus at 7th Street and Main Street board another bus to Union Station? Please, do not eliminate Line 28 to Century City. Line 733, 33- With the elimination of Line 733 will increase the travel time between Venice Blvd (Downtown Venice) and downtown LA. Please, please do not eliminate Line 733. Line 105, 705- Please do not eliminate Line 75 service. This would increase the travel time. Line 150- This line 150 service on Sunday and holidays west of Reseda is pathetic. Currently, the buses only run every 45-60 minutes. RECAP: 1. Do not eliminate Line 720 service- and do not reduce the service. This Line is overuse. Heavy traffic on this Line to get to downtown to get to the beach, to get to businesses and entertainment in Downtown LA. Staple Center, Union Station, etc. Please wait until the Purple Line is running to Westwood Blvd. 2. There needs to be bus and/or train service from LAX to Downtown Los Angeles and from LAX to San Fernando Valley (Van Nuys Airport area or Burbank Airport) 3. There needs to be shuttle service between Union Station to the Greyhound Station. 4. Please do not eliminate the Rapid Lines. There needs to be more public discussion on all of these changes. When the Light Rail Service has adequately replaced these/or any Rapid Lines, then there should a discussion about eliminated the Rapid Lines. There needs to be service from Santa Monica to San Pedro area. Please keep me informed and updated on all of the proposed changes to Metro.</p>	8/27/2020	mailed
Jonathan Rieck	<p>I oppose the proposal to interline and terminate Lines 164 and 165 at Platt Av. To avoid a turnaround loop, the proposal would eliminate service that has been provided further west to Valley Circle Bl for over 50 years. Lines 164 and 165 were already interlined between 1975 and 2007, terminating at Valley Circle rather than Platt. The interlining was eliminated because ridership on the 165 was higher than on the 164, particularly after the Orange Line opened in 2005. Because of demand differences, interlining them again and having consistent headways may result in either too much service on Line 164 or too little service on Line 165. Interlining costs may end up outweighing the benefits.</p>	8/18/2020	SFV PH

Name	Comment	Date	Event/ Source
Jonathan Rieck	<p>Please see below for comments for the record on the NextGen bus plan: 1. For the benefit of domestic workers, students, seniors, and the general public, I support maintaining service on Topanga Canyon Bl/Mulholland Dr/Valley Circle Bl to Canoga Station as part of either the existing Line 169 or the proposed Line 645. This is a critical last mile link for the West San Fernando Valley area. I believe that Line 645 will become an even more important resource in the event that artificially low ride sharing fares (Uber/Lyft) evaporate in the future and the cost of those services becomes prohibitive for many. 2. I oppose the proposal to interline and terminate Lines 164 and 165 at Platt Av/Victory Bl. To avoid a one way turnaround loop, the proposal would require that another new bus layover zone be established on the opposite side of Platt Av as the present layover zone (to accommodate buses traveling West on Line 165 that would then travel East on Line 164) and would eliminate service that has been provided further west along Vanowen St and Victory Bl to Valley Circle Bl for over 50 years. This area may also suffer further cutbacks in service depending on the outcome of the Line 169/645 proposal. Lines 164 and 165 were already interlined between 1975 and 2007, terminating at Valley Circle Bl rather than Platt Av. The interlining was eliminated because ridership demand on Line 165 was higher than on Line 164, particularly after the G/Orange Line opened in 2005 and paralleled Line 164 for much of its route. Because of demand differences between Line 164 and Line 165, interlining them again and having consistent headways may result in either too much service on Line 164 or too little service on Line 165. The costs of interlining may end up outweighing the benefits of savings from eliminating the loop. Further, because the lines are parallel, there is little to no transfer activity between them, so the interlining proposal doesn't seem to achieve any other objective, other than merely eliminating bus service coverage. If Lines 164 and 165 must be interlined to eliminate the turnaround loop, I would suggest restoring the line change point to a homeowner-acceptable area near the prior layover zone on Valley Circle Bl to provide better service in West Hills (I believe there may have been complaints about the prior layover area, leading to the move to Platt). Alternatively, I would suggest maintaining the present one way loop in the area with the justification that service can be more cost effectively matched to demand now or in the future by keeping the lines separate. 3. I oppose the proposal to replace Line 152 with Line 162 on Fallbrook Av. I believe that there is some transfer activity between service on Sherman Way and Fallbrook Av, but the proposal would leave no alternative service on or near Roscoe Bl between Roscoe Station and Fallbrook Av and Fallbrook Av between Roscoe Bl and Sherman Way. Perhaps the 152 layover for two thirds or half of the trips can be Roscoe Station and the rest of the trips can go to Fallbrook Av/Ventura Bl. Or maybe the new 169 can operate to Roscoe Station instead of Canoga Station and then west along Roscoe Bl to Fallbrook Bl, terminating at West Hills Medical Center (if the 162 proposal is adopted) or Fallbrook Av/Ventura Bl (as an alternative to the 162 proposal). Using the 162 off of Sherman Way to service Fallbrook Av would erode the already minimal North-South travel options in the area. 4. I support the proposal to combine Line 150 with Line 245 along Topanga Canyon Bl, providing fewer inconvenient transfers for North-South travel in the West San Fernando Valley area. 5. I support the routing of the proposed Line 761 and the replacement of Line 744, which I thought was very duplicative with other service. I think that the proposed routing of Line 761 in Westwood, which appears to be similar to CE 573/SC 797/AV 786, is faster and superior to the current routing of Lines 734 and 788 in the area. However, the headways on new Line 761 seem to be insufficient to meet demand, even with articulated vehicles, during peak travel times when it is considered that the route will be replacing both Line 734 and Line 788 south of Ventura Bl. I would also suggest running some service via the I-405 freeway, bypassing Getty and Skirball, during weekday peak periods and nights when the centers would either be closed or there would be little travel to those destinations (other than perhaps workers specifically going there). The time savings for members of the public traveling between the Westside and San Fernando Valley could be significant; this was the impetus of creating Line 788 to begin with (the prior Line 761 was very slow, despite having few stops).</p>	8/18/2020	email

Name	Comment	Date	Event/ Source
Jose P	I'm writing to you because I am very concerned about bus service in my area and this plan which fails to serve my community. I frequently ride the silver line and am worried about the decrease in capacity due to electrification that this plan fails to address. With the electrification, the buses will be replace with smaller buses, 40 ft instead of 45 feet. The lower capacity will result in more capacity issues but there's no proposal to increase frequency but there is a plan to cut the San Pedro segment. Before Covid, the 45ft buses couldn't even handle the passenger loads. Why switch to smaller buses? Metro should consider keeping the 950 as is and only electrifying the 910 Silver Line.	8/24/2020	SGV PH
Jose Rodriguez	Don't need discontinue line 550 we need this route from USC/Exposition Park to San Pedro this is an express and limited service. Riders will not want to be transferring from local service to a local service. If Metro don't want to keep line 550 from USC/Exposition Park to San Pedro than transfer line 550 to LADOT Commuter Express.	8/20/2020	SBC PH
Jose Rodriguez	I just want to comment on the support line of Line 2. That's an excellent idea what you're trying to do with the Line 2, merge 200, but it will be more beneficial if we can also keep Line 200 the way it is because Alvarado and Hoover is a really, really busy area, and the 200 need service up north (unintelligible) and, yeah, (unintelligible) and Alvarado. It also will be better if you guys can merge 602 with Line 2 as well. So that will be from all 16 the way from Exposition U.S.C. to Pacific Palisades. It 17 will be a great idea better, and regarding the Rapid 18 service 704, 728, 757, to not be discontinued and 733 to not be discontinued either, and I hope I have time to read this, the following statement. I don't understand why NextGen Bus Plan is saying improving service while all this racism on Venice 23 Boulevard is going. Venice Boulevard has dropped a lot 24 of service. Before we used to have three lines. Before 25 we used to have Line 33, 34 and 333. Back in the day, there was a time where we used to have Line 33, 333 and 434. I will inquire to Metro to do some research, and you will see what I'm saying. It's not a lie, and it's totally true. That happened back in the day when we were having a better service. Three lines on Venice Boulevard and now you're trying to just have Venice Boulevard depend on Line 33? It's completely unacceptable, Metro.	8/26/2020	WSC PH
Jose Rodriguez	I oppose to the changes on lines 90, 91, 94, 96. We don't need those lines 290, 294, 296 they will not run the whole route to Downtown LA is UNACCEPTABLE. Please keep routes 90, 91, 94, 96. If routes 90 and 91 will no longer run from Downtown LA to Sylmar. Please talk to LADOT to run Commuter Express 409 in the morning rush hours from Downtown LA to Sylmar and in the afternoon rush hours from Sylmar to Downtown LA. I support the changes to lines 501 and 603.	8/19/2020	SFV PH
Jose Rodriguez	I support whatever you're trying to do on Line 2, 633, 501 and 603, and I oppose 79, 90, 91, 94, 96, 200, 264, 442, 487, 489, 550, 625, 950 and the Rapid elimination especially 704, 728, 733. We do need the Rapid service, and it looks like you guys are trying to eliminate Line 200. We need 21 Line 200. I understand what you're trying to do with 2.179 will not go all the way to Downtown L.A. So that's not really helpful, and regarding the 130, they should give it to one transit agency. Give the whole route either to Torrance Transit or to Long Beach Transit but only one transit agent. The 635, LAX employees needs that line to get their badges, and 264 you guys don't want it? Give it to Foothill Transit. 442, give it to LADOT if you guys don't want it, and as well 550. Thank you very much for all your time, and you guys have a great day, and thank you for the opportunity once again. Bye bye.	8/22/2020	All Regions PH
Jose Rodriguez	I want to comment this time on Line 130. I know you guys trying to transfer it to another agency, and that's good, but the only thing I would like to suggest is that you guys need to talk to Long Beach Transit and Torrance Transit and give it to the one that's going to take the whole route. Don't take half and half because for riders 130 doesn't run that often and Cerritos, and then waiting again in Artesia for the other bus. So just ask Long Beach Transit, and if they want to take the whole thing because the whole thing in Redondo Beach to (unintelligible). I don't agree with the part half to Torrance and half to Long Beach Transit.	8/27/2020	GWC PH

Name	Comment	Date	Event/ Source
Jose Rodriguez	I would like just to comment on the 79 and 179, 179 doesn't come to Downtown L.A. so it's not going to be helpful. Now, 284, if you guys cancel (unintelligible) 284, Duarte Road will have no service, and what about City of Hope? I don't know if you guys know that City of Hope is a really important hospital that cures cancer, and patients need that service. By the way, the only Metro bus that runs to City of Hope at this time is 264 to not be discontinued, and if you guys want to discontinue, transfer Line 264 to Foothill Transit please. Now, regarding 487 and 489 with 287 in Sierra Madre, the 487 to terminate wherever the 287 is going to start, don't leave that portion in (unintelligible). So whatever 487 going to end, there's part of 287 there, and 487 and 489 to be terminated in Westlake MacArthur Park Station because when I use those buses I take the 200. The 200 doesn't go to 7th and Metro Center. The 200 doesn't go to Union Station. Please do the right thing. And, now, the 450 is not really good. The 950 is the only one that take you all the way from El Monte to San Pedro. Please do the right thing, but canceling 264 is completely unacceptable, and what you're trying to do of taking the route on Wilshire Boulevard from Westlake MacArthur Park to 7th and Metro Center and the 47 and 49 is also unacceptable.	8/24/2020	SGV PH
Jose Rodriguez	I'm an LAX employee. I work at LAX for an airline, and this is completely, extremely unacceptable. You guys are seeking of discontinue Line 625. Where are employees are going to get those badges? We need the service to go to World Way West to renew our badges. The badge office is all the way behind the airport, and there's no other service. Just by saying that 232 and the 109, the beach bus, those don't go to the badge office. There's no other transportation. We need the Line 625, and if you guys don't 1 want to deal with it, give it to DASH for exact service 2 or maybe Commuter Express, but LAX employees need this 3 service. I'm not talking about what airlines only. I'm talking about TSA and other employees. Also, to not discontinue the Line 950. It's the only one that goes the whole route from El Monte to 7 San Pedro 450 and 910 will not run from El Monte to San Pedro, and Line 442, do not discontinue that great express service. If Metro don't want it, give it to LADOT to transfer that to a Commuter Express. People don't want to transfer from a local to a local. Thank you very much, and all of you have a great afternoon.	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Jose Rodriguez	<p>NEXTGEN BUS PLAN PROPOSED SERVICE CHANGES Green - Support the Proposed service change. Please continue with Proposed. Thank You great work from Metro. Blue - Neutral important information I provide to Metro to look into. Red - Oppose to Proposed of service change. Please disregard Proposed it will hurt riders, and will not help anyone at all. Proposed in Red are UNACCEPTABLE. Line 2 - Excellent Proposed this will be a great line from UCLA to Exposition Park/USC. I support this proposed 100%. It will be much better if line 2 will run from Pacific Palisades from Sunset and PCH to Exposition Park/USC and discontinue line 602. Merge lines 2 and 602. Line 33 - Excellent Proposed of the minor modification to serve Pico Station. Line 79 & 179 - This line should stay inline 79. Line 179 will not provide service from Downtown LA will not cover the whole route. Lines 90/91, 290, & 690 - Line 290 will not cover the whole route from Downtown LA to Sylmar. Lines 90 and 91 should run as today and forget about line 290 will do nothing for riders. Line 690 even worst is not doing anything for riders silly line that covers like 10% of what lines 90 and 91 do today. If Metro wants to do this change, talk to LADOT and encourage to add service on Commuter Express 409 in the morning rush hours from Downtown LA to Sylmar and the afternoon rush hours from Sylmar to Downtown LA. Lines 94, 294, and 794 - Line 294 is nothing don't help riders at all. Lines 94 and 794 should run the whole San Fernando Rd as today. Don't discontinue line 794, forget about line 294 is Trash. Lines 96 & 296 - Line 96 should stay running as today. Line 296 will not cover the whole route to Downtown LA. I live near Grand and Venice in Downtown LA so line 296 will not help me in anything. This route will lose ridership if turns to line 296 and doesn't provide service to Downtown LA. Line 126 - If Metro discontinue line 126, should have in mind very important that LADOT Commuter Express 438 and Highland Ave. will not be an option. Commuter Express 438 doesn't provide local service between Redondo Beach and El Segundo. Commuter Express 438 is on Express service to and from Downtown LA. Line 130 - If Metro wants to transfer line 130 to another agency please transfer the whole route to the same agency talk to Torrance Transit and Long Beach Transit who will take to whole line or nothing. Please don't do the same stupidity again, when Metro transfer line 270 give half to Foothill Transit and a half to Norwalk Transit that was Unacceptable. Line 175 & 182 - If line 175 will be discontinued, then line 182 should cover the whole route and end at St. Andrews and Santa Monica and not at Sunset and Vermont. Line 200 - Don't discontinue line 200. Alvarado St and Hoover St. have high ridership and will be better if Alvarado and Hoover get lines 2 and 200 to cover the rider's needs. Also have in mind line 2 will not provide service North Alvarado St and Sunset Blvd. Only line 200 will cover the portion of the route as today. Line 232 - I support the more frequent service. Line 264 - Don't discontinue line 264. Duarte Rd only has line 264 no other route runs on Duarte Rd. A portion of Altadena will have no service according to the information Metro provides on the Nextgen Plan Map and the worst thing Arcadia, Monrovia, and Duarte will not have service on Duarte Rd. City of Hope is one important hospital that tries to cure Cancer and riders need to be able to get to the hospital. Line 264 is the only Metro bus that provides service to City of Hope one of the best Cancer Hospital in the United States, so Metro needs to have more humanity. Metro has no right to cut the service for riders that had Cancer and need to get to the hospital for treatment. The best thing Metro can do is keep line 264 or transfer to Foothill Transit. Line 442 - Sending riders to transfer on a danger area should not be considered duplication. Riders ride Express service for a faster service not to be out there making transfers from one bus to another is Unacceptable. Keep line 442 in service or transfer to LADOT Commuter Express. Lines 487 & 489 - This is Unacceptable, first the East terminal of line 487 should be Arcadia Station. Line 287 will begin from Arcadia Station, otherwise, the portion from Sierra Madre Villa Station to Arcadia Station will not be cover and it will be Unacceptable. The West terminal should be Westlake/MacArthur Park for lines 487 and 489. If lines 487 and 489 end at 7th St./Metro Center will lose many other transfers and if end at Union Station will be worst more transfer will be lost and eventually, these lines will get discontinue like line 485 that was lost when started at Union Station less ridership. Line 501 - Proposed change to line 501 is excellent please continue with the change, but I think it should stop at LA Zoo every day of the</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
	<p>week. Line 550 - Metro is almost discontinuing the service on this line. This is how Metro wants to improve service? Metro is not improving anything here discontinue the line on Weekends and also cutting the line almost in half. We need line 550 from USC/Exposition Park to San Pedro. If Metro cannot keep this line the way it's today, please transfer line 550 to LADOT Commuter Express. Line 603 - Excellent Propose to re-route line 603 to provide service to the Glendale Metrolink/Amtrak Station. Also in favor of more frequent weekday midday service. Line 625 - This is Unacceptable that Metro wants and thinks about discontinue the only service that runs on World Way West where the LAX Security Badge Office and LAX Administration West Building are located at. Do Metro has even think how LAX employees will get their Badges? If line 625 gets discontinue will have a big impact on LAX and not only one or few airline employees will be affected. Airlines, TSA, Security Guards, LAX Police, Maintenance, and many other employees that require a badge will face a big problem trying to get their badge. It's a big Stupidity that Metro suggests "Nearest alternative bus service Line 232 and Beach City Transit Line 109. Line 232 runs on Sepulveda Blvd super far from World Way West is not on option, and BCT line 109 runs on Imperial Hwy and then turn south to the Beaches will not help. I strongly suggest to Metro to go check Pershing Dr. and will see not sidewalk available, can be dangerous it almost deserted. Metro is trying to put LAX employees in Danger it's Unacceptable. Please don't discontinue line 625 if Metro doesn't want this line transfer to another agency. LADOT for a Dash or Commuter Express maybe the best option. If not any agency that provides service into Aviation/LAX Station. Line 704 - Don't discontinue line 704, Santa Monica Blvd needs a Rapid Service. Line 4 has too many stops. Line 728 - Don't discontinue line 728, Olympic Blvd needs a Rapid Service. Line 28 has too many stops. Line 733 - Don't discontinue line 733, Venice Blvd needs a Rapid Service. Line 33 has too many stops. I don't understand why Metro says Nextgen Bus Plan is to improve service, that we will have more service. The truth is Venice Blvd has lost so much service throughout the years. Metro lets make some memory, please. For a while, Venice Blvd had running lines 33, 34, and 333. There was another time Venice Blvd had running lines 33, 333, and 434. Today Venice Blvd only has 2 lines, and now Metro wants to run only one line on Venice Blvd. I don't think this is improving the service. If Metro discontinue line 733, then bring back line 333. Line 757 - Don't discontinue line 757, Western Ave. needs a Rapid Service. Line 207 has too many stops. Line 950 - Discontinued line 950 is Unacceptable. Line 450 doesn't provide service to El Monte or Cal State LA, and line 910 will not go to San Pedro. Line 950 is much more important than either lines 450 or 910. Metro needs to think about riders that travel from El Monte to San Pedro. Thank You for looking into</p>		
Joseph Sterbinsky	I hope you can deliver on these frequency improvements. I don't see any planned, dedicated bus lanes in this plan, but if there are, I am against them. My experience is they make the streets so jammed, they increase the greenhouse gases emitted, in total by busses and cars, ultimately increasing global warming. I hope you have looked ahead at the traffic effects of the plan because the commercial-housing-transit centers in Culver City have created counter-productive messes. Thank-you.	8/26/2020	WSC PH
Josh Fruhlinger	I STRONGLY support implementing Nextgen as originally designed! We need MORE buses and LOWER headways on major bus corridors now more than ever. Cutting the absolutely essential services that working-class people use to get to crucial jobs in the midst of this disruption would be criminal. I love that we are expanding Metro Rail but I would much prefer seeing expansion delayed if necessary to keep current bus (and rail) service levels maintained.	8/26/2020	WSC PH
Joshua Kleinberg	We desperately need to expand and strengthen our transit system. We need financial and sustainable alternatives to cars. I am a taxpayer and I proudly use Metro.	8/19/2020	SFV PH

Name	Comment	Date	Event/ Source
Joyous Barva	<p>Good afternoon, I have some concerns over the changes in the NextGen Bus Plan, in the LA Harbor Area. I live near Vermont/Sepulveda in unincorporated Torrance, and I rely on the current 205 or 550 local bus lines to connect to the 910 Silver Line at Harbor Gateway Transit Center for frequent busway service to and from Downtown LA and for the rest of the Metro Rail network at 7th St/Metro Center and Union Station. I also live close to the Gardena line 2, however it stops running much earlier than the 205 and 550 so I rarely take that. In the new plan, the 205 does not serve Harbor Gateway Transit Center anymore, so I would need to connect to the new line 450 at Carson Station on the 110 Freeway via the 205. This would be fine, but the frequencies of the new line 450 are much less than the existing or NextGen 910. All the communities along the Carson, Pacific Coast Highway, and San Pedro Silver Line stops currently lack frequent access to Downtown and the rest of the Metro busway and rail network, since the existing 950 to/from those stations is not as convenient as the 910 from Harbor Gateway. This problem could be solved if current local bus lines such as the 205 continue serving Harbor Gateway, or the frequency of the new 450 is increased so riders from Carson, Wilmington, and San Pedro don't have to wait up to 30 mins in Downtown to come back home. I understand it is tough, I wonder whether the bus frequencies are low because ridership is low, or is ridership low because the frequencies make it inconvenient for those who have other options? I don't know, but I hope this explanation helps and I look forward to hearing how Metro can solve these problems in the coming months and years. Thank you, Joyous Barva</p>	8/27/2020	email
Juan Munoz	<p>I'm here for a few of the changes of the NextGen plan. For example, for the 256, cutting the line is not good into two different municipal operators and that Metro having (unintelligible). Before Covid me and my parents used to take the route between Pasadena to East L.A., but now with Pasadena Transit taking over the northern portion and continuing the southern portion to L.A., opposed to the Pasadena Transit portion to not be taken over. I want to keep the 256 between Altadena and Cal State University of Los Angeles. And also a minor change for B Line 30 should be extended to Union Station to have a better connection with the Metrolink and Amtrak, and that's all my comment</p>	8/24/2020	SGV PH
Juan Munoz	<p>My name is Juan Munoz and I'm sending an email about the change that I with minor modifications. Keep the full route 96 between downtown L.A and Burbank with a minor reroute in the loz feliz area via Rowena Ave, Hyperion Ave, Griffith Park Blvd, Loz Feliz Blvd, and then regular route Line 62,66, and 605 : keep these lines as they are and work with Montebello bus lines to see if they add service between Indiana and Soto streets since the route that duplicates 62 on Olympic has low ridership between Grande vista and Atlantic on Washington blvd to keep the current 605 cause traffic is bad at Soto/Olympic and line 66 to keep service on 8th street, but also in the East l.a area work with el sol to keep service on Olympic between Gerhart and Garfield Line 450: this line should operate like the old 445 with 7 day service between union station and san Pedro Line 256: Keep this line between CSULA and Altadena only do not give to Pasadena transit, only give it to commerce and line 256 should had replaced the 686 on Allen ave and the city of commerce should operate a minor reroute via 3rd, Arizona av, 6th street, Atlantic Blvd., Whitter Blvd to commerce center Lines 704,728,733,745: keep these rapids since they provide bus service on a one seat ride between union station and destinations outside of downtown Line 761: 15 minute service doesn't warrant stops between Ventura and sunset Line 130: keep this line do not give to Torrance or long beach transit should extend to Cerritos town center and keep that line 128 connection Line 202: give line to Compton transit and give line 205 a minor reroute to serve the shopping center via Greenleaf ave, Alameda st ,Artesia bl Line 134 and 602: operate outside service area should be given to big blue bus Line 258: should extend to highland park to better connect to lines 81, 182, and 256 Line 611: should serve Azalea regional shopping center Line 665: should be discontinued because of el sol duplicating the service Line 218: should be fully given to ladot Line 577: this line has always had low ridership even before covid and I believe local service could help along Durfee av, Studebaker rd, with service kept in Cerritos with a minor reroute near Cerritos college.</p>	8/22/2020	email

Name	Comment	Date	Event/ Source
Julia Morrow	<p>Dear Sir or Madam: I am frustrated when I try to use the TAP card on a bus or rail. For example, if I take my car in for repairs, the shop will have someone drive me home, but I am not able to use my TAP card to take the bus back to pick up my car. This is for two reasons. First, your organization removes whatever monies are left on my card if I haven't used the card in a while. Why? It is my money and should be there until I want to use it. Who is taking the money? Where is it going? Secondly, if I try to add money to the empty card using my computer and my credit card, I get this notice on your website: "The time for devices to recognize fare products added to your TAP card from our website varies: - Bus fareboxes: 2-3 business days - Bus Mobile validator: Up to 30 minutes. - Rail Station gates and validators: Up to 1 hour." Why can't I add monies to my card and immediately use the bus? I can't take the bus to pick up my car at the shop, because your system can't recognize that I've added monies for 2-3 business days. I have to use Uber, Lyft, or have a friend or neighbor drive me to pick up my car. Also, what is a "Bus Mobile validator"? And how on earth would I know if the bus I was wanting to board has one of these and therefore could actually see that I just added monies to the card? I wouldn't. This is why I drive whenever possible, and don't use metro.</p>	8/20/2020	email
Julie Frank	<p>Please keep the 218 bus line running every half hour, not every hour. It is the only way many low-wage employees can get to our neighborhood to work, and it places an unfair burden on them if the bus only runs hourly. These honest, working people's lives are already difficult enough. Please don't make it worse by limiting their access to their jobs.</p>	8/24/2020	WSC PH
Keir Milan	<p>I would like the NextGen plan to consider adding increased service along the Topanga Corridor that will connect with the Nordhoff BRT and Orange Line.</p>	8/19/2020	SFV PH
Kenda Il Kaufmann	<p>To whom it may concern, For the NextGen proposal, I would like to recommend the following three points. 1. Increase service hours 20% next year from 7 million to 9.4 million, instead of cutting post-pandemic service by 8%. Transit, like the post office is a public service, not a business. The goal should be to have a comprehensive bus network rather than taking away essential services from our most vulnerable communities in Los Angeles. 2. More bus lanes and signal priority. More people would take the bus if they didn't have to sit in the same traffic as car drivers. 3. Support the revised NextGen proposal to operate Line 222 from Barham and Cahuenga Blvd West to Burbank via Universal Station. This allows Metro to reallocate many revenue service hours currently wasted on duplicative segments in the gridlock of Hollywood Blvd and Highland Ave, while providing a faster and more frequent connection between Hollywood and Burbank by using the new connection at Universal Station. This also opens Line 222 to far more riders by serving Universal Studios and connecting to all the bus lines serving Universal Station. Thank you for your consideration on this.</p>	8/27/2020	email
Kenneth Scalir	<p>I wanted to urge whomever is making these decisions that Metro 150 needs to remain 24 hours and continue to offer owl service. Historically, all of Ventura Blvd. has had 24 hour bus service via Metro. Now it has been proposed the 240 will offer 24 hour service east of Reseda Blvd., but not the 150 west of Reseda Blvd. This is unacceptable. Please keep the 150 with 24 hour/owl service. Maybe the 240 can wait for the 150 when it goes east to Ventura and Reseda, and the 240 can continue the rest of the trip east on Ventura Blvd to Universal City. Likewise, when the 240 goes west on Ventura Blvd. late at night, the 150 can wait at Ventura and Reseda and take the remaining passengers west on Ventura Blvd. for late night trips. I work late nights in Woodland Hills, and live in Sherman Oaks. Losing 24 hour/owl service on the Metro 150 would be devastating to me and cause unbelievable hardship. All of Ventura Blvd, whether on the 150 or 240 must be served 24 hours a day and have owl service. Thanks for your time.</p>	8/24/2020	email

Name	Comment	Date	Event/ Source
Kenny Uong	<p>Hello. My name is Kenny Uong and I am a Metro rider from Glendale, CA. Here are my comments for the revised NextGen Bus Plan proposals: *San Fernando Valley* **Line 153* - consider keeping Line 153 service along Edison Boulevard in Burbank and Oxnard Street in North Hollywood to serve the Burbank Adult School, Valley Park, Vallarta Supermarket, and other places along that corridor. BurbankBus Orange Route already serves Burbank Boulevard between North Hollywood Station and Hollywood Way. *Line 158 - *consider directly serve the VA Hospital in North Hills. I've noticed veterans and hospital employees taking the current Line 167 and getting off at stops on the hospital campus. *Line 169 *- consider moving the eastern terminus from Saticoy St. & Lankershim Bl. to Vineland Avenue & Cantara Street in Sun Valley (the Sun Valley Recreation Center). *Line 183* - consider adding East Burbank (the area north of Glenoaks Boulevard) to the future MicroTransit program since there won't be transit service in East Burbank under the NextGen Bus Plan. *Line 222 - *consider keeping the southern leg of Line 222 along Barham Boulevard and the Cahuenga Pass to Hollywood/Highland B Line (Red) Station. This would keep service to Warner Brothers Studios and the hiking trails near Forest Lawn Drive. **Line 236 -* consider re-routing line to serve Providence Holy Cross Medical Center in Mission Hills. Route deviation via San Fernando Mission Boulevard, Sepulveda Boulevard., Rinaldi Street (where the hospital is located on), Laurel Canyon Boulevard, and then back onto San Fernando Mission Boulevard. *Line 237* - consider moving southern terminus from Woodley G Line (Orange) Station to Burbank Boulevard and Ventura Boulevard in Tarzana to maintain service on Burbank Boulevard. *Line 684* - consider moving northern terminus of the line from Eagle Rock Plaza to Glendale Adventist Medical Center via Verdugo Road & Chevy Chase Drive. *San Gabriel Valley* ** Line 179* - Consider moving western terminus of this line from Huntington Dr. & Maycrest Ave. to Huntington Drive & Monterey Road in El Sereno for a connection to Line 256. ** Line 686 - *Consider moving eastern terminus of this line from New York Dr. & Allen Ave. to Altadena Drive & Lake Street via Allen Avenue & Altadena Drive. *South Bay* ** Line 205* - Maintain service to Harbor Gateway Transit Center to provide connections to J Line (Silver) and more bus connections. *Westside/Central* ** Line 210 - *Consider moving the northern terminus to Wilshire/Western D Line (Purple) Station ** Line 610 - *Consider moving the southern terminus to Wilshire/Western D Line (Purple) Station *Line 665 -* Consider moving southern terminus of this line to Firestone A Line (Blue) Station via current Line 254 routing Thank you.</p>	8/23/2020	email
Krystal Yu	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Kurt Baldwin	<p>The Independent Living Center of Southern California urges Metro to maintain current service in the San Fernando Valley, including the 218 along Laurel Canyon, We are concerned that proposed service reductions in areas not served by other transit agencies along the perimeter of the Metro public transit system, including Laurel Canyon will negatively impact people with disabilities living in those areas, further limiting opportunities. Specifically, before Metro reduces service in an area, Metro should closely examine the communities that are going to be affected. Along with the statistical analysis of ridership propensity and inequity based on racial, economic, and other characteristics, Metro should examine other dynamics, especially being so close to the next decennial census data being available. Metro should examine the other dynamics, especially being so close to the next decennial census data being available. Metro should examine the communities affected for other groups that will be impacted, small business owners and their employees, community service providers, public housing developments, and important destinations like medical centers and Los Angeles County facilities. Additionally, is there is a predominance of other groups such as older adults, people with disabilities, domestic, health workers that live outside those areas but work within them that may be impacted and to look at why public transit ridership might be lower in that area, if it is. In example, issues like not having sidewalks, accessibility and other safety concerns that create barriers for people getting to the bus stop, including the bus stops usability and the usability of the bus schedule. Metro should also prioritize the residential and business area of a census tract when measuring demographics on a per acre basis (disability per acre for example.) In at least one census tract, in the north San Fernando Valley where Metro is considering to reduce service, there is a densely populated area, in a small portion of the acreage of the census tract, with undeveloped land making up the majority of the acreage. That residential area may be impacted by public transit to the same degree as a census tract that is completely residential, but it will have less people impacted per acre. In closing, as cost of living and other dynamics are pushing some residents out of densely populated areas, Metro should be looking closely at how to serve an expanding service area instead of contracting it. Thank you, Kurt Baldwin Independent Living Center of Southern California</p>	8/27/2020	email
Kurt Wong	<p>Hello San Gabriel Valley Service Council, My name is Kurt and I am a current student at Arcadia High School. I personally feel that the new Metro Nextgen plan leaves very little Metro Bus Service running though Arcadia. In terms of the removal of the 264 bus line, I notice that Metro states that there are many substitutes to use in lieu of the bus line in most of the cities, with the exception of Arcadia. Students that attend Arcadia High School use this bus line to commute from home to school along with the Arcadia Library, and I feel that removing this bus line will be doing a disservice to the AHS students along with those who take the bus to visit the Arcadia Public Library. Additionally, for the new 287 line, will the bus schedule during the weekdays better line up with Arcadia High School's start and end times because I notice that the current schedules have it so that students who commute to and from school usually have to wait long periods of time for the bus to arrive. Please try to make the bus schedules match up better with the surrounding schools start and end times. Thank You!</p>	8/26/2020	email
KYLE FINGER	<p>The all-day faster connection to Sylmar Metrolink on the 761 will be helpful. However, there are still duplicate sections on the next gen plan that should be examined. Metro duplicates Big Blue Bus along Wilshire and Santa Monica Blvd. The 460 duplicates the Green and Blue/Silver Line, so eliminate that segment and reinvest that service in other areas. Work with municipal agencies to offer simple, legible routes with good connections free from duplication. Eliminating this service would also reduce cost and VMT.</p>	8/26/2020	WSC PH
Laura Navar	<p>Dear Metro: LA County needs Transit to Parks. Sincerely, Laura Navar, LA resident & lover of nature</p>	8/27/2020	email
Laura Santos	<p>Dear Metro: LA County needs Transit to Parks.</p>	8/26/2020	email
Lautel Rodriguez	<p>I support more and better public transportation in California.</p>	8/19/2020	SFV PH

Name	Comment	Date	Event/ Source
Lawrence Tacto	To Whom it May Concern, Please do not shorten the route of the 550. Many people rely on the 550 to travel from the LA area to cities farther south than Harbor Gateway Transit Center. For example, two of my sisters and my cousin have relied on the 550 to get them to school, work, and home, for the past four years. In addition, my Aunt also relies on the 550 to get to her work every day. She is currently the only source of income for her family of five since her husband was furloughed due to the pandemic. The 550 has been critical for her family and my family by allowing us to get a college and high school education, allowing us to go to work to feed our families, pay rent, afford college educations, etc., and providing us with a safe and convenient means of transportation home from school and work every day. Please do not shorten the route for the 550, many people have come to rely on it. The route is great the way it is. Thank you for your consideration.	8/15/2020	email
Lena Tumasyan	Hello, I reviewed your changes and I have to disagree with some routes. First of all, you cut off the 222 and the 237 lines, so now there is NO BUS SERVICE along Cahuenga Blvd and Universal Studios. I strongly disagree with this! If anything, I think you need a more frequent shuttle that runs between Hollywood and Vine, Hollywood and Highland, and Universal along Cahuenga. There are a LOT of businesses in the area that have almost no parking, and bus is the best way to go. Please provide public bus service to help connect Hollywood to the Valley. Right now the only option is the Red Line, but it misses all the business on Cahuenga. Thank you. - Lena, Hollywood CA	8/19/2020	SFV PH
Lena Tumasyan	I STRONGLY DISAGREE with removing the "off peak" bus for the Western Ave 757 bus line. I know you're adding more 207 busses, but Western Ave is soooo very long. And I have indeed taken it from Hollywood Blvd to the Green Line Station, and that bus ride on the express bus only took 1 hr whereas on the local bus would have taken almost 3 hours. I have ridden myself the Western Ave bus 757 and 207 from Hollywood Blvd all the way to Green line station during peak and off peak, so I am speaking from EXPERIENCE, beginning to end of line, we need full day express service. Western Ave is one of the main NORTH-SOUTH thoroughfares for bus riders in Los Angeles (along with LaBrea, and Vermont).	8/19/2020	GWC PH
Leslie Yick	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Leticia Martinez:	I'm calling regarding actually two concerns I have with the NextGen. I actually -- I'm a user and Metro driver. I used to -- Metro rider. I used it to and from work almost every day when I was actually going to work. I did go to a NextGen one before all this COVID stuff happened, and one of the things that they were saying is they would cancel 414. I didn't hear anything about that today, which concerns me very much because in order for me to be able to go back to work when we're not being able to telecommute anymore, I really need that bus. So I would go from one bus to like I would have to be taking three or four. So that concerns me very much. I'm hoping that you guys would consider not canceling that bus and put it back. I know it's not running right now, but I'm hoping that you guys would have regular meetings and discuss it and that you do do it in the correct way not like this. So I'm hoping that you guys don't cancel that. My other concern was the 40. This would -- you're saying, from what I understand, that you would not -- it would not be going to the South Bay Galleria anymore. That would truly affect my mother who's in a walker. She was able to take that because she doesn't have to transfer a lot, and to be able to go there or other, you know, things down Hawthorne Boulevard, whatever, to do things that she has to do so she would be able to get out. Unfortunately, she would not be able to do that anymore because she would not be able to transfer, 1 you know, at any train area or to another bus. That would not be -- she would not be able to do that. So I'm hoping that -- and that bus is very crowded. So that would be something that I would ask you to please reconsider, and getting back to the 442, I would ask that you consider thinking about not canceling that bus.	8/22/2020	All Regions PH
Lili Ye	I oppose the plan to cut service, especially on the 268. There very few means for people to access those areas of SGV. Furthermore, the weekend frequency is once an hour, which is pathetic since it doesn't even come on time. It should come at least once every half hour to make up for the lack of punctuality. Metro has a BILLION dollars to fund cops to harass their customers at subway stations to try to recuperate \$1.75. Please put your budget to actual good use by restoring proper service back to the 268 (and while we're on the topic, the 344) and increasing the weekend frequency. Nobody can get a transfer when the buses come once an hour. This plan sucks, propose something better.	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Liliana Griego	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Linda Caban	In the interest of the NextGen program, I recommend that lines 256 and 83 be rerouted to continue on Figueroa and CEASE TO OPERATE ON MONTE VISTA STREET. What begins on Figueroa should stay on Figueroa. Monte Vista is a residential street that is adversely affected by the substantial noise of the buses stopping and accelerating every two blocks. Both the 256 and 83 have very low ridership through the Monte Vista section of their routes. Moving these lines to Figueroa should have minimal impact on the local community, as Figueroa is a short two blocks away, with the Gold Line in between. We want speed humps to make Monte Vista safe and the buses are preventing this,	8/22/2020	All-Region PH
Linda Caban	Public Comments for ALL REGIONS public hearing for Saturday, August 22, 2020. In the interest of the NextGen program, I recommend that lines 256 and 83 be rerouted to continue on Figueroa and CEASE TO OPERATE ON MONTE VISTA STREET. What begins on Figueroa should stay on Figueroa. Monte Vista is a residential street that is adversely affected by the substantial noise of the buses stopping and accelerating every two blocks on this stretch. In addition, due to a problem with speeding cars on Monte Vista, there is a strong desire within the community to install speed humps, but these will not be allowed on a bus route. The buses stand in the way of making this a safer street for pedestrians. Both the 256 and 83 have very low ridership through the Monte Vista section of their routes. Moving these lines to Figueroa should have minimal impact on the local community, as Figueroa is a short two blocks away, with the Gold Line in between. Access to public transportation will still be alive and well after this change is made. Thank you.	8/15/2020	email
Lisa Cain	Please do not eliminate this line. Eliminating lines that connect the metro with residential areas will reduce use of mass transit, as well as hurt inner community access for so many. Those most impacted will be seniors, individuals with disabilities, students, etc.	8/24/2020	SGV PH
Lisa M. Snyder	The next gen calculations don't work ... they continue to show line 734 in a trip from the valley to Westwood, instead of the new/old 761	8/20/2020	Virtual Workshop
Liz Strong	I would like to see the many buses relocated from residential street Monte Vista to Figueroa in 90042. There are very few, if any riders on these buses, which is a Warsaw of our tax money. T Homes are very close to the street.	8/22/2020	All-Region PH
Lorenzo Mutia	"761-- ridership south of the G/Orange drops, consider having every other trip use the fwy (use 101 on/off ramp at Van Nuys Blvd, interchange at 405, enter/exit at Getty Ctr Dr). Or keep peak 788 with or without modified route above. -N 158- good to hear Woodman has 30 min service, but consider providing peak service to Sepulveda Middle School (Plummer / Sepulveda) -N 167--limited to 60 min service throughout, is there a way to increase service for eastern part? Layover at Arleta / Van Nuys? Layover/Stop at Sepulveda / Devonshire via Tuba & Langdon (would mean removing street parking) - 169-- Can service be retained on Chase? Places will lose direct service: -northern end of Panorama Plaza, Plaza Del Valle, Post Office, Chase Elementary / Park, 99 Cents Only Store -Even if this means peak-only service (6-9am, 3-7pm) for Chase. Are cost savings using Roscoe enough to lose service on Chase? -218-- consider extending line to service Laurel Canyon G/Orange Line Station	7/17/2020	Virtual Workshop
Lorenzo Mutia	Do not cut bus service if you want Nextgen to really work. A 20 percent cut would be disastrous for the bus riders of the region. Where is the equity in such cuts, when riders are predominantly Black and people of color, working-poor, without alternatives? Also, please widely publicize Nextgen. Posters in neighborhoods with high transit use, phone lines in more languages than English and Spanish, TV as campaigns-- we cannot afford to have the most vulnerable left uninformed and without a ride. There should be pop-up meetings in areas that need this information.	8/22/2020	All-Region PH

Name	Comment	Date	Event/ Source
Lorenzo Mutia	Just wanted to voice my concern about removing the bus stop at Roscoe and Wakefield in Panorama City. The nearest stops are Roscoe / Van Nuys and Roscoe / Hazeltine, which are lengthy walks. If the issue is access to a crosswalk, as is with many of the stops slated to be removed for the 152, I would hope LA City could be pushed to put a crosswalk at Wakefield (if they could access any money left from improving this stretch of Roscoe Boulevard for safety). The rest of the stops on Roscoe that need to be removed have under 10 ons/offers, and I'm inclined to support removal. However, I hope you consider access to shade in the stops' walksheds. The Valley can be oppressively hot and shade hard to find. I know Roscoe / Canterbury and Roscoe / Sparton have little shade. The latter stop isn't too far from Roscoe / Nagle, while the former is a somewhat long, shadeless walk with fast-moving traffic around.	7/20/2020	Virtual Workshop
Lorenzo Mutia	Just wanted to voice my concern about removing the bus stop at Roscoe and Wakefield in Panorama City. The nearest stops are Roscoe / Van Nuys and Roscoe / Hazeltine, which are lengthy walks. If the issue is access to a crosswalk, as is with many of the stops slated to be removed for the 152, I would hope LA City could be pushed to put a crosswalk at Wakefield (if they could access any money left from improving this stretch of Roscoe Boulevard for safety). The rest of the stops on Roscoe that need to be removed have under 10 ons/offers, and I'm inclined to support removal. However, I hope you consider access to shade in the stops' walksheds. The Valley can be oppressively hot and shade hard to find. I know Roscoe / Canterbury and Roscoe / Sparton have little shade. The latter stop isn't too far from Roscoe / Nagle, while the former is a somewhat long, shadeless walk with fast-moving traffic around.	7/29/2020	Virtual Workshop
Lorenzo Mutia	Nextgen must be truly prioritized by Metro in the budget if it is to be successful. Tentative plans to cut bus service by 20 percent go against what Nextgen is supposed to do. Treat bus riders the same way you do rail riders, treat Nextgen as a high-priority capital project and fast-track this instead of being myopic and focusing on the handful of rail projects relevant to the 2028 Olympics.	8/19/2020	SFV PH
Lorna Paisley	Dear Metro: LA County needs Transit to Parks. Sounds like a wonderful Idea to me. The people could really use something like this right now. Lorna Paisley 6952 Balboa Blvd Lake Balboa 91406	8/27/2020	email
Luis Aquino	Extend Line 10/48 from Avalon Station to Future Wilshire/La Cienega Purple Line Station for the Metro NextGen Service Change in Early 2021. You guys all need talk about it during the service council board meeting this month coming up. You guys all need to work on extending Line 10/48 to Future Wilshire/La Cienega Purple Line Station.	8/4/2020	email
Luis Aquino	Extend Line 14/37 from Washington/Fairfax Transit Hub to Future Wilshire/La Cienega Purple Line Station for the Metro NextGen Service Change in Early 2021. You guys need to work on that for the service council board meeting coming up this month and talk about extending Line 14/37 to Future Wilshire/La Cienega Purple Line Station that would be a great idea.	8/4/2020	email
Luis Aquino	Extend the brand-new Line 111 from Norwalk Green Line Station to Aviation/LAX Station for the Metro NextGen Service Change in December You guys all need to talk about it and make a lot of plans to extend the brand-new Line 111 to Aviation/LAX Station I hope you will work on that and to talk about it during the Service Council Board Meeting this Thursday August 20th	8/17/2020	email
Luis Aquino	Extend the brand-new Line 180 from Pasadena City College to La Cienega/Jefferson Expo Line Station. The brand-new Line 180 needs to more high frequency service due to high ridership. Extend the brand-new Line 251 from Long Beach Blvd Green Line Station to Glendale College. Extend the brand-new Line 258 from Paramount to Glendale Galleria. The brand-new Line 258 will add a weekend service. Renumbered Line 685 to Line 251.	8/14/2020	SGV PH
Luis Aquino	Extend the brand-new Line 211 from South Bay Galleria to Westwood/UCLA. The brand-new Line 211 needs to add an all-day service and to add a weekend service for the Metro NextGen Service Change in December 2020. You guys all need to talk about it and make a lot of plans to extend the brand-new Line 211 to Westwood/UCLA and to add an all-day service 7 days a week I hope you will work on that and talk about it during the Service Council Board Meeting tomorrow Thursday August 20th.	8/19/2020	email

Name	Comment	Date	Event/ Source
Luis Aquino	Extend the brand-new Line 215 from South Bay Galleria to Future Wilshire/Rodeo Purple Line Station. Line 215 will need to add an all-day service 7 days week that includes adding a weekend service. Line 215 will serve Culver City Howard Hughes Center and Westfield Culver City Mall (Culver City Transit Center) to replace discontinued Line 217 via Inglewood Ave, Sepulveda Blvd, La Cienega Blvd and Beverly Dr. The brand-new Line 232 will extend from Downtown Long Beach to Aviation/LAX Station. Line 344 to be renumbered to Line 217 which it will continue route service from Harbor Gateway Transit Center to Rancho Palos Verdes.	8/14/2020	SBC PH
Luis Aquino	Extend the brand-new Line 232 from Downtown Long Beach to Aviation/LAX Station for the Metro NextGen Service Change in December 2020 You guys all need to talk about it and make a lot of plans to extend Line 232 to Aviation/LAX Station	8/17/2020	email
Luis Aquino	Extend the brand-new Line 258 from Paramount to Glendale Galleria. Line 258 will be coming from route service on Fremont Ave then to Mission St then to Pasadena Ave then continued on York Blvd then to Figueroa St then to Cypress Ave then continue on Eagle Rock Blvd then to Colorado Blvd then continue on Colorado St (Replace discontinued Line 183) in Glendale then to Columbus St then to the end of the line at Glendale Galleria via Colorado St, Fremont Ave, Eastern Ave and Garfield Ave. Line 258 needs to add a weekend service for the Metro NextGen Service Change in December 2020. You guys all need to work on extending Line 258 to Glendale Galleria to serve Colorado St (replace discontinued Line 183) I hope you have a lot of plans and talk about it during service council board meeting this month coming up.	8/4/2020	email
Luis Aquino	Hi Good Afternoon, Extend Line 117 from Lakewood Blvd Green Line Station to Aviation/LAX Station for the Metro NextGen Service Change in December 2020. Line 117 will keep going straight on Century Blvd between Central Ave to Alameda St then continue straight on Tweedy Blvd to regular route to Lakewood Blvd Green Line Station. Discontinued route service on Central Ave, 103rd St, Alameda St and Martin Luther King Jr. Blvd. You guys all need to talk about it and make a lot of plans to extend Line 117 to Aviation/LAX Station I hope you guys will talk about it during the Service Council Board Meeting this Thursday August 20th	8/17/2020	email
Luis Aquino	Hi Good Afternoon, Extend Line 92 to Downtown LA Broadway and Venice. Line 92 needs to add a frequency service every 20 minutes Monday through Friday and every 30 minutes on the weekends due to a passenger demand for the Metro NextGen Service Change in December 2020. You guys all need to talk about it and make a lot of plans about extending Line 92 to Downtown LA Broadway and Venice and to add more frequency every 20 minutes Monday through Friday and every 30 minutes on the weekends I hope you guys all will talk about it during the service council board meeting for tomorrow Wednesday August 19th.	8/18/2020	email
Luis Aquino	Hi Good Afternoon, Extend the brand-new Line 102 from Maywood (Slauson and Atlantic) to Aviation/LAX Station for the Metro NextGen Service Change in December 2020 You guys need to work on that and make a lot of plans to extend the brand-new Line 102 to Maywood (Slauson/Atlantic) and to extend the brand-new Line 102 to Aviation/LAX Station and talk about it during the Service Council Board Meeting this Thursday August 20th.	8/17/2020	email
Luis Aquino	Hi Good Afternoon, Extend the brand-new Line 154 from Downtown Burbank Metrolink Station to Porter Ranch via Oxnard St. Line 154 needs to add value weekend service for the Metro NextGen Service Change in December 2020. You guys all need to work on that and make a lot of plans to extend Line 154 to Porter Ranch and to add a weekend service for Line 154 I hope you all are going to talk about it during the Metro NextGen Service Council Board Meeting on Wednesday August 19th that's my requests.	8/17/2020	email

Name	Comment	Date	Event/ Source
Luis Aquino	Hi Good Evening, Extend the brand-new Line 215 from South Bay Galleria to Future Wilshire/Rodeo Purple Line Station. Line 215 will be coming from route service on Inglewood Ave then to Imperial Hwy then to Aviation Blvd then to serve Future 96th/Aviation Station (opening in 2023) then to Manchester Ave then to Sepulveda Blvd then to serve Culver City Howard Hughes Center (Replacing discontinued Line 217) then back to Sepulveda Blvd then to serve Westfield Culver City Mall (Culver City Transit Center) then to Slauson Ave then back to Sepulveda Blvd, then to Green Valley Circle then to Centinela Ave then to La Tijera Blvd then to La Cienega Blvd (Replacing discontinued Line 217) then continue on Fairfax Ave then to Venice Blvd then to National Blvd then to Castle Heights Ave then continue on Beverwil Dr then to Pico Blvd then to Beverly Dr (Replacing Line 14/37) then to Wilshire Blvd then to the end of the line at Future Wilshire/Rodeo Purple Line Station via Inglewood Ave, Sepulveda Bl, La Cienega Blvd, Beverwil Dr and Beverly Dr. Line 215 needs to add an all-day service and to add a weekend service for the NextGen Service Change in December 2020.	8/18/2020	email
Luis Aquino	Hi Good Evening, Extend the brand-new Line 258 from Paramount to Glendale Adventist Medical Center (to replace discontinued Line 201). Line 258 will become Chevy Chase Dr route (to replace discontinued Line 183 and 201). Line 258 needs to add a weekend service due to passenger demand.	8/15/2020	email
Luis Aquino	Hi Good Evening, Extend the brand-new Line 258 from Paramount to Glendale Adventist Medical Center (to replace discontinued Line 201). Line 258 will become Chevy Chase Dr route (to replace discontinued Line 183 and 201).	8/30/2020	email
Luis Aquino	Hi Good Evening, Introducing to the brand-new Line 153 route service from Downtown Burbank Metrolink Station to Tarzana via Burbank Blvd. The brand-new Line 153 needs to add a weekend service for the NextGen Service Change in December 2020 You guys need to work on introducing to the brand-new Line 153 route service from Downtown Burbank Metrolink Station to Tarzana (to replace Line 154) and to add a weekend service	8/18/2020	email
Luis Aquino	Hi Good Evening, Introducing to the brand-new Line 177 route service from Burbank to City of Hope. Line 177 will become the Colorado St route in Glendale (to replace discontinued Line 183) and Walnut St/Foothill Blvd (to replace discontinued Line 264) route in Pasadena. Line 177 will serve Sierra Madre Villa Station and it will still remain as a bus contractor (Transdev). The other reason I'm writing my requests it's because Colorado St in Glendale needs to run a bus 7 days a week, Walnut St and Foothill Blvd in Pasadena they need to run a bus in one of these areas in Pasadena that's my requests and my input.	8/23/2020	email
Luis Aquino	Hi Good Evening, Lines 28 and 728 to merge with Line 28 to extend the brand-new Line 28 from Century City to Downtown LA Union Station. The brand-new Line 28 needs to add more higher frequency due to high ridership for the Metro NextGen Service Change in December 2020. You guys all need to talk about it and make a lot of plans to extend the brand-new Line 28 to Downtown LA Union Station I hope guys all need to talk about it during the Service Council Board Meeting next Wednesday August 26th	8/17/2020	email
Luis Aquino	Hi Good Evening, Renumbered Line 685 to Line 251. Extend the brand-new Line 251 from Long Beach Blvd Green Line Station to Glendale College via Soto St and Verdugo Rd 7 days a week The reason I'm writing my input it's because Verdugo Rd needs to run a bus and that street needs to run a bus on the weekends and holidays that's my requests. You guys need to talk about it and make a lot of plans to extend the brand-new Line 251 to Glendale College during the service council board meeting next week.	8/15/2020	email
Luis Aquino	Introducing to the brand-new Line 153 route service from Downtown Burbank Metrolink Station to Tarzana via Burbank Blvd. Line 153 will need to add a weekend service. The brand-new Line 154 will extend from Downtown Burbank Metrolink Station to Porter Ranch Line 154 needs to add a weekend service. Line 155 will replace Line 183 on Magnolia Blvd Line 169 will remain the same from Canoga Station to Hollywood Burbank Airport. Line 169 will add a weekend service. Discontinued Line 183 due to low ridership Introducing to the brand-new Line 645 route service from Canoga Station to West Hills Medical Center. I hope you guys will work on that during the service council meeting	8/14/2020	SFV PH

Name	Comment	Date	Event/ Source
Luis Aquino	Line 251 needs to from Lynwood Long Beach Green Line Station to Glendale because Verdugo Rd needs to run a bus especially on the weekends, Verdugo Rd residents doesn't feel like walking especially when it gets very hot in the summer and when it's raining in the fall and winter. Verdugo Rd needs to run a bus on the weekends and holidays. Line 251 will be running from regular route on Avenue 26 then to Figueroa St then to Cypress St then continue on Eagle Rock Blvd then to Verdugo Rd to Glendale. Line 251 will be extending to Glendale Community College on the weekdays. Line 251 will be extending to USC Verdugo Hills Hospital in Glendale on the weekends and owl service. I hope you all have a lot of plans to extend Line 251 from Lynwood Long Beach Green Line Station to Glendale for the NextGen. Kind Regards God bless you Metro Staff Your Metro Customer, Luis	7/8/2020	email
Luis Aquino	Line 28 needs to extend from Century City to Glendale Galleria for the NextGen. Line 28 route service to Eagle Rock Plaza will be replaced by the brand new Line 684 route service to Cypress Park Gold Line Station. Line 28 will continue to serve Eagle Rock Plaza while Line 28 extends to Glendale Galleria. Colorado St in Glendale needs to run a bus especially on Sundays and holidays. My e-mail address is luisaquino2230@gmail.com I will be alert with your e-mail tomorrow morning Keep me posted Kind Regards God bless you Metro Staff Your Metro Customer, Luis	7/8/2020	email
Luis Aquino	Renumbered Line 217 as Line 180 Line 180 needs to extend from Pasadena to La Cienega/Jefferson Expo Line Station for the NextGen. Line 180 has a high ridership. Service South of La Cienega/Jefferson Expo Line Station to Culver City Howard Hughes Center will be replaced by the brand new Line 215 via La Cienega Blvd and Inglewood Ave. Kind Regards God bless you Metro Staff Your Metro Customer, Luis	7/8/2020	email
Luis Aquino	The brand-new Line 211 will extend from South Bay Galleria to Future Century City Purple Line Station. The brand-new Line 211 needs to add an all-day service and to add a weekend service for the Metro NextGen Service Charge at least Early 2021. You guys need to work on that during the service council board meeting this month and to talk about it and have plans to extend the brand-new Line 211 to Future Century City Purple Line Station.	8/4/2020	email
Luis Aquino	The brand-new Line 215 will extend from South Bay Galleria to Future Wilshire/La Cienega Purple Line Station. Line 215 will run into regular route on Inglewood Ave then to Imperial Hwy then to Sepulveda Blvd then to 96th Street to serve LAX City Bus Center then back on 96th Street then back on Sepulveda Blvd then to Center Drive then to serve Culver City Howard Hughes Center (to replace discontinued Line 217) then to Howard Hughes Parkway then back on Sepulveda Blvd then to serve Culver City Transit Center then to Slauson Ave then back on Sepulveda Blvd then to Green Valley Circle then to Centinela Ave then to La Tijera Blvd then to La Cienega Blvd (to replace discontinued Line 217) then continue on Fairfax Ave then to Venice Blvd then to Motor Ave then to Pico Blvd then to Beverly Dr then to Wilshire Blvd then to the end of the line at Future Wilshire/La Cienega Purple Line Station via Inglewood Ave, Sepulveda Blvd, Green Valley Circle, La Cienega Blvd, Motor Ave and Pico Blvd. Line 215 needs to add an all-day service and to add a weekend service.	8/4/2020	email
Luis Sancez	"The bus line 18 should discontinue from Wilshire/Vermont to Wilshire/Western. Passengers could just take bus 20, 66, 720 or D line (purple). "	7/21/2020	Virtual Workshop
Lupe Pulido	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Lynn W	The LAX APM travels eastward and ends at ConRAC. It unfortunately does not go onwards to the SoFi Stadium/Entertainment District. SoFi is a major destination and it is less than 3 miles away from ConRAC; but it will not be easy to reach as you need to cross the 405 overpass and walk several minutes. The future 96th St Station provides a quick connection to LAX and connections to Metro, BBB, Culver City Bus, and many municipals. This major multimodal station only lacks service to SoFi. 111 traveling eastbound on Arbor Vitae can easily provide this service. The headways and the short 5-minute ride can make this service attractive for riders needing to reach SoFi.	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Machiko Yasuda	Dear Metro: I am a new homeowner in Altadena. I live three doors down from one of the most popular trails in the county. It's not too far from the Lake Station -- and yet, there is no bus that takes transit users from the station to the trailhead at the top of Lake Ave. Several years ago, I organized a Transit to Trails hiking trip when the City of Duarte's Duarte Station to Fish Canyon Trail bus program opened up. People joined *all the way* from Marina Del Rey. They took the bus, to the Expo Line, to the Red/Purple Line, to the Gold Line, so we could take a bus together to get to a beautiful waterfall. It was a beautiful day, and I want to see more programs like this in action to get more people to the parks *without* more parking. Access points like Chantry Flats, Millard Canyon, Echo Mountain are so close to being accessible -- so close to Gold Line Stations -- they lack reliable bus lines to get to the trails. It's an issue that is not just about access either. If too many cars choke up the roads to Chantry Flats, firefighters are at risk of not being able to get to rescues. Children, families, teens -- residents, tourists, athletes alike -- want to take buses and trains to get to the San Gabriel Mountain trails -- the largest urban wilderness of its kind. Thanks to the Expo Line, the beaches are more accessible to families of all kinds. I've seen families taking the Gold Line from beyond Pasadena, with their goggles and floaties, excited to take a reliable train ride to the beaches in Santa Monica. Why can't people do the same to get to our world class hiking trails? Opening up transit access to Chantry Flats, Millard Canyon, Echo Mountain - means someone will be able to take a train from Union Station and get to a trailhead that would then connect them to the Pacific Crest Trail - one of the premiere through-hikes in the world. There are posters and advertisements for the Angeles National Forest at terminals at LAX. How are tourists supposed to get there? I have talked to tourists from South Korea that walked several miles from Sunset Blvd. to get to Franklin Canyon Park. You can't hail an Uber from Chantry Flats.	8/26/2020	email
Manuel Hernandez	I am here to write a comment that I am opposed w/ the cancellation of the 254. If anything, I think I can help make it better by changing the route: - Replacing the majority of the 665 between Cal State LA & Olympic/Lorena. - Keeping the same route thru Gage; then, continue to stay on State Street to/from MLK, Jr. Blvd in Lynwood. - Have a segment on Century MLK, Jr. Blvd between Alameda & State Streets. - Have the 254 run on 103rd St btwn Alameda St & the A Line Station. - [OPTIONAL] Have the route to end/begin @ Willowbrook/Rosa Parks Station. That would mean that the 251 would have to be moved to California Ave between Florence Ave & Imperial Highway. Hope that you consider it. Thanks.	8/20/2020	GWC PH
Manuel Hernandez	I would like to make a comment on the 254. I (unintelligible) on the South Bay. I do have an idea on 9 making the 254 more viable and that is to replace it with 10 an extended 665 and have your route south of Gage Avenue 11 to be extended further south so that it can eventually 12 reach 103rd Street in which I left a comment late last night. I also want the 452 -- I'm also -- sorry. I believe that the proposal for the 450, which includes the Harbor Freeway, is a good idea because it gives a people in the South Bay another access -- an access to 18 get to where they need to go via Harbor Freeway, which is 19 Harbor Gateway Transit Center.	8/20/2020	SBC PH
Marge Hays	Honored City Council Members, Bus 218 should not be cancelled. It is literally a City-Valley lifeline for a large and diverse group of daily commuters, unable to afford their own transportation. These people NEED the Line's Laurel Canyon shortcut route across the Hollywood Hills. Please consider, at the very least, a very reduced schedule for these people who need inclusion and have no other transportation.	8/5/2020	email
Maria Jesus	Dear Metro: LA County needs Transit to Parks. Thank you for taking the time to read this email. I was fortunate to grow up in Seattle, WA where my family had the resources to access nature regularly. These experiences profoundly shaped who I am as a person and inspired me to pursue a career in natural resource management. I deeply understand the value of connecting to natural spaces and hope this important aspect of life will be made to all residents of LA County where I live today.	8/27/2020	email

Name	Comment	Date	Event/ Source
Marie Cox	Hello, My name is Maria Cox and I am a resident of LA in the Miracle Mile neighborhood. I do not own a vehicle, and take Line 720 Westbound to Brentwood, where I work as a preschool teacher at a school that will be reopening this month. I realize I have missed the Westside Central Public Hearing, but I believe my comment to be worthwhile to whoever reads it. To get to work each day, I embark on Line 720 to Santa Monica bus around 6:30am and ride to the Veteran's Hospital, where I transfer to a Santa Monica Big Blue Bus. It would be a serious mistake to have Line 720 operate only from Downtown to Westwood during peak periods. The 720 Westbound to Santa Monica is very crowded at that time of day: pre-Covid the bus was standing-room only, and now people must sit right next to each other: 6 inches away from each other than the socially-distanced requisite of 6 feet. While taking the 720 Westwood bus to the end of the line and transferring to the 720 Santa Monica bus is an option, it's often very crowded. Half of the Westwood bus makes that transfer, meaning the 720 Santa Monica bus is overflowing. Replacing Line 720 west of Westwood with a more frequent Line 20 will not fix this overcrowded situation. Instead, I advocate for Line 720 to run all the way to Santa Monica during weekday peak periods, as it would better serve the existing customer base. Thank you for your consideration, Maria Cox	8/13/2020	email
Marisol Velazquez	I live in Angelino Heights and I work in West Hollywood and as many people I ride the bus to work and I like the idea of the new schedule with more frequent buses since is always crowded at pick hours and specially at times like now and sometimes I have to wait a long time for the bus to arrive and when it arrives is already full and the question I have is when this service will start?	8/22/2020	All-Region PH
Mark Meyer	I do not support the change in the route to the R256 for reasons of noise pollution. Monterey Rd from Deb Parks Rd to Via Marisol is surrounded by houses, parkland, apartments and condos. Sound travels up in elevation and the hillside dwellings and parkland are going to be exposed to your busses accelerating from stop lights up the road grade, braking down the grade, as the busses fight the steep grades of Monterey Rd. You are responsible for communicating to the community that this will be an invasively noisy operation. Maintaining bus operation on much flatter roads of Collis Ave and Ave 60 is much preferable as it won't generate the noise of traversing the steep grades of Monterey Rd.	8/20/2020	SGV PH
Mark Meyer	I do not support the change in the route to the R256 for reasons of noise pollution. Monterey Rd from Deb Parks Rd to Via Marisol is surrounded by houses, parkland, apartments and condos. Sound travels up in elevation and the hillside dwellings and parkland are going to be exposed to your busses accelerating from stop lights up the road grade, braking down the grade, as the busses fight the steep grades of Monterey Rd. You are responsible for communicating to the community that this will be an invasively noisy operation. Maintaining bus operation on much flatter roads of Collis Ave and Ave 60 is much preferable as it won't generate the noise of traversing the steep grades of Monterey Rd.	8/20/2020	All-Region PH
martin browne	City of Whittier is not affected by this change other than a change in route number to 621. The frequency of the Whittier route is not changed but we were hoping to see an increase in frequency and additional route options to the eastern section of LA County, which is a historically underserved part of LA County for bus routes. Whittier residents will have to disembark at the Greenline station and wait for a connecting bus, which is actually a downgrade to the current service. Hopefully the 120/621 connections will match without too much wait time with additional bus shelters/seating added to the Greenline station for our residents who now have to wait. We hope to see more buses in Whittier.	8/27/2020	GWC PH
Martin Gombert	Dear Metro Staff, The Palos Verdes Peninsula Transit Authority (PVPTA) would like to offer its support for the NextGen recommendation that no changes be made to Metro Route 344-Hawthorne Boulevard. Early in the NextGen process, this line was recommendation for elimination and later recommendations had the line cut back. The July 2020 update is recommending no changes to this route. Route 344 provides critical transit connections for South Bay residents in the Palos Verdes Peninsula, Torrance, Gardena and surrounding cities. Students, senior and disabled residents, and commuters will benefit by the continued operation of this transit service. Regards, Martin Gombert, Administrator Palos Verdes Peninsula Transit Authority	8/26/2020	email

Name	Comment	Date	Event/ Source
Martin Z	The SGV has long been neglected by Metro and this plan continues to neglect riders in the SGV area. There are really no substantial improvements to the SGV area. The bus network in this area is mostly a grid form, forcing many riders to transfer but the proposed bus frequency is not great enough to make these transfers seamless. it is very difficult to transfer when lines are running 30-60 minutes. Metro really needs to coordinate with MUNI buses. Why is there a proposal to eliminate the stop at a major intersection, Valley/Garfield, a transfer point to Montebello bus & the next stops are 3 blocks away in either direction? If Metro can afford \$1 billion for cops, we can pay for bus service.	8/24/2020	SGV PH
Mary Robinson	All the current DAILY (former Sunday) runs of Bus 218, ending at about 6:30 pm, NEED to be changed, to conform to the daily schedules of the other Metro Bus lines, to facilitate connections for the working commuters from the City and Valley, who mostly are minimum wage earners and People of Color, and for the residents and senior members of the hillside communities, who use bus 218 as a life line. Your sincere and focused attention to the importance of this lifeline 218 bus schedule is vital to the workers and residents of our communities.	8/12/2020	email
Matthew Pearson	* Consolidating is the correct choice; don't run more than one service pattern unless you can run all of them at least every 10 minutes. When it launched, Rapid meant "frequent", but it's been watered down to nothing since then. * Without the legislature allowing camera enforcement for bus lanes and other operational changes like all-door boarding, changing routes is just rearranging deck chairs on the Titanic * On-time performance is a bad metric for frequent service; use headway standard deviation instead to better capture the rider experience * The 2 and 180 seem too long to keep running on time and should probably be split. * Swap 10/14 at Vermont to connect both to Vermont/Beverly	8/22/2020	All-Region PH
Melissa Taylor	A driver on the 236 line told me today that the bus I catch every day on Glen oaks and Tyler won't be running with the new NexGen plan. Is this true	8/15/2020	SFV PH
Michael Bednar	Hi there, I am writing to support the below measures. 1. Increase service hours 20% next year from 7 million to 9.4 million, instead of cutting post-pandemic service by 8%. 2. More bus lanes and signal priority. 3. I support the revised NextGen proposal to operate Line 222 from Barham and Cahuenga Blvd West to Burbank via Universal Station.	8/27/2020	email
Michelle Rivas	I rely on Metro Line 218 to get to/from Cedars Sinai. The proposed changes to this line would impact me, Cedars employees, and Cedars patients who rely on this Metro bus line.	8/26/2020	WSC PH
Montserrat Plascencia	Dear Metro: LA County needs Transit to Parks. THE PEOPLE MORE THAN EVER NEED ACCESS TO GREEN SPACES FOR MENTAL HEALTH AND WELLNESS. METRO, you are part of those people, your metro employees and their families are those people, and the people Metro serves will benefit greatly, and the beautiful outdoors serve us every day without taking anything from the people. Please honor this service to the parks. 4 years have passed. Honor Metro's equity focus and rededicate Transit to Parks as a priority in the FY21 Budget, NextGen (SGV Service Council), Office of Extraordinary Innovation, & regionwide service planning. With love, Montserrat	8/26/2020	email
Nancy Hom	Please reconsider the decision to remove overnight service from Line 125 that connects the El Segundo area to Norwalk. Including service that runs all night was an important addition for communities south of Downtown Los Angeles. It is especially helpful to be able to travel west and east in this corridor, and sometimes the rail line will not be running so our options will be limited. It is important to have southern buses that run after midnight and provide a safe, dependable travel experience. Thank you for looking at ways to increase the number of buses on Line 125, especially after midnight.	8/22/2020	All-Region PH
Neletzín Rodríguez	Dear Metro: LA County needs Transit to Parks. My name is Neletzín Rodríguez. I'm a resident in the City of Alhambra and employed at a Public Health nonprofit called Day One in Pasadena. I've lived most of my life near the San Gabriel Mountains in Rancho Cucamonga and Alhambra.	8/27/2020	email

Name	Comment	Date	Event/ Source
Olga Lexell	NO LINES SHOULD BE CUT. BUSES ARE SO FULL. We need more bus service, more express lines, more dedicated bus lanes. We should not have to wait 40 minutes for any bus. Even 15-20 minutes is too much. Buses should come every 5-10 minutes. That's how you get utilization up. Public transit should not need to profit to be considered successful. Additional there is inadequate service on the Westside heading North/South. It is virtually impossible to get from, for example, Beverly Hills to Culver City efficiently even though they're right next to each other.	8/26/2020	WSC PH
Olga:	I live on the westside, and I just want to say I really oppose any effort to try to do door-to-door service. That doesn't make transit any more efficient, and it doesn't help with our overall plans to get cars off the road and reduce traffic. We need to be focusing on making all transit more accessible by increasing lines. No one should have to wait more than ten minutes for a bus, and even online where wait times of ten minutes or less are advertised. That's rarely the case. For example, I wait up to 40 minutes for my bus when it's supposed to come much more often than that. Especially now due to COVID, we need to focus on increasing bus service, dedicated bus lanes rather than prioritizing funding for rail projects that might not happen for another 20, 25 years, and we need to support essential workers, especially in South L.A. whose bus ridership has not gone down because they rely on the bus and don't have cars that they can choose to take. I think that's important especially in addressing equity. We need to make the entire bus system that serves our south and east regions just as important as it is on the west side, and there really is no excuse for any cuts to service. Public transit should not have to operate at a profit. It is an essential city service, and all of us rely on it every day.	8/26/2020	WSC PH
Padric Gleason Gonzales	The NextGen Bus proposals appear to consolidate stops to increase route speeds and prioritize high-demand routes. My neighborhood, Long Beach, is not particularly well-served by the new plan, but I think that's a good thing. We don't want to dilute ridership across inefficient options. Long Beach operates its own muni service and we benefit from the A Line. I support this bus reform proposal.	8/8/2020	GWC PH
Patricia Clark	return and keep bus line 442 once Covid 19 is under control	8/20/2020	SBC PH
Peter Horton	from https://investinginplace.org/2020/08/13/a-new-metro-budget-briefing-raises-worrying-signs-for-nextgen/ "As we know that working class communities and particularly Black and brown communities in central and south Los Angeles have been more likely to experience crowding onboard transit, we must also be aware that service cuts in these communities are more dangerous." Metro must commit to expanding bus service, not reducing it, or bus ridership will remain trapped in a death spiral and riding the bus will be dangerous or impossible for the people who have no alternative.	8/25/2020	WSC PH
Peter Serdienen	Is Metro going to reimburse the cities & LA County for their expenditures on bus related infrastructure such as in street, concrete bus pads, parkway improvements & security lighting on totally abandoned routes?	8/19/2020	All-Region PH
Peter Wei	I oppose the plan to eliminate bus service on Garvey Ave, west of Atlantic Blvd, between Monterey Park and Downtown Los Angeles. Line 70 is a lifeline for Cal State LA students living in Monterey Park and areas east of it. This plan will impact on education and the future of our students. I was a Cal State LA student living in Monterey Park. I was from a poor immigrant family where my parents couldn't afford to a car for me to go to school, so I took Line 70 from Garvey & Atlantic to Cal State LA (South of the 10 Freeway bridge) for the 5 years. Now, I am working as an engineer for the City of Los Angeles. My life has changed, and I truly thank Line 70 for providing service to Cal State LA.	8/14/2020	SGV PH
Peter Wei	I suggest the Board to consider eliminating the Express Bus zone fares. This extra cost on the express buses scares riders away from using the express buses and defeats the purpose of running these express bus lines, especially the silver line buses. The express bus zone fares are established when LA areas had no metro rail and no orange line. Now, with freeways being more congested, it simply makes no more sense to charge extra for buses running on the freeways. Thank you.	8/19/2020	All-Region PH

Name	Comment	Date	Event/ Source
Peter Wei	I would like to make a suggestion to eliminate the express bus zone fares. For many year, the zone fares are keeping riders away from the express buses, especially the Silver Line 910. The express bus zone fares defeats its purpose for providing a faster, convenient and efficient transit system in the County of Los Angeles. Now with more metro rails and orange bus line being built, it simply doesn't make sense anymore to keep Metro Silver way more expensive than other colored lines. I really don't see the reason to carry the half-century old express bus zone fares into modern-day transit system. It is the time to re-evaluate.	8/14/2020	GWC PH
Phu Do	The MicroTransit sounds too good to be true for la. I don't think it will be able to work. You need good service and this is not cheap. Also some people don't have internet. How much does it cost even? Also it failed already in other places, how safe is this?	8/26/2020	WSC PH
Rafael Fabian	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Ray Dang	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Rick Becker	Who are the projected South Bay riders? How will Metro buses efficiently & dependably transport South Bay riders to the Green & Crenshaw Lines, to job centers, educational institutions, gathering spots like SoFi Stadium? I grew up using the RTD/ MTA for both work & educational access; South Bay service has deteriorated. Business professionals took express or freeway flyer buses to work in Downtown with less time-wasting transferring. The 51, 442, 443, 444 were run poorly until gone by neglect. Metro promised light-rail service to the South Bay Galleria, Del Amo Mall; which alignment will be constructed, how & when will the South Bay receive a fair share of tax revenues & funding grants?	8/19/2020	SBC PH
Robert A	With NextGen, Line 577 El Monte - Long Beach via I-605 fwy, I am happy that the Cerritos routing is eliminated and proposed frequencies will be improved. However, is it possible to get the 577 to run weekends/holidays on a once an hour schedule possible? I ask because myself and quite few other customers travel from the San Gabriel area to Long Beach for essential businesses and family. Using the J Line (Silver) to the A Line (Blue) is one long journey. Line 266 offers some relief as well but why not run the 577 every hour on weekends.	8/4/2020	Virtual Workshop
ruth bernstein	I am a part of a strong pedestrian home owning community on Monte Vista which currently has buses 256 and 83 passing through to avoid Figueroa Street. Public transportation is vital in a large city and I like to ride the Metro and the 83 bus to my job in Lincoln Heights. However, the amount of noise and pollution that the residents of Monte Vista experience due to the busses stopping and accelerating every two blocks at the residential stop signs on our street seems like an odd choice. We are working towards getting speed bumps put in to increase safety from speeding cars and this won't be possible with the current bus route. Please help us all make for a better transportation system.	8/22/2020	All-Region PH
Salty	eliminating all bus Service in San Marino is terrible. A better idea would be create feeders to the Gold Line in South Pasadena. By using smaller than Bus vehicles that run frequently to the Gold Line Station both those who now use cars (like myself) to get to the Gold Line station, and those who do not have them can be connected to the regional network. As I get older, driving to and parking at the Gold Line Station is becoming more difficult. Shuttle service to the Gold Line would also be good to the Huntington Library and Gardens as well as Nearby Cal Tech.	8/22/2020	Board Secretary email

Name	Comment	Date	Event/ Source
Sandy Hubbard	NextGen Community Relations, One of our community members has brought to our attention some difficulties that would be incurred with the proposed changes to the NextGen bus lines. We'd like to know if someone could address them for us. The Valley Village bus lines are: 154/153 183/155 237 In reviewing the NextGen Metro draft changes, our member has pointed out that the following changes will have quite an impact on our public transportation-dependent population: 1. There will be no way to get from Valley Village to Universal without transferring buses if the 237 line is cancelled. 2. Converting the schedule for the 218 to an hourly schedule (which runs along Laurel Canyon) adds a level of inconvenience to those commuting north/south along our main boulevard. This particular line carries people from the VVL/SC community over the hill to the Cedars Sinai hospital area. 3. There appears to be an effort to reduce the number of our west/east lines: The 155 along Riverside will combine with the 183 along Magnolia; the 154 on Oxnard will combine with a new line on Burbank; Chandler would be removed altogether. Effectively, these combined changes reduce the east/west bus line access in VVL by more than 50%. In this time of the pandemic, where people have other pressing matters to attend to, it's possible that our community has not responded and it may be perceived as an issue of low impact to the community. It is not. We'd like to know what can be done to preserve more of our east/west lines, to reinstate the original schedule to the 218, and to reinstate the 237 running between VVL and Universal. Respectfully, Sandy Hubbard Valley Village Homeowners Association *Boardmember*	7/27/2020	email
Sandy Hubbard	The Valley Village Homeowners Association has already gone on record opposing the proposed changes to lines 154/153, 183/155, 237. We'd like to know what can be done to preserve more of our east/west lines, to reinstate the original schedule to the 218, and to reinstate the 237 running between VVL and Universal. We're also very much opposed to the current suggestion of changing the 167 bus line without a corresponding solution for the Veterans where they don't have to navigate their wheelchairs up a steep incline in order to take the bus.	8/18/2020	SFV PH
Sarah Solis	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
saul roe	It appears that San Marino will have no bus service. While the City Council likes the idea, there are people who work and live here who rely on the bus. I use it myself. The best service for San Marino would be for feeders to the Gold Line instead of the current bus routes. smaller vehicles connected San Marino to the Gold line would give regional access.	8/22/2020	SGV PH
Selena Inouye	Dear Metro Service Planning & Development: As a Board member of the Mar Vista Community Council (MVCC) who has been active with the MVCC Transportation and Infrastructure Committee as well as the Venice Neighborhood Council (VNC) Parking and Transportation Committee, I am aware of the concerns of Mar Vista and Venice stakeholders who use Metro buses on the Westside. I first want to say that the opinions expressed below are my own and do not reflect the official positions of either the MVCC or the VNC. However, I do want to take the opportunity to direct you to a motion recently passed by the MVCC on August 11, 2020 regarding certain aspects of the NextGen Bus Plan which you can access on the MVCC website here: (save attachment) Another more recent safety concern is in regard to the COVID-19 pandemic. I feel strongly that your NextGen plan must address this concern, even if this results in a delay in approving this plan. This pandemic has already been shown to disproportionately affect vulnerable populations: people of color, people of lower socio-economic status, people with disabilities and preexisting health risks and conditions. Taking public transit cannot be a risk factor for contracting COVID-19, because if it is, people will do whatever they can to find other modes of transportation that will safeguard their health. As a person with disabilities, I have to say that taking several busses from my home in Mar Vista to my doctors' appointments isn't a feasible option for me. Bus stops don't offer a comfortable place to sit or shelter from the elements. As a person with invisible illnesses, I never want to be in a position where I have to fight for a seat because standing for more than a few minutes is not an option for me. And when I need to use assistive devices - a cane, rolling walker, or mobility scooter - I don't want the hassle of having to make sure they can be accommodated. I am fortunate that I can pay to use services like Uber and Lyft, but I also acknowledge that other people with disabilities are not able to do so. In the past, I have qualified for Access Services. But like many other people	8/27/2020	email

Name	Comment	Date	Event/ Source
	<p>with disabilities, I found this service to be extremely lacking in terms of service and time delays. Even the qualification process, which I engaged in during the month of July in an extremely hot warehouse east of downtown Los Angeles, resulted in me being transported to a local ER for treatment of a heat-related illness. All that said, I would be interested to see if the proposed Metro MicroTransit service could meet my needs as a person with disabilities. I hope Metro keeps in mind the regional nature of transportation when it comes to the proposed MicroTransit services and the need for people to traverse several different neighborhoods/areas to get to their final destination. I also need to comment on the Metro Bike program, which is touted as a first-mile, last-mile solution for public transit. I have stated in many public meetings that I feel without tricycles or other more disabled-friendly options, these micro-mobility options are ableist. This needs to be rectified immediately. I also think Metro should keep in mind the 2018 UCLA ITS report that showed having access to a car and a low-cost or free place to park it near transit was the highest predictor for certain segments of the population to actually use transit as a part of their commute to work. As an example, my mother used the Park and Ride in the Sepulveda Pass to get from her home in the San Fernando Valley to her employment at UCLA for many years. (see site) I believe that Metro will have more success in attracting new ridership if you accept the fact that cars continue to be a major part of the Southern California transportation landscape and work with this mode of transport, not against it. Lastly, I am+E297 concerned that actions by the City of Los Angeles, in particular LADOT, are having a negative impact on Metro busses on Venice Blvd on the Westside (current routes 33 and 733). The road diet on Venice Blvd between Beethoven St and Inglewood Blvd has had the effect of slowing down busses through this corridor during peak commuting hours. I have heard a lot of feedback from stakeholders and Metro bus drivers about this very concern. The people being most impacted by these delays are workers who travel to Mar Vista or through Mar Vista to reach their place of employment. I know that LA City's Mobility Plan 2035 calls for some kind of bus rapid transit lane (BRT) on Venice Blvd. The City to date has not been forthcoming about the details. These changes are slated for the entirety of Venice Blvd, from the Pacific Ocean to the 10 Freeway overpass at La Cienega Ave. My concern is that if an additional lane of traffic or parking is taken away to accommodate the BRT lane on this stretch of Venice Blvd, motorists will disregard this lane as I have seen them do on a corresponding stretch of Wilshire Blvd in West Los Angeles. Motorists use the BRT lane during peak hours because of the traffic backups. I am also very concerned about the businesses along Venice Blvd. In Mar Vista, businesses have either lost customers due to the road diet or have gone out of business altogether. Parking is their number one concern when it comes to attracting customers to their businesses and increased local traffic is the number one reason customers have stop coming to their businesses during peak commuting hours. And to date, I have not seen any data that shows that BRT lanes increase transit ridership or benefit local commercial corridors. I would very much like to see a thoughtful and balanced approach to implementing a BRT along Venice Blvd., with robust public outreach and engagement, as well as the incorporation of the community's feedback into all phases of such a project, including the evaluation of the project's success. Thank you for the opportunity to submit my comments on the Metro NextGen Bus Plan. I hope my comments are useful and will be incorporated into the final plan. Kind regards, *Motion attached</p>		

Name	Comment	Date	Event/ Source
Selene Inouye	I am a member of the Mar Vista Community Council. I'm here to provide comments -- we are representing just myself, however, I would like the board to know that the Mar Vista Community Council recently discussed the issue of Metro and passed a motion asking that Metro lower its COVID-19 max load limits for 60-foot buses from 30 to 20 in order to enable safer social distancing and also asked to increase frequency of the affected routes to make up 19 for the resumption in seating capacities. We've all -- the Mar Vista Community Council also discussed wanting to postpone the adoption of NextGen and the long range transportation plans for at least a year so that the experience of COVID-19 could be reflected in the data. They felt it would make more sense to have a better understanding of how the pandemic is going to reshape work and commuting behavior before adopting a plan for the next ten-plus years of transit policy. The Mar Vista Community Council also supported keeping Line 218, connecting the San Fernando Valley and the west side and requested that Line 234, 734 should connect to Westwood and the Expo Sepulveda Station from the San Fernando Valley. Finally, my last comment has to do with Venice Boulevard. The City of Los Angeles has made changes in Venice Boulevard in Mar Vista, reducing travel lanes to add a protected bike lane. The Palms neighborhood council has recently started discussing making changes along Venice Boulevard in Palms as well. The concern with these changes is how it will affect the 33/733 bus lines going down the street. We already know from our experience" –	8/26/2020	WSC PH
Silvie breber	Sierra Madre needs bus 487 to continue. It is vital for students and the elderly. It's our only public transportation. How else can we get to the Gold line.	8/9/2020	SGV PH
Spanish line caller, no name	I'm against 19 the Line 90, 91, 92 and 296. They don't run in all the 20 routes on L.A., and if you're going to eliminate 90, 91, 21 and then you should talk about -- so that -- they can be 22 in the 400 because they run on peak hours, and from 23 Downtown to L.A. on peak hours, I am -- and I guess 24 that -- that proposal, the 90, 91, 96, and I am in favor 25 of Line 501, and the excellent change in Line 501 I'm in 1 favor of that. Thank you very much for that.	8/29/2020	SFV PH
Stephanie Johnson	Metro Service Planning & Development: I have reviewed the NextGen Bus Plan proposed service changes for lines operating in the San Marino area and support the July 2020 plans. * The elimination of lines 78, 79 and 378 on Huntington Drive, replacing it with new Line 179. * The elimination of the Oak Knoll Avenue portion of line 258. We look forward to the implementation of the NextGen improvements. Thank you for the opportunity to comment. Best regards. Stephanie Johnson	8/25/2020	email
Stephanie Rivera	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Stephen Pink	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Steve Mayer	I wish to comment upon three lines -- 16, 14 and 16 -- all of which are being changed for underutilization. Specifically, on Line 16, it was decided that the segment from Cedars Sinai to Century City is underutilized will be removed. During afternoons, I'm going to work Downtown. The buses are so full that I need to disembark at La Cienega and take a later bus due to social distancing. It should be noted that in 2017 and '18 during the study times, there was construction of both Century City for both the subway and the express construction, that Line 14 during 2018 there was substantial construction for not only the North Santa Monica Boulevard reconstruction but also Metro Rodeo Station. Sometimes there were three different routes during the day, and it took more than a year before a stop was created in the triangle. So that was the reason for the underutilization, and it continues today. It should be noted that the Beverly Doheny stops in West Hollywood have over a hundred daily passengers. They will be adding 15 to 30 minutes to their commutes each way. Lastly, the premise that NextGen must proceed now to properly be positioned after the pandemic makes no sense. NextGen does not address the most important issues of masking and social distancing until those two issues can be properly addressed along with restoring the full schedule. This plan does not -- should not be going forward. If you wish to try a pilot program on Venice Boulevard with Lines 33 and 73, that would make much more sense.	8/26/2020	WSC PH
Steven Silva	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Susan Gray	Many people use 487 to get to downtown LA, particularly during weekdays.	8/24/2020	SGV PH
The Horn Family	To whom it may concern, I opposed the elimination of bus stops from the route of the 577 bus. There are too few alternatives connecting options provided by LACMTA to reach OCTA, the Norwalk C Green Line Station, and the Long Beach bus system. Do not remove these stops.	8/27/2020	mailed
Thomas Rees	Please do not eliminate these lines my family and I use these lines constantly and it would really affect our transportation for both work and school	8/24/2020	SGV PH
Tom	Why is the Valley/Garfield stop on Route 76 proposed to be removed? Valley and Garfield is a major intersection and this stop provides connections to a north-south bus route (Montebello Route 30). If this stop is removed, transferring passengers will have to walk 3 blocks (1000 ft. or 5 minutes) to the next bus stop. Major intersections like Valley and Garfield is very important as the bus system is in a grid form in the SGV. This proposal will make this already difficult transfer even more challenging.	7/24/2020	Virtual Workshop
Tony Braswell	*See attached letter from NCVV	8/27/2020	email
Velena Tumussn	Hello, I reviewed your changes and I have to disagree with some routes. First of all, you cut off the 222 and the 237 lines, so now there is NO BUS SERVICE along Cahuenga Blvd and Universal Studios. I strongly disagree with this! If anything, I think you need a more frequent shuttle that runs between Hollywood and Vine, Hollywood and Highland, and Universal along Cahuenga. There are a LOT of businesses in the area that have almost no parking, and bus is the best way to go. Please provide public bus service to help connect Hollywood to the Valley. SECOND, I STRONGLY DISAGREE with removing the "off peak" bus for the Western Ave 757 bus line. I know you're adding more 207 busses, but Western Ave is soooo very long. And I have indeed taken it from Hollywood Blvd to the Green Line Station, and that bus ride on the express bus only took 1 hr whereas on the local bus would have taken almost 3 hours. So I still think you need ALL DAY express bus service. It's one of the main NORTH-SOUTH thoroughfares for bus riders in Los Angeles (along with LaBrea, and Vermont). So Please have all day express bus service for Western Ave. Thank you. - Lena, Hollywood CA	8/3/2020	email
Wally Shidler	I'd like to comment on Line 130. Maintain Line 130 under Metro. If Line 130 is transferred to Torrance and Long Beach Transit, the customer that rides 130 through the Artesia station will incur an increase in fare from transferring from a Metro line. On an average weekday, 56 percent of Line 130 eastbound customers and 45 percent of westbound customers rides through the Artesia station. As an example, a customer starting their trip on Metro using a Tap card now pays the Metro base fare of \$1.75 that includes a free transfer to Line 130. Total fare, 1.75. If Line 130 is transferred to Long Beach or 13 Torrance Transit, a customer using a Tap card on Metro transferring to Long Beach and Torrance Transit riding through the Artesia station would pay the Metro base fare of \$1.75 plus 50 cents for interagency transfer to Long 17 Beach Transit. The customer would then pay the Torrance Transit base fare of \$1.00 at the Artesia station transfer point. Total fare, \$3.25. This is an 86 percent fare increase, and there would be no guarantee of a time transfer at the transfer point. Approximately 50 percent of patrons ride through the Artesia station. Did Metro perform a Title VI equity analysis of the possible increase in fares when Metro lines are transferred to municipal operators. Keep in mind that Line 130 transfers through a number of disadvantaged communities where the median household income is 80 percent below the state average. Thank you very much. Have a nice evening, everybody	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Wally Shidler	<p>Thank you for delivering the July 2010 updated NextGen Bu Plan and the Bus Consolidation Maps. I have reviewed all the lines in the Gateway Cities Service Sector and adjoining Service Sectors that partially operate in our sector and am furnishing my remarks on each line. Generally, the program is right on track. I would support the majority of the changes if my colleagues agree. However, five members of the Gateway Cities Service Sector are Elected Officials and do not use public transportation on a regular basis, if at all. I do not believe they have done or will do an in-depth study of each proposal. At our September meeting, when it comes time to vote, I hope we may have a short discussing of the proposal for each line. As indicated in my review, I am particularly interested in my proposals for Lines 102-105-611, 130 and 460. I would like your input on these three proposals. After reviewing the July 2010 updated NextGen Bus Plan, and the interactive maps and other ridership date, I am submitting my comments and questions regarding the bus lines in the GATEWAY CITIES SEVICE SECTOR. I have compared the exiting service with the proposed changes: I am submitting a Line by Line summary of the proposals for each line. I would like to receive your comments on my proposal prior to the Public Hearings. I am particularly interested in my proposals for Lines 130, 102-105-611 and Line 460. LINES: 55-355 GWC/WC D2-13: Discontinuing service to the Compton Civic Center and LA County Courthouse at Compton and Willowbrook. 60 GWC/WC D-2: NO CHANGE 66-262- GWC/WC D-1: Need TIMED TRANSER at Olympic and Garfield between Line 66 and 262 for customer traveling to the Citadel Shopping Center and Commerce Casino. 108-358 WSC/GWC D-5: NO CHANGE. How many Short Line trips to Slauson & Garfield? 110 GWC/SBC D-5: NO CHANGE. 111 SBC/GWC D-18: NO CHANGE. How many Short Line trips to Florence and Garfield? Eliminate Bus Stops at Florence and Rugby, east & Malabar west. Stops are one short block from Florence & Pacific stops. 115SBC/GWC D-18: NO CHANGE. 117 GWC/SBC D-18: NO CHANGE 120-621 GWC/SBC D-18: Need TIMED TRANSFER at Norwalk Station between Lines 120 & 621. 125 SBC/GWC CONTRACT D-97: NO CHANGE 127 GWC/SBC D-18: NO CHANGE 128 GWC CONTACT D-97: NO CHANGE. Except COW is unreliable. 202 GWC/SBC D-18: NO CHANGE 205 SBC/GWC D-97: NO CHANGE. 232 SBC/GWC CONTRACT D-97: NO CHANGE. 251-751 WC/GWC D-3: NO CHANGE. How many short line trips to Palm & Seville Loop? 252 WC/GWC D-3: NO CHANGE. 254 GWC CONTRACT D-95 : NO CHANGE. Note that this line services Walnut Park Middle School on Santa Fe Ave. between Nadeau and Florence Ave. (Was the Principal notified?) 256 SGV/GWC/WC CONTRACT D-95: NO CAHNGE. I hope this does not cause too many transfers for our customers. 258 SGC/GWC D-3: NO CHANGE. 260-762-261 SGV/GWC D-9: NO CHANGE. Need TIMED TRANSFER between 260 & 261 at Imperial Highway. 265 GWC D-9: NO CHANGE. 266 SGV/GWC CONTRACT D-95: NO CHANGE. 460 GWC D-1: Discontinue segment between Los Angeles and Norwalk Green Line station. Liner 460 is duplicated by GREEN, BLUE and SILVER Lines. As an alternative, operate PEAK hours only. METRO has constructed two rail lines and the Silver Line that duplicates 460 service. Metro's own comprehensive operations analysis of Line 460 stated that rail travel times are actually faster during peak periods. Metro Center Station to Norwalk Station takes 52 minutes by bus, 40 minutes by rail including wait time for the transfer between lines. (Substantial savings in RSH) 577 GWC/SGV CONTRACT D-95: NO CHANGE 612 GWC/SBC D-2: NO CHANGE. May have multiple transfers for some customers 102 GWC/SBC D-5 / 105 WSC/GWC D-2 / 611 GWC D-2: 102- Extend Line 102 from 41st & Central Ave., via 41st St., Hooper Ave., Florence Ave., Seville Ave., Santa Ana St., to Atlantic Blvd. or Wilcox Ave. (This would eliminate Line 611 and continue a one-seat ride to the Florence Blue Line Station and U.S.C). 105- Extend Line 105 from Vernon/Santa Fe/Pacific, (Vernon Yard) along Pacific Blvd., Leonis Blvd., District Blvd., Atlantic Blvd., to Slauson Ave. (This would eliminate Line 102 between Vernon Yard and Atlantic) On account of the uneven headways between the 3 lines:: 102: 40 min. Short Line select trips at the Blue Line (A) Florence station to maintain a 60 min. headway between the Blue Line (A) and Santa Ana and Atlantic. 105: 10-15 min. Short Line select trips at Vernon Yard to maintain a 40 min. headway to Atlantic and Slauson. 611: 60 min. Discontinue service. 130 SBC/GWC CONTRACT D-97: Consider continuing contract line 130 under Metro. The transfer of this line to Long Beach Transit and Torrance Transit would not be in the best interest to our customers. Every time we transfer a line in the Gateway Sector, our customer are inconvenienced. EXAMPLE: Suppose a customer living in the City of Bell (a disadvantage community) boards Line 260</p>	8/16/2020	mailed

Name	Comment	Date	Event/ Source
	<p>on Atlantic Blvd. traveling to their employment in Gardena, transferring to Line 130 westbound at Atlantic and Artesia. The customer using a TAP Card now pays the Metro Base Fare of \$1.75 that includes a FREE transfer to Line 130. Total Fare \$1.75. If the Line 130 is transferred to Long Beach Transit and Torrance Transit, the customer using a TAP Card would pay the Metro Base Fare of \$1.75 plus .50 for an interagency transfer to Long Beach Transit. The customer would then pay the Base Fare of \$1.00 to Torrance Transit at the Artesia Station transfer point. TOTAL FARE \$3.25. THIS IS AN 86% FARE INCREASE. There is no guarantee of a Timed Transfer at the two transfer points. DID METRO PERFORM A TITLE VI EQUITY ANALYSIS ON FARES WHEN OUR LINES ARE TURNED OVER TO MUNICIPAL OPERATORS?</p>		
Wayne Wright	<p>This is my comments for the proposed NextGen service changes lines 2/200 will accept changes, but ask that if Owl service is offered that Owl run between Vermont/sunset, via Vermont, Hollywood Bl, (to connect w/180 Owl at Vermont/prospect) & loop Figueroa, King Bl., Broadway to Vernon, to connect with proposed 81 Owl & 105 Owl, since 40 Owl would be eliminated. Line 10 since Owl service is being eliminated, request that Line 10 late night run until 1am between west Hollywood & downtown LA Line 16 establish Owl service on 16 line after being cut 36 years ago, night ridership on 16 is a joke! Busses are overloaded, mainly e/b, run 24 hour service on Line 16. As for proposed 617 shuttle, would welcome it & weekend/holiday service between Culver City Station & Beverly Center, weekend service is needed on Roberson since B.B.B. #5 pulled out on Roberson in 2016. Line 28 establish agreement with B.B.B. to run certain trips on Olympic Bl to Sepulveda Expo w/of Century City since its #5 bus no longer runs on weekends/holidays, run 28 trips after 8pm & all day weekends & holidays, west of Century City. Line 30 the proposal for Line 30 is a joke, would leave no service w/of Pico/Rimpau station, no service e/of Little Tokyo Station & Owl service would be eliminated. Would ask the following... Work with LADOT to run DASH line w/of Pico/Rimpau station. Continue to extend Line 30 on e. 1st St.to connect with Line 106 at 1st & state in Boyle Heights & continue to County USC Hospital to continue a direct connection from downtown LA to hospital, also passengers would have to transfer twice between the 30 & 106, via the Gold Line, it would be excessive transferring & Line 78 would not go directly to hospital. Line 33 run 2 way Owl service to every 30 minutes on line, like lines 4, 20 & 204. Welcome rerouting to Pico A & E Line Station, Venice Bl between Figueroa & Main is too narrow, w/b 33 route had to be changed around 15 years ago to run via 17th st, to Hill or Broadway back to Venice with Lines 33 & 733 rapid. Line 40 Owl service would be lost on King Bl, also request that certain 40 trips that will operate s/o Stocker St. Run on West bl. To serve Fairview Heights Station since Line 110 will not serve station & Line 607 is going away, there were complaints that Fairview Heights Station would not be directly served, passengers would have to walk up from Florence to catch, or walk from train. Also... Continue 40 service to serve La Brea, via Kaiser Hospital & Inglewood Civic Center & layover where 212 shortline lays over at Manchester/Hillcrest. Line 45 run 45 Owl service to Lincoln heights & continue to San Pedro/Rosecrans layover after 11pm, consider certain 45 trips to Rose Hills area as proposed a few years ago 7 days a week. & again... That 45 Owl run on n. Broadway in Lincoln Heights to replace 83 Owl that's going away. Line 48 the following changes & request... Run all service to Avalon C Line Station after 8pm. Eliminate busses on Gage Ave due to turning issues on Gage between San Pedro & Main, continue on Main to Florence 7 then to San Pedro, possibly work a deal with LADOT DASH to do a possible route swap in the targeted area with its Vermont/main DASH route. Improve headways 7 days a week. Lines 51/52/351 support line change & extension of 51 to C.S.U.D.H. would ask that 24 hour Owl service operate on Avalon between downtown LA & Avalon/Del Amo since Line 246 Owl is going away. Line 53 would ask that Line 53 be broken up & service s/o imperial or 120th St. be spun off to Line 253 to operate to CSUDH & operate further to serve proposed outlet mall in city of Carson & also possibly serve Harbor Gateway Transit Center in the middle if possible. If 53 rerouting is accepted it have 53 passengers go all the way to Rosa parks Station for nothing & would put a hurt on riders s/o 120th St.in Willowbrook/Compton & Carson area, request that southern portion of 53 be spun off to new line. Line 55 request the following... That certain Line 55 busses replace Line 202 to Artesia A Line station. Since 202 is proposed to be shorten & operate between Rosa parks Station & Artesia A Line station, it makes more sense to continue to have the 55 to replace the 202 s/o Rosa Parks station. Mixed</p>	8/25/2020	email

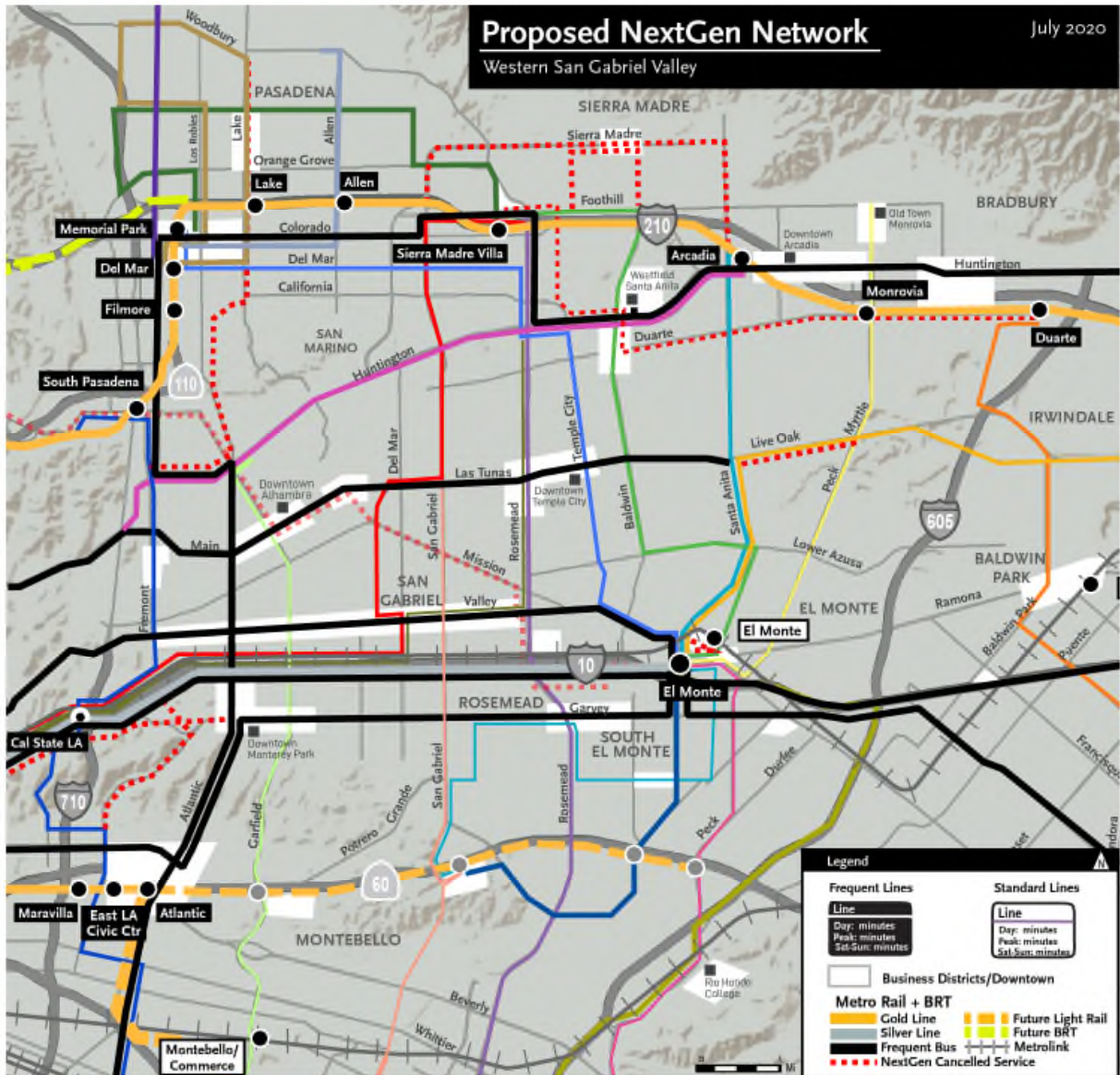
Name	Comment	Date	Event/ Source
	<p>on Owl service going away on the 55. Line 60 would request that Owl service be broken up & focus 60 Owl between Artesia A Line to downtown LA to make hourly line up, in which current 60 Owl doesn't this is the request for the southern portion for 60 Owl between downtown LB to Artesia station. Continue 60 from downtown LB via LB BI to Artesia BI (via Artesia a line) & west on 91 freeway to Vermont to 182nd, to Harbor Gateway Transit Center, to connect with Silver Line Owl. Current situation with 60 Owl is a joke & operator miss major line up in downtown LA also due to detouring to Compton A Line station. Line 62 have no issues with 262 proposal, but ask that service s/o Cerritos mall to Hawaiian Gardens be kicked over to LBT later this decade, or if & when southeast rail line is built & opened in future? Line 66 two issues... Continue all service after 6:30 pm to Wilshire/western d Line station, currently 66 busses at night continue to layover at 8th & western. Run 20/30 minute night service on line 7 days a week, current 60 minute service at night is poor. Lines 78/79/378 support 79 replacement, the 179, request that all night service e/b go to Arcadia Gold Line Station & its night service still connects with 78 busses on Alhambra/LA city line & that the 78 have better night service & either go to Gold Line Station or Westfield Santa Anita mall. Line 81 branch into 81/82 81 would still run on proposed Yosemite, replacing the 181, proposed 82 would shortline at Figueroa/Colorado & would make it easier for passenger to transfer between lines 81 & 180 & half of 81 busses would be empty by the time the 81 would arrive to Figueroa/Yosemite going to Eagle Rock Plaza. Also run Owl service all the way to Harbor C Line Station if possible. Lines 90/91 cannot accept proposed routing, its flawed & leaves a gap on foothill BI between Sunland & Lakeview Terrace. Not acceptable! Line 92 since Owl service is going away, have last bus from downtown LA leave at midnight. Line 94 support line change & proposed Owl service, it's a must on the proposed revamping of the 94. Line 96 I was hoping the Riverside dr portion of the 96 would go to LADOT DASH since they are proposing to run service on Riverside Dr. Line 102 would accept truncating 102 to Manchester & Sepulveda, transfers to airport would be made by existing BBB 3 & culver city busses 6 & rapid 6. Would suggest that if micro transit bus does not come to Westchester/Playa Del Rey area, continue Line 102 to replace 115 service to Playa Del Rey. Also retain late night service on 102 till midnight. Line 105 expand Owl service to either w.LA transit center or to Cadillac/LA Cienega, where Kaiser hospital is located, to connect with proposed Line 180. Line 108 request following changes... Run Owl service between Atlantic & La Brea on Slauson, run last e/b bus till 11pm, or midnight, w/b till midnight, to connect with late night Line 212 & c.c # 6 improve night service on Slauson to 20 to 30 minutes, instead of 60 minutes, service gets poor & overcrowded, mainly e/b after 7pm & is a problem. Line 110 run 7 day a week service to Playa vista, reroute hook shape route, via Playa Vista, Bluff Creek, to Jefferson, to regular 110 layover so 110 busses can directly connect to BBB #3 & proposed extension of BBB #16. Line 115 improve late night service if Owl service won't be offered, run late night service till 1am. Run night service headways 20 to 30 minutes. If service west of Sepulveda to Playa Del Rey is being eliminated, reroute Line 102 to replace service w/of Sepulveda. Line 117 define where Owl service will run from what point, to what point? Line 120 would ask that Line 120 truncate at Rosa parks Station & replace it with 121, instead of 621 shuttle, 621 shuttle would be a problem for Metro & the cost of running line to & from division 18 to Whittier, or Norwalk Station would be costly, its recommended that proposed 121 replace the proposed 621 shuttle/ Line 125 would ask that service headways on 125 be greatly improved, 7 days a week & night service until midnight, current headways are a joke! Line 127 cannot not accept staff proposal to have 127 run 30/60 headways, would ask the following... Run mon-fri headways 20-30 & night service till 11pm weekends: run 30-60 headways & night service after 7pm to 40 to 60 minutes & night service till 11pm. Have weekend 127 busses truncate at Firestone/Lakewood, instead of going to Downey depot. Line 128 can't support line if it would no longer travel to Cerritos town center, also consider to transfer line to LBT in near future, since it runs in their northern territory. Line 152 cannot support any changes on line, cause it would leave gaps & would leave a gap on Fallbrook between Sherman way & on roscoe w/of Topanga canyon & no service e/o Lankershim. Cannot support this proposal. Lines 162/163 cannot support line proposal Line 166 would support proposal if 166 was expanded to replace a left out portion on foothill BI to Sunland if certain trips were to continue to Chatsworth transit center, to connect w/proposed changes with lines 150, 158, 167 & 244. Otherwise can't support this proposal. Line 169 cannot support proposal if 169 can't operate to Burbank airport &</p>		

Name	Comment	Date	Event/ Source
	<p>maybe tie in with Line 222. Line 181 have concerns with foothill transit & may not want to reroute the 187 east of San Gabriel Bl & foothill bl. Line 204 expand 204 Owl to serve Harbor C Line station, run 204 busses in two routes... 204 bus (example) would run via 120th st, Figueroa, to transit station. 204 b Line would run via imperial highway, to Figueroa, to transit station & after layover would continue south on Figueroa to 120th, back to Vermont. Line 205 would support line changes, but concerned about loss of service in San Pedro & DASH may not fill in all the blanks. Also... Better headways on weekend/holidays for the 205. Line 209 have 209 busses use Jefferson/10th ave layover, via Obama, Crenshaw, rail stations & Jefferson to 10th ave layover. Line 210 support breakup of 210 in Hancock park area & focus line between Wilshire/western d Line Station & south bay galleria. Run Owl service as far south as Crenshaw C Line Station (120th st), or to Crenshaw/Rosecrans. With 610 proposal, have certain trips replace Line 222, via Yucca, Cahuenga, Odium to Hollywood Bowl. Line 211 run a 20/30 headway on prairie 7 days a week, instead of 60 minute headways, so-fi stadium will be the problem & better service is needed on that section of prairie, also do not reroute to Hawthorne C Line Station due to n/b Line 211 busses cannot have a stop at n/w corner or imperial highway & prairie, continue direct on prairie. Line 212 will support extending to South Bay Galleria, replacing Line 40, but the following is asked... If Owl service is to be provided, run Owl from Hawthorne Station, (loop Lennox, Prairie, Imperial to Hawthorne Bl layover), or Hawthorne/el Segundo Bl, n/b to either the following... A) to wla transit center, via Jefferson Bl, La Cienega, Fairfax. B) to regular route to Hollywood, to Hollywood/highland. Also consider using articulated busses due to a spike in ridership on extended 212. Line 215 have 215 busses serve Redondo Beach C Line station, bypass Hawthorne C Line Station due to turning issues at intersection on Inglewood & Lennox Bl. Line 217 have Owl service busses serve La Cienega E Line Station between 1am & 5am. Improve night service headways on proposed 180 line, overloads on line at night. Line 218 since line is to truncate at Santa Monica/Fairfax, loop via Fountain, Fairfax, to Santa Monica Bl & layover at location. Line 222 recommend that 222 be expended & tie in with Line 169, cannot support current proposal. Line 224 will proposed Owl still be proposed? Line 232 improve headways 7 days a week, also expand late night service until 11 or midnight from downtown l.b Line 233 no issues with changes, if Owl service is to be provided to Sepulveda expo station. Lines 234/rapid 734 would like to see 234 branched out in two lines... Lines 234 & 235 s-235 would stay on Sepulveda n/of brand Bl in mission hills & continue on Sepulveda to Rinaldi, via Holy Cross Hospital & also serve San Fernando/Sylmar Metrolink station, Line 236 consider rerouting 236 to serve holy cross hospital, if the 235 deal can't be done. Line 242 can't support proposal if line will no longer serve Porter Ranch Shopping Center. Line 246 since Owl service is to be eliminated, would ask that last bus leaving Harbor Gateway Transit Center at least 1am & from San Pedro, also at 1am. Also look at expanding 51 Owl to Avalon & Del Amo in Carson 24 hours. Improve headways to 30 minutes, all day! Lines 254/665 since 254 is going away, consider expanding Line 665 as far as Huntington Park, to replace part of the 254. Line 258 consider the following... 1.) Truncate Line 258 as far as Firestone Bl & let Montebello Line #30 take over s/of Firestone, to be true bus route on Garfield & for the 1st time they could connect with LBT service. 2.)Truncate Line 258 at Imperial Highway & let Long Beach Transit expand their 21 route to Imperial. The 258 is still too long! Line 260 didn't state where Owl service on the 260 would operate? Line 265 improve weekend/ holidays to a 35/40 minute headway, bus is crowded on certain trips on weekends, also expand night service until 10 or 11pm. Line 266 improve headways 7 days a week, to 20/30 minute headways. Expand night service until 11pm 7 days a week! Line 344 expand night service until 10 or 11pm 7 days a week! Line 487 cannot support current proposal, also with Line 287 truncating in arcadia at Gold Line station. Line 489 Line needs to be expanded farther to at least around Westfield Santa Anita mall in Arcadia. Line 534 Metro staff needs to look at transferring this line to BBB in near future due to cost & time for operators to drive all the way to Malibu to originate line. Line 550 expand line to truncate & originate at C.S.U.D.H. instead of Harbor Gateway Transit Center. Line 577 would be a mistake to eliminate Cerritos mall stop on 577, run weekend/holiday service on 577 & possibly expand to serve Monrovia, or Duarte I Line station. Line 601 would like to see 601 operate to Ventura Bl at all times, also operate 601 until 1am since Owl service is going away. Line 605 continue line to Mission Road to connect with Line 78. Line 607 look at LA county & LA DASH to take over parts of Line 607, in Windsor Hills/View Park & on west</p>		

Name	Comment	Date	Event/ Source
	Blvd., since line is going away. Line 611 expand line s/o Santa Ana to serve shopping center at Atlantic & Firestone, layover s/e of Firestone & Atlantic where Line 115 shortline used to layover at. W/b service would run as far on Florence to Hooper to Gage to Central & layover by the post office on Central & would still serve the Florence A Line station. Also look on expanding 611 w/o Atlantic on Firestone to replace Otis St. portion s/o Firestone to Abbott & MLK in Lynwood from Line 612. Line 656 Owl bus can't understand why 656 has to go to Santa Monica & Normandie? Would ask that Owl line be modified to connect with Owl 4, 217/180, 204 & possibly line 200 this proposal I may not support. Line s-450 would support proposal if board would eliminate zone fare s/o Harbor Gateway Station & charge n/o station when it operates to downtown LA also... Expand night service until 10 or 11pm. Line 456 this line was not on the NextGen proposals, because it was a latecomer since this line was started in November of last year, my request is to take busses of Atlantic, no stops on Atlantic, between 6th & Ocean & Ocean between Atlantic & LB Blvd. in long beach, run line on LB Blvd. between 6th & Ocean. Would like to support this line, but that change has to be made on the 456. & this concludes my comments... Thank you... Wayne Wright		
Wendy Camacho	Dear Metro: LA County needs Transit to Parks. You have the plan. Please get moving! *As a person who has lived in Los Angeles her whole life I understand how hard it is to get access to green spaces here. It is time we prioritize the need of the people such as green space!	8/27/2020	email
Wendy Spears	It is critical that busses run on time and with the frequency that is planned into the schedule of each line. There have been far too many times over the past 3 years when a bus has arrived late at my scheduled stop or hasn't come at all. I look forward to the new and improved system.	8/21/2020	All-Region PH
Wendy Witherspoon	I am writing to express my concern about the proposed discontinuation of Metro Line 218 under the NextGen Bus Plan. The line runs along Laurel Canyon Boulevard, directly connecting Studio City and the San Fernando Valley to Hollywood in a way that no other line does. There is simply no proposed substitution for this line, and its discontinuation will force riders to either double their travel time or abandon Metro bus service altogether. My family and community relies heavily on the Metro Line 218, and its discontinuation would cause an extreme hardship, stranding many in our community. Please keep Metro Line 218!	8/25/2020	WSC PH
William Jones	To Whom It May Concern: I appreciate all the hard work that has gone into the NextGen study and plans, however, I feel these plans are severely flawed in that some communities are left without services completely. The 487 and 268 bus lines are critical to residents of North and Northeast Pasadena, Sierra Madre, Arcadia and Monrovia to reaching schools, doctor offices, train stations, grocery stores and so much more. I and many residents I have spoken to ask that Metro reconsider the cancellation or alteration of these lines. For students and elderly like me who have disabilities that prevent driving all the time, these services are critical to get from train station to homes and schools.	8/24/2020	SGV PH
Yesenia Vencebi	I am writing to you because I read in the "NextGen Bus Plan Proposed Service Changes" brochure that Metro is planning on discontinuing Line 612 in the South Gate and Huntington Park areas. Just yesterday I boarded the bus at the same time than an elderly woman in a wheelchair did, and, as usual, there were also other people on the bus. I don't know how anyone could consider it an underutilized bus route, because although there are hours when there may be less passengers than at other times, it is a highly utilized bus. Sincerely,	8/24/2020	mailed
Yeun-Bin Lee	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Yifang Nie	I support this measure, but don't think it goes far enough to ensure that people take advantage of buses. Based on the proposal documents, it looks like the plan is to allow buses to arrive more frequently, but it does not help anyone if 2 buses arrive within 5 min of each other and then it's 15 min until the next. We need to ensure that bus arrivals are spaced out evenly, so that it's always convenient to wait for the next one. If I had to wait 15 min bc I missed the bus, I would probably just call a Lyft. Also, we need dedicated bus lanes! There is no point spacing out bus arrivals if they're all going to get snarled in traffic and 5 buses arrive at the next stop at once.	8/26/2020	WSC PH
Zachary Molley	I'm a San Pedro resident. My commute is to U.S.C. So I've written comments to Scott Greene and Joe as well about this 450 amendment. What I'm concerned about is the loss of off peak one seat ride service between San Pedro and U.S.C. 11 I'm a choice rider so those types of factors impact my decision to use transit heavily. I have suggested to staff via e-mail that they look at doing what is called a combined headway along the lanes of the Silver Line. In my judgment using the Silver Line, it's basically two way built together between Downtown and South L.A. or the Harbor Gateway Transit Center and a way between Downtown and El Monte. It's -- they were to coordinate the Silver 910 with the 450 and have them both run every 30 minutes. For example, you would have a combined headway of every 15 minutes along the I-110 transit way while the combined headway between the 910 and the Foothill Transit -- the Silver Streak would provide whatever headway is along the I-10 corridor. I would strongly encourage that you consider that. My only other comment is probably tangential to this, but moving from the Bay Area down here, there seems to be an obsession with local control here in Los Angeles, and I'm aware -- you know, Torrance, Carson and Culver City, all of these operators operate on their own, but as one of the commenters, Mr. Martin mentioned earlier, local travel transcends train to 10 having some local control operators makes using transit 11 even for local trips very difficult. I encourage L.A. to 12 relook at that broadly.	8/20/2020	SBC PH

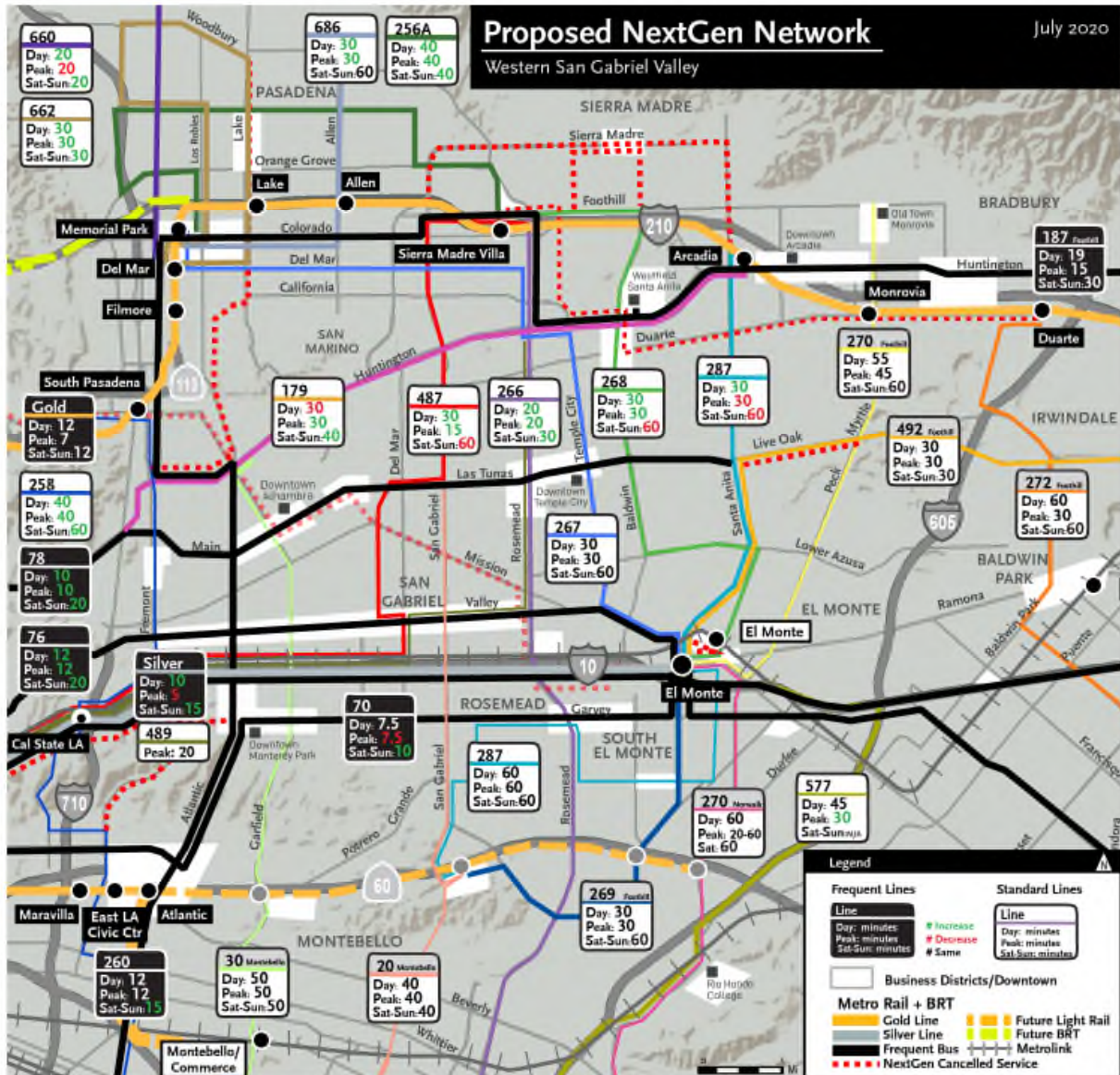
Name	Comment	Date	Event/ Source
Zakhary Mallett	<p>Hi, Joe and Scott, In part just to put more thorough comments in writing, I wanted to briefly follow-up on the comments I submitted for today's South Bay Cities Service Council meeting. I am sure I will reassert when the public outreach occurs in a few weeks ;). To reiterate, I saw on the proposed service plan update (, which shows that the 450 route will only provide one-seat ride service between San Pedro and the I-110 transitway and Downtown Los Angeles during peak hours; during off-peak hours, including all day on weekends, service will be restricted to between San Pedro and the Harbor Gateway Transit Center (HGTC) only. Riders seeking to connect to/from areas north will experience a forced transfer to the Silver (J) Line at HGTC. As an occasional rider and observer, I do not support this for reasons that are likely obvious. Proposal I believe it would be a productive to consider coordinating multiple routes along the I-110 transitway so that scarce resources are broadly allocated, but shared along this corridor so that there is a minimum combined headway. As an example, if the 450 and Silver (J) Line each operated every twenty, twenty-four, or thirty minutes during off-peak periods, there would be a combined headway of one bus every ten, twelve, or fifteen minutes, respectively. [If Long Beach Transit financed your operation of my Long Beach connection proposal (unlikely, I know), the three routes could each operate every thirty minutes for a ten-minute combined headway, and you would have the flexibility to interline the 450 and this conceptual Long Beach connection.] In any case, this proposal rests on an assumption that the Silver (J) Line is effectively two consolidated routes – a leg that connects El Monte to Downtown Los Angeles and a leg that connects the Harbor Gateway Transit Center to Downtown Los Angeles – and that there is limited ridership that traverses between these legs of the route. If this assumption is accurate, then what is most important from a service operations standpoint is the combined headways on each leg of service, independent of the other. With Foothill Transit's Silver Streak providing parallel and same-price service on the El Monte leg, that would be the service that the Silver (J) Line provides combined headway with there, while it coordinates with the 450 on the HGTC leg under this proposal. Question Do you have a way to check this hypothesis about Silver (J) Line ridership patterns? With automated passenger counters, you cannot account for origin-destination pairs; only total ridership by stop. However, perhaps you have TAP data that provides the unique locations where people tap on (?). If the same unique account taps on at one location in the morning and another location in the afternoon, that would indicate that, that unique traveler's round-trip ride is between those two locations. At the end of the day, this is just an idea from a rider, and I do not expect special treatment in your review. That said, your review of this idea or explanation for why it is prima facie infeasible would be greatly appreciated. Thanks for your consideration! Sincerely, Zakhary Mallett, MCP</p>	8/14/2020	email
Zennon UlyateCrow	<p>Please consider rerouting the 602 from Sunset down to Bundy to San Vicente to Wilshire to Westwood Blvd, rather than its current route continuing down Sunset to Montana and Gayley. This way the travel time from Westwood to the rest of the route would be faster, as the 602 would now skip the nightmare stretch of Sunset between Bundy and the 405, saving up to an hour of travel times. Furthermore, the Palisades and neighborhoods along the western end of Sunset will finally be able to connect themselves to the greater Westside without routing through Westwood, allowing for speedy transfers from this new route to other routes linking to destinations like Sawtelle and Santa Monica Blvd.</p>	8/14/2020	WSC PH
Zennon Ulyate-Crow	<p>For the 602 Bus Line, it should pivot down Bundy Dr. and take San Vicente/Wilshire/Westwood and end at Westwood Plaza at UCLA. By doing this you would skip the traffic situation that can result in up to an hour of delays between Bundy and the 405, increasing the overall speed of the route dramatically. Furthermore, the three major destinations for people in Pacific Palisades are Brentwood, Sawtelle, and Westwood. Currently, no bus line connects Pacific Palisades and Sawtelle/Brentwood, but this line would allow for service directly through Brentwood and for easy, efficient, transfers to Sawtelle, while simultaneously reducing travel times to Westwood. The portion of the current route that travels on Sunset/Sepulveda/Montana/Gayley that would no longer exists travels through single family residences and serves very few riders, with the only bus connection being at Sepulveda Blvd, something that is solved with the new 761 route as it connects with this potential 602 route on Westwood.</p>	8/6/2020	Virtual Workshop



Proposed NextGen Network

July 2020

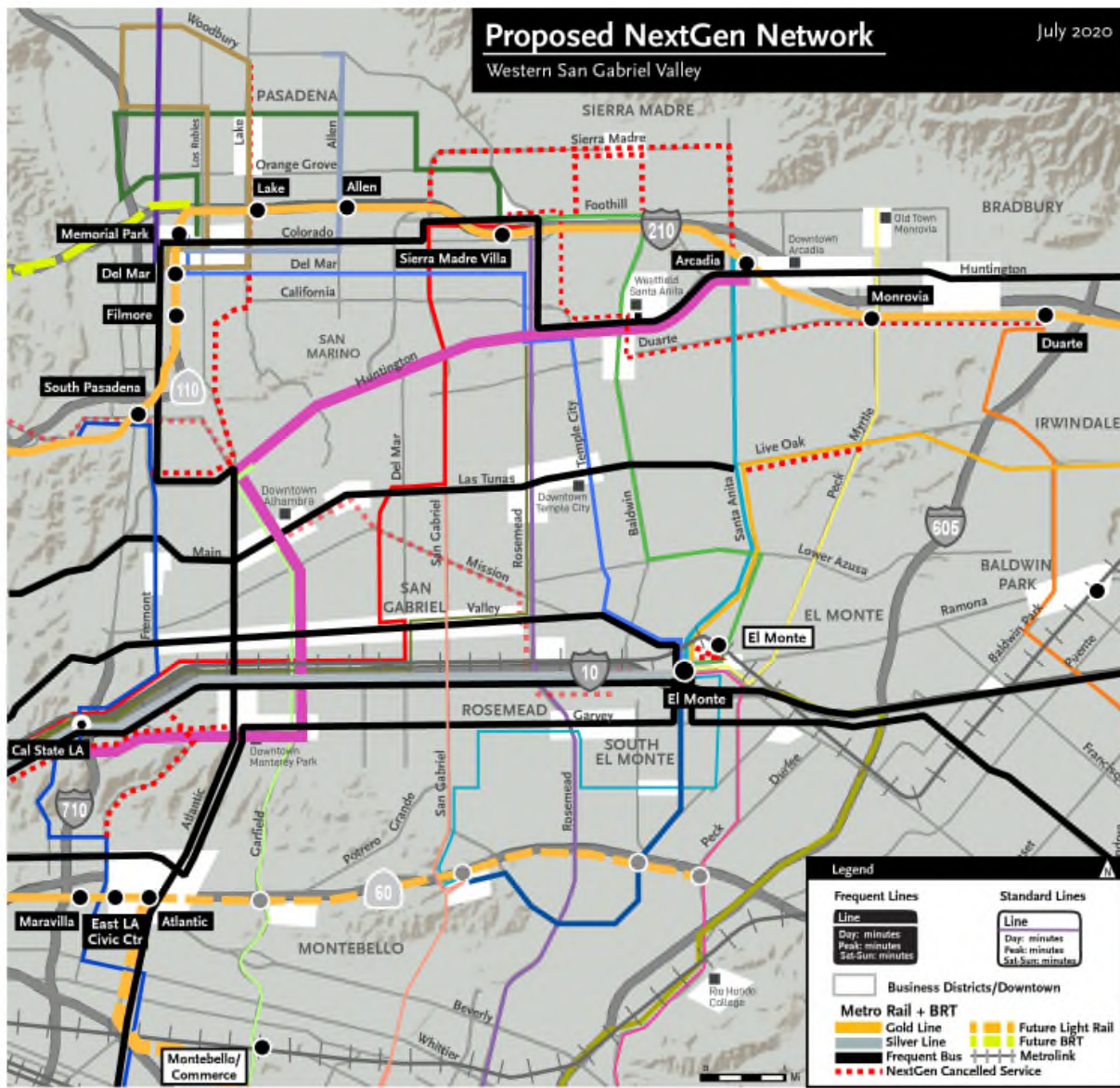
Western San Gabriel Valley



Proposed NextGen Network

July 2020

Western San Gabriel Valley



14.3 LETTER TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

[POLICY][T&I] Letter to the Los Angeles County Metropolitan Transportation Authority -

Discussion and possible action regarding a letter to be sent to Metro (Los Angeles County Metropolitan Transportation Authority) regarding a) Metro's COVID-19 Max Load limit, b) a request to postpone the adoption of the Long Range Transportation Plan for at least a year, and c) the NextGen Bus Service Proposal.

MOTION: The MVCC supports sending a letter to the Metro (Los Angeles County Metropolitan Transportation Authority) regarding a) Metro's COVID-19 Max Load limit, b) a request to postpone the adoption of the Long Range Transportation Plan for at least a year, and c) the NextGen Bus Service Proposal. (wording below)

Background: *(from the Westside Regional Alliance of Councils Neighborhood Council's Land Use and Planning Committee)*

Local Neighborhood Councils are being asked to follow the lead of the Westside Neighborhood Council (WNC) in making the following requests of the Metro (Los Angeles County Metropolitan Transportation Authority) Board of Directors regarding the issues below:

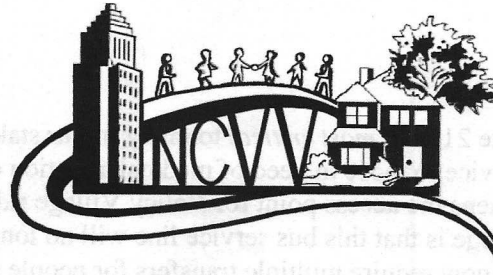
1) To lower Metro's COVID-19 Max Load limit for 60' busses from 30 to 20 in order to enable safer Social Distancing and increasing frequency of affected routes to make up for the reduced seating capacity.

(page 10: <https://metro.legistar.com/View.ashx?M=F&ID=8440603&GUID=9EF26710-8673-4084-9E00-857DF87460E5>)

2) To postpone the adoption of the LRTP (Long Range Transportation Plan) for at least a year. The LRTP in its current form is based entirely on pre-COVID-19 data. It would make more sense to wait until we have a better understanding of how the COVID-19 crisis reshapes working and commuting behavior before adopting a plan for the next 10+ years of transit policy.

3) To oppose the NextGen Bus Service Proposal which eliminates the 218 line connecting the San Fernando Valley and the Westside. Additionally, to request that the 234/734 line should connect to Westwood and Expo/Sepulveda Station from the San Fernando Valley.

CITY OF LOS ANGELES
CALIFORNIA



NEIGHBORHOOD
COUNCIL VALLEY
VILLAGE

P.O. Box 4703
Valley Village, CA 91617

TELEPHONE: (818) 759-8204

www.myvalleyvillage.com

Tony Braswell, President
Ginny Hatfield, Vice President
Dorothy Apple, Treasurer
Marc Woerschling, Secretary
Daryl Baskin
Glenn Block
Desmond Faison
Alice Hart
Suzanne Lewis
Lisa Miller
Paulette Stokes
Erin Stover
John Thyne
Maribel Ulloa-Garcia
Jeff Walker

August 26, 2020

Email to: servicechanges@metro.net

cc: The Honorable Paul Krekorian

cc: The Honorable Sheila Kuehl

cc: The Honorable Eric Garcetti

From: Neighborhood Council Valley Village Board of Directors

Subject: NextGen Bus Plan Proposed Service Changes

On behalf of the Board of Neighborhood Council Valley Village, we respectfully submit the following comments to you for consideration and we hope - action. These comments are based on input we have received from Valley Village stakeholders and residents who utilize the Metro Bus Line Service. We also wish to express our concern for some of our vulnerable populations including elderly residents, those whose livelihoods depend on Metro bus service to their employment, and Veterans who services for social and health needs.

We applaud your efforts to implement a new bus network that is more relevant, reflective of and attractive to the residents of LA County. Metro's Vision 2028 to build a comprehensive World Class Transportation System can only help Los Angeles improve its services to our residents. We support your overarching goals.

However, we must prioritize the needs of our families, neighbors and stakeholders related to the Final Bus Service Plan due to be presented to the Metro Board in September. As such we offer the following comments and suggestions related to the changes.

Prior to specific suggestions we would like to point out that the maps that were provided through the website were complex and difficult to study related to the proposed changes. For instance, the descriptions of the original routes were not clear and the new routes lacked directional arrows. There was no mention of layover corners or span of service. These are important issues for the bus riders.

Our suggestions include:

Route 237 – We implore you not to change this route. The changes extend the timetable, break the route into multiple lines which interrupts a direct path of tourism to Universal via the bus system. The changes will also drop the customer outside of the Universal station without progressing over the hill to the Glendale area. This can create hardships for elderly riders and parents with small children and/or babies.

Route 154/153 – while the maps made it difficult to study – it appears that changes to those lines will interrupt access to Medical facilities & Providence Tarzana Hospital on Ventura west of the 405 – without transfers.

Route 218 - the changes on Route 218 are *most critical* to many of our stakeholders. Please review these changes with an eye toward providing service to those in need of medical attention or healthcare workers/front line medical staff. The change lengthens the access point for Valley Village riders by moving the origin to Ventura Boulevard. The most serious change is that this bus service line will no longer take riders directly to Cedars Sinai Health System/Hospital and will now require multiple transfers for people whose health risks may be heightened due to double and sometimes triple transit times. Please review this route and consider these issues.

Route 155 - the proposed changes to the 155 line are very difficult to study as the new Burbank bus was not shown. The western portion of the proposed line is poorly planned for riders wishing to go to Universal City. There should be a loop similar to the 154/153.

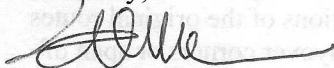
Route 158 – the proposed changes will have a dramatic negative impact on our Veterans. This line should not be modified without a solution already in place to transport the VA/North Hills customers to their new bus line. Additionally these Veteran riders need to be provided with assistance to bring them up the hill to the VA/Westwood facility. Providing a “Dash” type service may be one of the potential solutions.

Overall, there appears to be an effort to reduce the number of Valley Village East/West lines. The 155 along Riverside will combine the 183 along Magnolia; the 154 on Oxnard will combine with a new line on Burbank and Chandler would be removed altogether. Effectively, these combined changes reduce the East/West bus line access in Valley Village by more than 50%. Some of our elderly and physically challenged stakeholders are concerned that additional walking, especially with bags of groceries or other personal items, will be a hardship for them. Please review these changes to the East/West lines and consider preserving more of them in the overall final plans.

We would also ask that you also continue to be sensitive to the amount of traffic on 2-lane sections of Magnolia Boulevard in the southeast San Fernando Valley. Most of these 2-lane segments are in Valley Village and traffic congestion is an increasing burden on our stakeholders. Please continue to consider alternatives to increasing bus traffic on Magnolia Boulevard. Consideration of preserving East/West bus service will help alleviate these concerns.

Thank you for the opportunity to provide these comments on behalf of Valley Village stakeholders and your riders.

Sincerely,



Anthony J. Braswell
President

cc: Sahag Yedalian
Karo Torossian