

Transit First

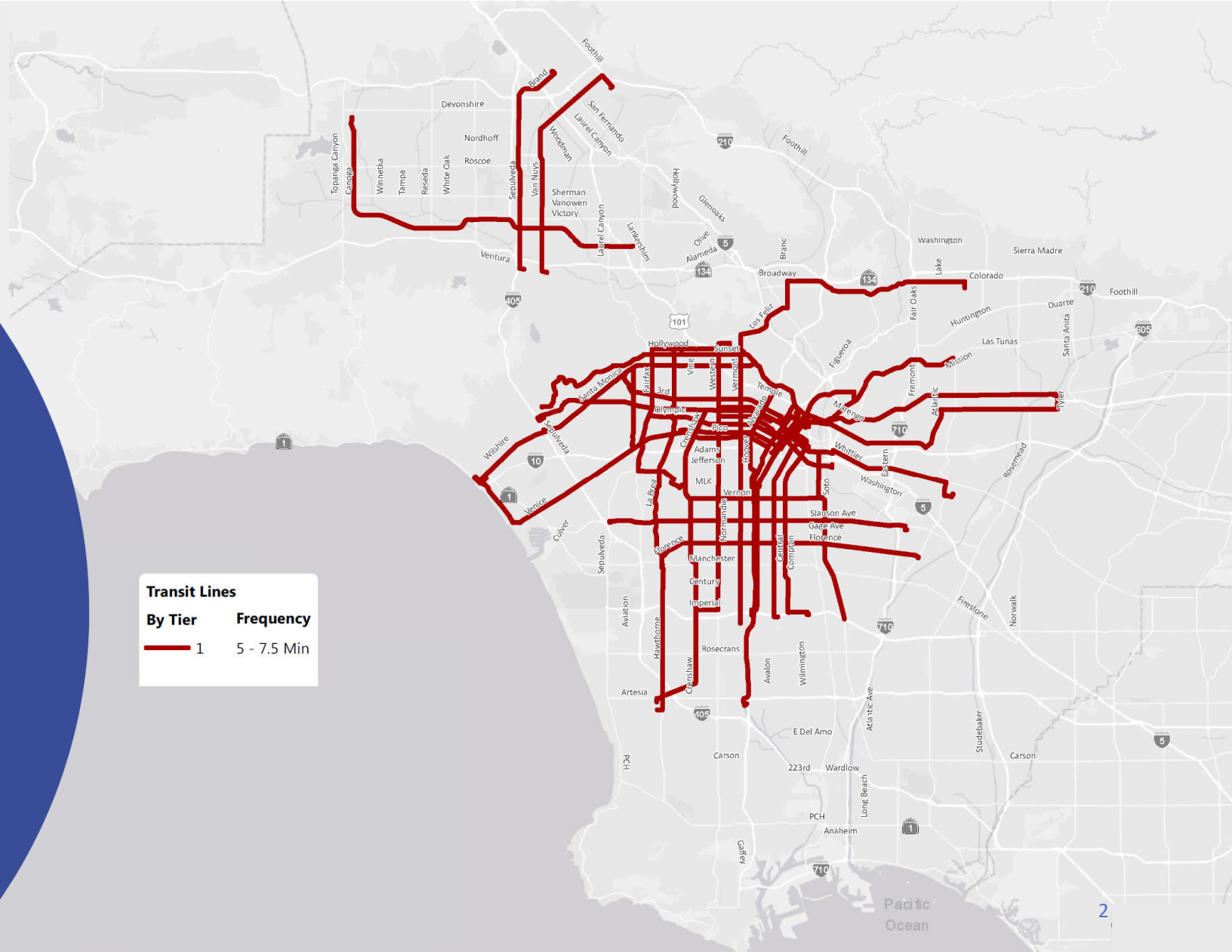
Service Plan

Core Network

Key spines in the network

Highest investment in customer and operations infrastructure

53% of today's bus riders use one of these top 25 corridors



Convenience Network

81% of Metro's bus riders use a Tier 1 or 2 corridor

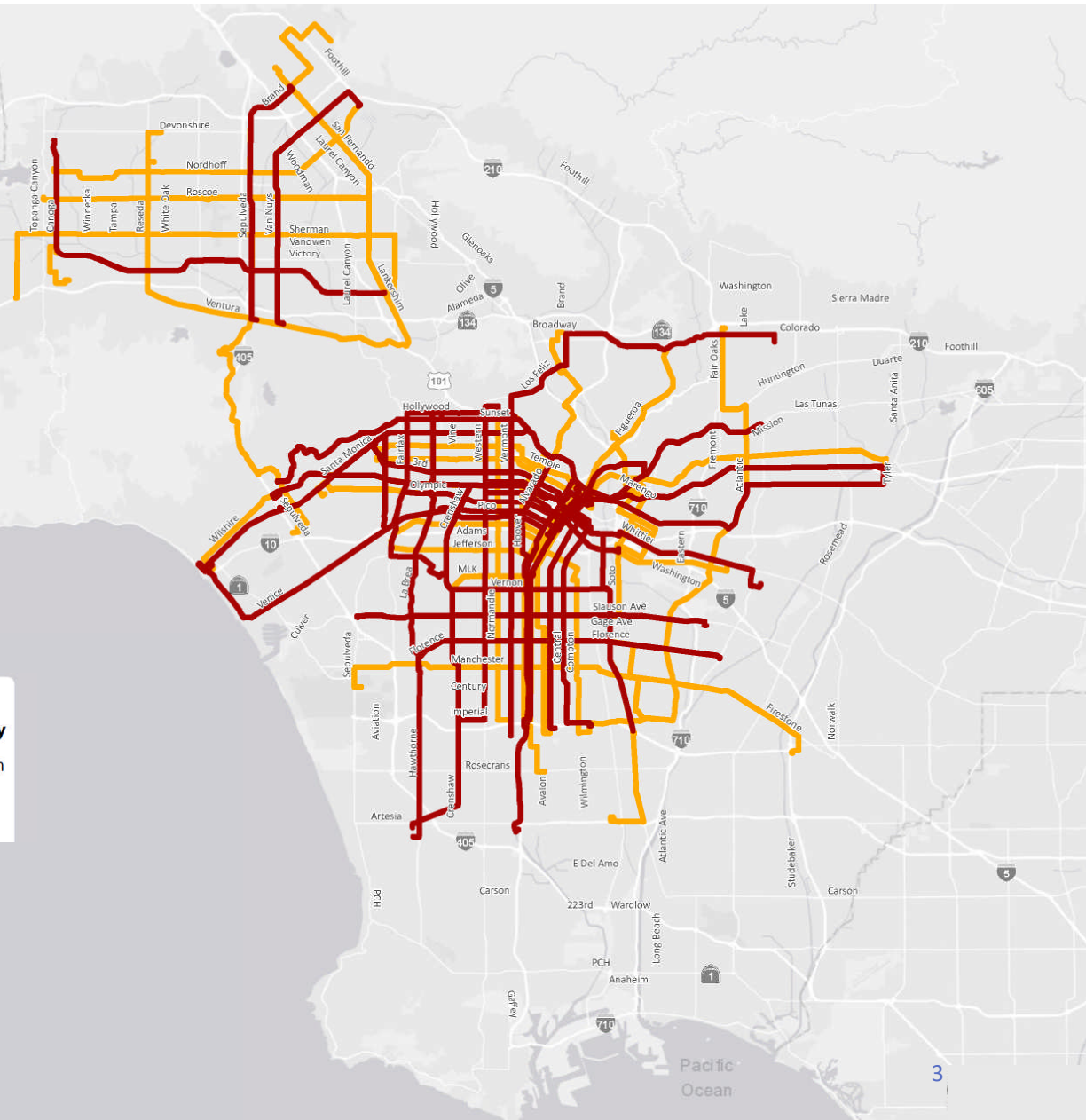
Completes the spontaneous-use network

Focuses on network continuity

High investment in customer and operations infrastructure

28% of today's bus riders use one of the 19 Tier 2 corridors

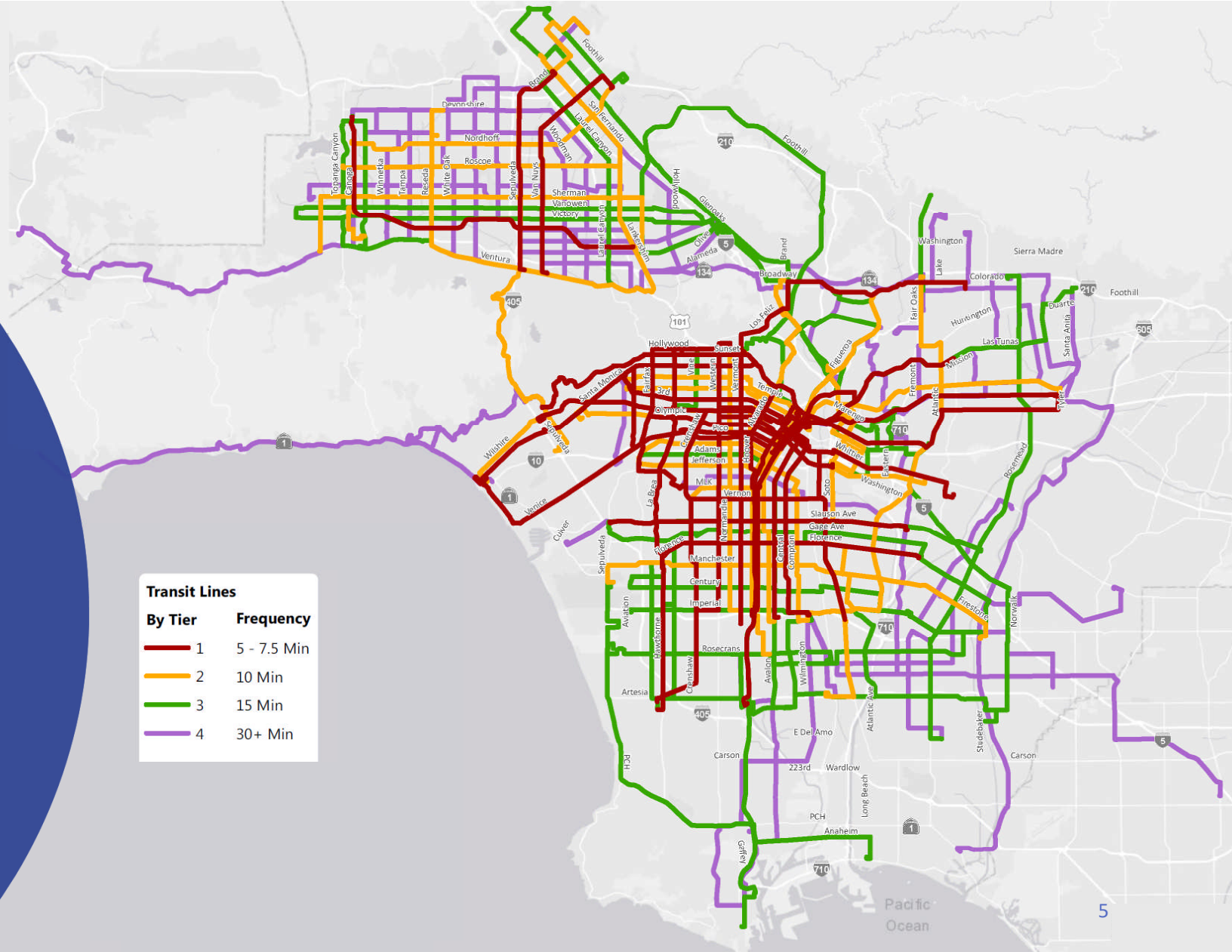
Transit Lines	
By Tier	Frequency
1	5 - 7.5 Min
2	10 Min



Community Network

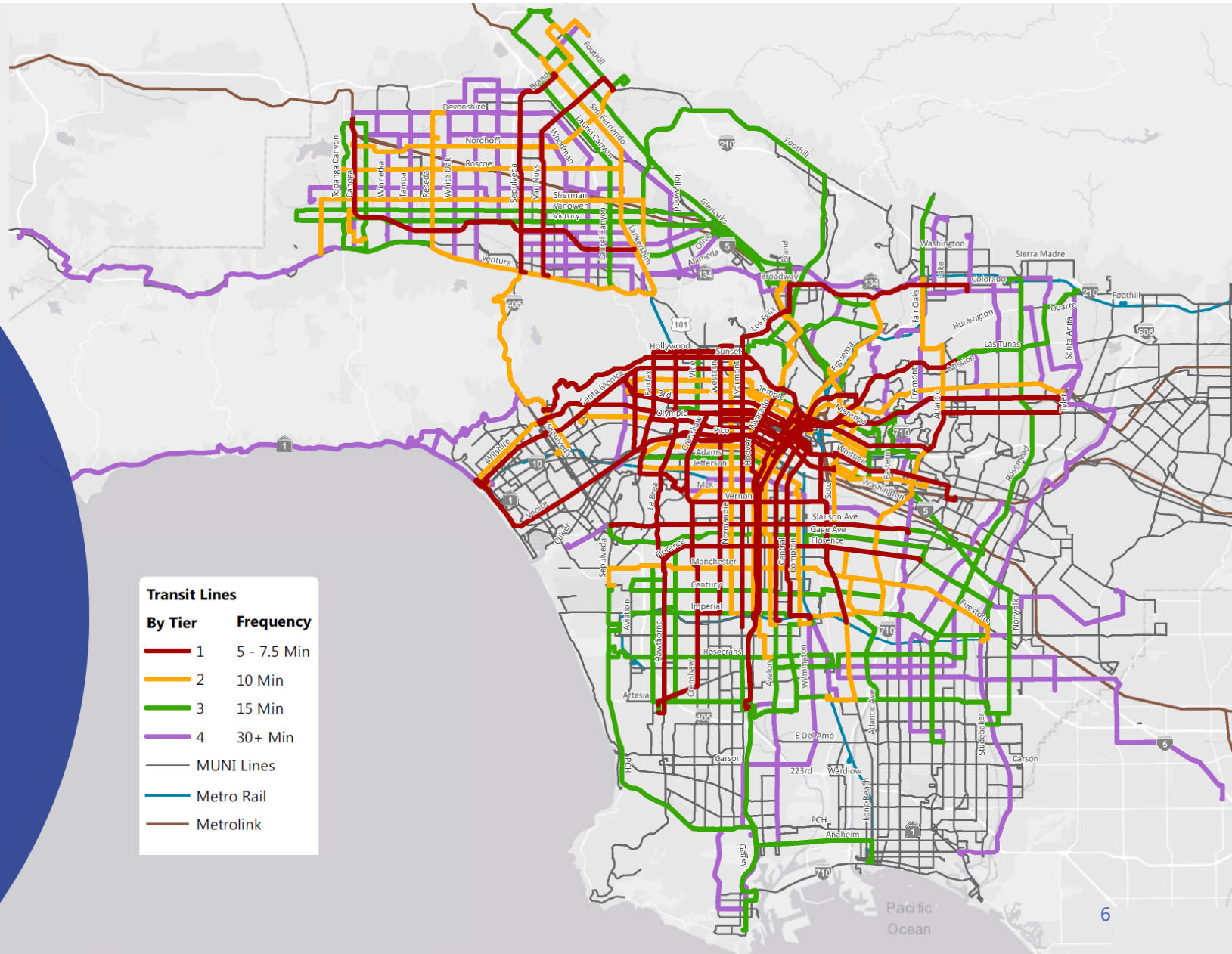
Focuses on community travel in areas with lower demand; also includes Expresses

Minimal investment in customer and operations infrastructure



Full Network

The full network complements Muni lines, Metro Rail, & Metrolink services



Attachment A
NextGen Transit First Service Change Proposals by Line

Line	Service Change Proposal	Existing Weekday Frequency						Proposed Weekday Frequency						Existing Saturday Frequency						Proposed Saturday Frequency						Existing Sunday Frequency						Proposed Sunday Frequency					
		AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
R2	New Line 2: Merge Lines 2 and 302 on Sunset Bl with Line 200 (Alvarado/Hoover): •New Line 2 would follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merging with existing Line 200 at Sunset & Alvarado to Exposition Park/USC via Alvarado, Hoover, Figueroa and MLK Jr New Line 2 would provide:	15	15	15	20	30	60	7.5	12	7.5	15	30	60	12	15	15	20	30	60	12	12	12	15	30	60	20	20	20	30	30	60	12	12	12	15	30	60
R302	•New direct route between USC/Exposition Park and Hollywood	-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	30	30	30	30	30	-	-	-	-	-	-	-	-	-	-	-	-	-	
R602	•High frequency service for all bus stops on Sunset Blvd and Alvarado St	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	30	30	30	30	-	
R200	•Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility •Line 4 would remain serving Sunset Bl east of Alvarado St through downtown LA	8	12	7	20	40	-	-	-	-	-	-	12	12	10	20	40	-	-	-	-	-	-	-	20	13	10	25	40	-	-	-	-	-	-	-	
Sunset/ Alvarado	More frequent service would be provided all day on weekdays for Line 602.	6	15	7.5	20	30	60	7.5	12	7.5	15	30	60	12	15	15	20	30	60	12	12	12	15	30	60	20	20	20	30	30	60	12	12	12	15	30	60
R4	New Line 4: Merge Lines 4 and 704 on Santa Monica Bl: •New Line 4 would follow the existing Line 4 & 704 routes between downtown Santa Monica and downtown LA via Santa Monica Bl and Sunset Bl	10	15	10	20	20	25	12	15	12	20	30	30	15	15	12	20	20	30	15	15	15	20	30	30	20	15	15	25	25	25	15	15	15	20	30	30
RS4	•Bus stops between Westwood and downtown LA would be adjusted through consolidation of underutilized stops to balance speed, reliability, and accessibility, with bus stops for existing Line 704 retained between Westwood and downtown Santa Monica.	-	-	-	-	-	-	12	15	12	20	30	60	-	-	-	-	-	-	15	15	15	20	30	60	-	-	-	-	-	-	15	15	15	20	30	60
R704	•More frequency for new Line 4 bus stops between Westwood and downtown LA.	10	15	10	20	20	-	-	-	-	-	-	20	20	20	25	25	-	-	-	-	-	-	-	30	20	20	25	25	-	-	-	-	-	-	-	
Santa Monica		5	7.5	5	10	10	25	6	7.5	6	10	15	20	9	9	7.5	12	12	30	7.5	7.5	7.5	10	15	20	12	9	9	13	13	25	7.5	7.5	7.5	10	15	20
R10	Line 10 has no changes and would continue to operate in partnership with Line 48. Buses continuing to change between these two lines at Temple/Figueroa in downtown LA. Line 10 would have more frequency during midday and evening hours on weekdays.	8	20	10	30	60	60	10	15	10	15	30	-	20	20	20	18	60	60	20	20	20	20	30	-	30	20	20	40	60	60	20	20	20	20	30	-
R14	Line 14 would continue between downtown Los Angeles to Beverly/San Vicente via Beverly Bl and then travel north on San Vicente to Santa Monica Blvd then connect to Line 4: •Line 14 would have more frequency during midday and evening hours on weekdays. •Existing Line 14 segment west of Beverly/San Vicente to Pico Bl via Beverly Dr would be discontinued due to underutilized service. Nearest alternative bus service would be on Robertson Bl (Line 17), Santa Monica Bl (Line 4), Wilshire Bl (Line 20), Olympic Bl (Line 28), and Pico Bl (Big Blue Bus Line 7). •Line 14 would continue to operate in partnership with Line 37, with buses still changing to Line 37 at 1st/Beadry in downtown LA	6	15	8	15	60	60	10	15	10	15	30	-	25	20	17	30	60	60	20	20	20	20	30	-	25	20	20	25	60	60	20	20	20	20	30	-
R16	New Line 16: Merge Lines 16, 17, and 316.	10	10	20	15	30	-	6	7.5	6	10	15	60	10	8	6	10	20	-	7.5	7.5	7.5	10	15	30	12	8	8	20	20	-	7.5	7.5	7.5	10	15	30
R17	New Line 16 will operate between downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl to connect with Line 4: •Line 16 and 316 would no longer continue west of 3rd St/San Vicente at Beverly Hills on Burton due to underutilized service	25	60	30	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R617	•Lines 4 (Santa Monica Bl) or Line 28 (Olympic Bl) would be available service at Century City •New Line 16 will have more frequency during midday and evening hours on weekdays	-	-	-	-	-	-	30	30	30	30	-	-	-	-	-	-	-	-	45	45	45	45	-	-	-	-	-	-	-	-	45	45	45	45	-	-
R316	New Line 617 would operate between E Line (Expo) Culver City Station to Cedars-Sinai Medical Center/Beverly Center via Robertson Bl, to operate more reliably: •New Line 617 will have more frequency during midday and evening hours on weekdays, as well as new Saturday and Sunday service	8	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3rd		4	9	5	12	30	-	6	7.5	6	10	15	60	10	8	6	10	20	-	7.5	7.5	7.5	10	15	30	12	8	8	20	20	-	7.5	7.5	7.5	10	15	30
R18	New Line 18: Merge Line 18 and Line 720. New Line 18 would operate between Metrolink Montebello-Commerce Station and downtown LA: •More frequency for all new Line 18 bus stops between East LA and downtown LA •New Line 18 service would continue between downtown LA and Wilshire/Western via 6th St •Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility.	5	10	8	22	30	60	6	7.5	6	10	15	30	7.5	12	12	25	30	60	7.5	7.5	7.5	10	15	30	15	15	12	25	30	60	7.5	7.5	7.5	10	15	30
RS20		10	12	10	20	30	30	10	10	10	15	-	-	20	15	15	25	30	30	12	12	12	15	-	-	25	20	20	20	30	30	12	12	12	15	-	-
RL20	New High Frequency Line 20: Merge Line 20 and Line 720 between downtown Santa Monica and downtown LA via Wilshire Bl., following the existing Line 20/720 route: •More frequency for all new Line 20 bus stops between Westwood and downtown LA •Underutilized Line 20 bus stops between Westwood and downtown LA would be consolidated to balance speed, reliability, and accessibility, •New Line 20 would serve existing Line 720 stops west of Sepulveda Bl to Santa Monica •New Line R20 would operate peak periods weekdays serving existing Line 720 stops between downtown LA and Santa Monica	10	10	4	10	15	-	10	-	10	-	-	-	12	10	8	10	15	-	-	-	-	-	-	-	20	10	10	15	15	-	-	-	-	-	-	-
Wilshire		5	5	5	6	10	30	5	5	5	7.5	15	30	-	-	-	-	-	-	6	6	6	7.5	15	30	-	-	-	-	-	-	6	6	6	7.5	15	30
R28	New High Frequency Line 28: Merge Line 28 & Line 728. New Line 28 would operate between Century City, downtown LA and Eagle Rock via Olympic Bl between Century City and downtown LA New Line 684 will link Gold Line Lincoln/Cypress Station and Eagle Rock: •More frequency during weekdays and weekends at all bus stops between Century City and downtown LA •Underutilized stops between Century City and downtown LA on Olympic Bl would be consolidated to balance speed, reliability, and accessibility, •New Line 684 would link Gold Line Lincoln/Cypress Station and Eagle Rock via existing Line 28. •Line 45 would serve the section of Line 28 on Broadway between downtown LA and Avenue 26	12	30	15	30	30	60	15	20	15	15	30	-	15	12	12	20	30	60	15	15	15	15	30	-	18	15	15	25	30	60	15	15	15	15	30	-
RS28		-	-	-	-	-	-	15	20	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R684		-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	60	30	30	60	60	-	-	-	-	-	-	-	60	30	30	60	60	-	
R728		10	20	12	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Olympic		6	12	7	15	30	60	7.5	10	7.5	15	30	-	15	12	12	20	30	60	15	15	15	15	30	-	18	15	15	25	30	60	15	15	15	15	30	-
R30	New Frequent Line 30: Merge Lines 30 & 330 between West Hollywood and Gold Line Indiana Station via San Vicente Bl, Pico Bl, and 1st St, via existing Lines 30/330 between Pico Rimpau Transit Center and Gold Line Little Tokyo/Arts District Station: •Existing Line 30/330 service on San Vicente Bl would be discontinued, with alternative bus service available on Olympic Bl (Line 28), Wilshire Bl (Lines 20, 320), 3rd St (Line 16), Beverly Bl (Line 14), Santa Monica Bl (Line 4) •Existing Line 30 service between Little Tokyo and Indiana Gold Line stations would be eliminated, with alternative service available on the Gold Line •Underutilized bus stops will be consolidated on Pico Bl to balance speed, reliability, and accessibility,	12	12	12	10	30	60	10	10	10	15	30	-	8	12	10	20	30	60	15	15	15	15	30	-	15	12	10	25	30	60	15	15	15	15	30	-
R330		12	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pico		6	12	7	10	30	60	10	10	10	15	30	-	8	12	10	20	30	60	15	15	15	15	30	-	15	12	10	25	30	60	15	15	15	15	30	-
R33	New Line 33: Merge Lines 33 & 733 on Venice Bl, following existing Line 33/733 alignment between downtown Santa Monica and downtown LA via Venice Bl: •New Line 33 route would be modified to serve Pico Station in downtown LA •Increased service frequency for all new Line 33 bus stops between Santa Monica and downtown LA •Underutilized stops between Santa Monica and downtown LA would be consolidated to balance speed, reliability, and accessibility	12	20	12	20	30	30	7.5	10	7.5	10	30	60	20	20	13	15	25	30	10	10	10	10	30	60	30	20	20	20	25	30	10	10	10	10	30	60
R733		15	20	15	20	30	-	-	-	-	-	-	20	20	20	30	30	-	-	-	-	-	-	-	20	20	20	20	30	-	-	-	-	-	-	-	
Venice		7	10	7	10	15	30	7.5	10	7.5	10	30	30	10	10	7.5	10	15	30	10	10	10	10	30	60	12	10	10	10	15	30	10	10	10	10	30	60
R35	Line 35 has no route changes: •More frequency during midday and late-night hours on weekdays	10	15	12	20	60	-	12	12	12	15	30	-	15	15	15	40	60	-	20	15	15	20	30	-	40	20	20	40	60	-	20	15	15	20	30	-
R40	New High-Frequency Line 40: Merge Lines 40 & 740. This new line 40 would operate between LA Union Station and downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av: •More frequency for all bus stops on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av •Underutilized bus stops will be consolidated on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av to balance speed, reliability, and accessibility •Line 40 Overnight Owl service between LAX and downtown LA would be discontinued, with alternative Owl service available on Lines 45 and 111 •New Line 212 would serve La Brea Av, Hawthorne Bl south of downtown Inglewood Station ending at South Bay Galleria	12	20	15	15	25	60	10	10	10	15	30	-	20	20	20	24	60	60	15	15	15	15	30	-	20	20	20	20	60	60	15	15	15	15	30	-
R740		18	30	18	20	-	-	-	-	-	-	-	20	30	20	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Hawthorne		7.5	12	8	8	25	60	10	10	10	15	30	-	10	12	10	12	60	60	15	15	15	15	30	-	20	20	20	20	60	60	15	15	15	15	30	-

Line	Service Change Proposal	Existing Weekday Frequency						Proposed Weekday Frequency						Existing Saturday Frequency						Proposed Saturday Frequency						Existing Sunday Frequency						Proposed Sunday Frequency					
		AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
R45	New High Frequency Line 45: Merge Lines 45 & 745 on Broadway St: •New Line 45 would follow existing route between Harbor Freeway Station, downtown LA, and Lincoln Heights via Broadway St •More frequency for all new Line 45 bus stops •Underutilized bus stops on Broadway St would be consolidated to balance speed, reliability, and accessibility •Line 127 will replace the segment of Line 45 south of Harbor Freeway Station on 117th St, Broadway St, El Segundo Bl, and Main St to San Pedro & Rosecrans (see Line 127 information sheet)	5	15	10	25	60	60	5	7.5	5	10	30	60	9	8	15	30	60	60	7.5	7.5	7.5	15	30	60	20	12	15	30	60	60	7.5	7.5	7.5	15	30	60
R745		8	15	10	30	-	-	-	-	-	-	-	-	12	18	20	20	-	-	-	-	-	-	-	-	30	30	30	30	-	-	-	-	-	-	-	-
Broadway		3	7.5	5	15	60	60	5	7.5	5	10	30	60	6	6	8	12	60	60	7.5	7.5	7.5	15	30	60	12	9	10	15	60	60	7.5	7.5	7.5	15	30	60
R51	New Line 51: Merge Lines 51, 52, 352 on San Pedro St and Avalon Bl. New Line would follow existing routes between downtown LA, San Pedro St, and Avalon Bl, with a new southern terminus at Cal State Dominguez Hills •Lines 51/52/351 would not operate between downtown LA and Wilshire/Vermont, with alternative service available on Wilshire Bl (Line 20) and 8th St (Line 66) •Line 127 would replace Lines 51/351 on Compton Bl and Line 52 on Victoria St (see Line 127 information sheet) •More frequency would be provided for all bus stops on San Pedro St and Avalon Bl, with highest frequency provided north of the Green Line Avalon Station •Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility.	10	24	20	15	60	60	15	15	15	30	30	60	10	7.5	10	20	60	-	20	20	20	20	30	60	30	10	10	60	60	-	20	20	20	20	30	60
R551		-	-	-	-	-	-	15	15	15	-	-	-	-	-	-	-	-	-	20	20	20	-	-	-	-	-	-	-	-	-	20	20	20	-	-	-
R52		20	24	20	60	-	-	-	-	-	-	-	-	30	30	30	40	-	-	-	-	-	-	-	-	30	20	30	60	-	-	10	10	10	20	30	60
R351		20	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Avalon	5	12	6	12	60	60	7.5	7.5	7.5	30	30	60	7.5	6	7.5	12	60	-	10	10	10	20	30	60	15	6	7.5	30	60	-	10	10	10	20	30	60	
R53	Line 53 between downtown LA and Cal State Dominguez Hills via Central Av would be changed as follows: •More frequency during the midday and evening hours on weekdays •Reroute Line 53 to serve the A Line (Blue) Line Willowbrook/Rosa Parks Station (instead of Green Line Avalon Station) to connect with both the A (Blue) Line and Green Line •Selected Line 53 trips will continue south of the A Line (Blue) Willowbrook/Rosa Parks Station to Cal State Dominguez Hills •Reroute Line 53 in downtown LA from Beaudry Av to Olive St to serve more destinations and a new connection to Line 4 (Line 55 will replace Line 53 on Beaudry Ave)	8	15	8	30	60	-	20	20	20	20	30	-	12	15	15	20	60	60	20	20	20	20	30	-	30	20	20	30	60	60	20	20	20	20	30	-
R553		-	-	-	-	-	-	20	20	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Central		8	15	8	30	60	-	10	10	10	20	30	-	12	15	15	20	60	60	20	20	20	20	30	-	30	20	20	30	60	60	20	20	20	20	30	-
R55	New Line 55: Merge Lines 55 & 355 between downtown LA and Willowbrook/Rosa Parks Station via Adams Bl and Compton Av: •New Line 55 would follow existing Line 55/355 route with all trips ending at Willowbrook/Rosa Parks Station •More frequency for all bus stops on Adams Bl and Compton Av •Underutilized stops would be consolidated to balance speed, reliability, and accessibility •Line 55 in downtown LA would be rerouted on Beaudry Av, maintaining Metro rail connections •Eliminate Line 55 segment via Firestone Station to travel direct on Compton Av •Underutilized late-night Owl service would be discontinued. Nearest alternative late night Owl service would be Avalon Bl (Line 51)	15	20	15	60	60	60	12	12	12	15	30	60	12	15	15	30	60	60	20	20	20	20	30	60	30	23	23	60	60	60	20	20	20	20	30	60
R355		20	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Adams/Compton		8	20	8	60	60	60	12	12	12	15	30	60	12	15	15	30	60	60	20	20	20	20	30	60	30	23	23	60	60	60	20	20	20	20	30	60
R60	New High Frequency Line 60: Merge Lines 60 & 760 on Long Beach Blvd between downtown LA, Green Line Long Beach Blvd and A Line (Blue) Artesia Stations: •New Line 60 would follow the existing Line 60 route between downtown LA and A Line (Blue) Artesia Station •High frequency service would be provided for all new Line 60 bus stops •More high frequency would be available north of Green Line Long Beach Bl Station •Underutilized bus stops on Santa Fe Av and Long Beach Bl would be consolidated to balance speed, reliability and accessibility •New Line 60 would include a reroute in downtown LA from Figueroa St to Olive St	7.5/15	15	7.5/15	20	23	60	10	10	10	15	30	60	15	10	15	30	34	60	10	10	10	15	30	60	20	12	12	30	34	60	10	10	10	15	30	60
R560		-	-	-	-	-	-	10	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R760		12	20	15	30	-	-	-	-	-	-	-	-	20	30	25	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Long Beach Blvd	5/7.5	8	5/7.5	12	23	60	5	10	5	15	30	30	9	7.5	10	20	34	60	10	10	10	15	30	60	20	12	12	30	34	60	10	10	10	15	30	60	
R62	New Line 262: New Line 262 will operate between East LA College, Gold Line Atlantic Station, and Los Cerritos Center, via Atlantic Ave, Telegraph Rd, Pioneer Bl: •Line 62 will be discontinued between downtown Los Angeles and Hawaiian Gardens via Telegraph Rd, Norwalk Bl, and Pioneer Bl. This would remove service duplication with Line 66 west of Atlantic Bl/Telegraph Rd to downtown LA. •New connection to East LA College will be created •Discontinue existing Line 62 on Imperial Hwy/Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl. •Discontinue existing Line 62 south of Los Cerritos Center due to underutilized service, with nearest alternative lines available on Long Beach Transit Lines 173 and Cerritos on Wheels	16	33	25	60	60	-	-	-	-	-	-	-	60	35	30	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-
R262		-	-	-	-	-	-	20	20	20	30	60	-	-	-	-	-	-	-	60	30	30	60	60	-	-	-	-	-	-	-	60	30	30	60	60	-
R66	Line 66 between Red Line Wilshire/Western Station and Metrolink Montebello Station via Western Av, 8th St, and Olympic Bl will change as follows: •Replace the deviation along 8th St in East LA with Line 66 traveling direct on Olympic Bl, replacing Line 62 and providing faster more direct service. •Line 605 would still be available on 8th St. •Discontinue service between Olympic & Gerhart and Metrolink Montebello Station due to underutilized service and to reduce overlap of lines, with Line 66 ending at Commerce Center. •Line 18 would provide alternative service to Metrolink Montebello Station	6	20	15	20	60	-	10	10	10	15	30	-	8.5	15	15	30	60	-	15	15	15	15	30	-	22	20	20	30	60	-	15	15	15	15	30	-
R68	New Frequent Line 70 replaces Line 68 between downtown LA and East LA College via Cesar E Chavez Av (see Line 70 information sheet): •Discontinue existing segment of Line 68 east of Atlantic Bl due to underutilized service. •Access to The Shops at Montebello would be available through a connection between Metro Line 18 and Montebello Bus Line 70 at Whittier Bl and Garfield Av	15	20	15	30	45	-	-	-	-	-	-	-	20	20	20	30	40	-	-	-	-	-	-	-	30	20	15	25	45	-	-	-	-	-	-	-
R770		12	15	12	30	-	-	-	-	-	-	-	-	20	22	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R70	New Higher Frequency Line 70: Merge Lines 70 and 770 New Line 70 would operate between downtown LA and El Monte Station via Garvey Av. The route will follow the existing Line 70 route via Garvey Av, Atlantic Bl, and Cesar Chavez Av: •Alternative New Line 106 would Replace Line 70 service on Ramona Bl and Marengo St. •Underutilized bus stops on Garvey Ave, Atlantic Blvd, and Cesar Chavez Ave would be consolidated to balance speed, reliability and accessibility. •New Overnight Owl service on Cesar Chavez Ave	12	15	12	25	60	60	7.5	7.5	7.5	10	30	60	15	20	15	30	60	60	10	10	10	15	30	60	15	15	15	35	60	60	10	10	10	15	30	60
R71		15	35	35	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-
Garvey/Cesar Chavez	Line 71 will be replaced by new Line 106 between Cal State University Los Angeles and downtown LA via City Terrace Dr, Wabash Ave, Marengo St, and Mission Rd and City Terrace Dr, Wabash Ave, and Marengo St: •New Line 70 will link with new Line 106 at Cesar E. Chavez Av/State Av for access to downtown LA in place of Line 71	6	7.5	6	15	60	60	7.5	7.5	7.5	10	30	60	10	10	10	30	60	60	10	10	10	15	30	60	15	15	15	30	60	60	10	10	10	15	30	60
R76	Line 76 between downtown LA and El Monte Bus Station via Main St and Valley Blvd would continue to follow the majority of the existing alignment operating more frequent midday and evening service during the weekdays: •Line 76 would no longer travel to the Metrolink El Monte Station due to underutilized service and will instead operate on Santa Anita Av. The Metrolink El Monte Station would be served by City of El Monte's shuttle & trolley services •Line 76 in downtown LA would continue operating on Alameda St. to 1st St. then existing route to 7th St./Maple St.	12	15	12	45	60	60	12	12	12	15	60	60	20	20	15	35	60	60	20	20	20	30	60	60	30	20	20	45	60	60	20	20	20	30	60	60
R78	New Frequent Line 78: Merge Lines 78, 79, and 378 between downtown LA and Arcadia. Route would follow Mission Rd, Huntington Dr then continue along Main St/Las Tunas Dr, Baldwin, back to Huntington Dr with a new connection to Gold Line Arcadia Station •Discontinue Line 78 service on Live Oak Av east of Baldwin Av •Discontinue Line 79 service on Huntington Dr east of Maycrest Av to Baldwin Av due to underutilized service. •Foothill Transit Line 187 would provide alternative service on Huntington Dr at Rosemead Bl to the Gold Line Arcadia Station •Underutilized bus stops would be consolidated to balance speed, reliability, accessibility.	20	15	15	45	60	-	20	20	20	20	30	-	20	15	12	45	60	-	20	20	20	30	60	-	40	32	18	60	60	-	20	20	20	30	60	-
R578		-	-	-	-	-	-	20	20	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R378		20	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R79		22	40	30	60	60	-	-	-	-	-	-	-	45	45	40	40	60	-	-	-	-	-	-	-	45	32	40	40	60	-	-	-	-	-	-	-
Mission/Las Tunas	7	10	7	24	30	-	10	10	10	20	30	-	12	12	9	15	30	-	20	20	20	30	60	-	22	16	13	24	30	-	20	20	20	30	60	-	

Line	Service Change Proposal	Existing Weekday Frequency						Proposed Weekday Frequency						Existing Saturday Frequency						Proposed Saturday Frequency						Existing Sunday Frequency						Proposed Sunday Frequency					
		AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
		R81	Line 81 route would remain same south of Figueroa St and Yosemite Dr between Harbor Freeway Silver/Green Line Station, downtown LA, and Eagle Rock. Line 81 will replace Line 181 and will be rerouted via Yosemite St to provide service to Colorado Bl/Eagle Rock.	8	15	10	35	60	-	20	20	20	30	60	60	20	20	15	30	60	-	20	20	20	20	30	60	25	25	22	30	60	-	20	20	20	20
RS81	•More frequency during midday hours on weekdays	-	-	-	-	-	-	20	20	20	30	60	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Figueroa	•Selected trips would continue to end at Figueroa/Colorado •New Overnight Owl Service (in place of Line 83) to Figueroa/Colorado, connecting with Line 180 Overnight Owl service	8	15	10	35	60	-	10	10	10	15	30	30	20	20	15	30	60	-	20	20	20	20	30	60	25	25	22	30	60	-	20	20	20	20	30	60
R83	Line 83 would be replaced with new Line 182 between downtown LA and Eagle Rock via York Blvd and Pasadena Ave and would be extended to East Hollywood (Red Line Vermont/Sunset Station) via York St, Eagle Rock Bl, Fletcher Dr, Rowena Av, and Franklin St: •This new segment provides a more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School, and replacing Line 175	23	40	25	40	-	-	-	-	-	-	-	-	35	40	40	40	-	-	-	-	-	-	-	-	34	40	35	40	-	-	-	-	-	-	-	-
R182	•New Line 182 would begin from Lincoln/Cypress Gold Line Station (rather than Downtown LA) via Pasadena Ave and Figueroa St rather than Marmion Wy and Monte Vista St •Frequent alternative service to/from downtown LA is available on Figueroa St (Line 81) and the Gold Line •New Line 81 Overnight Owl Service will replace Line 83 Overnight Owl Service.	-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	60	30	30	30	60	-	-	-	-	-	-	-	60	30	30	30	60	-
R290	New Line 290: Merge Lines 90 & 91 on Foothill Blvd: •New Line 290 would connect with Gold Line Lincoln/Cypress Station for frequent rail connections to downtown LA then extend via Daly St to LA County USC Medical Center	-	-	-	-	-	-	20	20	20	30	60	-	-	-	-	-	-	-	30	30	30	60	60	-	-	-	-	-	-	-	30	30	30	60	60	-
R90	•Line 94 will provide service on Hill St	25	40	30	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-
R91	•On the north end, new Line 290 would be routed on Vineland Av from Sunland to North Hollywood Station, for better connections to bus and rail service	28	30	30	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-
Foothill Blvd	•Line 90 north of Sunland Bl would be discontinued. And new Line 690 would operate on a segment of Foothill Bl between Lake View Terrace and Sylmar	13	18	15	30	30	-	20	20	20	30	60	-	30	30	30	30	30	-	30	30	30	60	60	-	30	30	30	30	30	-	30	30	30	60	60	-
R92	Line 92 will be extended south to Venice & Broadway in downtown LA and operate more frequency.	25	25	25	35	60	60	20	20	20	30	60	-	30	30	30	60	60	60	30	30	30	30	60	60	40	40	40	60	60	60	30	30	30	30	60	60
R292		35	45	35	40	60	-	-	-	-	-	-	-	45	45	45	45	-	-	-	-	-	-	-	-	40	40	40	40	60	-	-	-	-	-	-	-
Glenoaks		25	25	25	35	60	60	20	20	20	30	60	-	30	30	30	60	60	60	30	30	30	30	60	60	40	40	40	60	60	60	30	30	30	30	60	60
R94	New Lines 94 and 794: Merge Lines 94 and 794 on San Fernando Rd: •New Line 94 would operate via the existing Line 94 route between downtown LA and downtown Burbank, then extend west on Magnolia Blvd to end at the Red Line North Hollywood Station. This new route would provide more service between Burbank and North Hollywood.	20	30	25	35	60	-	15	15	15	30	60	60	20	22	20	30	60	-	30	30	30	30	60	60	30	20	20	30	60	-	30	30	30	30	60	60
R294	•A new Line 294 would operate along San Fernando Rd between Sylmar and downtown Burbank. (See New Line 294 information sheet.)	-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	30	30	30	30	60	-
R794	•Underutilized bus stops on new Line 294 would be consolidated between North Hollywood and downtown LA to balance speed, reliability, and accessibility	20	30	20	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
San Fernando	•Frequent service would be available at all new Line 94 bus stops	10	15	12	20	60	-	15	15	15	30	60	60	-	-	-	-	-	-	30	30	30	30	60	60	-	-	-	-	-	-	30	30	30	30	60	60
R96	Line 96 is will be replaced by the following service: •Lines 92 and 94 would provide service between Burbank, Glendale, and downtown LA •Line 501 between North Hollywood, Burbank, Glendale, and Pasadena would include a new stop at the LA Zoo, with connections to downtown LA available on Brand Bl at Glendale with Line 92. San Fernando Valley residents would have more frequent service to LA Zoo and Griffith Park with direct connections to the Red Line and Orange Line. •Lines 81 and 94 would operate on Hill St to serve Chinatown •Line 92 would serve Echo Park at Glendale Bl Refer to Line 81, Line 92, Line 94, and Line 501 information pages.	28	40	30	55	-	-	-	-	-	-	-	-	50	55	52	55	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-
R102	New Line 102 would operate between Slauson/Atlantic and Crenshaw/43rd: •Service would be discontinued on Stocker St due to underutilized service, with alternative service on Crenshaw Bl (Line 210), La Brea Av (Line 212) and on La Tijera Bl (with alternative service Slauson Av (Line 108), Centinela Av (Line 110) or Manchester Ave (Line 115)) •Future Crenshaw/LAX light rail service would also connect to LAX area •Reroute Line 102 east of Central Av/41st St to Vernon and Maywood (Slauson/Atlantic) via Central Ave, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing Line 611 •Line 102 to South Gate via Hooper Av, Gage Av, Central Av, Florence Av, Seville Av would be discontinued due to underutilized service, with alternative service available on Lines 53, 111, 251	34	60	35	55	60	-	30	30	30	30	60	-	30	60	30	60	60	-	30	30	30	30	60	-	30	60	30	60	60	-	30	30	30	30	60	-
R105	New High Frequency Line 105: Merge Lines 105 & 705 on Vernon Av, Martin Luther King, Jr. Bl, and La Cienega Bl between Vernon and West Hollywood: •All New Line 105 trips would continue to serve Santa Rosalia Dr between Hillcrest Dr and Marilton Av	12	18	15	30	60	60	10	10	10	15	30	60	15	15	13	25	60	60	15	15	15	30	30	60	25	16	16	35	60	60	15	15	15	30	30	60
R705	•Discontinue Line 705 segment on Martin Luther King Jr. Bl between Hillcrest Dr and Marilton Av	12	30	15	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vernon	•High frequency service would be provided for all new Line 105 stops •Underutilized bus stops would be consolidated to balance speed, reliability and accessibility.	6	12	7.5	20	60	60	10	10	10	15	30	60	15	15	13	25	60	60	15	15	15	30	30	60	25	16	16	35	60	60	15	15	15	30	30	60
R106	Line 106 between East LA College and LA County USC Medical Center via East LA and Boyle Heights is significantly upgraded: •New Line 106 would extend south via Atlantic Bl to Gold Line Atlantic Station •New Line 106 would replace Line 71 and extend east via Marengo St, Wabash St, City Terrace Dr to Cal State University LA. •New Line 106 would travel direct via 1st St instead of deviating via Indiana St, 3rd St, 4th St (Line 605 and Montebello Bus Lines 40), Soto St (Line 251), Whittier Bl (line 18) and Boyle Av •New Line 106 would operate very frequent service and implement new weekend service. •Underutilized bus stops would be consolidated to balance speed, reliability and accessibility.	50	50	50	50	-	-	15	15	15	30	60	-	-	-	-	-	-	-	30	15	15	30	60	-	-	-	-	-	-	-	30	15	15	30	60	-
R108	New Line 108: Merge Lines 108 & 358 via Slauson Ave between Culver City Transit Center and Pico Rivera: •Discontinue Lines 108 & 358 due to underutilization west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av as well as the deviation into Fox Hills Business Park. Alternative bus service will be available on Culver City Lines 2, 4, 7 and Big Blue Bus Line 18	8	15	9	25	60	-	15	15	15	15	30	60	15	15	15	40	60	-	15	15	15	30	60	60	25	20	20	60	60	-	15	15	15	30	60	60
R358	•New Line 108 would extend east to Slauson/Rosemead to connect with Line 256	15	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RS108	•More frequency at all bus stops on Slauson Av and provide Overnight Owl service	-	-	-	-	-	-	15	15	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Slauson	•Underutilized bus stops on Slauson Av would be consolidated to balance speed, reliability, and accessibility	6	15	6	25	60	-	7.5	7.5	7.5	15	30	60	15	15	15	40	60	-	15	15	15	30	60	60	25	20	20	60	60	-	15	15	15	30	60	60
R110	Line 110 will continue to serve the existing route from Playa Vista to Bell Gardens. •At the eastern end at Gage/Garfield, buses would stay on Garfield Av and not serve Foster Bridge Bl, Scout Av, and Florence Pl due to underutilized service. •More frequency during the midday and evening hours on weekdays.	10	20	15	40	60	-	15	15	15	30	60	-	25	20	25	40	60	-	30	30	30	30	60	-	40	35	35	50	60	-	30	30	30	30	60	-
R111	Line 111 will remain unchanged.	10	15	10	20	35	60	15	20	15	15	30	60	15	15	15	30	35	60	15	15	15	30	30	60	17	12	12	35	32	60	15	15	15	30	30	60
RS111	New overnight Owl service to serve the full route between Green Line Norwalk Station and LAX City Bus Center.	-	-	-	-	-	-	15	20	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florence		-	-	-	-	-	-	7.5	10	7.5	15	30	60	-	-	-	-	-	-	15	15	15	30	30	60	-	-	-	-	-	-	15	15	15	30	30	60
R115	New Line 115 would provide service from Westchester to Norwalk Station via Manchester Ave and Firestone Bl. Service to Playa del Rey would be discontinued west of Manchester/Sepulveda except selected school term trips, due to underutilized service. New Line 115 would provide new Overnight Owl Service.	10	15	10	35	60	-	12	12	12	15	30	60	22	20	20	35	60	-	20	20	20	30	60	60	30	20	20	45	60	-	20	20	20	30	60	60
R117	Line 117 from LAX City Bus Center to Lakewood Blvd Green Line Station would continue to travel via Century Blvd, Tweedy Blvd, and Imperial Hwy. Near Jordan Downs Housing Complex, Line 117 would be rerouted more directly from 103rd St to Century Blvd between Alameda St and Grape St. Line 117 would offer New Overnight Owl service.	15	20	15	35	60	-	15	15	15	30	60	60	30	25	25	50	60	-	30	30	30	30	60	60	30	30	30	35	60	-	30	30	30	30	60	60

Line	Service Change Proposal	Existing Weekday Frequency						Proposed Weekday Frequency						Existing Saturday Frequency						Proposed Saturday Frequency						Existing Sunday Frequency						Proposed Sunday Frequency					
		AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
R120	New Line 120 would provide service from Aviation/LAX Green Line Station to Green Line Norwalk Station via Imperial Hwy. Shortening Line 120 would allow it to operate more reliably.	40	30	30	45	60	-	30	30	30	30	60	-	55	60	60	60	60	-	60	60	60	60	60	-	55	60	60	60	60	-	60	60	60	60	60	-
R621	New Line 621 would replace Line 120 east from Norwalk Green Line Station to Whittwood Mall. In Downey, new Line 120 would remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center, this will provide faster more direct service.	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-
Imperial	Alternative bus service to the Leeds St parking lot remains available via Willowbrook/Rosa Parks Shuttle and Access Services.	-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-
R125	Line 125 would continue to operate between Norwalk Green Line Station and El Segundo via Rosecrans Ave. Line 125 would offer new Overnight Owl Service. Line 126 would be discontinued due to underutilized service.	14	35	25	60	-	-	20	20	20	30	60	60	40	30	30	60	-	-	30	30	30	30	60	60	60	30	40	60	-	-	30	30	30	30	60	60
R126	Nearest alternative services would be available as follows: •Torrance Transit Line 8 (Aviation Bl) •Beach Cities Transit Line 109 •LADOT Commuter Express 438 (Highland Av) •Metro Lines 125 (Rosecrans Av) •Metro Line 210 (Crenshaw Bl) •Metro Line 212 (Hawthorne Bl) •Metro Line 232 (Sepulveda Bl) •G-Trans Line 5 (El Segundo Bl)	35	-	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R127	New Line 127 would follow the existing Line 127 route between A Line (Blue) Compton Station and Downey Depot, except for remaining on Somerset Blvd between Clark Av and Bellflower Bl.	60	60	60	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-
RS127	Service will be discontinued on Alondra Bl due to underutilized service in that segment and to make the route more direct. New Line 127 would be extended west of the A Line (Blue) Compton Station to the Harbor Freeway Station via Compton Bl, San Pedro St, El Segundo Bl, and Broadway to Figueroa/117th St, replacing a segment of Line 45 and existing Line 51.	-	-	-	-	-	-	30	30	30	-	-	-	-	60	60	-	-	-	-	60	60	-	-	-	-	60	60	-	-	-	-	60	60	-	-	-
Compton	New weekend service and more frequent weekday service would be provided.	-	-	-	-	-	-	15	15	15	30	60	-	-	-	-	-	-	-	60	30	30	60	60	-	-	-	-	-	-	-	60	30	30	60	60	-
R128	Line 128 between A Line (Blue) Compton Station and Cerritos Towne Center via Alondra Bl will change as follows: •Existing Line 128 segment south of Alondra Bl & Carnerita Rd will be discontinued due to underutilized service. •Alternative service to Cerritos Towne Center available via Cerritos On Wheels (COW) Route 1-A	35	55	55	60	-	-	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-
R130	Line 130 would continue to operate on Artesia Bl between the A (Blue) Line Artesia Station and Cerritos with new Overnight Owl service provided to improve late night and early morning trips. This segment of Line 130 would be operated initially by Metro and later transitioned to be operated by Long Beach Transit.	25	50	30	55	-	-	30	30	30	30	60	60	60	60	60	60	-	-	60	60	60	60	60	60	60	60	60	60	-	-	60	60	60	60	60	60
R344	Line 130 west of the Artesia A (Blue) Line Station would transition to be operated by Torrance Transit as their new Line 13, following its existing route via Artesia Bl to Redondo Beach. Line 344 would operate via the existing route and stops via Artesia Bl and Hawthorne Bl to a new southern terminus at Hawthorne/Silver Spur. Service would be discontinued south of Silver Spur Rd to Rancho Palos Verdes due to underutilized service. Select alternative service is available by Palos Verde Peninsula Transit Authority.	20	60	20	60	-	-	30	30	30	30	30	-	35	40	40	60	-	-	60	60	60	60	60	-	60	60	60	60	-	-	60	60	60	60	60	-
R150	New Lines 150 and 240: Merge Lines 150, 240 and 750: •New Line 150 would operate frequent service from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl (replacing Line 245 segment) •New Line 240 would operate frequent service on the existing alignment between Northridge and Universal City/Studio City Station on Ventura Bl and Reseda Bl	20	22	24	40	60	60	20	20	20	30	60	-	20	30	30	40	40	60	30	30	30	30	60	-	30	35	35	40	40	60	30	30	30	30	60	-
R750	•More frequent service at all new Line 150 and 240 bus stops •Underutilized bus stops would be consolidated on new Line 150 and 240 to balance speed, reliability, and accessibility.	15	30	15	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R240	•More frequent service at all new Line 150 and 240 bus stops •Underutilized bus stops would be consolidated on new Line 150 and 240 to balance speed, reliability, and accessibility.	25	32	24	40	40	60	10	10	10	15	30	60	30	20	10	35	40	60	15	15	15	15	30	60	30	35	35	40	40	60	15	15	15	15	30	60
Reseda/Ventura		7.5	9	7	12	24	30	10	10	10	15	30	60	12	12	7.5	20	20	30	15	15	15	15	30	60	15	17	17	20	20	30	15	15	15	15	30	60
R152	Line 152: Merge Lines 152 & 353: •New Line 152 would continue to serve Roscoe Bl with proposed frequency improvements midday weekdays •On the east end, new Line 152 is proposed to travel via Lankershim Bl to provide a more direct connection to the Red Line North Hollywood Station.	20	25	25	35	60	-	15	15	15	30	60	60	25	25	25	60	60	-	30	20	20	30	60	60	35	30	30	60	60	-	30	20	20	30	60	60
R353	•Service on Vineland Ave would be provided by modified Lines 162 and new Line 290 (please see Line 162 and Line 290 information sheets) •The route is proposed to terminate at Topanga Canyon Bl in the west end. A modified Line 162 would provide service on Fallbrook Av	20	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Roscoe		10	25	13	35	60	-	15	15	15	30	60	60	25	25	25	60	60	-	30	20	20	30	60	60	35	30	30	60	60	-	30	20	20	30	60	60
R153	New Line 153 would operate between the Red Line North Hollywood Station and downtown Burbank via Burbank Bl, as well as an existing segment of Burbank Bl east of the Red Line North Hollywood Station.	-	-	-	-	-	-	30	30	30	30	30	-	-	-	-	-	-	-	60	30	30	30	60	-	-	-	-	-	-	-	60	30	30	30	60	-
R154	Line 154 would operate between the Red Line North Hollywood Station and Sepulveda Bl, via Oxnard St and Burbank Bl as a two-way direction circulator: •More frequency on the new proposed route •Discontinue service west of Sepulveda Bl due to underutilized service	60	65	64	-	-	-	30	30	30	30	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-
R155	New Line 155 will merge existing Line 155 with a segment of Line 183: •New Line 155 would operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between the Red Line North Hollywood Station and Red Line Universal City/Studio City Station •Segment of Line 155 east of Universal City/Studio City Station via Olive Ave would continue to be served by Burbank Bus newly improved Pink Route	42	45	45	60	-	-	30	30	30	30	-	-	50	50	50	50	-	-	60	60	60	60	-	-	60	60	60	60	-	-	60	60	60	60	-	-
R158	New Line 158 would follow the existing Line 158 via Woodman Av, then travel via Plummer St to Chatsworth Station, while new Line 167 would serve the current Line 158 segment on Devonshire St. •This swap of east-west alignments between Lines 158 and 167 is intended to create simpler, easier to use Lines 158 and 167 •Service to Sepulveda Ambulatory Care Center would be provided on-street at Haskell Av and Gloria Av	22	60	50	60	-	-	60	60	60	60	-	-	60	60	60	60	-	-	60	60	60	60	-	-	60	50	50	55	-	-	60	60	60	60	-	-
R161	Line 161 would operate primarily on the existing route between Orange Line Canoga Station and City of Thousand Oaks: •In Calabasas, Line 161 would operate on Calabasas Rd instead of Park Calabasas and Park Granada to improve travel time	20	60	35	55	-	-	60	60	30	60	-	-	60	60	60	60	-	-	60	60	60	60	-	-	60	65	65	60	-	-	60	60	60	60	-	-
R162	New Line 162: Merge Line 162 & Line 163: •More frequency during the mid-day on weekdays on Sherman Way •On the east end, new Line 162 would be routed via Vineland Av to provide more service along that corridor while still connecting to Red Line North Hollywood Station	20	40	20	50	60	-	15	15	15	20	30	60	50	60	60	60	60	-	30	30	30	30	30	60	50	60	60	-	-	30	30	30	30	30	60	
R163	•Line 152 would serve Lankershim Bl. (see Line 152 information sheet) •New Line 162 would be extended to serve Fallbrook Av in the west end •Line 169 would continue to directly serve West Hills Medical Center (see Line 169 information sheet)	20	40	30	60	60	-	-	-	-	-	-	-	50	60	60	60	60	-	-	-	-	-	-	-	50	60	60	60	60	-	-	-	-	-	-	-
Sherman Way		10	20	12	30	30	-	15	15	15	20	30	60	25	30	30	30	30	30	30	30	30	30	60	25	30	30	60	60	30	30	30	30	30	60		
R164	Line 164 would operate in partnership with Line 165, with buses changing between each Line at Platt Ave/Victory Bd (to eliminate a long turn-around loop and reinvest into more frequent service). Line 164 would operate more frequency during the midday hours on weekdays.	12	30	15	35	60	-	15	15	15	30	60	-	30	30	30	40	60	-	30	30	30	30	60	-	35	35	30	60	60	-	30	30	30	30	60	-
R165	Line 165 would operate in partnership with Line 164, with buses changing between each Line at Platt Ave/Victory Bd (to eliminate a long turn-around loop and reinvest into more frequent service).	6.5	30	10	30	60	-	15	15	15	30	60	-	40	35	35	60	60	-	30	30	30	30	60	-	40	40	40	40	60	-	30	30	30	30	60	-
R166	New Line 166: Merge Lines 166 & 364: •Would continue to serve Nordhoff St and Osborne St •Would operate more frequent midday weekday service •New Line 166 would extend east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, making connections with New Line 690 on Foothill Bl •A short segment of Glenoaks Bl would then be served by Line 92	15	24	15	40	60	-	15	15	15	30	60	60	35	35	35	60	-	-	30	30	30	30	60	60	40	40	40	40	-	-	30	30	30	30	60	60
R364		15	-	15	-	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Line	Service Change Proposal	Existing Weekday Frequency						Proposed Weekday Frequency						Existing Saturday Frequency						Proposed Saturday Frequency						Existing Sunday Frequency						Proposed Sunday Frequency					
		AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
Nordhoff	<ul style="list-style-type: none"> On the west end, New Line 166 is proposed to end at Nordhoff St/Canoga Av, with access to Chatsworth Station via the Metro Orange Line A segment on Topanga Canyon Blvd would continue to be served by new Line 150 New Line 158 would follow the existing Line 158 via Woodman Av, then travel via Plummer St to Chatsworth Station, while new Line 167 would serve the current Line 158 segment on Devonshire St. This swap of east-west alignments between Lines 158 and 167 is intended to create simpler, easier to use Lines 158 and 167 Service to Sepulveda Ambulatory Care Center would be provided on-street at Haskell Av and Gloria Av 	7.5	24	7.5	40	60	-	15	15	15	30	60	60	35	35	35	60	-	-	30	30	30	30	60	60	40	40	40	40	-	-	30	30	30	30	60	60
R167	<ul style="list-style-type: none"> New Line 169 would operate on Satcoy St between Lankershim Bl and West Hills Medical Center. The east end of new Line 169 would end at Satcoy St/Lankershim Bl due to underutilized service east of Lankershim Bl. Discontinue the segment south of West Hills Medical Center due to underutilized service Additional trips serving El Camino High School would be maintained More weekday frequency and new weekend service would be provided between Lankershim Bl and Fallbrook Av 	40	40	55	60	60	-	60	60	60	60	60	-	50	40	60	60	60	-	60	60	60	60	60	-	50	40	60	60	60	-	60	60	60	60	60	-
R169	<ul style="list-style-type: none"> New Line 169 would operate on Satcoy St between Lankershim Bl and West Hills Medical Center. The east end of new Line 169 would end at Satcoy St/Lankershim Bl due to underutilized service east of Lankershim Bl. Discontinue the segment south of West Hills Medical Center due to underutilized service Additional trips serving El Camino High School would be maintained More weekday frequency and new weekend service would be provided between Lankershim Bl and Fallbrook Av 	10	60	25	60	-	-	30	30	30	30	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-
R175	Replace Line 201 weekday service between Koreatown and Glendale via Silver Lake with frequent service on Fletcher Dr, Rowena Av, and Franklin St (see New Line 83 information sheet), Glendale Bl (Line 92) and Sunset Av (new Lines 2 and 4).	15	-	60	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R201	Discontinue Line 176 weekday service between Highland Park and El Monte Bus Station due to underutilized service and overlap of Metro Lines 78, 258, 260, 266 and 267, Montebello Bus Lines 20 and 30, and Foothill Transit Line 487.	55	55	54	54	-	-	-	-	-	-	-	-	60	70	70	66	-	-	-	-	-	-	-	-	55	70	70	66	-	-	-	-	-	-	-	-
R176	Discontinue Line 176 weekday service between Highland Park and El Monte Bus Station due to underutilized service and overlap of Metro Lines 78, 258, 260, 266 and 267, Montebello Bus Lines 20 and 30, and Foothill Transit Line 487.	40	45	45	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R177	Pasadena Transit would operate weekday peak period service between Pasadena and the Jet Propulsion Laboratory in place of Metro, with a minor reroute proposed in Pasadena to use Mountain St instead of Walnut St.	30	-	30	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R180	New Frequent Line 180: Merge Lines 180, 181, 217, 780	30	60	30	50	60	60	7.5	7.5	7.5	10	30	60	24	36	24	40	-	-	15	15	15	15	60	60	50	24	24	50	-	-	15	15	15	15	60	60
R181	New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson Expo Line Station and Pasadena City College.	30	60	30	50	60	-	-	-	-	-	-	-	36	36	36	40	-	-	-	-	-	-	-	-	50	36	36	50	-	-	-	-	-	-	-	-
R780	Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility	10	20	12	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R217	Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service	15	15	13	15	30	60	-	-	-	-	-	-	40	15	12	20	30	60	-	-	-	-	-	-	35	20	15	20	30	60	-	-	-	-	-	-
Colorado/Fairfax	<ul style="list-style-type: none"> Pasadena Transit Line 20 and New Line 662 would replace Line 180 on Lake Av Foothill Transit Line 187 would replace Line 181 service on Colorado Bl east of Pasadena City College 	6	7	9	9	30	60	7.5	7.5	7.5	10	30	60	12	18	12	20	-	-	15	15	15	15	60	60	25	12	12	25	-	-	15	15	15	15	60	60
R183	<ul style="list-style-type: none"> Merge Line 183 with a segment of Line 155: New Line 155 would operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between North Hollywood Station and Universal City/Studio City Station New Line 94 would provide more frequency on the segment of existing Line 183 east of Red Line North Hollywood Station along Magnolia Bl 	30	60	30	60	-	-	30	30	30	30	-	-	65	65	65	65	-	-	60	60	60	60	-	-	65	65	65	65	-	-	60	60	60	60	-	-
R202	<ul style="list-style-type: none"> New Line 202 would operate peak hours only weekdays via the existing Line 202 route between A (Blue) and Green Line and Imperial/Wilmington Rosa Parks Stations' to A Line (blue) Artesia Station. Discontinue service south of A Line (Blue) Artesia Station to Wilmington via Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl and Alameda St due to underutilized service. Nearest alternative Metro service would be Line 205 (Wilmington Av), Line 232 (Anaheim St) and Line 246 (Avalon Bl). 	60	-	60	-	-	-	30	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R204	New Line 204 would follow the existing route between Hollywood and the Green Line Vermont/Athens Station via Vermont Av.	10	15	10	20	30	30	5	5	5	10	15	30	20	20	15	20	30	30	7.5	7.5	7.5	10	15	30	20	20	15	20	30	30	7.5	7.5	7.5	10	15	30
R54	<ul style="list-style-type: none"> New Line R54 would provide more frequent midday and weekend service New Line R54 would provide more weekday peak service serving existing Line 754 stops More frequency would be provided for all New Line 204 bus stops on Vermont Ave Underutilized existing Line 204 bus stops would be consolidated to balance speed, reliability, and accessibility. 	6	15	6	20	-	-	10	-	10	-	-	-	12	12	12	20	-	-	-	-	-	-	-	-	25	15	20	30	-	-	-	-	-	-	-	-
Vermont	<ul style="list-style-type: none"> New Line 204 would provide faster service on a simpler route via Del Amo Bl between Wilmington Bl and Main St, serving new development and connecting with Silver Line service at Carson Transitway Station. This will eliminate out-of-direction service overlapping Line 246 on Avalon Bl to Harbor Gateway Transit Center Avoids service duplication of Torrance Transit Line 6 on Victoria St and Torrance Transit Line 1 on Vermont Av north of Carson St In San Pedro, new Line 205 would be simpler, serving 7th Street in both directions between Harbor Bl and Weymouth Av, and alternative service on 1st St and 13th St would be provided by DASH San Pedro 	4	7.5	4	10	30	30	5	5	5	10	15	30	7.5	7.5	7	10	30	30	7.5	7.5	7.5	10	15	30	12	8	8	12	30	30	7.5	7.5	7.5	10	15	30
R205	<ul style="list-style-type: none"> Line 206 will continue to serve Normandie Av between Red Line Vermont/Sunset Station and Green Line Vermont/Athens Station, with no proposed route changes, and more frequency during the midday hours on weekdays. 	25	30	35	50	60	-	30	30	30	30	60	-	50	55	60	60	60	-	60	60	60	60	-	-	55	60	60	60	60	-	60	60	60	60	-	-
R206	Line 206 will continue to serve Normandie Av between Red Line Vermont/Sunset Station and Green Line Vermont/Athens Station, with no proposed route changes, and more frequency during the midday hours on weekdays.	8	20	12	20	60	-	10	15	10	15	30	-	20	20	20	30	60	-	20	20	20	20	30	-	20	20	20	30	60	-	20	20	20	20	30	-
R207	New High Frequency Line 207: Merge Lines 207 and 757	10	15	10	20	20	60	6	7.5	6	12	15	30	12	12	10	15	20	60	12	12	12	15	15	30	15	12	12	20	35	60	12	12	12	15	15	30
R757	New Line 207 would operate between Hollywood and the Green Line Crenshaw Station:	10	15	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Western	<ul style="list-style-type: none"> More frequency for all new Line 207 bus stops on Western Av Underutilized bus stops would be consolidated on Western Av to balance speed, reliability, and accessibility. 	5	7.5	6	20	20	60	6	7.5	6	12	15	30	12	12	10	15	20	60	12	12	12	15	15	30	15	12	12	20	35	60	12	12	12	15	15	30
R209	<ul style="list-style-type: none"> Discontinue Line 209 on Van Ness Ave and Arlington Av due to underutilized service. Alternative service is available on nearby Western Av (Metro Line 207) and Western and Vermont Av (G-Trans Line 2). 	50	60	50	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R210	New High Frequency Line 210: Merge Lines 210 & 710	15	20	15	30	60	-	10	10	10	15	30	60	30	20	20	20	60	-	10	10	10	15	30	60	25	15	15	30	60	-	10	10	10	15	30	60
R610	New Line 210 would operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach and via Redondo Beach Bl to South Bay Galleria:	-	-	-	-	-	-	15	15	15	30	30	-	-	-	-	-	-	15	15	15	30	30	-	-	-	-	-	-	-	15	15	15	30	30	-	
R710	<ul style="list-style-type: none"> More frequency would be provided for all bus stops on Crenshaw Bl. Underutilized bus stops on Crenshaw Bl would be consolidated to balance speed, reliability, and accessibility. Torrance Transit Line 2 would replace the existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College 	10	20	10	20	-	-	-	-	-	-	-	-	20	20	20	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Crenshaw	<ul style="list-style-type: none"> New Metro Line 610 would replace existing Line 210 north of Wilshire Bl via Rossmore Av and Vine St to Red Line Hollywood/Vine Station New Line 210 would provide new Late Night Owl service 	6	10	6	12	60	-	10	10	10	15	30	60	12	10	10	10	60	-	10	10	10	15	30	60	25	15	15	30	60	-	10	10	10	15	30	60
R211	<ul style="list-style-type: none"> New Lines 211 and 215 would operate as separate two-directional loop routes serving north (new Line 211) and south (new Line 215) of the Green Line Hawthorne/Lennox Station. Service would provide new midday weekday, night and weekend service on both lines: New Line 211 loop would replace Line 212/312 on Prairie Av (Line 212 would instead serve Hawthorne Bl) and New Line 211 would also replace Line 215 service on Manchester Av and Inglewood Av north of the Green Line New Line 215 loop would replace existing Lines 211 and 215 south of the Green Line on Prairie Av, Marine Av, and Inglewood Av 	30	-	30	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-
R215	<ul style="list-style-type: none"> New Lines 211 and 215 would operate as separate two-directional loop routes serving north (new Line 211) and south (new Line 215) of the Green Line Hawthorne/Lennox Station. Service would provide new midday weekday, night and weekend service on both lines: New Line 211 loop would replace Line 212/312 on Prairie Av (Line 212 would instead serve Hawthorne Bl) and New Line 211 would also replace Line 215 service on Manchester Av and Inglewood Av north of the Green Line New Line 215 loop would replace existing Lines 211 and 215 south of the Green Line on Prairie Av, Marine Av, and Inglewood Av 	30	-	30	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-

Line	Service Change Proposal	Existing Weekday Frequency						Proposed Weekday Frequency						Existing Saturday Frequency						Proposed Saturday Frequency						Existing Sunday Frequency						Proposed Sunday Frequency					
		AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl
Soto	underutilized service and duplication of service from other lines. The following alternative bus service would be available: Figueroa St (Line 81); Pasadena Av (new Line 182); Broadway (Line 45); Huntington Dr (Line 78), Valley Bl (Line 76), and Soto St (Line 51).	7.5	10	9	15	50	60	10	10	10	15	30	60	15	12	12	40	50	60	15	15	15	30	30	60	25	15	15	40	50	60	15	15	15	30	30	60
R254	Line 254 would be discontinued between East LA and Watts via Boyle Av and Lorena St due to underutilized service and duplication of service from other lines. The following alternative bus services would be available: 103rd St (Line 117), Compton Av (Line 55); Firestone Bl (Line 115); Florence Av (Line 111); Pacific Bl (Lines 60, 251); Gage Av (Line 110); Lorena Av (Line 605); Indiana St (Line 665).	35	70	70	-	-	-	-	-	-	-	-	-	60	60	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R256	Line 256 between Commerce and Altadena via El Sereno, Highland Park, and Pasadena would be subdivided by three separate bus lines with more frequent service: •City of Commerce would operate the existing segment between Commerce and Cal State LA Station, with no proposed changes to alignment •Metro would continue to operate the existing segment between Cal State LA Station and Gold Line Highland Park Station as Line 256, with no proposed changes to alignment •Pasadena Transit would operate a simpler route between Highland Park and Pasadena, via Colorado Bl, Gold Line Memorial Park Station, Lincoln Ave, Washington Bl, Altadena Dr and Foothill Bl to Sierra Madre Villa Station •New Line 662 would serve Lake Av between Pasadena and Altadena, with Metro Lines 180, 686 and Foothill Transit 187 serving Colorado Bl in Pasadena	50	50	50	45	-	-	20	30	30	30	30	-	60	60	60	60	-	-	40	40	40	40	-	-	60	60	60	60	-	-	40	40	40	40	-	-
R258	Line 258 would be shortened between Paramount and Altadena via South Gate, Bell Gardens, Commerce, East LA, Monterey Park, Alhambra and Pasadena on Eastern Av, Fremont Av, and Lake Av to improve reliability and avoid duplication of other bus service. This would provide a much-requested connection with the Gold Line South Pasadena Station via Fremont Av and Fair Oaks Av: •Service would be discontinued on Huntington Dr/Oak Knoll Av-Cir in San Marino due to underutilized Line 258 service •New Metro Line 662 would operate two-directional service on Lake Av, Altadena Dr, Lincoln Av, Washington Bl, and Los Robles Av between Pasadena (Gold Line Del Mar and Lake Stations) and Altadena •New Lines 258 and 662 would both provide new weekend service	40	40	40	60	-	-	40	40	40	40	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-
R260	New Line 260: Merge Lines 260 & 762 between Altadena, Pasadena, Alhambra, East LA, Lynwood and Compton via Fair Oaks Av and Atlantic Bl; would provide more frequent and more reliable service following the existing Line 260/762 route between Gold Line Memorial Park Station and Imperial Highway then travel west to Willowbrook/Rosa Parks A (Blue) & Green Line Station:	15	20	15	20	60	-	12	12	12	15	30	60	20	20	20	40	60	-	20	20	20	30	30	60	30	20	20	30	60	-	20	20	20	30	30	60
R261		-	-	-	-	-	-	15	15	15	15	30	-	-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	30	30	30	30	60	-
R660		-	-	-	-	-	-	15	15	15	15	30	-	-	-	-	-	-	-	15	15	15	15	30	-	-	-	-	-	-	-	15	15	15	15	30	-
R762	•A new frequent Line 261 would link A (Blue) Line & Green Line Willowbrook/Rosa Parks A (Blue) Station and A (Blue) Line Artesia Station via Imperial Hwy, Atlantic Bl, and Artesia Bl •A new frequent Line 660 would operate between Gold Line Memorial Park Station and Altadena via Fair Oaks Av	25	30	25	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic		10	12	10	15	60	-	12	12	12	15	30	60	20	20	20	40	60	-	15	15	15	15	30	60	30	20	20	30	60	-	15	15	15	15	30	60
R264	Line 264 would be discontinued between Duarte, Monrovia, Arcadia, Pasadena, Altadena via Duarte Rd, Michillinda Ave, Foothill Bl, Altadena Dr due to underutilized service and duplication of service of other bus lines: •New Line 256 (Pasadena Transit) would serve Altadena Dr (south of Washington Bl) and Foothill Bl, with new Line 662 serving Altadena Dr at Lake Av •Nearest alternative service in Duarte and Monrovia would be Metro Gold Line, Foothill Transit on Buena Vista St (Line 272) and Myrtle Av (Line 170), and Duarte Transit •Nearest alternative service to Arcadia-Sierra Madre Villa would be on Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Metro Lines 266, 267, 268 and Foothill Transit Line 187) and on Baldwin Av/Huntington Dr (Metro Lines 78 and 268)	60	60	65	60	-	-	-	-	-	-	-	-	60	60	60	-	-	-	-	-	-	-	-	-	60	60	60	-	-	-	-	-	-	-	-	-
R267	Line 267 would be shortened between El Monte, Arcadia, Pasadena, and Altadena via Temple City Bl, Rosemead Bl, Del Mar Bl, Lincoln Av, and Altadena Dr to end at the Gold Line Del Mar Station in Pasadena. This would improve reliability and avoid service duplication with other bus lines: •Pasadena Transit would operate new Line 256 on southern end of Lincoln Ave with new Metro Line 662 serving the north end of Lincoln Av and Altadena Dr	30	30	30	25	-	-	30	30	30	30	-	-	60	60	60	-	-	-	60	60	60	60	-	-	60	60	60	-	-	-	60	60	60	60	-	-
R265	More frequent service would be provided during daytime hours on weekdays. Line 266 has no significant changes between Lakewood, Bellflower, Downey, Pico Rivera, South El Monte, Arcadia, Pasadena, and Altadena via Lakewood Bl and Rosemead Bl:	40	60	60	60	-	-	30	30	30	30	60	-	-	60	60	60	-	-	60	60	60	60	-	-	-	60	60	60	-	-	60	60	60	60	-	-
R266	•Line 266 would end on northbound Lakewood Bl adjacent to Lakewood Center Mall for improved connections with the mall and Line 265 •Line 266 would provide more frequent service during midday hours on weekdays and weekends	20	35	20	50	-	-	20	20	20	30	60	-	45	45	40	40	40	-	30	30	30	30	60	-	50	45	45	45	-	-	30	30	30	30	60	-
R268	Line 268 route would be shortened between El Monte, Arcadia, Sierra Madre, Pasadena, La Canada Flintridge (Jet Propulsion Lab), and Altadena via Baldwin Av, Sierra Madre Bl, Orange Grove Bl, and Washington Bl to end at the Gold Line Sierra Madre Villa Station to improve reliability and avoid service duplication of other bus lines: •Pasadena Transit would operate new Line 256 on southern end of Lincoln Ave, Washington Blvd, Altadena Dr, Foothill Bl to Sierra Madre Villa Station •New Metro Line 662 would serve the northern end of Lincoln and Washington Blvd west of Los Robles Av (see Line 662 information sheet) •Line 268 has very low utilization to JPL on weekends. Line 177 (to be operated by Pasadena Transit) would provide alternative service to JPL on the weekdays only during peak periods via connections to the Gold Line Del Mar & Memorial Park Stations. •Line 268 would provide more frequent service during midday hours on weekdays and weekends	30	50	30	50	-	-	30	30	30	30	60	-	60	60	50	50	-	-	60	60	60	60	60	-	60	60	60	60	-	-	60	60	60	60	60	-
R442	Express Line 442 would be discontinued due to underutilized service and service duplication with other bus lines. Alternative bus service would be available on Metro Silver Line to Manchester Station (connection with Line 115 on Manchester Bl) or Harbor Freeway Station (connection with Line 120 on Imperial Hwy or Green/Silver Line service).	40	-	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R460	Line 460 would operate between downtown LA and Disneyland via I-110 Harbor Transitway, I-105, Green Line Norwalk Station, Rosecrans Av, Carmentia Rd, Alondra Bl, Beach Bl, I-5 and Harbor Bl	20	25	25	30	40	-	-	-	-	-	-	-	30	25	25	30	40	-	-	-	-	-	-	-	30	30	30	30	35	-	-	-	-	-	-	-
R160	Line 460 would operate as new Line 160 between Green Line Norwalk Station and Disneyland: •New Line 160 would not serve the existing Line 460 segment between downtown LA and Green Line Norwalk Station due to duplication of other service; alternative bus service for this segment would be available by utilizing the Silver Line, Blue Line and Green Line •New Line 160 would bypass Fullerton Park & Ride to provide faster, more direct service to Knott's Berry Farm in Buena Park and Disneyland in Anaheim, with alternative bus service available on OCTA Routes 30 and Bravo! 529	-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	30	30	30	30	60	-
R487	New Line 487: frequent service would link the Gold Line Sierra Madre Villa Station and LA Union Station via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express-Lanes: •Frequent Metro Red/Purple/Silver Line services would serve downtown LA and Westlake/MacArthur Park in place of Line 487 •New Line 287 would be introduced, serving existing Line 487 segment between El Monte Station and Gold Line Arcadia Station via Santa Anita Ave seven days a week •Existing Line 487 north and west of Gold Line Arcadia Station to Gold Line Sierra Madre Villa Station via Santa Anita Av, Sierra Madre Av, San Gabriel Av would be discontinued due to underutilized service, with alternative Metro Line 268 service available on Baldwin Av, Sierra Madre Bl and Michillinda Av	25	40	40	50	-	-	15	30	15	30	60	-	50	60	50	60	-	-	60	60	60	60	60	-	60	50	50	60	-	-	60	60	60	60	60	-
R287		-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-
R489		15	-	20	-	-	-	20	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Santa Anita	Proposed Line 489 would link Arcadia and LA Union Station during peak hours on weekdays via Rosemead Bl, Valley Bl, Del Mar Av, I-10 Express Lanes: •Frequent Metro Red/Purple/Silver Line services would serve downtown LA and Westlake/MacArthur Park in place of Line 489 west of Union Station	-	-	-	-	-	-	8.5	30	8.5	30	60	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	60	60	60	60	60	-

Line	Service Change Proposal	Existing Weekday Frequency						Proposed Weekday Frequency						Existing Saturday Frequency						Proposed Saturday Frequency						Existing Sunday Frequency						Proposed Sunday Frequency								
		AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl	AM Peak	Midday	PM Peak	Evening	Late Night	Owl			
R501	Line 501 would continue to link North Hollywood, Burbank, Glendale, and Pasadena, with the following changes: •A new route for Line 501 is proposed in Burbank to simplify and expedite service through the Media District by operating on Alameda Av instead of Olive Av •A new route for Line 501 would operate in downtown Glendale via Brand Bl and Broadway with a new Line 501 stop to serve the Americana at Brand and Glendale Galleria •A new route and stop for Line 501 would serve the LA Zoo and Griffith Park	12	30	12	25	-	-	15	30	15	30	-	-	45	45	45	45	-	-	30	30	30	30	-	-	45	45	45	45	-	-	30	30	30	30	-	-			
R534 R134	New Line 134: Line 534 would be renumbered to 134. There are no route changes for New Line 134 between Malibu and Santa Monica.	20	60	30	50	-	-	-	-	-	-	-	-	25	60	30	50	-	-	-	-	-	-	-	-	60	60	45	60	-	-	-	-	-	-	-	-			
R550	Express Line 550 would be discontinued due to underutilized service and service duplication with other bus lines. Alternative bus service would be provided by Metro E Line (Expo) and Silver Line 910, Torrance Transit Line 1 on Vermont Av from Harbor Gateway Transit Center, and Metro Line 205 on Vermont Ave and 7th St in San Pedro from Carson Transitway Station.	30	60	30	60	-	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	60	-	-	-	-	-	-	-	-	
R577	Line 577 between El Monte Station and Cal State Long Beach via I-605 would change as follows: •Reroute service between El Monte Station and Rio Hondo College via the I-10 and I-605 freeways instead of Santa Anita Ave and Peck Rd, providing faster and more direct service •Discontinue the deviation to Los Cerritos Center due to low ridership, providing faster and more direct service to/from Cal State Long Beach and VA	40	45	40	50	-	-	30	30	30	60	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R603	Line 603 would continue on the current route between Glendale Galleria and downtown LA, with more frequent service during the midday hours on weekdays: •Line 603 would be rerouted via Glendale Station, providing direct connections with Metrolink and Amtrak.	10	20	12	25	-	-	12	12	12	15	30	-	-	25	20	15	20	-	-	20	20	20	20	30	-	-	30	20	15	20	-	-	20	20	20	20	30	-	-
R605	Line 605 would operate between LA County USC Medical Center and Olympic Bl/Grande Vista Av and be extended west on 8th St to end at Olympic Bl/Soto St, improving connections with Lines 66, 251, and 665. Line 605 would provide more frequency during midday hours on weekdays and weekends.	15	25	15	-	-	-	15	15	15	30	30	-	-	30	35	35	-	-	-	20	20	20	30	30	-	-	30	35	35	-	-	-	20	20	20	30	30	-	-
R607	Line 607 would be discontinued due to underutilized service. Nearest alternative bus service would be on Slauson Av (Line 108), Hyde Park Bl (Line 110), Manchester Av (Line 115), Crenshaw Bl (Line 210), and La Brea Av (Line 212).	60	-	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R611	Line 611 Huntington Park Shuttle would be discontinued due to underutilized service and service duplication of other bus lines. This line currently is operating on Florence Av, Compton Av, Vernon Av, Leonis St, Wilcox Av, and Santa Ana St.: •Alternative bus services would be available on Florence Av (Line 111), Compton Av (Line 55), Vernon Av (Line 105), Leonis (see Line 102 information sheet), Atlantic Bl (Line 260), Seville Av and Pacific Bl (Line 60)	45	60	50	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-			
R612	Line 612 South Gate Shuttle would be discontinued due to underutilized service and service duplication of other bus lines. This line is currently operating on Wilmington Av, Compton Av, 92nd St, Santa Fe Av, Florence Av, Otis St, Abbott Rd, Atlantic Av, Martin Luther King Jr. Bl, and Imperial Hwy: •Alternative bus services would be available on 103rd St (Line 117), Compton Av (Line 55), Long Beach Bl and Pacific Bl (Line 60), Florence Av (Line 111), Atlantic Av (Line 260), Martin Luther King Jr. Bl (see Line 261 information sheet), and Imperial Hwy (Line 120)	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-	60	60	60	60	-	-	-	-	-	-	-	-			
R625	Line 625 would be discontinued due to underutilized service. Nearest alternative bus service would be Metro Line 232 on Sepulveda Bl and Beach Cities Transit Line 109 on Imperial Hwy.	20	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R662	New Metro Line 662 would operate two-directional service on Lake Av, Altadena Dr, Lincoln Av, Washington Bl, and Los Robles Av between Pasadena (Gold Line Del Mar and Lake Stations) and Altadena •New Lines 258 and 662 would both provide new weekend service	-	-	-	-	-	-	30	30	30	30	30	-	-	-	-	-	-	-	-	30	30	30	30	60	-	-	-	-	-	-	-	-	30	30	30	30	60	-	-
R665	Line 665 through East LA would operate all trips the full route between Olympic Bl/Soto St and Cal State University LA, instead of selected trips starting at Indiana St/Olympic Bl. This change will improve connections with Metro Lines 66, 251, and 605. More frequent Line 665 service would operate every day, including weekends.	40	40	50	40	-	-	30	30	30	30	60	-	-	60	60	60	-	-	-	30	30	30	30	60	-	-	-	60	60	-	-	-	30	30	30	30	60	-	-
R685	Line 685 would be discontinued due to underutilized service. This line currently operates between Glassell park and Glendale City College via Eagle Rock Bl and Verdugo Rd: •Line 28 will continue to serve Eagle Rock Bl •Line 90 will link Gold Line Lincoln/Cypress Station to Glendale City College (see Line 90 information sheet)	30	30	30	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	30	30	60	60	-	-		
R686	Line 686 would operate between Altadena (New York Dr/Allen Av) and Gold Line Del Mar Station in Pasadena and would no longer continue to Fillmore Station, avoiding overlap with new Line 260 and providing improved frequency weekdays.	40	40	40	50	-	-	30	30	30	30	-	-	40	60	60	60	-	-	-	-	-	-	-	-	40	60	60	60	-	-	40	40	40	40	-	-			
R687	Line 687 would be discontinued due to underutilized service and duplication of bus service or proximity to other bus routes. This line currently operates between Altadena and Gold Line Del Mar and Fillmore Stations in Pasadena via Los Robles Av, Colorado Bl, and Fair Oaks Av/Raymond Av. Alternative bus service would be available as follows: •Frequent New Line 660 will be available on Fair Oaks Av •Frequent New Line 662 will be available on Washington Bl, Los Robles Av, and Lake Av •Pasadena Transit will be available in the area	40	40	40	50	-	-	-	-	-	-	-	-	30	60	60	60	-	-	-	-	-	-	-	-	30	60	60	60	-	-	-	-	-	-	-	-			
R690	New Line 690 would operate between Lake View Terrace and Sylmar via San Fernando Rd., Maclay Ave., Foothill Blvd. and Terra Bella St.	-	-	-	-	-	-	30	30	30	30	30	-	-	-	-	-	-	-	-	30	30	30	30	30	-	-	-	-	-	-	-	-	30	30	30	30	30	-	-
R901	The Orange Line will continue to serve as a critical arterial service linking destinations across the San Fernando Valley, with more frequency for midday and late evening on weekdays.	5/10.	10	5/10.	10	20	40	10	10	10	10	15	30	12/30.	10/20.	10/20.	15	20	40	10	10	10	10	15	30	12/30.	10/20.	10/20.	15	20	40	10	10	10	10	15	30			
RS901		-	-	-	-	-	-	10	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R601		10	10	10	10	20	20	10	10	10	10	20	20	15	10	10	15	20	20	15	10	10	12	20	20	15	10	10	15	20	20	15	10	10	12	20	20			
Orange Line	There are no changes for Line 601.	-	-	-	-	-	-	5	10	5	5	15	20	-	-	-	-	-	-	10	10	10	10	15	20	-	-	-	-	-	-	10	10	10	10	15	20			
R910	The Silver Line 910 will continue operating as usual between El Monte, downtown LA and Harbor Gateway Transit Center. New Line 510 would replace Line 950 and operate between Harbor Freeway Station and San Pedro via the I-110 Freeway, remaining on I-110 and bypassing Harbor Gateway Transit Center for faster service to San Pedro.	5	30	5	30	20	60	5	10	5	10	15	30	30	30	30	40	20	60	15	15	15	20	20	30	30	30	30	40	20	60	15	15	15	20	20	30			
R950	New Line 510 would maintain convenient, same platform transfers with Silver Line 910 at Rosecrans Station, and provide connections with the future Crenshaw/LAX Line at Harbor Freeway Station.	15	30	20	40	-	-	-	-	-	-	-	-	40	30	30	40	-	-	-	-	-	-	-	-	40	30	30	40	-	-	-	-	-	-	-	-			
R510	Additional Silver Line 910 trips would operate in place of Line 950 between El Monte and Harbor Gateway Transit Center. This change would improve Silver Line 910 reliability and allow for the transition to operating new Zero Emission Buses on the Silver Line.	-	-	-	-	-	-	15	30	15	20	30	-	-	-	-	-	-	-	-	30	30	30	30	30	-	-	-	-	-	-	-	-	30	30	30	30	30	-	-
Silver Line		-	-	-	-	-	-	5	10	5	10	15	30	-	-	-	-	-	-	15	15	15	20	20	30	-	-	-	-	-	-	15	15	15	20	20	30			