



# City of Carson Report to Mayor and City Council

September 6, 2011  
New Business Consent

**SUBJECT: CONSIDER APPROVAL OF CARSON CIRCUIT FIXED ROUTE CHANGES TO ROUTE E (DEL AMO) AND ROUTE G (METRO BLUE LINE 2)**

Submitted by M. Victor Rollinger  
Development Services General Manager

Approved by Clifford W. Graves  
Interim City Manager

## **I. SUMMARY**

Since 1984, the Transportation Services Division (TSD) has operated the Carson Circuit bus system which has provided public transit services to the general public utilizing eight routes throughout the city of Carson. The eight routes begin at 5:00 a.m. in the morning, and the last loop leaves the South Bay Pavilion at 6:00 p.m.

Occasionally, staff will evaluate possible changes and modifications to the existing Carson Circuit routes to enhance and improve efficiencies to the overall program. The Route E (Del Amo) and Route G (Metro Blue Line 2) have been evaluated for service changes and enhancements.

The Carson Circuit contractor First Transit has conducted a survey to evaluate services modifications to these two targeted routes. Based on TSD's evaluation of the overall service levels of these two loops, staff is presenting recommendations for route changes to the Carson Circuit bus system involving Route E (Del Amo) and Route G (Metro Blue Line 2).

## **II. RECOMMENDATION**

APPROVE the recommended changes to the Carson Circuit Route E (Del Amo) and Route G (Metro Blue Line 2).

## **III. ALTERNATIVES**

1. DO NOT approve the changes to the Carson Circuit Route E (Del Amo) or Route G (Metro Blue Line 2).
2. TAKE another action the City Council deems appropriate.

## **IV. BACKGROUND**

The Carson Circuit bus system consists of eight routes that begin and end at the South Bay Pavilion. Staff proposes changes to Route E (Del Amo) and Route G (Metro Blue Line 2). The proposed change to the Del Amo route is necessitated by the low ridership during a number of loops throughout the day. The proposed change to the Metro Blue Line 2 route would improve the on-time

performance so that patrons can make their on-time connections to the Metro Blue Line Station and other Carson Circuit routes.

**Proposed Changes to Route E (Del Amo)**

First Transit, the Carson Circuit contractor, has conducted a survey of passenger activity on the Carson Circuit Route E to determine the viability of modifying and increasing efficiencies of the operations. Route E has been determined to be underutilized on a number of loops throughout the day. (Exhibit No. 1)

In evaluating the passenger count of certain loops within this particular route, it has been identified as having a significantly lower patronage than the other seven Carson Circuit routes, resulting in staff's recommendation that a number of the loops within Route E should be utilized as "tripper buses" for Route D (Metro Blue Line 1 (opposite of Metro Blue Line Line 2)) and Route G, which has the two highest passenger counts of the Carson Circuit bus system. Tripper buses run as a second bus within targeted loops to alleviate the heavy passenger loads of those particular loops.

The following time-table is being proposed as the new Route E schedule:

5:00 am	6:00 am	8:40 am	9:20 am	10:00 am
10:40 am	11:20 am	12:00 pm	12:40 pm	6:00 pm

The following loops from Route E will be moved to Route D:

6:40 am	7:20 am	8:00 am
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The following loops from Route E will be moved to the Route G:

1:20 pm	2:00 pm	2:40 pm	3:20 pm	4:00 pm
4:40 pm	5:20 pm			

Using the low performing loops of the Route E to augment routes D and G would serve two purposes:

- 1) Alleviate the burden of routes D and G, which are filled to capacity on numerous loops throughout the day with school children and the general public, especially because of service to and from the Metro Blue Line Station at Del Amo Boulevard and Santa Fe Avenue.
- 2) Efficiency in that the city maximizes potential use of each hour of the Carson Circuit service contract.

The proposed changes to routes D and G would improve on-time performance within these two routes, and it would also provide an additional level of safety

for the passengers, as these two routes have numerous standing passengers. The tripper buses would alleviate the burden for the standing passengers and to the chasis of the bus, as it would not continue to carry as heavy a load.

**Proposed Change to Route G (Metro Blue Line 2)**

On August 6, 2002, City Council approved a change to Route G (Metro Blue Line 2) (Exhibit No. 2). This change re-established service to the large employment area on 220<sup>th</sup> Street between Wilmington Avenue and Arnold Center Road. It was anticipated that the passenger boardings would increase with the extended service to this employment area. However, this has not occurred.

These stops continue to experience very low ridership and, as a result, Route G continues to run late every loop. There is a four-minute lag on every loop because of this segment of the route, which is directly due to congestion at the 405 freeway off ramp at Wilmington Ave. Eliminating this segment of the route would increase the on-time performance of Route G, which has one of the highest passenger volume counts of the entire Carson Circuit bus system.

The Carson Circuit contractor First Transit conducted a survey of passenger activity on this segment of Route G during the week of December 13-17, 2010 (Exhibit No. 3). During this survey period, the four passengers who rode the bus were asked to provide comments on their thoughts relative to the possibility of eliminating this segment of the route. To date, there have been no comments. Also during this survey period, very few passengers utilized some loops in this segment of Route G, and there were numerous loops where no passengers used this segment of the route at all. On average, the Carson Circuit transports over 55,000 to 60,000 passengers per month.

The Route G has one of the highest passenger counts on a monthly basis; yet, it is also one of the lowest performing routes as it relates to on-time performance. Approving this change will make a substantial difference in improving the efficiency and on-time performance of this route (Exhibit No. 4).

Customer service is very important to the TSD and making the proposed changes will effectively and efficiently help operate the Carson Circuit bus system to the best of its potential.

**V. FISCAL IMPACT**

NONE.

**VI. EXHIBITS**

1. Route E Passenger Counts. (pg. 5)
2. City Council Meeting Minutes - August 6, 2002. (pg. 6)

- 3. Carson Circuit Route G Survey. (pg. 7)
- 4. Route G Maps showing existing route and proposed change. (pgs. 8-9)

Document1

Prepared by: Isabella Meni, Acting Transportation Supervisor

TO:Rev032811

Reviewed by:

City Clerk	City Treasurer
<u>Administrative Services</u>	<u>Development Services</u>
<u>Economic Development Services</u>	<u>Public Services</u>

**Action taken by City Council**

Date \_\_\_\_\_ Action \_\_\_\_\_

**Carson Circuit Passenger Counts**  
**July 2011**

Jul-11	Number of Passengers
Route A - Cal State Dominguez Hills	4,437.00
Route B - Keystone	7,882.00
Route C - Scotsdale	4,372.00
Route D - Metro Blue Line 1	10,724.00
<b>Route E - Del Amo</b>	<b>1,338.00</b>
Route F - Civic Center	4,134.00
Route G - Metro Blue Line 2	8,107.00
Route H - Hemingway	2,861.00

**ITEM NO. (15) PUBLIC HEARING ON CARSON CIRCUIT ROUTE REVISIONS  
(DEVELOPMENT SERVICES)**

This item was heard after Item No. 21.

**Public Hearing**

Mayor Sweeney declared the Public Hearing open on Carson Circuit Route Revisions.

**City Clerk's Report**

City Clerk Kawagoe reported that notice of the public hearing has been given pursuant to applicable law, including but not limited to the timely publication, and such proof received by the City Clerk; and postings as required by law and other mailings as requested by individuals and organizations. The affidavits attesting to mailing and publishing such notice is on file in the City Clerk's Office. No written communications were received.

Mayor Sweeney directed that all affidavits and notices be made a part of the record and requested the City Manager's report.

**Staff Report**

City Manager Groomes summarized the staff report and recommendation.

(Mayor Sweeney exited the meeting at 8:31 P.M. and Mayor Pro Tem Frank assumed the Chair.)

Mayor Pro Tem Frank requested all interested persons who wish to be heard regarding this evening's public hearing, as previously described, should stand and take the oath to testify.

(Mayor Sweeney reentered the meeting at 8:32 P.M. and resumed the Chair.)

There being no persons wishing to testify, Mayor Sweeney declared the Public Hearing closed.

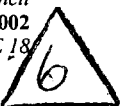
RECOMMENDATION for the City Council:

**TAKE** the following actions:

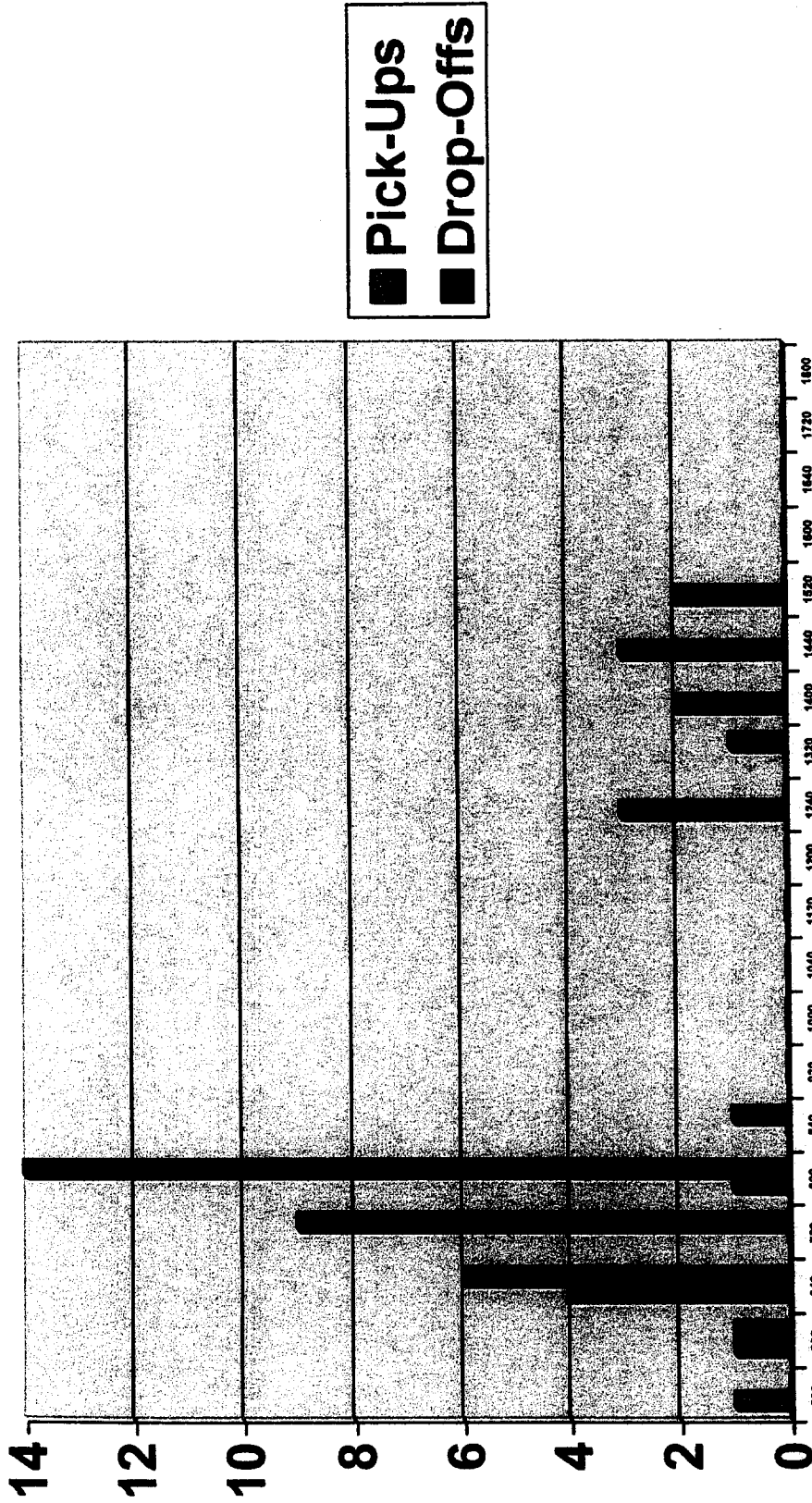
1. **OPEN** the public hearing, **TAKE** public testimony, and **CLOSE** the public hearing.
2. **APPROVE** the route revision options for the Carson Circuit Bus Program.

**ACTION:** It was moved to Approve the route revision options for the Carson Circuit Bus Program on motion of Calas, seconded by Frank and unanimously carried by the following vote:

Ayes:	Sweeney, Frank, Calas, and Dear
Noes:	None
Abstain:	None
Absent:	None






# "G" Route Metro Blue Line 2



\*Note: Chart above includes information regarding Total Weekly Passenger counts gathered from the "G" route Metro Blue Line 2 from Monday December 13, 2010 through Friday December 17, 2010. This data is to be used in the decision making process of the possibility of eliminating the loop around the Watson Center, thus increasing the efficiency of this route during peak times. Total Passengers for the week = 47. Please see documents attached for further information.



# Route "G" Proposed Change

- Route G 
- Civic Buildings 
- Parks 

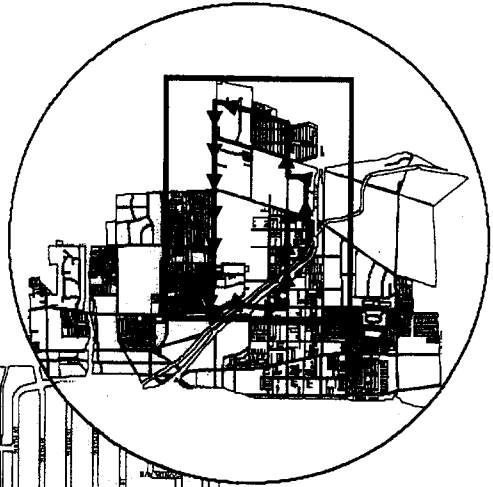
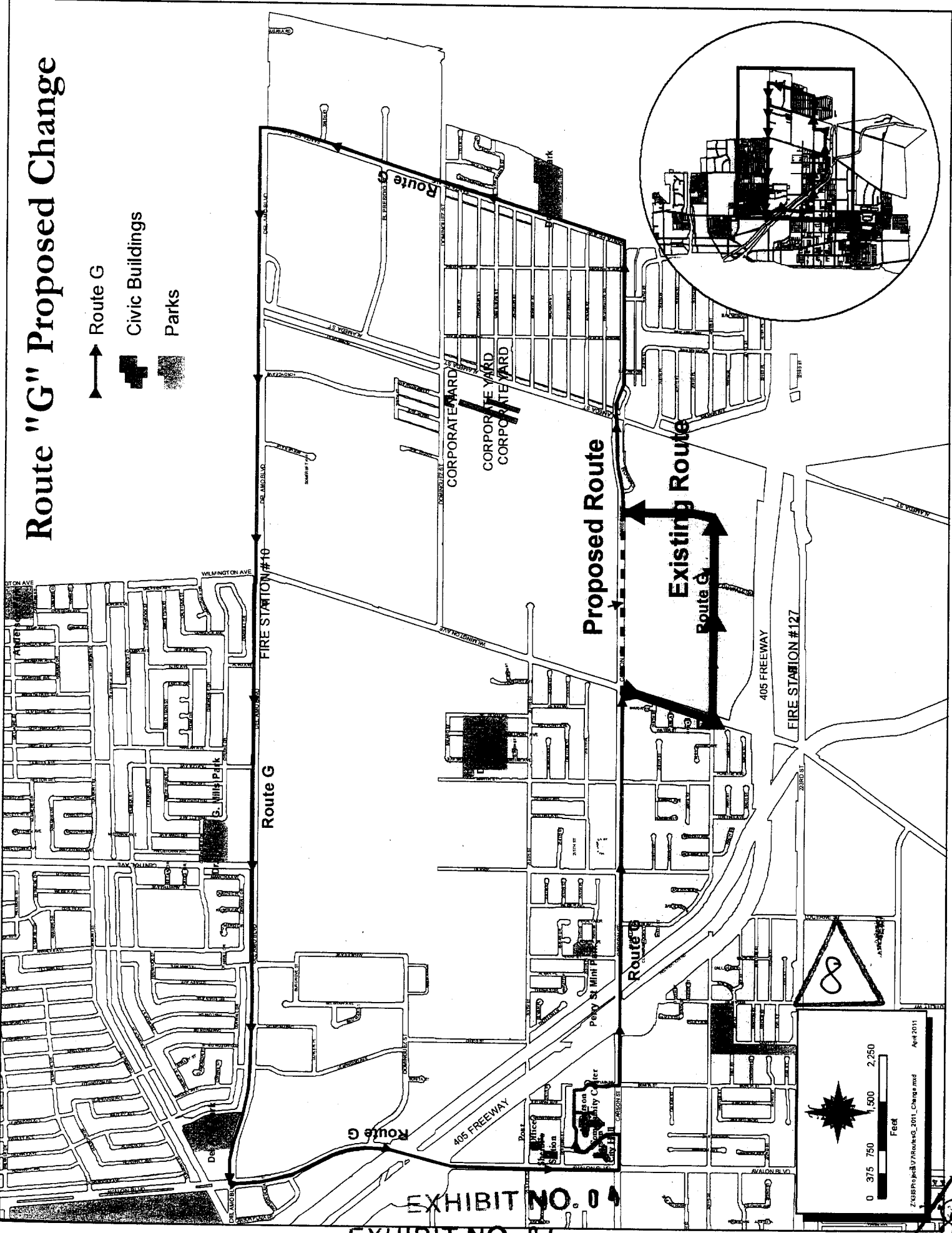


EXHIBIT NO. 04



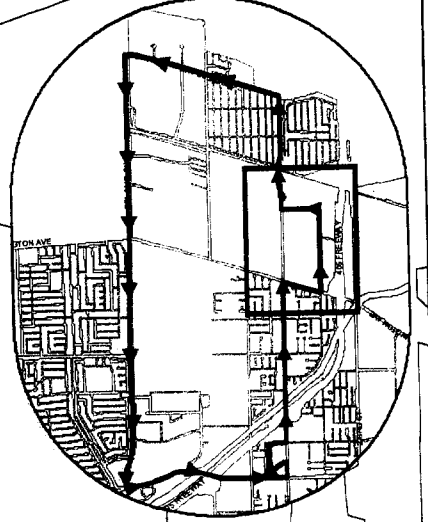
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April 2011

# Route "G" Proposed Change

Proposed Route

Existing Route

- Route G
- Civic Buildings
- Parks



405 FREEWAY

FIRE STATION #127

