

Wednesday, February 8, 2012

5:00-7:00 PM

Minutes

WESTSIDE/CENTRAL
SERVICE COUNCIL

Regular Meeting/Public Hearing

Young Oak Kim Academy
615 S. Shatto Place
Los Angeles, CA 90005

Call to Order

Joe Stitcher, Chair

Catherine Bator
Peter Capone-Newton
Peri Sloane Goodman
Art Ida
Elliott Petty
Glenn Rosten
Jerard Wright

Officers:

Jon Hillmer, Director
Jody Litvak, Community Relations Mgr
Henry Gonzalez, Council Comm. Rel. Mgr.
Suzanne Handler, Council Secretary

Please turn off cell phones or put them on vibrate

1. **ROLL Call** - absent Jeffrey Jacobberger
2. **APPROVE Minutes** for January 11, 2012 meeting - approved
3. **PUBLIC Comment**
4. **RECEIVE report on I-405/Wilshire Ramp Reconstruction, Kasey Shuda, Community Relations Manager for the I-405 Sepulveda Pass Improvements Project**

The project is midway through construction should be complete in 2013. Our next big issue what the media has already dubbed “rampture”. Wilshire extended ramp closures. Wilshire has 8 on and off ramps to the I-405. So every direction N/S goes both E/W, so this is a very big area. We are going to demolish and reconstruct all 8 ramps to provide new flyover ramps, currently when you are driving on the 405 NB and you exist at Wilshire you have to stop and merge with the traffic. That is an old Caltrans technique that we are doing away with. New flyover ramps when you exit the freeway you will flyover the traffic that is getting on. This will alleviate some of the congestion on Wilshire add capacity on the ramps and extend acceleration lanes so people will have more time to merge. In order to do this we have to completely demolish and reconstruct the ramps. Our first two ramps will be done together, they will be closed for 90-days and estimated start date is in May 2012. We are doing as much pre-construction around the area as possible before we start the 90-days. We have to relocate utility lines along Wilshire putting them underground. The second night Sepulveda will be closed fully from Wilshire to Montana in order to demolish two ramps, this will only take place at night for 3-4 days beginning at 9pm to 6am. We will be meeting with all the local communities, business groups, and the large businesses along Wilshire and Santa Monica Corridors. Pushing local transportation promotions within Metro and maybe our surrounding partners plus carpools, vanpools, UCLA has agreed to work with us getting carpool messages out to the public. Our media relations group is putting out stories on this construction project. New Fact Sheet will be provided. Print media, online advertising, press events, are ready to go. PSA’s with the Mayor and Supervisors’ office. We will be utilizing our social media, i.e. facebook, twitter, the Source and banners along our web page.

We are in the final stages of our traffic management plan working with LADOT, Caltrans detours to Santa Monica Blvd., and other N/S, E/W, corridors. We will have changeable message signs all over the area, not only on the detour routes but two miles outside of the detour routes. Business

mitigations, we are offering free advertising for any business within a 3-mile radius. Thirty-days prior to the start of the 90-days, there will be a community meeting in West Los Angeles laying out our traffic management plan.

Representative Rosten: Traffic mitigation through the neighborhoods, what are you talking about specifically?

Kasey Shuda: For some areas it is speed, so we will do a speed trailer. Limiting cut-through traffic between 3-7pm. Restriping and limiting parking. Minor adjustments. Basically monitoring the whole area. We are not doing anything permanent.

Representative Capone-Newton: Can you clarify when the full closure on Sepulveda will occur?

Kasey Shuda: Only for the first 3-4 nights of the 90-day closure.

Representative Capone-Newton; This will impact our service, will there be a lane for emergency vehicles and public transit?

Kasey Shuda: Emergency vehicles definitely, public transit, I am not sure. This could be a safety issue to have anyone waiting along the demolition area.

Jon Hillmer: We will have staging areas for the buses we do not want to lose our ridership to downtown LA during this time.

Kasey Shuda: I think our detours with that would be Veteran/Federal down to Ohio or Santa Monica. I know in the past we have been able just for buses utilize the GSA parking for a short period of time.

Representative Wright: Speaking of that, are we just talking 3-4 days or longer?

Kasey Shuda: No just 3-4 nights.

Chair Stitcher: Did I hear you say 30-day notice?

Kasey Shuda: Yes, 30-day notice prior to the start date. With seat drops, too.

Representative Rosten: Weren't these ramps reconfigured 4-5 years ago? They did not do too much to them at that time but make them worse. Why did they do that?

Kasey Shuda: The project was to widen the southbound 405, so they only did the southbound side.

Representative Capone-Newton: Was it ever considered to build HOV flyovers? Why did they demolish the new soundwalls between Santa Monica and Pico? On the southbound 405.

Kasey Shuda: Answer to first question, no to my knowledge these were not in the plans. Why they demolished the soundwalls, they did not standardize lean list or install proper drainage, we have to go back remove them, widen about 15 more feet to standardize all the lanes and then doing drainage work.

Chair Stitcher: I have to give kudos to Kasey, because her team has been very diligent and very active in getting information out to everyone about closures, detours, hours, as a transit operator on the west side it has been very helpful. Thank you very much for your efforts and for sustaining them.

5. **Item to be rescheduled for a later date B** (Westside Extension)

6. **RECEIVE Director's Report, Jon Hillmer, Director**

- Civil Rights Public Presentation

I want to share with the council the presentation we are taking to the public, particularly to the limited English speaking neighborhoods and groups. We are trying to get their input into the process. Once the Board decides on the parameters for evaluating service, we will still bring this to the public but more as an information item.

This report breaks down and simplifies Title VI (civil rights) and Environmental Justice (minority and low income) bus service changes in the Los Angeles Area and how it affects our service changes and new policy.

We also requested the inner city groups we met with to please fill out a survey on our New Policy and Service Change Analysis and if they had any questions to please contact Metro at Metro.net/civilrights. Our outreach is ongoing to the major minority groups.

Representative Rosten: Is there a definition of what minority means?

Jon Hillmer: Yes, it is in the Civil Rights act of 1964. Many cities/counties in Southern California, Arizona, New Mexico, etc. are minority/majority Counties. What we are proposing today are not major service changes, so they will not be going through the process, but if one of them went through the process and was determined a protected route, that would come back to the council for your understanding and review prior to making your decision. This will add to the process.

Environmental Justice has a different definition, a minority route is any route that has 50% or more minor riders, it also covers low income, if 35% are deemed to be low income riders, then it becomes a protected route.

Representative Wright: Are we talking about the service area in which the route progresses through? Or the passengers that use the service?

Jon Hillmer: Good question. It is sort of in between. Because we do not collect accurate information on individual's income or the household. We don't think the information would be accurate enough to stand up to federal inquiry, the process the federal government has endorsed is to use census tract area where they Board. If the census tract area has low income, the assumption is everyone who Boards the bus route in that area is low income. Of course that is a little fallacious, many bus routes that go through Beverly Hills and Santa Monica you may have low income on the lines but if they get back on the bus in those areas they would be counted as high income. It is a rough estimate. It has been endorsed by the federal government as a good methodology.

Representative Rosten: Doesn't nearly every line in the system with a few exceptions have 50% minority ridership?

Jon Hillmer: Yes, but there are several lines that are not 50%. If you have a major service change it's more than likely going to impact enough to go through the environmental justice (EJ). The report back to the Board should consider alternatives the individuals would have or mitigating actions that the proposal has. In reality even through the title VI you will see what the alternatives and you will see what the potential mitigating actions would be.

Representative Bator: Does anyone collect information about whether the riders own a car or not?

Jon Hillmer: Yes, we do and at the end of this report we asked the riders during our survey how they arrived at the bus/train stop. We do not use the income provided on the survey, because we don't know how many people live/work in the household.

Representative Capone-Newton: When you are comparing two different service changes that may have 80% and the other 70% minority. Is this EJ only? And would that impact the service change due to the percentage difference?

Jon Hillmer: There would be a difference in the analysis, because EJ is 50% and Title VI is 89.6%. If there is a 20% change it is a disparate

impact. But would not affect the Title VI because it is below the threshold.

Representative Wright: One clarification when we actually do the Title VI analysis, will this affect the By-laws and how it is reported.

Jon Hillmer: This is going to the Metro Board for adoption, and it will require the Board take a look at the routes that have disparate impact and they need to review that. However, if the service councils review these changes with disparate impact and approves some of them, I am proposing that a Board report be created which would outline what the service councils have done relative to the PH. Just as an information item.

Representative Sloan Goodman: I must have missed this, did you talk about how this was going to be administered?

Jon Hillmer: This is multi-faceted we collect information on our riders annually, in fact now we are doing a smaller survey on a quarterly basis. This is demographic information we collect from our riders. When Service Planning does their changes they will have to do the impact analysis. 1) we collect information on our riders and, 2) service planning does their changes according to information received.

- Performance Report for December 2011
On Time Performance Metro system target is 83%; System 76.1%;
Westside/central 76.0%
Complaints per 100,000 passengers Metro Target 2.29; System 3.07;
Westside/Central 2.55
Miles between Road Calls Metro target 3,650; system 4,004;
Westside/central 3,215
Clean bus rating target 8.0; system 8.32; Westside/central 8.17
Accidents per 100,000 miles target 3.20; system 4.32; Westside/central 4.99
Monthly bus ridership target 29,170,000; system 28,710,000;
Westside/central 16,920,000
Line 720 ridership trends: Daily 38,000; Saturday 27,500; Sunday 22,500
Red/Purple trends: Daily 140,000, Saturday 78,000; Sunday 70,000
- Bus Station Cleanliness: Top stations 8.0 and above, Burbank Metrolink, Cal State LA, Del Amo Blue Line, Inglewood Bus, South Bay Galleria; Bottom stations under 7.0, Aviation Green Line, LAX City Bu, Universal Red Line
- ADA Monthly Complaint Trends
47 for December; Wheel Chair pass ups 1%; deployed lift for non-wheelchair 100%;

- First Quarterly Passenger Survey 70% and above to 88%; low marks were on pass ups at 28% and bus broken down 13%
81% walked to the stop; average wait was 11 minutes; 77% have cell phones; 29% paid cash; household average income was \$15,000 or under; 63% Latino riders; average age 38
Total Survey 2,767 riders
- Expo Light Rail is in pre-revenue service
- December 2011 service changes will be implemented in March

Representative Wright: When can we expect to see another survey? Can we have a question posed that if they use a smart phone do they use Nextrip.

Jon Hillmer: The next survey will be in April and that will be about 18,000 surveys every line except our smallest lines.

Joseph Stitcher: That concludes our regular meeting.

Adjournment of Regular Meeting
Public Hearing to follow

ADJOURNMENT