

Wednesday, September 12, 2012

5:09-6:40 PM

Minutes

WESTSIDE/CENTRAL
SERVICE COUNCIL

Regular Meeting

Beverly Hills Tennis Center
325 S. La Cienega Blvd.
Los Angeles, CA 90211

Called to Order at 5:09 p.m.

Council Members Present:

Jeffrey Jacobberger, Chair
Peter Capone-Newton
Perri Sloane Goodman
Art Ida
Joe Stitcher
George Taule
Jerard Wright

Officers:

Jon Hillmer, Regional Councils Director
Jody Litvak, Community Relations Mgr
Henry Gonzalez, Council Comm. Rel. Mgr.
Dolores Ramos, Council Admin Analyst



Metro

Los Angeles County
Metropolitan Transportation Authority

1. **SWORN IN George Taule as Council Member, transit rider**
2. **ROLL Call**
3. **APPROVED Minutes of August 8, 2012 meeting**
4. **RECEIVED Public Comment for items not on the agenda**

Ken Rubin of Southern California Transit Advocates (SCTA) welcomed new Council Member George Taule and expressed his gratitude to Culver City Council and staff for providing a tour for SCTA members. Mr. Rubin shared that he observed an arrest on the Expo Line the prior day, and noted that he has observed additional security at Union Station.

Wayne Wright shared concerns regarding Line 102. Since schedule changes were implemented in June 2012, there have been problems with buses being late, particularly after 8 p.m., causing missed connections at Stocker and Crenshaw. He also shared concerns regarding Expo and Blue Line trains departing late from 7th and Metro Station, which is causing missed connections at La Brea.

5. **RECEIVED Update on Sepulveda Pass Corridor Systems Planning Study, David Mieger, DEO, Countywide Planning and Roger Martin, Transportation Planning Manager**

The Sepulveda Pass is one of 12 Measure R transit corridors approved for study and construction by voters in 2008. Metro's Long-Range Transportation Plan includes \$2.468 billion (escalated) in the third decade of the project throughout the County.

The study area extends 30 miles; 12 miles in San Fernando Valley, 8 miles on the Sepulveda Pass and 10 miles to connect the Westside to LAX. Potential transit connections would include Metrolink's Antelope Valley and Ventura Lines, the East San Fernando Valley North/South Corridor, Metro Orange Line, the Westside subway extension, Expo Line phase 2, Crenshaw/LAX LRT project, the Airport Metro Connector and Metro Green Line. The area also encompasses current I-405 improvement projects that are adding a northbound HOV lane and increasing the capacity of southbound lanes during peak periods. Current transit options in the area are severely limited due to congestion. The Sepulveda Pass Corridor is the third most congested segment in the country; usage of the segment is anticipated to increase significantly over the next 20 years.

The lower cost concepts that are within the Measure R budget include an at-grade BRT and managed lanes with BRT. The higher cost concepts, which require supplemental funding, long-term phasing or other delivery strategies, include an aerial viaduct, toll tunnel, a fixed guideway rail tunnel, toll tunnels and rail tunnels.

Next steps include receiving FTA Livability Grant Notification. If awarded, the grant would provide funds for an alternatives analysis study. A report will be presented to the Board in December to provide some direction on the Systems Planning Study.

Council Member Wright asked what the cost of implementing Concept 1 – At-Grade BRT would be, and if it is both short-term and long-term fixes might be implemented to address the corridor’s issues, given current funding.. Mr. Martin responded that both Concepts 1 and 2 are within current funding restrictions, and that there is potential of phasing projects. Mr. Mieger added that both have very little capital costs as they essentially consist of restriping.

Council Member Capone-Newton asked how UCLA connectivity factors into any of the plans. Mr. Martin responded that some of the rail plans include interconnectivity with the area. Mr. Mieger added that there is a possibility of interfacing with the Purple Line extension, that there has been discussion of station installation in the area.

Council Member Capone-Newton asked if HOV access flyovers were considered as part of the current 405 widening projects. Mr. Martin replied that there was some discussion about including transit as a part of the plan, but that not enough funding was available.

Chair Jacobberger asked if a large Park and & Ride facility where 5 & 405 split at the north end of the Valley might be built to encourage use of transit usage to traverse the area. Mr. Martin replied that modeling information shows 19% of commutes start in that area, so there is opportunity and potential for development of a major transit hub in the Valley but that it hasn’t been discussed in detail yet. There are still questions about future transit development, whether it should be directed to the Orange Line through several branches or have a direct feeder to the Sepulveda pass.

Council Member Wright added that in coming months, a motion to take a look at Express Service from the Valley to the West Side might be something that the Council should take a look at.

6. DISCUSSED Antonovich Motion for Regional Airport-Rail connectivity Plan, Chris Haskell, Transportation Planning Manager

The Motion was introduced at the July 2012 Board meeting by Board Chair Antonovich. The airports under study are Palmdale, Burbank, Los Angeles International, Long Beach and Ontario airports. The Motion requests the following:

- A. Implementation Plan for rail connections to the 5 airports
- B. Review and analysis of current transit options
- C. Input from FAA and SCAG on potential funding and support
- D. Report on expediting the LAX airport connector to open concurrent with the new Crenshaw/LAX project
- E. Overview of coordination and funding required from partner agencies including SCAG

Airport Rail Transit Connections, Existing and Planned include:

LAX - Existing: Green Line Aviation/LAX Station 4.3 miles from airport. Planned: Century/Aviation Station, 1.5 miles, anticipated completion 2019. Supplementary projects to connect Century Aviation include the Airport Metro connector to connect that

Station to central LAX terminal. LAWA has released a study which looks at providing a connector from the airport to that station.

Ontario - Existing: Metrolink Stations - East Ontario, 2.5 miles, Ontario, 3.6 miles, Rancho Cucamonga, 4.0 miles. Planned: California High Speed Rail is planned with an airport station under consideration

Burbank -Existing: Metrolink Burbank Station. Planned: New Metrolink Station at Hollywood Way on Antelope Valley Line, also along corridor for California High Speed Rail

Long Beach -Existing: Willow Station, 4.3 miles from airport. Planned: No current plans for area around Long Beach Airport

Palmdale - Existing: Palmdale Station 4.3 miles from airport. Planned: High Desert Corridor and Xpress West and California High Speed Corridor

Other Airport Transit Connections include:

LAX: LAX FlyAway to Union Station, Van Nuys, Westwood and Irvine

Ontario: Omnibus Route 61 connecting Fontana and Pomona Stations

Burbank: Shuttle bus connection with Metrolink Downtown Burbank and Metro North Hollywood Stations

Long Beach: Long Beach Transit Routes 102 and 104 to Willow Station

Palmdale: currently no other connections

An inventory of airport transit connections at various stages of development is being compiled.

- A. Existing
- B. Under Construction/Environmentally-Cleared
- C. In Environmental Review/Preliminary Planning Phase
- D. LRTP Strategic Plan Projects, e.g.:
 - i. Orange Line Extension to Burbank/Glendale
 - ii. Gold Line Eastern Extension
 - iii. Green Line Extension south to San Pedro/Long Beach
 - iv. West Santa Ana Branch
 - v. Crenshaw Line Extension north to Mid-City

Council Member Stitcher asked about the timeline for the report. Mr. Haskell responded that a report will go to the Board in November, with a target date of January for an implementation plan being presented to the Board.

Council Member Wright asked if the Metrolink Station at Bob Hope Airport is being built with Measure R funds. Mr. Haskell replied that it is being built and maintained by Metrolink

Council Member Capone-Newton asked about the current linkage plans for LAX. Mr. Haskell responded that they are working with LAWA to attempt to get an airport connector station or bus rapid transit.

Council Member Wright asked about the projected timeline for the high speed rail segments between Ontario, LAX and San Diego. Mr. Haskell responded that it is not within a 10-year horizon.

Council Member Jaccobberger stated that even with a Green Line station in the middle of LAX, there will still be a need for a people mover or some other transportation for travelers with luggage. He stated that any systems to be installed and buses to be used should be designed with level platforms so that people don't have to drag luggage up stairs. Mr. Haskell responded that if a people mover were to be installed at LAX, it would have several stations, for example to Lot C and Aviation Station, and would be well-integrated to minimize walking distances. For Burbank, the new Regional Intermodal Transportation Center being built at Burbank Airport that will enable separated pedestrian access to airport terminal.

Council Member Wright asked if there are any plans to expand Flyaway service. Mr. Haskell replied that a new route is being planned from Culver City or La Cienega to LAX.

Steve Jackson recommended that a one-trip train ride from Union Station to LAX be developed, as to get there by the existing rail lines would require several transfers. Though the Flyaway service is good, it slows when there's traffic. Mr. Haskell responded that the Harbor subdivision that goes along Slauson is being recommended for study to link with the Crenshaw Line and to continue to LAX.

7. DISCUSSED 534 Proposed Route Change in Downtown Santa Monica, Steven Tu, Transportation Planning Manager

Ongoing input received from both operators and customers regarding the heavy traffic issues with on-time performance in downtown Santa Monica, especially on weekends, have prompted proposed changes on Line 534. Currently service exits at 4th Street, and make a sequence of turns that allows the route to service 3rd Street Promenade and the beach.

Proposed changes will streamline service to use the Santa Monica Transit Mall or run along Broadway and Santa Monica Blvd. beginning in December 2012. The changes would reduce the amount of the turns at some of the chokepoints along 2nd and Colorado and 5th and Colorado, going westbound. The line would keep the regular route along the 10 freeway westbound, exit at 5th, and instead of turning left onto Colorado, would continue north on 5th Street, then turn left onto Broadway to use designated bus lanes and the existing stops along the transit mall. It would then resume the regular route when got to Ocean Ave. In the other direction, the route would go down Ocean and make a right on onto Santa Monica Blvd. Instead of making right on 2nd, it would continue to make a right on 4th, then right on Olympic, thus serving the area high school. Service in the area is not being cancelled, merely shifting stops and providing better connectivity with existing Big Blue Bus services in the area.

Council Member Stitcher asked if the changes were discussed with the City of Santa Monica, particularly the turn on Santa Monica Blvd., as it's particularly difficult for

buses. Mr. Tu replied that the right turn has been reviewed, and that while there is heavy pedestrian traffic, it is not necessarily any busier than any of the other downtown bus turns. The line could also reroute to continue towards Lincoln, then over to 10 Freeway, but that would eliminate service at Olympic and 4th and by the high school.

Council Member Wright asked what size buses currently run on the route. Mr. Tu replied that a mix of 40-45 foot buses are being used. Testing has been conducted to ensure that the 45 foot buses can make the turns. The greater concern is the heavy pedestrian traffic.

Council Member Wright commented that it would be nice to have a 733 stop at Culver City Station at Robertson, where Lines 33 and 534 stop. Mr. Tu replied that they've been working with Expo Construction Authority and the City of Culver City to install a stop, but the area is going to be used for construction of the Expo II overpass for at least a year.

Wayne Wright expressed concerns with 534 routing and MTA and Big Blue Buses going northbound on 4th street and westbound on Santa Monica. He stated there have been incidences when Big Blue Buses had to back up because Metro buses were turning northbound 4th street to Santa Monica. Mr. Wright would prefer that where the current route goes east on Santa Monica to South 4th, that it instead get off on Lincoln and use Santa Monica and Broadway to Ocean instead of trying to maneuver eastbound from eastbound Santa Monica to 4th.

Ken Ruben requested addition of a stop for any of the Big Blue Buses near Culver City Bus stops, as seniors have difficulty going back and forth between the stops.

8. RECEIVED Recap of Westside/South Bay Quarterly Transit Provider's Meeting, Jon Hillmer, Director

At the recent Westside/Central and South Bay Service Providers meeting, the Antonovich motion regarding more coordination and cooperation between services, particularly between various rail & bus systems, was discussed. One of the obstacles is the varying dates that the many systems implement changes. Compounding the issue is that Metrolink changes schedules at a variety of times, traditionally when Amtrak makes theirs, which is usually around the Daylight Savings time change. No other service in the LA Basin makes their service changes during that time. One of the first steps will be to coordinate service change periods, particularly with Metrolink. Metrolink does seem open to changing more in alignment with other major provider service changes.

Council Member Ida stated that he chairs General Manager meetings held every month will all of the transit agencies including Metro. The topic was brought up, and the municipal operators understand the concept and benefits of coordination, but there will be challenges with bargaining groups, which will have to agree to changes in the way they bid. Also, some of the bids are scheduled around area schools which don't change over at the same time. However, the effort and will to improve the process is there. Mr. Hillmer added that in the meantime, coordination between rail and bus operators is being addressed.

9. RECEIVED Director's Report on July 2012 Service, Jon Hillmer

A November meeting will be held in West Hollywood where corridor study will be the primary focus. The corridor to be studied is Santa Monica Blvd.; an alternate or additional corridor to be examined is the Third Street 316 Limited Stop Line. Mr. Hiller shared data regarding ridership, direction, and service periods, with Council members.

- On-time performance trends: 79.1% compared to 75.6% June 2012 and 75.0% May 2012, as compared to 80% FY13 goal.
- Customer Complaint per 100,000 passengers: 2.56 compared to 2.50 June 2012 and 2.36 May 2012, as compared to FY13 goal of 2.20.

New Quarterly Customer Service Survey Results from August

- Nearly 85% of riders have cell phones; 55% have smart phones
- Average income went up from \$15,000 to \$15,600 household income

Council Member Capone-Newton asked if pass-ups signify that the bus just passes the stop or if the operator stops and open the door. Could pass-ups be measured by ATMS? Are the cameras used to see if it was a pass-up? Mr. Hillmer replied that pass-ups are the most frequent complaint and are left up to the customer's description of what happened. ATMS data is reviewed as part of the complaint investigation process. Metro receives approximately 1,000 bus complaints per year, which are then routed to the divisions. Each division reviews the type of complaints, makes at least 3 attempts to contact the person who submitted to get more information, and reviews ATMS data to determine if the bus was there, if the bus doors opened and whether people got on and off the bus. Some drivers don't want to load additional passengers if bus is very crowded, some drivers are more assertive in getting standing passengers to move towards the back of the bus to reduce front end crowding. These issues are addressed in training.

- Miles between Mechanical Road Calls: 3,017 compared to 3,142 June 2012 and 3,063 May 2012, as compared to FY13 goal of 3,900.
- Clean Bus Ratings: 8.15 compared to 8.26 July 2012 and 8.14 June 2012, as compared to goal of 8.0. New buses will be received this fiscal year and next, 2 orders of 45-foot buses, then the following years will get 40 foot buses. Assignment of the new buses will be shared with the Council when received.
- Accidents per 100,000 miles: 3.51 compared to 4.46 June 2012 and 4.45 for May 2012, as compared to FY13 goal of 3.10. Accident goal is being addressed through training and discipline.
- Monthly Ridership: 16.8M compared to 17.9 June 2012 and 18.9M May 2012.
- Line 720 Ridership: 41,861 weekdays, 29,835 Saturdays, 23,256 Sundays.

Council Member Wright requested follow-up information on Line 720 supervision. Mr. Hillmer stated that he would provide additional information the following month.

- Rail Weekday Ridership: Red 151,309; Blue 89,155; Green 47,214 (all time high); Orange 45,694, and Expo 18,181. Mr. Wright – is it possible to have counters on the trains similar to those on the buses. Such a system is being looked at.

- Bus Station Cleanliness Evaluation on 20 bus stations: No “D’s” this month. Culver City went down by 0.1 to a C; Patsaouras Plaza down by 0.9 to a C; Pico Rimpau Bus Center up by 0.2 to C+. Average August bus station cleanliness score was 7.86 (C+ grade), an improvement of 0.30 since December 2011. .

Art Ida requested to accompany Mr. Hillmer to any station cleanliness evaluations of the West Los Angeles Transit center.

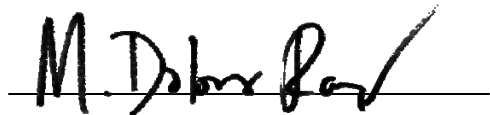
Council Member Wright thanked Mr. Hillmer for providing data on Lines 4, 704, and 16.

10. CHAIR and Council Member Comments

Council Member Capone-Newton commented that the Line 220 sign is blocked by one of the signs on the pole at the Robertson Transit Hub. He has a picture that he can forward to staff.

Council Member Jacobberger commented that he was riding the Blue Line on the Sunday. He had his bike and couldn't get on the first train to pass as it was full with strollers. The next train came along 4 or 5 minutes later, so there must have been some schedule delays. If stations had real time information, people might be willing to wait for the next train rather than crowding on the first to arrive. He would have been much less indignant about waiting for the next train if he had known another was coming five minutes later. Mr. Hillmer responded that real time information on the platforms is coming within the next few months. Jody Litvak added that she would share more information regarding real-time when it becomes available.

Meeting Adjourned at 6:40pm

A handwritten signature in black ink, appearing to read "M. Debra Paul", is written over a horizontal line.