

Monday, September 9, 2013

5:00 PM

Minutes

SAN GABRIEL VALLEY
SERVICE COUNCIL

Regular Meeting

Metro San Gabriel Valley
Division 9 Building
3rd Floor Service Councils Room
3449 Santa Anita Avenue
El Monte, CA 91731

Called to Order at 5:00 p.m.

Council Members:

Harry Baldwin, Chair

Juventino Gomez

Alex Gonzalez

Bruce Heard

Steven Ly

Dave Spence

Rosie Vasquez

Officers:

Jon Hillmer, Director, Regional Councils

David Hershenson, Comm. Rel. Mgr.

Dolores Ramos, Council Admin Analyst

Henry Gonzalez, Council Comm. Rel. Mgr.



Metro

Los Angeles County
Metropolitan Transportation Authority

1. PLEDGE of Allegiance
2. APPROVED July 8, 2013 Minutes
3. PUBLIC COMMENT for items not on the Agenda

Bill Stockman expressed concerns about San Gabriel Valley service, most of which is provided by Foothill Transit. Service is not very good on any of the north and south lines. He would like to see changes made to Metro Lines 270 and 577x. Line 577x doesn't run very often or at night or on weekends. More service is needed because it's the only line that runs on north-south on the 605 fwy. He believes Line 270 should be broken up into 2 lines, with one leg operating north of El Monte station, another operating south of the station. Line 270 should travel to the Gold Line station instead of stopping at Foothill and Primrose in Monrovia. To get to the Gold Line Station from Monrovia he has to use Line 187 bus at Huntington which takes nearly an hour, as opposed to the 12 minutes it used to take him on Line 177. Extension of Line 270 could then be cut back when the next section of the Gold Line is completed.

Mr. Hillmer replied that Line 177 is a contract service. The Contract Services Manager has improved the quality of contract services. Line 270 is also a contract line and runs from Norwalk Green Line Station to the foothills. It carries about 2,700 people per day and runs about every 40 minutes. Breaking the route up into two routes was explored in the past, but was not feasible. That option could be reexamined. Line 577x used to go to downtown Long Beach but was cut back to Long Beach Veteran's Center. Frequency is about every 30 minutes, ridership is moderate. One of the issues is that performance is sporadic due to traffic on I-605.

Mr. Stockman added that he thinks people movers should be implemented to run north and south between Pasadena to Long Beach. He thinks people movers would be better than rail lines and less costly. The City of Pasadena is exploring installing a people mover from the Gold Line Station to Green Street to the Convention Center.

4. RECEIVED Update on Line 485 Regional Meeting, Dolores Ramos, Council Analyst

Council voted to hold the meeting on December 9th at The Alhambra in the city of Alhambra.

5. RECEIVED Report on Proposed Minor December 2013 Service Changes, Scott Page, Service Planning Manager

Because of the interchange construction and the traffic it causes, Line 577's route has been detoured to use Santa Anita, Valley Blvd, and Peck Rd. It then continues south on 605 fwy south to Norwalk Green Line Station, Los Cerritos Mall, CSULB, and

Veterans Hospital. The modification is around Rio Hondo College. Instead of boarding 605 fwy at Peck Rd., the bus will continue to Workman Mill Rd. and thus better serve the college and alleviate some of the loads.

Council Member Gonzalez asked what outreach has been done with Rio Hondo College. Mr. Torres replied that staff will hand out flyers and notify the College to notify students.

The Line 83 modification takes place in the Highland Park area. An operator notified Service Planning of an unsafe left turn at an intersection without a signal. The route had made the turn for years, but area traffic is getting worse, making it an unsafe turn for the bus. The proposal is to continue northbound on Ave. 61 and make the left at Figueroa and Ave. 61 which is signalized. There is no modification to the southbound route, resulting in a short split of the line.

The Silver Line downtown portion of the route at Figueroa St. is going to be modified. The Figueroa Restructuring Project will add bike lanes and spruce up the street around the convention center area along a 4 1/2 mile area, which will reduce the southbound lanes from 2 to 1. There will still be 2 northbound lanes. The project will begin construction early to mid next year. The proposal is to change from making a right turn on 11th St. to Figueroa and going southbound, to instead continue down Flower St. to between Adams and 23rd. The route will keep all the same stops on Figueroa on Flower and have a near side stop on 23rd Street shared with Line 450. All modifications will go into effect during the December shakeup.

Wayne Wright stated that he is puzzled because Line 83 should be a Westside/Central matter. He requested that Silver Line eastbound buses going to El Monte be shifted over from Spring St. to Temple to Alameda to the busway. Aliso, the street to the south side of 101 fwy at Alameda, is heavily congested during rush hours. It takes 5-10 minutes going through the traffic lights.

Mr. Hillmer responded that the Silver Line route suggested by Mr. Wright was discussed as one of the potential routes considered when the line was being established but there were issues regarding bus stops around Little Tokyo Gold Line Station. Mr. Hillmer concurred that it does take a long time to get through that section of the route, and stated that he would recommend that it be reviewed. He added that the Line 83 changes were brought to Council as an information item. The Line used to be managed by the San Gabriel Valley but is now based in Westside/Central Service Area.

Council Member Gonzalez asked if there are plans to improve connectivity with the Regional Connector project, as that the Gold Line Chinatown Station was a missed opportunity for connectivity. Mr. Hillmer agreed and stated that there are plans to provide for better interface between rail and buses.

Mr. Hillmer asked Mr. Torres if the Line 577 changes would be considered major service changes. Mr. Torres responded that the proposed changes consist of

approximately 18% of the line, less than the 25% route change threshold considered to be major service change.

6. RECEIVED Update on I-710 North Study, Michelle Smith, Project Manager and Vincent Gonzalez, Study Communications Manager

The I-710 North Alternatives Analysis was completed in December 2012, and 5 alternatives advanced to draft environmental impact report/statement (Draft EIR/EIS) for further study. Refinements of alternatives to reduce, avoid and/or minimize impacts are being studied. The study area is bounded by 210 to the north, the 2 and the 5 to the west, 605 to the east, and the 10 to the south. This area is where the analysis and outreach is being conducted and where the technical advisory committee and stakeholder advisory committee are formed and conducted.

The purpose of the proposed action is to effectively and efficiently accommodate regional and local north-south travel demands in the study area and address issues of: Improving efficiency of the existing regional freeway and transit networks; Reducing congestion on local arterials adversely affected by regional traffic volumes; and minimizing environmental impacts related to mobile sources.

The study is examining alternatives to see how well they would address those problems. The five alternatives selected for further study are: No Build; Transportation System Management (TSM)/Transportation Demand Management (TDM); Bus Rapid Transit (BRT); Light Rail Transit (LRT); and Freeway Tunnel. The Alternatives Analysis Report has been completed and includes cost estimates for the alternatives. The no-build alternative is the baseline to which all alternatives are being compared.

The next milestone is for draft EIR to be released to the public in Spring 2014. The study will continue through then. The results of studies as well as mitigation measures will be included in that document. The final step of this process will be to complete the study by Summer 2015. Extensive outreach efforts continue.

Council Member Spence asked how much has been spent so far on the study and outreach measures. Ms. Smith replied that \$780 million was allocated to resolve the 710 North issue. Money spent to date has been used on two outreach contracts, and less than 10% of total project total funding has been spent on those contracts.

Chair Baldwin asked if the study covers both north and south alternatives. Ms. Smith responded that this particular study addresses only the northbound travel concerns. Chair Baldwin added that he attended a recent meeting at Maravilla Center were able to address concerns expressed by the public. Ms. Smith responded that the refinement process is ongoing as receive feedback look for opportunities to reduce or avoid any of the potential impacts.

Council Member Ly asked if there was a reason why at-grade was not considered at all for the light rail transit option. Ms. Smith responded that they were trying to ensure that they reached major trip generators to provide connectivity, specifically Cal State LA which is elevated off the 10 fwy. At grade would be cheaper, but some Eastside constituents would prefer it all to be underground, as some members of that community view light rail as splitting communities. Options are being examined, but routing underground would add significant cost.

7. RECEIVED Report on July 29th Meet and Confer with Art Leahy, Harry Baldwin, Chair, and Council Members

Last Wednesday, all Service Council chairs met with DuBois and Art Leahy for a luncheon meeting. They discussed TAP card issues and fare collection. The Board is currently examining the fare structure and may potentially implement changes by July of next year. Also discussed was consolidation of the fare structure and facilitating easier exchange between transit agencies. It was emphasized that Metro's fare box recovery rate is currently approximately 26%. That level needs to rise to 32-35% to ensure that Metro has the matching funds for upcoming grants. When changes are proposed to the fare structure public hearings will be held, and the Service Councils will be involved in the outreach process by providing a forum for people to share feedback which will be related to the Board.

Council Member Gonzalez asked if distance based fares are being considered. Mr. Hillmer replied that distance-based fares are not being considered at this time, and that the focus is currently more focused on time based fares and transfers.

Council Member Heard asked if tokens are still available. Mr. Hillmer replied that tokens are still available and in circulation, but Metro does not promote their use.

8. RECEIVED Director's Report on San Gabriel Valley June and July 2013 Service, Jon Hillmer, Director

- On-time Performance: 79.3%, Goal: 80.0%, System: 77.9%
- Complaints Per 100,000 Passengers: 4.35, Goal: 2.20, System: 3.19
- Miles Between Mechanical Road Calls: 4,518, Goal: 3,900, System: 4,127
- Bus Cleanliness Rating: 8.53, Goal: 9.0, System: 8.54
- Accidents per 100,000 miles: 3.15, Goal: 3.10, System: 3.85
- Bus Station Monthly Cleanliness Ratings by Region: 8.51, Goal: 8.5, System: 8.23
- Average Bus Weekday Ridership: 159,800 of system's 1,096,890
- Silver Line Ridership: Weekdays 12,344, Saturdays 5,435, Sundays 3,878
- Rail Average Weekday Service: Red Line 162,746, Blue Line 87,597, Green Line 42,670, Gold Line 44,267, Expo Line 26,908.
- Average Weekday Bus and Rail Ridership: Bus 1,096,890, rail 364, 188, combined total of ,461,078

Council Member Gonzalez asked that Mr. Hillmer bring additional information to the next meeting to identify if there are any trends in recent complaints. Mr. Hillmer stated he would bring complaint data for June, July, and August to next month's meeting.

Council Member Gonzalez asked if the pedestrian crossing signs at Cal State Los Angeles have been fixed. Mr. Hillmer responded that he would visit the area to check.

Chair Baldwin asked about the condition of the station at County General Hospital. Mr. Hillmer replied that the County General stop is not included in the report calculations, but the station is not in bad shape. Over the last 4 months, Metro has put a lot of maintenance resources on the rail side, particularly on the Blue Line which has resulted in less attention being paid to bus stations and led to a slow, slight decline in bus station cleanliness.

9. CHAIR and Council Member Comments

Council Member Gomez asked if Metro has any programs to assist veterans to use transit to assist them to go to their appointments and to access services upon return from active service. Mr. Hillmer replied that Metro has an outreach program for employment but does not currently have a transit specific program for veterans. Mr. Hillmer added that he would discuss with the appropriate veterans program staff.

ADJOURNED at 6:15 p.m.