



Subject: **Congestion Reduction Demonstration Project “FastLanes”**
I-110 South Corridor Advisory Group (CAG)

Date: Thursday, February 5, 2009

Time: 6:00 PM – 8:00 PM

Location: Gardena Valley Japanese Cultural Institute, 1964 W. 162nd St., Gardena, CA 90247

In Attendance:

CAG Member	Organization
Seana Campos	Exposition Park
John Parsons	Redondo Beach Chamber of Commerce
Derick Mahome	Torrance Transit
Ted Semaan	City of Torrance
Jill Crump	City of Torrance
Pat Tomcheck	Los Angeles World Airports (LAWA)
Allison Hicks	American Indian Chamber of Commerce
Robert Weir	American Indian Chamber of Commerce
Ana McBride	West Adams Neighborhood Council
Jacki Bacharach	South Bay Cities Council of Governments (SBCOG)
Pat Williams	Mount St. Mary’s College
Roland Talton	Inglewood Chamber of Commerce
James Harris	Empowerment Congress Southwest Neighborhood Development Council
Dorothy Napoleon	Empowerment Congress Southwest Neighborhood Development Council
Ruby Anderson	Assemblymember Price
Presenters	Organization
Lynda Bybee	Metro
Stephanie Wiggins	Metro
Frank Quan	Caltrans
Conan Cheung	Metro
Charles Fuhs	PB
Capt. Merritt Mielke	CHP
Other Attendees	Organization
Scott Greene	Metro
Randy Lamm	Metro
Madeline Van Leuvan	Metro
Alice Wiggins	PB
Mark McCourt	Redhill Group
Heidi Stamm	HSPA
Roxi Reeves	LA Group
Veronica De Silva	LA Group
Kwame Smith	LA Group
Edgar Gutierrez	LA Group

I. Introductions

Lynda Bybee facilitated the meeting, welcomed and thanked the participants for their attendance at this second set of quarterly CAG meetings. CAG members and presenters introduced themselves and affiliate organizations. Hand-outs were sent prior to the meetings via e-mail so that participants would have the opportunity to review the materials which included: meeting notes from the November CAG meetings, the meeting agenda, the CAG Roster and a list of other HOT lane projects in the United States. These materials were also provided in hard copy at each of the three meetings.

II. Concept of Operations

- Stephanie Wiggins – Project Over view & Current Status
 - My role is to give an update for CAG members who have participated.
 - We reviewed the draft Outreach and Communications Plan.
 - In January 2009, the Board approved the Public Outreach and Communications Plan.
 - A key component of this project is the CAG meetings.
 - Administratively a significant milestone securing funds through the Southern California Association of Governments (SCAG).

- Frank Quon – Project Purpose & Scope
 - Why are we doing this project? We have a high demand.
 - We are continuing to apply many strategies to relieve congestion.
 - Our HOV lanes are amongst the largest in the nation and the most successful.
 - One strategy is to create better productivity within the system.
 - We want to move more people, not vehicles, through car/van pooling.
 - We want to move people in a more efficient way.
 - We want to leverage not only against the freeway system but also against the transit system to give people options.
 - How do we best serve the communities with regard to equity?
 - We want a better understanding of what communities want. That's why we are here.
 - To date we have met every milestone required so far.
 - We are trying to improve the HOT lanes.
 - We are focusing on transit through the corridors, but also in the feeder system.
 - We have been working closely with LADOT.
 - Our commitment to this program is to create 100 vanpools.
 - One of our primary goals is to improve lighting and enhance security at transit stations. We also want to enhance parking facilities.
 - The toll technology will cost about 25% of the grant money. This includes operations of HOT lanes.
 - Transit operations will include new buses and the creation of additional vanpools.
 - There will be an implementation of Intelligent Parking Management and parking pricing in Downtown. We want to inform people where the parking is located.

- Conan Cheung – Project Needs for Success
 - We want people to park their cars and take transit.
 - We want to make sure we have enough capacity and that services are attractive.
 - Service will be provided at the base fare of \$1.25.
 - Improving attractiveness is important. We are looking at improvements for the Harbor Transit Center.

- Connecting various lines through Downtown is being considered.
 - In addition to the enhanced transit service, we also need to improve the feeder services (Torrance Transit, Gardena Transit and Foothill Transit are also getting more buses and funding).
 - Vanpools are a component of the overall transit program.
 - Our goal is to add 100 new vanpools to support this project.
 - The El Monte Transit Center needs additional parking.
 - For the Pomona Station we are proposing additional parking.
 - Lighting and security need improving at the Harbor Transit Facility. A Sheriff's substation would be in place and CCTV's at all stations. We also want better connections with local stations.
 - We need a place to store the buses. We are purchasing 41 new buses.
- Stephanie Wiggins - Intelligent Parking Management (IPM)
 - What is principal to our project is congestion pricing on our carpool lanes.
 - We are also looking at pricing for parking.
 - The public would be informed early via website and potentially on cell phones, etc.
 - Parking Management is proposed in five zones in the Downtown area for both parking meters as well as off-street parking.
 - San Francisco and Chicago also received Federal funding.
 - LADOT would be the organization to provide a presentation on parking management.
 - Charles Fuhs - Tolling
 - As we have added more lanes, volumes have gone up and up.
 - We have to make the dedicated lanes "smart" lanes.
 - In the off-peak period we are still operating at a good speed.
 - In the peak hours, we are overloading the lanes.
 - One strategy could be to raise the occupancy to "3+" to regain the speeds.
 - For peak hours we should look toward vanpools.
 - Hybrids, motorcycles and carpools would still be "free".
 - What will change? You will have new choices. The ability to go online and purchase a transponder. It is the same transponder as what is currently used in San Diego.
 - Essentially pricing works by flow.
 - Pricing would be dynamic.
 - Our goal is to manage lanes by giving everyone a choice.
 - The El Monte Busway will be re-striped to create two HOT lanes. The I-110 Adams Blvd off-ramp will be re-striped to create another right hand turn lane and Adams Blvd will be widened between the off-ramp and Flower Street to add a left hand turn to improve traffic flow.

Captain Mielke - Enforcement Strategy

- The CHP facility is a traffic management system. We work in conjunction with Caltrans.
- CHP has a relationship with Metro which has the freeway patrol program.
- Our purpose is enforcement.
- Fortunately we have some great examples at 125 South San Diego/Otay Mesa.
- The CHP is funded by the DMV. There will be a set of dedicated officers during peak hours, which is when most violations occur.
- The 10 will be a big challenge for CHP and Caltrans.
- We feel the 110 will be a safe area. Officers will have readers to monitor compliance. CHP will work with the courts.

III. CAG Members - Questions & Comments

Transit Operations (including van pool, bus, rideshare)

- I really appreciate the feeder system
- I'm not familiar with vanpools. Are they owned by Metro? What is geographic area for vanpools?
- Are the 100 vanpools a commitment or a goal?
- What is the \$210 million for - parking, security?
- Is the money for both freeways?
- Does the grant include money for maintenance?
- Do you know how much of the grant will be spent on the 10 and how much will be spent on the 110?

Tolling and Infrastructure

How many miles does this cover?

- Where is this kind of dynamic pricing?
- Is the price set?
- The toll lanes are going to utilize the existing carpool lanes, correct?
- The toll lanes are available for those who pay, right?
- Does the lane you are going to add come out of the same budget/grant?
- Will toll lanes be operational all day every day?
- Does revenue go to the County and the State?
- If you are carpooling do you have to hide your transponder in order not to be charged when you are in compliance?
- I know of one place where you transition from the 105 Eastbound onto the 110 to the carpool lane. Are you looking into allowing one-person on the 105 onto the 110, which is non-paying?
- Are you planning to have transitions? How do you deal with big pillars? How do you deal with transitions?
- Are you planning on adding any more service patrols?

IV. Survey Questions for CAG Members

- Lynda Bybee presented the CAG members with a series of questions to provoke discussion and ideas.

1. As a member of this advisory group, what aspects of the project interest you the most?

Community Relations

- The public needs information that is easy to understand.
- This is a really hard sell. The Harbor is a bigger challenge than the 10.
- People will need to change their philosophy to want to use transit.
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Transit Operations

- Partnering with Enterprise to start a vanpool program.
- Since I'm retired, I try not to go Downtown LA. The transition from the 110 to 105 interests me, as well as, stations, security, parking and lighting.
- I'm a bus person. Will the passengers change their mode of transportation? If it is successful, what are the next steps?
- How do we relieve the congestion due to the opening of LA Live and Nokia?
- We are always looking for opportunities for our people to work.
- Parking and pricing - how much will it cost per trip?
- Interested and hopeful in creating enough headways to stimulate Ridership. It is critical that all feeder lines are coordinated.
- The operational issues, will that work?

- How do we get people onto transit? Will there be service to Downtown?
- Time projections for trips would be helpful and a list of trip-times.
- How does this project service our area?
- My son works for the refinery in Torrance. There is no bus service until 8 AM on Adams- he leaves at 5 AM

Tolling and Infrastructure

- I am very new at this. I don't really understand project well. I am Interested in tolling
- Congestion relief, I am also interested in how the reader and the transponder would work.
- Is the transponder easy to operate?
- Where will the money go?
- Can the Flyaway Buses use the HOT lane?
- The 105/110 is critical
- Will this be similar to the 91?
- What happens to the transition at the 110 and 10?

There is the potential for increased efficiency.

2. Are there specific messages you think would be extremely effective in reaching your constituent group, whether it be transit, toll lanes?

Community Outreach

- The tolling aspect of the project gets all the attention. I had no idea of the other project benefits. Very relieved to find out about other aspects.
- The concept of choice is very important. "You are not losing choices." Don't over promise. Metro uses the word "solutions" a lot.
- Identify the impacts.
- What is in it for the people? We need to let people know how they will benefit.
- Most people that could ride buses are not aware that many of their peers use public transit. People need to envision themselves on public transportation.
- We get a lot of complaints about the Park & Ride in Manchester.
- How congestion is reduced.
- Market the environmental benefits.
- The reduction of vehicles. This is a systematic package for increasing ridership it is not just about the tolls.

V. Closing Remarks & Next Steps

Lynda thanked all participants for sharing their time and contributions. She reiterated that the CAG meetings would occur on a quarterly basis. Additionally, Metro would like to arrange a summit which would convene all three of the CAGs (I-10, I-110 North & I-110 South) later this year. Continued communication and participation was encouraged.