Agenda

Los Angeles County Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mulholland Conference Room, 15th Floor

1. Call to Order/Roll Call Action (Jill Liu, Alex Gomez)

2. Agenda Reports by Standing Committees Information
   - Bus Operations (Tracy Beidleman)
   - Local Transit Systems (Sebastian Hernandez)
   - Streets and Freeways (Fulgene Asuncion)
   - TDM/Sustainability (Mark Hunter)
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
   5 min

3. Chairperson's Report Information (Jill Liu)
   5 min

4. Consent Calendar Action
   - Approval of Minutes
   Attachment 3: Draft September 4, 2019 Minutes

5. TAC/SFSC Bicycle Coordinator Approval Action
   5 min
   Attachment 4: Hannah Woo Application

6. CTC Update & ATP Update Information (Patricia Chen)
   10 min

7. First/Last Mile Update Information (Jacob Lieb)
   15 min

8. Crenshaw Northern Extension Information (Roger Martin)
   15 min
   Attachment 5: Crenshaw Northern Extension Presentation
9. East San Fernando Valley Transit Corridor EIS/EIR Information
   Attachment 6: East SFV Transit Presentation
   15 min (Christina Baghdasarian)

10. Senate Bill 1 State of Good Repair Program Information
    15 min (Timothy Mengle)

11. Understanding How Women Travel Report Information
    15 min (Claudia Galicia)
       Attachment 7: Understanding How Women Travel Presentation

12. Legislative Update Information
    15 min (Michael Turner/Raffi Hamparian)

13. Other Business

14. Adjournment

TAC Minutes and Agendas can be accessed at: [http://www.metro.net/about/tac/](http://www.metro.net/about/tac/)

Please call Alex Gomez at (213) 922-7573 or e-mail GomezA5@metro.net with questions regarding the agenda or meeting. The next meeting will be on **November 6, 2019 at 9:30 a.m.** in the **William Mulholland Conference Room on the 15th floor**.
Attachment 1

Subcommittee Agendas
Agenda

Los Angeles County
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room – 15th Floor

1. Call to Order
   Action (Bahman Janka)
   1 min

2. Approval of Minutes
   Action (Subcommittee)
   Attachment 1: July 18, 2019 Minutes
   Attachment 2: Sign-in/Attendance Sheet

3. Chair Report
   Information (Bahman Janka)
   5 min

4. Approve Selection of Bicycle Coordinator
   Action (Subcommittee)
   for Streets and Freeways Subcommittee
   and as Alternate to TAC
   5 min

5. Metro Report
   Information (Fulgene Asuncion)
   5 min

6. Legislative Update
   Information (Raffi Hamperian/
   Michael Turner)
   10 min

7. Caltrans Report
   Information (Steve Novotny)
   5 min
The next meeting for the Streets and Freeways Subcommittee will be held tentatively on Thursday, October 17th, 2019 at 9:30 a.m. on the 15th floor, William Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: http://www.metro.net/about/sfs/
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE
Mulholland Conference Room – 15th Floor
9:30 am

1. Call to Order
   (1 minute)  Action
   James Lee

2. Approval of July 16, 2019 Minutes
   (1 minute)  Action
   BOS

3. Chair’s Report
   (5 minutes)  Information
   James Lee

4. Metro Report
   (5 minutes)  Information
   Mercedes Meneses

5. Transit Performance Measure (TPM) Reporting
   (10 minutes)  Information
   Manijeh Ahmadi

6. FY20 State Transit Assistance (STA) Efficiency Test
   (10 minutes)  Information
   Susann Richan

7. City of Commerce Pre-Trip Inspection/Operator Safety Precaution Presentation
   (10 minutes)  Information
   Alyssa Mendez

8. Montebello Bus Lines Keyless Frequency Operated Button (FOB) Presentation
   (10 minutes)  Information
   Robert Portillo

9. Legislative Update
   (10 minutes)  Information
   Raffi Hamparian/Michael Turner

Los Angeles County
Metropolitan Transportation Authority

Metro
10. Access Update  
   (5 minutes)  
   Information  
   Matthew Avancena

11. FTA Update  
   (10 minutes)  
   Information  
   Arianna Valle/Adam Stephenson/Stacy Alameida

12. BOS Officer Elections  
   (10 minutes)  
   Action  
   James Lee

13. Transit Industry Debriefing/Updates  
   (5 minutes)  
   Information  
   All

14. New Business  
   (5 minutes)  
   Information  
   All

15. Adjournment

Information Items:

A. 90-day Rolling Agenda  
B. FY20 Subsidy Tracking Matrix  
C. FY20 Summary of TDA & STA Capital Claims  
D. FY20 TDA/STA/SB1 Claim Summary  
E. FY20 Summary of Invoices

BOS Agenda Packages can be accessed online at:  
https://www.metro.net/about/bos/

Please call MERCEDES MENESES at 213-922-2880 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on Tuesday, October 22, 2019, at 9:30 am in the William Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.
Attachment 2

Disposition of Subcommittee Actions
Disposition of Subcommittee Actions

September 2019

Bus Operations Subcommittee:

- Approved the July 2019 meeting minutes
- BOS Officer Elections:
  - Tracy Beidleman (Long Beach Transit) – Chair
  - Viviana Castillo (City of Norwalk) – Vice-Chair
  - Judith Quiñonez (City of La Mirada) – Secretary

Local Transit Systems Subcommittee:

- Did not meet in September 2019

Streets and Freeways Subcommittee:

- Approved the July 2019 meeting minutes
- Approved Hannah Woo to serve as the new Bicycle Coordinator primary member.

TDM/Sustainability Subcommittee:

- Did not meet in September 2019
Attachment 3

September 4, 2019 TAC Minutes

September 4, 2019 Sign-In Sheets
LACMTA Technical Advisory Committee  
Wednesday, September 4, 2019 9:30 a.m.  
Meeting Minutes

**Members Present:** James Lee (BOS), Rich Dilluvio (Bicycle Coordinator), Lt. Saul Gomez (California Highway Patrol), Marianne Kim (Automobile Club of California), Jane Leonard (BOS), Steve Novotny (Caltrans), Kelly Lamare (Caltrans), Ellen Blackman (Citizen Representative on ADA), Michelle Mowery (City of Long Beach), Kari Derderian (City of LA), Carlos Rios (City of LA), Kevin Minne (City of LA), Richard Marshallian (County of LA), Mary Reyes (County of LA), Mario Rodriguez (County of LA), Lisa Rapp (Gateway Cities COG), Rob DuBoux (Las Virgenes Malibu COG), Jason Smisko (San Fernando Valley COG), Gilbert Marquez (South Bay Cities COG), David Feinberg (Westside Cities COG), Sebastian Hernandez (LTSS), Luz Echevarria (LTSS), Mike Behen (North LA County), Mark Hunter (TDM), Jill Liu (Metro-chair), Alex Gomez (Metro- alternate chair), Carolyn Kreslake (Metro Operations)

<table>
<thead>
<tr>
<th>Agenda Item</th>
<th>Major Discussion Points</th>
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<tbody>
<tr>
<td><strong>1. Call to Order/Roll Call</strong></td>
<td>Jill Liu called meeting to order. Alex Gomez took roll and declared quorum present.</td>
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</tbody>
</table>
| **2. Agenda Reports by Standing Committees** | **Bus Operations Subcommittee (BOS)**  
- No meeting held in August  
**Local Transit Systems Subcommittee (LTSS)**  
- No meeting held in August  
**Streets and Freeways Subcommittee**  
- No meeting held in August  
- In July, an evaluation panel reviewed the primary bicycle coordinator member to serve on the subcommittee and TAC. Recommendation of member to serve on TAC as alternate bicycle coordinator will be presented in the September TAC meeting  
**Transportation Demand Management (TDM)/ Sustainability Subcommittee**  
- No updates. Next meeting will be on September 17th |
| **3. Chairperson’s Report** | **Metro September Highlights**  
- Rail Safety Month  
  o Metro will have pop ups at various Metro stations to promote rail safety  
  o TAC members are encouraged to spread the word and educate the community about safe rail traveling  
- Multi-year Subregional Programs (MSP)  
  o Metro Board will approve additional funding for Multi-year Subregional Programs (MSP) in September |
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<tr>
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<tr>
<td><strong>4. Consent Calendar</strong></td>
<td>Michelle Mowery made a motion to approve the August TAC minutes and Lisa Rapp seconded. Minutes were approved with four abstentions from Rich Dilluvio, Mark Hunger, Richard Marshalian, and Gilbert Marquez.</td>
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</table>
| **5. CTC Update & ATP Update (Patricia Chen)** | **CTC Meeting Update**  
- Local Alternative Transportation Improvement Program  
  o 1.2 million local dollars realized from property sales (9 properties closed)  
  o Pending discussions with local jurisdictions to decide whether to develop guidelines on how to distribute these funds now or later when there is a better idea of how much funding is available  
- SAFE Vehicles Rule with EPA  
  o Conversations are being had at the state level because the rule, if passed, could:  
    ▪ Cause delays in obligation of Federal funds  
    ▪ Suspend the waiver that allows CA to negotiate rules on clean air and automotive emissions  
    ▪ Cause issues for FTIP and RTP processes  
- ATP allocation and extension items 91, 94, 96, and 97 passed  

**RTP Meeting**  
- To avoid early obligations (lateness of invoicing), invoice within 7 months. This will ensure required invoice approval within 9 months of obligation of federal funds  

**ATP Cycle 5** - $445M across FY22 - FY25  
- Fall 2019 – Guidelines/Application development workshops  
- Spring 2020 – Call for Projects  

**Metro ATP Grant Assistance**  
- Grant assistance policy is pending Metro Board approval  
- Proposed for upcoming cycle is to focus on Metro Active Transport program, give priority for agencies compliant with Complete Streets Policy, and ensure screening of project deliverability (community vetting/input and history of project consideration)  
- Approximately 25 slots available  
- Timeline:  
  o October 2019- January 2020 Submit Letter of Interest  
  o February 2020- Project selection  
  o February 2020-March 2020- Project sponsor submits existing project data/information to Metro consultant  
  o March/May 2020- June/July 2020 – Metro consultant prepares application, project sponsor reviews drafts  

**Metro 10 Point Policy**  
- 10 Point Policy pending Metro Board Approval  
- Proposed for upcoming cycle is to focus on Complete Streets Policy compliance (required), screening to ensure project
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<tr>
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<td>deliverability, and MAT program</td>
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<tr>
<td>Upcoming Events/Opportunities</td>
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<tr>
<td>- Active Transportation Program 2019 Symposium</td>
<td>October 29-30, 2019, West Sacramento</td>
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<tr>
<td>- Local Road Safety Plan Webinars (*Local Road Safety Plan required to apply for HSIP funds)</td>
<td>September 9th 1pm-3pm and September 11th 1pm-3pm</td>
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<td>- Caltrans FY21 Sustainable Transportation Planning Grants ($34M available)</td>
<td>Application deadline: Oct 11th 5pm // Awards announced: Spring 2020</td>
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<td>- Caltrans/Metro Project Delivery Support Workshop to improve project delivery outcomes</td>
<td>So far, 11 workshops between April-July 2019 with attendance from more than 100 staff representing 38 agencies</td>
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<td>- Next workshop: Oct 2019</td>
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<td>Interim ATP Count Methodology Guidance (pre and post construction user counts)</td>
<td>Required for all projects seeking construction allocation in Oct 2019 and after</td>
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<td>- Data will be used for ATP/SB1 reporting</td>
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<td>6. 91/605/405 Program (Carlos Montez)</td>
<td>Background</td>
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<td>- Measure R funding ($590M) and Measure M funding ($1,000M)</td>
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<td>- Identified congestion hot spots along I-5, SR-91, I-605, and I-405</td>
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<td>- Over 30 arterial intersection improvements identified with a total cost of approx. $83M</td>
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<td>- Program includes freeway widening, ramp reconfigurations, arterial intersection enhancements, signage, and safety features</td>
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<td>- Estimated total cost of projects in the corridor: $6B</td>
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<td>I-605 Corridor Improvement Project</td>
<td>Proposed alternatives (4 total) include addition of converted/new ExpressLanes, General Purpose Lanes, and new HOV lanes</td>
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<td>- Release of Draft EIR/EIS and Public Hearing in Fall 2019 and Final EIR/EIS and Record of Decision in Spring 2021</td>
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<td>I-605 Interchange Projects</td>
<td>South St. Interchange</td>
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<td>- Improve merge operations for the SB I-605 connector from SR-91 by reconfiguring SB off-ramp</td>
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<td>- Final design by September 2019 and Construction in 2020</td>
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<td>- Beverly Blvd. Interchange</td>
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<td>- Eliminate short weaving length between existing loop ramps; reconfigure SB off-ramps</td>
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<td>- Final Design by Fall 2020 and Construction in late 2020</td>
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<td>- Valley Blvd. Interchange</td>
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<td>Agenda Item</td>
<td>Major Discussion Points</td>
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<td></td>
<td>o Additional lane on Valley Blvd, signalized intersection at the SB I-605 ramps</td>
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<td>o Environmental and Design completed by Fall 2020, Construction in 2021</td>
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<td>7th St. Interchange</td>
<td>- 7th St. Interchange</td>
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<td>o Eliminate high accident locations at the merge and diverge points</td>
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<td>o Environmental and Design in progress and Construction in mid-2021</td>
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<td>SR-91 Interchange Projects</td>
<td>- I-605/SR-91 Interchange</td>
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<td>o Westbound SR-91 widening to add lane between Shoemaker and Alondra</td>
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<td>o Environmental completed December 2018, Final Design in procurement, Construction in 2022</td>
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<td>- Central to Acacia</td>
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<td>o Reconfigure interchanges and improve operations on mainline</td>
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<td>o Environmental initiated June 2019, Construction in 2022</td>
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<td>- Atlantic to Cherry</td>
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<td>o Add EB SR-91 auxiliary lane from Atlantic Blvd to Cherry Ave off-ramp</td>
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<td>o Environmental and Design in progress, Construction in 2021</td>
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<td>7. Sepulveda Alternative Analysis</td>
<td><strong>Purpose</strong></td>
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<td>(Peter Carter)</td>
<td>- Provide high-quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and Westside including LAX area</td>
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<td><strong>Scope of Feasibility Study</strong></td>
<td>- San Fernando Valley to LAX (Valley-Westside and Westside-LAX)</td>
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<td>- Rail concepts include Heavy Rail Transit (HRT) and Monorail Transit (MRT)</td>
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<td>- Looking at connections to existing/planned transit, alignments and station access, and Maintenance and Storage Facility (MSF)</td>
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<tr>
<td><strong>Study Details and Considerations</strong></td>
<td>- Alternatives were presented at public outreach meetings (June 2018, January 2019) and various public agency meetings</td>
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<td>- In response to feedback, Santa Monica Blvd Station was added to all alternatives for further analysis and Overland Avenue alignment was added to consideration for Westside-LAX concepts</td>
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<td>- Study looked at whether alignment could be located in the I-405 median</td>
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<td>- Potential Metro MSF sites had to also be considered</td>
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<td>- In evaluation of alternatives, HRT 3 alternative is looking the best as it shows the highest ridership, most benefit for low income riders, and most new transit trips generated</td>
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<td>- In evaluation of alternatives, capital costs range from $9-14B and annual O&amp;M costs range from $80-140M</td>
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| **Timeline** | - Currently in early planning stage still engaging public and developing recommendations for board review  
- Metro is considering a Predevelopment Agreement, bringing in private contractors early in project definition and design to support project development and provide technical work. If delivery offer is satisfactory, PDA contractor may submit firm fixed price delivery bid. If unsatisfactory, Metro may procure the project through a competitive hard bid  
- Metro will complete Final Feasibility Study and present to Board in December 2019 |
| **8. LA River Path Project** *(Maressa Sah)* | **Project Overview and Study Area**  
- Bicycle and pedestrian path project to close an existing 8-mile gap along the LA River between Elysian Valley and Maywood; will create 32-mile path from San Fernando Valley to Long Beach  
- $365M in Measure M funding  
**Project Details**  
- Nine community meetings were held from Fall 2018 to Spring 2019 in various cities throughout LA County to collect feedback on project goals, evaluation criteria, access points, preferred typologies, and draft alignments  
- Over 3,600 people reached, roundtable discussions held with over 10 key stakeholders and elected officials, two surveys yielded over 3,000 responses received  
- Top preferred access points identified- LA State Historic Park (North), 1st St West (Central), Washington Blvd (South)  
- Community input showed a majority, 40% wanted top of bank/cantilevered path and 32% wanted elevated path  
- Board to consider authorizing three proposed alternatives for further environmental study  
**Timeline**  
- Currently, project is completing its conceptual design. On Board approval, project to enter environmental clearance starting Fall 2019 and will enter Construction 2023, with an estimated opening date between 2025-2027. Community engagement will continue to occur throughout the entire process and the path is set to open 2025-2027 |
| **9. Outreach for TNC/Micro-mobility Mgmt. Study** *(Emma Huang)* | **Background**  
- New mobility includes ride hailing, carsharing, e-scooter and bike share, and goods movement delivery services  
- Regional New Mobility Roadmap’s purpose is to build a countywide coalition of city and municipal partners to collectively determine the best path forward for managing new mobility in LA County and achieving regional mobility goals  
**Feedback from Listening Sessions (Ongoing)**  
- Levying fees on TNCs is not a priority for some cities right now  
- Desire for Metro to explore legislation, data access, and resources for enforcement in lockstep with city partners  
- Concerns about fee collection and redistribution equity |

TAC Minutes, September 4, 2019
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<td>- MPOs are incorporating questions about TNCs and micro-mobility into travel surveys</td>
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**Proposed Framework**
- Metro will convene a working group of internal and external stakeholders to develop a Regional New Mobility Roadmap by identifying challenges and opportunities, identifying shared goals, identifying tactics to achieve goals, committing to roles and responsibilities, and implementing roadmap and monitoring progress

**Proposed Timeline**
- Nov 2019-Summer 2020 Convene series of working group meetings
- Fall 2020 - Roadmap to Metro Board
- Winter 2020 – Start implementing Recommendations

**Next Steps**
- Request to participate will be submitted through the TAC listserv to gather contact information for those who wish to participate in the working group

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<tr>
<th>10. TOD Strategic Implementation Plan (Melani Smith)</th>
<th>Background</th>
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<td>- The TOD Strategic Implementation Plan (SIP) is an unprecedented opportunity to provide a foundation for cities to leverage future transit investment and collaborate along the 20-mile corridor with multiple jurisdictional station areas.</td>
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<td>- The WSAB Transit Corridor connects distinct communities that share a common desire to provide safe, walkable, and compact neighborhoods around their stations each with a mix of uses that reflects and enhances the unique station area and results in sustainable, equitable, and interdependent economic vitality.</td>
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<td></td>
<td>- Strategies and Actions</td>
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<td>- Governance</td>
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<td>- Corridor wide entity, EDA or modified JPA, investment attraction and marketing, TIF, funding</td>
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<td>- Equitable Development and Community Preservation</td>
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<td>- Engage the community to deploy community benefits, business support, financial empowerment, workforce development, affordable housing and anti-displacement, and cultural resource preservation</td>
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<td>- Transit Supportive Planning</td>
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<td>- Calibrate entitlements and zoning corridor wide</td>
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<td>- Innovative parking management strategies</td>
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<td>- Placemaking</td>
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<td>- Activate public space, tactical urbanism, and design guidelines</td>
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<td>- Mobility, Access and Connectivity</td>
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<td>- Partnerships, walkable streets, sidewalks, intersections, bicycle facilities, and micro-mobility networks</td>
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<td><strong>Sustainability and Resilience</strong></td>
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<td>- Environmental justice and green building, sustainable infrastructure, and access to parks and open space</td>
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<td>- The plan includes station types overview, design principles, and station area portraits (station area report, existing conditions, and economic studies)</td>
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<td>- Next steps are to continue to support WSAB local jurisdictions to pursue grants, and potentially other implementation activities, like value capture studies, and for the corridor jurisdictions to integrate TOD SIP recommendations into their planning and implementation activities.</td>
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| 11. Other Business | - The Bus Operations Subcommittee will be selecting a new chair                                                                                                                                                         |
|                    | - City of Long Beach and City of Carson are looking to fill transportation engineer positions                                                                                                                          |
|                    | - There will be a hearing on September 18th regarding the High-Speed Rail between Southern California and Las Vegas. The hearing will potentially provide partial funding for the project. Construction is set to start first quarter of 2020. |

<p>| 12. Adjournment   | Next meeting will be on October 2, 2019 at 9:30 a.m.                                                                                                                                                                 |</p>
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<thead>
<tr>
<th>AGENCY</th>
<th>MEMBER/ALTERNATE (Please check box)</th>
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<tbody>
<tr>
<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
<td>1. Marianne Kim/ Stephen Finnegans</td>
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<tr>
<td>BICYCLE COORDINATOR</td>
<td>1. Vacant/ Vacant</td>
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<tr>
<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>1. James Lee/ Michelle Caldwell</td>
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<td>2. Jane Leonard/ Robert Portillo</td>
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<td>CALIFORNIA HIGHWAY PATROL</td>
<td>Lt. Saul Gomez/ Sgt. Ray Abramian</td>
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<td>CALTRANS</td>
<td>1. Paul Marquez/ Steve Nowotny</td>
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<td>2. Greg Parr/ Kelly Lamare</td>
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<td>CITIZEN REPRESENTATIVE ON ADA</td>
<td>1. Ellen Blackman/ Vacant</td>
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<td>CITY OF LONG BEACH</td>
<td>Vacant/ Michelle Mowery</td>
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<td>CITY OF LOS ANGELES</td>
<td>1. [Signature] □ Corinne Ralph/ □ Kari Derderian</td>
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<td>2. [Signature] □ Carlos Rios/ □ Michael Hunt</td>
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<td>3. [Signature] □ Kevin Minne/ □ Victor Cortes</td>
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<td>COUNTY OF LOS ANGELES</td>
<td>1. [Signature] □ Richard Marshalian/ □ Ayala Ben-Yehuda</td>
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<td>2. [Signature] □ Mary Reyes/ □ Mario Rodriguez</td>
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<td>3. [Signature] □ David B. MacGregor/ □ Mario Rodriguez</td>
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<td>LEAGUE OF CALIFORNIA CITIES</td>
<td>1. [Signature] □ David Kriske/ □ Roubik Golanian</td>
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<td>Arroyo Verdugo Cities</td>
<td>2. [Signature] □ Lisa Rapp/ □ Ed Norris</td>
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<td>Gateway Cities COG</td>
<td>3. [Signature] □ Rob DuBoux/ □ Elizabeth Shavelson</td>
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<td>Las Virgenes Malibu COG</td>
<td>4. □ Mike Behen/ □ Candice Vander Hyde</td>
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| LOCAL TRANSIT SYSTEMS SUBCOMMITTEE (LTSS) | 1. ☑ Sebastian Hernandez/ ☐ Perri Goodman  
2. ☑ Luz Echavarria/ ☐ Hali Aziz |
| METROPOLITAN TRANSPORTATION AUTHORITY (Metro) | 1. ☐ Jill Liu/ ☑ Alex Gomez  
Countywide Planning & Development  
2. ☑ Carolyn Kreslake  
Metro Operations |
| PEDESTRIAN COORDINATOR | 1. ☐ Valerie Watson/ ☐ Dale Benson |
| PUBLIC HEALTH REPRESENTATIVE (Ex-Officio) | 1. ☐ Vacant/ ☐ Vacant |
| SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRRA - Ex-Officio) | 1. ☐ Anne Louise Rice/ ☐ Karen Sakoda |
| SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD -- Ex-Officio) | 1. ☐ Eyvonne Drummonds/ ☐ Kathryn Higgins |
| SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG -- Ex-Officio) | 1. ☐ Warren Whiteaker/ ☐ Annie Nam |
| GOODS MOVEMENT REPRESENTATIVE (Ex-Officio) | 1. ☐ Lupe Valdez/ ☐ LaDonna DiCamillo |
| TRANSPORTATION DEMAND MANAGEMENT/ SUSTAINABILITY SUBCOMMITTEE | 1. ☑ Mike Bagheri/ ☐ Vacant  
2. ☐ Mark Hunter/ ☐ Vacant |
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<td>Hali Aziz</td>
<td>City of Columbus</td>
<td>818 224 1673</td>
<td><a href="mailto:harizhide@yahoo.com">harizhide@yahoo.com</a></td>
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<tr>
<td>Victor Cortes</td>
<td>City of LA</td>
<td>(213) 847-0871</td>
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<td>Michelle Murray</td>
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<td>Carlos Madero</td>
<td>Metro Hwy</td>
<td>213 418 3241</td>
<td><a href="mailto:Moulere@mehta.net">Moulere@mehta.net</a></td>
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<td>Kimberly Steeling</td>
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<td><a href="mailto:ksteele@metro.net">ksteele@metro.net</a></td>
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<td>Marissa Sah</td>
<td>Metro</td>
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<td><a href="mailto:sehmo@metro.net">sehmo@metro.net</a></td>
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Attachment 4

Hannah Woo Application
1. Describe your responsibilities in current position. Please state percent of time committed to bicycle issues. List project(s) you have directly managed and/or served as part of a project team, working group, etc. in the last 5 years. If part of a project team, working group, etc., explain your role and level of participation:

   In my current position, I am the Project Manager for various active transportation capital projects and planning studies. I spend approximately 80% of my time committed to bicycle and mobility issues. Some of these projects include a Safe Routes to School project, Walk and Bike to School Day, transportation demand management (TDM) programs, research on shared mobility devices (i.e., e-scooters) and bike share programs, Burbank’s first bicycle corral, conceptual engineering design for Burbank’s first Class IV facility, and a bicycle and transit wayfinding project. I am also the Project Manager for the Citywide Complete Streets Plan, which is currently underway. Burbank’s Transportation Division also assists the Planning Division with development entitlement projects by conducting transportation impact studies (TIS) as part of the Environmental Impact Report (EIR). I work closely with Transportation, Planning, Public Works, and developers to determine mitigations for traffic-related impacts and conditions to improve bicycle and pedestrian accessibility and circulation.

2. Explain your knowledge of the bicycle community(s) in Los Angeles County and give examples of how you have been involved in any outreach and/or coordination with them in the last 5 years:

   As City staff, we are engaged with the bicycle community in our active transportation planning and capital projects. More specifically, we are currently in the process of creating...
a long-range Citywide transportation plan called the Complete Streets Plan. The project is grant-funded through the Caltrans Sustainable Planning Grant Program. I worked on the grant application alongside Public Works and the City was successfully awarded the funds in late 2017. This is the first time that staff has performed comprehensive community outreach for a long-range transportation plan. In this effort, we have been able to communicate directly with the bicycling community in Burbank. This project has helped City staff talk to bicycle riders of all ages and abilities to see what is important for the community as we create a long-range plan. We have worked closely with Walk Bike Burbank (WBB), which is a local chapter of the Los Angeles County Bicycle Coalition (LACBC). We have also worked other organizations such as the Burbank Advisory Council on Disabilities (BACOD), Burbank Unified School District (BUSD), Burbank YMCA, Burbank Parent Teacher Association (BTPA), Burbank Transportation Commission, and many others.

3. What are the key challenges and opportunities in planning for bicycles in Los Angeles County?

There are many competing challenges and opportunities in planning for bicycles. Los Angeles County has a population of almost 10 million people with 88 incorporated cities that stretches across over 4,000 square miles. The County also has many different types of people with different cultures, ethnicities, and languages. Some of the most difficult obstacles these facts present is coordinating with all of the local municipalities while also providing easy and convenient ways to include all types of people in the planning process to ensure that the community’s values are incorporated in projects. Bicycle facilities should be safe, well-connected, and seamless across city boundaries.

In working on the Citywide Complete Streets Plan, our team has structured the community engagement activities to take place on weekends and paired with larger local events to gain greater exposure and participation. This has also helped us reach and hear varying perspectives that we do not typically get to hear in our more formal and typical outreach meetings. There are opportunities to engage interested bicycle riders that may be open to trying to ride or ride more often if the outreach is more inclusive and convenient.

Another key challenge in bicycle planning is overcoming the perception that adding bicycle amenities is taking something away from other modes of transportation. In my current and past projects, it has been important to show the safety gains for all people so that there is a little bit of improvement for everyone. In the Citywide Complete Streets Plan, we have stressed the importance of creating balance and safety for all people. A message that has been helpful in the outreach process is conveying that people are not defined by just one mode of transportation. In one single day, people may take multiple modes of transportation. As people age in life, it is even more important to plan for all different types of modes.
Attachment 5

Crenshaw Northern Extension Presentation
Next stop: key rail connections.

CRENSHAW NORTHERN EXTENSION
https://www.dropbox.com/s/x1wcfelg1l23r07/2019_09_30_METRO_CNE_Final_2MIN.mp4?dl=0
Goals of Fall Outreach Meetings

> Project overview and history

> What we heard?

> What is new?

> Overview of analysis

> Gather community feedback

> Next Steps
Projects in Planning or Construction
(Westside/San Fernando Valley/Central/South Bay Regions)
Project Overview

- Extension of Crenshaw/LAX Line to Hollywood/Highland
- Connects four Metro Rail lines and 5 of top 10 busiest Metro bus lines
- Measure M provides:
  - $2.24 billion for construction
- Funding schedule allows for:
  - FY 2041 Groundbreaking
  - FY 2047 Revenue Service
Potential for project acceleration through Metro’s Measure M Early Project Delivery Strategy

Early Project Delivery Efforts:

- Being conducted by the City of West Hollywood with input from the City of Los Angeles and Metro
- Being conducted in parallel with Advanced Alternatives Screening Study

Additional potential funding sources and financing strategies:

- Value capture opportunities
- Station/Real Estate public-private partnerships
- Local return
- Sales tax in West Hollywood
- Federal and State funding sources
- Municipal Bonds/Debt Instruments
Goals of the Project

> Connect the South Bay, LAX area, Inglewood, South LA and Crenshaw District to Mid-City, West Hollywood, Hollywood, and the San Fernando Valley (via Metro Red Line)
> Improve mobility and system connectivity
> Increase accessibility and equity
> Support transit supportive land use and Transit Oriented Communities policies
> Project feasibility and constructability
> Minimize environmental impacts and maximize environmental benefits
> 2000’s: Planning Studies for Crenshaw/LAX Line
> Eliminated segment between Expo and Wilshire Blvd
> 2009 Wilshire/La Brea Feasibility Study
> 2018 Feasibility Study
Project Need: Study Area Characteristics

- Study Area includes two existing east-west rail lines
- Bus service challenged by congested roadways
- Slow/unreliable bus service impacts the transit experience for riders and reduces ridership
- High travel demand within, to and through the Study Area
- Significant transit supportive land uses
- High level of transit-dependent residents
Purpose of the Advanced Alternatives Screening Study

Conduct further analysis and solicit public input to evaluate alternatives that meet the goals of the Project.

> Complete an expanded evaluation to include important Metro policies related to:
  - Equity
  - Transit Oriented Communities
  - First and Last Mile connections

> Evaluate performance of alternatives and identify advantages/disadvantages

> Incorporate community and stakeholder input

> Make recommendation to Metro Board on alternatives for environmental review
What we heard

> Spring 2019 outreach meetings
  > Support for project need
  > Aerial and at grade concerns
  > Vermont alternative unsupported
  > New alignments
> Summer 2019 stakeholder meetings
  > Neighborhood effects
  > Traffic calming
  > Density
  > Gentrification
What is new since spring 2019 Outreach Meetings

- Publicly suggested hybrid alignment as San Vicente design option
- Preliminary recommendation to dismiss the Vermont Alternative
- Transit oriented communities analysis
- First and last mile analysis
- Updated ridership and costs
- Preliminary recommendation to consider extension to Hollywood Bowl
What is new since spring 2019 Outreach Meetings

Alternatives
A  San Vicente
A1 San Vicente Design Option 1 - La Cienega
A2 San Vicente Design Option 2 - Hybrid
B  Fairfax
C  La Brea
Destinations

Crenshaw Blvd
Midtown Crossing
LACMA
Cedars Sinai
Hollywood/Highland
Overview of Advanced AA Analysis

- Summary performance measures
  - Travel time/distance
  - Ridership
  - Cost
  - Cost effectiveness

- Community compatibility
  - Transit oriented communities
  - First and last mile
  - Equity

- Environmental
  - Noise
  - Visual
  - Traffic
### AAA Summary Performance Measures

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*Comment: Showing Cost/Trip at 2% Discount Rate for Annualized Costs*
What we want to hear from you

> Which alignments do you prefer?
> What is important to you and your community for this project?
> What else should Metro consider?
Next Steps

2018
Feasibility Study Complete

Spring 2019
Project Introduction and Community Outreach

Summer 2019
Evaluation of Initial Comments to Alternatives and Technical Work

Fall 2019
Community Meetings to Present Findings and Solicit Input

Winter 2019
Complete Final Advanced Alternatives Screening Study

We are here
Board Consideration

Community Engagement
Community Meetings

Thursday, October 22: 6-8 pm
Plummer Park
7377 Santa Monica Boulevard, West Hollywood

Thursday, October 24: 6-8 pm
Wilshire-Crest Elementary School
5241 W. Olympic Boulevard, Los Angeles

Saturday, October 26: 10 am- 12 pm
Virginia Road Elementary School
2925 Virginia Road, Los Angeles

Tuesday, October 29: 6-8 pm
Rosewood Avenue Elementary School
503 N. Croft Avenue, Los Angeles
How You Can Provide Input

Roger Martin, Project Manager
Metro
One Gateway Plaza, M/S 99-22-5
Los Angeles, CA 90012

213-418-3093

CrenshawNorth@metro.net

Metro.net/crenshawnorth

@metrolosangeles

losangelesmetro
Advanced Alternatives Study Schedule

2000 -2018
Initial Studies and Feasibility Study

Spring 2019
Project Introduction and Community Outreach

Summer 2019
Evaluation of Initial Comments to Alternatives and Technical Work

Fall 2019
Community Meetings to Present Findings and Solicit Input

Winter 2019
Complete Final Advanced Alternatives Screening Study

We are here
Board Consideration

Community Engagement
Attachment 6

East San Fernando Valley Transit Corridor Presentation
Board Action (June 2018)

APPROVED Locally Preferred Alternative (LPA)

1. Alternative #4 (modified): At-grade Light Transit (LRT)
2. Rail Maintenance and Storage Facility Option B
Locally Preferred Alternative:

At-grade LRT with 14-Station

- 6.7 Miles on Van Nuys Blvd
- 2.5 Miles on railroad right-of-way along San Fernando Road

- 460,000 People reside in the Study Area
- 7th busiest bus corridor in Metro system
- 2nd highest bus boardings in the SFV
Light Rail Transit

- Up to 400 passengers per three car train-set
- Projected 47,000 boardings by 2040
- 31 Minute end-to-end travel-time
- Supported by community by 2 to 1 ratio over BRT
- Per lane carrying capacity:
  - Auto 783
  - LRT 4,800
Regional connections with existing and future transit projects
LRT at Rail Road Tracks/Paxton
Conceptual
Real Estate Acquisitions
MSF Option B

• 34 Parcels
  - least of MSF Options considered
• No residential properties impacted
  - only MSF Option with no impacts to homes
Rail: San Fernando/Van Nuys

- ROW Acquisition on south-west side of intersection:
  - Soundwall to the west, near residential homes
  - Preserves the new commercial business at the intersection
14 TPSS Locations
Additional Board Directives

- Complete a Grade Crossing Safety Study
- Develop a more seamless Metro Orange Line/East San Fernando Valley LRT Connection
- Develop a Project First/Last Mile Plan
Metro Grade Crossing Safety Analysis

Found that all LRT crossings could be safely navigated, at-grade
What is First/Last Mile?

A community-based process for improving transit rider’s experience getting to Metro stations by walking, biking, or other means (such as wheelchair, skateboard, scooter).
Why First/Last Mile?

- Create safe, accessible, and pleasant trips to/from transit
- Better access to transit for more people
- The corridor has some of the highest boardings in the Metro system
- Enhance key routes that lead to stations
- Improve transfer experience

Source: 2018 Metro On-Board Survey
## First/Last Mile Process

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<td>Identify areas to study</td>
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<td>2</td>
<td>Walk audits around stations</td>
<td>Winter 2019</td>
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<tr>
<td>3</td>
<td>Design draft pathway access to/from stations</td>
<td>Winter/Spring 2019</td>
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<tr>
<td>4</td>
<td>Community workshops to share results and receive input</td>
<td>Summer 2019</td>
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<td>5</td>
<td>Develop station area plans</td>
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Walk Audits

$1.3 Billion
Community Events
Schedule:

- **Final EIS/EIR**: Remainder of 2018
- **Board Certification & ROD**: Early 2019
- **ROW Acquisition/Utility Relocation**: Initiate in 2020
- **Construction**: Initiate in 2022
- **Revenue Operations**: 2028
Questions
Attachment 7

Understanding How Women Travel Presentation
Understanding How Women Travel

Regular Board Meeting
September 26, 2019
Item 36, File 2019-0294
Why did we do this study?

• Bring visibility to women's transportation needs & travel patterns
• Identify mobility barriers and challenges
• Shift from "Gender Neutral Planning" to "Gender Responsive Planning"
• Utilize gender specific data to ensure equitable outcomes in the planning and operations of service
Overall Travel Behavior

- Women use public transportation more often and make more multi-stop trips
- Women make 7 or more trips per day and more women make zero trips.
- 61% of women's trips on all modes are 10 miles or less
- Household Serving Trips account for 62% of women's trips
- Women are more likely to live in a car free or car light household
Overall Transit Behavior

- Women ride more public transit than men:  
  - 51% rail & 54% bus

- Women transit continues to grow, while male ridership continues to decrease

- Top reason for women riding transit in LA Region:
  - Don't have a car,
  - To avoid traffic,
  - Don’t have a drivers license

- 90% of female riders use the system more than 3 days per week

- Women are more likely to travel during mid-day 12 pm – 4 pm

- Trips under 10 miles account for 74% of women’s transit travel

- 57% of female riders with children bring their kids on transit

Source: Metro On-Board Survey (2010-2018)
Largest barrier to riding transit for women in the LA Region for current, previous and never ridden Metro is: I don’t feel safe.

60% of female riders feel safe riding Metro in the day and 20% at night.

Top changes that would make current and previous female riders feel safer:

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“Participants in workshops and pop up events expressed investment in non-law enforcement staff presence and other solutions.”

Source: How Women Travel Survey and 2018 Onboarding Survey
Women tend to travel with bags, carts, strollers

Over 80% of complaints related to strollers are made by women

Many female riders had trouble reaching the stop cables and buttons from a seated position

“Participatory workshops expressed the need for Access Service route efficiency—hours and even an entire day could be expended on a single trip for a single purpose.”
Women who ride Metro are living in poverty at a greater rate than male riders.

- Median household income for female bus riders was $16,623 compared to men $19,549. Female rail riders household income $31,400 compared to men $42,291.

Accessibility – Affordability

**Metro Bus Riders Payment Type**

<table>
<thead>
<tr>
<th></th>
<th>FEMALE</th>
<th>MALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monthly, Weekly or Daily Pass</td>
<td>41%</td>
<td>41%</td>
</tr>
<tr>
<td>Stored Value on Tap Card</td>
<td>31%</td>
<td>20%</td>
</tr>
<tr>
<td>Cash</td>
<td>17%</td>
<td>26%</td>
</tr>
<tr>
<td>Other (token, transfer, or other pass)</td>
<td>12%</td>
<td>11%</td>
</tr>
</tbody>
</table>

**Metro Rail Riders Payment Type**

<table>
<thead>
<tr>
<th></th>
<th>FEMALE</th>
<th>MALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monthly, Weekly or Daily Pass</td>
<td>38%</td>
<td>40%</td>
</tr>
<tr>
<td>Stored Value on Tap Card</td>
<td>48%</td>
<td>48%</td>
</tr>
<tr>
<td>Cash</td>
<td>14%</td>
<td>12%</td>
</tr>
<tr>
<td>Other (token, transfer, or other pass)</td>
<td>12%</td>
<td>11%</td>
</tr>
</tbody>
</table>

Source: Metro On-Board Survey (2018)

Note: Numbers may not add to 100% due to rounding.
• **Top 3 complaints received by female bus riders through Metro complaints system:**
  - passed up,
  - no show and
  - late schedule

**Participatory workshop:** Women expressed that bus schedules and routes do not accommodate them. There was a sentiment that those who work 9-to-5 jobs are given priority as riders, while those with a different schedule must make do. Many of their work schedules require them to travel to work at 4am or earlier and travel home very late at night. The lack of frequent service at those times makes their commutes challenging. One woman stated that “the Metro system is not for the working poor,” because there aren’t many buses available before 5am and buses that run at night pass only once every hour.
Convenience & Comfort

• 3/4 of women’s transit trips are less than 10 miles yet 44% of trips take 60 min or more

"Now, it’s two buses and two trains. It takes triple the time...it gets to the point that it’s not worth it to take the trip when you to transfer three times” – female focus group participant

• 45% female bus & 57% rail riders transfer during their trip
• 37% of female bus & 27% rail riders wait more than 15 mins
Develop a Gender Action Plan

Priority areas of actions:
• Safety
• Fare Policy
• Services provided by time of day
• Station, Stop and Vehicle Design