

Thursday, October 13, 2011

2:00-3:15 PM

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# MINUTES

## GATEWAY CITIES SERVICE COUNCIL

### Regular Meeting

Salt Lake Recreation Center  
3401 E. Florence  
Huntington Park, CA 90255

Call to Order

Council Members:

Wally Shidler, Chair  
Lillie Dobson, Vice Chair  
Sergio Infanzon  
Cheri Kelley  
Cynde Soto

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Officers:

Jon Hillmer, Director, Regional  
Councils  
David Hershenson, Comm. Rel. Mgr.  
Suzanne Handler, Council Secretary



Los Angeles County  
Metropolitan Transportation Authority

**Metro**

## **Please turn off cell phones or put them on vibrate**

1. PLEDGE of Allegiance
2. ROLL Call
3. APPROVED Minutes from September 8, 2011 meeting
4. SAFETY Tip, Lt. Obenberger

October is national crime prevention month. Part 1 crimes for Metro buses and trains in 2010 averaged 2.77 crimes under 3 crimes for every million riders. In comparison to the MBTA system in Boston for the same time period, was 2.63. However, Washington WMATA system was 6.68 (over twice as many). The Dallas system DART was 11.03. Bottom line Los Angeles County has a very safe system. A special operation was run during the week of October 2 through the 8 using members of our crime impact team. During this operation they conducted an operation from 10am to 8pm with some fluctuation to 10pm. These deputies arrested 36 people, 9 of them felonies issued 42 citations and identified numerous gang members that we now have in our data base.

Safety tip that I have is from a rider in South Bay, prior to getting on the bus, train, have your fare media out of your wallet, not only does it make boarding much faster but people behind you do not get a chance to see what is in your wallet.

5. PUBLIC Comment

Wayne Wright: Last month when I was at the Westside meeting, the Service Development Manager presented a proposal on the Expo changes. One was the proposal to fuse/merge line 42 with line 102. I am very supportive of the proposal, but I would request that the 102 be scaled back to Vernon Yard. One you already have duplicative service on Florence as well as Seville Avenue going to Palm and Seville. Secondly, it would be confusing for passengers on Florence who catch the 111 to LAX and they see the 102 and it says LAX City Bus Center. But the problem with the new proposal you would have to take a scenic route through USC and connect with the Expo line as well as Baldwin Hills, Puente Hills, going to LAX. Recommend that the 102 scale back at Vernon Yard to keep the on time performance as well as keep the on time performance for the 42.

6. RECEIVE an update on Artesia Blue Line Station, Michael Sieckert, Service Development and Planning

The council requested staff investigate the closure of the gate at Artesia Blue Line Station this is something that happened several years ago. We tried to reopen this gate a while back, we were unsuccessful. The Blue Line was implemented in 1990 the east gate we are talking about was actually funded through Metro and its call for projects. The gate improvement was funded in 1997. At that time Metro and the City of Compton and the Radisson Hotel,

they all signed the project MOU and the east gate was constructed in 1998. In 2007 the Radisson Hotel was sold to a new owner and they renamed it the Crystal Casino/Hotel. At that time, they closed off the east gate, we tried to have them open it up, but legal felt there was not enough evidence to enforce reopening of the gate (this was their initial reading).

**Representative Kelley:** So part of the MOU was the gate.

Michael Sieckert: Yes

**Representative Kelley:** And our legal staff said that it is not transferrable to a new owner?

Michael Sieckert: that was their initial ruling back then. We've asked they take another look at this.

We've tried meeting with the owners again on several occasions to see if we could negotiate an agreement with them and offer XX amount of money to lease the space with them.

Recent activity, we (Dave Hershenson, Lillie Dobson and myself) went to visit the site on Thursday, September 15, 2011, also joining us at the meeting was the City Manager, Mr. Norfleet. At that time we noticed several maintenance issues at the station, Mr. Norfleet pointed them out to us: trash has not been picked up, trees have not been trimmed in a few years, peeling paint and rusty gates. All these need to be corrected.

The station layout is "L" shaped.

**Representative Kelley:** Mike, when the gate was open how did they cross the tracks?

Michael Sieckert: It's safe, there are gates, lights.

**Chair Shidler:** Cheri, the platform is in the middle so either way they would have to cross a set of tracks.

Michael Sickert: Our next step was resubmitting the MOU and all its documentation to our Metro legal staff for review. The City of Compton is scheduled to take the lead in contacting the casino owner. If the meeting goes well, we would like to include the shopping center management. The station maintenance is being followed up on. We will come back to the council next month with an update on maintenance and the ruling from our legal counsel.

**Representative Kelley:** The original MOU was signed by the original owner Radisson Hotels, Metro, and City of Compton. I am shocked, when you have any type of easement it goes with the property and owner buys it.

Michael Sieckert: That has always been my understanding, again, legal's original take on this situation was this was unenforceable. We asked them to take another look at this and see if in fact there is something there.

**Representative Kelley:** If they come up with the same conclusion as they did a few years ago, I want to know why they think this is unenforceable. What transpired, did something go wrong? Is this a weak document?

Michael Sieckert: I will be working with legal staff the next couple of weeks and bring back to the council their decision.

**Chair Shidler:** I certainly would get the shopping management and/or the tenants involved in this. It is to their benefit that this gate be reopened. Lillian, is there any more development to be done at that shopping center?

**Representative Dobson:** Phase 2 has not started but it would be an asset to both the casino and center to have an open gate from the Blue Line station to their businesses. I don't know the new owners, but I am willing to sit down with any group that can get the point across. I'll speak with the City Manager and see if we can get an appointment to speak with everyone involved.

**Representative Kelley:** I suggest you have an answer from the legal staff to take with you.

David Hershenson: If the new City Manager is not aware of the problem we would be happy to speak with him.

7. RECEIVE Director's Report, Jon Hillmer, Director
  - Performance Report for the month of August 2011
    - On time Performance Target for Metro is 82%; Gateway 76.9%
    - Complaints per 100,000 Passengers: Target 2.21; august 3.19
    - Miles between mechanical road call: Target 3,650; August 3,776
    - Clean Bus: Target 8%; August 8.17%
    - Accidents per 100,000 miles: Target 3.13; August 2.96
    - Monthly Ridership: Target 5,730,000; August 5,480,000
    - Blue Line Ridership Weekday: 80,000; Green Line Ridership Weekday 43,000
  - Status of Metro Bus Service Monitoring Program
    - This is a motion introduced by Mayor Villaragosa and approved by the board in August 2011 which will entail the following: on time performance, customer complaint rate, clean bus ratings, bus accident rate, mechanical reliability, and monthly ridership levels. These are already incorporated in our Directors Repot.
    - Additional performance measures: number of ADA complaints, bus station cleanliness, percent of standee miles and percent of bus trips over loading standard,
    - Customer survey to estimate: average walking distance to stop, average customer wait time at bus stop and customer perception of metro bus service quality

- Clean Station Evaluation Program
  - Stations will be divided into service council regions. Asking for volunteers from the 5 councils to monitor stations assigned to their region. We will provide instruction on how to evaluate the bus stations once per month. We will be asking for volunteers from our service councils, CAC and other groups that assist metro. Team up with a metro staff person. Later I'll be sending an invitation to all of our service advisory council members, citizen advisory members and others.
  - Another evaluation will be on crime especially at the bus stops.

**Representative Kelley:** Do we ever hear from other areas about transients taking over bus stops?

Jon Hillmer: Yes, it is an ongoing issue. Some cities are putting in bus benches that have a metal bar in the middle of their bench dividing it into two-seats. This makes it a challenge for sleeping prone.

**Representative Kelley:** Item 3 on the mayor's motion regarding the universal fare system, how do they actually expect to get this accomplished with so many munis?

Jon Hillmer: They have to come back to Board every quarter and give an update on their progress.

Norwalk transit will be holding a hearing Tuesday, October 18 at 6pm to discuss changing their fare structure.

	Current	November 2011	November 2013
Base Fare	\$ .90	\$ .90	\$1.10
Student	\$ .60	\$ .75	\$1.00
Senior	\$ .35	\$ .35	\$ .60
Dial Ride	\$ .75	\$ .75	\$1.00
Transfers	\$ .25	\$ .35	\$ .50

**Representative Kelley** (Vice Mayor of Norwalk): Norwalk has a \$2 million deficient we have to correct and another \$2.5 million in loans.

Jon Hillmer: With high unemployment and below previous revenues levels from sales tax every agency is hurting.

Lillie Dobson reiterated the need for paint and tree trimming at the Artesia Blue Line Station.

Jon Hillmer: That is what our monthly evaluation of the stations will point out. This will also include stations that Metro does not own, e.g., Sylmar Metrolink station where our buses come and go. We will report on these and others.

- Meet and Confer September 19, 2011

- Over 20 people attended to hear presentations on the Union Station Master Plan; LOSSAN; Exposition Line; new late night rail service; TAP program and Station name changes
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- Tours of BOC, Service Planning Department and ROC on September 23, 2011
  - Four attendees participated in the tours which began at 9:30 and ended at approx. 3:30pm. Very informative and many questions regarding our operational system.
  - Our next tour will be of the Expo Line with a non-revenue line ride.

**PUBLIC Comment:**

**Robert Hernandez:** I want to talk about the TAP card, Metro says it is better and more convenient, in reality the card is good for only 30 consecutive days. We used to have the Monthly Pass good for 30 and 31 days. There are other problems with the TAP card, loading the card for instance it does not always load properly which creates a problem with people who have limited income. The TAP machines always breakdown. The monthly pass was more reliable. I want you to do a review of this system.

**Jon Hillmer:** The 30-day pass has some advantages and some disadvantages. In a 365 day a year pass, there are 5 days where you may have to buy a day pass. The advantage is avoiding the long queues with a 30-day consecutive pass.

**Chair Shidler:** At the next meeting I would like you to agendize Line 102, since it is going to run into our Service Area.

Attended the LACicLAvia last weekend, and never saw so many bicycles or dogs in my life downtown. All the dogs were well behaved. We had a meeting on how to expand this into other local areas. My only thought was the City of Los Angeles put in \$175,000 CicLAvia put in a portion. I don't see how the smaller cities can afford to put any money into this fund.

I want to invite all of you to the Los Angeles Archives Bazaar on October 22 at the Doheny Memorial Library on the USC Campus. I will be doing one on the old Expo Line to Santa Monica.

**8. CHAIR and Council Member Comments**

**Representative Kelley:** I had a brief conversation with Dave at our last COG meeting, Diane Dubois mentioned MTA has taken over 41 park and rides but gave no further information on what that actually means. Can we get someone to let us know who they are and where they are?

**Representative Kelley:** To answer David's query as to why we don't keep the emergency gate open at the Norwalk Station which gives direct entry to a neighborhood, the answer is no. This would create issues with train riders and neighbors due to some of our riders use the system for illegal activity especially in the surrounding area. Brought up using Imperial and Hoxey for additional parking and

quite frankly that is never going to happen either 1) if we give them parking we will not be able to take it away. 2) That particular site is set aside for redevelopment by the City of Norwalk.

**Vice Chair Dobson:** I would just like to say that it was an honor as well as pleasure to meet with David and Michael in an effort to get that gate open at Artesia Station, I look forward to working on this with them.

## ADJOURNMENT