

MINUTES

Wednesday, March 4, 2015
6:30PM

SAN FERNANDO VALLEY
SERVICE COUNCIL
Regular Meeting

Marvin Braude San Fernando Valley
Constituent Center
6262 Van Nuys Boulevard
Van Nuys, CA 91401

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Local Lines 154, 156, 164, 233, 237, Metro Rapid Line 744, and Metro Orange Line.

Called to Order at 6:34 p.m.

Council Members Present:
Michael Cano, Chair
Donald Weissman, Vice Chair
Gary Bric
Yvette Lopez-Ledesma
Jesus R. Ochoa
Dennis Washburn

Officers:
Jon Hillmer, Director, Service Councils
Dolores Ramos, Council Admin. Analyst
Gary Spivack, Transportation Operations Mgr.
Lilian De Loza, Community Relations Mgr.
Israel Marin, Transportation Planner
Collette Langston, Office of the Board Secretary

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Для получения информации о Metro на русском языке, пожалуйста, позвоните по указанному ниже телефонному номеру: 323-466-3876

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메트로(Metro) 정보를 [한국어]로 알아보시려면, 아래 번호로 전화하십시오: 323-466-3876

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Los Angeles County
Metropolitan Transportation Authority

Metro

1. PLEDGE of Allegiance
2. APPROVED Minutes of February 4, 2015 Meeting.
3. RECEIVED Chair's Remarks

Chair Cano mentioned the Metrolink crash that occurred on February 24 on the Ventura County Line. Metro and Metrolink have a close relationship as service providers. He noted that this accident could have happened at any one of the crossings in the San Fernando Valley. This area is fortunate to have funding available to address key at-grade crossings but it takes a long time to get crossing upgrades through the design and build phases. Thoughts and prayers are with Mr. Steele's family.

San Fernando Valley Councilmembers in attendance of the Blue Ribbon Committee kickoff held March 26. He asked for their thoughts regarding the first meeting. Vice Chair Weissman felt underwhelmed by the agenda. It felt very introductory and the meeting didn't get into anything of substance. Councilmember Lopez-Ledesma agreed with Vice Chair Weissman that the meeting was introductory. She is looking forward to the next meeting and delving into issues. Chair Cano encouraged Councilmembers to continue participating to ensure that the San Fernando Valley gets the most out of this Committee.

4. RECEIVED Public Comment on Items not on the Agenda

Vince Garafalo wished Maria Reynolds the best in her new position. On his way home 2 weeks ago on Line 234 going towards Sylmar and he tripped and fell. No one was to blame but he thinks that it is time for the passenger to be considered when making the schedule.

Ralf Quint questioned why the Sheriff's deputies do fare validation 5 feet from the gates. This causes a backlog of people trying to get onto the bus and in turn, people sneak in through the other side without tapping. He has asked the deputies directly and was told that they are instructed to do the validation checks in this manner.

Nate Zablen is disappointed that Measure R did not include funding to improve local bus in the Valley. It seems that in order to improve service, changes needs to be revenue neutral; so to increase one area, a decrease must happen elsewhere. Line 96 was cut but it was cut in the wrong place. It used to go into Griffith Park but now there are no buses that can be used to access the Autry Museum and LA County Zoo. Westside buses run more frequently and he would like San Fernando Valley buses to do the same. Feeder lines to the Orange Line should run more frequently than once an hour.

Chair Cano stated that Measure R set aside 20% for bus operations and 5% for rail operations. The money has been used more to backstop operations losses in rather than to create new services. Any new ballot measure should discuss how to keep lines open, prevent fare hikes, and enhance savings. To create new service, a policy decision has to be made through the Board. The Council needs to put together a plan so that if new revenues become available, there is a plan as to how the additional monies will be used.

5. RECEIVED Presentation on March 22nd CicLAvia – The Valley, CicLAvia, Henny Alamillo, CicLAvia Volunteer Coordinator

CicLAvia temporarily removes cars from Los Angeles streets and opens them up for other modes of transportation like biking and walking. It aims at connecting people to public spaces, public transit, health, business and each other. CicLAvia values safety, inclusivity, diversity and fun.

The route for this event will be 6 miles long with a starting point at North Hollywood Red/Orange Line stations, following Lankershim Blvd to the Universal City Red Line station and continuing west along Ventura Blvd to Coldwater Canyon. The event will run from 9:00 a.m. until 4:00 p.m. During the event, a number of streets will be closed with crossing points for cars along the route. There will be volunteers at busy areas to help pedestrians cross the street.

Prior to the event, there will be a total of 3 rounds of outreach with on-the-ground outreach teams contacting every address on the route. Presentations were made to stakeholders through social media and at community meetings. Businesses were given tips to make this event successful which included being open, making their storefront visible, bringing the business outside and offering a sale or discount.

Vince Garofalo doesn't want to go to East LA. He used to go to Santa Monica but had to watch the time so he didn't miss the last bus home. Late night service needs to be factored into how this is going to be put into play.

Councilmember Washburn commented that these events are a great way to connect the community. It brings attention to other opportunities and shows Angelenos that we don't have to be a car community.

Chair Cano asked about the availability of Metrolink services to reach the event, due to its regional appeal. Ms. Alamillo replied that Metrolink does add additional bike trains during CicLAvia days, as that they also ran rush hour service during the last two events. CicLAvia is working with them to ensure that people can get to the event.

6. RECEIVED Presentation on Metro Parking Ordinance, Frank Ching, Parking Management Director

Currently, Metro does not have a parking ordinance. A parking ordinance will adopt policies and regulations to manage parking. Promoting safety and enhancing patron experience can be achieved by preventing vehicle violations and vandalism.

The ordinance will be an enforcement tool against parking infractions like double parking, non-transit rider parking and long-term parking. Rules and regulations will allow Metro Transit Security and Transit Police to effectively enforce at Metro's park and ride facilities. It will standardize the parking fee and officially adopt existing fee structures for Union Station, parking citations and the preferred parking permit program.

California Vehicle Code (CVC) 21113 gives Metro authority to regulate parking, vehicles (including vehicles other than automobiles) and traffic upon driveways, paths, parking facilities or grounds of Metro. The objective is to formalize enforcement practices with all enforcement agencies including Metro Transit Security, the Sheriff's Department and Transit Court.

The implementation timeline is as follows: March will see the draft ordinance presented to the Metro Board; in April, the Board will consider adoption; July is when site notification and community outreach activities will happen with the ordinance becoming effective in August.

Nate Zablen said that on the weekends, people use the Universal City Red Line station as a parking lot for Universal Studios, CityWalk or the hotels in the area. Improved signage would help with the non-transit user use of the lot. It would be nice if Metro could gain some revenues from people using the lot that don't use the Metro system.

Chair Cano asked how the TAP card will be integrated with parking. Mr. Ching replied that Metro's Parking Management just released an RFP for a comprehensive parking study to be completed. It will address technology integration with TAP to identify and verify transit use and charge non-transit users different rates. They are aware of the issues around Universal City parking and are working to address the issue.

Councilmember Washburn asked what the implications are for parking of cars with disable placards. Mr. Ching replied that off street, the Board adopted policy would be enforced. On the street, drivers must follow the California Vehicle Code.

7. RECEIVED Update on San Fernando Valley Service, Israel Marin, Transportation Planner

The current combined ridership for Lines 734, 744 and 788 for January was 17,790 and is similar to last year's combined ridership. The daily boardings for each line are as follows: Line 734 had 6,195, Line 744 had 10,061 and Line 788 had 1,534. The buses on Line 734 are being replaced with 60 foot articulated buses to help alleviate the overloads in the AM and PM peak hours.

The long term detour on Lines 94, 165 and 794 is due to Caltrans construction of the Empire Interchange Project. A detour is to begin mid-March and will last for approximately 18 months. Buses will be detoured via Victory Pl, Lincoln St and back to Empire Ave, in both directions. This detour will now have stops at Lincoln St. and Victory Pl as well as Empire Ave and Lincoln St.

Nate Zablen said that express service on Line 788 is really only an express bus when it is on the freeway. It makes a lot of stops, some only 5-6 blocks apart. He suggested reevaluating this route as there are probably ways of speeding up the travel time, such as going south on Oxnard and left on Victory after serving the Orange Line. He said that eliminating the stops that are redundant would help significantly.

Ralf Quint took one of the articulated buses this morning and saw an improvement. Although there was an improvement, he still had to stand for the entire trip to Westwood.

He asked for clarification regarding which lines the comparison of time savings was calculated with because he's taken Line 744 west of Sepulveda and all but one time there were only about a dozen people on the bus in either direction. He asked if the main ridership is up and down Van Nuys Blvd and not all the way to Northridge which is why the route was extended. Mr. Marin clarified that ridership was compared on Lines 761 and 741.

8. RECEIVED Director's Report on San Fernando Valley Performance, Jon Hillmer, Director
- On-time Performance: 82.5%, Goal: 80.0%
 - Complaints Per 100,000 Passengers: 3.79, Goal: 3.46
 - Miles Between Mechanical Road Calls: 5,891, Goal: 4,169, System: 4,714
 - Accidents per 100,000 miles: 2.22, Goal: 3.38
 - Bus Cleanliness Rating: 8.75, Goal: 8.5
 - Average Weekday Ridership: San Fernando: 187,387
 - Service planning anticipates some service changes in June and major changes in December. In preparation, they are studying bus size allocation, connectivity, bus speeds, and the ridership count process.

Councilmember Lopez-Ledesma asked how wheelchair capacity is affected by use of smaller buses. Mr. Hillmer replied that it increases capacity, as service can run more frequently, providing more opportunity for riders in wheelchairs to board. Part of the service evaluation includes looking at those lines with the highest number of wheelchair passups to see if anything can be done to increase service.

9. RECEIVED Chair and Council Member Comments

Councilmember Washburn attended the Live Ride Share event and found it to be very forward thinking. It brought a lot of interesting people together and Metro is well positioned because of all of the time and effort that has been put into TAP cards and smartphone integration. It would be good to have representation from the Councils at these events if they occur on a regular basis.

Councilmember Bric's last meeting will be in April, as his City Council term ends in April. The City of Burbank will then have new Council members and they will appoint a new member soon. He thanked the Council for the opportunity to be a part of this group.

Councilmember Lopez-Ledesma appreciated the presentation on CicLAvia. This event will help people realize how accessible the San Fernando Valley is with the Metro system.

Councilmember Ochoa attended the Council of Governments meeting. There are concerns about options for transportation in the future and how Measure R changed the Valley.

Chair Cano asked that everyone keep Henry Gonzalez's mother in their thoughts and thanked everyone for coming out to the meeting.

ADJOURNED at 7:57 p.m. in memory of Glenn Steele, the Metrolink engineer that died as a result of the Oxnard Metrolink accident that occurred on February 24.