

Minutes

Los Angeles County
Metropolitan Transportation Authority

SOUTH BAY SERVICE SECTOR COUNCIL REGULAR MEETING

Congresswoman Juanita Millender-
McDonald Community Center
(Carson Community Center)
801 E. Carson Street
Carson, CA 90746

Service Sector Representatives Present were:

Ralph Franklin, Chair
John McTaggart, Vice Chair
John Addleman
Devon Deming
Rena Kambara
Robert Pullen-Miles
Lou Mitchell
Kim Turner
Don Szerlip

Officers:

Dana M. Coffey, General Manager
Raynard Price , Assistant Board Secretary



Metropolitan Transportation Authority

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1. **PLEDGE of ALLEGIANCE** was led by Chair Franklin.
2. **RECEIVED** Safety 1st Contact by Richard Morallo, Community Relations Manager. Mr. Morallo suggested patrons step back away from the curb when waiting for a bus and to step away from the platform when waiting for a Metro train.
3. **APPROVED** Minutes of the January 9, 2009 Governance Council Meeting. Representative Szerlip corrected the misspelling of the word “received” in Item 2.
4. **RECEIVED** commendation award to Bus Operator Elton Privott (Carson Division 18) by Michael Moore, Rail Division Transportation Manager (Green Line). Mr. Moore presented Mr. Privott with a commendation for assisting in the apprehension of suspects at a Metro transportation station. The Sector Council Representatives congratulated Mr. Moore.
5. **RECEIVED** update on the Crenshaw Corridor Project and LAX/Green Line Extension by Alan Patashnick, Director, Countywide Planning & Development, and Roderick Diaz, Transportation Planning Manager V, South Bay Area Team. Mr. Patashnick said the Crenshaw Corridor Project began 20 months ago and described it as a “merge project” (includes alternatives analyses and environmental studies that comply with the requirements for both Federal Environmental Impact Statement (EIS) and State Environmental Impact Report (EIR)). The goal is to clear the projects to meet federal and state standards. Mr. Patashnick introduced Roderick Diaz.

Mr. Diaz provided an update from a previous presentation to the Sector Council. He said that there are two alternatives for the Crenshaw Corridor which follows a similar alignment: the BRT (Bus Rapid Transit) alternative and the LRT (Light Rail Transit) alternative. Both alignments will include sections along the Harbor Subdivision (railroad right-away owned by Metro).

Mr. Diaz said that both the BRT and the LRT alignments will have a common segment from Exposition and Crenshaw to the Green Line. He indicated that the LRT will not extend up to the Wilshire Corridor because of the significant expense involved. The BRT could be extended.

The BRT Alignment Alternative will provide connections to: the Metro Green Line; the Future LAX People Mover; the Expo Line and; the Wilshire Corridor. The BRT will operate exclusively in a busway for the segment north of the Green Line to Crenshaw

Boulevard in the same manner as the Orange Line. North of the Exposition Line the BRT will operate in mixed-traffic. Metro is considering connections at Wilshire and Western and other possibilities such as Wilshire and La Brea.

Mr. Diaz explained that the LRT alignment alternative will require overcoming safety related issues at grade crossings. He presented a Power Point presentation showing below and elevated grade separations. Below grade would be between Martin Luther King Jr. Boulevard and Vernon Avenue and an area adjacent to LAX airport.

There is an option to go below ground between Exposition and Martin Luther King Boulevard. Representative Szerlip asked if the underground portion adjacent to LAX would require rising to meet the Green Line. Mr. Diaz responded in the affirmative. Mr. Diaz said that the LRT alternative creates an extension to the Green Line.

Elevated sections include: 60th Street to Harbor Subdivision (Hyde Park area), La Brea Avenue (downtown Inglewood), across I-405 and La Cienega and across Century Boulevard. Metro is reviewing other possibilities. Those locations are: Slauson Avenue; Centinela Avenue and Manchester.

Mr. Diaz presented a graph demonstrating travel times for both alternatives and a comparison of cost and an estimation of ridership. He explained the qualifications for federal matching funds for the “New Starts Program.” He noted that both alternatives in terms of cost effectiveness are estimated to be above the ratio of the federal program, suggesting that funding must come from local and state.

An update was given of a previously recommended alignment along Prairie and Century as suggested in meetings with stake holders. Mr. Diaz noted that the Harbor Subdivision alternative will serve more existing development particularly in downtown Inglewood and provide a higher ridership with more transit connections at less cost. Mr. Diaz advised the Sector Council that the Harbor Subdivision is the most reasonable alignment alternative while acknowledging a need to connect to the Prairie/Century location.

In response to a question from Representative Szerlip, Mr. Diaz said the South Bay will have a direct connection to the Exposition Line to downtown Los Angeles in addition to the Westside and to LAX. Representative Addleman suggested Mr. Diaz’ presentation should also be given to local officials to which Mr. Diaz replied that he has presented to the South Bay Cities Council of Governments (COG) and is willing to continue to present to schools, churches and community groups.

Representative Deming asked if bike lanes are included. Mr. Diaz responded that bike lanes are not included because freight trains will continue to have operating rights in the Harbor Subdivision. He noted however that the cities of Los Angeles and Inglewood have plans for bike lanes separate from the design of the alternatives.

In response to Representative Kambara, Mr. Diaz said the alignments are in very and condensed urban areas with scarce property for parking but parking may be available at West Bl. Station and in downtown Inglewood in addition to existing parking at the Aviation Station. Representative Deming stated that Aviation Station is already full.

Concerned about the quality of life for families that may be impacted, Chair Franklin invited Mr. Diaz to attend a televised Inglewood City Council meeting to help get the word out about the project.

Mr. Diaz responded to several questions from the Sector Council and public. He encouraged everyone to stay engaged with the Long Range Transportation process and concluded his presentation.

6. **RECEIVED** presentation on Regional Transit Center by Jim Mills, Transit Administration Manager, Torrance Transit and a representative from Beach Cities Transit (BCT). Mr. Mills shared with the Governance Council that the cities of Torrance and Redondo Beach are working together to develop a joint request for funding for the South Bay Intermodal Transit Center Transit Project. He said the projects located in the respective cities would make public transportation more efficient and effective.

The benefits in the joint project will be: increase mobility options; ease traffic congestion; provide job access; reduce gasoline consumption and; provide community safety and improved air quality. Mr. Mills introduced Gwendolyn Parker from the City of Redondo Beach.

Ms. Parker gave a brief overview of the Redondo Beach Transit Center. She said it is located north of 182nd Street and west of Kingsdale Avenue adjacent to the South Bay Galleria and near one of the biggest intersections in the South Bay region at Hawthorne Boulevard, Redondo Beach Boulevard and Artesia Boulevard. She said that the current center is no longer efficient because of bus overflow and bus related congestion.

The building of a new transit center will better accommodate the public and be more aligned with the possible extension of the Green Line. The proposed new location is immediately adjacent to the Harbor Subdivision Transit Corridor.

Mr. Mills announced that the City of Torrance is negotiating to purchase a parcel of land to build a 5 acre Transit Center. The center will include bus bays and 250 parking spaces with public rest rooms in addition to a layover for bus operators. The plan will also include an information center. Mr. Mills said that support letters are being solicited from cities, businesses and citizens to send to the region's Congressional delegation.

Representative Szerlip added that Redondo Beach has a transit center adjacent to a parking structure at the Galleria which serves Metro local and Rapid buses. Additional service providers are Beach Cities Transit, Torrance Transit, Lawndale Beat, and Gardena Transit. Ms. Parker expounded further by reiterating that the current facility is congested and a new facility would have amenities, which would in its initial phase provide: Kiss n' Ride; parking, small transit office and restrooms.

There is the possibility of breaking ground by the end of the year which will require additional funding. Representative Szerlip expressed safety concerns a located at the current facility because of the busy corridor which is located near private residents. He also said bus operators are forced to layover elsewhere.

Approved: Send a letter of support as amended by Representative Szerlip to Congressional delegation. The letter was amended to replace the last paragraph to read "As a group, we support regional approaches to transit and encourage the federal government to fund these worthy projects." It was further agreed to send the letter to the Metro Board. (9/0)

7. RECEIVED update on Adopt-A-Line Program by Service Sector Representatives.

The Chair requested Madeline Van Leuvan, Metro South Bay Service Development Manager provide an update on the Adopt-A-Line Program. Ms. Van Leuvan said that Sector Representatives ride bus lines between meetings and report their experiences. She said the General Manager is in the process of updating the Adopt-A-Line forms which will be emailed to Sector members.

The Council Members provided the following Adopt-A-Line reports.

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Representative Addleman rode Line 450X. The trip was not as good as previous trips.

Representative Deming said Line 625 has been running on time and the Operators are polite. She observed that ridership has decreased on the Green Line, probably because of lower gasoline prices.

Representative Kambara mentioned that Metro ID badges allow Sector Representatives to use the entire Metro system. She said she rode the Green Line from Aviation Station and transferred to Line 450X, bus number 5390, Operator #16553. She noted that the farebox was unable to deduct her zone fare. She said the rear door of the bus was broken and passengers helped to shut the door. She finished her trip on the Red Line. On her return, she rode the Red Line and attempted to ride Line 450X at 6:02 p.m., but it did not show on time. Instead, she boarded Line 447 at 6:09 bus number 6303. Operator #25600 assisted her with the same TAP problem she experienced in the morning. The bus head sign was dark. The Operator was courteous and friendly and seemed to enjoy his job. She said the Green Line TAP validator on the lower level of the Harbor Green Line station was not working. She observed illegal behavior on the rail platform.

Representative Szerlip shared his experience on the Green Line to the Blue Line to downtown. He said the transfer was quick. He said he witnessed a young enterprising youth selling candy and questioned if this was legal or within Metro policy. He said his return trip required a much longer wait to transfer from the Blue Line to the Green Line. The station was cold and windy.

Representative Mitchell reported on Line 117. The bus was clean and crowded. The Operator was courteous and everything went well.

Chair Franklin said he rode four buses. He said his TAP card did not work and requested staff replace the card. He rode Line 115 at 12:40 p.m. with Operator #28444 on bus number 6340. The bus was clean with plastic trash bags available. He noted a full passenger load and observed that the proposed service change brochures were on the bus. He transferred to Line 210, bus number 6449, Operator #28304. The Operator tried to beat a para-med unit in clearing the intersection, causing Chair Franklin to express his concern for public safety. At 3:08 PM, he rode Rapid Line 710, bus number 9582, Operator #14559 who abruptly hurried a senior patron off the bus. Chair Franklin said this verbal abuse was unacceptable. In riding Line 115, bus number 6340, (Operator unknown) he said it was a good ride with schedules and hearing notices.

Overall, he indicated he was impressed with public service.

8. **RECEIVED** Chair's Comments. The Chair invited sector representatives to speak on service change proposals previously presented at the February 9, 2009 public hearing.

Representative Addleman said he attended the public hearing where there were 75 people present. Of that number 22 spoke in strong opposition to the closure of Line 444.

Vice Chair McTaggart said he has been advocating since 1984 to maintain a transportation link between the Peninsula and downtown Los Angeles. He said that line is now Line 444. He said the line should remain as is without transferring. He also said that he cannot base a decision regarding service changes without knowing more about how ridership data is collected.

Representative Deming said observed a large number of "through" riders on Line 444 who stated they would be negatively impacted by the proposed change. She said that a comment on Line 111 suggested 9,000 riders would experience longer waits. She inquired about rumors that the Expo Rail project may not include bike lanes as originally proposed. She requested this issue be agendized for the month of March.

Representative Kambara commented on the number of speakers who were in opposition to the cancelling of Line 444 particularly the local segment. She spoke of students and people with disabilities who rely on this line.

Representative Szerlip said he is conflicted regarding Line 444 and noted that changes will not take place until another operator has been identified. He will consider all the facts before making a decision, and noted that public hearings tend to attract those who oppose change. Current policy does not allow for open discussion regarding replacement services by other operators. To that end, he said public hearings do not allow for complete information regarding changes. He noted the Sector Council will need to make decisions in the best interest of the public.

Representative Deming said it was understood at the public hearing that a new operator may provide service to replace Line 444. She said the process and policy should be changed so the public has a better understanding of what type of service would replace a changing line or a line abandoned by Metro. The Chair requested this issue be agendized for the month of March.

Chair Franklin stated that he would like to see feedback from staff regarding the Adopt-A-Line comments from Representatives. He advised that the Representatives represent the public and should receive feedback. He also said he would like to see items and issues noted in the minutes to be addressed by staff.

Chair Franklin requested a TAP presentation from Metro's Jane Matsumoto.

9. **RECEIVED** General Manager's Comments. The Arthur Winston Division Manager, Mr. Curley Little, presented the General Manager's comments on behalf of Dana Coffey. Mr. Little advised the Sector Council the issues regarding bus service are not from his Division but offered the Representatives the opportunity to speak to him directly with concerns. He spoke of the annual State Highway Patrol (CHP) inspection and how it is completed. He said going back a period of 7 years there has been a decrease in violations found by the CHP and noted that Metro Operators have more than the 8 hours of required annual training.

Mr. Little requested Madeline Van Leuvan provide an update on the June Shake-up. Ms. Van Leuvan said the Council will make a decision in March on the proposed changes suggested in the public hearing. She said the shake-up will reallocate service from an under performing line to a line requiring additional service or added running time because of congestion. She offered to provide more information at the March meeting. The effective date of the shake-up is June 28, 2009.

10. **RECEIVED** Public Comments:

Nicole Jewels. Ms. Jewels, Sr. Engineer for the City of Rancho Palos Verdes represented the city's mayor, Larry Clark, in regards to proposed changes to Line 444. She read a letter on his behalf noting the remote geographic location of the Rancho Palos Verdes and its distance to downtown Los Angeles. She said cancelling Line 444 will create an undue hardship on the community. It is the only public transportation to 2,000 students and commuters servicing the entire Palos Verdes community. The letter states the mayor supports the continuation of Line 444. Received and File.

J.K. Drummond. Mr. Drummond shared with the Sector Council he witnessed a dispute between a seemingly emotional disturbed passenger and Operator on Line 446. He said the Operator was helpful. He suggested all short lines be changed to 246 instead of 446. He advised the Sector Council of a drug related issue at the PCH station. Mr. Drummond requested a TAP presentation at a Sector Council meeting. He said that Palos Verdes Transit does not want Line 444. He asked a representative if the

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homeless count included the Harbor Transitway elevators and stations (Mr. Drummond was referred to Los Angeles Homeless Services Authority). He also requested a presentation from those who design timetables and maps.

Adjourned 11:46

Prepared by:

A handwritten signature in black ink, appearing to read "Raynard V. Price". The signature is stylized with a large initial "R" and a long horizontal stroke extending to the right.

Raynard V. Price
Council Secretary