

Wednesday, November 13, 2013

5:00-7:00 PM

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# Minutes

WESTSIDE/CENTRAL  
SERVICE COUNCIL

Regular Meeting

La Cienega Tennis Center  
325 S. La Cienega Blvd.  
Beverly Hills, CA 90211

Called to Order at 5:00 p.m.

Council Representatives:

Jeffrey Jacobberger, Chair

Elliott Petty, Vice Chair

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Peter Capone-Newton

Perri Sloane Goodman

Randal Henry

Art Ida

Glenn Rosten

Joe Stitcher

George Taule

Officers:

Jon Hillmer, Director

Deanna Phillips, Board Specialist

Dolores Ramos, Council Admin Analyst

Henry Gonzalez, Council Comm. Rel. Mgr.



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

1. ROLL Called.
2. APPROVED [Minutes of October 9, 2013 meeting](#)
3. RECEIVED PUBLIC Comment for items not on the agenda

Wayne Wright attended the Gateway Council meeting last month which had a presentation on changes to Lines 102 and 105 which also affect the Westside Central region. Those changes should have been presented at the Westside Central Council meeting as well. To not do so is disrespectful to Westside Central riders and Council. He asked that Service Development staff make sure that the respective service councils receive all relevant information regarding service changes.

Luther Fortenberry has been living at Angelus Plaza for around 15 years. It is inconvenient for him to not be able to ride Line 28 to access shopping. The line currently stops at 7<sup>th</sup> Street; if it stopped at Olive, it would minimize walking. The elders at the Angelus Plaza are mostly Korean and shop at the Korean shopping mall. He requested that the Line 28 route be extended two more blocks, which should not create a major budget increase. The extension would be greatly appreciated by the elders. Angelus Plaza is the biggest, largest senior complex in the nation and is located on Olive between 3<sup>rd</sup> and 4<sup>th</sup> Sts.

Simon June, Angelus Plaza resident, thanked the Service Council for the opportunity to express his concerns regarding Line 28's route. The Angelus Plaza apartments serve as senior low-income and/or disabled apartments and have approximately 1,200 units. Angelus Plaza occupies two city blocks of Bunker Hill between Hill and Olive and 2<sup>nd</sup> and 4<sup>th</sup> Sts., and has approximately 1,400 residents, of which approximately 57% or 800 are Korean. The majority of the Korean residents frequent Koreatown for grocery shopping, social, and cultural events and Line 28 is their primary means of transportation. However, Line 28 stopped routing beyond 7<sup>th</sup> St., which resulted in Korean bus riders having to get off the bus at 7<sup>th</sup> St. with heavy loads of grocery/personal items and carry them to Olive St. to take a different bus to reach the 3<sup>rd</sup> and Olive stop. He requested that the route be extended four blocks to resolve the issue.

Chair Jacobberger explained that as the item is not on the agenda, the Council cannot discuss or take action on the issue, but he would request that staff to report on Line 28's route at the next Council meeting.

Ken Ruben congratulated Art Ida for finally moving the benches at the Expo stop back. He didn't notice until a few days ago and the operators said that it was done a week prior. It's a great benefit because patrons were jaywalking across the landmark. Metrolink is fining patrons who access the platforms without having a Metrolink ticket. Metrolink began doing this without Metro's permission.

#### 4. RECEIVED Report on Dodger Express, Cathy Rosas, Contract Services Manager

Metro has operated Dodger Express Service for the past four years; it is operated as a contract service. Funding was received through a Mobile Source Reduction Committee (MSRC) grant. The grant provides \$1.2 million for a period of two years to be used this season and next season. It did not provide or allow for funding to be used during the post-season run. The service is operated as a partnership with Metro, MSRC, LADOT, the Dodgers, Metrolink and Veolia, the contractor that provides this service. The MSRC grant pays for bus hours, travelling from Union Station to Dodger Stadium and for LADOT to provide engineers and traffic control at the major intersections along Cesar E. Chavez Blvd. and Sunset Blvd., from Downtown L.A. to the Dodger Stadium.

Service operates up to 90 minutes prior to game time and is coordinated with Dodger staff so that service starts when the gates open. Gates usually open up two to three hours during post-season to encourage riders to come early and ride the bus. Buses operate every 10 to 15 minutes and makes stops at Figueroa and Sunset to allow for alighting and boarding. Service is free with a Dodger Stadium ticket or \$1.50 for non-ticket holders. Return trips run every 30 minutes. Buses stop running to the Stadium at the bottom of the third inning because by then most people have already made it to the game. At the bottom of the 7<sup>th</sup>, buses start running every 15 minutes. The last bus runs 45 minutes after the end of the game. Buses are staged at the top to avoid traffic.

Metro regular service is affected, not by the Dodger Stadium Express but by the amount of traffic on Sunset and Cesar E. Chavez on game days. Traffic comes from Dodger fans using their personal vehicles to get to the Stadium. Regular Metro service benefits since they are able to use the dedicated lane. The dedicated bus and bike lane is being converted by the City of L.A. to a permanent bus/bike lane. The pavement markings have been started but are not yet complete. The Sheriff's Department provides support by ensuring that no other vehicles enter these lanes from Figueroa to Elysian Park.

Signage has improved this year by making sure that there's a right-turn lane only. It's a small change but at Figueroa and Sunset/Cesar Chavez, it allowed for vehicles that were in that lane prior to where it becomes a dedicated lane to turn right only and so it eliminates confusion in merging into regular traffic.

Ridership has increased each year. In 2011, 93,351 passengers were transported; 135,595 passengers in 2012; and 185,000 passengers in 2013, of the 2013 ridership, 17,000 of those came from the five post season games.

Travel times to the stadium were comparable to last year. In 2012, average travel time from Union Station to Dodger Stadium was 16.74 minutes; in 2013 it was 18.4 minutes. The travel times increase depending on the traffic situation.

This is the first year the service has planned for major league playoffs. Service is being approached from a different perspective and carpools are encouraged, allowing 4 or more occupants to use the dedicated lane as well as receive free parking in an attempt to

reduce the vehicles travelling in Downtown. Support from law enforcement has increased; motor units have been provided by LAPD and the Sherriff's Department.

Future plans include hopefully extending the dedicated lane further south into Downtown so that bottleneck around Union Station can be eliminated where the delay usually happens. Staff is also working with Dodger Stadium staff to enhance the exit from the stadium. The Stadium currently only provides one route of exit so the buses have to travel all the way around the Stadium and exit through the main entrance. This is a hindrance to an expeditious exit of 20,000 vehicles.

Wayne Wright commented that the service is good but he has heard complaints that people have to travel to Union Station to use the service. He suggested creating branch routes that pick up passengers at 7<sup>th</sup>/Figuroa and Vermont/Sunset stations.

Councilmember Capone Newton asked what the travel mode split or the proportion of the trips using public transportation was before the service was implemented. Ms. Rosas responded that some surveys were conducted on behalf of Metro and Dodgers and the data is currently being analyzed. Surveys specifically inquired on the mode of transportation and travel origins to better evaluate the service and prepare for the next season. Councilmember Capone Newton asked how the lines performed in terms of subsidy per rider compared to other lines that were operating, given the performance characteristics that were used. Ms. Rosas did not have that data.

Councilmember Sloane Goodman asked how many vehicles typically run during the game. Ms. Rosas replied that it depends on projected attendance based on ticket sales. The number of buses running per game generally was between 14-24. When the games sold out, as the September and October playoff games did, there were 20-24 buses running.

Councilmember Stitcher expressed surprise that the travel times in September and October were longer this year than last year given the enhancements. Was it because the Dodgers made it to the playoffs? Ms. Rosas answered it was. Councilmember Stitcher asked what the breakdown is between MSRC and Metro funds. Ms. Rosas replied that it's an approximately 90/10 split. The grant was intended to fund the whole project but was not sufficient.

Councilmember Petty uses the service 2–3 times a year and thinks it is a great service. He suggested that service be provided from 7<sup>th</sup>/Metro and asked what types of security improvements are being considered. Ms. Rosas replied that there were no enforcement issues this year on the buses due to good monitoring. Assistance is concentrated more on getting vehicles through the traffic and delays. There is a significant amount of communication between L.A. Dodger Transportation and everybody that works on the project. Dodger Transportation is notified and assistance is dispatched to the location to ensure safety. There was no budget allocation for the deputies and it takes them off their regular duties. Next year Metro intends to allocate funding to provide better service and monitoring. Metro also plans to work more with LAPD and the City of L.A. to coordinate law enforcement monitoring.

Chair Jacobberger asked where people who use the Dodger Express are traveling from. Are there people coming from the Blue Line/Expo Line? It would make sense to provide service from 7<sup>th</sup>/Metro rather than having to take the Red Line to Union Station, at least until the Regional Connector is completed. Ms. Rosas replied that in 2011, they ran a pilot where they routed a shuttle from the Hollywood area to the stadium. The ridership was as significant as it is now coming from Union Station. They are examining how service can be routed to 7<sup>th</sup>/Metro.

Chair Jacobberger stated that he heard that allowing carpools into the bus lane clogged it up. Does it explain the delays in October? From a bicyclist perspective, it's more comfortable to deal with professional drivers in the lane rather than other drivers. Ms. Rosas replied that the carpool directive came from the Mayor's office. Metro provided feedback to LADOT that it was problematic as when vehicles with 4 or more people are allowed, other vehicles with fewer passengers assume they can use the lane as well.

5. RECEIVED [Report on Expo Line/Bus interface with Culver City](#), Diana Chang, Transportation Planner

Culver City Bus System operates eight bus lines, one of which is a rapid transit line. Culver City Bus has a service area of approximately 33 square miles, serving a service population of 342,000 on the west side of Los Angeles County. The existing systems services four current and future Expo Light Rail Line stations: La Cienega and Culver City Station of Expo Phase 1 and Westwood and Sepulveda Stations of Expo Phase 2.

Bus lines that service Expo Line Phase 1 include Lines 1, 4 and 7. Line 1 goes from West LA Transit Center to Venice, connects to Culver City Station, has a 12-15 minute weekday peak hour headway and 15-minute weekend headway. No enhancements to service were made with the opening of the Expo Line. Line 4 route is from West LA Transit Center to Westfield Culver City Mall, connects to La Cienega Station and its weekday headway improved from 40 minutes to 30 minutes. Line 7 goes from Culver City Station to Marina Del Rey and has a weekday headway improvement from 1 hour to 30 minutes.

Annual system ridership for fiscal year 2013 is approximately 5.6 million passenger trips, about a 5% increase from the previous fiscal year. There has been a slight increase on weekdays for Line 1 and a 5–7% increase on the weekends. Increases for Lines 4 and 7 are 27% and 136% respectively.

Line 1 - Expo Station stop account for 4%–5% of Ons and 3%-4% of Offs of the total Line 1 weekday average boarding/alighting. Compared to the fiscal year 2010 counts, the Line 1 weekday boarding Ons and Offs at the Expo Station increased by 167% and 122% respectively over a three year period. Line 1 Saturday service Ons and Offs at this station increased by 1,167% and 437% respectively over a three year period. Line 1 Sunday service Ons and Offs at this station increased by 975% and 394% respectively over a three year period.

Line 4 – Expo Station stops account for 9% Ons and 6% offs of average boarding/alighting. Compared to fiscal year 2010, the boarding/alighting at the Expo Station stop increased by 933% and 1588% respectively over a three year period.

Line 7 - Expo Station stops accounts for 21% Ons and 16% offs of average boarding/alighting. Compared to fiscal year 2010, the boarding/alighting at the Expo Station stop increased by 967% and 415% respectively over a three year period.

Culver City Bus continues to monitor ridership and recommend service enhancements. Potential changes being evaluated include: Line 1 express service, Line 4 potential service extension to Playa Vista, Line 7 route change/extension on the Eastside; and Rapid 6 Sepulveda peak service in the afternoon. Minor adjustments will continue to be made to schedules to properly reflect travel times and prepare for future service changes.

Lines 3 and 6 will serve Expo Phase 2. Line 3 will service the future Westwood Station. The route travels from Century City Mall to the Westfield Culver City Mall, currently has 20 minute weekday headway and 30-minute weekend headway. Line 6 goes from UCLA to LAX Transit Center and the Green Line Aviation Center, has a 20-minute local service weekday headway, 15-minute rapid service headway, and 20-minute weekend headway. This Line will service the future Sepulveda Station.

Culver City Bus is working with the City of L.A., Metro and Big Blue Bus on station area transportation infrastructure such as bus stops, layover and turn-around areas. A line-by-line comprehensive analysis of various factors such as demographics, land-use, travel patterns, employment centers and other major destinations will be conducted.

Councilmember Capone Newton asked how many revenue service hours Line 7 uses. The presentation reflects a big increase in average daily ridership. Ms. Chang didn't have that data but added that Line 7 is the least productive Line in the system. Though ridership has increased, the additional service that was added hasn't produced the returns they had hoped for.

Chair Jacobberger asked if other transit services will provide direct service from the Expo Line to Century City. Ms. Chang replied that currently service will only be provided by Culver City Bus to the Westwood Station.

Patrick Murray works on Jefferson Blvd. along the Line 4 route. He used to ride Line 4 but it never served his needs well. Riders from West L.A. College become frustrated with the lack of service directly onto the campus. It is a 30-minute walk up the hill to reach the campus. Line 4 also lacks service for Saturday classes and the last classes of the day. Culver City Bus data is also missing from Google Transit; it's hard to use the service if you can't find it on Google. Usually during the first two weeks of a semester, Line 4 will be so packed that the drivers skip stops. Then new riders get so frustrated, they give up and find alternate routes. There are potentially large groups of transit users that can benefit from Line 4, but there's no outreach effort from Culver City Bus, no Facebook, no Twitter or e-mails. The website is out of date and their last outreach meeting was in 2011.

Wayne Wright would like Culver City Bus to overhaul the routes as the services they provide are not enough. Lines 2 and 4 need to run on weekends and Line 4 should run until at least 10:00 p.m. Monday-Friday. Line 6 is overtaxed, particularly during rush hours; Line 6 and Rapid 6 buses are late during weekday morning rush hours and overcrowded because Rapid 6 doesn't serve the Culver City Transit Center, Howard Hughes Center or the hotels along Century City Blvd.

6. RECEIVED [Presentation on Metro's Bike Program](#), Anthony Jusay, Transportation Planning Manager

The development and implementation of the Bicycle Program is part of Countywide Planning/Transportation. A current project is bicycle parking expansion including a secure access door, CCTV cameras and required registration. The hub would be self-serve with parking for 50 or more bikes and a flexible area for potential attended service such as bike check-in, repair and retail.

Metro is developing these facilities with the first bike hub opening anticipated for spring 2014 which will be in El Monte with an eventual connection to Rio Hondo Bike Path. The Hollywood-Vine bike hub is anticipated to open in summer 2014 and the Culver City bike hub construction being implemented by Expo.

Education Programs have been implemented to help the public navigate the streets safely. CICLE Rides give the opportunity to practice riding a bike in the street while supported by a group with routes especially designed for beginners and families. They are held every month and will continue through 2016. An Office of Traffic Safety Grant was used to provide 88 bicycle safety classes between May through September 2013 which served 863 participants. Participants received a free helmet and front and back bike lights along with bicycling road and safety education based on the League of American Bicyclists' curriculum to promote safe and confident bicycling. Safety campaigns are also being promoted to encourage road sharing and to give tips on how people can keep their bikes safe on Metro.

Metro recognizes the need for public awareness of bicyclists and has implemented various marketing campaigns to help address the issue. Other bike program activities include Board Motions to establish an Open Streets program similar to Ciclavia, and a report on the feasibility of Bike Share. Planning studies are also focused on addressing the First Mile Last/Mile issue and development of an Active Transportation Strategic Plan.

There are several projects in the downtown Los Angeles area which create some transit challenges. The State eliminated the need for the City to have to do an EIR on the proposed changes included in the bike plan it adopted, so unfortunately, bus operations were left out of the planning process.

Councilman Huizar's Broadway Street Car project will involve installation of bump-outs, a trolley path on Broadway and reducing southbound lanes to one lane in each direction.

In January 2014, the city will start restriping Broadway. Metro will move some of the busiest lines off of southbound Broadway and to southbound Spring St. in June 2014. The Broadway Trolley impacts to Metro bus service include: Southbound Broadway will utilize dress rehearsal infrastructure; eastbound 7<sup>th</sup> Street will utilize My Figueroa infrastructure; 11<sup>th</sup> St. may be closed to cars and become a streetcar pedestrian oriented mall; and Hill St. will receive bump-out infrastructure similar to Broadway and My Figueroa. The Street Car project's funding shortfall has not yet been resolved.

The 7<sup>th</sup> St. project impacts include the addition of bike lanes in each direction, addition of two-way left-turn lane, and reduction of car lanes from 2 to 1 in each direction. Parking lanes will be retained for both sides of the street.

The \$20 million Figueroa Corridor Streetscape project is funded by a Proposition 1C grant. Proposition 1C funding improves infrastructure for new development in urban areas, with the goal of making streets, sidewalks and transit more accessible for residents of affordable housing. The grant requires construction of improvements to be completed by the end of 2014.

Kevin Burton commented that in addition to the citywide bike plan being useful to cyclists, it's critical to solving the last mile problem. There are several long range plans including major construction in Santa Monica, and Beverly Hills is holding meetings about Santa Monica Blvd. and is considering widening it to give room to bicycle lanes. He hopes that the Council and Metro will get community input. Mr. Jusay replied that Metro is involved in the connectivity discussions; auto and bus traffic, and that bicycle lanes provide connectivity from Santa Monica Blvd. to the Purple Line.

Wayne Wright addressed all five service councils last month about bicycle issues. There are arguments between riders about who has been waiting longer and who can use the bike rack. Operators complain about bikes with tall handlebars that obstruct their view, which is a safety hazard. Some operators let bikes into the interior of the bus which also creates safety issues. Also, the bus cards regarding bikes are only in Spanish. He would like to see the Bike Program representative more directly address these issues.

Councilmember Henry thanked Mr. Jusay and Mr. Page for the comprehensive report. However, there was no mention of plans to increase capacity of the buses themselves. If system capacity is enhanced in every other way, the number of bicycle riders using the system will also likely increase. Are there any plans to address that? Mr. Jusay responded that as part of a 2010 Board directive, staff was asked to look into a phased implementation of triple racks. One of the issues is that Metro operates 45 foot buses and there are legal restrictions on combined bus and racks length, as well as access issues in some areas. They are looking for a solution that would allow triple racks to be implemented system-wide. Councilmember Henry added that the current system is oriented towards commuters by commuters. He has a young family and it's difficult for all of them to take the bus together with their bicycles. Children are future transit users and need to be encouraged to use transit. Is family travel being considered? Mr. Jusay replied that Metro's bike planning hope to invite various committees to discuss the issues. In terms of capacity, folding bikes is one option that they allow to be taken in the



buses. Some other cities have programs that attach bike trailers but those programs require funding to implement.

Councilmember Sloane Goodman shared that the City of West Hollywood is finishing up a comprehensive bicycle planning project and asked if Metro staff is aware of that project. Mr. Jusay replied that Metro staff was aware of the project there's been a bike share discussion and will follow up.

Councilmember Sloane Goodman asked Mr. Page if the Downtown L.A. projects were responsible for the changes to Line 28 service as expressed during public comment. Mr. Hillmer replied that the change to Line 28's route was made about 6 years ago. Mr. Page added that there are lots of other lines in the area that patrons can transfer to but they would be required to pay for a transfer. The change was made as part of a program called Metro Connections 6-8 years ago.

Councilmember Rosten asked if there is any data on the utilization of the double bike racks on buses. Mr. Jusay replied systemwide, 6% of transit users are bicyclists, and that 4% of rail users are bicyclists. The data for bicyclists who ride the bus is not available at the moment but he can return with that information. Mr. Hillmer added that the bus operators are supposed to record when a bike is loaded onto the bus rack and that data is being compiled at the moment.

7. RECEIVED [Director's Report on Westside/Central September 2013 Service](#), Jon Hillmer, Director

- On-time Performance: 72.1% Goal: 80%, System: 73.3%
- Complaints Per 100,000 Passengers: 2.65%, Goal: 2.20%, System 3.38%
- Miles Between Mechanical Road Calls: 3029, Goal: 4,000, System: 3,520
- Metro Bus Cleanliness Ratings: 8.35%, Goal: 9.0%, System: 8.52%
- Accidents per 100,000 miles: 4.45%, Goal: 3.10%, System: 3.52%
- Average Weekday Ridership: 657,980 of System's 1,19,457
- Line 720 Ridership Averages: Weekdays 41,591, Saturdays 29,948, Sundays 22,983
- Red/Purple Line Ridership: Weekdays 167,839, Saturdays 110,887, Sundays 71,874

8. CHAIR and Council Member Comments - NONE

**ADJOURNED at 6:48 p.m.**