

REVISED

Minutes

Wednesday, December 11, 2013

WESTSIDE/CENTRAL
SERVICE COUNCIL
Regular Meeting

5:00-7:00 PM

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

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Local Lines: 20, 28, 105 and Metro Rapid Lines: 705, 720, 728.

Called to Order at 5:02 p.m.

Council Representatives Present:
Jeffrey Jacobberger, Chair
Peter Capone-Newton
Perri Sloane Goodman
Joe Stitcher
George Taule

Officers:
Jon Hillmer, Director
Jody Litvak, Community Relations Director
Deanna Phillips, Board Specialist
Dolores Ramos, Council Admin Analyst
Henry Gonzalez, Council Comm. Rel. Mgr.
Carol Silver, Transportation Planning Mgr.

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Los Angeles County
Metropolitan Transportation Authority

Metro

1. ROLL Called.
2. APPROVED Minutes of November 13, 2013 meeting
3. RECEIVED PUBLIC Comment for items not on the agenda.

Wayne Wright shared that after leaving last month's meeting, there was a large number of people waiting at the southbound stop for Lines 105 and 705 at Wilshire because buses were late. The line is constantly late and needs to be overhauled. He asked that staff consider breaking up the lines. He cannot use Line 705 to access the Service Council meeting because it is constantly late.

Ken Ruben wished everyone happy holidays on behalf of him and Southern California Transit Advocates. He recently attended the Metro sponsored Thanksgivukah event at Union Station and asked CEO Art Leahy and Metro Public Relations staff Marc Littman how the 75th anniversary of Union Station to occur in May 2014 will be celebrated. They replied that there will be lots of events to celebrate.

4. APPROVED February 2014 Public Hearing Date and Time for Proposed June 2014 Service Changes, Council Members

Council approved holding a public hearing after the regular meeting to be held at 5 pm on Wednesday, February 12, 2014 concludes.

5. RECEIVED Presentation on Proposed June 2014 Service Changes, Scott Page, Service Development Manager

Most of the service changes are concentrated in the San Fernando Valley but some of the lines travel into the Westside/Central service area. Line 169 is proposed to provide an extension to the new Burbank Airport Regional Intermodal Transportation Center (RITC) project and to Sunland.

Line 534 will discontinue segment of the route from Santa Monica Expo Station to Washington/Fairfax Transit Hub as it will be covered by the Expo Line Phase 2. Councilmember Capone-Newton asked if Line 534 will be discontinued. Mr. Page replied that only 50% of it will be discontinued. Councilmember Capone Newton asked what the current headway is. Mr. Page replied that it's every 10 minutes.

The proposal for Line 577 is to make the demonstration route extension to Rio Hondo College permanent.

The proposed Valley U Service will extend Line 741 to Sherman Oaks and combine with Line 761 at Sepulveda Blvd. People will be able to go to the Sylmar Metrolink station from Westwood in one ride.

The proposal for Line 734 will extend route from Sherman Oaks to Westwood via Sepulveda Blvd. This proposal will eliminate two layovers which in turn will save money and improve service on Sepulveda and Reseda.

Express Line 588 was proposed by Kymberleigh Richards and Jerard Wright and will be included in the public hearing. This line will operate on weekdays only during peak periods. Service could begin once I-405 construction is completed.

Ken Ruben asked if Ms. Richards and Mr. Wright approve of the proposal and changes. Mr. Page answered that Ms. Richards was very supportive of the proposal. He also commented that on Line 534 at the Culver City Expo Station that a lot of people are traveling east coming from Malibu and Santa Monica.

Wayne Wright expressed concerns about Line 534 and how the line will be handled once Expo Phase 2 opens. He added that late night service for Line 234 from Sepulveda Blvd. to Westside was not covered in the presentation. Mr. Page replied that Line 534 is not being discontinued and that Line 234 will be included in the public hearing.

Councilmember Sloane Goodman asked what the logic of the Valley U Service is. Mr. Page replied that they are only having Line 588 in Nordhoff and this line will take all the people over the hill. There will be no reason for Line 761 to cover that route. Councilmember Sloane Goodman asked if Line 734 will also service the Orange Line, Mr. Page replied that that line currently serves the Orange Line.

Councilmember Capone Newton asked Mr. Page to clarify the proposal for Line 534. Mr. Page explained that Line 534 currently serves the Washington/Fairfax Transit Hub and clarified that this proposal will not be implemented until Expo 2 service begins.

6. DISCUSSED Line 28 Service and History, Scott Page, Scott Page, Service Development Manager

Lines 27-28-328 were connected to Lines 83, 84, and 85 to travel through Downtown LA. The 27-28-328 operated on Olympic Blvd., and Lines 83-84-85 came from Highland Park and Eagle Rock using Figueroa St. The buses used the Spring St contra flow lane in both directions.

With the December 15, 2002 shakeup, Line 27 was cancelled (which was a short line of Line 28 that went west on San Vicente to Crescent Heights). In 2005, Metro was approached by LADOT and asked to discontinue use of the contra flow lane, as Spring St. was being converted to a southbound only street. That change was implemented with the June 25, 2006 shakeup. Travel of the remaining lines was then switched to southbound Spring St, northbound Hill St.

With the December 16, 2007 shakeup, Line 728 was implemented and Line 328 was cancelled. Line 28 was shortened to Hill and 6th St, Line 83 remains routed through downtown, still using Spring and Hill Streets. Line 84 was shortened at Civic Center- 1st St and joined a shortened Line 68. The Line 68 shortening in downtown LA (Cesar Chavez, Downtown, and Washington Blvd. to Fairfax) created Line 35 (Washington Blvd.) to Broadway/15 St. where it became hooked with the Line 38 that was cut off from Line 71, that now ends at 7th St. Line 85 service to downtown was discontinued and it became the Line 685 shuttle.

Line 28 has not traveled north of 6th St since December 16, 2007. It never operated on Olive St. and only the northbound portion of Line 28 operated on Hill St. for only two years. There is still service up Hill St. provided by Lines 2, 4, 10, 81, 83, 90, 91, 94, 728 and 794 which operate from Olympic St up to Hill and 3rd St. This would require a transfer from Line 28. These lines stop at the Hill St. entrance of Angelus Plaza. Or residents may transfer to an Olive St. bus, which stops at the front door of Angelus Plaza via Lines 14, 70, 71, 76, 78, 79, 378, 96, and 770. This option too would require a transfer from Line 28.

Since the November Service Council meeting, Service Planning staff has met personally with Mr. Jung to discuss his concerns regarding service between Angelus Plaza and Olympic/Western were discussed. He was reminded that Metro has a significant amount of service within a block or two of Angelus Plaza to Koreatown, both bus and Purple Line subway. Metro's grid network of routes is designed so people can transfer once and get from anywhere to anywhere within the network. Based on this concept, Angelus Plaza is extremely well served with 10 min or better frequency services connecting to the same. However, staff will look at ways to accommodate this request without adding additional resources. Metro has committed to meeting with the residents at Angelus Plaza in January to discuss findings as well as all the transit options currently afforded to them.

Simon Jung used to be a member of the Downtown Business Council and recalls the Spring St. traffic concerns. He met with Mr. Cheung to discuss extending Line 28. He understands the financial constraints of extending the line and the other services in the area, but supports extending Line 28 to help the seniors and disabled who live at Angelus Plaza. While Line 728 has weekday service, area residents need weekend service to visit relatives, restaurants, cultural activities and run errands. He proposed extending the line from 7th St. to 3rd St. as soon as possible.

Councilmember Sloane Goodman inquired if LADOT operates DASH service along that route. Mr. Page answered that they do not.

Chair Jacobberger commented that the bus stops are very close together and asked how long it has been since the bus stop spacing was reviewed. Mr. Page replied that stops were examined 6 months ago during the last shakeup. As a result, some stops were consolidated. Staff will examine Line 28 stop spacing next.

Councilmember Stitcher asked what the advantage of Line 28 is. Mr. Page answered that Angelus Plaza residents don't want to have to transfer. Line 28 used to be on the corner of Olive and Olympic and it was moved a block away.

Councilmember Capone Newton requested that a map be provided the next time a similar discussion regarding a line route is discussed.

7. RECEIVED Update from Metro's State Affairs/Government Regulations Department, Michael Turner, Director

The following Metro State Affairs/Government Regulations Department topics were addressed:

- Transportation funding in California is facing a fiscal cliff
- 50% drop in state investment
- No increase in state gas tax since 1995
- State cannibalized transportation during deficits
- Federal gas tax is flat and does not increase over time
- Republicans threaten 30% reduction of federal transportation funds
- Federal treasury has bailed out the Highway Trust Funds
- Local agencies like Metro opted for local resources
- Most of California's counties have a sales tax for transportation
- LA voters have supported transportation and voted to tax themselves 3 times, and almost voted to support another tax increase with Measure J
- After Measure R passed Metro initiated America Fast Forward. Metro has been successful with 2 parts of America Fast Forward:
 - expanding a federal loan program; and
 - making progress on funding for our two major federally funded transit projects.
- Initiated Express Lanes
- Expo is well underway, Crenshaw will be starting soon
- Subway and Regional connector are soon to come

Councilmember Stitcher asked how Metro could go about creating a fee that could be used to solve congestion bottlenecks that cost the agency millions in service. Mr. Turner replied that there will always be a need to cobble together funding for transportation. One option is to look at other fund sources. Congestion management fees are a good option to do something to address the challenges and needs of

Ken Ruben commented that at a Citizen's Advisory Council meeting, Metro Executive Officer Calvin Hollis stated that high speed rail will need to obtain Metro's permission to use Union Station. Jody Litvak replied that in order to utilize Union Station, another track would be needed, as Union Station is currently at rail capacity. There are several improvements to be made in order to increase capacity as part of the master plan process and Metro is committed to preserving the historic architecture of Union Station throughout that process.

8. RECEIVED Director's Report on Westside/Central October 2013 Service, Jon Hillmer, Director

- On-time Performance: 73.0%; Goal: 80%, System: 74.1%
- Complaints Per 100,000 Passengers: 2.76%, Goal: 2.20%, System 3.73%
- Miles Between Mechanical Road Calls: 3,287, Goal: 4,000, System: 3,827
- Metro Bus Cleanliness Ratings: 8.25%, Goal: 9.0%, System: 8.47%
- Accidents per 100,000 miles: 4.45%, Goal: 3.10%, System: 3.51%
- Average Weekday Ridership: 652,819, System: 1,193,860
- Rapid Line 720 Ridership Trends: Weekday: 41,818, Saturday: 28,572, Sunday: 22,289
- Red/Purple Line Ridership Trends: Weekday: 169,478; Saturday 113,742; Sunday: 69,070

A lapel pin in commemoration of the 10 year anniversary of the Metro's Service Councils was distributed to the Councilmembers.

9. CHAIR and Council Member Comments

Councilmember Sloane Goodman recognized Scott Page and Jody Litvak for their assistance in having a stop added at Plummer Park on Line 704, which has been requested by the seniors who frequent the Senior Center for several years. The new stop will be implemented with the December 2013 shakeup.

ADJOURNED at 6:38 p.m.