

Minutes

Wednesday, April 9, 2014
5:09 p.m. – 7:11 p.m.

WESTSIDE/CENTRAL
SERVICE COUNCIL
Regular Meeting

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: 5:09 p.m.

Council Representatives:
Jeffrey Jacobberger, Chair
Elliott Petty, Vice Chair
Perri Sloane Goodman
Randal Henry
George Taule
David Feinberg

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

For Metro information in English, please call the following phone number: 213-922-1282.

Para más información de Metro en español, por favor llame al número que aparece a continuación: 213-922-1282.

Մետրոյի մասին հայերեն լեզվով տեղեկություններ ստանալու համար, խնդրում ենք
զանգահարել այս հեռախոսահամարով՝ 323-466-3876

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

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Metroに関する日本語での情報は、以下の電話番号でお問い合わせください : 323-466-3876

สำหรับข้อมูลเกี่ยวกับรถโดยสารเมโทรเป็นภาษาไทย [ไทย]
กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง: 323-466-3876

ដើម្បីនិយាយជាមួយអ្នកបកប្រែ Metro ម្នាក់ សូមទូរស័ព្ទតាមលេខ 323.466.3876។

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

Để biết thông tin về Metro bằng tiếng Việt, vui lòng gọi số điện thoại dưới đây: 323-466-3876



Los Angeles County
Metropolitan Transportation Authority

Metro

1. ROLL Called.
2. SWORN IN David Feinberg, Transit Government Relations Officer for Santa Monica Big Blue Bus, as Council Member
3. APPROVED Transcript of March 12, 2014 Fare Forum; Carried over approval of Meeting Minutes
4. RECEIVED PUBLIC Comment for items not on the agenda

Ken Ruben went to the memorial for Dave Snowden, which was well attended About three quarters through the fare hearing, it got a little contentious with some of the members of the Bus Riders Union. The Sheriff's Department asked him to move from where he was sitting while they removed a couple of people. He was surprised by some of the comments made by Board Members Gloria Molina and Paul Krekorian.

5. RECEIVED Presentation on Crenshaw/LAX Transit Project Interface with Expo Line, JC Lacey, Business Liaison

The north end of the Crenshaw Line will connect with the Expo Line at Crenshaw. The train will travel southbound to 48th Street underground for approximately 2 miles. Then it will travel at-grade to the Park Mesa community in Los Angeles. The line will have 8 stations and travel approximately 8.5 miles. The project has a \$2 billion dollar budget and is planned to open in 2019. Projected ridership is close to 25,000 trips per day.

An at-grade portion will run through the City of Los Angeles. Advance utility relocation of water, sewer, cable, and gas lines is being completed between 48th and 60th Streets to make way for the tunnel boring machine. Early prep activities include construction site preparation, site clearance, and property demolition. Potholing continues to identify utilities along streets and complete geotechnical soil testing. Towards the southern portion of the alignment where it will connect with the old BNSF railway, removal of old tracks is occurring, primarily in Inglewood. There will also be some tree removal as part of the project.

Public outreach is being conducted as part of the project. Community project briefings have been held through business and community organizations, churches, and at community gathering places. Outreach methods for project briefing includes newspaper advertising, e-blasts, social media, website, door-to-door mailings, project banners and signage, and church bulletin announcements.

The Expo Station area construction site has been cleared where the Expo station will be, and where the tunnel boring machine will be lowered. Next steps include temporary traffic control to make way for preparation of the underground station box. Work will

occur behind K-rail (concrete barriers). Vehicle and pedestrian traffic will be blocked off but business access is maintained. The same preparation is occurring at the next station south at the mall. These are the primary locations where work is currently being done.

The mission of the Construction Careers Information Center (CCIC) is to increase knowledge and understanding of construction industry careers and assist individuals to become employed in construction. A kickoff event was held March 22nd at Crenshaw Mall. Metro, local government agency representatives, project contractors, a White House representative, and local elected officials were present as well as several hundred community members. Orientations are held on Mondays and Wednesdays 9:30am at the LAUL WorkSource Center. Services offered include Universal Access Services (labor market information, career counseling, professional development workshops, etc.), case management, occupational skills evaluation, apprenticeships, and career planning.

Other efforts include: A DBE and Small Business Outreach event will be held May 14th 2014 at Rogers Park in Inglewood. PV JOBS is pulling 15 individuals from its collaborators to send through a special boot camp with the Laborers Union (Local 300). The goal is to allow for these individuals to become new apprentices and work on the Crenshaw/LAX Project. Local 300 has also agreed to sponsor a special tunnel training for selected journeymen so that they will be prepared to work in the tunnels on the Crenshaw/LAX project. PV JOBS will have the opportunity to choose 5 of the 10 individuals from its collaborators to participate in the training. WSCC is creating a coupon book to market the businesses along the alignment and provide incentives for people working on the project to patronize the businesses included in the booklet.

The Project Labor Agreement's most recent targeted hire numbers are for economically disadvantaged area hours was 71.90%; goal is 40%. For the Apprentice category, it was 11.30%; the goal is 20%, and for disadvantaged workers it was 21.32%; the goal is 10%.

Councilmember Sloane-Goodman asked if there will be parking at the Expo Station and if the anticipated ridership will be more people going to the airport for travel or people traveling to the airport area for work. *Mr. Lacey* replied that because the project is design-build, not all decisions have been made in regards to parking but it is being considered. The two phases to the parking are during construction and permanent. There are partnerships with LADOT and the cities the project travels through for long-term parking. They are working in coordination to match up a short-term plan to fit their needs as well. The LAX connector is a separate project. There have been some presentations at the board meeting looking at different possibilities, but nothing has been finalized as of yet.

Councilmember Henry commented that the community wants to take advantage of the opportunity during the design-build phase to impact where parking is located, how it relates to the current infrastructure, how it looks forward to 2020 and 2050 infrastructure plans, and whether it will be partially underground. Those issues will need to be studied and addressed at some point. He continues to ask about the proposed Target to serve as the anchor at the Rodeo and Crenshaw southeast corner and how the construction interfaces with that. Looking forward to December when CicLAvia's path is supposed to

come through the area, how is that going to work out? *Mr. Lacey* replied that the development across the street is the District Square Development. The project has been in communication with the development from the beginning and continue to coordinate the construction and timelines. *Councilmember Henry* was encouraged to hear about the coordination as there were concerns about the duplication of efforts.

Councilmember Feinberg asked about plans to replace trees once certain phases are done as when the shuttle went through; lots of trees were uprooted but not many were replaced. *Mr. Lacey* replied that it is being coordinated between the projects. There is also a shuttle plan for tree replacements and there are space limitations. They are trying to avoid having shuttle replacement trees planted only to be removed for this project, so some of the shuttle replacement trees have not yet been planted. This project has a 2:1 replacement ratio. They are only removing trees in segments as they are being worked on initially. *Councilmember Henry* added that a study was done looking at the appropriate types of trees for the area. One of the things that were not addressed is the maturity of the trees and how that fits in the life cycle of the tree.

Mr. Lacey replied that the selection of trees is determined by the City and the Bureau of Tree Services because they have to maintain them. They provide options that Metro can work with the community on. The same group that worked on the tree replacement plan for the Endeavour is very heavily involved as are other community tree advocates.

6. RECEIVED Presentation on the Five-Year Transit Service and Capital Improvement Plan, Wayne Wassell, Transportation Planning Manager

The Five-Year Transit Service and Capital Improvement Plan (FY2014-FY2018) is formerly referred to as the 5-Year Short Range Transit Plan (SRTP) and was last formalized and published in March 2000. In lieu of an SRTP update, Metro received a court order to develop and implement a 5-Year New Service Plan in 2005. An SRTP update was initiated in 2009, but was never formalized because it was primarily focused on the Metro Connections Service Restructure Concept and this was never implemented. The following discussion will be an updated five-year plan for FY 2014 – FY 2018.

This plan is a 5-year implementation plan for approved near term transit service and capital improvement projects. It is consistent with the goals and strategies of Metro's 2009 Long Range Transportation Plan (LRTP). There's nothing new in this plan except that they've done their best to identify challenges and opportunities. This assists staff in their ongoing decision-making process as this plan is implemented.

Councilmember Henry asked if there is any consideration of extending the Crenshaw line up to Wilshire. *Ms. Litvak* responded that it will be one of the potential new projects discussed as a new ballot measure for 2016 is considered.

Mr. Wassell added that the final Plan will go to the Board in May for adoption.

7. RECEIVED Presentation on Bus Stop Study, Carl Torres, Transportation Planning Manager

Metro has contracted a consultant to perform a usability study of all 25,000 or more bus Los Angeles County bus stops – this includes approximately 15,000 Metro stops and 10,000 more of other transit agencies in the city or county. Cost of the study is approximately \$1.5 and will be paid through JARC and Proposition C funds. Project scope includes taking precise measurements of bus stop elements such as sidewalks, curb ramps, etc. will be taken, and existing amenities including shelters, benches, signage, etc. will be identified. Unique geo-location data will be developed for each stop, and any existing barriers at a bus stop will be identified. Results will be used to identify ADA factors, improvement opportunities, improved capacity to provide customer information, ability to monitor physical changes over time, improved coordination between operators based on common data and stop identifiers and in quality of bus service experience. A bus stop management system will be produced that includes all of the information gathered. The study will be conducted in three phases and will take approximately 18 months to complete. The project is currently recruiting and training project personnel. The consultant is looking for approximately 10 additional engineering, urban planning, or architecture college students who are interested in a transportation internship. Interested students can find more information and apply through the TranSystems website.

Councilmember Taule inquired if the internship is paid. *Mr. Taylor* responded that the pay rate is \$10 an hour. The work can also be arranged around their schedule and they will gain experience working on an actual project working with professionals.

Councilmember Feinberg asked if testing will be conducted to ensure that the GPS information is entered correctly. *Mr. Taylor* said that the tools used have a geopod with an antenna. The tablet device used is designed to collect geo locations and digital measurement data.

Councilmember Feinberg asked how often Metro catalogs their stops. *Mr. Taylor* replied that it hasn't previously been done with this level of detail. *Mr. Torres* added that Metro has always maintained geo-location listing of stops but not all of the detail regarding their conditions.

Councilmember Sloane-Goodman asked if the project includes a remediation plan and whose responsibility will it be to take any necessary action. *Mr. Hillmer* replied that it will depend on the location and situation. For example, if the solution is to add a Metro stop or bus stop sign, that would be a Metro's responsibility. If the issue is a bench or shelter managed by the local jurisdiction, Metro will work with them to address.

Councilman Henry commented that the Crenshaw community is looking at developing standards as to what features a bus stop should have in addition to meeting ADA requirements. He asked if the study could be used to examine how bus stop features differ. His concern is that stops are not uniform throughout the city, and that the lack of uniformity may not be equally distributed. He understands his concerns may be outside

the scope of the project. *Mr. Taylor* responded that it is outside of the scope of the project, but Metro does work with cities to achieve certain standards and a certain level of quality, as Metro is invested in creating and maintaining a bus system that will attract more people to use the bus. *Mr. Hillmer* added that there has been discussion in the past about reviewing bus stop amenities based on usage in order to ensure that those stops with the highest usage have certain amenities.

Wayne Wright lives at southern edge of Westside Central territory border of South Bay. The stop that he uses is over hill in Northridge, it is very tight for wheelchair passengers, particularly the northbound stop for Lines 212, 312 and 102. He asked that the stops be reviewed to see how they can be improved. Metro has put in solar-powered signs which are never in use. They need to be replaced with something that is lighted at night. The next stop down southbound, westbound stop of Slauson, by the CVS is very tight because the County put in a bus shelter which makes it difficult for wheelchair passengers to maneuver around.

Ken Ruben commented that there used to be a bench at Venice and Sepulveda. There is no bench eastbound for Lines 33 and 733. This is a chance for Metro to get the City of L.A. to fix it. The previous night he was at the bus stop after 1am and the bus passed him because he was not standing up. Sometimes when he is standing, they still pass him.

Chair Jacobberger asked how far from the bus stop will they be looking at sidewalk conditions. *Mr. Taylor* responded that its currently under discussion. He thinks that it may be determined once they get out on the field and see the conditions. Some may be 100 ft., some 50 ft. etc. They have discussed using a 150 ft. standard.

Chair Jacobberger asked if the survey will include street trees because depending on which way the sun is shining, trees can be better at providing shelter and are a much better amenity for transit riders. *Mr. Taylor* replied that they will be making some notations regarding trees at stops, and that they will at least take photographs.

Councilmember Sloane-Goodman suggested crowd-sourcing be done where patrons could submit comments and information and submit pictures through their phones. This might give them a head start. *Mr. Torres* said that this is a good idea and will be more helpful with the maintenance portion.

8. RECEIVED Presentation on Proposed Blue and Expo Line Station Name Changes, Jody Feerst Litvak, Community Relations Director

The purpose of station names is to assist customers to navigate the system. Simple, quick recognition, single names are preferred; multiple names are separated by slash. Naming criteria is based primarily on geographic location, nearby street or freeway, well-known destination or landmark, community, district or city name. There is a preferred maximum of 24 characters for ADA/general readability. Stations may have an official, Board adopted name which is used in documents and legal notices. Shorter operational

names are used more commonly and/or when space is limited or for signage and customer materials.

The revised operational name proposals are to change Blue Line Grand station to Grand/L.A. Trade Tech Station and Expo Line 23rd Street Station to 23rd Street/L.A. Trade Tech Station. Requests were made by Directors Garcetti, Molina, and Ridley-Thomas. The Blue Line Station is located across the street (north) of LA Trade Tech; the Expo Station is located ½ blocks south of LA Trade Tech. Both changes would be consistent with the policy and other station names such as 23rd Street/USC, 17th Street/Santa Monica College. A proposed honorary name change was requested by Directors Ridley-Thomas, Garcetti and Dupont-Walker to change Expo Line Expo/La Brea Station to Expo/La Brea/Ethel Bradley Station. The naming policy states stations may be dedicated to individuals. The change would revise the official name only; the operating name would remain the same. The requested change is consistent with the policy and other station names such as the Wilshire/Western/Alfred Hoyun Song Station. Next steps in the process are to gather community input, finalize staff recommendations, and submit to the Board later this month.

Michael Sullivan, Vice President of the Orthopaedic Institute for Children, located at 403 West Adams Street addressed the proposed change. The Institute is a 104-year old organization. In 2013, they treated 60,000 children. In 2014, they're experiencing 14% growth in patient visits. The Institute moved its front door from 2400 Flower St. around the corner to W. Adams Blvd. to accommodate the adjacent Metro stop. At that time, there was discussion of naming the stop after the Institute because they serve a great number of families. The Institute serves as the safety net hospital for the neighborhood and beyond. Eighty eight percent of children served are under- or uninsured; 2/3 are Latino. Many come to the hospital injured. The Institute was a bit surprised that L.A. Trade Tech proposed that both stops be named after them. In the interest of fairness and the geography, if the stops are going to be renamed, they should be named after Orthopaedic Institute for Children. At least maybe add the Institute's name first then something else after. The Institute wanted to make sure that the Council knows that they are concerned about the proposed change.

Wayne Wright has no problems about the station renaming but questions why other stations along the Expo Line are not being renamed, such as Jefferson/Flower which should be Jefferson/Galen Center for USC's arena. Vermont should be Vermont/Expo Park USC and Farmdale station should be Farmdale/Dorsey High. He doesn't understand this.

David Isaias, L.A. Trade Tech Public Relations Manager, commented that a great number of students locate the college due to the Metro lines. To have the stations named after the campus would help them in locating where they're going to go for higher education. L.A. Trade Tech appreciates what Orthopaedic Hospital does and has great partnerships with them. From the 23rd Street Station, you can't really see Orthopaedic Hospital because there's a gigantic condo complex that now surrounds Orthopaedic Hospital. It's a good walk to get to the entrance while L.A. Trade Tech is 50 steps away. St. John's Wellness Center is coming to the area and will be very closely linked to L.A.

Trade Tech. He has a letter from St. John's supporting that the name "L.A. Trade Tech" be used because students will be going there for services in the future.

Councilmember Feinberg asked if staff has ridership data on that 23rd Trade Tech station to see what percentage of people are going to L.A. Trade Tech and the hospital; that information is important to the issue.

Councilmember Taule asked there is a similar situation in any other place on our map that has same names for 2 different lines. *Ms. Litvak* responded that USC's name is appended to two stations. If both of these were to pass, L.A. Trade Tech's name will be appended for both stations, Grand/L.A. Trade Tech for the Blue Line and 23rd/L.A. Trade Tech for the Expo Line.

Councilmember Sloane-Goodman asked if the hospital is also adjacent to the stop. Michael Sullivan responded that they are directly next to the 23rd Street Station of the Expo Line; it's very visible as soon as you step off the station.

Councilmember Henry commented that he thinks that the hospital has done an excellent job making sure that patrons are able to access the facility easily. He appreciates the walkway they created to facilitate access to the entrance. There is a need to emphasize that the hospital is front and center for those families who need it. He believes in sharing - if there's a chance to be equal, things should be equal. This is about place naming for L.A.; it's not particularly for Trade Tech or the Hospital. It's about people knowing about the different amenities in that area. While renaming a station for Ethel Bradley honors the great work that she has done, it does not provide information about what's around the area.

Chair Jacobberger commented that he thinks the station name should tell people where it is. One of the problems with all the Blue Line stations is they're all one word. None of the names tell you where the station is. He thinks there's a need to change the name of those stations to give people some clue as to where they are. For example, Pico should be Pico/L.A. Convention Center.

9. RECEIVED Director's Report on Westside/Central Performance, Jon Hillmer, Director

- On-time Performance: 73.0% Goal: 80%, System: 76.0%
- Complaints Per 100,000 Passengers: 3.54%, Goal: 2.20%, System 4.24%
- Miles Between Mechanical Road Calls: 3,428, Goal: 4,000, System: 3,971
- Metro Bus Cleanliness Ratings: 8.56%, Goal: 9.0%, System: 8.71%
- Accidents per 100,000 miles: 3.74%, Goal: 3.10%, System: 3.09%
- Metro Bus Station Cleanliness Ratings: 8.19%, Goal: 8.5%, System: 8.08%
- Average Weekday Ridership: 630,164, System: 1,147,000
- Rapid Line 720 Ridership: Weekday: 40,731, Saturday: 28,643, Sunday: 22,786
- Combined Rail Ridership: Weekday: 352,659, Saturday: 247,955, Sunday 169,188
- Bus Ridership: Weekday: 1,147,737, Saturday: 770,014, Sunday: 523,786

- A hearing to receive public comment on proposed fare changes was held on Saturday, March 29th from 9:30 a.m. to 2:30 p.m. The hearing was attended by approximately 500 members of the public, and there were 165 public speakers. The Metro Board is scheduled to determine if fare change will be approved at the May 22, 2014 Board Meeting.
- Latching of Green Line station gates continues and is on target to be completed by the end of May.
- The next Quarterly Meet and Confer with CEO Art Leahy will be held on Wednesday, April 30th at 2p.m. at the Metro headquarters building.

10. CHAIR and Council Member Comments

Councilmember Sloane-Goodman commented that she had a day with a lot of travel and opted to use public transit. She traveled from Studio City to Santa Monica to West Hollywood then back to Studio City and it was the way rail transit is supposed to work. She used Trip Planner and Nextrip app and everything went smoothly.

ADJOURNED AT 7:11 p.m.