

# Minutes

Wednesday, November 12, 2014  
5:00PM

WESTSIDE/CENTRAL  
SERVICE COUNCIL  
Regular Meeting

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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 5:01 p.m.

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Council Representatives:  
Jeffrey Jacobberger, Chair  
Elliott Petty, Vice Chair  
David Feinberg  
Dr. Randal Henry  
Art Ida  
Maria Sipin  
George Taule

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.  
Deanna Phillips, Office of the Board Secretary

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Para más información de Metro en español, por favor llame al número que aparece a continuación:  
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զանգահարել այս հեռախոսահամարով՝ 323-466-3876

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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

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466-3876

ដើម្បីនិយាយជាមួយអ្នកបកប្រែ Metro ម្នាក់ សូមទូរស័ព្ទតាមលេខ 323.466.3876។

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

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Los Angeles County  
Metropolitan Transportation Authority

**Metro**

1. ROLL Called.
2. APPROVED Minutes of [September 10, 2014](#) and [October 8, 2014 Meetings](#)
3. RECEIVED [Update on Expo Phase II Progress](#), Glenda Silva, Expo Community Relations Representative

Phase 2 Expo Line is a 6.6 mile corridor with 7 new stations that will connect to the first leg of the Expo Line at Culver City. Estimated daily ridership is 64,000 by 2030. The estimated travel time for the entire line is 46 minutes and the estimated cost is about \$1.5 billion. Major construction for this project started in 2012; final design is now complete and the whole project is 75% complete. Construction highlights for 2014 include completion of 68% of the station construction; completion of 7 bridges; 7 stations are under construction; track installation will be complete by Fall; roadway widening work and final paving continues.

At Palms Station, platform foundation work and track installation are complete. Elevator installation is near completion. Electrical, train control systems, canopy and archway installation are on-going. Westwood/Rancho Park Station platform foundation work, canopy installation and track installation are complete. Electrical and train control systems installation are on-going until early next year. The Expo/Sepulveda Station platform foundation work and track installation and elevator installation are complete. Electrical, train control systems, canopy and archway installation are on-going. The utility room is under construction. Expo/Bundy Station platform foundation work and track installation are complete. Elevator installation is near completion. Electrical, train control systems, canopy and archway installation are on-going, and the utility room is under construction. At 26<sup>th</sup> Street/Bergamot Station, foundation work is near completion, electrical and systems installation are on-going, and canopy, archway and platform paver installation are complete. Track installation was completed in June. At 17<sup>th</sup> Street/SMC Station, electrical, systems, canopy and archway installation is on-going. Paver installation and foundation work is complete. Track installation was completed in July. At Downtown Santa Monica Station, foundation work and utility work are on-going, electrical systems and platform paver installation started in November, and track installation was completed in October.

Construction activities completed to date include: Venice bridge track installation from Venice Blvd. to Motor Ave. Venice Blvd. roadway improvements continue on the north side and traffic signal and street light installation is on-going. From Motor Ave. to Military Ave., roadway improvements at Overland Ave. and Westwood Blvd. are complete. Traffic signal and street light installation is on-going. From Military Ave. to Centinela Ave., track installation is on-going, roadway improvements along Pico and Barrington Ave have started. Traffic signal and street light installation will continue to the early part of next year. Lane closures on Pico Blvd. are scheduled to begin on Friday, December 5, 2014 for roadway improvements.

Construction Activities continuing in Santa Monica thru December 2014 in the area from Centinela Ave to 4th Street include track installation, traffic signal, street light and train control systems installations, continuing with the final street improvements, sidewalk installation between Stewart and Cloverfield, irrigation and permanent fence installation and OCS Pole and Catenary Wire Installation. The 6<sup>th</sup> Street Track installation is scheduled to begin on November 12, 2014. For the Expo Bikeway Design/Construction, soil removal and grading are in process. Installation of irrigation, drainage systems and curb and gutter as well as electrical and lighting

conduits, which includes the bike loops, are in process. Maintenance Facility, contractors are installing main building interior utilities and walls; on-site rail installation started in mid-October and will continue through next spring. Foundation construction for secondary and third buildings also continues.

Ken Ruben commented that it is hard for pedestrians to get to the eastbound bus stop from the Culver City Station. He added that combining the westbound stop for Lines 33 and 733 was advantageous for patrons.

Councilmember Henry thanked staff for mentioning pedestrian improvements in their presentation. He asked if there are any pedestrian enhancements being incorporated into the stations other than paving of sidewalks. Ms. Silva replied that they are working with the City to bring some of the sidewalks up to code and are also looking into adding more street lights near the stations. At the Westwood station, through the help of the community, Council office and the Mayor's office, an area was designated for a transit plaza seating area with trees and landscaping for the passengers to utilize. Councilmember Henry commented that community would like uniformity in the installation of additional enhancements along the length of the line rather than to have them installed only in one segment. There should be an attempt to balance location of additional amenities installed. Ms. Silva replied that an Urban Design Committee and a Bikeway Committee helped determine the improvements to be made station by station. Councilmember Henry added that one of the problematic areas is the bus stops themselves because of ownership/jurisdiction issues as to who owns and controls them. Ms. Silva replied that the municipalities provide direction regarding what they want at the stations.

Chair Jacobberger asked if the bikeway is scheduled to be completed at the same time as the train. Ms. Silva replied that it is scheduled to be completed late summer, possibly earlier but it doesn't officially open until the line is open for safety and jurisdictional reasons. Chair Jacobberger asked if anything is being done to address the gap between the Phase 1 and Phase 2 bike paths. Ms. Silva replied that they will be meeting City of Los Angeles Bicycle Coordinator Michelle Mallory about the planning. Chair Jacobberger shared that he had heard that the original design of the main transit access to UCLA off of Westwood is being changed and asked if it was true. Ms. Silva was not aware of any changes.

Councilmember Feinberg commented that Santa Monica Big Blue Bus has done a tremendous amount of work in anticipating changes to be made throughout their system to meet the needs once Expo II opens. They are about three quarters complete with the new route planning process and study of how service will change to meet the demands. Much of their service will be rerouted to run north-south to feed the Expo Line. Santa Monica has held two rounds of public outreach meetings and will hold one more. They will then take the proposed changes to their City Council in January or February for approval.

Chair Jacobberger recalled that a presentation was previously made by Big Blue Bus regarding potential service changes in anticipation of Expo II. He asked that an updated version be provided closer to the line's completion. Councilmember Feinberg responded that they will be happy to come back.

Councilmember Taule asked if there is an official start of service date. Ms. Silva replied that there is no official revenue start date yet. Once construction is completed, the project is handed over to Metro for additional testing and then Metro will decide when revenue service will begin.

4. APPROVED February 11, 2015 at 5:30 p.m. as the Public Hearing Date and Time for Potential Service Changes to be Implemented in June 2015 or Later, Council Members
5. ELECTED Dr. Randal Henry as Chair and David Feinberg as Vice Chair for FY 2015.
6. APPROVED Council to go Dark for December 2014, Council Members
7. RECEIVED [Director's Report](#) on Westside/Central Service Performance, Jon Hillmer, Director

On-time Performance: 71.5%, Goal: 80%, System: 73.1%  
Complaints Per 100,000 Passengers: 3.77%, Goal: 3.57%, System 4.59%  
Miles Between Mechanical Road Calls: 4,416, Goal: 4,150, System: 4,149  
Metro Bus Cleanliness Ratings: 8.51%, Goal: 9.0%, System: 8.64%  
Accidents per 100,000 miles: 3.92%, Goal: 3.48%, System: 3.62%  
Average Weekday Ridership: 607,614, System: 1,126,000  
Rapid Line 720 Ridership Trends: Weekdays: 40,683, Saturdays: 27,940, Sundays: 23,115  
Red/Purple Line Ridership Trends: Weekdays 152,105; Saturdays: 99,353; Sundays: 86,323

Service planning is in the process of completing a comprehensive operational assessment in which all bus routes will be reviewed for ways to simplify service, reduce duplication, and reinvigorate the Rapid bus program. There will also be a review of the Transit Service Policy in which the Service Councils will play a role. That will occur around March.

Councilmember Henry asked if there's information on what causes a drop in riders on any line. Mr. Hillmer replied that while there are a number of factors that influence ridership, typically in Los Angeles, as the economy improves and more people are working, ridership goes up.

Councilmember Taule asked if there is any correlation between an increase ridership on rail with bus ridership. Mr. Hillmer replied that there is much correlation between rail and bus ridership. Generally there are more people who are willing to ride rail but not the bus. However, as rail riders realize the convenience of the connections they consider riding the bus. It is up to Metro to make the improvements to make bus riding more appealing to these riders.

Chair Jacobberger asked if there is TAP data that can be used to determine how many individual people are riding on a daily basis. Mr. Hillmer replied that there are individual rider estimates but that typically, about half of the individual trips are just one boarding and the other half include connections. He will come back with the estimates.

## 8. PUBLIC Comment for items not on the agenda

Eugene Salinsky thinks what he predicated about the fare restructuring is becoming true - that Metro is getting less revenue than expected. He's heard rumors that there are proposals to implement massive cuts in both bus and rail service. He also thinks that the type of system Metro has is about \$50–100 million more expensive than most places because Metro is not the sole transit provider for the region.

Ken Ruben said that one of the things that Metro has done right is installing the sign with live notifications at the eastbound bus stop at Vignes and Cesar Chavez but he did have an incident where the Line 79 was not listed but the bus showed up.

## 9. CHAIR and Council Member Comments

Councilmember Sipin attended the Transit Oriented Los Angeles event at the Japanese American Museum. She enjoyed the program which consisted of a plenary, keynote speaker and two panels. Metro's Lindy Lee kicked off the agenda by emphasizing the shift active transportation and the importance of walking, biking and multimodal transit in Los Angeles. There was a lot of discussion regarding multimodalism, active transportation, and the need for meeting First and Last mile priorities. Keynote speaker Fred Kent described the need for placemaking, creating spaces and destinations and streets for people. Progress depends on dissolving silos and creating collaborations between communities and the professionals who are doing the work. She continued that the two panels talked about development outlook and opportunities in policy. It seemed to her that the developers who spoke overlook community needs and that growth in LA really depends on the City of LA and LA County taking advantage of federal and state grants to expand development. She emphasized the importance of communities participating but stressed that can only happen if communities are invited to participate.

Chair Jacobberger added that there was a panel of developers at the event and they all seemed quite convinced that millennials are not married to their cars, are looking for more urban places to live and what's going to attract them is places that are transit-friendly. He added that there was somebody from SCAG there and their idea is to have 50% of the growth in the region be on 3% of the land which represents places that are already developed. He shared that the mindset is that, "The thing that attracts people to places is other people."

Councilmember Sipin finds it interesting that while millennials are often mentioned when discussing development, unfortunately low income people are frequently overlooked in those discussions.

Councilmember Henry thanked Ms. Ramos for informing and arranging for Councilmembers to attend the event. He commented that people of color are also not reflected in discussions about development, even in presentation materials. At the event, a "before" picture of a park was shown that included people of color, and the "after" picture did not include any people of color. Only when the topic of drug dealing was discussed did materials reflect more people of color. What makes LA great is its multi-culturalism and that should be reflected more. He added that in South LA, there are some areas that do not meet the criteria set for development.

Councilmember Feinberg felt that the event had a very Downtown LA centric vibe. Discussion was namely about Downtown but should have addressed Los Angeles as a whole. The core transit rider tends to be Hispanic women who ride across town and make \$20,000 per year, not smart phone-owning millennials. He also thinks that the prospect of transit oriented development around rail lines includes potential to develop depressed areas.

Councilmember Sipin added to Dr. Henry's comments that a lot of the examples did not include images of placemaking or development in low income neighborhoods. She stated that anyone who wants to join the conversation about the event on Twitter to use #TOLA2014.

Councilmember Feinberg acknowledged Ms. Ramos for assisting at 7<sup>th</sup>/Metro Center Station during the USC games and commended Metro for providing additional assistance to new transit users during special events.

Councilmember Jacobberger observed that the Red Line is frequently packed when the Kings play. It's pleasant to see and makes a striking comparison as opposed to when the takes the train after an event at the Music Center where most people opt to drive though it's much more comfortable to get there by transit.

Councilmember Henry shared that he recently attended a Dodger game with a group. Originally they were going to take the Gold Line and walk to the Stadium but because they were running late, the group took the Dodger Express from Union Station. They found the service to be fast, convenient, and the crowd to be very positive. He thinks it is an awesome service and his walking group had so much fun they may organize annual trips.

Ken Ruben added that a shoeshine stand was recently added at Union Station.

**ADJOURNED at 6:14 p.m.**