

# Minutes

Wednesday, July 8, 2015  
5:00PM

WESTSIDE/CENTRAL  
SERVICE COUNCIL  
Regular Meeting

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Metro Headquarters Building  
1 Gateway Plaza  
3<sup>rd</sup> Floor Union Station Conference Room  
Los Angeles, CA 90012

All Metro meetings are held in ADA accessible facilities. Meeting location served by Metro Rail Red, Purple and Gold Lines; Metro Local Lines 40, 68, 70, 71, 76, 78, 79, 378, 485, and 489; Metro Rapid Lines 704, 728, 733, 745, 770 and Metro Silver Line. Also served by LADOT, Foothill Transit, Santa Monica Big Blue Bus, Orange County Transportation Authority, Torrance Transit, Santa Clarita Transit and Antelope Valley Transit.

Called to Order at: 5:04 p.m.

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Council Representatives Present:  
Dr. Randal Henry, Chair  
David Feinberg, Vice Chair  
Jeffrey Jacobberger

Officers:  
Jon Hillmer, Executive Director  
Gary Spivack, Deputy Executive Officer  
Eric Geier, Community Relations Manager  
Carol Silver, Transportation Planning Mgr.  
Dolores Ramos, Council Admin Analyst  
Henry Gonzalez, Council Comm. Rel. Mgr.  
Deanna Phillips, Office of the Board Secretary

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զանգահարել այս հեռախոսահամարով՝ 323-466-3876

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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. CARRIED OVER Approval of Minutes of June 10, 2015 Meeting
3. RECEIVED Update on Expo 2, Stacy Yamato-Jasmin, Community Relations Manager, Tom Jasmin, Rail Transportation Manager

Metro conducts rail safety education presentations at schools, recreation/senior centers, libraries, businesses, Neighborhood Councils, religious centers, and local community events. Rail Safety Ambassadors are retired Metro Bus and Rail operators assigned to various rail crossings to assist pedestrians with safe passage across the train tracks. Ambassadors meet weekly with Metro to report observations and recommend safety enhancements.

Vice Chair Feinberg asked for clarification of the relationship between Metro and Expo Construction Authority. Ms. Yamato-Jasmin Stacy replied that Expo builds the system and then turns it over to Metro for operation after construction is completed.

Some of the safety engineering suggestions received from Ambassadors were implemented to become safety enhancements. For example, a sign stating "To cross PUSH BUTTON, WAIT HERE on red hand" was made by an Ambassador who observed that it helped. Metro responded by fabricating and placing official signs and in areas where pedestrians have to cross the tracks.

Metro Sheriffs provide general safety enforcement oversight during train testing. They also provide traffic enforcement along rail right-of-way (ROW). They issue warnings/citations to pedestrians that jaywalk or trespass on the ROW as well as oversee fare enforcement on station platforms and on trains during operations.

Traffic signals that will be activated near tracks and trains when train is in street running mode:

- "Train Approaching" sign illuminates as train is approaching crossing; works in conjunction with traffic signals. A "Train Approaching" sign for pedestrians also works in conjunction with the "Don't Walk" signal.
- Train Operator signals – operators don't follow the vehicle traffic signals but, rather, their own set of operator signals (using bars – horizontal, diagonal, and vertical).
- LED Traffic Signals - LED Traffic Signals illuminate when train is on approach (No Left Turn; No Right Turn)
- Permanent Traffic Signs - These turns are not allowed at any time (No Left Turn/U-Turn; No Right Turn on Red.)
- Gated Crossings - Red traffic signal illuminates then flashing red lights and bells come on. After 5-8 seconds, a series of gates starts to lower (2 front gates on either side are lowered first followed by the 2 back gates on either side). Once gates are fully lowered, it will be no sooner than 20 seconds, but no longer than 30 seconds, before the train enters the intersection. Once the train passes (and there is no 2nd train), the gates will come back up. There are also pedestrian crossing gates and swing gates.

Pre-revenue testing is set to begin. Trains will be operated on a regular schedule ahead of revenue service. The purpose of pre-revenue testing is to familiarize the public with the new service, allow outside agencies to interface with the train before it opens, and train Metro employees on the Expo

Line extension. Typical testing hours are at various times from approximately 4:30 a.m. to 2:30 a.m.; however, when pre-revenue testing begins, testing will be conducted in segments - mornings only, then afternoons only, then evenings only. The schedule will work up to the continuous hours, 7 days a week.

Councilmember Jacobberger asked what signals will activate for cyclists when the gates come down and the bike paths/pedestrian run parallel. In his experience, he gets a red light to stop while riding his bike even though nothing is on his way. Mr. Jasmin responded that they have not evaluated the bike crossings, so he's not yet sure how they're going to work.

Councilmember David Feinberg asked if they will pull the train all the way down to 4th St. on July 16th when they start clearance testing the train. Mr. Jasmin replied that clearance testing is a much slower process and that it will take a period of time before the train reaches 4<sup>th</sup> St.

Chair Henry asked if there are any opportunities for all-way crossings. Mr. Jasmin responded that those types of decisions are made by LADOT and are outside of Metro's jurisdiction.

#### 4. RECEIVED Report on Metro's Bike Sharing Plan, Laura Cornejo, Deputy Executive Officer, Active Transportation

Bikeshare is a shared-use fleet where you could rent a bicycle for a short period of time. It's designed for point-to-point local trips and provides one solution to First/Last mile issues. Bikeshare increases a station's catchment area by up to 3 miles and is an alternative mode of transportation.

Chair Henry asked about the characteristics of the bike. Ms. Cornejo responded that the bicycles are approximately 40 lbs., very durable and sturdy. They have 3-7 gears to allow for use in different topographies, but they are meant to be used for short distances. Docking stations are placed each quarter to half a mile. A smart docking system will be procured so that the technology will be imbedded in the kiosk.

Chair Henry asked if there are locks for the bikes. Ms. Cornejo responded that the bikes are very theft-resistant as they are heavy and the parts are not interchangeable. Nationwide, other systems, like New York, Chicago, the Bay Area, and Boston typically have 3-4 bicycles stolen per year. The bikes usually reappear a couple weeks later because thieves realize they can't do anything with it.

There has been a 75% increase in bicycling between 2000 and 2009. Metro has 10,452 daily bike boardings on the transit system and 1,663 miles of bicycle infrastructure. Metro also provides bike parking, an Open Streets program, bicycle skills classes and guided community rides.

The Regional Implementation Plan developed in coordination with the Cities of Pasadena, Long Beach, Los Angeles and Santa Monica was adopted at the June 2015 Board Meeting. The implementation plan is a blueprint for Metro's role in operating and overseeing the Bikeshare program and expansion of the Bikeshare system, determining which cities are Bikeshare ready. Metro held over 16 meetings with a working group, pilot cities, elected office briefings and launched two crowdsourcing maps. Bicycle Transit Systems, Inc. was awarded the contract to install, operate and maintain Metro Countywide Bikeshare Program.

When identifying which communities are Bikeshare ready, factors considered are: proximity to the Metro rail system and factors such as population density, employment centers, trip attractors, bicycle infrastructure, well-connected street grid, and community and political support. Metro will then coordinate with jurisdictions and pursue finding in partnership with participating cities.

The Bikeshare program will go back to the Board in fall 2015 with a recommended fare structure and TAP integration strategy. In spring 2016, the DTLA Pilot Phase 1 will be launched with 65 stations and 1,090 bicycles. They will continue to coordinate with Santa Monica and Long Beach.

Councilmember Jacobberger questioned the bikeshare-readiness of Los Angeles. He thinks it will probably work in Downtown but when looking at maps of areas around Metro Rail, there are very few bike lanes connecting to stations.

Chair Henry pointed out that there is no infrastructure in the Crenshaw-Wilshire area to support cycling and that it's dangerous to bike around that area. At the Baldwin Hills Crenshaw Plaza, it is difficult to find an entrance where you can lock your bike.

Ms. Cornejo responded that part of the program's intent is to encourage cities to invest in and implement bike infrastructure. Cities have to have the political courage to do their part, and Metro can help by partnering with them

5. CARRIED OVER Adoption of FY16 Service Council Work Plan, Service Council Members
6. NO ACTION Taken on Going Dark for August 2015 Meeting, Service Council Members
7. RECEIVED Report on Westside/Central Service Performance, Gary Spivack, Deputy Executive Officer

On-time Performance: Westside/Central: 74.8% Goal: 80%, System: 76.7%  
Complaints Per 100,000 Boardings: Westside/Central: 2.41%, Goal: 3.46%, System 2.91%  
Bus Traffic Accidents per 100,000 Miles: Westside/Central: 4.72, Goal: 3.38, System: 3.84  
Metro Bus Cleanliness Ratings: Westside/Central: 8.61%, Goal: 8.5%, System: 8.67%  
Mean Miles Bet. Mechanical Road Calls: Westside/Central: 4,635, Goal: 4,169, System: 5,392  
Average Weekday Bus Ridership: Westside/Central: 638,290, System: 1,076,802  
Line 720 Ridership Trends: Weekday: 39,505, Saturday: 26,755, Sunday: 21,012

Councilmember Jacobberger asked if divisions have different targets on the Mean Miles between Mechanical Road Calls. Mr. Spivack responded that there's a unified goal for this category.

Chair Henry asked if there is any specific action that brought down the Bus Traffic Accidents compared to the previous year. Mr. Spivack responded that a lot of retraining was done to help operators recognize when a pedestrian is getting ready to step off the sidewalk.

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

Eugene Salinsky commented that the Board Report about increasing ridership didn't mention the fare structure. If we want to get people to ride, raise cash fares, provide discounts for pass holders, and require municipal operators to use TAP. A unified fare structure or set of passes is needed. He added that Metro cancellation of Line 460 doesn't make sense. Line 161 runs from Warner Center to Thousand Oaks and if a new person wants to ride local service along Wilshire and Santa Monica, they have to pay extra to transfer. How do we expect people to want to ride Metro? Mr. Spivack replied that a re-evaluation of the fare structure is being completed which will examine different fare structures that may encourage ridership. Twenty-six operators are now on the TAP system including Santa Monica Big Blue Bus. He added that Lines 460 and 161 are under review, as is Line 534. There are currently no plans for changes or cancellation, but Metro is going to look for ways that to reduce operating costs.

Mr. Timberlake commented that at the last meeting, he was told that Line 720 runs really fast during peak periods. He asked if there is some way that peak periods can be eliminated eliminate and consider the on-time performance during the peak period. He has noticed that some operators are really good at closing the back door while loading occurs in front, while others leave it open even though no one is exiting, which contributes to the fare evasion problem. He suggested encouraging the operators to close the backdoor if no one is getting off the bus. Mr. Spivack replied that time points on Line 720 are not being considered in the calculation of on-time performance. He added that closing the back door is an issue of training the operator to be mindful of the back door.

Wayne Coombs commented that fare evasion comes through the front door of the bus as well, and that undercover deputies are needed on the bus to help curb the problem.

## 9. CHAIR and Council Member Comments

**ADJOURNED at 6:40 pm**