

# Minutes

Tuesday, November 10, 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: 5:10 p.m.

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Council Representatives:

Dr. Randal Henry, Chair  
David Feinberg, Vice Chair  
Jeremiah LaRose  
Jeffrey Jacobberger  
Elliott Petty  
George Taule

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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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

需要都会运输局的（语言名称）资料，请拨打以下电话号码：323-466-3876

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 กรุณาติดต่อที่หมายเลขโทรศัพท์ด้านล่าง: 323-  
466-3876

ដើម្បីនិយាយជាមួយអ្នកបម្រើ 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. APPROVED Minutes of October 14, 2015 Meeting
3. RECEIVED Update on Purple Line Construction Closures of Wilshire Blvd, Kasey Shuda, Construction Relations Manager.

The Purple Line Project will extend the line from Wilshire/Western to Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega. Advanced utility relocation is currently under way at Wilshire/Fairfax and Wilshire/La Cienega. Workers are on the street during the day except for morning peak, stopping during afternoon peak hours, and continuing again at night. This schedule will continue for another 6 – 12 months. Wilshire/La Brea is entering underground construction which should be completed by the end of this year. Pile installation will start November 16, 2015 and continue until spring of 2016. Following pile operations will be decking which is anticipated to begin March/April 2016.

There are two proposals for completion of the decking; one is to have 16 weekend closures, the alternative is for a 7-week full closure of Wilshire from Highland to La Brea. A community meeting will be held in January 2016 to discuss the findings of the Traffic Management Plan (TMP). Then approval from LA City Agencies (DOT, BOE, BSL, BSS) on TMP and other required submittals will be received in January/February 2016 before going to Board of Public Works. In February 2016, final approval should be received from the Board of Public Works on the Alternative Schedule and La Brea Decking will begin in March/April 2016.

Councilmember Jacobberger expressed concerns about the impacts on transit users on Wilshire Blvd. The majority of people who are participating in the public meetings are generally retired people who have the time to attend. The rerouting will have a huge impact on people with no other choice but to take public transportation and who cannot participate in those public meetings due to their work schedules. He is also concerned about the planned left turns on the detour route; while those turns may be easy enough for cars, they might not be for buses. Ms. Shuda responded that there are measures that can be put into place to facilitate the detour once the schedule has been decided and buses placed on detour.

Mr. Spivack suggested separating bus and regular traffic by re-routing buses to a different street. He thinks that this may allay Councilmember Jacobberger's concerns. Ms. Shuda doesn't think this is feasible but will bring it up.

4. RECEIVE Update on Metro Parking Ordinance, Frank Ching, Parking Management Director, Bernard Lee, Consultant

The Parking Ordinance was adopted by the Board of Directors in September 2015 and is effective as of November 1, 2015. The basis of the ordinance is to regulate parking, not to generate revenue. All of the signs will be revamped to reflect the new ordinance. Implementation will occur in 3 phases beginning with Metro owned properties. Consultants have been retained to complete a master plan, which will include a ridership vs. parking demand model to be used in the effective regulation of parking. Technology will also be used to

regulate parking and ensure that it transit ridership is prioritized. The study should be completed by September 2016 when findings will be adopted. The recommendations will be formed to work in conjunction with other Metro initiatives like First/Last Mile and Urban Greening.

Chair Henry asked if there are still plans to make the Leimert Park adjacent property that Metro acquired a Metro parking lot. Mr. Ching said that the plan is still there but it may adjust or change. Opportunities for transit oriented development also may arise. Metro also recently renewed its contract with the Church to extend Metro use of their parking lot.

Councilmember Petty asked about ensuring the cleanliness and safety of the parking lots for transit users. Mr. Ching replied that management of parking as an asset includes providing better bike and pedestrian experiences which can lower the demand for parking. Integration of use of technology can also assist with capturing of revenue from non-transit users by use of a system integrated with the TAP system that would incentivize transit use. Non-transit users who park at Metro lots should pay market price for the space to support cleaning and maintenance costs.

Councilmember Jacobberger expressed concerns regarding parking demand being included in the pricing structure. Part of the parking demand is due to connections. For example, parking can be priced up to \$75 at Universal Citywalk for New Year's Eve and people bypass it to park for free at the Universal City lot. While the Metro system has been built within the constraints of the built environment, if the City and Metro are not serious about providing alternatives to driving and parking at a station, we will never get the supportive infrastructure needed to attract people to use transit. For example, there are almost no bike connections to the Red and Purple Rail lines. Availability of spaces should also be a goal to facilitate transit use for those who have less flexibility and options. Mr. Lee replied that the study is intended to maximize both availability and to make recommendations for improvements that would reduce demand.

5. RECEIVE Presentation on Transit Security & the Crisis Response/Mental Health Evaluation Team, Deputy Frank Marin, Sgt. William Bartlett, Los Angeles Sheriff's Department

The primary job of the Crisis Response/Mental health Evaluation Teams is to make the Metro system safer for transit riders. There are three teams working on the Metro system which include a crisis evaluator from the Department of Mental Health. The teams supplement Metro's security services. Homeless individuals tend to ride the buses and trains especially during extreme weather conditions because they feel safe and comfortable. The team makes contacts and assesses mental health issues. Those who present a danger to themselves or others are taken into custody and transported to the appropriate medical facilities. Those who do not meet the criteria are offered assistance such as shelter, food, and outpatient services. Challenges include the lack of resources and the refusal of resources because individuals do not want to be restricted by the conditions tied to available services. The teams make approximately 160-200 contacts per month and transport an average of 10-30 individuals to a hospital. Each hospital intake can take anywhere from 1-10 hours. Success is considered getting someone to a safer environment.

Chair Henry commented that those needing mental health resources can call 877-854-7777 or dial 211 for the County Information Line. There are an estimated 44,000 homeless people in Los

Angeles County and that number is growing by the day. California's mild weather and the services available to the population are part of the draw.

Wayne Wright commented that the homeless issue is big in the Westside/Central Service area. He has complained several times about a naked homeless man lying on the ground at the 7<sup>th</sup> /Metro station. On his way to the meeting, there was a homeless woman sitting on the platform, no shoes, pants or shirt. At the La Cienega station, there's a homeless guy who sleeps by the west station entrance right in view of the camera. He has seen homeless harass people, set up camp at Metro stations, and occupy several seats on buses and trains. Deputy Marin replied that while there are not enough resources to address all issues at all times, patrons can call dispatch at 213-563-5000 and report ongoing problems to be relayed to the Crisis Response Team.

Councilmember LaRose asked what kind of training Sheriffs have when they encounter people at stations, buses or trains. Sgt. William Bartlett responded that each case is different but they typically walk up to them and identify themselves and their purposes. They make it clear that they are not there to give them trouble or to take them to jail, but that their purpose is to help them out.

6. RECEIVE Report on Westside/Central Service Performance, Gary Spivack, Deputy Executive Officer.

- Metro Bus Cleanliness Ratings: Westside/Central: 8.75, Goal: 8.5
- On-time Performance: Westside/Central :71.96% Goal: 80%; System: 76.2%
- Complaints Per 100,000 Boardings: Westside/Central:3.73, Goal: 3.46, System 2.78
- Bus Traffic Accidents per 100,000 Miles: Westside/Central: 4.70, Goal: 3.38
- Mean Miles Bet. Mechanical Road Calls: Westside/Central: 6,539, Goal: 4,169
- Average Weekday Bus Ridership: Westside/Central: 1, 025,810, System: 1,030,649

7. PUBLIC Comment for items not on the agenda

Wayne Wright suggested adding a trip between 10:37 and 11:31 p.m. on eastbound Line 2 Westwood to Downtown. After 10:30pm, the bus runs once per hour, making the 11:31 p.m. trip crowded and the southbound Line 212 connection difficult. When he gets off Line 68 at Cesar Chavez, he has to walk all the way to Patsaouras Plaza to catch Line 704 or 728. He suggested the lines to stop at Cesar Chavez as well to pick up transferring passengers .

8. CHAIR and Council Member Comments

Councilmember Jacobberger asked if there's a way to put destination as opposed to the current location on the NextBus app. For an infrequent user, it's hard to use.

Chair Henry saw a team cleaning on the southwest corner of King Blvd. at the Coliseum doing a good job and he appreciates their work.

**ADJOURNED at 6:43 p.m.**