

Wednesday, June 14, 2006

5:00-8:00 PM

CORRECTED MINUTES

Westside/Central Service Sector
Governance Council

Regular Meeting & Metro Connections
Workshop

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

Called to Order

Council Members present:

Peter Capone-Newton, Chair
Greg Fischer
Carol Gross
Glenn Rosten
Anny Semonco
Jerard Wright

Officers:

David J. Armijo, General Manager
Michele Jackson, Council Secretary



Metropolitan Transportation Authority

Metro

Chair Capone-Newton called the meeting to order and welcomed everyone.

1. RECEIVED Public Comment for items not on the agenda:

Wayne Coombs spoke regarding on-time performance – Because MTA policy dictates that buses cannot be early **at a time point**, (they must be on time or later) buses will wait at the stop prior to their time point to allow time to pass. Drivers feel they can be a half hour late but not one minute early **arriving at a time point**.

Ken Ruben – Unclear signs at Union Station about the Flyaway bus, and another that says board buses at Vignes. That sign at the bottom is only used when the plaza is out of service. Hollywood and Highland often has trucks, etc. in front of the Kodak Theater. Commended operator by the name of Cheryl on Line 717. LADOT has forced MTA to get rid of buses on Spring Street. Should have Rapid and Local stops on the same side. Wished Dave Armijo the best of luck.

Representative Semonco reported having attended a public transportation forum in West Hollywood. The major complaint was about the No. 4 Line not being frequent enough, causing a 40-minute to one-hour wait. There were also many questions regarding what the new time schedule will be after the 717/780 service change.

2. APPROVED Minutes from May 10, 2006

3. RECEIVED General Managers Report

Dave Armijo reported that April was a good month in terms of having hit most targets. Workers' compensation, complaints, mean miles between road calls – those numbers are all improving. Accident rate was lower for April than year to date. Next month we will be looking at year-end totals and planning for the next fiscal year. On-time performance remains the biggest challenge.

Mr. Armijo announced that this would be his last meeting. He will be turning over responsibility to Mark Maloney who is well acquainted with the service area. He used to run transit and parking operations for Glendale and worked for OCTA prior to that. His previous assignment with MTA has been working with the contract transit services.

Mr. Armijo reported that he has been in contract negotiations since January. Meetings are taking place on a daily basis. Will meet with ATU next week. Expects to make the deadline and avoid a strike.

4. RECEIVED Financial Report on YTD FY 06, Michael Davis, Administrative and Financial Manager

Michael Davis reported a budget underrun of \$7.2 million. Allocated fringes, property damage/liability insurance and workers' compensation are all under budget.

Fuel costs are over budget by \$2.3 million. Some positions in the sector are being reallocated. Final numbers will come to the Council in July.

5. RECEIVED report from Gateway Service Sector to Terminate Line 26 Shuttle, Mike Sieckert, Transportation Planning Manager

Changed northern portion of Line 26 route last December. Service was removed because of poor performance and duplication of DASH service. One hour of service was put back Monday through Friday, 5:30-6:30 a.m. because DASH doesn't start until 6:30 a.m. An attempt was made to actively promote the service, but ridership remains at about 12 riders. We started with 5 trips, and then reduced it to 4 because no one was riding the first bus. Last count had 12 people total on all 4 buses. A brochure has been issued to seek public comment regarding cancellation of that service.

Riders will have access to the 180/181 along Vermont or Hollywood Blvd., but a walk of up to ¼ mile will be required for some of the riders. Final recommendations will come to the Gateway Council next month.

Public Comment:

Joseph Dunn requested continuation of Line 212 north past Hollywood Blvd. ending at Kaiser Hospital.

Representative Wright asked where the 12 riders are coming from. Staff responded that they are equally distributed along the line.

Mr. Wright then asked why the 206 or the 757 couldn't go up Franklin to Normandie.

6. Chair's Remarks

Chair Capone Newton commented that General Manager, Dave Armijo will be moving on, and thanked him for his time here. He also thanked everyone because this is his last meeting as Chair. He said that while it has been a busy year, it has been a great experience, and he hopes to be more vocal from the other end of the table starting next month.

7. Presentation and Workshop on Metro Connections, Rod Goldman, Deputy Executive Officer, Operations

Chair Capone Newton inquired how the travel projections are determined. Rod

Goldman said they use SCAG and Metro's modeling based on economic data and housing development changes known to be coming in the future, as well as how we assume people will react to those changes.

Representative Wright asked the status of the downtown development plan, and expressed the desire to see the DASH plan laid over the MTA route plan. Mr. Goldman replied that DASH has asked to see the MTA proposal first.

Representative Gross would like to get input from people who are not currently riding the system. What would it take to induce them to ride? She also noted that what's missing from future, i.e., 2009, key generators is the Exposition Line, which is not stopping at the Westside Transit Center. Routes should connect with Expo.

Rod Goldman responded that Expo's impact has been acknowledged on the bus routing structure; it's just not shown on this particular map.

Representative Rosten agrees with Representative Gross that we need to look at people who are driving cars and find out what it would take to get them onto buses. He asked if focus groups are done with people who are non-riders.

Mr. Goldman responded that is part of what is being attempted through the communications plan – figuring out how to reach those people. Non-riders were also included in the original focus groups, and those responses were included in the guiding principles.

Representative Semonco asked about potential point-to-point service. Mr. Goldman explained that staff is looking at current and future travel patterns, matching those up with current or planned service, and seeing where there is a need for more service.

Representative Semonco added that she would like to see service from the Hollywood area to Santa Monica.

Representative Rosten noted that many families are moving out of the area because of the high cost of housing. He asked if that is being taken into consideration.

Roy Gandara presented the line-by-line proposals in the Westside Central Service Sector (See [Attachment on Preliminary Routing Proposals](#).) He said these are preliminary proposals that are part of a larger system restructuring. All recommendations will come back to the Council as part of the public hearing process. The Council has already seen some of the recommendations over the last two and a half years. This sector has already acted under Metro Connections service-guiding principles via changes made to Line 220 and 434. In the case of Line 220, the collaboration between MTA and Culver City allowed for a reduction in route length, discontinuation of unproductive service, maximization of efficiency and productivity, and improvement of service reliability. The change on Line 434 reduced route length, and eliminated duplication of service with other MTA services

Public Comment

Lionel Jones – Traveling from the Westside to San Gabriel would require multiple transfers to get through downtown. Need a map of the entire plan. Truncation of the 20/4 and 2 – what will replace that service? Can Santa Monica operate the service in that area without Metro being there? Especially during the school year, those buses are pretty well loaded. Feels the demand might be too much for Santa Monica alone. The 714 should be eliminated.

Wes Joe – Eastern terminus of the 2 and 4 – very heavy use from downtown to the Silverlake and Echo Park areas. The change removes the direct connection to employment and commercial areas in downtown L.A. This will be a major disruption of service for a lot of people.

Stephanie Taylor - Central City Neighborhood Partners is also doing a transportation plan. Still need circulators when routes are straightened out. Improved bus stop conditions and amenities would also help to increase ridership.

Sheryl McCallister – Three No. 20 buses showed up at the same time causing her to be late to the meeting. Likes the idea of corridor vs. route. Doesn't trust the maps. Feels they look like most people want to go east and west, while most cars are going north and south. Need connection from LAX to Expo Line. Need to talk to property management companies to make deals with companies to get their workers reduced-cost permits. Need to communicate with senior centers and senior living centers and make route to stores, doctors, hospitals, etc. Line 217 doesn't need to go to Jefferson and Rodeo. It needs to go to the airport. Someone tried to get from Hollywood to LAX, and it took them 3 hrs.

Ken Ruben – Line 33 used to stop at Venice and Hughes. With the change to Rapid, it could become inconvenient depending upon where the stops are placed. Wants the Line 717/780 stops consolidated. Line 720/20 still in a wait-and-see mode. No replacement service for the 2. Line 4 changes leave an area without service.

Wayne Coombs – Will get lots of complaints regarding stopping the 2. The 4 will dump too many people off in Westwood. Line 720 should go into downtown at least to Main Street, and should be changed to 721 not 718.

Wayne Wright – Line 105 needs to be broken up because of the travel time from West Hollywood to Vernon. Line 105 should stop at Jefferson and La Cienega and a new line should run on La Cienega to replace a portion of the 439 from the Green Line Station to West Hollywood. Night ridership from Santa Monica on Line 4 is heavy; drivers have to pass up passengers. Will the 704 run as late as the 720? Should use articulators to handle the loads. Line 33 doesn't connect to any rapid lines. From Santa Monica all the way to downtown is extremely crowded all day. No seats available until you pass Western.

Representative Semonco asked if there has been any discussion with Santa Monica regarding taking over the parts of the Line 4/704 MTA is not going to continue. She

also asked if the 704 would be the only bus going through to Santa Monica.

Roy Gandara responded that there is an underlying assumption of local service in the Consent Decree. Still under discussion is extension of the current Line 4 that ends at Cotnerall the way to Santa Monica.

Representative Wright thanked Lionel, Ken and the other members of the public who spoke. He requested more information on how express routes 90, 91, 92 and 94 are implemented and coordinated.

Representative Fischer said “we” are trying to fit MTA’s needs into the plan they have suggested, but are still not talking to DASH or Santa Monica. He expressed the opinion that there are too many questions and very few answers.

Chair Capone-Newton would like to see a large-scale system map along with the proposed changes on a similar-sized map so the Council could see how it all fits together.

Mr. Goldman stated that the next step is for everyone to get back together, taking the comments from the public, and try to determine what a more final proposal might look like. Then an overall network design would come back to the Councils for approval. We are focusing on what the Metro network should look like, and attempting to fill any holes or gaps.

Representative Rosten asked if there is a plan, through the use of signs on buses and at bus stops, to give the public a better understanding of where the lines go. Mr. Goldman said that is not included at this point, but will be included in the amenities portion.

Responding to a question from Representative Gross, Rod Goldman indicated that progress has been made toward removing the 2-yr. lag from transferring funding to municipal operators who take over Metro lines.

Chair Capone Newton asked Mr. Goldman if he would be coming back with a revised version next month. Mr. Goldman said that is the idea. They will consider all the comments received and come back by August. At that time, you would be asked to approve the principles of the network design, not the service changes. The pilot would be implemented in December.

Chair Capone Newton reiterated his desire to see a map for further discussion at the next meeting.

Adjourned at 7:20 p.m.



Michele Jackson, Council Secretary