

Friday, June 9, 2006 - 9:30 a.m.

MINUTES

Los Angeles County
Metropolitan Transportation
Authority

SOUTH BAY SERVICE SECTOR COUNCIL REGULAR MEETING

Arthur Winston Division
5425 Van Ness Avenue
Los Angeles, CA 90062

Service Sector Representatives present:

Terisa Price, Chair
John McTaggart, Vice Chair
John Addleman
Margaret Hudson
Lou Mitchell
Devon Deming

Officers:

Dana M. Coffey, General Manager
Joanne Harper, Administrative Aide



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1. **Safety 1st Contact** by Metro South Bay Volunteer.

Jose Melendez suggested when riding the bus that everyone makes sure to get on the right bus.

2. **APPROVED** Minutes of the May 12, 2006 Council Meeting.

3. **PRESENTATION** of Safety Certificates to South Bay area students by Dana M. Coffey, General Manager, Metro South Bay.

Dana Coffey, Metro South Bay General Manager, presented two (2) Safety Award Certificates to South Bay area students, Daniel Seals of Orville Wright Middle School in Westchester and Tony Ramos, a 4th grader at Manchester Avenue School. Both students were present with their families to receive their awards and share how they won. General Manager Coffey congratulated Daniel and Tony and recognized their family members who were present.

4. **SCHEDULED** a Public Hearing for August 2006 and Authorized the Publication of the Notice of Intent by Scott Greene, Transportation Planning Manager.

Scott Greene asked for Council approval to set a meeting date of August 11, 2006, at 9:30 a.m. on the second Friday of the month, at the Carson Community Center. The purpose of this hearing is to receive public comments on proposed FY2007 service changes affecting the South Bay service area. Public comments will be received by letters, e-mails and faxes until August 12, 2006. The service changes are expected to take effect by December 17, 2006 or later.

Line 111- Florence Avenue

Service change plans include the cancellation of service between Norwalk Green Line Station and Whittwood Mall and replacing it with new shuttle service or extension of an existing line.

Line 115 – Manchester Avenue and Firestone Boulevard

This proposal is to cancel Line 315 limited stop service and reschedule Line 115 with implementation of Metro Rapid Line 715. Public comment on Metro Rapid and the plan to improve service begins this summer 2006.

Line 204 – Vermont Avenue Local Service

The proposal will deploy new, high-capacity, articulated buses and reschedule service levels to maintain the existing seating capacity. Headways would be widened by approximately 30%.

Line 214 – Broadway and Main Loop

The proposal would cancel service on Broadway and operate buses on Main Street only, continuing service on Main Street from Artesia Transit Center, to Harbor Green Line Station and extending the route to Western Avenue and Imperial Highway via 120th Street to service Southwest College, Green Line and Harbor Freeway.

Line 715 – Manchester and Firestone Rapid

Implement new Metro Rapid Line 715 upon the cancellation of Line 315. Implement new Metro Rapid Service with 10 minutes peak hour frequency and 20 minutes at other times.

Chair Price stated that comments could be made at the 9:30 a.m. meeting on August 11, 2006. Although the public hearings are normally held in the evening, she supports scheduling the hearings after the regular meeting.

Scott Greene emphasized that the Governance Council would take comments in letters and e-mails. Also people who could not attend the hearing in the morning would have the opportunity to attend other sectors' hearings later in the day.

Service Representative Council Member Devon Deming was concerned about riders who might comment on the new Manchester Rapid Line 715 but could have a problem getting to the Carson Civic Center. If they were unable to make the South Bay public hearing or one of the other sectors' hearings, they could make their comments anytime by sending a letter or an e-mail.

General Manager Coffey said that Council Member Deming's comment was very valid and other means of communication could be used. Those with opinions may submit them by letters, e-mails and faxes instead of coming to the hearings or Council meetings.

Vice Chair, John McTaggart, said he had a question and an issue with leaving the date and time of the meeting as proposed. If he missed the public hearing, would he be able to vote on the findings and address the important issues?

General Manager Coffey stated that although everyone will not be able to attend the meeting at 9:30 a.m., the meeting should still go on. Those persons who arrive late will have time to voice their opinions.

Service Sector Representative Lou Mitchell stated that if the meeting is held first and then the hearing, this may present a conflict since the hearings are different. If public hearings coincide with regular meetings, some people may get confused; however, the hearing at 11:30 would allow people who arrive late to participate.

Chair Price asked for a motion to approve the date and time of the August 11, 2006 public hearing to be held in

conjunction with the regular meeting at 9:30 a.m. It was moved by Representative Margaret Hudson and seconded by Council Member John Addleman and APPROVED that the public hearing and the regular meeting be held at 9:30 a.m. on August 11, 2006.

Service Sector Representative Deming offered a friendly amendment that the public hearing be scheduled as the last agenda item. The Council was in favor and voted, "Yes".

5. **PRESENTATION of Metro Connections Workshop** by Scott Greene, Transportation Planning Manager, Metro South Bay.

Scott Greene's presentation of the background and status of Metro Connections' proposed service changes is a continuation from last month's meeting/agenda. The presentation is designed for people to understand and participate in sector discussions. The following proposals were discussed:

| Line | Major Streets | Service Changes Proposed for Discussion |
|------|---|---|
| 40 | Hawthorne Crenshaw King Broadway | Reroute in downtown L.A. to serve Broadway between 1st St. and Chavez, and then serve Chavez between Broadway and Vignes. |
| 108 | Slauson | Shorten route on the west to end at Fox Hills Mall or Playa Vista with new shuttle provided in Marina del Rey. Another proposal would split the line at Slauson Blue Line Station or in Huntington Park. |

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| 110 | Gage Centinela | Shorten route to end at Fox Hills Mall or Playa Vista. Another proposal would split the line at Florence Blue Line Station or in Huntington Park |
| 111 | Florence | Shorten route to end at Norwalk Green Line Station. Provide shuttle Line 661 between Whittier and Norwalk Station. |
| 115 | Manchester Firestone | Shorten route to end at Sepulveda Bl. and replace service to Playa del Rey with a community shuttle route. Cancel limited stop service and reschedule local with implementation of Rapid Line 715. |
| 209 | Arlington Van Ness | Shorten route to new south terminal at Crenshaw Green Line Station. Provide a community shuttle between Vermont Green Line Station and Crenshaw Green Line Station via Normandie Av., 135th Street, and Van Ness Av. |
| 212 | La Brea | Extend selected trips to South Bay Galleria via Prairie Av. |

| | | |
|-----|-------------------------|--|
| 715 | Manchester Firestone | Implement new Metro Rapid service between Norwalk Green Line Station and Inglewood Transit Center or between Firestone/Atlantic and Manchester/Sepulveda Bl. |
| New | TBD | LAX to South Bay to Long Beach |
| New | TBD | LAX to West LA to Mid-Wilshire |

The key elements and milestones remain unchanged.

- Network Master Plan – May 2006
- Implement Pilot program – December 2006
- Resource Plan – January 2007
- Marketing/Communications – On-going through 2007
- Capital/Facilities – November 2006
- Implementation Plan – April 2007
- Full Implementation – June 2009

Scott Greene highlighted the proposed changes scheduled for the next three or four years. The Network Master Plan will guide service changes through 2009. This month's focus is on those service changes proposed for bus routes operating from the Arthur Winston Division.

Mr. Greene emphasized the Master Plan objectives to increase ridership and improve efficiency to service customers better. He stated that improvements made over the last 25 years can be made better. Metro Connections' strategies will complement the agency's efforts to simplify service, and improve speeds with more Metro Rapids and bus lanes in downtown Los Angeles. This plan also includes working with the other municipalities in Los Angeles County to improve

service. Higher gas prices and more park-and-ride-type services will help accomplish the goal to increase ridership.

The proposed changes on Line 111 (Florence Av.) would enable the agency to shorten the route, which is over 30 miles long.

Line 108 (Slauson Av.) would be shortened on the west to end at Fox Hills Mall or Playa Vista with new shuttle service provided in Marina del Rey. Line 110 (Gage Av. - Centinela Av.), would also be shortened to end at Fox Hills Mall or Playa Vista. Another proposal would split the line at Florence Blue Line Station or in Huntington Park.

Chair Price asked Mr. Greene to answer questions on the proposed changes.

Mr. McTaggart asked if there was an overall decrease in the Vermont Av. corridor's ridership to 55,000 from 60,000 passengers a day. No definite answer for Vermont or Western ridership was available at the meeting, and staff indicated more ridership data would be forthcoming to help analyze changes in ridership.

Mr. Addleman asked the demand for service from LAX to downtown Los Angeles. He was informed that business people are using hotels near the airport rather than going downtown. A reason may be that passengers do not have direct access from the Green Line to go to downtown. Chair Price stated that people could get to LAX and downtown via the new Flyaway bus. So, this issue is resolved.

Ms. Margaret Hudson stated she is intrigued by turning Broadway into something different. She asked whether there was any involvement from the Business Improvement District (BID).

Scott Greene stated that Rod Goldman, Deputy Executive Officer for Service Planning, would be the appropriate person

to answer specific questions relative to changes in downtown Los Angeles.

Chair Price encouraged the efforts of Metro to make this process open to the public so that everyone interested can participate. She requested MTA and multiple transit operation providers spread transit dollars as far across the County as possible.

Chair Price asked what is meant by “shuttles” and “small vehicles”. Mr. Greene advised that shuttles generally carry shorter trips and sometimes operate with a 20 to 30 foot vehicle instead of the standard 40 foot bus. Also sometimes the shuttles operate in a loop rather than a linear route. By entering the community, the smaller vehicles could feed the more regional bus services on major arterials that carry longer trips.

In response to a question regarding common origins and destinations for multiple riders, Scott Greene stated that Metro can obtain some information from queries to the on-line trip planner and telephone information.

After input from the public, Mr. Greene was asked how many more miles an extension to the South Bay Galleria would be on Line 212 as suggested by a rider. He stated it would probably be another three to four miles to extend Line 212 from Inglewood to the South Bay Galleria. He was also asked for a review of coordination between the different sectors, for example Line 111 and Gateway Cities. Scott Greene stated that there are competing proposals which are very preliminary and still in the planning stages. He said that any idea is a good idea at this point, and there will be some inconsistencies until the end of this process.

There was concern about the removal of Lines 446 and 447 from the Harbor Transitway. There are very tight connections at Artesia Transit Center. Immediate plans to improve coordination of service are required. Chair Price agreed.

Ms. Deming stated the topic of timed transfers continues to arise. If a three-minute transfer window is expected to work, either the operator needs to wait for the connecting bus or we need to improve the accuracy of scheduled running times for the lines involved.

6. RECEIVED Chair's Remarks

Chair Price suggested that everyone should read the Metro Quarterly, especially Page 9. She commented that Metro had been named as APTA's 2006 Outstanding Public Transportation System. She stated that Metro's Day Pass costs less than a gallon of gas. Metro's outstanding accomplishments that resulted in the special recognition were numerous. Metro's art work received three National awards. Metro is being recognized for its success with the Orange Line, with 18,000 average weekday passengers. Metro's future plans include the initiation of the Eastside Gold Line Extension by 2009, and the addition of 28 Rapid lines by 2008.

Metro currently has a clean air fleet of 2,000 buses and expects to receive recently-ordered CNG buses to replace older vehicles. Metro's Blue Line is the second most successful light rail line in the country. Reportedly, it has over 80,000 weekday boardings.

7. General Manager's Comments

General Manager Coffey commented that mechanics, service attendants and operators make our service successful. She stated that without their teamwork efforts, South Bay Sector could not get the job done. Ms. Coffey expressed appreciation of all her staff for their loyal support and untiring efforts. She stated that South Bay key performance indicators have improved due to hard working employees and that the sector has no red indicators, only blue, green and yellow. Improvement has been achieved, overall, in service reliability

by South Bay Sector.

8. RECEIVED Public Comments

- Ms. Deming noted that LAX's Airport rideshare program won a Diamond Award and now has over 200 employees using public transportation. Of these, 80% report they are Metro riders. She stated that people are interested in whether the Blue Line can run limited stops as the Pasadena Gold Line does. General Manager Coffey responded that she would discuss this suggestion with Rail General Manager Gerald Francis.
- Mr. McTaggart commented that he appreciates the input from the public. He suggested statistical analysis to determine how often the Harbor Transitway services run late in order to improve connections at the Artesia Transit Center.
- Mr. Addleman expects to be at the Board meeting on the 22nd of June, and he will report back to the Council.
- Ms. Hudson said she has enjoyed great service to downtown L.A. She also reported the extension of the Carson North - South Shuttle to the Artesia Transit Center begins the 19th of June.
- Claudette Moody mentioned that the public does not like the Limited stops on the Gold line and there is controversy about the speed restrictions in the Gold Line right-of-way.
- Sheryl McCallister, a rider in attendance, stated that Metro is not using its web-site to gather information about its customers. She suggested information could be collected through the internet by allowing riders to post information to forums associated with each line. She also suggested a survey with pop-up boxes to query customers' experiences for example with regards to on-time performance. She stated that Metro could acquire whatever data they are interested in if this resource were available and that unlimited public comments

could be received regarding proposed service changes that affect Metro customers who use public transportation.

- Ms. McCallister commented that many people who use the Line 40 local and Line 740 Rapid transfer to Line 212 or 312 in Inglewood. She suggested that people boarding at Century Boulevard travel a short distance to Inglewood and change buses which are very irritating. This transfer affects people who work in Santa Monica, Century City, La Brea and Miracle Mile who take the 212. She also expressed concern that if Line 715 only operates to Inglewood those students attending Loyola Marymount University, Westchester High and St. Bernards High School would not be served. She also addressed the needs of the elderly to get to the hospital on Line 211 (Prairie Av.). She urged Metro not to cancel the 211 line and suggested an extension to Del Amo via Madrona. She also urged coordination with the Westside/Central Sector to extend Line 217 and 717 to improve connections with the Green Line at Aviation Station.
- Norman Hobson commented on customer information at the Harbor Transitway stations and suggested that times for municipal operator services should also be posted in the kiosks for example at Harbor Green Line. Mr. Hobson also suggested linking Line 754 and Line 757 on both ends to create a rectangular route. He also recommended an extension of Gardena Bus Line 4 to Imperial Highway so that Metro could pull back Line 209 to the Crenshaw Green Line Station. Also Line 761 should connect with the Aviation Green Line Station.
- Lionel Jones commented that extending Line 212 to the South Bay Galleria would make the route too long. He suggests Line 211 instead. He said community shuttles sometimes work but fare integration is an issue. Mr. Jones thinks Metro should continue direct service to Marina del Rey especially on Line 110 to Playa Vista. He also suggested Line 715 should operate from Atlantic on the east to Sepulveda on the west.

- Jose Melendez stated his approval for the Culver Citybus expansion to provide service on Culver Bl. and also suggested they could serve segments of Lines 108 and 110. He suggested a Super Limited or Super Express for South Bay and also stated his support for a trunk route on the Harbor Transitway to complement Line 450X.
- Dorothea Jaster stated her comments were historical and geographical. Somebody solved the problems with the Automated Voice Annunciators that she mentioned last month. She also said that passengers can get confused when operators forget to change headsigns at the end of the line.

Chair Price praised the community volunteers for their participation at today's meeting and encouraged them to continue their comments and questions. Their input is important to regular service changes and proposals. She asked for a motion to adjourn the meeting.

The meeting was adjourned at 12:02 p.m.

A handwritten signature in black ink, appearing to read "Joanne K. Harper". The signature is stylized and cursive, with a long horizontal stroke extending to the right.

Prepared by: Joanne K. Harper
Administrative Aide