

# MTA LONG RANGE TRANSPORTATION PLAN

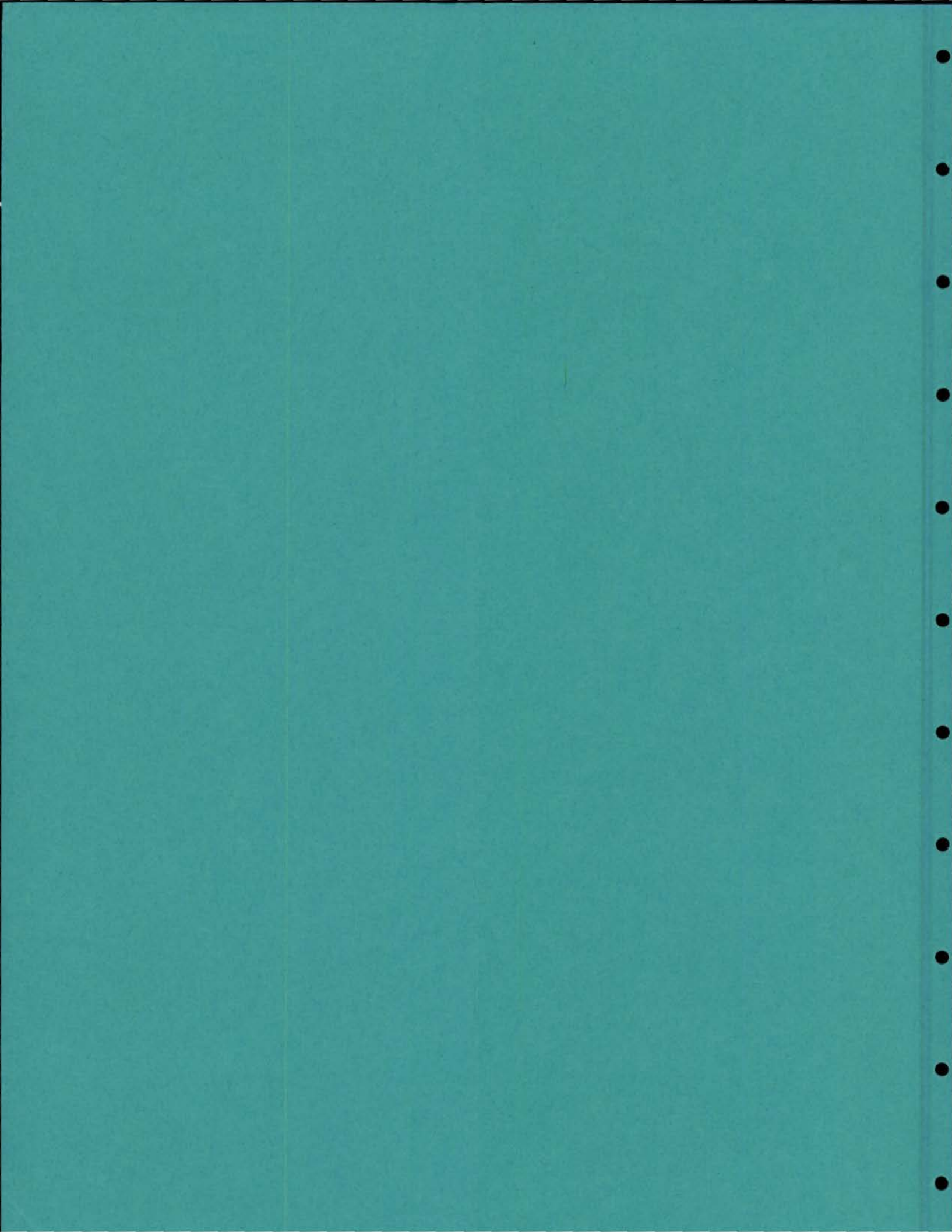
## Phase One Community Outreach Summary



NOVEMBER 1996

Prepared by  
Los Angeles County Metropolitan Transportation Authority  
Office of Regional Transportation Planning & Development

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# MTA LONG RANGE TRANSPORTATION PLAN

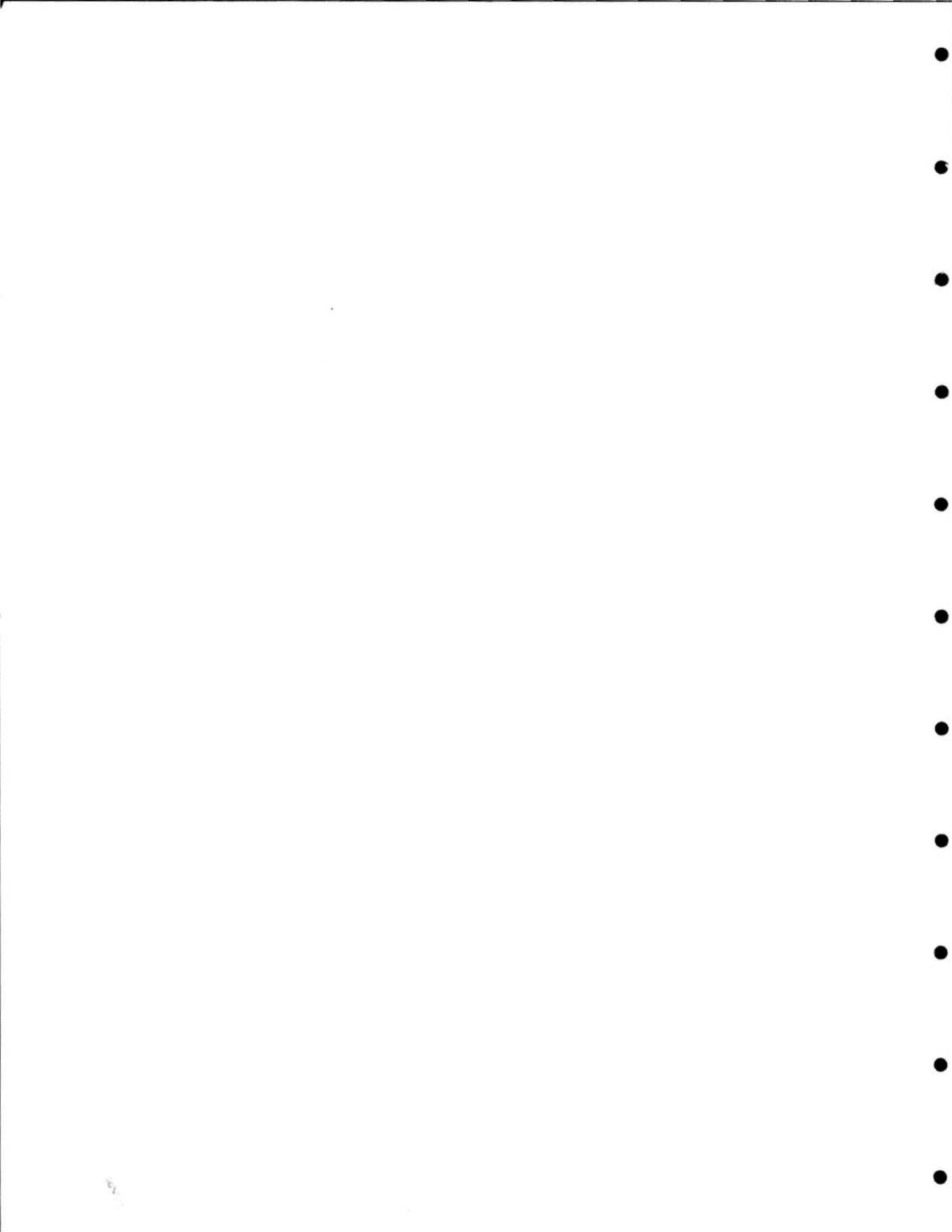
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Office of Regional Transportation Planning & Development

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## Table of Contents

|   |           |
|---|-----------|
| Project Overview                          | Section 1 |
| Meetings Conducted                        | Section 2 |
| Meetings Scheduled                        | Section 3 |
| Summary of Comments by Major Subject Area | Section 4 |
| Focus Group Summaries                     | Section 5 |
| Council of Governments Summaries          | Section 6 |
| Appendix: Written Comments Received       | Section 7 |
| • Focus Groups                            |           |
| • Council of Governments                  |           |
| • Community Meetings                      |           |
| • Letters Received                        |           |

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## Glossary of Acronyms

|         |  |
|---------|--|
| AVTC:   | Arroyo Verdugo Transportation Coalition        |
| CAC:    | Citizens Advisory Committee                    |
| COG:    | Council of Governments                         |
| LRTP:   | Long Range Transportation Plan                 |
| SCAG:   | Southern California Association of Governments |
| SGVCOG: | San Gabriel Valley Council of Governments      |
| TAC:    | Technical Advisory Committee                   |
| VICA:   | Valley Industry and Commerce Association       |

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**SECTION 1**  
**Project Overview**



## OVERVIEW OF STAKEHOLDER AND COMMUNITY OUTREACH PROCESS

The goal of the Stakeholder and Community Outreach Process is to gain substantive public input in the Long Range Transportation Plan (LRTP) Update. This approach will provide broad-based public input to the MTA Board in refining policy emphases on technologies and strategies as it develops and plans transportation policies, projects and programs throughout Los Angeles County for the year 2020.

As of November 12, 1996, the **first** of three Focus Group rounds has been completed. The purpose of the Focus Group component of the public process is to obtain constructive input from a manageable, critical peer group of individuals who have had previous experience and knowledge of Los Angeles County transportation issues. The focus groups will provide review and comment during the development of the MTA Long Range Transportation Plan Update in a facilitated setting.

The focus group participants were selected using the following criteria:

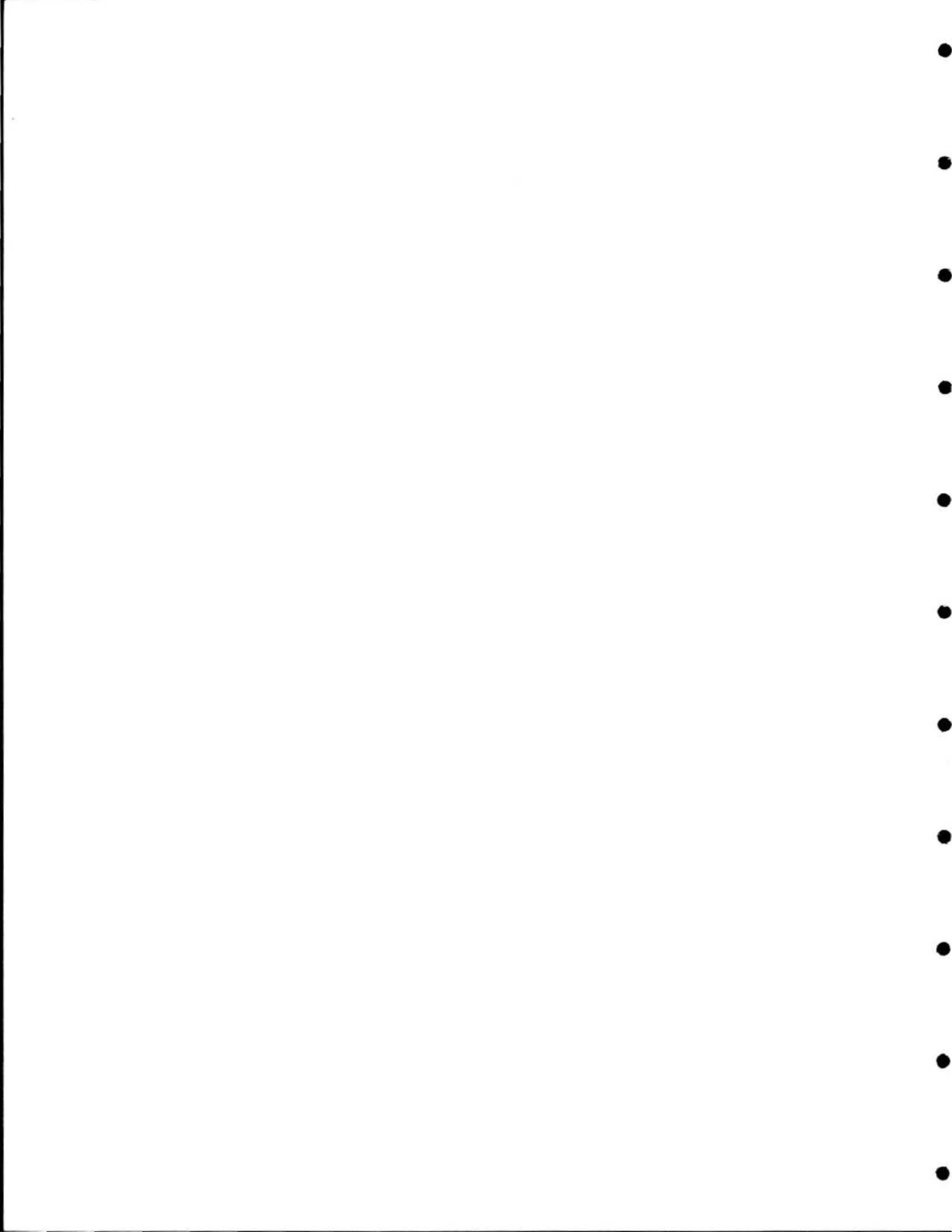
- Lives and/or works in the Los Angeles County.
- Is a representative of an established public or private organization.
- Has a previously established and/or vested interest in transportation issues as demonstrated by:
  - published articles or media commentary on transportation planning topics, involvement in transportation-related organizations, speaking before the MTA Board of Directors or other policy-making bodies on transportation planning issues, etc.
- Commits to participating in and attending all three forum rounds.

A listing of other organization and community meetings held and those scheduled are included in this packet. A graphic illustrating the scope of the community outreach program is included in the with this overview.

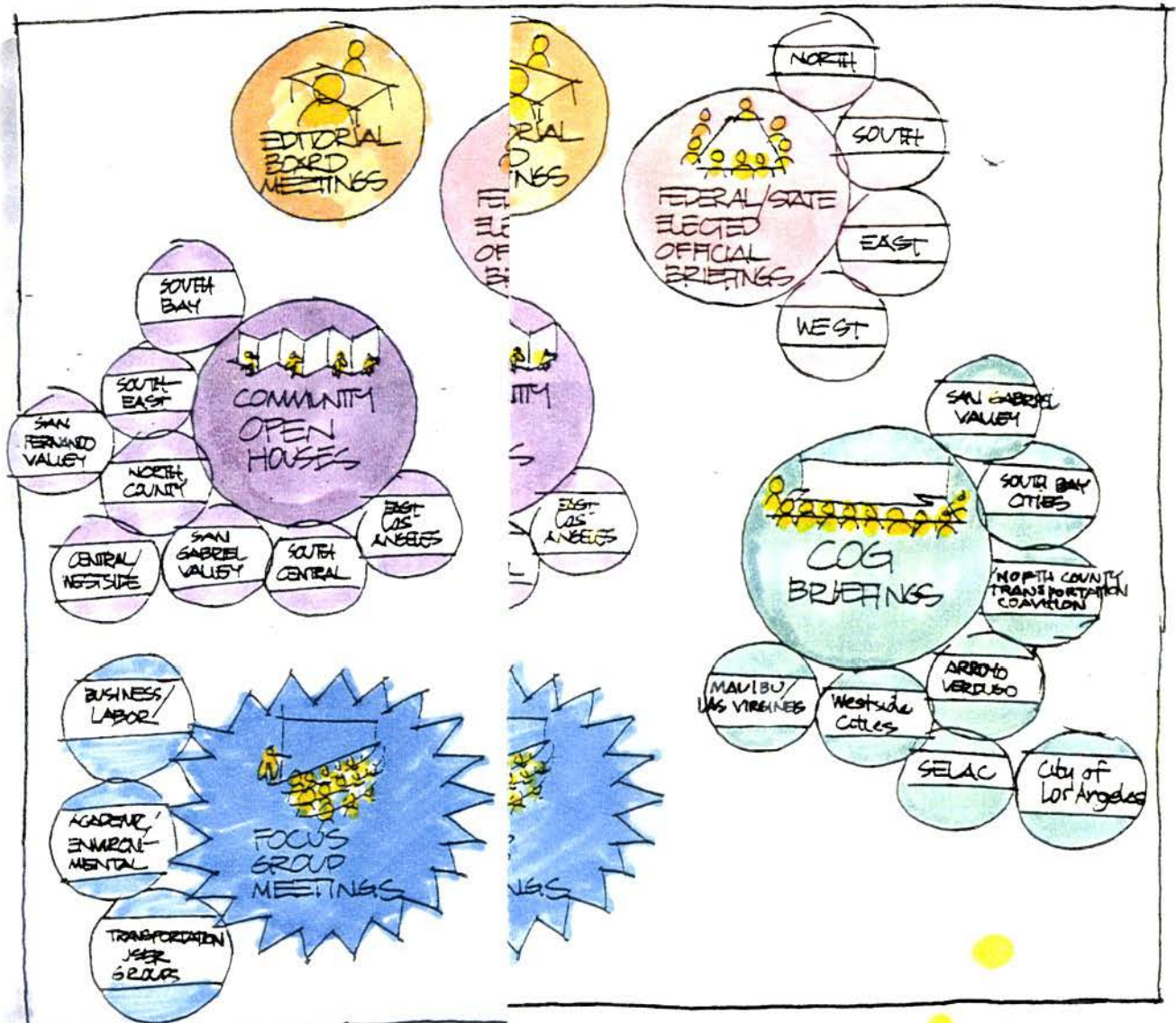
Presentations are given by MTA Regional Transportation Planning and Development staff. Additional support was provided by Public Affairs staff and consultants. Briefing materials were developed and distributed to all participants.

The **second round** of Focus Groups will be held December 17 and 18, 1996. In this round, travel and financial forecasts will be summarized and preliminary scenario alternatives will be discussed. Issues and questions raised in the first round will be addressed in the presentations.



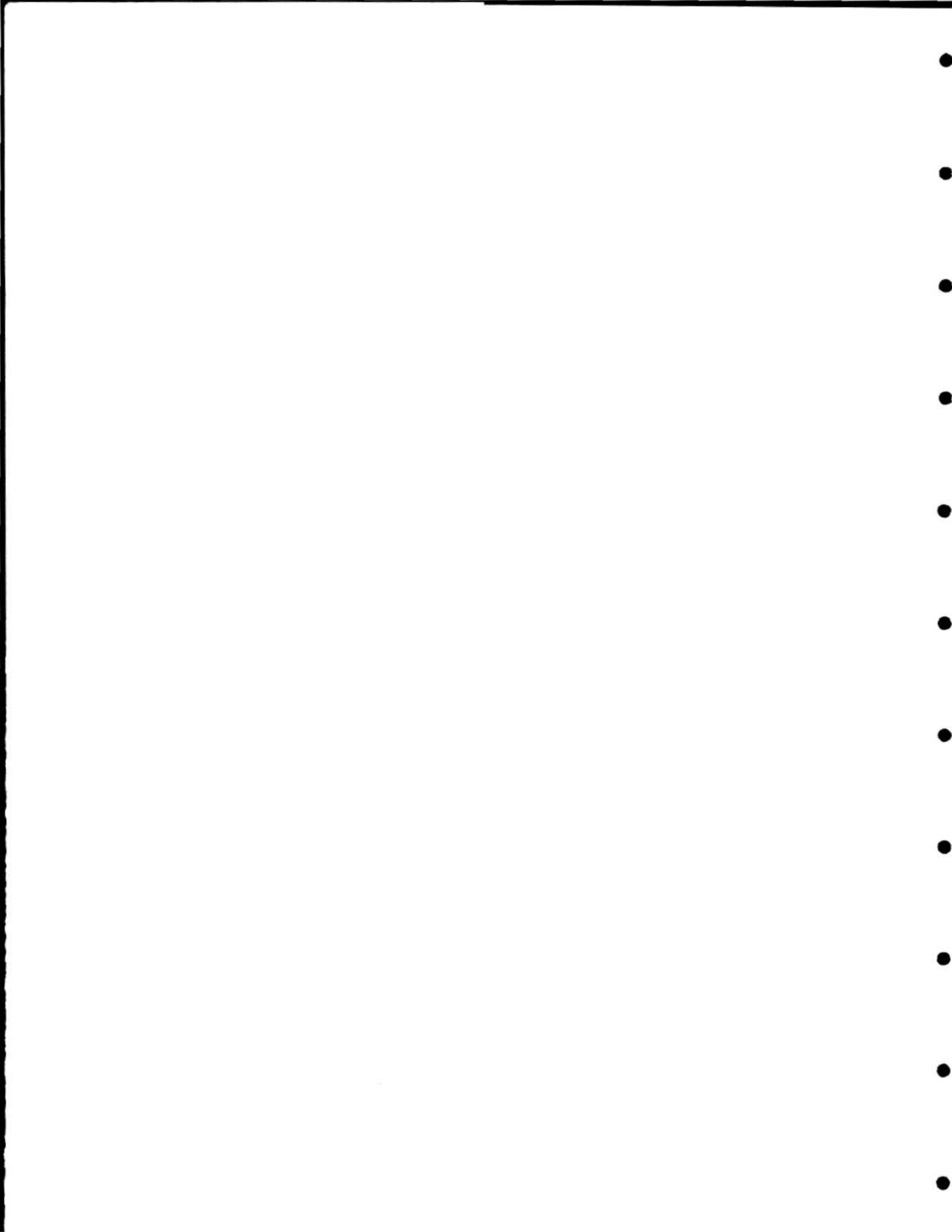


# LACMTA / METRO / COMMUNITY OUTREACH PROGRAM



ROUND I / ISSUES AND ALTERNATIVE DRAFT LONG RANGE TRANSPORTATION PLAN

▷ OCTOBER 7 - NOVEMBER 1 - FEBRUARY 14, 1997



**SECTION 2**  
**Meetings Conducted**





**Long Range Transportation Plan  
MEETINGS CONDUCTED  
OCTOBER/NOVEMBER 1996**

| <b>Date and Time</b>                    | <b>Type</b>  | <b>Location</b>   |
|---|--|---|
| 10/10/96, Thursday,<br>10:00-11:00 a.m. | South Bay Cities COG, TAC.                                       | Lomita City Hall, 23400 Narbonne Ave.                         |
| 10/17/96, Thursday,<br>8:00-9:30 a.m.   | Arroyo Verdugo Transportation Coalition, COG.                    | 1115 El Centro Street, South Pasadena, Library Community Rm.  |
| 10/17/96, Thursday,<br>10:00-11:30 a.m. | State and Federal Briefing.                                      | MTA Headquarters.   |
| 10/17/96, Thursday,<br>6:00-8:00 p.m.   | San Gabriel Valley COG Governing Board Presentation.             | Southern California Edison, 6090 N. Irwindale Ave.            |
| 10/22/96, Tuesday,<br>6:30-8:00 p.m.    | Transportation System Users Focus Group.                         | MTA Headquarters.   |
| 10/23/96, Wednesday,<br>8:00-9:30 a.m.  | Business Labor Focus Group.                                      | MTA Headquarters.   |
| 10/23/96, Wednesday,<br>6:30-8:15 p.m.  | MTA Citizens Advisory Committee.                                 | MTA Headquarters.   |
| 10/24/96, Thursday,<br>2:00-4:00 p.m.   | North County Transportation Coalition, COG.                      | Lancaster City Hall, 44933 Fern Ave.                          |
| 10/24/96, Thursday,<br>2:00-4:00 p.m.   | Westside Cities Sub-region, COG.                                 | Culver City Hall, 9770 Culver Blvd.                           |
| 10/24/96, Thursday,<br>7:00-9:00 p.m.   | North County Community Meeting.                                  | Palmdale City Hall, Room 38300.                               |
| 10/24/96, Thursday,<br>7:00-9:00 p.m.   | South Bay Cities, COG.   | Cultural Arts Center, Civic Center, Torrance.                 |
| 11/5/96, Tuesday,<br>8:30-10:30 a.m.    | City of Los Angeles, Staff, LADOT, Planning, Mayor.              | Los Angeles City Hall.  |
| 11/6/96, Wednesday,<br>9:30-10:30 a.m.  | MTA, Technical Advisory Committee.                               | MTA Headquarters.   |
| 11/12/96, Tuesday,<br>9:00-11:30 a.m.   | SCAG Briefing.   | 818 W. 7 <sup>th</sup> Street, SCAG Conference Room.          |
| 11/12/96, Tuesday,<br>1:00-2:30 p.m.    | East Los Angeles Chamber of Commerce Meeting.                    | Boyle Heights, Bank of America, 3205 Chavez Blvd.             |
| 11/12/96, Tuesday,<br>6:00-7:00 p.m.    | Concerned Citizens of the South Central.                         |   |
| 11/12/96, Tuesday,<br>8:00-9:00 p.m.    | Crenshaw Neighbors   | Junior Blind Foundation, 5300 Angeles Vista Blvd.             |
| 11/13/96, Wednesday,<br>9:00-11:00 a.m. | South Bay TAC and Public Works Directors.                        | Cultural Arts Center, Civic Center, Torrance.                 |
| 11/13/96, Wednesday,<br>2:30 -4:00 p.m. | Planning and Programming Committee                               |   |
| 11/13/96, Wednesday,<br>7:00-9:00 p.m.  | Council of Homeowners Association of Torrance.                   |   |
| 11/14/96, Thursday,<br>8:00-10:00 a.m.  | Malibu, Las Virgenes, Conejo Valley COG. Water/School Districts. | Radison Hotel, 30100 Agoura Rd., Agoura Hills. Cherokee Room. |



**SECTION 3**  
**Meetings Scheduled**

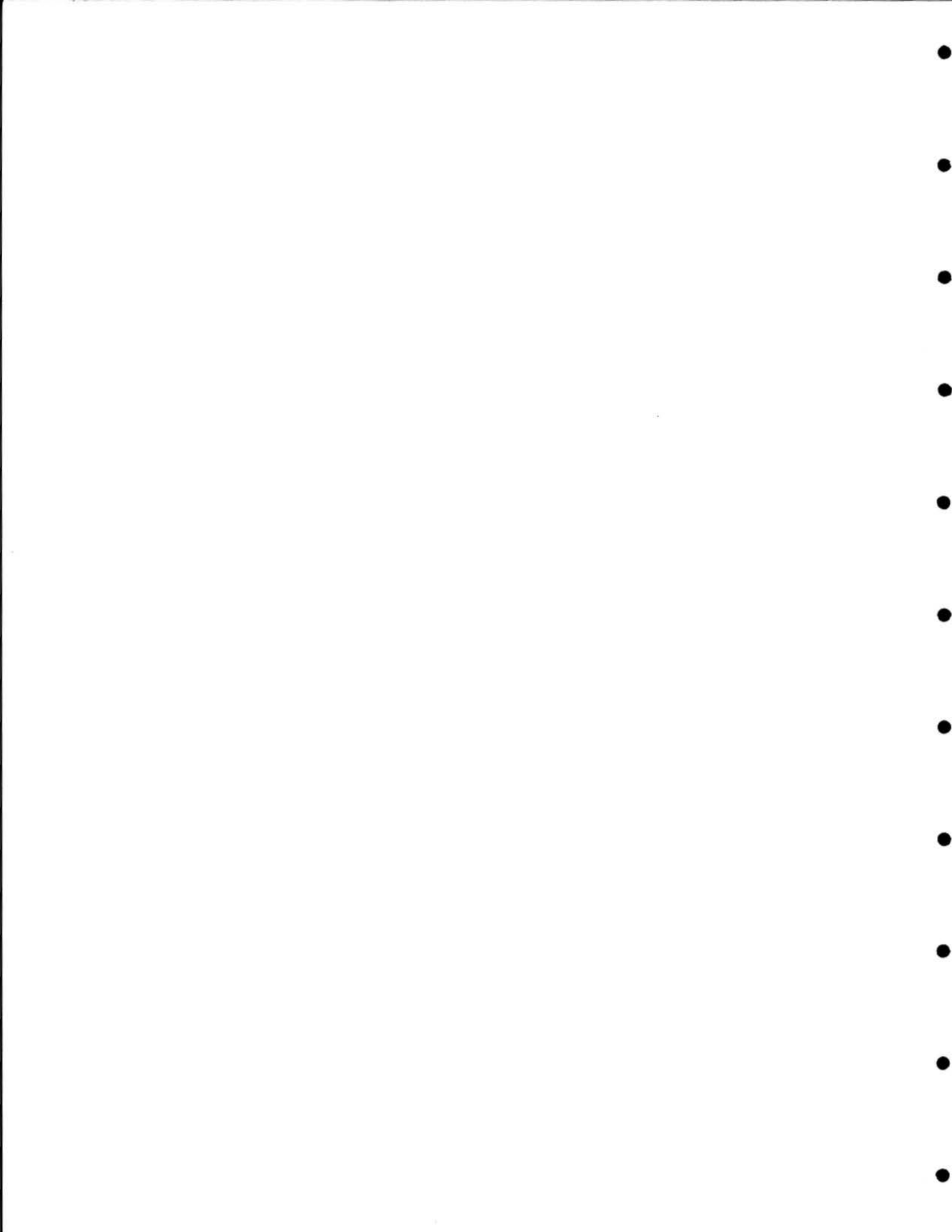


**Long Range Transportation Plan**  
**SCHEDULED MEETINGS**  
**NOVEMBER/DECEMBER 1996**

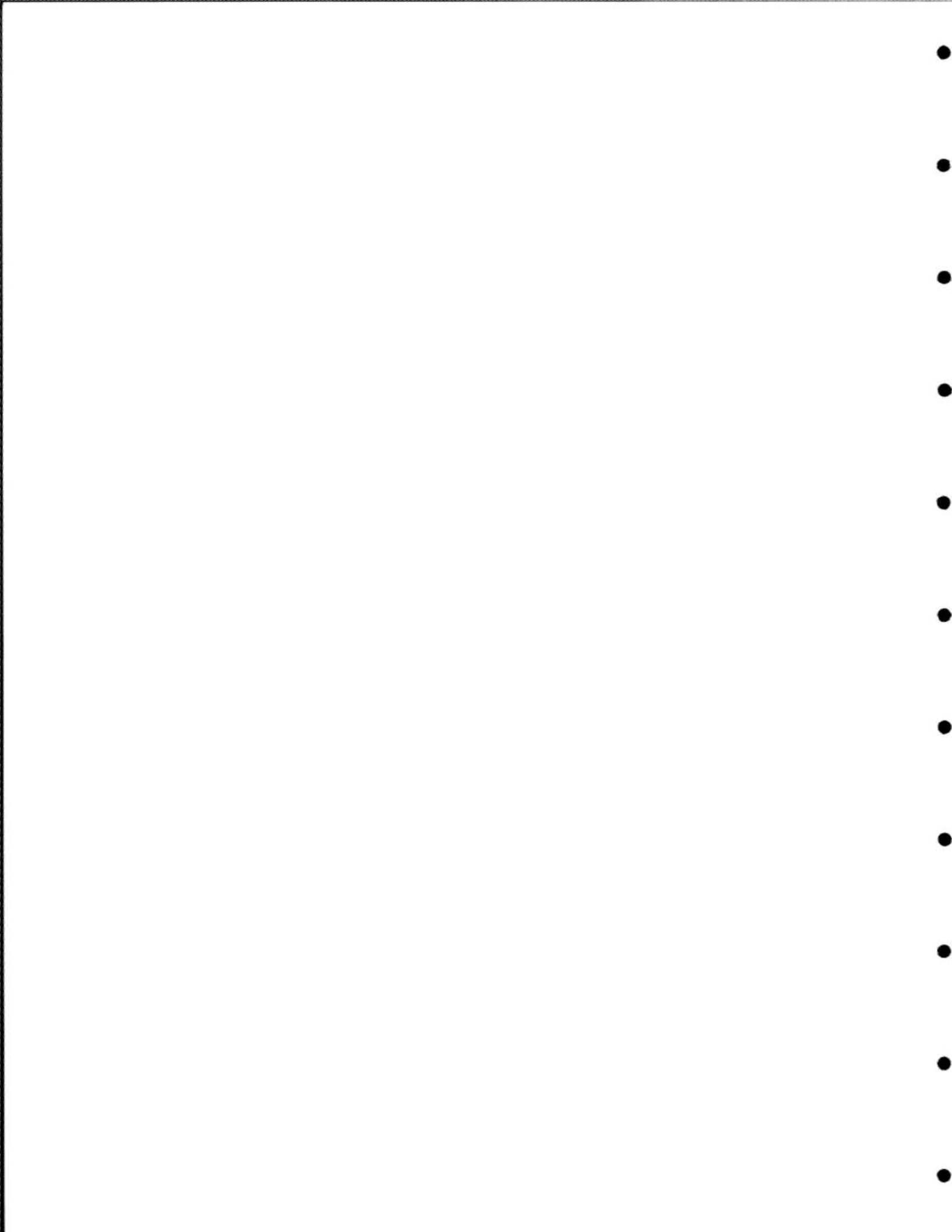
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| <b>Date and Time</b>                  | <b>Type</b>   | <b>Location</b>                                      |
|---------------------------------------|---|--|
| 11/14/96, Thursday,<br>7:00-8:00 p.m. | Mid-City Community Meeting.   | Memorial Branch Library, 4625<br>West Olympic Blvd.  |
| 11/18/96 Monday,<br>5:00-7:00 p.m.    | Burbank Transportation<br>Commission.                                       | Burbank City Hall.                                   |
| 11/19/96 Tuesday,<br>11:00-12:30 p.m. | Westchester/LAX TMA.  |  |
| 11/19/96 Tuesday,<br>1:00-2:30 p.m.   | Bus Operators and other Associated<br>Union Representatives and Affiliates. | MTA Headquarters.                                    |
| 11/19/96 Tuesday<br>1:30-2:30 p.m.    | Transportation City Issues Meeting  | Burbank City Hall, Parks and<br>Recreation Rm.       |
| 11/19/96 Tuesday,<br>7:00-8:00 p.m.   | Mid-City Community Meeting.   | Memorial Branch Library, 4625<br>West Olympic Blvd.  |
| 11/21/96 Thursday,<br>9:00-10:30 a.m. | Cal Trans executive staff briefing.   | Cal Trans, 4 <sup>th</sup> floor.                    |
| 11/21/96, Thursday,<br>6:00-7:30 p.m. | Highland Park Community Meeting   | Highland Park, First Church, Ave<br>53 and Figueroa. |
| 11/24/96, Monday,<br>5:30-7:00 p.m.   | Westchester Vitalization.   |  |
| 12/3/96 Tuesday<br>9:00-11:00 a.m.    | Northern Corridor Cities Meeting  | Glendale City Hall                                   |
| 12/3/96 Tuesday                       | South East/Gateway Cities   | TBA  |





**SECTION 4**  
**Summary of Comments by**  
**Major Subject Area**



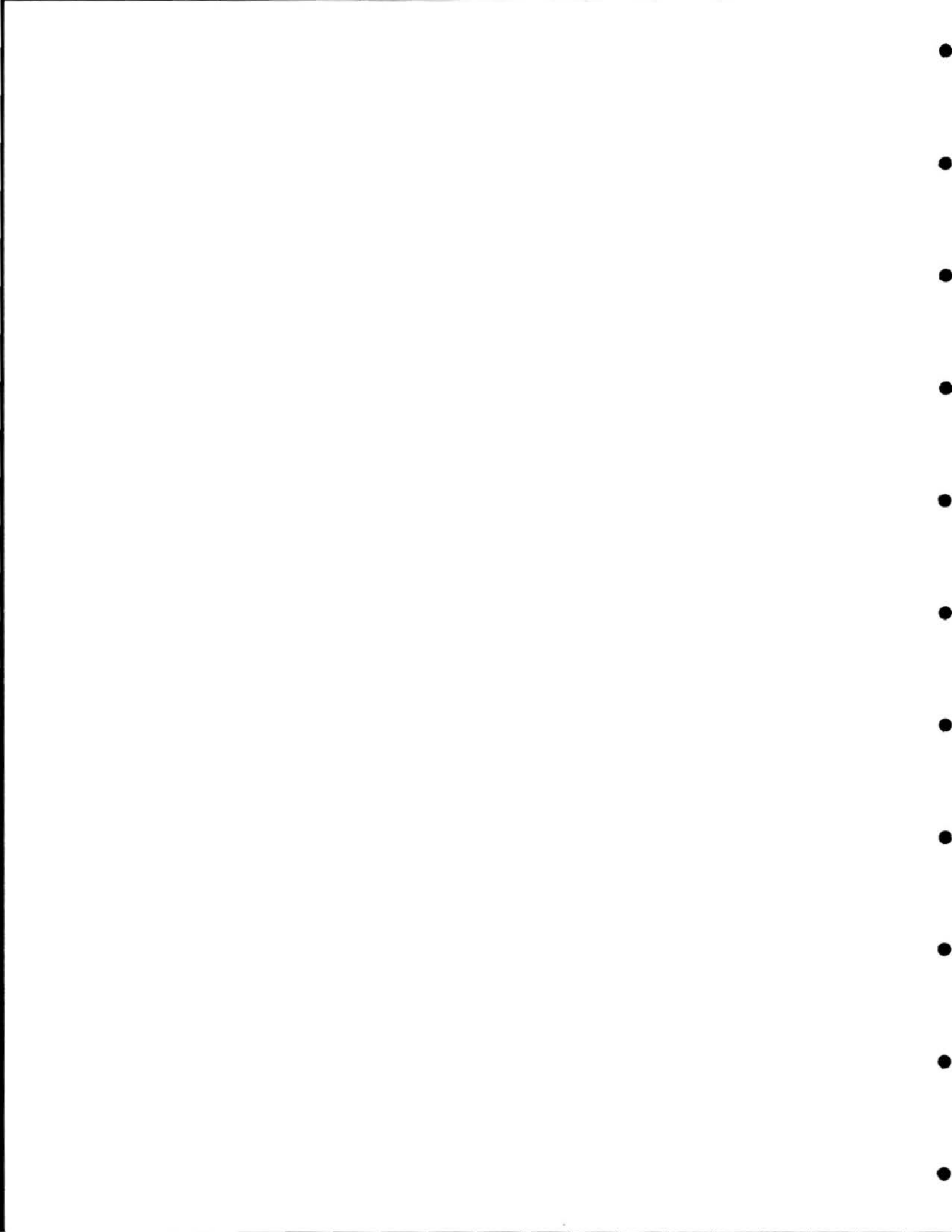
**LRTP STAKEHOLDER MEETINGS ROUND ONE  
SUMMARY OF COMMENTS BY MAJOR SUBJECT AREA  
AS OF NOVEMBER 11, 1996**

**PLANNING CONCEPTS AND APPROACH**

- The MTA should begin with a vision so that the LRTP lays out actions to implement the vision. This is crucial to gain legislative/policy support. (Business/Labor, LA City COG)
- The MTA should re-evaluate its mission. Is it really to improve mobility? (Transp. User) The mission should reflect trying to increase the use of public transit (Academic/Env); other environmental issues such as noise and environmental impacts associated with transportation projects (Academic/Env); and quality of life/improved communities (Transp. User). Make the primary goal the efficient and effective movement of people. (CAC)
- The LRTP should identify more specific goals and objectives, and establish measurable interim milestones. (Academic/Env, LA City COG)
- Identify the basis of the LRTP: who and what are needs based on? (Transp. User)
- Clarify whether the LRTP is intended to be a reactive document responding to future congestion as understood by modelling SCAG demographic projections, or whether it proactively sets a direction for managing mobility through its transportation investment strategy. (Business/Labor)
- The LRTP should be more than a collection of projects and programs; it should emphasize responding to customer needs. (Academic/Env)
- Clarify plan coordination between SCAG and MTA. (Business/Labor, Westside COG)
- Clarify how the stakeholders were identified, broaden input as needed, and meet with cities/political representatives. (Westside COG, Academic/Env)

**FINANCIAL/ECONOMIC ANALYSIS**

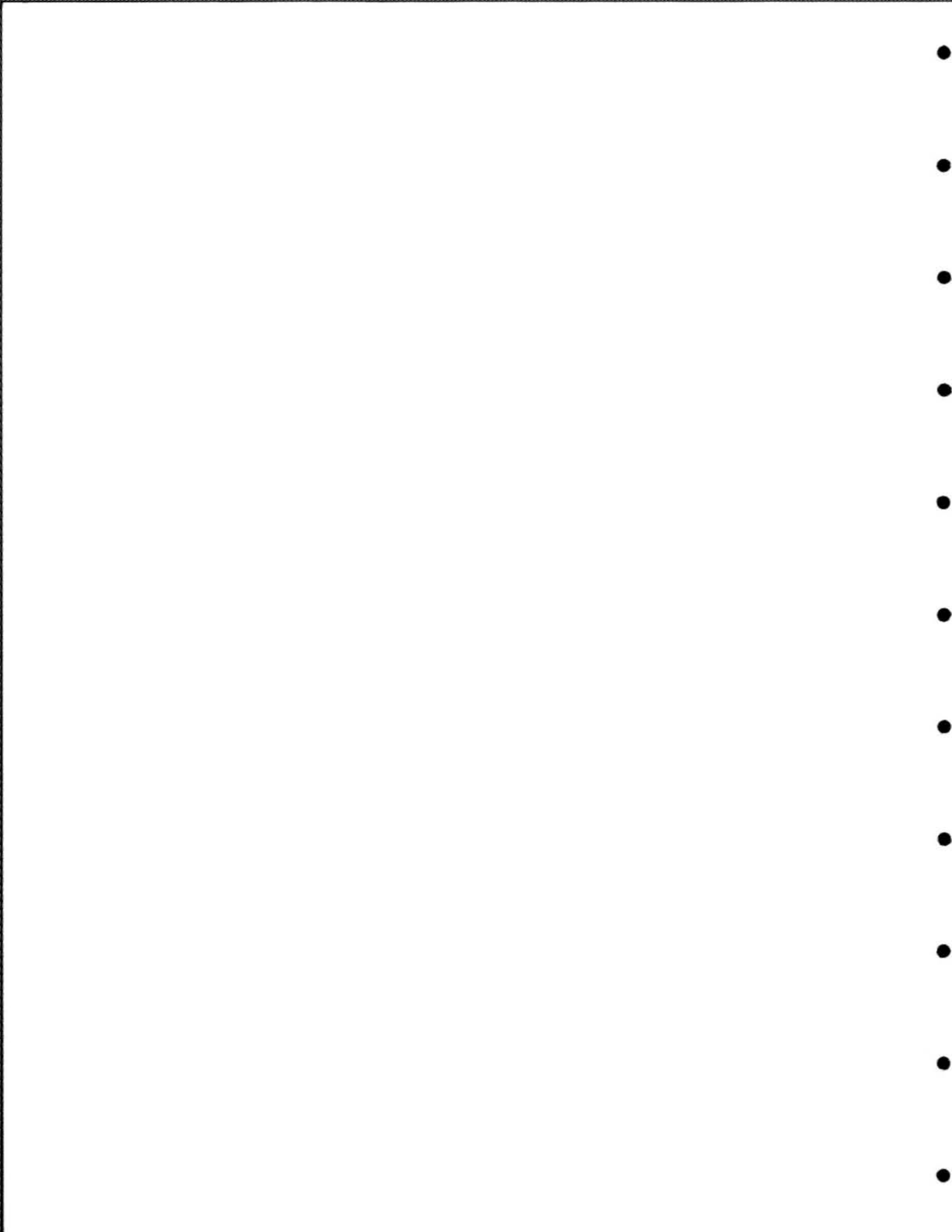
- How does the LRTP deal with federal funding; what are the impacts of expected decreases in federal funding? (Westside COG, Arroyo Verdugo TC, CAC)
- What is the effect of the lawsuit settlement on the LRTP (in terms of transportation service delivery as well as financial impacts)? (Academic/Env, Arroyo Verdugo TC)
- The economic impact analysis is important. (Business/Labor, Academic/Env, Arroyo Verdugo TC)



- Why is the UCLA forecasting project used? (Academic/Env, South Bay COG) Analyze accuracy over the last two years and check CPI assumption. (CAC)
- Explore how federal devolution to the state level may affect the LRTP. (Business/Labor)
- What is the status of the contingency fund? (Business/Labor)
- Does Proposition 218 affect the financial analysis? (Academic/Env)
- Changes in funding can have profound impacts to projects. Consider flexible approaches such as phasing of projects. (SGV COG)
- Comprehensive costs of transportation should be considered along with criteria for funding. Matching funding to optimize use of dollars does not lead to the best projects. (CAC)
- Concern about reliability of current financial estimates. (South Bay COG) Present only realistic dollars and say what they are. (CAC)
- Illustrate by graph what MTA and non-MTA costs are. (CAC)

### **EVALUATION/ANALYSIS OF PROJECTS AND PROGRAMS**

- Concerns about validity and use of SCAG data and forecasts. (Trans User, Business/Labor, Westside COG, South Bay COG)
- SCAG assumptions may not match local cities views; suggest reviewing demographic assumptions with Westside cities (Westside COG) and South Bay cities (South Bay COG).
- Importance of integrating special trip generators, and considering distinctions in trip patterns for airports and recreational uses (Business/Labor, Academic/Env, Arroyo Verdugo TC). Confirm whether Spaceport development is in model (North County COG). Confirm whether expansion is reflected for Warner Brothers and Disney Studios in Burbank, as well as the Burbank Airport (SFV Community Meeting).
- Does model assume any behavioral changes? (Westside COG)
- LRTP should include evaluation of social equity, social factors in planning transportation. (Trans User, Academic/Env)
- LRTP should address subregional transportation needs and assure each subregion gets its fair share (Westside COG, SGV COG, North County COG, South Bay COG, CAC).

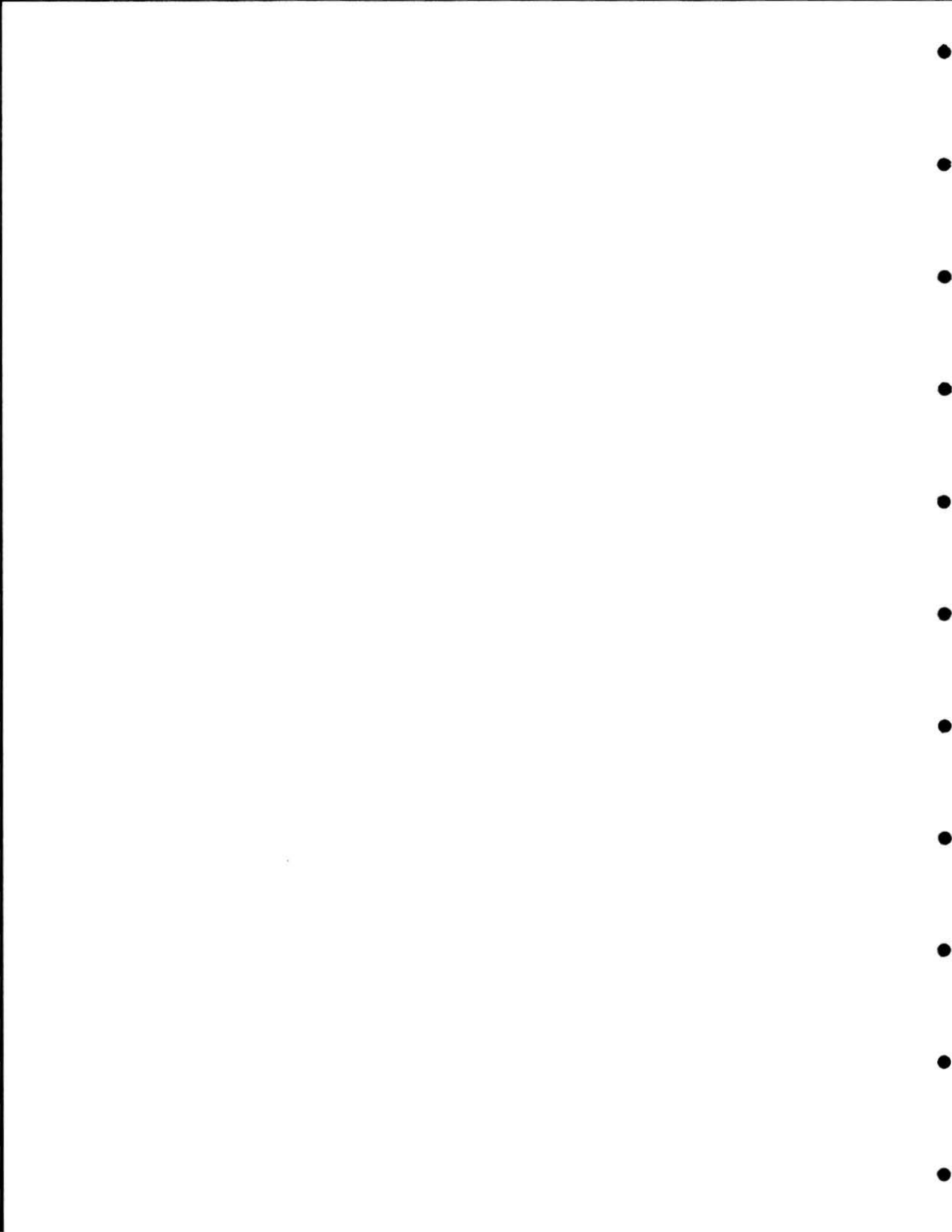


- Beyond the three performance indices, evaluation should include quantitative socioeconomic measures and standard measures such as cost per new transit rider and subsidy per passenger. (Academic/Env)
- Explain how analysis of transportation demand relates to identifying the appropriate transportation facility to carry the expected volume. (North County COG)

### **SUGGESTIONS REGARDING PROJECTS AND PROGRAMS**

- The LRTP should be more than a collection of projects and programs; it should emphasize responding to customer needs. MTA's marketing study efforts must lead to an understanding of how to better serve current users and identify potential new users. (Academic/Env)
- Focus on maintaining the projects that have already been adopted. (SGV COG)
- An integrated transportation system is important. (Trans User) Airport access is important. (Trans User, Arroyo Verdugo TC, South Bay COG, LA City COG)
- Consider adding more buses (Westside COG), and providing them sooner with a proportionate share in the North County (North County COG). Consider refocusing rail funds to provide better bus service (Trans User). Bus service planning should be done without consideration of the subway (CAC).
- Pursue creative alternatives to standard transit delivery (Westside COG). Provide a Smart Shuttle reality check (Business/Labor); evaluate the impact relationship between Smart Shuttles and buses (CAC).
- Evaluate Exposition LRT Line in addition to Red Line Western Extension (Westside COG), or as an alternative to the Red Line Western Extension (Trans User).
- The Crenshaw Line should be examined for funding availability and regional integration. (Trans User)
- Consider the San Fernando Valley East-West extension to Warner Center. (VICA)
- Consider the Route 10/60 rail corridor. (SGV COG)
- Consider Metro Green Line extension to South Bay Galleria. (South Bay COG)
- Consider Metrolink expansion in the San Gabriel Valley (SGV COG); new service between Santa Clarita and Ventura County (North County COG); and more frequent service between Santa Clarita and the Antelope Valley (North County COG).
- Examine cheaper rail options. (SGV COG)

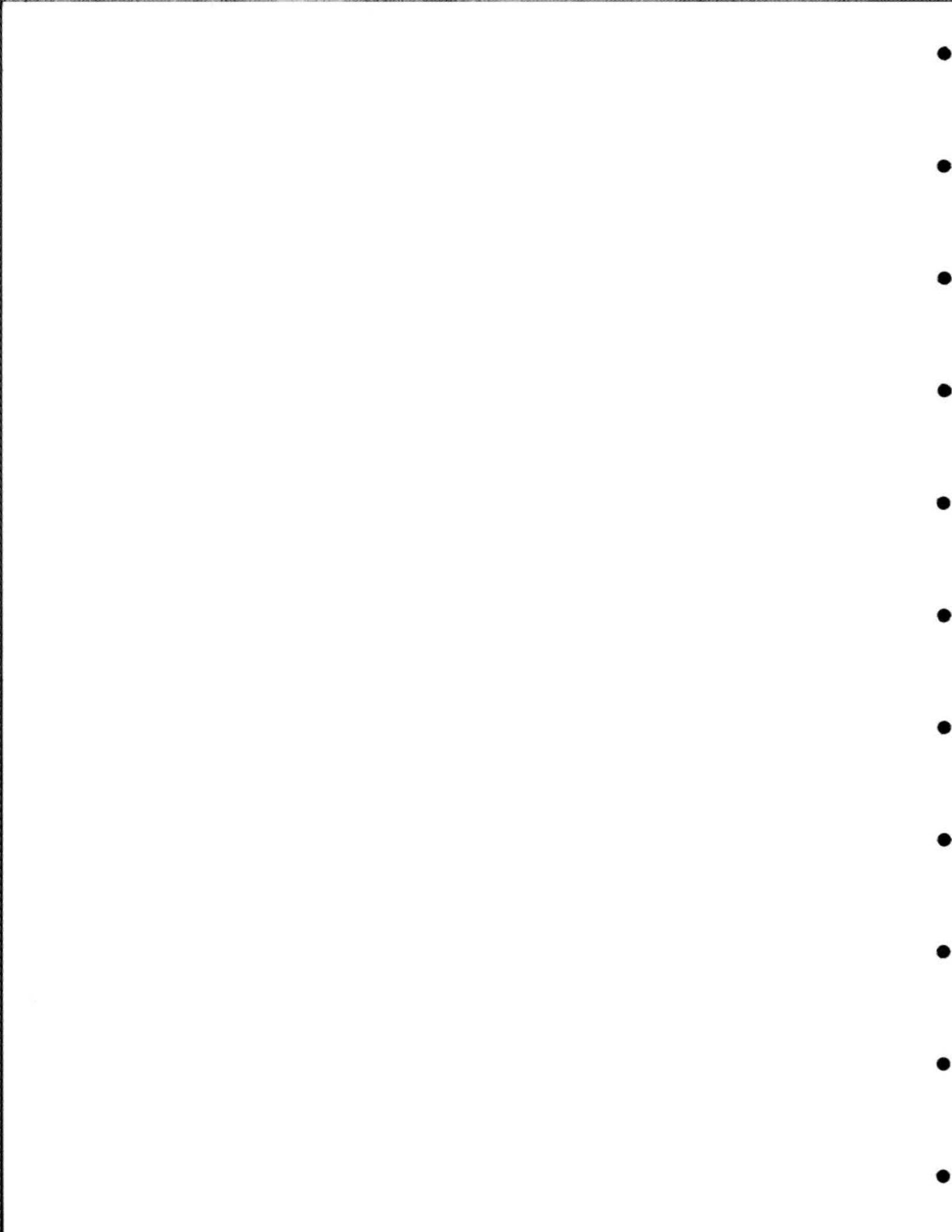




- Acknowledge efforts to bring high speed rail to the Antelope Valley. (North County COG)
- Confirm funding amount and schedule of the Rte 710 Gap Closure. (Arroyo Verdugo TC)
- Is a Rte. 134/I-5 connection possible? (SFV Community Meeting)
- Goods movement should be treated as an important element (Business/Labor, CAC). Identify potential funding for Alameda Corridor II (SGV COG). LAX-related goods movement is significant, not just Alameda Corridor. (Business/Labor, South Bay COG, LA City COG)
- LRTP should not forget arterial streets, since they play a large role in regional movement. (Business/Labor, South Bay COG, Arroyo Verdugo TC)
- TDM is important to make other components of the system work; increase rideshare, carpool staging areas. (South Bay COG, LA City COG)
- LRTP should not forget non-motorized transport; impacts of bikeway plans should be considered (Academic/Env), bicycle projects are important (Trans User, LA City COG), bicycle safety/education is important (Arroyo Verdugo TC).
- MTA's Call for Projects should set aside more funds for bus and rail transit centers. (LA City COG)

### **POLICY ISSUES**

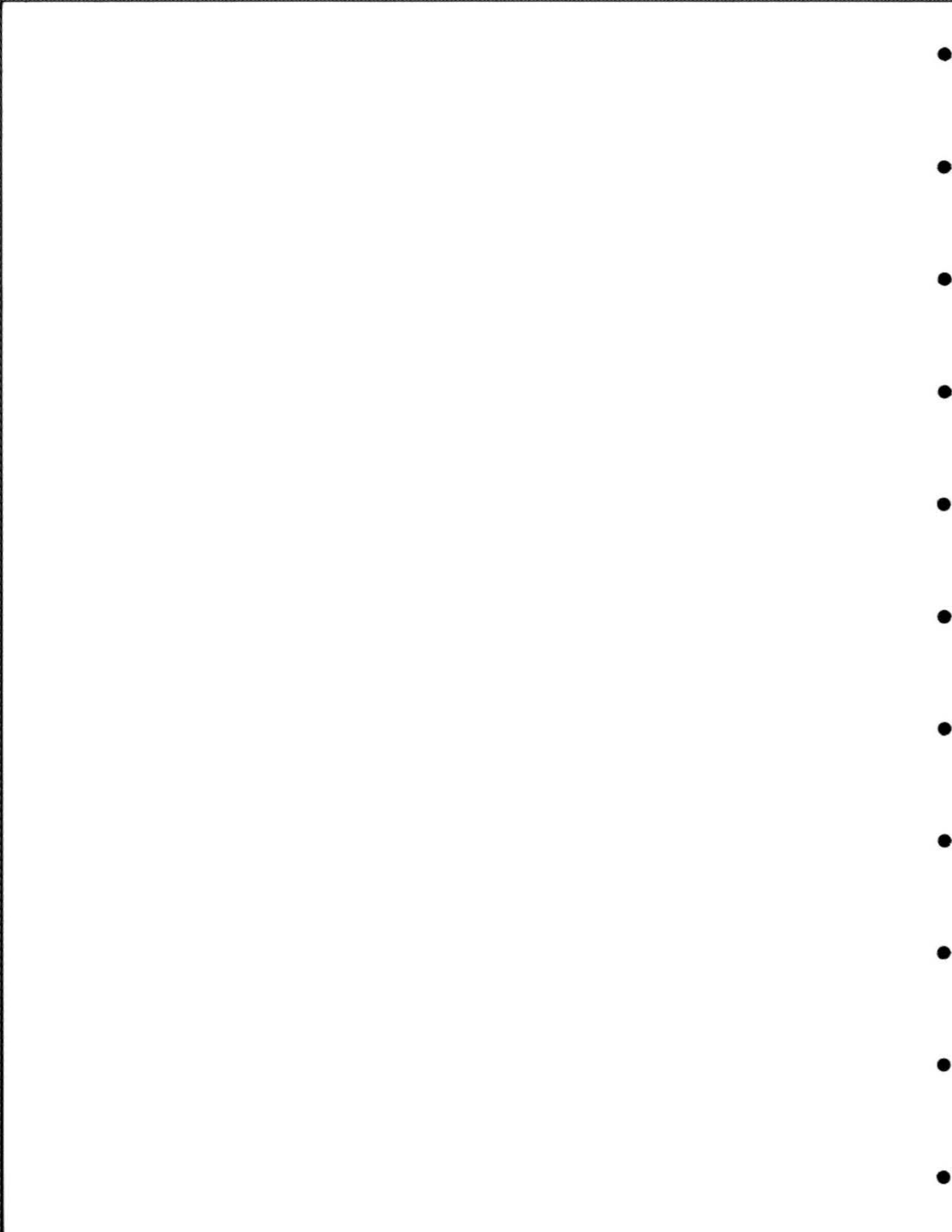
- Will the LRTP address major shifts in transit service delivery, such as contracted bus service? (Trans. User, Business/Labor, Academic/Env)
- MTA should coordinate with local government efforts as they relate to transportation and land use policy (e.g., parking management programs). (Academic/Env, LA City COG, Business/Labor) Rail impacts and land use issues should be discussed. (Transp User)
- MTA should be more of a partner with cities and the private sector to allow more local decision-making in funding the best land use and transportation projects. (LA City COG)
- Carefully consider the impacts of increasing HOV minimum occupancy, since this may be problematic. Be sure to demonstrate impacts of 2-person versus 3-person minimums. (Trans. User, Academic/Env, Arroyo Verdugo TC, South Bay COG, North County COG)
- Concepts such as congestion pricing and hot lanes allow consideration of increased revenues. How will these concepts be treated? (Business/Labor, Academic/Env, LA City COG) Opposition to hot lanes based on tax equity issues. (South Bay COG)



- LRTP should be flexible to respond to changing conditions; fixed guideway projects cannot easily respond to shifts in transportation patterns. (Academic/Env)
- Learn from experience: traffic during the Olympics worked well, whereas mobility suffered during the civil disturbance. (CAC)
- Consider odd/even license plates days for gasoline sales. (CAC)
- MTA Board too focused on downtown; too many discretionary funds tied up in rail serving downtown. (South Bay COG)
- How can the LRTP help reinforce cities efforts to preserve right-of-way for transportation facilities under study to allow for their eventual development? (North County COG)

### INFORMATION REQUESTS

- Description of various MTA studies and status (Academic/Env)
- Timeline on studies listed on p. 8 (Academic/Env)
- Elements of fare lawsuit (Academic/Env, South Bay COG)
- Assumptions in employment estimates (Academic/Env)
- Cost-effectiveness calculation (Trans User)
- MOS-2 financial update: what has been spent and what is left/source of funds (CAC)
- Analysis of South Bay sales taxes paid versus MTA benefit received (South Bay COG)



**SECTION 5**  
**Focus Group Summaries**

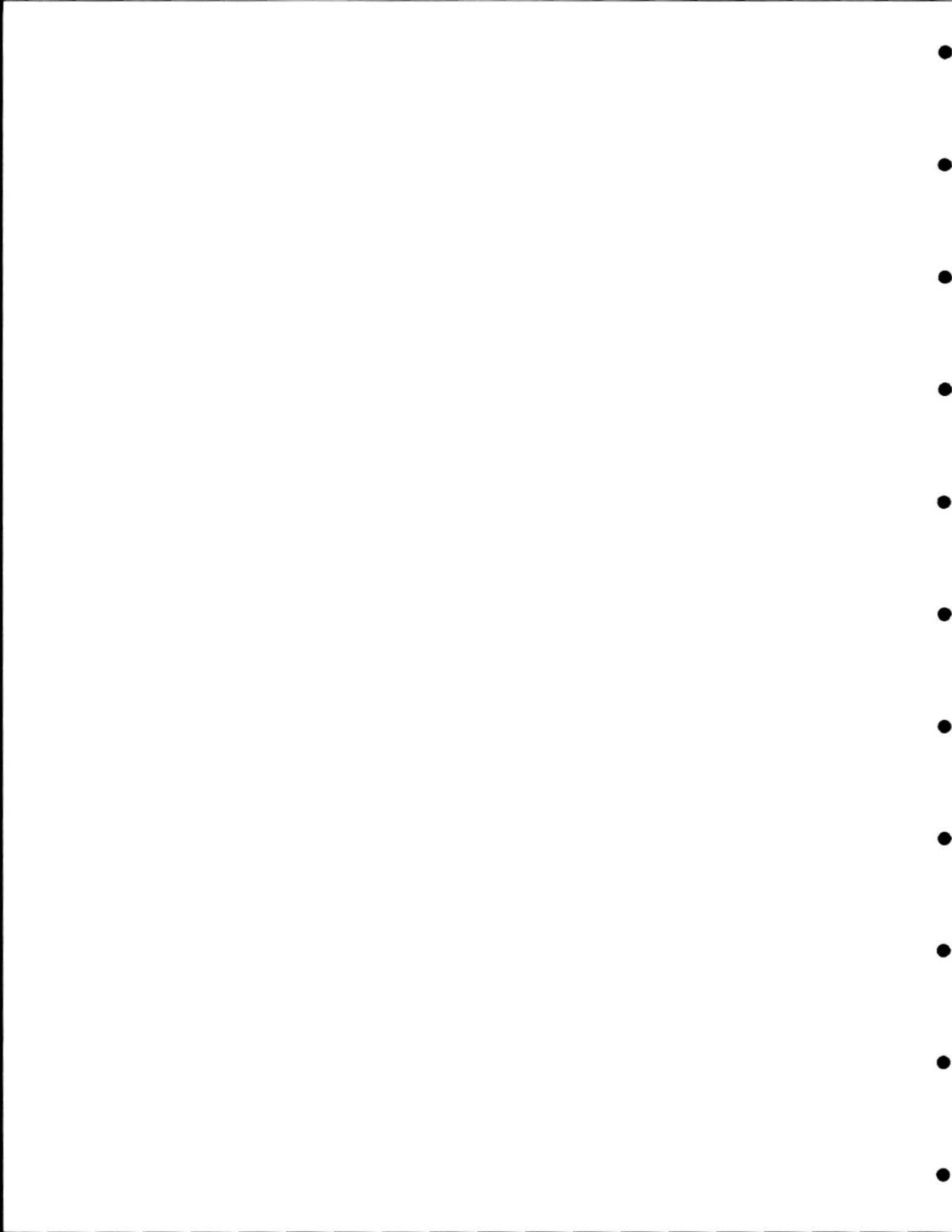


## ACADEMIC/ENVIRONMENTAL FOCUS GROUP

FRIDAY, OCTOBER 25, 1996, 10:00 A.M.  
GATEWAY PLAZA ROOM, USG  
17 INVITED; **8 ATTENDED**

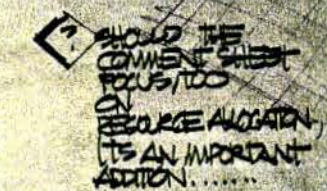
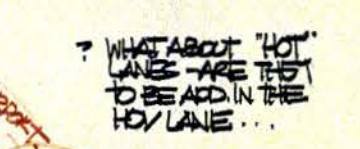
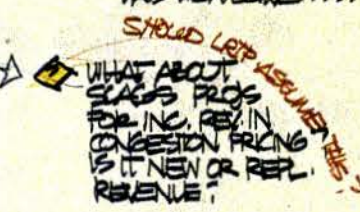
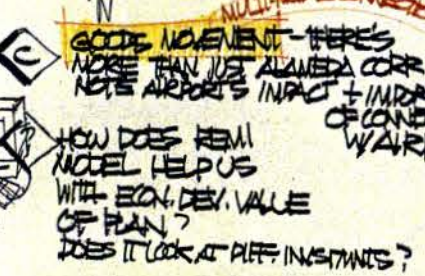
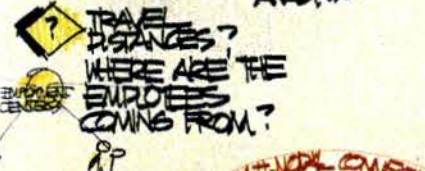
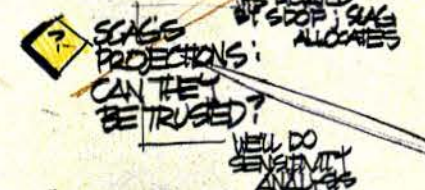
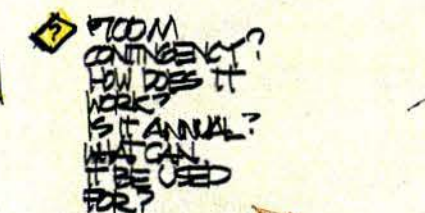
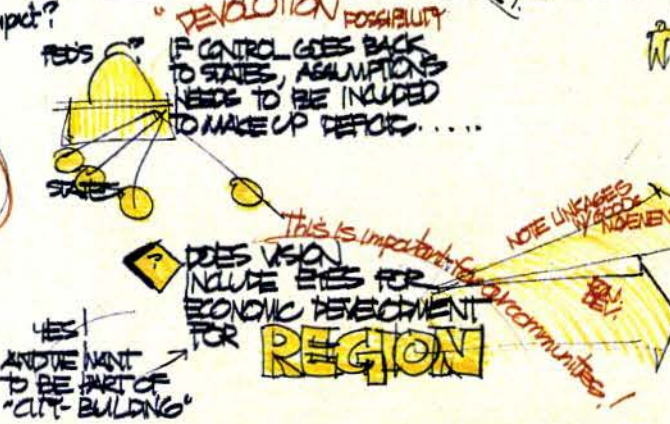
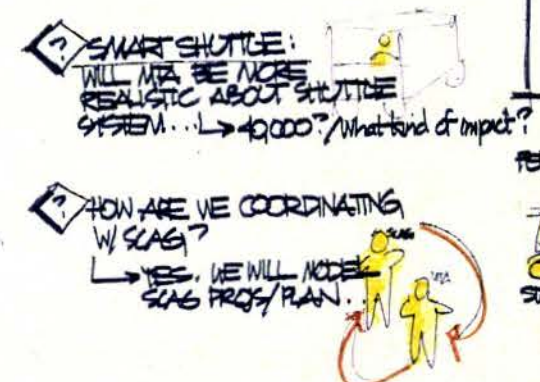
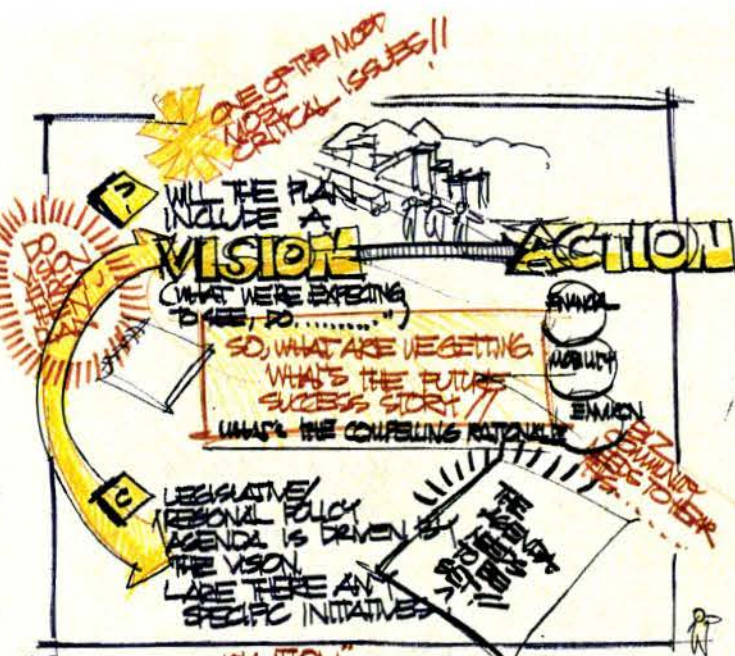
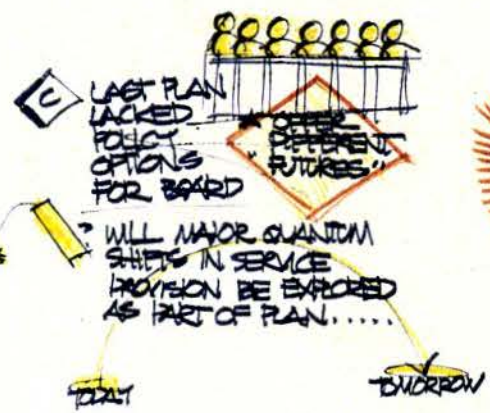
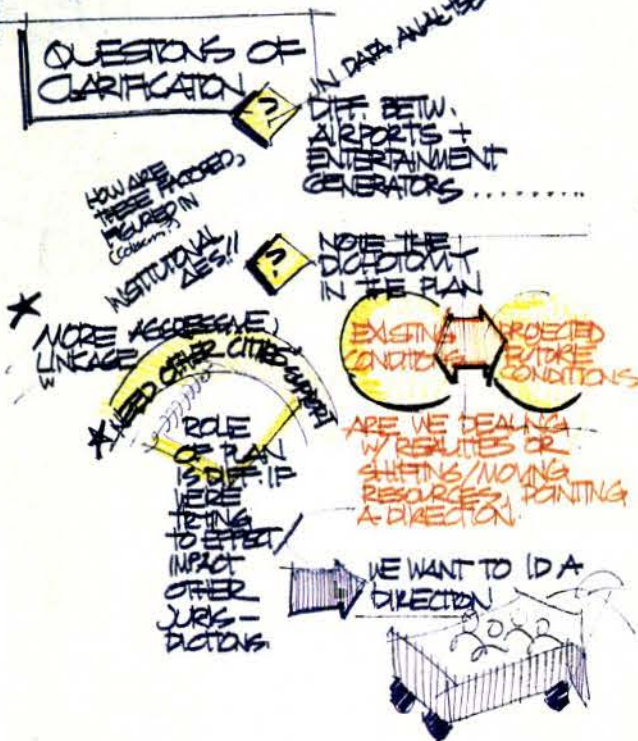
|   |   |
|---|---|
| Don Cosgrove  | UCLA Capital Programs                       |
| <b>Al Bowser</b>  | Auto Club of Southern California            |
| <b>Tim Dagodag</b> , Professor, School of Urban Studies   | Cal State University Northridge             |
| Ed Edelman  | Rand Corporation                            |
| Michael Fitts   | Natural Resources Defense Council           |
| Eugene Grigsby, Urban Planning Department                 | U.C.L.A. School of Public Policy            |
| <b>Dr. Fernando Guerra</b>                                | Loyola Marymount University                 |
| Dr. Bob Harris  | USC   |
| Stan Hart ( <b>Dick Hingson</b> )                         | Sierra Club                                 |
| Tom Horan, Professor                                      | Claremont College                           |
| Candace Inagi   | California League of Conservation Voters    |
| Jim Moore   | USC   |
| <b>Robert Poole</b>                                       | Reason Foundation                           |
| Donald Shoup  | U.C.L.A. School of Public Policy            |
| Brian Taylor  | U.C.L.A. Business & Transportation Services |
| Linda Waade, Executive Director ( <b>Tim Carmichael</b> ) | Coalition for Clean Air                     |
| Catherine Wasikowsky ( <b>Kathryn Higgins</b> )           | SCAQMD                                      |
| <b>Dr. Richard W. Willson</b> , Professor and Chair       | Cal Poly University Pomona                  |







BUSINESS/LABOR FOCUS  
GROUP MEETING  
WED, OCT. 23, 1996







## BUSINESS AND LABOR FOCUS GROUP

WEDNESDAY, OCTOBER 23, 1996

WINDSOR ROOM, USG

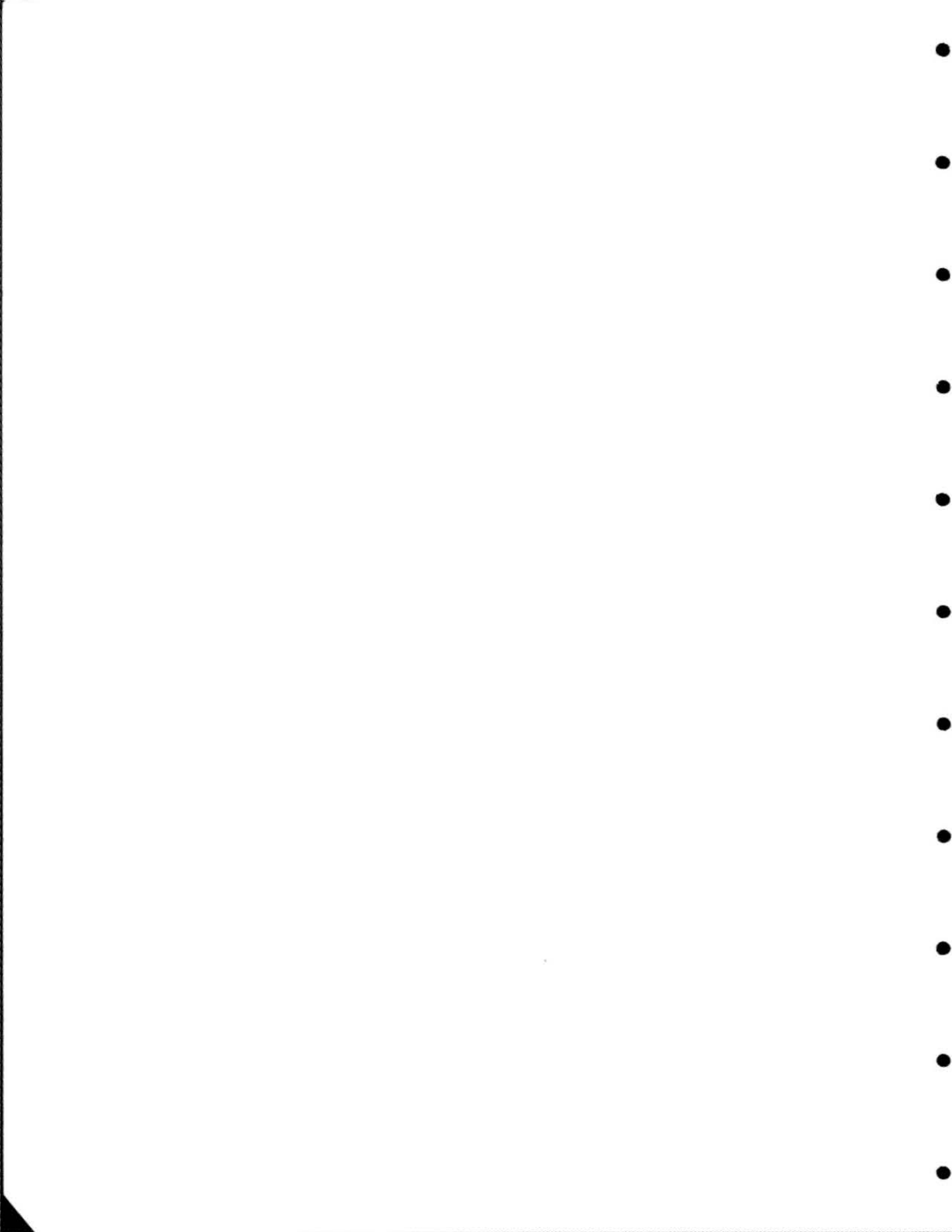
35 INVITED; 13 ATTENDED

|                    |                |   |
|--------------------|----------------|---|
| Nate               | Brogin         | Valley Industry & Commerce Association                      |
| Howard             | Brooks         | Antelope Valley Board of Trade                              |
| <b>Don</b>         | <b>Camph</b>   | El Segundo Employers Association                            |
| Jim                | Contreras      | Latino Business Association                                 |
| Skip               | Cooper         | Black Business Association                                  |
| Martha             | Cox-Nitikman   | Building Owners and Management Asso.                        |
| <b>Norman H.</b>   | <b>Emerson</b> | Emerson & Associates  |
| <b>Margaret</b>    | <b>Farnum</b>  | Los Angeles Memorial Coliseum Commission                    |
| Dan                | Garcia         | LA-LAX Airport Commissioners                                |
| Amy L.             | Glad           | Building Industry Association of So. Cal.                   |
| <b>Steve</b>       | <b>Gleason</b> | Port of Long Beach  |
| Jose               | Gonzalez       | Latin Business Association                                  |
| <b>David</b>       | <b>Grannis</b> | Planning Company Associates                                 |
| Roman              | Gwin           | Southeast Development Corporation                           |
| Gill               | Hicks          | Alameda Corridor  |
| Lynn               | Joyrodgers     | Los Angeles Urban League                                    |
| George             | Keifer         | Central City Association                                    |
| George             | Kirkland       | L.A. Convention & Visitors Bureau                           |
| Ron                | Lamb           | L.A. Chamber Of Commerce                                    |
| <b>Marsha</b>      | <b>Mednick</b> | SGV Commerce and Cities Consortium                          |
| Goldy              | Norton         | United Transportation Union                                 |
| <b>E. Rick</b>     | <b>Ortega</b>  | AFL-CIO   |
| <b>John</b>        | <b>Parsons</b> | South Bay Association of Chambers                           |
| Donald             | Savoie         | Westside Council of Chambers of Commerce                    |
| Alan M.            | Schwartz       | South Bay Economic Development Consortium                   |
| Robert             | Scott          | San Fernando Valley Economic Alliance                       |
| Jim                | Seal           |   |
| Neil               | Silver         | Amalgamated Transit Union Local 1277                        |
| Richard            | Slawson        | L.A./Orange County Building and Construction Trades Council |
| Tyrone             | Smith          | Partners In Progress  |
| Steve              | Sumell         | Century City Property Owners Association                    |
| <b>Barna</b>       | <b>Szabo</b>   | B. Szabo, Inc.  |
| <b>William Lew</b> | <b>Tan</b>     | Chinatown Economic Development Council                      |
| John B.            | Warner         | United Chambers of Commerce of the San Fernando Valley      |

Also attended:

Dan Beal, Auto Club of Southern California

Gloria Ohland, Surface Transportation Policy Project





TRANSPORTATION USERS FOCUS GROUP MTG

OUTREACH IS GOOD!

QUESTIONS OF CLARIFICATION

LET'S GET INFO HOW IS IT ADDRESSED COMPREHENSIVELY?

HOW IS SOCIAL FACTORS ADDRESSED?

Z THAT AREA? ... THE AREAS WILL BE SUPPORTED

LET'S GET INFO TO MEMBERS

WE DO HAVE DATA

IS THERE A CLEARER BUILD

WE NEED TO ASSESS LA COUNTY DATA

WE NEED TO INCLUDE ...

NOTE SPILT/SPEEDS IN 2020 - ASSUMPTIONS MADE ARE BASED ON WHAT?

TRAVEL MODEL - SIM ASSUMPTIONS

THEY INCLUDE THE LAND, OTHER ASSUMPTIONS ...

SOCIAL FACTORS

NOT FOCUSED IN PLAN - LET'S PLACE MORE EMPHASIS ...

DOES TRAVEL FORECAST NOT INCLUDE URBAN ACTIVITY

SHOULD WE PASS TO INCLUDE AS PART OF THE BACKGROUND DATA?

HOW LANES FROM 2 PEOPLE - WILL MODELING BE DONE TO SHOW NO CHANGE

ADAPTABILITY STUDY ... CLARITY

RANGE TO ...

... WITH ...

WHERE DO THE MODEL PRINCIPLES COME FROM?

→ SOME

ANY COMPARISONS TO VALIDATE WAS PROJECTIONS?

→ HAVE WE COMPARED TO OTHERS?

WHAT ABOUT ...

HOW WILL SOME SENSITIVITY TESTING TO TEST THESE PROJECTIONS

LET'S MOVE FORWARD ...

OVERALL REFINING ...

IS MOBILITY ...

MISSION QUESTIONS ...

QUALITY OF LIFE?

WHAT ARE WE GETTING FROM?

... COMING FROM?

ASSUMPTIONS (2-8, 2-9 #)

USE STRONG PROJECTIONS

HOV LANES

LOOK AT ...

... IMPROVEMENTS

CONCEPT ...

DATA ON ...

NEED UP TO ...

HOW ARE ...

... LAND USE ...

... CONSIDER ...

LOOKING FOR ...

... TO ...

NEED MEMBERS ...

... PARTICIPATION ...

WE NEED MEMBERS ...

... PARTICIPATION ...

HOW ARE ...

... LAND USE ...

IMPLEMENTATION ...

... THE ROAD ...

WE NEED CREDIBILITY ...

... SYSTEM ...

WE CAN GET ...

... TRIPS ...

POPULATION PROJECTIONS ...

... IS ...

WE'RE ABOUT ...

... GETTING OUT OF CARS ...

WE NEED ...

... BETTER ...

WE CAN ...

... TRIPS ...

POPULATION PROJECTIONS ...

... IS ...

WE'RE ABOUT ...

... GETTING OUT OF CARS ...





## TRANSPORTATION SYSTEM USERS FOCUS GROUP

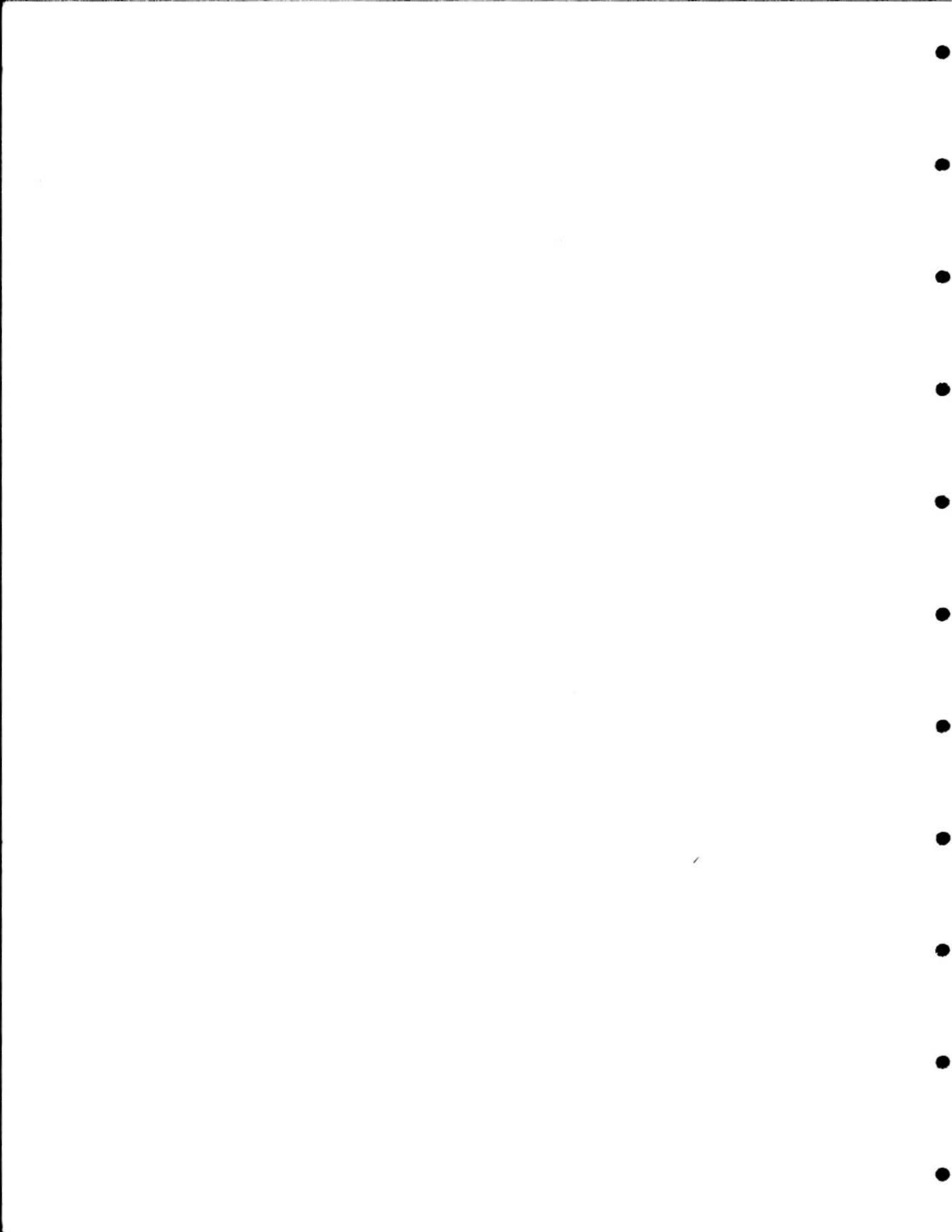
TUESDAY, OCTOBER 22, 1996, 6:30 P.M.

GATEWAY PLAZA ROOM, USG

49 INVITED; 20 ATTENDED

|   |   |
|---|---|
| Margaret Antczak, Human Resource Specialist           | Archdiocese of Los Angeles                          |
| <b>Joanne Barker</b>                                  | Highland Park Coordinating Council                  |
| Ruth Barnes   | Calif. Assoc. of Bicycling Organization             |
| <b>Dan Beal</b> , Principle Transp. Policy Specialist | Automobile Club of Southern California              |
| Brad Berens   | Santa Clarita Senior Center                         |
| Michael Bowers  | North L.A. County Regional Center                   |
| Janet Brock   | Committee for Rights of Disabled                    |
| <b>Emmett Cash</b> , Chairman                         | Citizens Transportation Oversight Committee         |
| Deborah Ching, Executive Director                     | Chinatown Service Center                            |
| <b>Judith Ciancimino</b> , Executive Director         | Westchester-LAX TMA                                 |
| <b>Richard Devylder</b>                               | County of Los Angeles, Commission on Disability     |
| Pete Fernandez, Principal                             | East Los Angeles Skills Center                      |
| Shirley Foster  | Boyle Heights Chamber of Commerce                   |
| Kim Fuentes, City of Torrance                         | Torrance Transportation Network                     |
| <b>Dana Gabbard</b>                                   | Southern Calif. Transit Advocates                   |
| Jerome Goodman  | Sylmar CPAC   |
| Rosalie Gurrola                                       | United Neighborhood Organization                    |
| Aaron Hanson  | TMA Alliance  |
| <b>Pat Hines</b> , Executive Director                 | School Bicycle Safety and Transit Education Program |
| <b>Mark Horne</b> , Assistant Director                | UCLA Capital Programs                               |
| <b>Joe Hubbard</b> , President                        | LANI Board of Directors                             |
| Judith Johnston-Weston, Executive Director            | Burbank Media District TMO/Glendale TMA             |
| Charles Kim, Executive Director                       | Korean American Coalition                           |
| Celes King III, Executive Director                    | Congress of Racial Equality                         |
| Frances Lara, East Area President                     | L. A. Federation of Senior Citizen Clubs            |
| Tina Lee, Cal State University-Dominguez Hills        | Human Resources Transportation Center               |
| <b>Mel Leventhal</b>                                  | LADOT Bicycle Advisory Committee                    |
| Eric Mann   | Labor Strategy Center                               |
| Nancy McIlwain, Commuter Services Coordinator         | L.A. Unified School District                        |
| Lillian Mobley, Director                              | South Central Multi Purpose Center                  |
| <b>Gloria Ohland</b>                                  | Surface Transportation Policy Project               |
| Christopher Park, Executive Director                  | Warner Center TMO                                   |
| Nadia Powers, Chair                                   | L. A. County Commission on Disabilities             |
| <b>Cheryl Sakaizawa</b> , President                   | South Bay Transportation Forum                      |
| <b>Leslie Scott</b> , Executive Director              | Pasadena TMA  |
| <b>Ryan Snyder</b> , Transportation & Planning        | Los Angeles Business Council                        |
| Spencer SooLoo, Transportation Committee              | Silverlake Residents Association                    |
| Andrea Spolidoro, Project Coordinator                 | Asian Pacific Older Adult Task Force                |
| Mary Ann Stewart, United Airlines-LAXRS               | Airport ETC Consortium                              |
| <b>Ted T. Tanaka</b>                                  | Ted T. Tanaka Architects                            |
| Juanita Tate  | Concerned Citizens of South Central                 |
| Denise Van Stratten, Executive Director               | Association for Commuter Transportation             |
| Bill Watanabe, Executive Director                     | Little Tokyo Service Center                         |
| Ted Watkins   | Watts Labor Community Council                       |
| Mark E. Whitlock                                      | FAME Renaissance Program                            |
| <b>Dennis Zane</b>                                    | Surface Transportation Policy Project               |





# TRANSPORTATION USERS FOCUS GROUP

## QUESTIONS OF CLARIFICATION

LET'S GET INFO HOW TO ADDRESS COMPREHENSIVE

HOW IS SOCIAL RESULT ISSUES RATED IN THE ANALYSIS? THE 6 WILL BE INCORPORATED

90% BUS... 2% ALLOC

EMPHASIS ON TRAVEL OR IDENTIFY ONES!

DOES TRAVEL TIME MATTER? WE DO HAVE DATA

LET'S GET INFO TO MEMBERS

AS SHED TO WITH DATA... NOTE THAT LIMITS IN PROCS ARE INCLUDED

NOTE SPLIT/SPEEDS IN 2020 - ASSUMPTIONS MADE ARE BASED ON WHAT?

TEST! ADJUST CARC NEEDS! NEED 2% BUS

STREET IN NORTH... SUPERSTREET... DO A COMPARISON...

IF RAIL... IF OF INSTANT... IF OF STAYING... VS BUS?

INTEGRATION... CLIPPING SACS... MORE \$... CONTRACTING OUT...

- WE NEED CREDIBILITY IN SYSTEM....
- NEED BETTER MKTG!!
- NEED INTEGRATED SYSTEM.....

RIDESHARING IS IMPORTANT - NOT ON PAGE 82 2-3 IS A PUNCH!

- BE SURE TO TREAT DIFF. RAILS DIFFERENTLY! LOCK @ EXPONENTIAL LRT VS SLOW RAIL

GAIN REFER! WE WANT TO GET MORE RAIL!

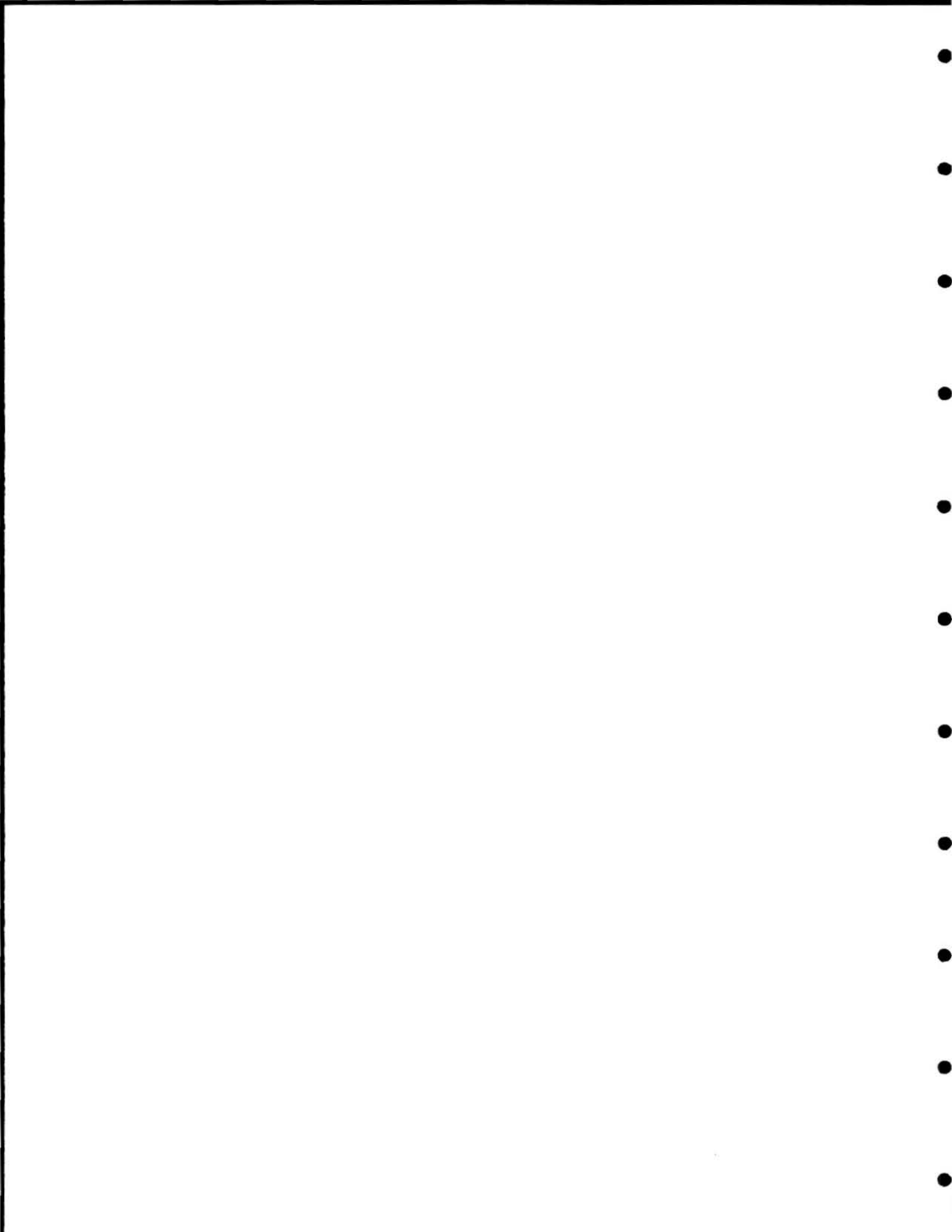
- POPULATION PROJECTIONS IS IT NATURAL BIRTH OR IN-MIGRATION? WHERE'S THIS POPPING TO HAPPEN? INFRASTRUCTURE SHOULD GO TO EXISTING COMMUNITIES, NOT PHANTOM COMMUNITIES!!

ACCESS TO AREAS...

- PEOPLE AREN'T GETTING OUT OF CARS....
- BASES OF PLAN - WHAT IS THIS BASED ON? WHO WHAT'S THE NEED?

- RAIL CARS REDUCED COST CONTAINMENT...
- WHAT IS IT NOT?
- C-INVOLVEMENT INTEGRATING ALL THE IDEAS!
- MORE \$ EFFICIENT FOR BIKES
- CONTRACTING OUT OTHER SOLUTIONS FOR MARGINAL ROUTES

Metropolitan Transportation Authority  
 Transportation Users Focus Group Meeting  
 Tuesday, October 22, 1996



**SECTION 6**  
**Council of Governments Summaries**





MTA LRTP COMMUNITY OUTREACH PROCESS  
 ARROYO-VERDUGO  
 OCT. 17, 1996

**COG**

? LAWSUIT SETTLEMENT  
 IMPACT ON PLAN

ACCELERATED  
 BUS IMPROVEMENTS

SHIFT TO BUS!!

FOCUS ON LOOKING  
 AT DEFICIENCIES...  
 TO RECOVER FROM  
 REDUCED

? LA CONTRIBUTION  
 TO RED LINE? IMPACT ON OTHER PROS

↳ CLOSE TO AGREEMENT!

? ECON ANALYSIS

↳ DO 15 YR TIME PERIODS  
 APPEAR NOW OR IN  
 FUTURE

↳ FUTURE PROJ.  
 REFLECTS THESE

? TO GAP CLOSURE  
 IS THIS #/TIME LINE SET - 710

↳ 2015, DEPENDING  
 ON AVAILABLE  
 FUNDS

↳ LAWSUIT IMPACT  
 ON THIS PROJ OR  
 FUTURE PROJECT

FRUIT  
 CONGRIC  
 OR  
 MULTI-NODAL  
 IMPROV

? WHAT'S ASSUMED  
 REGARDING TRAIL PROJECTS  
 IN PLAN?

PREPARED BY  
 Jim Oswald  
 MTS, INC.

? FED GOVT  
 OWNERSHIP OF RED LINE

FINDINGS:  
 IT'S THEIR PROBLEM!

? NEW LINES COMPETING  
 FOR RAIL - CAN THESE  
 BE USED FOR NEW BUS  
 LINES (TRAIL LAWSUIT)

ADD DURATION!!

? METRO LINK  
 ACCESS  
 TO AIRPORT  
 IS THIS TO BE  
 ADDRESSED IN THE  
 PLAN

↳ PLAN ASSUMES  
 PEOPLE WALK OR  
 TO ON LINE/STATION  
 TO AIRPORT

? SCAG TRIP  
 GENERATOR ASPECTS OF AIRPORT  
 AIRPORT ACCESS.....

↳ ARE P. WHO USE AIRPORT OWNED.  
 ↳ TOURISTS/VISITORS  
 NOT COUNTED...

↳ CONCERN  
 ABOUT  
 "NO TRIP GEN  
 FROM BURBANK?"

MORE OF A FOCUS!  
 HERE!!

GOOD JOB  
 ON  
 ECON ANALYSIS!  
 FOCUS  
 ON \$\$\$

PUBLIC COMMENTS

RECONSIDER  
 POSITION  
 ON  
 AIRPORTS  
 RE: TRIP GENERATION  
 TOURIST IMPACT!!

IMPACT FR 2 TO 3  
 PEOPLE IN CARPOOLS -  
 RESULT IN SPEEDS  
 NO!!

ACCESS IMPROVEMENT!

COLLECTOR SYSTEM!!  
 NO PLACE TO PARKING!!

"B" LIST

TRC/ALOC FOR  
 CITIES FOR JOINT POWERS  
 GROUP OTHER NEED TO  
 BE INVOLVED

NON-MOTORIZED/  
 SAFENOWERS + MTA-GOOD  
 GETTING OUR FINAL GRANT  
 ANY OTHER \$\$\$ ALLOC  
 FOR EDUCATION.....





MTA L RTP COMMUNITY OUTREACH PROCESS

# SAVCOG

10-17-96

▶ GET INFO TO CONSULTANTS/COG STAFF

▶ RESOURCES ARE LIMITED.....

▶ PLNS COMM. WANTS ALREADY ADOPTED GOV. BOARD PROJECTS

→ LET'S FOCUS ON THESE

DON'T LOSE OUR PROJECTS!

▶ FUNDING FOR ALAMEDA CORRIDOR PROJECT?

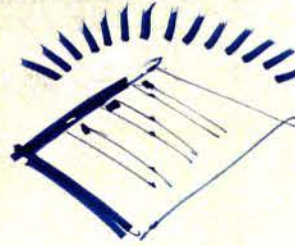
GOV. BOARD TO LOOK AT THIS WILL THEY BE TRADEOFFS?

FOCUS ON OTHER FUNDING OPTIONS

▶ "FADE SHADE"  
→ BE SURE WE GET WHAT WE'VE PUT IN....

FUNDING CHANGES REALLY IMPACT US

→ INSTEAD, USE MORE ELASTIC/FLEXIBLE, APPROACH  
→ PHASING



▶ WE ARE HIGHLY PRIORITIZED IN PLACES OTHER THAN SAN GABRIEL

WE NEED YOUR SUPPORT TO SUPPORT US..

▶ WHAT IS BEHAVIORAL POLICY CHANGES?  
→ CARPOOLING

▶ HOW DOES METROLINK FIT IN? EXPANSION OF METROLINK IN SAN GABRIEL VALLEY  
→ IN THE PLAN  
→ THIS REGION NOT INCLUDED WELL HERE



▶ METROLINK STATION  
→ SOME FUNDED

▶ SPENDING \$ ON RAIL TO VALLEY - LOOK AT SURFACE OPTIONS (CHEAPER)!!  
→ RIGHT OF WAY IS KEY  
→ MORE PEOPLE....







# Westside Cities Subregion

## into L RTP 10-24-96

? HOW WILL SCAG + MTA PLANS COORDINATE?



SCAG'S SUBREGION WESTSIDE INT'D IN TRANSIT + TRANSIT SERVICES NOT CAPACITY Δ'S / INCREASES

Wishlist from DOT, a view of 4 cities

SCAG WILL BE REFINING THEIR FORECAST MTA PLAN COMPLETED IN ADVANCE

\* LIVABLE SUBREGION IS KEY!

(WESTSIDE CITIES ≠ LADOT PERSP.)

DON'T CARRY FORTH SCAG + LADOT ASSUMPTIONS ABOUT THE WESTSIDE CITIES

? HOW WILL BIG TRANSIT PROJECTS PLAY OUT ON WESTSIDE?

EXP. LINE?

LEAVE IN AS ALTERNATIVE TO BE MODELED IN ADDITION TO THE WESTERN EXTENSION

L RTP should make a commit. to Westside even if Red Line doesn't extend.

MORE BUSES WLD BE GOOD TOO!

EXPERIMENT W/ CREATIVE ALT. TRANSIT IDEAS ON WESTSIDE!

BE AWARE OF VARIOUS FORMAL/INFORMAL PARATRANSIT LOOK'D MODEL/INTEGRATE

DOES MODELING ASSUME ANY BEHAVIORAL CHANGES? (such as congestion pricing etc.)

? HOW DO YOU MODEL/PREDICT FEDERAL FUNDING? <sup>LOOKING AT 80/100/120 MIL</sup>

? SHOOTING BLINDLY RE ISTEAF FUNDING? HOW DO YOU TRACK IT?

CONCERN RE CALL FOR PROJECTS PROCESS - WESTSIDE NEEDS OPEN NOT FUNDED/INCLUDED... (TRANSIT ORIENTED SOLUTIONS) → L RTP SHOULD LOOK AT THIS PROCESS

NOTE NEED TO MEET WITH POLITICAL REPRESENTATIVES - → i.e., WESTSIDE SUMMIT (BI MONTHLY MEETINGS) GET MAT'L'S TO THEM IN ADVANCE! → LOOK INTO IT!

UTILIZE WHAT WE HAVE DONE WITH SCAG. → CONFIRM THIS!

\* REVIEW YOUR MODEL WITH US TO BE SURE WESTSIDE CITIES ACCURATELY PORTRAYED → GROUP TO MEET SOON!

GLAD YOUR MODEL'S BETTER THAN SCAGS!

NOTE CITIES HAVE PRETTY GOOD MODELS YOU CAN REFER TO!

\* MEET WITH THEM SOON!

NEEDS TO CAPTURE DETAIL







NORTH COUNTY COG MTG/10-24-96

QUESTIONS/COMMENTS

WILL 3 PERSON HOV LANE TAKE PLACE IN NORTH COUNTY?

PROMOTE THE 3 PERSON FIRST...

NO COUNTY SHOWING LOTS OF SLOW-MOVING TRAFFIC - ARE WE FOCUSING ADEQUATE RESOURCES ON HIGHWAYS ESP. IN NO. COUNTY

WHAT'S THE THINKING HERE?

WE WANT TO AVOID THE "RED" AREAS...

SEDS ARE UNDERWAY FOR IMPROVING IN/OUT WERE THEY INCLUDED IN THE MODEL?

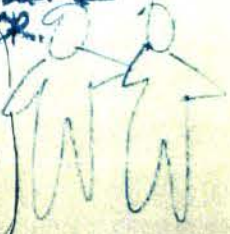
LET'S GET THESE IN THE PLAN...

ALT. 5, 12B...

NOT IN THE MODEL. CAN'T WE GET SOME CONSIDERATION FOR THESE IMPROVEMENTS...

ARE WE TRYING TO FORCE PEOPLE INTO TRANSIT... TRYING TO SHAPE SOCIAL CHANGE/BEHAVIOR.

RECOGNIZE THAT NO. COUNTY NEEDS HIGHWAY TRANSP. RESRCES!



INTERESTING THAT EMPLOYMENT GROWTH IN NO. COUNTY IS NOT AS HIGH WE THINK IT IS!

CONTINUED METROLINK PRESENCE

SPACERPORT - IS IT IN THE MODEL, SHOULD IT BE?

METROLINK OPTION - SANTA CARITA VALLEY  
TREM. GROWTH IN JOBS IN SCARITA

CHECK THIS OUT!!

ROW SHOULD BE PRESERVED PROVIDE \$\$\$

ANTHOPE VALLEY METROLINK S/C VALLEY  
S. CARITA  
HELP REDUCE TRIPS GENERATION

NEW BUSES HOW MANY ARE COMING TO NO. COUNTY? WHY NO \$ INTO TRANSIT IN THIS AREA IN FIRST OF PLAN?

REP. OF EXISTING, EXPANSION OF S/C LINES.

INFO ON RESTRICTIONS TO FUNDING SCARITA

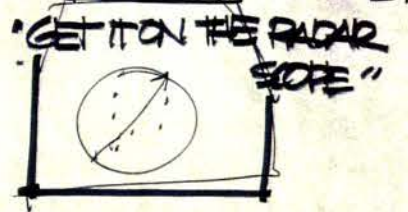


THE BOARD ALSO PUSHES SPECIFIC PROJECTS / POSSIBLY ONE REASON WE DON'T GET PROS UP IN NO. COUNTY.

NOV 8 BOARD MTG IS THE BEGINNING OF THE BALANCING ACT



WHAT IS THE PRIORITY? WHAT ABOUT THE VALLEY? SHOULD THIS BE ADDRESSED IN LRP? ARE WE READY FOR MTA TO FOCUS # ON HSP...?



THINKS IN PLANNING AREA? MODE GRADUATION...







CITY OF LA / CITY OF SAN FERNANDO COG MTRG. 11-5-96

QUESTIONS OF CLARIFICATION

ROLE OF TRANSIT CENTERS IN THE PLAN? NEED TO BE ALLOCATED IN THE PLAN

FINANCIAL UPDATE / ACTUAL USE EXPERIENCE? ... CLARIFY ... MATCHING DEMAND BETTER ...

IF PLAN LAST TIME WAS NOT A PLAN ... NEED CLEAR GOALS + OBJECTIVES

AIR QUALITY / ABSENCE OF RESIS. IMPACT ON TDM. CONGESTION PRICING. NEED TO PRESERVE DEVELOPMENT

ALHAMBRA CORRIDOR SURFACE ACCESS INTO INTERNATIONAL CENTERS ADDRESS IN PLAN! ESPECIALLY IN THE AIRPORT

NEED MORE INFO ADDRESS NEEDS - WHAT ARE THEY? NEED TO INCLUDE IN THE POLICY FRAMEWORK

LINEAGE COMMUNITY INITIATIVE TX - WE NEED IT. HEAR THE CITIZENS' VOICES

REPORT OF WORKING W/CITY, OTHERS TO MAKE THE PLAN BETTER

CITY PARTNERSHIP - ONE MTA PLAN DEV. PROCESS

DO A BREAK-EVEN ANALYSIS

LAW SUIT IMPACT - WHERE WILL THE \$\$\$ COME FROM? NOV 8 WORKSHOP W/ BOARD TO DISCUSS \$\$\$

ALTERNATIVE WAY OF RISING BZ: WHAT WOULD IT TAKE TO HAVE COMPETITIVE BIDS FOR SERVICES?

TELECONSULTING IMPACT ON SYSTEM?

MORE EMPHASIS ON BIKE FACILITIES

WHERE'S THE CITY'S BUDGET? IN LOCAL FUNDS

DREAMWORKS PROJECT. IMPACT ON ECONOMICS!!

GOOD JOBS: NET?

FORECASTING: GROWTH IN PALMDALE? IS THE INFRASTRUCTURE THERE?

SCAG RTP SCHEDULE COORDINATION? SCAG MTA

WILL PLAN FOCUS ON SPECIFIC CONGESTED TRAFFIC CORRIDORS? (405?) AREN'T THERE MORE EFFICIENT USES OF \$\$\$ OTHER THAN RAIL? CAN'T BUDGETS GO OUT OF THE PROB...

CONEO VALLEY CONNECTION TO LA...

CONGESTION MANAGEMENT PLAN - NEED MORE STRATEGIC USES OF CMP \$\$\$

CONGESTION PRICING

EMERGENCY RESPONSIVENESS RAIL NEEDS TO ADDRESS THIS, SO QUICK REACTION IS POSSIBLE. \$\$\$ estimated as contingencies

POLICY INITIATIVES TO A BEHAVIOR CHALLENGE!! REAL CHALLENGE!! RAIL NEEDS VISION

EXPLAIN COST EFFECTIVENESS FORMULA

MTA's efforts during the process is a great success story





## LRTP Comments and Recommendations from The South Bay Council of Governments October 24, 1996

The SBCOG was presented with a very abbreviated version of the LRTP presentation. The focus of the presentation was to allow COG members to send input to the first round of Board information.

### Comments

- The COG was interested in details as to how the consent decree would impact the LRTP.
- The COG was concerned that 3+ HOV occupancy may be problematic and discourage HOV usage as well as impact the mixed lanes. Also concerned about the segregation of SOV and HOV and the tax equity issue,
- COG expressed opposition to "hot lanes", based on tax equity issues.
- Concern was expressed about the 5% decrease in revenue, concern about the reliability of the current estimates and the UCLA forecasts.
- Question about LRT at grade, aerial, vs. heavy rail in the tunnel.

### Recommendations

- The population and employment estimates were very negative for the South Bay, the region would like to see some adjustment to the figures.
- COG felt transit infrastructure will not be effective without travel behavioral changes, would like to see an increase in TDM.
  - more ride share
  - more carpool staging areas park n' rides
- The COG would like to see an analysis on return to source, amount of tax paid by the subregion vs, the MTA benefit received, asked for an analysis.
- Next time would like to see a South Bay-only presentation
- The MTA Board is too focused on downtown.
- There is an increasing erosion of discretionary funds, too much is tied up in rail serving downtown,
- Transportation challenges of the South Bay are being ignored; would like to see the Metro Green Line extended to the South Bay Galleria to provide regional access through the creation of a multi-modal transit center.
- Goods movement needs to consider the LAX, not just concentrate on the Alameda Corridor.

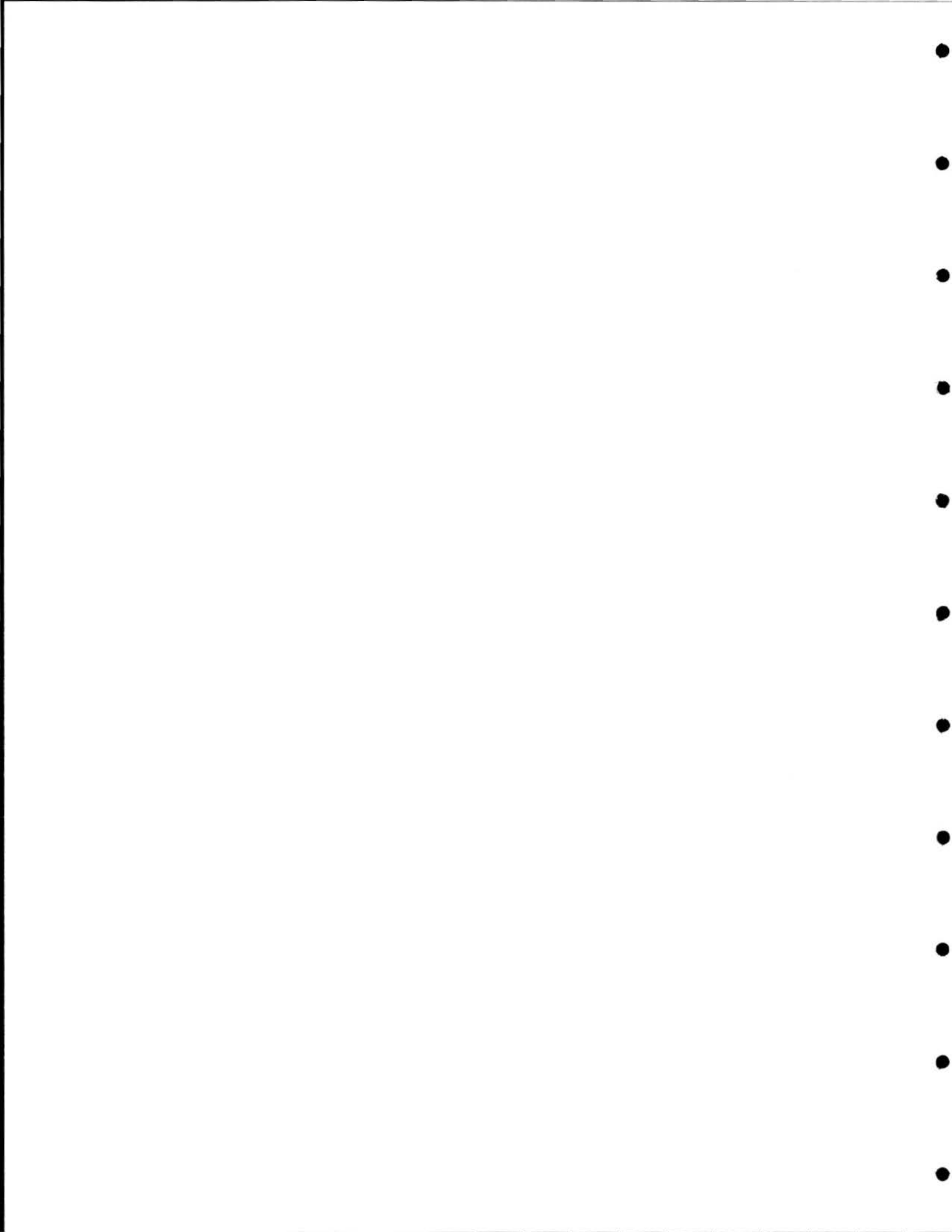




**SECTION 7**  
**Appendix: Written Comments Received**



**FOCUS GROUP COMMENTS**



**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

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Participant

Venue

**DANA GABBARD**

**TRANSPORTATION USER FOCUS GROUP**

**TRANSIT**

| <b>Mode</b>   | <b>Comments</b>   |
|---------------|---|
| Bus           | <i>Schedules for the present line a bus is operating along should be in the "take one" box. Incognito evaluations should be made of driver performance. Undercover police to catch fare scofflaws (evening/nights). Will reallocation of 140 buses after rail openings happen still seem realistic?</i> |
| Urban Rail    | <i>Signal prioritization for Blue Line along Long Beach Blvd in Long Beach. Comparison cost of subway versus elevated structures for heavy rail (Red Line). ART evaluated as to specific characteristics versus light rail (wider station spacing). Zones on Blue Line to reflect express service.</i>  |
| Commuter Rail | <i>Can SCRRA allow tickets to be used between lines (as Riverside and San Bernardino lines allow)?</i>  |
| Other Rail    | <i>Begin transit improvements councils. 1-800-Commute needs later hours of service. Put customer relation phone number on cover of schedules.</i>   |

**HIGHWAYS**

| <b>Mode</b>                                 | <b>Comments</b>                           |
|---|---|
| Highway Improvements                        | <i>Bus only lanes should be explored.</i> |
| Incident Management, Freeway Service Patrol |   |

**MULTI-MODAL**

| <b>Mode</b>                      | <b>Comments</b>  |
|----------------------------------|--|
| Signal Synchronization/ITS       |  |
| Transportation Demand Management | <i>Is it reasonable to hope to get people out of S.O.V. (single occupancy vehicles) with these strategies?</i>   |
| Goods Movement                   | <i>How does Alameda Corridor impact surface and highway mobility?</i>  |
| Regional Surface Transit         | <i>What is the status of arterial bus priority lane element of LRTP?</i>   |
| Transit Centers                  | <i>How have these performed/effect on ridership, cost of re-routing to serve it? Do they serve enough people going to/from to justify diversion and time other passengers wait on their way elsewhere?</i> |
| Non Motorized Transport          | <i>More information at bus stops would be helpful.</i>   |

|                            |  |
|----------------------------|--|
| <b>Additional Comments</b> | <i>Can I get a list of Community Open Houses to publicize to our members? Will open houses be publicized via materials distributed on MTA buses and rail vehicles? What is the status of larger buses element of LRTP?</i> |
|----------------------------|--|



**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

Participant

Venue

**SHARLENE AND MEL LEVENTHAL**

**TRANSPORTATION USER FOCUS GROUP**

**TRANSIT**

| <b>Mode</b>   | <b>Comments</b>   |
|---------------|---|
| Bus           | <i>Need low cost Jitney type service along high travel corridors (Wilshire Blvd., Chavez Blvd., Vermont Ave., etc.). Use Ind. Contractor. Do away with cash, use cards similar to phone cards (same as BART, N.Y. Subway, most developed cities), to be used on all transit. More intermodal, need bike racks on all buses (see San Diego, Seattle, and many other major cities).</i> |
| Urban Rail    | <i>Not bike friendly! Can't use intermodal, no bikes during peak hours, need a bike pass (costly-time consuming-unnecessary, even BART did away with it).</i>   |
| Commuter Rail |   |
| Other Rail    | <i>MTA has done a lousy job of telling the public what is available and when. Bus stops should have routes, times, and a map of interconnecting routes. Plus a map of routes in the General area.</i>   |

**HIGHWAYS**

| <b>Mode</b>                                 | <b>Comments</b> |
|---|-----------------|
| Highway Improvements                        |                 |
| Incident Management, Freeway Service Patrol |                 |

**MULTI-MODAL**

| <b>Mode</b>                      | <b>Comments</b>  |
|----------------------------------|--|
| Signal Synchronization/ITS       |  |
| Transportation Demand Management |  |
| Goods Movement                   |  |
| Regional Surface Transit         | <i>Need HOV lanes on city streets. Used by buses, taxis, carpools, cyclists-during peak hours. Done very effectively in Berlin, Germany and many other cities.</i> |
| Transit Centers                  |  |
| Non Motorized Transport          | <i>Why aren't these planned and budgeted rather than being subject to call for funds? Not enough focus on alternative means of transport.</i>                      |

|                            |   |
|----------------------------|---|
| <b>Additional Comments</b> | <i>While the job that has been done by your group is admirable, essentially it is a waste of everyone's time. The final decisions are made by the Board, they are political decisions, not based upon recommendations, needs, or economically benefits!</i> |
|----------------------------|---|





**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

| Participant    | Organization                                      | Venue                           |
|----------------|---|---------------------------------|
| MARCIA MEDNICK | SAN GABRIEL VALLEY COMMERCE AND CITIES CONSORTIUM | TRANSPORTATION USER FOCUS GROUP |

**TRANSIT**

| Mode          | Comments  |
|---------------|---|
| Bus           | <i>It is very important to emphasize cost effective bus operations to get more service for the same dollar.</i>   |
| Urban Rail    | <i>It is very important to fulfill the commitment for construction of the Red Line System to East Los Angeles and through the San Fernando Valley. MTA must overcome the negatives associated with the Red Line construction- construction difficulties, contracting issues and perception of favoritism- to build the system cost effectively. Keep in mind that this is the backbone of the transportation system that will serve the county and the region for more than 50 years.</i> |
| Commuter Rail | <i>Metrolink should be maintained, expanded and upgraded. It provides important service in the San Gabriel Valley.</i>  |
| Other Rail    |   |

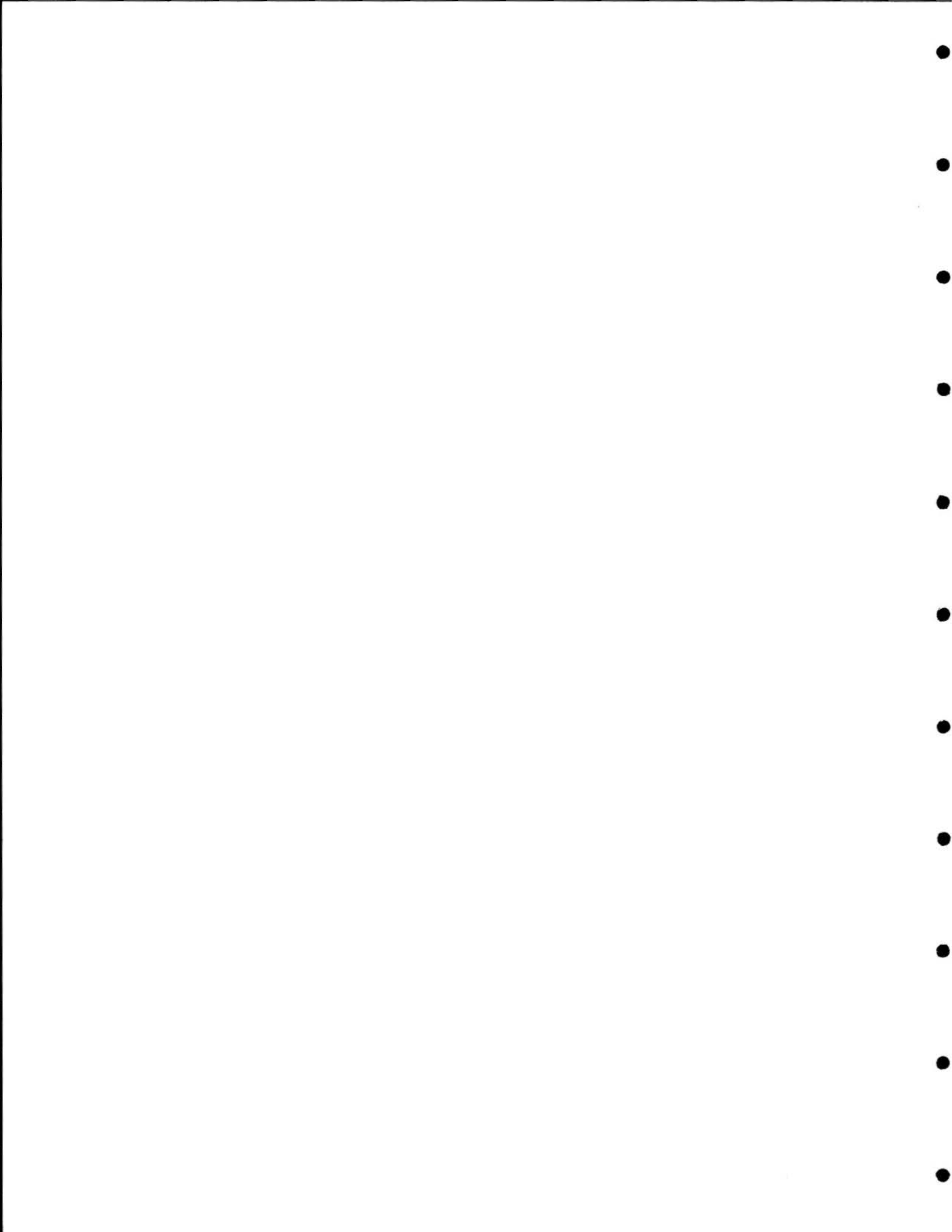
**HIGHWAYS**

| Mode  | Comments   |
|---|--|
| Highway Improvements                        | <i>Completion of the 710 Freeway is essential. Other major areas include completion of the 60/57/71 interchange, upgrading of the 71, extension of carpool lanes, particularly on the San Bernardino Freeway where the El Monte Expressway is so successful.</i> |
| Incident Management, Freeway Service Patrol |  |

**MULTI-MODAL**

| Mode                             | Comments   |
|----------------------------------|--|
| Signal Synchronization/ITS       | <i>Continued commitment to TSM improvements. The arterials must be upgraded as they will play a larger role in moving people and goods.</i>  |
| Transportation Demand Management | <i>Continued commitment to TDM measures and incentives for people to rideshare and or use transit.</i>   |
| Goods Movement                   | <i>Rail crossings are presently a major problem in the San Gabriel Valley. This will only get worse as train traffic increases. Remedies are critical. Smart Corridor Technology should be utilized on many of the highly traveled routes throughout the county.</i>                                   |
| Regional Surface Transit         |  |
| Transit Centers                  | <i>Improvements and joint development at numerous transit centers and Metrolink Stations, but especially to the El Monte facility. Joint development can and should be innovative to reflect community needs, land use, and each city's interest in densifying land use around the transit center.</i> |
| Non Motorized Transport          |  |

|                            |   |
|----------------------------|---|
| <b>Additional Comments</b> | <i>Cost effective measures must be implemented on construction projects. Anything less undermines the credibility of the MTA and the transportation system.</i> |
|----------------------------|---|



**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

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| Participant                            | Organization                         | Venue                                      |
|--|--------------------------------------|--|
| <b>CHERLY PANIAGUA/<br/>SA KAIZAWA</b> | <b>THE AEROSPACE<br/>CORPORATION</b> | <b>TRANSPORTATION USER FOCUS<br/>GROUP</b> |

**TRANSIT**

| Mode          | Comments  |
|---------------|---|
| Bus           | <i>The El Segundo Employment Center needs a direct route from Union Station. Our employees won't take the Red Line to the Blue Line to the Green Line and maybe even the Green Line connection shuttle bus to get to work. We need a direct line.</i> |
| Urban Rail    | <i>If the light rail isn't built, we would like to express routes. Are new rail lines such as the Crenshaw Corridor included in the 35% the LRTP allocated to urban rail? What will determine whether it will be built?</i>                           |
| Commuter Rail |   |
| Other Rail    |   |

**HIGHWAYS**

| Mode  | Comments                      |
|---|-------------------------------|
| Highway Improvements                        |                               |
| Incident Management, Freeway Service Patrol | <i>Keep up the good work.</i> |

**MULTI-MODAL**

| Mode                             | Comments   |
|----------------------------------|--|
| Signal Synchronization/ITS       |  |
| Transportation Demand Management | <i>Is there any real data that shows usage of the Blue Line Tele Village? It doesn't seem to be used much and was very costly.</i>   |
| Goods Movement                   |  |
| Regional Surface Transit         |  |
| Transit Centers                  |  |
| Non Motorized Transport          | <i>Bikes take cars off the road. Make sure we have money to fund bikeway projects. Also, more signs are needed to alert motorist (including bus drivers) that cyclist use the road also.</i> |

|                            |  |
|----------------------------|--|
| <b>Additional Comments</b> | <i>Please, please, please promote marketing your services.</i> |
|----------------------------|--|



**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

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| Participant             | Organization                           | Venue                                      |
|-------------------------|--|--|
| <b>TED TOKIO TANAKA</b> | <b>TED TOKIO TANAKA<br/>ARCHITECTS</b> | <b>TRANSPORTATION USER<br/>FOCUS GROUP</b> |

**TRANSIT**

| Mode          | Comments  |
|---------------|---|
| Bus           |   |
| Urban Rail    | <i>Need to investigate type of rail: below, on, or above grade rail and use the appropriate type for each district.</i> |
| Commuter Rail |   |
| Other Rail    |   |

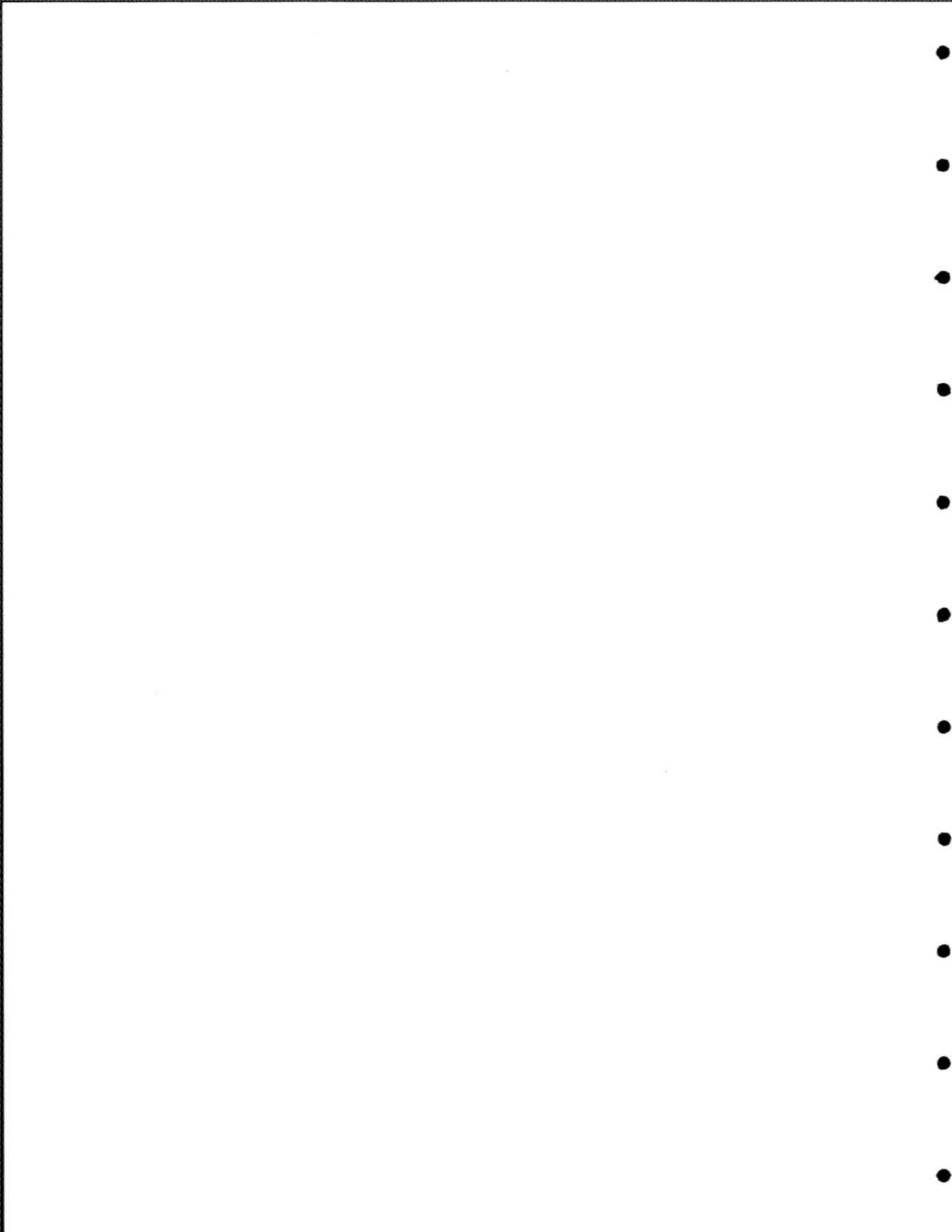
**HIGHWAYS**

| Mode  | Comments |
|---|----------|
| Highway Improvements                        |          |
| Incident Management, Freeway Service Patrol |          |

**MULTI-MODAL**

| Mode                             | Comments |
|----------------------------------|----------|
| Signal Synchronization/ITS       |          |
| Transportation Demand Management |          |
| Goods Movement                   |          |
| Regional Surface Transit (RST)   |          |
| Transit Centers                  |          |
| Non Motorized Transport          |          |

|                            |   |
|----------------------------|---|
| <b>Additional Comments</b> | <i>Suggest to look into worst case scenario funding situation now, not later. People need to know what kind of quality of life we will have if your best scenario plan cannot be implemented.</i> |
|----------------------------|---|





**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

Participant      Venue

|                  |  |
|------------------|--|
| <b>BUS/LABOR</b> | <b>TRANSPORTATION USER FOCUS GROUP</b> |
|------------------|--|

**TRANSIT**

| <b>Mode</b>   | <b>Comments</b>  |
|---------------|--|
| Bus           | <i>Put bus and rail line schedules in the internet</i>   |
| Urban Rail    | <i>Mimic the Oakland Air Bart system for connection to LAX from the Green Line (Private company, reasonable fare, direct terminal access).</i> |
| Commuter Rail | <i>Why doesn't a bus transfer result in a reduced fare?</i>  |
| Other Rail    |  |

**HIGHWAYS**

| <b>Mode</b>                                 | <b>Comments</b>  |
|---|--|
| Highway Improvements                        | <i>Corridor extension of service to major arterial streets or freeway corridors.</i> |
| Incident Management, Freeway Service Patrol |  |

**MULTI-MODAL**

| <b>Mode</b>                      | <b>Comments</b>   |
|----------------------------------|---|
| Signal Synchronization/ITS       | <i>Will these systems cross city boundaries and if so who "controls" the signal timing?</i>   |
| Transportation Demand Management | <i>How will restrictions on SCAQMD ridesharing programs impact projections of average vehicle occupancy?</i>  |
| Goods Movement                   |   |
| Regional Surface Transit         | <i>Instead of street widenings, expand prohibition of peak hour parking; Create peak hour lanes without the loss of sidewalk width or elimination of parking landscaping.</i> |
| Transit Centers                  | <i>Without non-peak attractions these will be difficult for retailers to survive.</i>   |
| Non Motorized Transport          | <i>Need regional bikeway system; too many bikeways end, without any indication of where to go next (e.g. which street has less vehicle traffic).</i>                          |

|                            |  |
|----------------------------|--|
| <b>Additional Comments</b> |  |
|----------------------------|--|



**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

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Organization

Venue

|                          |   |
|--------------------------|---|
| <b>REASON FOUNDATION</b> | <b>ACADEMIC AND ENVIRONMENTAL FOCUS GROUP</b> |
|--------------------------|---|

**TRANSIT**

**Mode**

**Comments**

|               |  |
|---------------|--|
| Bus           | <i>Contract out considerably more bus routes.</i>  |
| Urban Rail    | <i>Measure cost effectiveness of Valley and Pasadena rail additions. Consider busway alternatives to all rail additions.</i> |
| Commuter Rail |  |
| Other Rail    | <i>Stronger emphasis on Smart Shuttle, jitneys, commuter van services.</i>   |

**HIGHWAYS**

**Mode**

**Comments**

|   |   |
|---|---|
| Highway Improvements                        | <i>Implement HOT lanes instead of HOV additions. Convert Harbor Transitway to Hot lane.</i> |
| Incident Management, Freeway Service Patrol |   |

**MULTI-MODAL**

**Mode**

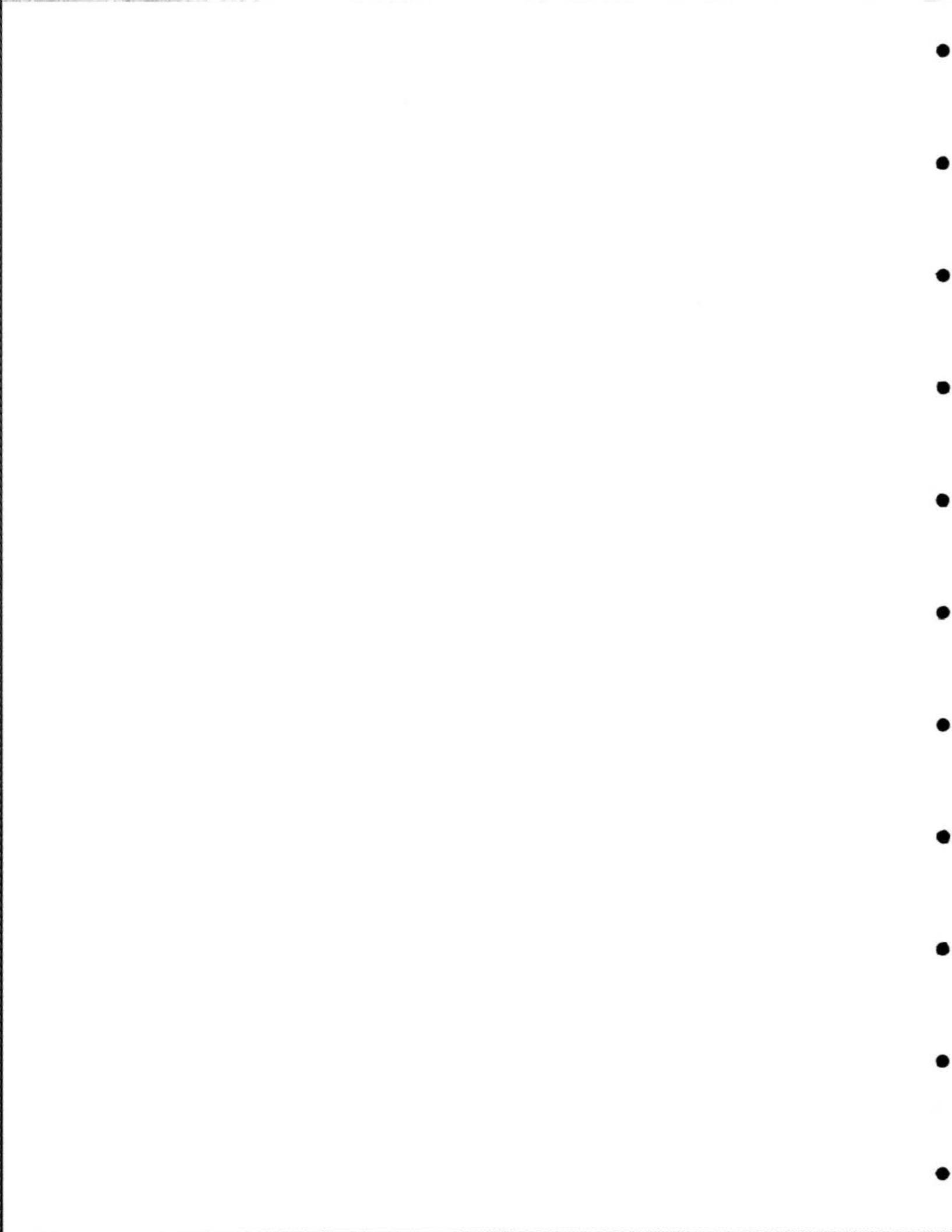
**Comments**

|                                  |  |
|----------------------------------|--|
| Signal Synchronization/ITS       |  |
| Transportation Demand Management |  |
| Goods Movement                   | <i>Make Goods Movement a top priority.</i> |
| Regional Surface Transit         | <i>Include bus lanes on arterials.</i>     |
| Transit Centers                  |  |
| Non Motorized Transport          |  |

|                            |  |
|----------------------------|--|
| <b>Additional Comments</b> |  |
|----------------------------|--|



**COUNCIL OF GOVERNMENTS  
COMMENTS**



**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

| Participant               | Organization                           | Venue   |
|---------------------------|--|---|
| <b>GRANT<br/>BRIMHALL</b> | <b>CITY MANAGER, THOUSAND<br/>OAKS</b> | <b>MALIBU/LAS VIRGENES/CONEJO<br/>VALLEY AREA COG</b> |

**TRANSIT**

| Mode          | Comments   |
|---------------|--|
| Bus           | <i>Improved commuter bus service along the 101 corridor to Thousand Oaks is needed (to connect with the multimodal transportation center being developed in Eastern Thousand Oaks near the LA and Ventura County line.</i> |
| Urban Rail    |  |
| Commuter Rail |  |
| Other Rail    |  |

**HIGHWAYS**

| Mode  | Comments       |
|---|----------------|
| Highway Improvements                        | <i>HOV 101</i> |
| Incident Management, Freeway Service Patrol |                |

**MULTI-MODAL**

| Mode                             | Comments                                   |
|----------------------------------|--|
| Signal Synchronization/ITS       |  |
| Transportation Demand Management |  |
| Goods Movement                   |  |
| Regional Surface Transit         |  |
| Transit Centers                  | <i>Tie in with the T.O. Transit Center</i> |
| Non Motorized Transport          |  |

| Additional Comments |
|---------------------|
|                     |





**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

|                    |  |
|--------------------|--|
| Participant        | Venue  |
| <b>LORNA MOORE</b> | <b>SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS</b> |

**TRANSIT**

| Mode          | Comments   |
|---------------|--|
| Bus           | <i>Revive electric trolley bus catenary lines are like trail-blazing signs, an important visual guide making buses more user friendly, also, electric buses are quieter which is very important.</i>   |
| Urban Rail    |  |
| Commuter Rail | <i>Especially if your forecast for 2020 admit that, after spending billions we will still have heavy congestion. Until we have some urban growth boundaries(which will never happen), quit trying to solve the ever-long suburban commute—futile.</i>  |
| Other Rail    | <i>Revive street car system, we have ROW all over the place—our streets. We need to emphasize public transportation for short trips, if it is true that the majority of our trips are less than 5 miles (to bank, market, etc.) than why are we focusing all of our money on long commute trips?</i> |

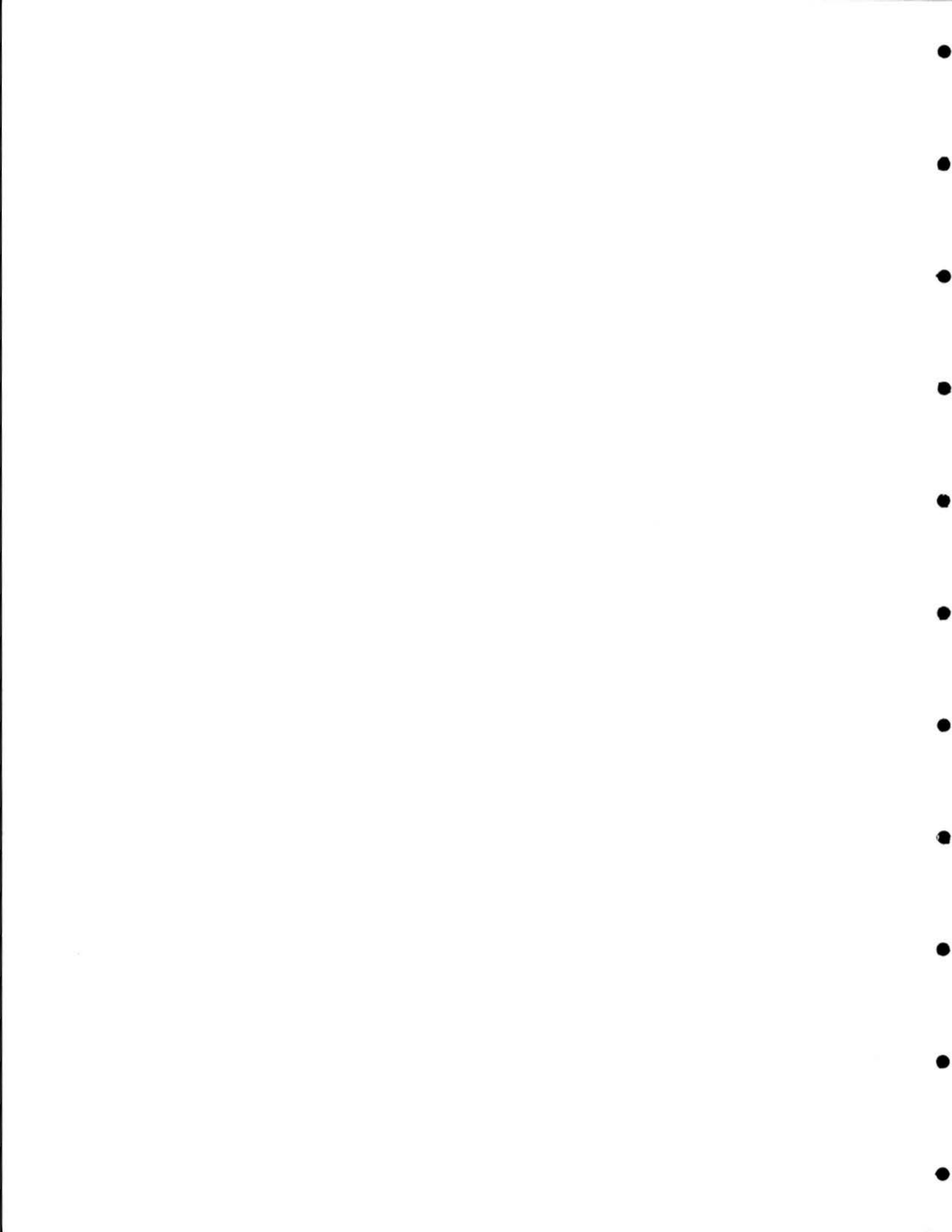
**HIGHWAYS**

| Mode  | Comments   |
|---|--|
| Highway Improvements                        | <i>Forget the 710 gap closure—futile attempt at balancing freeway network that will be severely congested anyway and about as feasible as building a freeway to Catalina Island—save one of L.A.'s few real towns.</i> |
| Incident Management, Freeway Service Patrol | <i>It's not helping matters to remove shoulders for HOV lanes.</i>   |

**MULTI-MODAL**

| Mode                             | Comments   |
|----------------------------------|--|
| Signal Synchronization/ITS       | <i>Very important as well as signage to trail-blaze alternative routes, avoiding neighborhoods of course. Santa Monica Smart Corridor is a good idea.</i>  |
| Transportation Demand Management | <i>Telecommuting needs no help. It will happen since freeway congestion will never be relieved. Ridesharing costs too much to advertise for little response. Too limiting on people's mobility.</i>  |
| Goods Movement                   | <i>Alameda Corridor very important to relieve freeway of truck traffic, move goods more efficiently.</i>   |
| Regional Surface Transit         | <i>Open cul-de-sacs where possible, create new ROW where ever commercial streets dead end, in order to restore grid pattern, but don't widen streets. Peak hour surface street HOV lanes might help.</i>   |
| Transit Centers                  |  |
| Non Motorized Transport          | <i>Connect all the dots on regional bike ways—useless as it is. Create uninterrupted routes for bicycles where possible, support bike on buses, trains. Rebuild the Horace Dobbins Pasadena Cycleway along Blue Line as toll facility for bikes.</i> |

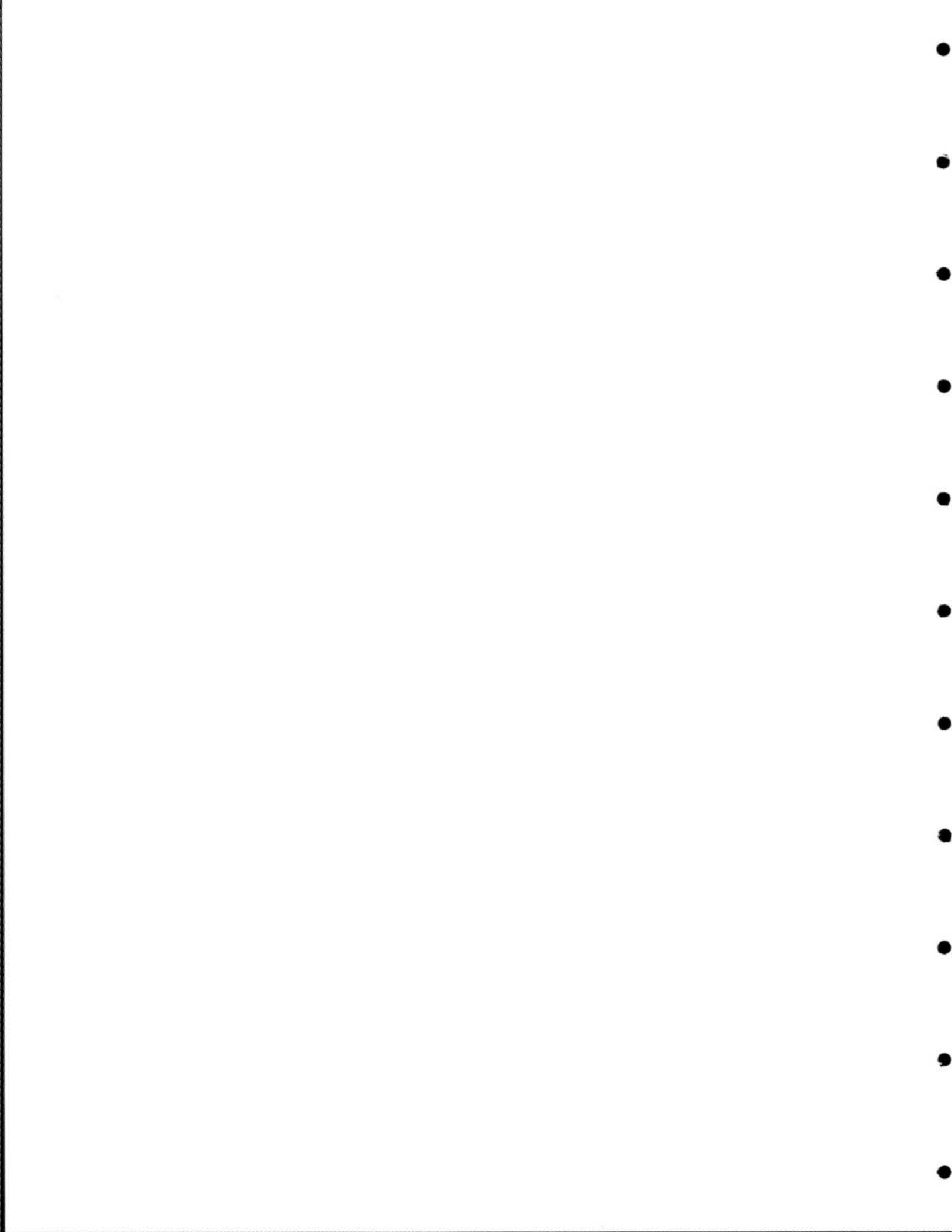
|                            |  |
|----------------------------|--|
| <b>Additional Comments</b> | <i>Please don't waste anymore money on HOV lanes; This highway widening program in disguise is removing important safety shoulder lanes and all for naught—On my way from Pasadena to SGVCOG meeting, in mixed use lanes, I never got above 15 mph until well past Arcadia, nor did anyone in the HOV lane. It's sucking up huge amounts of money while short trip is ignored.</i> |
|----------------------------|--|



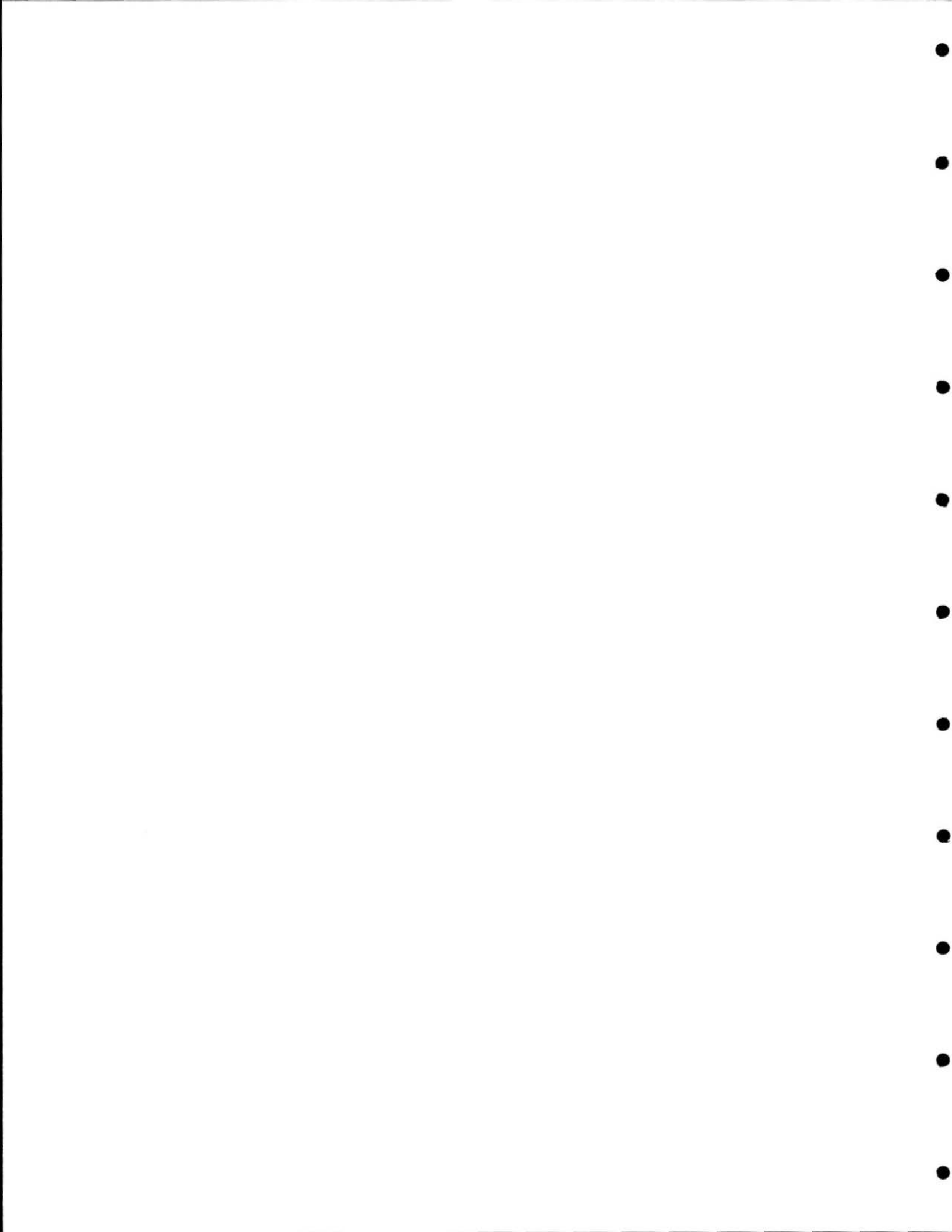
**Long Range Transportation Plan**  
**Malibu/Las Virgenes/Conejo Valley Area Council of Governments**  
**November 14, 1996**

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- What is happening in the Ventura County:  
Does the growth forecast for the Malibu/Las Virgenes Area take into account the high growth from Ventura County?
- What kind of infrastructure and improvements on Route 101 are being considered for equity and to take care of growth from Ventura County.
- When are rail lines on Route 101 coming?
- How does Caltrans get funding for HOV lanes; What is the relationship between MTA and Caltrans?



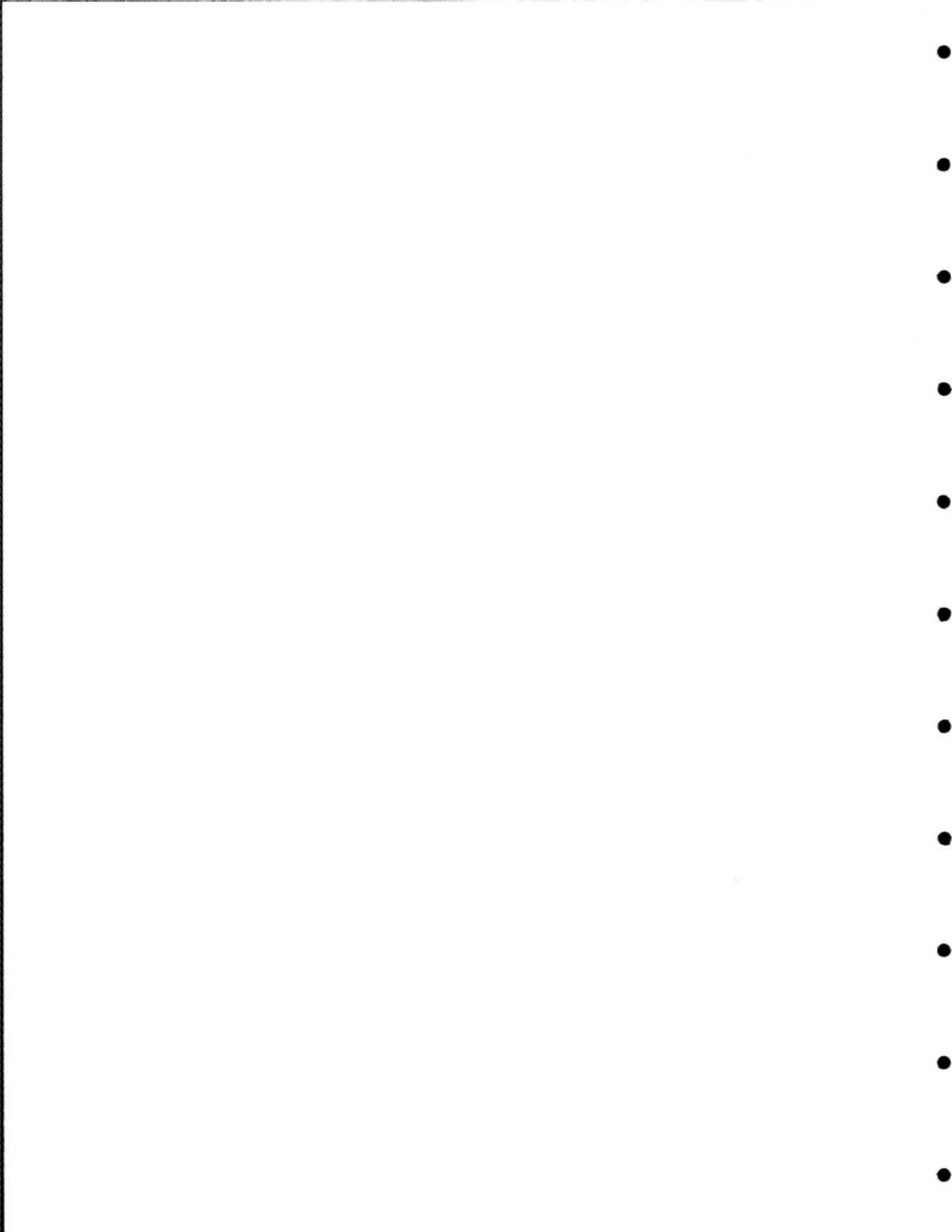
**COMMUNITY MEETING COMMENTS**





**Long Range Transportation Plan**  
**CITIZENS ADVISORY COMMITTEE (CAC) COMMENTS TO MTA**

- UCLA forecast some documentation over the last two years as to overall accuracy. Propositions A and C projections how precise are they to actuals? Does UCLA use a different definition of the consumer price index (CPI) than national?
- Fare Sharing should be considered.
- Truck movement should be analyzed.
- Return to the olympic traffic flow.
- What are some of the financial alternatives and impact of the shortfall of federal funding?
- Return to odd/even license plates days for gasoline sales authorization
- Comprehensive costs of transportation should be considered along with criteria for funding.
- Evaluate the Smart Shuttle and the overall relationship to buses. Document the impacts to each other.
- Present only realistic dollars and say what they are.
- Make the primary goal the efficient and effective movement of people.
- Matching funding to optimize use of dollars does not lead to best projects.
- Illustrate by graph what MTA and non-MTA costs are.
- Mobility was not present during civil disturbance.
- Bus service planning should be done without consideration of the presence of subway.
- MOS 2 and 3 are being funded by local money since state and federal used up.
- CAC would like report on MOS 2 and what has been spent and the types of money left for expenditure.
- Recent increases in federal transportation funding did not come to Los Angeles.



**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

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| Participant            | Organization  | Venue   |
|------------------------|---|---|
| <b>JOHN<br/>WALKER</b> | <b>COUNTY OF LOS ANGELES<br/>DEPARTMENT OF PUBLIC WORKS</b> | <b>TECHNICAL ADVISORY<br/>COMMUNITY MEETING</b> |

- There should be some discussion of the amount of funding allocated to the various LRTP model elements versus the volume of projected actual users of each model element.
- There should be additional emphasis on the highway and multimodal elements of the LRTP, the benefits achieved through funding of projects in this category, and some examples given of actual projects completed.



**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round I/Issues Identification Comment Sheet**

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Venue

**CRENSHAW NEIGHBORS**

**TRANSIT**

| <b>Mode</b>   | <b>Comments</b>   |
|---------------|---|
| Bus           | <i>More operable, in-service buses; more efficient routed bus lines; less privatization of "shuttle" lines. Reduction of fares for peak hours, when one is less likely to get a seat.</i> |
| Urban Rail    | <i>Until funding is available, no further construction of rail projects.</i>  |
| Commuter Rail |   |
| Other Rail    |   |

**HIGHWAYS**

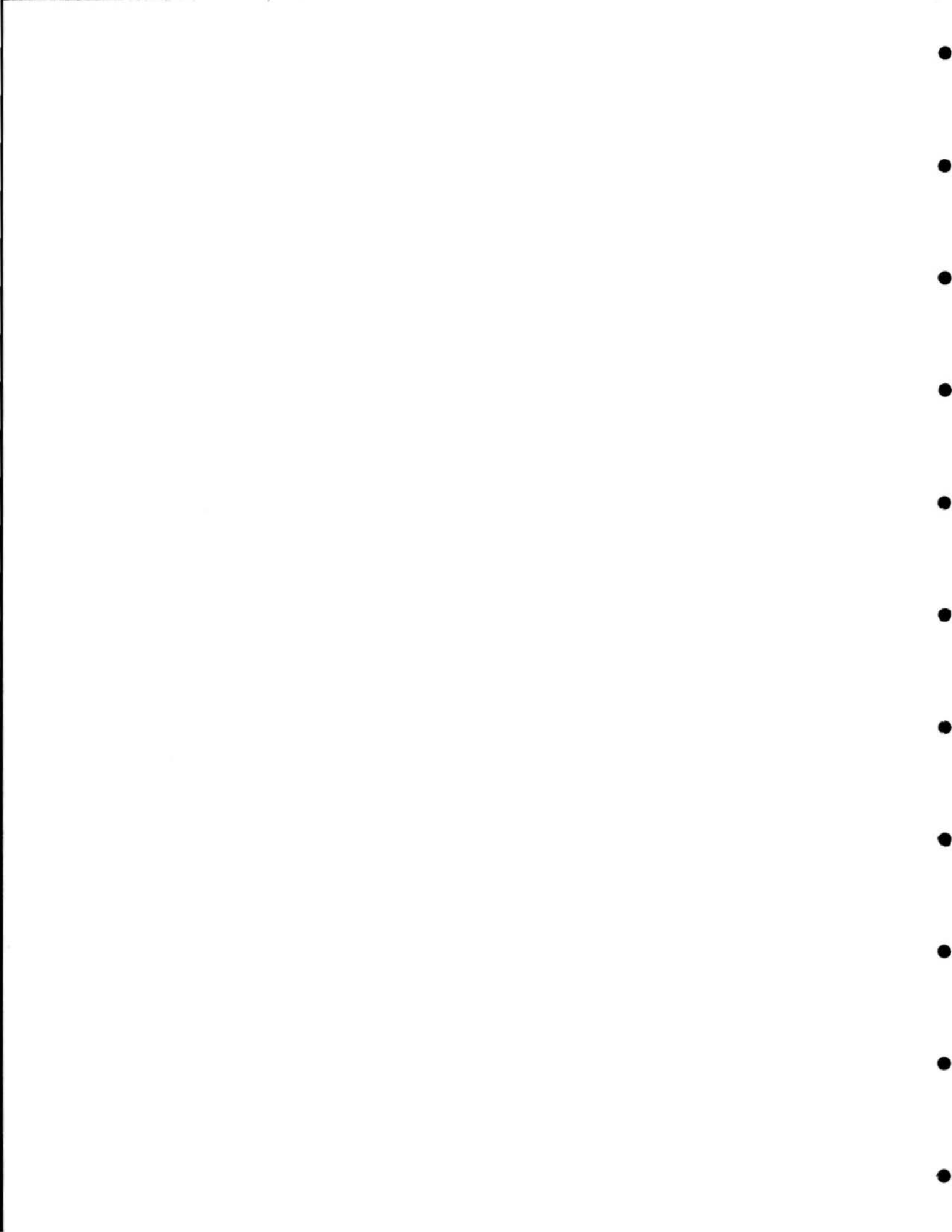
| <b>Mode</b>                                 | <b>Comments</b>  |
|---|--|
| Highway Improvements                        | <i>*None of these concerns are relevant to transit -dependent (e.g., non-car owning constituents).</i> |
| Incident Management, Freeway Service Patrol | <i>This only concerns those who drive—means little to transit dependent.</i>                           |

**MULTI-MODAL**

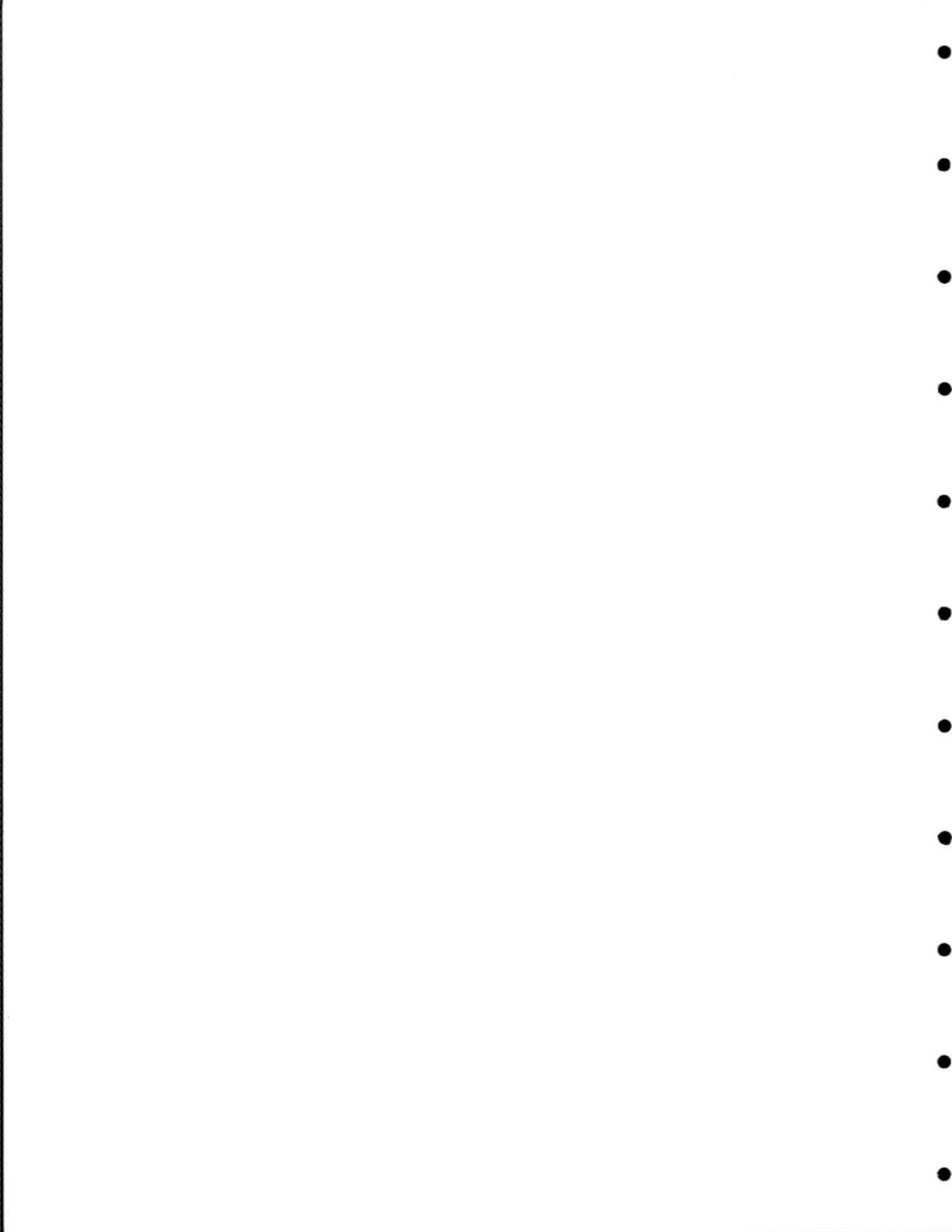
| <b>Mode</b>                      | <b>Comments</b>     |
|----------------------------------|---------------------|
| Signal Synchronization/ITS       | <i>*(see above)</i> |
| Transportation Demand Management |                     |
| Goods Movement                   |                     |
| Regional Surface Transit         |                     |
| Transit Centers                  |                     |
| Non Motorized Transport          |                     |

|                            |  |
|----------------------------|--|
| <b>Additional Comments</b> | <i>Why must travelers from the San Fernando Valley go Downtown in order to travel to points East (San Gabriel Valley, Alhambra, etc.)?</i> |
|----------------------------|--|





**LETTERS RECEIVED**




EMMETT CASH, III & ASSOCIATES

4708 Crenshaw Boulevard  
Los Angeles, California 90043  
(213) 292-4520 FAX (213) 292-7948

MEMORANDUM

TO: MTA LONG RANGE TRANSPORTATION PLAN MEETING  
Attention: Karen

FROM: Emmett Cash, III 

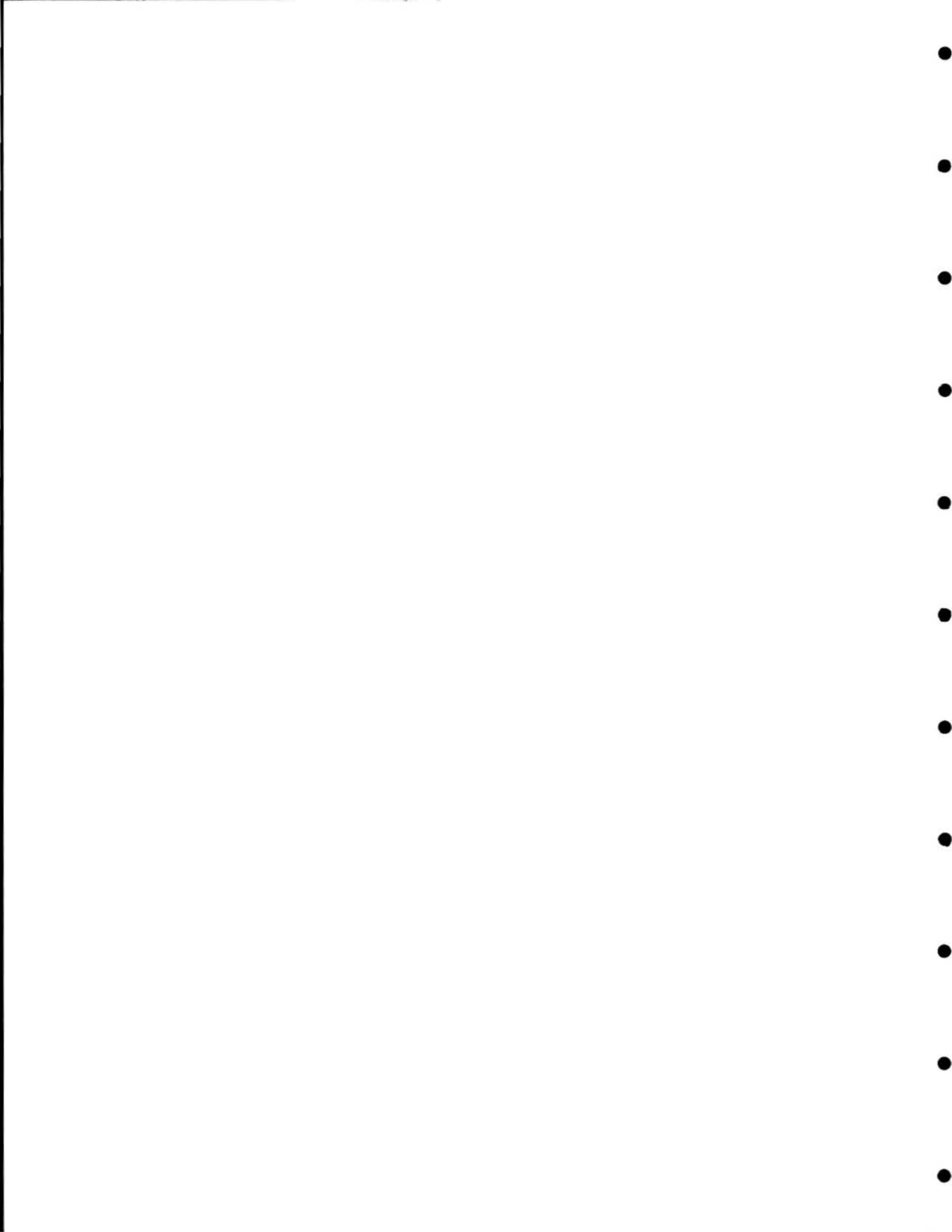
SUBJECT: COMMENTS REGARDING MEETING

DATE: October 25, 1996

I was pleased to have been considered as a participant in the meeting regarding the Long Range Plan of MTA. However, I found the meeting to be lacking in substance as it relates to reality and what we as concerned citizens can expect out of the type of long range plan that was presented to us. It is hoped that you will share this memo with those persons in authority.

The meeting was a step in the right direction, but it failed to take in several key components of the overall transit picture as it relates to the Southern California/Los Angeles Basin. In short, the glowing plan that was presented to us had no clothes. It didn't deal with those areas that most of us would have hoped that MTA would lead us, i.e. quality of life and the financial where-with-all to finance this lofty plan. It is strange to look at what was proposed and understand that it had nothing to do with a real transportation plan and only dealt with the political grabbing of roots that in my opinion are questionable and will not meet the needs of this diverse community. I do not understand that with 54 million people coming to Los Angeles through LAX, why we refused to come up with a realistic transportation plan to facilitate the Airport's needs. Such a plan would include the Crenshaw Corridor where the most need is evident. It appears to me that the Board is not interested in serving the needs of the citizens, and thrives on pork from its various splinter groups that support various points of views and ideologies. None of which have anything to do with transportation. In short, it is dog eat dog and who supports whom.

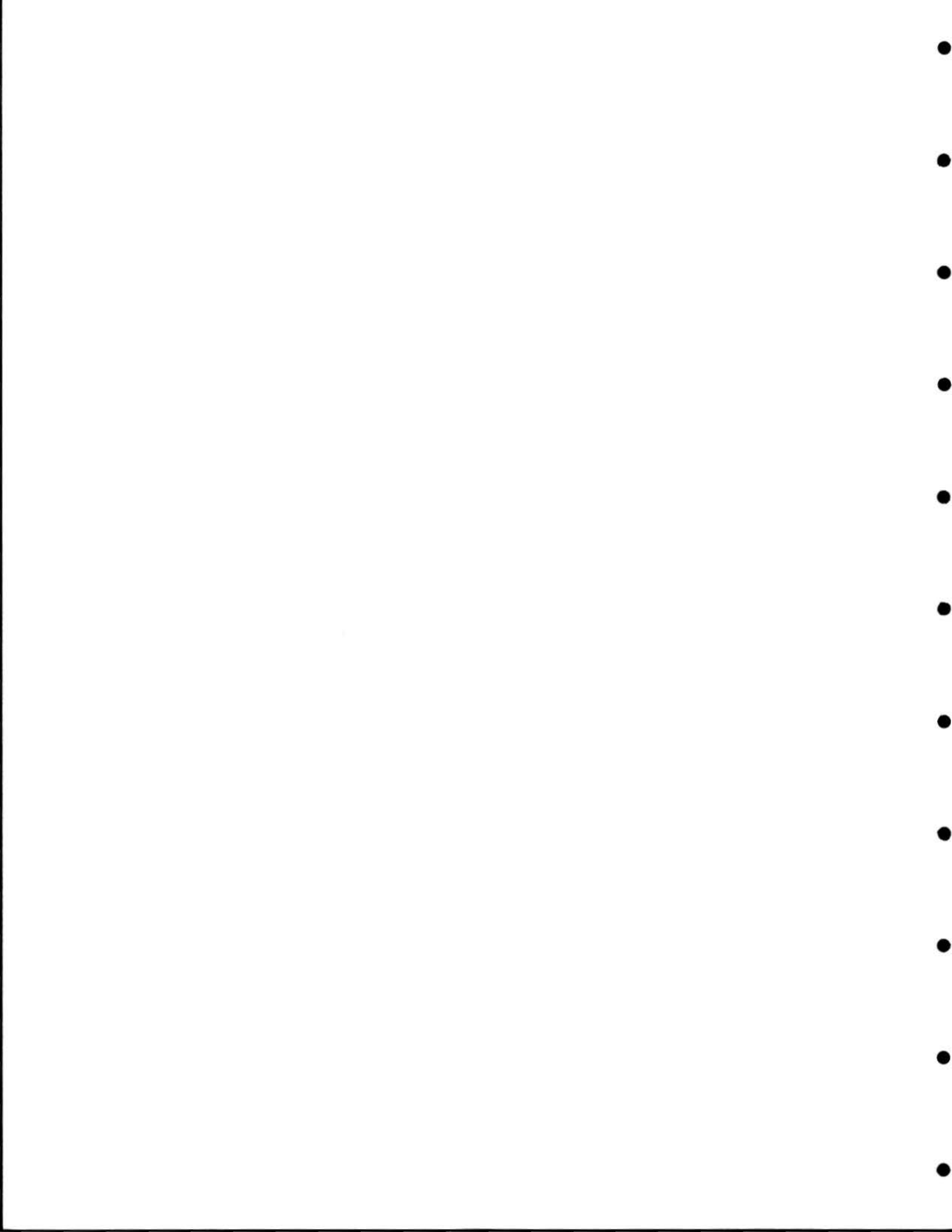
I look forward to developing a plan for Crenshaw outside of the funding apparatus as it exists at MTA. I would like for MTA to show us how our community can proceed in reaching our goal before the year 2020. We request that you not feed us pabulum or what-if's. Give us an opportunity to fend for ourselves in conjunction with MTA. Outside financing is available. We have made sure of that. Is it possible that you will allow us the opportunity to stray from the plantation and fend for ourselves? I wish MTA well





PAGE -2-  
MTA

and look forward to participating in any activity that will aid in facilitating our goals and needs. The South Bay Area Team has shown a willingness to cooperate with this community. What a blessing. It is hoped that such cooperation can extend to the Board.



TRANSPORTATION SYSTEMS USERS FOCUS GROUP MEETING: OCTOBER 22, 1996  
PROBLEMS WITHIN THE BASIC STRUCTURE OF THE DOCUMENT

1. "STRATEGIC REVENUE ASSUMPTION": PAGE 17.

POINT: ASSUMPTION OF REVENUE STRATEGY IS A FOOL'S GAME, FANTASY LAND and FARM, THE NEVER-NEVER LAND, and, ROD SERLING'S: TWILIGHT ZONE.

- ⊙ SHOULD USE BEST FIVE YEAR AVERAGED REVENUE PRACTICE WITH A 10% REDUCTION SLIDE FACTOR ACROSS THE BOARD. THIS WOULD BE CLOSER TO AN ACTUAL REVENUE PROJECTION THAN AN ASSUMPTION BASED ON SCAG GENERATED HYPOTHETICAL ANALYSIS.

2. OVERALL: DOCUMENT DOES NOT:

- ⊙ PROVIDE AN ADEQUATE OVERALL DESCRIPTION OF ALL STRATEGIC REVENUE ASSUMPTIONS OUTLINED IN THE 1995 BOARD ADOPTED 20 YEAR PLAN
- ⊙ PROVIDE AN ACCURATE FINANCIAL INDEBTEDNESS AS FOUND WITHIN THE CURRENT ANNUAL BUDGET, i.e. BOND ROLL-OVER: INTEREST ON TOP OF INTEREST PAYING INTEREST ON THE ORIGINAL INDEBTEDNESS
- ⊙ PROVIDE AN ACTUAL HISTORICAL ACCOUNT OF THE FORMATION OF THE LACMTA
  - ◆ PAGE 3, SENTENCE 1: "FORMED IN APRIL, 1993, ...."  
AB 152 LEGISLATIVE HISTORY OF 1992 STATES: THE LACMTA BOARD OF DIRECTORS SHALL BE CREATED WITH POWERS AND OPERATIONAL STATUS OVER SCR TD NO LATER THAN FEB. 1, 1993 WITH FULL CONTROL BY APRIL 1, 1993
- ⊙ PROVIDE A BALANCED STATEMENT OF PRIMARY RESPONSIBILITIES WITH THE MISSION STATEMENT. THE ODD-MAN OUT RESPONSIBILITIES ARE: PLANNING vs. DESIGN, FUNDING, ENVIRONMENTAL IMPACTS, LAND USE, AND ECONOMIC DEVELOPMENT DECISIONS. THEREFORE, ONE OF TWO THINGS MUST OCCUR: EITHER THE PRIMARY RESPONSIBILITIES BE AMENDED BY DELETING THE "ODD-MAN-OUT", OR, THE MISSION STATEMENT SHOULD BE REVISED IN THE FOLLOWING FASHION OR SOMETHING TO THIS EFFECT:

"THE MISSION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY IS TO PLAN, ASSESS THE ENVIRONMENTAL IMPACTS OF AIR, WATER, AND LAND, TO FUND, DESIGN, CONSTRUCT, OPERATE AND MAINTAIN A SAFE, RELIABLE AFFORDABLE AND EFFICIENT TRANSPORTATION SYSTEM THAT INCREASES MOBILITY, RELIEVES CONGESTION, AND IMPROVES THE QUALITY OF LIFE FACTORS TO MEET THE NEEDS OF ALL LOS ANGELES CITY AND COUNTY RESIDENTS."

- ◆ PAGE 3, SECTION B. 1.: FOURTH ■ SHOULD BE PLACED DIRECTLY UNDER THE FIRST ■ AS THESE CONCEPTS ARE LIKE CATEGORIES OF INTENT



- ② PROVIDE FOR RATIONAL ASSIMILATION OF THE PURPOSE, INTENT, AND DIRECTION OF THE FUNCTION OF/ FOR THE LACMTA 20 YEAR PLAN
  - ◆ PAGE 3, SECTION B. 2.: NON-TRAUMATIC WORDS CAN NOT DESCRIBE THE LOGICAL FALLACIES CONTAINED WITHIN THE SECTION
- ② PROVIDE ACCURATE % STATISTICS:
  - ◆ PAGE 25 = MISSING 1 %
  - ◆ PAGES 28, 29, 30: AMOUNT OF INCREASES & REDUCTIONS ARE WRONG

Page 28: FIGURE: II-8

| ALL PROJECTS & PROGRAMS   | ADOPTED LRP AMOUNT - CHANGE % | CORRECTED FINANCIAL UPDATE AMOUNT |
|---------------------------|-------------------------------|-----------------------------------|
| RAIL OPERATIONS           | 5,376.0 - 14 %                | = 4,623.36 ≠ 4,620.4              |
| BUS OPERATIONS            | 21,853.2 - 11 %               | = 19,449.348 ≠ 19,522.1           |
| BUS CAPITAL               | 3,707.6 - 9 %                 | = 3,373.916 ≠ 3,357.1             |
| RAIL CAPITAL              | 15,390.9 - 4 %                | = 14,775.264 ≠ 14,821.5           |
| LOCAL RETURN              | 5,398.1 - 2 %                 | = 5,290.138 ≠ 5,286.7             |
| HIGHWAY/<br>MULTIMODAL    | 12,400.3 + 2 %                | = 12,648.306 ≠ 12,611.2           |
| OTHER: FINANCING PAYMENTS | 8,350.4 + 3 %                 | = 8,600.912 ≠ 8,634.8             |

Page 29: FIGURE: II-9

| MAJOR REVENUES                       | ADOPTED LRP AMOUNT MINUS CHANGE %               | CORRECTED FINANCIAL UPDATED AMOUNT  |
|--------------------------------------|---|-------------------------------------|
| SECTION 9 OPERATING                  | 816.9 - 84 %                                    | = 130.704 ≠ 130.6                   |
| FARE REVENUES                        | 8,529.6 - 23 %                                  | = 6,567.792 ≠ 6,563.7               |
| ISTEA-CMQA (TOTAL TRANSIT & HIGHWAY) | 1,418.7 - 23 %                                  | = 1,092.399 ≠ 1,094.2               |
| SECTION 9 CAPITAL                    | 2,277.1 - 17 %                                  | = 1,889.993 ≠ 1,886.5               |
| SECTION 3 NEW STARTS                 | 4,826.8 - 8 %                                   | = 4,440.656 ≠ 4,440.4               |
| OTHER REVENUES <sup>1</sup>          | 54,607.4 + 0 %<br>54,607.4 + .24 % <sup>2</sup> | = 54,607.4 ≠ 54,738.4<br>= 54,738.4 |

- ② UNDER FOOTNOTE 1: WHERE IS ATTACHMENT B - CHART 2

<sup>1</sup> NOTE: REFER TO ATTACHMENT B - CHART 2 FOR A LISTING OF THE COMPONENTS OF OTHER REVENUE  
<sup>2</sup> CORRECTED PERCENT CHANGE TO REFLECT THE UPDATED FINANCIAL AMOUNT

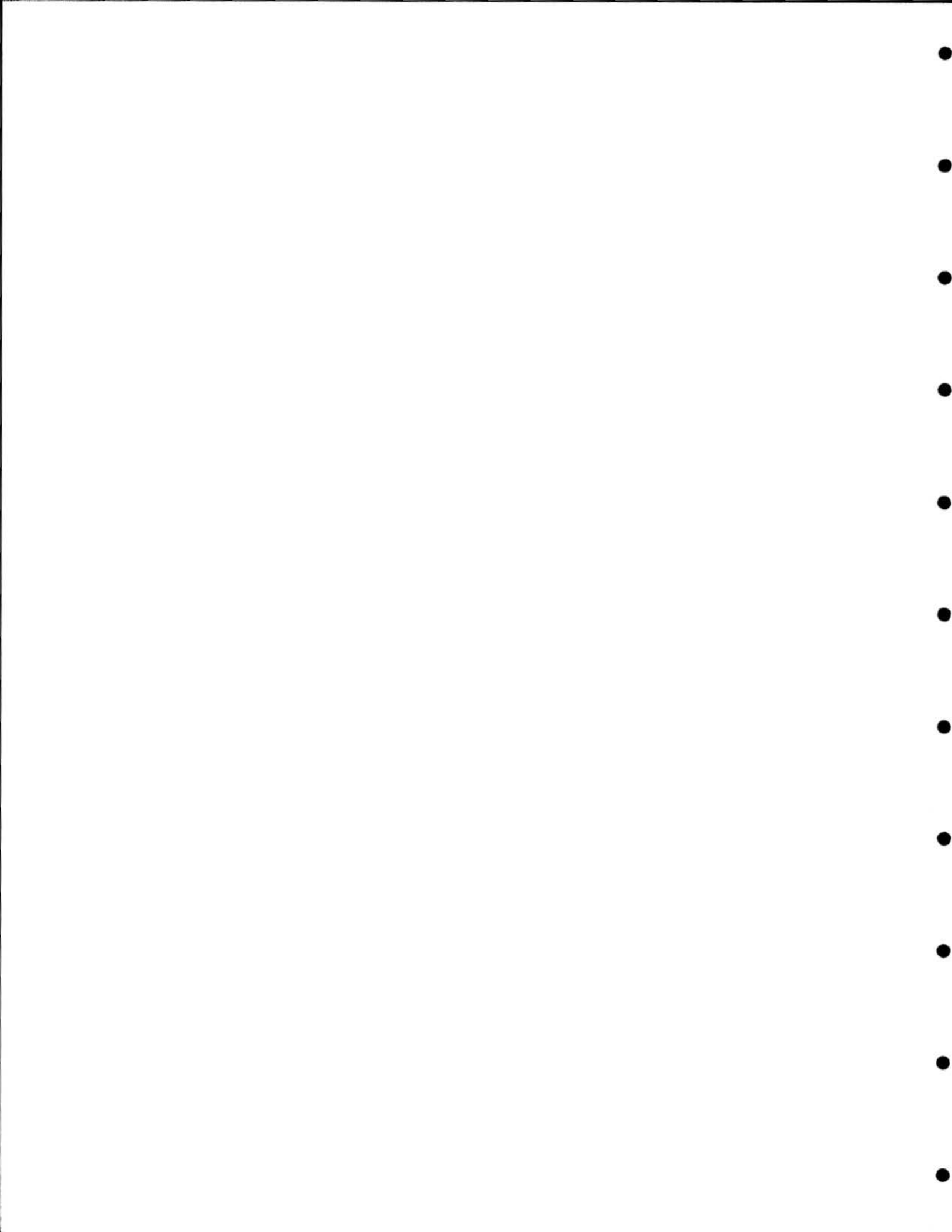




PAGE 30: FIGURE: II-10

| OTHER REVENUE & PROGRAMS      | ADOPTED LRP AMOUNT MINUS % CHANGE    | UPDATED FINANCIAL AMOUNT            |
|-------------------------------|--------------------------------------|-------------------------------------|
| LOCAL SALES TAX               | 39008.0 - 0 %<br>39008.0 - .286 %    | = 39,008.0 ≠ 38,896.4<br>= 38,896.4 |
| OTHER STATE                   | 10,968.3 + 2 %                       | = 11,187.666 ≠ 11,185.1             |
| OTHER FEDERAL                 | 2,381.4 - 10 %                       | = 2,143.26 ≠ 2,144.4                |
| OTHER REVENUE & PROGRAM COSTS | 2,249.7 + 10 %<br>2,249.7 + 11.685 % | = 2,474.67 ≠ 2,512.5<br>= 2,512.5   |

- ② PROVIDE A COMPREHENSIVE DEMONSTRATION OF DEMOGRAPHIC TRAVEL FORECASTING MODELS BASED ON POPULATION DENSITY, EMPLOYMENT DENSITY, and, AVERAGE ARTERIAL SPEED AS THE 710 FREEWAY IS NOT CONSISTENTLY IDENTIFIED WITHIN THE FOLLOWING UNIDENTIFIED CHARTS:
  - ◆ PAGE 57, UNIDENTIFIED III-7
  - ◆ PAGE 58, UNIDENTIFIED III-8
  - ◆ PAGE 60, UNIDENTIFIED III-10
  - ◆ PAGE 61, UNIDENTIFIED III-12
  - ◆ PAGE 62, UNIDENTIFIED III-13
  
- ② PROVIDE REALISTIC LAND USE NEEDS AND ASSESSMENTS BASED ON COMMUNITY DEMANDS THROUGH CHANGING LAND USE DESIGNATION THROUGH COMMUNITY PLANS; POLITICAL PRESSURE; NATIONAL AND OR LOCAL HISTORIC PRESERVATION OVERLAY ZONES
  
- ② PROVIDE PAST HISTORY OF SCAG DOCUMENTATION FOR CREDITABILITY OF PROJECTIONS [ HOW CLOSE OR FAR OFF BASE ]-- ANY COMMUNITY ORGANIZATION THAT HAS DEALT WITH SCAG DOCUMENTATION WILL TELL YOU: SCAG IS IN NEVER-NEVER LAND
  
- ② SCAG PROJECTIONS NEVER INDICATE THE WORSE CASE SCENARIO ON EMPLOYMENT, POPULATION, AND OR, ECONOMICS
  
- ② PROVIDE REALISTIC FUNDING PROJECTIONS BASED ON WORSE CASE SCENARIO



818/908-5343 • Fax 818/908-5337



October 25, 1996

Marta Maestas  
LACMTA  
Long Range Transportation  
Plan Update  
1 Gateway Plaza  
Los Angeles, CA 90012

**RE: Round I / Issues Identification Comment Sheet**

Dear Ms. Maestas:

I attended the MTA's presentation at the Community Open House/Workshop at the Arroyo Verdugo Transportation Coalition on October 17, 1996.

I thought the MTA presentation was excellent. I would, however, like to make one suggestion for your slide show. You have a slide featuring adults cycling without helmets. Although there is no bicycle helmet law for adult cyclists, California vehicle code requires all cyclists under the age of 18 to wear a bicycle helmet. Since head injuries are the leading cause of death among adults cyclists, as well as children, we promote helmet use for all bicyclists, regardless of age.

I think it is important that your bike slide highlight safe cycling behavior so that the community understands that the MTA promotes safe effective bicycle commuting. I would like to provide you with a slide showing adult cyclists wearing helmets while using a MTA funded bike lane. If you would be interested in using this slide, please give me a call and I will be glad to send it to you.

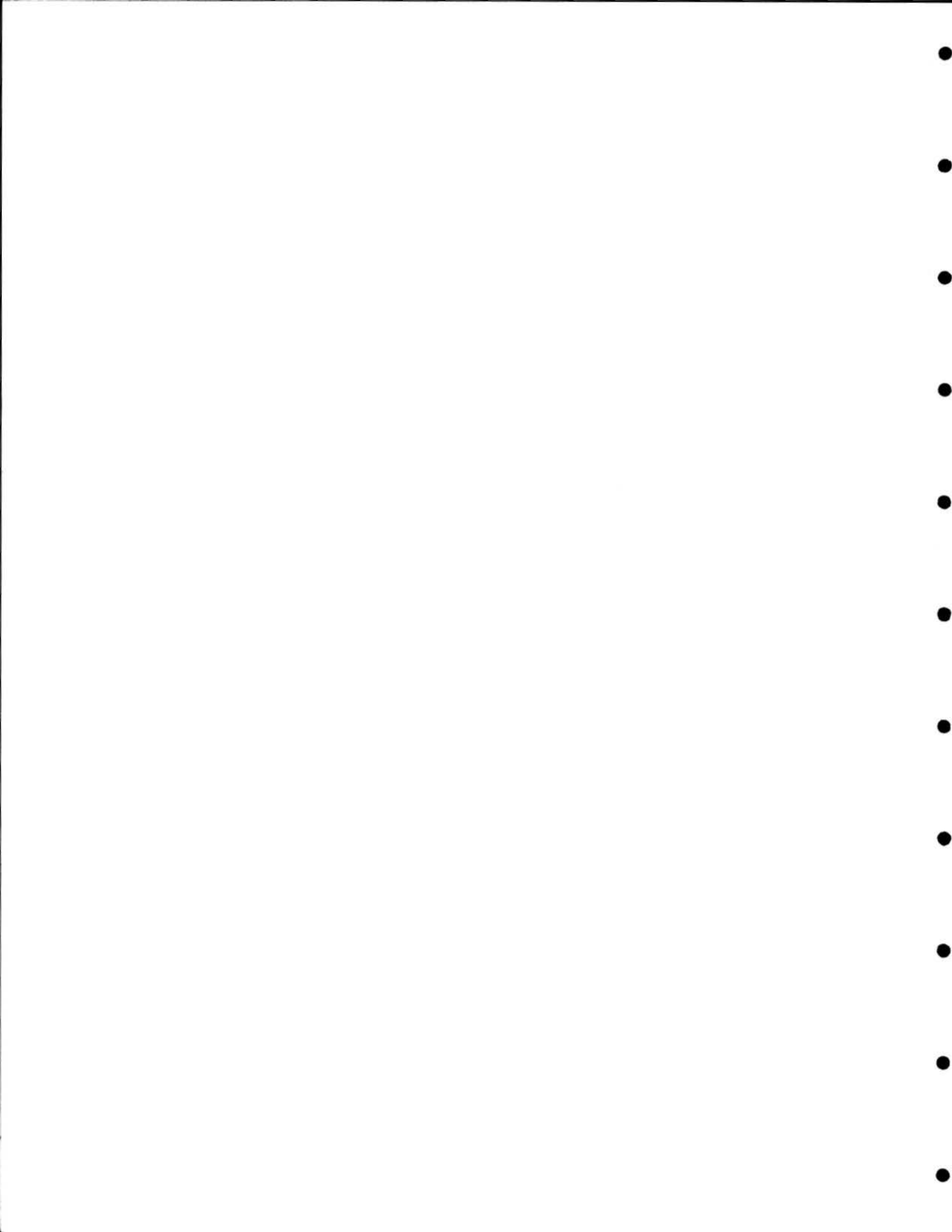
I commend the MTA for making the Long Range Plan available for public comment. Please find enclosed my comments and questions on Non-Motorized Transport.

Sincerely,

A handwritten signature in cursive script that reads 'Pat Hines'.

Pat Hines  
Executive Director







**Los Angeles County Metropolitan Transportation Authority  
Long Range Transportation Plan Update  
Round 1 / Issues Identification Comment Sheet**

**Comment:** In the Long Range Plan under Section 3F, page 16, it indicates that bicycle safety / education programs have been funded. However the MTA's commitment to funding bicycle safety / education programs will be terminated in 1998.

MTA grants have funded the most successful bicycle safety / education program in the country as acknowledged by the United States Department of Transportation. In fact, the MTA's commitment to the safe effective uses of bicycles has successfully increased the use of bicycles by 9% while decreasing the number of bicycle-related deaths and injuries among school-aged bicycle commuters by 42% from 1990 through 1994.

**Question:** Are there plans for future funding for bicycle safety / education programs to address the safe effective use of bicycle facilities in Los Angeles County for school-aged commuters?

**Comment:** Deaths and injuries among bicyclists between the ages of 16 and 50 are increasing according to a report generated by the Los Angeles Department of Transportation. Other cities have reported similar data. In fact, cities in the Arroyo Verdugo Subregion (Burbank, Glendale, Pasadena and La Canada/Flintridge) have reported over 1,100 bicycle accidents in 1992 among cyclists between 20 - 50 years of age.

One explanation for this increase in accidents among adult cyclists is that there are no existing adult educational programs available. Due to the fact that the MTA Bike Master Plan references bicycles as an integral part of the transportation future of Los Angeles County, there exists a need to properly educate adults on the safe effective ways to commute by bicycle when using MTA funded bicycle facilities.

**Question:** Will the MTA be addressing the dilemma of the adult bicycle commuter with funding for adult bicycle safety/education programs?

**Comments:** Existing commuter programs center on the adult home-to-work commute only. These adult commuter programs are missing an important segment of the population: **school-aged children and their parents.**







Round I / Issues Identification Comment Sheet  
page 2

The number of local trips generated by this demographic can be reduced by educating children and their parents on the use of alternative modes of transportation such as walking, bicycling, carpooling and the use of buses.

**Question:** With the cost of educating, promoting and convincing adults to use alternative modes of transportation increasing, are there plans to review the cost effectiveness of educating the school-aged commuters now in order to generate a population of adult commuters of tomorrow?



