

**TO:** SBCCOG BOARD OF DIRECTORS  
**FROM:** RALPH L. FRANKLIN, CHAIR, METRO SOUTH BAY SERVICE COUNCIL  
**SUBJECT:** MONTHLY REPORT FOR OCTOBER, 2019  
**DATE:** OCTOBER 11, 2019

The meeting was called to order at 9:30am at Inglewood City Hall.

The first presenter, Annelle Albarran, Metro Transportation Planning Manager, spoke on the Vermont Transit Corridor Project. Through funds made available by Measure M and the Twenty-Eight by '28 projects, a new anticipated BRT (Bus Rapid Transit) will open sometime between FY28-FY30. Currently, there is no funding available but a study is being conducted for a potential Light Rail conversion after 2067. In April 2019, the Metro Board approved for staff to move forward with three (3) BRT alternatives and to advance the three (3) rail concepts into environmental review. The review would also include a feasibility study to look at extending the Vermont Transit corridor to the South Bay Silver Line PCH transit way station (do the CEQA process with the option of a NEPA study as well).

The BRT will extend 12.4 miles with travel on Vermont Avenue from Hollywood Boulevard on the north to 120<sup>th</sup> Street on the south. This will be an approximately \$310 million dollar project as it is one of the busiest bus corridors with 45,000 daily boardings. The BRT will connect to four (4) Metro Rail lines, several bus routes and key activity centers. The Right-Of-Way (ROW) areas along Vermont Ave have different widths that are as narrow as 80-ft. in some segments and as wide at 200-ft. south of Gage Ave (which includes sidewalks/medians). It was identified that the ROW is the narrowest in segments with the highest boarding activity.

The BRT Technical Study identified four (4) initial concepts but Metro staff have determined that only two (2) would be the most promising to: 1. Improve travel times/customer experience; 2. Increase ridership; 3. Minimize parking impacts, and 4. Provide street/community improvements.

BRT Concept #1 is an End-to-End Side Running proposal that would extend the entire 12.4 miles along Vermont Avenue from Hollywood Boulevard to 120<sup>th</sup> Street. This concept converts traffic lanes next to the curb to bus lanes only and would result in a loss of approximately 446 parking spaces at curbside.

BRT Concept #2 is a Combination Side/Center Running proposal that would provide curbside and center median service. There would be approximately 8.2 miles of side-running (curb lane travel) north of Gage to Hollywood Boulevard and approximately 4.2 miles of center running (center lane travel), utilizing existing center medians, south of Gage to 120<sup>th</sup> Street. Collectively, this concept result in a loss of approximately 460 parking spaces. Metro said that they will be working with "Mom and Pop" shops along Vermont Avenue to address the loss of parking spaces near their businesses i.e. development of new multi-level parking structures.

The next presenter, Jorge Martinez, Metro Transportation Planner, gave the FY2020, Q1 (July-September 2019) Station Evaluation Report. There were 52 stations evaluated using 34 measures of performance. These measures of performance include inspections of monitors, flooring, map cases, elevators, escalators, lighting, stairs, handrails, mezzanines, Park & Ride lots, etc. The ratings are based on a scale from 0 to 10 with "Good to Very Good" (8-10) with little or no damage, trash, graffiti, etc.; "Marginal" (4-7.9) with some damage, trash, graffiti, etc. and "Unsatisfactory" (0-3.9) with heavy damage, trash, graffiti, etc. All 52 stations were rated Good to Very Good and of the stations inspected, eleven (11) were in the South Bay service area and, unfortunately, there was a noticeable amount of graffiti and pigeon presence.

The next agenda items required that the Service Council Members address the issue of whether to be dark in the months of November and/or December 2019. The Service Council Members voted to have our regularly scheduled meeting in the month of November, on Friday, November 8, but elected to be dark in the month of December.

The Service Council Members further weighed in on moving our service council meetings to a new location. It was determined there will be an increased cost to use the Community Room at Inglewood City Hall effective January 2020. In addition, any riders or individuals that came to the meeting, except for Metro Staff and Service Council Members, were exempt from paying for parking but all others paid the city's parking fees if they parked in the parking structure. After weighing in on several options, the Service Council voted to return to the Juanita Millender-McDonald Carson Community Center located at 801 East Carson Street, Carson, CA effective Friday, January 10, 2020, which would be our first scheduled meeting in the New Year.

Service Council Member Charles Deemer attended the Mobility 21 conference in Anaheim, CA and provided us with a summary and a written report which will be added to the service council minutes.

The final presenter was Scott Greene, Metro Transportation Planning Manager, who spoke on the Regional Updates. In October 2019, ticket vending machines (TVMs) were installed at the LAX City Bus Center & Pico/Rimpau. Initially, the TVMs would only accept cash but, as of now, they also accept credit/debit cards. While the TVMs are owned by Metro, the on-going operations and maintenance support costs for both TVMs are being sponsored by Santa Monica Big Blue Bus per agreement with Metro.

Green Line weekend service has resumed and test trains crossed the Green Line junction for Crenshaw/LAX Line signal system testing.

Finally, Crenshaw Boulevard has now reopened from Slauson Avenue on the north to Florence Avenue on the south. The roadway had been closed for 59 days and reopened on Thursday, October 10.

The meeting concluded with the Service Council Members making comments and/or giving their line ride reports. We adjourned the meeting at 12:15pm.