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**Commission on the
Status of Women**

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**Human Relations
Commission**

**Transgender
Advisory Council**

MINUTES

COMMISSION ON THE STATUS OF WOMEN

Friday, September 21, 2018

10:00 a.m. - 12:00 p.m.

Los Angeles City Hall

200 North Spring Street, Room 1060

Los Angeles, California 90012

I. Call to Order & Roll Call

The meeting was called to order and a quorum was reached at 10:05 am.

II. Approval of CSW Minutes of the special meeting on July 18, 2018

The Minutes were adopted.

III. Public Comment on Non-Agenda Items

Genevieve Claireul was disappointed with the logistical arrangements of Mount Saint Mary’s event on the 2018 Report on the Status of Women in California. Ms. Claireul travels by motorized scooter and had experienced difficulties moving around in the event area. In addition, Ms. Claireul reported issues relating to her accessing transit services and receiving help from transit staff operators.

Cathy Hillman, Chair of the United Nations Women/LA Chapter, commended LACSW for highlighting women’s needs as it relates to transportation and public spaces and expressed an interest in partnering with the Commission on these issues. The UN Women/LA Chapter has been engaged in the UN Women's Global Flagship Initiative, “Safe Cities and Safe Public Spaces,” for several years and had conducted studies and surveys on women’s mobility patterns and mobility needs.

VI. Information & Discussion

1. Gender Equality & Public Transportation (Panel)

Presentation of the Next Gen Bus Study by the new study “How Women Travel” by Robert Calix, Senior Manager and Elba Higueros, Chief Policy Officer, LA Metro

- The [NextGen Bus Study](#) is an 18-month long project that aims to make the current bus system more relevant and increase ridership. Through the study, Metro has engaged community members from all across the county through outreach events, an online survey, and the NextGen Working Group.
- The NextGen Bus Study looks at the bus system as a whole (including connectivity to the rail system), the market, and rider’s primary trip purposes. The primary focus is on improving travel speed, frequency and reliability. However, Metro will also address other service parameters, including safety, cleanliness, affordability, access to real-time information, first/last mile (areas around bus stops/ walking experience), and comfort while travelling. Issues relating to the latter service parameters are reported to relevant Metro Departments who are responsible for addressing those. In addition, Metro is working with other local jurisdictions and municipalities through technical advisory committees.

- Metro ridership data show that low-income community members constitute Metro's largest ridership group. Of those, many are women and single mothers. Metro divides its ridership into four different categories: frequent (7%), occasional (22%), infrequent (55%), and non-rider (16%). Most riders use the bus system for "non-commute rides." While 85% of LA County is accessible through the bus system, it is not competitive. For example, 80% of bus trips originating in Downtown LA take twice as long as the same trip by car.
- Metro offers an affordable tap card with reduced options for students and seniors and is currently working to enhance its public communication about these reduced pricing options. One of their key community partners in this effort is [SLATE-Z](#) - a consortium of over 50 public, private, and community-based organizations dedicated to directing social and economic resources to South Los Angeles by grassroots community organizing and advocacy.
- As the research phase of the NextGen Bus study comes to an end, Metro will explore policy choices and develop new service concepts, which will address certain trade-offs, such as bus speed vs geographic coverage, bus frequency vs the hours of operations, and peak hours vs off-peak hours. Metro is looking for feedback from community members on all the possible trade-offs. Research to date shows that Metro should increase the number of short trips by offering more rides at off-peak hours. This would serve female riders as they tend to take multiple short trips every day at regular and irregular hours. In order to ensure that the NextGen Bus Study is informed by female riders, Metro is seeking assistance from organizations like LACSW to disseminate the online [survey](#) to female community members.
- In 2017 Metro established a [Women and Girls Governing Council](#) to assess policies and services through a gender lens and identify opportunities and challenges relating to Metro as an employer, service provider, and catalyst for economic development. In addition, Metro is gathering more data disaggregated by gender through a new study "How Women Travel." Metro has hired a consultant that will come on line in October 2018 to assess existing data and develop a Gender Equity Action Plan. This study will inform both the NextGen Bus Study and Metro's Strategic Plan.

Presentation of LADOT's efforts to achieve gender equality and gender equity by Lilly O'Brien-Kovari, Deputy of Communications and External Affairs and Sanjana Mada, Transportation Planner, LADOT

- LADOT is advancing gender equality through its i) workforce/internal organizational practices, ii) operations/contracting opportunities, and iii) services and programs. Their efforts and achievements are defined and tracked in their Gender Equity Action Plan.
- **Workforce & Recruitment:** Achieving gender parity in the workforce is key as staff largely influences and designs services and programs. Currently, women represent 60% of admin staff, 50% of all traffic officers, less than 30% of engineering staff, and 50% of supervisors and staff in leadership roles. To achieve gender parity, LADOT is assessing its hiring practices, in particular for non-traditional female jobs. This includes re-defining job specifications and requirements, e.g., how much weight you have to be able to lift for a certain job.
- **Contracting Opportunities:** LADOT is determined to hire more women contractors. In order to do so, the Department will start tracking the gender makeup of the people they contract with and undergo an audit of all contracting mechanisms to ensure that the people hired to design bridges, stripe streets and install signs also reflect the people that use that infrastructure. Today, less than 5% of LADOT's contracts go to women-owned businesses.
- **Programs and Services:** LADOT focuses on three key initiatives: safe routes to school, safe routes for seniors, and safe routes to parks, to understand and improve how vulnerable street users get around. When the City improves transit services for kids and seniors, it improves travel for women too as women are responsible for a majority of the "mobility care" in every household.
- **Data Collection & Analysis:** LADOT is determined to fill the current data gap on their ridership, including on women and girls. It is not enough to collect surveys every once and a while based on whether someone took a bus or participated in a focus group. Instead, transit operators have to collect data in a regular basis on how people travel in the LA region. Therefore, LADOT will i) analyze existing data points, ii) collect new data for certain geographic areas, iii) engage community members consistently, iv) develop an action plan and launch a pilot project that will look at three specific neighborhoods - transit rich and low income, transit poor and low income, transit rich and moderate income – and create a taskforce and safe space where women can express

their concerns and ideas. LADOT looks forward to working with Metro on data collection and find ways to share insights on data.

Sandra Bonneville, Case Manager, and Maria Carmen, Promotora, [Central City Neighborhood Partners \(CCNP\)](#)

- CCNP is a non-profit organization advancing systemic change to benefit low-income communities through collaborations. In 2004, with funding from Caltrans, CCNP initiated a community-driven transportation plan for the densely populated and underserved Westlake community. The project was driven by the community and included community visioning workshops, walk audits (e.g., assessed 400 bus stops), surveys (e.g., 997 surveys of bus riders), and community meetings. Of the residents, 88% are renters, 78% Latino, 43% live below the poverty line, and 40% commute to work by transit.
- The study found that residents prioritized pedestrian safety and walkability, functional roads and streets (without cracks and potholes), better transit services, and community cleanliness. Challenges to address these issues include
 - Division of labor between City Agencies: Community members have to call five different City Agencies, including MTA, Metro, Bureau of Street Services, CBS/Decaux Outdoor Media, and the Bureau of Street Lighting, to get things improved.
 - Language barriers: Many community members cannot, or do not feel comfortable, providing feedback in English
 - Discrepancy between urgent community needs and funding timelines.
- Results of the study: CCNP identified 33 transportation infrastructure improvement projects, got \$2.4 million recommended through the MTA Call for Projects, secured \$298,800 to create a community-driven master plan framework for an improved Transit Village in Westlake, secured \$275,000 in traffic safety program, and created a community of conscious and skilled residents.

Presentation by Naomi Iwasaki, Deputy Director, [Investing in Place \(IIP\)](#)

IIP is a policy and advocacy organization that advocates for safe and livable communities. The field of transportation has been dominated and influenced by the white male population and IIP is changing that by advocating for equitable and accessible transportation that benefits all residents. IIP has worked together with [Los Angeles Ministry Project](#) and produced the [educational video](#) “Moms & Mobility: A Day With Maura” as stories like Maura’s are rarely reflected in transportation planning.

According to IIP, there are several funding challenges with regards to transportation: i) Funding of transportation projects is linked to goal of reducing greenhouse gas, which creates barriers to improve transit services, ii) The current funding structure allocates supervisorial districts with equal budgets to spend on transportation regardless of their different needs. For Metro’s Equity Framework to be relevant, it needs to count everyone. iii) Transportation planning assessments must be comprehensive and consider all aspects of a trip and be based on data disaggregated by gender.

Remarks by Anne Clark, Commander, Transit Services Bureau, LAPD

LAPD entered into a contract with MTA in July of 2017 to provide policing services on the bus and rail system. LAPD knew there were issues with sexual harassment and sexual violence towards women, as well as issues with homelessness, but did not anticipate the large scope of these issues. In the past several months, there were 147 incidents of sex related crimes reported, primarily sexual battery crimes, of those, one was confirmed as rape. During this time period, LAPD made 45 arrest for sex related crimes. LAPD admits that while it has made progress in addressing these public safety concerns for female riders it has much more work to do to provide safety across the system. LAPD partners with Peace Over Violence (POV) a non-profit dedicated to advocate for and assist survivors of sexual violence. Oftentimes, the first step that a survivor takes is to call a hotline. LAPD has worked with POV to improve the reporting process for survivors, with their permission, to address the issue. As part of this work, survivors are asked whether they want to file a police report and be referred to the LAPD. Recently, POV indicated that the number of calls they receive is down significantly.

LAPD also contributes to MTA's "Hands Off" and works with the City Attorney's Office to ensure that convicts of sexual battery and indecent exposure do not reenter the transit system. Metro takes similar administrative steps to ban people from their transit system. With regards to homelessness, LAPD has expanded their HOPE Teams and continue to have a daily presence at the USOC. In addition, LAPD works with PATH and LAHSA and will soon launch a pilot project with the LA County Department of Mental Health to have a clinician join the HOPE Teams. Other partnerships that aims to connect unsheltered individuals with resources include "[Go Be the One](#)" and Los Angeles Archdioceses.

Remarks by Abbe Land, LA County, Executive Director, [LA County Women & Girls Initiative \(WGI\)](#)

WGI examines the systemic issues that lead to inequitable gender outcomes and recommend changes to improve the quality of life for women and girls in LA County. WGI supports ongoing efforts to address women's mobility patterns and mobility needs and want to further collaborate with Metro, LADOT and LACSW on the forthcoming studies and related projects. Data collection is a key priority for WGI as well. Recently, WGI conducted town hall meetings in each supervisorial districts and transportation was often brought up as an issue, in particular concerns regarding safety, affordability, lack of services (especially in the Valley), and lack of real time information about transit services. WGI welcomed Metro's new application that helps riders stay informed about the frequency of transit services.

LACSW thanked the presenters for the comprehensive information and commended their efforts to address women's mobility patterns and mobility needs. The Commission looks forward to hearing the results of the forthcoming studies and to work with all stakeholders to address current challenges. In addition to the above mentioned issues, LACSW recommends transit operators to increase the number of accessible restrooms as many senior community members refrain from using transit services due to lack of access to restrooms when in transit. LACSW also welcomes a higher frequency of services, including during events, large as well as small ones. **HCID** informed the Commissioners and panel participants that the Department had sent the NextGen Bus Study Survey to all its employees as well as the FamilySource Centers. Due to time constraints, additional questions and areas of concerns will be addressed separately.

V. Action Items

1. LACSW Strategic Action Plan

The item was deferred to the next meeting.

2. Motion to adopt LACSW Communications Policy

The item was deferred to the next meeting.

VI. Commissioner Updates

Commissioner Zar informed LACSW about the planning of Women's Entrepreneurship Day on November 19, 2018, and Commissioner Bernard-Gibson raised awareness of the LA Drifter's Voter Registration event on October 13, 2018.

VII. HCIDLA Updates

The item was deferred to the next meeting.

VIII. Future Agenda Items

1. LACSW Spending Policy
2. 2019 Women's History Month
3. Advancing Gender Equality through the LA City Workforce Development System

IX. Next Board Meeting & Events

The next monthly LACSW meeting is scheduled for October 19, 2018.

X. Adjournment

The meeting was adjourned at 12:06 pm.