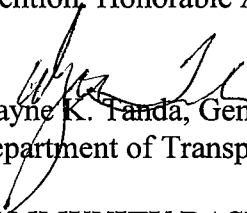


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: May 16, 2005

To: The Honorable City Council
c/o City Clerk, Rm 395, City Hall
Attention: Honorable Antonio Villaraigosa, Transportation Committee

From:  Wayne K. Tanda, General Manager
Department of Transportation

Subject: **COMMUNITY DASH NEED ASSESSMENT STUDY RECOMMENDATIONS
(C.F. # 04-0823-S1) - SUPPLEMENTAL REPORT**

SUMMARY

This report supplements the Department of Transportation's (LADOT's) report to City Council, dated April 1, 2005, concerning the Community DASH Need Assessment Study and its recommendations. That report was considered by the Transportation Committee at its April 25, 2005 meeting. The Department of Transportation (LADOT) was instructed by the Committee at the meeting to report back in thirty days with responses to public comments concerning the Community DASH Study. This supplemental report provides a summary of those public comments along with the Department's responses. This report also recapitulates the recommendations first presented in the April 1, 2005 report to the City Council.

RECOMMENDATIONS

That the City Council:

1. **Adopt** this supplemental report along with the April 1, 2005 report and attachments prepared by LADOT with the assistance of its consultant, Transportation Management and Design (TMD), as its report on this matter.
2. **Adopt** the revised recommended prioritized list of Potential New Community DASH Routes (Exhibit E-1A, attached) as the guide for any expansion of the Community DASH system, subject to available funding.
3. **Approve** the various actions set forth in Recommendations # 3-8 of LADOT's April 1, 2005 report to the Council on this matter, with any reference to "Exhibit E-1" replaced with revised "Exhibit E-1 A".

BACKGROUND

At the April 25, 2005 meeting of the Transportation Committee, public comment regarding the Community DASH Need Assessment Study and recommendations as well as other public transportation matters was heard by the Committee. Following the public comment and Committee discussion, LADOT staff were instructed to respond to the public comments in a report back to the Committee in thirty days.

DISCUSSION

Summary of Public Comment

Number of Speakers: 12 [with Councilman Eric Garcetti (CD 13) also addressing the Committee]

Organizations represented : Northeast Transit Coalition; San Pedro Transit Coalition; Palms Neighborhood Council; Elysian Valley Neighborhood Council; Silver Lake Improvement Association; Hathaway Family Resource Center

The public comments focused primarily on five areas of the City and their respective proposed Community DASH routes; there were also comments on related transit issues. A summary of the comments, along with staff response/discussion, is provided below for each of the geographic areas or other subject matter.

Elysian Valley

Public Comments:

1. The relative isolation of this community should be taken into account in determining the Community DASH Potential score of each of the proposed routes which could serve this area; the scores of proposed routes serving the Elysian Valley should be higher.
2. While there is MTA service on Riverside Drive (Line 96), the routing of that bus line is such that it does not serve the local travel needs of Elysian Valley residents; the Study analysis thus overstates the transit supply in the area.

LADOT Response:

The relative ranking of proposed routes is based on Community DASH Potential, which was determined by the relative prevalence of four factors in the area to be served: employment density (measured in jobs per acre); percent of persons in poverty; percent of households with auto deficit; and percent of land use devoted to schools. The level of existing transit supply is

also taken into account. Note, however, that the measurement of transit supply is in service hours; it is not intended to be a qualitative measure of adequacy, i.e., an area may have “medium” transit supply or even “high” supply, but that doesn’t mean that residents can go directly where or when they want on public transit. However, transit supply does indicate the availability of transit and the ability to access the public transit system via transfer (e.g., transferring to MTA Line 603 from Line 96 on Riverside Drive for travel to Glendale or to Echo Park and mid-Wilshire).

What the Study analysis shows is that the Elysian Valley community on its own simply does not have the degree of prevalence of the critical four factors (or the population density, for that matter) to support a DASH service which could perform above the marginal level. When proposed routes were evaluated which serve the Elysian Valley (Riverside Drive south of Fletcher) along with surrounding neighborhoods in Cypress Park and/or Lincoln Heights and/or Highland Park, its score and predicted performance improved significantly and became more competitive with other proposed DASH routes in the City. Relative isolation, whether due to street patterns or topography or bodies of water, in no way ensures ridership on DASH in the relative absence of the four factors cited.

If existing transit supply is not taken into account at all in the ranking methodology, then the predicted Performance Index score alone would determine rank. In that case, the proposed Elysian Valley/Cypress Park/Lincoln Heights route would actually fall in rank from 11th to a tie for 12th.

Northeast Los Angeles

Public Comments:

1. The Northeast Transit Coalition has worked hard for years to get additional Community DASH service; they now urge Council to find the means to implement as many of the recommended routes as possible, as soon as possible (beginning with the proposed Eagle Rock/Glassell Park route).
2. Among the recommended routes, there is unfamiliarity with the Highland Park/Glassell Park route [ranked 12th]; also, what was the analysis of the “butterfly” route proposals which included Elysian Valley segments?

LADOT Response:

The Highland Park/Glassell Park proposed route (ranked 12th) emerged out of a supplemental focus group discussion following the second DASH Study public meeting at Ramona Hall in February 2005. A number of permutations of previously proposed routes were suggested at the public meeting which were then analyzed by the Study consultant and discussed at the focus group meeting (with NET-C representatives present). A map of the Highland Park/Glassell Park route has been included in Attachment I to the Department’s April 1, 2005 report to the Council

The “butterfly” routes mentioned in testimony were analyzed and the results were included in Attachment II of the Department’s April 1, 2005 report to the Council. The specific names of these routes are “Elysian Valley/Cypress Park/Highland Park (Avenue 43)” and “Elysian Valley/Cypress Park/Highland Park (Avenue 52)”. Both routes scored significantly lower than the recommended Elysian Valley/Cypress Park/Lincoln Heights route which ranks 11th in the citywide list.

Palms

Public Comments:

1. The Palms Neighborhood Council was certified in December, 2004 and did not formally participate in the DASH Study; there is confusion over the two route proposals which were analyzed, and additional time to review the proposals is needed.

2. The preliminary proposal (the “Palms/Culver City” route) is far superior to the recommended “Palms/Robertson” route; it would connect Palms residents to desired destinations in nearby Culver City and it scored higher than the recommended route. The recommended route duplicates Santa Monica Blue Bus (SMMB) Route 12 service on Palms Blvd.

LADOT Response:

There is a single route (Palms/Robertson) which is recommended for implementation. Further review of the preliminary proposal (“Palms/Culver City”) revealed a number of potential operational problems on Hughes Avenue as well as strong neighborhood opposition to buses operating on Inglewood Boulevard north of Venice Blvd.

Given that approximately 30 percent of this preliminary proposed Palms/Culver City route alignment is within Culver City and that some of the route overlaps with Culver Citybus Line 3 (Washington Blvd.), contacts were made with staff of Culver Citybus regarding this proposal. The initial response was less than positive - and a more recent communication from Culver Citybus confirms their likely opposition to the implementation of this route. The recommended route (Palms/Robertson) is located entirely within Los Angeles. There is some overlap with SMMB Line 12 on Palms/National; Line 12 operates on Palms/National between Glendon and Bagley.

The recommended DASH route would operate on Palms/National from Sawtelle to Robertson, connecting with the future Expo light rail line station area (and transfer opportunities to MTA Line 33/333 on Venice Blvd.) as well as the Culver Blvd./Centinela area where there are additional transfer opportunities. The revised route does indeed have a lower Community DASH Potential score than the preliminary route proposal.

San Pedro

Public Comments:

1. Additional public transit service in San Pedro is needed; DASH service along 7th Street is welcome and speedy implementation is urged.
2. Maps of the recommended San Pedro - 7th Street route should include depictions of major destinations.

LADOT Response:

The purpose of the route maps included in Attachment I of this report is to simply and clearly depict the proposed route on the local street grid. When the route is to be implemented and service schedules/brochures are to be printed, the route maps in the brochures will include the locations of prominent destinations along the route.

Silverlake

Public Comments:

1. There is overwhelming support for DASH service in Silverlake; over 800 signatures have been gathered on petitions in support of new DASH service - and yet no Silverlake route proposal is included in the twenty recommended routes.
2. DASH service is needed to tie the diverse community of Silverlake together; the Community DASH Potential score does not take into account such factors and the Study overstates the existing supply of transit service available to Silverlake residents.

LADOT Response: There is, unquestionably, a strong desire among Silverlake community organizations to have improved transit service, with the current focus being on a new DASH service. As discussed above in response to testimony regarding Elysian Valley, the relative absence of the four critical factors in establishing Community DASH Potential in Silverlake explains the lower scores for suggested DASH routes. The top scoring candidate route for this area is "Silverlake South - Alternative 2" with a score of 0.90 and a predicted ridership slightly above marginal. While the signature-gathering effort is impressive, note that even if each of the 800+ signatories boarded the "Silverlake South" DASH **twice** each and every weekday of service, the average daily ridership would still be slightly less than the DASH system average ridership [which is 47 passengers per hour per bus].

The Silverlake South route could be included on the recommended list of new and expanded Community DASH routes if the threshold for inclusion is set at a Community DASH Potential score of 0.90 (original threshold was 0.92). The "DASH Arleta/Pacoima Circulator" route also has a DASH Potential score of 0.90. The remaining stand-alone routes evaluated as part of the

Study with DASH Potential scores below 0.90 generally have predicted ridership characterized as marginal or poor, and are not recommended to be considered for implementation.

General Comment on Study

Public Comment:

It does not seem fair or appropriate that new route proposals must compete with improvements to existing Community DASH routes which are not performing well.

LADOT Response:

The approach taken in this Study is that **any** proposal - a new route or a restructured existing route - which requires additional resources [vehicles as well as operating funds] must compete for those scarce resources. There are no separate Prop A reserved funds exclusively for new services or for improvements to existing services. Neither type of proposal is automatically given a higher priority for funding. The scoring/rating methodology treats the two types equally since the two types compete for the same resources.

Proposed Reroute of DASH Highland Park/Eagle Rock

Public Comment:

The Highland Park/Eagle Rock DASH route should be re-routed to more directly serve the Hathaway Family Resource Center located at 840 N. Avenue 66; the large number of families with children who regularly visit this facility need better, safer access.

LADOT Response:

Potential re-routing of the Highland Park/Eagle Rock (HP/ER) DASH which would bring service close to the Hathaway facility on Avenue 66 just north of Meridian are being analyzed. Note that such re-routings do not require City Council approval, but rather are studied and implemented in consultation with the affected Council Office(s). Re-routing of successful DASH routes (the HP/ER route scores at or above the LADOT transit system average, even with its extended service hours) must take into account travel time, safety and the inconvenience to and/or disenfranchisement of current riders as well as the potential benefit to new riders. The location of Hathaway in a single-family neighborhood with an irregular street pattern poses challenges for DASH service. A loop off of the existing HP/ER route on Avenue 64 is now being studied in coordination with Council District 14.

San Pedro Transit CenterPublic Comment:

San Pedro needs a transit center, whether located off-street or on-street; CRA has failed to develop this facility, and should not be the lead agency. This transit center would be a key element in the coordination of transit services in the San Pedro area.

LADOT Response:

As stated in testimony, one of the recommendations of the South Bay/Gateway Cities Transit Restructuring Study (April, 1999) commissioned by the MTA and LADOT was to develop a San Pedro Transit Center. The CRA has acted as the lead agency in attempts thus far to implement this recommendation - but to date no site has been secured for this facility. The CRA took up the primary agency role when it was the lead in a 1997 Call for Projects application submitted to MTA and remained as lead in the re-submittal for the 1999 Call for Projects [which was approved for funding].

Transit Safety/Signage in San PedroPublic Comment:

Comments were made regarding disabled access/safety for the San Pedro DASH and regarding the failure to remove obsolete Long Beach Transit bus stop signs in San Pedro along the Commuter Express 142 route.

LADOT Response:

The comment regarding safety and access for disabled riders of the San Pedro DASH has been referred to DASH Operations staff. Bus operators will be reminded to be mindful of the needs of disabled passengers - as to boarding and alighting as well as to proper securement of wheelchair-bound passengers. Removal/replacement of bus stops is coordinated between MTA and LADOT. The materials for the replacement bus stop signs are being prepared by LADOT at this time; the materials will then be provided to MTA crews for placement at the stops.

Conclusion

Based on further review of the analysis of all of the suggested routes in the Study, and on the public testimony provided at the Transportation Committee meeting on April 25, 2005, the Department is revising the recommended list of proposed routes to include all routes with a Community DASH Potential score equal to or superior to 0.90 and whose predicted Performance Index (PI) is superior to 0.70 [the threshold above marginal performance]. Establishing a threshold for DASH Potential scores at 0.90 has the practical effect of adding the Silverlake South - Alternative 2 and Arleta/Pacoima Circulator routes to the recommended list, increasing the list of recommended routes from 20 to 22 new and expanded services. This revised new list is

presented as Exhibit E-1A (attached). Individual route maps for the Silverlake South and Arleta/Pacoima Circulator are also attached to this supplemental report. The remainder of the recommended actions set forth in the Department's April 1, 2005 report are unchanged (except for references to the revised Exhibit E-1 A).

IMPACT ON THE BUDGET

The recommendations in this supplemental report do not result in an increase in City costs relative to the FY 2004-05 Budget. Therefore, there is no impact on the Budget. Funding for expanded DASH service would require approval in the City's FY 2005-06 Budget.

Exhibit:

Exhibit E-1A: Revised Recommended New and Expanded Community DASH Routes

Attachment:

Attachment I -A: Additional Individual Recommended Route Maps (2)

Exhibit E-1A (Page 1 of 2)

REVISED RECOMMENDED NEW & EXPANDED COMMUNITY DASH ROUTES

Council District	Route	Community DASH Potential Score	Transit Supply	Predicted PI	One-Way Route Miles	Peak Vehicles	Comments
2/5	Van Nuys / Whitsett	1.29	Medium	1.50	6.55	4	Alternative developed in response to Phase 2 Public Meetings
7	Sylmar / San Fernando	1.25	Medium	1.55	8.81	4	Minor refinements required for optimal operation
1/13/14	Eagle Rock / Glassell Park	1.20	Medium	1.40	7.88	4	Minor refinements required for optimal operation
8/9	North University Park	1.19	High	1.84	4.61	3	Route less than 5 miles; may be too short
15	San Pedro / 7th Street Alternative 2 (b)	1.19	Low	1.16	4.00	2	Route less than 5 miles; may be too short. Replacement Service -- portion of MTA Route 550 on 7th Street (a)
6	Sun Valley Circulator	1.11	Medium	1.24	7.29	4	Refinement of previous Noho/Sun Valley proposal to create two separate routes
4/13	Hollywood / Los Feliz (b)	1.10	Low	1.00	11.76	6	Expansion of existing route requiring 2 additional vehicles
15	West Watts -- Alternative 2	1.09	Medium	1.29	7.40	4	Refinement developed based on Phase 2 Public Meetings
7	Sylmar / Arleta	1.09	High	1.33	5.13	3	Partial alternative to the Van Nuys/Laurel Canyon proposed route, which is too long
9	Pueblo del Rio -- Alternative 2 (b)	1.07	Medium	1.11	5.68	3	Expansion of existing route requiring 2 additional vehicles; refinement to remove non-City of Los Angeles segment of original proposal
1/13/14	Elysian Valley / Cypress Park / Lincoln Heights	1.06	Medium	1.10	7.83	4	Refinement developed based on Phase 2 Public Meetings

(a) May be implemented subject to MTA service and funding changes.

(b) Modification of existing Community DASH service requiring additional equipment and resources.

Exhibit E-1 (Page 2 of 2)

RECOMMENDED NEW & EXPANDED COMMUNITY DASH ROUTES

Council District	Route	Community DASH Potential Score	Transit Supply	Predicted PI	One-Way Route Miles	Peak Vehicles	Comments
1/14	Highland Park / Glassell Park	1.04	High	1.18	6.65	3	Refinement developed based on Phase 2 Public Meetings
1/14	Mount Washington -- Alternative 3	1.03	Medium	1.00	7.30	4	Replacement Service -- portion of MTA Route 176
10	Arlington	1.02	Medium	0.94	4.16	3	Route may be too short (< 5 miles); refine route for operational factors
7	Hubbard/Sayre	1.02	High	1.16	5.09	3	Replacement Service -- portion of MTA Route 234 (a)
4/13	Los Feliz -- Alternative 2 (b)	0.98	Medium	0.90	5.78	2	Modification of existing service involving replacement service of MTA Route 26 on Virgil; requires 1 additional vehicle; opposed by MTA Gateway Cities Service Sector (a)
11	Palms/Robertson -- Alternative 2	0.97	High	1.10	6.81	4	Refinement considered based on Phase 2 Public Meetings
3	Warner Center -- Alternative 2 (b)	0.96	Medium	0.85	6.19	4	Refinement developed based on Phase 2 Public Meetings
15	Harbor City	0.93	Medium	0.89	5.98	4	Duplication of Gardena Route 2 may be an issue with GMBL
2/6	North Hollywood Circulator	0.92	Medium	0.75	6.26	4	Refinement of previous Noho/Sun Valley proposal to create two separate routes
4/13	Silverlake South - Alt. 2	0.90	Medium	0.71	5.49	3	Alternative evaluated at request of Council Office - Jan. 05
7	Arleta / Pacoima Circulator	0.90	High	0.92	8.98	5	Potential alternative to the Van Nuys / Laurel Canyon route proposal

(a) May be implemented subject to MTA service and funding changes.

(b) Modification of existing Community DASH service requiring additional equipment and resources.

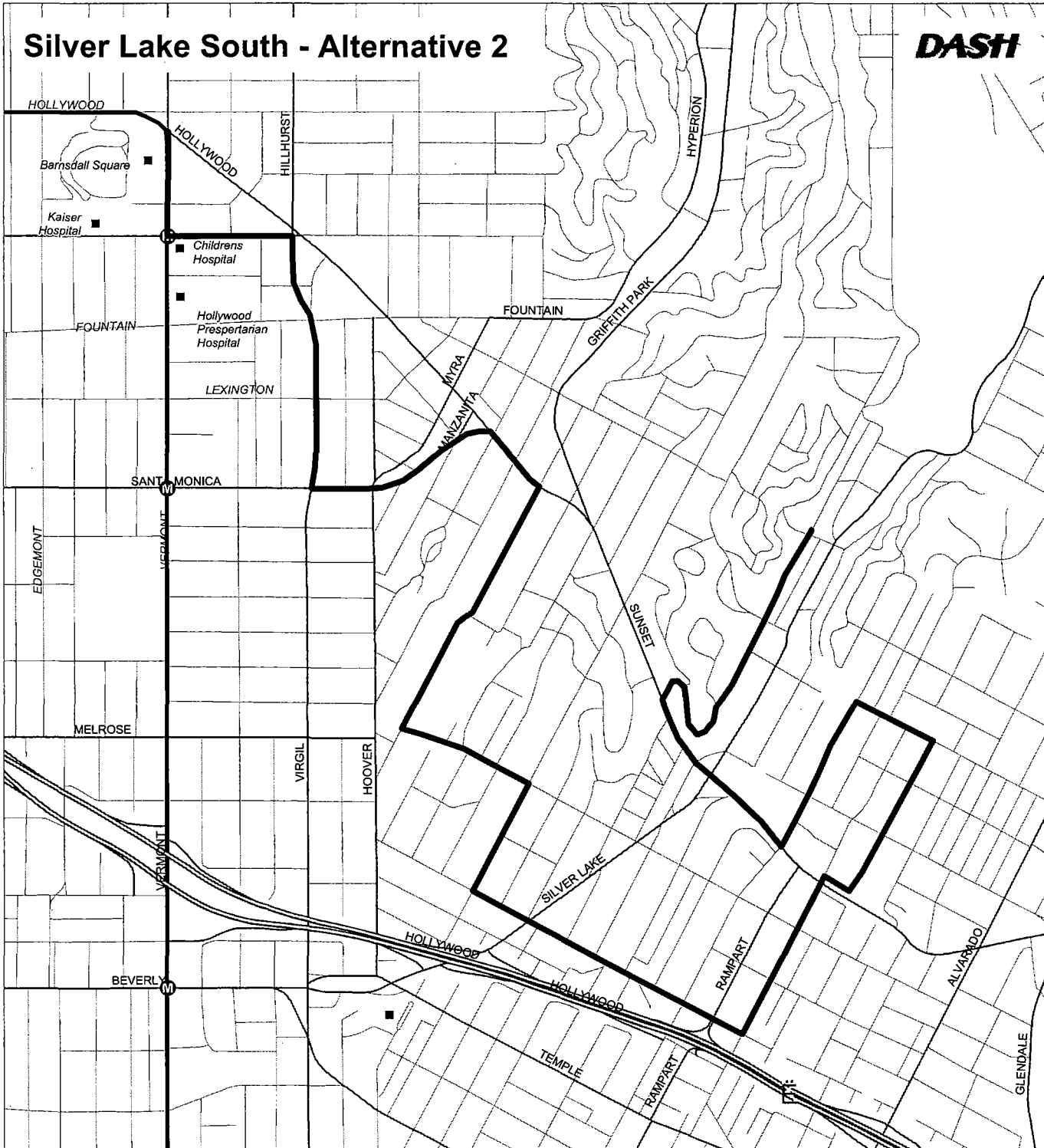
ATTACHMENT I - A

**Individual Route Maps of the Additional Recommended Routes
(in rank order - 2 maps)**

ATTACHMENT I - A

Silver Lake South - Alternative 2

DASH



Silver Lake South Alternative 2

Route	Silver Lake South - Alternative 2
Council District	4/13
Community DASH Potential Score	0.90
Transit Supply	Medium
Predicted PI	0.71
One-Way Route Miles	5.5
Peak Vehicles	3

Symbols

- LA City Boundary
- Featured Route
- Hospital
- Shopping Center
- School/College
- Public Facility
- Metro Station
- Metro Green Line
- Metro Blue Line
- Metro Red Line
- Metro Gold Line
- Metro Orange Line
- Metrolink Line
- Metrolink Station
- Metrolink Line

Data Sources

LADOT, MTA, SCAG,
U.S. Census 2000,
Thomas Brothers Maps

Date Prepared

March 2005

