

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

Date : October 20, 2005

To: Honorable City Council  
c/o City Clerk, Rm. 395, City Hall  
Attention: Honorable Wendy Greuel, Transportation Committee

From: Frances T. Banerjee, Interim General Manager  
Department of Transportation



Subject: **METRO ORANGE LINE / DASH WARNER CENTER**

At its October 12, 2005 meeting, the Transportation Committee of City Council requested a report back from the Department of Transportation (LADOT) regarding transit connectivity issues related to the opening of the Metro Orange Line busway. This report provides information and documentation in response to the Committee's request (CF 05-2147).

#### **RECOMMENDATION**

That the City Council receive and file this report, as no Council action is required.

#### **BACKGROUND**

The Metro Orange Line (San Fernando Valley busway) will begin regular revenue operation on October 31, 2005. Concurrent with the opening of the Orange Line, LADOT will begin operation of an expanded DASH Warner Center service that will connect to two Orange Line stations in Warner Center [the De Soto Orange Line station (located just north of the De Soto/Victory intersection) and the Warner Center Transit Hub (located on Owensmouth between Erwin and Oxnard)]. The expanded DASH Warner Center service will replace the current weekday/midday only operation with service that operates on Monday through Friday from approximately 6:45 AM until 6:30 PM, and on Saturdays from 9:00 AM until 5:40 PM. During the Transportation Committee's review of this Department's report on implementation of the expanded Warner Center DASH [CF 05-2147], a number of questions were raised regarding:

- coordination of transit services with MTA in the vicinity of the Orange Line
- sufficient access to the Orange Line for potential riders residing west of Warner Center
- connectivity / parking for potential Orange Line riders at each of the 13 stations

In addition, the Department was instructed to meet with Metro San Fernando Valley Sector staff to prepare responses to the questions raised at the Committee meeting. That meeting took place on October 18, 2005 at the Metro Valley Sector office in Chatsworth.

## **DISCUSSION**

Discussion of each of the issues raised in Committee follows below; the attachments referenced in these paragraphs are found at the end of this report.

### **Coordination of Transit Service With MTA For The Orange Line**

In addition to the substantial amount of coordination that has taken place between LADOT and the MTA to complete the construction phase of the Orange Line, LADOT and MTA have also been coordinating concerning the provision of transit services to serve the Orange Line stations. The MTA, which is the primary transit provider in Los Angeles County, reviewed its existing bus service within the San Fernando Valley to ensure that it would provide convenient connections to the Orange Line stations. Further, in preparation for the start-up of operation, both agencies have participated in mutual review of proposals for potential bus service changes related to improving connectivity to the Orange Line stations. This included Metro San Fernando Valley Sector Board and staff participation in the LADOT Community DASH Need Assessment Study [CF 04-0823-S1] throughout FY 2004/05, and this Department's review of proposed Metro service changes for which public hearings were conducted earlier this year. Copies of the Metro Valley Sector March 2005 Public Hearing notification for service changes and of the Metro Sector Board report will be available at the October 26, 2005 Transportation Committee meeting.

This coordination of services between the MTA and LADOT has also involved the matter of fare reimbursement by MTA for the honoring of Metro passes on DASH Warner Center. Metro San Fernando Valley staff announced the approval of this fare reimbursement arrangement at the MTA/LADOT coordination meeting on October 18, 2005. Acceptance of MTA passes on the DASH Warner Center enhances the attractiveness of the Orange Line as a commute / travel option while at the same time facilitating transfers to and from the Orange Line. **Attachment I** lists the existing bus lines / routes which serve Orange Line stations; this attachment also provides information regarding the weekday frequency of service for these connecting services.

### **Access To The Orange Line For Potential Riders Residing West of Warner Center**

An issue was raised at the Transportation Committee on October 12<sup>th</sup> concerning access to the Orange Line for City residents residing to the west of Warner Center. This issue was raised due to the fact that the planned Canoga / Boeing Orange Line parking facility (around 800 spaces) will not be available for approximately one year. Discussion of this access issue must take into account existing Metro service in that area, availability of parking in the Warner Center area in proximity to the Orange Line stations, and the transit ridership potential of the residential community due west of Warner Center.

### Orange Line Transit Access For Residents Living West of Warner Center

As indicated in **Attachment I**, there are a number of existing transit lines serving residents living west of Warner Center that feed into the Orange Line Stations in Warner Center (the De Soto Avenue and Warner Center Transit Hub stations). For example, there is existing Metro service on Victory Boulevard (MTA 164), Vanowen Street (MTA 165) as well as on Valley Circle Boulevard (MTA 645). In addition, for commuters residing west of the City, LADOT Commuter Express 575 (Simi Valley - Chatsworth - Warner Center) and the Conejo Connection (Ventura - Camarillo - Thousand Oaks - Warner Center) also directly serve the Warner Center Hub station. MTA 161 also provides local service along surface streets adjacent to the 101 Freeway corridor between the Thousand Oaks Community Transit Center and Warner Center.

### Orange Line Park and Ride Access For Residents Living West of Warner Center

**Attachment II** lists the Orange Line stations and any associated park-n-ride lots along with the number of parking spaces to be provided. While the Canoga / Boeing parking facility won't be available for another year, the Winnetka Orange Line station park-n-ride offers nearly 400 parking spaces. The Winnetka off-ramp on the eastbound 101 Freeway is approximately 1.5 miles east of the De Soto off-ramp, and thus the Winnetka park-n-ride lot could serve as an interim alternative to the Canoga / Boeing facility with minimal inconvenience to potential Orange Line commuters who commence their commute on the 101 Freeway. In addition, LADOT staff is currently attempting to secure agreement from Westfield Shoppingtown to set aside approximately 50 parking spaces at the Promenade shopping mall in proximity to the Warner Center Hub (north of Owensmouth/Oxnard) for Orange Line riders.

### Propensity To Use Transit For The Area West of Warner Center

As part of the Community DASH Need Assessment Study, a number of potential new DASH routes in the western San Fernando Valley were analyzed. These are depicted in **Attachment III**. For the area west of Warner Center, note that a "DASH Warner Center / Mulholland" and a "DASH Warner Center / Calabasas" were among the nearly 100 potential new DASH routes evaluated through the Study. Neither route was recommended for implementation, and neither route would be competitive with the top 22 routes ultimately approved by City Council in the prioritized list of potential new Community DASH routes citywide.

The Warner Center / Mulholland route, although its predicted ridership was just slightly above marginal [a predicted performance level contingent upon this route replacing MTA Line 645], is far longer than the typical DASH route and would require **six** vehicles to operate (the typical DASH needs four or fewer vehicles). The Warner Center / Calabasas route had a predicted ridership level far below marginal. The relatively low ridership potential is a direct result of the demographics and residential density of the community west of Warner Center. As the color

coding on **Attachment III** indicates, much of the area is characterized by below average transit ridership potential (a potential largely derived from income, auto ownership and age factors).

The area to the west of Warner Center is also characterized by low population and housing density. **Attachment IV** depicts population density throughout the City. Census tracts with population densities which do not exceed 20,000 persons per square mile (those tracts on the map with the light shading) simply do not have sufficient resident population to support fixed route transit, except in very rare cases. Note that the 20,000 persons per square mile density threshold coincides with a General Plan land use category of Low Medium II housing density.

### **Expansion of DASH Warner Center**

The Transportation Committee and City Council, at its meeting on October 12, 2005 and October 14, 2005, respectively, approved the Department's recommendation to expand the hours and days of operation for the existing DASH Warner Center service to provide feeder / distributor transit service for the Orange Line. In addition to the expanded DASH Warner Center schedule, the routing of the service was also studied and will be modified to better serve users of the Orange Line. The expanded DASH Warner Center service is scheduled to be implemented on October 29, 2005.

Any additional extension of the new DASH Warner Center route, including to the areas west of Topanga Canyon Boulevard, would preclude the possibility of very frequent (every 8 minutes or less) peak hour service between the Orange Line stations and employment sites within Warner Center (given the number of vehicles available to operate the two Warner Center circuits which make up the new DASH route). Any additional route mileage reduces frequency - which, given the limited ridership potential west of Topanga Canyon Boulevard, is an undesirable outcome. The designed function of the expanded DASH Warner Center is a feeder / distributor to and from the Orange Line stations within Warner Center [the westerly terminal of the Orange Line] - the largest concentration of employment (nearly 42,000 jobs) in the Valley which also includes a growing multiple-unit housing component (currently nearly 2,800 units; entitlements are in place for an additional 2,700 units).

### **Connectivity and Parking Availability at Remaining Orange Line Stations**

#### **Transit Access to Remaining Orange Line Stations**

**Attachment I** lists each of the Orange Line stations along with those bus lines which serve each station. In general, there are multiple MTA bus lines serving each of the Orange Line stations. In addition, the existing DASH Van Nuys / Studio City service, whether in its current alignment or in the City Council-approved restructured alignment [DASH Van Nuys / Whitsett], serves three of the Orange Line stations [Van Nuys Blvd., Woodman Ave. And Valley College/Fulton Ave.]. That said, it must also be emphasized that MTA has been, and shall remain, the primary provider

of transit service to those who work or reside in the San Fernando Valley. In addition to those lines / routes listed on Attachment I, the Metro San Fernando Valley Sector has announced the addition of two more Rapid Bus services in the Valley - Balboa Boulevard and Sepulveda Boulevard - to open in June 2006; both of these Rapid Bus lines will serve Orange Line stations. MTA and LADOT routinely monitor performance of their transit services. With the commencement of Orange Line service, ridership and transfer activity (as well as parking utilization) will be monitored and service adjustments considered as the need arises and as resources permit.

#### Park and Ride Access to Remaining Orange Line Stations

**Attachment II** lists each of the Orange Line stations along with associated parking. At its opening, the Orange Line will have nearly 3,200 parking spaces available at five of the twelve stations west of the North Hollywood Red Line station [the easterly terminal of the Orange Line]. With completion of the Canoga / Boeing parking facility, the number of parking spaces could reach 4,000 in aggregate for six of these twelve stations. While there are over 900 parking spaces at the No Ho Red Line station, the current utilization rate by Red Line riders is so high that, for purposes of Orange Line parking analysis, these spaces are not counted as being available to Orange Line riders.

#### Proposition A Ten-Year Forecast

In addition to the service and demographic factors discussed earlier in this report, any consideration by the City concerning the provision of expanded DASH bus service to serve the Orange Line must also take into account the availability of transit funding. As discussed by the Department in its July 6, 2005 and August 12, 2005 reports concerning the City's Proposition A Ten-Year Forecast (05-1107; 04-0555-S1; 02-2084-S1), the City does not have sufficient funds to finance its existing transit services (including DASH, Commuter Express, Cityride and Charter Bus) over the next ten years. A significant shortfall of approximately \$38 million is anticipated by FY 2009-10, with the shortfall expected to increase to approximately \$150 million by FY 2014-15. In its August 12, 2005 report, the Department identified a series of potential revenue generating and cost reduction (service elimination) strategies for the Council and Mayor to consider in order to eliminate the projected shortfall.

#### **IMPACT ON THE BUDGET**

This report is informational only. Therefore there is no impact on the Budget.

Attachments

						Attachment I
Metro Orange Line Connecting Service & Headways						
						WEEKDAY HEADWAYS
Stations	Bus Lines	Line Names	A.M.	BASE	P.M.	
North Hollywood	152	Vineland Ave.- Roscoe Blvd.-Fallbrook Ave.	10	25	10	
	154	Oxnard St.- Burbank Blvd.- Burbank Metrolink Sta.	30	60	30	
	156	Burbank Blvd. - N. Hollywood-Hollywood	10	30	15	
	166	Lankershim Blvd.- Nordhoff St.	5	12	5	
	183	Magnolia Blvd.- Burbank - Glendale Metrolink Sta	30	60	30	
	353	Canoga Pk-Roscoe Blvd.-Lankershim Blvd. Limited	30	---	30	
	363	Canoga Pk-Sherman Way North Hollywood Limited	30	---	30	
	796	Santa Clarita - Chatsworth - Warner Center	30	---	30	
	BLT	North Hollywood South Shuttle	20	---	10	
	Subway	Metro Red Line	10	12	10	
Laurel Canyon	156	Burbank Blvd.- Chandler Bl.- N Hollywood -Hollywood	10	30	15	
	230	Laurel Cyn Blvd.	6	30	8	
Valley College						
Fulton Ave.	156	Burbank Blvd.- Chandler Bl.- N Hollywood -Hollywood	10	30	15	
	CE 549	Pasadena	20	---	20	
	DASH	Van Nuys - Studio City Shuttle	30	30	30	
Woodman Ave.	154	Oxnard St.- Burbank Blvd.- Burbank Metrolink	30	60	30	
	158	Woodman Ave.- Devonshire St.	30	60	30	
	DASH	Van Nuys - Studio City	20	20	20	
Van Nuys Blvd.	154	Oxnard St.- Burbank Blvd.- Burbank Metrolink	30	60	30	
	156	Burbank Blvd.-Chandler Bl.- N Hollywood -Hollywood	10	30	15	
	233	Van Nuys Blvd. Local	10	12	10	
	237	Woodley Avenue - Van Nuys	60	60	60	
	761	Van Nuys Blvd. - Westwood Rapid Bus	7	13	7	
	DASH	Van Nuys - Studio City	20	20	20	
	SC793	Santa Clarita to Van Nuys	25	---	30	
	SC798	Van Nuys to Santa Clarita	40	---	30	
Sepulveda Bl.	234	Sepulveda Blvd. Local	10	20	10	
Woodley Ave.	164	Victory Blvd. (Branch of Line 165)	10	20	15	
	237	Woodley Avenue.	60	60	60	
	164	Victory Blvd. (Branch of Line 165)	10	20	15	
Balboa Blvd.	236/237	Balboa Bl. - Sylmar Metrolink	30	60	30	
	CE 573	Mission Hills - Granada Hills - Century City	15	---	15	
	CE 574	Sylmar - Granada Hills - Westchester - LAX	30	---	30	
Reseda Blvd.	240	Reseda Blvd.	10	15	10	
Tampa Ave.	243/242	Tampa Ave. (Route 242)	30	50	30	
Pierce College						
Winnetka Ave.	164	Victory Blvd. (Branch of Line 165)	10	20	15	
	243	Winnetka Ave.- Porter Ranch	30	60	30	
	164	Victory Blvd. (Branch of Line 165)	10	20	15	
De Soto Ave.	244	De Soto Ave-Chatsworth Metrolink(Branch of Line 245)	20	45	25	
Warner Ctr.	150	Universal City-Ventura Blvd-Canoga Park	20	30	20	
	161	Canoga Pk-Westlake-Thousand Oaks	10	60	20	
	245	Topanga Canyon-Chatswork Metrolink	20	50	25	
	645	West Hills, Valley Circle, Mulholland Dr.	20	60	45	
	CE575	Simi Valley - Warner Center	35		35	
	750	Ventura Blvd. Metro Rapid	8	12	10	
	DASH	Warner Center	8	16	8	
	CE 422	USC-Downtown L.A. - Hollywood - Warner Center	7	---	10	
Vista	Conejo Connection					

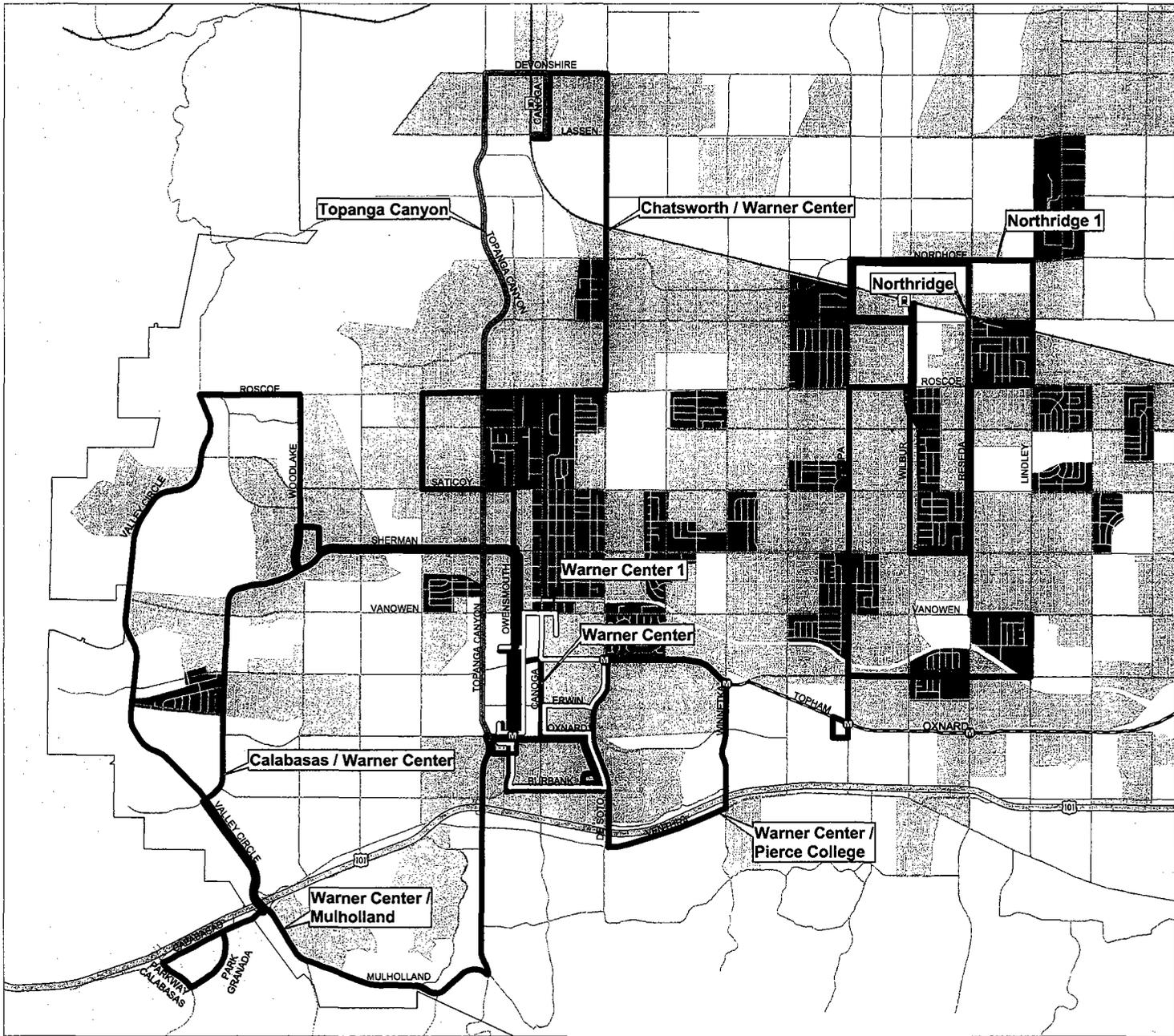
**Attachment II**

**EXISTING ORANGE LINE STATIONS WITH PARK AND RIDE SPACES\***

<b>Station No.</b>	<b>Orange Line station</b>	<b>P &amp; R ?</b>	<b>Spaces</b>
2	Laurel Canyon Blvd.	No	
3	Valley College	No	
4	Woodman Ave.	No	
5	Van Nuys Blvd.	Yes	825
6	Sepulveda Blvd.	Yes	1,177
7	Woodley Ave.	No	
8	Balboa Blvd.	Yes	273
9	Reseda Blvd.	Yes	522
10	Tampa Ave.	No	
11	Winnetka Ave.	Yes	394
12	DeSoto Ave.	No	
13	Warner Center Hub**	No	_____
<b>TOTAL SPACES</b>			<b>3,191</b>

\* Note that Orange Line Station No. 1 is the North Hollywood Red Line station, which has 915 parking spaces. However, due to the very high utilization rate by Red Line riders, these NoHo spaces are not counted as available to Orange Line riders.

\*\* Boeing lot with approximately 800 spaces will be available in approx. one year.



## Route Proposals and DASH Potential Index West Valley Area

Route	Potential Index
Chatsworth / Warner Center	1.11
Warner Center - Pierce College	0.98
Northridge 1	0.93
Topanga Canyon	0.90
Warner Center Mulholland	0.84
Warner Center 1	0.76
Calabasas Warner Center	0.50

### Community DASH Potential

High Community DASH average score +  
Transit service under-supply areas

- Above Average
- Average
- Below Average

### Existing DASH Service

- Proposed DASH Service**
- Chatsworth / Warner Center
  - Warner Center / Pierce College
  - Northridge 1
  - Topanga Canyon
  - Warner Center / Mulholland
  - Warner Center 1
  - Calabasas / Warner Center

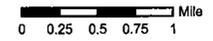
### MTA Metro Rail

- Red Line
- Blue Line
- Green Line
- Gold Line
- Orange Line (Under Construction)
- Metro Rail Station
- Metrolink Station
- Metrolink

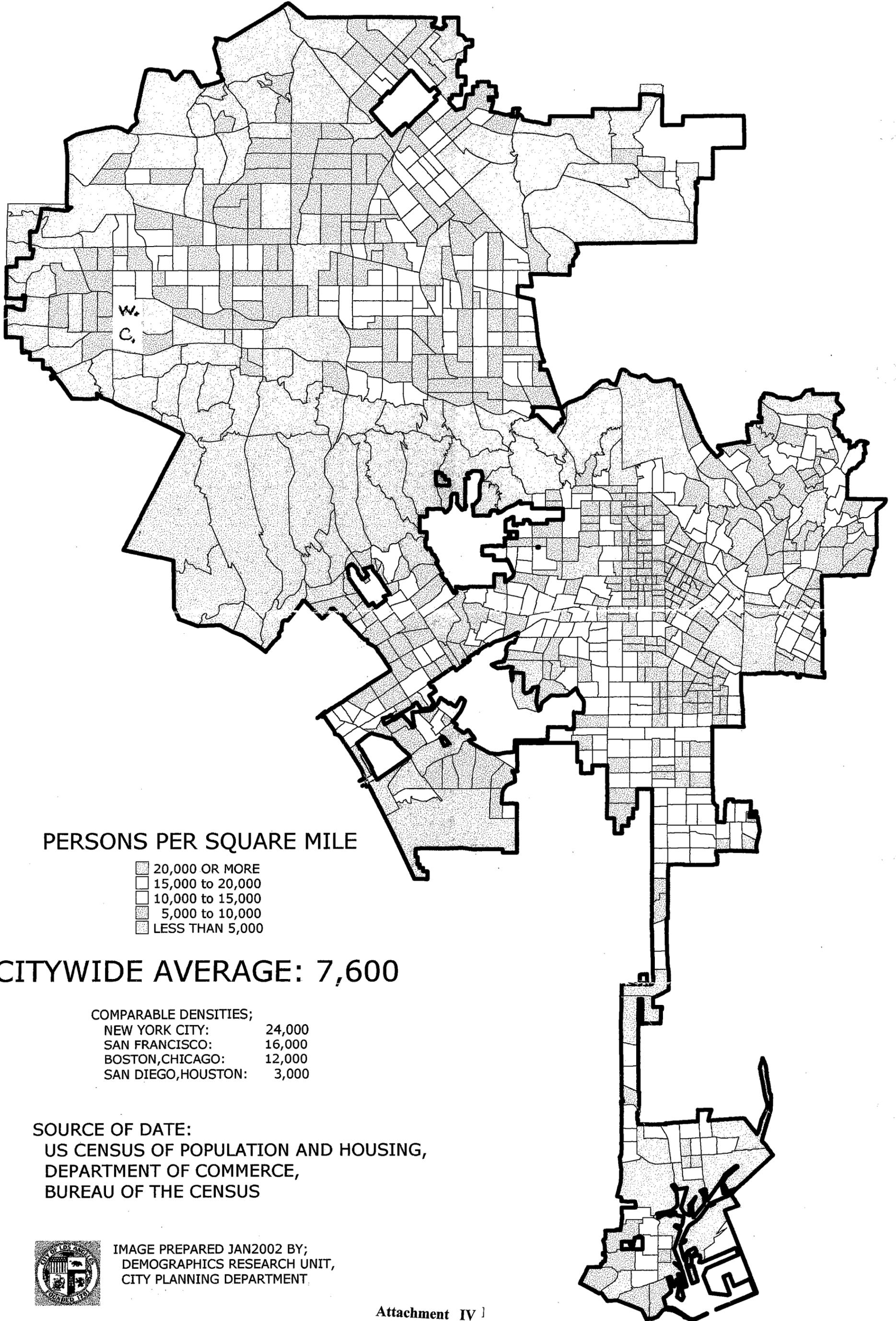
City of Los Angeles  
 Los Angeles County

\* Areas served by Downtown DASH are excluded from this study.

Data: LADOT, MTA, Thomas Brothers Maps, US Census, USGS



# CITY OF LOS ANGELES - CENSUS 2000 POPULATION DENSITY



## PERSONS PER SQUARE MILE

- 20,000 OR MORE
- 15,000 to 20,000
- 10,000 to 15,000
- 5,000 to 10,000
- LESS THAN 5,000

**CITYWIDE AVERAGE: 7,600**

COMPARABLE DENSITIES;

NEW YORK CITY:	24,000
SAN FRANCISCO:	16,000
BOSTON, CHICAGO:	12,000
SAN DIEGO, HOUSTON:	3,000

SOURCE OF DATE:  
US CENSUS OF POPULATION AND HOUSING,  
DEPARTMENT OF COMMERCE,  
BUREAU OF THE CENSUS



IMAGE PREPARED JAN2002 BY;  
DEMOGRAPHICS RESEARCH UNIT,  
CITY PLANNING DEPARTMENT