

Notes on Dash System

1. Basic Goal: To make it possible for persons to move about quickly and freely in DTLA without car or HARSHIP. This should include adults escorting small children, persons in wheelchairs and the elderly. To this end:
 - a. Understand that taking one DASH, walking a couple of blocks and then catching another DASH is not an acceptable first mile/last mile accommodation
 - b. A wait of more than about 10 minutes will discourage short hop use
 - c. Buses must run on evenings and weekends
 - d. DASH lines must accommodate the tourist trade to encourage the economic growth concomitant with easy transportation for tourists
 - e. Metro bikes and the Uber/Lyft industry will not accommodate most persons needing to travel the first mile/last mile.

2. Certain areas of growth have been ignored. These include South Park, the Fashion District and the Arts District. The expected growth in these neighborhoods will make the current proposal even less effective when finally implemented in a year or more.

3. Suggestions for DASH routes, based on the above would include:
 - a. Dash D, being the only bus to serve Union Station and the very populated Historic Core, needs to run on evenings and weekends. It must also robustly service South Park. There is a need for a diagonal line to serve LA Live, South Park, Historic Core and Union Station.
 - b. DASH A also goes to the Little Tokyo station instead of completing the loop to either Union Station and/or Metro Chinatown.
 - c. The entire concepts of reducing turns makes sense only to the engineers. The purpose of the DASH system should be to connect destinations. Of course, people like buses to be reasonably on time, but not at the expense of being able to get where they need to go.

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By: Patti Berman

patti@pattiberman.com

213.200.0563