TRANSIT DEPENDENT GROUPS IN THE CITY OF LOS ANGELES

CITY OF LOS ANGELES

DEPARTMENT OF CITY PLANNING

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SUMMARY

This transit dependency study is part of a Southern California Association of Governments (SCAG) administered Urban Mass Transportation Administration grant intended to provide subregional amplification of the SCAG Regional Transportation Plan. This study surveys the needs of transit dependent groups and proposes actions that improve transportation service for transit dependent groups. Transit dependent groups have been identified as the poor, young, elderly and the handicapped.

Findings:

- Until recently, little emphasis has been placed upon the mobility needs of the transit dependent group, especially those of the handicapped group.
- There is almost no public mobility for the handicapped confined to wheelchairs.
- Improving the mobility of the young and the poor can be and is being achieved through increased services and fare reductions in the existing bus system.
- Improving the mobility of the handicapped who cannot easily utilize conventional bus transportation is the most difficult and significant problem.
- Determining the location and numbers of handicapped must be accomplished before trip assumptions and, subsequently, areas of service can be established.
- Improving the mobility of the handicapped and elderly can provide benefits to all transit users and to society as a whole.
- Numerous funding sources exist to address the transportation problems of the elderly and handicapped, however additional amounts of funding are needed.
- Current paratransit programs serving the elderly and the handicapped are fragmented, difficult to coordinate, somewhat costly and may not have long term funding.
- State and Federal legislation, City Council action (Appendix J) and many handicapped groups seem to favor full accessibility, however the cost effectiveness of this approach has not been established.

Recommendations:

- The City hold public hearings on the following as its policy on transportation for the handicapped:
  - The long range goal of the City is to achieve a public transportation system that is accessible to all its residents, especially those handicapped.

- The short range goal of the City is to provide an interim door-to-door paratransit system for those handicapped unable to utilize the present public transportation system.

- Any such system for the handicapped should have the capability of being integrated into and/or coordinated with the future accessible system.

- Cost effectiveness should be a criteria for the selection of the system or mode that will provide mobility to the handicapped.

- All paratransit programs should be coordinated with each other and combined wherever possible.

- All transportation programs funded by the City should conform to Federal and State Policies of accessibility to the handicapped as determined by the City Attorney's Office.

- The City should designate and vest authority in a single city department to coordinate the various ad hoc programs and funding sources, future and existing, to more effectively utilize resources and eliminate duplication. Said department would also serve as an information and referral source for all agencies operating in the City.

- The Southern California Association of Governments Regional Transportation Plan should be amended to reflect the aforementioned policies and the recommended changes proposed in this staff report.

- The City should request the Southern California Rapid Transit District to provide interim special transportation services to the handicapped unable to utilize their present services.

- Private companies with existing services such as Yellow Cap should be encouraged through city and other subsidies to provide services that are fully accessible to the handicapped at a reasonable fare.

- The City Planning Department should incorporate provisions to improve the mobility of the transit dependent groups in the preparation of all its General Plan Elements.

- The City should continue to take advantage of available state and federal fundings for elderly and handicapped transportation.

BACKGROUND

Early in 1975, the Southern California Association of Governments (SCAG) requested the City to submit proposals for participation in its regional transportation planning program. On 11-21-75, the City Council approved the City's participation in a SCAG grant.

The purposes of the City's participation in SCAG's Unified Work Program include the following:

1. Prepare a Transportation Work Program for the subregion.

2. Conduct a regional transportation planning program in light of federal and state requirements and SCAG goals, policies and guidelines.

3. Provide input to refinement of the SCAG Regional Transportation Plan.

4. Insure that this input reflects issues of major concern to the City.

5. Promote further coordination and integration of transportation planning within the City and consequently within the region.

6. Provide products which can be implemented by the City at the discretion of the Mayor, and the City Council and the City Planning Commission.

This study a part of the City's overall effort in SCAG's Unified Work Program addresses the mobility problems of the poor, youth, elderly and handicapped. Recent State and Federal legislation has focused attention on the elderly and handicapped. In the process, the entire transit dependent group was reviewed as many of their mobility problems are similar to those of the elderly and handicapped. Because of the lack of concern in the past for the mobility problems of the handicapped, very little information is available locally and nationwide. The most needed information on the handicapped can only be obtained by field survey.

IDENTIFICATION OF TRANSIT DEPENDENT GROUPS

The primary transportation mode of the Los Angeles City area is the automobile. The extensive roadway and freeway systems and the resultant dispersion of land uses is reflective of this bias for the automobile. The automobile has allowed excellent mobility for those persons who are able and can afford to use it as their mode of transportation. However, to those who are unable or who cannot afford to use the automobile, the historical bias for the automobile has been detrimental.

The emphasis on the automobile has affected the "automobile-deprived" persons in the following manner:

The flexibility of the automobile has allowed for dispersed land uses (e.g. residences are more distant from job sites and essential services such as shopping facilities and medical offices.)

- The resultant dispersed land uses are more difficult for the automobile-deprived to link by the use of their primary alternative, public transportation.

- The emphasis on the automobile has encouraged neglect of the public transportation system and its users.

- The road system and the land use pattern fostered by the automobile is not conducive to the efficient operation of the present public transportation system.

The increasing disenchantment with the automobile (air pollution, traffic congestion, urban sprawl), however, has recently focused more attention on improving public transportation. In the City this is reflected in considerable improvement to the bus system and limited programs in paratransit. At the same time more attention is being given to those persons dependent upon public transportation because they are automobile deprived.

Definitions:

For the purposes of this study, the automobile-deprived are considered transit dependent. Groups considered transit dependent are the youth, elderly, poor and handicapped -- groups that generally cannot use the automobile for mobility. Those persons having the option of the automobile are not considered in this report, although they should be accommodated and encouraged to choose public transportation to increase their mobility and reduce dependence upon the automobile.

The youth between the ages of 12 to 16 or 18 years old are considered transit dependent since they are more likely to have developed some trip desires by the age of 12 and, yet, are too young to be allowed driving privileges.

The elderly are considered as those over the age of 65 years old, since that is the age at which the Census data breaks and since it is the age of retirement and social security. The Area Agency on Aging, however, considers the elderly as over the age of 60 years old.

The poor are considered as those below a certain income level. The data from the Census indicating the number of persons below the level of poverty generally reflect, for example, an income of $3,743 per year for a family of four. The Community Analysis Bureau report on accessibility, however, indicates that census tracts with a median household income below $10,000, as corresponding very strongly with lower auto ownership.

The handicapped can be defined as "those idividuals who, by reason of illness, injury, age, congential malfunction, other permanent or temporary incapacity or disability, including those who are nonambulatory wheelchair-bound and those with semiambulatory capabilities, who are unable without special facilities or special planning or design to utilize mass transportation facilities and services as effectively as persons who are not so affected." (definition as issued by the Urban Mass Transportation Administration, April 27, 1976). Included in the above definition were the elderly.

Numbers:

The number of young, elderly and low income persons is readily available from census data and is presented below in Figure 1. Accurate data regarding the number and location of handicapped persons is not available. A gross estimate on the number and composition of the handicapped was made by applying the percentages of handicapped nationally to the population of the City. This computation of the handicapped is shown in Figure 2.

The estimated total number of handicapped is different in Figure 1 and Figure 2, primarily due to methodology. In an attempt to determine the number of handicapped in the Southern California Rapid Transit District, the District sent questionnaires to over 300 agencies which deal with the handicapped. The response to those questionnaires was inadequate.

Therefore, the Southern California Rapid Transit District base their estimate of the handicapped on national figures and indicates that their results are probably on the conservative side. They point out that, among other factors, the following may mean that Los angeles County has a higher occurance of the handicapped than the national average:

- California has some of the best architectural barrier laws in the nation.
- A large portion of the public facilities are accessible to the handicapped .
- Until recently, our state payments to the disabled were higher than any other state.
- Rancho Los Amigos Rehabilitation Center and the Long Beach Veterans Hospital are considered to be among the best in the nation for rehabilitation programs.

(Cannon, p. 3)

Figure 1

ESTIMATED NUMBER OF TRANSIT DEPENDENTS*

1970 Census

Group	Number	% of Citywide Population**
Youth (12-16 Years)	236,236	8.4%
Elderly (65+ years)	283,395	10.0%
below poverty 51,731		
Poor (below poverty)	366,890	13.0%
Handicapped (Disability of 16-64 years)	195,426	6.9%

* Because of double counting between the various groups, it is not possible to estimate the total transit dependent number.

** Based on 1970 Census population of 2,811,801

Figure 2

ESTIMATE OF HANDICAPPED PERSONS
(NOT INSTITUTIONAL) IN LOS ANGELES CITY
(Extrapolation of national handicapped distribution)*

Handicapped Class	% of total U. S. population 1970	Estimated for L. A. City - 1975**
Uses Wheelchair	0.211	5,960****
Uses Walker	0.201	5,677
Uses other special aids (crutches, braces, artificial legs, etc.)	2.692	76,044
Other mobility limits (artificial arms, severe pulmonary condition, etc.)	1.692	46,016
Acute conditions (temporary)	0.241	6,807
SERIOUS TRANSIT DYSFUNCTION	4.974	140,504
Visually Impaired	0.970	27,400
Deaf	0.162	4,576
GRAND TOTAL	6.110	172,480***

* Based on an extrapolation of UMTA figures contained in Transportationally Dysfunctional Handicapped Population in Los Angeles County by Dennis Cannon, consultant to the Southern California Rapid Transit District, 1975.

** 1975 Los Angeles City Total Population Estimation -- 2,824,828.

*** Compare with 1970 Census estimate 195,426 disabled persons between the ages of 16-64 years (See Figure 1).

****One wheelchair manufacturer projects a wheelchair market of 1% of the region or 28,000 persons in the City of Los Angeles.

Locations:

Probably the best attempt at locating the transit dependent has been done by the Community Analysis Bureau (CAB) in its State of the City, Accessibility, which has determined and mapped areas of high transit dependency. Some of these maps are include as Appendix H. Generally these maps show that the areas of high public transit dependency centers around the core of the City -- areas such as downtown, Watts, Wilshire, and Hollywood.

Another attempt to locate and map the transit dependent is contained in the City of Los Angeles Inter-Agency Task Force report, Citywide Profiles, Problems, Programs, which maps public transit dependency clusters. Their map, however, utilizes fewer variables to identify transit dependent groups and locates public transit dependency clusters in the northern areas of the valley and in the San Pedro area in addition to the core area of the City.

Unfortunately, neither one of the above reports adequately locates the handicapped population. The CAB report presents data that reflects only a portion of the handicapped community -- only those receiving Aid to the Disabled Grants. The task force report does not include the handicapped in its definition of transit dependent. The inadequacy and ommission of the handicapped information in the above reports reflects the scarcity of data. However, this group is very significant, though somewhat invisible (see Figure 2).

In order to evaluate the information of the aforementioned reports, the Research Section of the Planning Department is preparing a graphic print-out (SYMAPS) of each transit dependent category. These map areas will locate concentrations of each transit dependent group. However, as noted for the other maps, the census information regarding the handicapped is not satisfactory. It was based on an indirect small sample question. To correct this deficiency, the staff has made suggestions to improve the 1980 census questions regarding the handicapped. These suggestions have been transmitted to the Census Bureau (Appendix I.)

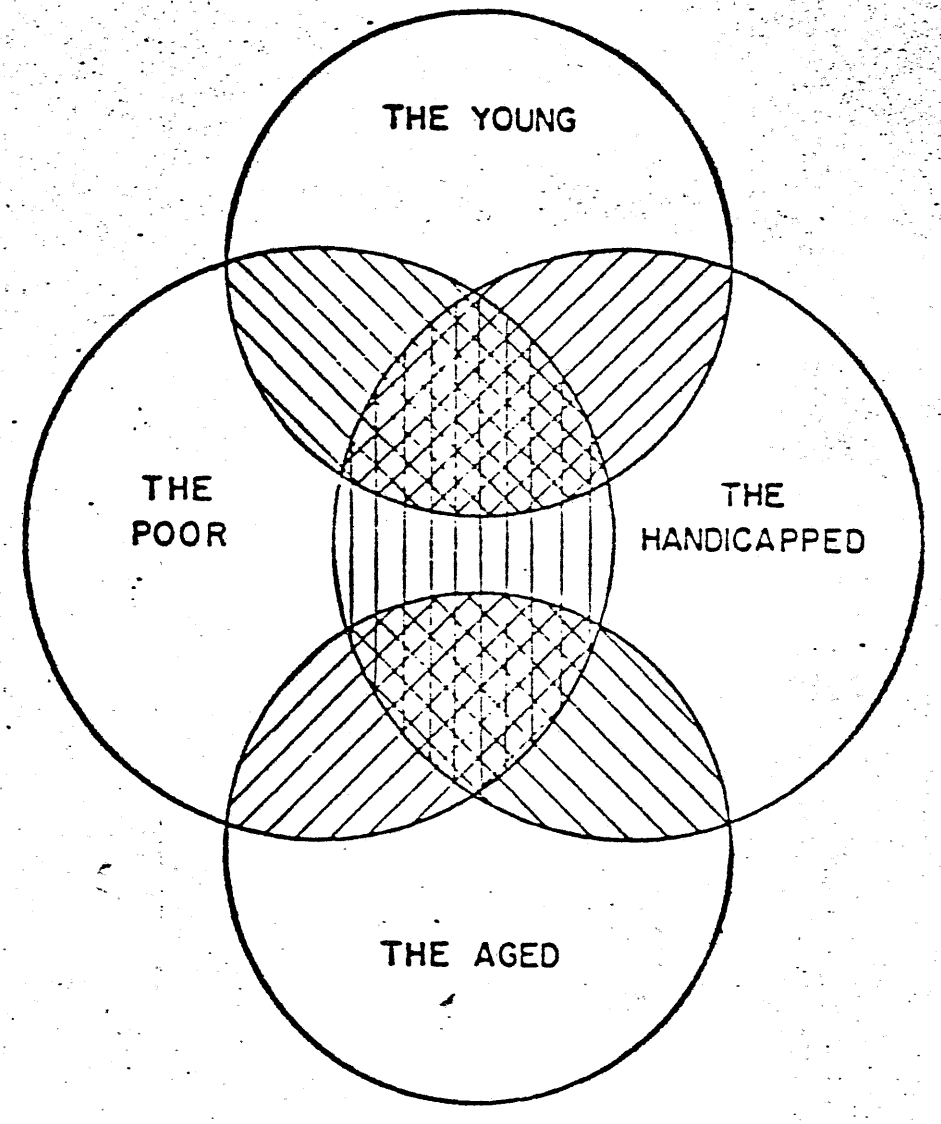
PROBLEMS OF THE TRANSIT DEPENDENT GROUP

Needs:

People must travel in order to work, to shop, to obtain medical care, to play and to socialize. Mobility is key to a person's life needs. The degree of a person's mobility generally describes his ability to meet those needs. As mentioned previously, those persons deprived of the automobile must generally rely upon public transportation. Consequently, these persons who are transit dependent cannot link themselves as effectively to their needs. This is significant since the transit dependent groups, as previously described, are likely to have more unmet basic needs than the general population.

Figure 3

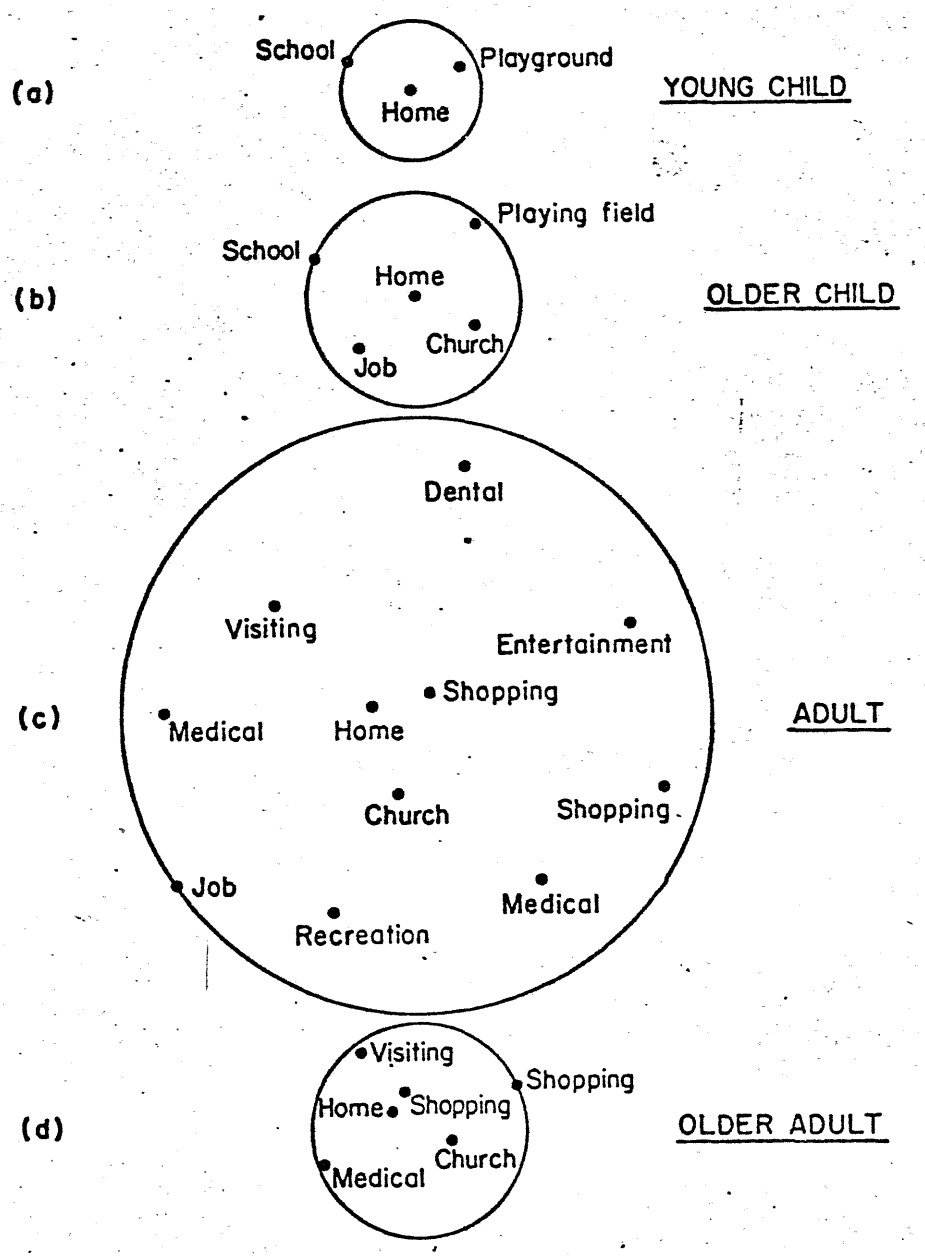
OVERLAP OF TRANSIT DEPENDENTS



Source: Falcocchio, p.4

Figure 4.

LIFE SPACE OF AGES OF MAN (RADIAL)



Source: Falcocchio, p. 106

Each category (the young, poor, elderly and handicapped) of the transit dependent group has transportation problems that are unique to them. The distinctions are sometimes hard to make since a person may fall within several of the transit dependent categories. For instance, a handicapped person can also be poor and elderly or a young person may be from a poor family. This relationship is illustrated in Figure 3.

Youth:

The young (12-16 years old) rely primarily upon their parents for transportation not provided by schools and churches. If the family lacks an automobile or somehow an automobile is unavailable, they must rely upon public transportation or upon such short distance modes as bicycling or walking and, even, hitchhiking. However, the limited radii of their travel desires (school, church, friends, park, etc.) may render them less dependent upon public transportation. This concept is illustrated on Figure 4.

Presumably, most of their needs can be met within a neighborhood or community. The primary barriers of transit use by the young seem to be the cost of fare and lack of convenience.

Mobility ranked last in order of important goals in a survey of 1,700 youth conducted by the Los Angeles City Youth Advisory Council. Among those goals considered more important were education, health, environment, and knowledge of rights and responsibilities.

It should be noted that regardless of their dependency on public transportation, public transportation offers opportunities to expand the urban experience of the youth. In addition, it may be beneficial to familiarize them to the use of public transportation so that continued use of these facilities will endure through adulthood.

The Elderly:

The elderly in the central Los Angeles area, on the other hand, indicate that the problem which concerned them the most was transportation. Similarly, the response of 132 agencies who work with senior citizens indicated that transportation was the top need of the elderly (Figure 5).

Figure 5

PRIORITY OF NEEDS - ELDERLY

The unmet needs most frequently reported by the 132 agencies were:

Unmet Need	Number of Agencies
Transportation	53
Housing	43
Health	28
Income	22
Nutrition	18
In-home Services	12
Loneliness	10
Service Centers	10
Recreation	9

1,305 senior citizens were asked what problems concerned them most and replied as follows:

Transportation	898
Health	840
Housing	810
Income	636
Nutrition	592
Loneliness	534
Recreation	532
Safety	485
Legal	419
Education	330
In-home service	308
Consumer protection	252
Personal and family problems	250
Language-translation	198
Immigration	178

Source: United Way, Planning for the Aging in Central Los Angeles, December, 1978, Page 7

The elderly are generally less physically able (about 40% are estimated to be handicapped) than the general population and are more likely to experience difficulties utilizing transportation modes now available. They are more likely to experience difficulties walking to bus stops, boarding buses, and maintaining themselves on these moving vehicles. They are less likely to drive or to even possess drivers licenses.

More of the elderly are economically disadvantaged than the general population. Thus they experience the same transportation difficulties of the poor. Many of the elderly are retired and cannot return to the job market, therefore, they have little opportunity to augment their incomes. Additional mobility will not afford them job opportunities to better their financial situation. Mobility, however, will provide access to other needs such as shopping, medical facilities and social interaction.

In regard to the future of the elderly, Martin Wachs and Robert Blanchard of UCLA maintain in their research that planning for the elderly of the future should not be based upon the transportation patterns and needs of those now elderly, but rather on the lifestyles of those in their thirties, and fourties and fifties, the future elderly. The completion of their research in June of this year is expected to yield a better understanding of the relationship of lifestyle and the elderly.

The University of Southern California, Andrus Gerontology Center, since 1972, has been researching the elderly under the project titled "The Social and Cultural Contexts of Aging: Implications for Social Policy," funded by grants from the National Science Foundation. A part of this project was a community survey directed toward those aspects of the everyday existence of aging relevant to social policy. Of relevance to this study is the data collected on the transportation characteristics of the elderly presented in Figure 6. Also transportation policy issue papers are expected to be prepared and published from the results of the survey.

The Poor:

Falcocchio cites a study of the travel habits of Model Cities Residents in Central Brooklyn, New York which indicated that the poor have the same preferences for shopping, health, and recreation as their more affluent counterparts. However, since they are constrained in their mobility by their low income and the physical characteristics of the transit system, their travel patterns are much different from those who can afford the automobile and its inherrent advantages. Falcocchio, further cites the following:

"1. They travel less, simply because they have less money to spend.

2. They are further constrained in mobility when they reside in areas requiring multiple fares to ride the transit system.

3. They rely almost exclusively on public transportation for mobility, and are therefore dependent upon a unimodal system of transportation.

Figure 5

ANDRUS GERONTOLOGY CENTER
SURVEY OF ELDERLY IN LOS ANGELES CITY
SELECTED DATA RELATING TO TRANSPORTATION

Income:	
Below Poverty	43%
Above Poverty	57%
Means of Transportation:	
Respondent Drives	46%
Spouse Drives	11%
Family Drives	13%
Bus	25%
Taxi	.6%
Other	2.2%
Walk	1.6%
Problems Getting Around Due to Health:	
Yes	40%
No	60%
Problems Getting Around Due to Cost	
Yes	24%
No	76%
Current Drivers License	
No	23%**

** Percentage for the age group of 45 to 59 years, the future elderly, is 15% with no current drivers license.

Source: University of Southern California, Andrus Gerontology Center

4. Although they have exhibited work travel patterns similar to those of the nonpoor, this is a reflection more of the land-use service characteristics of the transit system than on the choice of work destinations.

5. Trips made for shopping, medical reasons, or recreation involve, on the average, a longer travel time for the poor than the nonpoor.

6. The poor travel to less distant places than the nonpoor when the trips are made for shopping or medical reasons.

7. The poor have a reduced choice of opportunities for shopping, health care, recreations, or jobs." (Falcocchio pp. 36, 37)

In 1965 the McCone Commission report on the Watts riots found the area's transportation inadequate and costly, thus, seriously restricting the residents of the disadvantaged areas such as South Central Los Angeles. This made it difficult for residents in seeking and holding jobs, attending schools, shopping and in fulfilling other needs. The condition contributed to a sense of isolation, and resultant frustrations. Only 14% of the families in Watts were car owners as against at 50% elsewhere within Los Angeles County. (Governor's Commission on the Los Angeles Riots, pp. 65-68)

The poor can be provided more adequate mobility by: (1) automobiles which they can afford or be subsidized for, or (2) a transit system which is affordable and somewhat as effective as the automobile. Since National policy has been to encourage public transportation systems and discourage the automobile, the mobility of the poor should be addressed relative to a public transportation system. Some of these solutions are as follows:

1. low or subsidized fares

2. higher concentrations of service in areas of low income

3. more direct connections to destinations

Figure 7 computes the user costs for a trip of 3 miles. The bus is by far the cheapest and thereby the most affordable mode of transportation for the poor. The automobile has the potential of being inexpensive but has the drawback of requiring a substantial capital layout. It has been observed that even with the high relative cost of the taxi, substantial patronage from low income areas occur, especially, on days when checks are received from, for example, social security or welfare.

Figure 7

RELATIVE USER FARES AND COSTS FOR VARIOUS MODES

Mode	Rate of fare or cost	3 mile trip cost
Bus	$ .35 per zone	$ .35
Taxi	$ .90 flag drop then	$ 3.20
Limosine	$14 per hour (2 hour min.)	$28.00
Van Service for Wheelchair	$15 plus $1 per mile	$18.00
Automobile (standard size)	$.16 per mile	$ .48

note: Medi-Cal permits the following costs for non-emergency medical transportation in special cases:

$8.00 plus $.65 per mile	$10.75

The Handicapped:

The handicapped are transit dependent because of their more limited physical abilities. They share with other transit dependent groups the need for lower cost and better service. In fact, a great proportion of the handicapped are elderly and have low incomes. However, because of the physical nature of their disadvantage, emphasis is focused upon the transportation system. UMTA in its much referred to study, The Handicapped and Elderly Market for Urban Mass Transit, related the handicapped attributes to the functional requirements for travel. This is illustrated in Figure 8 which points up the physical barriers that must be overcome before the handicapped can fully utilize public transportation.

To fulfill their trip purposes, the handicapped would benefit most from the convenience of door to door service such as a demand responsive system. Legislation has mandated that public buildings, curbs in streets and sidewalks be accessible. In addition, considerable progress has been made in eliminating employment barriers to the handicapped. Yet, the link between job opportunities and handicapped remains elusive.

Mobility for the handicapped remains the key to their full productive participation in society.

Figure 8

HANDICAP CLASS RELATED TO FUNCTIONAL REQUIREMENTS FOR TRAVEL

Function	A	B	C	D	E	F	G
1. Walk or go more than one block				X		X	
2. Move in crowds	X		X	X	X	X	X
3. Stand or wait				X	X	X	
4. Board quickly	X		X	X	X	X	X
5. Climb shallow, short stairs			X	X			
6. Climb steep or long stairs			X	X	X	X	X
7. Use inclines				X			
8. Deposit exact fare	X			X	X	X	X
9. Maintain balance while standing in moving vehicle (with aid of pole, seat, etc.)			X	X	X	X	X
10. Sit down, stand up			X	X			
11. Respond to visual cues	X						
12. Respond to audio cues		X					

X means: Cannot perform function by self without substantial difficulty

Handicap Class Identifiers and Numbers Affected Nationally

A. Visually Impaired (4,870,000)
B. Deaf (380,000)
C. Uses Wheelchair (430,000)
D. Uses Walker (410,000)
E. Uses Other Special Aids (5,470,000)
F. Other Mobility Limitation (5,510,000)
G. Acute Conditions (490,000)

Source: Urban Mass Transportation Administration, The Handicapped and Elderly Market for Urban Mass Transit, October 1975

Demands:

It appears that the handicapped are the only group that is demanding better transportation. Individuals and groups representing the handicapped community indicate that it is their right to be able to travel freely and to utilize public facilities -- to participate in the activities of society. Many of the handicapped demand full accessibility to all buses and any future fixed rail or other public transit facilities. A few have advocated a separate but equal paratransit system.

The handicapped are the most vocal, perhaps because they are probably the most deprived of public transportation. No matter how much some are willing to pay, they cannot utilize public transportation, the last resort, as it exists today. Of the choices presented Figure 7, Van Service for wheelchairs, is the only one feasible, though costly and seldom offered.

Relationship of Needs and Demands to Society's Felt Obligations:

It is obvious that society feels an obligation to meet the needs of the transit dependent. Federal, State, and local programs for financial aid and services to these groups of transit dependent are a reflection of society's committment.

In specific regard to the elderly and handicapped, Section 16(a) of the UMTA Act states, "It is hereby declared to be national policy that elderly and handicapped persons have the same right as other persons to utilize mass transportation facilities and services; that special efforts shall be made in the planning and design of mass transportation facilities and services so that the availability to elderly and handicapped persons for mass transportation which they can effectively utilize will be assured; and that all Federal programs offering assistance in the field of mass transportation should contain provisions implementing this policy." Similar Policy exists at the State and City levels. The City, in fact has requested the Southern California Rapid Transit District to only purchase fully accessible buses (See Appendix J).

Society has felt the need to provide services (health care, community centers, job training etc.) to the groups that make up the transit dependent. In some cases transportation to link these persons to the services are provided as a part of a particular program, but generally transportation is not provided. Providing more mobility to the transit dependent group improves their access to services and enhances the benefits of these services.

Laws are the codification of obligations felt by society. Current laws, in essence, state that the elderly and handicapped should have full and equal access to transportation, but give little further guidance. According to preliminary review by the City Attorney's Office, the laws regarding the rights of the elderly and handicapped are relatively untested in the courts.

Many of the legal issues have not yet been litigated and some are in litigation. Until such time as case law becomes established, only tentative opinions can be rendered. In response to questions submitted to the City Attorney's Office (see Appendix E), the staff received the following preliminary verbal comments:

- State and Federal laws contain provisions relating to the rights of the elderly and handicapped. The issue of the young and the poor is not addressed unless, tied to specific racial or ethnic discrimination.

- It seems that public transportation facilities and systems should be entirely accessible as opposed to being only accessible to the proportion of the handicapped occurance in the population. The separate but equal concept of transportation for the elderly and handicapped and the use of paratransit equipment such as in a dial-a-ride program is being litigated.

- Private companies, should they participate in public funded transportation programs, might be subject to withdrawal of such funds if they do not provide for the elderly and handicapped.

EXISTING PROGRAMS FOR THE TRANSIT DEPENDENT

There are a number of programs that address the transportation problems of the transit dependent. Unfortunately, the approach taken by most of these programs is incomplete for the following reasons:

- Unrelated agencies may be involved in serving the same clientele

- Agencies may limit their services to only one specific group such as senior citizens over the age of 60 years old.

- Agencies generally limit the service area of their programs to a smaller area than the travel needs of those being served.

- Equipment of one agency may be underutilized and unavailable to other agencies that could use such idle equipment.

- Overall service may not be reliable because of too many unrelated agencies and funding sources.

- The array of programs tend to confuse the public.

Gollub in his study of the transportation programs for the aged in Los Angeles analyzed the problems of coordination and proposed procedures which would result in more efficient utilization of resources for programs for the aged. The Mayor's Office on the Aged has and is continuing to establish coordination among all the programs which provide paratransit services especially for those programs it administers as the Area Agency on Aging for the Los Angeles area. The Board of Grants Administration oversees the administration of grants in the City and consequently has some opportunity to coordinate programs.

On the regional level the Southern California Association of Governments has the general responsibility for the coordination of grants. However, as of yet they do not seem to be able to effectively coordinate the large number of programs within the region. Undoubtebly the different administrative provisions of each different grant complicates coordination.

As previously mentioned the transportation problems of the transit dependent has only been addressed recently especially in the case of the handicapped. Some of the programs in the City are listed in Figure 9 and analyzed in Appendix D.

Figure 9

PROGRAMS FOR THE TRANSIT DEPENDENT

City Programs*

Mayor's Office on the Aged	Senior Ride, Escort and Nutrition Programs provide variations of demand response, deferred service, fixed-route and semi-fixed route transportation for senior citizens at no cost. Vehicles are equipped to accommodate persons confined to wheelchairs. Service limited to persons over the age of 60. Various areas.
City Demonstration Agency	Six Dial-a-Ride projects in model cities neighborhood and various other transit dependent neighborhoods. For all residents of the particular area at low fares. Some of the vehicles can accommodate persons confined to wheelchairs.
Bureau of Transportation	City to furnish 12 passenger vans to employees willing to take at least nine other employees to and from work. Relatively low cost. Free parking provided by City. One of the first six vans will be retrofitted with a lift mechanism for a person confined to a wheelchair.

* An inventory and analysis of various paratransit programs in the City are contained in Appendix D. These and other programs are mapped on the attached map titled "Paratransit services in the City of Los Los Angeles.

Southern California Rapid Transit District Programs

Free fares for the blind
Reduced fares for the elderly
Reduced fares for the handicapped
Reduced fares for students for school
25 cent fares for the general public (generally benefits poor)
Grid system for valley and central city area.

Los Angeles Unified School District

The District owns about 2 dozen buses that have wheelchair lifts and contracts for an additional 30 buses from a private bus company to service approximately 5,000 students in special schools.

Other Agencies

Various agencies both voluntary and public provide limited services for their clients. Some provide actual transportation services while others compensate their clients in obtaining these transportation services and some merely refer clients to other agencies. The Braille Institute, United Cerebral Palsy, Red Cross, Voluntary Action Center, and the Veteran's Administration are some examples of these organizations.

Transportation System Deficiencies:

Review of the existing transportation system as it related to the transit dependent group reveals that the most severe deficiency is experienced by those individuals confined to wheelchairs and those who have difficulty utilizing existing hardware. The primary problem that needs to be addressed is the need for additional mobility for the handicapped. Improvements which would benefit the young, poor and elderly do not appear to be as pressing since a basic service to these groups is now provided to a greater degree than for the handicapped.

Suggested Improvements:

Actions that are needed to improve the mobility of the handicapped would very much improve the mobility of the elderly and to some extent of the young and the poor. The additional actions for all transit dependents would include the handicapped.

- Provide transportation hardware citywide which would provide mobility for those persons confined to wheelchairs. There is presently virtually no citywide public transportation that a person confined to a wheelchair can utilize.

- Develop a data bank which identifies the trip characteristics of the transit dependent. In the City very little specific information is available regarding the orgin and destination of transit dependent groups. Data is especially lacking for the handicapped.

- Coordinate a special purpose transportation programs to provide the most efficient utilization of funding and equipment. Many obstacles make it difficult to coordinate various programs. For example, the Senior Ride Program provides vans for persons in wheelchairs, however only to those over the age of 60 years.

- Develop and adopt City policy that will provide guidelines for legislation grants and various transit proposals.

STATE OF THE ART FOR SERVICING TRANSIT DEPENDENT GROUPS

The primary difficulty in meeting the needs and demands of the transit dependent is money. As mentioned in the section on existing programs, limited money is available in fragmented programs. Competition is, of course, fierce for the limited monies, some of which are listed in Figure 10, and in Appendix F.

Technically, the transit industry can provide fully accessible bus and rail transit and paratransit equipment. There are not many existing transit systems, especially bus systems that are fully accessible to the handicapped. The Southern California Rapid Transit District Board recently invited bids for 200 fully accessible buses, however, it did not receive any bids during the bidding period. The Board has reopened bids with the additional option for buses which do not meet full accessibility requirements. At this time there is, apparently, no bus company willing to manufacture a fully accessible bus of the size required by SCRTD.

Paratransit equipment, however, is available from a number of manufacturers and is in operation in the Senior Ride program of the Area Agency on Aging administered by the Mayor's Office. Other cities throughout California have utilized such equipment (Figure 8).

Appendix G is a listing of bus manufacturers and the type of equipment they manufacture such as wheelchair lifts. Although, the data is reasonably recent and gives a good idea of equipment availability it can be considered outdated since more equipment to accommodate the handicapped has recently become available from more manufacturers.

Figure 10

MAJOR SOURCES OF FUNDS FOR ELDERLY AND HANDICAPPED PERSONS*

Program and Administering Federal Department	Population Served	Transportation Authorities
1. SPECIAL PROGRAMS FOR THE AGING (HEW) A. Title III (OAA) B. Title VII (OAA)	Elderly Elderly over 60	Purchase of vehicles and special equipment, client and staff reimbursement, and purchase of services allowed.
2. TITLE XX - SOCIAL SECURITY ACT (HEW) "Public Services"	Elderly, Blind Disabled; income eligibility required (SSI)	Purchase of vehicles and special equipment, client and staff reimbursement allowed. Transportation must be in State Plan.
3. MEDICAID-TITLE XIX Social Security Act (HEW)	Income eligibility required SSI eligibles; no age specified	Purchase of vehicles prohibited; purchase of services, staff and client reimbursement allowed; income disregard provisions in effect.
4. REHABILITATION SERVICES PROGRAM (HEW)	Employable disabled; no age requirements	Purchase of vehicles not encouraged but allowed; purchase of special equipment allowed; purchase of services allowed; staff and client reimbursement allowed.
5. DEVELOPMENTAL DISABILITIES (HEW)	Disabled, under age 18	Purchase of vehicles and special equipment allowed, staff and client reimbursement allowed, income disregard provisions in effect.
6. PUBLIC HEALTH SERVICES (HEW)	General population with health needs-includes elderly and handicapped	Very fresh program.

*Does Not Include State funding sources.

	Program and Administering Federal Department	Population Served	Transportation Authorities
7.	VETERANS PROGRAMS (VA)	Veterans-elderly and handicapped	Stipends to individuals for transportation services and special automobiles.
8.	SECTION "147" PROGRAM, (VA)	Elderly and in rural areas, as well as general population	Purchase of vehicles allowable. Operating costs may not exceed 1/3 of total grant for new projects.
9.	URBAN MASS ADMINISTRATION	General population, elderly and handicapped served.	
	Capital (Grant Program)		Purchase of capital equipment only
	Section 16(b) (2) (Elderly and Handicapped Transportation Services)	Elderly and Handicapped	Purchase of Vehicles only.
10.	RETIRED SENIOR PROGRAM (Action)	Elderly	Purchase of vehicles Allowed. Purchase of vehicles Allowed.
11.	SENIOR OPPORTUNITIES SERVICES	Elderly	Purchase of services and vehicles allowed at the discretion of grantee.

Figure 11

CALIFORNIA CITIES WITH ELDERLY AND HANDICAPPED SERVICES

La Mirada, California	vehicles equipped for wheelchairs reduced fares for elderly and handicapped
Hermosa Beach, California	senior minibuses
Inglewood, California	senior minibuses
Arcadia, California	taxicabs for the elderly and handicapped
Cudahy Transit System, California	minibuses for handicapped
Manhattan Beach, California	minibuses for handicapped also retrofitted pressent buses
Norwalk, California	minibuses for handicapped
South Gate, California	minibuses for handicapped

A fixed fully accessible rail mass rapid transit system, for Los Angeles although technically possible and extant (in such systems as BART and Washington D.C. Metro), is not likely to become a reality in the next decade. There is no problem in constructing such a system to be completely accessible to the handicapped since it will probably be "level entry", that is, with the boarding platforms at the same height as the vehicle floors. Fully accessible buses would not be likely in the near future even if the equipment were presently available. SCRTD, presently, has a fleet of over 2,200 buses, the replacing of which would entail years. Retrofitting these buses with lifts or ramps is generally considered too expensive and unsatisfactory for accessibility. Per vehicle cost estimates for retrofitting range from $15,000 to $20,000 or higher depending on the amount of time required. There is a need for fully accessible buses and efforts to procure them should be continued. It is even possible that fully accessible buses will eventually be legally mandated.

Figure 12

ECONOMIC COST OF COMMUTING FOR VARIOUS MODES

Economic Cost of One-Way Urban Downtown Commuter Trips-Combined Modes Urban Areas Greater than 1 Million Population.

Travel Mode	Economic cost (in cents) Per Person Per Mile*
Automobile-1 occupant	37.1 1/
Rail transit, kiss-and-ride access**	32.9 2/
Busway, kiss-and-ride access**	29.5 3/
Rail transit, walk access	27.3 4/
Automobile- 1.4 average occupancy	25.5 1/
Rail transit, Park-and-ride access	26.2 2/
Busway, park-and-ride access	22.8 3/
Rail transit, bus access	22.5 2/
Busway, bus access	19.1 3/
Automobile-2-occupants	18.6 1/
Bus-conventional	17.6 5/
Automobile-3 occupants	12.4 1/
Automobile-4 occupants	9.3 1/
Automobile-6 occupants	6.2 1/
Van-8 occupants	5.4 1/

* Based on prorated costs for a 10-mile, one-way commute

** Automobile and driver make round trip to rail station.

2/ Half on arterial streets, half on rail.

3/ Half on arterial streets, half on busway.

4/ All rail

5/ All arterial streets.

1/ Half on arterial streets, half on freeways.

Included in the automobile trip costs are: capital cost of the automobile and a prorated cost of providing downtown parking facilities; the cost to operate and park the automobile; the prorated cost to build, maintain and operate the highways traversed.

The bus trip costs include: capital and operating cost of the bus; the prorated cost to build, maintain and operate the highways and busways traversed.

The rail trip costs include: the capital and operating costs of the rail line cars, equipment and stations

Source: Highway User's Federation, Economic Costs of Commuting, Washington, D.C., July 24, 1973.

The Urban Mass Transit Administration is, in its Transbus program, developing standards for a large bus that would be designed to accommodate the elderly and handicapped. It is hoped that once the standards have been established transportation hardware that is more accessible to the handicapped and elderly will become more available.

The paratransit system seems the only one of the above which can realistically be made completely accessible now. Consequently, the only near term solution for the handicapped is the paratransit equipment now on the market and in operation in various areas. Even in the long term, paratransit will be needed since many of the handicapped will not be able to walk or otherwise reach bus stops or transit stations though they be accessible. Utilization of existing systems such as taxis should be seriously considered for a large scale demand response system for the handicapped.

The San Diego Region Comprehensive Planning Organization found that within their financial constraints utilizing existing taxi firms with their large fleet of demand responsive vehicles provided the best average and flexibility of service to the elderly and handicapped of that region. (CPO of San Diego, January 1976, p. 12). Harash in the Analysis of a Taxi Operated Transportation Service for the Handicapped, presents some cost figures in utilizing a taxi fleet with accessible vans to serve the handicapped. For a Standard Metropolitan Statistical Area of 3 million persons the cost of such services would be approximately $12.2 million. If the service to the handicapped were limited to only work, education and medical trips, the cost was estimated at $6.4 million per year. (Harash, pp. 16, 17). This seems to average approximately $3.79 per passenger in cost.

The cost of existing dial-a-ride services seem to range from $1.11 per passenger cost for the Watts Dial-a-Bus to $3.85 per passenger cost for the East/ Northeast Dial-Your-Ride (Appendix D). Newer systems such as some of the Senior Rides and Escort services are probably costlier until operations stabilize and ridership is established. The East/Northeast Dial-Your-Ride when it first began operation had a per passenger cost of $10.45. It should also be noted that the Yellow Cab operated Dial-A-Ride in the Beverly/Fairfax area had, most recently, a per passenger cost of $1.99.

Compared with the average per passenger cost of the regular RTD bus service of $.75 and the Minibus per passenger of $.81 in Downtown and $.65 in Westwood, the specialized demand response services are significantly costlier. Figure 12 offers an interesting comparison of the economic cost for various modes and suggests that perhaps even the bus is not the least costly mode.

RELATIONSHIP TO THE GENERAL PLAN

In order to determine how the General Plan process considered the mobility problems of the transit dependent, especially the handicapped, community planners were interviewed and planning documents were reviewed. The General Plan provides a vehicle to specifically analyze the problems and opportunities of the transit dependent as it relates to the land use pattern.

to the trip necessities of the transit dependent and to the overall transportation network of the City. As discussed below, the General Plan does not address itself adequately to the problems of the transit dependent.

The Citywide Plan, adopted by the City Council in 1974, states as its objectives the following:

"3. To improve the safety and efficiency of all transportation modes, particularly during peak travel periods, giving priority to public transportation.

4. To increase the mobility of all segments of the population between and within centers, and between suburbs and adjacent centers."

The Van Nuys Proposed Plan, approved by the City Planning Commission and pending Council action states as a goal the following:

"Also the Plan promotes special services and facilities to assist special groups such as senior citizens, juveniles, physically handicapped and others."

The other General Plan elements do not specifically mention provisions which deal with the transit dependent. A survey of the Planning Department Community Planning section (Appendix A) revealed that few planners were cognizant of the specific problems of the transit dependent, especially the handicapped group. This is probably because the concern for transit dependent groups, especially the handicapped, is relatively recent while the Community Planning process has been in existance for nearly 10 years. Also since planning in this City has concentrated more upon physical rather than social problems.

Although the General Plan elements do not generally advocate transportation improvement for the transit dependent, the transportation statements contained in these plans are at least supportive of proposals which would benefit the transit dependent.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan prepared by the Southern California Association of Governments contains, among other things, the goals policies and objectives of the various governmental entities within the SCAG region. The major issues addressed by these goals, policies and objectives are as follows:

- Land Use
- Accessibility-Mobility
- Air Quality

- Energy Conservation
- Resource Allocation
- Institutional Arrangements
- Phased Decision-Making
- Technological Change

After studying the problems of the transit dependent, it is believed that the goals, policies and objectives of the RTP are inadequate in the area of transit dependents. The following proposed additions would improve the RTP by giving greater emphasis to the needs of transit dependent groups:

- Land Use

  Transportation should link human services to their clients (policy). Land uses, especially human services, should be located to maximize the use of public transportation (policy).

- Accessibility-Mobility

  1. Provide a transit system which is fully accessible to the handicapped (policy).

  2. Provide door-to-door accessible service to the handicapped and elderly who cannot get to transit stops (objectives).

- Allocation of Resources

  1. Coordination and merging of all paratransit resources within the City to more efficiently utilize the fragmented funds and programs (objective).

- Institutional Responsibilities

  1. Provide coordination of private and public paratransit programs within the Subregion (objective).

  2. Provide coordination of private and public paratransit programs within the Region (SCAG objective).

- Technological Change

  1. Encourage technology to increase the accessibility of private and public transportation to the handicapped as well as the general public (policy).

It is significant to note that the Southern California Association of Governments has recently adopted the following statement for inclusion in its 1977 Regional Transportation Plan:

- The elderly handicapped shall have the same rights as other persons to utilize regular public transportation services. Persons with developmental disabilities, the physically disabled and the elderly shall be provided a continuum of transportation services according to need and their degree of transportation disability. Employ the following policy for provision of transportation services to the handicapped.

  - As a long-range policy, adopt and support objectives intended to facilitate the transition of fully accessible public transportation services to the handicapped.

  - As an interim measure, implement alternate services to persons who are physically unable to board, transfer or maneuver on and between existing transit systems. In acquisition of new transit vehicles and design of major transit improvements, transit operators shall adopt procedures to consciously eliminate barriers to the handicapped. Establish a plan for the review of existing facilities for possible modifications. As of January, 1977, SCAG approval of transit grant applications shall be based in part upon the existence of an approved interim program in the 1978 subregional transportation plan updates (or completed prior to January 1, 1977) for the provision of services for the handicapped. SCAG will identify major items to be included. Cities, counties, and others are strongly encouraged to work with transit operators in identifying and eliminating barriers to the handicapped.

  - All plans for transportation services shall include methods to provide transportation services for persons with developmental disabilities, the physically disabled , and the elderly.

CONCLUSION

The low density and automobile orientation of the City of Los Angeles limits the mobility and choices of all transit dependent groups since public transportation has not been emphasized and subsidized as much as the automobile. The bus, which is the primary mode of public transportation, is not fully accessible to the handicapped, depriving this group of adequate public transportation.

The thrust of future transportation planning should be to improve the public transportation system, making it more attractive and accessible to all transit dependent groups. The scale of the problem together with its dispersed nature and availability of equipment recommend a multi-modal system as the most appropriate solution, especially in light of the handicapped needs.

Such a system could be structured as follows:

1. A fully accessible fixed rail mass transit system.

2. A fully accessible basic backbone bus system which also would feed into the fixed rail system.

3. A fully accessible paratransit system (demand-response) which feeds both of the above and also serves as the interim mode of transportation for the handicapped who need door-to-door service.

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APPENDIX A
TRANSIT DEPENDENT SURVEY BY COMMUNITY PLAN AREAS

Summary

The special needs of the transit-dependent have hardly been recognized by most community planners. Only one community plan even mentions the transportation needs of the elderly and handicapped. Quite a few plans, however, do recommend special local transit helpful to such groups but not mention them specifically.

Interviews with 17 community planners turned up many gaps in knowledge of transit users and problems. The handicapped, however, are an especially hidden group. Their locations, numbers, and problems are almost unknown at the community plan level.

Local transit was frequently seen as less than adequate, though more than one planner believed the Grid system had changed a previously inadequate system to a good one. Most problems cited were those common to all transit users.

Though proposed solutions often incuded the usual "more and better service," there were a number of thoughtful and specific suggestions. These included increased use of paratransit and special survey techniques to better determine where people really wish to go by bus.

Results

The needs of the transit dependent (TD) have not yet taken a place on the list of concerns of most community planners. Planners and their plans are generally directed toward the more obvious transportation problems and users. The auto is the primary mode of transportation in Los Angeles, and it is by far the primary mode in many planners' minds. This may conflict with the recent Federal emphasis on transit dependent groups.

We are interested in the auto-less, however, whether for reasons of income, age, or physical handicap. Of these various groups, community planners are probably most aware of low-income people's dependence on transit, followed by elderly and youth. Data on these groups is widespread, indexed and factored every which way, and community planners are well aware of concentrations of these groups and what their needs are. Further, these characteristics are visible. Most residents of a city can point out neighborhoods' of elderly, teenagers, or poor.

Physical handicaps are entirely different. Not one planner out of the 17 really had any specific idea of how many disabled persons reside in his area or what their transportation problems are. Some even had such misconceptions as believing that there wouldn't be any handicapped people in his area because they'd be in a hospital--wouldn't they? The handicapped groups are just as hidden in the community plans. Informal review turned up only one plan that specifically mentioned the needs of handicapped people in transportation--the proposed Van Nuys Community Plan, approved by the Planning Commission, but yet to be adopted. Even in the Van Nuys Plan,

there are no concrete transit proposals aimed at the disabled. Rather the Plan suggests future studies to provide better access by the handicapped to public facilities and supplemental transportation facilities for senior citizens.

The concept of transit dependency in general has not had any real impact on community plans. They tend to follow the "boiler-plate" pattern of recommending improved or increased service without specifying who needs the service or how to improve it. And while there are provisions for minibus and supplementary transit, these are not tied into the needs of TD groups.

Perceived inadequacies in existing transit service were usually very general in nature and would affect all transit-users equally. A number of difficulties voiced by more than one planner include:

1. Geographic - hills prevent adequate bus service in San Pedro and mountains areas north of the City.

2. Subdivision - streets to narrow or turns too sharp for large scale bus service.

3. Lack of Coordination - adjacent lines lack free transfers, joint route information, or information on new programs like the Grid system.

The Grid system is generally seen as an aid to TD groups. A number of planners in the San Fernando Valley and South Central area of the City said that the Grid had changed the transit picture from inadequate to adequate. And despite some complaints, fears of the Grid's "drying up" were voiced by more than one interviewee.

Though rapid transit corridors are planned for most areas, comments on rapid transit were generally negative. Either Planners complained that proposed lines would bypass their areas (Wilmington and Van Nuys) or would exacerbate current problems by delaying their solution (South Central).

Psychological factors were mentioned by a couple of planners. One especially believes privacy needs, fear of being labeled, and comfort have a great effect on transit ridership. Fear of crime was also mentioned as a deterrent.

Proposed solutions tended to run along the more obvious lines--more service, coordination, and information. Three units--Mountains, East side and Central City recommended local transit of the minibus or Dial-A-Ride variety. As an aside, it was interesting to note the unfamiliarity with para-transit services currently operating in the planners' own areas. Many answered no to the question about special programs (which were always explained to include minibus, etc.) although there actually are programs operating in their areas. The Venice planner, however, did tell of an interesting local transit program administered through the Councilman's office--a summer Shoppers' Special.

Youth's needs can basically be met by greater service to recreation areas, especially the beach in summer, suggested a few of the planners. Solutions targeted toward the elderly or handicapped were nonexistent. There were a few directed at low-income riders: free fares or transfers, extra service on welfare check days, new buses for poverty areas instead of "Tijuana specials", routing and scheduling based on thorough local tripmaking surveys.

In fact, while many argued for better information on trips, one planner had some specific ideas on how to get this information from poverty areas which are suspicious of government questioners. Principally, he argued, surveying should be done through or with local organizations, and little maps should be distributed to avoid forcing the respondent to disclose specific locations.

One suggestion was for transit station bike racks in Silver Lake; this would seem applicable mostly to outlying low-density areas.

While the plans themselves did not usually address the needs of the handicapped and other TD groups directly, there were some specific suggestions for the types of transit that would help these groups. The West Adams/Baldwin Hills/Leimert Plan recommends Dial-A-Ride or subscription bus and a minibus to serve the Crenshaw Center. The Hollywood Plan recommends people movers for tourist/commercial areas. The Northeast Plan advocates greater local service and names specific bus line extensions. Special transit is recommended in the Westchester-Playa del Rey Plan both for local use and to relieve heavy Airport congestion. Both the South Central and Southeast Plans recommend a study on the County's provision of transportation for families receiving welfare assistance. The Downtown minibus is mentioned in the Central City North Plan with a recommended extension. The Wilshire Plan recommends "specialized service such as mini-buses, jitney service and demand response (Dial-A-Ride) may be appropriate in some areas," and the Sunland-Tujunga Plan now under preliminary study will probably recommend "more attention and consideration for senior citizens" in transportation provision.

Community Planners could take a greater interest in transit-dependent groups. While special local transit has become part of many community plans, greater consideration of these groups should be standard in developing plan policy. This would be in accordance with Federal policy, which states that "elderly and handicapped persons have the same right as other persons to utilize mass transportation facilities and services; that special efforts shall be made in the planning and design of mass transportation facilities and services to that the availability to elderly and handicapped persons of mass transportation which they can effectively utilize will be assured. . . ."

Better transportation data, especially on the handicapped, is vital to effective community planning. Hopefully the 1980 Census will aid here, as it may include more complete information on the disabled. The current San Pedro Local Circulation Needs Study may also provide a model for thorough tripmaking analysis before revising community plans.

The Grid system basically get a vote of confidence from community planners. Paratransit was usually viewed favorably. If the recent expansion of Dial-A-Rides and Senior-Rides proves successful, perhaps paratransit will become an automatic consideration in local transportation planning.

Prepared by:

Frank Markowitz

INTERVIEW FORMAT

The purpose of our questionnaire was to determine whether community plans addressed the problems of transit dependent groups, and if so, to what extent. Since community planners are considered most familiar with their areas in the Planning Department, we also hoped to tap their unique knowledge of local transportation and people. The attached questionnaire was given orally to 17 community planners, both unit heads and individual community planners.

The identity and location of transit dependent groups was the first question. As most planners based their replies on general knowledge, we tried to balance this with quantitative data from the Community Analysis Bureau. The CAB data, explained in greater detail later on, also pointed the way to asking about specific groups, rather than merely striking about in the dark.

The next questions dealt with the adequacy of the transit system and improvements the planners would suggest. We also asked about plan provisions relevant to transit dependent groups. In many cases, their answers were checked out against the actual plans. Finally, we asked about special transit programs operating in the planner's area. Little information came from this, partly because the Senior Rides and some Dial-A-Rides are so new as to have escaped most planners' attention.

The Community Analysis Bureau data, which aided interviews with the planners, came from The State of the City: Accessibility. This June 1975 report, in spite of its broad title, focused on the TD groups in the city, their locations and approximate numbers.

The CAB Analysis was boiled down to three measures in order to better judge the community planners' own evaluations and to provide a very brief TD profile. The first measure, Deficiency, is taken straight from Figure 5, of the CAB Analysis "Transit Need Index Exceeding Public Transit Service." In no area is high need matched with low service. Rather, a "high deficiency" usually means high need matched with moderate service.

The second measure, Concentrations or Transit Dependent Groups, is taken from Figures 15-20 and includes Elderly, Youth, Aid to Disabled, Auto-less, and Sub-poverty Line. We included only the most outstanding concentrations, rather than random census tracts.

The third measure, Employment, simply indicates intensity of local employment and whether CBD employment is strong in suburban transit dependent tracts. The second component of this measure obviously isn't as reliable, since areas inside the CBD are not considered. These two components are taken from Figures 21 and 24.

In order to further compare information on transit dependents each community plan text was reviewed and relevant transportation provisions were extracted.

QUESTIONNAIRE

1. Are there concentrations of people in our area or district that are transit dependent, those who cannot drive or do not own automobiles or do not have access to automobiles?

   YES_____ NO_____

2. What is the reason for their transit dependency?

   Youth under 18 _____

   Elderly over 65 _____

   Handicapped _____

   Poor, under $7,000 _____

   Other _____

3. Are they generally distributed throughout the district or concentrated in certain areas of the district? _____

   _____

4. Does the present transit system adequately meet their needs?

   YES _____ NO _____ If no, what are the problems? _____

5. What do you see as a solution or do you think a solution is needed?

   _____

6. Are there any provisions, programs of policies in your plan which address the aforementioned issues? If so, what are they? _____

   _____

7. Are there any special programs or facilities now operating in your area designed to meet the transportation problems of these groups? If so, what are they? _____

8. Can you suggest any persons or students dealing with the aforementioned problems in your area? _____

APPENDIX B
TRANSIT DEPENDENT SURVEY
BY COUNCIL DISTRICT

The purpose of our questionnaire was to gauge local citizen's assessment of ransit service and to make an inventory of special transit needs and programs. The questionnaire used was very much like one given to community planners, but here the emphasis was on the subjective views and complaints of constituents as recalled by council aides. The attached questionnaire was given orally to 17 City Council aides, most of whom were specialists in transit.

City Council aides are usually very much in touch with the needs of their constituents including transit. They frequently receive telephone complaints from local residents, usually on very specific problems, like the routing of bus lines or the need for paratransit. Council offices have a vested interest, of course, in listening closely to the complaints of their constituents. Because of this, most provided a fairly thorough understanding of transit adequacy from the citizen's point of view.

Unlike community planners, however, they do not share a strict frame of reference. While the community planners had a technical background in common and often worked together, the Council aides tended to have specific interests, and their answers reflected those interests. And although we tried to talk to transit specialists, there was a wide variance in their general knowledge of transit. Thus, one aide might refer to detailed maps he had made on transit demand and use in the area, while another would depend entirely on phone complaints.

The elderly appear to be foremost in the minds of aides when talking about transit dependency. A couple of the aides, in fact, specialized in the elderly.

The aides also had a thorough understanding of the size of low-income populations. However, low income was usually a characteristic of the whole district, rather than any particular concentration. Youth demand was noted by a number of aides, but others did not really know what their needs were. As with community planners survey, the handicapped are a truly hidden group in this survey. No one had figures on the size of the handicapped population. And although they were well aware of special facilities for the handicapped (convalescent homes, schools, accessible housing), they could not extrapolate such general information to determine the extent and location of the handicapped in their districts.

Most aides believe that transit is inadequate in their area. Many aides recommended Dial-A-Ride or other paratransit, or they expressed dissatisfaction with current constraints on routing and funding. A few specific proposals were readily at hand, as five Council offices had recently submitted proposals for a CALTRANS innovative transit grant.

The Council aides were very helpful in listing volunteer transportation programs most of which are unknown to community planners. There a wide variety of such programs, but due to their dependency on volunteers and grants, they tend to be unreliable. This was agreed upon by most of the aides who mention such programs.

Prepared by:

Frank Markowitz

QUESTIONNAIRE

1. Are there concentrations of people in your district who are transit dependent, those who cannot drive or do not own automobiles or do not have access to automobiles?

   YES _____ NO _____

2. What is the reason for their transit dependency? Do you have any idea of their numbers or locations?

   Youth under 18 _____

   Elderly over 65 _____

   Handicapped _____

   Poor, under $7,000 _____

3. Do you consider the present transit system adequate? Does your office receive complaints about the transit service? If so, what are frequent complaints? _____

   _____

4. What improvements could be made in local transit? _____

5. Are there any special programs or facilities (Minibus, Dial-A-Ride, volunteer) now operating in your district designed to meet the transportation needs of these groups? If so, what are they? _____

   _____

6. Are there other people who would be good to talk with about transit dependency in your district? _____

APPENDIX C

INVENTORY OF MAPS ON TRANSIT DEPENDENTS

- no auto families and unrelated individuals
  1. % households by census tract (CAB)
  2. households, density/sq. mile by census tract (SCAG)

- handicapped
  1. aid to disabled - number of grants by census tract (CAB)
  2. 16-64 number disabled by census tract (SCAG)

- youth
  1. 14-18 census tracts over 500 (CAB)
  2. 16- in density/sq. mile (SCAG)

- elderly
  1. 65+ (CAB)
  2. 65+ density/sq. mile (SCAG)

- low income persons and families
  1. % poverty by census tract (CAB)
  2. poverty persons/sq. mile (SCAG)

The City Inter-Agency Task Force report Citywide Profiles, Problems, Programs has identified and mapped the following relevant clusters:

1. Economic Clusters
2. Public Transit Dependency Clusters
3. Elderly Related Problem Clusters
4. Youth Related Problem Clusters

APPENDIX D

INVENTORY OF PARATRANSIT SERVICES IN THE CITY OF LOS ANGELES*

* The following information was provided by the operators and agencies administering the programs. Different programs probably utilized different methods of computing costs, consequently the cost per rider should only be considered as a very rough estimate.

SENIOR RIDE A program administered by the Mayor's Office for the Aged

Title	Area	Contractor	Service Type	Facilities	Hrs.	Fare	Gross Cost/ Rider	Daily Ridership (Hourly)
Sr. Ride	N. Hol.	Ed. & Rec. Ser., Inc. (986-6444)	Fixed route w/dev.	2 Vans (lifts)	M-Sat. 8:30 to 4:30	Free	There are no cost figures yet ava. for most Sr. Rides.	64 (8)
Sr. Ride	Sun/ Tuj/ S. Val	ERS (760-1544)	Fixed route w/dev. & occ. ser. gr. request	1 Van (lift)	M, Tu, Th, Fri. 9-2	Free	--	11 (2.2)
Sr. Ride	Adams/ Expo.	ERS (935-1126)	Fixed route w/dev.	3 Vans (lifts)	M-F 8-4 Sa-Su 7-3	Free	--	19 (2.4)
Sr. Ride	North/ Sepul.	ERS (986-6444)	Def. ser. gr. req.	1 Van (lift)	M & F 9:30 to 2:30	Free	--	9 (2.2)
Sr. Ride	V. Nuys	ERS (986-6444)	Def. ser. gr. req.	1 Van (lift)	Tu & Th 9:30 to 2:30	Free	--	38 (7.6)

SENIOR RIDE (cont'd)

Title	Area	Contractor	Service Type	Facilities	Hrs.	Fare	Gross Cost/ Rider	Daily Ridership (Hourly)
Sr. Ride	E. Rock	E.L.A. Com. Imp. Assoc. (222-8163)	Dem. res.	1 Bus	M-F 8-4	Free	--	--
Sr. Ride	E. Park/ Sil. lake	Yellow Cab (481-0350)	Dem. res.	2 Sed.	M-F 9-6 Sat 10-6	Free	$3.00-3.25	50-60 (5.5-6.5)

DIAL-A-RIDE A program administered by the City Demonstration Agency

Title**	Area	Contractor	Service Type	Facilities	Hrs.	Fare	Gross Cost/ Rider	Daily Ridership (Hourly)
DAB	Watts	Watts La. Com. Ac. Com. (564-4401)	Dem. res.	9 Vans (16 pas. each two w/ lifts)	M-F 6:15 to 6:45	.15 .15	$1.11	419 (34.9)
DYR	E/NE	E. L. A. Com. Imp. Assoc. (223-2411)	Dem. res.	8 Dodge vans (15 pas. each) 2 sch. buses	M-F 7:30 to 6:15	.15	3.85	455 (41.4)
DAR	Bev/ Fair.	Yel. Cab (482-3205)	Dem. res.	6 Chevy sed.	M-F 7-7 Sa-Su 10-6	.15	1.99	173 (16.0)
DAR	Hol/ E. Wil.	Ed. & Rec. Ser., Inc. (931-1513)	Dem. res.	8 Wayne Bus. (16 pas. ea. w/ lifts	M-F 7-7 Sa. 10-6	.15	3.59	186 (16.4)
PT	Pac.	Para Tran. Ltd. (988-4200)	Dem. res.	4 Chec. cabs	M-F 7-7 Sa. 10-6	.15	3.22	117 (10.3)

DIAL-A-RIDE (cont'd)

Title**	Area	Contractor	Service Type	Facilities	Hrs.	Fare	Gross* Cost/ Rider	Daily Ridership (Hourly)
GWTS	Watts	Watts Labor Com. Ac. Com. (584-4401)	Def. ser. gr. req.	6 club 4 ccs.	M-F 8-5 (irr. wkend and ev. hrs.	Free	--	211 (26.9)

* Cost per passenger for regular RTD buses is $.75 per passenger.

**DAB-Dial-A-Bus
DYR-Dial-Your-Ride
DAR-Dial-A-Ride
PT-Paratransit
GWTS-Greater Watts Transportation Service

MINIBUS A joint program administered by the Southern California Rapid Transit District

Title	Area	Contractor	Service Type	Facilities	Hrs	Fare	Gross Cost/ Rider	Ridership (Hourly)
CCM*	Dwn. twn. Chinatwn	RTD/LA City of LA Coun/Com Red. Agen.	Fixed-route	33 mini-busses (4 min. headway)	M-F 7-7 Sat 9-4	.10	$.85	9,197 (82.4)
Westwd. Minibus	Westwd.	RTD/LA City/WLA Reg. C of C	Fixed-route	3 mini-busses (7 min. headway)	F-Sa eve. 7-1	.10	.65	614 (102.3)

*CCM-Central City Minibus

VOLUNTEER ESCORT A program administered by the Mayor's Office for the Aged

Title	Area	Contractor	Service Type	Facilities	Hrs.	Fare	Daily Ridership
Proj. Share	Res/Cng Park	Val. Intrfth. Council (785-4292)	Dem. res. (48 hr notc.)	One part-time staff driver 116 vol. drs.	Su-Sa (no set hrs)	Free	8
Proj. Share	Pac/Sun/ Tuj.	Val. Intrfth. Council (899-7500)	Dem. res. (48 hr notc.)	One part-time stf. dr., 14 vol. drs.	M-F 9-5	Free	2.5
W. Adams Escort Ser.	W. Adams	Com. Care & Dev. Ser. (747-9611)	Dem. res.		8:30-4:00	Free	
Sr. Escort Service	Hol/Wstlk/ E. Wil.	Un. Com. Efforts Inc. (413-4050)	Dem. res. 3-4 day notc	3 Vans	M-F 8-4	Free	15
Sr. Escort Service	Byle Hts/ Lincln Hts/El Sereno	Act. Sr. Citizen (261-3109)			Approved but not yet in operation.		

VOLUNTEER ESCORT* (cont'd)

Title	Area	Contractor	Service Types	Facilities	Hrs.	Fare	Daily Ridership
Sr. Escort Ser.	Watts/ Green Medw.	LA Coun. of Churches (466-8531)		None yet vol. drs.	Appoved but not yet in operation		
Stella Maris Escort Ser.	Central Avalon	Catho. Yth Organ. (385-7211)	Dom. res.	1 Van	Approved but not yet in operation		

* Escort programs provide roundtrip transportation for the elderly, particularly to medical appointments. This is usually done with a combination of paid and volunteer drivers (volunterrs are reimbursed for auto expenses). While there are other similar programs, only those funded by the Mayor's Office are listed. Current cost per passenger is substantially higher for escort services than for other paratransit programs, but this is due to the initial low ridership of the service. Cost per passenger is not included since no trend has yet been established in ridership that is valid.

APPENDIX E

LETTER TO THE CITY ATTORNEY

The staff has received a very tentative verbal response to the following letter to the City Attorney. This response is contained in the report, Social Obligations Section.

May 4, 1976

Mr. Burt Pines
City Attorney
Room 1800, City Hall East
Los Angeles, CA 90012

Attention Hilary Goldstone

FEDERAL, STATE AND LOCAL REGULATIONS WHICH AFFECT TRANSPORTATION FACILITIES FOR THE HANDICAPPED

The Planning Department is studying the transportation needs of transit dependent groups under a grant from the Urban Mass Transportation Administration through the Southern California Association of Governments. We have identified the transit dependent groups as the poor, elderly, youth, and handicapped. These groups all, for some reason, are able, or are generally less able, to utilize the automobile for their mobility.

So that our policy proposals and program recommendations will not conflict with legal requirements, we need some guidance from our office regarding the legal requirements of providing transportation services to these groups. Our primary interests are with the rights of the handicapped to transportation facilities since their inability or difficulty with the existing public transportation system is the most obvious of the transit dependency problems.

We would appreciate your comments on the following questions:

1. We are aware of state (California Government Code, Section 4400) and Federal regulations (Federal Vocationnal Rehabilitation Act of 1973, Section 504) which address the rights of the handicapped to the use of public transportation facilities. Are there any provisions which address the rights or the needs of the youth, poor and the elderly?

2. Do the provisions of the California Government, Section 4500, or any other regulations, require that all paratransit (e.g. dial-a-ride) programs that are publicly funded to be fully accessible to the handicapped in wheelchairs or only accessible commensurate to the handicapped population.

3. Since the Southern California Rapid Transit District has been unable, to date, to provide a fully accessible transportation system for the handicapped, can the City or any other jurisdiction force SCRTD to provide an interim paratransit service to the handicapped as a part of the SCRTD activities, especially, in light of the general availability of fully accessible paratransit equipment?

4. Is the Yellow Cab Company obligated to furnish accessible vehicles and can the City require these of such a City-franchised company.

5. Since equipment is available on the market per the provisions of the Government Code, Section 4500, should not the downtown and Westwood mini-bus systems be fully accessible to the handicapped?

Please make any other comments you feel appropriate. If you need additional information, please contact David Kabashima (3402). We appreciate your prompt attention to this matter as our final report will be published in June, 1976. In light of the time constraints and the preliminary nature of our study, a formal opinion does not seem necessary at this time.

CALVIN S. HAMILTON
Director of Planning

CSH:DK:pg

cc: Hilary Goldstone

APPENDIX F

LIST OF TRANSPORTATION PROGRAM FUNDING SOURCES

Source: This listing is the index to the following document and is probably not complete for the Los Angeles area. Brooks, Suanne, Transportation Authorities -Authorities in Federal Human Services Programs, HEW-ORD-ATL-76/01, January 1976.

Program

ADULT EDUCATION PROGRAM (HEW). . . . . .
AGING, SPECIAL PROGRAMS FOR THE (HEW) . . . . . .
AID TO FAMILIES WITH DEPENDENT CHILDREN . . . . . .
(See: ASSISTANCE PAYMENTS) . . . . . .
ASSISTANCE PAYMENTS (HEW) . . . . . .
AUTOMOBILES AND EQUIPMENT FOR VETERANS (VA) . . . . . .

BENEFICIARY TRAVEL FOR MEDICAL TREATMENT (VA) . . . . . .
BENEFICIARY TRAVEL FOR VOCATIONAL COUNSELING AND
REHABILITATION (VA) . . . . . .
BUSINESS AND INDUSTRIAL LOANS (USDA). . . . . .

CETA (COMPREHENSIVE EMPLOYMENT AND TRAINING ACT)
PROGRAMS (DOL) . . . . . .
Title I - Comprehensive Manpower Services . . . . . .
Title II - Public Employment Programs. . . . . .
Title III - Summer Program (Youth) . . . . . .
Title IV - Job Corps. . . . . .
Title VI - Emergency JOB Programs. . . . . .
COMMUNITY ACTION (CSA) . . . . . .
COMMUNITY DEVELOPMENT BLOCK GRANTS (HUD) . . . . . .
COMMUNITY FACILITIES LOANS (USDA) . . . . . .
COMMUNITY FOOD, NUTRITION PROGRAMS (CSA) . . . . . .
COMMUNITY HEALTH CENTERS (HEW). . . . . .
COMMUNITY MENTAL HEALTH CENTERS (HEW) . . . . . .
COMPREHENSIVE PLANNING ASSISTANCE (HUD) . . . . . .
COMPREHENSIVE PUBLIC HEALTH SERVICES (HEW) . . . . . .
COORDINATING RURAL DEVELOPMENT PROGRAMS (USDA) . . . . . .

DAY CARE (See HEAD START, TITLE XX) . . . . . .
DEVELOPMENTAL DISABILITIES PROGRAMS (HEW). . . . . .
EDUCATION OF HANDICAPPED, ASSISTANCE TO STATES FOR
(HEW). . . . . .
EDUCATION OF HANDICAPPED, AID TO STATES (HEW). . . . . .
ELEMENTARY AND SECONDARY EDUCATION ACT (ESEA)
TITLE I (HEW). . . . . .
EMERGENCY MEDICAL SERVICES (HEW). . . . . .
EMERGENCY SCHOOL AID PROGRAMS (HEW) . . . . . .
EMPLOYMENT PROGRAMS (See: CETA) . . . . . .
EXEMPLARY PROGRAMS AND PROJECTS (HEW). . . . . .
EXTENSION PROGRAM FOR RURAL DEVELOPMENT (USDA) . . . . . .

FAMILY PLANNING (HEW-PHS) . . . . . .
FAMILY PLANNING (See also: PUBLIC SERVICES, MEDICAID). . . . . .

HEAD START (HEW). . . . . .
HOSPITAL IMPROVEMENT (HEW) . . . . . .

INDIAN HEALTH (HEW). . . . . .
INDUSTRIAL DEVELOPMENT GRANTS (USDA) . . . . . .

APPENDIX G

BUS MANUFACTURERS AND TYPE OF EQUIPMENT HANDLED

Source: Franklin Institute Research Laboratories, A Directory of Vehicles and Related System Components for the Elderly and Handicapped, PB-244 474, U.S. Dept. of Commerce, NTIS, June 1975.

	Medium Transit	Small Transit	School	Other	Lifts	Ramps	Securement	Steps
AGM Cargo Ties							✓	
AMCRA Corp.							✓	
Blitz Body Co.					✓			
Blue Bird Body Co.			✓					
Braun Corp.				✓	✓			
Caldwell Co., Inc.							✓	
Cambridge Wire Cloth Co.							✓	
Carpenter Body Works			✓					
Cheney Co.					✓			
C.M. American Division							✓	
Coach & Equipment Sales Corp.		✓	✓					
Collins Industries, Inc.			✓		✓	✓	✓	
Compass Industries, Inc.				✓	✓			
Cortez Corp.				✓				
Crawford (Donald J)						✓		
Crown Coach Corp.			✓					
Derham Custom Body Co.						✓		✓
Drive Master				✓	✓		✓	
Eastern Rotocraft							✓	
Electrobus	✓	✓						
Environmental Equipment					✓			✓

	Medium Transit	Small Transit	School	Other	Lifts	Ramps	Securement	Steps
EON Corp.							✓	
Far West Coach, Inc.		✓		✓				
Fleetwood Transit Bus, Inc.	✓							
Fixible Co.	✓	✓						
Fiberglas Van Conversions				✓				
FMC Corp.	✓							
Gillig Bros.			✓				✓	
Grumman Buses	✓	✓						
Handi-Ramp, Inc.						✓		
Hames Bus Sales				✓				
Helper Industries, Inc.				✓	✓		✓	
Highway Products, Inc.	✓							
Indiana Mills & Manufacturing							✓	
Lance Enterprises, Inc.				✓				
Mac's Power Lift Gate					✓			
Maxon Industries, Inc.					✓			
MediCab International, Inc.				✓			✓	
Medical Coaches, Inc.				✓				
Mercedes Benz		✓						
Micro Bus Corp.	✓	✓		✓	✓	✓		
Minibus, Inc.	✓	✓			✓	✓		

	Medium Transit	Small Transit	School	Other	Lifts	Ramps	Securement	Steps
Motorette Corp.					✓			
Mzuri Products					✓			
Noise, Inc.							✓	
Para Industries, Ltd				✓	✓		✓	
Perfection-Cobey Co.					✓			
Quality Coach				✓				
REB Manufacturing, Inc.					✓			
Recreation Industries, Inc.				✓				
R.J. Chairlift Co., Inc.				✓	✓		✓	
Robin Aids, Inc.				✓	✓	✓	✓	
Royce International				✓			✓	
Safety Van Lift					✓			
Scott & Sons (Fred)					✓			
Sheller Globe Corp.			✓	✓				
Skillcraft Industries		✓		✓	✓		✓	
Speedy Wagon Sales Corp				✓			✓	
Target Industries, Inc.		✓		✓	✓		✓	
Taylor (S.G.) Chair Co.							✓	
Thomas Built Buses, Inc.			✓					
Travel Equipment Corp.				✓				
Transcoach	✓	✓						

	Medium Transit	Small Transit	School	Other	Lifts	Ramps	Securement	Steps
United States Forgecraft Corp.							✓	
Urban Transportation Development Corp.		✓			✓			
Ward School Bus			✓		✓			
Wayne Corp.		✓	✓					
Winnebago		✓						

SUMMARY

CATEGORY	ENTRIES
Large Transit Vehicles	0
Medium Transit Vehicles	9
Small Transit Vehicles	14
School Vehicles	10
Other Vehicles	23
Lifts	25
Ramps	7
Wheelchair Securement	23
Retractable Steps	2

APPENDIX H

MAPS RELATED TO TRANSIT DEPENDENCY CLUSTERS

Source: Community Analysis Bureau, State of the City: Accessibility, June 1975.

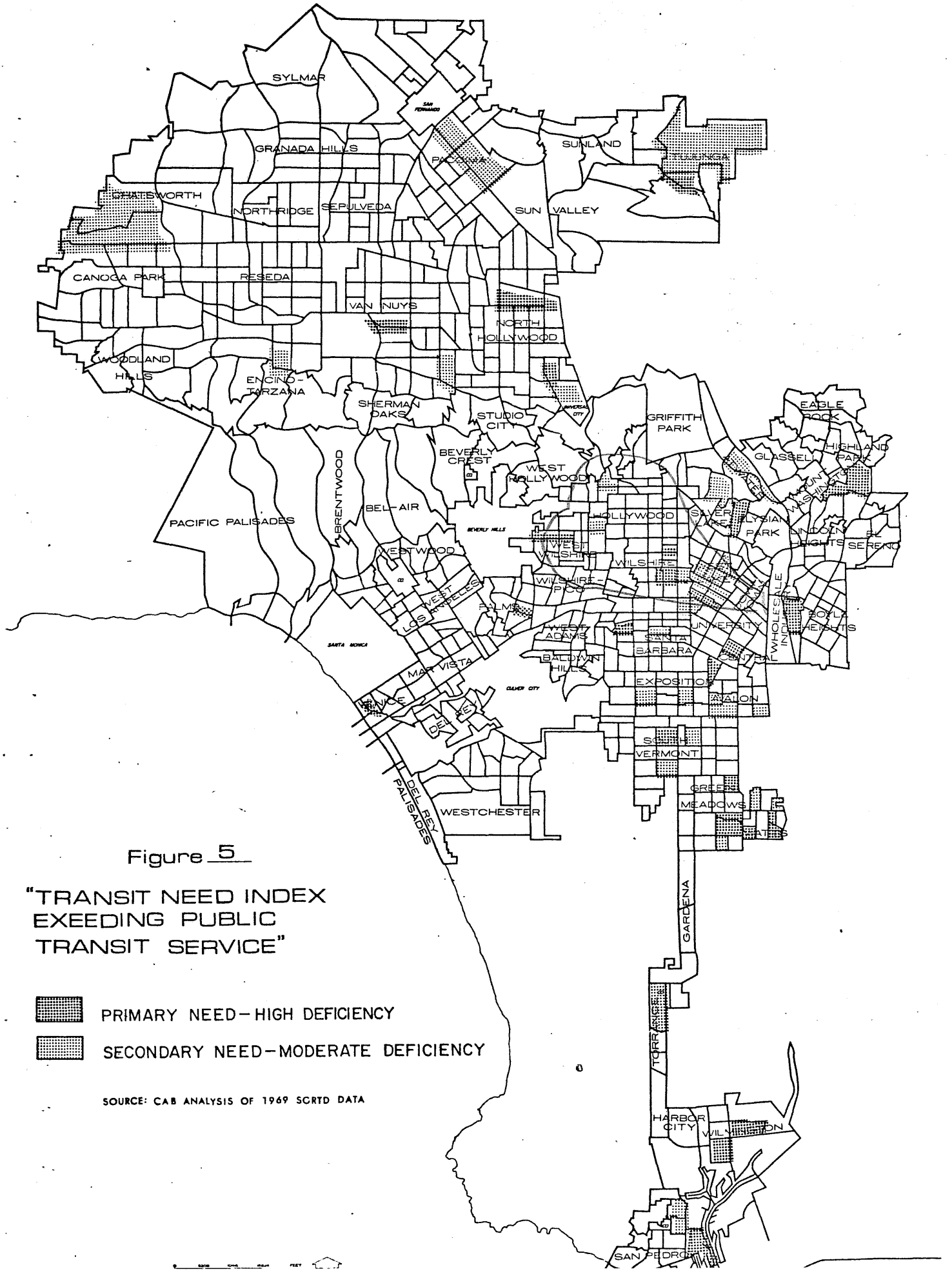

Figure 5

"TRANSIT NEED INDEX EXEEDING PUBLIC TRANSIT SERVICE"

PRIMARY NEED—HIGH DEFICIENCY

SECONDARY NEED—MODERATE DEFICIENCY

SOURCE: CAB ANALYSIS OF 1969 SCRTD DATA

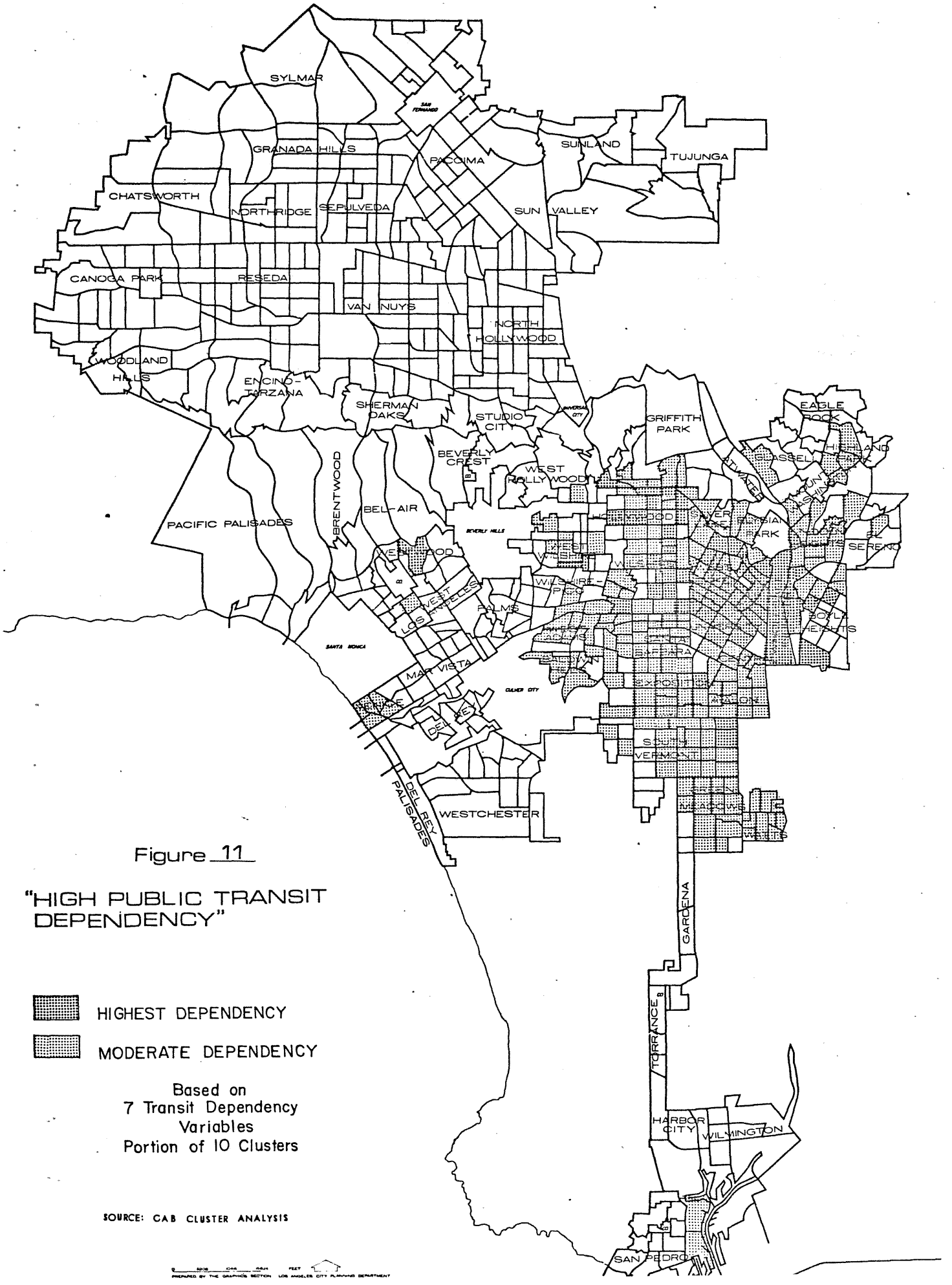

Figure 11

"HIGH PUBLIC TRANSIT DEPENDENCY"

HIGHEST DEPENDENCY

MODERATE DEPENDENCY

Based on
7 Transit Dependency
Variables
Portion of 10 Clusters

SOURCE: CAB CLUSTER ANALYSIS

PREPARED BY THE GRAPHICS SECTION, LOS ANGELES CITY PLANNING DEPARTMENT

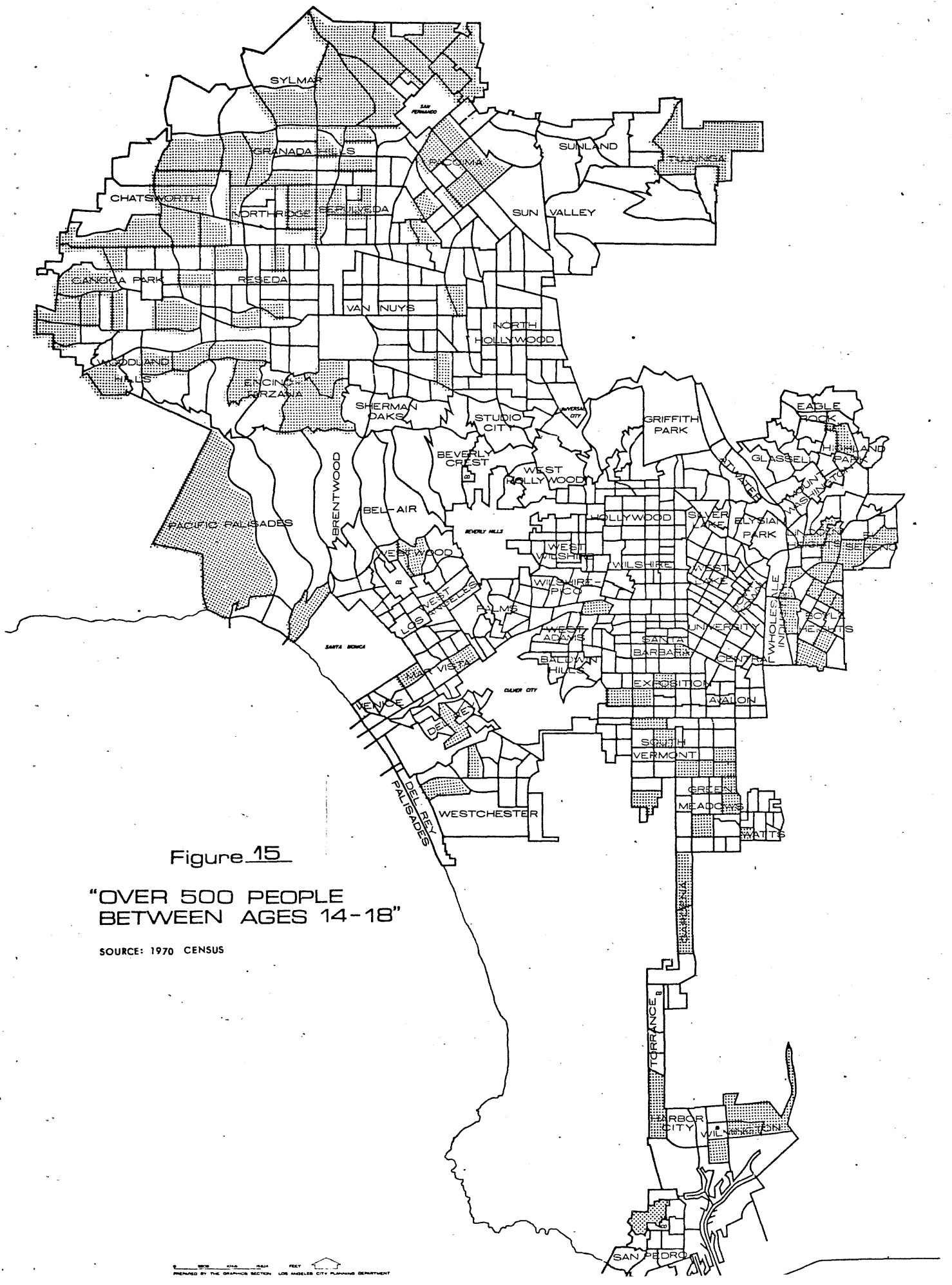

Figure 15

"OVER 500 PEOPLE BETWEEN AGES 14-18"

SOURCE: 1970 CENSUS

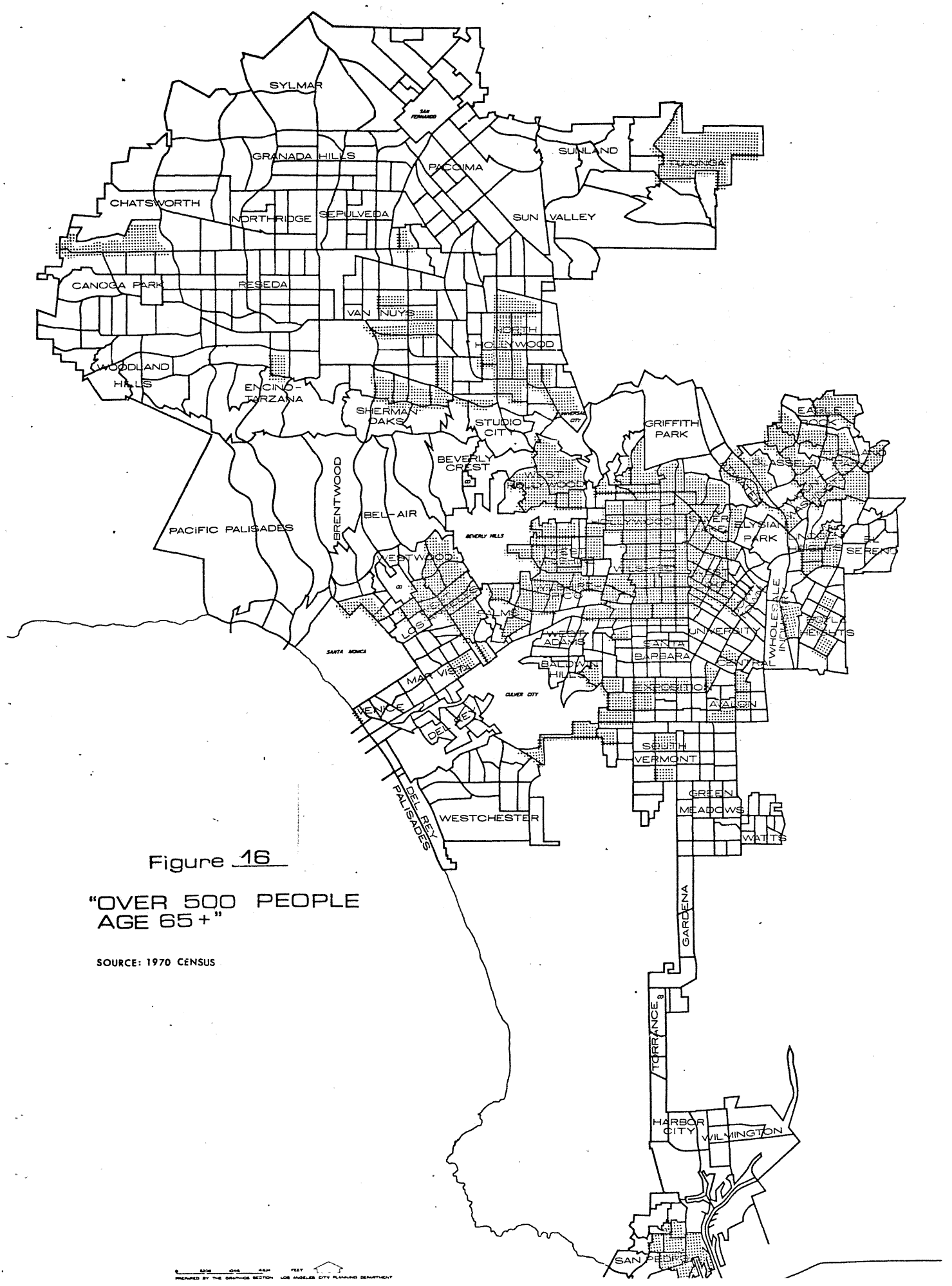

Figure 16

"OVER 500 PEOPLE AGE 65+"

SOURCE: 1970 CENSUS

PREPARED BY THE GRAPHICS SECTION LOS ANGELES CITY PLANNING DEPARTMENT

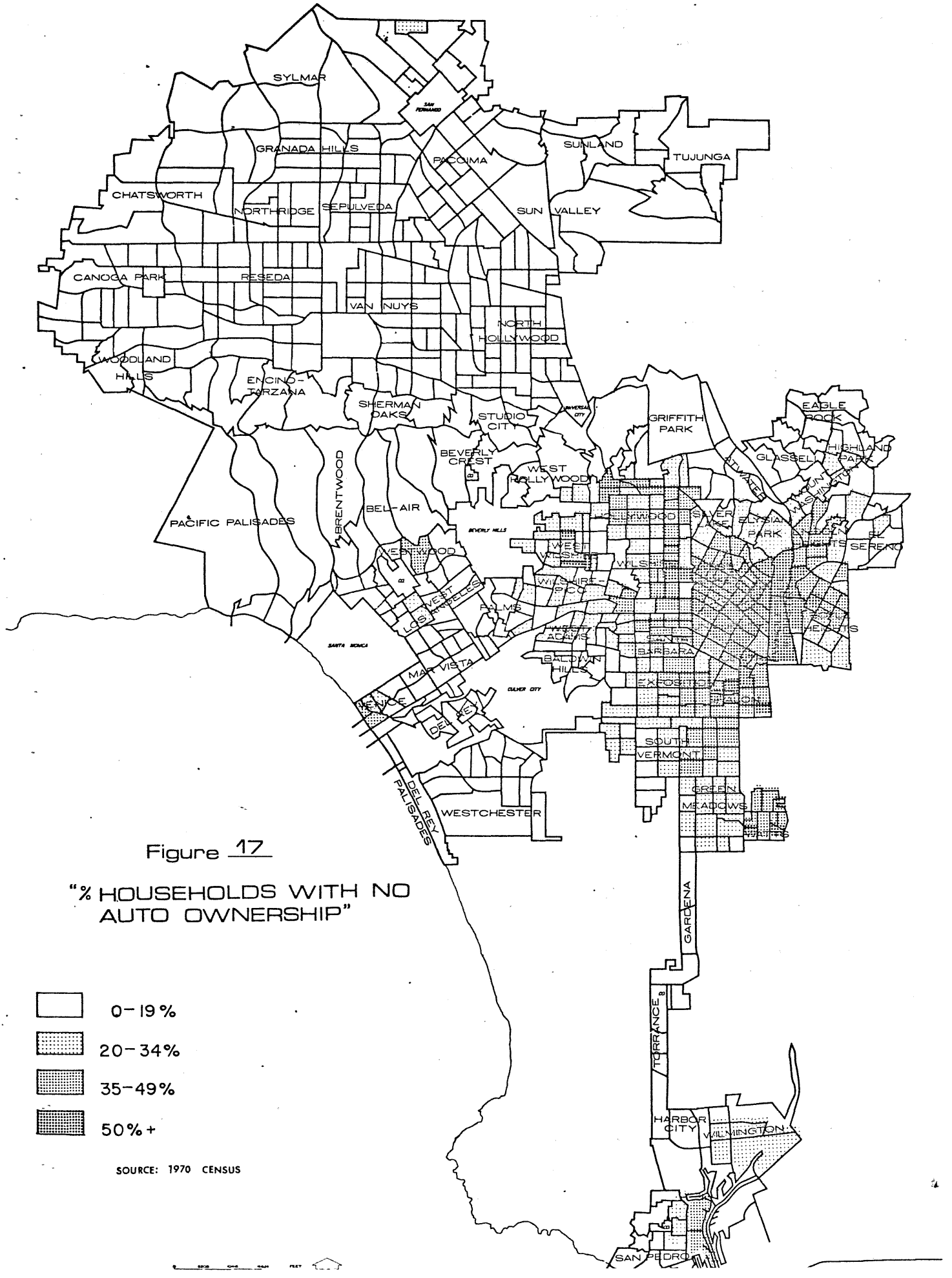

Figure 17

"% HOUSEHOLDS WITH NO AUTO OWNERSHIP"

0-19%

20-34%

35-49%

50%+

SOURCE: 1970 CENSUS

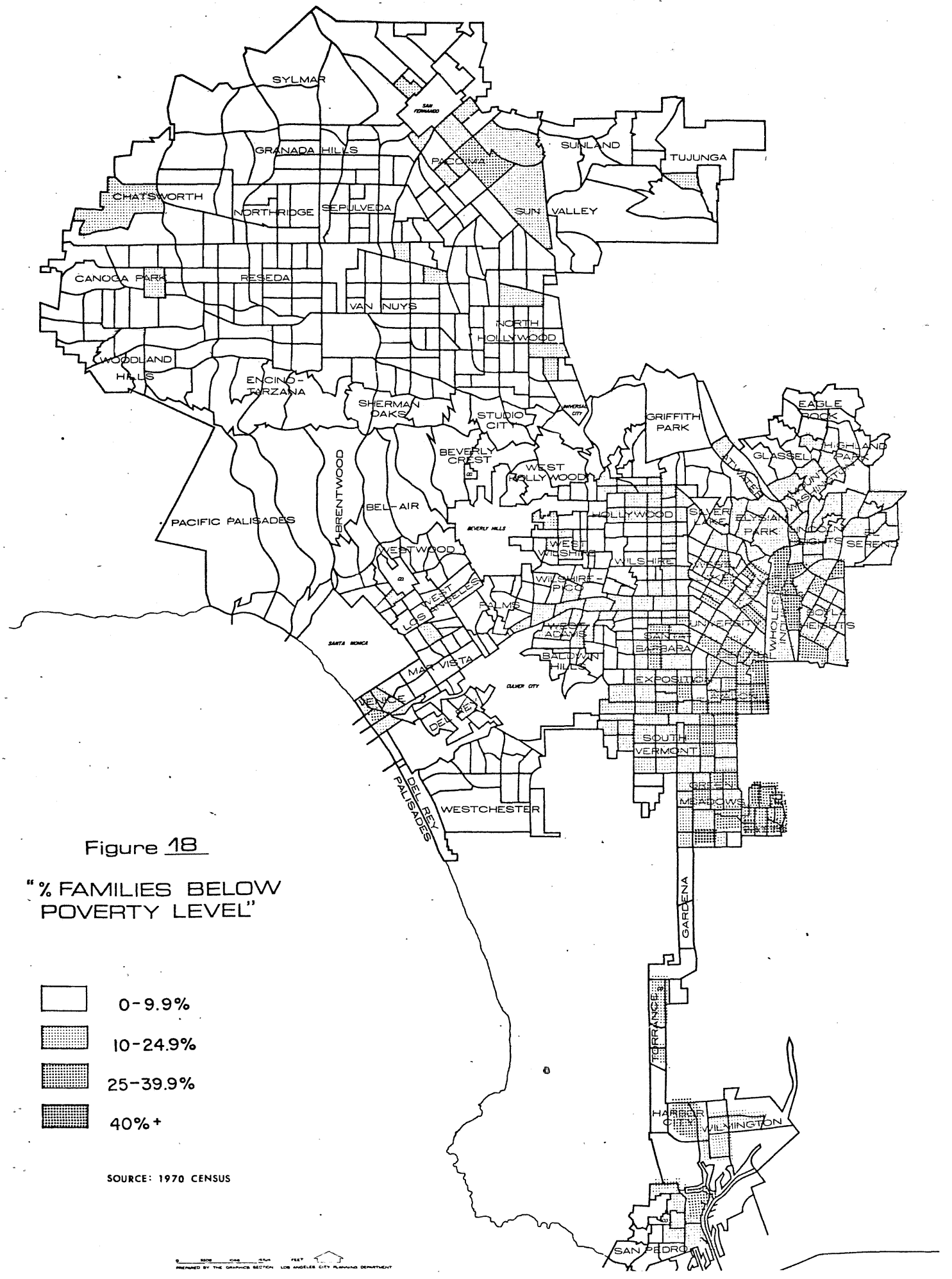

Figure 18

"% FAMILIES BELOW POVERTY LEVEL"

0-9.9%

10-24.9%

25-39.9%

40%+

SOURCE: 1970 CENSUS

PREPARED BY THE GRAPHICS SECTION LOS ANGELES CITY PLANNING DEPARTMENT

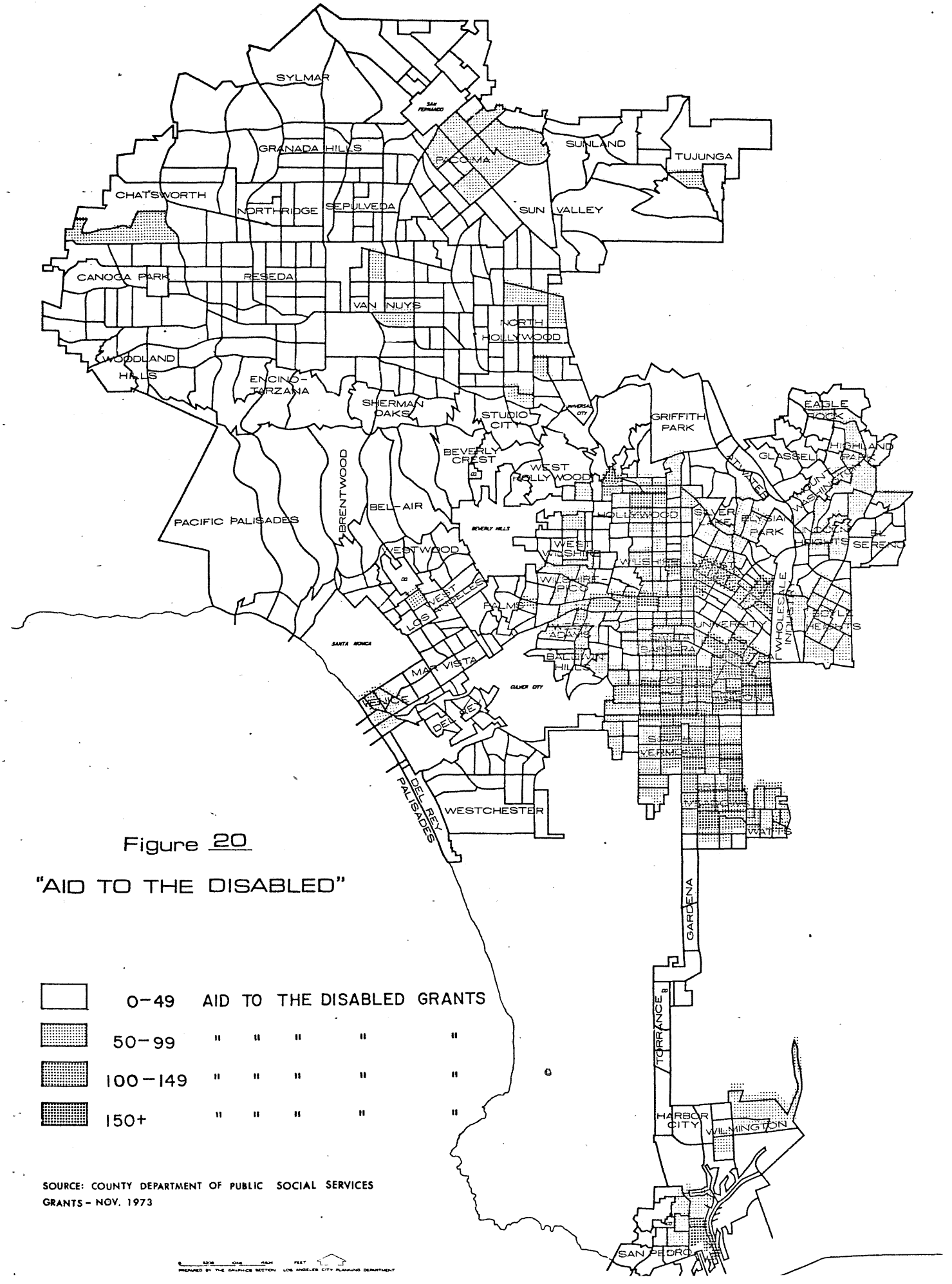

Figure 20

"AID TO THE DISABLED"

SOURCE: COUNTY DEPARTMENT OF PUBLIC SOCIAL SERVICES
GRANTS - NOV. 1973

PREPARED BY THE GRAPHICS SECTION LOS ANGELES CITY PLANNING DEPARTMENT

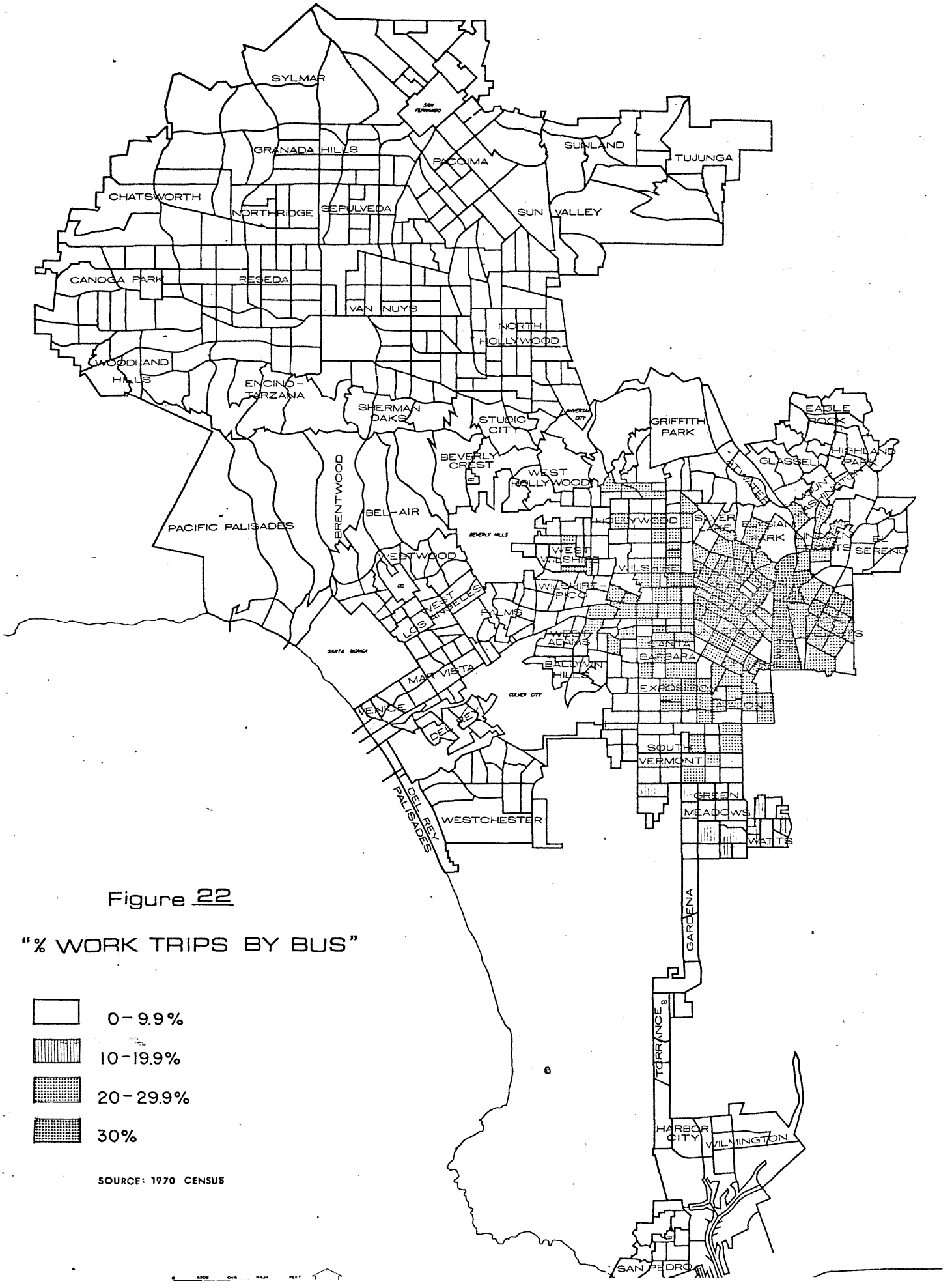

Figure 22

"% WORK TRIPS BY BUS"

0-9.9%

10-19.9%

20-29.9%

30%

SOURCE: 1970 CENSUS

APPENDIX I

1980 CENSUS QUESTION REQUEST

May 5, 1970

Mr. Calvin S. Hamilton
Director of Planning
Department of City Planning
City of Los Angeles
561 City Hall
Los Angeles, California 90012

Dear Cal:

The problem of inadequate information as to the characteristics and location of the handicapped is one which we all share. Federal agencies in their project funding applications sometimes request information which doesn't exist or would cost more to acquire than the project itself. The handicapped is one of these areas.

Your suggested additions to the 1980 Census are well taken. The will be forwarded to the Bureau of the Census with our concurrence and endorsement.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING

Hoseman Murdock, Planning Director

HM:CH:h:pg

April 22, 1976

Mr. Norman Murdoch
Planning Director
Department of Regional Planning
County of Los Angeles
320 West Temple Street
Los Angeles, California 90012

ADDITIONAL DATA DESIRED FROM 1980 CENSUS

Members of my staff have requested that certain data regarding handicapped and elderly people be incorporated in the 1980 Census. I am forwarding to your Office copies of their requests for you and George Marr to review and in turn incorporate in your recommendations to the Bureau of the Census.

CALVIN S. HAMILTON
Director of Planning

CSH:AJL:pg

Attachments

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
Transportation Section

TO: Albert Landini

FROM: David Kabashima

VIA: Charles Montgomery

DATE: April 21, 1976

SUBJECT: DESIRABLE CROSS TABULATION ITEMS FROM THE 1980 CENSUS

The following items are not cross tabulated on the 1970 census and would be useful to the Department for assessing transit dependent needs.

1. handicapped persons with no auto
2. elderly with no auto
3. poverty persons with no auto
4. low income persons (less than median) with no auto
5. mode of transportation for each of the above groups

Will you please transmit a request for these cross tabulations on the 1980 census to the appropriate persons. Also, please carbon copy relevant correspondence to us. The project number is C3711006 for time sheet purposes.

DK:pg

cc: Glenn Johnson

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
Transportation Section

TO: Albert Landini

FROM: David Kabashima

VIA: Charles Montgomery

DATE: March 30, 1976

SUBJECT: INCORPORATION OF QUESTIONS REGARDING THE HANDICAPPED IN THE 1980 CENSUS QUESTIONNAIRE

Recently, the City received a grant from the UMTA to conduct a number of transit related studies, among them a study of transit dependent groups. Upon embarking upon the task of identifying and locating the most significant transit dependent group, the handicapped, we encountered a void of information. There is no known valid method of establishing the number and location of the handicapped in the City by census tract, or even by city-wide totals.

The 1970 census contained a 5% sample question regarding the handicapped however, it is entirely inadequate for our purposes. The question reads as follows:

28a. Does this person have a health or physical condition which limits the kind or amount of work he can do at a job? (Yes No)

b. Does his health or physical condition keep him from holding any job at all? (Yes No)

c. If "Yes" in a or b -- How long has he been limited in his ability to work?

- Less than 6 months
- 6 to 11 months
- 1 to 2 years
- 3 to 4 years
- 5 to 9 years
- 10 years or more

We have the following difficulties with these questions:

1. The questions are job related and do not necessarily reflect the handicapped who have transit difficulties. For example, handicapped who are employed may have answered question 28a as "no".

2. The questions give no information on wheelchair cases.

3. The questions do not identify the handicapped beyond the age range of 16 to 64.

4. A 5% sampling may not be adequate to cover a group that is estimated to be 5% to 10% of the citywide population.

We need questions that would reveal the following:

1. The number and location of the handicapped of all ages, sortable by ages.

2. How many of the above are confined to wheelchairs or otherwise cannot negotiate stairs.

3. It would be desirable to know the cause of their handicap.

Adequate information on the handicapped is important to the City in its efforts to provide appropriate services. It is important to us so that we may determine the most effective and efficient mode of transit for the handicapped in conformance to Federal, State and City policies. It is expected that all future transit funding will be contigent upon providing for the handicapped the same services that the general public is provided.

Will you please advise us as to what steps can be taken to effect these changes in census policy? Thank You.

DKkpg

cc: Glenn Johnson

APPENDIX J

COUNCIL RESOLUTION REGARDING HANDICAPPED TRANSPORTATION
CF 73-5163

August 21, 1974

Councilman Robert M. Wilkinson
Councilman Edmund D. Edelman

Southern California Rapid Transit District
1060 South Broadway
Los Angeles, CA 90015

SPECIALLY EQUIPPED SCRTD BUSES FOR USE BY THE PHYSICALLY HANDICAPPED

At the meeting of the Council held August 21, 1974, the attached report of the INDUSTRY AND TRANSPORTATION COMMITTEE was adopted as amended.

Ken H. Layton
City Clerk

mlp
Attachment

TO THE COUNCIL OF THE CITY OF LOS ANGELES

File No. [illegible]

WORK INDUSTRY AND TRANSPORTATION COMMITTEE REPORTS AS FOLLOWS:

Your Committee further considered the Resolution (Wilkinson-Edelman) that Council request the Southern California Rapid Transit District to consider purchasing only vehicles suitable for access by the physically handicapped, that all vehicles utilized in the District's system be physically accessible to those with mobility problems, and that the District's vehicles have special seating arrangements for such passengers.

The SCRTD representative informed your Committee that its Board of Directors recently considered a plan submitted by the General Manager to equip with a hydraulic lift six of the minibuses now on order to accommodate wheelchairs and use these buses for a dial-a-ride program for the handicapped. The estimated cost to adapt a lift gate would be $8,000 for each bus, with a tentative delivery date of January 1975.

According to the representative, minibus manufacturers have informed them that a 34-foot minibus will accommodate six wheelchairs and seat six passengers who could walk on. The front doors of these specially equipped buses can be constructed so that persons using crutches can enter and exit more comfortably.

To use these specially equipped buses SCRTD will consult various agencies working with the handicapped in Los Angeles County to determine what more need these buses. According to the representative, a "pre-reservation" plan will be initiated where the potential user would call at least a day in advance to be picked up at his residence and delivered to his destination $400,000 annually, which would cover the communication expenses, dispatcher, telephone operators and related expenses for such a specialized service.

The SCRTD representative further reported that the Board of Directors has directed the General Manager to proceed with finalizing the plan, explore available funding sources and public oriented agencies for assistance.

In view of the positive steps being undertaken by the SCRTD Board of Directors to provide mobility access to the physically handicapped, we RECOMMEND that the Resolution (Wilkinson-Edelman) that the Southern California Rapid Transit District be requested to consider purchasing only vehicles suitable for access by the physically handicapped, that all vehicles utilized in the District's system be physically accessible to those with mobility problems, that the District's vehicles have special seating arrangements for such passengers, and that the District recruit a staff member from the handicapped community.

*AND FURTHER the Rapid Transit District be urged not to purchase any more buses unless, in the specification, they provide access for the handicapped

Respectfully submitted
INDUSTRY AND TRANSPORTATION COMMITTEE

*As Amended

CF 73-5168

RESOLUTION

WHEREAS, according to the State Department of Rehabilitation approximately one third of the City's population are considered as physically disabled, including pregnant women, aged, blind, temporarily disabled and others who have mobility problems, and

WHEREAS, the California Civil Code 54.1 states that all physically disabled persons shall be entitled to equal access, as other members of the general public, to all modes of transportation, and in addition the State Government Code, sect. 4500, states that in awarding contracts for equipment or structures, every local public agency and public service corporation shall be obligated to require that all rapid transit equipment and structures shall be constructed so that they will be accessible to a handicapped person; and

WHEREAS, the current construction of Southern California Rapid Transit District (SCRTD) facilities does not readily lend itself to use by disabled persons; and

WHEREAS, the SCRTD has proposed to expand the present transit facilities by adding 1100 new buses to augment services during rapid transit construction.

NOW THEREFORE BE IT RESOLVED that the Southern California Rapid Transit District be requested to take under serious consideration the following recommendations:

1. That the SCRTD will not purchase any additional vehicles as of this date that do not comply with the accessibility standards of California Civil Code 54.1 and section 4500 of the Government Code.

3. That the SCRTD vehicles have provisions for special seating arrangements for citizens with mobility problems.

4. That the SCRTD Planning department actively recruit a staff member from the Handicapped Community, specifically a person confined to a wheelchair, to serve in a consultant capacity so that planning based on an awareness of the handicapped problems can be developed.

PRESENTED BY

Robert M. Williams
Councilman, 12th, District

SECONDED BY

September 26, 1973

PERSONS CONTINUED

Hazel Weatherwax	Mayor's Program for the Handicapped
Ronald Cannon	Southern California Rapid Transit
Sam Rhee	Mayor's Program for the Youth
Robert Blanchard	UCLA
Jim Bunker	UCLA
Marilyn Westfall	UCLA
Nancy Chialund	Southern California Assoc. of Governments
David MacDonald	Southern California Assoc. of Governments
Jacqueline Kendal	Mayor's Program for the Aged
Bob Durant	City of Norwalk
Dr. Pauline Rigge	USC School of Gerontology
Willie P. Chestnut	Harbor Area Senior Citizens Action Center
Bob Creasy	CALTRANS
Norma Emerson	Executive Assistant to the Mayor
Barbara Neustadter	Bay Area Rapid Transit
Vickie Estrada	Neighborhood Adult Participation Prog.
Hilary Goldstone	City Attorney's Office
David Tulcott	Public Utilities and Transportation
Dunbar Henderson	Mayor's Program for the Handicapped
Wendy Stern	Office of the Executive Assistant to the Mayor
Jon Jenkins	City of Norwalk
Tom Spaulding	City Demonstration Agency
Fernando Torres-Gil	USC School of Gerontology
Debbie Hawquist	USC School of Gerontology
Allen Young	Department of Public Social Services

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Steve Gracia	Department of Social Services
Byron Blue	State Department of Rehabilitation
John Hernandez	Census Bureau
Steve Perry	Southern California Rapid Transit Dist.
Frank C. Larson	Southern California Rapid Transit Dist.
Bob Roland	Comprehensive Planning Organ. -San Diego
Jim Gelub	USC, Andrus Gerontology Center
Vera Castillo	Mayor's Program for the Aged
Art Eudely	Mayor's Program for the Aged
Kaji Sayama	Mayor's Program for the Aged
Anna Danke	City Demonstration Agency
Burtine Betton	Automobile Club of So. California
Warren Mark	Los Angeles Unified School District
Dolores Cann	Los Angeles Unified School District
Bob Mullens II	Community Analysis Bureau
Max Fitzpatrick	Everet and Jennings Inc.
Community Planning & Development Division of the City Planning Department	17 Planners
Council Offices	17 aides from 14 of the 15 dist. offices (could not get interview with Councilman Farrells Office)

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