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About the 35 LINE PROFILE....

The 35 LINE PROFILE brings together into one report all readily available data which are relative to analysis of Line 35. It is designed to allow evaluation of Line 35 on the basis of: service provided, public utilization of the service, costs of operation and other factors.

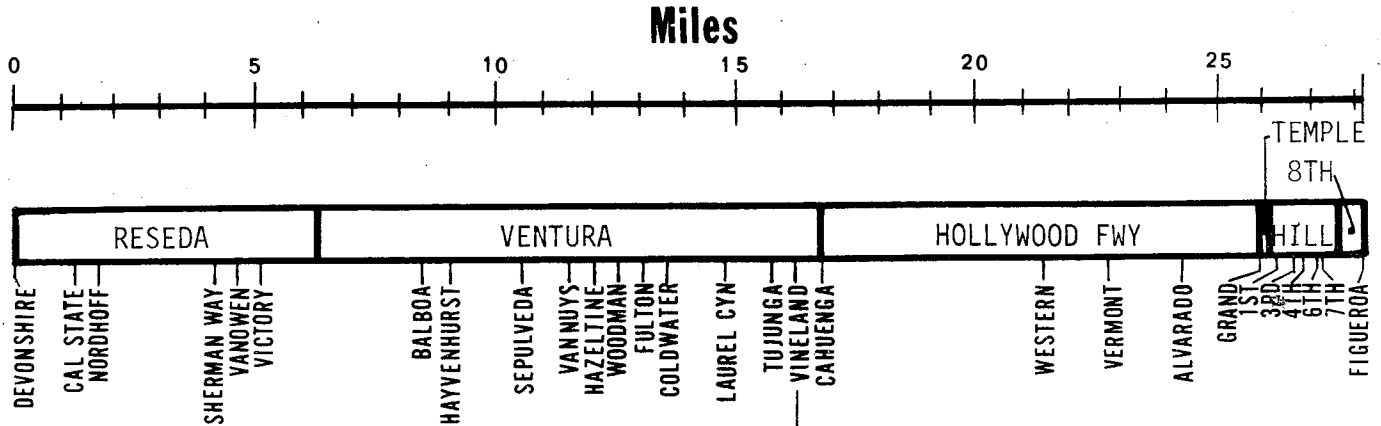
The Ridership Check which was made on Wednesday, July 30, 1975, is basic to the 35 LINE PROFILE. All other factors included in this report are those effective on the same date as the ridership check -- July 30, 1975. Thus all sections of the report are for a comparable time period.

The published Supervisor Summary in effect July 30, 1975 was the source for all of the data shown in the "Service" section of the report and also was the basis for the chart showing the number of buses in service under "Cost Factors". All data from the Supervisor Summary is shown for a typical week-day unless otherwise noted. Other data in the "Cost Factors" section originated from various pay time and mileage sheets for the period effective the date of the check. Since July 30 was a school holiday, all data are as of "non-school" days and the cost variables have been annualized based only on non-school day data.

SERVICE

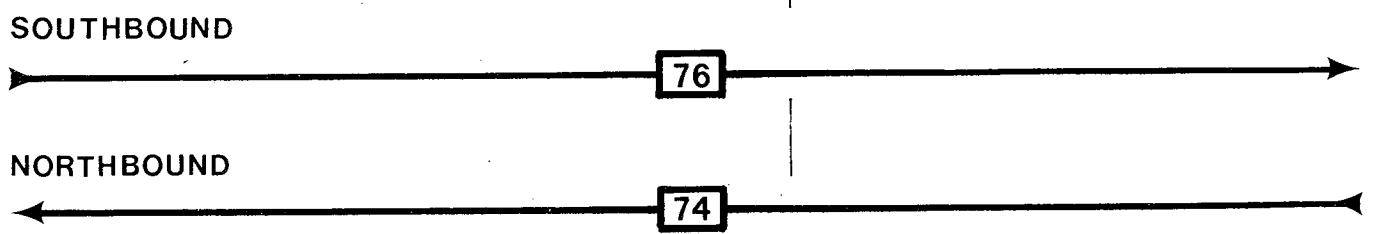
LINE 35

LINE DIAGRAM

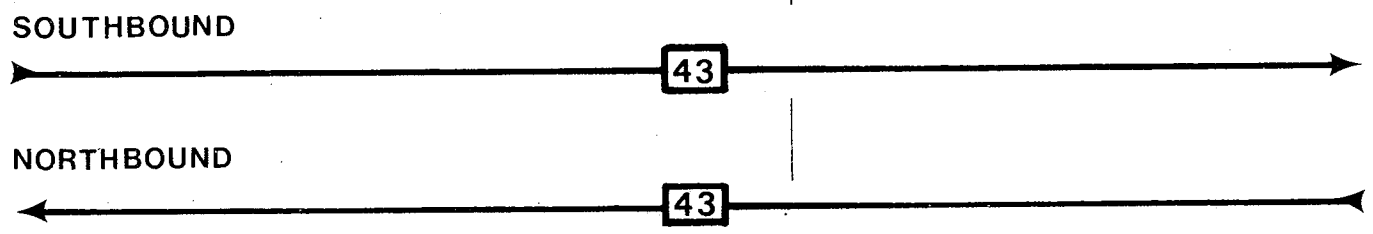


TRIPS OPERATED (No. per Day)

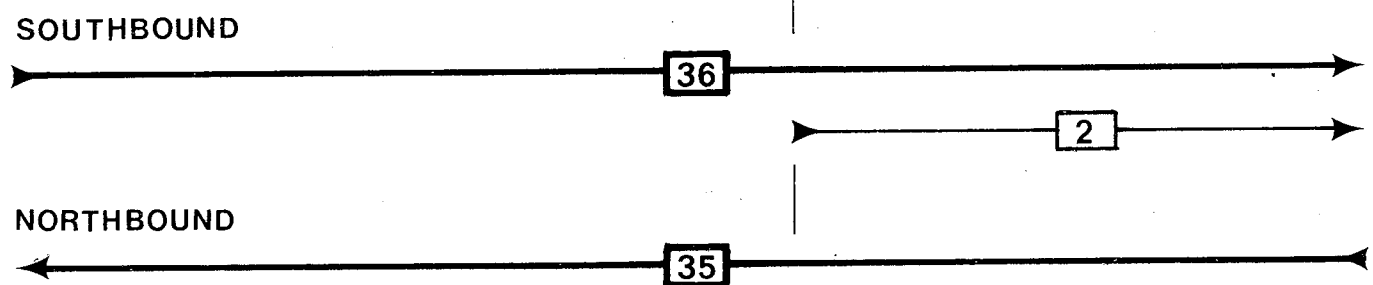
Weekdays



Saturdays

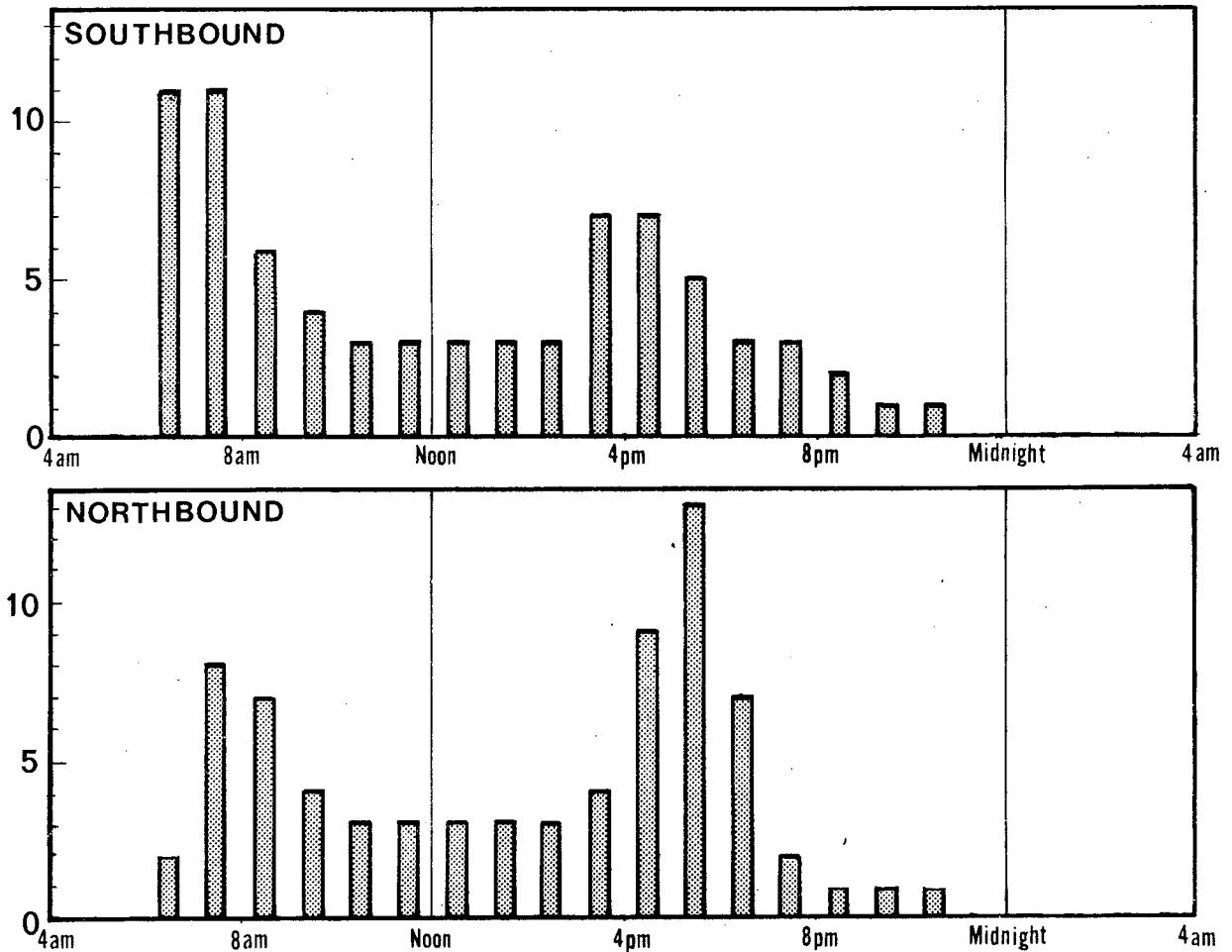


Sundays & Holidays



TRIP FREQUENCY

Buses per Hour on Ventura at Laurel Canyon



RUNNING TIME

SOUTHBOUND

DEPARTURE TIME	5:15 AM	5:58 AM	7:05 AM	8:00 AM	11:50 AM	1:30 PM	4:30 PM	5:50 PM
MINUTES	77	87	88	82	84	89	82	77

NORTHBOUND

DEPARTURE TIME	6:00 AM	11:20 AM	1:20 PM	3:20 PM	4:00 PM	4:44 PM	5:02 PM	5:49 PM
MINUTES	84	86	89	94	91	89	84	75

LINE SERVICE SPREAD

FAR TERMINALS

RESEDA AT DEVONSHIRE
FIGUEROA AT 9TH

FIRST DEPARTURE

5:17 AM
6:00 AM

LAST ARRIVAL

11:15 PM
11:17 PM

LINE USAGE

LINE 35

A Ridership Check was made of Line 35 on Wednesday, July 30, 1975. The check consisted of checkers riding on all trips during the day of the check and recording various data. Among the data recorded were the number of passengers boarding and alighting at each stop along the route in each direction. This data has been summarized and plotted on the Line Usage graphs on succeeding pages.

Each of the graphs represents an average trip during a particular time period on July 30, 1975. The grouping of the trips into time periods is accomplished by establishing one Alignment Point for each direction the Line travels. An Alignment Point is a point at which a time check is made. Data for all trips passing by this point during a particular time period are aggregated and averaged for comparability and plotting. The Alignment Point for the Southbound trips on Line 35 was Hill at Temple and for the Northbound trips, Hill at 8th.

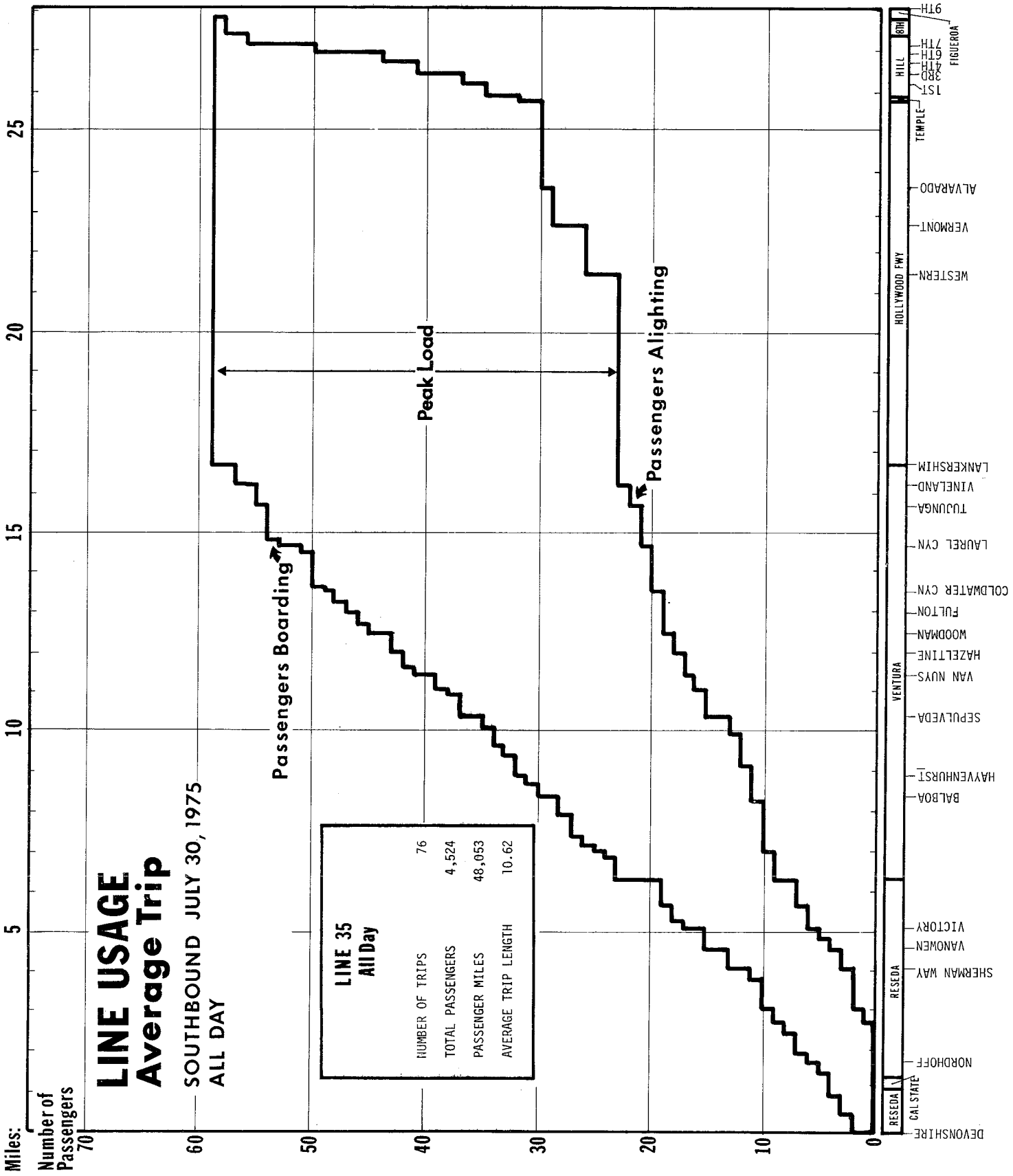
On reading the graphs....

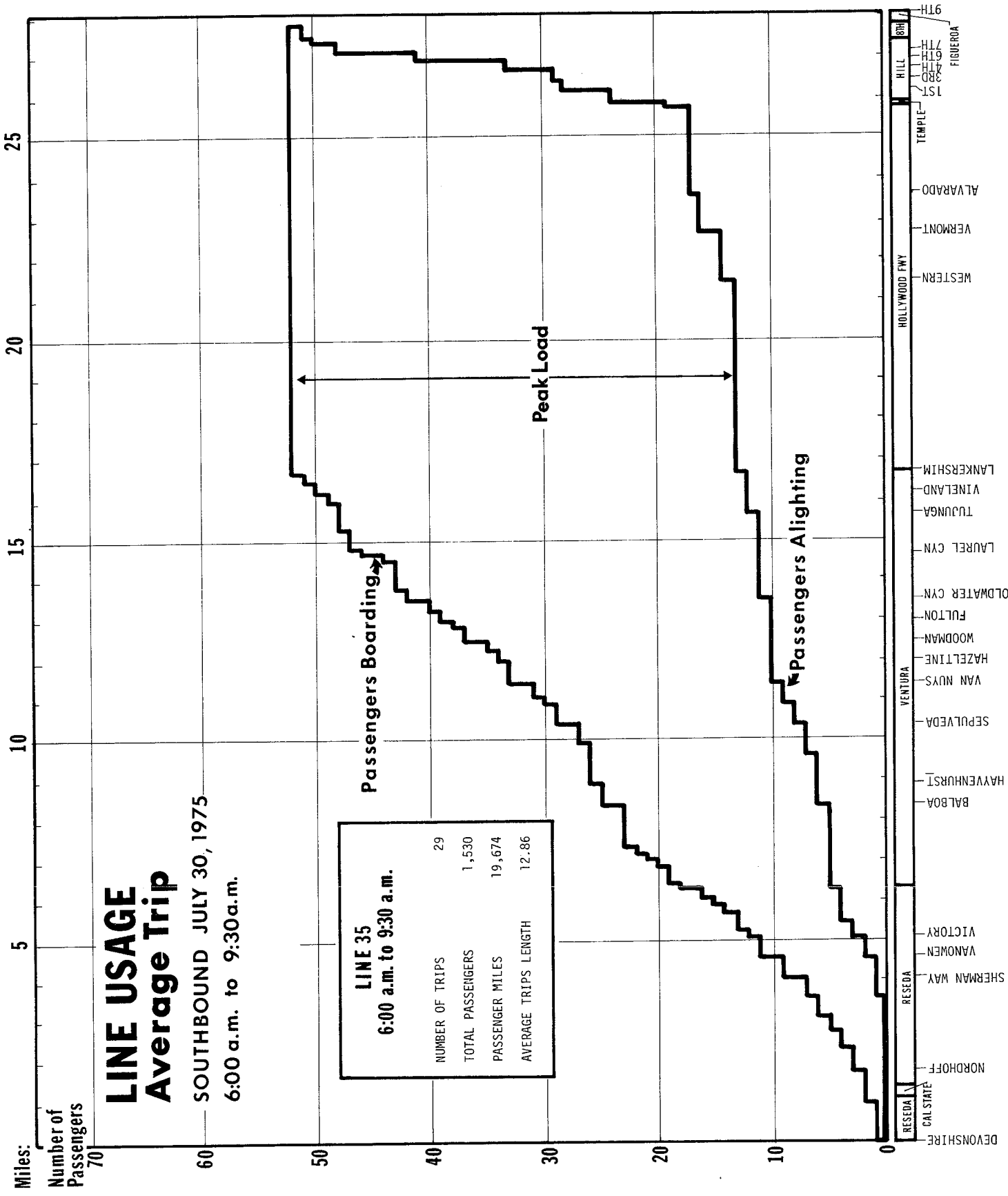
Line 35 Southbound trips have been plotted from left to right on the Line Usage graphs and Northbound trips from right to left, and they should be read accordingly.

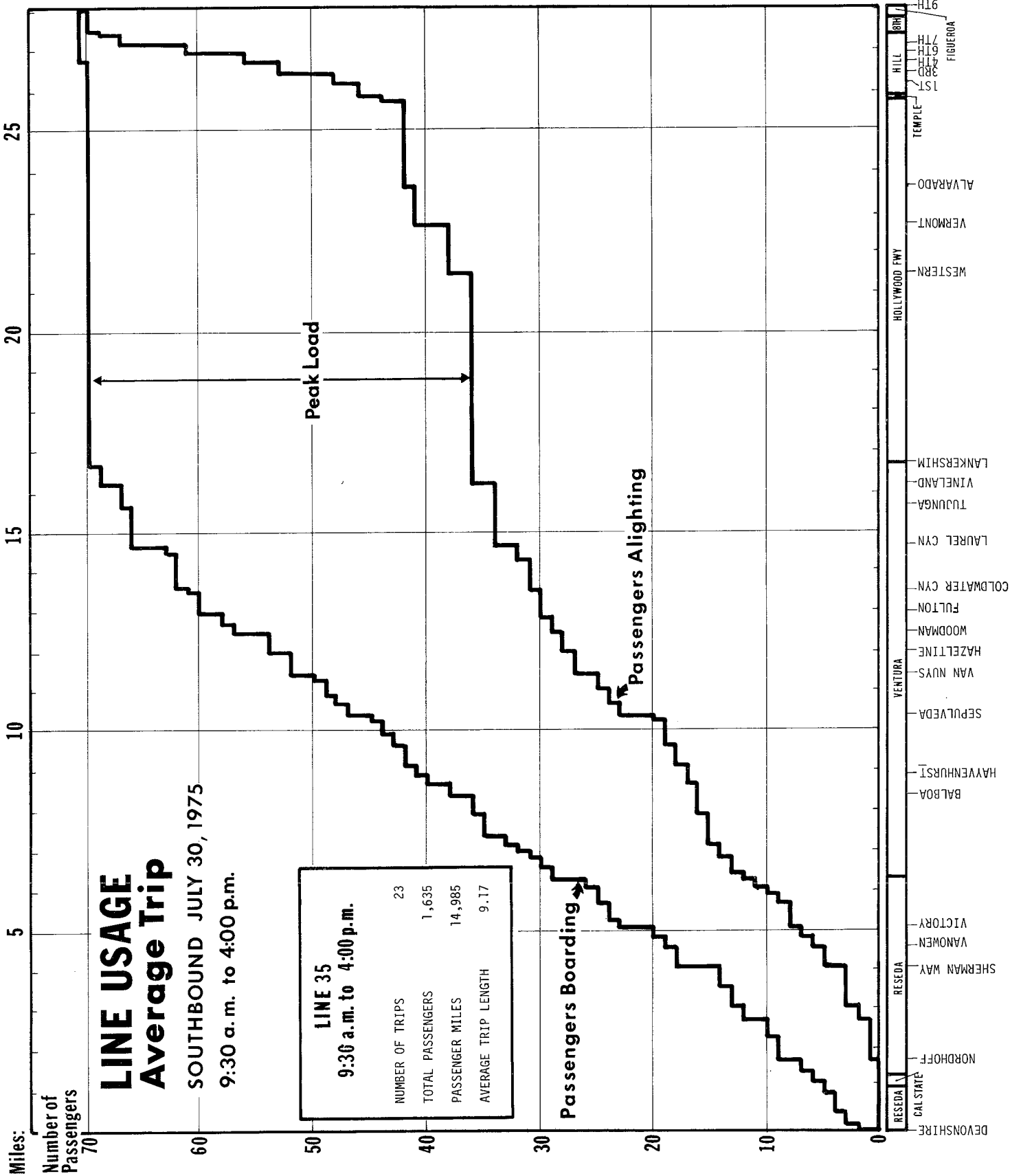
The top curve in all graphs represents passengers boarding. Measuring from the bottom of the graph to any point on the top curve will yield the number of passengers who have boarded since the beginning of the trip to that point on the route. Any portion of the top curve which is vertical is a measurement of the number of passengers boarding at that point only.

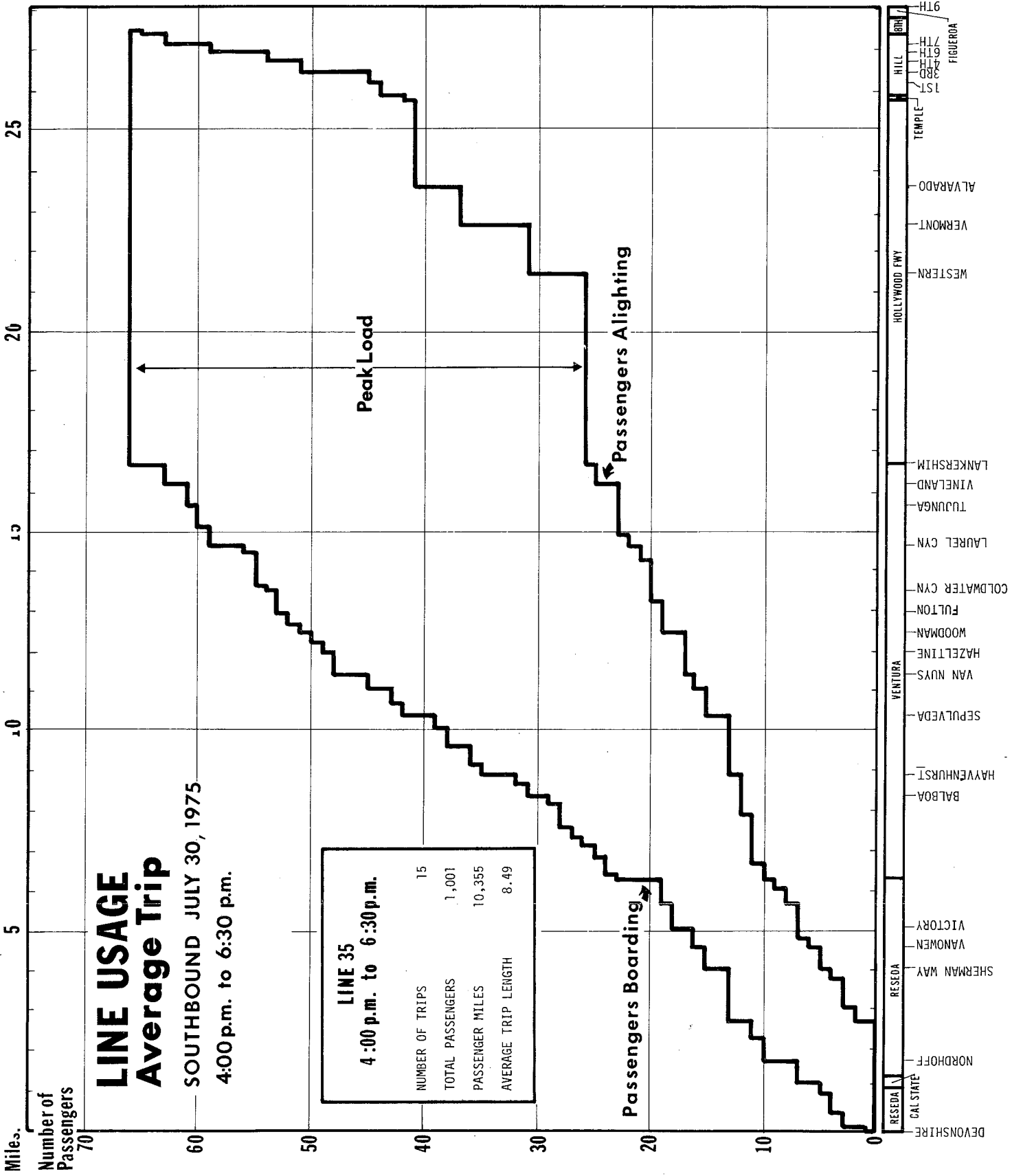
Similarly, the bottom curve in all graphs represents passengers alighting; and measuring from the bottom of the graph to any point on the bottom curve will show the number of passengers who have alighted from the beginning of the trip to that point on the route. Here too, any portion of the bottom curve which is vertical is a measurement of the number of passengers alighting only at that point.

The passengers on board at any point on the trip is the vertical difference between the top curve (passengers boarding) and bottom curve (passengers alighting).



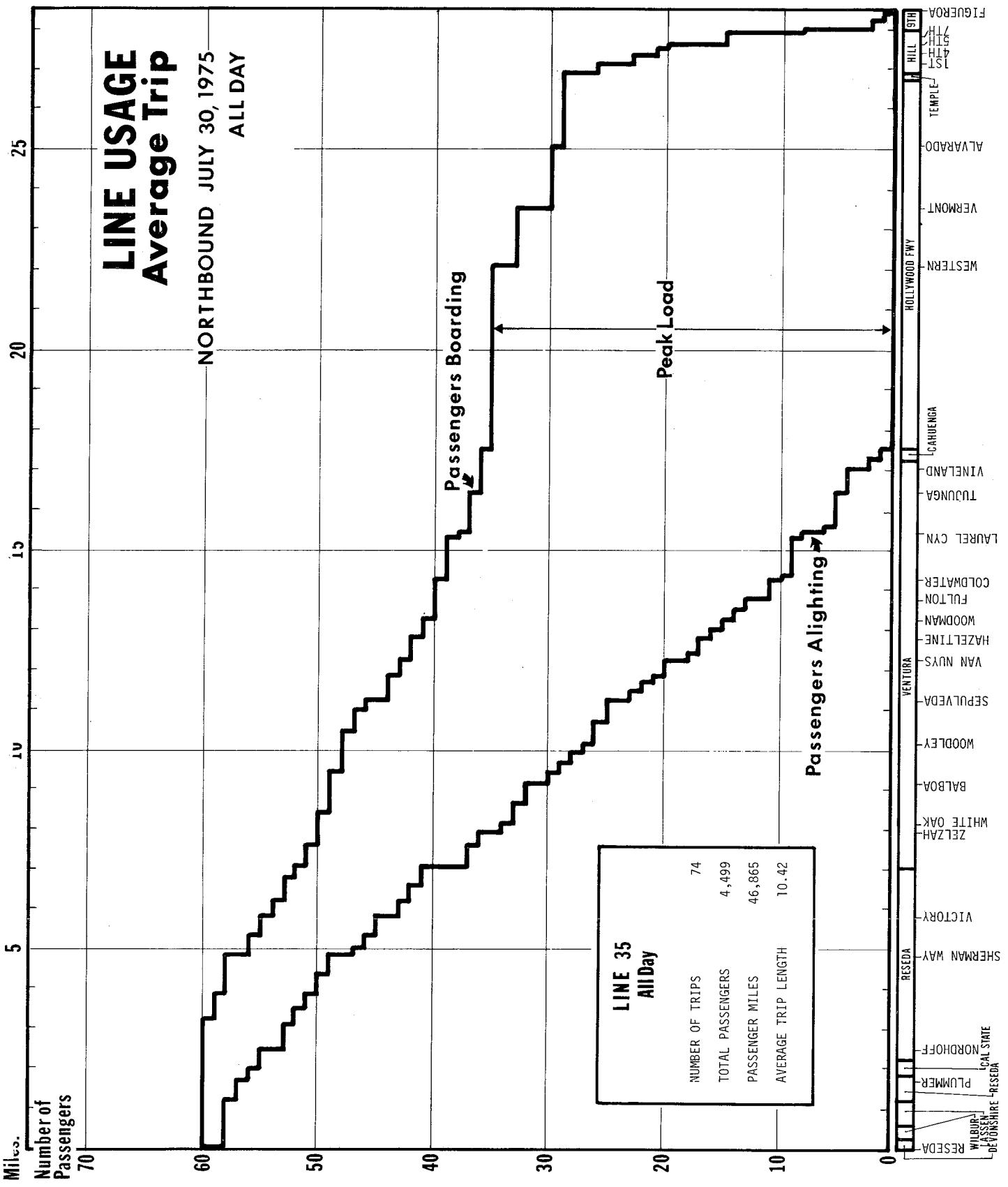






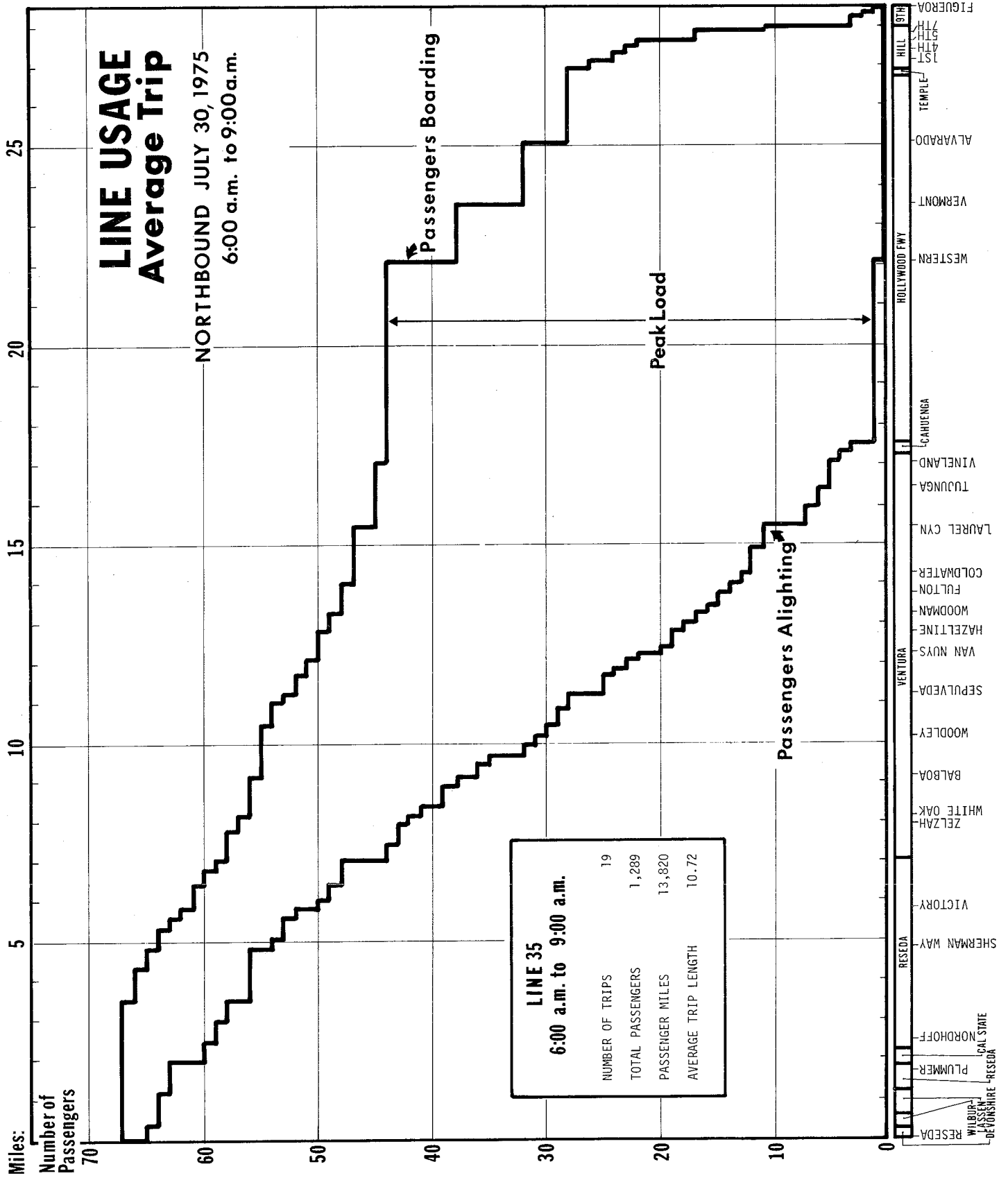
LINE USAGE Average Trip

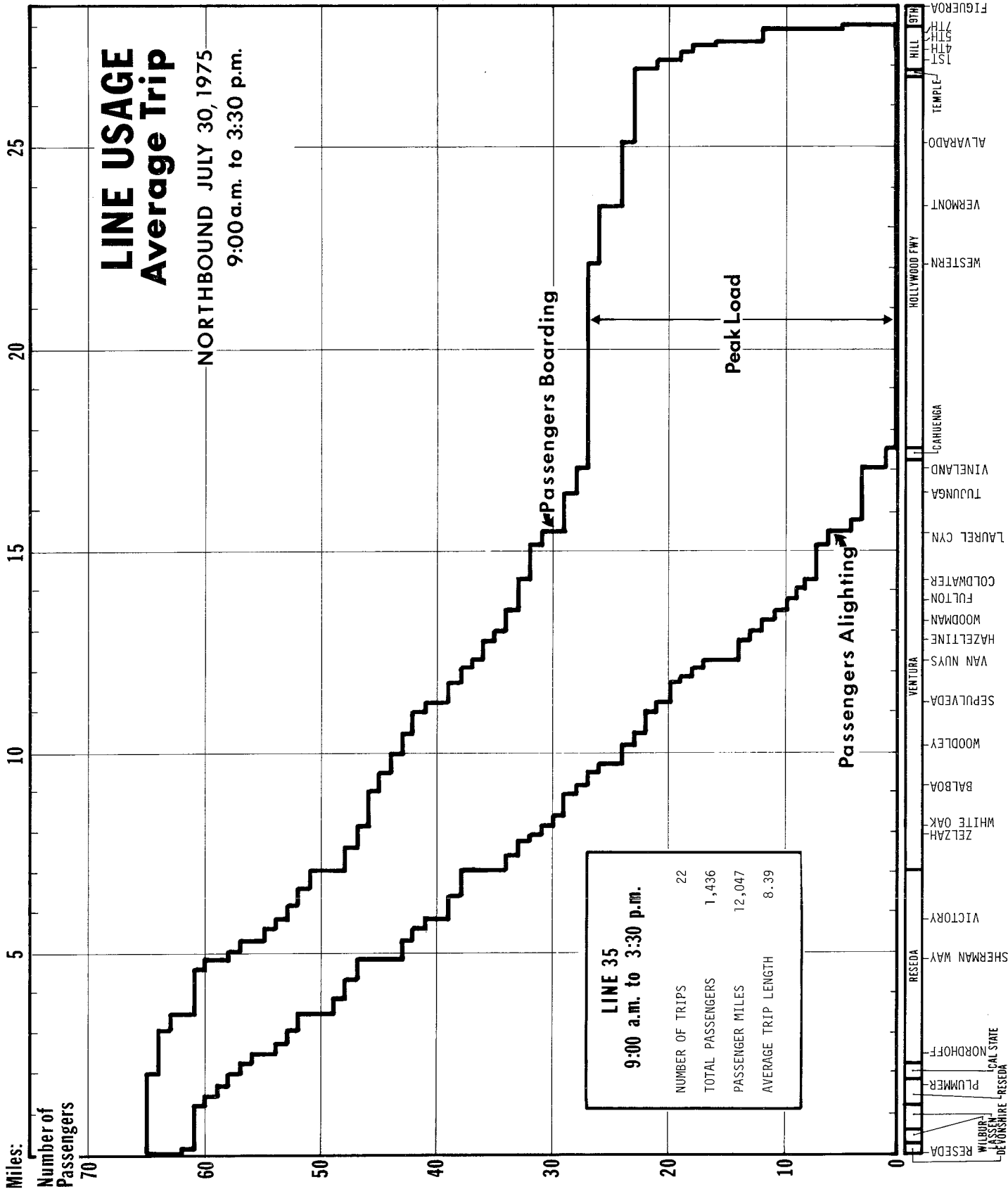
NORTHBOUND JULY 30, 1975
ALL DAY

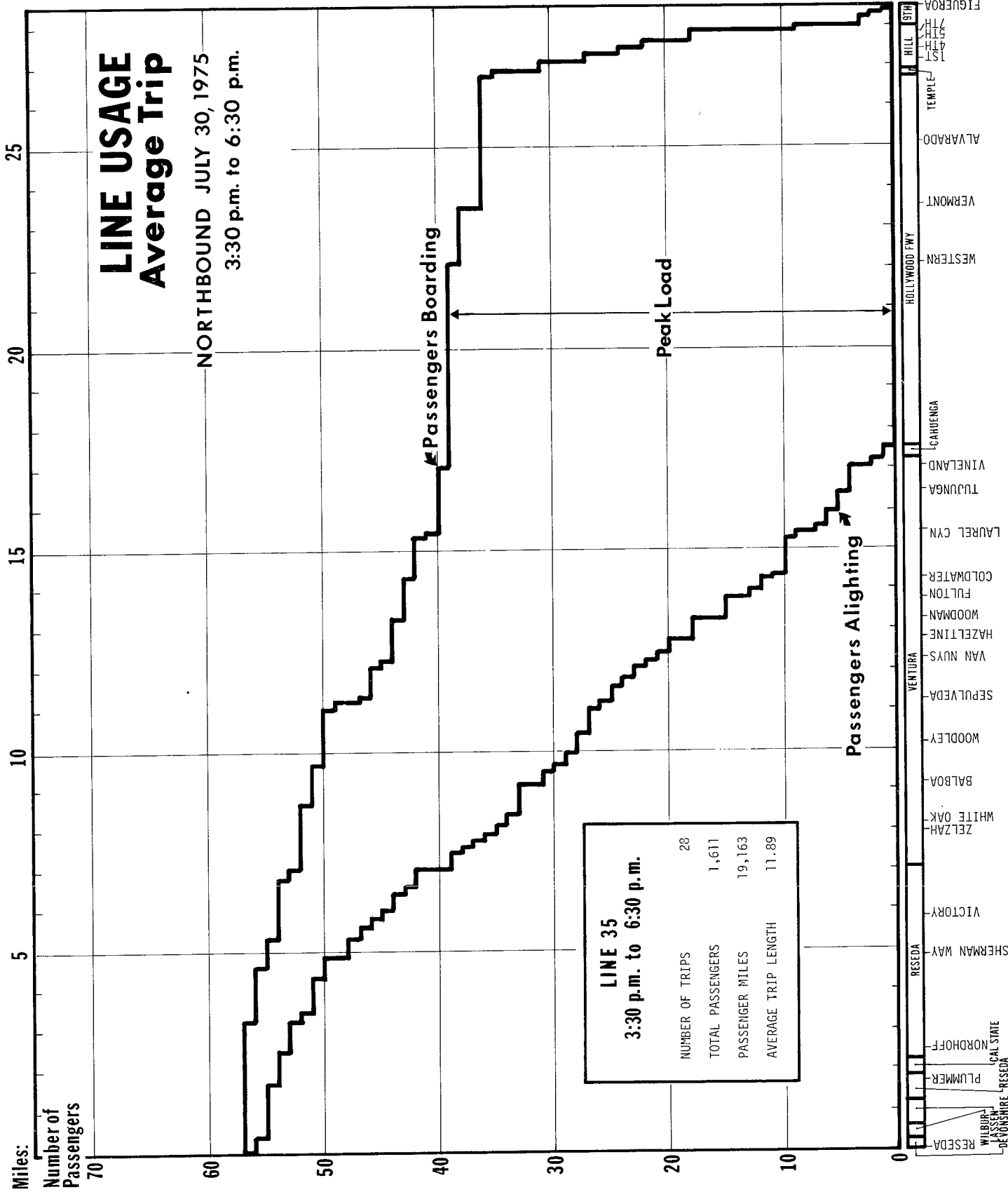


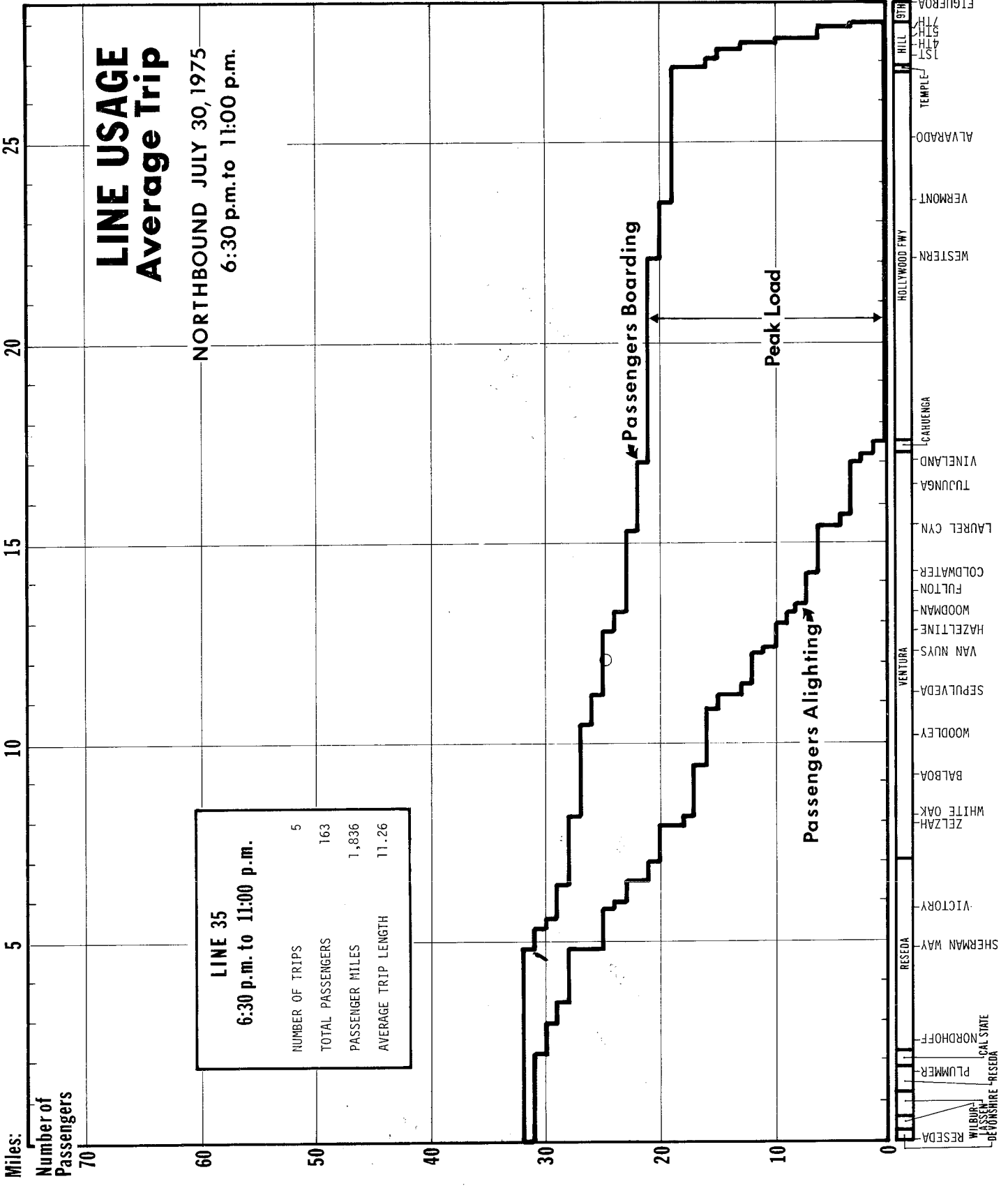
LINE 35 All Day	
NUMBER OF TRIPS	74
TOTAL PASSENGERS	4,499
PASSENGER MILES	46,865
AVERAGE TRIP LENGTH	10.42

- RESEDA
- WILBUR
- WILSON
- DEBONSHIRE
- RESEDA
- PLUMMER
- NORDHOFF
- CAL STINE
- SHERMAN WAY
- RESEDA
- VICTORY
- ZELZAH
- WHITE OAK
- BALBOA
- WOODLEY
- SEPULVEDA
- VENTURA
- VAN NUYS
- HAZELTINE
- WOODMAN
- FULTON
- COLDWATER
- LAUREL CYN
- TUJUNGA
- VINELAND
- CARDUENGA
- HOLLYWOOD FWY
- WESTERN
- VERMONT
- ALVARADO
- TEMPLE
- HILL
- 9TH
- FIGUEROA









COST FACTORS

LINE 35

DAILY AVERAGE			ANNUAL TOTAL	INDEX
WEEKDAYS	SATURDAYS	SUNDAYS & HOLIDAYS		

TIME VARIABLES

SCHEDULED VEHICLE HOURS: IN SERVICE TOTAL

SCHEDULED DRIVER PAY HOURS
ACTUAL DRIVER PAY HOURS

212	116	96	65,700	70.2
261	150	124	81,500	87.1
301	167	141	93,600	100.0
389	174	149	116,900	124.9

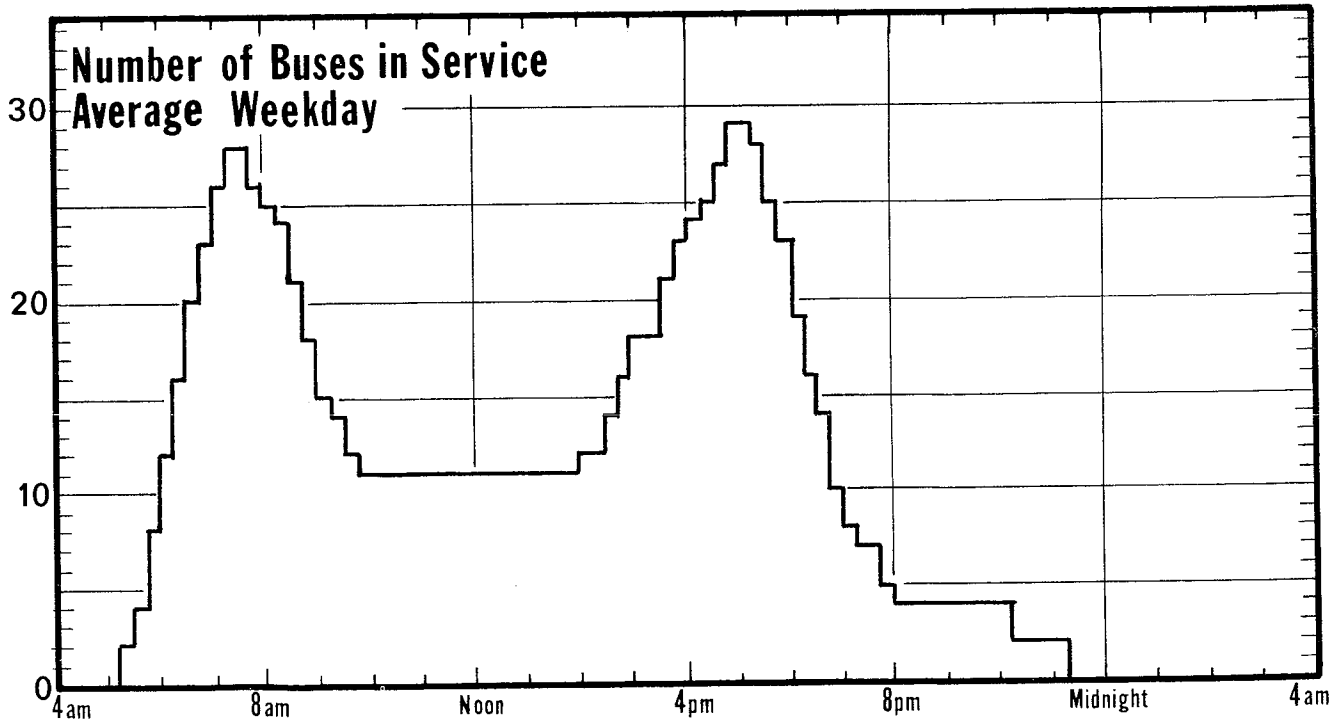
MILEAGE VARIABLES

SCHEDULED VEHICLE MILES: IN SERVICE TOTAL

ACTUAL VEHICLE MILES

4,249	2,436	2,035	1,328,200	88.2
4,843	2,705	2,252	1,506,200	100.0
5,194	2,706	2,271	1,596,900	106.0

EQUIPMENT PROFILE



TOTAL ANNUAL LINE COST

\$2,172,600