

EVALUATION  
OF  
NEW SERVICE  
IN  
EAST LOS ANGELES

SOUTHERN CALIFORNIA  
RAPID TRANSIT DISTRICT

Prepared by  
Surface Planning

May, 1976



Southern California Rapid Transit District  
425 South Main St., Los Angeles, California 90013  
Telephone: (213) 972-6000

JACK R. GILSTRAP  
General Manager

June 17, 1976

TO: Members of the Board of Directors

FROM: Jack R. Gilstrap

SUBJECT: Evaluation of New Services - East Los Angeles Transit Improvement Program

On January 25, 1976, the District implemented the East Los Angeles Transit Improvement Program, as fulfillment of a portion of the Agreement between the County of Los Angeles and the District. The Agreement also stipulates that the District will evaluate this new service with respect to ridership and cost considerations.

Passenger checks were conducted eight weeks after the implementation of the East Los Angeles Program. The attached report reflects the data gathered at that time, compared to conditions prior to the service improvement. Experience has shown that eight weeks is not sufficient time for a new or improved service to develop to full potential. This report is therefore a preliminary evaluation to project patterns and trends evolving within the sector. The continuing evaluation process will provide more comprehensive information about the success of the program.

The processing of the eight week passenger checks has revealed a significant increase in weekday ridership. Prior to the sector improvement, daily boarding passengers totaled 63,496. Since implementation ridership has increased 7,940 to 71,436, reflecting an increase of 12.5%.

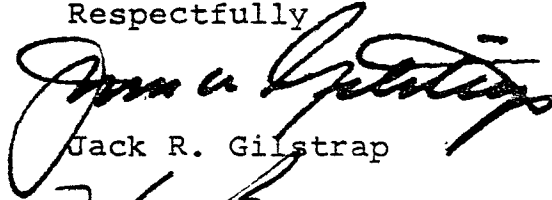
It is recommended that current operations be maintained, without significant modification. A six month passenger check and evaluation will be conducted to determine the

Members of the Board of Directors

June 17, 1976

productivity of the East Los Angeles Program. In the interim period staff will continue to respond to community requests for minor modifications and take action as appropriate.


Respectfully



Jack R. Gilstrap



By Howard C. Beardsley  
Assistant Manager of Surface  
and Advance Planning



By Stephen T. Parry  
Surface Planner

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## BACKGROUND

The East Los Angeles Transit Improvement Program was implemented on January 25, 1976 in an area roughly bounded by Garfield Avenue, Valley Boulevard, the Los Angeles River and Washington Boulevard. General features of this program are:

- Twenty-one buses added to the daily fleet requirements for a 16% increase.
- 5,437 additional daily vehicle miles for a 32% increase.
- Increased frequency and spread of service yielding a more efficient use of equipment.
- Increased weekend service.
- Improved service to educational, medical, shopping and institutional facilities.
- Establishment of 3 new lines.
- Rerouting or extension of 18 existing lines.
- Discontinuance of passenger restrictions on former interurban lines travelling on surface streets within the area.
- More efficient operation complimenting the service provided by Montebello Municipal Bus Lines.

Particular attention was directed to the most salient transit deficiencies of the East Los Angeles community. These points included poor weekend service and incompatible service frequencies between lines. Although the previous system in the study area contained many routes, the actual service was marginally productive for residents due to the incorporation of former established transit properties. The Los Angeles Railway, Pacific Electric, Metropolitan Coach Lines and Eastern Cities Lines operated many varied levels of service, with passenger restrictions. These properties, acquired by the District at different times, were never totally modified to bring full transit service due to lack of funding for necessary improvements. The East Los Angeles Transit Improvement Program addressed these specific requirements by establishing a minimum 20 minute frequency within the area and substantial improvements on the weekend. Such improved service requires 55% more vehicles on Saturday and 62% on Sunday.

## PURPOSE OF THE REPORT

The East Los Angeles Transit Improvement Project was the first major sector improvement to be implemented since the San Fernando Valley and South Central Grid Projects, a year ago. Staff planning efforts included the experience gained from these previous projects. Preparations for subsequent evaluation of the transit service in East Los Angeles were guided by the transit criteria developed by your Board.

This report is intended to satisfy the terms of the Agreement between the District and the County of Los Angeles in which the District is to evaluate and report on the effects of the East Los Angeles Transit Improvement Program. This initial portion of the evaluation will present the changes in ridership brought about by the service improvements and the cost effectiveness of the lines as reflected by the productivity.

This initial evaluation indicates the success of the Transit Improvement Program and demonstrates how well the East Los Angeles System serves the transportation needs of the residents. This is but the first step in the process of evaluating new service to the area and will be supplemented by further analyses after approximately six months of operation. At that time, the District will have had the opportunity to receive public input, identify problem areas and modify the system as necessary. The evaluation process is intended to contribute to providing economical public transportation in accordance with the socio economic character and transit needs of the population in the East Los Angeles Sector.

## CHARACTERISTICS OF THE AREA

The modifications of this program were tailored to accommodate and benefit the demographic and socio-economic characteristics of the East Los Angeles Community. Approximately 20 square miles make up the sector and contain about 290,000 people, according to the 1970 census, or an average density of 14,500 people per square mile. Family income is less than \$5,000 per year for 50% of the population and only 20% have family incomes exceeding \$10,000 per year (1970 dollars). Over 50% of the households do not own an automobile and the remainder generally own only one automobile although usually more than one member of the family works. Over 50% of the workers travel to work by bus, bicycle, or on foot. About 35% of the population is either too old or too young to drive.

The Service Improvement Program was designed to meet the transit dependent characteristic of East Los Angeles by not only improving access to work locations outside of the area but also increasing intra-sector mobility and adding more weekend service. For a community which relies more heavily on public transit for local shopping trips, medical needs and weekend activities, than communities with a greater number of vehicles per household, such goals are imperative.

#### COMMUNITY INVOLVEMENT & SYSTEM REFINEMENT

The East Los Angeles Transit Improvement Program was developed with a primary focus on the community. Input was solicited from community groups and County officials, and requests from the public at large were analyzed during the planning process. Additionally, the plan was discussed with Municipal operators in the area resulting in adjustments to schedules and routings to better serve the riding public.

Bi-lingual community meetings were held to give the public the opportunity to add ideas to the plan. Planning and Community Relations field representatives also worked closely with the Transportation Advisory Committee, East Los Angeles College, the East Los Angeles Chamber of Commerce and Supervisor Edelman's staff.

This activity has continued since implementation in January. Field staff has investigated requests and complaints, and submitted recommendations for refinements of the system. It was anticipated at the time of implementation that these service improvements would attract new riders from the sector, without negative impact on established ridership, and, in many cases provide more convenient service for the regular rider. Reaction has been highly favorable. Initially, isolated complaints were registered concerning transferring to complete a trip previously available by direct service. However, these complaints apparently were the result of the transition from a network of individual lines to a planned system.

Modifications to the system have been relatively insignificant compared to the total plan. Specific routings were changed to a small degree in conjunction with the Mid-Cities and San Gabriel Valley system implementation.



Line 16 was rerouted in the vicinity of California State University, Los Angeles (CSULA) for safety reasons. At the request of CSULA Security Staff, and after investigation and concurrence from District Field Staff, Line 16 was rerouted from Gravois Avenue to Berridge Road in the north parking area at the University. Permanent change was approved by your Board on June 2, 1976.

The other modifications have been in turnaround loops and layover zones, without impacting the regular routing of the lines. Turnaround loops and layover zones have been relocated on Lines 14, 87, 26, 30 (San Gabriel Valley Line 420), and 47. These modifications have been initiated by public reaction, petitions, governmental agencies, District operating personnel, and District Field Representatives. The frequencies of the lines and resulting numbers of buses in layover have aroused the residents in many cases. The elimination of automobile parking was also a contributing factor in several locations.

In April of this year, the Field Staff in the El Monte Regional Office was increased to better serve the East Los Angeles and San Gabriel Valley Sectors. Bilingual information and technical service is provided by the office, in addition to continuing liaison activities.

#### EVALUATION

While planning the East Los Angeles service improvements, staff included arrangements to evaluate the improvements by comparing original conditions with those of the new system. Careful steps were taken to separate the data collection, reduction and analysis efforts for the East Los Angeles Sector, from the Mid-Cities and San Gabriel Valley Programs.

The East Los Angeles Sector was subjected to changes in three phases. Major modifications occurred on January 25, 1976. Later improvements in the Mid-Cities and San Gabriel Valley Sectors on February 22, and April 11, 1976, respectively, affected only the East Los Angeles Trans-Sector lines, which operate into the Los Angeles Central Business District, the central cities and the south central areas as well as the Mid-Cities and San Gabriel Valley areas.

## Objectives and Criteria

A major element of staff efforts has been to determine the objectives of the evaluation process and to develop criteria for measuring their accomplishment. The objectives so far developed and the criteria for measurement are presented in Table 1.

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Table 1. Evaluation of New Services in  
East Los Angeles

### Objectives and Criteria

OBJECTIVE	CRITERIA
To determine if the new service has attracted more riders than the previous service.	Passenger totals, day and night, by line, by sector, pre-and-post.
To determine if new service is as productive as previous service.	Passengers in the Sector per vehicle hour, assigned to lines or portions of lines in the project Sector, day and night, pre-and-post.
To determine if productivity is adequate to continue service.	Productivity of the line <u>at maturity</u> should exceed 20 passengers per vehicle hour, day and night, by Sector and by line. Transit dependency and system integrity are considered on a subjective basis.

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## Methodology

A guideline in designing the service evaluation program for projects implemented in early 1976, was that all improvement projects should be evaluated in the same way, so that any one could be compared with another. Project evaluations for recently implemented service in East Los Angeles, Mid-Cities and San Gabriel Valley should afford comparison with the San Fernando Valley and the South Central Grid evaluation.

## Sector Boundaries

The issue of comparability quickly encountered the difficulty of determining how much each project was affected by the other improvement projects implemented from January 1976 to April 1976. The project sectors overlapped each other. Some lines that crossed more than one sector were changed by successive improvement projects; some trans-sector lines were changed in the sector but not in areas outside the project sector. To resolve this difficulty it was decided that project sector boundaries would be redefined so that projects were mutually exclusive and passengers would be counted only in the project sector. The East Los Angeles study sector for the purposes of this evaluation, is bounded by:

- The Los Angeles River from Washington Boulevard to Mission Road.
- Mission Road from Macy Street to Valley Boulevard.
- Valley Boulevard from Mission Road to the Long Beach Freeway.
- Long Beach Freeway from Valley Boulevard to Ramona Boulevard.
- Ramona Boulevard - Ramona Road from the Long Beach Freeway to Garvey Avenue.
- Garvey Avenue from Ramona Road to Monterey Pass Road.
- Monterey Pass Road from Garvey Avenue to Brooklyn Avenue.
- Brooklyn Avenue - Riggin Street from Monterey Pass Road to Garfield Avenue.
- Garfield Avenue from Riggin Street to Washington Boulevard.
- Washington Boulevard from Garfield Avenue to the Los Angeles River.

The portions of old lines included in the East Los Angeles sector are included in Table 2. New line information is in Table 3.

Table 2

EVALUATION OF NEW SERVICES  
 EAST LOS ANGELES TRANSIT IMPROVEMENT PROGRAM  
PRE-IMPLEMENTATION LINE BOUNDARIES

<u>Line No.</u>	Segment of Line in Sector	
	<u>From</u>	<u>To</u>
2	Macy & Alameda	North Terminal
11	Dozier & Rowan	Monterey Pass & Garvey
17	Dozier & Rowan	Monterey Pass & Garvey
26	1st & Mission	North Terminal
28	7th & Boyle	East Terminal
32	Washington & Soto	North Terminal
47	Terminal	Terminal
50	Slauson & Pacific	North Terminal
61	Atlantic & Washington	Atlantic & Brooklyn
63B	West Terminal	Atlantic & Brooklyn
63M	West Terminal	Eastern & Ramona
72	Whittier & Boyle	Whittier & Garfield
87	Terminal	Terminal
118	West Terminal	Whittier & Garfield
140/141	Terminal	Terminal
142	Terminal	Terminal
143	Terminal	Terminal

Table 3

EVALUATION OF NEW SERVICES  
EAST LOS ANGELES TRANSIT IMPROVEMENT PROGRAM  
POST IMPLEMENTATION LINE BOUNDARIES

<u>Line No.</u>	Segment of Line in Sector	<u>To</u>
	<u>From</u>	
2	Macy & Alameda	North Terminal
11	South Terminal	Monterey Pass & Garvey
15	Terminal	Terminal
16	Terminal	Terminal
17	South Terminal	Monterey Pass & Garvey
26	1st & Mission	North Terminal
28	7th & Boyle	East Terminal
30	West Terminal	Brooklyn & Atlantic
32	Washington & Soto	North Terminal
47	Terminal	Terminal
50	Slauson & Pacific	North Terminal
61	Atlantic & Washington	Atlantic & Brooklyn
63	West Terminal	Eastern & Ramona
*72(820)	Whittier & Boyle	Whittier & Garfield
87/14	Terminal	Terminal
* 118	West Terminal	Washington & Garfield
142	Terminal	Terminal
143	Terminal	Terminal

\* Lines 72 & 118 operated without restrictions in East Los Angeles from January 25 to February 22, 1976 when they were replaced by 820 and 822 respectively.

Some of the lines serving East Los Angeles operate outside the above sector boundaries but are considered primarily to serve East Los Angeles. Passenger counts for these lines are included in the East Los Angeles evaluation. Pre-implementation Lines 47, 63B and 63M and post-implementation Lines 30, 47 and 63 are handled in this way.

### Ridership

Another essential element in meeting the evaluation objectives of comparability for mature lines was to decide on a consistent definition of ridership. A rider is a boarding passenger regardless of the type of fare paid.

### Ridership Growth with Time

Previous evaluation of the South Central and San Fernando Valley Grid Systems by staff and the Joint Agency Transit Advisory Committee indicated that line ridership of new service increases for some time after implementation. The point at which this growth levels off cannot be specified because of the demographic variations of areas served by the lines under study and differences in the extent of changes made to different lines. Evaluation of this project and others to follow may allow staff to successfully predict line performance. At present it can be said that line growth may level off between six and twenty four months after implementation.

### Results

Once riders were defined and passenger counts scheduled the checking process got underway.

### 100% Ridership Checks

Passengers are counted by District checkers who ride each trip on a line from end to end. In what is known as a 100% check, the checker counts the passengers boarding and alighting at each stop and records the type of fare paid. The 100% check is widely accepted as representative of annual ridership on a line but has limitations because of daily ridership fluctuations of up to 5%. Inclement weather can cause variations of up to 10%. The 100% check is, in reality, a sample and is subject to normal sampling errors when it is used to draw conclusions about the total annual ridership of a line. It took 7 working days, between March 29 and April 6, 1976 to complete the checks for the 19 lines involved in the study.

The total sector ridership therefore, contains some inconsistencies introduced by possible variations between lines checked on different days. The same procedure was followed for pre-implementation checks, except checks were taken over an extended period from October, 1975 through January, 1976.

#### Passenger Totals

The passenger counts for the lines existing before implementation are shown in Table 4. During the day (beginning to 7:00 p.m.) there were 60,556 passengers boarding in the sector while 2,940 rode at night (7:01 p.m. to close) for a total of 63,496.

The post implementation East Los Angeles sector riders are shown in Table 5. During the day there were 68,126 passengers (up 7,570) while night ridership increased by 370. Total passengers increased to 71,436, up 7,940, a gain of 12.5%.

#### Factors contributing to the Increase

The increase in ridership in the East Los Angeles area can be attributed to establishment of a grid type transit system with improved service frequencies to replace the collection of individual lines with disparate operating frequencies.

#### Confirming Factors

Division revenues. Revenue data collection is accomplished at division level for the aggregate of bus lines operated from the division. Precise allocations of revenues to each line is not possible, but general trends can be deduced. Divisions 1-11, 2, 3-10, 4-5 and 9, which operate East Los Angeles lines, have recorded a rise in average daily fare box revenues between the months of January/February and April/May. Division 9 was included even though it was impacted heavily by the Mid-Cities and San Gabriel Valley projects. The above Divisions' revenue gain of \$2,398 represents 13,191 daily riders at the District average of 5.5 boardings per fare box dollar, and partially substantiates the gain in ridership in East Los Angeles.

Table 4 EVALUATION OF NEW SERVICE  
 EAST LOS ANGELES TRANSIT IMPROVEMENT PROGRAM  
 PRE IMPLEMENTATION RIDERSHIP

Line No.	Line Name	Total One-Way Route Miles	Passengers Boarding In Sector		
			Day	Night	Total
2*	Brooklyn-Hooper-Compton Aves.	20.2	4,267	258	4,885
11*	San Gabriel Blvd. - Atlantic Blvd. - East Los Angeles	12.3	245	NNS	245
17 *	New Ave.-Fremont Ave. - East Los Angeles	11.0	190	NNS	190
26*	West Pico-E. 1st St.	10.1	10,843	490	11,333
28*	Whittier Blvd.-W.3rd St.	9.9	3,736	161	3,897
32*	Indiana St.-Washington Bl.	11.1	2,042	57	2,099
47	Whittier Bl.-E. 4th St.	11.7	11,544	460	12,004
50*	Florence Ave.-Soto St.	14.9	12,327	640	12,967
61*	Long Bch.-Atlantic Bl.-Pasadena.	30.1	554	11	565
63B*	Los Angeles-El Monte via		1,626	111	1,737
63M*	Garvey Ave.	16.3	722	37	759
72*	Los Angeles - Whittier - Fullerton	30.8	5,031	182	5,213
87	Ramona Gdns. - General Hospital Busway Sta. - Evergreen Ave.	5.0	629	21	650
118*	Whittier-E. Washington Bl.	15.7	83	NNS	83
140/141	Arizona Ave. - Kern Ave.- Ford Blvd.	11.1	5,029	466	5,495
142	City Terrace	1.9	648	24	672
143	Eastern Ave.	7.0	680	22	702
			60,556	2,940	63,496

NNS = No Night Service

\* East Los Angeles Sector Figures Only



Table 5

EVALUATION OF NEW SERVICE  
EAST LOS ANGELES TRANSIT IMPROVEMENT PROGRAM  
POST IMPLEMENTATION RIDERSHIP

Line No.	Line Name	Total One Way Route Miles	Passengers Boarding In Sector		
			Day	Night	Total
2*	Brooklyn-Hooper-Compton Aves.	20.2	4,392	278	4,670
11/16*	State Univ.-San Gabriel-Arizona Ave.	20.1	1,010	74	1,084
15	Rowan Ave.	2.9	765	7	772
17*	New Ave. - Fremont Ave. - Arizona	11.7	394	26	420
26*	West Pico - East First St.	13.4	13,971	552	14,523
28*	Whittier Blvd. - W. 3rd St.	13.0	10,488	448	10,936
30*	Brooklyn-Garfield.	13.9	2,364	244	2,608
32*	Indiana St. - Washington Bl.-Gage Ave.	11.3	2,499	99	2,598
47	Whittier Bl. - E. 4th St.	12.7	11,446	521	11,967
50*	Florence Ave. - Soto St.	14.9	13,497	657	14,154
61*	Long Beach - Atlantic Blvd. - Pasadena	27.3	899	37	936
63*	Los Angeles-El Monte via Garvey Ave.	16.2	900	114	1,014
72(820)**	Los Angeles-Whittier-Fullerton	30.8	718	25	743
87/14	Euclid-Evergreen-Boyle	7.3	1,547	70	1,617
118(822)	Whittier-E.Washington Blvd.	15.6	278	2	280
142	Lorenza-Hazard-Fowler	7.5	1,692	75	1,767
143	Eastern Ave.	7.6	1,266	81	1,347
			68,126	3,310	71,436

\* East Los Angeles Sector Totals Only

\*\* Lines 72 and 118 were in operation until February 22, 1976 but were not checked after East Los Angeles implementation. Figures shown are for Lines 820 and 822 respectively in the East Los Angeles Sector.

Sector Pass Sales. Although pass sales are even more difficult to localize than farebox revenue, sales at East Los Angeles College help illustrate the general sector activity. Sales averaged 44 regular passes and 0.5 senior citizen passes in the four months before implementation. They have jumped to an average of 147 regular and 10 seniors for the four months after implementation.

### Productivity

To determine whether the productivity of new service was as high as previous service, the passengers per line in the sector were divided by the vehicle hours per line in the sector.

The overall productivity of lines in the East Los Angeles Sector before implementation of the Transit Improvement Program was 55.5 passengers per vehicle hour. Individual line ratios ranged from a high of 96.6 passengers per vehicle hour to a low of 7.7. Table 6 displays the East Los Angeles productivity of the lines before implementation. Corresponding productivity for post implementation lines is presented in Table 7. Overall productivity dropped to 52.2 passengers per vehicle hour, down 7.0 because of the impact of adding 298 vehicle hours to the sector. This 26% increase in vehicle hours outweighs even the substantial increase in ridership to show an initial drop in productivity.

Night service showed a slight decline in productivity from 24.4 passengers per hour to 24.0. The 12.6% gain in ridership was balanced by a 14.5% increase in the vehicle hours assigned to night service on 18 of the 19 new lines.

### CONCLUSIONS

The East Los Angeles Transit Improvement Project has been well received by a largely transit oriented populace. Ridership is up almost 13% and productivity remains well above the criteria for retaining service. The ridership increase is supported by observed gains in Division revenues and pass sales in the East Los Angeles area.

Table 6

**EVALUATION OF NEW SERVICE IN EAST LOS ANGELES**  
Pre Implementation Productivity

Line No.	Passengers Boarding In Sector			Vehicle Hours in Sector			Productivity Passengers Per Vehicle Hour		
	<u>Day</u>	<u>Night</u>	<u>Total</u>	<u>Day</u>	<u>Night</u>	<u>Total</u>	<u>Day</u>	<u>Night</u>	<u>Total</u>
2*	4627	258	4885	70.2	10.0	80.2	65.9	25.8	60.9
11*	245	NNS	245	8.8	NNS	8.8	27.8	NNS	27.8
17*	190	NNS	190	20.8	NNS	20.8	9.1	NNS	9.1
26*	10843	490	11333	110.3	9.8	120.1	98.3	49.8	94.4
28*	3736	161	3897	55.1	8.5	63.6	67.8	19.0	61.1
32*	2042	57	2099	47.6	3.8	51.4	42.9	15	40.8
47	11544	460	12004	169.1	21.9	191	68.3	21.0	62.8
50*	12327	640	12967	114.4	19.9	134.3	107.8	32.2	96.6
61*	554	11	565	14.5	.60	15.1	38.2	17.5	37.4
63B*	1626	111	1737	41.2	4.2	45.4	39.4	26.4	38.2
63M*	722	37	759	36.8	3.7	40.5	19.6	10.0	18.7
72*	5031	182	5213	75.4	3.7	79.1	66.7	49.2	65.9
87	629	21	650	74.5	9.5	84	8.4	2.2	7.7
118*	83	NNS	83	7.6	NNS	7.6	10.9	NNS	10.9
140/141	5029	466	5495	122.5	13.5	136.	41.1	34.5	40.4
142	648	24	672	13.3	4.7	18.	48.7	5.1	37.3
143	680	22	702	41.4	6.6	48.	16.4	3.3	14.6
	<u>60556</u>	<u>2940</u>	<u>63496</u>	<u>1023.5</u>	<u>120.4</u>	<u>1143.9</u>	<u>59.2</u>	<u>24.4</u>	<u>55.5</u>

NNS = No Night Service

\*East Los Angeles Sector Totals Only.

EVALUATION OF NEW SERVICE IN EAST LOS ANGELES  
POST IMPLEMENTATION PRODUCTIVITY

Table 7

Line No.	Passengers Boarding in Sector			Vehicle Hours in Sector			Productivity Passengers per Vehicle Hour		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
* 2	4,392	278	4,670	70.	10.2	80.2	62.7	27.3	58.2
*11/16	1,010	74	1,084	23.1	5.1	28.2	43.7	14.5	38.4
15	772	NNS	772	28	NNS	28	27.6	NNS	27.6
* 17	394	26	420	9.5	.4	9.9	41.5	65	42.4
* 26	13,971	552	14,523	225.8	18.6	244.4	61.9	29.7	59.4
* 28	10,488	448	10,936	201.9	19.3	221.2	51.2	23.2	49.4
* 30	2,364	244	2,608	57.7	7.6	65.3	40.9	32.1	39.9
* 32	2,499	99	2,598	52.7	5.2	57.9	47.4	19.0	44.9
47	11,446	521	11,967	177.9	22.1	200	64.3	23.6	59.8
* 50	13,497	657	14,154	125.3	9.0	134.3	107.7	73	105.4
* 61	899	37	936	18.6	1.1	19.7	48.3	33.6	47.5
* 63	900	114	1,014	39.9	5.3	45.2	22.6	21.5	22.4
**72(820)	718	25	743	72.7	4.0	76.7	9.9	6.3	9.7
87/14	1,547	70	1,617	67.7	10.3	78	22.9	6.8	20.7
**118(822)	278	2	280	28.8	.1	28.9	9.7	20	9.68
142	1,692	75	1,767	51.1	9.9	61	33.1	7.6	29.0
143	1,266	81	1,347	53.4	9.6	63	23.7	8.4	21.4
	68,126	3,310	71,436	1,304.1	137.8	1,441.9	52.2	24.0	49.5

NNS - No Night Service

\* East Los Angeles Sector Totals Only

\*\* Lines 72 and 118 were in operation until February 22, 1976 but were not checked after ELA implementation. Figures shown are for Lines 820 & 822 respectively in the East Los Angeles Sector.

## RECOMMENDATIONS

- That service to East Los Angeles continue without major changes in service levels until six months of operation.
- That staff continue to scrutinize operations and routes and schedules to meet the needs of the community.
- That additional rider checks be made after six months of operations.
- That staff develop proposals to achieve greater productivity.