

REPORT ON THE STATUS
OF
RTD SERVICE
IN THE
MID-CITIES

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Prepared by:

BUS PLANNING DEPARTMENT

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MID-CITIES STATUS REPORT

BACKGROUND

The District and its predecessor companies have provided rail and bus public transit service to the Mid-Cities sector of the Los Angeles County since the Pacific Electric era. The Mid-Cities sector shown in Figure 1, generally is bordered by Long Beach Boulevard on the West, Whittier Boulevard on the North, the Los Angeles-Orange County line on the East and Artesia Boulevard on the South. In keeping with the heretofore low-density nature of this region, previous service was largely oriented toward downtown Los Angeles and concentrated in the north and west portions of Mid-Cities. Development in the Mid-Cities of increased housing, shopping, employment and governmental services brought an influx of new residents, swelling population by 13% between 1960 and 1970. The new residents maintained the Mid-Cities' middle class character and retained a high level of personal mobility with an average of 1.6 automobiles per household. This development not only attracted new residents; it also changed the trip patterns of many potential transit users. The new employment and shopping sites created within the Mid-Cities enabled many residents to begin and end their trips in the area. The previous heavy emphasis toward downtown Los Angeles routings was thus not required.

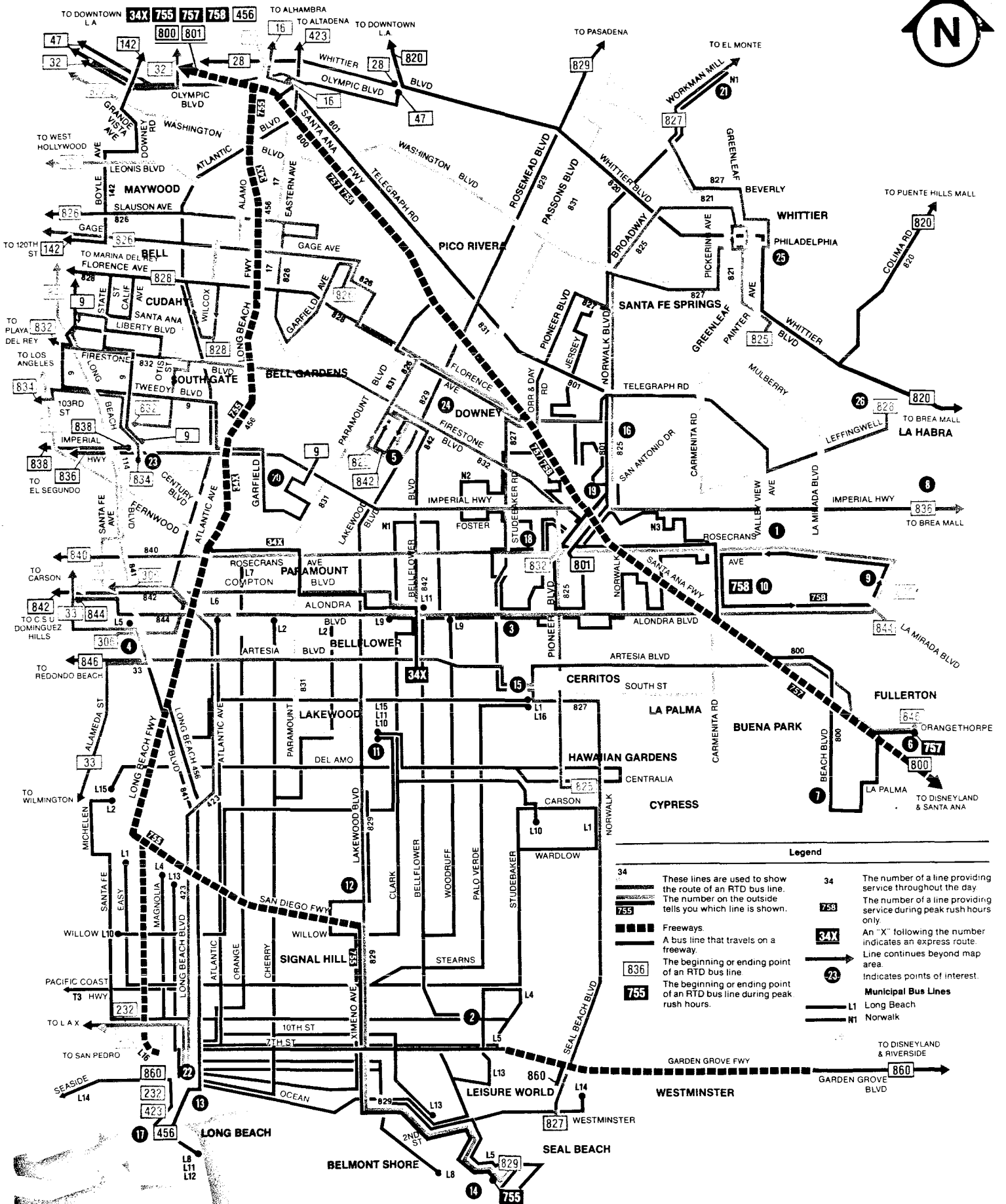
In the early 1970's the District maintained 19 bus lines serving Mid-Cities. Table A-1 in Appendix A shows the level of service provided. Of these 19 lines, six provided 30-minute or better base period (other than rush hours) headway; eight offered 40 to 60-minute service and five lines ran from 80 to 240 minutes apart. Only nine lines operated after 7:00 p.m. on headways ranging from 30 to 200 minutes. Saturday service was provided on 17 and Sunday service operated on 12 of the 19 lines.

Service in the area was greatly improved in 1976 due in part to the temporary injection of subsidies from Los Angeles County. On February 22, 1976, 22 new lines replaced previous service (see Table A-2). Of the 22 lines, 17 provided 30-minute or less base headways, while the remaining five lines offered 60-minute service. There were 18 lines operating after 7:00 p.m. on headways ranging from 30 to 60 minutes. Saturday service was provided on all Mid-Cities lines while Sunday service operated on 21 of the 22 lines. The County's subsidy gradually decreased and by FY 1977 had been eliminated entirely.

At the same time as local support for transit was declining, the District's expenses rose. Faced with significant deficits, the District met its legal requirements for a balanced budget by introducing a systemwide series of service economies. These economies, made in 11 increments covering all areas of the County, resulted in the removal of approximately \$16.5 million from the District's budgets for FY 77 and FY 78. The economies were achieved by cancelling night and weekend service, lengthening base period

FIGURE 1

MAP OF MID-CITIES SECTOR



Legend

- These lines are used to show the route of an RTD bus line. The number on the outside tells you which line is shown.
- Freeways.
- A bus line that travels on a freeway.
- The beginning or ending point of an RTD bus line.
- The beginning or ending point of an RTD bus line during peak rush hours.
- The number of a line providing service throughout the day.
- The number of a line providing service during peak rush hours only.
- An "X" following the number indicates an express route. Line continues beyond map area.
- Indicates points of interest.
- Municipal Bus Lines**
- L1 Long Beach
- N1 Norwalk

headways to as much as 65 minutes, combining lines, and in the case of Line 823 (Bloomfield Avenue), suspending the service. This program left 20 lines assigned to Mid-Cities and resulted in reduction of some 42 buses, 590 vehicle hours and over 8,300 miles daily.

Currently, there are 19 lines assigned to the Mid-Cities (See Table A-4). Of these, eight have base headways of better than 30 minutes, two are at 40 minute and nine are at 60-minute cycles. There are no lines with service worse than 60 minutes. Ten lines provide night service; weekend service is scheduled on 13 lines with frequencies between 30 and 60 minutes.

A comparative analysis of service between current service and that provided in the early 1970's reveals that the present service:

- o Provides more frequent overall service; no lines have headways worse than 60 minutes;
- o Has slightly more night service;
- o Has comparable weekend service;
- o Has approximately 500 more daily vehicle hours and more than 8,000 daily vehicle miles.

MAJOR OPERATIONAL CHANGES UPDATE

Since the last status report prepared in 1978, there have been several major changes affecting the service assigned to the Mid-Cities sector. The following is a listing of these changes (presented in reverse chronological order):

- o Reroute of Line 831 (Paramount Boulevard-Pico Rivera-Whittier-Cerritos; effective February 16, 1981)

At the request of the City of Pico Rivera, Line 831 was rerouted to travel along Paramount Boulevard instead of Passons Boulevard, between Whittier Boulevard and Telegraph Road.

- o Extension of Line 827 (El Monte-Cerritos-Seal Beach; effective June 29, 1980)

At the request of OCTD this service was extended south to Seal Beach; service frequency was changed from 30 to 40 minutes and the routing moved to pass alongside the Cerritos Mall).

- o Combination of Lines 800-802 (Los Angeles-Norwalk-Santa Ana via Disneyland; effective June 15, 1980)

In coordination with the Orange County Transit District (OCTD), Line 802 was combined with Line 800 for service through the Mid-Cities and into Orange County.

- o Extension of Line 820 (Los Angeles-Whittier-Brea Mall-Puente Hills via Whittier Blvd.; effective June 15, 1980)

Again working cooperatively with OCTD, this line was extended further into Orange County and resulted in access by Mid-Cities' residents to the Brea Mall.

- o Extension of Line 758 (La Mirada Park/Ride; effective October 19, 1979)

Service was extended to the La Mirada Shopping Center at La Mirada Blvd. and Rosecrans Ave.

- o Extension of Line 836 (Imperial Highway; effective September 9, 1979)

OCTD and the District agreed to extend this line further into Orange County to serve the Brea Mall.

- o Extension of Line 846 (Artesia Blvd.; effective September 9, 1979)

At the request of OCTD this service was extended into Buena Park to the Fullerton Park/Ride lot.

SECTOR STUDIES AND IMPROVEMENTS

The improvements introduced in 1976 resulted from one of a series of transit improvement studies conducted in the planning sectors which comprise the District. The studies performed to create integrated networks of coordinated bus lines from the often haphazard collection of bus routes the District inherited from predecessor companies. The improvements were started in 1974 with planning for the South Central Los Angeles and San Fernando Valley sectors. These studies were conceived as a continuous cycle wherein each sector would be studied at three to five year intervals. The first cycle of studies was completed in the Fall of 1979, when the Board of Directors adopted the final plan for the 1980 Sector Improvements (SIP). Affecting the following sectors: West, North, Downtown, South Central Los Angeles, and also parts of adjacent sectors (including Mid-Cities), the SIP was scheduled to be implemented at one time. However, due to funding constraints, it was decided to schedule only those changes which were implementable given available resources; a phased program thus resulted.

The SIP has a number of changes that affect Mid-Cities. The most notable are:

- o Line S109 (Slauson Avenue) which crosses the county on Slauson Ave. from Marina Del Rey to Whittier.
- o Line S65 (E. Washington Blvd.) which provides a route from downtown Los Angeles via East Washington Blvd. to Whittier and La Mirada.
- o S103 (Bandini Blvd. - Santa Barbara Ave.) operates from the West Los Angeles Transit Center at Fairfax Ave. and Washington Blvd. over Santa Barbara Ave. and Bandini Blvd. to Bell Gardens (implemented December 21, 1980 as far east as Soto St.)
- o Line S110 (Gage Avenue) runs from Jefferson Blvd. and Alla Rd. in Marina Del Rey to Bell Gardens (Telegraph Road)
- o Line S111 (Florence Ave.-Downey Ave.) extends coverage on Downey Ave. from Florence Ave. to Alondra Blvd. where the line will connect with Long Beach Transit Line 2.
- o Line S58 (Alameda St.-Tweedy Blvd.) operates from downtown Los Angeles to Rancho Los Amigos Hospital over a simplified route of the present Line 9.
- o Line S251 (Soto St.-State St.) runs from Compton to El Sereno in Los Angeles to Lynwood, Huntington Park, Vernon and East Los Angeles.
- o Line S252 (Soto-Liberty Blvd.) operates from Lynwood to San Fernando Rd. and Figueroa St. through Lynwood, South Gate, Huntington Park, Vernon and East Los Angeles.
- o Line S253 (Euclid Ave.-Evergreen Ave.-California Ave.-Bullis Rd.) operates from Compton to County-USC Medical Center through Lynwood, South Gate, Huntington Park, Maywood, Vernon and East Los Angeles.
- o Line S120 (Imperial Highway) extends from Los Angeles International Airport to Yorba Linda in Orange County. (proposed for implementation September 1981)
- o Line S262 (Garfield Avenue) will operate along Garfield Avenue from Alondra Boulevard to Huntington Drive.

Thus far, only one of these lines, Line 103, has been implemented. One other, Line 120, will be proposed for implementation in September 1981. The other SIP lines will require additional funding resources, not yet identified, before they can be put into service.

EQUIPMENT

The Mid-Cities Sector has benefitted from the procurement of new equipment. The June 15, 1980 report on line assignments of buses shows that all but two of the coaches are "new look" models (bought after 1958). Out of 283 buses assigned to lines serving the Mid-Cities Sector, 124 or 44% are air conditioned and 74 or 26% are equipped with wheelchair lifts.

RIDERSHIP AND PRODUCTIVITY

Ridership and productivity are factors which describe the relative viability of a transit operation. For the Mid-Cities area analyses as to the changes, trends, and future projections relative to these factors indicate that:

- o both ridership and productivity have grown substantially since major improvements were instituted in February 1976;
- o averaged over the last three years, the annual rate of ridership growth for the Mid-Cities lines has exceeded the District's 7% system-wide annual growth factor;
- o the tremendous growth experienced in the Mid-Cities ridership and productivity did not occur at a constant, uniform rate, but instead has happened since 1978;
- o service levels currently being provided are greater than that provided prior to the February 1976 changes;
- o future projections indicate that because of a strong demand for transit, the Mid-Cities will continue to experience relatively high ridership and productivity.

Service in the Mid-Cities area can thus be described as a relatively successful operation. The following subsections further describe the extent of these summary statements.

Changes in Ridership and Productivity

Regardless of the way it is measured, Mid-Cities ridership has increased significantly since the last status report. Total ridership on lines assigned to Mid-Cities has increased by 22,323 boardings or 43%, from 50,768 recorded in the period 18-to-24 months after the initial 1976 sector improvements to 73,109 passengers in counts taken 36 to 50 months after said implementation. In the same period productivity measured in terms of passengers per vehicle hour -- ppvh -- has increased 44% from 25.1 to 36.2 ppvh (see Table 1). These figures are the highest experienced since before the changes took place in February, 1976. It is conservatively estimated that ridership is currently at around 78,000 daily passengers, with productivity around 38.8 ppvh.

Since the 1977 evaluation *, the Service Analysis Section has further refined the Area Accounts Program which uses computer files to compile operating data for any aggregation of census tracts. In this case the initial report made in September 1979 from riding checks taken in 1977 through 1979 showed 11,252 boarding passengers daily (with a productivity of 24.8 ppvh) within the Mid-Cities Sector boundaries (as distinguished from along the entire length of lines serving Mid-Cities).

* "Six-Month Evaluation of Service in the Mid-Cities", SCRTD Surface Planning Department, June 1977.

TABLE 1 COMPARISON OF MID-CITIES' RIDERSHIP AND PRODUCTIVITY LEVELS
(1978, 1980)

Line No.	DAILY RIDERSHIP				PASSENGERS/VEHICLE HR.		
	1978	1980	Difference	% Change	1978	1980	% Change
34	947	1114	167	18%	18.6	22.0	18%
800	2852	3083	231	8	14.6	18.0	23
801	1427	1719	292	20	21.2	26.4	25
820	6502	6872	370	6	23.0	25.4	10
821	(included in total for Line 831)						
822	753	1010	257	34	16.5	22.8	38
825	526	520	(6)	(1)	17.7	17.6	(1)
826	4668	7943	3275	70	40.0	55.2	38
827	673	1441	768	114	15.2	17.4	14
828	7262	11269	4007	55	35.9	50.5	41
829	2055	3516	1461	71	12.4	23.1	86
831	1007	1014	7	1	18.1	18.0	(1)
832	12886	16899	4013	31	45.2	59.3	31
836	3215	8674	5459	170	19.9	47.7	140
840	3458	4989	1531	44	34.1	47.7	40
842	565	681	116	21	20.9	23.5	12
844	616	989	373	61	11.8	22.5	91
846	1045	1448	403	39	14.1	24.3	72
860	329	615	286	87	5.2	12.5	140
Total	50786	73109	22323	43%	25.1	36.2	44%

The latest Area Accounts report (December, 1980) made from checks taken in 1979 and 1980 shows a ridership increase of 2,723 or 24% to 13,975 boarding passengers. Productivity also has risen 3.6 ppvh or 15% to 28.4 ppvh.

Ridership and Productivity Trends Analysis

Both ridership and productivity are currently at their highest levels (around 78,000 passengers and 38.8 ppvh). However, this tremendous growth in ridership did not occur at a steady, uniform rate. Between the changes in February, 1976 and the present, there was actually a period when ridership declined. As shown in Figures 2 and 3, ridership for lines assigned to the Mid-Cities sector grew substantially, peaking back in 1977 at around 66,700 passenger per day. This was followed by a very sudden reduction in patronage. By the end of 1977, ridership had been reduced by 23% to 50,800 daily passengers.

Both this early growth, and subsequent reduction in patronage were related to the level of service the District was able to provide at those times. The large reduction in service (13%) in 1977 was necessitated because of lower than anticipated subsidies.

Since 1978, service has remained fairly constant. Although greater than pre-1976 levels, it has still been below that service level created by the original February 1976 changes. Ridership, however, has increased significantly. It is estimated that ridership is now at around 78,000 daily boardings, which is 54% higher than that experienced in 1976. Therefore, productivity has grown, as can be seen in Figure 3.

Ridership Projections

For the past several years the District as a whole has experienced an average 7% annual growth in ridership. The causes for this can be traced to several factors, including the relative cost and availability of gasoline supplies needed to power automobiles and the growth in the transit-dependent segment of the general population, especially growth in immigration.

The Mid-Cities Sector has both a relatively large auto driving population as well as a large transit-dependent community. For these reasons it would have been expected that ridership on Mid-Cities lines would have increased. The current figures confirm this, and show that the area has actually experienced ridership gain in excess of the system-wide average.

It is expected that demands for transit will continue to be strong within the Mid-Cities. Fuel prices are projected to increase still further through time. People currently driving autos may no longer be able to afford this luxury and may, in fact, become new transit-dependent riders. The existing transit-dependent population will continue to grow not only because of the addition of this new market segment, but also from growth due to continued immigration.

FIG. 2 MID CITIES RIDERSHIP AND OPERATIONS ANALYSES

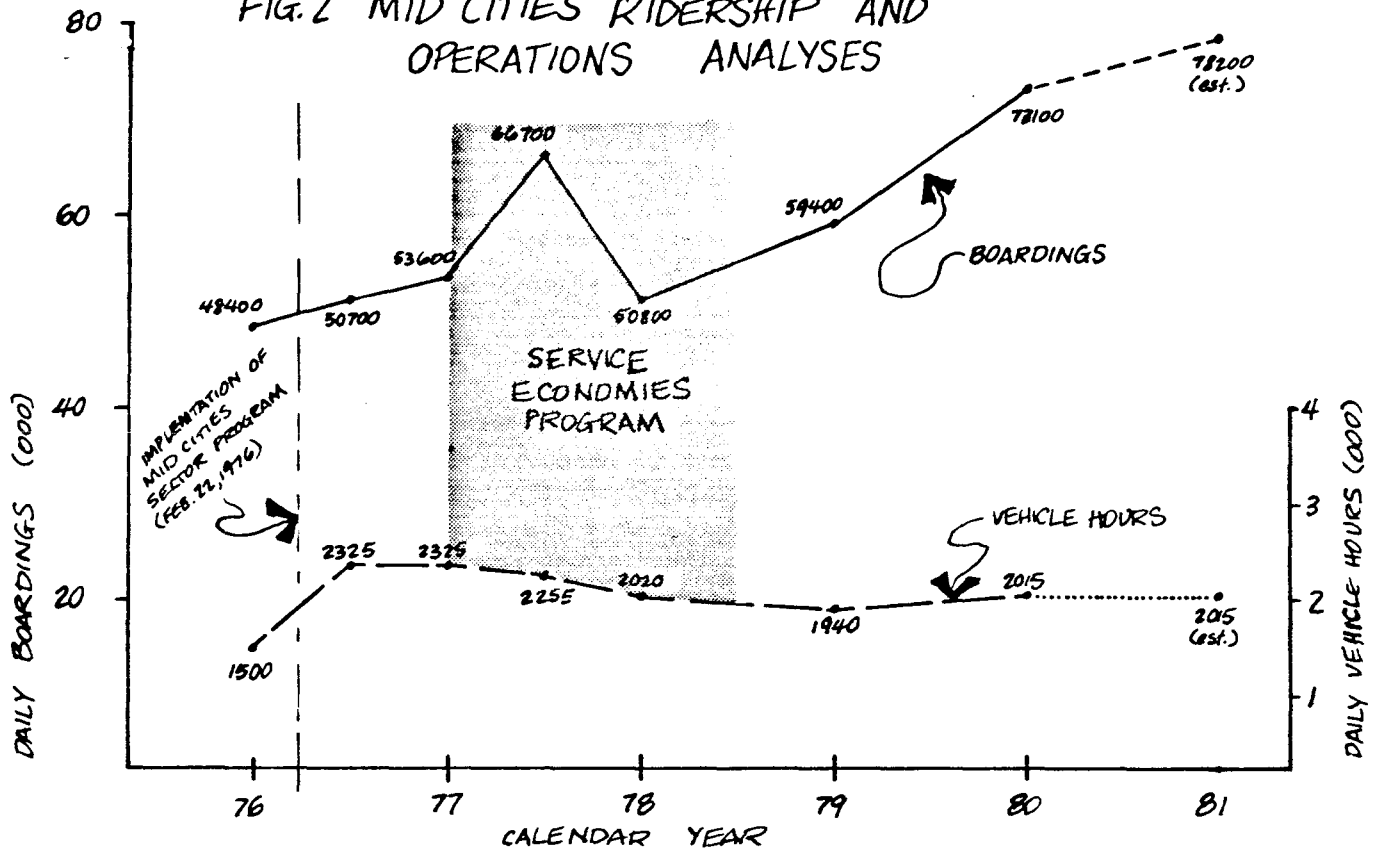
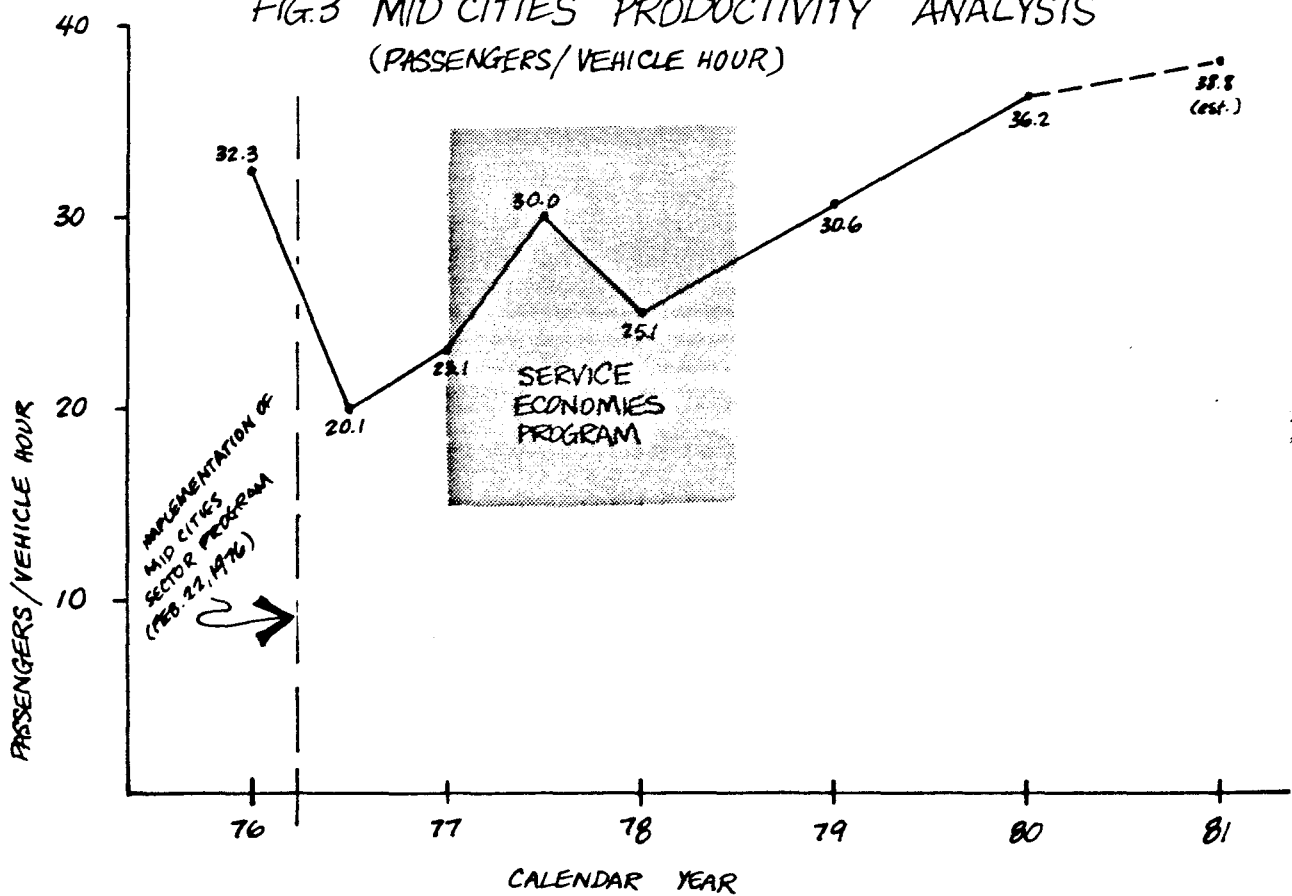


FIG. 3 MID CITIES PRODUCTIVITY ANALYSIS (PASSENGERS/VEHICLE HOUR)



The rate of transit ridership growth will most likely continue to exceed the system average. Available capacity exists on much of the Mid-Cities service which can accommodate this growth.

However, there exists several operational features relative to the current service which could possibly constrain or impede this assumed continued growth. They are: relatively infrequent service; relative deficiency of night and weekend service.

As mentioned in an earlier section of this report more than half of the lines in the Mid-Cities have headways of 30 minutes or longer. Although these frequencies allow the District to adequately handle present demand, the relatively infrequent service could provide a disincentive to potential transit riders.

Also as mentioned earlier, about half of the lines have night service and slightly more have weekend service. Again, these specific operations are adequate to handle present demand, but they also provide disincentives to increased transit usage.

These constraints could be mitigated by placing more service in the area. However, this would require additional funding over a protracted period.

OTHER TRANSIT SYSTEMS

In addition to the regional service provided by RTD, the Mid-Cities area has long been served by the Long Beach Public Transportation Company and the Montebello Bus Lines, both long established transit operators with fixed routes on regular schedules. Between 1970 and 1975, two other Mid-Cities communities established transit service: Norwalk with three fixed routes on regular schedules, an airport service and a beach route; and Santa Fe Springs with one regularly scheduled fixed route tram. The communities of Downey, Hawaiian Gardens, La Mirada, Norwalk and Whittier also enjoy alternative transportation service such as Dial-A-Ride.

The bulk of transit service and transit access into the Mid-Cities sector from the south is provided by the Long Beach Public Transportation Company (LBPTC). Six LBPTC lines extend into the Mid-Cities area as far north as Alondra Boulevard, 2, 5, 6, 7, 9, 11; all of them connect with District operations at Alondra and at Artesia Boulevards. LBPTC also connects with District service at the Lakewood shopping center and at Los Cerritos shopping mall.

The Orange County Transit District has expanded its service into Los Angeles County under contract with the District to better serve the Los Cerritos Shopping Center, and is planning extensions in the Whittier area. The District has extended several Mid-Cities lines farther into Orange County to the Brea Mall and the Fullerton Park/Ride facility, thus expanding travel opportunities for Mid-Cities residents.

RESOURCE ALLOCATION

In July, 1979, the Board of Directors established the policy of allocating District resources under a two-part formula according to the population and ridership of the area served. Using this policy, 55% of the service level is determined by ridership in the sector and 45% is set according to the population. The Service Analysis Section has developed the area accounts program to keep track of riders, bus service and demographic data by census tract or any aggregate thereof.

An area accounts report from December 1980, indicates that the Mid-Cities area has 13,975 or 1.15% of the total RTD system's daily boardings in a sector with 603,858 or 8.59% of the District's served population. The allocation formula shows that the Mid-Cities sector's "share" is 4.52% of total District resources. At the present time, the Mid-Cities sector receives 2.97% of the District resources (including express service).

It is a straight forward exercise to calculate the service entitlements and actual allocation under the policy formulas. It is a different matter entirely to over a short period of time, redress discerned imbalances. Ridership is up throughout the District, with overloads occurring on many lines. This increase in ridership calls for increased service. Service is also urgently needed at night and on weekends in many areas. Because of inflation, the District does not have the funds available to expand service; indeed, it is likely that cutbacks in service may be needed in the near term due to reductions in federal operating subsidies.

In this environment of limited to reduced resources, it will be difficult to adjust service between areas to achieve compliance with the allocation formula. Areas currently receiving more than the formula share are usually those from which service would be most difficult to remove because of District's policy to maintain minimum headways in areas of relatively low ridership and provide more service to an area with pressing unmet demands for transit.

If funding were to become available to expand service (rather than merely to maintain it), a re-distribution would be feasible by adding relatively more resources to under-served sectors than to over-served areas. Service to the Mid-Cities sector would thus be improved.

MARKETING

The Marketing and Communications Department has developed numerous projects of specific interest to the Mid Cities Sector.

- o Passenger Communications

Among the publications produced by this Department relative to the Mid Cities Sector are:

- "RTD Bus Service Guide for Mid Cities". A complete map of bus lines in the area. The publication was updated to reflect December 21, 1980 service changes.
- "Fun Trips to Orange County". The publication is a how-to-guide for taking an RTD bus from the Downtown Los Angeles and Mid-Cities areas to various Orange County attractions. The publication is currently being updated to reflect recent changes in Line 800.

o Promotion

The Department's promotion unit is currently engaged in a program to promote off-peak ridership on Lines 821, 822, 825 and 831. The program involves close cooperation with local employment and shopping centers.

o News Bureau

The Department's news bureau maintains a list of media sources in the Mid-Cities Sector. The sources receive District press releases and related information. Many of the sources will be visited to publicize the June 21, 1981 service changes.

o Pass Sales

In addition to selling passes by mail the District has established retail outlets where passengers may buy passes and tickets. These include: Boys Markets; Gemco; the Automobile Club; Montgomery Wards' and Sears' Ticketron offices; and Big D Ranch Markets.

o Information Outlets

The Mid-Cities area riders may pick up information on lines and schedules at 30 locations. Mid-Cities may also get telephone information by calling one of the following toll-free numbers:

Whittier-Downey	(213) 699-0954
Long Beach-Compton	(213) 639-6800
San Gabriel Valley	(213) 443-1307
Los Angeles	(213) 626-4455

FUTURE DEVELOPMENTS

In the near future, the Mid-Cities area can look forward to several interesting developments that will improve the quality of public transportation.

Equipment

The District will have received 1170 new Advanced Design Buses (230 from Grumman-Flxible and 940 from General Motors Corp.) by this Summer. These vehicles have been needed to replace most of the older buses which are now owned and operated by the District.

The impact on the Mid-Cities will be positive. Although specific numbers have not yet been determined, it can be expected that many of these new buses will be assigned to the Mid-Cities lines.

Second Cycle of Sector Studies:

The District will continue the process of studying the planning sectors and making improvements where needed to accommodate changing travel patterns. The second cycle was initiated with study of the San Fernando Valley beginning in 1980. This will be followed by the study of the three planning sectors in the eastern side of Los Angeles County: the San Gabriel Valley, East Los Angeles and Mid-Cities. In the second study, emphasis will be placed on links between sectors, on establishing transit centers where feasible and on new bus service to newly developed areas.

Additional Park/Ride Services

There are two facilities which are prime candidates for new park/ride operations: Los Cerritos Shopping Center and the North Long Beach Park-and-Pool lot.

The Los Cerritos Shopping Center will be a focal point for commuters from the fast developing southeast corner of Los Angeles County. The center is well served by local bus routes from Long Beach Transit, OCTD and the District (Lines 84 and 846), in addition to regional Line 827 from El Monte Station and Whittier. It would be enhanced by a direct commuter line to downtown Los Angeles and by direct bus lines to adjacent transit centers.

The North Long Beach facility is located at Artesia Blvd./Butler Ave. has been developed by Caltrans to handle both automobile and bus traffic. At present, the access route into the lot requires too much excess time to be feasible for through buses to detour into the lot. In the future, if demand is generated and funds become available, it may be possible to establish a separate park/ride line serving only the North Long Beach lot.

LONG RANGE PLANS

Long range plans for transit improvements in the Mid-Cities area are tied to several capital projects in the four-part Regional Transit Development Program (RTDP). Two of the high priority projects that should be well underway in the 1980's are the Century Freeway Transitway and the Santa Ana Freeway Transitway.

The Century Freeway, which will run from Los Angeles International Airport to Norwalk, will be designed and constructed with a transit guideway in the right-of-way. The initial configuration might be a roadway for buses, van pools and car pools, which will link with similar improvements on the Harbor Freeway, and as ridership increases, be converted to rail.

The RTDP contemplates adding a transitway to the Santa Ana Freeway corridor. Discussions have centered on a double-deck guideway for high occupancy vehicles from the Los Angeles Central Business District to the Orange County line. The high traffic volume along the Santa Ana Freeway contributes to the number two priority assigned to transit improvements in the corridor.

In the near term, Caltrans will begin a rehabilitation and upgrading program of the Santa Ana Freeway. Part of this program, which will begin in FY 1984, will entail development of interim on-line freeway bus station stops at Lakewood Blvd. and Norwalk Blvd.

As these facilities evolve, the District will plan and implement bus lines to use them. Express freeway bus lines serving the Mid-Cities area will link it to adjacent sectors and major destinations throughout the Los Angeles basin.

Thus, Mid-Cities can look forward to even more efficient local service operated by new, comfortable buses and to a growing network of express bus lines on existing freeways and transit guideways.

APPENDIX

TABLE A-1 MID-CITIES OPERATIONS AND RIDERSHIP DATA
BEFORE SECTOR IMPROVEMENTS

Line No.	Day	Date	Oneway Miles	Oneway Trips	Vehicle Hours	Vehicle Miles	No. Buses	Total Pass.	Pass./ Vehicle Hour
34	Fri	10-31-75	18.10	40	61:22	980	6	993	16.2
38	Fri	1-23-76	34.20	6	11:59	206	1	89	7.4
46	Wed	12-03-75	23.80	105	142:46	1914	10	6361	44.6
54	Fri	10-10-75	20.00	140	186:19	2274	19	11634	62.4
55	Mon	12-29-75	44.50	29	52:06	1038	6	826	15.9
58	Wed	10-29-75	41.10	94	262:52	5007	24	3902	14.8
59	Fri	11-07-75	63.30	20	34:46	787	3	497	14.3
72	Thu	1-22-76	30.80	209	299:27	4625	34	12328	41.2
77	Wed	4-02-75	7.70	109	79:59	866	5	3845	48.1
111	Thu	11-20-75	15.00	50	51:35	668	4	1427	27.8
112	Fri	10-03-75	14.80	12	12:50	201	1	226	17.6
113	Thu	2-19-76	21.70	28	40:54	646	4	962	23.5
116	Fri	10-03-75	15.60	23	25:42	437	2	646	25.1
117	Fri	1-16-76	8.70	48	37:42	512	3	620	16.4
118	Mon	11-17-75	15.70	13	12:30	206	1	202	16.2
124	Thu	11-13-75	36.60	26	49:51	906	4	420	8.4
132	Tue	2-17-76	8.50	25	50:44	724	4	703	13.9
136	Thu	1-15-76	5.00	28	14:00	168	1	307	21.9
137	Fri	10-17-75	19.90	89	73:22	985	5	2408	32.8
TOTALS			445.00	1094	1500:46	23150	137	48396	32.3

TABLE A-2

MID-CITIES OPERATIONS AND RIDERSHIP DATA
2 Months After Sector Improvements

Line No.	Day	Date	Oneway Miles	Oneway Trips	Vehicle Hours	Vehicle Miles	No. Buses	Total Pass.	Pass./ Vehicle Hour
34	Fri	03-05-76	13.4	41	50:29	749	5	794	15.7
800/802	Mon	04-26-76	35.9	95	197:00	3188	15	3676	18.7
801	Tue	04-20-76	16.7	77	100:00	1585	9	1665	16.5
820	Tue	04-20-76	28.3	159	289:55	4919	23	6178	21.3
821	Mon	04-19-76	19.3	62	82:00	1407	5	526	6.4
822	Mon	04-19-76	19.9	88	75:21	1102	5	673	8.9
823	Fri	04-23-76	7.9	28	14:39	253	1	47	3.3
824	Mon	04-19-76	9.9	108	76:13	964	5	2789	36.6
825	Tue	04-20-76	14.8	61	64:47	1038	4	782	12.1
826	Thu	04-22-76	13.5	103	70:42	791	4	2505	35.6
827	Fri	04-23-76	25.7	73	148:17	2400	10	904	6.1
828	Tue	04-27-76	30.6	132	199:19	2933	13	6814	34.2
829	Tue	04-27-76	32.8	120	225:43	3660	15	2084	9.2
830	Mon	04-26-76	14.0	28	29:54	447	2	173	5.9
831	Mon	04-26-76	17.2	53	69:17	1072	5	889	12.9
832	Wed	04-21-76	24.1	169	311:40	4095	25	12229	39.3
836	Fri	04-23-76	27.2	118	156:48	2337	10	3966	25.3
840	Wed	04-21-76	27.5	65	111:42	1831	7	2285	20.5
842	*	Established Nov. 7, 1976							
844	Mon	04-26-76	14.1	70	72:32	1019	4	625	8.6
846	Thu	04-29-76	17.8	65	84:37	1464	5	524	6.2
860	Mon	04-26-76	61.8	39	95:00	1839	5	561	6.1
					2525:92	39093	177	50689	20.1

TABLE A-3 MID-CITIES OPERATIONS & RIDERSHIP DATA
18 - 24 Months After Sector Improvements

Line No.	Day	Date	Oneway Miles	Oneway Trips	Vehicle Hours	Vehicle Miles	No. Buses	Total Pass.	Pass./ Vehicle Hour
34	Mon	12-19-77+	13.4	45	50:53	770	5	947	18.6
800/802	Wed	08-31-77++	36.5	94	195:14	3308	15	2852	14.6
801	Mon	03-06-78	16.7	60	67:18	1191	7	1427	21.2
820	Wed	06-08-77	28.3	155	282:15	4664	22	6502	23.0
821	Branch of Line 831								
822	Mon	10-17-77	20.9	29	45:35	715	3	753	16.5
823	Suspended Nov. 7, 1976								
824	Combined with Line 826 on Sept. 12, 1976								
825	Mon	01-30-78	14.8	28	29:40	488	2	526	17.7
826	Thu	01-19-78	18.0	106	116:44	1456	7	4668	40.0 *
827	Fri	02-19-78	22.3	28	44:20	727	3	673	15.2
828	Tue	08-30-77++	29.9	131	202:21	3026	13	7262	35.9
829	Thu	02-09-78	32.8	97	165:20	2939	10	2055	12.4 *
830	Combined with Line 828 Jan. 16, 1977.								
831	Fri	01-13-78	33.8	26	55:80	1024	4	1007	18.1
832	Thu	11-10-77	24.1	169	285:19	3747	28	12886	45.2
836	Tue	12-27-77+	27.3	120	161:52	2431	11	3215	19.9 *
840	Mon	10-03-77	27.5	58	101:48	1752	7	3458	34.1
842	Wed	01-11-78	12.7	27	27:00	363	2	565	20.9
844	Mon	08-22-77++	14.1	50	51:12	799	3	616	11.8
846	Wed	07-27-77++	26.7	26	74:24	1260	5	1045	14.1
860	Mon	12-20-76+	61.8	37	62:50	1450	4	329	5.2

* Rain	2020:55	32110	151	50786	25.1
+ Christmas Check					
++ Summer Check					

JLS/cor
4-5-78

TABLE A-4 - MID-CITIES OPERATIONS AND RIDERSHIP DATA
36-50 MONTHS AFTER SECTOR IMPROVEMENTS

Line No.	Day	Date	Oneway Miles	Oneway Trips	Vehicle Hours	Vehicle Miles	No. Buses	Total Pass.	Pass./ Vehicle Hour
34	Thu	01-10-80 *	19.1	44	48:27	740	5	1114	22.0
800	Tue	10-14-80	40.2	82	185:42	3227	14	3083	18.0
801	Wed.	06-25-80**	16.6	58	65:09	1124	7	1719	26.4
820	Thu	11-08-79	28.3	149	271:50	4742	22	6872	25.4
821	See Line 831		18.3						
822	Tue	05-13-80	20.9	29	44:14	704	3	1010	22.8
825	Thu	02-21-80	22.1	28	29:36	488	2	520	17.6
826	Fri	03-07-80	20.7	115	143:51	1989	10	7943	55.2
827	Fri	02-01-80	22.1	47	82:45	1336	6	1441	17.4
828	Thu	01-24-80	36.1	155	222:57	3010	15	11,269*	50.5*
829	Fri	10-17-80	32.9	70	152:31	2301	13	3516	23.1
831	Thu	01-10-80*	15.5	26	56:24	1027	4	1014	18.0
832	Wed	02-06-80	24.1	136	245:20	3190	22	16,899	59.3
836	Tue	01-06-81	32.2	122	181:44	3057	12	8674	47.7
840	Tue	03-04-80	27.5	59	104:35	1767	7	4989	47.7
842	Mon	01-14-80*	14.0	27	28:58	420	2	681	23.5
844	Mon	06-2-80	14.1	42	43:52	684	3	989	22.5
846	Mon	07-14-80**	29.8	29	59:43	999	4	1448	24.3
860	Thu	10-13-80	63.5	26	49:16	1178	4	615	12.5
					2016:54	31,983	155	73,109	36.2

*Rain

**Summer Holiday

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