



John A. Dyer
General Manager

May 27, 1983

TO: Board of Directors

FROM: John A. Dyer

SUBJECT: STATUS REPORT - PROPOSED TRANSIT PLAN
FOR THE 1984 OLYMPIC GAMES

BACKGROUND

Following our April report to the Board of Directors regarding preliminary service requirements for the 1984 Olympic Games, staff has continued to meet with members of the Los Angeles Olympic Advisory Group in order to obtain additional input necessary to proceed with plan development. Based upon comments received from the Advisory Group of transportation agencies as well as new data furnished by the Los Angeles Olympic Organizing Committee (LAOOC), staff has developed a proposed transit plan.

PLAN SUMMARY

The service options identified in the April report were carefully assessed. Venues were evaluated in terms of present service and the potential for augmentation or the provision of special services. Target mode splits at major venues were included in the criteria as well as potential costs that would be expected. The proposed plan incorporates the following features:

1. Major venues are to be served by an "overlay" network of special shuttle, express or park-ride services. Venues not considered in the proposed transit plan include Coto de Caza, Lake Casitas, and El Dorado Park. However, these venues as well as all others quite likely will be served by other public and/or private transit operators; for example, the El Dorado Park venue may be served by Long Beach Public Transit;
2. Regular service operating by venues will not be augmented during the Games. While riders destined to Olympic

events may utilize this service with Proposition A fares, the service will not be tailored to venues or Olympic schedules;

3. The plan will require, out of necessity, preferential treatment around major venues including access streets, freeway ramps, and staging areas;
4. The plan assumes the same conditions contained in the April report, although venue seating capacities have been revised to reflect new data furnished by the LAOOC.

The exhibits attached to this report summarize the proposed plan. Exhibit I identifies the present service, proposed special service, and the mode split targets associated with each venue. Estimates regarding Olympics patronage and vehicle requirements are presented in Exhibit II. Exhibit III displays the "overlay" bus routes associated with the proposed plan. Exhibit IV shows the estimated revenue return assuming several alternative fare scenarios. Exhibit V shows proposed costs associated with providing Olympics service as described in Exhibits I and II. Finally, Exhibit VI illustrates the regular line service operating in the vicinity of the Olympics venues.

PLAN RATIONALE

The proposed plan is based largely on a system of "overlay" lines that would operate for the duration of the Games only. The "overlay" lines would offer expedited service with minimal stops along specially tailored routes. Some of these special Olympic routes would duplicate existing lines. However, it is believed that most Olympic patrons would prefer the specialized service since (1) regular service would operate at present levels, and (2) the special Olympic service would operate at frequent intervals while offering a travel time savings when compared to regular service. Further, establishing this separate service would enable the District to charge premium fares not governed by the Proposition A fare reduction program. This flexibility would permit a fare structure designed to recover most if not all of the operating costs.

PROPOSED ROUTES

Routings developed for the plan are shown on Exhibit III. In summary, these routes include:

- Direct express service to most venues from Downtown Los Angeles;

- High volume shuttle service from three locations to the Coliseum;
- Extensive park-ride service to the Coliseum;
- Shuttle service for the Rose Bowl, UCLA, and possibly Pepperdine, and Loyola;
- A major regional facility at Hollywood Park providing direct access to the Coliseum, Long Beach, UCLA, and Loyola. Special Olympic service would link the facility with LAX.

The proposed plan would enable visitors and local residents to utilize the special Olympic service by either driving to one of the expedited routes by auto, or by using regular bus service to bring them to Downtown Los Angeles where connections could be made to virtually any venue.

It should be noted that the locations designated for park-ride services have not been formally approached. They have been identified and evaluated in terms of capacity and access to freeways and major arterial streets. Necessary arrangements will be made as refinements to the plan are developed.

Preferential Treatment

A key element in the proposed plan is the provision of preferential treatment to accommodate the high volumes of bus traffic projected. Strong consideration must be given for preferential treatment at the following locations:

- Off-street facilities at the Coliseum Peristyle and at 39th Street/Vermont Avenue;
- Off-street facilities at the Rose Bowl, Santa Anita, and the Federal Building in Westwood, and/or other available locations;
- Figueroa Street between the Coliseum and downtown;
- Vermont Avenue between the Santa Monica Freeway and Vernon Avenue;
- Martin Luther King Boulevard between Broadway and Western Avenue;
- 39th Street between Figueroa Street and Broadway;
- Broadway between 39th Street and Manchester Avenue;

- Westwood Boulevard between Wilshire Boulevard and Le Conte Avenue.

Preferential treatment in other areas may also be required with some consideration given to downtown Los Angeles, Westwood, and Manchester Avenue between Crenshaw Boulevard and Broadway.

IMPACT ON PATRONAGE

Venue seating capacities have been updated to reflect new data furnished by the LAOOC and it is assumed that all venues will be filled to capacity for all events. As indicated in Exhibit I, the plan targets the public transit share to include:

- 40% to Exposition Park venues (includes the Los Angeles Coliseum, the Sports Arena, and the Olympic Swim Stadium);
- 40% to UCLA venues;
- 10% to 20% to most other venues (includes Rose Bowl and Dodger Stadium).

Based on the latest information available regarding venue capacity and the mode split targets, patronage is estimated to range between 80,000 and 330,000 riders daily depending on the number of venues served. Approximately 3.5 million riders are estimated to be carried over the duration of the Games. These projections are presented in Exhibit II.

IMPACT ON EQUIPMENT

Vehicle requirements vary depending upon the number of venues served each day. As indicated in Exhibit II, it is estimated that from 187 to 475 buses would be required on a daily basis to operate the special Olympic service. Of these, it is estimated that from 81 to 301 buses would be required to serve events conducted at the Exposition Park complex while 86 to 174 buses would be required to serve all other venues.

It should be noted, however, that this initial estimate of vehicle requirements is subject to change as refinements are made to routings and running times. As mentioned earlier, locations designated for park-ride services have not been formally approached.

IMPACT ON COSTS

Depending upon the number of venues served each day, it is estimated that operating costs for the special Olympics services would range from approximately \$112,000 to \$451,000 daily and approximately \$4,998,000 over the duration of the Games. This information is presented in Exhibit V along with all other costs associated with the planning, mobilization, and start-up of the service. The preliminary cost estimate is based on the Controller's cost estimate of approximately \$60.00 per vehicle hour multiplied by the daily vehicle hours estimated to be operated by the special Olympics service. It should be noted that this cost estimate includes start-up costs and overhead that will be associated with the provision of service to the Games with a maximum on-street fleet of 475 buses.

Revenue Scenarios

As stated earlier, the District would have the flexibility to design a tariff for the special Olympic service based on a premium fare structure independent of the Proposition A fare reduction program. Consequently, a fare structure will need to be designed that would recover most, if not all of the operating costs. Estimates of revenue that may be generated under different fare strategies are presented for discussion purposes in Exhibit IV.

Adopting a fare strategy must be approached carefully in order to avoid potentially serious impacts to regular line service. If fares charged on the special Olympic services are too high, Olympic riders may be discouraged from using the "overlay" system in favor of existing line service with the lower fares mandated by Proposition A. In that event, regular line service could easily be overwhelmed. Conversely, if special Olympic service fares are too low, cost recovery may be inadequate.

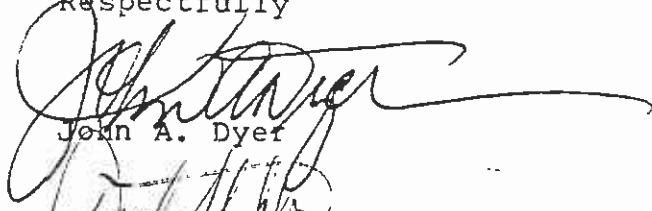
CONCLUSION

The proposed transit plan for the 1984 Games has been developed with information obtained from an ongoing dialogue between the District, the Los Angeles Olympic Advisory Group, the LAOOC, and other City and County agencies. The proposed plan has been developed as a framework for the more detailed planning necessary to successfully address the public transit needs associated with the Games. Status reports will continue to be made in addition to the presentation of an Olympics Budget for a 15 months period from

Board of Directors
May 27, 1983
Page 6

July 1, 1983 through September 30, 1984. The Olympics Budget will be presented in late June, 1983 and will require the approval of the Board of Directors.

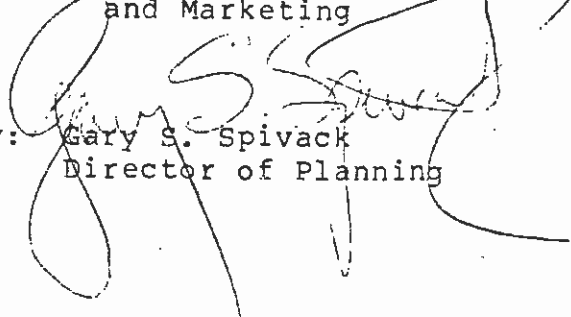
Respectfully



John A. Dyer



By: Jack T. Stubbs
Acting Manager of Planning
and Marketing



By: Gary S. Spivack
Director of Planning

Attachments

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
EXHIBIT I

PRELIMINARY SERVICE RECOMMENDATIONS - 1984 OLYMPIC GAMES

SPECIAL OLYMPIC SERVICE:

<u>VENUE</u>	<u>OVERALL MODE SPLIT</u>	<u>SERVED BY EXISTING LINE(S)</u>	<u>PERCENT MODE SPLIT</u>	<u>SHUTTLE</u>	<u>PERCENT MODE SPLIT</u>	<u>PARK/RIDE</u>	<u>PERCENT MODE SPLIT</u>	<u>SPECIAL OLYMPIC LINES</u>	<u>PERCENT MODE SPLIT</u>
EXPOSITION PARK (Coliseum, Sports Arena, Swim Stadium)	40%	5-81-102- 103-200-204- 442*-737*- 810-813- 814*-871	10%	o Eastside o Figueroa St. o Crenshaw Center	50%	o Eagle Rock o West Covina o Hollywood Park o Wilmington o Cerritos o Cypress	30%	o San Fernando Valley to Exposition Park o San Pedro to Exposition Park	10%
SANTA ANITA	20%	79-435-438- 440-491	25%	None		None		o L.A. to Santa Anita	75%
ELA COLLEGE	20%	30-31-68-260	100%	None		None		None	
ROSE BOWL	20%	-		o Pasadena	75%	None		o L.A. to Pasadena	25%
PEPPERDINE	20%	434	10%	o Malibu	20%	None		o L.A. to Malibu	70%
FORUM	10%	115-117- 210-211	10%	None		None		o L.A. to Inglewood o Hollywood Park Services	90%

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
EXHIBIT I

PRELIMINARY SERVICE RECOMMENDATIONS - 1984 OLYMPIC GAMES

SPECIAL OLYMPIC SERVICE

<u>VENUE</u>	<u>OVERALL MODE SPLIT</u>	<u>SERVED BY EXISTING LINE(S)</u>	<u>PERCENT MODE SPLIT</u>	<u>SHUTTLE</u>	<u>PERCENT MODE SPLIT</u>	<u>PARK/RIDE</u>	<u>PERCENT MODE SPLIT</u>	<u>SPECIAL OLYMPIC LINES</u>	<u>PERCENT MODE SPLIT</u>
LOYOLA	10%	115	10%	o Westchester	90%	None		None	
LONG BEACH (Sports Arena-Convention Ctr.)	20%	60-149-232- 260-360-456	10%	None		o Hollywood Park to Long Beach	20%	o L.A. to Long Beach	70%
ANAHEIM CONVENTION CENTER	20%	149-460	10%	None		None		o Long Beach to Anaheim o L.A. to Anaheim	90%
UCLA (Pauley Pavilion & Tennis) †	40%	2-20-21-88- 429	10%	o Westwood	20%	None		o L.A.-Hollywood to Westwood o L.A. to Westwood o San Fernando Valley to Westwood o IAX-Fox Hills to Westwood	70%
CAL-STATE DOMINGUEZ HILLS	10%	127,130-53- 810	10%	None		None		o L.A.-Dominguez Hills San Pedro	90%

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
EXHIBIT I

PRELIMINARY SERVICE RECOMMENDATIONS - 1984 OLYMPIC GAMES

SPECIAL OLYMPIC SERVICE

<u>VENUE</u>	<u>OVERALL MODE SPLIT</u>	<u>SERVED BY EXISTING LINE(S)</u>	<u>PERCENT MODE SPLIT</u>	<u>SHUTTLE</u>	<u>PERCENT MODE SPLIT</u>	<u>PARK/RIDE</u>	<u>PERCENT MODE SPLIT</u>	<u>SPECIAL OLYMPIC LINES</u>	<u>PERCENT MODE SPLIT</u>
CAL-STATE FULLERTON	10%	490	10%	None		None		o L.A. to Fullerton	90%
DODGER STADIUM	10%	1-2-3-4-75 (walk)	10%	o Dodger Stadium	90%	None		None	
CAL-STATE (Los Angeles)	10%	Busway	100%	None		None		None	

NOT SERVED:
COTO DE CAZA
LAKE CASITAS
EL DORADO PARK

ESTIMATED VEHICLE REQUIREMENTS

COLISEUM-EXPOSITION PARK: 301

REMAINING OLYMPIC LINES: 174

GRAND TOTAL 475

*Weekday Peak Periods Only

EXHIBIT II

PROPOSED TRANSIT PLAN - 1984 OLYMPIC GAMES
ESTIMATED PATRONAGE AND VEHICLE REQUIREMENTS

<u>DAY</u>	<u>TOTAL PATRONAGE</u>	<u>APPROXIMATE VEHICLES REQUIRED</u>
7/28	84,000	259
7/29	152,000	229
7/30	156,000	241
7/31	150,000	237
8/1	150,000	255
8/2	146,000	245
8/3	326,000	475
8/4	276,000	387
8/5	322,000	445
8/6	312,000	455
8/7	122,000	187
8/8	320,000	457
8/9	286,000	407
8/10	286,000	465
8/11	284,000	419
8/12	<u>98,000</u>	269
TOTALS	3,470,000	

PROPOSED OLYMPIC LINE SYSTEM
1984 OLYMPIC GAMES

EXHIBIT III

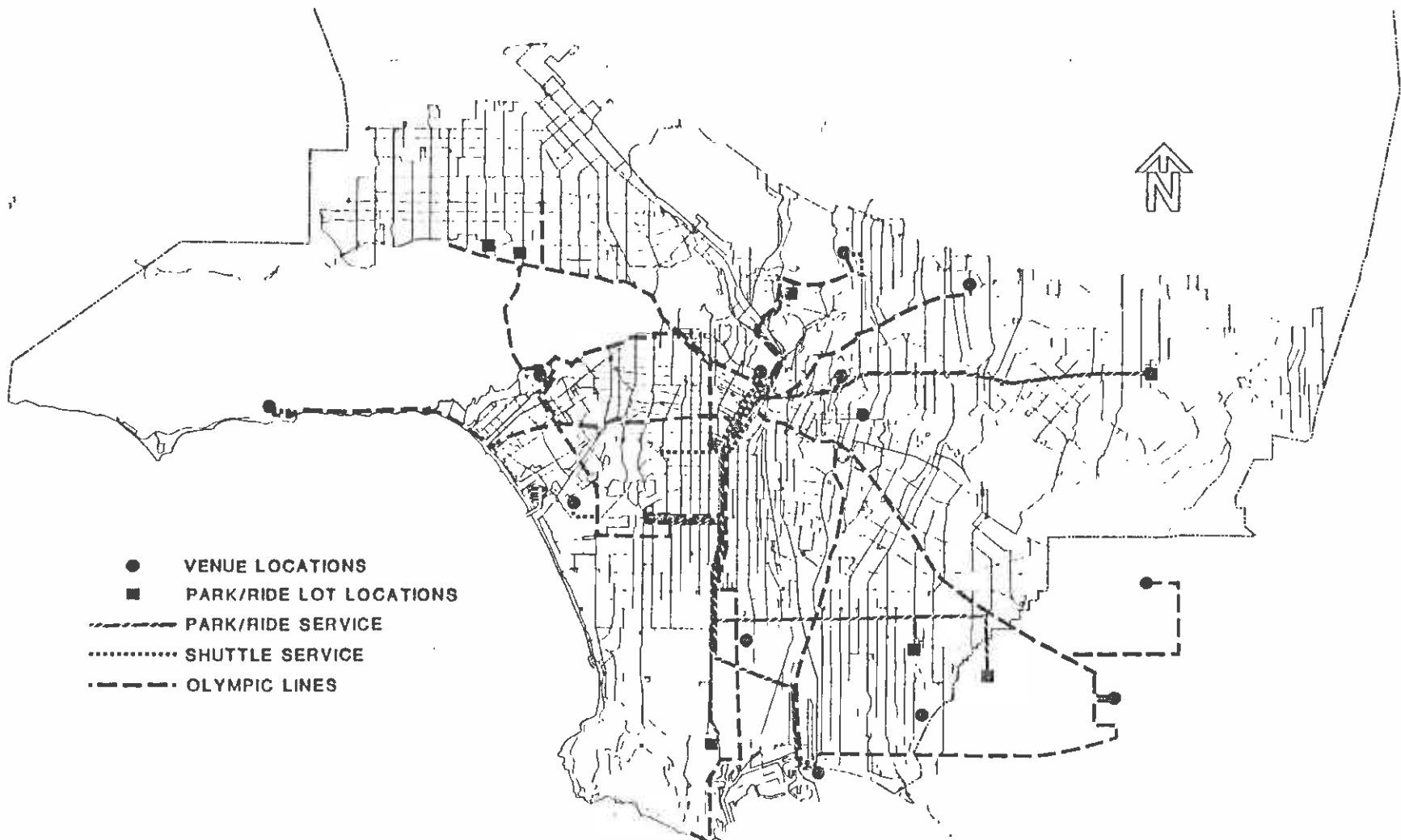


EXHIBIT IV
 PROPOSED TRANSIT PLAN - 1984 OLYMPIC GAME
 ESTIMATED REVENUE - ALTERNATIVE FARE SCENARIOS

ALTERNATIVE	SERVICE TYPE	TOTAL BOARDINGS	CASH FARE	ESTIMATED REVENUE	% CASH BOARDING	ESTIMATED REVENUE	% PASS BOARDING	ESTIMATED REVENUE*	TOTAL ESTIMATED REVENUE
1.	Shuttle	1,515,000	\$1.00	\$1,515,000	--	--	--	--	\$1,515,000
	Park-Ride	650,000	\$2.00	\$1,300,000	--	--	--	--	\$1,300,000
	Special Lines	875,000	\$1.00	\$ 875,000	--	--	--	--	\$ 875,000
TOTALS		3,040,000							\$3,690,000
2.	Shuttle	1,515,000	\$2.00	\$3,030,000	--	--	--	--	\$3,030,000
	Park-Ride	650,000	\$2.00	\$1,300,000	--	--	--	--	\$1,300,000
	Special Lines	875,000	\$2.00	\$1,750,000	--	--	--	--	\$1,750,000
TOTALS		3,040,000							\$6,080,000
3.	Shuttle	1,515,000	\$2.00	\$3,030,000	--	--	--	--	\$3,030,000
	Park-Ride	650,000	\$3.00	--	60%-390,000	\$1,170,000	40%-260,000	\$ 650,000	\$1,820,000
	Special Lines	875,000	\$2.00	--	60%-525,000	\$1,050,000	40%-350,000	\$ 875,000	\$1,925,000
TOTAL		3,040,000							\$6,775,000
4.	Shuttle	1,515,000	\$2.00	\$3,030,000	--	--	--	--	\$3,030,000
	Park-Ride	650,000	\$5.00	--	50%-325,000	\$1,625,000	50%-325,000	\$ 813,000	\$2,438,000
	Special Lines	875,000	\$3.00	--	50%-437,500	\$1,313,500	50%-437,500	\$1,093,750	\$2,407,000
TOTAL		3,040,000							\$7,875,000

*For study purposes, special Olympic pass valued at \$5.00. Pass boardings figures are divided by two to derive number of individuals purchasing pass.

SURPLN

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
EXHIBIT V
PROPOSED OLYMPICS BUDGET

1. Revenue Service Cost		\$ 4,998,000
2. Line/Route Planning		275,000
3. Scheduling		200,000
4. Bus/Site Preparation		1,968,000
5. Training of Operators		1,255,000
6. Overtime Premium (Working Vacations)		420,000
7. Telecommunications		35,000
8. Marketing, Tickets & Public Information		
- Tickets/Brochures (1,000,000)	\$ 30,000	
- Maps/Brochures (1,000,000)	200,000	
- Advertising (Newspapers)	50,000	
- Passes (5,000,000)	400,000	
- Telephone Information	47,000	<u>727,000</u>
	Subtotal	9,878,000
9. Miscellaneous/Contingency @ 20%		<u>1,975,600</u>
	Grand Total	\$11,853,600

EXHIBIT VI

EXISTING DISTRICT SERVICE
SERVING OLYMPIC VENUES

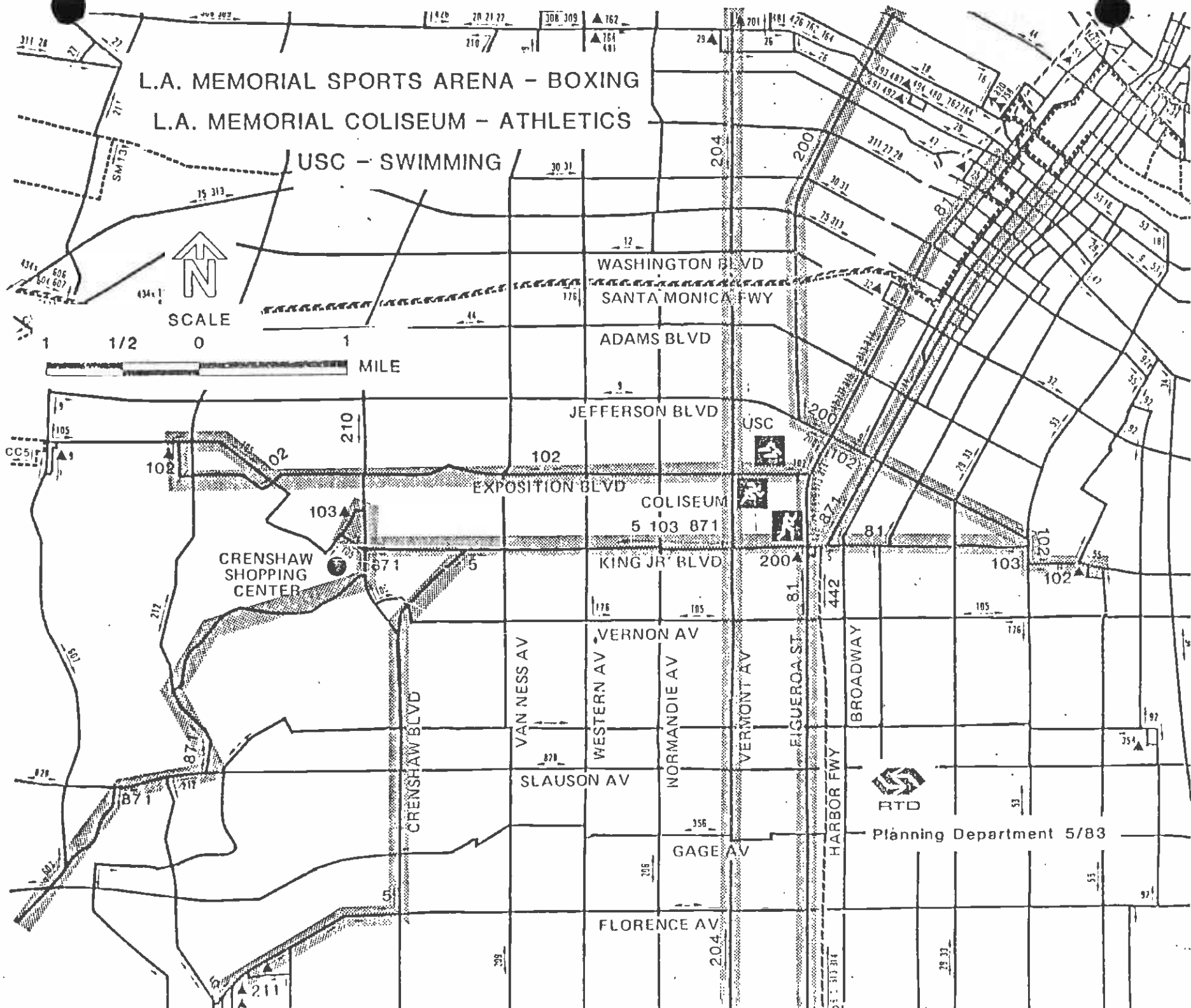
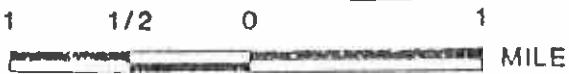
L.A. MEMORIAL SPORTS ARENA - BOXING

L.A. MEMORIAL COLISEUM - ATHLETICS

USC - SWIMMING



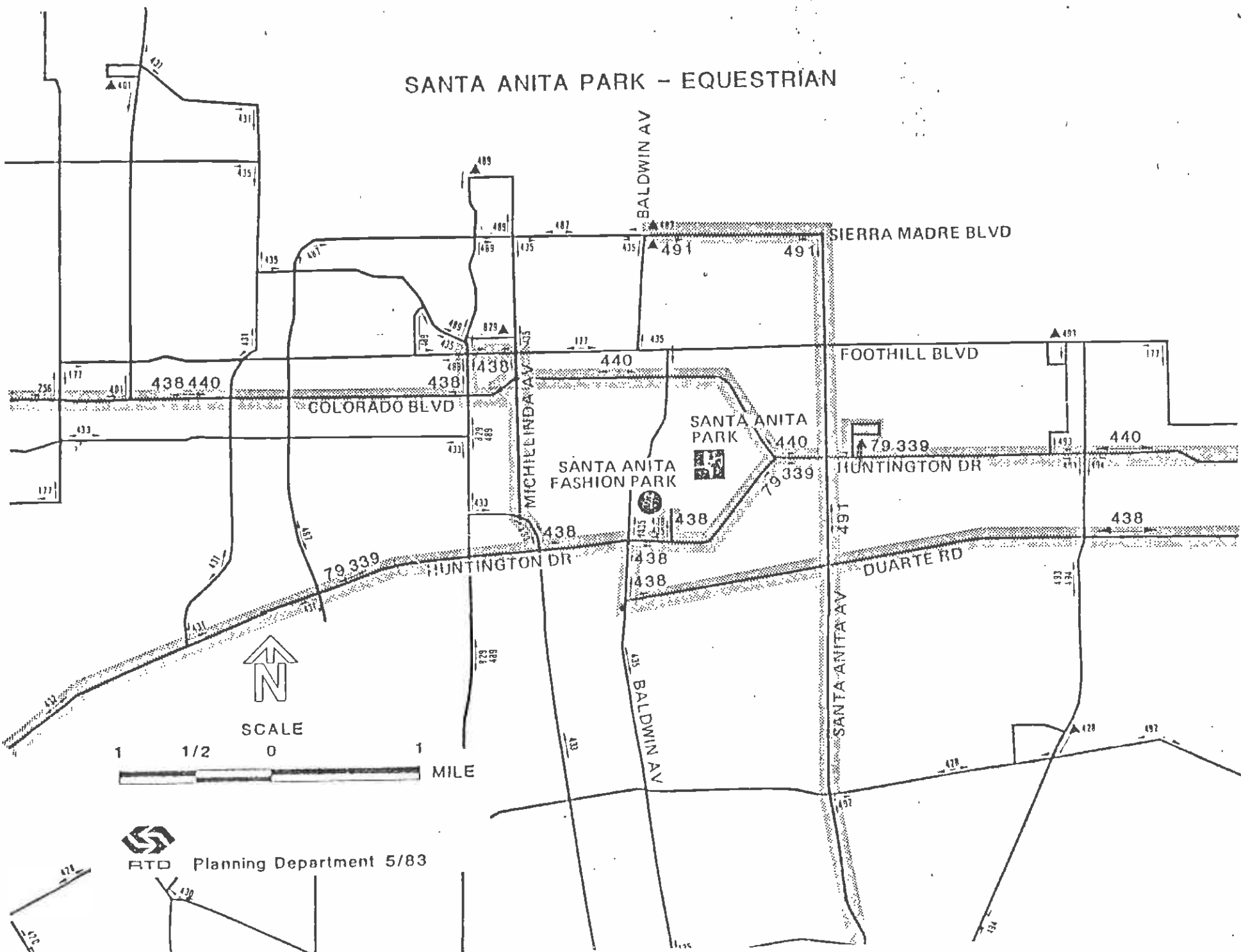
SCALE



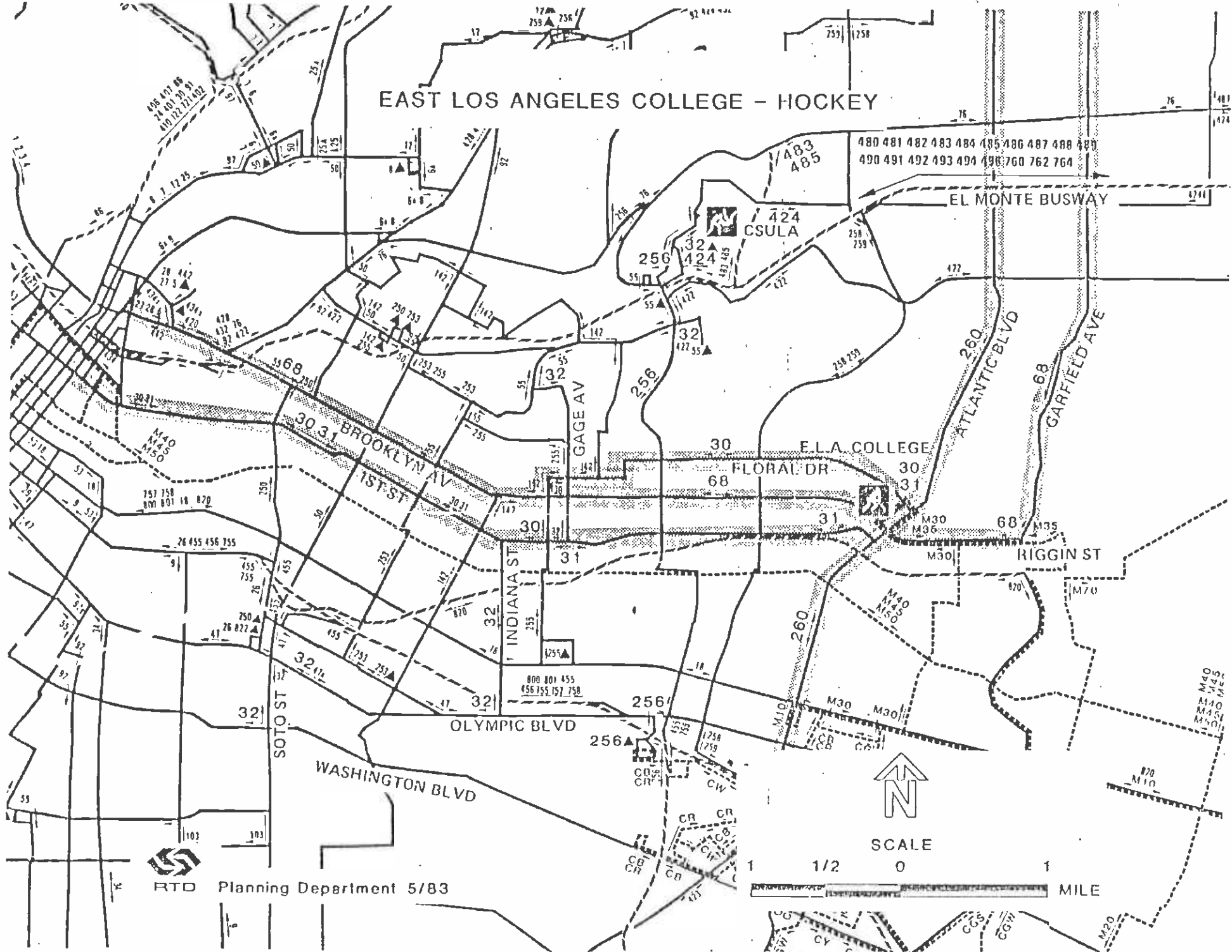
Planning Department 5/83

15

SANTA ANITA PARK - EQUESTRIAN



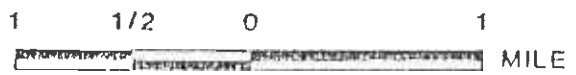
EAST LOS ANGELES COLLEGE - HOCKEY



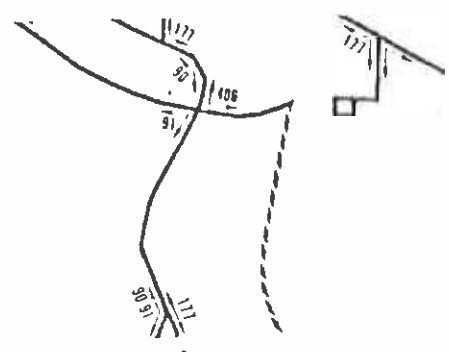
RTD Planning Department 5/83



SCALE



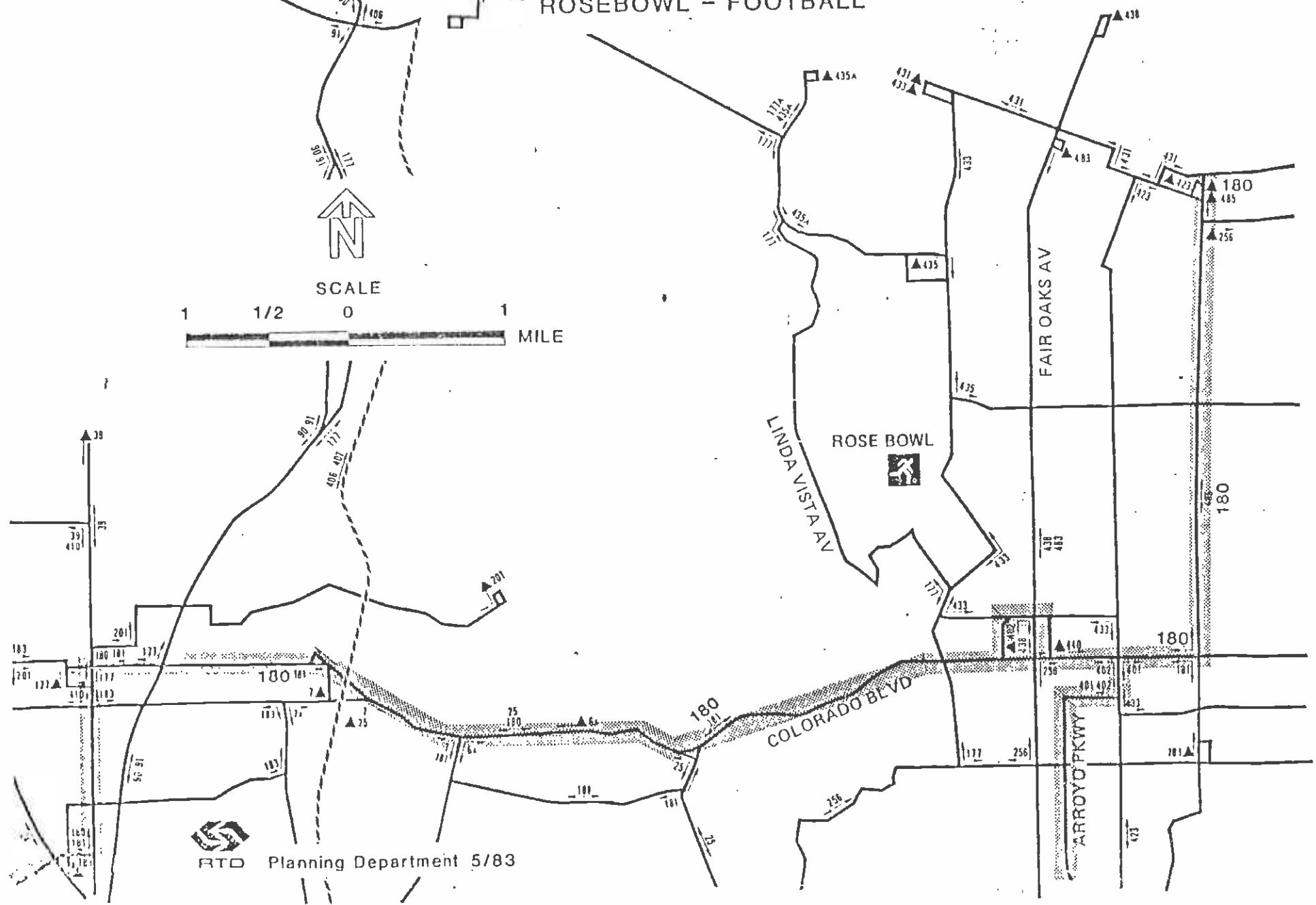
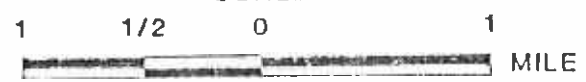
11



ROSEBOWL - FOOTBALL

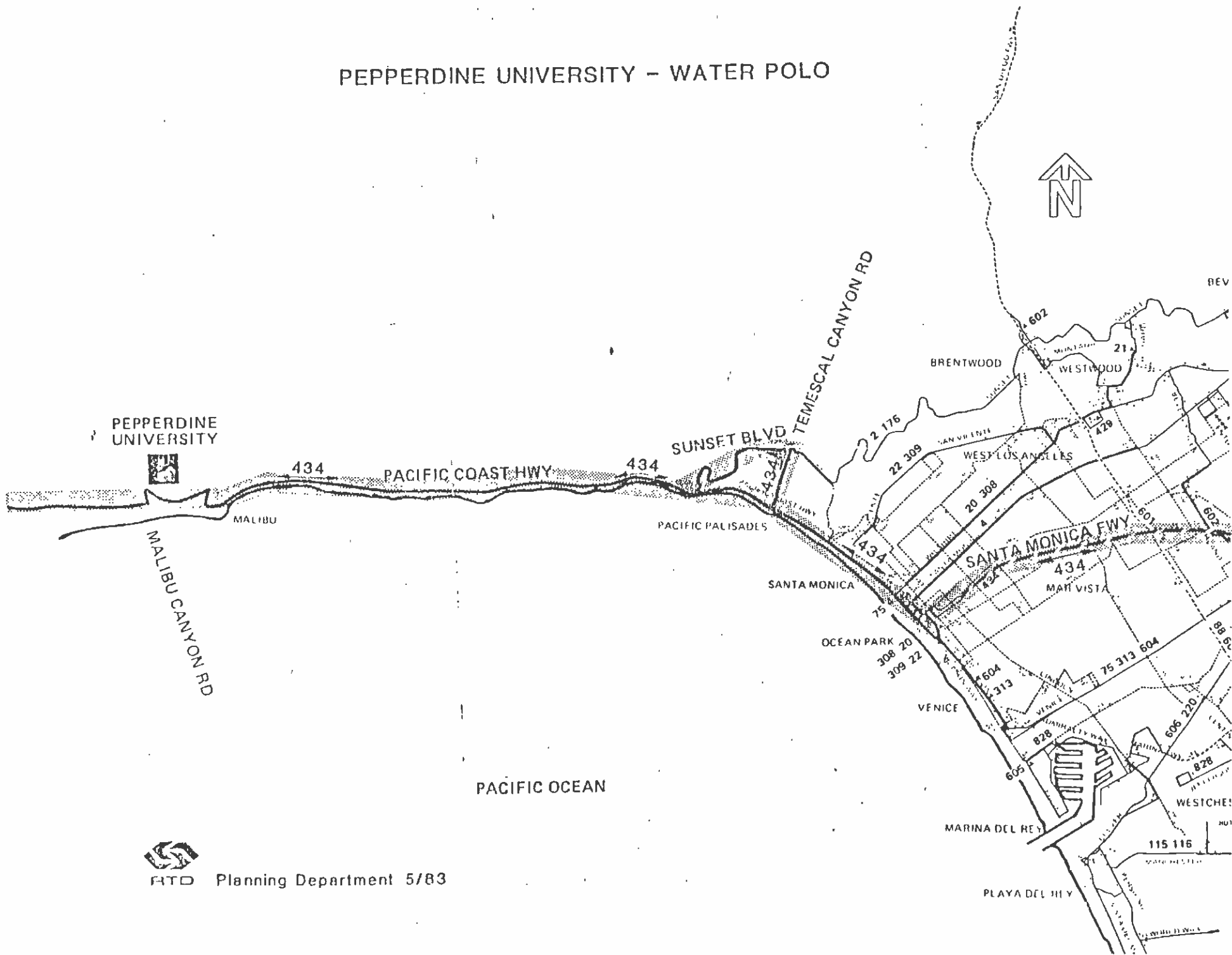


SCALE



RTD Planning Department 5/83

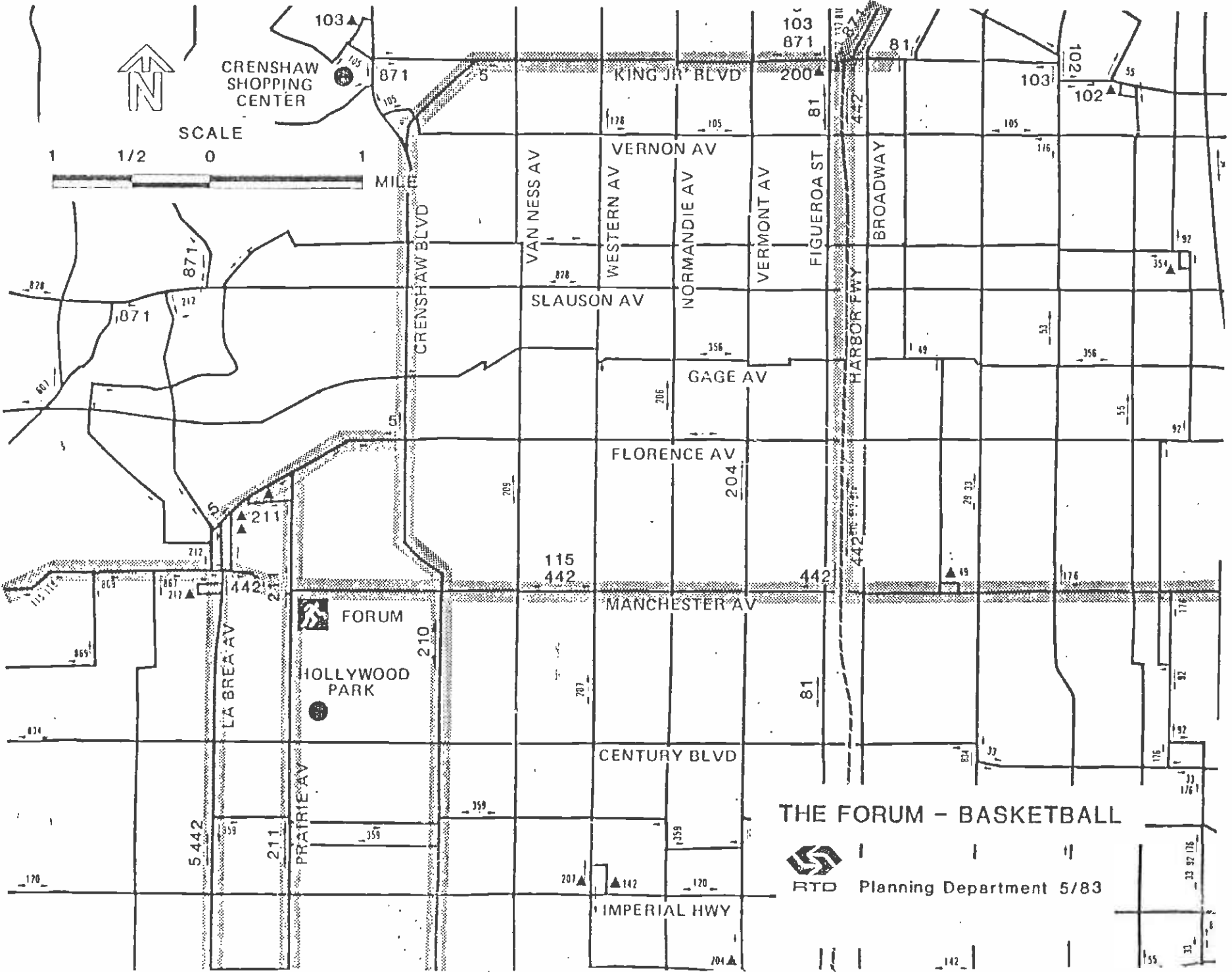
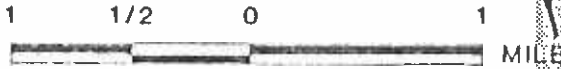
PEPPERDINE UNIVERSITY - WATER POLO





CRENSHAW SHOPPING CENTER

SCALE

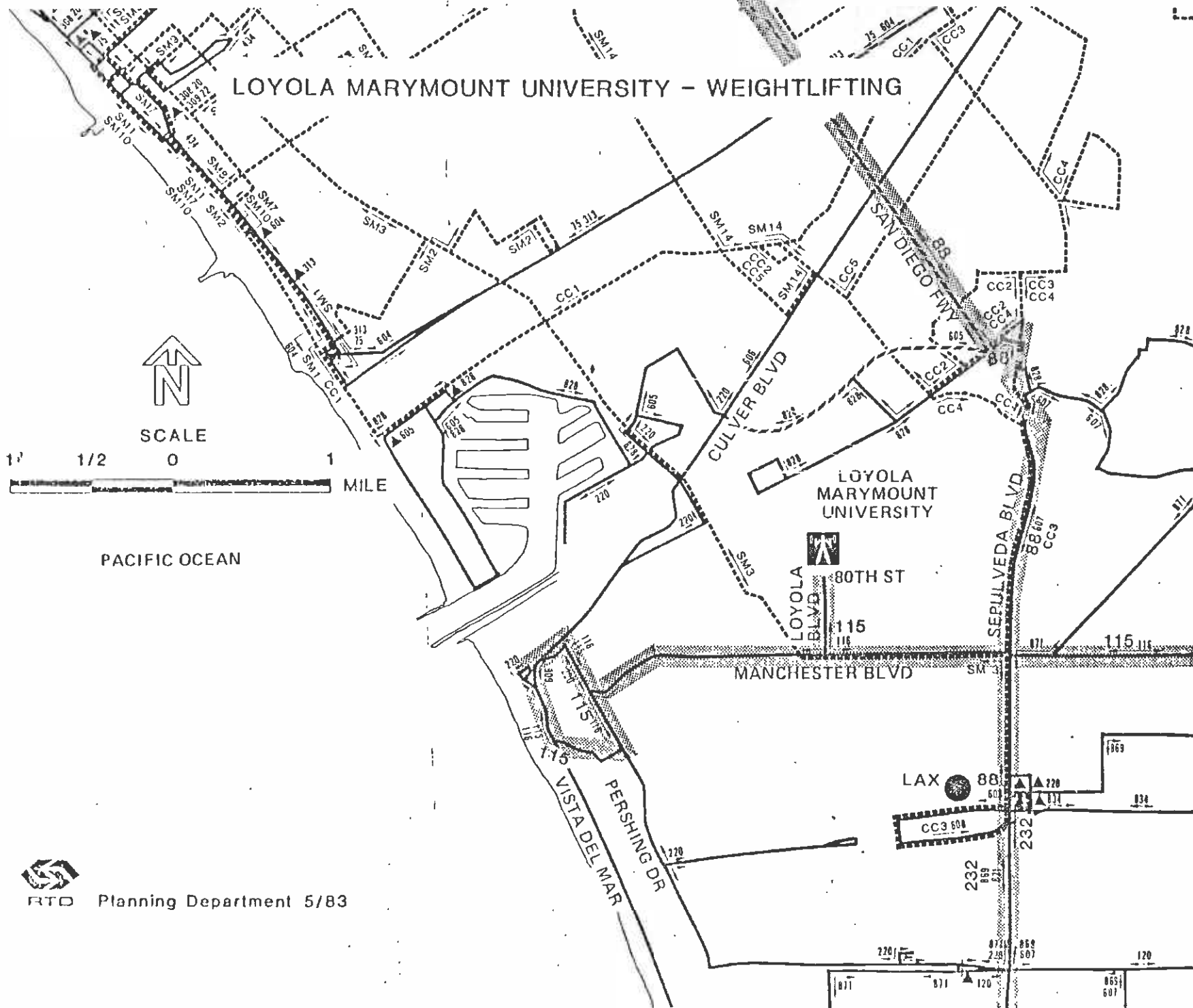


THE FORUM - BASKETBALL



RTD Planning Department 5/83

LOYOLA MARYMOUNT UNIVERSITY - WEIGHTLIFTING



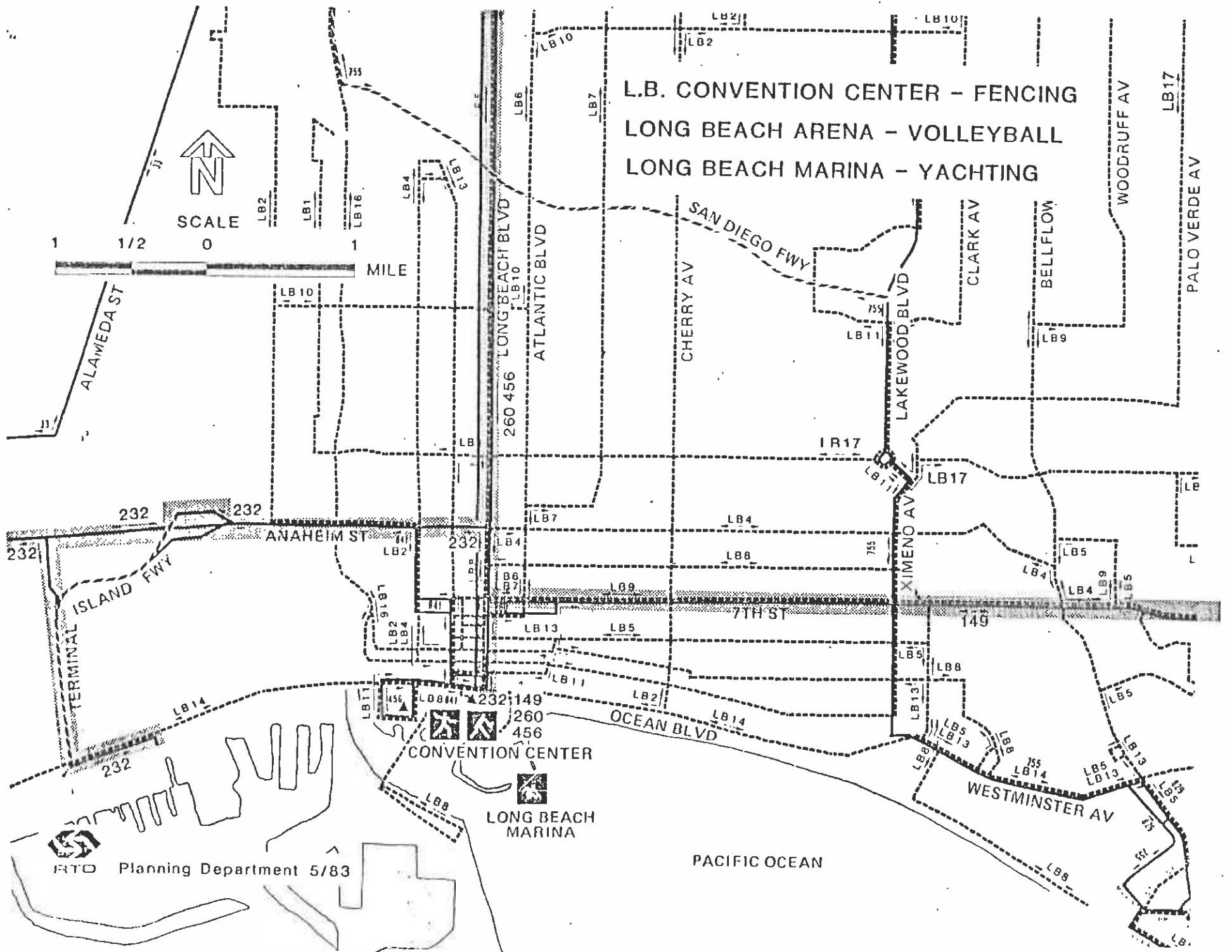
SCALE



PACIFIC OCEAN



RTD Planning Department 5/83



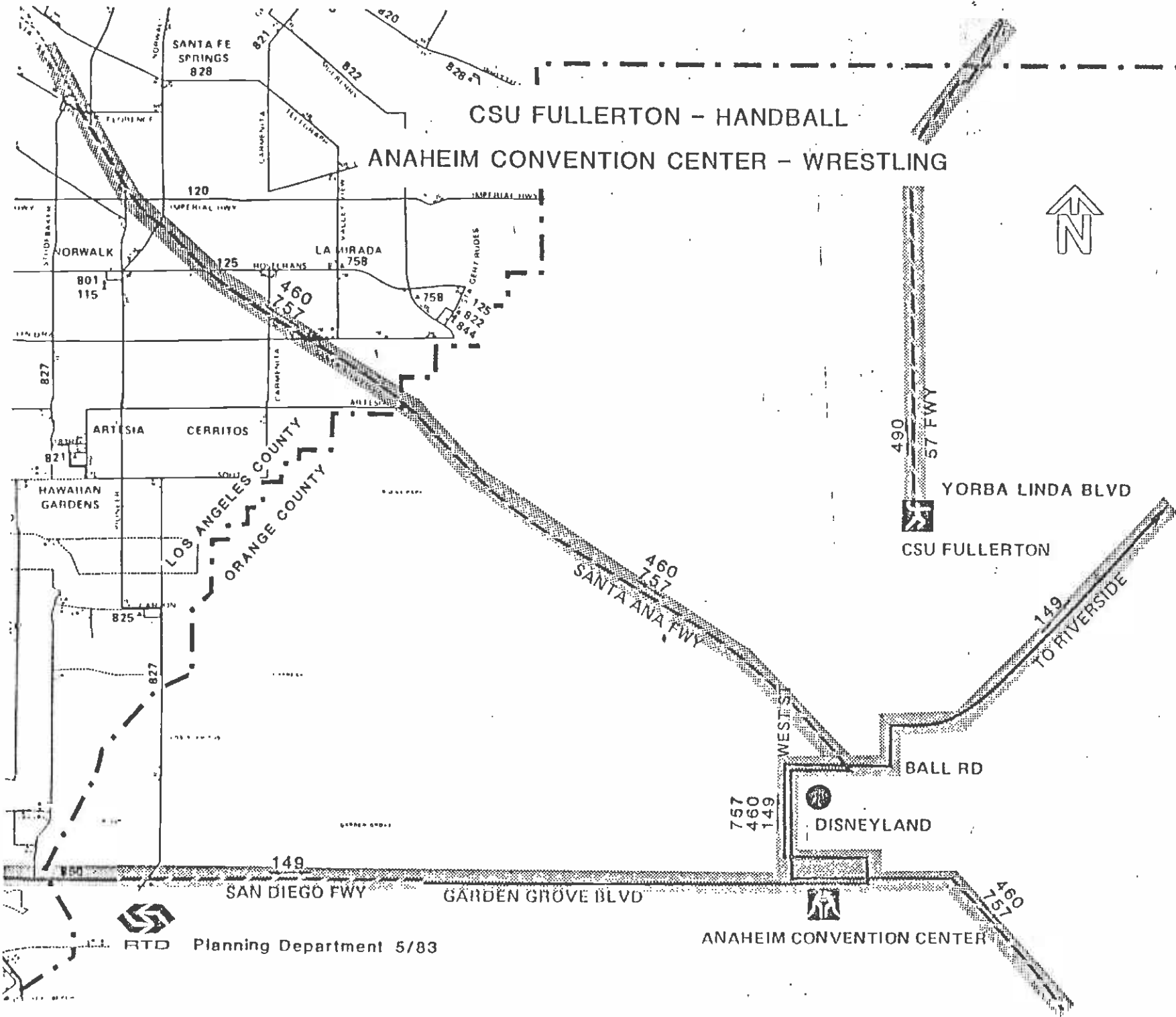
L.B. CONVENTION CENTER - FENCING
 LONG BEACH ARENA - VOLLEYBALL
 LONG BEACH MARINA - YACHTING

CONVENTION CENTER

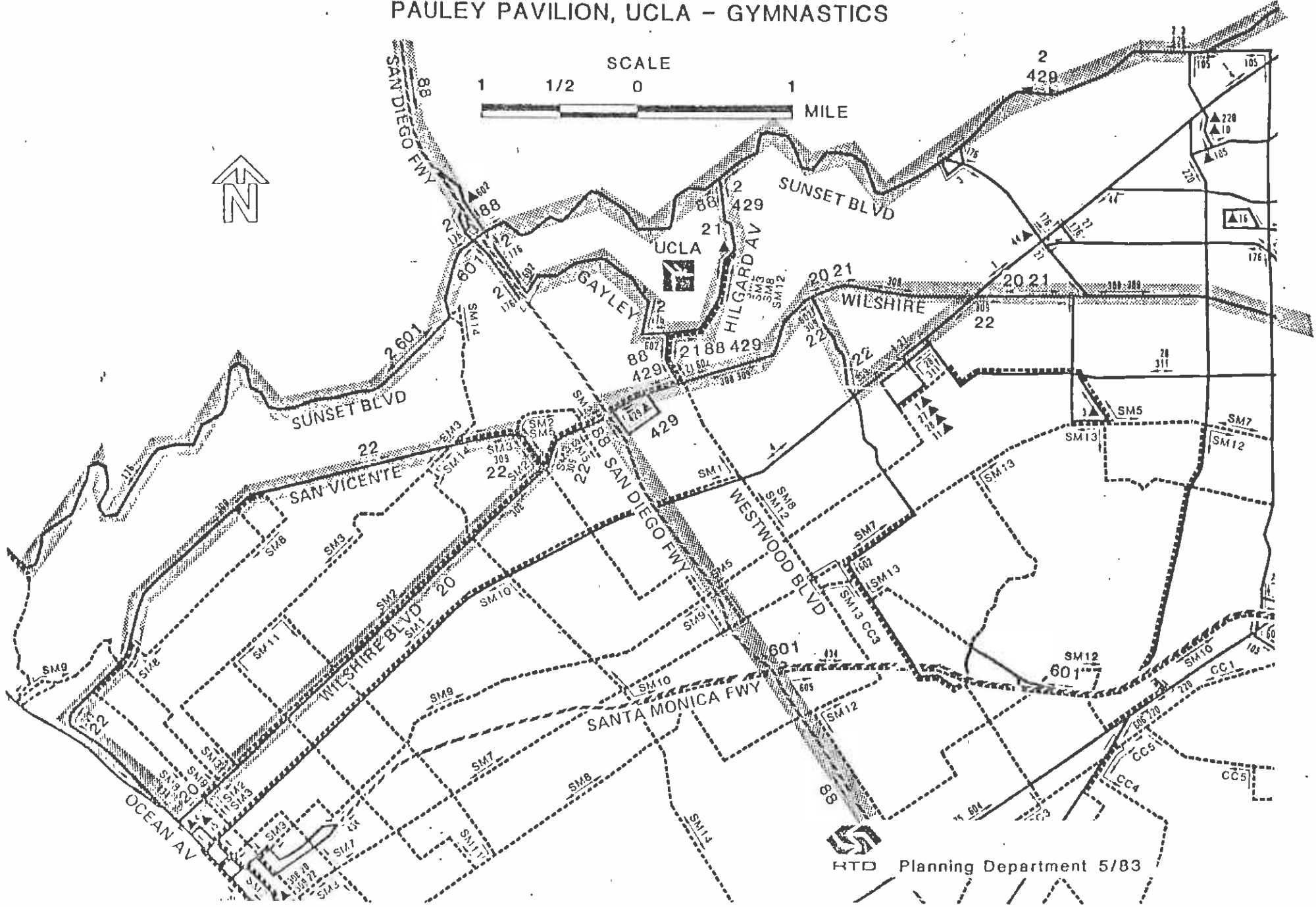
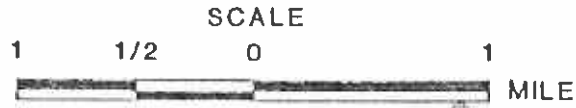
LONG BEACH MARINA

PACIFIC OCEAN

RTD Planning Department 5/83



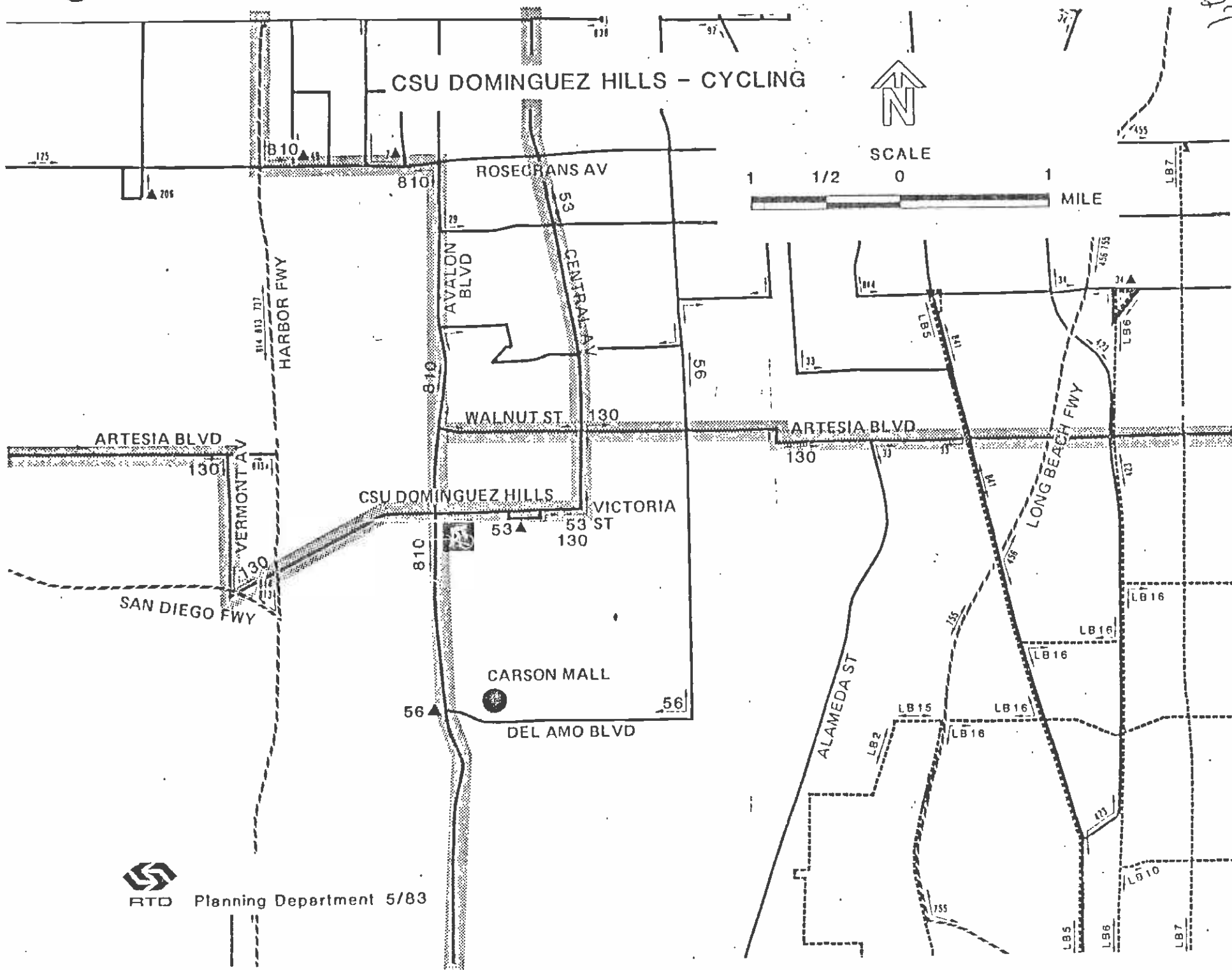
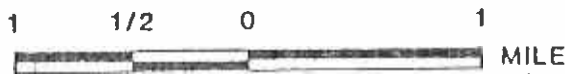
PAULEY PAVILION, UCLA - GYMNASIICS



CSU DOMINGUEZ HILLS - CYCLING



SCALE

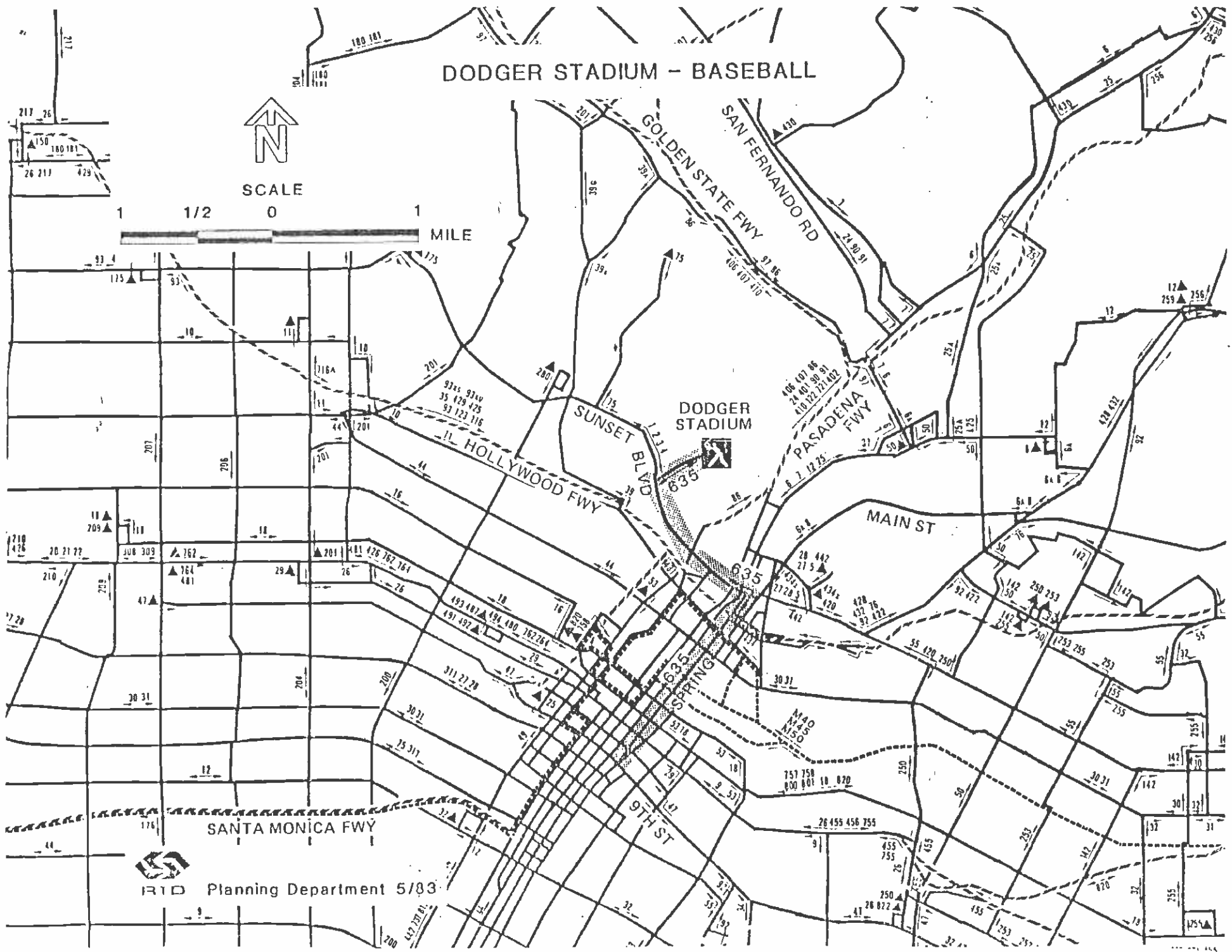
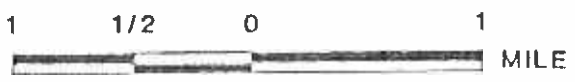


RTD Planning Department 5/83

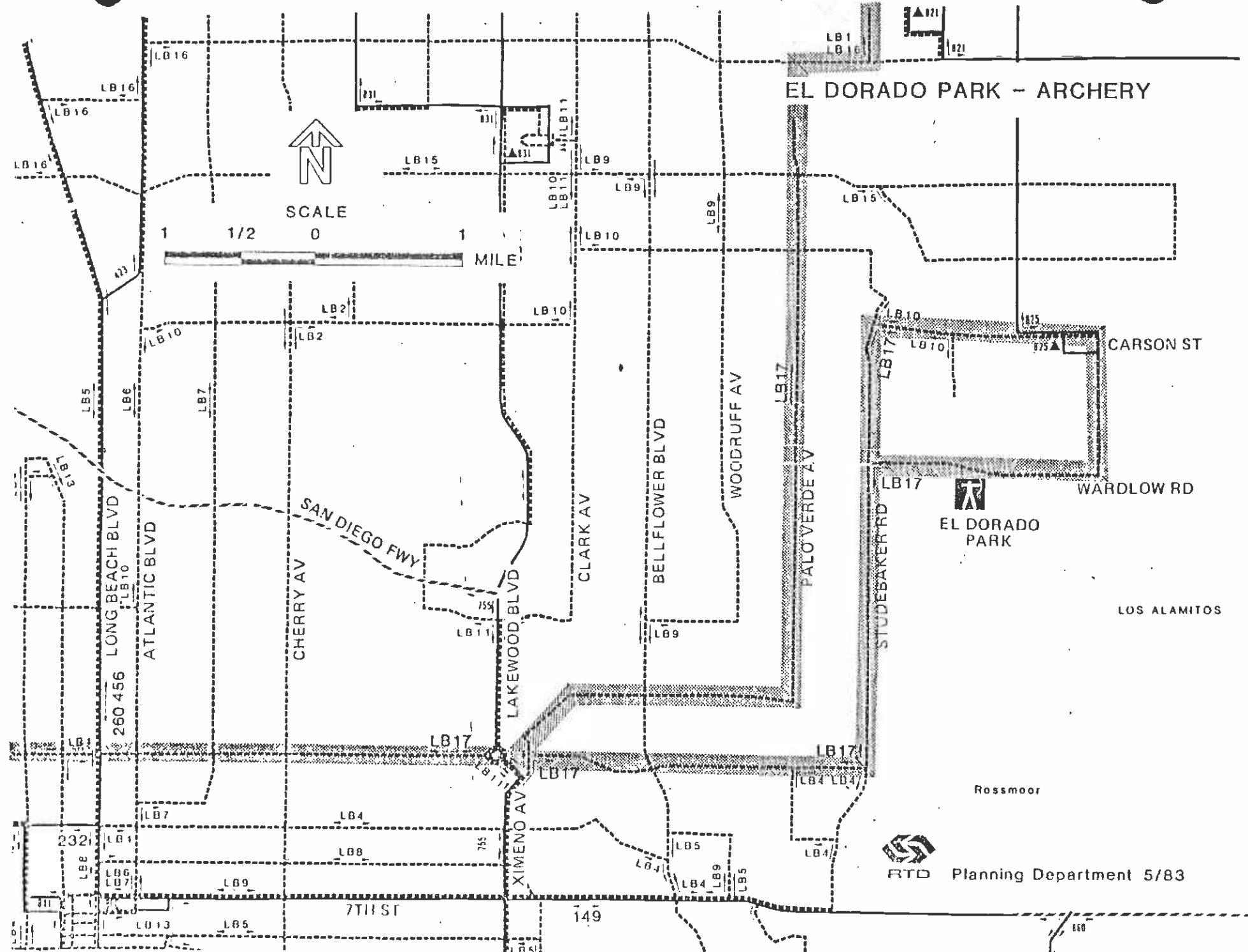
DODGER STADIUM - BASEBALL



SCALE



RD Planning Department 5/83



EL DORADO PARK - ARCHERY



SCALE



EL DORADO PARK



RTD Planning Department 5/83

CSU LOS ANGELES - JUDO

480 481 482 483 484 485 486 487 488 489
490 491 492 493 494 496 760 762 764

EL MONTE BUSWAY

424 CSULA

E.L.A. COLLEGE

FLORAL DR

RIGGIN ST

BROOKLYN AV

1ST ST

OLYMPIC BLVD

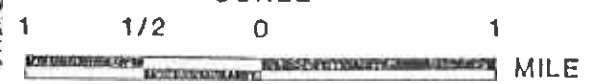
WASHINGTON BLVD

ATLANTIC BLVD

GARFIELD AVE



SCALE



RTD Planning Department 5/83

