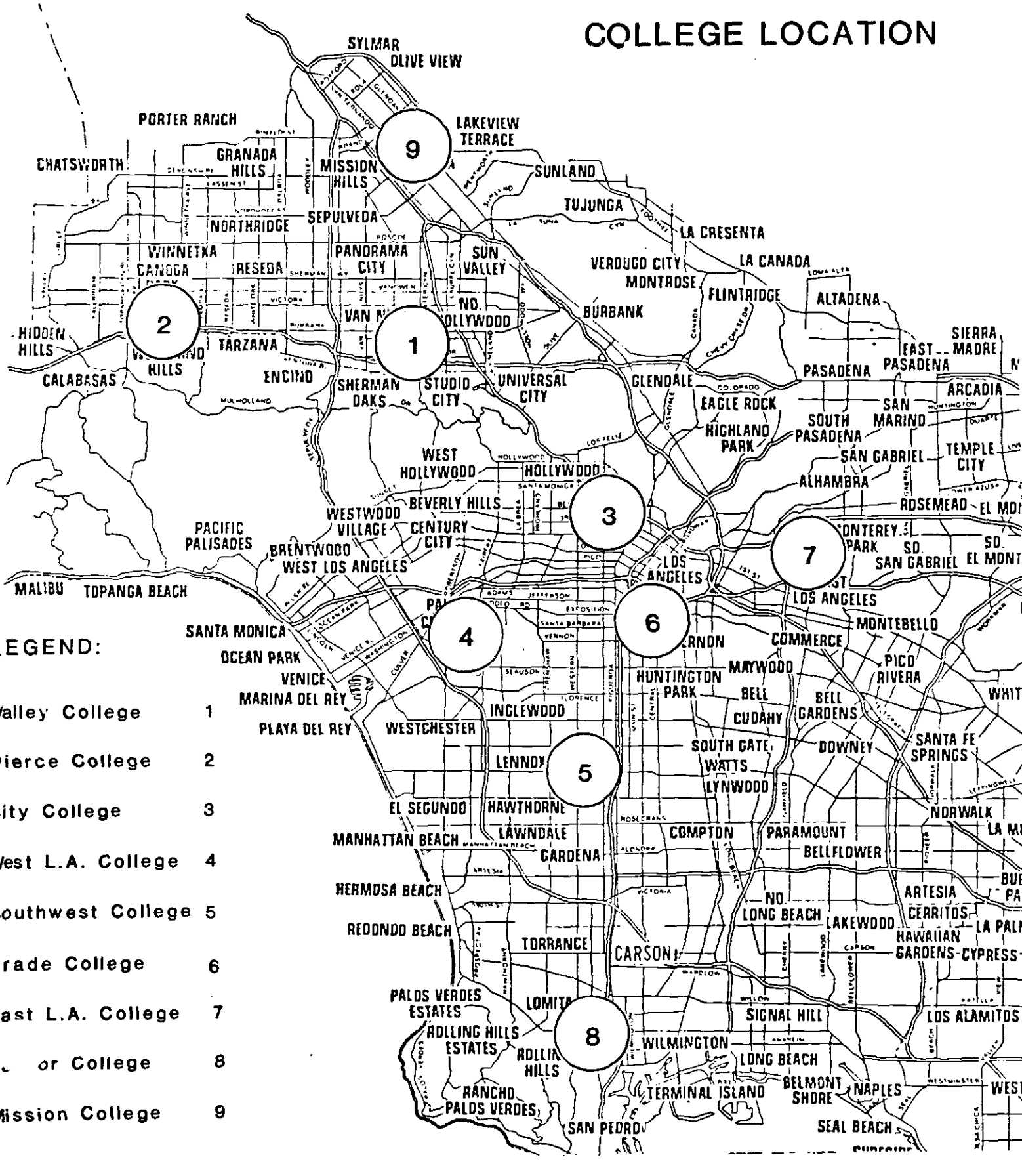
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

ANALYSIS OF TRANSPORTATION NEEDS AND SERVICES AVAILABLE TO LOS ANGELES COMMUNITY COLLEGE DISTRICT STUDENTS

SEPTEMBER 1980

TABLE OF CONTENTS

COLLEGE LOCATION



LEGEND:

Valley College	1
Pierce College	2
City College	3
West L.A. College	4
Southwest College	5
Trade College	6
East L.A. College	7
H[illegible] or College	8
Mission College	9

VALLEY COLLEGE

EXISTING TRANSPORTATION SYNOPSIS

PHYSICAL ENVIRONMENT OF CAMPUS & IMMEDIATE SURROUNDINGS

1. Parking Availability:

   According to campus security, on-site parking is sufficient. While some parking lots were near capacity, others appeared to have sufficient excess capacity to provide parking as necessary. (See Appendix II)

2. SCRTD Bus Service:

   The school is served by four SCRTD lines: (see Figure 1)

   A. Line 154 runs immediately adjacent to the north side of campus along Oxnard Boulevard. Bus stops for this line are located approximately 500-600' from the center of Valley's campus. (1 block)

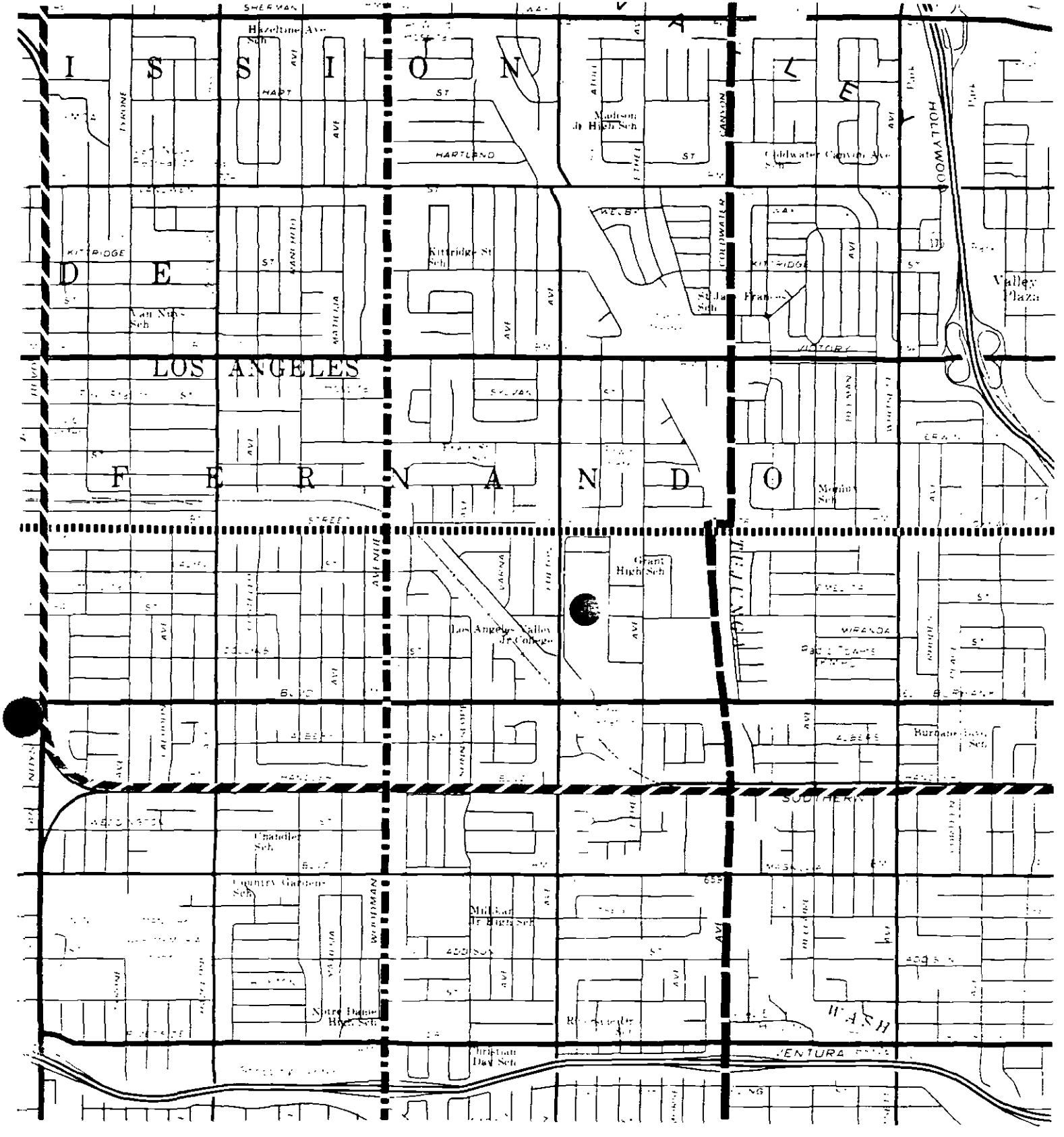
   B. Line 158 runs north/south on Woodman Avenue. The closest stop to the campus center is on Woodman Avenue and Oxnard which lies 2500' to the west (7 blocks)

   C. Line 159 runs adjacent to the east side of campus along Coldwater Canyon Avenue. The closest bus stops to the center of campus are approximately 850-1000' away. (2 blocks)

   D. Line 93 runs east/west along Chandler Boulevard. The bus stop which is closest to the center of campus is located on Ethel Avenue and Chandler Boulevard which is 2000' to the south. (4 blocks)

3. Adjoining Land Uses

   Multi-family residences provide the majority of immediately adjoining land uses. Some light commercial activity is found at the intersection of Burbank Boulevard and Fulton Avenue. Grant High School immediately adjoins the Valley campus to the northeast.



LEGEND:

Line 154 ..... Valley College ● Line 159 ▬▬▬

Line 158 ▬ ▬ ▬ Line 93 ▰▰▰

Figure 1

4. Physical Travel Barriers in the Immediate Vicinity:

There appear to be no significant physical travel barriers (especially pertaining to pedestrianism) in the immediate Valley campus area. The terrain is flat. All traffic intersections are signaled, and the adjacent streets are well trafficked and have nighttime street lighting. The only apparent barrier to pedestrianism appears to be the long, isolated on-campus walk necessary for anyone walking from the center of campus due east on Hatteras and using the footbridge to reach Coldwater Canyon.

5. Wheelchair Accessibility:

All bus stops adjacent to the campus are wheelchair accessible, as are travel paths to and from campus.

STUDENT TRAVEL PATTERNS & GENERAL STUDENT DEMOGRAPHICS *

1. Primary Means of Transit To/From Campus:

Auto and bus use account for 95.6% of all travel modes utilized to commute to campus. Of this 95.9%, auto use (both "own car" and"carpool") account for 96.12% of travel, while bus usage accounts for 3.9%. Breakdown by student income versus student use by car/bus, is as follows:

No Income	88.2% auto 11.8% bus
Less than $1,000	94.6% auto 5.4% bus
$1,000 - $2,000	94.7% auto 5.3% bus
$2,000 - $3,000	91.8% auto 8.2% bus
$3,000 - $4,000	96.5% auto 3.5% bus

* NOTE: The student response rate to the LACCD survey was approximately 6% of all students enrolled.

$4,000 - $6,000	97.0% auto 3.0% bus
$6,000 - $8,000	98.7% auto 1.3% bus
$8,000 - $10,000	97.8% auto 2.2% bus
Greater than $10,000	99.7% auto 0.3% bus

Breakdown by parent income as compared to student use of car/bus is as follows:

$0 - $4,000	80.9% auto 19.1% bus
$4,000 - $6,000	90.5% auto 9.5% bus
$6,000 - $9,000	92.9% auto 7.1% bus
$9,000 - $10,000	96.1% auto 3.9% bus
$10,000 - $15,000	93.2% auto 6.8% bus
$15,000 - $18,000	98.0% auto 2.0% bus
$18,000 - $20,000	95.2% auto 4.8% bus
$20,000 - $30,000	96.7% auto 3.3% bus
Greater than $30,000	98.0% auto 2.0% bus

As would be expected, the lower economic strata demonstrate a disproportionately higher use of bus versus auto, than do the upper level groups.

2. Location of Students in Relation to Campus

The great majority of students reside in a north/south corridor which is approximately 12 miles wide by 20 miles long and contains Valley College. Approximately 19,100 (87%) of the total school enrollment of 22,000 (approximate) students reside within this corridor. Seventy-five percent of all students live within 10 miles of the campus, with 50% living less than 6 miles distant. (see Figure 2)

3. Student Travel Distance To/From Campus by Travel Mode

Ninety-five percent of all students at Valley College use either an auto (either as a driver or passenger) or bus to travel between home and campus. Of those who travel by car, 75% live within 10 miles and 50% live within 6 miles. Of those who travel by bus, 69% live within 10 miles and 50% live within 6 miles. (see Table 1)

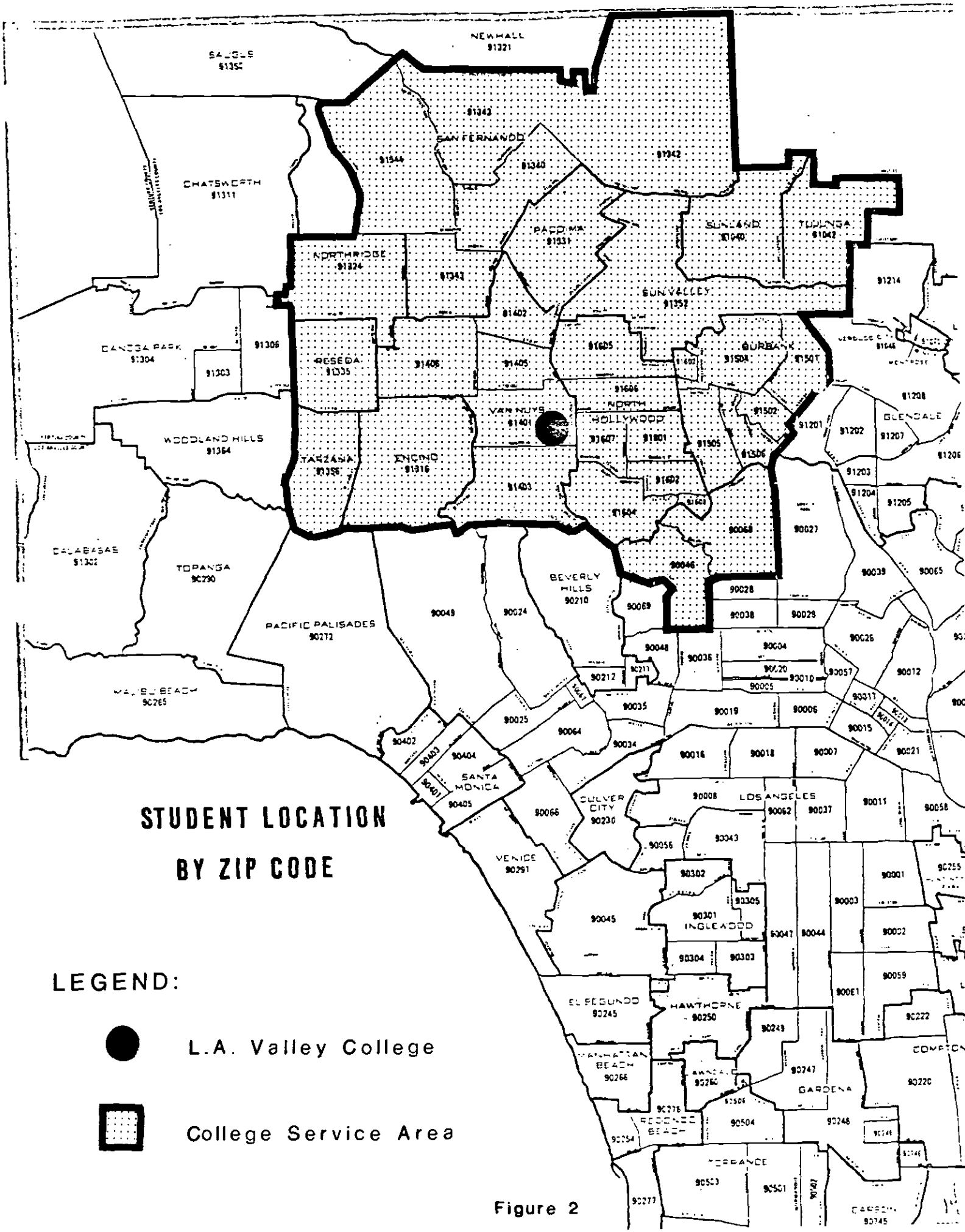
4. Primary Means of Travel to Campus by Mode By Day/Evening Class

A marked disparity exists between day vs. evening use of auto or buses. For daytime only students, there is approximately eleven-fold higher usage of bus transit than occurs for evening-only students. Ninety percent of daytime students use the auto for travel to/from campus vs. 96% for evening students (6.3% of daytime-only students vs. 0.6% for nighttime-only students). (see Table 2)

EXISTING BUS SERVICE TO VALLEY CAMPUS

With the exception of a lack of service during the evening hours, Valley appears to be receiving a good level of service. As mentioned earlier, the campus is served by Lines 154 and 159, running on campus bounding streets of Oxnard Boulevard and Coldwater Canyon Avenue, respectively. Line 93 lies approximately 2,000' (walking distance) south of the middle of campus on Chandler Boulevard. Line 158 lies approximately 2,500' (walking distance) west of the campus on Woodman Avenue.

Table 3 represents the service characteristics of these four lines. With the exception of a few rush hour trips on Line 93, all the lines have sufficient excess capacity to accommodate additional boardings by Valley students.



STUDENT LOCATION BY ZIP CODE

Figure 2

TABLE 1

L.A. VALLEY COLLEGE

DISTANCE FROM COLLEGE BY TRAVEL MODE

TRAVEL MODE	DISTANCE FROM COLLEGE (IN MILES)						ROW TOTAL
	1-3	4-6	7-10	11-15	16-20	21+	
Own Car	323	290	301	171	52	63	1,200 87.8%
Carpool	10	10	18	14	5	3	60 4.4%
Motorcycle	4	3	6	3	0	2	18 1.3%
Walk	19	0	1	0	0	8	51 3.9%
Bus	11	15	9	7	4	5	51 3.9%
Bicycle	6	2	1	0	0	1	10 0.7%
Total	373	320	336	195	61	82	1,367
% of Total	27.3	23.4	24.6	14.3	4.5	6.0	100.0%

TABLE 2

L.A. VALLEY COLLEGE
CLASS TYPE BY TRAVEL MODE

TRAVEL MODE	DAY	EVENING	DAY & EVENING
Own Car (Percent)	528 83.4%	449 93.0%	182 89.2%
Carpool (Percent)	40 6.3%	15 3.1%	5 2.5%
Motorcycle (Percent)	5 0.8%	8 1.7%	5 2.5%
Walk (Percent)	16 2.5%	5 1.0%	4 2.0%
Bus (Percent)	40 6.3%	3 0.2%	6 2.9%
Bicycle (Percent)	4 0.6%	3 0.2%	2 1.0%
Total (Percent)	633	483	204
% of Total	48.0	36.6	15.5

TABLE 3

Service Characteristics of Existing San Fernando Valley Community College-Serving Bus Routes

School	Line	Service Spread	Mon.-Fri. Headways Peak	Base	Evg.	Sat./Sun. Headways Peak	Base	Evg.	AVG. WEEKDAY LOAD FACTOR IN THE VICINITY OF THE COLLEGE Peak	Base
Valley	93	6:30 am-2:00 am	6 min	15 min	30 min	15 min Sat. 20 min Sun.	15 min Sat. 20 min Sun.	18 min Sat. 30 min Sun.	AM: SB: 46% NB: 73% PM: SB: 85% NB: 43%	Midday: SB: 56% NB: 49% Evening: SB: 44% NB: 39%
	154	6:30am-7:30pm	22 min	22 min	30 min	60 min Sat. 60 min Sun.	60 min Sat. 60 min Sun.	30 min Sat. None Sun.	AM: WB: 27% EB: 25% PM: WB: 39% EB: 22%	Midday: WB: 24% EB: 24% Evening: WB: 13% EB: 6%
	158	6:00am-7:00pm	21 min	22 min	35 min	60 min Sat./ Sun.	60 min Sat./ Sun.	60 min Sat./ Sun.	AM: WB: 33% EB: 37% PM: WB: 41% EB: 34%	Midday: WB: 22% EB: 19% Evening: WB: 16% EB: 8%
	159	6:00am-7:30pm	20 min	22 min	30 min	60 min Sat./ Sun.	60 min Sat./ Sun.	60 min Sat./ Sun.	AM: SB: 16% NB: 23% PM: SB: 13% NB: 18%	Midday: SB: 11% NB: 9% Evening: SB: 2% NB: 5%

PIERCE COLLEGE

EXISTING TRANSPORTATION SYNOPSIS

PHYSICAL ENVIRONMENT OF CAMPUS & IMMEDIATE SURROUNDINGS:

1. Parking Availability

According to campus security, parking does not present any problems at Pierce College campus. The existing facilities appeared to be utilized at an average rate of approximately 50% (or less) of total capacity. (See Appendix II)

2. SCRTD Bus Service

The campus is served by two SCRTD lines: (see Figure 1)

A. Line 153 runs north/south on Winnetka Avenue which forms the eastern boundary of the school. Bus stops for this line are within 2000' of the majority of campus buildings. (4 blocks)

B. Line 164/165 runs east/west along Victory Boulevard which forms the northern boundary of the school. Bus stops for this line are within 2000' of the campus center. (4 blocks)

3. Adjoining Land Uses

The adjoining land uses are chiefly agricultural and residential with some limited commercial/industrial development along the western fringe of the campus.

4. Physical Travel Barriers in Immediate Vicinity

Except for the distance between the existing bus stops and the main campus complex, there do not appear to be any significant barriers to pedestrianism.

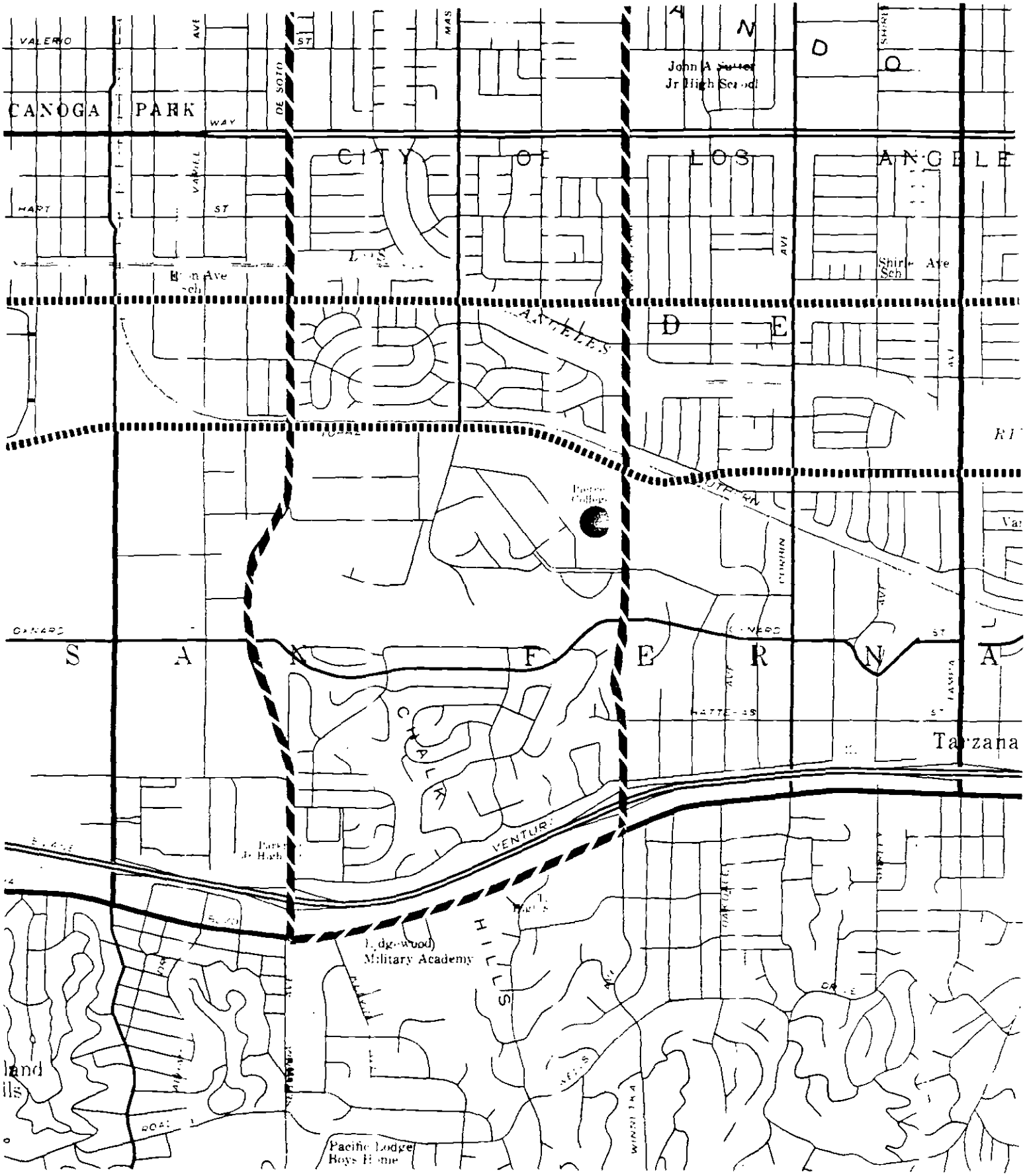
5. Wheelchair Accessibility

The campus is wheelchair accessible to and from the bus stops. Curb cuts and paved sidewalks are provided. The only detriment to wheelchair accessibility is provided by the extreme schoolroom building setback peculiar to the campus.

STUDENT TRAVEL PATTERNS & GENERAL STUDENT DEMOGRAPHICS *

1. Primary Means of Travel To/From Campus

Auto and bus use account for 95.8% of all travel means utilized to commute to the campus. Of this 95.8%, auto usage (own car or carpool) accounts for 97.1% while bus usage accounts for 2.9%. Further breakdown of student/parent income vs. student use of bus/car is as follows:



LEGEND:

Line 164/165 ..... Pierce College Line 153 - - - -

Figure 1

No Income	91.7% auto 8.3% bus
Less than $1,000	93.8% auto 6.2% bus
$1,000 - $2,000	97.8% auto 2.2% bus
$2,000 - $3,000	96.2% auto 3.8% bus
$3,000 - $4,000	96.9% auto 3.1% bus
$4,000 - $6,000	99.1% auto 0.9% bus
$6,000 - $8,000	95.9% auto 4.1% bus
$8,000 - $10,000	100% auto
Greater than $10,000	100% auto

* NOTE:: The student reponse rate to the LACCD survey was approximately 6% of all students enrolled.

Breakdown by parent income as compared to student use of car or bus is as follows:

$0 - $4,000	94.1% auto 5.9% bus
$4,000 - $6,000	80.0% auto 20.0% bus
$6,000 - $9,000	87.0% auto 13.0% bus
$9,000 - $10,000	95.6% auto 4.4% bus
$10,000 - $15,000	96.8% auto 3.2% bus
$15,000 - $18,000	96.1% auto 3.9% bus

$18,000 - $20,000	97.0% auto 3.0% bus
$20,000 - $30,000	98.4% auto 1.6% bus
Greater than $30,000	97.8% auto 2.2% bus

As would be expected, the lower economic groups show a disproportionately higher usage of bus vs. auto, than do the higher level income groups.

2. Location of Students in Relation to Campus

The vast majority of students enrolled at Pierce College reside within the San Fernando Valley in an area approximately 18 miles wide by 30 miles long. Approximately 18,200 (79.8%) of the total school enrollment of 22,828 reside within that area. Over seventy-five percent of all students live within 10 miles of the campus, and 55% live less than six miles. (see Figure 2)

3. Student Travel Distance To/From Campus by Travel Mode

Ninety-five point six percent of all students attending Pierce College travel by either car (either as a driver or a passenger) or by bus. Of those who travel by auto, 75.8% live within 10 miles or less; 55% live less than six miles from campus. Of those students who travel by bus (2.9% of total enrollment), 63.4% live within 10 miles and 34.7% live within 6 miles of the campus.(see Table 1)

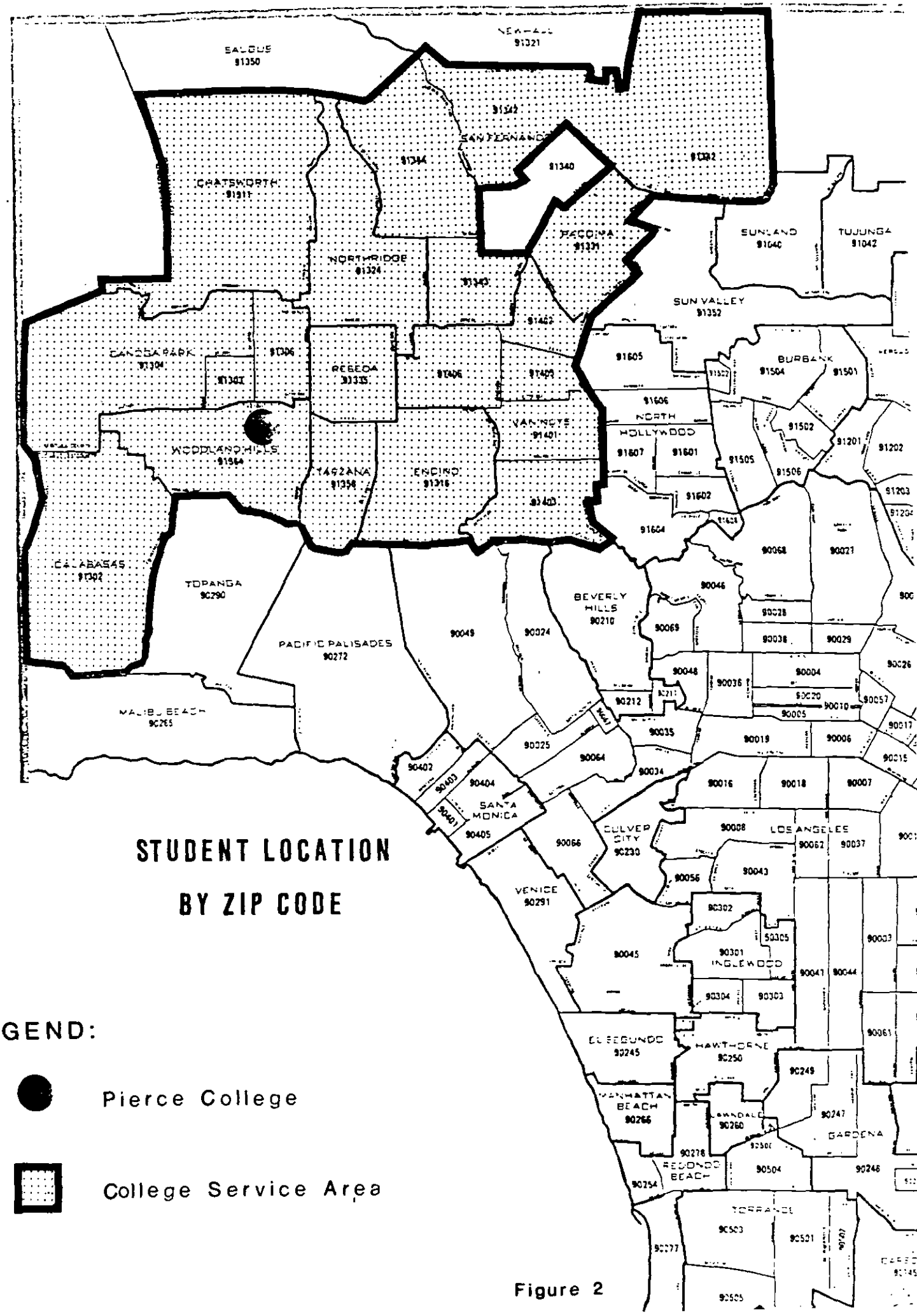
4. Primary Means of Travel to Campus by Mode By Day/Evening Class

Ninety-one point four percent of daytime enrolled students use the car to travel to and from school. Four point one percent use bus transit. Ninety-six point nine percent of evening enrolled students use the car to travel to and from the campus; 0.9% use bus transit. (see Table 2)

EXISTING BUS SERVICE TO PIERCE COLLEGE CAMPUS

With the exception of service during the evening hours, Pierce appears to be receiving adequate levels of bus service. As mentioned earlier, the campus is serviced by Line 153 and 164/165 running on Winnetka Avenue and Victory Boulevard, respectively. Table 3 represents the service characteristics of these two lines. With the exception of a lack of service

after 7:30 p.m. on Line 153 and minor overloads during the late midday base period on Line 164/165 both of the lines appear to have sufficient excess capacity to accommodate additional boardings by Pierce students.



STUDENT LOCATION BY ZIP CODE

LEGEND:

● Pierce College

▭ College Service Area

Figure 2

TABLE 1

L.A. PIERCE COLLEGE

DISTANCE FROM COLLEGE BY TRAVEL MODE

TRAVEL MODE	DISTANCE FROM COLLEGE (IN MILES)						ROW TOTAL
	1-3	4-6	7-10	11-15	16-20	21+	
Own Car	291	424	265	135	77	92	1,284 89.5%
Carpool	7	10	12	8	9	3	49 3.4%
Motorcycle	10	8	4	2	0	2	26 1.8%
Walk	9	0	0	1	0	3	13 0.9%
Bus	6	8	12	5	5	5	41 2.9%
Bicycle	15	5	0	1	0	0	21 1.5%
Total	338	455	293	152	91	105	1,434
% of Total	23.6	31.7	20.4	10.6	6.3	7.3	100.0%

TABLE 2

L.A. PIERCE COLLEGE

CLASS TYPE BY TRAVEL MODE

TRAVEL MODE	DAY	EVENING	DAY & EVENING
Own Car (Percent)	727 87.0%	312 95.4%	206 90.4%
Carpool (Percent)	37 4.4%	5 1.5%	6 2.6%
Motorcycle (Percent)	15 1.8%	6 1.8%	5 2.2%
Walk (Percent)	8 1.0%	1 0.3%	4 1.8%
Bus (Percent)	34 4.1%	3 0.9%	2 0.9%
Bicycle (Percent)	15 1.8%	0 0.0%	5 2.2%
Total	836	327	228
% of Total	60.1	23.5	16.4

SERVICE CHARACTERISTICS OF EXISTING S.F. VALLEY COMMUNITY COLLEGE BUS ROUTES

School	Line	Service Spread	M - F HEADWAYS peak	base	evg.	SAT./SUN. HEADWAYS peak	base	evg.	AVG. WEEKDAY LOAD FACTOR IN VICINITY OF THE COLLEGE peak	base
Pierce	153	6:00 am-7:30 pm	30 min	30 min	30 min.	none	none	none	A.M. WB 20% EB 10% P.M. WB 11% EB 14%	MIDDAY WB 8% EB 16% EVENING: WB 5% EB 3%
	164/ 165	6:00am-10:30 pm	20 min	22 min	45 min.	30 min Sat/Sun	30 min Sat/Sun	30 min Sat/Sun	A.M.** NB 69% SB 63% P.M.** NB 39% SB 66% ** non-school yr load factor Data taken on 7/24/79	MIDDAY ** NB 31% SB 29% EVENING ** NB 14% SB 13%

LOS ANGELES CITY COLLEGE

EXISTING TRANSPORTATION SYNOPSIS

PHYSICAL ENVIRONMENT OF CAMPUS & IMMEDIATE SURROUNDINGS:

1. Parking Availability

According to campus security, on-site parking is severely constrained. Most students are forced to utilize limited off-site parking on surrounding streets and lots. (See Appendix II)

2. SCRTD Bus Service

Los Angeles City College is served by five SCRTD lines: (see Figure 1)

A. Line 4 operates along Melrose Avenue which is one block south of campus. The closest stop to the campus center is at the intersection of Melrose Avenue and Heliotrope Drive which is approximately 1,000' away. (2 blocks)

B. Line 42 runs directly adjacent to the east side of campus along Vermont Avenue. The closest bus stops to the campus center are within 500'. (1 block)

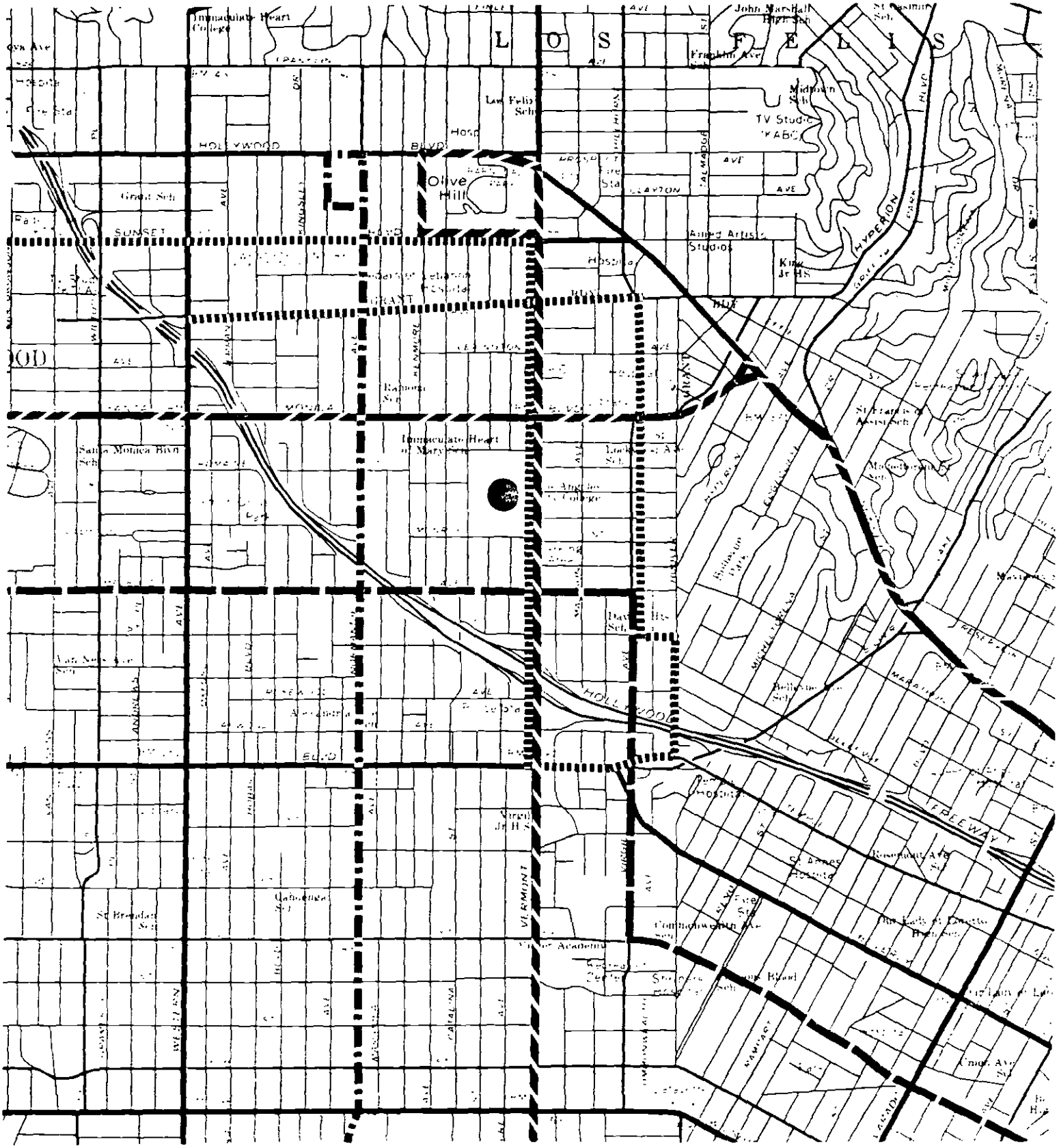
C. Line 95 follows the same path as the Line 42 on Vermont Avenue in the vicinity of L.A.C.C. Bus stops are the same as for those on Line 42. Consequently, the closest stops to the center of the campus are also within 500'. (1 block)

D. Line 94 operates one short block north of the college along Santa Monica Boulevard. The closest stop to the school is at the intersection of Vermont Avenue and Santa Monica Boulevard which is 1,200' from the campus center. (2 blocks)

E. Line 96 which runs north/south on Normandie Avenue is the most distant of the five lines. The closest stop to the school is at the intersection of Normandie Avenue and Romaine Street which is 2,000' west of the campus center. (5 blocks)

3. Adjoining Land Use

Directly west of the campus along Heliotrope Drive, there are a number of older, multi-family dwellings. Vermont Avenue is heavily commercialized, as are Santa Monica Boulevard and Melrose Avenue. The campus is continguous along its southern border with the Braille Institute of America National Headquarters.



LEGEND:

Line 42 ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪

City College ●

Line 4 ▬▬▬▬

Line 94 ▬▪▬▪▬

Line 96 ▬▪▬▪▬▪▬

Line 95 ▬▪▪▬

Figure 1

4. Physical Travel Barriers in Immediate Vicinity:

There appear to be no significant travel barriers (especially as pertaining to pedestrianism) within the immediate vicinity. The terrain is flat. All major traffic intersections are signaled and the adjacent streets are well trafficked and are equipped with nighttime street lighting.

5. Wheelchair Accessibility:

All bus stops to the campus are wheelchair accessible, as are the travel paths to and from the campus.

STUDENT TRAVEL PATTERNS & GENERAL STUDENT DEMOGRAPHICS *

1. Primary Means of Travel to and from Campus

Auto and bus use account for 92.8% of all travel modes utilized to commute to and from campus. Of this 92.8%, 67.5% of students use auto (both own a car and/or passenger) while bus usage accounts for 32.5% of the travel. Breakdown by student income as compared to student use of car or bus is as follows:

No Income	46.1% auto 53.9% bus
Less than $1,000	52.4% auto 47.6% bus
$1,000 - $2,000	58.0% auto 42.0% bus
$2,000 - $3,000	59.6% auto 40.4% bus
$3,000 - $4,000	62.1% auto 37.9% bus
$4,000 - $6,000	75.5% auto 24.5% bus
$6,000 - $8,000	77.4% auto 22.6% bus
$8,000 - $10,000	85.8% auto 14.2% bus
Greater than $10,000	93.4% auto 6.6% bus

*NOTE: The student response rate to the LACCD survey was approximately 6% of all students enrolled.

Breakdown by parent income, as compared to student use of car or bus, is as follows:

$0 - $4,000	56.3% auto 43.8% bus
$4,000 - $6,000	43.8% auto 56.3% bus
$6,000 - $9,000	57.9% auto 42.1% bus
$9,000 - $10,000	56.5% auto 43.5% bus
$10,000 - $15,000	69.1% auto 30.9% bus
$15,000 - $18,000	81.5% auto 18.5% bus
$18,000 - $20,000	64.7% auto 35.3% bus
$20,000 - $30,000	78.6% auto 21.4% bus
Greater than $30,000	88.2% auto 11.8% bus

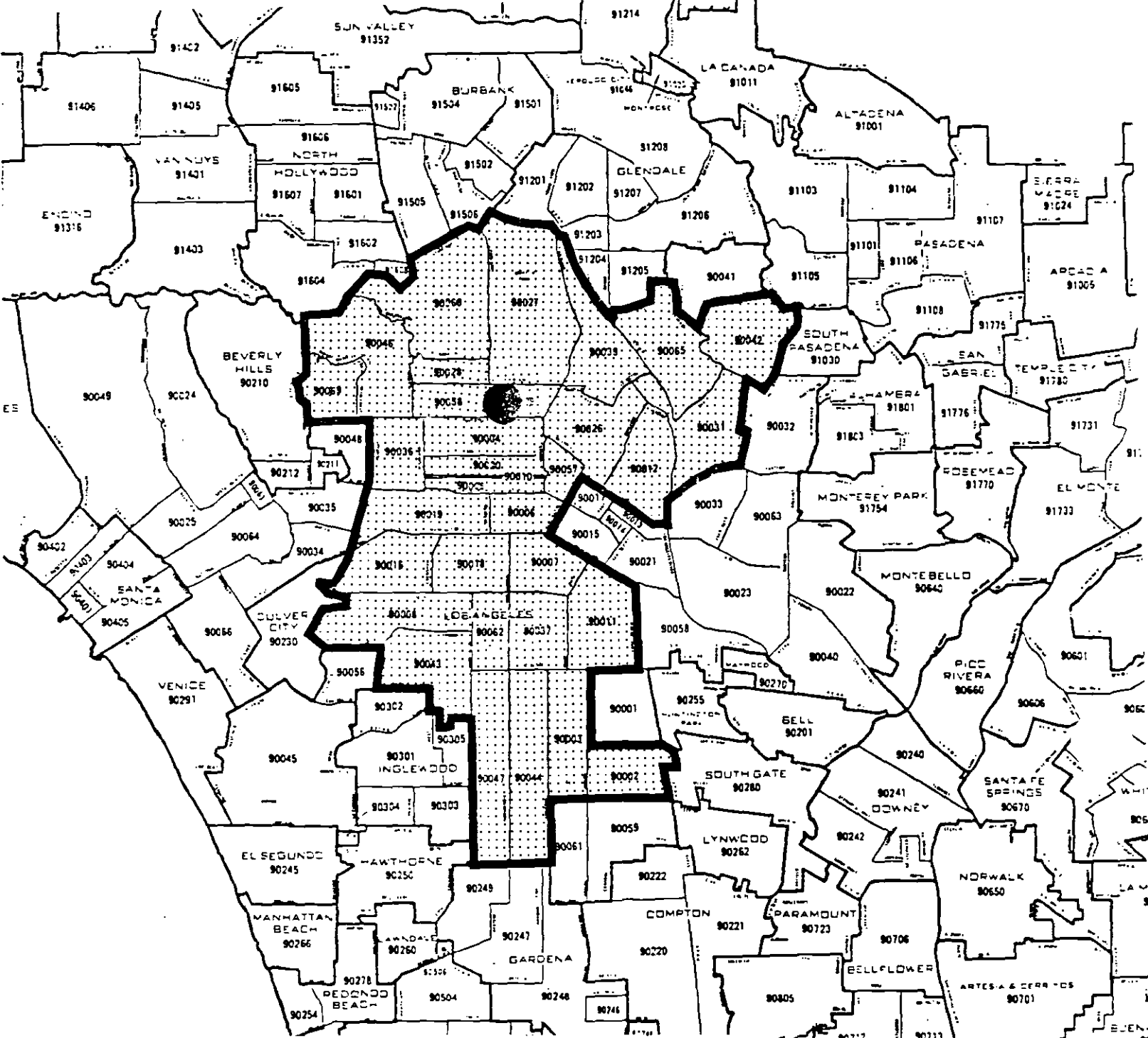
This campus demonstrates a high modal split given over to bus transit. Bus transit usage is high at all income levels except the very highest stratum, however, even then it remains significant.

2. Location of Students in Relation to Campus

Eighty-three percent of students attending LACC reside in a north/south corridor approximately 14 miles wide by 20 miles long. This corridor stretches from the Hollywood Hills south to the Compton area, and contains LACC. Approximately 83% (15,500) of the total school enrollment of 18,700 students reside within the corridor. Seventy-eight percent of all students reside within ten miles and 61.5% reside within 6 miles of the campus. (see Figure 2).

3. Student Travel Distance to/from Campus by Travel Mode:

Almost ninety-three percent of all students at LACC use either an auto (as either a driver or passenger) or a bus to travel between home and campus. Of those who travel by car, 79.3% live within ten miles of the campus, while 60.2% live within



STUDENT LOCATION BY ZIP CODE

LEGEND:

● L.A. City College

▨ College Service Area

Figure 2

6 miles. Of those who travel by bus, 75.9% live within 10 miles of campus, while 59.8% live within a 6 mile radius. (See Table 1)

4. Primary Means of Travel to/from Campus by Mode by Day/Evening Class :

A considerably greater percentage of daytime only students use bus, as compared to evening-only students. Fifty-three point eight percent of daytime-only students use autos, and 38% use the bus to travel to and from the campus. For evening-only students, 80.4% of the students use autos, whereas 15.8% use the bus,. (See Table 2)

EXISTING BUS SERVICE TO L.A.C.C. CAMPUS

Except for peak period overloading on Lines 42, 94 and 95, bus service appears to be excellent to LACC. As mentioned earlier, the campus is served by five lines, two of which (Lines 42 and 95) run directly in front of the school on Vermont Avenue. Line 94 runs along Santa Monica Boulevard, Line 4 runs along Melrose Avenue, Line 96 runs along Normandie Avenue.

Table 3 represents the service characteristics of these lines.

TABLE 2

L.A. CITY COLLEGE
CLASS TYPE BY TRAVEL MODE

TRAVEL MODE	DAY	EVENING	DAY & EVENING
Own Car (Percent)	336 49.7%	278 76.0%	64 55.7%
Carpool (Percent)	28 4.1%	16 4.4%	3 2.6%
Motorcycle (Percent)	8 1.2%	2 0.5%	2 1.7%
Walk (Percent)	40 5.9%	10 2.7%	14 12.2%
Bus (Percent)	257 38.0%	58 15.8%	32 27.8%
Bicycle (Percent)	7 1.0%	2 0.2%	0 0.0%
Total	676	366	115
% of Total	58.4	31.6	9.9

TABLE 1

L.A. CITY COLLEGE

DISTANCE FROM COLLEGE BY TRAVEL MODE

TRAVEL MODE	DISTANCE FROM COLLEGE (IN MILES)						ROW TOTAL
	1-3	4-6	7-10	11-15	16-20	21+	
Own Car	246	194	140	64	30	49	723 58.5%
Carpool	13	13	8	6	3	8	51 4.1%
Motorcycle	3	6	3	0	0	0	12 1.0%
Walk	50	4	3	0	0	9	66 5.3%
Bus	100	123	60	27	18	45	373 30.2%
Bicycle	4	4	0	1	0	2	11 0.9%
Total	416	344	214	98	51	113	1,230
% of Total	33.7	27.8	17.3	7.9	4.1	9.8	100.0%

TABLE 3

Service Characteristics of Existing Los Angeles City College Serving Bus Routes.

SCHOOL	LINE	SERVICE SPREAD	MONDAY-FRIDAY HEADWAYS PEAK	MONDAY-FRIDAY HEADWAYS BASE	MONDAY-FRIDAY HEADWAYS EVENING	SAT/SUN. HEADWAYS PEAK	SAT/SUN. HEADWAYS BASE	SAT/SUN. HEADWAYS EVENING	AVG. WEEKDAY LOAD FACTOR IN VICINITY OF THE COLLEGE PEAK	AVG. WEEKDAY LOAD FACTOR IN VICINITY OF THE COLLEGE BASE
L. A. City College	42	24 hours.	5 min	7 min	25 min	Sat 10 min Sun 15 min	10 min 30 min	15 min 15 min	a.m.** NB SB p.m.** NB SB	Midday:** NB SB Evening:** NB SB
	94	5:00am-12:30a.m.	8 min	10 min	30 min	Sat 20 min Sun 30 min	20 min 30 min	30 min 30 min	a.m. WB 61% EB 58% p.m. WB 81% EB 65%	Midday: WB 53% EB 47% Evening: NB 69% EB 51%
	96	5:00am-12:00am	15 min	15 min	30 min	Sat 20 min Sun 20 min	20 min 20 min	30 min 30 min	a.m. NB 37% SB 44% p.m. NB 40% SB 45%	Midday: NB 26% SB 24% Evening: NB 24% SB 33%
	4	24 hours	4 min	8 min	30 min	Sat 15 min Sun 30 min	7 min 15 min	20 min 25 min	a.m. NB 33% SB 32% p.m. NB 40% SB 32%	Midday: NB 25% SB 29% Evening: NB 29% SB 32%
	95	24 hours	4 min	5 min	15 min	Sat 10 min Sun 10 min	10 min 10 min	20 min 20 min	a.m. NB 46% SB 64% p.m. NB 59% SB 64%	Midday: NB 51% SB 72% Evening: NB 31% SB 56%

* Non-school day load fact aken on 4/21/79

WEST LOS ANGELES COLLEGE

EXISTING TRANSPORTATION SYNOPSIS

PHYSICAL ENVIRONMENT OF CAMPUS & IMMEDIATE SURROUNDINGS

I. Parking Availability

According to campus security, there is ample on-site parking available. Sufficient excess capacity exists to meet whatever parking requirements are necessary. (See Appendix II)

2. Bus Line Access

West L. A. College lies within the service area of the Culver City Municipal Bus Lines (CCMBL). Consequently, no bus service is provided by SCRTD. Some service is provided, however, by the CCMBL. Below are the routes of those lines and their distance from campus: (see Figure 1)

A. CCMBL 3 provides bus service on Overland Avenue which is approximately 1,500 feet west of the center of campus. (3 blocks)

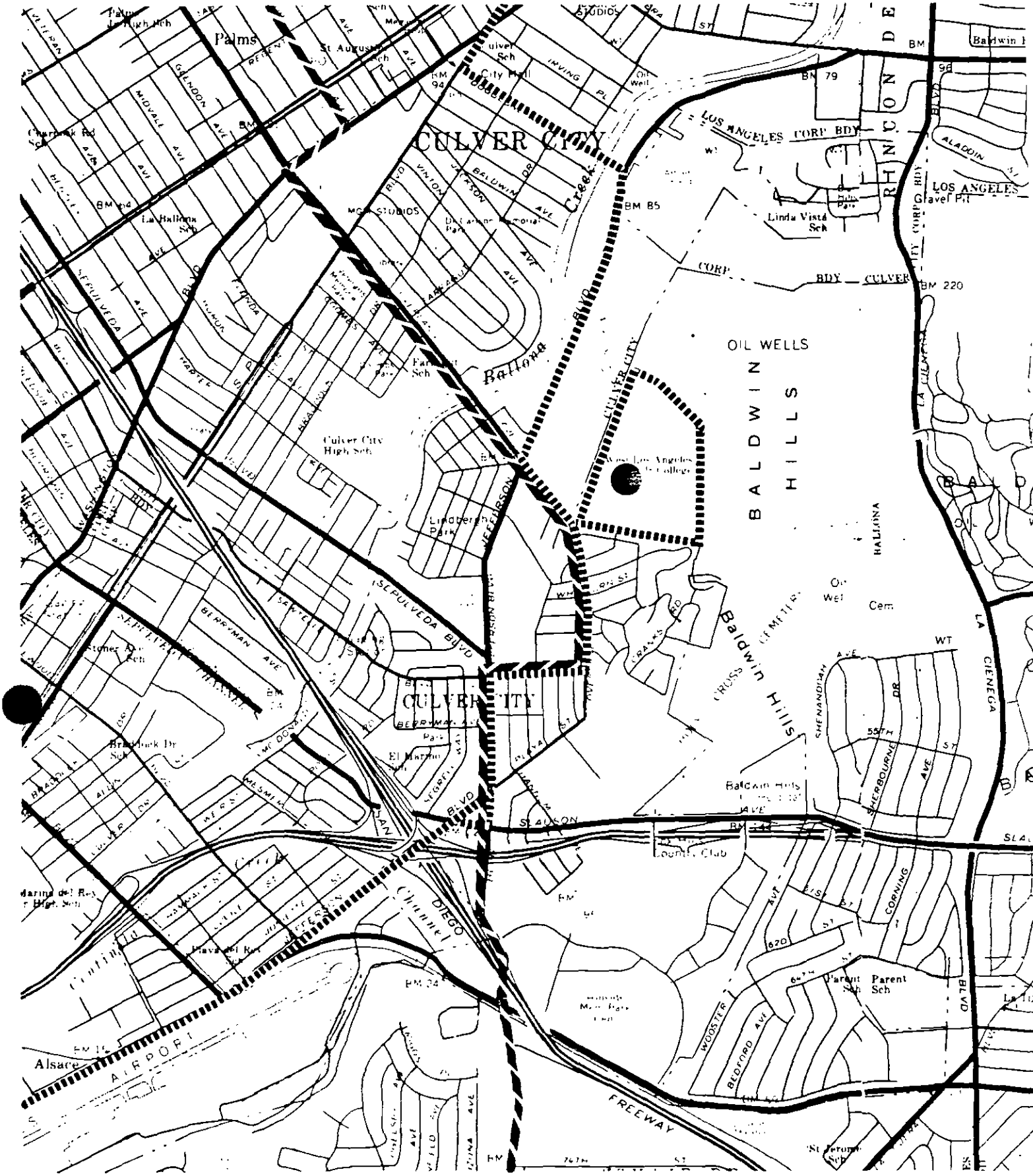
B. CCMBL 4 also provides service on Overland Avenue, but turns right on Stocker Street, making a loop around the college, eventually returning to Overland Avenue.

3. Adjoining Land Uses

Multi and single-family residences provide the majority of immediate land use. Just west of the school on Jefferson Avenue, commercial activity, as well as some light manufacturing and warehousing predominate. To the east, oil fields are scattered over an otherwise undeveloped landscape.

4. Physical Travel Barriers in the Immediate Vicinity

The most obvious barrier to pedestrians is the long hill that leads onto campus from the east. Other barriers include poor nighttime street lighting and lack of sidewalks on campus roads utilized by vehicles.



LEGEND:

Line CC3 ▬ ▬ ▬ ▬ West L.A. College Line CC4 ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪

Figure 1

5. Wheelchair Accessibility

There appears to be limited wheelchair accessibility at the school. The terrain is hilly and there are few sidewalks with cut curbs.

STUDENT TRAVEL PATTERNS & GENERAL STUDENT DEMOGRAPHICS*

1. Primary Means of Travel to Campus

Auto (own car and carpool) and bus account for 94.3% of all travel modes to campus. Of this 94.3%, auto use accounts for 75.6%, while that for the bus accounts for only 24.4%. Breakdown by student income, as compared to use of car or bus, is as follows:

No Income	69.2% auto 30.8% bus
Less than $1,000	69.0% auto 31.0% bus
$1,000 to $2,000	89.2% auto 10.2% bus
$2,000 to $3,000	74.4% auto 25.6% bus
$3,000 to $4,000	83.8% auto 16.2% bus
$4,000 to $6,000	93.5% auto 6.5% bus
$6,000 to $8,000	100.0% auto 0.0% bus
$8,000 to $10,000	94.3% auto 5.7% bus
Greater than $10,000	100.0% auto 0.0% bus

*Note: The student response rate to the LACCD survey was approximately 6% of all students enrolled.

Breakdown by parent income, as compared to student use of car/bus, is as follows:

$0 to $4,000	76.2% auto 23.8% bus

$4,000 to $6,000	68.4% auto 31.6% bus
$6,000 to $9,000	60.0% auto 40.0% bus
$9,000 to $12,000	81.5% auto 18.5% bus
$12,000 to $15,000	77.8% auto 22.2% bus
$15,000 to $18,000	85.0% auto 15.0% bus
$18,000 to $20,000	80.9% auto 19.1% bus
$20,000 to $30,000	93.2% auto 6.8% bus
Above $30,000	93.2% auto 6.8% bus

As would be expected, the lower economic groups demonstrate a disproportionally higher usage of bus than do the upper level groups.

2. Location of Students' Residences in Relation to Campus

Over eighty-six percent of all students live within a 10 mile radius of the school, with over sixty-seven percent living within 6 miles. (see Figure 2)

3. Distance of Student Travel to Campus by Travel Mode

Over 95% of all students at West Los Angeles College use either an automobile (either as a driver or passenger), or a bus to travel between home and campus. Of those who travel by car, 88% live within 10 miles and 55% live within 6 miles. (see Table 1)

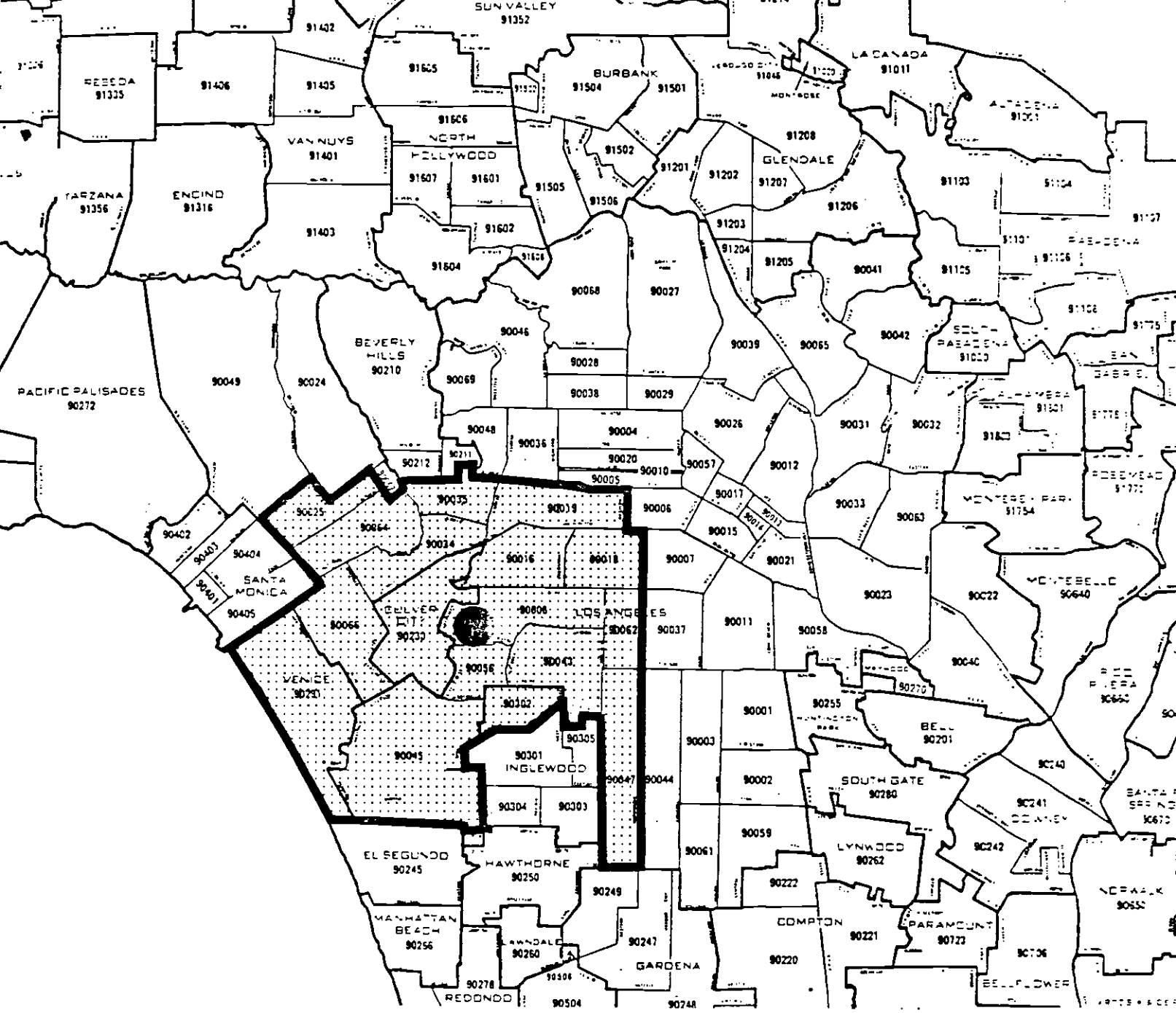
4. Primary Means of Travel to Campus by Mode by Day/Evening Class

For travel to both day and evening classes, the automobile is by far the dominant mode. Almost 78% of students make use of a car for day classes, while almost 100% use it for nighttime classes, perhaps reflecting the dearth of bus service provided during this period (see next section). Most of the remaining students choose the bus for their travel needs. (see Table 2)

EXISTING BUS SERVICE TO CAMPUS

As mentioned earlier, no SCRTD lines serve the school. Culver City Municipal Bus Lines provides all bus service since the campus lies within their service area. Culver City Lines 3 and 4 provide service during the day with virtually no service at night. The only night service available, Culver City Line #3, passes not less than 2500 feet of the school and requires the bus user to traverse this distance along a steep grade over poorly lit streets. Table 3 represents the service characteristics of these lines.

The amount of available excess capacity for accommodating additional patrons is unknown to SCRTD at this time.



STUDENT LOCATION BY ZIP CODE

LEGEND:

- West L.A. College
- College Service Area

Figure 2

TABLE 1

WEST LOS ANGELES COLLEGE

DISTANCE FROM COLLEGE BY TRAVEL MODE

TRAVEL MODE	DISTANCE FROM COLLEGE (IN MILES)						ROW TOTAL
	1-3	4-6	7-10	11-15	16-20	21+	
Own Car	150	147	75	16	5	22	395 75.4%
Carpool	5	6	6	4	2	1	24 4.6%
Motorcycle	3	3	2	0	0	1	9 1.7%
Walk	8	1	0	0	0	3	12 2.3%
Bus	23	19	17	6	1	10	76 14.5%
Bicycle	3	4	0	0	0	1	8 1.5%
Total	172	180	100	26	8	38	524
% of Total	32.8	34.4	19.1	5.0	1.5	7.3	100.0%

TABLE 2

WEST L.A. COLLEGE

CLASS TYPE BY TRAVEL MODE

TRAVEL MODE	DAY	EVENING	DAY & EVENING
Own Car (Percent)	263 72.1%	55 94.8%	48 80.0%
Carpool (Percent)	20 5.5%	2 3.4%	0 0.%
Motorcycle (Percent)	6 1.6%	1 1.7%	1 1.7%
Walk (Percent)	11 3.0%	0 0.0%	1 1.7%
Bus (Percent)	59 16.2%	0 0.0%	8 13.3%
Bicycle (Percent)	6 1.6%	0 0.0%	2 3.3%
Total	365	58	60
% of Total	75.6	12.0	12.4

TABLE 3

Service Characteristics of Existing West L.A. Community College-Serving Bus Routes

School	Line	Service Spread	Mon.-Fri. Headways Peak	Base	Evg.	Sat./Sun. Headways Peak	Base	Evg.	AVG. WEEKDAY LOAD FACTOR IN VICINITY OF COLLEGE Peak	Base
West L.A.	CC4	6:30am-5:30pm	30 min	30 min	30 min	NO WEEKEND SERVICE			N/A	N/A
	CC3	5:30am-10:30pm	30 min	30 min	30 min	45 min Sat. 45 min Sun.	30 min Sat. 45 min Sun.	60 min Sat. 70 min Sun.	N/A	N/A

SOUTHWEST COLLEGE

EXISTING TRANSPORTATION SYNOPSIS

PHYSICAL ENVIRONMENT OF CAMPUS & IMMEDIATE SURROUNDINGS

1. Parking Availability :

   According to campus security, on-site parking is sufficient to meet existing demand. (See Appendix II)

2. Bus Line Access:

   Southwest College presently receives a very high level of bus service. Ten lines: seven SCRTD, two Gardena Municipal Transit Line and one from the Torrance Transit Line all serve the school. The routes of these lines along with their distance from the college are as follows: (see Figure 1)

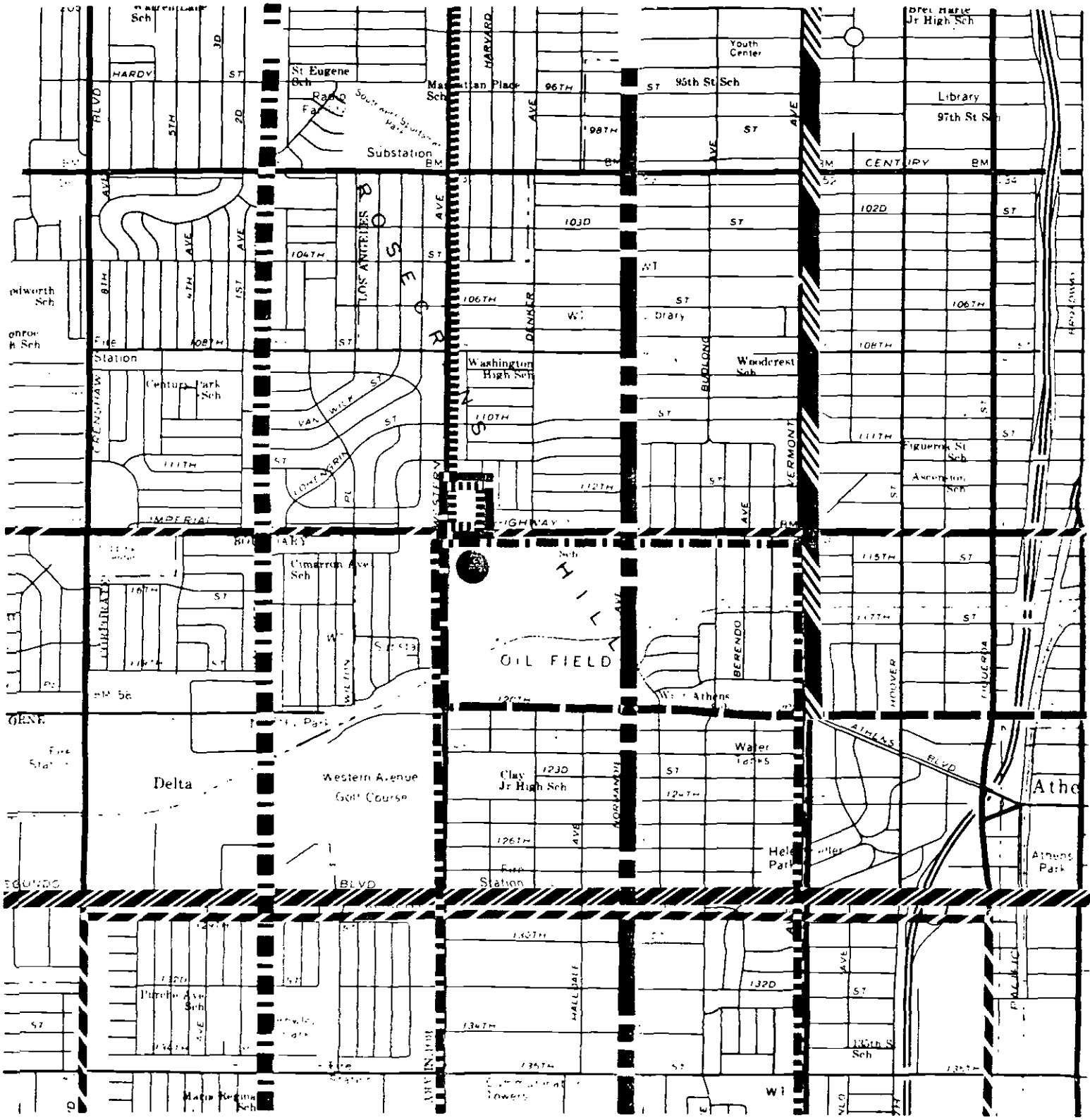
   A. Line 836 runs adjacent to the north side of the campus along Imperial Highway. The closest stop to the center of campus is on Denker Avenue and Imperial Highway which is within 600' (1 block)

   B. Line 96 runs north/south on Normandie Avenue which is one block east of campus. The closest stop to the school is at the intersection of the Southern Pacific Railroad crossing and Normandie Avenue which is 1,500' east of the center of campus. (3 blocks)

   C. Line 84 runs north/south along Western Avenue and terminates at the northwest corner of the school. The closest stop to the school is on Western Avenue and Imperial Highway which is 1,000' northwest of the campus center. (2 blocks)

   D. Line 838 operates south of the school along El Segundo Boulevard. The stop closest to the center of campus is on Harvard Boulevard and El Segundo Boulevard which is approximately 3/4 mile away.

   E. Line 6 runs north/south on Vermont Avenue. The stop closest to the school is on Vermont Avenue and 117th Street which is 3/4 mile east of the campus center.



LEGEND:

Line 836

Southwest College

Line 142

Line 96

Line 838

Line 73

Line 84

Line 6

Line G-2

Line T-2

Figure 1

F. Line 142 runs along the western edge of campus on Western Avenue until 120th Street where it then turns east. Bus stops are located at the entrance to the college which is only 700' from the center of campus.

G. Line 73 runs north/south along Van Ness Avenue. The closest stop to the school is on Van Ness Avenue and 116th Street which is 3/4 mile west of the campus center.

H. GMBL 2 operates in a U-shaped fashion adjacent to the college. Service is provided on Western Avenue until Imperial Highway where the bus turns east and proceeds to Vermont Avenue where it turns again, this time to the south.

I. T-2 runs east/west along El Segundo Boulevard which is approximately 3/4 mile south of the school.

3. Adjoining Land Use:

Western Avenue is developed as a commerical strip. Imperial Highway, directly opposite to the campus, is comprised of older single family residences. Imperial Highway west of the campus is developed as a commericalized area. Immediately south and east of the school are residential areas.

4. Physical Travel Barriers in Immediate Vicinity:

There appear to be no significant travel barriers (especially as pertaining to pedestrianism) within the immediate vicinity of the campus. All traffic intersections are signaled and well trafficked, with nighttime street lighting. The campus lies on a gently rolling terrain. No grades severe enough to deter pedestrianism are apparent.

5. Wheelchair Accessibility:

All bus stops adjacent to the campus are wheelchair accessible as are the respective travel paths.

STUDENT TRAVEL PATTERNS & GENERAL STUDENT DEMOGRAPHICS *

1. Primary Means of Travel To and From Campus:

Auto and bus use account for 94.3% of all travel modes utilized to commute to campus. Of this 94.3%, auto use (own car and carpool) accounts for 75.6%. Breakdown by student income level as compared to student use of car or bus is as follows:

No Income	55.4% auto 44.6% bus
Less than $1,000	60.4% auto 39.6 bus
$1,000 - $2,000	52.9% auto 47.1% bus
$2,000 - $3,000	66.7% auto 33.3% bus
$3,000 - $4,000	81.9% auto 18.9% bus
$4,000 - $6,000	66.7% auto 33.3% bus
$6,000 - $8,000	87.8% auto 12.2% bus
$8,000 - $10,000	94.6% auto 5.4% bus
Greater than $10,000	98.6% auto 1.4% bus

* NOTE: Student response rate to the LACCD survey was approximately 6% of all students enrolled.

Breakdown by parent income as compared to student use of car or bus is as follows:

$0 - $4,000	57.5% auto 42.5% bus
$4,000 - $6,000	50.0% auto 50.0% bus
$6,000 - $9,000	53.0% auto 46.2% bus

$9,000 - $10,000	65.0% auto 35.0% bus
$10,000 - $15,000	83.3% auto 16.7% bus
$15,000 - $18,000	55.6% auto 44.4% bus
$18,000 - $20,000	71.4% auto 28.6% bus
$20,000 - $30,000	62.5% auto 37.5% bus
Greater than $30,000	80.0% auto 20.0% bus

As would be expected, the lower economic strata demonstrate a disproportionately larger usage of bus transit versus auto, than do the upper level income groups.

2. Location of Students in Relation to Campus

The majority of students reside in an approximately 12-mile wide by 16-mile long, north/south corridor which contains Southwest College. Approximately 6,000 students (81%) of the total school enrollment of 7,400 (approximate) students reside within this corridor. 83% of all students live within 10 miles of the campus and 69% live less than 6 miles distant. (See Figure 2)

3. Student Travel Distance To and From Campus

94.3% of all students at Southwest College use either an auto or bus to travel between home and the campus. Of those students who travel by car, 86% live within 10 miles and 72% live within 6 miles. Of those who travel by bus, 77% live within 10 miles and 62% live within 6 miles. (See Table 1)

4. Primary Travel Means to Campus by Mode By Day/Evening Class

A marked disparity exists between day versus evening use of auto and buses. For daytime-only students, there is a threefold higher usage of bus transit than that which occurs for evening students. Sixty-two percent of daytime students use the auto for travel to/from campus versus 86% for evening students. Thirty-two percent of daytime students appear to use the bus whereas 10% of evening students appear to do so. (see Table 2)

EXISTING BUS SERVICE TO CAMPUS

Southwest College appears to have excellent bus service. Seven SCRTD lines, as well as two municipal lines, serve the school providing bus transportation throughout the day and most of the night.

Table 3 represents the service characteristics of the seven SCRTD lines, as well as providing operating hours and frequencies for the three municipal lines. Although the amount of excess capacity available on the municipal lines is unknown at this time, all SCRTD lines have sufficient spare capacity to accommodate additional boardings of Southwest students.

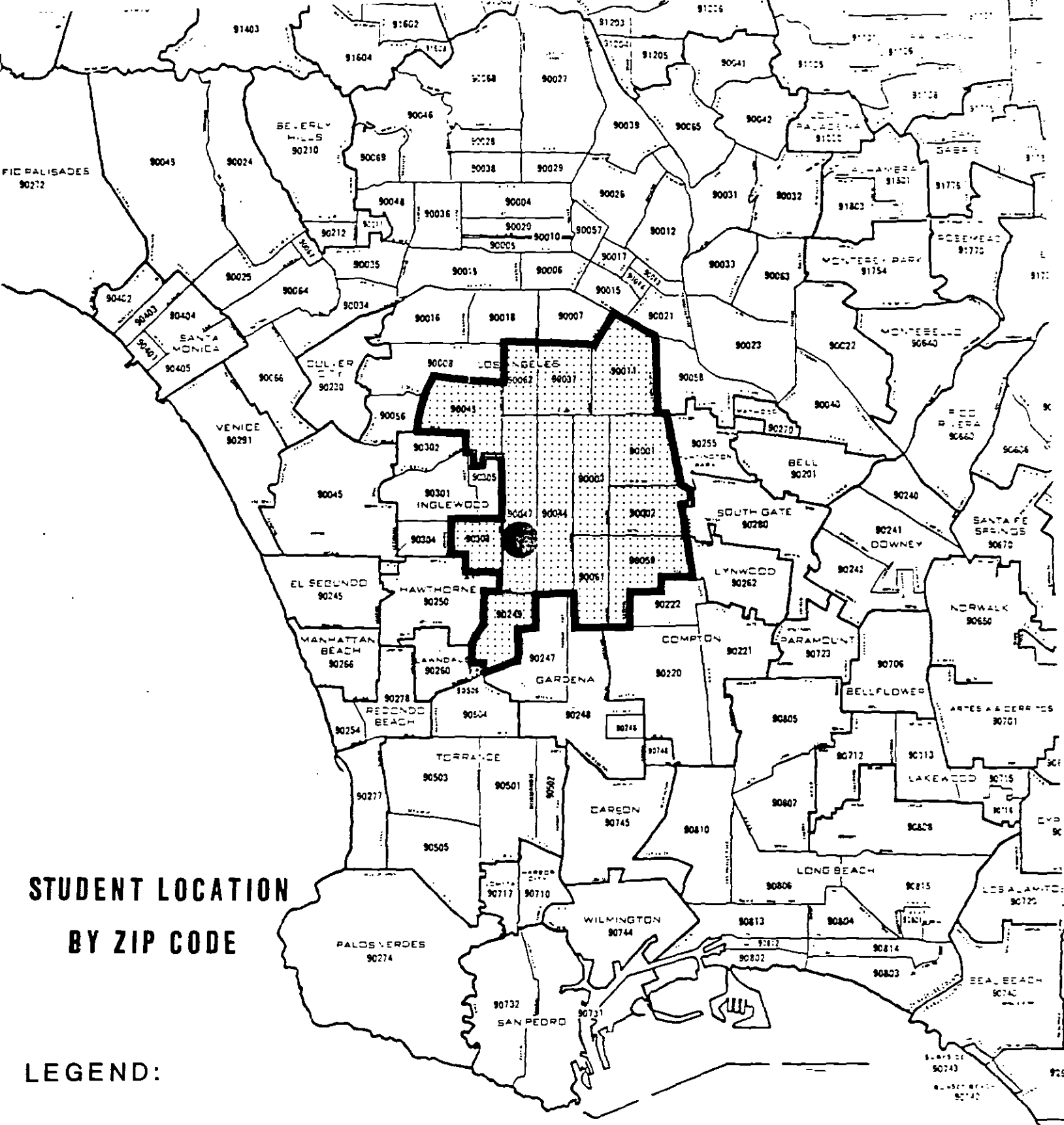

STUDENT LOCATION
BY ZIP CODE
LEGEND:
Southwest College
College Service Area
LOS ANGELES
INGLEWOOD
HAWTHORNE
LENNOX
GARDENA
COMPTON
EL SEGUNDO
MANHATTAN BEACH
REDONDO BEACH
TORRANCE
CARSON
WILMINGTON
SAN PEDRO
PALOS VERDES
LONG BEACH
LAKEWOOD
BELLFLOWER
PARAMOUNT
SOUTH GATE
LYNWOOD
BELL
DOWNEY
NORWALK
SANTA FE SPRINGS
SEAL BEACH
LOS ALAMITOS
ROSEMEAD
MONTEREY PARK
MONTEBELLO
EL MONTE
ALHAMBRA
SOUTH PASADENA
BEVERLY HILLS
CULVER CITY
VENICE
SANTA MONICA
PACIFIC PALISADES

Figure 2

TABLE 1

L.A. SOUTHWEST COLLEGE

DISTANCE FROM COLLEGE BY TRAVEL MODE

TRAVEL MODE	DISTANCE FROM COLLEGE (IN MILES)						ROW TOTAL
	1-3	4-6	7-10	11-15	16-20	21+	
Own Car	141	88	43	8	3	32	315 69.1%
Carpool	5	1	3	1	0	0	10 2.2%
Motorcycle	0	0	0	0	0	0	0 0.0%
Walk	8	4	2	0	0	9	23 5.0%
Bus	42	23	16	4	6	14	105 23 0%
Bicycle	1	0	0	0	0	2	3 0.7%
Total	197	116	64	13	9	57	456
% of Total	43.2	25.4	14.0	2.9	2.0	12.5	100.0%

TABLE 2

L.A. SOUTHWEST COLLEGE

CLASS TYPE BY TRAVEL MODE

TRAVEL MODE	DAY	EVENING	DAY & EVENING
Own Car (Percent)	146 59.8%	122 84.1%	31 75.6%
Carpool (Percent)	5 2.0%	3 2.1%	1 2.4%
Motorcycle (Percent)	0 0.0%	0 0.0%	0 0.0%
Walk (Percent)	13 5.3%	5 3.4%	3 7.3%
Bus (Percent)	78 32.0%	15 10.3%	5 12.2%
Bicycle (Percent)	2 0.8%	0 0.0%	1 2.4%
Total	244	145	41
% of Total	56.7	33.7	9.5

TABLE 3

SERVICE CHARACTERISTICS OF EXISTING SOUTHWEST COLLEGE SERVING BUS ROUTES

School	Line	Service Spread	Mon.-Fri. Headways Peak	Base	Evg.	Sat./Sun. Headways Peak	Base	Evg.	AVG. WEEKDAY LOAD FACTOR IN VICINITY OF COLLEGE Peak	Base
Southwest College	838	5:00 AM-7:00 PM	25 min	30 min	35 min	NO WEEKEND SERVICE			AM: WB: 35% EB: 18% PM: WB: 41% EB: 70%	Midday: WB: 26% EB: 18% Evening: WB: 8% EB: 12%
	6	5:00 AM-4:00 AM	7 min	10 min	30 min	10 min Sat. 20 min Sun.	10 min Sat. 20 min Sun.	20 min Sat. 30 min Sun.	AM: NB: 19% SB: 10% PM: NB: 25% SB: 14%	Midday: NB: 15% SB: 12% Evening: NB: 14% SB: 7%
	142	6:00 AM-8:00 PM	30 min	30 min	30 min	35 min Sat. 40 min Sun.	35 min Sat. 40 min Sun.	35 min Sat. 45 min Sun.	AM: NB: 16% SB: 7% PM: NB: 16% SB: 14%	Midday: NB: 16% SB: 8% Evening: NB: 9% SB: 3%
	73	5:30 AM-10:00 PM	20 min	20 min	60 min	30 min Sat.	30 min Sat.	60 min Sat.	AM:** NB: 10% SB: 21% PM: NB: 24% SB: 25%	Midday:** NB: 14% SB: 11% Evening: NB: 15% SB: 14%

** Non-school day
Load factor taken 8/13/79

SCHOOL	LINE	SERVICE SPREAD	MONDAY-FRIDAY HEADWAYS			SAT/SUN. HEADWAYS			AVG. WEEKDAY LOAD FACTOR IN VICINITY OF COLLEGE	
			PEAK	BASE	EVENING	PEAK	BASE	EVENING	Peak	Base
Southwest College	836	5:00 AM-11:00PM	30 min	30 min	60 min	Sat. 40 min Sun. 40 min	40 min 40 min	60 min 60 min	A.M. WB 70% EB 52% P.M. WB 35% EB 53%	MIDDAY WB 42% EB 60% EVENING WB 15% EB 24%
	96	6:00AM - 12:00 AM	15 min	15 min	30 min	Sat. 20 min Sun. 20 min	20 min 20 min	30 min 60 min	A.M. NB 22% SB 54% P.M. NB 51% SB 22%	MIDDAY NB 21% SB 12% EVENING NB 15% SB 11%
	84	4:00AM - 2:00 AM	7 min	10 min	25 min	Sat. 10 min Sun. 20 min	10 min 15 min	20 min 20 min	A.M.** NB 7% SB 0% P.M** NB 22% SB 0%	MIDDAY ** NB 19% SB 0% EVENING ** NB 15% SB 0%
	T-2	6:00 AM - 10:00PM	60 min	60 min	60 min	Sat. 60 min Sunday ?	60 min	60 min	NOT AVAILABLE	

** Non-schoo[illegible]day
Load fa[illegible]
taken on [illegible]/79

TABLE 3

SERVICE CHARACTERISTICS OF EXISTING SOUTHWEST COLLEGE SERVING BUS ROUTES

School	Line	Service Spread	Mon.-Fri. Headways Peak	Base	Evg.	Sat.-Sun. Headways Peak	Base	Evg.	Avg. Weekday Load Factor In Vicinity of College Peak	Base
Southwest College	G-2	6:00 AM-6:30 PM	30 min	30 min	30 min	30 min Sat. 30 min Sun.	30 min Sat. 30 min Sun.	30 min Sat. 30 min Sun.	NOT AVAILABLE	

LOS ANGELES TRADE-TECHNICAL COLLEGE

EXISTING TRANSPORTATION SYNOPSIS

PHYSICAL ENVIRONMENT OF CAMPUS & IMMEDIATE SURROUNDINGS

1. Parking Availability

According to campus security, there is a serious shortage of both on and off campus parking facilities at the college. Approximately 20,000 students must compete for 1,000 on-campus spaces. Those who cannot find on-camps parking must resort to limited off-site parking facilities. Since the school is located in a highly commercialized area, these spaces are usually filled. (See Appendix II)

2. SCRTD Bus Service

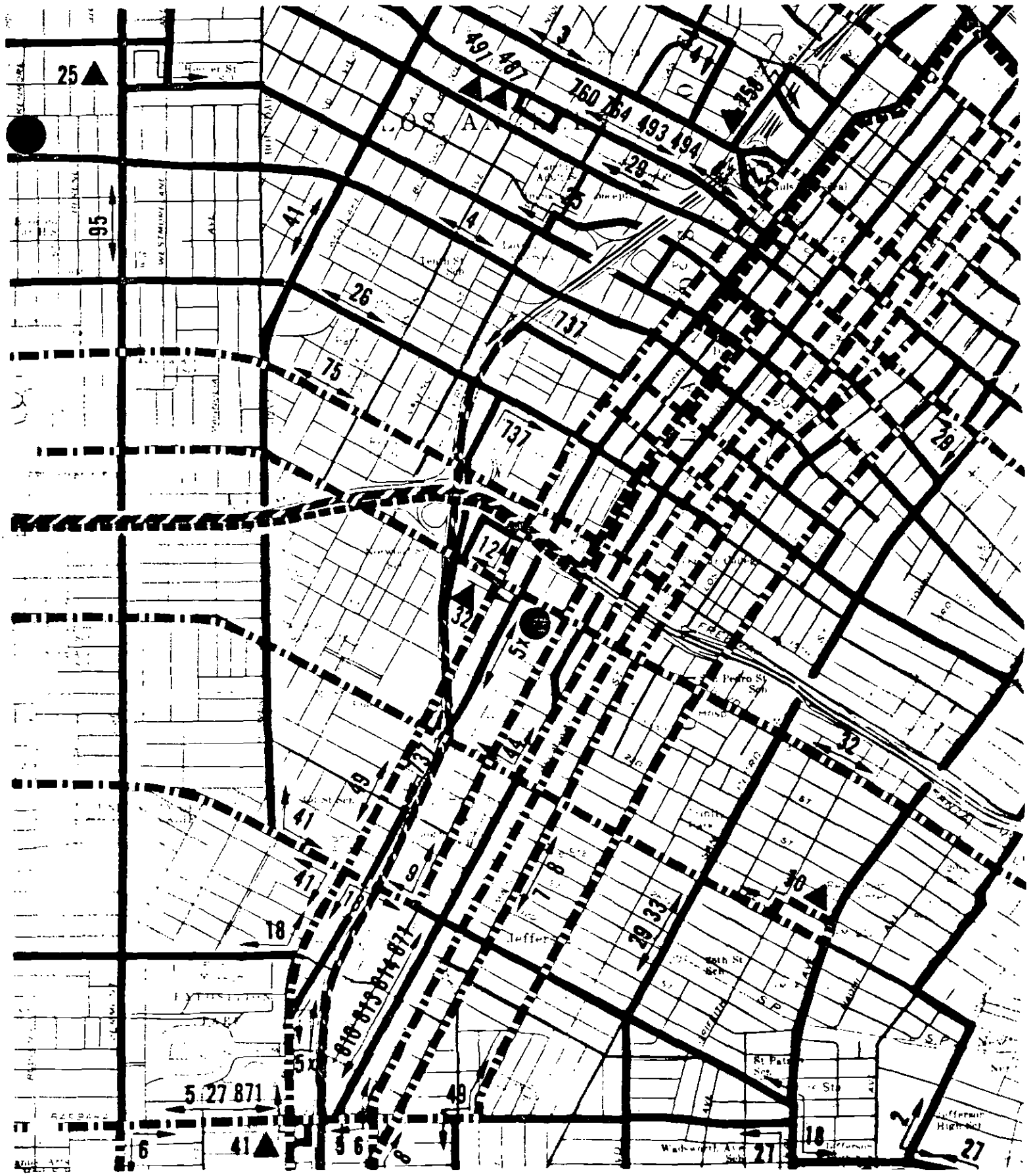
Although the school's close proximity to downtown limits the amount of parking available to students, it allows them to take advantage of the extensive bus service provided in the area. Presently, nine SCRTD lines go near, through or adjacent to the college permitting easy access to most points in the County. Below are the routes of these lines and their distance from campus: (see Figure 1)

A. Line 75 runs east/west along Venice Boulevard. The nearest stop to the school is on Grand and Venice which is approximately 3,000 feet north of the center of the campus. (5 blocks)

B. Line 44 runs east/west along Adams Boulevard. The closest stop to the school is on Grand and Adams which is approximately 3,000 feet south of the center of campus. (5 blocks)

C. Line 10 follows the same route along Adams Boulevard as Line 44 in the immediate vicinity of the college. The bus stop which is closest to the campus center is on Grand and Adams which is approximately 2,500 feet away. (5 blocks)

D. Line 12 runs east/west along Washington Boulevard until Figueroa Street, where it runs north into the downtown area. The closest bus stop, which is on Washington Boulevard and Figueroa, is approximately 1,000 feet from the center of the campus. (2 blocks)



GEND:

Trade-Tech College

RTD Bus Lines

Figure 1

E. Line 7 runs north/south along Main Street. The nearest stop is approximately 2,500 feet away from the center of the campus and is located at the intersection of Main and Washington. (5 blocks)

F. Line 9 runs north/south on Grand Avenue and runs immediately adjacent to the campus.

G. Line 32 runs adjacent to the north side of the campus along Washington Boulevard. The closest stop to the center of campus is on Grand Avenue and Washington which is approximately 700 feet away. (2 blocks)

H. Line 5 provides both express and local service in the vicinity of the college. The local line runs north/south on Broadway and has bus stops located approximately 1,300 feet from the center of campus (3 blocks). The express line runs north/south on Flower Street, which is adjacent to the west side of the campus. Consequently, the closest bus stop to the center of campus (Flower and Washington) is approximately 600 feet away. (2 blocks)

I. Line 49 runs north/south on Figueroa Street. The closest stop to the campus is on Figueroa and 21st Street, approximately 700 feet west. (2 blocks)

J. Line 6 runs north/south on Broadway. The closest stop to the school is on Broadway at 21st which is 2,000 feet east of the center of campus. (4 blocks)

3. Adjoining Land Uses

To the east of the school, commercial and light industrial activities provide the majority of land uses. In the remaining areas, a number of multi-family residences and apartment buildings are present along with some commercial and light industrial activities.

4. Physical Travel Barriers in the Immediate Vicinity

The only apparent physical travel barrier (especially as pertains to pedestrians), is the high level of traffic on most roads near or adjacent to the school. This is partially mitigated by the existence of signalized pedestrian crosswalks.

5. Wheelchair Accessibility

All bus stops to and from campus are wheelchair accessible as are the travel paths.

STUDENT TRAVEL PATTERNS & GENERAL STUDENT DEMOGRAPHICS*

1. Primary Means of Travel To/From Campus

Student use of automobiles and buses accounts for 95.7% of all trips made to/from campus. Of this 95.7%, auto use accounts for 68.4%, while bus use accounts for 31.6%. Breakdown by student income, as compared to use of car or bus, is as follows.

No Income	44.6% auto 55.4% bus
Less than $1,000	53.2% auto 46.8% bus
$1,000 to $2,000	52.5% auto 47.5% bus
$2,000 to $3,000	63.8% auto 36.2% bus
$3,000 to $4,000	63.6% auto 36.4% bus
$4,000 to $6,000	75.7% auto 24.3% bus
$6,000 to $8,000	74.1% auto 26.9% bus
$8,000 to $10,000	88.9% auto 11.1% bus
Greater than $10,000	93.0% auto 7.0% bus

*NOTE: The student response rate to the LACCD survey was approximately 6% of all students enrolled.

Breakdown by parent income, as compared to student use of car or bus, is as follows:

$0 to $4,000	52.5% auto 47.8% bus
$4,000 to $6,000	34.2% auto 65.8% bus
$6,000 to $9,000	71.7% auto 28.3% bus
$9,000 to $12,000	61.5% auto 38.5% bus

$12,000 to $15,000	74.3% auto 25.7% bus
$15,000 to $18,000	75.0% auto 25.0% bus
$18,000 to $20,000	88.2% auto 11.8% bus
$20,000 to $30,000	82.5% auto 17.5% bus
Above $30,000	79.3% auto 20.7% bus

Bus use is particularly strong among the lower economic groups and is the preferred mode by almost 2:1 in the second lowest category of parental income. As expected, the automobile is the mode most often chosen by the high income levels.

2. Location of Students in Relation to Campus

With the exclusion of the area due east of the school, a 10 mile radius from the college contains 55% of the student body. A six-mile radius contains 40% of the students. Few students live immediately east of the college due to the dominance of light industrial activity in the area. (See Figure 2)

3. Student Travel Distance To/From Campus by Travel Mode

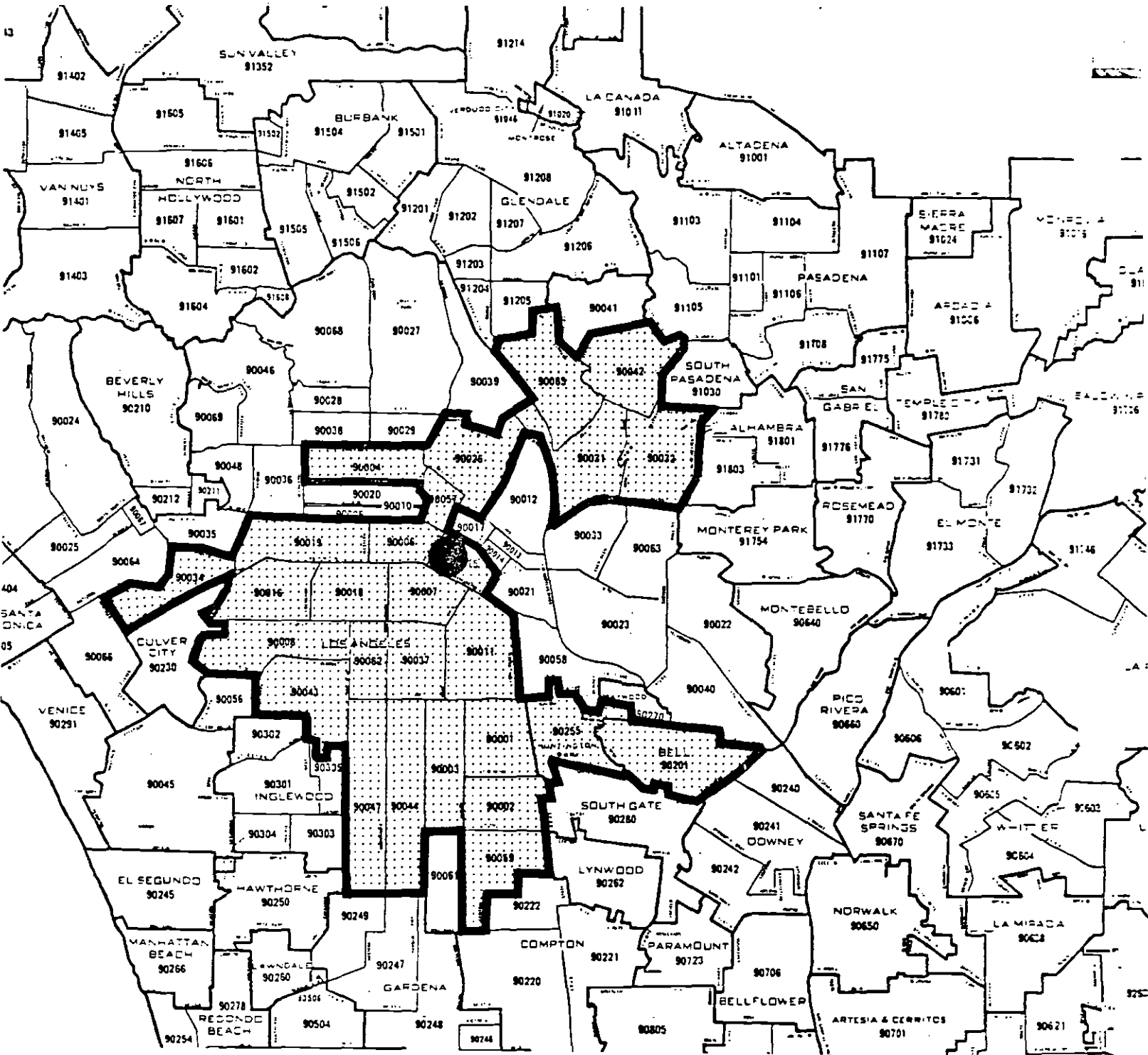
Almost 96% of all students attending Los Angeles Trade Technical College use an automobile (either as a driver or passenger), or a bus to commute between home and campus. Of those who travel by car, 63.3% live within 10 miles and 36.7% live within 6 miles. Of those who travel by bus, almost 71% live within 10 miles and 48% live within 6 miles (see Table 1)

4. Primary Means of Travel to Campus by Mode by Day/Evening Class

The automobile is the preferred mode of travel for both day and nighttime students. Over 58% of day and 81% of night students elect to use a car to commute to/from school. This compares to 37% of the day and 14.5% of the night students who choose the bus for their travel needs. Motorcycles, bicycles and walking represent the other travel modes utilized by the students. (see Table 2)

EXISTING BUS SERVICE TO CAMPUS

Of all the community colleges in the City of Los Angeles, L. A. Trade Tech College probably receives the highest level of bus service. This is primarily due to its proximity to existing downtown bus lines rather than anything extraordinary about the school itself. As mentioned earlier, nine bus lines run by or through the school. These are 25, 44, 10, 12, 7, 9, 32, 5 and 49. Table 3 represents the service characteristics by line. With the exception of some peak period overloading, all of these lines possess sufficient excess capacity to accommodate additional boardings by L. A. Trade Tech students.



STUDENT LOCATION BY ZIP CODE

LEGEND:

● L.A. Trade Tech College

▨ College Service Area

Figure 2

TABLE I

L.A. TRADE-TECH COLLEGE

DISTANCE FROM COLLEGE BY TRAVEL MODE

TRAVEL MODE	DISTANCE FROM COLLEGE (IN MILES)						ROW TOTAL
	1-3	4-6	7-10	11-15	16-20	21+	
Own Car	86	130	155	69	56	84	580 60.9%
Carpool	6	7	10	7	5	9	44 4.6%
Motorcycle	0	2	10	4	1	1	18 1.9%
Walk	5	4	3	0	1	4	17 1.8%
Bus	67	71	66	24	13	47	288 30.2%
Bicycle	3	0	0	0	1	2	6 0.6%
Total	167	214	244	104	77	147	953
% of Total	17.5	22.5	25.6	10.9	8.1	15.4	100.0%

TABLE 2

L.A. TRADE-TECH COLLEGE
CLASS TYPE BY TRAVEL MODE

TRAVEL MODE	DAY	EVENING	DAY & EVENING
Own Car (Percent)	275 54.8%	239 75.4%	20 45.5%
Carpool (Percent)	22 4.4%	18 5.7%	2 4.5%
Motorcycle (Percent)	8 1.6%	5 1.6%	1 2.3%
Walk (Percent)	8 1.6%	5 1.6%	2 4.5%
Bus (Percent)	187 37.3%	46 14.5%	19 43.2%
Bicycle (Percent)	2 0.4%	4 1.3%	0 0.0%
Total	502	317	44
% of Total	58.2	36.7	5.1

TABLE 3

SERVICE CHARACTERISTICS OF EXISTING L.A. TRADE & TECHNICAL COLLEGE-SERVING BUS ROUTES

SCHOOL	LINE	SERVICE SPREAD	MONDAY-FRIDAY HEADWAYS			SATURDAY/SUNDAY HEADWAYS			AVG. WEEKDAY LOAD FACTOR IN VICINITY OF THE COLLEGE	
			PEAK	BASE	EVENING	PEAK	BASE	EVENING	PEAK	BASE
L.A. Trade & Technical College	75	5:00 AM-2:00 AM	7 min.	15 min	30 min.	Sat. 20 min Sun 35 min	15 min 30 min	35 min 35 min	AM WB 40% EB 78% PM WB 100% EB 47%	Midday WB 56% EB 31% Evening WB 44% EB 49%
	44	24 hours	4 min	10 min	30 min	Sat. 15 min Sun 25 min	12 min 20 min	30 min 30 min	AM NB 87% WB 37% PM NB 55% SB 100%	Midday NB 70% SB 62% Evening NB 33% SB 67%
	10	6:00AM - 7:00 PM	30 min	30 min	30 min	Sat 30 min NO SUNDAY SERVICE	30 min	30 min	AM NB 27% SB 23% PM NB 10% SB 50%	Midday NB 31% SB 22% Evening NB DNA SB 28%
	12	24 hours	7 min	20 min	30 min	Sat 20 min Sun 30 min	15 min 20 min	30 min 30 min	AM NB 77% SB 46% PM NB 55% SB 115%	Midday NB 68% SB 75% Evening NB 21% SB 68%
	7	24 hours	7 min	10 min	30 min	Sat 10 min Sun 25 min	20 min 15 min	30 min 30 min	AM NB 39% SB 59% PM NB 81% SB 109%	Midday NB 69% SB 67% Evening NB 50% SB 43%

SERVICE CHARACTERISTICS OF EXISTING L.A. TRADE & TECHNICAL COLLEGE-SERVING BUS ROUTES

SCHOOL	LINE	SERVICE SPREAD	MONDAY-FRIDAY HEADWAYS PEAK	BASE	EVENING	SATURDAY/SUNDAY HEADWAYS PEAK	BASE	EVENING	AVG. WEEKDAY LOAD FACTOR IN VICINITY OF THE COLLEGE PEAK	BASE
L.A. TRADE TECHNICAL COLLEGE	9	24 hours	5 min.	20 min	30 min	Sat. 20 min Sun. 30 min	30 min. 20 min.	10 min. 30 min.	A.M. WB 40% EB 47% P.M. WB 77% EB 54%	MIDDAY WB 44% EB 53% Evening WB 27% WB 26%
	32	5:30 AM - 7:30 PM	15 min.	22 min.	30 min.	Sat. 25 min Sun. 30 min	30 min. 30 min.	25 min. 30 min.	A.M. WB 8% EB 34% P.M. WB 28% EB 19%	MIDDAY WB 13% EB 16% EVENING WB 11% EB 2%
	5	(5F) 5:45 AM - 7:45 AM 3:45 PM - 6:00 PM	10 min.			NO SATURDAY OR SUNDAY SERVICE			A.M. NB 73% P.M. SB 84%	MIDDAY NB DNA EVENING DNA
		(5) 24 hours	7 min.	30 min.		Sat. 10 min Sun 30 min	20 min 15 min	25 min 25 min	A.M. NB 98% SB 68% P.M. NB 68% SB 112%	MIDDAY NB 73% SB 65% EVENING NB 31% SB 87%
	49	5:00 AM - 11:30 AM	10 min	20 min	20 min	Sat. 20 min Sun. 20 min	20 min 20 min	30 min 30 min	A.M. WB 54% EB 88% P.M. WB 86% EB 59%	MIDDAY WB 67% EB 62% EVENING EB 38% EB 23%

SERVICE CHARACTERISTICS OF EXISTING L.A. TRADE & TECHNICAL COLLEGE-SERVING BUS ROUTES

SCHOOL	LINE	SERVICE SPREAD	MONDAY-FRIDAY HEADWAYS			SATURDAY/SUNDAY HEADWAYS			AVG. WEEKDAY LOAD FACTOR IN VICINITY OF THE COLLEGE	
			PEAK	BASE	EVENING	PEAK	BASE	EVENING	PEAK	BASE
L.A. TRADE TECHNICAL COLLEGE	6	24 hours	6 min	10 min	30 min	Sat. 10 min Sun. 20 min	10 min 20 min	20 min 30 min	A.M. NB 90% SB 60% P.M. NB 81% SB 95%	MIDDAY NB 77% SB 64% EVENING NB 31% SB 51%

EAST LOS ANGELES COLLEGE:

EXISTING TRANSPORTATION SYNOPSIS

PHYSICAL ENVIRONMENT OF CAMPUS & IMMEDIATE SURROUNDINGS

1. Parking Availability:

   According to campus security, existing parking both on and off campus can accommodate most of the present needs, although some expansion may be warranted in the future. (See Appendix II)

2. Bus Line Access

   The school is served by four SCRTD lines as well as by two from the Montebello Municipal Bus Lines. The route numbers of buses along with their distance from the college are as follows: (See Figure 1)

   A. Lines 26 & 26A run adjacent to the east side of campus along Collegian Avenue. The closest stop to the center of campus is on Collegian Avenue and Floral Drive which is approximately 1,500 away. (3 blocks)

   B. Line 420 runs adjacent to the south side of campus along Brooklyn Avenue. The closest stop is only 500' from the campus center. (1 block)

   C. Line 423 runs north/south along Atlantic Boulevard. The nearest stop is approximately 2,400' east of the campus center and is located at the intersection of Atlantic Boulevard and Riggin Street.

   D. MMBL #30 runs north along Bradshawe to Riggin where it then turns west eventually touching on the southeast corner of the College at the intersection of Brooklyn and Collegian Avenues.

   E. MMBL #35 runs north on Garfield to Riggin where it then heads west following the same route as Line 30 to East L. A. College.

3. Adjoining Land Uses

   Multi and single family residences form the predominant land use for the area immediately adjacent to the school. Some light commericial activity can be found in the southeast corner of the campus along Brooklyn Avenue, extending north along Collegian Avenue.

LEGEND:

Line 420 ▬ ▪ ▬ ▪ ▬ ▪

East L.A. College ●

Line M30 ▬ ▬ ▪

Line 423 ▪▪▪▪▪▪▪▪▪▪▪▪▪▪

Line 26,26A ▬ ▬ ▬

Line M35 ▬ ▬ ▬

Figure 1

4. Physical Travel Barriers in Immediate Vicinity

There appear to be no significant physical travel barriers (especially as pertaining to pedestrianism) within the immediate East L.A. College area. The terrain is more or less flat, all traffic intersections are signaled, and the adjacent streets are well trafficked and have sufficient nighttime street lighting.

5. Wheelchair Accessibility

Although an effort was made to make the school wheelchair accessible by providing cut curbs to/from bus stops, in several campus entrances steps exist which apparently pose a significant barrier to students in wheelchairs.

STUDENT TRAVEL PATTERNS AND GENERAL STUDENT DEMOGRAPHICS*

1. Primary Means of Travel to/From Campus:

The use of automobiles (own car and carpool) and buses account for 92.5% of all travel modes to campus. Of this 92.5%, auto use accounts for 81.7% of all trips while buses account for 18.3%. Breakdown by student income as compared to student use of car or bus is as follows:

No Income	54.2% auto 45.8% bus
Less than $1,000	68.4% auto 31.6% bus
$1,000 - $2,000	67.9% auto 32.1% bus
$2,000 - $3,000	87.2% auto 12.8% bus
$3,000 - $4,000	90.9% auto 9.1% bus
$4,000 - $6,000	93.2% auto 6.8% bus
$6,000 - $8,000	93.5% auto 6.5% bus

NOTE: The student response rate to the LACCD survey was approximately 4% of all students enrolled.

$8,000 - $10,000	92.5% auto 7.5% bus
Greater than $10,000	97.9% auto 2.1% bus

Breakdown by parent income as compared to student use of car or bus is as follows:

$0 - $4,000	46.9% auto 53.1% bus
$4,000 - $6,000	57.5% auto 42.5% bus
$6,000 - $9,000	71.2% auto 28.8% bus
$9,000 - $12,000	71.1% auto 28.9% bus
$12,000 - $15,000	94.0% auto 6.0% bus
$15,000 - $18,000	82.9% auto 17.1% bus
$18,000 - $20,000	80.0% auto 20.0% bus
$20,000 - $30,000	97.4% auto 2.6% bus
Above $30,000	95.0% auto 5.0% bus

Bus use is stronger among the lower economic groups with an almost even model split between bus and auto use in the lowest category. As expected, auto use is predominant in the higher income levels/

2. Location of Students in Relation to Campus:

Approximately 82% or 13,152 students out of a total population of 15,994 reside in a 13 mile long, 9 mile wide north/south corridor. East L.A. College is near the mean center of this corridor which is bounded by South Pasadena, Rosemead, South Gate and L.A. County on the north, east, south and west respectively.

Seventy-nine percent of all students live within 10 miles of campus, with 59% living less than 6 miles distant. (See Figure 2)

3. Student Travel Distance To/From Campus by Travel Mode

Almost 93% of all students at East L.A. College use either automobile (either as a driver or passenger) or a bus to travel between home and campus. Of those who travel by car, 80% live within 10 miles and 69% live within 6 miles. Of those who travel by bus, 76% live within 10 miles and 60% live within 6 miles. (See Table 1)

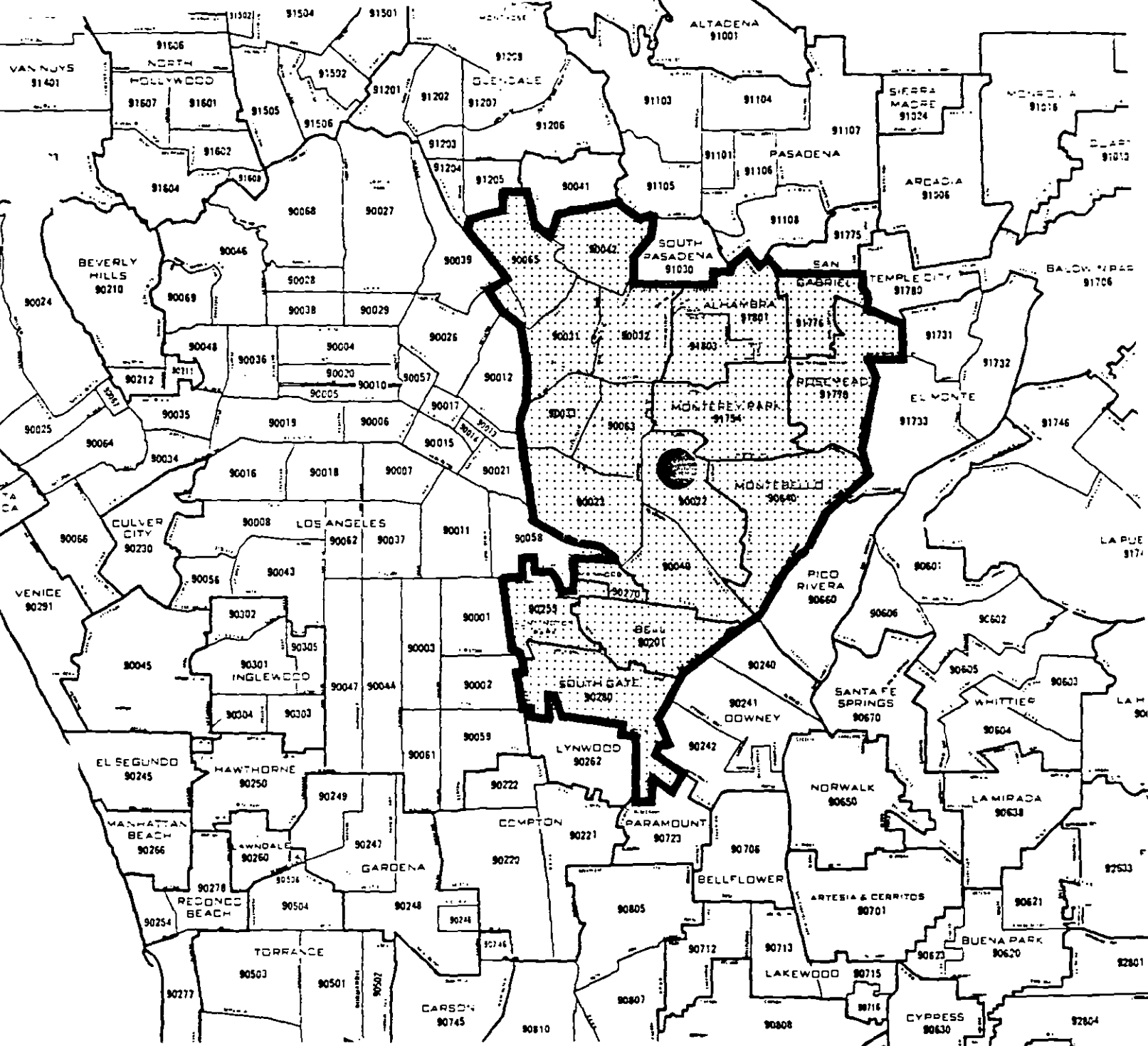
4. Primary Means of Travel To/From Campus by Mode By Day/Evening Class:

The automobile provides the dominant mode of transportation for both day and nighttime students. Over 69% of day and 85% of night students use their car to commute to school. This compares to only 23.5% of the day and 7.9% of the night students who choose the bus to travel to and from school.

EXISTING BUS SERVICE TO CAMPUS

East L.A. College is presently receiving a high level of service. Six lines pass near or adjacent to the school. Four of these lines are operated by the SCRTD and include Line 420, 423 and 26A. Two are operated by the Montebello Municipal Bus Lines and include Lines 30 and 35. These lines provide service nearly 24 hours per day. Except for minor overloading on Line 420 during the afternoon peak, there appears to be sufficient excess capacity to accommodate increased patronage.

Table 3 represents the service characteristics of the six lines.



STUDENT LOCATION BY ZIP CODE

LEGEND:

East L.A. College

College Service Area

Figure 2

TABLE 1

EAST L.A. COLLEGE

DISTANCE FROM COLLEGE BY TRAVEL MODE

TRAVEL MODE	DISTANCE FROM COLLEGE (IN MILES)						ROW TOTAL
	1-3	4-6	7-10	11-15	16-20	21+	
Own Car	140	164	118	47	19	35	523 71.5%
Carpool	10	7	4	5	1	2	29 4.0%
Motorcycle	2	2	3	0	0	1	8 1.1%
Walk	27	2	3	1	1	11	45 6.2%
Bus	37	37	20	10	4	16	124 17.0%
Bicycle	1	1	0	0	0	0	2 0.3%
Total	217	213	148	63	25	65	731
% of Total	29.7	29.1	20.2	8.6	3.4	8.9	100.0%

TABLE 2

EAST L.A. COLLEGE

CLASS TYPE BY TRAVEL MODE

TRAVEL MODE	DAY	EVENING	DAY & EVENING
Own Car (Percent)	243 64.3%	184 81.1%	76 74.5%
Carpool (Percent)	18 4.8%	9 4.0%	2 2.0%
Motorcycle (Percent)	6 1.6%	2 0.9%	0 0.0%
Walk (Percent)	20 5.3%	14 6.2%	10 9.8%
Bus (Percent)	89 23.5%	18 7.9%	14 13.7%
Bicycle (Percent)	2 0.5%	0 0.0%	0 0.0%
Total	378	227	102
% of Total	53.5	32.1	14.4

TABLE 3

Service Characteristics of Existing East L.A. Community College-Serving Bus Routes

School	Line	Service Spread	Mon.-Fri. Headways Peak	Base	Evg.	Sat./Sun. Headways Peak	Base	Evg.	AVG. WEEKDAY LOAD FACTOR IN VICINITY OF THE COLLEGE Peak	Base
East L.A.	420	5:00am-1:00am	15 min	20 min	60 min	30 min Sat. 30 min Sun.	30 min Sat. 30 min Sun.	60 min Sat. 60 min Sun.	AM:** NB: 20% SB: 53% PM:** NB: 64% SB: 38%	Midday:** NB: 34% SB: 36% Evening:** NB: 28% SB: 23%
	26	5:00am-3:30am	3 min	15 min	30 min	6 min Sat. 20 min Sun.	18 min Sat. 15 min Sun.	40 min Sat. 30 min Sun.	AM: NB: 40% SB: 9% PM: NB: 8% SB: 13%	Midday: NB: 8% SB: 15% Evening: NB: 3% SB: 12%
	26A	4:30am-11:00pm	15 min	15 min	40 min	15 min Sat. 40 min. Sun.	18 min Sat. 15 min. Sun.	30 min Sat. 30 min. Sun.		
	423	3:00am-10:00pm	20 min	20 min	60 min	20 min Sat. 30 min Sun.	20 min Sat. 60 min Sun.	60 min Sat. 60 min Sun.	AM: NB: 33% SB: 47% PM: NB: 53% SB: 34%	Midday: NB: 36% SB: 47% Evening: NB: 12% SB: 18%

** Non-school day Load factor taken on 8/17/79

TABLE 3

Service Characteristics of Existing East L.A. Community College-Serving Bus Routes

School	Line	Service Spread	Mon.-Fri. Headways Peak	Base	Evg.	Sat./Sun. Headways Peak	Base	Evg.	AVG. WEEKDAY LOAD FACT. IN VICINITY OF COLLEGE - PEAK	BASE
East L.A.	M30	6:15am-10:00pm	30 min	30 min	60 min	60 min Sat./ Sun.	60 min. Sat./ Sun.	60 min Sat./ Sun.	Not Available	Not Available
	M35	5:50am-10:00pm	30 min	30 min	30 min	60 min Sat./ Sun.	60 min Sat./ Sun.	60 min Sat./ Sun.	Not Available	Not Available

LOS ANGELES HARBOR COLLEGE
EXISTING TRANSPORTATION SYNOPSIS

PHYSICAL ENVIRONMENT OF CAMPUS & IMMEDIATE SURROUNDINGS

1. Parking Availability

Harbor College campus security reports no parking problem. (See Appendix II)

2. Bus Line Access:

Harbor College is served by two SCRTD Lines: (See Figure 1)

A. Line 849 provides direct on-site service to the campus via a detour off on Pacific Coast Highway.

B. Line 232 runs along the Pacific Coast Highway. The closest stop to the school is about 1/3 mile north of the center of the campus, and is located at the intersection of Figueroa and Pacific Coast Highway.

3. Adjoining Land Uses:

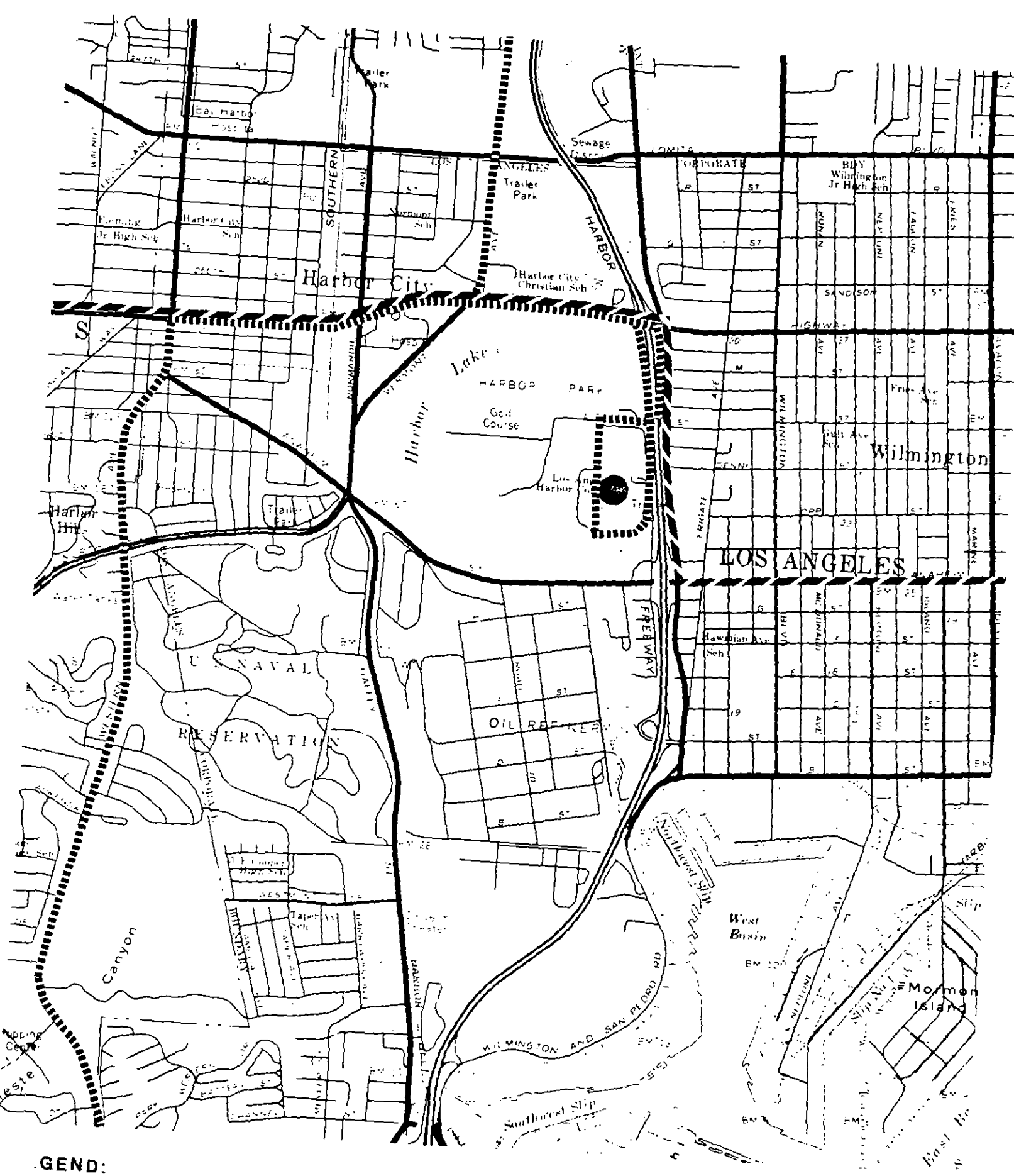
The Harbor Freeway lies due north of the campus. Harbor Park lies immediately north and west. Some older single family dwellings lie due south. Overall area land use and development is composed of residential, commercial and some scattered light industrial and recreational/ other open space.

4. Physical Travel Barriers

While no physical travel barriers are obvious for those who are able to ride a Line 849 bus, certain problems are apparent for a Line 232 rider. At its closest point of approach, Line 873 is approximately 1/3 of a mile from campus on Pacific Coast Highway (PCH). The campus is accessed from PCH via Figueroa Place. Figueroa Place is a two lane road with both concrete and rolled asphalt curbs and no sidewalks. Thus, a pedestrian (especially one who has some type of ambulatory problem) may have some safety problems dealing with vehicular traffic simultaneously using the same street.

5. Wheelchair Accessibility:

Line 849 is accessible to the campus since the bus actually stops at an on-site campus sidewalk location. Thus, wheelchair boarding/alighting of the Line 849 bus would not be faced with lack of curb cuts.



GEND:

Line 849

Line 232

Figure 1

Line 232 riders who are wheelchair users, however, would experience accessibility problems via Figueroa Place. This would arise from the following:

- o lack of curb cuts at the campus
- o lack of protected, pedestrian right-of-way (i.e. sidewalks) for use by wheelchair users travelling between PCH and the campus. These individuals would have to contend directly with automobile traffic.

Thus, wheelchair accessibility problems appear to exist at L. A. Harbor College.

STUDENT TRAVEL PATTERNS & GENERAL STUDENT DEMOGRAPHICS *

1. Primary Means of Transit To/From Campus

Auto and bus use accounts for 95.4% of all travel modes utilized to commute to the campus. Of this 95.4% auto use (both "own car" and "carpool") accounts for 95.7% while bus usage accounts for 4.3%. Breakdown by student income vs. student use of car or bus is as follows:

No Income	85.5% auto 14.1% bus
Less than $1,000	92.0% auto 8.0% bus
$1,000 - $2,000	97.5% auto 2.5% bus
$2,000 - $3,000	97.8% auto 2.2% bus
$3,000 - $4,000	99.0% auto 1.0% bus
$4,000 - $6,000	96.2% auto 3.8% bus
$6,000 - $8,000	100.0% auto .0% bus
$8,000 - $10,000	100.0% auto .0% bus
Greater than $10,000	99.3% auto 0.7% bus

*NOTE: The student response rate to the LACCD survey was approximately 6% of all students enrolled.

Breakdown by parent income as compared to student use of car or bus is as follows:

$0 to $4,000	73.0% auto 27.0% bus
$4,000 - $6,000	87.5% auto 12.5% bus
$6,000 - $9,000	86.7% auto 13.3% bus
$9,000 - $10,000	95.5% auto 4.5% bus
$10,000 - $15,000	94.1% auto 5.9% bus
$15,000 - $18,000	91.8% auto 8.2% bus
$18,000 - $20,000	95.7% auto 4.3% bus
$20,000 - $30,000	99.4% auto 0.6% bus
Greater than $30,000	99.3% auto 0.7% bus

As would be expected, the lower economic strata display a disproportionately higher usage of bus transit than do the higher economic levels.

2. Location of Student in Relation to Campus:

The great majority of students live within an "L" shaped area approximately 10 miles wide by 24 miles long. Harbor College is contained within this corridor. Approximately 10,200 (83%) of the total school enrollment of 11,600 students reside within this area. Eighty-four percent of all students live within 10 miles of the campus with 61% living less than six miles distance. (See Figure 2).

3. Student Travel Distance To/From Campus by Travel Mode

95.4% of all students at Harbor College use either an auto (either as a driver or a passenger) or a bus to travel between home and campus. Of those who travel by car, 85% live within 10 miles and 61% live within 6 miles. Of those who travel by bus, 78% live within 10 miles and 59% live within 6 miles. (See Table 1).

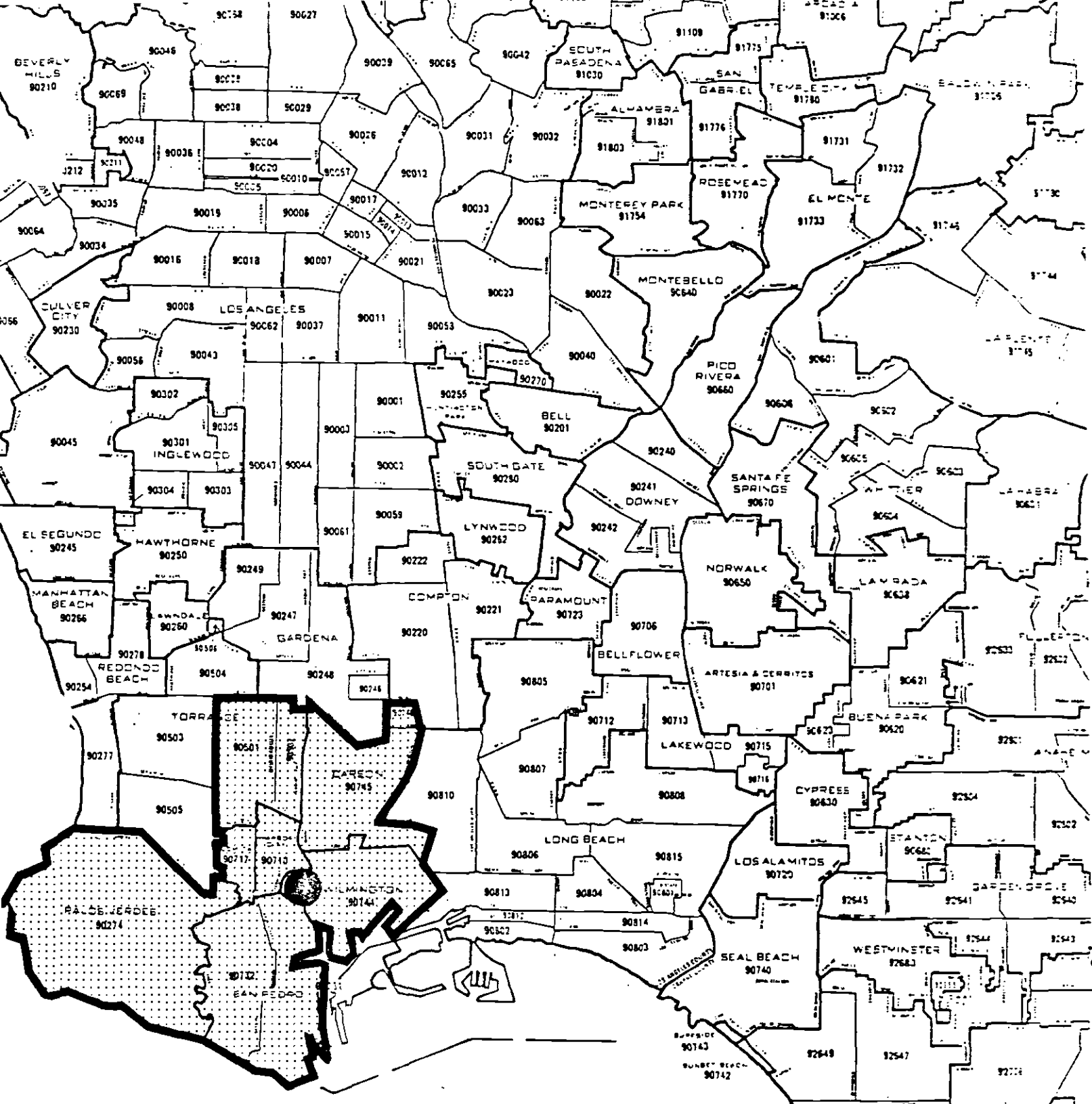
4. Primary Travel Means to Campus By Mode by Day/Evening Class:

A marked disparity exists between day and evening use of autos and/or buses. For daytime-only students, there is a five fold higher usage of bus transit than that which occurs for evening-only students. Five percent of daytime students use the bus for travel to/from campus, versus only 1% for evening only students. (See Table 2)

EXISTING BUS SERVICE TO VALLEY CAMPUS

Harbor College appears to be receiving an adequate level of bus service. The only problem area may be cessation of service at 9:30 p.m. (Line 849) which may inhibit those students with classes that end at 10:00 p.m. As mentioned earlier, Lines 849 and 232 both run along PCH. Line 849, however, is the only line which directly services the campus. Line 232 is, at its closest point, 1/3 mile distance and pedestrian access to the line is via Figueroa Place. Figueroa Place has questionable pedestrian safety problems and would act as a deterrent to wheelchair accessibility via Line 232.

Table 3 represents the service characteristics of these two lines. There appears to be sufficient excess capacity to easily accommodate additional boardings at L.A. Harbor College.



STUDENT LOCATION BY ZIP CODE

LEGEND:

● L.A. Harbor College

▨ College Service Area

Figure 2

TABLE 1

L.A. HARBOR COLLEGE

DISTANCE FROM COLLEGE BY TRAVEL MODE

TRAVEL MODE	DISTANCE FROM COLLEGE (IN MILES)						ROW TOTAL
	1-3	4-6	7-10	11-15	16-20	21+	
Own Car	300	381	266	90	32	47	1,116 85.4%
Carpool	14	30	18	8	3	4	77 5.9%
Motorcycle	7	9	7	3	0	2	28 2.1%
Walk	19	3	0	0	0	5	27 2.1%
Bus	11	21	10	5	2	5	54 0.4%
Bicycle	4	0	0	0	0	1	5 0.4%
Total	355	444	301	106	37	64	1,307
% of Total	27.2	34.0	23.0	8.1	2.8	4.9	100.0%

TABLE 2

L.A. HARBOR COLLEGE

CLASS TYPE BY TRAVEL MODE

TRAVEL MODE	DAY	EVENING	DAY & EVENING
Own Car (Percent)	618 82.8%	254 92.0%	210 86.4%
Carpool (Percent)	56 7.6%	10 3.6%	10 4.1%
Motorcycle (Percent)	14 1.9%	6 2.2%	6 2.5%
Walk (Percent)	15 2.0%	3 1.1%	7 2.9%
Bus (Percent)	39 5.2%	3 1.1%	9 3.7%
Bicycle (Percent)	4 0.5%	0 0.0%	1 0.4%
Total	746	276	243
% of Total	59.0	21.8	19.2

TABLE 3

SERVICE CHARACTERISTICS OF EXISTING LOS ANGELES HARBOR COLLEGE SERVING BUS ROUTES

School	Line	Service Spread	Mon.-Fri. Headways Peak	Base	Evg.	Sat./Sun. Headways Peak	Base	Evg.	AVG. WEEKDAY LOAD FACTOR IN THE VICINITY OF COLLEGE Peak	Base
Los Angeles Harbor College	849	Mon.-Fri. 6:00 AM-9:30 PM Sat. 6:30 AM-9:30 PM Sun. 8:30 AM-7:30 PM	30 min	30 min	30 min	30 min Sat. 60 min Sun.	30 min Sat. 60 min Sun.	30 min Sat. 60 min Sun.	AM: WB: 11% EB: 20% PM: WB: 21% EB: 19%	Midday: WB: 27% EB: 21% Evening: WB: 12% EB: 4%
	232	Mon.-Fri. 6:00 AM-11:30 PM Sat. 6:45 AM-11:30 PM Sun. 6:45 AM-11:30 PM	30 min	30 min	60 min after 7:45 - 10:30	60 min	60 min	60 min	AM: NB: 55% SB: 34% PM: NB: 41% SB: 62%	Midday: NB: 28% SB: 34% Evening: NB: 22% SB: 17%

MISSION COLLEGE

EXISTING TRANSPORTATION SYNOPSIS

PHYSICAL ENVIRONMENT OF CAMPUS & IMMEDIATE SURROUNDINGS

1. Parking Availability:

   Mission presents a special case since the present site is an interim location. There is no "campus" in the formal sense of the word; what exists is a number of leased store-front buildings located within the San Fernando Mall area. Staff communication with campus security disclosed the fact that sufficient on/off-street parking facilities exist within the immediate school area. Consequently, campus security has concluded that no parking problems exist. (See Appendix II)

2. SCRTD Bus Service:

   Mission College presently enjoys a very high level of bus service. Four SCRTD lines serve the school throughout most of the day and evening. The routes and route numbers of buses are as follows: (See Figure 1)

   A. Line 24 runs north/south along San Fernando Road and passes directly through the campus mall.

   B. Line 155/160 runs east/west on Rinaldi Street which is one block north of San Fernando Road.

   C. Line 157 runs directly through the campus mall area on Maclay Road.

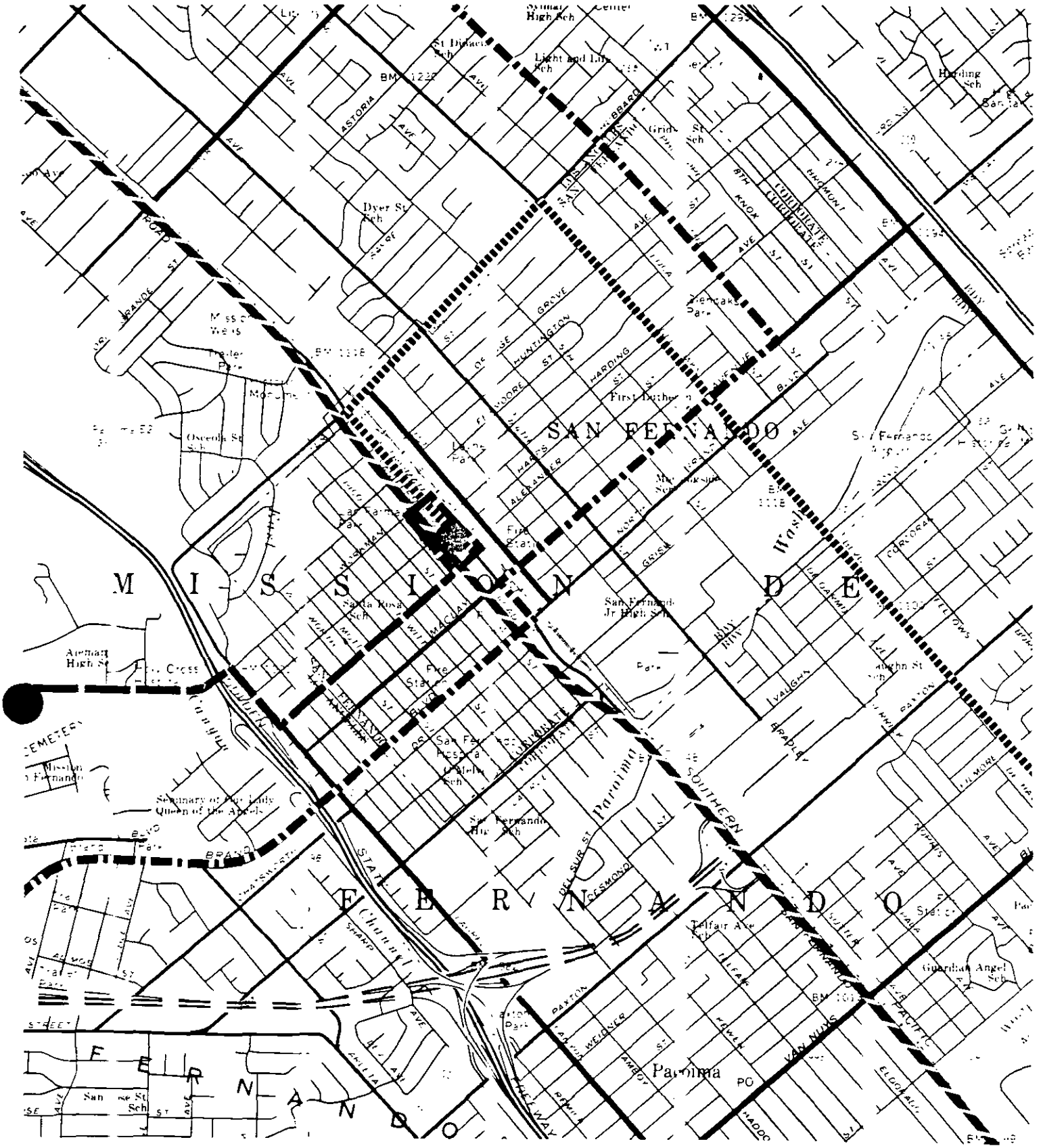
   D. Line 162 runs through the campus mall area on San Fernando Road

3. Adjoining Land Uses

   Light commercial activity provides the majority of immediate adjoining land uses.

4. Physical Travel Barriers in Immediate Vicinity

   There appear to be no significant physical travel barriers (especially as pertaining to pedestrianism) within the immediate vicinity of Mission College. The terrain is flat, all traffic intersections are signaled, and all streets have nighttime lighting.



LEGEND:

Figure 1

5. Wheelchair Accessibility:

The "campus/mall" area appears not to be accessible to wheelchair users. Curb cuts were not in evidence, and the existing curb height would definitely be detrimental to wheelchair use.

STUDENT TRAVEL PATTERNS & GENERAL STUDENT DEMOGRAPHICS *

1. Primary Means of Travel To/From Campus

Auto and bus use accounts for 96.5% of all travel modes utilized to commute to the campus. Of this 96.5%, auto usage (both "own car' and "carpool") accounts for 94.85%, while bus travel accounts for 5.15%. Breakdown by student income vs. student use of car/bus is as follows:

No Income	83.9% auto 16.1% bus
Less than $1,000	63.6% auto 36.4% bus
$1,000 - $2,000	92.3% auto 7.7% bus
$2,000 - $3,000	96.0% auto 4.0% bus
$3,000 - $4,000	95.5% auto 4.5% bus
$4,000 - $6,000	95.5% auto 4.5% bus
$6,000 - $8,000	100.0% auto 0.0% bus
$8,000 - $10,000	100.0% auto 0.0% bus
Greater than $10,000	100.0% auto 0.0% bus

*NOTE: The student response rate for the LACCD survey was approximately 13% for all students enrolled.

Breakdown by parent income as compared to student use of car/bus is as follows:

$0 - $4,000	77.9% auto 22.1% bus
$4,000 - $6,000	100.0% auto 0.0% bus
$6,000 - $9,000	88.9% auto 11.1% bus
$9,000 - $10,000	88.2% auto 11.8% bus
$10,000 - $15,000	81.3% auto 18.7% bus
$15,000 - $18,000	100.0% auto 0.0% bus
$18,000 - $20,000	100.0% auto 0.0% bus
$20,000 - $30,000	100.0% auto 0.0% bus
Greater than $30,000	100.0% auto 0.0% bus

NOTE:

The small cell sizes often present in this cross-tabulation result in large, discrete effects in terms of apparent mode use levels. Thus, the mode use levels suggested above may deviate from actual conditions.

As would be expected, the lower economic strata exhibit much higher bus use than do the higher economic strata.

2. Location of Student in Relation to Campus

Over eighty-three percent of Mission students reside within 10 miles of the campus in a corridor running east-west (approximately 12 miles wide by 20 miles long). Sixty-six point seven percent reside within 6 miles of the campus. (See Figure 2).

3. Student Travel Distance To/From Campus by Travel Mode

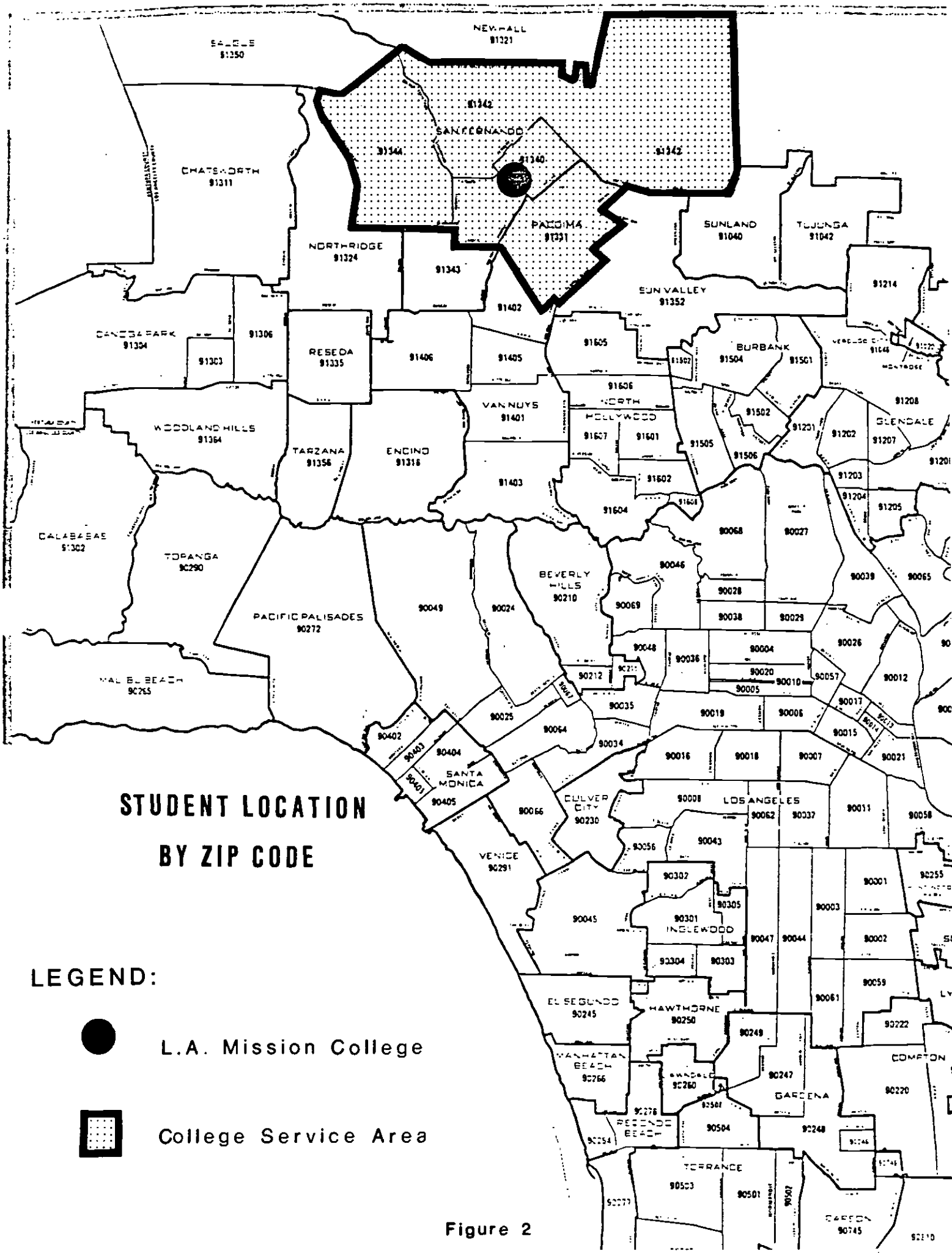
Ninety-six point five percent of all students at Mission College use either an auto or the bus to travel to and from campus. Of those students that utilize auto, 84% live within 10 miles of the campus and 67.9% live within 6 miles or less. Of those who travel by bus, 80% live within 10 miles of campus and 45% live within 6 miles. (See Table 1).

4. Primary Means of Travel to Campus by Mode by Day/Evening Class

A marked disparity appears to exist between day vs. evening use of autos or buses. Seven point two percent of day-only students appear to use the bus, whereas none of the evening-only students appear to do so. However, this apparent effect may be one of small cell size and thus may deviate significantly from what actually occurs. Students who attend both day and evening classes show a 12.2% bus mode split. (See Table 2).

EXISTING BUS SERVICE TO VALLEY CAMPUS

Mission currently receives a very good level of bus transit service. Lines 24, 155 and 157 provide night service to Mission College. Lines 155 and 162 terminate service at approximately 7:30 p.m. All preceeding lines run either directly through or within one short block of the "campus mall" area. Table 3 represents the service characteristics of these five lines. All lines have sufficient excess capacity to accommodate a significant number of additional boardings by Mission students.



STUDENT LOCATION BY ZIP CODE

LEGEND:

● L.A. Mission College

▨ College Service Area

Figure 2

TABLE 1

L.A. MISSION COLLEGE

DISTANCE FROM COLLEGE BY TRAVEL MODE

TRAVEL MODE	DISTANCE FROM COLLEGE (IN MILES)						ROW TOTAL
	1-3	4-6	7-10	11-15	16-20	21+	
Own Car	127	114	57	20	5	32	355 88.3%
Carpool	9	0	2	0	0	2	13 3.2%
Motorcycle	1	1	0	0	0	0	2 0.5%
Walk	6	0	0	0	0	4	10 2.5%
Bus	4	5	7	0	1	3	20 5.0%
Bicycle	1	0	0	0	0	1	2 0.5%
Total	148	120	66	20	6	42	402
% of Total	36.8	29.9	16.4	5.0	1.5	10.4	100.0%

TABLE 2

L.A. MISSION COLLEGE
CLASS TYPE BY TRAVEL MODE

TRAVEL MODE	DAY	EVENING	DAY & EVENING
Own Car	117	160	64
(Percent)	84.8%	95.2%	78.0%
Carpool	2	6	5
(Percent)	1.4%	3.6%	6.1%
Motorcycle	1	1	0
(Percent)	0.7%	0.6%	0.0%
Walk	6	1	3
(Percent)	4.3%	0.6%	3.7%
Bus	10	0	10
(Percent)	7.2%	0.0%	12.2%
Bicycle	2	0	0
(Percent)	1.4%	0.0%	0.0%
Total	138	168	82
% of Total	35.6	43.3	21.2

TABLE 3

Service Characteristics of Existing Mission College-Serving Bus Routes

School	Line	Service Spread	Mon.-Fri. Headways Peak	Base	Evg.	Sat./Sun. Headways Peak	Base	Evg.	AVG. WEEKDAY LOAD FACTOR IN VICINITY OF COLLEGE Peak	Base
Mission	24	5:00am-12:30am	16 min	20 min	30 min	22 min Sat. 25 min Sun.	22 min Sat. 25 min Sun.	30 min Sat. 30 min Sun.	AM:** NB: 20% SB: 36% PM:** NB: 30% SB: 22%	Midday:** NB: 16% SB: 27% Evening:** NB: 10% SB: 8%
	157	5:45am-10:30pm	22 min	25 min	25 min	30 min Sat./ Sun.	30 min Sat./ Sun.	60 min Sat./ Sun.	AM: NB: 24% SB: 48% PM: NB: 47% SB: 26%	Midday: NB: 25% SB: 24% Evening: NB: 13% SB: 23%
	162	5:00am-7:30pm	22 min	22 min	30 min	30 min Sat. 60 min Sun.	30 min Sat. 60 min Sun.	30 min Sat. 60 min Sun.	Not Available	
	155/160	(155) 6:40am-10:40pm	20 min	20 min	60 min	20 min Sat. 20 min Sun.	20 min Sat. 20 min Sun.	60 min Sat. 60 min Sun.	AM: NB: 5% SB: 2% PM: NB: 3% SB: 5%	Midday: NB: 4% SB: 2% Evening: NB: 0% SB: 1%
		(160) 6:00am-7:20pm	20 min	20 min	45 min	30 min Sat. 60 min Sun.	30 min Sat. 60 min Sun.	40 min Sat. 60 min Sun.		

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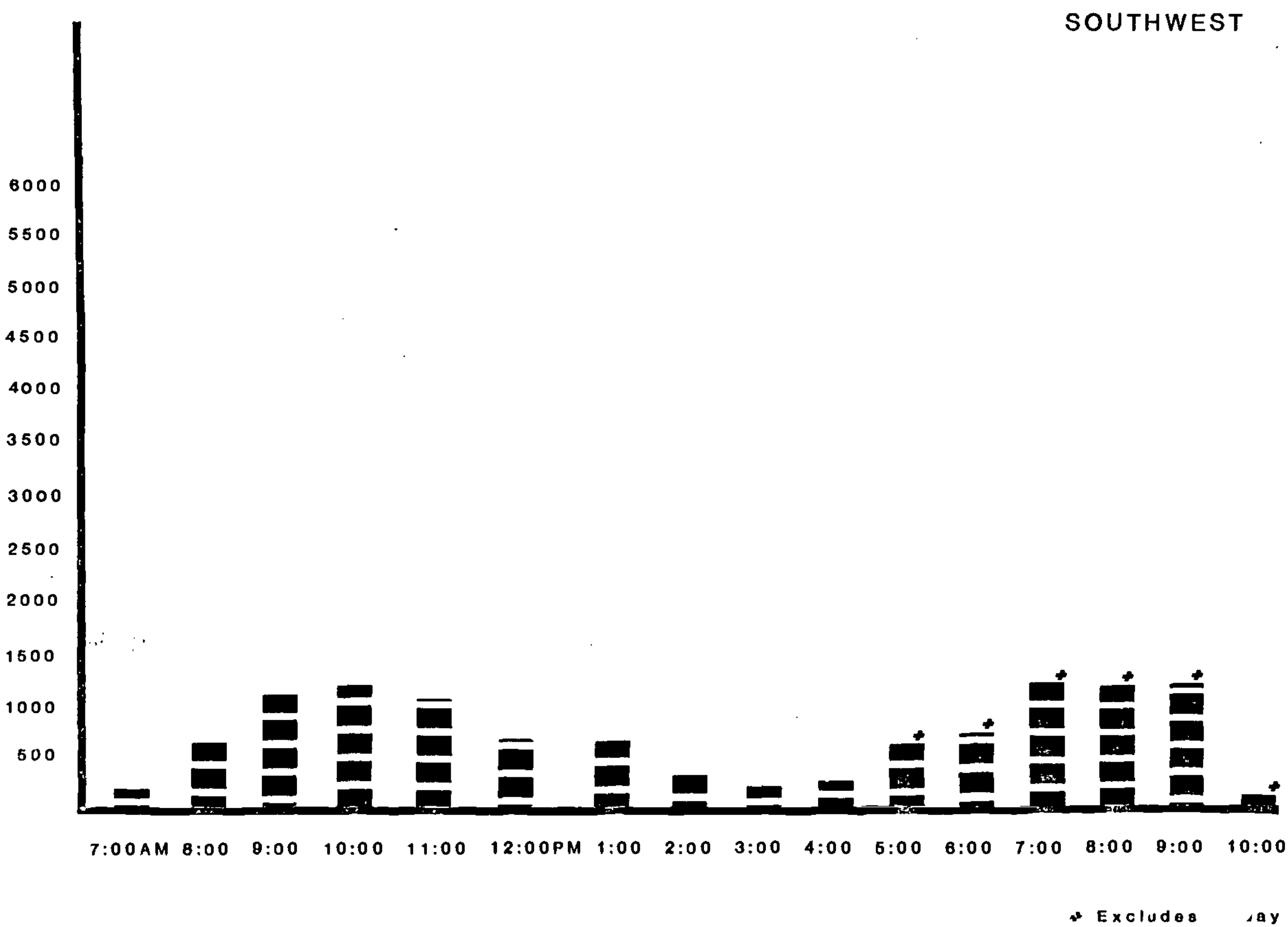
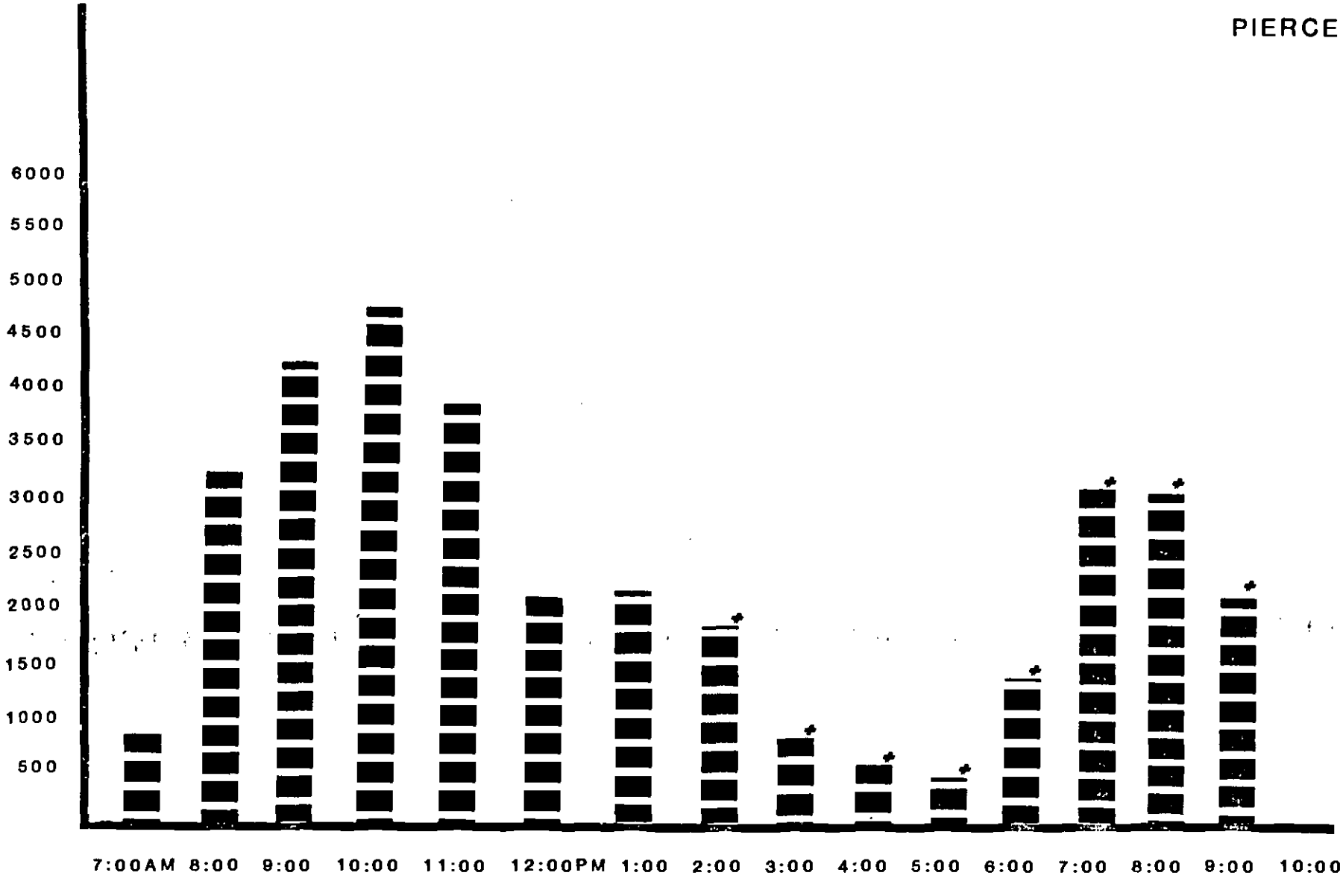
APPENDIX I

AVERAGE WEEKDAY NUMBER OF STUDENTS ON CAMPUS BY HOUR



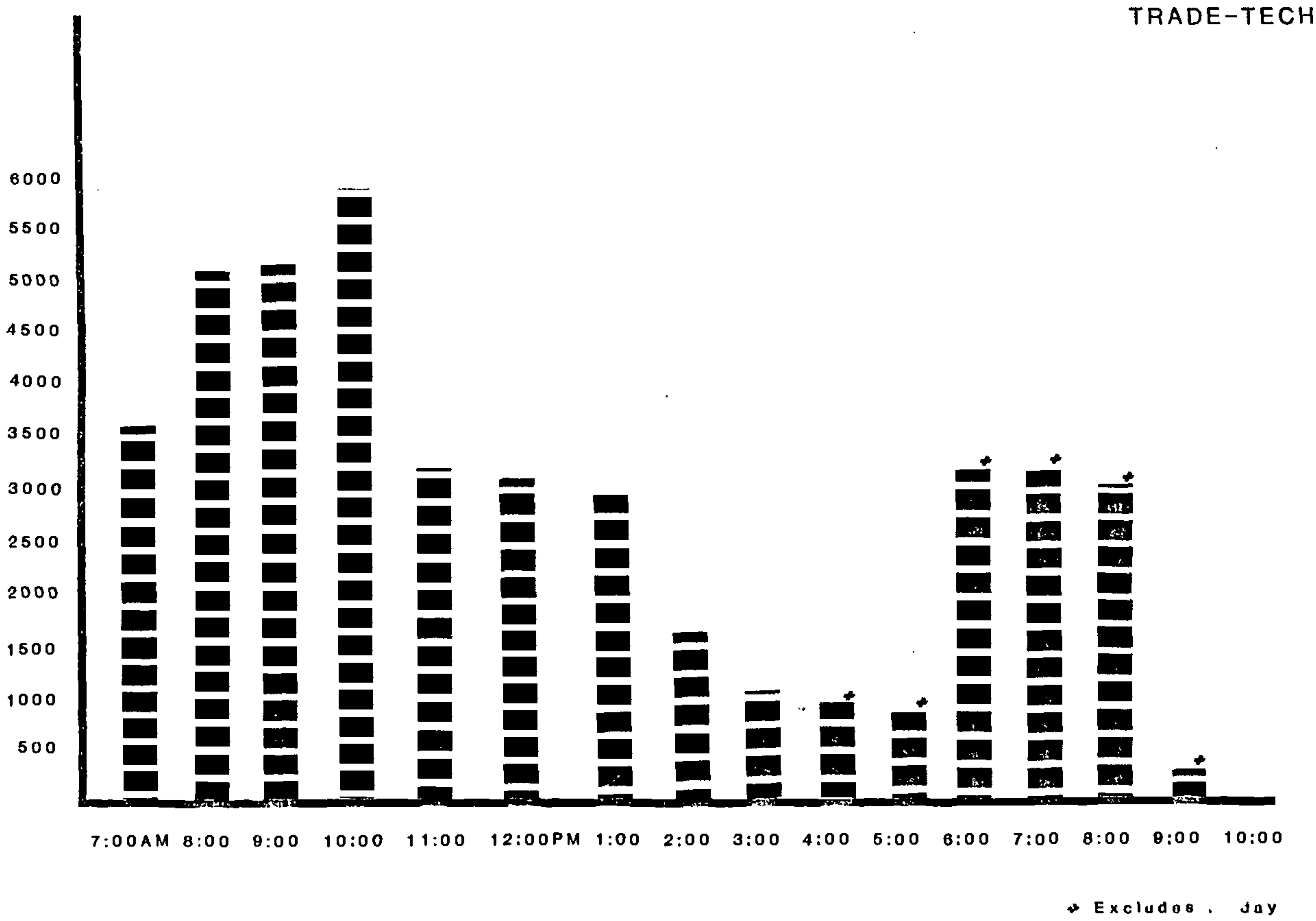
AVERAGE WEEKDAY NUMBER OF STUDENTS ON CAMPUS BY HOUR

PIERCE

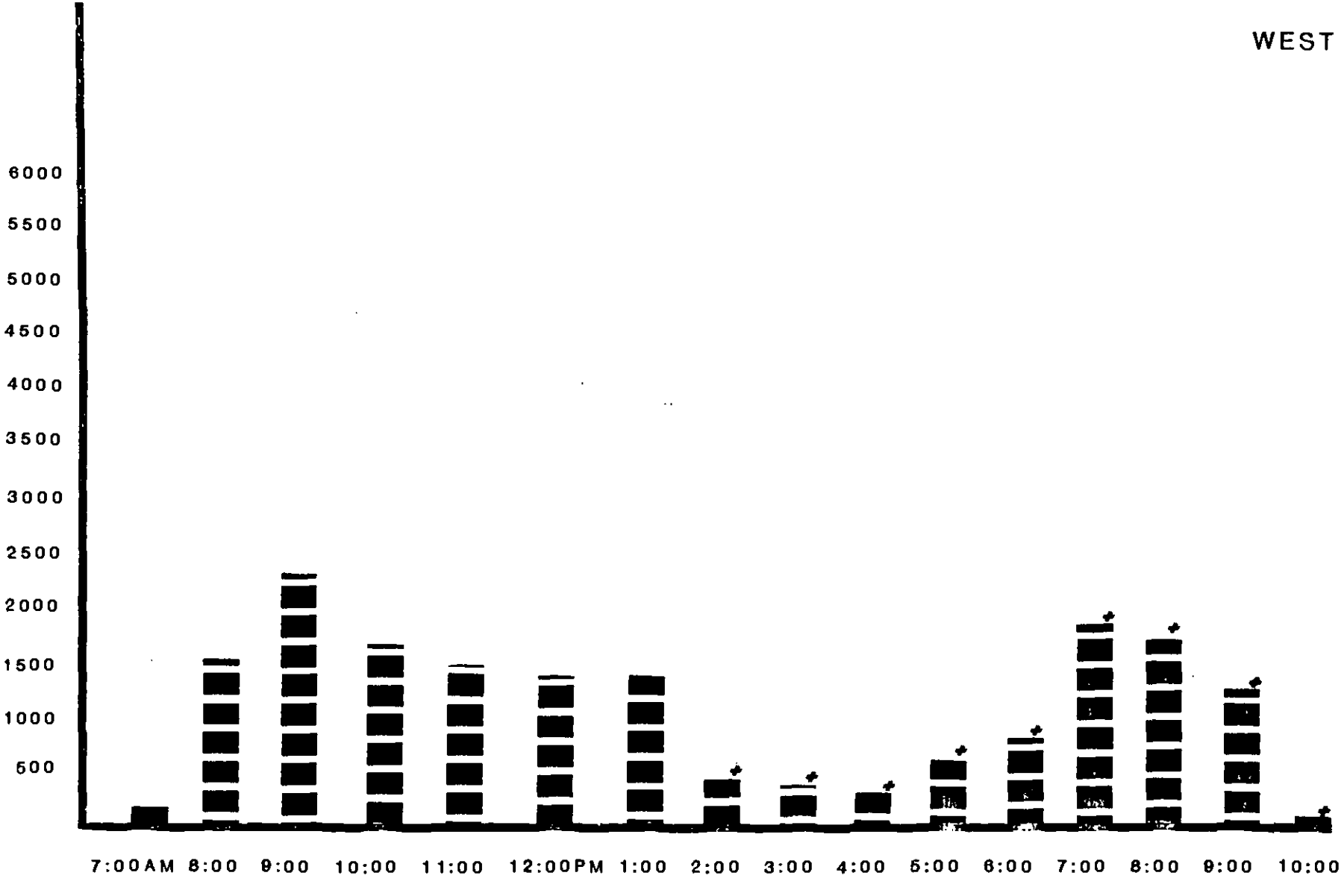


* Excludes Friday

AVERAGE WEEKDAY NUMBER OF STUDENTS ON CAMPUS BY HOUR



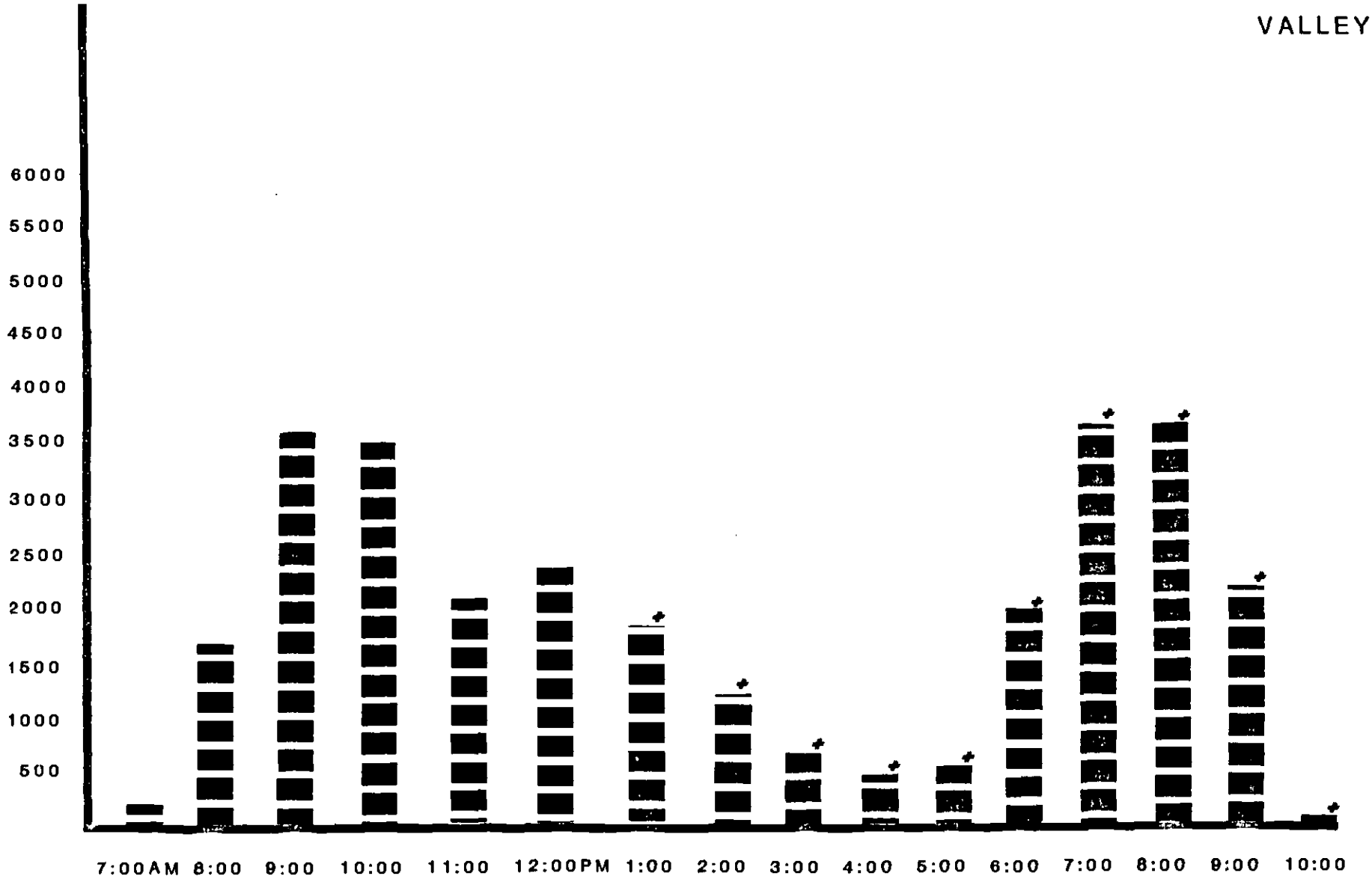
AVERAGE WEEKDAY NUMBER OF STUDENTS ON CAMPUS BY HOUR



* Excludes Friday

AVERAGE WEEKDAY NUMBER OF STUDENTS ON CAMPUS BY HOUR

VALLEY



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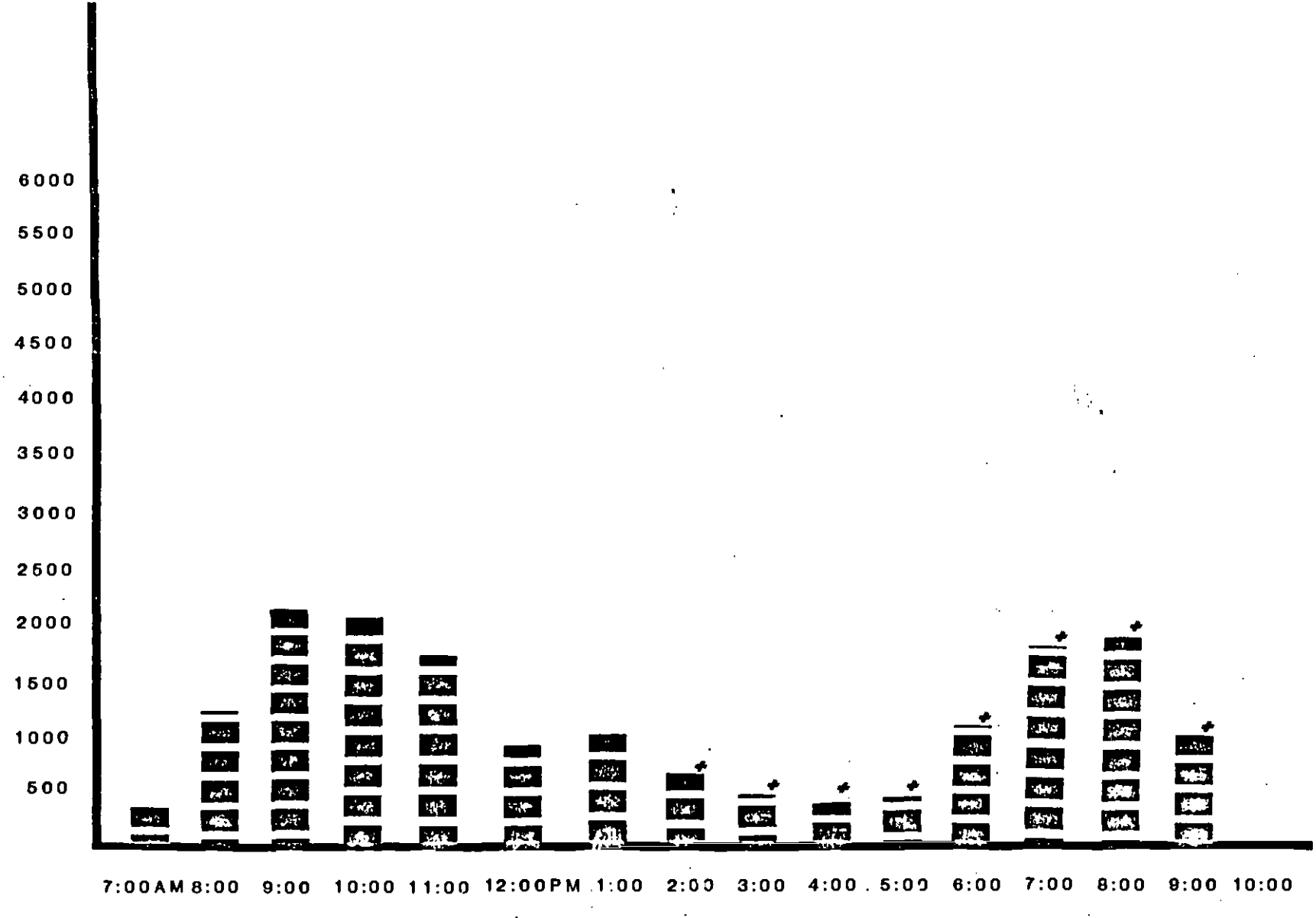
AVERAGE WEEKDAY NUMBER OF STUDENTS ON CAMPUS BY HOUR

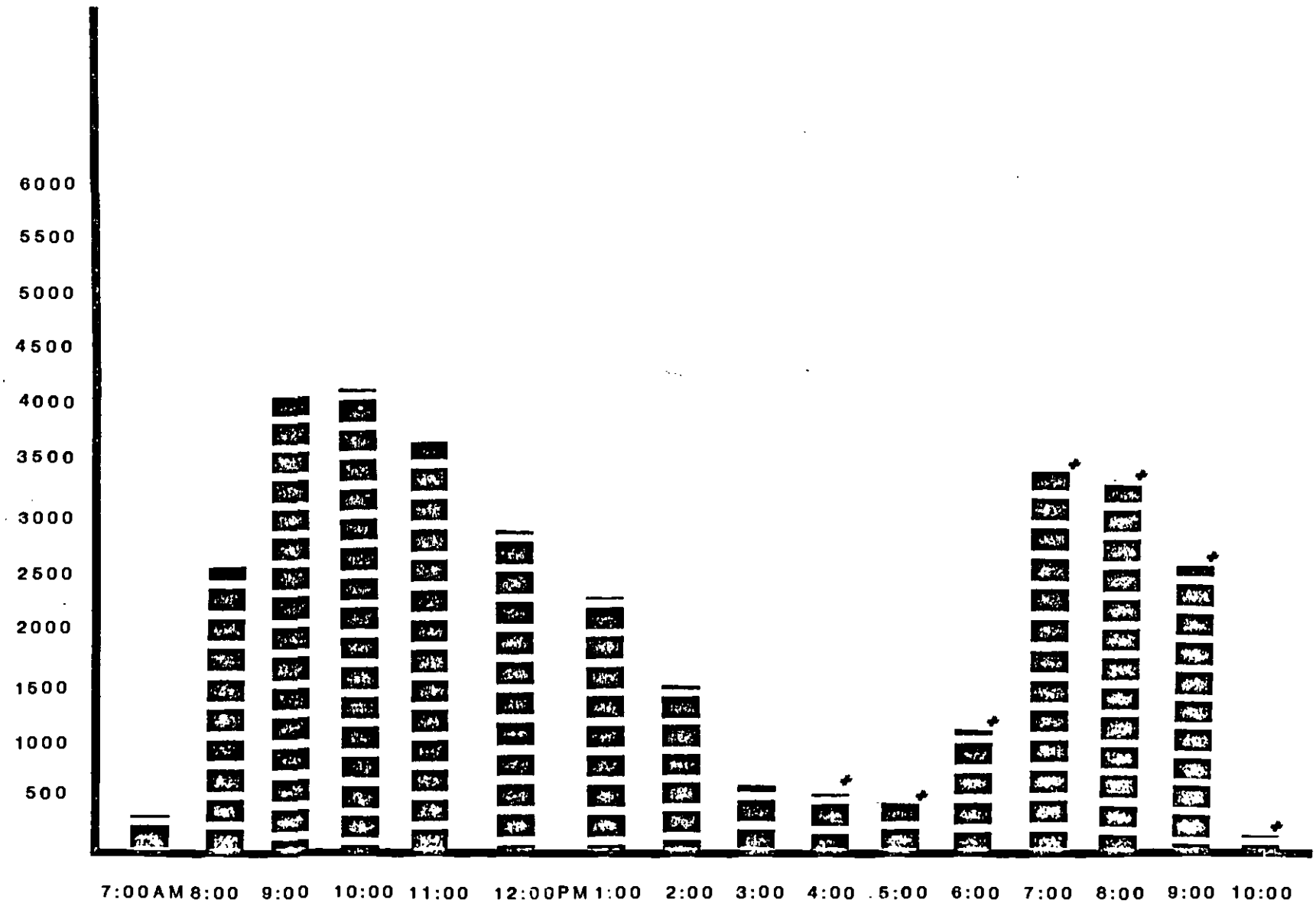
HARBOR



* Excludes Friday

AVERAGE WEEKDAY NUMBER OF STUDENTS ON CAMPUS BY HOUR

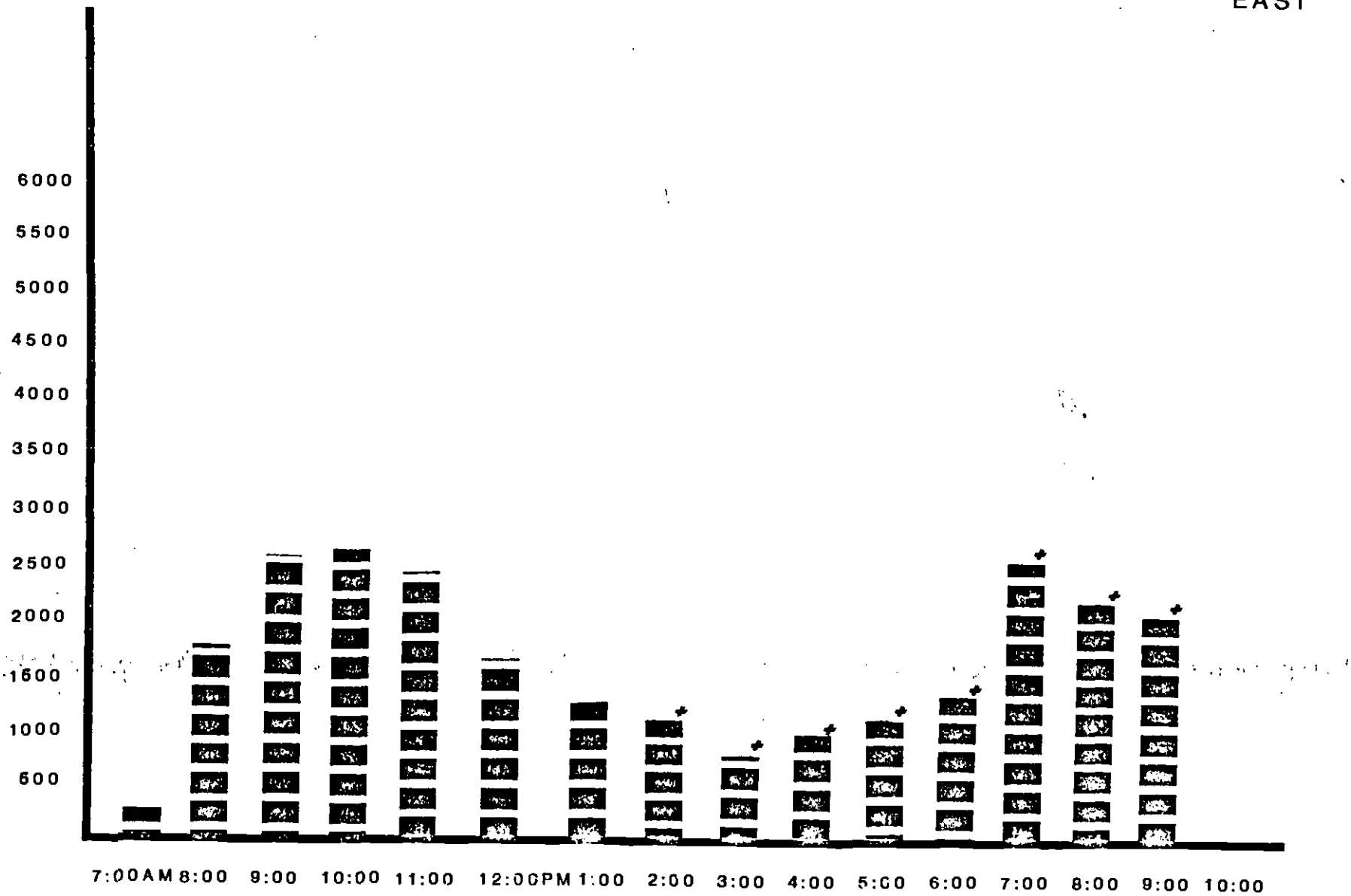
CITY



* Excludes day

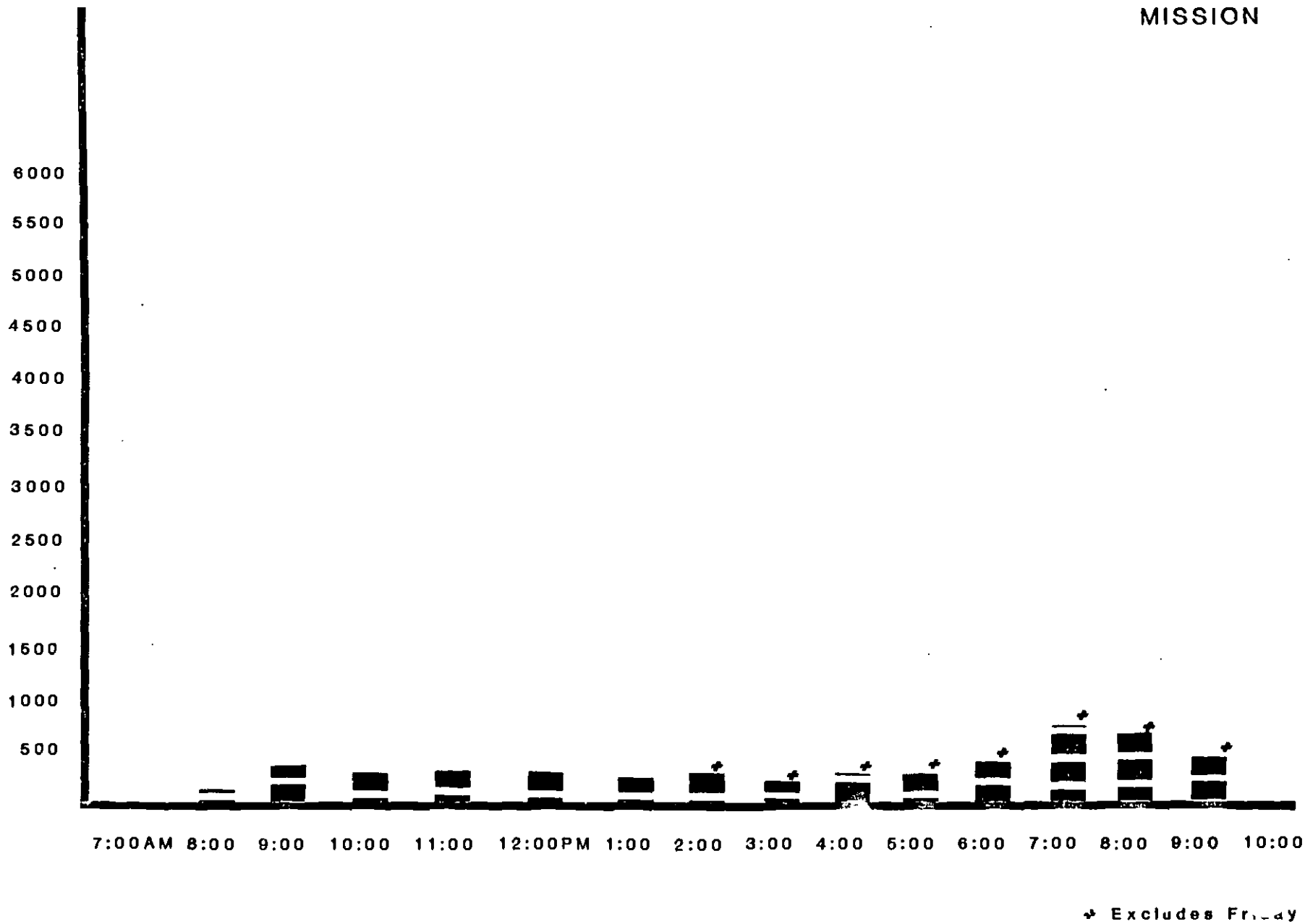
AVERAGE WEEKDAY NUMBER OF STUDENTS ON CAMPUS BY HOUR

EAST



* Excludes Friday

AVERAGE WEEKDAY NUMBER OF STUDENTS ON CAMPUS BY HOUR



* Excludes Friday

APPENDIX II

CAMPUS PARKING

SCHOOL	PARKING AVAILABILITY *	COST	COMMENTS
VALLEY	Parking is ample after first four weeks of class	Free	To obtain parking, the students must join the A.S.B.**at an annual cost of $9.50
PIERCE	Parking is sufficient except for some minor overcrowding from 9:00 a.m. - 11:00 a.m.	$7/sem. full-time $3/sem. part-time	
MISSION	Excellent	Free	Since there is no campus in the usual sense, no college parking is provided.
SOUTHWEST	After the first 2 weeks, parking is sufficient except for some minor overcrowding from 9:00-11:00 A.M.	Free	
WEST	Parking is sufficient	Free	
EAST	Parking is tight on campus & sporadic overcrowding is common.	$5/***yr. for ASB* members $15/yr. for *** non-members	A.S.B.** costs $3/year
CITY	On-campus parking is limited and many students are forced to look for parking off the campus grounds	Free	To obtain parking, students must join the A.S.B. ** at an annual cost of $6.00

CAMPUS PARKING

SCHOOL	PARKING AVAILABILITY *	COST	COMMENTS
HARBOR	Excellent	Free	
TRADE-TECHNICAL	Campus parking is filled rapidly & many students are forced to search for parking on crowded city streets	$15/semester for on-campus parking $10/semester for large cars on campus run off campus parking $5/semester for small cars on campus run off-campus parking	

* All parking is obtained on a first come first serve basis

** A.S.B. - Associated Student Body

*** Prices Subject to Change

APPENDIX III

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) STRATEGIES

In addition to improved bus line access, numerous other options are available to colleges who wish to increase student mobility at little or no cost. These strategies typically fall under the general heading of Transportation Systems Management (TSM). Several TSM strategies are outlined below but by no means is this list intended to be all-inclusive.

A. RIDESHARING

Ridesharing is any type of transportation service which involves pre-arranged shared rides for persons with similar origins, destinations & travel schedules. Generally, ridesharing falls into three distinct categories:

1. Carpools: A carpool is any association of up to six persons sharing a ride on a regular basis in a standard sized automobile. To facilitate the formation of carpools, organizations are advised to establish their own computerized rider-matching service or utilize the services of an existing program.

2. Vanpools: A vanpool is a group of riders who travel together in a van-type vehicle on a regular basis. Costs are shared equally among riders and the driver is generally one of the members.

3. Buspools: In a buspool the riders as a group determine the routes origins and destinations and use the service on a regular basis. Usually, a standard bus which seats up to 50 people is used, and the driver is a professional rather than a member of the ride pool. It should be noted, however, a buspool is extremely difficult to implement on a college campus. This is primarily due to the irregularity of student schedules which usually precludes the assembly of a large number of people with similar origins and destinations at the same point in time.

B. SHUTTLE BUS SERVICE

Shuttle buses can serve some of the special travel needs of students not adequately served by the present transportation system. Typically, shuttle buses are campus subsidized to keep the fare low and are most efficient on larger campuses. To maximize the potential for success, an effort should be made to integrate these buses into the existing transportation network.

C. PARKING MANAGEMENT

Parking management strategies can be used to discourage single occupancy vehicle use and instead encourage use of alternative modes. Several of these strategies merit further attention:

- increased bicycle and motorcycle parking facilities
- variable rates based on the relative efficiency of different transportation options
- selective parking restrictions which would limit on-campus parking to people who would otherwise be without adequate transportation
- strict enforcement of all parking regulations; this is crucial to the success of any parking management program; although this is potentially expensive, some or all of the costs can be defrayed by revenues gained through increased fines.

D. MARKETING

The success of any TSM strategy is highly dependent on an effective marketing program. Examples of some marketing strategies that have been contemplated or implemented at other universities are as follows:

- Fare reductions: In an effort to acclimate new riders to various alternative transit modes, periodic and much publicized fare reductions are commonplace.
- Information aids: All new students and employees could receive, along with the usual orientation materials, a packet containing a comprehensive list of all transportation services available. Included in this should be specific area maps and transportation information geared to the individual's community or zip code.
- Information center: Located in an area of high pedestrian traffic, an information center could provide graphic and written information on a host of transportation options available to students, including:

1. carpool rider-matching forms

2. SCRTD and municipal transit operator timetable and route maps

3. shuttle bus route maps and schedules

4. regularly updated bulletins indicating schedules and service areas of partially filled vanpools

Of course there would be an initial investment for construction and installation of these centers. Although it would vary from campus to campus, a UCSF estimate for a similar center was somewhat less than $10,000.

ACKNOWLEDGEMENTS

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Final Report Prepared By:	Jeffrey Langbaum
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Under the Direction of:	Benedict E. Urban Senior Planner