

ONE GATEWAY PLAZA, 15th Floor  
LOS ANGELES, CA 90012

LINE 72 - LOS ANGELES - WHITTIER - FULLERTON

OPERATING RESULTS - 1969

	<u>Route No. 72</u>	<u>System Total</u>
Cost per mile	\$ 0.779	\$ 0.762
Revenue per mile	\$ 1.030	\$ 0.923
Margin per mile	+ \$ 0.251	+ \$ 0.161
Passengers per mile	2.66	3.3
Daily passengers	7,770	
Daily bus miles	2,924.2	

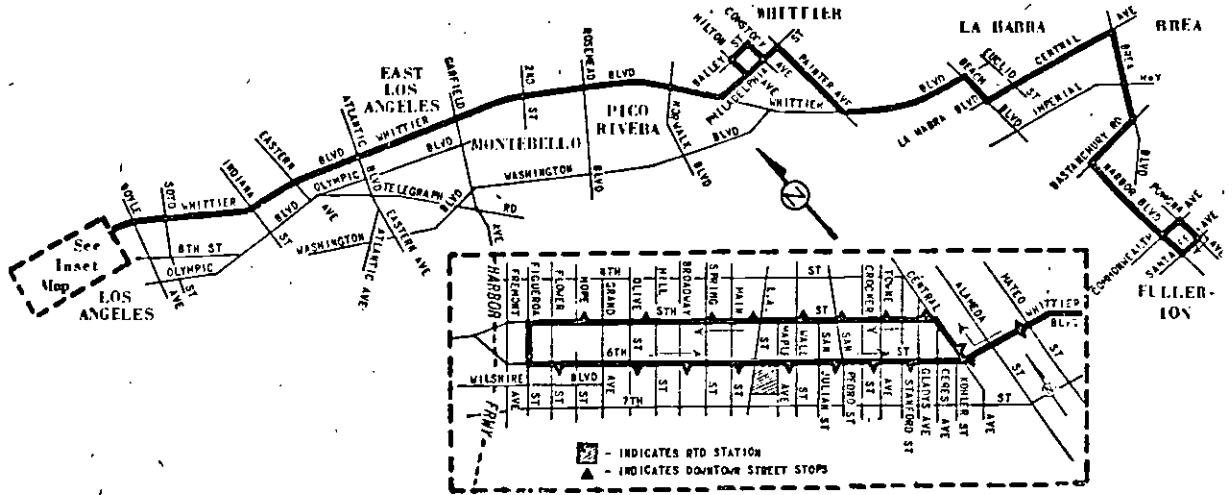
FUNCTION

Suburban line with arterial travel on arterial streets. Route from downtown Los Angeles east through Whittier and Brea to Fullerton.

AREA SERVED

Departing the LA CBD along East Sixth St., the line served the wholesale-industrial area of the city. Entering Boyle Heights, an area of mixed low income housing is served along Whittier Blvd. Through East Los Angeles, the area consists of lower income, single family housing. A commercial concentration is located along Whittier Blvd. between Eastern and Atlantic Aves. Montebello consists of single family, medium income residences with commercial concentrations along Whittier Blvd. near Montebello Blvd. In Pico Rivera, single family residences of medium income are served. Both commercial and industrial areas and areas of employment are located on Whittier Blvd. The Whittier CBD is traversed along Philadelphia St. The line also serves Whittier College and a commercial concentration on Whittier Blvd. at Whitwood Center. The Cities of La Habra and Brea are of lower density, single family residential areas of medium income. Commercial areas in La Habra served are along La Habra Blvd. and along Brea Blvd. in Brea. Between Brea and Fullerton, along Bastanchury Road, the line passes St. Jude Hospital. Continuing south along Harbor Blvd., the line terminates in downtown Fullerton, a major commercial area.

ROUTE MAP



STREETS TRAVERSED

Leave Fifth and Hope Sts. via Fifth St., Figueroa St., Sixth St., Whittier Blvd., Philadelphia St., Comstock Ave., into Whittier Station, Bailey St., Milton Ave., Philadelphia St., Painter Ave., Whittier Blvd., Beach Blvd., La Habra Blvd., Central Ave., Brea Blvd., Bastanchury Rd., Harbor Blvd., and Commonwealth Ave. to Fullerton Station.

TURN BACK LOCATIONS

Whittier Blvd. at Second St.  
Whittier Station

HISTORY

Motor coach service between Los Angeles, Whittier, and Fullerton was operated as early as the 1920's by Motor Transit Company as part of their through routes to Santa Ana. This was designated line 58 by Pacific Electric Railway in 1943. The Whittier route was separated from the remainder of line 58 in 1966, and became line 72.

OPERATIONS - 1969

Number of one-way trips	131	Average passengers per trip	59.3
Round trip running time (min.)	201	Round trip route miles	61.0
Average overall schedule speed (mph)	15.4	Average layover time (min.)	36

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays <sup>1</sup>	6	20	6	40	18	9	18	3
Saturdays	20	30	20	40	7	6	7	3
Sundays	65	65	45	40	3	3	4	3

<sup>1</sup>During weekday rush-hour the headways east from Whittier Blvd. at 2nd St. (Montebello) average 13-15 min., and from Whittier to Fullerton, 45 to 60 minutes. A 60 min. headway prevails between Whittier and Fullerton 6 days a week and 100 min. on Sunday.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Fullerton Station	5:47 AM	8:55 PM
Sixth & Hope Sts.	5:24 AM	12:30 PM
<u>Short Line Location:</u>		
Whittier Station	W 4:55 AM	E 1:27 AM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 75 min., Maximum 130 min., 73% increase  
 Location of heaviest traffic congestion:  
 East Los Angeles  
 Montebello  
 Timepoint for heaviest traffic congestion:  
 Whittier Blvd. - Indiana St. 4:39-5:34 PM

FARE STRUCTURE

The fare from Los Angeles to Fullerton is \$1.10.  
 From the LA CBD the fare zone increments are as follows:

<u>To selected areas</u>	
Montebello	\$ .46
Pico-Rivera	.54
Whittier	.70
La Habra	.94
Brea or Fullerton	1.10

First two zones for one fare applies from Whittier Blvd. at Lorena St. to Fullerton.

Passengers boarding in the LA CBD must pay a minimum fare of \$.38.

PASSENGERS PER TRIP

Peak Load Points

Average for  
17 hour count

<u>Passing</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Whittier & Indiana				
E	30.1	26.3	70.3	39.8
W	59.9	26.2	35.0	34.8
EXPRESS...				
Whittier & Indiana				
E	-	-	46.9	
W	42.3	-	-	

Other Load Points

Average for 17 Hour Count

Fifth & Hope	Sixth & Central	Whittier & Indiana	Whittier & Second St. (Montebello)	Whittier Station
E .0	E 29.4	E 40.0	E 18.0	E 16.9
W 1.8	W 31.5	W 40.4	W 17.7	W 9.3

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1965	-	-	-
Sept. 1966	5,630	2,614	2.2
Sept. 1967	5,667	2,713	2.1
Sept. 1968	6,230	2,885	2.2
Sept. 1969	6,492	2,916	2.2
Sept. 1970	6,256	3,042	2.1

\*Transfer passengers excluded.

FARE STRUCTURE

From Manchester and Crenshaw Blvds. to 2nd Ave. and 54th St., the fare is \$.38.

From Manchester and Crenshaw Blvds., the fare zone increment is as follows:

North of  
Van Ness at Florence Aves. \$.38

PASSENGERS PER TRIP	<u>Peak Load Points</u>				
	<u>Passing</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>Average for Day</u>
5th Ave. & 85th N		4.0	1.7	5.4	1.6
Van Ness & 65th Pl. S		6.3	1.7	3.2	1.3

Other Load Points  
Average for Day

Van Ness & Florence.  
N .8  
S 1.1

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	127	199	.6
Sept. 1966	99	199	.5
Sept. 1967	91	199	.5
Sept. 1968	97	181	.5
Sept. 1969	107	180	.6
Sept. 1970	103	181	.6

\*Transfer passengers excluded.

LINE 73 - VAN NESS AVENUE

OPERATING RESULTS - 1969

	Route No. 73	System Total
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 0.205	\$ 0.923
Margin per mile	- \$ 0.577	+ \$ 0.161
Passengers per mile	1.06	3.3
 Daily passengers	 191	
Daily bus miles	180.3	

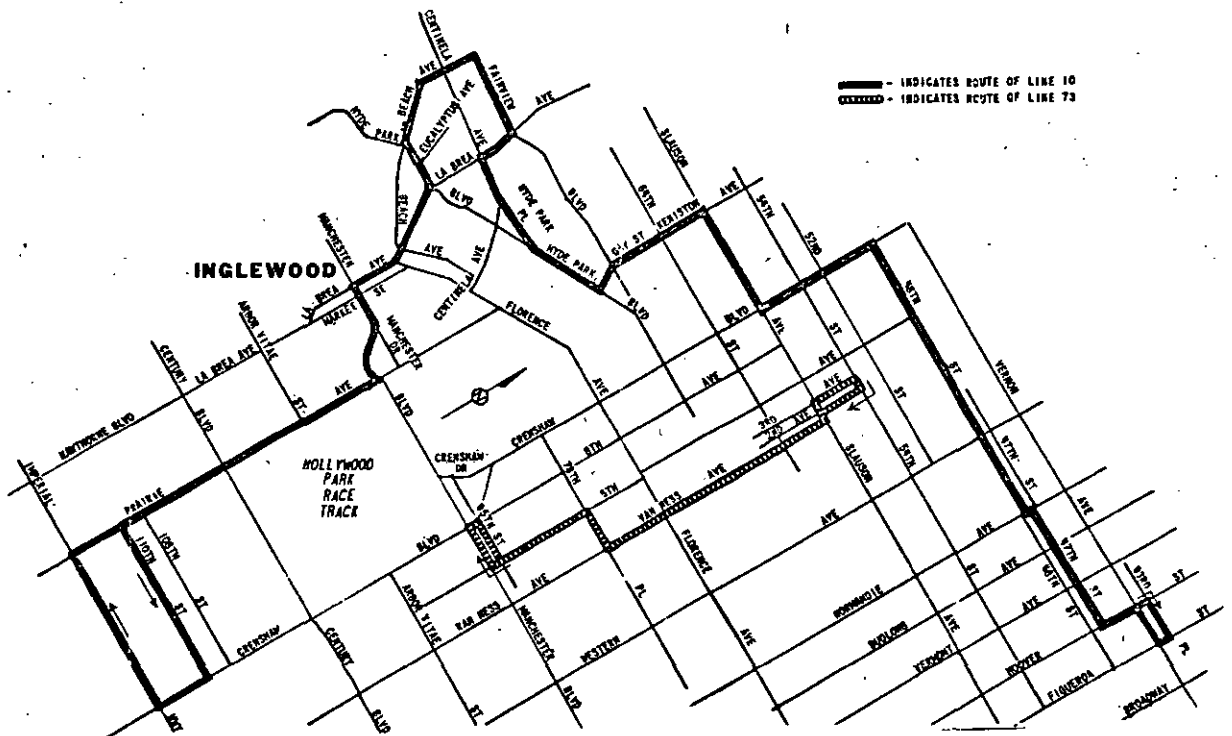
FUNCTION

Local central line within the Leimert District.

AREA SERVED

Operating entirely in a medium income area of Leimert Park and Morningside Park, the line serves South Van Ness Ave., an area of medium density, single family units with light manufacturing interspersed. This line also serves a commercial concentration in the vicinity of Manchester and Crenshaw Blvds. at the line's south terminal.

ROUTE MAP



**STREETS TRAVERSED**

Leave 54th St. and 2nd Ave. via 54th St., Third Ave. (Second Ave.), Slauson Ave., Van Ness Ave., 78th Pl., Fifth Ave., and Manchester Blvd. (85th St.), to Crenshaw Blvd.

**TURN BACK LOCATIONS**

None

**HISTORY**

Starting as motor coach line 23 in 1930, bus service on Van Ness Ave. operated between Second Ave. & 54th St. and Fifth Ave. & 76th St. Renumbered line 60, the line was extended to 78th Pl. and 8th Ave. in 1934. In 1940 the line was extended to operate north on Crenshaw Blvd. from Manchester Ave. to 67th St. Eight years later the Crenshaw Blvd. part of the line was replaced by an extension of Los Angeles Motor Coach line 85. In April 1958 the present route number of 73 was adopted.

**OPERATIONS - 1969**

Number of one-way trips	60	Average passengers per trip	3.2
Round trip running time (min.)	22	Round trip route miles	6.0
Average overall schedule speed (mph)	12.0	Average layover time (min.)	8

**SCHEDULE - 1969**

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	22	30	29	-	1	1	1	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

**PERIOD OF SERVICE**

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Manchester & Crenshaw Blvds.	5:40 AM	8:26 PM
Second Ave. & 54th St.	5:31 AM	8:37 PM

**TRAFFIC CONDITIONS**

One-way running times:  
 Minimum 18 min., Maximum 24 min., 33% increase  
 Location of heaviest traffic congestion:  
 No specific area  
 Timepoint for heaviest traffic congestion:  
 Second Ave. - 54th St. 2:00-7:00 PM

LINE 75 - VENICE BOULEVARD - ECHO PARK AVENUE

OPERATING RESULTS - 1969

	<u>Route No. 75</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 0.972	\$ 0.923
Margin per mile	+ \$ 0.190	+ \$ 0.161
Passengers per mile	3.08	3.3
Daily passengers	9,672	
Daily bus miles	3,135.8	

FUNCTION

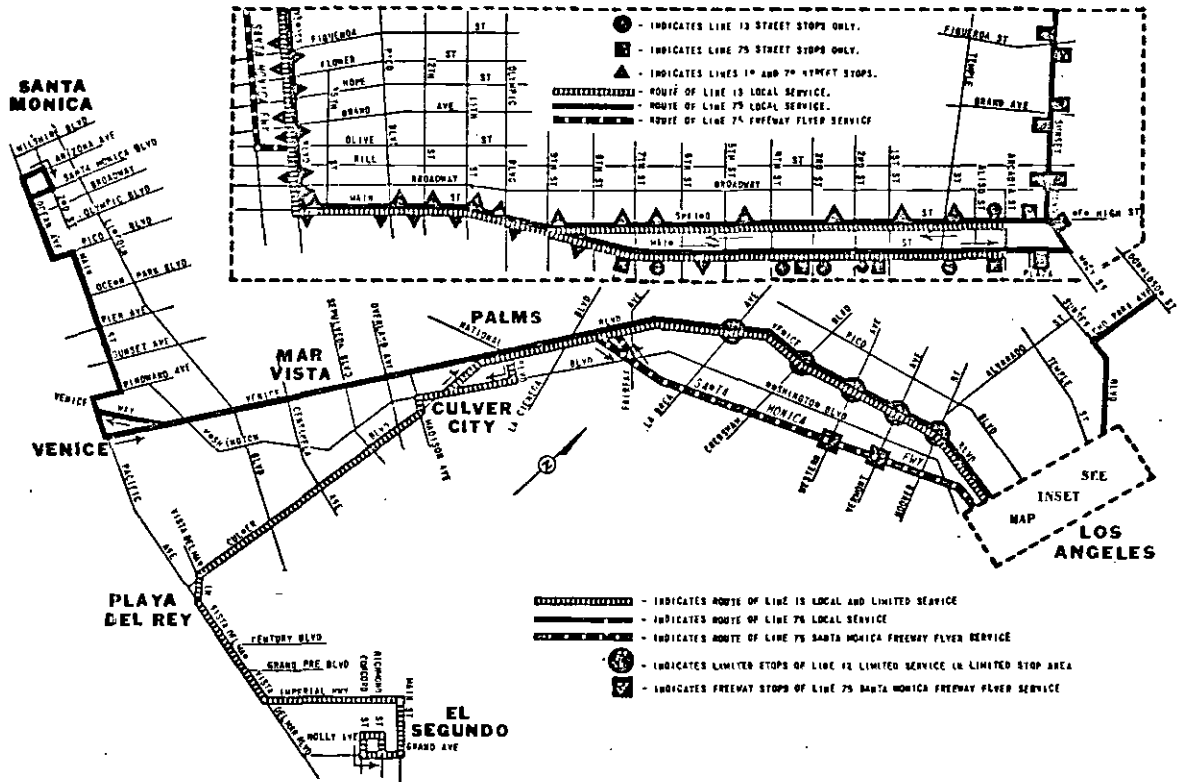
Local central line with arterial travel on arterial streets. Route from downtown Los Angeles north to the Echo Park District and west through the West Adams District, and Venice District to downtown Santa Monica. Peak hour, peak direction freeway flyer service on the Santa Monica Freeway between La Cienega Blvd. and downtown Los Angeles.

AREA SERVED

Leaving the low income, medium density, mixed housing area of Echo Park, the line serves a commercial concentration at Sunset Blvd. and Echo Park Ave. as it travels toward the LA CBD. Traversing the downtown area on Spring St., the Civic Center and financial districts are served. Turning west on Venice Blvd., the areas of Westlake, Adams, and West Adams are passed. All consist of lower income, medium density, mixed housing. Service is augmented for Loyola High and Pastuer Jr. High School. Culver City CBD is a commercial and employment center, with mixed, medium income housing. Medium income levels continue through the Palms-Mar Vista area, but drop to below average in the Venice area. Service is augmented for Venice High School. In Santa Monica, the line passes the Civic Auditorium, Civic Center and several high-rise apartments.



ROUTE MAP



STREETS TRAVERSED

Leave Second St. and Santa Monica Blvd. via Second St., Santa Monica Blvd., Ocean Ave., Pico Blvd., Main St., Windward Ave., Pacific Ave., Venice Blvd., Main St. (Spring St.), Macy St., Sunset Blvd. and Echo Park Ave. to Donaldson St.

FREEWAY FLYER

Operate via local route to and including Venice Blvd. at La Cienega Blvd., then via Venice Blvd., Santa Monica Freeway, 18th St., Olive St., Venice Blvd., and regular local route.

TURN BACK LOCATIONS

Sunset Ave. at Main St.  
 Venice Blvd. at Overland Ave.  
 Main St. at Venice Blvd.  
 Echo Park Ave. at Sunset Blvd.

## HISTORY

The portion of this route between downtown Los Angeles and Vineyard (West Boulevard) was built as a narrow-gauge electric railway in 1897 by the Pasadena & Pacific Railway Company. The portion between Vineyard and Ocean Park was built by Los Angeles Pacific as their Palms Division in 1902, and the line converted to standard-gauge in 1908.

A separate local service was operated as far as Vineyard from 1912 to 1941. The Venice Short Line was combined with the local service and tied at its Los Angeles end to the Hollywood Blvd. line in 1941. This combination was designated line 26 in 1943, but was split later that year. The Venice Short Line then became line 30 and the local service became Hollywood Blvd.-San Vicente Blvd. line 31. Line 31 was combined with the Subway-Hollywood Blvd. route as line 32 later in 1943.

Motor coach service was established by Pacific Electric Railway between Los Angeles, Santa Monica, and Ocean Park via Beverly Hills in 1940, replacing rail service over that route. This was designated line 75 in 1943. All rail service along Venice Blvd. was discontinued in 1950. The through service to Venice and Santa Monica was made a part of line 75, with the entire line being operated as a long loop -- Beverly Hills-Santa Monica-Venice-Culver City and returns.

The Echo Park Ave. line was built as a horse car line by the Elysian Park Street Railway Company in 1889 and 1890, purchased by Los Angeles Pacific in 1895, electrified in 1902, and converted to standard-gauge in 1909. Temporary motor coach service was operated in place of rail service in 1938-1939 (continuing nights and Sundays until 1942) and again in 1949. Echo Park Ave. was designated part of line 26, then line 31, and finally line 32 in 1943. Echo Park Ave. rail service was discontinued in 1950. A new local motor coach line 91 was established, operating along Venice Blvd., Hill St., Sunset Blvd. (to Vermont Ave.), and Echo Park Ave. The Venice Blvd. portion of line 91 was discontinued in 1952, all local service becoming part of line 75.

When the Glendale-Burbank rail service was discontinued in 1955, line 75 was extended in its place. This combination was split in 1958, the Glendale-Burbank portion becoming new line 39. The Santa Monica-Venice loop operation of line 75 was discontinued in 1963. The Beverly Hills route was made a part of line 4, line 75 operating only over the Culver City route. Line 75 was extended in 1964 to include the Echo Park Ave. route, which had been a part of line 94 since about 1954.

## OPERATIONS - 1969

Number of one-way trips	148	Average passengers per trip	65.4
Round trip running time (min.)	184	Round trip route miles	43.0
Average overall schedule speed (mph)	11.9	Average layover time (min.)	32

SCHEDULE - 1969

	Headways (min.)				Buses Assigned*			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	5	20	6	40	24	11	23	5
Saturdays	20	20	20	40	10	11	11	4
Sundays	30	30	30	40	7	7	7	4

\*Includes flyer buses of 6 in the AM and 8 in the PM, Monday through Friday.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Second St. & Santa Monica Blvd.	4:42 AM	2:15 AM
Echo Park Ave. & Donaldson St.	5:00 AM	1:30 AM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 73 min., Maximum 102 min., 40% increase  
 Location of heaviest traffic congestion:  
 Through Culver City and Main St. from Venice to Sunset Blvds.  
 Timepoint for heaviest traffic congestion:  
 Venice Blvd. - Bagley Ave. 2:45-4:40 PM

FARE STRUCTURE

The fare from the LA CBD to Echo Park Ave. and Donaldson St. is \$.30.  
 The fare from the LA CBD to 2nd St. and Santa Monica Blvd. (Santa Monica) is \$.62.

From the LA CBD the fare zone increments are as follows:

<u>West of</u>	
Venice Blvd. at Lafayette Rd.	\$.38
Venice at La Cienega Blvds.	.46
Venice at Sawtelle Blvds.	.54
Venice Blvd. at Meade Pl.	.62

First two zones for one fare applies west of Venice and National Blvds.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for 17 hour count</u>
	AM	Base	PM	
Venice & Figueroa				
E	45.3	26.8	20.8	29.1
W	27.0	21.3	45.6	31.2
Sunset & Grand				
E	44.8	9.7	7.2	15.4
W	6.3	5.3	35.9	11.8

PASSENGERS PER TRIP (Continued)

Other Load Points

Average for 17 Hour Count

Sunset & Main (Ocean Park)	Venice & Overland	Venice & La Cienega	Venice & Figueroa	Sunset & Grand
E 5.4	E 19.7	E 23.2	E 29.4	E 18.8
W 5.0	W 15.4	W 24.8	W 30.2	W 12.9

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	7,103	3,202	2.2
Sept. 1966	7,042	3,251	2.2
Sept. 1967	6,821	3,345	2.0
Sept. 1968	7,427	3,236	2.3
Sept. 1969	7,776	3,135	2.5
Sept. 1970	7,494	3,179	2.4

\*Transfer passengers excluded.

LINE 76 - BEVERLY HILLS - UCLA - PACIFIC PALISADES

OPERATING RESULTS - 1969

	<u>Route No. 76</u>	<u>System Total</u>
Cost per mile	\$ 0.780	\$ 0.762
Revenue per mile	\$ 0.451	\$ 0.923
Margin per mile	- \$ 0.329	+ \$ 0.161
Passengers per mile	1.35	3.3
Daily passengers	710	
Daily bus miles	525.6	

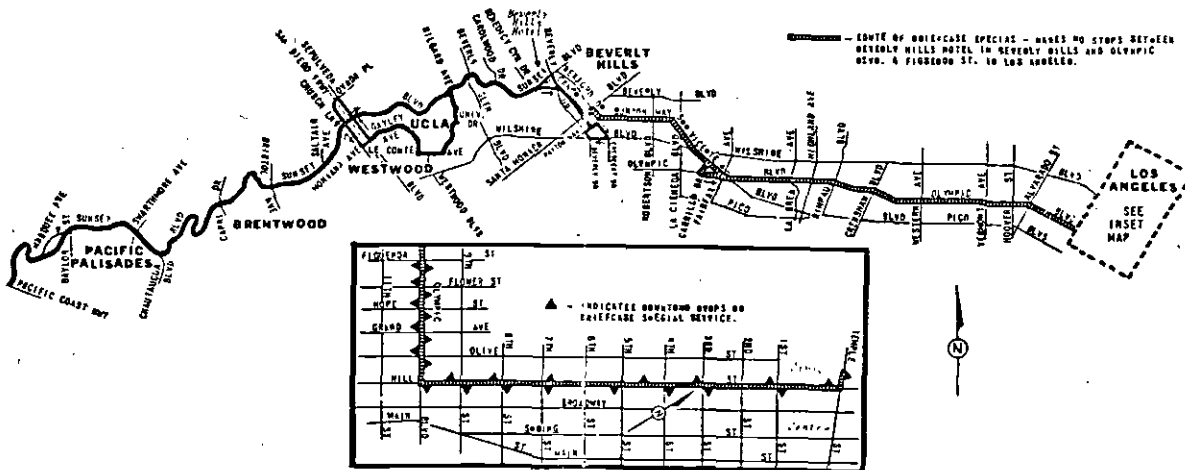
FUNCTION

Local line, suburban in character, on arterial streets. Route from Beverly Hills west through Westwood to Pacific Palisades. Peak hour, peak period limited service, "Briefcase Special", (one trip) to and from downtown Los Angeles.

AREA SERVED

Departing the Beverly Hills CBD, the line passes through an area of higher income, mixed dwellings of medium density. Passing the Beverly Hills Hotel, the line turns west along Sunset Blvd. serving the UCLA campus, Brentwood, and Pacific Palisades areas. This entire area consists of high income, large single family residences. Service is augmented for Pacific Palisades High School.

ROUTE MAP



**STREETS TRAVERSED**

Leave Pacific Coast Highway and Sunset Blvd. via Sunset Blvd., Church Lane, Montana Ave., Gayley Ave., Le Conte Ave., Hilgard Ave., Sunset Blvd., Canon Dr., Dayton Way and Crescent Dr. to Wilshire Blvd.

Additional route: Leave Pacific Coast Highway and Sunset Blvd. via regular route to Canon Dr. and Santa Monica Blvd., then via Santa Monica Blvd., Crescent Dr., Santa Monica Blvd., South Roadway, Burton Way, San Vicente Blvd., Carillo Dr., Olympic Blvd. and Hill St. to Temple St.

**TURN BACK LOCATIONS**

Sunset Blvd. at Marquez Ave.

**HISTORY**

This was established by Pacific Electric Railway in 1926 as their Beverly Blvd. Motor Coach line, operating between Pershing Square and Castellamare Beach. (Sunset Blvd. west of Beverly Hills was known as Beverly Blvd. at that time.) Since 1942 only rush hour service has operated east of Beverly Hills. The line was designated line 76 in 1943. Service to Castellamare Beach was discontinued in 1962. This line ceased operating via Beverly Blvd. between Los Angeles and Beverly Hills in 1963. One rush-hour round trip, named the "Briefcase Special", operates nonstop between these points but via Olympic Blvd., San Vicente Blvd. and Burton Way. In addition, reverse direction rush hour service was operated to and from Los Angeles via Olympic Blvd. until replaced by line 176 in 1968.

**OPERATIONS - 1969**

Number of one-way trips	32	Average passengers per trip	22.2
Round trip running time (min.)	93	Round trip route miles	30.6
Average overall schedule speed (mph)	13.4	Average layover time (min.)	44

**SCHEDULE - 1969**

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays <sup>1</sup>	35	68	45	60	3	2	3	1
Saturdays	60	60	60	60	2	2	2	1
Sundays	60	120	120	60	2	1	1	1

<sup>1</sup>One inbound in AM and one outbound in PM from Los Angeles is included. All other service operates from Beverly Hills to west terminal.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Sunset Blvd. & Pacific Coast Hwy.	6:05 AM	9:25 PM
Hill & Temple Sts.	5:05 PM	8:05 AM
<u>Short Line Locations:</u>		
Sunset Blvd. at Marquez Ave.	-	W 11:43 PM
Wilshire Blvd. at Camden Dr.	W 6:58 AM	E 9:11 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 42 min., Maximum 59 min., 40% increase  
 Location of heaviest traffic congestion:  
 UCLA  
 Timepoint for heaviest traffic congestion:  
 UCLA 4:48-5:48 PM

FARE STRUCTURE

Regular route from Wilshire Blvd. and Camden Dr. (Beverly Hills) to Sunset Blvd. and Pacific Coast Hwy., the fare is \$.70.

From the Beverly Hills CBD the fare zone increments are as follows:

West of

Le Conte Ave. at Westwood Blvd.	\$.38
Sunset Blvd. at Saltair Ave.	.46
Sunset Blvd. at Allenford Ave.	.54
Sunset at Chautauqua Blvds.	.62
Sunset Blvd. at Baylor St.	.70

First two zones for one fare applies over the entire line.

The Briefcase Special ( one trip in peak direction at peak period).  
 The fare from Hill and Temple Sts. to Sunset Blvd. and Pacific Coast Hwy. (Pacific Palisades) is \$.94.

From the LA CBD the fare zone increments are as follows:

West of

Olympic Blvd. at Fairfax Ave.	\$.46
Sunset Blvd. at Carolwood Dr.	.54
Le Conte Ave. at Westwood Blvd.	.62
Sunset Blvd. at Saltair Ave.	.70
Sunset Blvd. at Allenford Ave.	.78
Sunset at Chautauqua Blvds.	.86
Sunset Blvd. at Baylor St.	.94

First two zones for one fare applies from Burton Way and Robertson Blvd.

A minimum three-zone fare is collected between the LA CBD and San Vicente at La Cienega Blvds.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Sunset & Juffre E	18.8	17.8	19.3	11.5
Sunset & Church W	28.5	9.5	24.3	11.8

Other Load Points

Average for Day

Canon & Santa Monica E 3.4 W 6.4	Sunset & Capri E 8.2 W 8.4
----------------------------------------	----------------------------------

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1965	581	606	1.0
Sept. 1966	562	610	.9
Sept. 1967	530	610	.9
Sept. 1968	601	534	1.1
Sept. 1969	657	525	1.3
Sept. 1970	633	525	1.2

\*Transfer passengers excluded.



LINE 77 - MAYWOOD - BELL

OPERATING RESULTS - 1969

	<u>Route No. 77</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 0.912	\$ 0.923
Margin per mile	+ \$ 0.130	+ \$ 0.161
Passengers per mile	3.60	3.3
Daily passengers	2,604	
Daily bus miles	723.9	

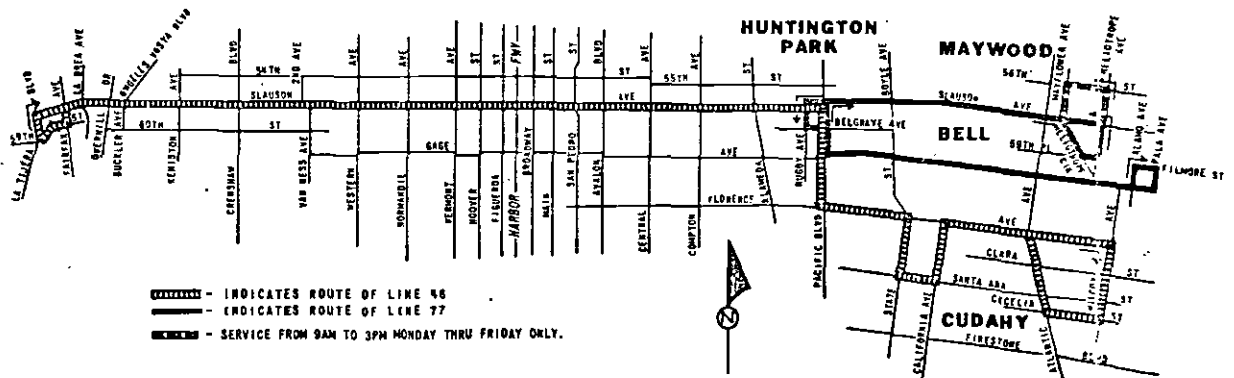
FUNCTION

Local central line on arterial streets. Route east on two legs from Huntington Park to Maywood and to Bell.

AREA SERVED

Leaving the north terminal at 59th and Heliotrope in Maywood, the line proceeds westerly along Slauson Ave. through an area of low income, mixed housing, with heavy industrial concentrations located west of Maywood Ave. Traversing the Huntington Park CBD on Pacific Blvd., a major commercial strip development, the line turns east on Gage Ave., through a medium to lower middle income, mixed housing area until reaching the Alamo St. terminal. In addition to the Huntington Park CBD, a commercial area at Gage and Atlantic Aves. is served.

ROUTE MAP



STREETS TRAVERSED

Leave Gage and Alamo Aves. via Gage Ave., Pacific Blvd., Slauson Ave. and via loop to Heliotrope and Slauson Aves.

Alternate route: From layover zone at Heliotrope and Slauson Aves. via Heliotrope Ave., 56th St., Mayflower Ave., Slauson Ave., and regular route of line.

TURN BACK LOCATIONS

None

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Slauson & Boyle W	28.2	13.4	30.8	12.2
Slauson & Miles E	29.8	13.6	30.8	13.3

Other Load Points

Average for Day

Pacific & Gage	Gage & Atlantic
S 9.6	E 1.1
N 7.2	W 4.9

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1965	1,890	760	2.5
Sept. 1966	1,965	760	2.6
Sept. 1967	1,838	755	2.4
Sept. 1968	1,894	724	2.6
Sept. 1969	1,979	724	2.7
Sept. 1970	1,907	724	2.6

\*Transfer passengers excluded.

## HISTORY

Originally an Eastside Transit Co. line, the route was established as motor coach line 33 by Los Angeles Railway in 1934 and then redesignated as line 55 that same year. The original route is similar to the present route except that at Gage Ave. and Atlantic Ave. the route originally turned south to a terminal at Wilcox St. and Clara St. In 1939 the southern terminal moved to Gage Ave. and Alamo Ave., its present location. The line number was changed to line 77 in 1958. Midday service was extended June 1965 to serve a senior citizen's center near the Maywood terminus.

## OPERATIONS - 1969

Number of one-way trips	108	Average passengers per trip	24.1
Round trip running time (min.)	58	Round trip route miles	12.8
Average overall schedule speed (mph)	10.0	Average layover time (min.)	19

## SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	18	20	19	60	4	4	4	1
Saturdays	30	30	30	60	3	3	3	1
Sundays	30	30	30	60	2	2	2	1

## PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Gage & Alamo Aves.	5:12 AM	1:03 AM
59th St. & Heliotrope Ave.	5:05 AM	12:39 AM
<u>Short Line Location :</u>		
Slauson Ave. at Pacific Blvd.	E 4:54 AM	-

## TRAFFIC CONDITIONS

One-way running times:  
 Minimum 23 min., Maximum 33 min., 43% increase  
 Location of heaviest traffic congestion:  
 On Gage Ave. from Pacific Blvd. to Alamo St.  
 Timepoint for heaviest traffic congestion:  
 Gage Ave. - Pacific Blvd. 3:19-5:29 PM

## FARE STRUCTURE

The entire line is within the Huntington Park zone (\$.30).

LINE 78 -- TALMADGE STREET - HYPERION AVENUE

OPERATING RESULTS - 1969

	<u>Route No. 78</u>	<u>System Total</u>
Cost per mile	\$ 0.806	\$ 0.762
Revenue per mile	\$ 0.593	\$ 0.923
Margin per mile	- \$ 0.213	+ \$ 0.161
Passengers per mile	3.10	3.3
Daily passengers	899	
Daily bus miles	290.2	

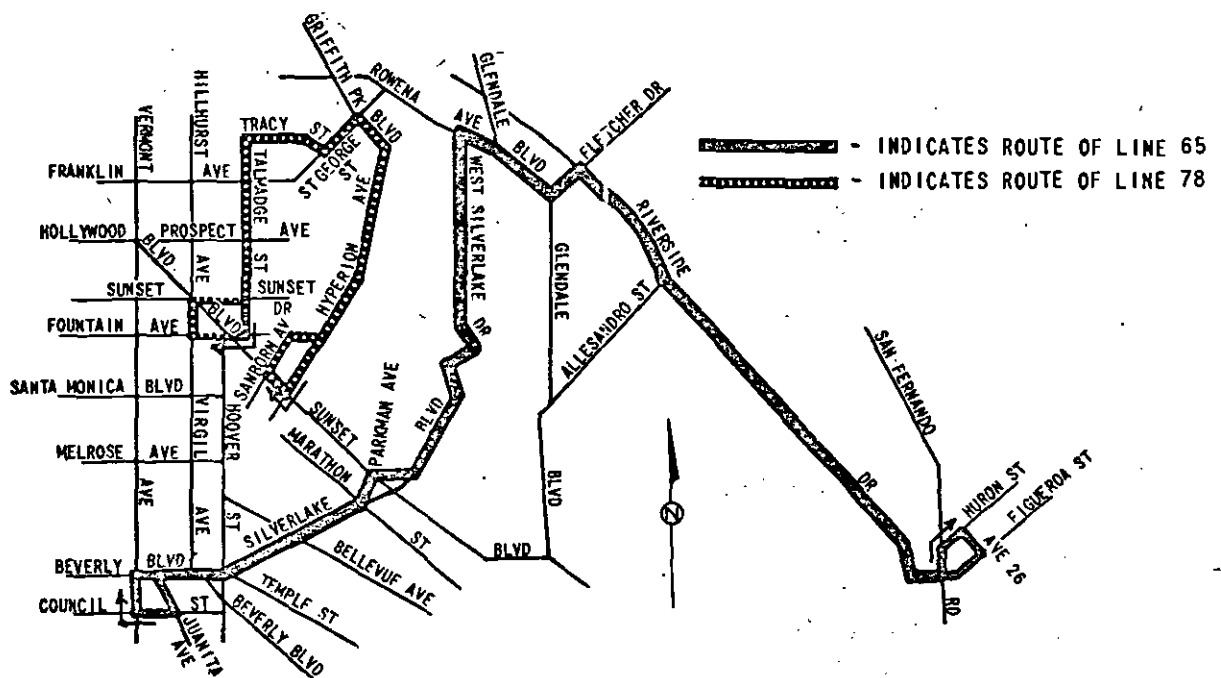
FUNCTION

Local central line within the Silverlake District.

AREA SERVED

This line operates entirely within the Silverlake District of Los Angeles, a lower income, high density, multiple housing area. The American Broadcasting Company television center is served on Talmadge Avenue. Service is augmented for John Marshall High School and Thomas Starr King Jr. High. Connections to major trunk lines to Hollywood and downtown can be made at both terminals of line 78.

ROUTE MAP



**STREETS TRAVERSED**

Leave Sunset Blvd. and Sanborn Ave. via Sanborn Ave., Fountain Ave., Hyperion Ave., Griffith Park Blvd., St. George Street, Tracy St., Talmadge St. and Fountain Ave. to Virgil Ave.

**TURN BACK LOCATIONS**

None

**HISTORY**

Los Angeles Motor Bus established their Vermont Ave. line in 1923, the route including Hillhurst Ave. north of Prospect Avenue. This was rerouted in 1925 to serve Hillhurst Avenue as far south as Sunset Blvd.

Pacific Electric established their Hyperion-Rowena-Glendale Blvd. and Hyperion-Rowena-Silverlake Blvd. motor coach lines in 1924. Both operations were suspended in 1926 but restored later the same year.

Los Angeles Motor Coach established their Silverlake-Hyperion-Talmadge line in 1932, replacing the Hillhurst branch of the Vermont Ave. line and the Hyperion and Silverlake portions of the two Pacific Electric lines. This became line 87 in 1934.

New line 80 was established by Los Angeles Motor Coach in 1943, replacing the Hyperion-Talmadge portion of line 87 and operating over substantially the present route. This was transferred to Los Angeles Transit Lines when Los Angeles Motor Coach was dissolved in 1949. The line number was changed to 78 in 1958.

**OPERATIONS - 1969**

Number of one-way trips	77	Average passengers per trip	11.7
Round trip running time (min.)	24	Round trip route miles	6.2
Average overall schedule speed (mph)	12.4	Average layover time (min.)	6

**SCHEDULE - 1969**

	Headways (min.)				Buses Assigned <sup>1</sup>			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	15	30	15	-	2	2	2	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

<sup>1</sup>Two additional buses operating school service only are not included.

**PERIOD OF SERVICE**

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Sunset Blvd. & Sanborn Ave.	6:30 AM	7:59 PM
Fountain & Virgil Aves.	6:45 AM	7:47 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 24 min., Maximum 24 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Sunset Blvd. - Sanborn Ave. 6:20-7:35 AM

FARE STRUCTURE

The entire line is within the inner zone (\$.30).

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Hyperion & Fountain S	29.3	5.4	15.1	7.6
Hyperion & Udell N	24.8	3.7	9.4	5.5

Other Load Points

Average for Day

Talmadge & Finley  
 S 5.3  
 N 3.8

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	511	296	1.7
Sept. 1966	466	296	1.6
Sept. 1967	445	299	1.5
Sept. 1968	404	299	1.4
Sept. 1969	547	299	1.8
Sept. 1970	527	290	1.8

\*Transfer passengers excluded.

LINE 79 - ALHAMBRA - SOUTH PASADENA - HIGHLAND PARK

OPERATING RESULTS - 1969

	<u>Route No. 79</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 0.275	\$ 0.923
Margin per mile	- \$ 0.507	+ \$ 0.161
Passengers per mile	1.21	3.3
Daily passengers	439	
Daily bus miles	363.4	

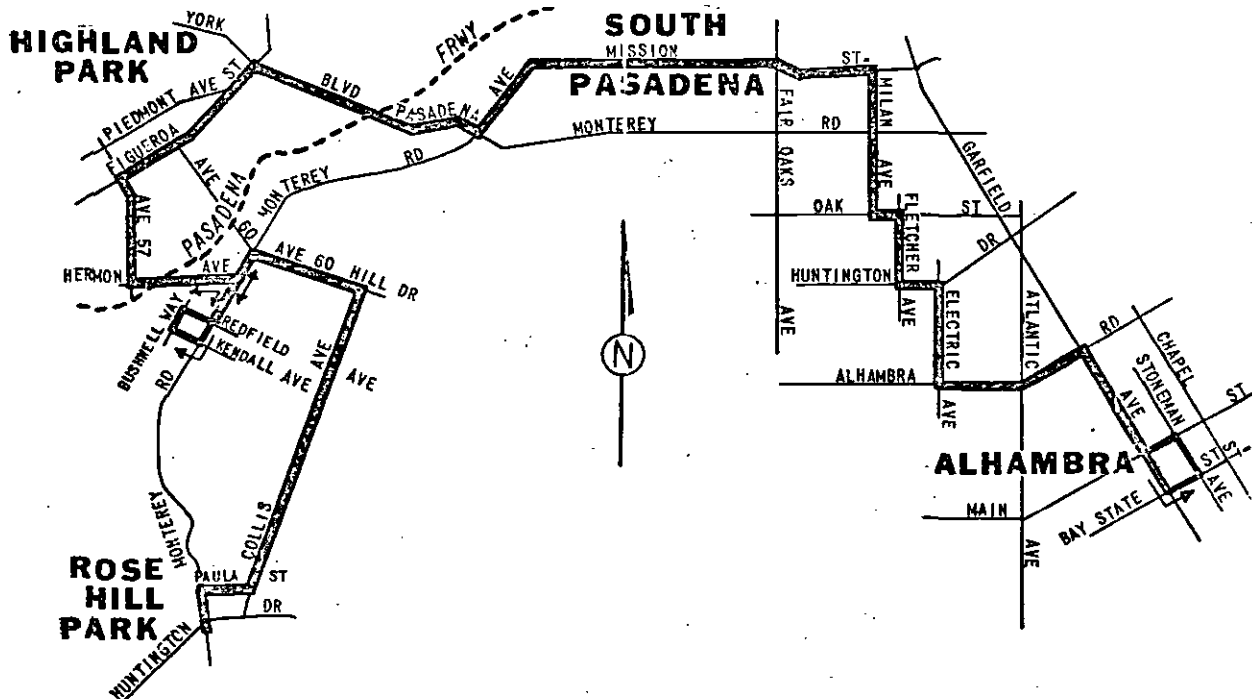
FUNCTION

Local line, outside central area. Route on two legs from the Highland Park District south to the El Sereno District (both of Los Angeles) and east and south through South Pasadena to Alhambra.

AREA SERVED

This line's western terminal originates in the El Sereno District of Los Angeles, a medium to lower income single family residential area. Traveling north into the Highland Park district at Hermon Ave., the line serves a demographically similar area. There is a commercial center along Figueroa St. between Avenue 57 and Avenue 61. Traveling east over the Pasadena Freeway, the line enters South Pasadena. This is a higher income area consisting of a mixture of single family and multiple family residential units. A small commercial area is passed on Mission Blvd. near Fair Oaks Ave. From this point the area east and south continues to be one of medium to high income, mixed housing. The line terminates in the Alhambra CBD, a large commercial center.

ROUTE MAP



**STREETS TRAVERSED**

Leave Huntington Dr. and Monterey Rd. via Huntington Dr., Monterey Rd., Paula St., Collis Ave., Hill Dr., Avenue 60, Monterey Rd., Kendall Ave., Bushnell Way, Redfield Ave., Monterey Rd., Hermon Ave., Avenue 57, Figueroa St., York Blvd., Pasadena Ave., Mission St., Milan Ave., Oak St., Fletcher Ave., Huntington Dr., Electric Ave., Alhambra Rd. and Garfield Ave. to loop at Bay State St.

**TURN BACK LOCATIONS**

Monterey Rd. at Kendall Ave.

**HISTORY**

In 1923 Pacific Electric Railway purchased from the Alhambra Auto Taxi Service what was known, then, as the Alhambra-Monterey Park bus line. This was rerouted and extended as the South Pasadena-Alhambra-Monterey Park line. It was extended to Huntington Park in 1940, but the extension being discontinued later the same year and substitute service established by P.C. Cross.

The Highland Park-Monterey Road-Rose Hill Park bus line was established by Pacific Electric in 1931, operating in conjunction with the existing Avenue 64 line. The portion on Monterey Road south of Kendall Ave. was discontinued in 1933 but restored in 1935. Also in 1935 the Avenue 64 route was made a part of the Pasadena local system (see line 107) and the Monterey Road-Rose Hill Park line was extended to South Pasadena, replacing the rail service that had operated since 1895. (See line 71.)

The South Pasadena-Alhambra-Monterey Park and the South Pasadena-Highland Park-Monterey Road lines were combined in 1942 as the Garfield Avenue-Highland Park line. This was designated line 51 in 1943 but was changed to line 79 in 1950. The portion between Kendall Ave. and Rose Hill Park was discontinued, once more, in 1943 but was restored in 1946 over the present route. The portion between Alhambra and Monterey Park was discontinued in 1964, since it was duplicated by line 61.

**OPERATIONS - 1969**

Number of one-way trips	37	Average passengers per trip	11.9
Round trip running time (min.)	68	Round trip route miles	19.8
Average overall schedule speed (mph)	11.0	Average layover time (min.)	27

**SCHEDULE - 1969**

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	40	45	40	-	2	2	2	-
Saturdays	45	45	45	-	2	2	2	-
Sundays	-	-	-	-	-	-	-	-



PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Monterey Rd. & Huntington Dr.	5:38 AM	7:27 PM
Garfield Ave. & Main St.	6:30 AM	8:00 PM
<u>Short Line Location :</u>		
Monterey Rd. at Kendall Ave.	-	S 8:15 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 30 min., Maximum 34 min., 13% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Huntington Dr. - Monterey Rd. 7:05 AM - 7:00 PM

FARE STRUCTURE

The fare from Monterey Rd. and Huntington Dr. to Alhambra is \$.46.  
 From Monterey Rd. and Huntington Dr. the fare zone increments are as follows:

North and East of

Pasadena at Sycamore Aves. \$.38  
 Electric Ave. at Alhambra Rd. .46

First two zones for one fare applies between Pasadena at Sycamore Aves. and Alhambra.

Los Angeles local transfers are issued and accepted south of Pasadena at Sycamore Aves. only. Interurban transfers are issued and accepted north of Pasadena at Sycamore Aves. only. Pasadena local transfers may be issued or accepted at any point on the line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Avenue 57 & Figueroa W	1.3	6.7	7.3	5.3
Avenue 57 & Medin E	13.3	5.4	14.5	4.4

Other Load Points

Average for Day

Mission & Fair Oaks  
 W 4.7  
 E 3.6

Huntington & Electric  
 W 2.6  
 E 3.2

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	351	363	1.0
Sept. 1966	376	363	1.0
Sept. 1967	325	363	.9
Sept. 1968	295	363	.8
Sept. 1969	321	363	.9
Sept. 1970	310	363	.9

\*Transfer passengers excluded.

LINE 80 - EMERY PARK

OPERATING RESULTS - 1969

	Route No. 80	System Total
Cost per mile	\$ 0.786	\$ 0.762
Revenue per mile	\$ 0.316	\$ 0.923
Margin per mile	- \$ 0.470	+ \$ 0.161
Passengers per mile	1.67	3.3
Daily passengers	238	
Daily bus miles	142.5	

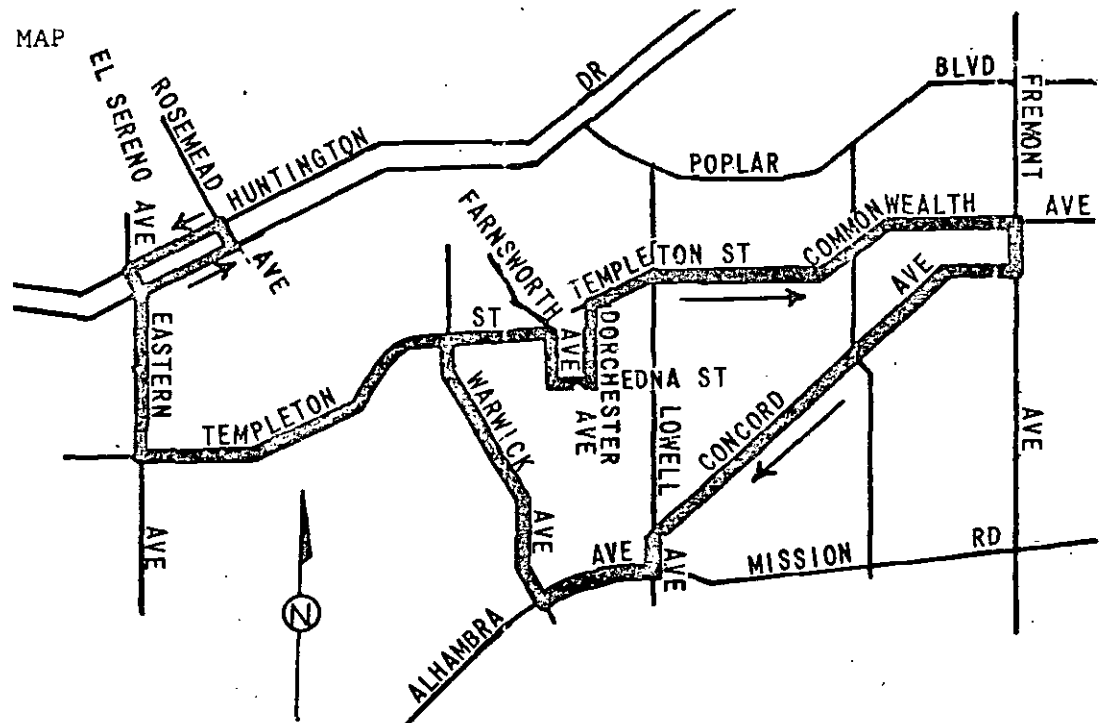
FUNCTION

Local central line. Circular route from the El Sereno District of Los Angeles east to west Alhambra.

AREA SERVED

Starting from a commercial area near Huntington Drive and Eastern Ave. the line operates through a residential area of the El Sereno District of Los Angeles. Medium to lower income, single family homes prevail in this area. One small industrial area of light manufacturing is served along Mission Rd. This line operates in loop service which connects with several trunk lines at Huntington Drive and Eastern Ave.

ROUTE MAP



STREETS TRAVERSED

Leave Huntington Dr. and Eastern Ave. via Eastern Ave., Templeton St., Farnsworth Ave., Edna St., Dorchester Ave., Templeton St., Commonwealth Ave., Fremont Ave., Concord Ave., Lowell Ave., Alhambra Ave., Warwick Ave., Templeton St. and Eastern Ave. to Huntington Dr.

TURN BACK LOCATIONS

None

HISTORY

This line was established by Pacific Electric Railway in 1929, operating over most of its present route. It was designated line 80 in 1943. The route was shortened in 1943 but restored to its full extent in 1946.

OPERATIONS - 1969

Number of one-way trips	54	Average passengers per trip	4.4
Round trip running time (min.)	19	Round trip route miles	5.0
Average overall schedule speed (mph)	10.0	Average layover time (min.)	11

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	21	30	20	-	1	1	1	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminal:</u> Huntington Dr. & Eastern Ave.	5:52 AM	7:10 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 18 min., Maximum 21 min., 17% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Huntington Dr. - Eastern Ave. 5:30-8:30 AM

FARE STRUCTURE

The entire line is within the Highland Park zone (\$.30).

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Eastern & Templeton E.	8.7	1.9	10.6	4.4
Templeton & Phelps W.	19.0	2.4	3.4	4.4

Other Load Points

Average for Day

Commonwealth & Fremont

W 2.3

(Loop operation)

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	140	143	1.0
Sept. 1966	140	143	1.0
Sept. 1967	117	143	.8
Sept. 1968	106	143	.7
Sept. 1969	123	143	.9
Sept. 1970	118	143	.8

\*Transfer passengers excluded.

LINE 81 - VENTURA BOULEVARD - HOLLYWOOD - LOCKHEED-BURBANK

OPERATING RESULTS - 1969

	<u>Route No. 81</u>	<u>System Total</u>
Cost per mile	\$ 0.718	\$ 0.762
Revenue per mile	\$ 0.528	\$ 0.923
Margin per mile	- \$ 0.190	+ \$ 0.161
Passengers per mile	1.50	3.3
Daily passengers	3,512	
Daily bus miles	2,347.9	

FUNCTION

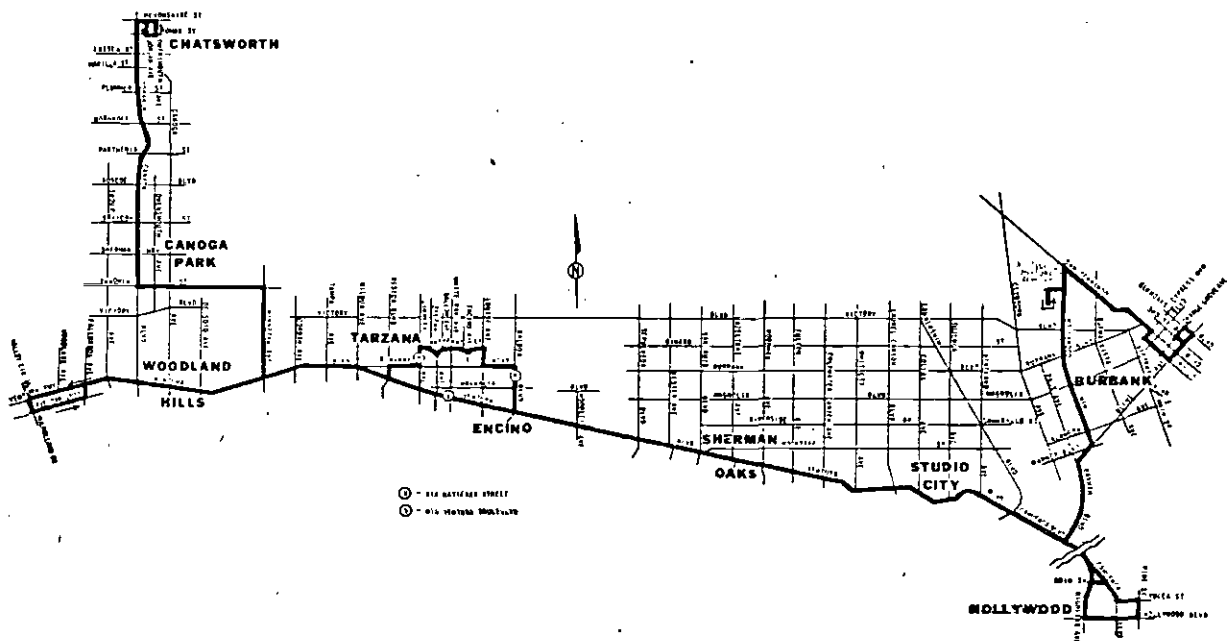
Local central line on arterial streets. Route on two legs from downtown Hollywood north to Burbank and west and north to Woodland Hills District and to the Chatsworth District.

AREA SERVED

Departing the intensive commercial area near the Burbank Mall in the CBD of the City of Burbank, the line proceeds west along San Fernando Rd. into the Hollywood-Burbank Airport. Light and heavy manufacturing companies are along San Fernando Road, as well as the Lockheed Aircraft facilities. Departing the airport and proceeding south along Hollywood Way, the line passes an area of light commercial activity flanked by mixed, medium density housing facilities of medium to high income. Passing through the Cahuenga Pass, the line enters Hollywood, an area of multiple, medium to low income housing, serving the commercial area along Hollywood Blvd. and five high-rise office buildings. In addition to the boulevard itself, other points of interest are the many theaters and the Capitol Records Tower on Vine St. Departing Hollywood and returning to the San Fernando Valley through the Cahuenga Pass, the line passes through Studio City, an area of higher income, mixed residences. Service in this area is augmented for Corvalis High School. From this point to its western terminal, the line passes through an area of considerable commercial activity fronting Ventura Blvd. Sherman Oaks is an area of higher income, consisting of mixed residences of medium to high density with three large high-rise office buildings. Service is augmented for Notre Dame High School. The areas of Encino and Tarzana are mixed, medium density, higher income housing areas with two high-rise office buildings.

Through the Woodland Hills area, service is augmented for Taft High School. The line also passes the Valley Music Center. Service extends north on Winnetka Avenue, passes Los Angeles Pierce Junior College, and travels north along Topanga Canyon Blvd., an area of low density, high income housing, to the small commercial center at Devonshire St.

ROUTE MAP



STREETS TRAVERSED

ROUTE V

Leave Glenoaks Blvd. and Orange Grove via Glenoaks Blvd., Olive Ave., First St., Cypress Ave., San Fernando Blvd., Hollywood Way, Hollywood-Burbank Airport, Hollywood Way, Olive Ave., Barham Blvd., West Frontage Road of Hollywood Freeway, Highland Ave., Odin St., Cahuenga Blvd., Yucca St., Vine St., Hollywood Blvd., Highland Ave., Odin St., East Frontage Road, Barham Blvd., Cahuenga Blvd., Ventura Blvd., Ventura Freeway, Valley Circle Blvd., and Freeway overpass to Avenue San Luis.

ROUTE H

Leave Glenoaks Blvd. and Orange Grove via regular route to Ventura and Balboa, then via Balboa Blvd., Burbank Blvd., Louise Ave., Hatteras St., Encino Ave., Hatteras St., Balcom Ave., Zelzah Avenue, Hatteras St., Lindley Ave., Burbank Blvd., Reseda Blvd., Ventura Blvd., then regular route.

ALTERNATE ROUTE

Leave Glenoaks Blvd. and Orange Grove Ave. via regular or alternate route of line to Ventura Blvd. and Winnetka Ave., then via Winnetka Ave., Vanowen St., and Topanga Canyon Blvd. to Devonshire St.

OPERATIONS - 1969

Number of one-way trips	77	Average passengers per trip	45.6
*Round trip running time (min.)	227	*Round trip route miles	66.4
*Average overall schedule speed (mph)	14.3	*Average layover time (min.)	52
*Route V			

SCHEDULE - 1969

	Headways*(min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	24	30	28	60	10	9	9	4
Saturdays	30	30	30	60	8	8	8	4
Sundays	30	60	60	60	5	4	4	4

\*No service west of Ventura at Reseda Blvds. after 6:58 PM Mon. through Sat., or all day Sun. Headways are doubled west of Ventura at Balboa Blvds. due to split routes.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
San Luis Ave. & Valley Circle Dr.	6:25 AM	7:05 PM
Olive Ave. & San Fernando Rd.	5:45 AM	1:02 AM
<u>Short Line Locations:</u>		
Ventura at Reseda Blvds.	E 4:57 AM	W 1:08 AM
Hollywood Blvd. at Vine St.	E 6:10 AM	E 1:17 AM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 91 min., Maximum 119 min., 31% increase  
 Location of heaviest traffic congestion:  
 Hollywood-Burbank Airport  
 Timepoint for heaviest traffic congestion:  
 Hollywood-Burbank Airport 2:58-6:28 PM



FARE STRUCTURE

From the Hollywood CBD to Glenoaks Blvd. and Orange Grove Ave. (Burbank), the fare is \$.46; the fare is \$.86 from the Hollywood CBD to Avenue San Luis and Fallbrook Ave. (Woodland Hills).

From the Hollywood CBD the fare zone increments are as follows:

<u>West of</u>		
Ventura Blvd. at Tujunga Ave.		\$ .38
Ventura Blvd. at Fulton Ave.		.46
Ventura at Sepulveda Blvds.		.54
Ventura Blvd. at Louise Ave. (via V route)		
OR		
Balboa Blvd. at Clark St. (via H route)		.62
Ventura at Burbank Blvds.		.70
Ventura Blvd. at Winnetka Ave.		.78
Ventura at Topanga Canyon Blvds.		.86

Alternate route to Chatsworth:

Vanowen St. at Winnetka Ave.	\$ .86
Topanga Canyon at Roscoe Blvds.	.94

North & East of

Hollywood Way at Alameda Ave.	\$ .38
Hollywood Way at Victory Blvd.	.46

First two zones for one fare applies over entire line.

PASSENGERS PER TRIP	BURBANK LEG			<u>Average for Day</u>
	<u>Peak Load Points</u>			
<u>Passing</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Cahuenga & Franklin E	21.2	9.6	26.6	14.3
Cahuenga & Cerritos W	26.0	13.3	14.8	13.2

Other Load Points

Average for Day

Hollywood Way & Victory E	6.9	San Fernando & Buena Vista E	5.5
W	7.5	W	6.4

PASSENGERS PER TRIP (Continued)

<u>Passing</u>	<u>VENTURA LEG Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Ventura & Eureka W	28.8	19.5	41.4	17.9
Ventura & Tujunga E	27.6	19.0	24.4	15.8

<u>Other Load Points Average for Day</u>		
Ventura & Van Nuys W 13.3 E 11.0	Ventura & Reseda W 6.5 E 5.2	Ventura & Topanga Canyon W 7.7 E 6.5

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1965	3,113	2,273	1.4
Sept. 1966	3,088	2,276	1.4
Sept. 1967	3,040	2,295	1.3
Sept. 1968	3,421	2,293	1.5
Sept. 1969	3,641	2,370	1.5
Sept. 1970	3,577	2,660	1.3

\*Transfer passengers excluded.

LINE 83 - WILSHIRE BOULEVARD

OPERATING RESULTS - 1969

	<u>Route No. 83</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 1.431	\$ 0.923
Margin per mile	+ \$ 0.650	+ \$ 0.161
Passengers per mile	5.16	3.3
Daily passengers	30,210	
Daily bus miles	5,850.9	

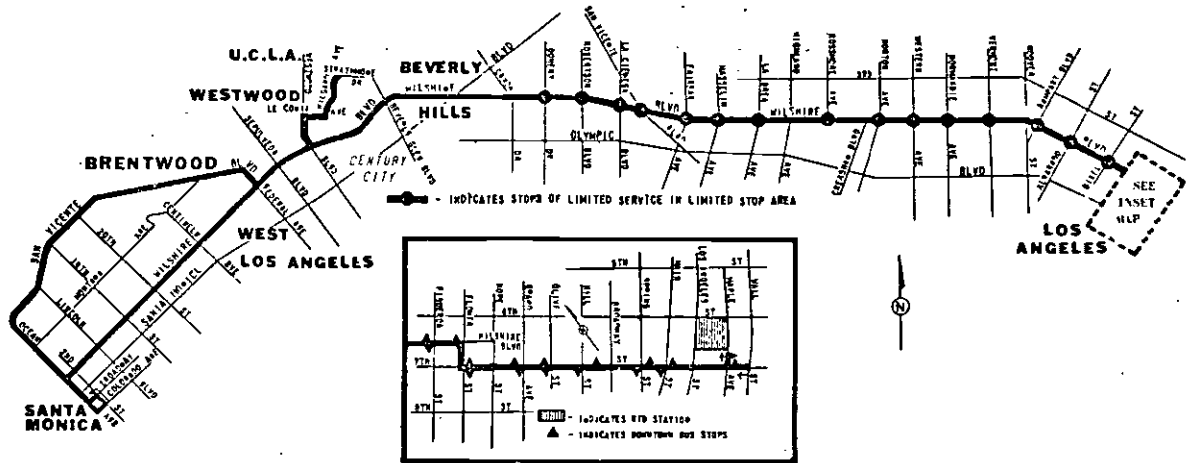
FUNCTION

Local central line with arterial travel on arterial streets. Route from downtown Los Angeles west through Beverly Hills to Santa Monica, with alternate route via San Vicente Blvd. Spur to UCLA. Peak hour limited service between Santa Monica and Los Angeles.

AREA SERVED

Proceeding west along Wilshire Blvd., from downtown Los Angeles, the line passes the Westlake District, an area of multiple housing, lower income, with high-rise office buildings. In this area the Good Samaritan Hospital and MacArthur Park are passed. The Wilshire and West Wilshire Districts are both areas of higher income, multiple housing of high density. There are three high-rise apartment buildings and a total of 27 high-rise office buildings here. Service is augmented for Burroughs Junior High School. Points of interest include the Wilshire Ebell Theater and the Miracle Mile, an intensely developed commercial area. Passing the Los Angeles County Art Museum near Fairfax Ave., the line approaches the City of Beverly Hills, an area of higher density, high income, multiple family residences. A total of nine high-rise office buildings are passed as well as an additional four in the Westwood area. In Westwood, nine high-rise apartment buildings are served with special service for UCLA and Westwood Village, a major retail center. Commercial concentrations through these areas on Wilshire are between Robertson Blvd. and Santa Monica Blvd. and again at Wilshire and Westwood Blvds. Specific areas of interest include the Beverly Hilton Hotel, Restaurant Row, the Sawtelle Veterans Hospital, and Westwood Village. Continuing to its west terminal in the City of Santa Monica, an area of five high-rise apartment buildings of higher income is served. A considerable commercial concentration is located along Wilshire Blvd. between 20th St. and Ocean Ave. An alternate route between San Vicente Blvd. and Ocean Ave. is provided along San Vicente, designated as the Brentwood Route or line 83B. This route serves a strictly low density, high income single family residential area.

ROUTE MAP



STREETS TRAVERSED

Leave Colorado at Ocean Aves. via Colorado Ave., Second St., Broadway, Ocean Ave., Wilshire Blvd., Flower St., Seventh St. and Maple Ave. into Maple Ave. lot.

ROUTE B VIA BRENTWOOD

Leave Colorado at Ocean Aves. via Colorado Ave., Second St., Broadway, Ocean Ave., San Vicente Blvd., Wilshire Blvd., Flower St., Seventh St., and Maple Ave. into Maple Ave. lot.

ADDITIONAL ROUTE - UCLA

Leave bus zone on University Dr. at UCLA-Hilgard Entrance via University Dr., Hilgard Ave., Le Conte Ave., Westwood Blvd., Wilshire Blvd. and regular route.

CENTURY CITY

Via regular route of line to Wilshire and Santa Monica Blvds., South Roadway, then via Santa Monica Blvd., South Roadway, Century Park West and Constellation Blvd. to Avenue of the Stars.

TURN BACK LOCATIONS

- Wilshire at Westwood Blvds.
- Wilshire at Santa Monica Blvds.
- Wilshire Blvd. at Fairfax Ave.
- Wilshire Blvd. at La Brea Ave.
- Wilshire Blvd. at Vermont Ave.

## HISTORY

Los Angeles Railway established the Wilshire Blvd. motor coach line in 1923, operating between downtown Los Angeles and La Brea Ave. This was extended to Fairfax Ave. in 1925. Meanwhile, Pacific Electric Railway had established a Wilshire Blvd.-Beverly Hills-Sunset Blvd. bus line in 1925. This operated from Fairfax Ave. out Wilshire Blvd. to Canon Dr., then north through Beverly Hills to Sunset Blvd. and east to Gardner St.

The Los Angeles Railway Wilshire Blvd. route and the Wilshire Blvd. portion of the Pacific Electric route were both transferred to Los Angeles Motor Coach in 1928, at which time they were combined and extended to Santa Monica Blvd. Further extensions were made to UCLA in 1929 and to the City of Santa Monica in 1932, replacing service that had been operated since 1929 by Pacific Electric. This was designated line 82 about 1934.

Line 82 was split when Los Angeles Motor Coach was dissolved in 1949. All local service east of Fairfax Ave. was operated by Los Angeles Transit Lines as their line 82. Pacific Electric line 82 operated over the entire route, but was restricted against local traffic east of Fairfax Ave. This line was tied, in 1954, to the Sunset Blvd. route as line 83.

The local and limited services along Wilshire Blvd. were recombined in 1959 by Los Angeles Metropolitan Transit Authority. Line 83 included, at this time, all Wilshire Blvd. service, as well as the Sunset Blvd. and Temple St. routes. This combination was split in 1964, at which time the Wilshire Blvd. line remained line 83 and the rest became line 42.

The Brentwood route was originally a rail line, built by Los Angeles Pacific in 1906 as their Westgate Division and converted to standard-gauge in 1908. It was operated as a branch of the Santa Monica via Beverly Hills line until rail service was abandoned in 1940. It was then operated by Los Angeles Motor Coach as a branch of their Wilshire Blvd. line 82 until 1941. The Brentwood route was then transferred back to Pacific Electric, who operated it as a branch of their Santa Monica via Beverly Hills line, which became line 75 in 1943. It became a branch of the Wilshire Blvd. line, once more, in 1957.

## OPERATIONS - 1969

Number of one-way trips	396	Average passengers per trip	76.3
*Round trip running time (min.)	184	*Round trip route miles	34.4
*Average overall schedule speed (mph)	9.7	*Average layover time (min.)	28

\*Average layover for all four terminals; trip time for L.A. - Santa Monica, via Wilshire Blvd.

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	4	7	2	15	45	27	52	14
Saturdays	7	7	7	20	26	26	26	9
Sundays	12	12	12	20	17	17	17	9

PERIOD OF SERVICE

Twenty-four hour service is provided between 7th St. & Maple Ave. and Wilshire at Santa Monica Blvd.

	First Departure	Last Arrival
<u>Far Terminals:</u> Ocean & Colorado Aves.	5:35 AM	1:11 AM
<u>Short Line Locations:</u> Route B	5:30 AM	10:26 PM
UCLA Terminal	7:11 AM	1:05 AM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 67 min., Maximum 96 min., 43% increase.  
 Location of heaviest traffic congestion:  
 On Wilshire Blvd. from Fairfax Ave. to Bixel St.  
 Timepoint for heaviest traffic congestion:  
 Wilshire Blvd. - Fairfax Ave. 3:45-4:25 PM

FARE STRUCTURE

From the LA CBD to Ocean and Colorado Aves. (Santa Monica), the fare is \$.62.

From the LA CBD the fare zone increments are as follows:

<u>West of</u>	
Wilshire at Crenshaw Blvds.	\$.38
Wilshire Blvd. at Fairfax Ave.	.46
Wilshire at Beverly Glen Blvds.	.54
Wilshire Blvd. at Carmelina Ave.	
OR	
San Vicente Blvd. at Anita Dr. (Route B)	.62

First two zones for one fare applies west of Wilshire at Robertson Blvds.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for 17 hour count</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Wilshire & Bixel				
E	45.8	36.8	36.7	34.5
W	28.9	35.9	49.9	36.3
Wilshire & Santa Monica				
E	25.6	23.5	37.6	25.7
W	32.8	25.1	31.8	25.5

Other Load Points  
Average for 17 Hour Count

Seventh & Maple	Wilshire & Western	Wilshire & Santa Monica	Ocean & Colorado
E .4	E 38.1	E 23.9	E .6
W 2.0	W 35.7	W 23.9	W .5

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	23,315	5,597	4.2
Sept. 1966	22,909	5,657	4.0
Sept. 1967	21,948	5,713	3.8
Sept. 1968	23,683	5,771	4.1
Sept. 1969	24,708	5,843	4.2
Sept. 1970	23,809	5,911	4.0

\*Transfer passengers excluded.

LINE 84 - WESTERN AVENUE

OPERATING RESULTS - 1969

	<u>Route No. 84</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 1.380	\$ 0.923
Margin per mile	+ \$ 0.598	+ \$ 0.161
Passengers per mile	5.16	3.3
Daily passengers	14,999	
Daily bus miles	2,906.9	

FUNCTION

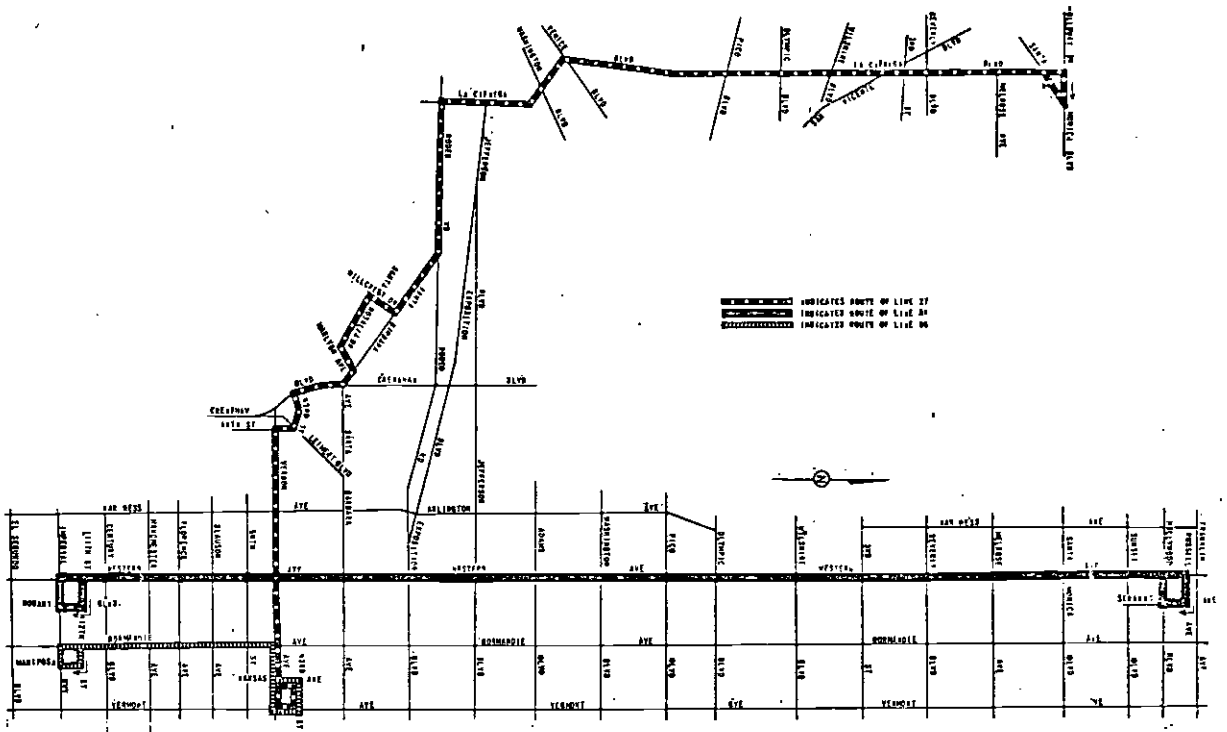
Local central line with arterial travel on arterial streets. Route from the Hollywood District south to Athens.

AREA SERVED

Departing from Imperial Highway and operating north along Western Ave. the line serves the South Vermont, Exposition and Adams Districts of Los Angeles. These sections generally house single families in a predominately Black community. Service is augmented for Washington High, Horace Mann Junior High, and Forshay Junior High schools. Commercial concentrations are located between Santa Barbara Ave. and Adams Blvd. In the Wilshire District between Pico Blvd. and Melrose Ave., an area of higher income, multiple family residences may be found. Service is augmented for Los Angeles High and Bishop Conaty High schools. Three high-rise office buildings are passed near the intersection of Western Ave. and Wilshire Blvd. In the Hollywood area, high density, medium to lower income multiple dwellings are served. Between Melrose Ave. and the line's terminal at Hollywood Blvd., the line passes continuous strip commercial development.



ROUTE MAP



STREETS TRAVERSED

Leave Western Ave. and Imperial Hwy. via Western Ave. to Hollywood Blvd.

TURN BACK LOCATIONS

- Western at Manchester Aves.
- Western at Florence Aves.
- Western Ave. at 54th St.

HISTORY

Bus service was established by Los Angeles Motor Bus Company between Hillhurst & Franklin Aves. and Slauson & Western Aves. in 1923. In 1924 the northern terminal was changed to Hollywood Blvd. and Western Ave. while the southern terminal was extended to Manchester Ave. Designated as line 84 in 1934, the line was extended south to 104th St. in 1939, to 111th St. in 1947, and to Imperial Hwy. in 1949. When Los Angeles Motor Coach Company was split in 1949, the line was acquired by Los Angeles Transit Lines.

OPERATIONS - 1969

Number of one-way trips	216	Average passengers per trip	69.4
Round trip running time (min.)	122	Round trip route miles	24.2
Average overall schedule speed (mph)	9.7	Average layover time (min.)	30

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM*	9 PM
Weekdays	3	15	6	22	30	10	22	6
Saturdays	15	15	15	22	10	10	10	6
Sundays	20	20	20	22	8	8	8	6

\*Six additional buses operating school service are not included.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Western Ave. & Imperial Hwy.	5:33 AM	1:17 AM
Western Ave. & Hollywood Blvd.	5:32 AM	1:55 AM
<u>Short Line Locations:</u>		
Western Ave. at 54th St.	N 4:55 AM	S 2:42 AM
Western at Manchester Aves.	-	S 2:00 AM
Western Ave. at Pico Blvd	S 5:30 AM	-

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 47 min., Maximum 65 min., 38% increase  
 Location of heaviest traffic congestion:  
 On Western Ave. from Wilshire to Hollywood Blvds.  
 Timepoint for heaviest traffic congestion:  
 Western Ave. - Wilshire Blvd. 4:31-6:37 PM

FARE STRUCTURE

From Western Ave. and Hollywood Blvd. (Hollywood) to Western Ave. and Imperial Hwy., the fare is \$.54.

From Western Ave. and Hollywood Blvd. the fare zone increments are as follows:

<u>South of</u>	
Western at Melrose Aves.	\$.38
Western at Vernon Aves.	.46
Western at Florence Aves.	.54

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for 17 hour count</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Western & Adams				
N	48.0	32.1	24.2	32.4
S	30.8	31.4	60.0	34.6

Other Load Points  
Average for 17 Hour Count

Western & Imperial	Western & 54th	Western & Adams
N 4.9	N 25.6	N 34.4
S 5.1	S 25.5	S 31.2
Western & Pico	Western & Wilshire	Western & Hollywood
N 31.8	N 28.2	N 5.6
S 34.5	S 30.4	S 9.2

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	9,861	2,807	3.5
Sept. 1966	10,041	2,864	3.5
Sept. 1967	9,573	2,811	3.4
Sept. 1968	9,612	2,901	3.3
Sept. 1969	10,546	2,907	3.6
Sept. 1970	10,163	2,858	3.6

\*Transfer passengers excluded.

LINE 85 - CRENSHAW BOULEVARD - VINE STREET - LA BREA AVENUE

OPERATING RESULTS - 1969

	<u>Route No. 85</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 1.115	\$ 0.923
Margin per mile	+ \$ 0.333	+ \$ 0.161
Passengers per mile	4.48	3.3
Daily passengers	14,284	
Daily bus miles	3,185.8	

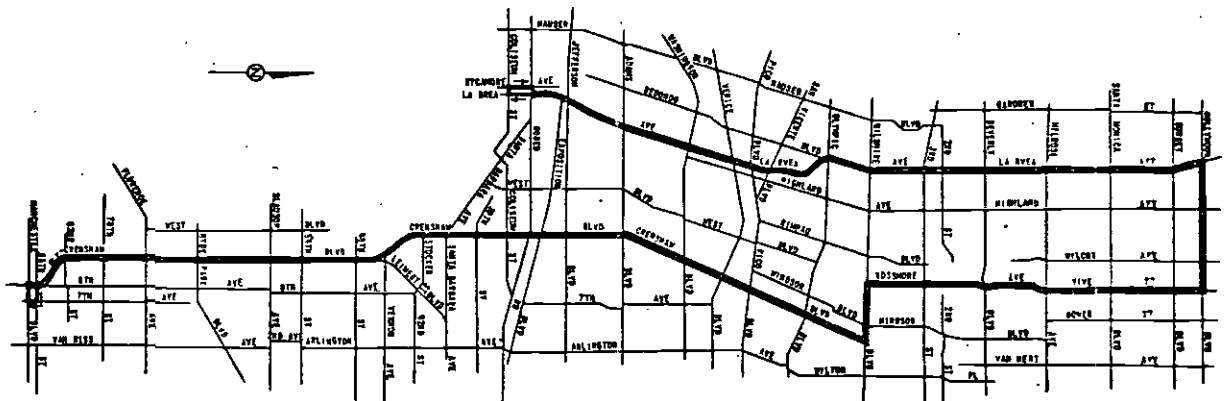
FUNCTION

Local central line with arterial travel on arterial streets. Route on two legs from downtown Hollywood south to the Baldwin Hills District and to northern Inglewood.

AREA SERVED

Departing the commercial area around Crenshaw and Manchester Blvds. and proceeding north along Crenshaw Blvd., the line serves Inglewood and the Leimert Park District of Los Angeles which consists of medium income mixed housing. Passing Santa Barbara Ave., one major commercial area is served. Traveling north, a section of lower income, single family residences is passed with a commercial area still fronting Crenshaw Blvd. In the Wilshire area, two high-rise office buildings are passed. Operating north on Vine St. and west on Hollywood Blvd., the line serves the Hollywood District. Here the line passes through heavy commercial development, including high-rise office buildings, surrounded by medium to lower income, multiple family housing. Points of interest in the area include the theaters along the Boulevard and the Capitol Records Tower at Vine Street. Turning south on La Brea Ave. the line operates through an area of higher income, multiple residences, and one high-rise apartment house complex. Commercial concentrations exist all along La Brea Ave. from Hollywood Blvd. to the south terminal at Rodeo Rd., with three high-rise office buildings at La Brea Ave. and Wilshire Blvd.

ROUTE MAP



#### STREETS TRAVERSED

Leave Crenshaw and Manchester Blvds. via Crenshaw Blvd., Wilshire Blvd., Rossmore Ave., Vine St., Hollywood Blvd., and La Brea Ave. to Coliseum St.

#### TURN BACK LOCATIONS

Crenshaw Blvd. at 54th St.  
La Brea Ave. at Adams Blvd.

#### HISTORY

The Vine St. line, operating between Hollywood Blvd. & Vine St. and Wilshire Blvd. & Rossmore Ave., was established in 1924 by Los Angeles Motor Bus. The La Brea Ave. Shuttle, operating along La Brea Ave. between Wilshire Blvd. and Edgewood Pl., was established in 1927 by Los Angeles Railway and transferred to Los Angeles Motor Coach in 1928. The same year the routes were combined and extended to operate as the Vine - La Brea line with the southern terminals on the two legs at Wilshire Blvd. and Rossmore Ave., and at Pico Blvd. and La Brea Ave., respectively.

The year 1931 saw the eastern leg extended to 54th St. and Crenshaw Blvd., while the La Brea Ave. leg was extended later to Washington Blvd. and Vineyard Ave. The La Brea Ave. end was rerouted and extended to Adams Blvd. and La Brea Ave. in 1933. The line was designated line 85 in 1934. The year 1946 saw the La Brea Ave. end extended to Coliseum St. while 1948 saw the Crenshaw Blvd. end extended to Manchester Blvd. replacing a portion of Los Angeles Transit Lines line 60. When Los Angeles Motor Coach was split, the line was acquired by Los Angeles Transit Lines in 1949. Extended on the Crenshaw Blvd. end to El Segundo Blvd. in September 1961, replacing a portion of line 107 (former Cross Town Line 7), the extension was discontinued in January 1962 in response to a protest by Inglewood City Lines and replaced by an extension of line 101.

#### OPERATIONS - 1969

Number of one-way trips	172	Average passengers per trip	83.0
Round trip running time (min.)	180	Round trip route miles	35.6
Average overall schedule speed (mph)	9.7	Average layover time (min.)	40

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	6	20	6	30	27	11	23	7
Saturdays	20	20	20	30	11	11	11	7
Sundays	30	30	30	30	7	7	7	5

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Crenshaw & Manchester Blvds.	5:40 AM	10:54 PM
Coliseum St. & Sycamore Ave.	5:57 AM	2:27 AM
<u>Short Line Locations:</u>		
Crenshaw at Pico Blvds.	S 5:15 AM	-
Wilshire Blvd. at Rossmore Ave.	S 6:06 AM	-
Crenshaw Blvd. at 54th St.	N 5:00 AM	S 2:06 AM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 67 min., Maximum 96 min., 43% increase  
 Location of heaviest traffic congestion:  
 On Hollywood Blvd. and Crenshaw Blvd. at Santa Barbara Ave.  
 Timepoint for heaviest traffic congestion:  
 La Brea Ave. - Sunset Blvd. 2:34-4:44 PM

FARE STRUCTURE

The fare from the Hollywood CBD to Crenshaw and Manchester Blvds. is \$.54; the fare from the Hollywood CBD is \$.38 to Sycamore Ave. and Coliseum St.

From the Hollywood CBD the fare zone increments are as follows (south of each point):

CRENSHAW BLVD. SERVICE

Wilshire at Plymouth Blvds. \$.38  
 Crenshaw Blvd. at Santa Barbara Ave. .46  
 Crenshaw Blvd. at Florence Ave. .54

LA BREA SERVICE

La Brea Ave. at Wilshire Blvd. \$.38

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for 17 hour count</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Crenshaw & Pico				
N	48.1	28.5	24.3	27.9
S	15.6	28.8	49.4	26.5
La Brea & Wilshire				
N	25.2	15.9	29.6	17.2
S	14.7	18.0	27.7	14.2

Other Load Points  
Average for 17 Hour Count

Crenshaw & Manchester	Crenshaw & Pico	Vine & Sunset
N 5.7	N 22.8	N 17.9
S 5.9	S 26.3	S 17.8
La Brea & Sunset	La Brea & Wilshire	La Brea & Rodeo
N 11.6	N 13.7	N 6.9
S 14.5	S 17.4	S 6.3

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	11,056	3,269	3.4
Sept. 1966	10,748	3,190	3.4
Sept. 1967	9,654	3,196	3.0
Sept. 1968	10,078	3,198	3.2
Sept. 1969	10,898	3,186	3.4
Sept. 1970	10,502	3,286	3.2

\*Transfer passengers excluded.

LINE 86 - LOS ANGELES - BURBANK - NORTH HOLLYWOOD - CANOGA PARK

OPERATING RESULTS - 1969

	<u>Route No. 86</u>	<u>System Total</u>
Cost per mile	\$ 0.607	\$ 0.762
Revenue per mile	\$ 0.606	\$ 0.923
Margin per mile	- \$ 0.001	+ \$ 0.161
Passengers per mile	1.83	3.3
Daily passengers	5,405	
Daily bus miles.	2,955.0	

FUNCTION

Local central line with arterial travel on arterial streets. Route from downtown Los Angeles north and west through Burbank, the Van Nuys District to the Canoga Park District (both of Los Angeles). Peak hour, peak direction flyer service on Golden State, Ventura and Hollywood Freeways between Magnolia Blvd. and Los Angeles.

AREA SERVED

Proceeding north through the Los Angeles CBD, the line passes the Central Library and a high-rise apartment building complex, Bunker Hill Towers. Entering the Pasadena Freeway at Sunset Blvd., the line resumes surface street operation along Riverside Dr. in the Atwater District. This is an area of mixed housing, and above average income. Entering Burbank, the line serves an area of mixed, medium density, higher income family residences. The line passes through the Burbank CBD on Olive St. and the Burbank Mall, a major commercial area. Departing Burbank, the bus passes the main studios of the National Broadcasting Company. Proceeding into the medium income, mixed housing areas of North Hollywood, service is augmented for Providence High, North Hollywood High and Reed Junior High schools. A heavy commercial concentration is located along Lankershim Blvd. between Riverside Dr. and Oxnard St. Departing North Hollywood and proceeding west, the bus passes Valley Plaza, a major commercial concentration at Victory and Laurel Canyon Blvds. Residences through the area are of mixed variety, medium density, and above average income. Departing Van Nuys and operating west along Sherman Way, the line operates through the Districts of Reseda, Winnetka and Canoga Park. In Canoga Park, service is augmented to the industrial complex at the Rocketdyne Plant. Commercial areas served are along Sherman Way at Topanga Canyon Blvd., Topanga Plaza, and Fallbrook Square. Residential densities along Sherman Way remain medium and mixed, with above average income.



## TURN BACK LOCATIONS

Portola Jr. High School  
Ventura at Reseda Blvds.  
Ventura at Laurel Canyon Blvds.  
Hollywood Blvd. at Vine St.

## HISTORY

This was established by Pacific Electric Railway in 1923 as the Ventura Blvd.-Girard motor coach line, operating between Hollywood and Topanga Canyon Blvd. It was rerouted in 1932 to serve North Los Angeles instead of Girard, turning north on Reseda Blvd. to Nordhoff Street. The line was cut back at both ends in 1938, operating only along Ventura Blvd. between Universal City and Reseda Blvd. It was designated line 81 in 1943.

Line 81 was extended in 1947 to operate between Hollywood and both Ventura Blvd. & Topanga Canyon Blvd. and Northridge. The portions west and north of Ventura Blvd. and Reseda Blvd. were abandoned, once more, in 1950. The alternate route via Hatteras St. was added in 1954.

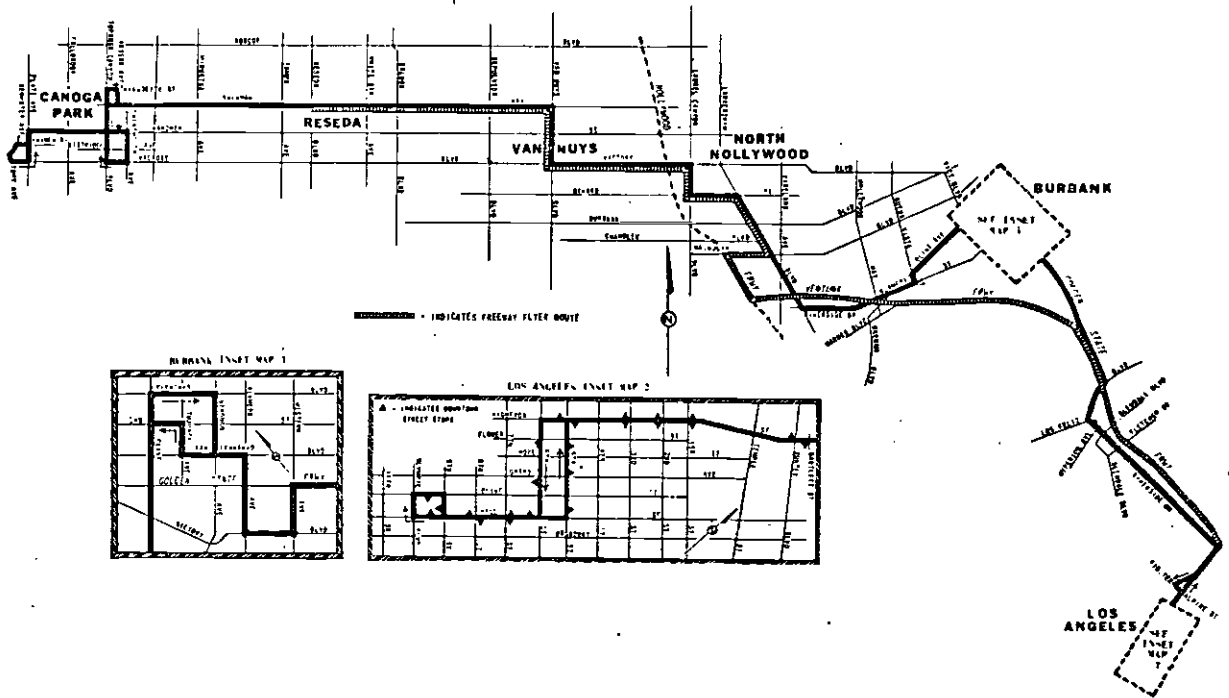
Service was extended, again, to Topanga Canyon Blvd. in 1959, but the extension was discontinued after three and a half months due to lack of patronage. Line 81 operated through to Pasadena from 1960, when it was combined with former line 17, to 1964, when the Hollywood-Pasadena portion was included in line 31.

Line 81 was extended, again, in 1962. One branch went out Ventura Blvd. to Woodland Hills, the other north to Reseda and west on Vanowen St. to Platt Ave. and Victory Blvd. Line 35 provided rush-hour service over both of these routes. These routes were revised, once more, in 1963. All Woodland Hills service was then operated by line 81 and all Reseda service by line 35. The route along Vanowen St. between Reseda and Canoga Park was abandoned, but line 86 was extended to Platt Ave.

When the Ventura Blvd.-Pasadena combination was discontinued in 1964, line 81 was rerouted to loop through Hollywood and then continue to Lockheed Air Terminal and Burbank. This extension was a combination of three separate routes that had been operated, originally, by Asbury Rapid Transit and its predecessors. The Hollywood-Burbank Short Line, established in 1945 and eventually operated as Asbury line 22, operated via Barham Blvd. and Olive Ave. The Hollywood-Burbank Long Line, which became Asbury line 23, operated via Universal City, Hollywood Way, and Magnolia Blvd. These routes were combined in 1955 as line 22, operating via Universal City and Olive Ave. The Hollywood-Lockheed route was Asbury line 24 until 1955, when it was combined with the Hollywood-Culver City route as line 21. Line 21 was extended from the Lockheed plants to Burbank in 1962, at which time line 86 was rerouted to serve Olive Ave. and line 22 was discontinued.

A new service between Ventura Blvd. and Chatsworth along Topanga Canyon Blvd. was established in 1968 as line 131. This was made a branch of line 81 in June 1970 via Winnetka Ave., Vanowen St., and Topanga Canyon Blvd. to Devonshire St. in Chatsworth.

ROUTE MAP



STREETS TRAVERSED

Leave Olive and Ninth sts. via Olive St., Ninth St., Hill St., Fifth St. (Sixth St.), Figueroa St., Pasadena Freeway, Riverside Dr., Los Feliz Blvd., Golden State Freeway, Western Ave., Victory Blvd., Alameda Ave., San Fernando Blvd., Tujunga Ave., Third St., Olive Ave., Buena Vista St., Alameda Ave., Riverside Dr., Lankershim Blvd., Oxnard St., Laurel Canyon Blvd., Victory Blvd., Van Nuys Blvd., Sherman Way, Topanga Canyon Blvd., Vanowen St., Owensmouth Ave., Victory Blvd., Topanga Canyon Blvd., Vanowen St., and Platt Ave. to loop at Victory Blvd.

ALTERNATE ROUTE A - DIRECT TO PLATT & VICTORY

Leave Olive and Ninth Sts. via regular route to Topanga Canyon Blvd. and Vanowen St., then Vanowen St. and regular route to Platt Ave. and Victory Blvd.

ROUTE F

Leave Olive and Ninth Sts. via regular local route to Pasadena Freeway and Bakersfield off-ramp, Golden State Freeway, Ventura Freeway, Hollywood Freeway, Magnolia Blvd., Lankershim Blvd., and regular local route.

TURN BACK LOCATIONS

Topanga Plaza  
 Sherman Way at Topanga Canyon Blvd.  
 Sherman Way at Reseda Blvd.  
 Van Nuys Blvd. at Sherman Way  
 Lankershim Blvd. at Chandler Blvd

HISTORY

Line 86 was established by Pacific Electric Railway in 1947, operating from Los Angeles via Riverside Dr. to North Hollywood, then via Victory Blvd., to Van Nuys. It was extended to the General Motors plant in 1948 and to Panorama City in 1949. Line 86 was rerouted in Burbank in 1955 to replace portions of Asbury Rapid Transit lines 13 and 19. It was extended to Pacoima in 1957.

The portion of line 86 between North Hollywood, Van Nuys, and Pacoima was made a part of line 93 in 1962. At the same time, line 86 was rerouted in Burbank to replace portions of lines 19 and 22. A branch was added via Victory Blvd. from Burbank to Valley Plaza, replacing a portion of line 14. This Valley Plaza branch was designated route 87 but operated as part of line 86. The added route segments had all been served, originally, by Asbury Rapid Transit.

Line 86 was revised and extended in 1963. The Valley Plaza branch, route 87, was returned to line 14. Line 86 was extended from North Hollywood via Victory Blvd. to Van Nuys, over part of line 86's original route that had been operated, briefly, by line 93, then via Sherman Way to Canoga Park and beyond. The portion between Van Nuys and Canoga Park was a part of Pacific Electric's San Fernando Valley rail line from 1912 to 1938. The Van Nuys-Canoga Park motor coach line, established in 1938, was designated line 83 in 1943 but changed to line 90 in 1949. Line 90 was subsequently extended and revised several times and this original portion was made a part of line 93 in 1962. The 1963 extension of line 86 also included the route from Canoga Park to Platt Ave. and Victory Blvd. that had been served, since 1962, by lines 35 and 81.

OPERATIONS - 1969

Number of one-way trips	94	Average passengers per trip	57.5
Round trip running time (min.)	274	Round trip route miles	78.8
Average overall schedule speed (mph)	15.8	Average layover time (min.)	25

SCHEDULE - 1969

	Headways*(min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	8	30	7	60	14	9	17	3
Saturdays	60	60	60	60	5	5	5	2
Sundays	60	60	60	60	2	2	2	1

\*All headways double west of Sherman Way at Reseda Blvd. on weekdays. 3 in the AM and 3 in the PM flyer trips are operated on weekdays, one-way. No Sunday service operated east of Lankershim at Chandler.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Platt Ave. & Victory Blvd.	7:09 AM	6:29 PM
Olive & 9th Sts.	5:58 AM	8:49 PM
<u>Short Line Locations:</u>		
Sherman Way at Van Nuys Blvd.	S 4:47 AM	N 11:49 PM
Lankershim at Chandler Blvds.	N 6:03 AM	S 9:50 PM
Topanga Canyon Blvd. at Kitteridge Ave.	-	N 10:15 PM
Topanga Canyon Blvd. at Sherman Way	S 5:52 AM	N 11:08 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 103 min., Maximum 139 min., 35% increase  
 Location of heaviest traffic congestion:  
 From Hill and Ninth to Fifth and Figueroa Sts. (Los Angeles)  
 Timepoint for heaviest traffic congestion:  
 Sherman Way - Reseda 2:29-3:44 PM

FARE STRUCTURE

From the LA CBD to Platt Ave. and Victory Blvd. (Canoga Park), the fare is \$1.10.

From the LA CBD the fare zone increments are as follows:

North & West of

Riverside Dr. at Glendale Blvd.	\$ .38
Western Ave. at Lake St.	.46
Riverside Dr. at Cahuenga Blvd.	.54
Lankershim Blvd. at Oxnard St.	.62
Victory Blvd. at Coldwater Canyon Ave.	.70
Sherman Way at Kester Ave.	.78
Sherman Way at Havenhurst Ave.	.86
Sherman Way at Reseda Blvd.	.94
Sherman Way at Winnetka Ave.	1.02
Topanga Canyon Blvd. at Vanowen St.	1.10

First two zones for one fare applies west of Western Ave. at Lake St.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Lankershim & Burbank E	26.8	18.5	22.6	11.4
Lankershim & Chandler W	24.2	17.2	32.4	13.5

PASSENGERS PER TRIP (Continued)

Other Load Points

Average for Day

Victory &  
Van Nuys  
E 8.2  
W 7.6

Sherman Way &  
Reseda  
E 7.6  
W 10.8

Sherman Way &  
Topanga Canyon  
E 6.7  
W 5.8

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	3,810	2,867	1.3
Sept. 1966	3,769	2,867	1.3
Sept. 1967	3,839	2,940	1.3
Sept. 1968	4,216	2,965	1.4
Sept. 1969	4,661	2,955	1.6
Sept. 1970	4,492	2,987	1.5

\*Transfer passengers excluded.

LINE 87 - RAMONA GARDENS - GENERAL HOSPITAL CLINIC

OPERATING RESULTS - 1969

	<u>Route No. 87</u>	<u>System Total</u>
Cost per mile	\$ 0.790	\$ 0.762
Revenue per mile	\$ 0.656	\$ 0.923
Margin per mile	- \$ 0.134	+ \$ 0.161
Passengers per mile	5.42	3.3
Daily passengers	405	
Daily bus miles	74.7	

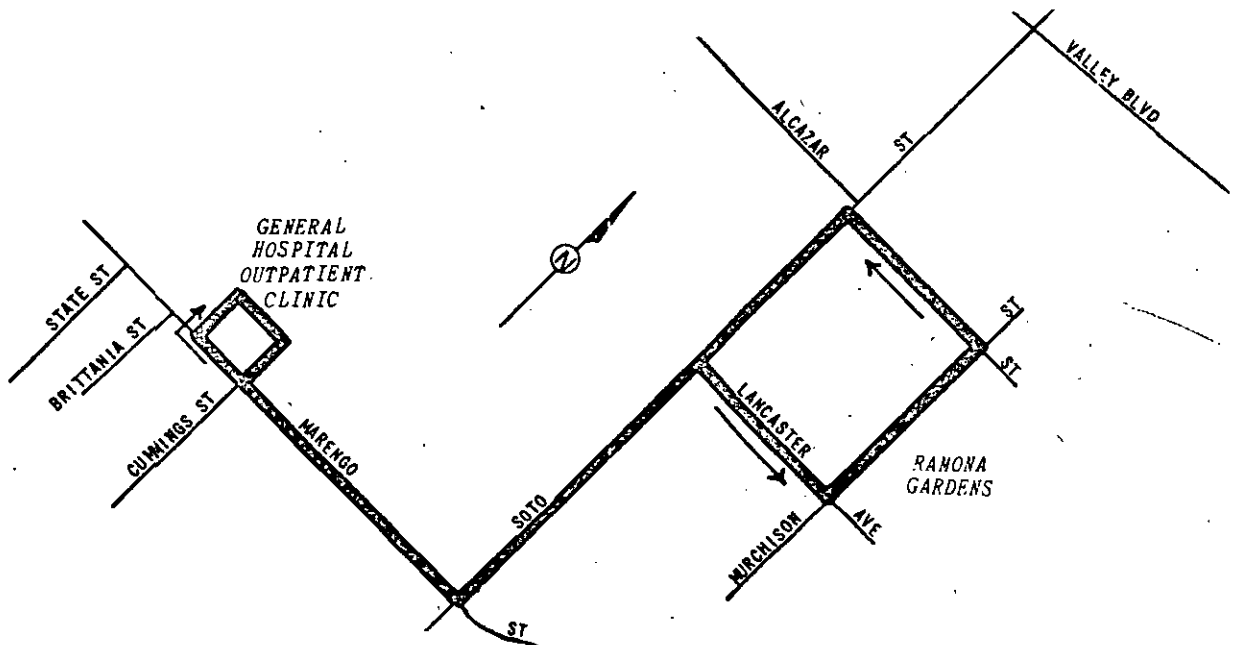
FUNCTION

Local central line within the Lincoln Heights District.

AREA SERVED

Operating entirely through a low income density area of Lincoln Heights, this line connects the Ramona Gardens Government Housing Complex with the Los Angeles County USC Medical Center at State and Marengo Sts. Income in the area is very low in a high density multiple housing complex. At the County USC Medical Center, connections with crosstown and downtown lines are provided.

ROUTE MAP



STREETS TRAVERSED

Leave Murchison St. and Lancaster Ave. via Murchison St., Alcazar St. (Lancaster Ave.), Soto St., Marengo St., and Service Roadway (Cummings St.) into General Hospital Clinic Grounds.

TURN BACK LOCATIONS

None

HISTORY

This line was established by the Southern California Rapid Transit District in 1968 as an entirely new service.

OPERATIONS - 1969

Number of one-way trips	56	Average passengers per trip	7.2
Round trip tunning time (min.)	13	Round trip route miles	2.4
Average overall schedule speed (mph)	4.8	Average layover time (min.)	17

SCHEDULE - 1969

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	20	30	20	-	1	1	1	-
Saturdays	20	30	20	-	1	1	1	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Murchison St. & Lancaster Ave.	6:00 AM	6:15 PM
General Hospital Clinic	6:10 AM	6:08 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 13 min., Maximum 13 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Murchison St. - Lancaster Ave. 5:50 AM - 6:00 PM

FARE STRUCTURE

The entire line is within the inner zone (\$.30).

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Soto & Lancaster S	5.7	2.9	1.6	3.4
Marengo & Cornwell N	1.0	1.4	5.2	2.6

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	-	-	-
Sept. 1966	-	-	-
Sept. 1967	-	-	-
Sept. 1968	88	75	1.2
Sept. 1969	271	75	3.6
Sept. 1970	261	75	3.5

\*Transfer passengers excluded.



LINE 88 - SAN DIEGO FREEWAY FLYER

OPERATING RESULTS - 1969

	<u>Route No. 88</u>	<u>System Total</u>
Cost per mile	\$ 0.580	\$ 0.762
Revenue per mile	\$ 0.423	\$ 0.923
Margin per mile	- \$ 0.157	+ \$ 0.161
Passengers per mile	1.12	3.3
Daily passengers	771	
Daily bus miles	690.0	

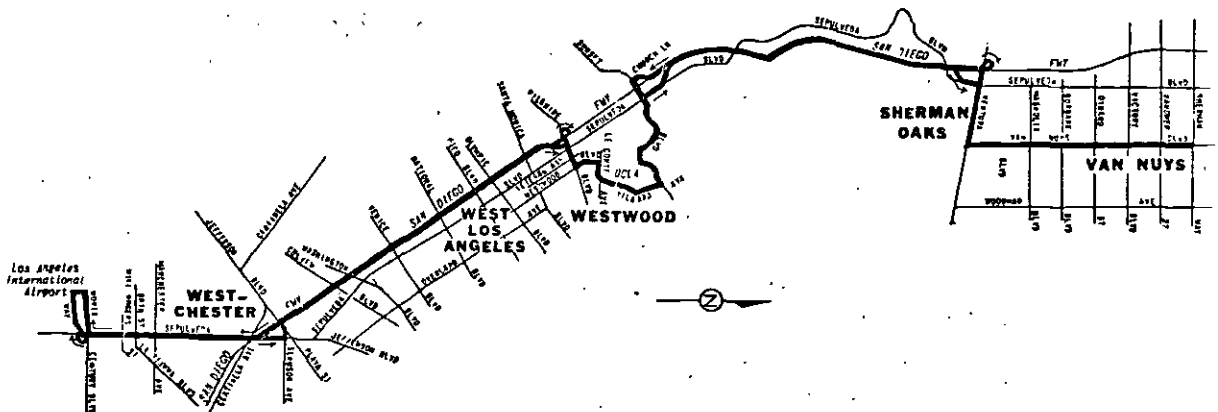
FUNCTION

Suburban line on arterial streets. Route from the Van Nuys District south through the Westwood District to the Westchester District (LAX).

AREA SERVED

This line provides direct service between the Los Angeles International Airport Complex, Westwood, and the residential areas of the San Fernando Valley operating in express service with limited stops via the San Diego Freeway. In its entirety, line 88 serves an area of above average income with mixed medium density housing. In Westwood the major attraction for the line is the University of California at Los Angeles. Shopping and commercial areas passed include Van Nuys Blvd. through Van Nuys, Ventura Blvd. in the Sherman Oaks area and Westwood Blvd. through the Westwood area. In the Westchester area, due to boarding restrictions, passengers may board or alight only at the Los Angeles International Airport. The line passes three high-rise office buildings in Sherman Oaks and an additional four in the Westwood area.

ROUTE MAP



STREETS TRAVERSED

Leave Division 8 via Sherman Way, Van Nuys Blvd., Ventura Blvd., San Diego Freeway, Church Lane, Sunset Blvd., Hilgard Ave., Le Conte Ave., Westwood Blvd., Wilshire Blvd., San Diego Freeway, Centinela Ave., Sepulveda Blvd., and Century Blvd. to International Airport.

TURN BACK LOCATIONS

Glendon Ave. at Wilshire Blvd.

HISTORY

Bus service was inaugurated on the route between Van Nuys and UCLA - Westwood Village by the Southern California Rapid Transit District in 1967, thus providing the first direct transit service between the San Fernando Valley and the west Los Angeles area. In 1968 this route was extended south along the San Diego Freeway to the Los Angeles International Airport.

OPERATIONS - 1969

Number of one-way trips	26	Average passengers per trip	29.7
Round trip running time (min.)	138	Round trip route miles	49.4
Average overall schedule speed (mph)	16.4	Average layover time (min.)	43

SCHEDULE - 1969

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	40	60	60	-	3	3	3	-
Saturdays	60	60	60	-	3	3	3	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Van Nuys Blvd. & Sherman Way	6:20 AM	7:42 PM
L.A. International Airport	6:50 AM	7:15 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 63 min., Maximum 79 min., 25% increase  
 Location of heaviest traffic congestion:  
 San Diego Freeway -- Northbound  
 Timepoint for heaviest traffic congestion:  
 Hilgard Ave. - Strathmore Dr. 3:06-6:06 PM

FARE STRUCTURE

From Van Nuys Blvd. and Sherman Way (Van Nuys) to Los Angeles International Airport, the fare is \$1.10.

From Westwood Blvd. the fare increments are as follows:

TO VAN NUYS

North of

Ventura at Sepulveda Blvds. \$.70

Van Nuys at Magnolia Blvds. .78

TO LAX

South of

Sepulveda at Century Blvds. \$.54

A local fare of \$.30 applies between Westwood and Wilshire Blvds. to Sepulveda Blvd. and Ovada Place.

A minimum four-zone fare is collected between Los Angeles International Airport and Sepulveda at Century Blvds.

First two zones for one fare applies north of Wilshire at Westwood Blvds.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Van Nuys & Clark S	25.5	8.4	18.0	11.6
Van Nuys & Hortense N	9.5	10.2	16.3	9.1

Other Load Points

Average for Day

Westwood & Wilshire

S 1.8

N 4.2

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1967	405	609	.7
Sept. 1968	508	377	1.3
Sept. 1969	668	690	1.0
Sept. 1970	644	690	.9

\*Transfer passengers excluded

LINE 89 - FAIRFAX - HOLLYWOODLAND-WESTERN & FRANKLIN AVENUES

OPERATING RESULTS - 1969

	Route No. 89	System Total
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 1.153	\$ 0.923
Margin per mile	+ \$ 0.371	+ \$ 0.161
Passengers per mile	4.65	3.3
Daily passengers	7,641	
Daily bus miles	1,642.3	

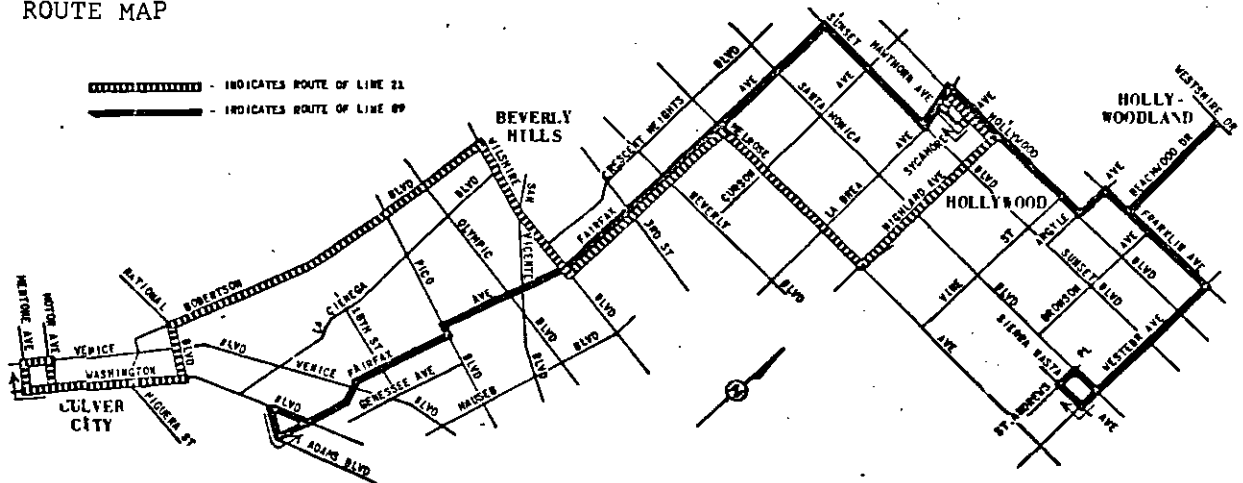
FUNCTION

Local central line on arterial streets. Route from the Hollywood District, with spur from Beachwood Dr., west and south to the West Adams District.

AREA SERVED

Departing the low income, low density, single family residential area of the West Adams District of Los Angeles, the line proceeds north along Fairfax Ave. through an area of light commercial activity. Entering the West Wilshire District at Pico Blvd., income levels are considerably higher and consist of high density single family residences. Service is augmented for Burroughs Junior High School. Commercial establishments flank Fairfax Ave. from Olympic Blvd. to Beverly Dr. At Wilshire Blvd., three high-rise office buildings are passed. Points of interest in the area include the County Art Museum at Wilshire Blvd., Farmers Market at Third St., and CBS Television City and the Pan Pacific Auditorium at Beverly Blvd. North of this point, as the line enters the Hollywood District, the line passes through an area of major commercial development. There are four high-rise apartments, surrounded by medium to lower income multiple family housing. Service is augmented for Fairfax High And Immaculate Heart High schools. Five high-rise office buildings are served along Hollywood Blvd. Points of interest is the area in addition to the Boulevard include the many theaters and the Capitol Records Tower at Vine St.

ROUTE MAP



#### STREETS TRAVERSED

Leave Adams and Washington Blvds., via Adams Blvd., Fairfax Ave., Pico Blvd., Fairfax Ave., Sunset Blvd., La Brea Ave., Hollywood Blvd., Argyle Ave., Franklin Ave., and Western Ave. to Santa Monica Blvd.

Additional route: Buses destined to Beachwood and Westshire Drive, via regular route of line to Franklin Ave. and Beachwood Drive, then via Beachwood Drive to Westshire Drive.

#### TURN BACK LOCATIONS

Hollywood Blvd. at Vine St.  
Fairfax Ave. at Wilshire Blvd.  
Fairfax Ave. at Venice Blvd.

#### HISTORY

Line 89 was established by Los Angeles Motor Coach in 1936, operating between Hollywood Blvd. & Vine St. and Pico Blvd. & Fairfax Ave. It was extended to Venice Blvd. in 1946. Operation was assumed by Pacific Electric when Los Angeles Motor Coach was dissolved in 1949.

The Western-Franklin portion of this line was originally a rail line, built by Los Angeles Pacific in 1908 as a narrow gauge line and converted to standard gauge a month later. It was operated at various times as a branch of the Santa Monica Blvd. line or as a shuttle service. Temporary bus service was substituted in 1924 and in 1938. The line was converted, permanently, from rail to bus in 1940 and was designated line 78 in 1943.

The Hollywoodland portion along Beachwood Dr. was established by Pacific Electric in 1924 as a motor coach line. It was extended via Sunset Blvd. to Beverly Hills in 1928, operating during the succeeding years over various routes between Hollywood, Beverly Hills, and points beyond. It was designated line 77 in 1943. In 1954 line 89 was extended to replace all of line 78 and the Hollywoodland portion of line 77. The remainder of line 77 was replaced by line 91. Line 89 was extended south from Venice Blvd. and Fairfax Ave. to its present terminal at Adams Blvd. and Fairfax Ave. in 1968.

#### OPERATIONS - 1969

Number of one-way trips	175	Average passengers per trip	43.7
Round trip running time (min.)	106	Round trip route miles	19.2
Average overall schedule speed (mph)	7.8	Average layover time (min.)	41

SCHEDULE - 1969

	Headways (min.)				Buses Assigned*			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	13	12	10	20	12	11	12	6
Saturdays	15	15	15	15	9	9	9	6
Sundays	20	20	20	20	6	6	6	6

\*Three buses in the PM daily operate in school service only and are not included.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Adams & Washington Blvds.	6:11 AM	1:04 AM
Western Ave. & Santa Monica Blvd.	6:39 AM	11:39 PM
<u>Short Line Locations:</u>		
Fairfax Ave. at Santa Monica Blvd.	N 6:06 AM	-
Hollywood Blvd. at Vine St.	-	N 12:27 AM
Beachwood at Westshire Drs.	6:27 AM	12:09 AM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 36 min., Maximum 59 min., 61% increase  
 Location of heaviest traffic congestion:  
 On Fairfax Ave. from Wilshire to Sunset Blvds.  
 Timepoint for heaviest traffic congestion:  
 Fairfax Ave. - Wilshire Blvd. 2:04-6:29 PM

FARE STRUCTURE

From the Hollywood CBD to Beachwood and Westshire Drs. or to St. Andrews Place and Santa Monica Blvd., the fare is \$.30; the fare from Hollywood CBD to Adams and Washington Blvds. is \$.38.

The fare zone increments are as follows:

From Hollywood: SOUTH OF

To Hollywood: NORTH OF

Fairfax Ave. at Wilshire Blvd \$.38    Fairfax Ave. at Wilshire Blvd \$.38

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for 17 hour count</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Fairfax & Wilshire				
N	47.8	30.8	46.5	33.4
S	12.6	12.3	25.8	15.7

Other Load Points  
Average for 17 hour count

Western & Santa Monica	Hollywood & Vine	Fairfax & Santa Monica	Fairfax & Wilshire	Adams & Washington
N 5.4	W 10.0	S 24.5	S 26.3	S 1.2
S 4.4	E 10.4	N 24.1	N 27.5	N .6

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per. Mile
Sept. 1965	6,696	1,488	4.9
Sept. 1966	6,319	1,498	4.2
Sept. 1967	5,761	1,527	3.8
Sept. 1968	5,856	1,631	3.6
Sept. 1969	6,225	1,642	3.8
Sept. 1970	5,998	1,632	3.7

\*Transfer passengers excluded.

LINE 90 - SAN FERNANDO - STUDIO CITY - VAN NUYS

OPERATING RESULTS - 1969

	<u>Route No. 90</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 0.568	\$ 0.923
Margin per mile	- \$ 0.214	+ \$ 0.161
Passengers per mile	2.35	3.3
Daily passengers	2,673	
Daily bus miles	1,137.4	

FUNCTION

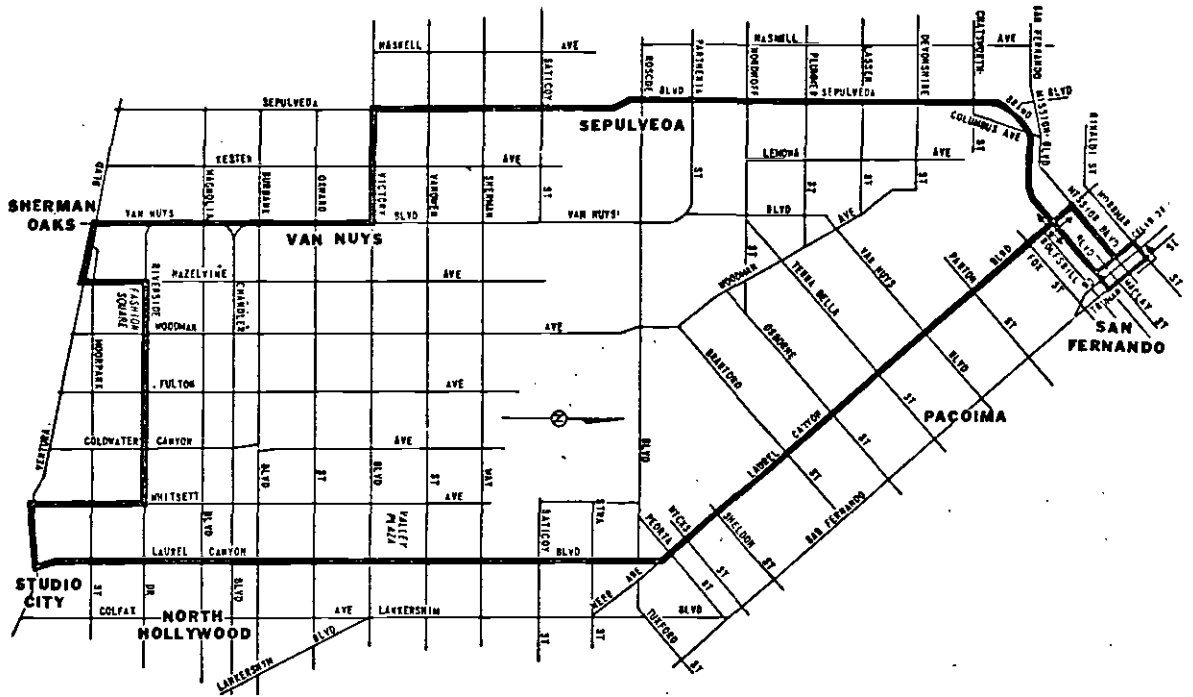
Local line, outside central area, on arterial streets. Circular route on two legs from the Studio City District north through the North Hollywood District to San Fernando and west and north through the Sherman Oaks District to San Fernando.

AREA SERVED

Departing downtown San Fernando, a major commercial center, the line proceeds south and east along Laurel Canyon Blvd. through the communities of Pacoima and Sun Valley -- both of which are single family, low density, lower income areas. North Hollywood consists of a mixture of multiple and single family housing. Service is augmented for North Hollywood High and Reed Junior High schools. A major commercial area is passed on Laurel Canyon at Victory Blvds. West of Laurel Canyon and Ventura Blvds. through Studio City, Sherman Oaks, Van Nuys, Sepulveda, and Mission Hills, housing is mixed, medium to high density with above average income levels. Service in the Studio City area is augmented for Corvalis High School, in Sherman Oaks for Milliken Junior High and Notre Dame High schools, in the Van Nuys area for Van Nuys Junior and Senior High schools, and for St. Genevieve High School, and in the Sepulveda area for the Sepulveda Junior High School. Areas of heavy commercial concentration are passed from Studio City west to Van Nuys. In Sherman Oaks, four high-rise office buildings serve as a major employment center.



ROUTE MAP



STREETS TRAVERSED

Leave Truman St. and Mission Blvd. via Truman St., Workman St., Celis St., Brand Blvd., Sepulveda Blvd., Victory Blvd., Van Nuys Blvd., Ventura Blvd., Hazeltine Ave., Riverside Dr., Whitsett Ave., Ventura Blvd., Laurel Canyon Blvd., Mission Blvd., Celis St., Brand Blvd. and Truman St. to Mission Blvd.

TURN BACK LOCATIONS

Van Nuys at Victory Blvds.  
 Laurel Canyon at Victory Blvds.

HISTORY

The San Fernando-Van Nuys portion of this line was originally a rail line, opened by Pacific Electric in 1913 as an extension to their Los Angeles-Van Nuys line. Service north of Van Nuys was converted from rail to bus in 1938. The Van Nuys-San Fernando line was designated line 84 in 1943, but was made a part of line 74 (designated route 74S) in 1962. This was extended from Van Nuys via Sepulveda Blvd. to Ventura Blvd. as line 19 in 1962. Line 19 was discontinued in 1963.

The Van Nuys-Sherman Oaks portion of the line was established by Pacific Electric in 1944 as part of Van Nuys-Birmingham Hospital motor coach line 85, but was made a part of line 90 (previously operating between Van Nuys and Canoga Park) in 1954.

HISTORY (Continued)

Pacific Electric established their North Hollywood-Studio City-Sherman Oaks motor coach line 87 in 1948, serving somewhat the same territory as parts of the present line 90. The portion of line 87 west of Studio City was discontinued in 1955, except for school trips. At the same time, line 87 was extended at its North Hollywood end to replace a portion of line 88.

Service between Sherman Oaks and Studio City was re-established, over the present route, in 1962, when lines 87 and 90 were combined as line 90, Canoga Park-Sherman Oaks-North Hollywood.

The San Fernando-North Hollywood portion of present line 90 was established by Asbury Rapid Transit in 1947, later becoming line 14. This was extended to Burbank, by combination with line 18, in 1955.

Late in 1962, the Van Nuys-Canoga portion of line 90 was replaced by an extension of line 93 and a portion in North Hollywood by a re-routing of line 16. At the same time, line 90 absorbed the San Fernando-North Hollywood portion of line 14 and was extended over a new route from Van Nuys to Panorama City and Granada Hills.

The Granada Hills extension of line 90 was discontinued in 1963, except that service to the Sepulveda Veterans' Hospital was continued by a new branch of line 93. Line 90 then absorbed the Van Nuys-San Fernando portion of line 19, assuming its present form.

OPERATIONS - 1969

Number of one-way trips	59	Average passengers per trip	45.3
Round trip running time (min.)	99	Round trip route miles	27.8
Average overall schedule speed (mph)	11.7	Average layover time (min.)	44

SCHEDULE - 1969

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	30	30	30	-	6	6	6	-
Saturdays	60	60	60	-	4	4	4	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Truman St. & Mission Blvd.	6:14 AM	7:01 PM
<u>Short Line Locations:</u>		
Ventura at Laurel Canyon Blvds.	N 6:20 AM	N 6:53 PM
Van Nuys at Victory Blvds.	W 5:45 AM	W 7:22 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 82 min., Maximum 102 min., 24% increase  
 Location of heaviest traffic congestion:  
 On Ventura Blvd. from Laurel Canyon Blvd. to Whitsett Ave.  
 Timepoint for heaviest traffic congestion:  
 Laurel Canyon - Ventura Blvds. 4:02-6:02 PM

FARE STRUCTURE

From the San Fernando CBD the fare zone increments are as follows:

via Laurel Canyon Blvd: SOUTH & WEST OF

Laurel Canyon Blvd. at Wicks St.	\$ .38
Laurel Canyon Blvd. at Saticoy St.	.46
Laurel Canyon at Chandler Blvds.	.54
Laurel Canyon Blvd. at Riverside Dr.	.62

via Sepulveda Blvd.: SOUTH & EAST OF

Sepulveda at Roscoe Blvds.	\$ .38
Victory Blvd. at Kester Ave.	.46
Van Nuys at Magnolia Blvd.	.54
Riverside Dr. at Fulton Ave.	.62

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Van Nuys & Riverside S	31.7	11.1	20.2	9.2
Van Nuys & Burbank N	37.0	8.6	18.4	9.5

Other Load Points

Average for Day

Sepulveda & Roscoe S 8.8 N 9.1	Laurel Canyon & Victory S 7.7 N 9.9
--------------------------------------	-------------------------------------------

## TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	1,877	944	2.0
Sept. 1966	1,795	956	1.9
Sept. 1967	1,715	916	1.9
Sept. 1968	1,781	891	1.9
Sept. 1969	2,261	1,137	2.0
Sept. 1970	2,301	1,159	2.0

\*Transfer passengers excluded.

LINE 91 - HOLLYWOOD BOULEVARD

OPERATING RESULTS - 1969

	Route No. 91*	System Total
Cost per mile	\$ 0.785	\$ 0.762
Revenue per mile	\$ 1.110	\$ 0.923
Margin per mile	+ \$ 0.325	+ \$ 0.161
Passengers per mile	4.18	3.3
Daily passengers	20,333	*All figures are combinations of routes S and W.
Daily bus miles	4,861.8	

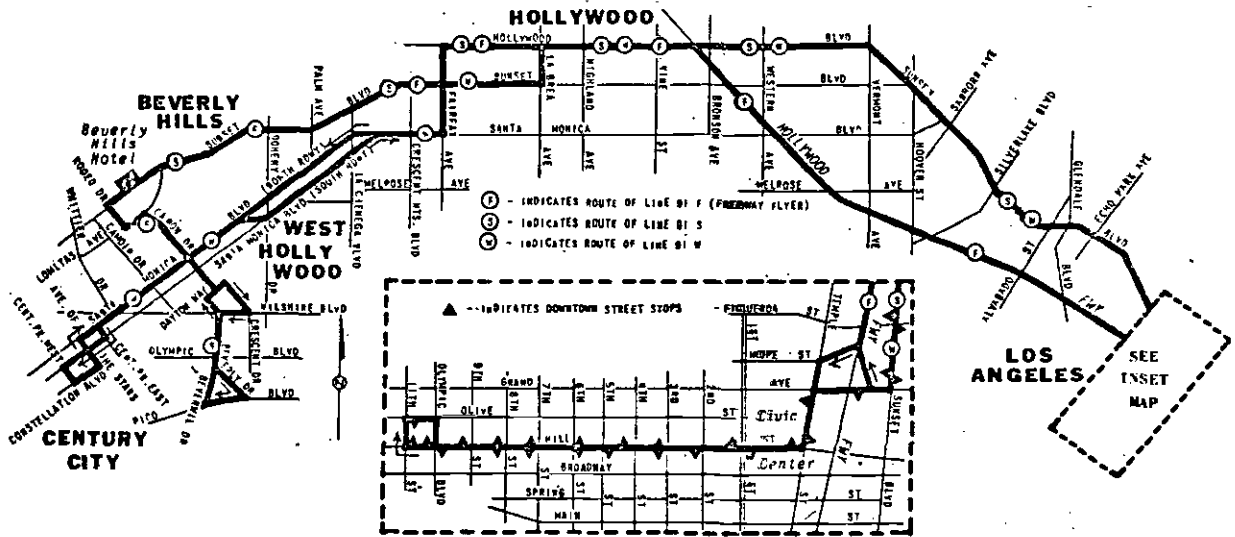
FUNCTION

Local central line with arterial travel on arterial streets. Route from downtown Los Angeles north and west through the Hollywood District and southwest to the Century City District. Alternate route from Beverly Hills south to the Rancho Park District. Peak-hour, peak direction flyer service on Hollywood Freeway between Hollywood Blvd. and Los Angeles.

AREA SERVED

Departing the LA CBD and proceeding north along Hill St. the line passes Civic Center, the Music Center and the Board of Education building. Turning west on Sunset Blvd., through the Echo Park and Silverlake Districts, mixed housing of low income and high density prevails. One high-rise office building is passed at Sunset and Echo Park Ave. Entering the lower income area of Hollywood, the line traverses an area of multiple, high density housing. Six high-rise office buildings are served along Hollywood Blvd., in addition to the many theaters. The remaining areas of West Hollywood, Beverly Hills and Century City are higher income, multiple unit, high density areas. In West Hollywood, eight high-rise apartment buildings are served; and in Century City there are two more. Five high-rise office buildings in each area also are served. The line passes the Continental, Beverly Hills, and Beverly Hilton hotels, as well as the Sunset Strip, a major restaurant and entertainment center. In addition, the line serves the commercial areas along Hollywood and Sunset Blvd.

ROUTE MAP



## STREETS TRAVERSED

### ROUTE OF LINE S

Leave Olive and 11th Sts. via Olive St., Olympic Blvd., Hill St., Temple St., Grand Ave., Sunset Blvd., Hollywood Blvd., Fairfax Ave., Sunset Blvd., Rodeo Dr., Lomitas Ave., Canon Dr., Dayton Way and Beverly Dr. to Pico Blvd.

### ROUTE OF LINE W

Leave Olive and 11th Sts. via regular route to Hollywood Blvd. and La Brea Ave., then via La Brea Ave., Sunset Blvd., Fairfax Ave., Santa Monica Blvd., Century Park East, Santa Monica Blvd., South Roadway, Century Park West and Constellation Blvd. to Avenue of the Stars.

### ADDITIONAL ROUTE

Buses destined to Wilshire & Westwood Blvds., operate via route S to Sunset Blvd. and Fairfax Ave., then via Sunset Blvd., Hilgard Ave., Le Conte Ave. and Westwood Blvd. to Wilshire Blvd.

### ALTERNATE ROUTE F

Buses scheduled via route F leave Olive and 11th Sts., via the regular route to Temple and Hill Sts. then via Temple St., Grand Ave., Hollywood Freeway, Hollywood Blvd., then via route S.

## TURN BACK LOCATIONS

Wilshire Blvd. at Crescent Dr.  
Santa Monica Blvd. at Canon Dr.  
Hollywood Blvd. at La Brea Ave.  
Hollywood Blvd. at Vine St.  
Sunset Blvd. at Sanborn Ave.

## HISTORY

The Hollywood Blvd. rail line was built by Los Angeles Pacific in 1900 and rebuilt from narrow to standard gauge in 1909. Service operated from downtown Los Angeles via Hill St. and Sunset Blvd. from 1909 to 1950 and was tied to the Venice Blvd. local service starting in 1916. A portion of the service was rerouted in 1926 to operate via the Subway, all Hollywood Blvd. service using the Subway Terminal from 1950 to 1954. A portion of the Hollywood Blvd. service continued from Beverly Hills to Santa Monica and Venice from 1900 to 1941. Line numbers were assigned in 1943. Originally, the Hollywood Blvd. - Venice Short Line combination was designated line 26 and the Subway-Hollywood Blvd. route line 27. Line 26 was split shortly later, the Hollywood Blvd. - Venice Blvd. local service becoming line 31. Six weeks later, still in 1943, lines 27 and 31 were combined as line 32, which then included all Hollywood Blvd. service.

Pacific Electric established motor coach service between Hollywood and Beverly Hills in 1928 as an extension to the Hollywoodland line. This was designated line 77 in 1943. In 1954 Hollywood Blvd. rail service was abandoned and present line 91 established in its place. Between Hollywood and Beverly Hills, one route (91W) followed and

HISTORY (Continued)

rail line as closely as practical while the other (91S) replaced that portion of line 77. Route 91W was extended to Wilshire Blvd. in 1955 and to Century City in 1966..

OPERATIONS - 1969

Number of one-way trips	298	Average passengers per trip	68.2
Round trip running time (min.)	174	Round trip route miles	32.4
Average overall schedule speed (mph)	9.7	Average layover time (min.)	26

SCHEDULE - 1969

	Headways <sup>1</sup> (min.)				Buses Assigned			
	AM	Base <sup>2</sup>	PM	9 PM	AM	Base	PM	9 PM
Weekdays	3.5	10	4	20	38	20	44	10
Saturdays	10	10	10	20	20	20	20	11
Sundays	15	15	15	20	12	12	12	8

<sup>1</sup>Included are nine in the AM and eight in the PM flyer buses, one-way, weekdays.

<sup>2</sup>Base headways are doubled west of Hollywood Blvd. at La Brea Ave. as line splits into two routes.

PERIOD OF SERVICE

Twenty-four hour service is provided between Olive & 11th Sts. and Santa Monica Blvd. at Canon Dr. via route W.

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Century Park West & Constellation Blvd.	5:38 AM	12:52 AM
Beverly Dr. & Pico Blvd.	6:52 AM	6:48 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 65 min., Maximum 88 min., 35% increase  
 Location of heaviest traffic congestion:  
 On Sunset Strip and on Hollywood Blvd.  
 Timepoint for heaviest traffic congestion:  
 Sunset Blvd. - Doheny Dr. 2:32-5:07 PM

FARE STRUCTURE

From LA CBD to Beverly Dr. and Pico Blvd. or to Constellation Blvd. between Century Park West and Avenue of the Stars (Century City), the fare is \$.46.

The fare zone increments are as follows:

From the LA CBD - WEST OF

Hollywood Blvd. at Vermont Ave.	\$ .38
Sunset at Laurel Canyon Blvds. (via S route)	.46
Fairfax Ave. at Santa Monica Blvd. (via W route)	.46

To the LA CBD - EAST OF

Fairfax Ave. at Sunset Blvd.	\$ .38
Hollywood Blvd. at Vermont Ave.	.46

An overlapping fare zone applies on Sunset Blvd. between Fairfax Ave. and Laurel Canyon Blvds. via S route, or on Fairfax Ave. between Sunset and Santa Monica Blvds. via W route.

PASSENGERS PER TRIP

Passing	Peak Load Points			Average for 17 hour count
	AM	Base	PM	
Sunset & Grand				
E	60.3	34.8	26.0	35.1
W	19.3	28.2	60.2	35.6

FREEWAY FLYER

Temple & Hill				
E	48.3	-	-	
W	-	-	46.1	

Other Load Points

Average for 17 Hour Count

Sunset & Grand	Hollywood & Vermont	Hollywood & La Brea	Canon & Santa Monica (S route)	Santa Monica & Ave. of Stars (W route)
E 36.3	E 26.6	E 15.2	N 7.5	E 5.3
W 37.7	W 28.0	W 17.1	S 7.6	W 6.7

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	16,852	4,702	3.6
Sept. 1966	17,310	4,811	3.6
Sept. 1967	16,454	4,859	3.4
Sept. 1968	17,050	4,818	3.5
Sept. 1969	17,945	4,881	3.7
Sept. 1970	17,292	4,872	3.5

\*Transfer passengers excluded.



LINE 92 - WATTS - SIERRA VISTA

OPERATING RESULTS - 1969

	<u>Route No. 92</u>	<u>System Total</u>
Cost per mile	\$ 0.778	\$ 0.762
Revenue per mile	\$ 0.997	\$ 0.923
Margin per mile	+ \$ 0.219	+ \$ 0.161
Passengers per mile	4.04	3.3
Daily passengers	10,386	
Daily bus miles	2,571.0	

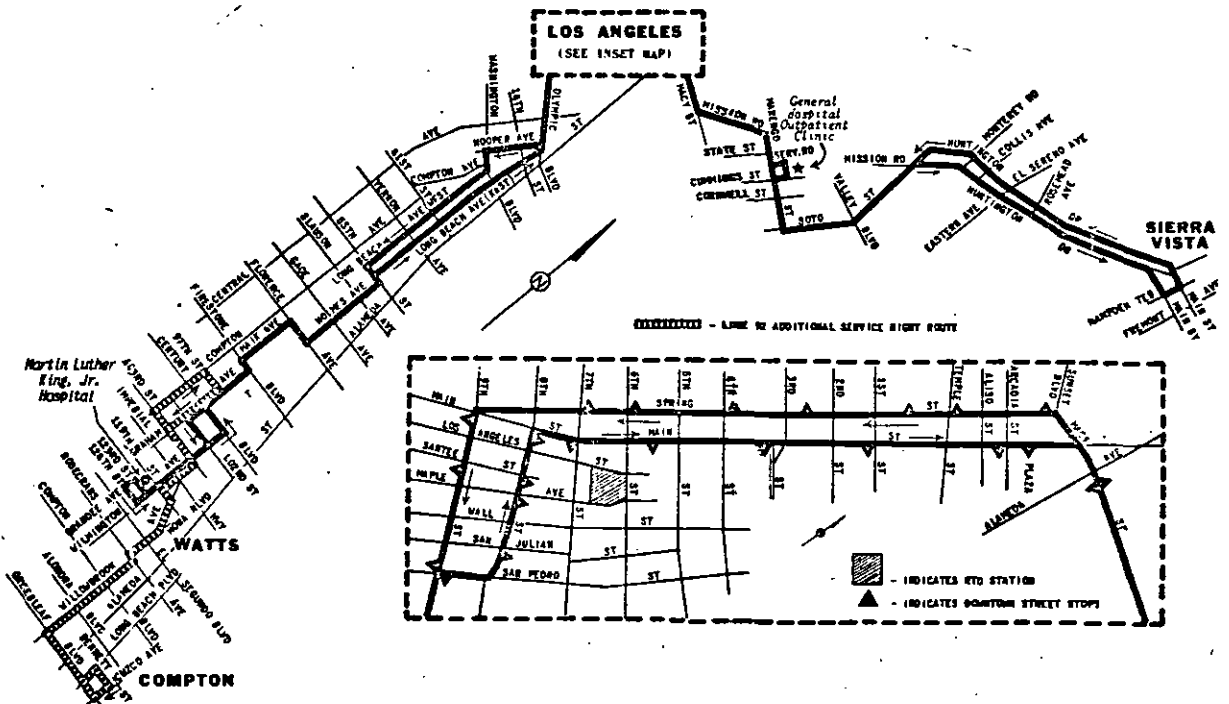
FUNCTION

Local central line with arterial travel on arterial streets. Route from downtown Los Angeles south through the Watts District to Compton, and north to the El Sereno District.

AREA SERVED

This line originates from the Watts, Green Meadows and Avalon Districts of Los Angeles. These areas are predominately low income, Black communities consisting of a mixture of single and multiple family residences, some of which are in deteriorating condition. Entering the LA CBD area through the Central and Wholesale Districts, the line passes several areas of high density labor employment. Traversing the CBD on Main St., the line passes City Hall, Olvera St. and Union Station. Entering the Lincoln Heights area along Marengo St., St., the line augments special service for the Los Angeles USC Medical Center. Continuing north along Soto St. and Huntington Dr., the line terminates in the El Sereno District, an area of single family, medium density, below average income. A commercial area is located along Huntington Drive north of Eastern Avenue.

ROUTE MAP



#### STREETS TRAVERSED

Leave 102nd St. and Graham Ave. via 102nd St., Beach St., Century Blvd., Graham Ave., Firestone Blvd., Maie Ave., Florence Ave., Holmes Ave., 55th St., Long Beach Ave., Olympic Blvd., Ninth St., San Pedro St., Eighth St., Main St. (Spring St., Ninth St.), Macy St., Mission Rd., Marengo St., Soto St. and Huntington Dr. to Hampden Terrace.

#### ALTERNATE ROUTE - VIA GENERAL HOSPITAL OUT-PATIENT CLINIC

Northbound via regular route to Marengo and State Sts., then via Marengo St., Service Roadway, into Clinic grounds, Cummings St., Marengo St., then regular route.

#### ADDITIONAL ROUTE TO LONG BEACH BLVD AND GREENLEAF DR.

Regular route of line to Graham Ave. and 97th St. via Graham Ave., 103rd St., Wilmington Ave., 119th St., Willowbrook Ave., and Greenleaf Dr. to Long Beach Blvd.

#### TURN BACK LOCATIONS

Spring at 7th Sts.  
General Hospital Clinic

#### HISTORY

This line had its origin in the local service operated over Pacific Electric's four-track rail lines. The Watts local line was established about 1904, although the second pair of tracks were not built until 1906-1907. A separate local service was established between Los Angeles and El Molino in 1910 but was cut back to Sierra Vista in 1915. The Watts and Sierra Vista Lines were through-routed from 1938 to 1950, becoming line 25 in 1943. This combination was split in 1950, the Watts line continuing as line 25 but the Sierra Vista line becoming line 26. In 1951 the Sierra Vista line was converted from rail to bus and designated line 92. The Watts local rail service became line 38 in 1958. This was discontinued in 1959, the motor coach replacement being an extension of line 92. In 1963 direct service was established to the General Hospital Clinic. Line 92 was extended to the new Martin Luther King Hospital in 1971.

#### OPERATIONS - 1969

Number of one-way trips	169	Average passengers per trip	61.5
Round trip running time (min.)	139	Round trip route miles	32.0
Average overall schedule speed (mph)	11.9	Average layover time (min.)	23

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM*	AM	Base	PM	9 PM
Weekdays	8	10	8	60	17	11	18	3
Saturdays	30	30	30	60	6	6	6	3
Sundays	40	40	40	60	4	4	4	3

\*After 9 PM, seven days a week, the south terminal is extended to Greenleaf & Long Beach Blvds. from 103rd St. & Graham Ave. over line 33.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Hempden Terr. & Main St.	4:20 AM	1:39 AM
102nd St. & Graham Ave.	4:28 AM	-
Greenleaf & Long Beach Blvds. (night time extension)	9:15 PM	2:55 AM
<u>Short Line Locations:</u>		
Main at 7th Sts.	-	N 1:39 AM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 55 min., Maximum 75 min., 36% increase  
 Location of heaviest traffic congestion:  
 On Main St. from 9th to Macy Sts.  
 Timepoint for heaviest traffic congestion:  
 Ninth - San Pedro Sts. 4:32-5:02 PM

FARE STRUCTURE

From the LA CBD to 102nd St. and Graham Ave. (Watts), the fare is \$.38; the fare is also \$.38 to Hampden Terrace and Main St. (Sierra Vista).

From the LA CBD the fare zone increments are as follows:

South of	North of
Holmes at Slauson Aves. \$.38	Huntington Dr. at Esmeralda St. \$.38

For fares south of Graham Ave. at 102nd St., see line 33.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for 17 hour count</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Long Beach & Vernon				
N	48.3	20.9	12.2	20.8
S	18.4	18.6	44.8	26.8
Macy & Alameda				
E	43.3	21.4	46.7	33.4
W	50.5	26.1	31.4	30.3

Other Load Points

Average for 17 Hour Count

Holmes & Florence	Long Beach & Vernon	Macy & Alameda	Marengo & Cornwell	Hampden & Main
N 16.4	N 25.2	E 35.7	E 18.5	N 1.0
S 17.1	S 28.4	W 34.4	W 19.3	S 1.5

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	6,779	2,321	2.9
Sept. 1966	7,194	2,405	3.0
Sept. 1967	6,889	2,480	2.8
Sept. 1968	7,372	2,548	2.9
Sept. 1969	7,557	2,557	3.0
Sept. 1970	7,282	2,607	2.8

\*Transfer passengers excluded.

LINE 93 - LOS ANGELES - VAN NUYS - PACOIMA

OPERATING RESULTS - 1969

	<u>Route No. 93</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 0.756	\$ 0.923
Margin per mile	- \$ 0.026	+ \$ 0.161
Passengers per mile	1.85	3.3
Daily passengers	9,081	
Daily bus miles	4,905.5	

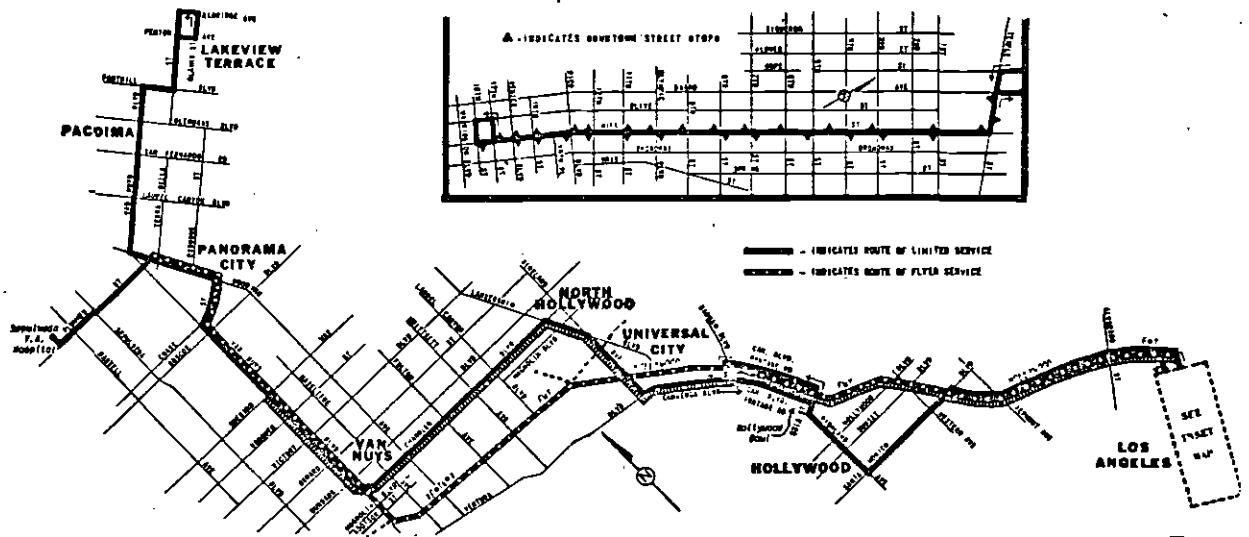
FUNCTION

Suburban line with arterial travel on arterial streets. Route from downtown Los Angeles northwest through the Hollywood, North Hollywood, Van Nuys, Panorama City Districts to the Lakeview District, with an alternate route to the Sepulveda Veterans Hospital. Peak hour limited and freeway flyer service via the Hollywood and Ventura Freeways is provided. (Flyer service, peak direction only.)

AREA SERVED

Departing the LA CBD, northbound on Hill St. the line passes Civic Center, the Music Center, and the Board of Education building. Entering the Hollywood Freeway, surface street operation is resumed along Santa Monica Blvd. at Western Avenue. There are commercial concentrations along Santa Monica Blvd. and three high-rise office buildings in the vicinity of Highland Ave. and Hollywood Blvd. The surrounding area consists of medium to lower income, high density developed apartments. Leaving Hollywood, traveling north on Highland Ave., the line passes the Hollywood Bowl. North Hollywood is an area of middle to lower middle income, consisting of medium density, mixed housing. The line passes Universal Studios and a commercial concentration along Lankershim Blvd. between Magnolia Ave. and Chandler Blvd. Van Nuys district of higher than average income, mixed housing of low to medium density. Service in the area is augmented for Milliken Junior High, Van Nuys Junior High and St. Genevieve High schools. Commercial concentrations are along Van Nuys Blvd. One high-rise office building at Victory Blvd. is served. Panorama City, Pacoima, and Lakeview Terrace are areas of lower than average income with mixed housing. One high-rise office building near Van Nuys and Roscoe Blvds. is served. Service is augmented for Monroe High and Sepulveda Junior High schools.

# ROUTE MAP



## STREETS TRAVERSED

Leave Hill and 17th Sts. via Hill St., Temple St., Grand Ave., Hollywood Freeway, Santa Monica Blvd., Highland Ave., Odin St., Cahuenga Blvd., Hollywood Freeway Frontage Road, Barham Blvd., Cahuenga Blvd., Ventura Blvd., Vineland Ave., Lankershim Blvd., Chandler Blvd., Van Nuys Blvd., Chase St., Woodman Ave., Van Nuys Blvd., Foothill Blvd., and Terra Bella St., via loop to Eldridge Ave.

### LIMITED

Leave Hill and 17th Sts. via Hill St., Temple St., Grand Ave., Hollywood Freeway, Barham Blvd., Cahuenga Blvd., Ventura Blvd., Vineland Ave., Lankershim Blvd., Chandler Blvd., Van Nuys Blvd., Chase St., Woodman Ave., Van Nuys Blvd., Foothill Blvd., and Terra Bella St., via loop to Eldridge Ave.

### FREEWAY FLYER

Leave Hill and 17th Sts. via Hill St., Temple St., Grand Ave., Hollywood Freeway, Ventura Freeway, Van Nuys Blvd., Chase St., Woodman Ave., Van Nuys Blvd., Foothill Blvd., and Terra Bella St., via loop to Eldridge Ave.

### ADDITIONAL ROUTE TO SEPULVEDA VETERANS HOSPITAL

Leave Hill and 17th Sts. via regular route to Woodman Ave. and Plummer St., then via Plummer St. to Sepulveda Veterans Hospital grounds.

#### TURN BACK LOCATIONS

Woodman Ave. at Plummer St.  
Van Nuys Blvd. at Sherman Way  
Lankershim at Chandler Blvds.

#### HISTORY

The Los Angeles-Van Nuys portion of this line was originally a Pacific Electric rail line, completed in 1911. Service was extended to Canoga Park in 1912, and to San Fernando in 1913. These extensions north and west of Van Nuys were converted to bus in 1938. The San Fernando Valley rail line was designated line 28 in 1943 as part of the Santa Monica Blvd. line but was changed to line 33 in 1950. Rail service was discontinued and motor coach line 93 established in its place in 1952. Rush-hour limited service, by-passing Hollywood via the Hollywood Freeway, was established in 1954. Rush-hour Freeway Flyer service, routed via the Hollywood and Ventura Freeways to Van Nuys Blvd. and operating to Panorama City, was added in 1960.

Line 93 received two major extensions and a new alternate route in 1962, replacing portions of lines 86 and 90. A portion of the service was extended from Van Nuys to Canoga Park. Motor coach service between these points had been established in 1938 in place of the original rail service, designated line 83 in 1943, and changed to line 90 in 1949. In addition, a portion of the service was operated from North Hollywood via Victory Blvd. to Van Nuys, then to Lakeview Terrace. The North Hollywood-Van Nuys portion of this route had been a part of line 86, established in 1947, which had been extended to Panorama City in 1949 and to Pacoima in 1957. The portion between Pacoima and Lakeview Terrace was a new extension. Sunday service by line 93 to the Sepulveda Veterans' Administration Hospital was established at the same time.

In 1963, the Victory Blvd. route between North Hollywood and Van Nuys and the Canoga Park extension were replaced by an extension of line 86. At that time, daily service by line 93 to the Sepulveda Veterans' Administration Hospital was established in place of line 90 service that had begun in 1962.

#### OPERATIONS - 1969

Number of one-way trips	184	Average passengers per trip	49.4
Round trip running time (min.)	235	Round trip route miles	60.6
Average overall schedule speed (mph)	14.1	Average layover time (min.)	22

---

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base <sup>1</sup>	PM	9 PM	AM	Base	PM	9 PM
Weekdays <sup>2</sup>	4	20	5	30	30	12	32	6
Saturdays	20	20	20	30	13	12	13	5
Sundays	25	30	30	30	8	7	7	5

<sup>1</sup>West of Woodman at Plummer to Veterans Hospital, daily base period headways are 60 min. North of same point to Pacoima, weekdays and Saturdays base period headways are 60 min. with no Sunday service.

<sup>2</sup>Includes eight limited and six flyers inbound in AM and nine limited and five flyers outbound in PM, Mon. through Fri. Also includes four limited in AM and in PM operating in reverse direction to peak traffic flow.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Terra Bella St. & Eldridge Ave.	6:23 AM	6:48 PM
Hill & 17th Sts.	5:36 AM	1:00 AM
<u>Short Line Locations:</u>		
Van Nuys Blvd. at Sherman Way	4:30 AM	2:07 AM
Woodman Ave. at Plummer St.	6:02 AM	10:24 PM
Sepulveda Veterans Hospital	7:09 AM	6:19 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 87 min., Maximum 125 min., 44% increase  
 Location of heaviest traffic congestion:  
 Hollywood Freeway -- Eastbound  
 Timepoint for heaviest traffic congestion:  
 Santa Monica Blvd. - Western Ave. 3:36-6:36 PM

FARE STRUCTURE

From the LA CBD to Eldridge Ave. and Terra Bella St. (Lakeview Terr.), the fare is \$.94.

From the LA CBD the fare zone increments are as follows:

<u>West &amp; North of</u>	
Hollywood Fwy. at Vermont Ave.	\$ .38
Barham at Cahuenga Blvds.	.46
Vineland Ave. at Moorpark St.	.54
Chandler at Laurel Canyon Blvds.	.62
Chandler Blvd. at Hazeltine Ave.	.70
Van Nuys Blvd at Valerio St.	.78
Woodman Ave. at Nordhoff St.	.86
Van Nuys at Laurel Canyon Blvds.	.94

First two zones for one fare applies north of Hollywood Blvd. and Highland Ave.



PASSENGERS PER TRIP

Passing	Peak Load Points			Average for 17 hour count
	AM	Base	PM	
Temple & Hill				
E	46.5	30.1	26.2	29.8
W	21.8	22.1	43.4	28.4

Other Load Points  
Average for 17 Hour Count

Hill & 17th	Temple & Hill	Santa Monica & Western	Highland & Hollywood	Van Nuys & Sherman Way
S .3	E 31.2	E 29.8	S 20.8	S 11.1
N .0	W 28.6	W 26.3	N 25.2	N 10.7
Woodman & Plummer				
S 7.1				
N 6.6				

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	7,412	4,753	1.6
Sept. 1966	7,395	4,828	1.5
Sept. 1967	7,260	4,983	1.5
Sept. 1968	8,174	4,843	1.7
Sept. 1969	9,070	4,907	1.8
Sept. 1970	8,740	4,915	1.8

\*Transfer passengers excluded.

LINE 94 - SANTA MONICA BOULEVARD

OPERATING RESULTS - 1969

	Route No. 94	System Total
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 1.329	\$ 0.923
Margin per mile	+ \$ 0.548	+ \$ 0.161
Passengers per mile	4.96	3.3
Daily passengers	11,069	
Daily bus miles	2,229.6	

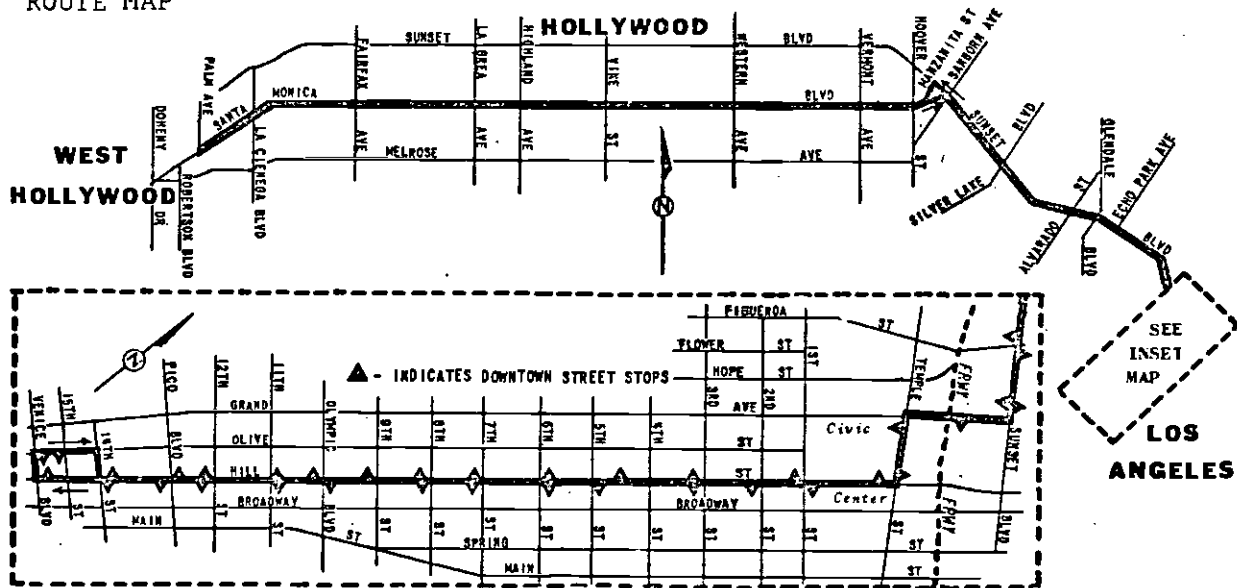
FUNCTION

Local central line with arterial travel on arterial streets. Route from downtown Los Angeles west to the West Hollywood District.

AREA SERVED

Departing the LA CBD and proceeding north along Hill St. the line passes the Civic Center, the Music Center and the Board of Education building. Turning west along Sunset Blvd., the line passes through the districts of Echo Park and Silverlake; both areas consist of lower than average income, housed in mixed, medium density dwellings. One high-rise office building is passed at Sunset Blvd. and Echo Park Avenue. Along Santa Monica Blvd., traveling to the line's terminal in West Hollywood, there is a wide variety of commercial, light manufacturing and entertainment activities. Surrounding this Boulevard, there are predominantly medium income, multiple family dwellings.

ROUTE MAP



STREETS TRAVERSED

Leave Olive and 15th Sts. via Olive St., 14th St., Hill St., Temple St., Grand Ave., Sunset Blvd., Manzanita St. (Santa Monica Blvd.), and Santa Monica Blvd. to San Vicente Blvd.

TURN BACK LOCATIONS

Santa Monica Blvd. at Fairfax Ave.  
 Santa Monica Blvd. at Western Ave.  
 Sunset Blvd. at Sanborn Ave.

HISTORY

This was originally a narrow-gauge rail line, built by Pasadena & Pacific in 1895. It was converted to standard-gauge by Los Angeles Pacific in 1908 and 1909. The Santa Monica Blvd. line was rerouted via the Subway and Glendale Blvd. in 1926, but other rail service continued to operate over the original route via Sunset Blvd. The Santa Monica Blvd. line was designated line 28 in 1943.

Motor coach line 91 was established in 1950, replacing rail service on the inner portion of Sunset Blvd. One branch extended west on Sunset Blvd. to Vermont Ave., another north on Echo Park Avenue. Line 94 was established in 1953, replacing the Santa Monica Blvd. rail service and the Sunset Blvd. branch of line 91. The Echo Park Ave. route was also a part of line 94 from about 1954 to 1964.

OPERATION - 1969

Number of one-way trips	191	Average passengers per trip	58.0
Round trip running time (min.)	129	Round trip route miles	24.2
Average overall schedule speed (mph)	9.4	Average layover time (min.)	25

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays*	6	10	9	30	19	13	18	5
Saturdays	20	20	20	30	8	8	8	4
Sundays	30	30	30	30	5	5	5	4

\*During weekdays base period only headways are doubled west of Santa Monica at Western.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Santa Monica Blvd. & Palm Ave.	4:47 AM	1:15 AM
Olive & 15th Sts.	5:00 AM	12:45 AM

TRAFFIC CONDITIONS

One-way running times:

Minimum 44 min., Maximum 71 min., 61% increase

Location of heaviest traffic congestion:

On Hill St. from 14th to Temple Sts.

Timepoint for heaviest traffic congestion:

Olive - 15th Sts. 4:05-5:00 PM

FARE STRUCTURE

From the LA CBD to Santa Monica Blvd. and Palm Ave. (West Hollywood), the fare is \$.46.

From the LA CBD the fare zone increments are as follows:

West of

Santa Monica Blvd. at Vermont Ave. \$.38  
 Santa Monica Blvd. at Fairfax Ave. .46

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for 17 hour count</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Sunset & Grand				
E	57.3	28.7	22.2	30.8
W	13.1	26.2	61.5	30.6

Other Load Points

Average for 17 Hour Count

Hill & Olympic	Sunset & Grand	Sunset & Sanborn	Santa Monica & Western	Santa Monica & Highland
S 5.7	E 28.8	E 17.9	E 22.4	E 23.4
N 5.8	W 25.8	W 18.9	W 24.1	W 21.1

Santa Monica & Palm

E 2.4  
 W 2.0

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	8,121	2,225	3.6
Sept. 1966	8,099	2,207	3.7
Sept. 1967	7,536	2,222	3.4
Sept. 1968	7,442	2,212	3.4
Sept. 1969	8,838	2,229	4.0
Sept. 1970	7,811	2,319	3.4

\*Transfer passengers excluded.

LINE 95 - VERNON - VERMONT AVENUES

OPERATING RESULTS - 1969

	<u>Route No. 95</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 1.117	\$ 0.923
Margin per mile	+ \$ 0.335	+ \$ 0.161
Passengers per mile	5.28	3.3
Daily passengers	20,846	
Daily bus miles	3,948.9	

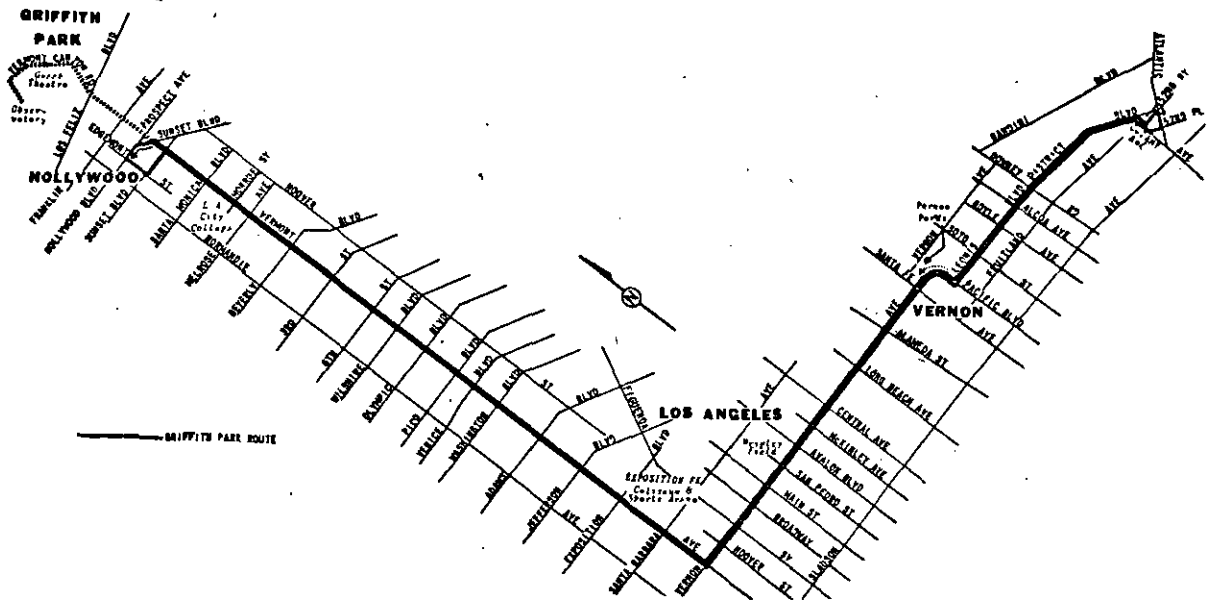
FUNCTION

Local central line with arterial travel on arterial streets. Route from the Hollywood District south through the Exposition District to the eastern boundary of Vernon.

AREA SERVED

Departing the heavy industrial concentrations of the City of Vernon, the line proceeds west along Vernon Ave. through the Avalon and Exposition Districts of Los Angeles. This part of the line travels through a predominantly Black community of low income, high density mixture of older single family houses and apartments. As the line turns north on Vermont Avenue, the Coliseum, Sports Arena and Exposition Park are passed. Service is augmented here for Manual Arts High School. Passing the Adams District, a high density mixture of low income housing continues. Commercial areas are in evidence all along Vermont Avenue. In the Wilshire District, higher than average income and multiple family dwellings prevail. Four high-rise office buildings are served in the vicinity of Vermont Ave. and Wilshire Blvd. In the Hollywood area, multiple dwellings and lower than average income prevails. Service is augmented for the Los Angeles City College. The line serves Cedars of Lebanon Hospital and Children's Hospital at Sunset Blvd., where one high-rise office building is also located.

## ROUTE MAP



## STREETS TRAVERSED

Leave District Blvd. and Cudahy Ave. via District Blvd., Leonis Blvd., Pacific Blvd., Vernon Ave. and Vermont Ave. to Hollywood Blvd.

## ADDITIONAL ROUTE - OBSERVATORY ROUTE

Leave Vermont and Melrose Aves. via Vermont Ave., Vermont Canyon Rd., and West Observatory Dr. to Observatory.

## TURN BACK LOCATIONS

Leonis Blvd. at Downey Rd.  
Vernon Yards  
Vernon at Central Aves.  
Vernon at Vermont Aves.  
Vermont Ave. at Monroe St.  
Vermont at Melrose Aves.

## HISTORY

The Vernon and Vermont Aves. crosstown rail line was established by Los Angeles Railway in 1913, although other lines had operated along portions of Vermont Ave. since the 1890's. It became line V in 1920, operating between Vernon & Santa Fe Aves. and First St. & Vermont Ave. The north end was extended to Monroe St. in 1923, at which time line V was also extended to Slauson & Santa Fe Aves. in place of a branch of line J. A second extension at the east end, to Leonis Blvd. & Downey Rd. was built in 1926. Rail service north of First St. was suspended in 1948, temporary motor coach line 40 being substituted for it. Through rail service was restored in 1950. Line V was terminated at Vernon Yards in 1954. Motor coach line 23 was established at that time, replacing the Santa Fe Ave. and Leonis Blvd.

HISTORY (Continued)

branches and extending service to District Blvd. & Atlantic Ave. The Santa Fe Ave. portion of this line was discontinued in 1962.

A portion of the line V rush-hour service was operated by motor coach between 1958 and 1960. All service was converted to motor coach as line 95 in 1963.

In 1923, service along Vermont Ave. to Los Feliz Blvd. was established by Los Angeles Motor Bus. Special service to the Greek Theatre and Observatory in Griffith Park was added in 1931. This became line 86 in 1934 but was changed to line 31 in 1958. It was transferred to Los Angeles Transit Lines when Los Angeles Motor Coach was dissolved in 1949.

Line 95 was extended in 1964 to operate between Hollywood Blvd. & Vermont Ave. and District Blvd. & Cudahy Ave., replacing line 23 and a portion of line 31. Service to the Greek Theatre and Observatory was also made a part of line 95.

OPERATIONS - 1969

Number of one-way trips	306	Average passengers per trip	68.1
Round trip running time (min.)	139	Round trip route miles	27.2
Average overall schedule speed (mph)	9.3	Average layover time (min.)	36

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays*	2	10	4	20	42	15	30	6
Saturdays	15	15	15	20	10	10	10	6
Sundays	20	20	20	30	7	7	7	4

\*During weekday base period only average headway east of Vernon at Central Aves. is 20 min. to Santa Fe Ave. and 40 min. on to District Blvd. at Cudahy Ave.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminal :</u> District Blvd. & Cudahy Ave.	6:08 AM	5:48 PM

Twenty-four hour service is provided between Vermont & Hollywood and Vernon Yards.

TRAFFIC CONDITIONS

One-way running times:

Minimum 56 min., Maximum 75 min., 34% increase

Location of heaviest traffic congestion:

On Vermont Ave. from Hollywood to Adams Blvd.

Timepoint for heaviest traffic congestion:

Vermont Ave. - Hollywood Blvd. 4:00-4:56 PM

FARE STRUCTURE

From the Planetarium to Hollywood Blvd. and Vermont Ave., the fare is \$.30. A special reduced line fare of \$.30 with no transfer restrictions applies between Santa Monica and Los Feliz Blvds.

From Hollywood Blvd. and Vermont Ave. to 52nd St. and Atlantic Ave. (Cudahy), the fare is \$.38.

From Hollywood Blvd. and Vermont Ave., the fare zone increment is as follows:

East of

Leonis Blvd. at Downey Rd. \$.38

PASSENGERS PER TRIP

Passing	<u>Peak Load Points</u>			<u>Average for 17 hour count</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Vermont & Pico				
N	61.8	32.2	29.2	37.7
S	21.0	28.2	61.5	34.3

Other Load Points

Average for 17 Hour Count

Vernon & Santa Fe	Vernon & Central	Vernon & Vermont	Vermont & Adams
W 4.3	W 15.0	N 25.7	N 35.0
E 3.4	E 10.7	S 21.2	S 30.9
Vermont & Pico	Vermont & Monroe	Vermont & Hollywood	
N 37.5	N 25.0	N 7.2	
S 33.4	S 29.9	S 4.3	

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	13,655	3,530	3.9
Sept. 1966	14,087	3,728	3.8
Sept. 1967	13,299	3,900	3.4
Sept. 1968	13,301	3,887	3.4
Sept. 1969	14,072	3,949	3.6
Sept. 1970	13,560	3,860	3.5

\*Transfer passengers excluded.



LINE 96 - SOUTH NORMANDIE AVENUE

OPERATING RESULTS - 1969

	Route No. 96	System Total
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.813	\$ 0.923
Margin per mile	+ \$ 0.032	+ \$ 0.161
Passengers per mile	3.17	3.3
Daily passengers	1,974	
Daily bus miles	622.2	

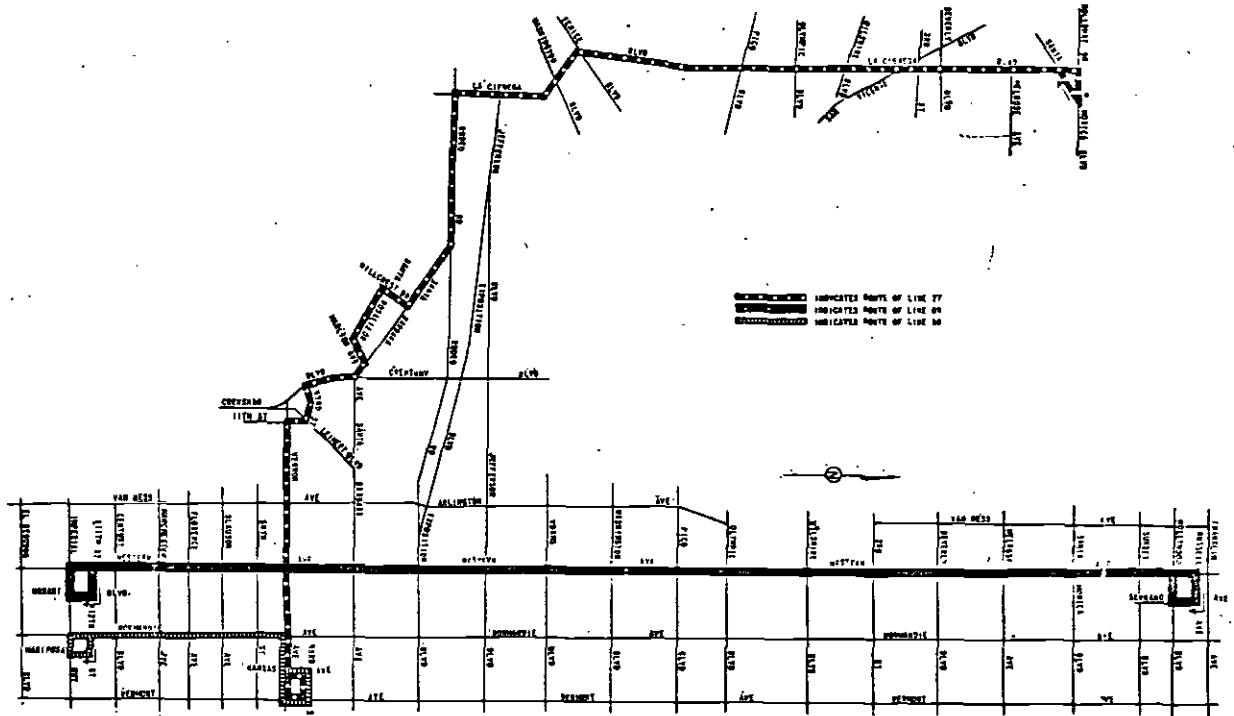
FUNCTION

Local central line. Route from the Exposition District south to the South Vermont District.

AREA SERVED

This line operates entirely within the South Vermont and Exposition Districts of Los Angeles serving a predominantly Black community. These areas consist of single family, medium density dwellings of lower than average income. One commercial area is served near the line's northern terminus at Vermont and Vernon Avenues. Service is augmented for Washington High School.

ROUTE MAP



**STREETS TRAVERSED**

Leave Normandie Ave. and Imperial Hwy. via Normandie Ave. and Vernon Ave. via loop to Vermont Ave.

**TURN BACK LOCATIONS**

None

**HISTORY**

Los Angeles Railway established their Normandie Ave. motor coach line in 1925, operating between 54th and 71st Sts. It was extended on the north to 48th St. in 1930 and to Vernon Ave. in 1934, and on the south to Manchester Ave. in 1930 and to 106th St. in 1932. It was designated line 57 in 1934. Service north of 54th St. was suspended from 1942 to 1945. A final extension to Imperial Hwy. was added in 1948. This line was combined into line 27 in 1952 but was re-established as a separate line 96 in 1961.

**OPERATIONS - 1969**

Number of one-way trips	104	Average passengers per trip	19.0
Round trip running time (min.)	45	Round trip route miles	11.4
Average overall schedule speed (mph)	11.0	Average layover time (min.)	17

**SCHEDULE - 1969**

	Headways (min.)				Buses Assigned*			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	20	20	20	30	3	3	3	2
Saturdays	---See line 27 for Sat. & Sun. service---							
Sundays	-	-	-	-	-	-	-	-

\*Three buses in AM and three buses in PM operating in school service only are not included.

**PERIOD OF SERVICE**

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Vernon & Vermont Aves.	4:45 AM	11:49 PM
Normandie Ave. & Imperial Hwy.	4:50 AM	12:57 AM

**TRAFFIC CONDITIONS**

One-way running times:  
 Minimum 17 min., Maximum 26 min., 53% increase  
 Location of heaviest traffic congestion:  
 At Vernon and Vermont Aves.  
 Timepoint for heaviest traffic congestion:  
 Vernon - Vermont Aves. 3:40-6:00 PM

FARE STRUCTURE

From Vernon and Vermont Aves. to Normandie Ave. and Imperial Hwy.,  
the fare is \$.46.

From Vernon and Vermont Aves. the fare increments are as follows:

South of  
Normandie Ave. at 48th St. \$.38  
Normandie Ave. at 79th St. .46

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Normandie & 92nd N	34.7	9.2	34.4	12.3
Normandie & 91st S	55.3	8.5	33.4	11.7

Other Load Points  
Average for Day

Normandie & Florence N 7.3 S 8.7	Normandie & 54th N 7.3 S 9.8
-------------------------------------------	---------------------------------------

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1965	1,085	634	1.7
Sept. 1966	1,112	650	1.7
Sept. 1967	1,225	636	1.9
Sept. 1968	1,283	636	2.0
Sept. 1969	1,429	622	2.3
Sept. 1970	1,377	657	2.1

\*Transfer passengers excluded.

LINE 99 - HARDMAN CENTER - CASA BLANCA - FAIRMOUNT PARK

OPERATING RESULTS - 1969

	<u>Route No. 99</u>	<u>System Total</u>
Cost per mile	\$ 0.779	\$ 0.762
Revenue per mile	\$ 0.289	\$ 0.923
Margin per mile	- \$ 0.490	+ \$ 0.161
Passengers per mile	1.13	3.3
Daily passengers	390	
Daily bus miles	346.4	

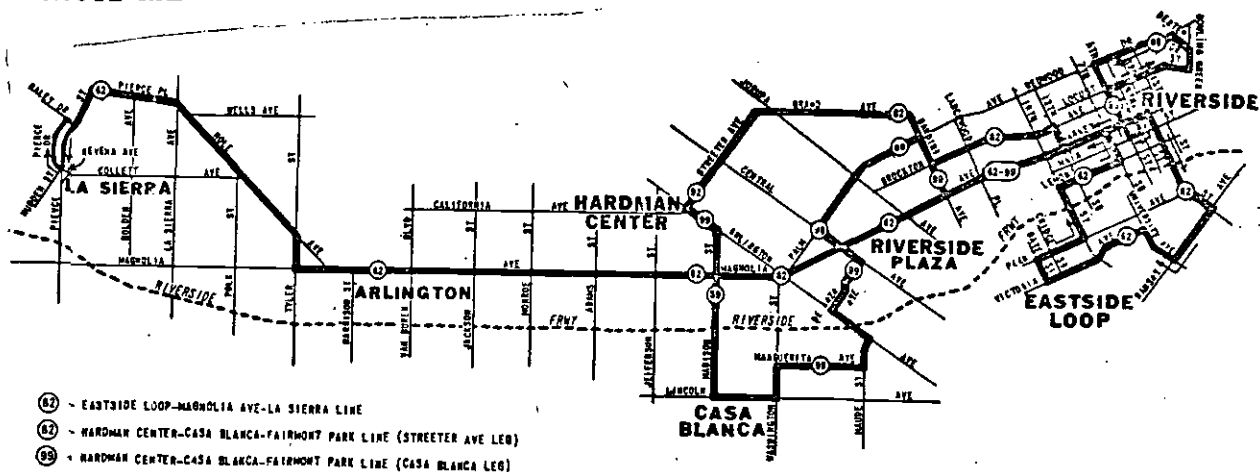
FUNCTION

Local line outside central area. Circular route within Riverside, via Palm Ave. and Casa Blanca, with alternate route, route 82, via Brockton Ave. and Hardman Center.

AREA SERVED

Departing the higher income, low density, single family residential area of Fairmount Park, the line proceeds south along Market St. through the large commercial area of downtown Riverside. Passing the Magnolia Center, a commercial concentration, the line operates into the Casa Blanca area. This section consists of low income, single family dwellings, housing a predominantly minority group population. Turning north along Madison Ave., the line proceeds to Hardman Center, a large commercial complex. Passing Hardman Center and continuing north along Streeter Ave., the line passes through an area of higher income, single family residences as it travels back into the Riverside CBD.

ROUTE MAP



STREETS TRAVERSED

Leave Main and Fourth Sts. via Main St., Fifth St., Market St., 12th St., Brockton Ave., Bandini Ave., Grand Ave., Streeter Ave., Arlington Ave., Madison St., Lincoln Ave., Washington St., Marguerita Ave., Maude St., Arlington Ave., De Anza Ave., Central Ave., Palm Ave., Bandini Ave., Magnolia Ave., Market St., Fifth St., Locust St., Bowling Green Dr., Dexter Dr., Redwood Dr. and Fifth St. to Market St.

## TURN BACK LOCATIONS

None

## HISTORY

### LINE 99

Line 99 was established by Los Angeles Metropolitan Transit Authority in 1961 to replace the Casa Blanca route of Riverside City Lines. It was extended and rerouted in 1964 to serve the Hardman Center and Fairmount Park areas.

Fairmount Park had been served by a rail line built by Riverside & Arlington in 1900 and operated by Pacific Electric Railway until 1925. A motor coach line, established some time later, was operated by Riverside City Lines until 1961. A branch of line 62 served Fairmount Park from 1961 to 1964. The Hardman Center route had been part of line 82 from 1961 to 1964 and continues to be identified as route 82 although operated as part of line 99.

### ROUTE 82

Line 82 was established by Los Angeles Metropolitan Transit Authority in 1961 to replace service previously operated by Riverside City Lines. As then operated, it included the Eastside Loop and the Hardman Center route to Streeter Ave. and Arlington Ave.

Portions of this line had been served, earlier, by street car routes of Pacific Electric Railway and its predecessor. Brockton Ave. was a part of the horse car line to Arlington, built by Riverside & Arlington in 1893 and electrified in 1899. A separate local service was established along Brockton Ave. when the Arlington line was rerouted via Magnolia Ave. in 1914. This Brockton Ave. line was abandoned south of Jurupa Ave. in 1919. Rail service was discontinued in 1936, but Pacific Electric operated a replacement bus service until 1938. A portion of the Eastside Loop had been served by the Victoria Hill line, built by Riverside & Arlington in 1900 and abandoned in 1925.

Line 82 ceased to operate, as such, in 1964. The Eastside Loop was made a part of line 62 and the Hardman Center end extended to a connection with line 99 and made a part of line 99. However, the Streeter Ave. leg of line 99 is still identified as route 82.

## OPERATIONS - 1969

Number of one-way trips	24	Average passengers per trip	16.3
Round trip running time (min.)	52	Round trip route miles	14.6
Average overall schedule speed (mph)	11.9	Average layover time (min.)	22

SCHEDULE - 1969	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	2	2	2	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u> Dexter & Bowling Green	7:54 AM	6:12 PM
<u>Short Line Locations:</u> Streeter at Arlington Aves.	6:40 AM	-
Market at 7th Sts.	7:10 AM	7:04 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 51 min., Maximum 52 min., 2% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Fourth - Main Sts. 6:50 AM - 6:15 PM

FARE STRUCTURE

The entire line is within Riverside zone 1 and Hardman zone 2 (\$.30).  
 First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	AM	Base	PM	
Maude & Duke N	13.5	6.8	11.0	6.4
Magnolia & Beachwood S	6.5	11.1	11.3	6.8

Other Load Points  
Average for Day

Market & 14th N 4.7 S 6.6	Madison & Magnolia N 3.6 S 3.8
------------------------------------	-----------------------------------------

## TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	359	343	1.0
Sept. 1966	356	343	1.0
Sept. 1967	337	340	1.0
Sept. 1968	310	340	.9
Sept. 1969	308	346	.9
Sept. 1970	296	346	.9

\*Transfer passengers excluded.

LINE 100 - CENTURY BOULEVARD

OPERATING RESULTS - 1969

	<u>Route No. 100</u>	<u>System Total</u>
Cost per mile	\$ 0.695	\$ 0.762
Revenue per mile	\$ 0.708	\$ 0.923
Margin per mile	+ \$ 0.013	+ \$ 0.161
Passengers per mile	3.03	3.3
Daily passengers	3,993	
Daily bus miles	1,318.6	

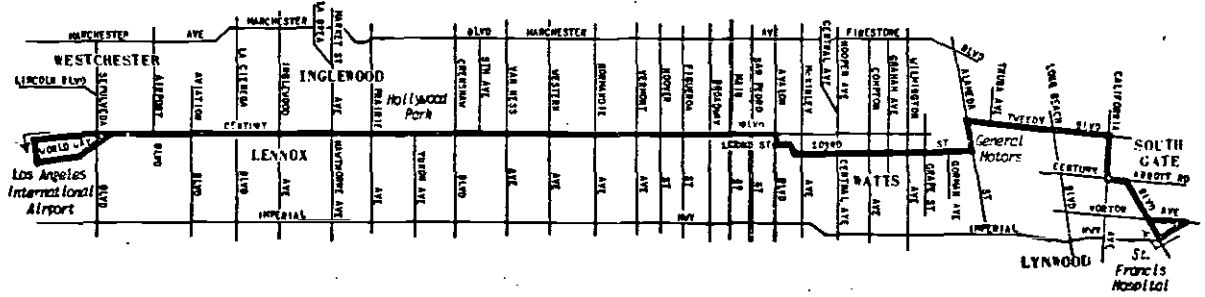
FUNCTION

Local central line on arterial streets. Route from Lynwood west to the Westchester District of Los Angeles (to Los Angeles International Airport).

AREA SERVED

Beginning from its west terminal in the Los Angeles International Airport, the line proceeds east along Century Blvd. through the Westchester District of Los Angeles and Inglewood. This area consists of high density, mixed housing and higher than average income. At Prairie Ave., Hollywood Park Race Track is served. The South Vermont, Green Meadows and Watts Districts of Los Angeles are predominantly Black communities of single family, medium density, lower than average income dwellings. Commercial areas are located along 103rd St. in Watts. After crossing the Alameda St. industrial corridor, the line passes through the cities of South Gate and Lynwood. These communities are predominantly middle income, single family dwellings. The line passes near the General Motors Assembly Plant and light manufacturing plants. There is an extensive shopping area spread along Tweedy Blvd., the most established commercial area for South Gate. At the line's east terminus in Lynwood, St. Francis Hospital is served. Surrounding the Hospital is a large multiple family residential area.

ROUTE MAP



STREETS TRAVERSED

Leave L.A. International Airport via World Way, Century Blvd., Avalon Blvd., 103rd St., Alameda St., Tweedy Blvd., California Ave., and Century Blvd. via loop to Imperial Hwy.



TURN BACK LOCATION  
None

HISTORY

This service was established in 1966 on a subsidized basis under the Transportation-Employment Project of the California Business and Transportation Agency. The original east terminal was at Gorman Ave., but the line was extended to its present length two months later. The service was continued by the Southern California Rapid Transit District after expiration of the subsidy contract in 1969. Fares on this line were held at the 1966 level of \$.25 for the first zone with free transfers until the subsidy was terminated in 1969.

OPERATIONS - 1969

Number of one-way trips	88	Average passengers per trip	45.4
Round trip running time (min.)	96	Round trip route miles	26.4
Average overall schedule speed (mph)	13.2	Average layover time (min.)	24.

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	20	30	20	40	7	4	6	3
Saturdays	40	40	40	40	3	3	3	3
Sundays	60	60	60	60	2	2	2	2

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
L.A. International Airport	5:20 AM	12:31 PM
Century Blvd. & Imperial Hwy.	5:00 AM	1:01 AM

TRAFFIC CONDITIONS

One-way running times:  
Minimum 42 min., Maximum 51 min., 21% increase  
Location of heaviest traffic congestion:  
L.A. International Airport  
Timepoint for heaviest traffic congestion:  
International Airport 2:10-6:00 PM

FARE STRUCTURE

From the Los Angeles International Airport to Imperial Hwy. and Century Blvd., the fare is \$.46.

From the Los Angeles International Airport the fare zone increments are as follows:

	<u>East of</u>	
Century Blvd. at Western Ave.		\$.38
Century Blvd. at Broadway		.46

A special reduced line fare of \$.38 with restricted transfer privileges applies between Los Angeles International Airport and Tweedy Blvd. and Truba Ave.

First two zones for one fare applies west of Century Blvd. and Western Ave.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Century & Budlong				
E	23.4	15.5	31.6	15.4
W	36.4	28.4	20.9	16.2

Other Load Points

Average for Day

Century & Hawthorne	103rd & Compton
E 12.1	E 5.9
W 15.0	W 9.2

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	-	-	-
Sept. 1966	1,212	1,723	.7
Sept. 1967	2,243	1,723	1.3
Sept. 1968	2,953	1,725	1.7
Sept. 1969	3,151	1,319	2.4
Sept. 1970	3,037	1,326	2.3

\*Transfer passengers excluded.

LINE 101 - REDONDO BEACH - CRENSHAW BOULEVARD

OPERATING RESULTS - 1969

	<u>Route No. 101</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.599	\$ 0.923
Margin per mile	- \$ 0.182	+ \$ 0.161
Passengers per mile	2.06	3.3
Daily passengers	1,411	
Daily bus miles	684.6	

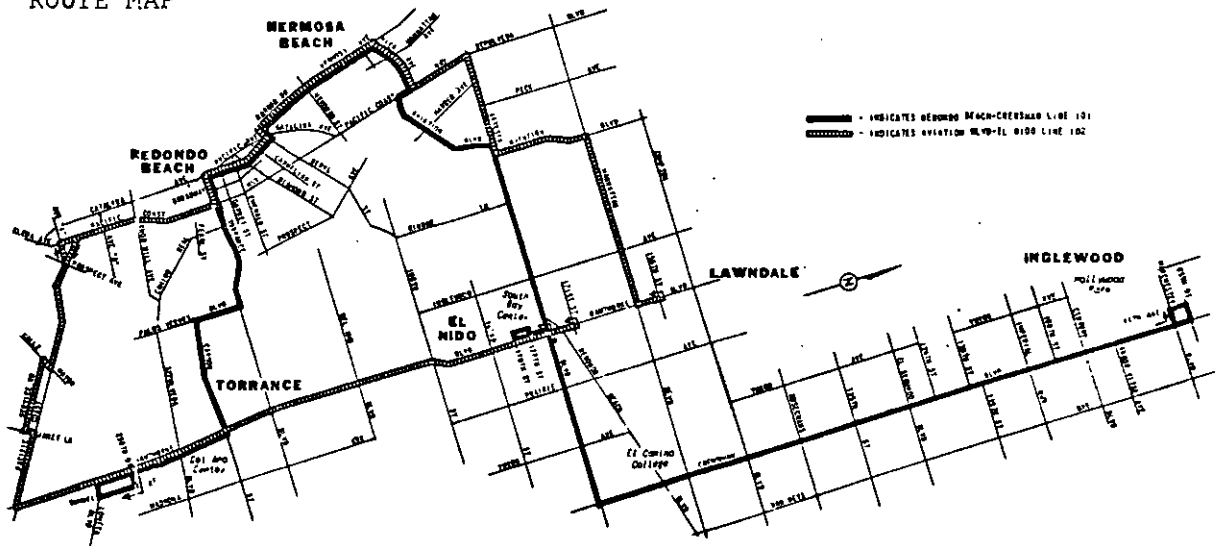
FUNCTION

Local line, outside central area, on arterial streets. Route from Inglewood south and west to North Torrance, Redondo Beach and West Torrance.

AREA SERVED

Proceeding south along Crenshaw Blvd. from the Morningside Park District of the city of Inglewood, the line serves an area of higher than average income, mixed, medium density housing. One high-rise building is passed at Crenshaw Blvd. and Imperial Highway. The Lawndale and El Nido Districts are areas of single family, average income of low density. One intensified commercial area is served at Hawthorne and Artesia Blvds. The Hermosa and Redondo Beach areas consist of mixed, high density, medium to lower income families. Commercial areas are located along Hermosa Ave. and Catalina Ave. In Redondo Beach, a point of interest is the King Harbor. Turning east into the Torrance area near Del Amo Center, the line serves an area of single family, higher than average income, low density dwellings. Service is augmented in this area for Montgomery High School. One commercial area with high-rise office buildings is served at Del Amo Center along Hawthorne Blvd. near Torrance Blvd.

ROUTE MAP



#### STREETS TRAVERSED

Leave Lomita and Hawthorne Blvds. via Lomita Blvd., Hawthorne Blvd., Carson St., Palos Verdes Blvd., Torrance Blvd., Catalina Ave., Beryl St., Harbor Dr., Hermosa Ave., Pier Ave., Pacific Coast Hwy., Pier Ave., Aviation Blvd., Artesia Blvd. and Crenshaw Blvd. to Manchester Blvd.

#### TURN BACK LOCATIONS

Torrance Blvd. at Catalina Ave.  
Artesia at Hawthorne Blvds.

#### HISTORY

This line is a combination of parts of several lines that were operated by Sunset Stages until 1958, then by Southern Cities Transit until 1959, and by Cross Town Suburban Bus Lines until acquired by Los Angeles Metropolitan Transit Authority in 1961.

The portion between Crenshaw Blvd. & Manchester Ave. and Artesia & Hawthorne Blvds. was Sunset line 7. It was combined in the 1950's with their line 5 to continue northward along Hawthorne Blvd. to Inglewood.

The portion between Artesia & Hawthorne Blvds. and Redondo Beach was a part of Sunset line 1, which operated between Inglewood and Redondo Beach, then continued to Seaside Rancho. The portion east of Pacific Coast Hwy. & Avenue I was replaced about 1960 by an extension of line 2.

The portion between Redondo Beach and Del Amo Center was established about 1960 as an extension of Sunset line 6 which had operated previously along Hawthorne Blvd. between Inglewood and El Nido.

Upon their acquisition by Los Angeles Metropolitan Transit Authority, former Cross Town lines 1, 6, and 7 were renumbered 101, 106, and 107, respectively. Later in 1961, service along Hawthorne Blvd. north of Artesia Blvd. was replaced by an extension of line 5 and that along Crenshaw Blvd. between El Segundo Blvd. and Manchester Ave. by an extension of line 85. Remaining portions of lines 107, 101, and 106 were then combined as line 101, operating between El Segundo & Crenshaw Blvds. and Del Amo Center. Line 101 was extended to Manchester Ave. & Crenshaw Blvd. early in 1962, replacing the extension of line 85, in response to a protest by Inglewood City Lines. Line 101 was extended from Del Amo Center to Lomita & Hawthorne Blvds. in 1966. Service on the Crenshaw Blvd. portion of the line was increased in 1968, this added service operating into South Bay Center.

#### OPERATIONS - 1969

Number of one-way trips	50	Average passengers per trip	28.2
Round trip running time (min.)	125	Round trip route miles	33.0
Average overall schedule speed (mph)	12.9	Average layover time (min.)	29

SCHEDULE - 1969

	Headways*(min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	30	30	30	-	4	4	4	-
Saturdays	30	30	30	-	4	4	4	-
Sundays	60	60	60	-	2	2	2	-

\*Weekdays and Saturdays, headways are doubled south of Artesia at Hawthorne. No service south of Torrance at Catalina on Sunday.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Crenshaw & Manchester Blvds.	6:35 AM	7:20 PM
Hawthorne & Lomita Blvds.	7:35 AM	6:17 PM
<u>Short Line Locations:</u>		
Crenshaw at El Segundo Blvds.	6:20 AM	-
Artesia at Hawthorne Blvds.	6:44 AM	-
Torrance Blvd. at Catalina Ave.	6:47 AM	6:52 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 57 min., Maximum 62 min., 9% increase  
 Location of heaviest traffic congestion:  
 On Crenshaw Blvd. from Manchester Blvd. to Rosecrans Ave.  
 Timepoint for heaviest traffic congestion:  
 Crenshaw - Manchester Blvds. 1:30-4:40 PM

FARE STRUCTURE

The fare from Crenshaw and Manchester Blvds. to Hawthorne and Lomita Blvds. is \$.54.

From Crenshaw and Manchester Blvds. the fare zone increments are as follows:

South of	
Crenshaw at El Segundo Blvds.	\$.38
Artesia at Hawthorne Blvds.	.46
Hermosa Ave. at Herondo St.	.54

First two zones for one fare applies over the entire line.

## PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Crenshaw & Manchester S	14.6	11.8	15.4	10.8
Crenshaw & 104th N	23.6	9.2	14.8	10.5

Other Load PointsAverage for Day

Artesia & Hawthorne	Catalina & Torrance
W 4.8	S 3.3
E 5.4	N 4.0

## TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	999	539	1.9
Sept. 1966	1,084	561	1.9
Sept. 1967	997	561	1.8
Sept. 1968	1,055	554	1.9
Sept. 1969	1,103	685	1.6
Sept. 1970	1,062	685	1.6

\*Transfer passengers excluded.

LINE 102 - AVIATION BOULEVARD - EL NIDO

OPERATING RESULTS - 1969

	<u>Route No. 102</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.278	\$ 0.923
Margin per mile	- \$ 0.503	+ \$ 0.161
Passengers per mile	1.01	3.3
Daily passengers	429	
Daily bus miles	423.7	

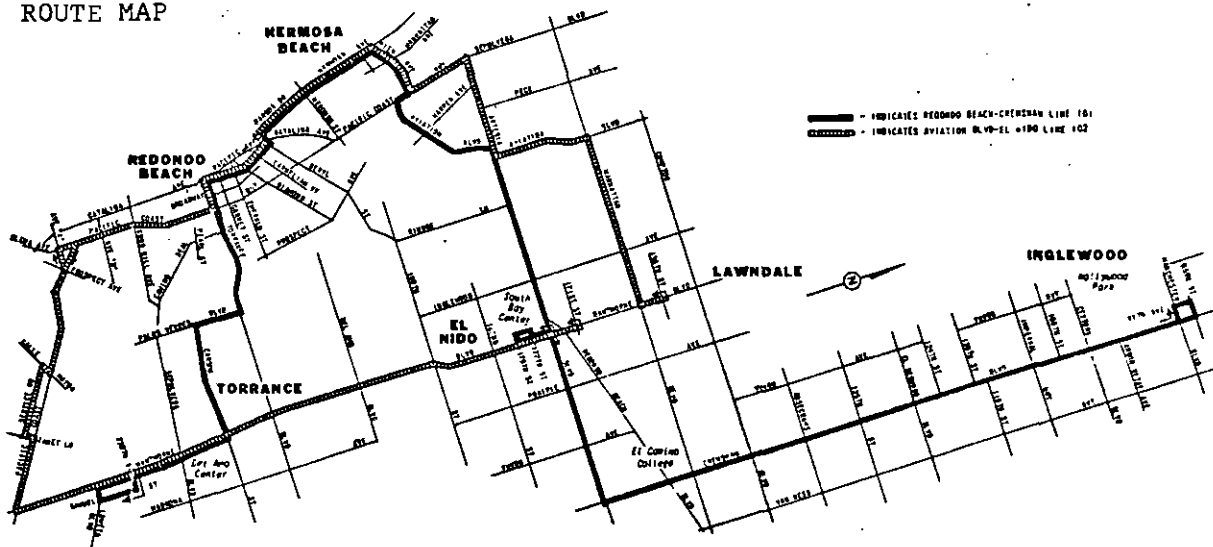
FUNCTION

Local line, outside central area, on arterial streets. Circular route on two legs north from southern Torrance to southern Lawndale and through Redondo Beach.

AREA SERVED

Leaving its north terminal in Lawndale near Hawthorne and Manhattan Beach Blvds. the line proceeds west through an area of single family, medium density, average income residences. Some light manufacturing is located in this area along Manhattan Beach Blvd. Turning south into the areas of Hermosa and Redondo Beach, a District of mixed, lower than average, high density income residences are served. Commercial concentrations are located along Pier Ave. in Hermosa Beach and Catalina Ave. in Redondo Beach. A point of interest on the line in Redondo Beach is King Harbor.

ROUTE MAP



STREETS TRAVERSED

Leave Hawthorne and Artesia Blvds. via Hawthorne Ave., Pacific Coast Hwy., Janet Lane, Service Rd., Calle Mayor, Pacific Coast Hwy., Ave. I, Elena Ave., Pacific Coast Hwy., Torrance Blvd., Catalina Ave., Beryl St., Harbor Dr., Hermosa Ave., Pier Ave., Pacific Coast Hwy., Artesia Blvd., Aviation Blvd. and Manhattan Beach Blvd. to Hawthorne Blvd.

TURN BACK LOCATIONS.

Torrance Blvd. at Catalina Ave.

HISTORY

This route was served, originally by Sunset Stages, who operated from Inglewood via Hawthorne, Manhattan Beach and Aviation Blvds. and Pier Ave. to Hermosa Beach, then along the coast to Redondo Beach and to Pacific Coast Hwy and Avenue I. Sunset Stages was acquired in 1958 by Southern Cities Transit, which was merged into Cross Town Suburban Bus Lines in 1959. Line 2 was rerouted about 1960 via Artesia Blvd. and Pacific Coast Hwy., replacing a portion of line 4. It was also extended from Redondo Beach via Pacific Coast Hwy. and Hawthorne Blvd. to South Bay Center.

Cross Town acquired in 1961 by Los Angeles Metropolitan Transit Authority and since then has been designed as line 102. The portion between Inglewood and Manhattan Beach and Hawthorne Blvds. was replaced later in 1961 by an extension of line 5.

OPERATIONS - 1969

Number of one-way trips	26	Average passengers per trip	16.5
Round trip running time (min.)	102	Round trip route miles	30.0
Average overall schedule speed (mph)	15.0	Average layover time (min.)	18

SCHEDULE - 1969

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	60	60	60	-	2	2	2	-
Saturdays	60	60	60	-	2	2	2	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Hawthorne & Artesia Blvds.	7:55 AM	6:45 PM
Manhattan Beach & Hawthorne Blvds.	6:48 AM	6:41 PM
<u>Short Line Locations:</u>		
Torrance Blvd. at Catalina Ave.	6:20 AM	-
Avenue I at Elena Ave.	7:05 AM	7:20 PM



TRAFFIC CONDITIONS

One-way running times:  
 Minimum 54 min., Maximum 54 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Hawthorne - Artesia Blvds. 6:00 AM - 5:47 PM

FARE STRUCTURE

The fare from Manhattan Beach and Hawthorne Blvds. to Hawthorne Blvd. and 172nd St. is \$.46.

From Manhattan Beach and Hawthorne Blvds. the fare zone increments are as follows:

South & East of

Hermosa Ave. at Herondo St. \$.38  
 Hawthorne at Torrance Blvds. .46

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Hawthorne & 190th S	7.0	10.0	9.0	6.2
Coast Hwy. & Calle Mayor N	13.0	8.6	7.3	5.7

Other Load Points  
Average for Day

Artesia & Prospect  
 S 4.3  
 N 3.5

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1965	327	432	.8
Sept. 1966	372	435	.9
Sept. 1967	355	435	.8
Sept. 1968	398	424	.9
Sept. 1969	384	424	.9
Sept. 1970	370	424	.9

\*Transfer passengers excluded.

LINE 103 - MANHATTAN BEACH - YUKON AVENUE

ROUTE 104 - INGLEWOOD - PRAIRIE AVENUES

OPERATING RESULTS - 1969

	<u>Route No. 103</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.226	\$ 0.923
Margin per mile	- \$ 0.555	+ \$ 0.161
Passengers per mile	.92	3.3
Daily passengers	770	
Daily bus miles	834.7	

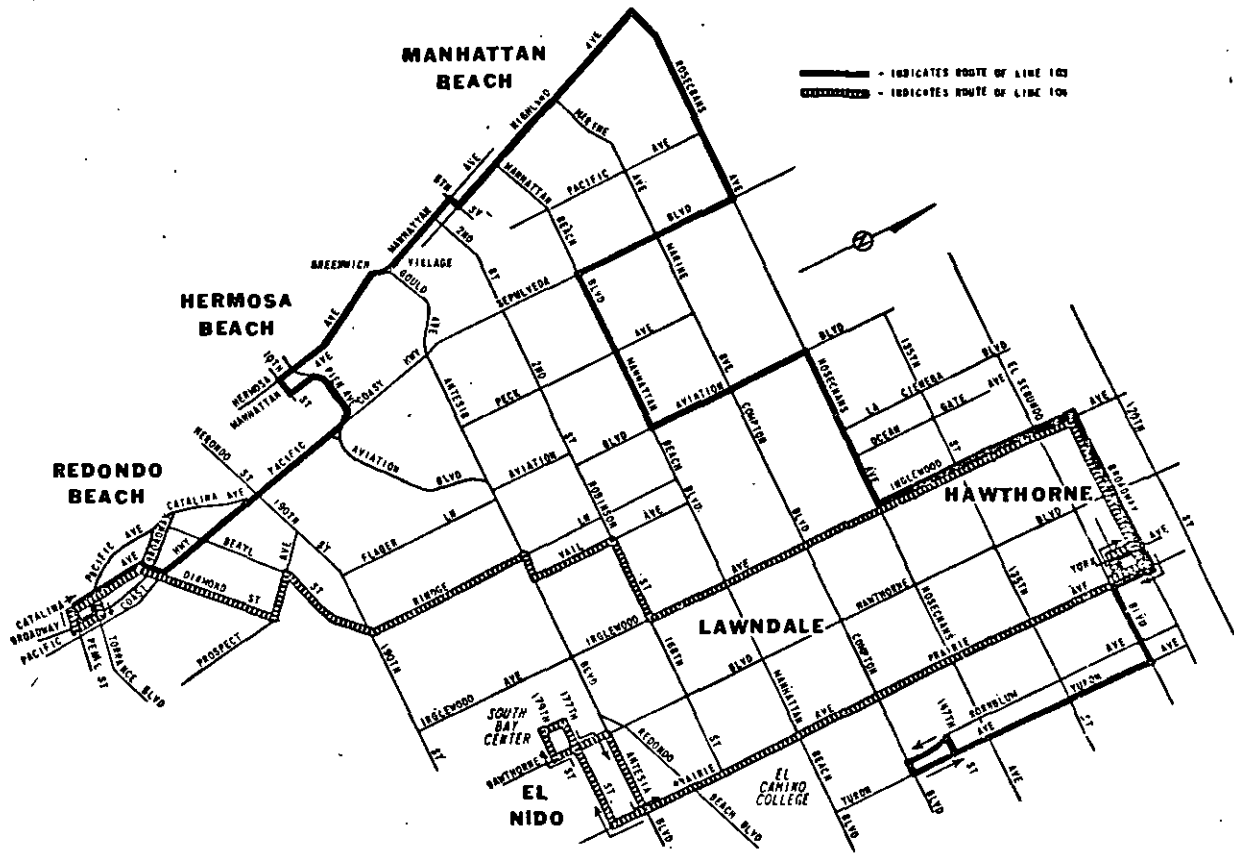
FUNCTION

Local line, outside central area, on arterial streets. Route on two legs from Manhattan Beach east to Hawthorne and south to Redondo Beach. Additional route, route 104, consists of route on two legs from Hawthorne south to northern Torrance, (South Bay Center) and south and west to Redondo Beach.

AREA SERVED

Departing South Bay Center, a commercial concentration in the El Nido District and proceeding north along Prairie Ave. the line passes through the Districts of Lawndale and Hawthorne, both of which are single family, low density, higher than average income areas. Service in the area is augmented for Lawndale High, Morningside High and St. Joseph's Elementary schools. Turning west on Broadway through the center of Hawthorne, the line serves one small shopping area. Turning south and west from Hawthorne, the areas of Manhattan, Hermosa and Redondo Beaches are served. These are areas of mixed dwellings of medium to high density and low to medium income. Commercial areas passed are along Highland Ave. in Manhattan Beach, Pier Ave. in Hermosa Beach, and Catalina Ave. in Redondo Beach. Points of interest include the South Bay Hospital and King Harbor in Redondo Beach. One industrial concentration is served along Aviation Blvd. in Manhattan Beach.

ROUTE MAP



STREETS TRAVERSED

LINE 103

Leave Torrance Blvd. and Catalina Ave. via Torrance Blvd., Broadway, Pearl St., Catalina Ave., Diamond St., Pacific Coast Hwy., Pier Ave., Manhattan Ave., 10th St., Hermosa Ave., Greenwich Village, Manhattan Ave., 5th St., Highland Ave., Rosecrans Ave., Sepulveda Blvd., Manhattan Beach Blvd., Aviation Blvd., Rosecrans Ave., Ocean Gate Ave., El Segundo Blvd., Inglewood Ave., Broadway, Prairie Ave. (122nd St., York Ave.), El Segundo Blvd., Yukon Ave., 147th St., and Kornblum Ave. via loop to Compton Blvd.

ROUTE 104

Leave Torrance Blvd. and Catalina Ave. via Torrance Blvd., Broadway, Pearl St., Catalina Ave., Diamond St., Prospect Ave., Beryl St., Rindge Lane, Arteria Blvd., Vail Ave., Robinson St., Inglewood Ave., Broadway, Prairie Ave. (122nd St., York Ave.), 177th St. (Artesia Blvd.), Hawthorne Blvd., and 179th St. to South Bay Shopping Center.

TURN BACK LOCATIONS

None

## HISTORY

### LINE 103

This is a combination of portions of several routes that were operated by Sunset Stages until 1958, then by Southern Cities Transit until 1959, then by Cross Town Suburban Bus Lines until acquired by Los Angeles Metropolitan Transit Authority in 1961.

What became Southern Cities line 3 was operated by Sunset Stages from Inglewood via Hawthorne Blvd. to Broadway, then via substantially the present route to Redondo Beach. During the later 1950's line 3 operated along the coast between Hermosa Beach and Redondo Beach, a separate line 12 serving the former and subsequent route via Pacific Coast Hwy. Sunset Stages line 11 operated in the 1950's from Inglewood via Hawthorne Blvd. to Broadway, then via Kornblum Ave. and other streets to Manhattan Beach Blvd. About 1960, this was cut back and combined into line 8, operating between Artesia Blvd. and Prairie Ave., Broadway and Hawthorne Blvd., and Compton Blvd. and Kornblum Ave.

Upon their acquisition by Los Angeles Metropolitan Transit Authority, former Cross Town Lines 3 and 8 were renumbered 103 and 108, respectively. Later in 1961 service by line 103 between Inglewood and Hawthorne was discontinued and the Kornblum Ave. portion of line 108 was combined into line 103. This was rerouted in 1966 to operate via Yukon Ave. instead of Kornblum Ave. Route 104 has been operated since its acquisition by Los Angeles Metropolitan Transit Authority as a part of line 103, but has always been designated route 104.

### ROUTE 104

This is a combination of portions of several routes that were operated by Sunset Stages until 1958, then by Southern Cities Transit until 1959, then by Cross Town Suburban Bus Lines until acquired by Los Angeles Metropolitan Transit Authority in 1961.

What became Southern Cities line 4 was operated by Sunset Stages from Inglewood via Hawthorne Blvd. to Broadway, then via substantially the present route 104 to Artesia Blvd., then via substantially the present route 102 to Redondo Beach. A separate line 8 operated between Redondo Beach and North Redondo Beach. Lines 2 and 4 were rerouted and line 8 discontinued about 1960. Sunset Stages line 10 operated in the 1950's from Inglewood via Hawthorne Blvd. to Broadway, then south to Prairie Ave. About 1960, this was cut back and combined into line 8, operating between Artesia Blvd. and Prairie Ave., Broadway and Hawthorne Blvd., and Compton Blvd. and Kornblum Ave.

Upon their acquisition by Los Angeles Metropolitan Transit Authority, former Cross Town routes 4 and 8 were renumbered 104 and 108, respectively. Later in 1961 service by route 104 between Inglewood and Hawthorne was discontinued and the Prairie Ave. portion of line 108 was combined into route 104. Route 104 has been operated since its acquisition by Los Angeles Metropolitan Transit Authority as a part of line 103, but has always been designated route 104.

OPERATIONS - 1969

LINE 103

Number of one-way trips	24	Average passengers per trip	16.0
Round trip running time (min.)	112	Round trip route miles	31.0
Average overall schedule speed (mph)	16.9	*Average layover time (min.)	13

\*Three layover points.

ROUTE 104

Number of one-way trips	24	Average passengers per trip	16.0
Round trip running time (min.)	88	Round trip route miles	24.4
Average overall schedule speed (mph)	12.7	*Average layover time (min.)	27

\*Three layover points.

SCHEDULE - 1969

	Headways*(min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	4	4	4	-
Saturdays	60	60	60	-	4	4	4	-
Sundays	-	-	-	-	-	-	-	-

\*60 min. headway in effect over each route of the line with a 30 min. headway existing only between Prairie Ave. at El Segundo Blvd., and Inglewood Ave. at El Segundo Blvd., the point at which the two routes overlap.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Torrance Blvd. & Catalina Ave.	6:40 AM	6:43 PM
Compton Blvd. & Yukon Ave.	6:48 AM	6:46 PM
Hawthorne & Artesia Blvds.	7:00 AM	5:39 PM
 <u>Short Line Locations:</u>		
Artesia Blvd. at Vail Ave.	6:50 AM	-
Broadway at Hawthorne Blvd.	-	6:24 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 56 min., Maximum 56 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Torrance Blvd. - Catalina Ave. 6:00 AM - 5:55 PM

FARE STRUCTURE

LINE 103

The fare from Kornblum Ave. and 147th St. to Torrance Blvd. and Catalina Ave. is \$.54.

From Kornblum Ave. and 147th St. the fare zone increments are as follows:

West & South of

Aviation Blvd. at Rosecrans Ave. \$.38  
 Manhattan Ave. at First St. .46  
 Pacific Coast Hwy. at Anita St. .54

First two zones for one fare applies over the entire line.

ROUTE 104

The fare from Hawthorne and Artesia Blvds. to Torrance Blvd. and Catalina Ave. is \$.46.

From Hawthorne and Artesia Blvds. the fare zone increments are as follows:

West & South of

Inglewood Ave. at 164th St. \$.38  
 Rindge Lane at 190th St. .46

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

LINE 103

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Manhattan & Peck N	8.5	4.7	13.5	4.8
Ocean Gate & El Segundo S	11.0	6.3	13.5	7.0
	<u>Other Load Points</u>			
	<u>Average for Day</u>			
Highland & Rosecrans N	4.6		El Segundo & Yukon N	1.6
S	4.8		S	1.5

PASSENGERS PER TRIP (Continued)

ROUTE 104

Other Load Points

Average for Day

Prairie & Rosecrans		Inglewood & Rosecrans	
N	1.9	N	2.1
S	1.4	S	2.3

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	630	821	.8
Sept. 1966	662	823	.8
Sept. 1967	616	823	.7
Sept. 1968	624	834	.7
Sept. 1969	644	834	.8
Sept. 1970	621	815	.8

\*Transfer passengers excluded.

LINE 105 - NORTH AMERICAN AIRCRAFT - INGLEWOOD - INTERNATIONAL AIRPORT

OPERATING RESULTS - 1969

	Route No. 105	System Total
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 0.291	\$ 0.923
Margin per mile	- \$ 0.491	+ \$ 0.161
Passengers per mile	.97	3.3
Daily passengers	550	
Daily bus miles	566.6	

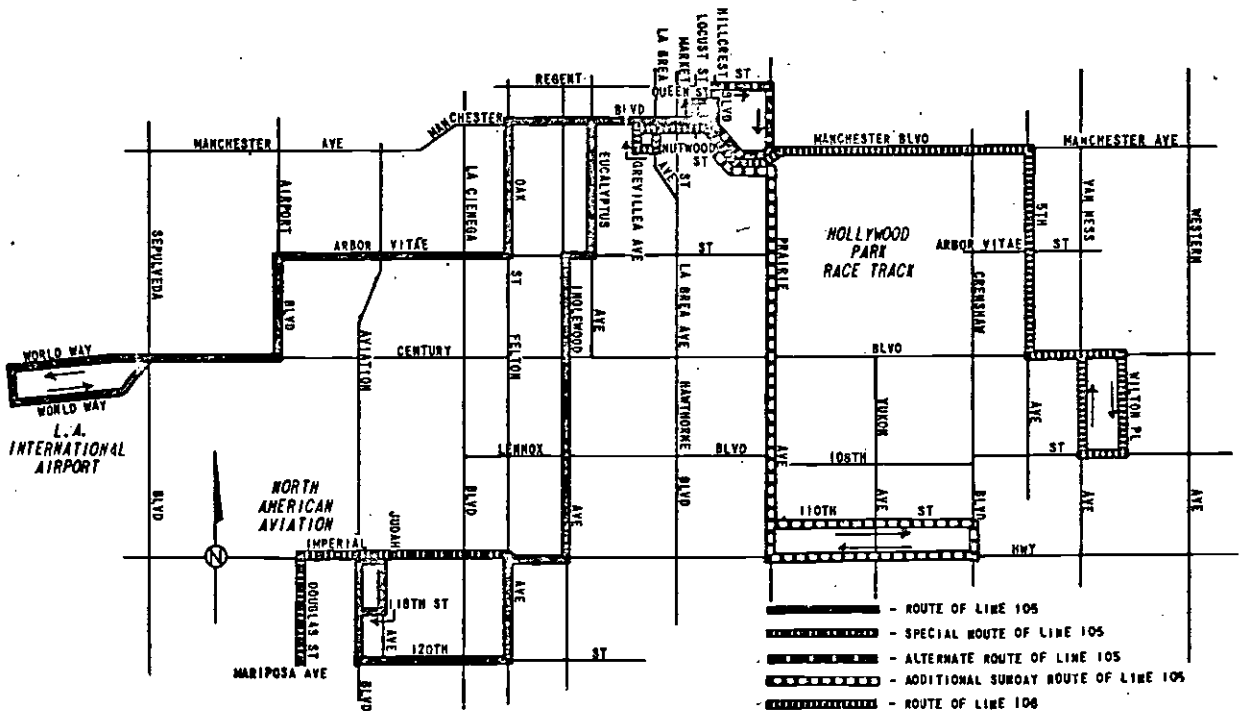
FUNCTION

Local central line on arterial streets. Route from downtown Inglewood west to Los Angeles International Airport and south to northern El Segundo (North American Aviation).

AREA SERVED

Operating within the Westchester District of Los Angeles and the City of Inglewood, the line serves an area of mixed housing of medium density and higher than average income. Service is augmented for St. Mary's Academy. Commercial areas are located on Manchester Blvd. in Inglewood. In the Westchester area, International Airport, and Imperial Highway are areas of industrial concentrations. Also in this area are a total of 11 high-rise office buildings. One leg of the line terminates within the Los Angeles International Airport.

ROUTE MAP





#### STREETS TRAVERSED

Leave Imperial Hwy. and Aviation Blvd. via Imperial Hwy., Judah Ave., 118th St., Aviation Blvd., 120th St., Felton Ave., Imperial Hwy., Inglewood Ave., Arbor Vitae St., Eucalyptus Ave., Manchester Blvd., Locust St., Queen St., Hillcrest Blvd., Manchester Blvd., Oak St., Arbor Vitae St., Airport Blvd., and Century Blvd. to terminal.

#### ALTERNATE ROUTE

Leave Imperial Hwy. and Aviation Blvd. via regular route to Manchester and Market then via Manchester Blvd., Hillcrest Blvd., Regent St., Prairie Ave., Manchester Blvd., then regular route.

#### ALTERNATE ROUTE

Leave International Airport via regular route to Manchester Blvd. and Market St. then via Manchester Blvd., Hillcrest Blvd., Regent St., Prairie Ave., Manchester Blvd., and regular route.

#### SPECIAL ROUTE TO NORTH AMERICAN AIRCRAFT

AM - Trips to Douglas St. and Mariposa Ave. operate via regular route to Inglewood and Imperial then via Imperial Hwy. and Douglas St. to Mariposa Ave.

PM - Trips to Douglas St. and Mariposa Ave. operate via regular route to Aviation Blvd. and 115th St., then via Aviation Blvd., Imperial Hwy., Nash St., Mariposa Ave. and Douglas St. to Mariposa Ave., return via Douglas St. and Imperial Hwy. to Imperial and Aviation, then regular route.

#### SUNDAYS ONLY

Leave Imperial Hwy and Aviation Blvd. via Imperial Hwy., Judah Ave., 118th St., Aviation Blvd., 120th St., Felton Ave., Imperial Hwy., Inglewood Ave., Arbor Vitae St., Eucalyptus Ave., Manchester Blvd., Prairie Ave., 110th St., Crenshaw Blvd., Imperial Hwy., Prairie Ave., Manchester Blvd., Oak St., Arbor Vitae St., Airport Blvd., Century Blvd., and World Way to Airport terminal.

#### TURN BACK LOCATIONS

Manchester Blvd. at Market St.

#### HISTORY

The Eucalyptus Ave. leg of this line was established in the 1920's as Inglewood Transit Bus Line and operated, later, by Thomas R. Carpenter as Inglewood Transit Lines. It was extended to Manhattan Beach in late 1927 or early 1928, cut back in 1931, and extended to El Segundo in 1940. Inglewood Transit Lines was sold to Inglewood City Lines in 1942 and the Eucalyptus Ave. line became their line 1. Service to El Segundo was abandoned in 1950. Inglewood City Lines established service to the old terminals of Los Angeles International Airport about 1946. This became a part of their line 4. Following the opening of the new air terminals in 1961, line 3 was extended to serve them. Inglewood City Lines was acquired by Southern California Rapid Transit District in 1967, at which time Inglewood City Lines 1 and 3 became Southern California Rapid Transit District lines 191 and 193, respectively. Line 191 and the Airport portion of line 193 were combined in 1968 as line 105.

OPERATIONS - 1969

Number of one-way trips	53	Average passengers per trip	10.4
Round trip running time (min.)	78	Round trip route miles	19.4
Average overall schedule speed (mph)	10.0	Average layover time (min.)	38

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	40	40	40	70	3	3	3	1
Saturdays	45	45	45	-	2	2	2	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Douglas St. & Mariposa Ave.	6:27 AM	4:42 PM
L.A. International Airport	6:48 AM	10:16 PM
<u>Short Line Locations:</u>		
Imperial Hwy. at Aviation Blvd.	5:45 AM	9:38 PM
Manchester Blvd. at Market St.	-	10:27 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 66 min., Maximum 78 min., 18% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Imperial Hwy - Aviation Blvd. 5:45 AM - 4:30 PM

FARE STRUCTURE

From Manchester Blvd. and Market St. (Inglewood) to Los Angeles International Airport, the fare is \$.30; the fare is also \$.30 to Imperial Hwy. and Aviation Blvd.

First two zones for one fare applies over entire line.

PASSENGERS PER TRIP

AIRPORT LEG	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
<u>Passing</u> Oak & Manchester E	4.0	4.6	5.8	3.6
Manchester & Eucalyptus W	9.3	4.5	5.2	4.4

Other Load Points

Average for Day

Century & Airport

E 1.6

W 1.9

IMPERIAL - AVIATION LEG	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
<u>Passing</u> Arbor Vitae & Inglewood N	7.0	7.4	12.7	5.8
Eucalyptus & Manchester S	11.8	7.9	7.5	6.2

Other Load Points

Average for Day

Inglewood & Imperial

N 3.8

S 4.3

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1968	542	566	1.0
Sept. 1969	562	567	1.0
Sept. 1970	542	567	1.0

\*Transfer passengers excluded.

LINE 106 - INGLEWOOD - FIFTH AVENUE

OPERATING RESULTS - 1969

	<u>Route No. 106</u>	<u>System Total</u>
Cost per mile	\$ 0.775	\$ 0.762
Revenue per mile	\$ 0.278	\$ 0.923
Margin per mile	- \$ 0.497	+ \$ 0.161
Passengers per mile	.98	3.3
Daily passengers	169	
Daily bus miles	172.9	

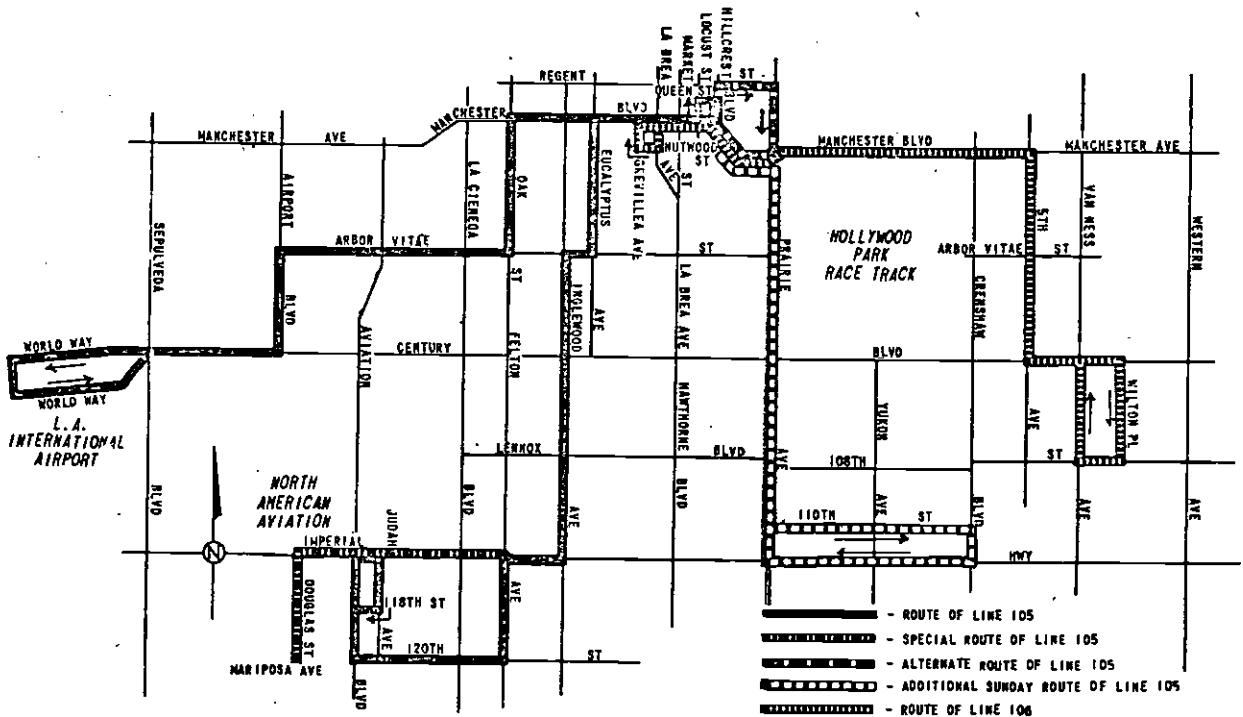
FUNCTION

Local central line. Route from downtown Inglewood to the eastern boundary of Inglewood.

AREA SERVED

Operating entirely within the city of Inglewood, this line serves an area of medium to higher income with mixed, medium density dwellings. Commercial concentrations are located along Manchester Blvd. near Crenshaw Blvd. in Morningside Park, and near Market St. in downtown Inglewood. Points of interest along the line include the Hollywood Park Race Track and the Forum, a major sports and entertainment center.

ROUTE MAP



STREETS TRAVERSED

Leave Manchester Blvd. and Greville Ave. via Manchester Blvd., Fifth Ave., Century Blvd. and Wilton Pl. (Van Ness Ave.), to 108th St.

TURN BACK LOCATIONS  
None

HISTORY

Prior to the establishment of Inglewood City Lines, E. T. Guseman operated a bus service in North Inglewood and Morningside Park, wholly within the City of Inglewood. This was acquired by Inglewood City Lines in 1943 and made a part of their system. The Morningside Park service was subsequently rerouted and extended to 108th St. and Wilton Pl. as part of line 3. It was made part of line 4 in 1951 and line 2 about 1953. Inglewood City Lines was acquired by Southern California Rapid Transit District in 1967, at which time Inglewood City Lines line 2 became Southern California Rapid Transit District line 192. This line was split in 1968, its east end becoming line 106 and its west end an extension of line 54.

OPERATIONS - 1969

Number of one-way trips	38	Average passengers per trip	4.4
Round trip running time (min.)	27	Round trip route miles	8.0
Average overall schedule speed (mph)	10.7	Average layover time (min.)	18

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	45	45	45	-	1	1	1	-
Saturdays	45	45	45	-	1	1	1	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

Far Terminals:	First Departure	Last Arrival
Manchester Blvd. & Grevillea Ave.	6:50 AM	6:34 PM
Wilton Pl. & 108th St.	6:35 AM	7:08 PM

TRAFFIC CONDITIONS

One-way running times:  
Minimum 26 min., Maximum 26 min., 0% increase  
Location of heaviest traffic congestion:  
No specific area.  
Timepoint for heaviest traffic congestion:  
Manchester Blvd. - Grevillea Ave. 6:15 AM - 6:55 PM

FARE STRUCTURE

From Manchester Blvd. and Grevillea Ave. (Inglewood) to Wilton Ave. and 108th St., the fare is \$.30.

PASSENGERS PER TRIP

	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Passing Manchester & Hillcrest E	1.7	2.3	7.5	6.2
Manchester & 11th Ave. W	11.3	3.4	2.7	3.8

Other Load Points

Average for Day

Manchester &  
5th Ave.  
E 3.5  
W 3.1

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1968	197	171	1.2
Sept. 1969	242	171	1.4
Sept. 1970	234	171	1.4

\*Transfer passengers excluded.

LINE 107 - HIGHLAND PARK - NORTH LOS ROBLES

OPERATING RESULTS - 1969

	<u>Route No. 107</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 0.773	\$ 0.923
Margin per mile	- \$ 0.009	+ \$ 0.161
Passengers per mile	2.56	3.3
Daily passengers	857	
Daily bus miles	335.0	

FUNCTION

Local line, outside central area, on arterial streets. Route from southern boundary of Altadena south through downtown Pasadena and southwest to the Highland Park District of Los Angeles.

AREA SERVED

Departing the single family, medium income and medium density area of Highland Park, the line proceeds north and east through the Pasadena CBD, an area of mixed dwellings of medium to low income. Three high-rise office buildings are passed along Colorado Blvd. Turning north from downtown Pasadena into the Altadena area, a district of medium to high income, single family residences are served. A commercial district is passed along Los Robles, as well as a small retail complex on Woodbury Road.

ROUTE MAP



STREETS TRAVERSED

Leave York Blvd. and Figueroa St. via York Blvd., Figueroa St., Avenue 62, Ruby St., Avenue 64, La Loma Rd., Grand Ave., California Blvd., Fair Oaks Ave., Colorado Blvd., Los Robles Ave., Woodbury Rd. and Santa Anita Ave. to Calaveras St.

#### TURN BACK LOCATIONS

La Loma Rd. at Arroyo Blvd.  
Colorado Blvd. at Fair Oaks Ave.

#### HISTORY

The Highland Park end of this line was originally Pacific Electric's Annandale rail line, opened in 1904 as a branch of the South Pasadena line. Through service to Los Angeles was operated until 1920. Rail service was discontinued in 1928. A motor coach line was established by Pacific Electric in 1923, operating from Annandale to the east side of the Arroyo Seco, but was replaced in 1927 by an extension of the West California Street line in Pasadena. A new Annandale motor coach line was established in 1928, replacing the rail line and operating to the east side of the Arroyo Seco. This was tied in 1931 to the Highland Park-Monterey Road-Rose Hill Park line (see line 79). It was cut back in 1934 to Avenue 64 and La Loma Road. It was replaced in 1935 by a new Avenue 64 - Highland Park line, operating to Pasadena via Colorado Blvd. This was sold to Pasadena City Lines in 1941 and became their line 7. Line 7 was extended to Glenarm St. and Los Robles Ave. in 1941, but was rerouted to California St. and Lake Ave. by 1948. Line 7 was discontinued in 1965 and its Highland Park end added to line 1.

The West California St. portion of this line was a rail line built by Los Angeles Interurban in 1904 and converted to bus by Pacific Electric in 1923. This line was extended to Annandale from 1927 to 1928 and to Avenue 64 and La Loma Road from 1934 to 1935. Los Robles Ave. between Colorado and Washington Sts. was served by the East Washington St. rail line, built by Los Angeles Interurban in 1906. This was abandoned and the North Los Robles Ave. motor coach line established by Pacific Electric in 1923.

Pasadena City Lines acquired these lines in 1941. The West California line was tied, initially, to the Allen Ave. line, but the North Los Robles and West California routes were combined as line 4 by 1942. Line 4 was rerouted to replace the South Lake portion of line 7 in 1965, at which time West California was added to line 5. Pasadena City Lines was acquired by Southern California Rapid Transit District in 1967. Pasadena City Lines 1, 4, and 5 became line 181, 184, and 185, respectively. Present line 107 was established in 1968, combining portions of these lines. Line 31 was rerouted to replace line 181 at the north end of Avenue 64.

#### OPERATIONS - 1969

Number of one-way trips	47	Average passengers per trip	13.2
Round trip running time (min.)	60	Round trip route miles	14.8
Average overall schedule speed (mph)	11.1	Average layover time (min.)	20



SCHEDULE - 1969

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	30	30	30	30	3	3	3	1
Saturdays	40	40	40	40	2	2	2	1
Sundays	60	60	60	-	1	1	1	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Santa Anita Ave. & Calaveras St.	6:00 AM	10:49 PM
Figueroa St. & York Blvd.	6:55 AM	6:37 PM
<u>Short Line Locations:</u>		
Colorado Blvd. at Fair Oaks Ave.	6:15 AM	11:07 PM
La Loma Rd. at Arroyo Blvd.	6:38 AM	10:23 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 24 min., Maximum 32 min., 33% increase  
 Location of heaviest traffic congestion:  
 North Los Robles Ave.  
 Timepoint for heaviest traffic congestion:  
 Los Robles Ave. - Colorado Blvd. 2:20-6:10 PM

FARE STRUCTURE

From the Pasadena CBD, the fare is \$.30 to Santa Anita Ave. and Calaveras St., and \$.38 to Figueroa St. and York Blvd.

From the Pasadena CBD the fare increment is as follows:

South of

Avenue 64 at Burleigh Dr. \$.38

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Los Robles & Colorado N	19.0	16.7	35.4	15.6
Los Robles & Santa Fe RXR S	46.3	18.5	15.4	14.6

Other Load Points

Average for Day

Los Robles & Washington N	5.7	Avenue 64 & La Loma N	5.9
S	6.9	S	4.8

## TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1968	826	408	2.0
Sept. 1969	761	335	2.3
Sept. 1970	734	335	2.2

\*Transfer passengers excluded.

LINE 108 - PASADENA - ROSEMEAD - MONROVIA

OPERATING RESULTS - 1969

	<u>Route No. 108</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.789	\$ 0.923
Margin per mile	+ \$ 0.008	+ \$ 0.161
Passengers per mile	2.58	3.3
Daily passengers	2,408	
Daily bus miles	933.9	

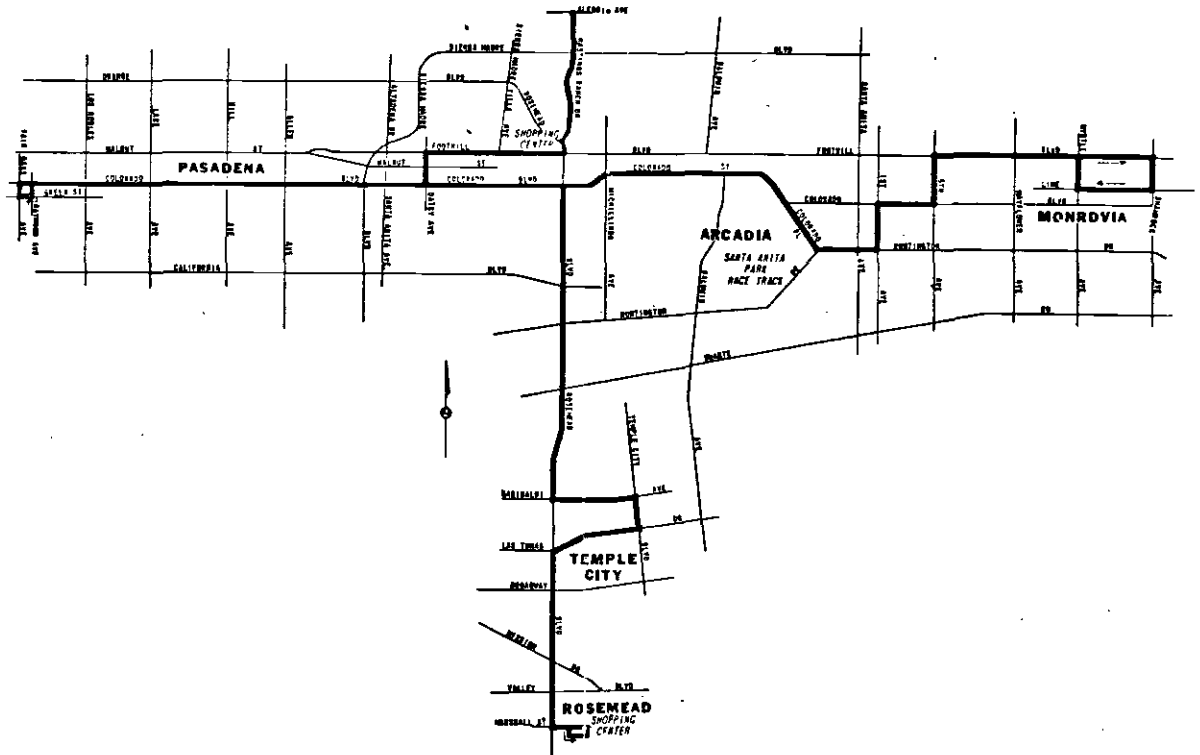
FUNCTION

Local line, outside central area, on arterial streets. Route from downtown Pasadena east to Monrovia. Alternate routes east to eastern Pasadena and east and south to Rosemead.

AREA SERVED

Departing the highly developed commercial district of Pasadena CBD and proceeding east along Colorado Blvd., the line splits into three separate legs at Rosemead Blvd. Turning north to Hastings Ranch is an area of single family, low density, high income units. A major shopping center at Foothill and Rosemead Blvds. is passed. Operating south along Rosemead Blvd., this leg of the line serves Temple City and Rosemead, both of which are cities of single family, medium income, medium density dwellings. This leg of the line terminates at Rosemead Shopping Center, a major commercial complex. The third leg of the line continues east on Colorado Blvd. from Rosemead Blvd. into the cities of Arcadia and Monrovia. These are predominantly higher income, single family areas. In Arcadia the line passes commercial areas along Huntington Drive as well as the Santa Anita Race Track. This leg terminates in the Monrovia CBD along Myrtle Avenue.

## ROUTE MAP



### STREETS TRAVERSED

Leave Fair Oaks Ave. and Colorado Blvd. via Fair Oaks Ave., Colorado Blvd., Colorado St., Colorado Pl., Huntington Dr., First Ave., Colorado Blvd., Fifth Ave., and Foothill Blvd. to Shamrock Ave.

### ROSEMEAD LEG

Leave Fair Oaks Ave. and Colorado Blvd. via Fair Oaks Ave., Colorado Blvd., Rosemead Blvd., Garibaldi Ave., Temple City Blvd., Las Tunas Dr., Rosemead Blvd., and Marshall St. into Montgomery Ward Shopping Center.

### HASTINGS RANCH DRIVE LEG

Leave Fair Oaks Ave. and Colorado Blvd. via Fair Oaks Ave., Colorado Blvd., Daisy Ave., Foothill Blvd., Rosemead Blvd., and Hastings Ranch Drive to Alegria Ave.

### TURN BACK LOCATIONS

Rosemead at Foothill Blvds.  
Colorado at Rosemead Blvds.

HISTORY

The Pasadena end of this line was built in 1886 as a horse car line by Colorado Street Railway Company. It was electrified in 1894 by Pasadena & Los Angeles Electric Railway Company and extended to Sierra Madre Blvd. by Pacific Electric Railway in 1903 and to Daisy Ave. by Los Angeles Interurban in 1906. Alamanda Park motor coach line was established by Pacific Electric in 1936, operating along Colorado between Sierra Madre and Rosemead Blvds.

Rail service was abandoned in 1941, concurrently with the sale of all Pasadena local operations to Pasadena City Lines, who established a through line along Colorado St. between Pasadena and Rosemead Blvd. with a branch along North Daisy Ave. This became Pasadena City Lines line 1, which was extended to Arcadia in 1943 and to Monrovia about 1945. Additional branches were established, subsequently, south to Temple City and Rosemead and north to Hastings Ranch. Line 1 was extended at its Pasadena end in 1965 to replace the Highland Park portion of line 7.

Pasadena City Lines was acquired by Southern California Rapid Transit District in 1967 and Pasadena City Lines line 1 became line 181. This became line 108 in 1968, except that the Highland Park portion was replaced by new line 107 and by a rerouting of line 31.

OPERATIONS - 1969

Number of one-way trips	100	Average passengers per trip	24.1
Round trip running time (min.)	95	Round trip route miles	21.2
Average overall schedule speed (mph)	9.8	Average layover time (min.)	35

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base <sup>1</sup>	PM <sup>2</sup>	9 PM	AM	Base	PM	9 PM
Weekdays	12	17	17	30	6	6	6	2
Saturdays	17	17	17	30	6	6	6	2
Sundays <sup>3</sup>	30	30	30	45	2	2	2	1

<sup>1</sup>During the base period daily and Saturday the headways east of Colorado at Rosemead to each of the three terminals is 60 min.

<sup>2</sup>No service to Lime and Shamrock after 7:36 PM, nor to Rosemead and Marshall after 9:47 PM, nor to Hastings Ranch and Alegria after 7:11 PM, daily and Saturday.

<sup>3</sup>No Sunday service east of Colorado at Rosemead.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Colorado Blvd. & Fair Oaks Ave.	5:20 AM	11:30 PM
Lime & Shamrock Aves.	6:12 AM	7:52 PM
Rosemead Blvd. & Marshall St.	6:04 AM	10:15 PM
Hastings Ranch Dr. & Alegria Ave.	7:01 AM	7:21 PM
<u>Short Line Locations:</u>		
Colorado at Rosemead Blvds.	5:51 AM	11:07 PM
Rosemead at Foothill Blvds.	-	10:22 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 35 min., Maximum 48 min., 37% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Lime - Shamrock Aves. 3:20-5:00 PM

FARE STRUCTURE

From the Pasadena CBD to Hastings Ranch Dr. and Alegria Ave. the fare is \$.38; while the fare to Lime and Shamrock Aves. (Monrovia) is \$.54. The fare is also \$.54 to Rosemead Shopping Center.

From the Pasadena CBD the fare zone increments are as follows:

To Monrovia - EAST OF

Colorado at Rosemead Blvds.	\$.38
Colorado Blvd. at Old Ranch Rd.	.46
5th Ave. at Foothill Blvd.	.54

To Rosemead - SOUTH OF

Colorado at Rosemead Blvds.	\$.38
Rosemead Blvd. at Huntington Dr.	.46
Rosemead Blvd. at Garibaldi Ave.	.54

Via Hastings Ranch Dr. - NORTH OF

Foothill at Rosemead Blvds.	\$.38
-----------------------------	-------

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Colorado & Catalina W	29.6	17.4	22.2	14.1
Colorado & Bonnie E	34.0	19.3	18.8	16.2

PASSENGERS PER TRIP (Continued)

Other Load Points

Average for Day

Rosemead & Del Mar	Hastings Ranch & Cliff	Colorado & Baldwin
N 6.2 S 5.6	S 2.5 N 2.1	W 5.5 E 7.2

TREND OF TRAFFIC	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1968	2,120	884	2.4
Sept. 1969	2,129	933	2.3
Sept. 1970	2,052	915	2.2

\*Transfer passengers excluded.

LINE 109 - NORTH FAIR OAKS - NORTH LAKE AVENUES

OPERATING RESULTS - 1969

	<u>Route No. 109</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 1.113	\$ 0.923
Margin per mile	+ \$ 0.331	+ \$ 0.161
Passengers per mile	3.99	3.3
Daily passengers	3,377	
Daily bus miles	845.5	

FUNCTION

Local line, outside central area, on arterial streets. Route on two legs north from downtown Pasadena to Altadena.

AREA SERVED

Operating entirely within the Pasadena and Altadena areas, the line serves an area of mixed dwellings, of medium income and medium density. Downtown Pasadena, a major regional commercial center, is traversed along Colorado Blvd. Three high-rise office buildings are served in this area as well as numerous department stores. Shopping concentrations on each leg of the line are passed on North Fair Oaks Ave. and North Lake St. in the Altadena area. Extended service north of Mariposa St. on Fair Oaks Ave. provides public transportation to low density, upper income families in the Altadena foothills.

ROUTE MAP





STREETS TRAVERSED

Leave Fair Oaks Ave. and Loma Alta Dr., via Fair Oaks Ave., Colorado Blvd., and Lake Ave. to loop at Altadena Drive.

TURN BACK LOCATIONS

Fair Oaks Ave. at Mariposa St.

HISTORY

The North Fair Oaks Ave. portion of this line was built in 1887 as a horse car line by the City Railway Company of Pasadena and electrified in 1894 by Pasadena & Los Angeles. The North Lake Ave. portion was built in 1888 as a horse car line by Highland Railroad Company. Rail service was abandoned by Pacific Electric in 1941, concurrently with the sale of their Pasadena local operations to Pasadena City Lines. This became Pasadena City Lines line 3 and has been continued, with little change, as Southern California Rapid Transit District line 183 in 1967 and line 109 in 1968.

OPERATIONS - 1969

Number of one-way trips	105	Average passengers per trip	32.2
Round trip running time (min.)	75	Round trip route miles	16.6
Average overall schedule speed (mph)	9.2	Average layover time (min.)	33

SCHEDULE - 1969

	<u>Headways* (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	15	20	15	40	6	5	6	3
Saturdays	30	30	30	40	3	3	3	2
Sundays	40	40	40	40	2	2	2	2

\*No service north of Fair Oaks at Mariposa after 7:10 PM Weekdays, 6:19 PM Saturdays, or all day Sunday.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Altadena Dr. & Lake Ave.	5:40 AM	10:48 PM
Fair Oaks Ave. & Loma Alta Dr.	5:55 AM	7:04 PM
<u>Short Line Locations:</u>		
Fair Oaks Ave. at Mariposa St.	-	W 10:46 PM
Colorado Blvd. at Fair Oaks Ave.	E 5:47 AM	W 11:09 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 27 min., Maximum 38 min., 41% increase  
 Location of heaviest traffic congestion:  
 Colorado Blvd.  
 Timepoint for heaviest traffic congestion:  
 Colorado Blvd. - Fair Oaks Ave. 7:17 AM - 5:47 PM

FARE STRUCTURE

From the Pasadena CBD to Altadena Dr. and Lake Ave., the fare is \$.30; while the fare to Fair Oaks Ave. and Loma Alta Dr. is \$.38.

From the Pasadena CBD the fare zone increment is as follows via Fair Oaks Ave.:

North of  
 Fair Oaks Ave. at Mariposa St. \$.38

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Lake & Union N	41.0	22.6	41.0	15.8
Fair Oaks & Holly N	27.0	25.5	34.9	17.1

Other Load Points  
Average for Day

Lake & Washington N 9.0	Fair Oaks & Washington N 10.9
S 9.8	S 11.5

TREND OF TRAFFIC

	<u>Estimated Average Weekdays Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1968	2,791	838	3.3
Sept. 1969	2,944	846	3.5
Sept. 1970	2,837	854	3.3

\*Transfer passengers excluded..

LINE 110 - NORTH LINCOLN - NORTH HILL AVENUES

OPERATING RESULTS - 1969

	<u>Route No. 110</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.813	\$ 0.923
Margin per mile	+ \$ 0.032	+ \$ 0.161
Passengers per mile	2.92	3.3
Daily passengers	2,381	
Daily bus miles	815.2	

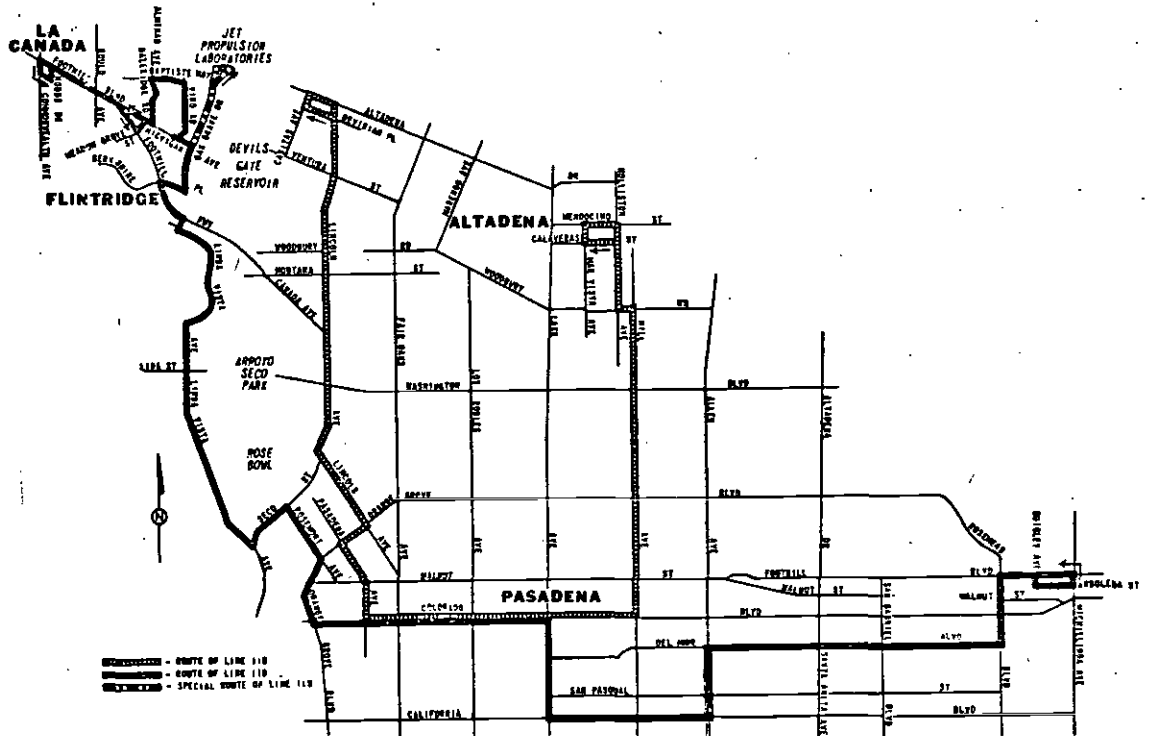
FUNCTION

Local line, outside central area, on arterial streets. Route on two legs north from downtown Pasadena to Altadena.

AREA SERVED

Operating entirely within the districts of Pasadena and Altadena, this line serves areas of mixed, medium density, higher than average income residences. The major commercial center of downtown Pasadena is traversed along Colorado Blvd. with several high-rise office buildings. Traveling into the Altadena District, light commercial areas are passed along North Hill Ave. and North Lincoln Ave. John Muir High School, located on Lincoln Ave., receives special school service via line 110.

ROUTE MAP



STREETS TRAVERSED

Leave Altadena Dr. and Lincoln Ave. via Altadena Dr., Lincoln Ave., Orange Grove Blvd., Pasadena Ave., Colorado Blvd., Hill Ave., Woodbury Rd., and Holliston Ave. to loop at Mendocino St.

TURN BACK LOCATIONS

None

HISTORY

The Lincoln Ave. portion of this line was a Pacific Electric rail line from 1913 to 1941. The North Hill portion was established by Pacific Electric as a motor coach line in 1923. A rail line was built along North Orange Grove Ave. by Pacific Electric in 1903-1904 and converted to bus in 1923. The Lincoln Ave. and North Hill routes were acquired by Pasadena City Lines in 1941 and combined into a single motor coach line, which also replaced a portion of the North Orange Grove route. This became Pasadena City Lines line 2 which was continued with little change, as Southern California Rapid Transit District line 182 in 1967 and line 110 in 1968.

OPERATIONS - 1969

Number of one-way trips	88	Average passengers per trip	27.1
Round trip running time (min.)	81	Round trip route miles	18.0
Average overall schedule speed (mph)	10.7	Average layover time (min.)	20

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	20	20	20	40	5	5	5	2
Saturdays	30	30	30	40	3	3	3	2
Sundays	40	40	40	40	2	2	2	2

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Altadena Dr. & Lincoln Ave.	6:10 AM	10:47 PM
Calaveras St. & Mar Vista Ave.	6:06 AM	10:50 PM
 <u>Short Line Locations:</u>		
Colorado Blvd. at Fair Oaks Ave.	-	E 11:03 PM
" " " "		W 11:14 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 29 min., Maximum 46 min., 59% increase  
 Location of heaviest traffic congestion:  
 Colorado Blvd.  
 Timepoint for heaviest traffic congestion:  
 Colorado Blvd. - Hill Ave. 12:23-3:53 PM

FARE STRUCTURE

The entire line is within the Pasadena inner zone (\$.30).

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Pasadena & Orange Grove E	43.0	18.9	22.6	16.4
Colorado & Fair Oaks W	19.8	19.0	37.1	17.4

Other Load Points

Average for Day

Colorado & Lake E 15.7 W 12.5	Hill & Washington N 3.8 S 5.5
----------------------------------------	----------------------------------------

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1968	2,039	815	2.5
Sept. 1969	2,045	815	2.5
Sept. 1970	1,971	815	2.4

\*Transfer passengers excluded.

LINE 111 - BELLFLOWER - HUNTINGTON PARK

OPERATING RESULTS - 1969

	<u>Route No. 111</u>	<u>System Total</u>
Cost per miles	\$ 0.758	\$ 0.762
Revenue per mile	\$ 0.335	\$ 0.923
Margin per mile	- \$ 0.423	+ \$ 0.161
Passengers per mile	.97	3.3
Daily passengers	649	
Daily bus miles	668.4	

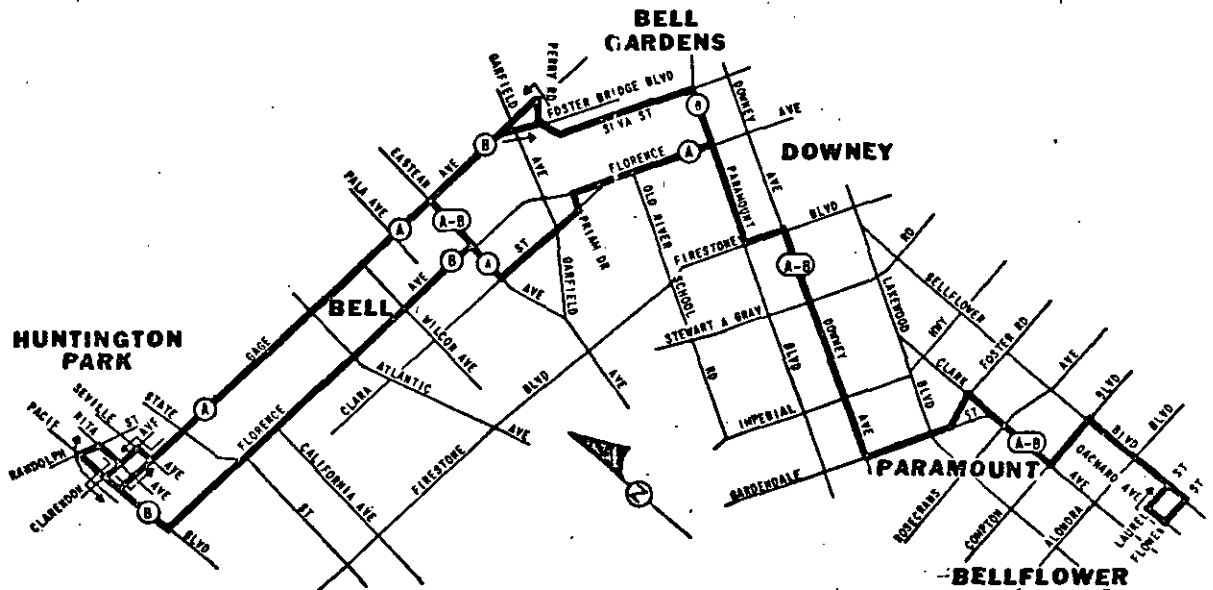
FUNCTION

Local line, outside central area, on arterial streets. Two routes from Huntington Park east through Downey and south to Bellflower.

AREA SERVED

Departing downtown Huntington Park along Pacific Blvd., the line turns east to the City of Bell traversing an area of medium income, mixed housing. Older strip commercial areas are located along both Gage and Florence Aves. over each route of the line. Entering Bell Gardens, the line serves lower income, single family residences. A light commercial area is traversed along Eastern Ave. In the Cities of Downey, Paramount and Bellflower, areas of higher income, single family, low density dwellings are passed. In Downey, there is a commercial center along Firestone Blvd., and in Bellflower along Bellflower Blvd. Light manufacturing areas are passed on Gage Ave. in Huntington Park, Downey Ave. in Paramount, and Compton Blvd. in Bellflower. The line also passes the Kaiser Hospital in Paramount.

ROUTE MAP



STREETS TRAVERSED

ROUTE A

Leave Laurel St. and Bellflower Blvd. via Laurel St., Bellflower Blvd., Compton Blvd., Clark Ave., Foster Road, Gardendale St., Downey Ave., Firestone Blvd., Paramount Blvd., Florence Ave., Priam Dr., Clara St., Eastern Ave., Gage Ave., Seville Ave., and Clarendon Ave. (Pacific Blvd., Gage Ave.), to Pacific Blvd.

ROUTE B

Leave Laurel St. and Bellflower Blvd. via Laurel St., Bellflower Blvd., Compton Blvd., Clark Ave., Foster Road, Gardendale St., Downey Ave., Firestone Blvd., Paramount Blvd., Suva St., Foster Bridge Blvd., Perry Rd., Gage Ave., Eastern Ave., Florence Ave., and Pacific Blvd. to loop at Clarendon Ave.

TURN BACK LOCATIONS

Firestone Blvd. at Downey Ave.

HISTORY

This line was first operated by Holbrook Transit Company, which commenced operations in the early 1930's. Holbrook was acquired by Dean Carson in 1954 and merged into Southern Cities Transit in 1955, after which the line became line 1. It then became Cross Town line 11 in 1959 and Los Angeles Metropolitan Transit Authority line 111 in 1961.

OPERATIONS - 1969

Number of one-way trips	50	Average passengers per trip	13.0
Round trip running time (min.)	94	Round trip route miles	27.6
Average overall schedule speed (mph)	12.4	Average layover time (min.)	40

SCHEDULE - 1969

	Headways*(min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	30	30	30	-	4	4	4	-
Saturdays	30	30	30	-	4	4	4	-
Sundays	-	-	-	-	-	-	-	-

\*60 min. headways are operated over each route of the line all day, six days a week.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Bellflower Blvd. & Flower St.	7:25 AM	6:06 PM
Pacific Blvd. & Clarendon Ave.	6:15 AM	7:00 PM
<u>Short Line Location:</u>		
Downey Ave. at Firestone Blvd.	N 5:39 AM	S 7:42 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 49 min., Maximum 55 min., 12% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Bellflower Blvd. - Laurel St. 8:00-10:30 AM

FARE STRUCTURE

The fare from Huntington Park to Bellflower is \$.54.  
 From the Huntington Park CBD the fare zone increments are as follows:  
East & South of  
 Gage at Home Ave. (route A)  
 OR  
 Florence Ave. at Walker St: (route B) \$.38  
 Florence Ave. at Paramount Blvd. .46  
 Clark Ave. at Foster Rd. .54

First two zones for one fare applies between Atlantic Ave. on either route and Bellflower.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Gage & Eastern N	12.2	4.5	15.6	9.2 (route A)
Florence & Wilcox S	13.0	8.4	7.0	10.7 (route B)

Other Load Points

<u>Average for Day</u>	
Downey & Firestone	Compton & Bellflower
N 6.6	N 3.2
S 6.5	S 2.6



## TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	564	668	.8
Sept. 1966	571	668	.9
Sept. 1967	522	669	.8
Sept. 1968	523	668	.8
Sept. 1969	545	668	.8
Sept. 1970	525	668	.8

\*Transfer passengers excluded.

LINE 112 - WHITTIER - HUNTINGTON PARK

OPERATING RESULTS - 1969

	<u>Route No. 112</u>	<u>System Total</u>
Cost per mile	\$ 0.780	\$ 0.762
Revenue per mile	\$ 0.249	\$ 0.923
Margin per mile	- \$ 0.531	+ \$ 0.161
Passengers per mile	.74	3.3
Daily passengers	148	
Daily bus miles	201.2	

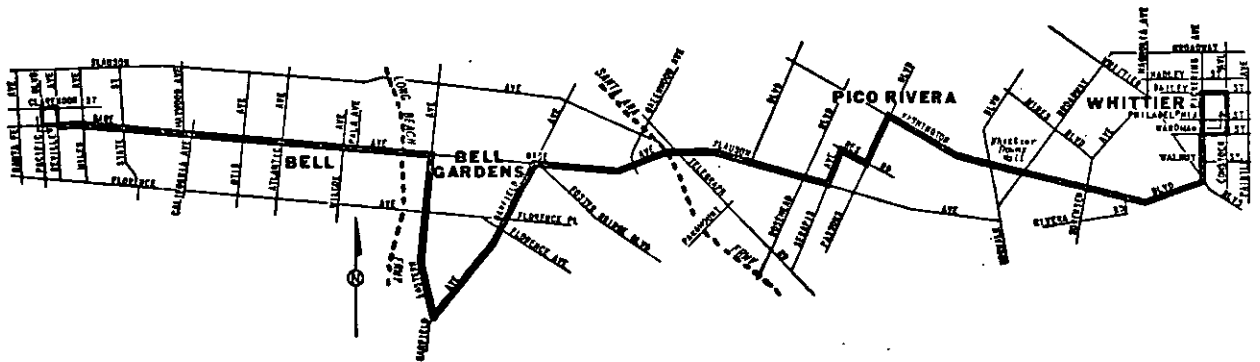
FUNCTION

Local line, outside central area, on arterial streets. Route from Huntington Park east through Bell Gardens and Pico Rivera to Whittier.

AREA SERVED

Departing downtown Huntington Park and proceeding east along Gage Ave., the line traverses an area of older strip commercial surrounded by medium to lower middle income mixed housing. Near Atlantic Ave. the line passes through the City of Bell's Civic Center and commercial area. This area consists of lower middle income, single family homes with some apartments interspersed. Crossing into Bell Gardens the line serves a predominantly lower income, single family units. A commercial area is located near Gage and Eastern Aves. and a light manufacturing concentration may be found on Garfield Ave. Continuing east into the Pico Rivera area, the housing remains single family with heavier concentrations of industrial companies. The Whittier-Downs Mall, a major commercial concentration is passed. The line terminates in downtown Whittier.

ROUTE MAP



**STREETS TRAVERSED**

Leave Clarendon Ave. and Pacific Blvd. via Pacific Blvd., Gage Ave., Eastern Ave., Garfield Ave., Gage Ave., Slauson Ave., Serapis Ave., Rex Rd., Passons Blvd., Washington Blvd., Pickering Ave., Wardman St. (Pickering Ave.), and Comstock Ave. to Whittier station.

**TURN BACK LOCATIONS**

None

**HISTORY**

The Huntington Park-Bell Gardens portion of this line was first operated by Holbrook Transit Company, which commenced operations in the early 1930's. The Pico Rivera-Whittier portion was first operated by Benton Bus Lines, which commenced operating in the early 1940's. Holbrook and Benton were acquired and merged into Southern Cities Transit in 1955, after which this became their line 2. It then became Cross Town line 12 in 1959 and Los Angeles Metropolitan Transit Authority line 112 in 1961.

**OPERATIONS - 1969**

Number of one-way trips	12	Average passengers per trip	12.3
Round trip running time (min.)	104	Round trip route miles	29.6
Average overall schedule speed (mph)	14.4	Average layover time (min.)	19

**SCHEDULE - 1969**

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	120	120	120	-	1	1	1	-
Saturdays	120	120	120	-	1	1	1	-
Sundays	-	-	-	-	-	-	-	-

**PERIOD OF SERVICE**

	<u>First Departure</u>	<u>Last Arrival</u>
Far Terminals:		
Pacific Blvd. & Clarendon St.	8:00 AM	6:18 PM
Whittier Station	7:00 AM	7:11 PM

TRAFFIC CONDITIONS

One-way running times:

Minimum 51 min., Maximum 59 min., 16% increase

Location of heaviest traffic congestion:

On Gage Ave. from Pacific Blvd. to Eastern Ave.

Timepoint for heaviest traffic congestion:

Clarendon St. - Pacific Blvd. 3:00-5:00 PM

FARE STRUCTURE

The fare from Whittier to Huntington Park is \$.54.

From the Whittier CBD the fare zone increments are as follows:

West of

Slauson Ave. at Bluff Rd. \$.38  
 Gage at Home Aves. .46  
 Gage at Atlantic Aves. .54

First two zones for one fare applies over the entire line.

PASSENGERS

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Eastern & Live Oak E	8.0	11.5	6.5	6.7
Eastern & Gage W	7.0	14.0	12.0	8.7

Other Load Points

Average for Day

Washington & Passons  
 E 4.2  
 W 6.7

Comstock & Wardman  
 E 4.5  
 W 7.8

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	131	201	.7
Sept. 1966	126	201	.6
Sept. 1967	128	201	.6
Sept. 1968	126	201	.6
Sept. 1969	130	201	.6
Sept. 1970	126	201	.6

\*Transfer passengers excluded.

LINE 113 - COMPTON - WHITTIER

OPERATING RESULTS - 1969\*

	<u>Route No. 113</u>	<u>System Total</u>
Cost per mile	\$ 0.783	\$ 0.762
Revenue per mile	\$ 0.482	\$ 0.923
Margin per mile	- \$ 0.301	+ \$ 0.161
Passengers per mile	1.78	3.3
Daily passengers	1,095	
Daily bus miles	613.6	

\*Includes line 114.

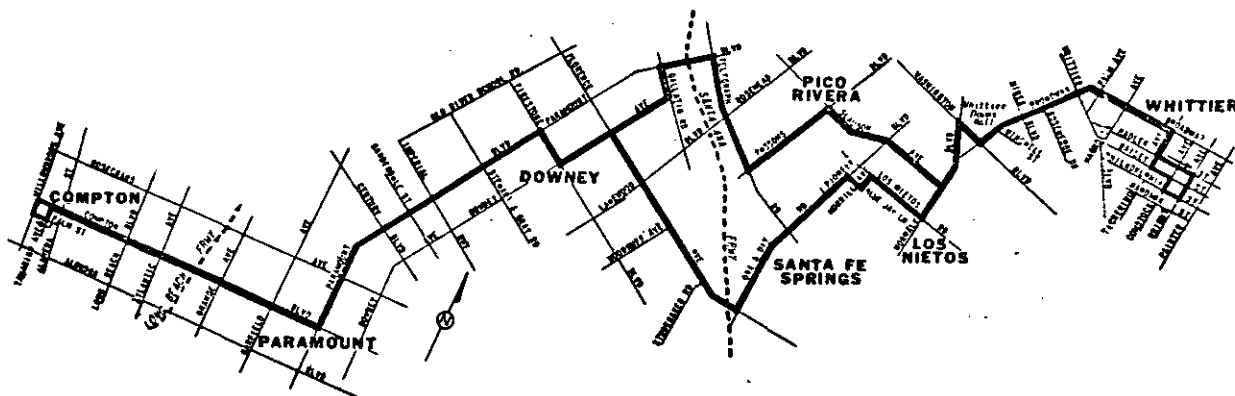
FUNCTION

Local line, outside central area, on arterial streets. Route from Compton east and north through Paramount, Pico Rivera to Whittier. Alternate route via Santa Fe Springs.

AREA SERVED

From the Compton CBD, this line departs a large commercial center, surrounded by an area of predominantly medium to lower income single family residential areas. Flanking Paramount Blvd. the line passes through light manufacturing and scattered commercial establishments. Service is augmented for Pius X High School. In Downey, there are large apartment areas served directly by the line in addition to single family homes. There are small commercial centers located at major intersections. Pico Rivera, Santa Fe Springs and Los Nietos are predominantly single family areas. Pico Rivera has a sizable Chicano community. Shopping areas are located along Orr and Day Rd. and along Passons Blvd. A large commercial center is located along Washington Blvd. at Whittier-Downs Mall as the route turns into the Whittier CBD.

ROUTE MAP



## STREETS TRAVERSED

### ROUTE VIA SANTA FE SPRINGS - LOS NIETOS

Leave Willowbrook Ave. and Compton Blvd. via Willowbrook Ave., Compton Blvd., Paramount Blvd., Firestone Blvd., Downey Ave., Florence Ave., Orr & Day Rd., Pioneer Blvd., Charlesworth Rd., Alburdis Ave., Shade Lane, Morrill Ave., Los Nietos Rd., Norwalk Blvd., Washington Blvd., Broadway, Pickering Ave., Hadley St. (Bailey St., Pickering Ave.), Bright Ave., Philadelphia St., and Comstock Ave. to Whittier Station.

### VIA ALTERNATE ROUTE PICO RIVERA

Leave Willowbrook Ave. and Compton Blvd. via Willowbrook Ave., Compton Blvd., Paramount Blvd., Firestone Blvd., Downey Ave., Gallatin Rd., Paramount Blvd., Telegraph Rd., Passons Blvd., Slauson Ave., Norwalk Blvd., Washington Blvd., Broadway, Pickering Ave., Hadley St. (Bailey St., Pickering Ave.), Bright Ave., Philadelphia St., and Comstock Ave. to Whittier Station.

## TURN BACK LOCATIONS

Firestone Blvd. at Downey Ave.

## HISTORY

The Compton-Downey portion of this line was originally operated by Southern Cities Transit, the Downey-Los Nietos portion by Holbrook Transit Company, and the Santa Fe Springs-Whittier portion by Benton Bus Lines. The Holbrook and Benton operations were acquired and merged by Dean Carson in 1954 and merged again into Southern Cities in 1955, after which this was formed as their line 3. It became Cross Town line 13 in 1959 and Los Angeles Metropolitan Transit Authority line 113 in 1961. Line 113 was rerouted in Whittier in 1962 to replace a portion of line 119 (see line 117).

## OPERATIONS - 1969

Number of one-way trips	50	Average passengers per trip*	21.9
Round trip running time (min.)	114	Round trip route miles	42.8
Average overall schedule speed (mph)	17.1	Average layover time (min.)	36

\*Includes line 114.

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	3	3	3	-
Saturdays *	120	120	120	-	1	1	1	-
Sundays	-	-	-	-	-	-	-	-

\*No service operated to Century Blvd. & Imperial Hwy. on Saturdays from Compton and Willowbrook.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Century Blvd. & Imperial Hwy	6:15 AM	6:10 PM
Whittier Station	7:35 AM	5:25 PM
<u>Short Line Locations:</u>		
Downey Ave. at Firestone Blvd.	-	6:54 PM
Norwalk Blvd. at Slauson Ave.	6:44 AM	-

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 57 min., Maximum 57 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Compton - Willowbrook 6:00 AM - 6:15 PM

FARE STRUCTURE

The fare from Whittier to Compton is \$.62.  
 From the Whittier CBD the fare zone increments are as follows:

<u>West &amp; South of</u>	
Studebaker Rd. at Florence Ave.	\$.38
Paramount Blvd. at Imperial Hwy.	.46
Paramount at Compton Blvds.	.54
Compton Blvd. at Atlantic Ave.	.62

First two zones for one fare applies over the entire line except in two different zone areas where three zones are given.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Compton & Atlantic E	36.5	9.5	3.7	8.2
Compton & Bradfield W	8.0	7.4	16.7	6.9

Other Load Points

<u>Average for Day</u>	
Firestone & Downey E 4.3 W 3.8	Broadway & Hadley E 4.0 W 4.4

TREND OF TRAFFIC\*\*

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1965	823	656	1.3
Sept. 1966	781	656	1.2
Sept. 1967	791	626	1.3
Sept. 1968	806	642	1.3
Sept. 1969	854	614	1.4
Sept. 1970	824	614	1.3

\*Transfer passengers excluded.

\*\*Includes line 114.



LINE 114 - COMPTON - LYNWOOD

-OPERATING RESULTS - 1969

Shown as part of line 113.

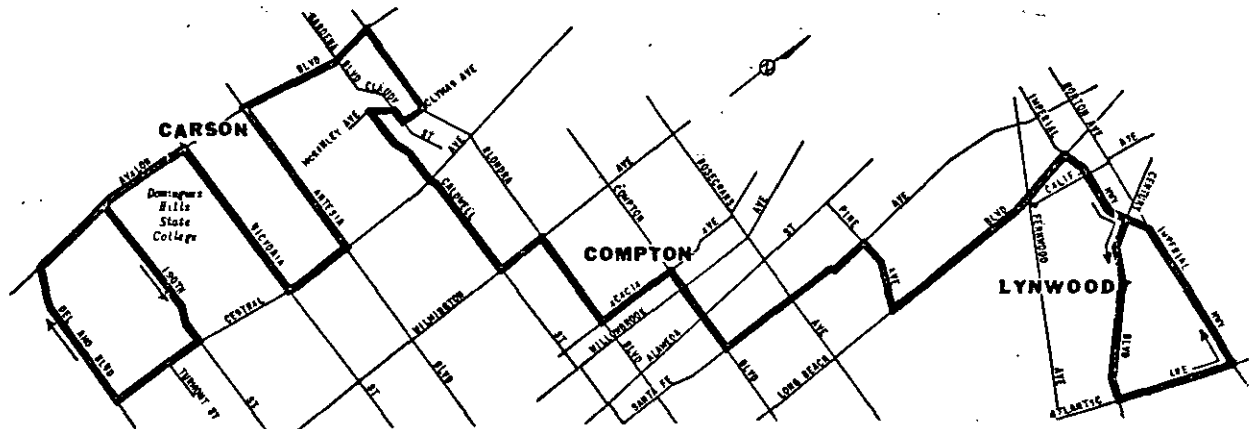
FUNCTION

Local line, outside central area, on arterial streets. Route from Lynwood south and west through Compton and west and south to Carson.

AREA SERVED

From the west terminal located at the Dominguez Hills State College, the line operates north and east through a comparatively newly developed lightly populated area, consisting of single family subdivisions. Light manufacturing is passed along Avalon Blvd. Entering Compton, there is a major commercial center and civic center surrounded by single family housing, somewhat lower in income than Carson. This city is the center for a large Black community. Santa Fe Ave. is an industrial area. In Lynwood, commercial concentrations are served along Long Beach Blvd. with the east terminal at St. Francis Hospital. This portion of Lynwood is predominantly lower middle income, generally single family except for the large concentration of apartments near the hospital.

ROUTE MAP



STREETS TRAVERSED

Leave Central Ave. and Turmont St. via Central Ave., Del Amo Blvd., Avalon Blvd., Victoria St., Central Ave., Artesia Blvd., Avalon Blvd., Alondra Blvd., Clymar Ave., Claude St., McKinley Ave., Caldwell St., Wilmington Ave., Alondra Blvd., Acacia Ave., Compton Blvd., Tamarind Ave., Palm St., Willowbrook Ave. (Compton Blvd.), Compton Blvd., Santa Fe Ave., Pine Ave., Long Beach Blvd., Imperial Hwy., Century Blvd., Atlantic Ave., and Imperial Hwy. to Century Blvd.

TURN BACK LOCATIONS

Wilmington Ave. at Caldwell St.  
Tichenor St. at McKinley Ave.

HISTORY

The Lynwood-Compton portion of this line was established by Cross Town Lines in 1947 and transferred to Southern Cities Transit in 1954. Portions between Compton and Richland Farms and Willowbrook were originally served by Southern Cities Transit. These route segments were then combined as line 4, which became Cross Town line 14 in 1959, and Los Angeles Metropolitan Transit Authority line 114 in 1961. Line 114 was extended to Carson and to Dominguez Hills State College in 1968.

OPERATIONS - 1969

Number of one-way trips	48	Average passengers per trip	*
Round trip running time (min.)	105	Round trip route miles	30.0
Average overall schedule speed (mph)	13.8	Average layover time (min.)	25

\*Shown as part of line 113.

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	2	2	2	-
Saturday*	60	60	60	-	1	1	1	-
Sundays	-	-	-	-	-	-	-	-

\*On Saturdays, headways double west of Wilmington Ave. at Caldwell St.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Central Ave. & Turmont St.	6:34 AM	6:34 PM
Imperial Hwy. & Atlantic Ave.	6:11 AM	6:44 PM

TRAFFIC CONDITIONS

One-way running times:

Minimum 54 min., Maximum 54 min., 0% increase

Location of heaviest traffic congestion:

No specific area

Timepoint for heaviest traffic congestion:

Hillford - Turmont 6:00 AM - 6:34 PM

FARE STRUCTURE

The fare from Richland Farms to Lynwood is \$.38.

From Richland Farms the fare zone increments are as follows:

North of

Long Beach Blvd. at Imperial Hwy. \$.38

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Santa Fe & Palmer N	21.0	11.2	3.3	7.6
Santa Fe & Compton S	5.0	8.0	14.5	7.8

Other Load Points

Average for Day

Imperial & Century	Caldwell & Wilmington
N 3.3	N 5.3
S 3.5	S 5.2

TREND OF TRAFFIC

...Shown as part of line 113...

LINE 115 - COMPTON - IMPERIAL HIGHWAY

OPERATING RESULTS - 1969

	<u>Route No. 115</u>	<u>System Total</u>
Cost per mile	\$ 0.782	\$ 0.762
Revenue per mile	\$ 0.390	\$ 0.923
Margin per mile	- \$ 0.392	+ \$ 0.161
Passengers per miles	1.60	3.3
Daily passengers	684	
Daily bus miles	428.3	

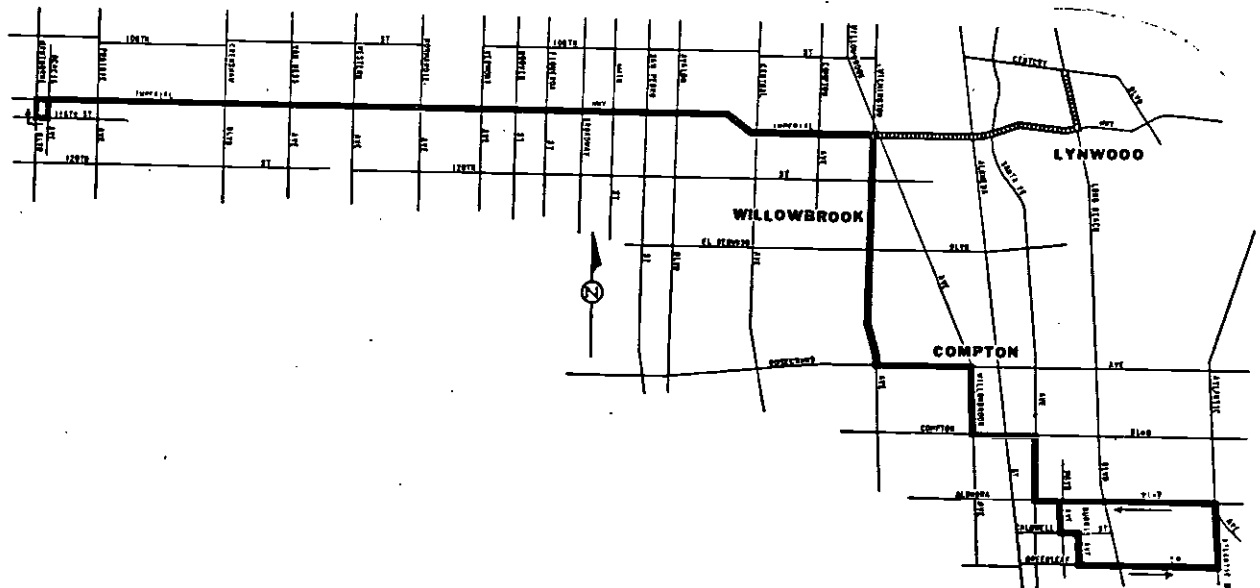
FUNCTION

Local line, outside central area, on arterial streets. Route from southeastern Compton through downtown Compton, north through Willowbrook and west to northern Hawthorne.

AREA SERVED

From the line's western terminal in Hawthorne, east to Figueroa St., apartments flank Imperial Hwy., surrounded by single family houses. One high-rise office building is passed at Crenshaw Blvd. East of Western Ave. this line serves a predominantly Black community throughout its entire route. Single family houses flank the route east of Figueroa, many of which in the Willowbrook area are in a deteriorating condition. On Imperial Hwy. light manufacturing is interspersed. Traversing Compton Blvd. the line passes through the Compton CBD before turning south to pass Compton Junior College. Middle income single family homes predominate in this area. School service is augmented in a special route into Lynwood for Hosler Junior High, Lynwood High and St. Adimas Elementary schools.

ROUTE MAP



#### STREETS TRAVERSED

Leave Alondra Blvd. and Atlantic Ave. via Alondra Blvd. (Mayo Ave., Caldwell St., Burris Ave., Greenleaf Dr.), Santa Fe Ave., Compton Blvd., Willowbrook Ave., Rosecrans Ave., Wilmington Ave., and Imperial Hwy. to loop at Hawthorne Blvd.

#### ADDITIONAL ROUTES TO LONG BEACH BLVD. & CENTURY BLVD.

Leave regular route of line to Imperial Hwy. and Wilmington Ave., then via Imperial Hwy., and Long Beach Blvd. to Century Blvd.

#### IMPERIAL HWY. & LONG BEACH BLVD.

Via Imperial Hwy. to Imperial Hwy. and Wilmington and regular route of line.

#### TURN BACK LOCATIONS

Imperial Hwy. at Wilmington Ave.

#### HISTORY

This was the original route of Cross Town Lines, the first portion having been established in Lynwood in 1945. It was extended to operate along Imperial Hwy. between Century and Hawthorne Blvds. by 1950 and to Sepulveda Blvd. in 1952. The line was transferred to Southern Cities Transit in 1954 and was later designated their line 8. The Compton and Willowbrook segments of line 115 were originally served by Southern Cities Transit, eventually becoming their line 5. The two routes were consolidated in 1959 as Cross Town Suburban Bus Lines 15 and 22, most service operating between Alondra Blvd. and Atlantic Ave., and Imperial Hwy. and Aviation Blvd. In 1960, this was rerouted, as line 15, into Inglewood over a route purchased by Southern Cities from Sunset Stages in 1958. It became Los Angeles Metropolitan Transit Authority line 115 in 1961. The Inglewood portion, which duplicated line 5, was discontinued at that time.

#### OPERATIONS - 1969

Number of one-way trips	28	Average passengers per trip	24.2
Round trip running time (min.)	91	Round trip route miles	25.2
Average overall schedule speed (mph)	12.6	Average layover time (min.)	29

SCHEDULE - 1969

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	60	60	60	-	2	2	2	-
Saturdays*	60	60	60	-	1	1	1	-
Sundays	-	-	-	-	-	-	-	-

\*No service west of Imperial at Wilmington on Saturdays.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Imperial Hwy. & Hawthorne Blvd.	7:30 AM	5:10 PM
Alondra Blvd. & Atlantic Ave.	7:33 AM	6:20 PM
<u>Short Line Locations:</u>		
Imperial Hwy. at Wilmington Ave.	E 6:20 AM	-
Century at Long Beach Blvds.	-	W 6:57 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 47 min., Maximum 47 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Imperial Hwy. - Hawthorne Blvd. 5:50 AM - 6:26 PM

FARE STRUCTURE

The fare from Compton to Hawthorne is \$.46.  
 From Compton the fare zone increments are as follows:  
West of  
 Wilmington Ave. at Imperial Hwy. \$.38  
 Imperial Hwy. at Western Ave. .46

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Willowbrook & Rosecrans E	31.5	11.0	12.0	10.1
Willowbrook & Spruce W	16.0	10.5	17.0	9.6

PASSENGERS PER TRIP (Continued)

Other Load Points

Average for Day

Imperial & Vermont	Greenleaf & Long Beach
E 7.1	E 5.4
W 5.5	W 5.2

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	471	404	1.2
Sept. 1966	496	404	1.2
Sept. 1967	514	401	1.3
Sept. 1968	499	435	1.1
Sept. 1969	533	428	1.2
Sept. 1970	514	428	1.2

\*Transfer passengers excluded.

LINE 116 - COMPTON - ARTESIA - LA MIRADA

OPERATING RESULTS - 1969

	<u>Route No. 116</u>	<u>System Total</u>
Cost per mile	\$ 0.751	\$ 0.762
Revenue per mile	\$ 0.298	\$ 0.923
Margin per mile	- \$ 0.453	+ \$ 0.161
Passengers per mile	1.04	3.3
Daily passengers	463	
Daily bus miles	446.1	

FUNCTION

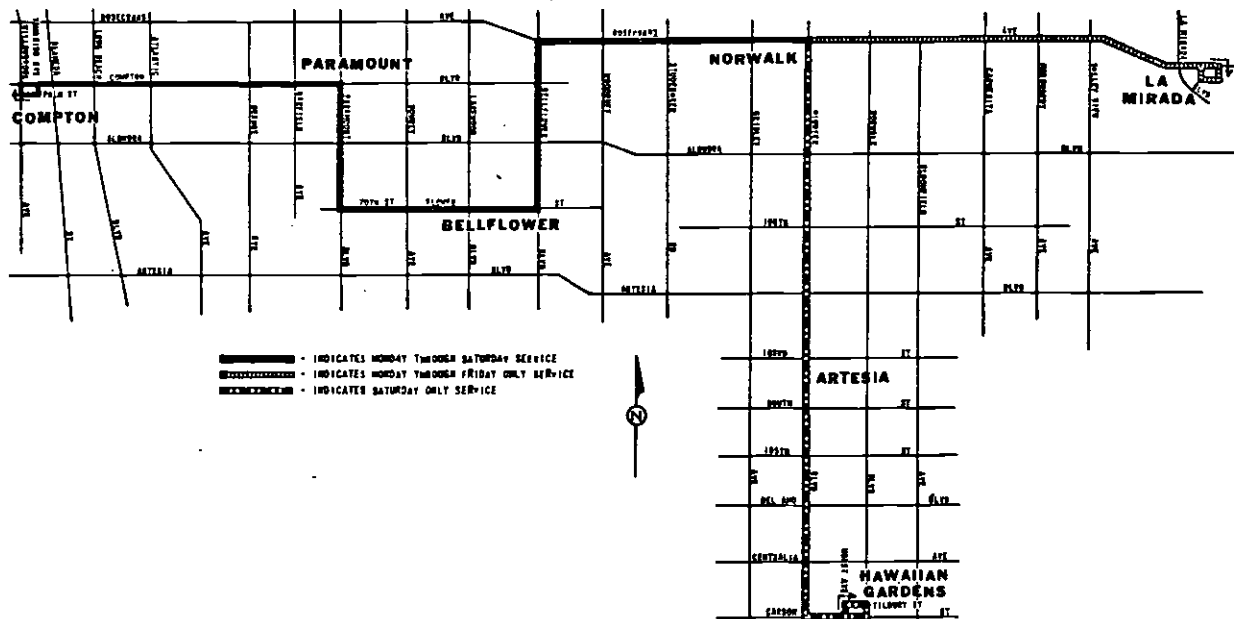
Local line, outside central area, on arterial streets. Route from Compton east through Norwalk to La Mirada. (Saturdays only, no service east of Norwalk, additional route from Norwalk south to Hawaiian Gardens over east leg of line 132.)

AREA SERVED

Single family homes predominate throughout the length of this route, with lower than average income prevailing at the Compton and Hawaiian Gardens (Saturday service) ends of the line, and for portions of Paramount and Bellflower. The line serves the commercial centers located along Compton Blvd., west of Long Beach Blvd., Bellflower, at Flower St. and Bellflower Blvd. and the large La Mirada Shopping Center, at the line's eastern terminal. Light manufacturing is located between Garfield Ave. and Paramount Blvd. and Paramount and Alondra Blvds. Saturdays only, the line traverses Pioneer Blvd., serving Artesia and Hawaiian Gardens. Artesia consists of predominantly low density medium income single family homes.



## ROUTE MAP



### STREETS TRAVERSED

Leave Willowbrook Ave. and Compton Blvd. via Willowbrook Ave., Compton Blvd., Paramount Blvd., 70th St., Flower St., Bellflower Blvd., and Rosecrans Ave. to La Mirada Shopping Center.

### ADDITIONAL ROUTE - HAWAIIAN GARDENS BRANCH

Leave Willowbrook Ave. and Compton Blvd. via regular route to Rosecrans Ave. and Pioneer Blvd. then via Pioneer Blvd. and Carson St. to loop at Norwalk Blvd.

### TURN BACK LOCATIONS

None

### HISTORY

The Compton-Bellflower portion of this line was originally served by Southern Cities Transit, which originated in the 1930's. The Bellflower-Norwalk-Artesia portion was originally operated by Benton Bus Lines which was purchased by Dean Carson in 1954 and merged into Southern Cities in 1955. These route segments were combined and, along with an additional branch to La Mirada, became line 6. This line became Cross Town line 16 in 1959 and the Artesia Branch was extended to Hawaiian Gardens in 1960. This route became Los Angeles Metropolitan Transit Authority line 116 in 1961. The Norwalk-Artesia-Hawaiian Gardens branch was replaced by new line 132 in 1968, except that Saturday service continued to be operated by line 116.

OPERATIONS - 1969

Number of one-way trips	24	Average passengers per trip	19.3
Round trip running time (min.)	103	Round trip route miles	29.6
Average overall schedule speed (mph)	14.4	Average layover time (min.)	20

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	2	2	2	-
Saturdays*	120	120	120	-	1	1	1	-
Sundays	-	-	-	-	-	-	-	-

\*No Saturday service from Rosecrans Ave. at Pioneer Blvd. to Rosecrans Ave. and La Mirada Blvd. Saturday, line 116 diverted to Pioneer Blvd. leg of line 132.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Willowbrook Ave. & Compton Blvd.	7:05 AM	5:57 PM
Norwalk Blvd. & Carson St.	7:03 AM	7:01 PM
Rosecrans & La Mirada Aves.	8:00 AM	3:52 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 49 min., Maximum 49 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Rosecrans - La Mirada Aves. 6:00 AM - 6:05 PM

FARE STRUCTURE

The fare from Compton to Hawaiian Gardens is \$.70, and to La Mirada \$1.00. From the Compton CBD the fare zone increments are as follows: \$.62.

East of

Compton at Paramount Blvds.	\$.38
Flower St. at Lakewood Blvd.	.46
Rosecrans Ave. at Studebaker Rd.	.54
Rosecrans at Shoemaker Aves.	
OR	
Pioneer at Alondra Blvds.	.62
Pioneer Blvd. at South St.	.70

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Compton & Castlegate W	3.5	5.7	5.7	4.3
Compton & Santa Fe E	7.5	5.5	7.7	4.3

Other Load Points

Average for Day

Bellflower & Rosecrans  
W 2.8  
E 2.9

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	339	431	.8
Sept. 1966	322	431	.7
Sept. 1967	326	437	.7
Sept. 1968	346	437	.8
Sept. 1969	357	429	.8
Sept. 1970	338	446	.8

\*Transfer passengers excluded.

LINE 117 - WHITTIER LOCAL

OPERATING RESULTS - 1969

	<u>Route No. 117</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.317	\$ 0.923
Margin per mile	- \$ 0.464	+ \$ 0.161
Passengers per mile	1.26	3.3
Daily passengers	592	
Daily bus miles	469.8	

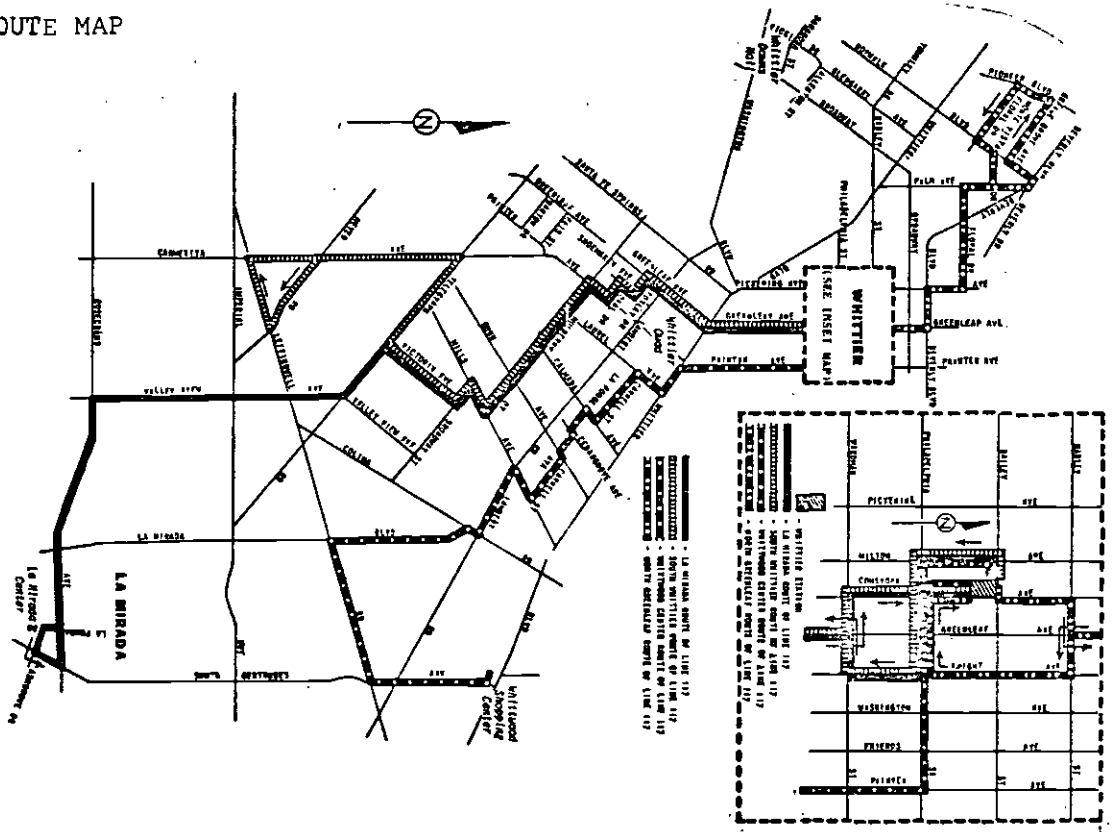
FUNCTION

Local line, outside central area. Four legs from Whittier RTD station: to northwestern Whittier, southeastern Whittier (Whittwood Shopping Center), south to La Mirada and south to north of La Mirada.

AREA SERVED

Departing the Greyhound-RTD Station in the Whittier CBD, the line operates four separate routes, all of which are within the city limits of either Whittier or La Mirada. Medium income, single family homes predominate. Service is augmented for St. Mary's Elementary and St. Paul's High schools. In addition to the commercial area of the Whittier CBD, the line serves Whittwood Center, Whittier Quad and the La Mirada Center, all large shopping centers. The line serves an industrial area along Telegraph Rd. between Victoria and Carmentia Aves.

ROUTE MAP



## STREETS TRAVERSED

### WHITTWOOD CENTER

Leave Whittwood Center via Santa Gertrudes Ave., Leffingwell Rd., La Mirada Blvd., Colima Rd., Lambert Rd., Mills Ave., Carnell St., Gunn Ave., La Forge St., Cedargrove Ave., La Forge St., Calmada Ave., Carnell St., Laurel Ave., Whittier Blvd., Painter Ave., Philadelphia St., and Comstock Ave. to Whittier Station.

### LA MIRADA

Leave Rosecrans Ave. and Santa Gertrudes Ave. via Rosecrans Ave., Valley View Ave., Telegraph Rd., Victoria Ave., Broadway St., Mills Ave., Mulberry Dr., Painter Ave., Oval Dr., Shoemaker Ave., Foxley Dr., Greenleaf Ave., Wardman St., and Comstock Ave. (Bailey St., Milton Ave., Philadelphia St., Bright Ave.), to Whittier Station.

### SOUTH WHITTIER

Leave Meyer Rd. and Leffingwell Rd. via Meyer Rd., Leffingwell Rd., Carmenita Ave., Telegraph Rd., Victoria Ave., Broadway St., Mills Ave., Mulberry Dr., Painter Ave., Oval Dr., Shoemaker Ave., Foxley Dr., Greenleaf Ave., Wardman St., and Comstock Ave. (Bailey St., Milton Ave., Philadelphia St., Bright Ave.), to Whittier Station.

### NORTH GREENLEAF

Leave Whittier Station via Bailey St., Comstock Ave., Hadley St., Greenleaf Ave., Beverly Blvd., Pickering Ave., Floral Dr., Palm Dr., and via loop to Pioneer Blvd. and Floral Dr.

## TURN BACK LOCATIONS

Mulberry Dr. at Mills Ave.

## HISTORY

Benton Bus Lines, which began in the early 1940's, originally operated the South Whittier leg of this line. Benton Bus Lines was purchased by Dean Carson in 1954 and merged into Southern Cities Transit in 1955. Southern Cities subsequently operated this and the Whittier-La Mirada leg as their line 7. Line 7 became Cross Town line 17 in 1959 and Los Angeles Metropolitan Transit Authority line 117 in 1961.

Pacific Electric Railway established local bus service in Whittier in 1924, but abandoned it in 1925. A municipal operation was begun in 1942, but this was sold to Crown Coach, who operated it as a division of Eastern Cities Transit. Crown sold the Whittier City system in 1956 to a new company, Whittier Bus Lines. Whittier Bus Lines was purchased in 1957 by Dean Carson (principal owner of Cross Town) and consolidated in 1959 into Cross Town Suburban Bus Lines. Most of the Whittier local system became Los Angeles Metropolitan Transit Authority lines 119 and 120 in 1961. These routes were merged into line 117 in 1962. The South Whittier and La Mirada legs were rerouted in 1968 to improve service in the South Whittier area.

OPERATIONS - 1969

Number of one-way trips	45	Average passengers per trip	13.2
Round trip running time (min.)	55	Round trip route miles	12.0
Average overall schedule speed (mph)	11.4	Average layover time (min.)	8

SCHEDULE - 1969

	Headways*(min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	3	3	3	-
Saturdays	60	60	60	-	3	3	3	-
Sundays	-	-	-	-	-	-	-	-

\*Each of the three routes has a 60 min. headway all day.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Whittwood Center	6:40 AM	5:41 PM
Carmenita Ave. & Meyer Rd.	8:05 AM	6:40 PM
Rosecrans & Santa Gertrudes Aves.	9:27 AM	5:39 PM
Whittier Station	7:05 AM	6:15 PM
Pioneer Blvd. & Floral Dr.	6:25 AM	5:52 PM
 <u>Short Line Location :</u>		
Mulberry Dr. at Mills Ave.	N 7:00 AM	-

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 27 min., Maximum 27 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Whittier Station 6:00 AM - 6:15 PM

FARE STRUCTURE

The fare from West Whittier to La Mirada is \$.46.  
 From West Whittier the fare zone increments are as follows:

East of  
 Mulberry Dr. at Mills Ave.  
 OR  
 Lambert Rd. at Mills Ave.                      \$.38  
 Valley View Ave. at Leffingwell Rd. .46

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

SOUTH WHITTIER ROUTE Passing	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Greenleaf & Mar Vista S	6.5	7.0	10.0	7.2
Greenleaf & Walnut N	6.5	8.7	2.0	6.3

Other Load Points

Average for Day

Carmenita & Telegraph S .6 N .7	Victoria & Broadway S 2.6 N 2.1
------------------------------------------	------------------------------------------

WHITTWOOD ROUTE Passing	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Painter & Central High N	7.0	11.3	7.3	8.9
Painter & La Curato S	13.0	10.8	10.3	10.4

Other Load Points

Average for Day

Leffingwell & La Mirada N 6.0 S 6.2
----------------------------------------------

NORTH GREENLEAF ROUTE Passing	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Beverly & Milton S	7.5	4.8	1.5	4.7
Greenleaf & Hadley N	4.0	3.8	12.3	5.6

Other Load Points

Average for Day

Norwalk & Beverly S 2.5 N 3.2
-------------------------------------

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	600	481	1.2
Sept. 1966	546	484	1.1
Sept. 1967	492	483	1.0
Sept. 1968	494	483	1.0
Sept. 1969	508	470	1.1
Sept. 1970	489	470	1.0

\*Transfer passengers excluded.



LINE 118 - WHITTIER - EAST WASHINGTON BOULEVARD

OPERATING RESULTS - 1969

	<u>Route No. 118</u>	<u>System Total</u>
Cost per mile	\$ 0.780	\$ 0.762
Revenue per mile	\$ 0.257	\$ 0.923
Margin per mile	- \$ 0.523	+ \$ 0.161
Passengers per mile	.91	3.3
Daily passengers	188	
Daily bus miles	206.3	

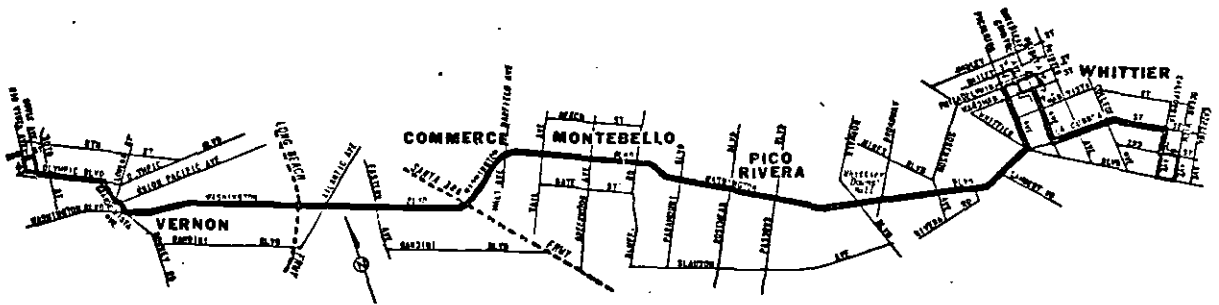
FUNCTION

Local line, outside central area, on arterial streets. From the Boyle Heights District of Los Angeles east through south Montebello to Whittier.

AREA SERVED

This line serves a heavy industrial corridor, stretching all the way from the Wholesale Industry District of Los Angeles, just east of the Los Angeles CBD through Commerce to Pico Rivera. Residential uses increase towards the east from Pico Rivera to Whittier. There is some housing in the Boyle Heights area, at the line's western terminal, consisting of a mixture of older apartments and single family houses. East from Pico Rivera low density single family housing predominates, to include several stretches of lower income housing along this corridor. The line serves commercial concentrations at Olympic Blvd. and Soto St., along Washington Blvd. in Montebello and Pico Rivera, and the Whittier-Downs Mall in South Whittier.

ROUTE MAP



**STREETS TRAVERSED**

Leave Olympic Blvd. and Boyle Ave. via Boyle Ave., Olympic Blvd., Grande Vista Ave., Washington Blvd., Pickering Ave., Philadelphia St., Bright Ave., Wardman St., Greenleaf Ave. (Wardman St.), Comstock Ave., Whittier Station, Bailey St., Pickering Ave., La Cuarta St., California Ave., Second St., and Ocean View Ave. to Whittier Blvd.

**TURN BACK LOCATIONS**

Whittier Station.

**HISTORY**

The portion of this line between Soto St. and Atlantic Ave. was served, first, by Los Angeles Transit Lines, line 34, established 1946 and abandoned 1952. The Pico Rivera-Whittier portion was first operated by Benton Bus Lines, which commenced operating in the early 1940's and was acquired by Dean Carson in 1954 and merged into Southern Cities Transit in 1955. The present service between Boyle Ave. and Whittier was established by Southern Cities in 1958 as their line 9, becoming Cross Town line 18 in 1959. The East Whittier portion of this line was originally a part of the Whittier local system (see line 117). This line became Los Angeles Metropolitan Transit Authority line 118 in 1961.

**OPERATIONS - 1969**

Number of one-way trips	13	Average passengers per trip	14.5
Round trip running time (min.)	102	Round trip route miles	31.4
Average overall schedule speed (mph)	15.7	Average layover time (min.)	18

**SCHEDULE - 1969**

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	120	120	120	-	1	1	1	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

**PERIOD OF SERVICE**

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Olympic Blvd. & Boyle Ave.	7:15 AM	4:50 PM
Ocean View Ave. & Whittier Blvd.	9:50 AM	6:07 PM
<u>Short Line Location:</u>		
Whittier Station	W 6:30 AM	W 6:20 PM

TRAFFIC CONDITIONS

One-way running times:

Minimum 49 min., Maximum 52 min., 6% increase

Location of heaviest traffic congestion:

At Olympic Blvd. and Soto St.

Timepoint for heaviest traffic congestion:

Olympic - Boyle 8:00 AM - 5:15 PM

FARE STRUCTURE

The fare from Whittier to Boyle Heights is \$.70.

From the Whittier CBD the fare zone increments are as follows:

West of

Washington at Norwalk Blvds.	\$ .38
Washington Blvd. at Bluff Rd.	.46
Washington Blvd. at Telegraph Rd.	.54
Washington Blvd. at Atlantic Ave.	.62
Washington Blvd. at Indiana Ave.	.70

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Olympic & Grande Vista E	32.0	2.0	17.0	9.5
Washington & Ayers W	17.0	5.8	18.0	7.0

Other Load Points

Average for Day

Washington & Slauson E 2.0 W 2.3
-------------------------------------------

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1965	158	206	.8
Sept. 1966	168	206	.8
Sept. 1967	150	206	.7
Sept. 1968	162	206	.8
Sept. 1969	156	206	.8
Sept. 1970	151	206	.7

\*Transfer passengers excluded.

LINE 119 - LA CANADA - PASADENA

OPERATING RESULTS - 1969

	Route No. 119	System Total
Cost per mile	\$ 0.784	\$ 0.762
Revenue per mile	\$ 0.311	\$ 0.923
Margin per mile	- \$ 0.473	+ \$ 0.161
Passengers per mile	1.11	3.3
Daily passengers	382	
Daily bus miles	344.6	

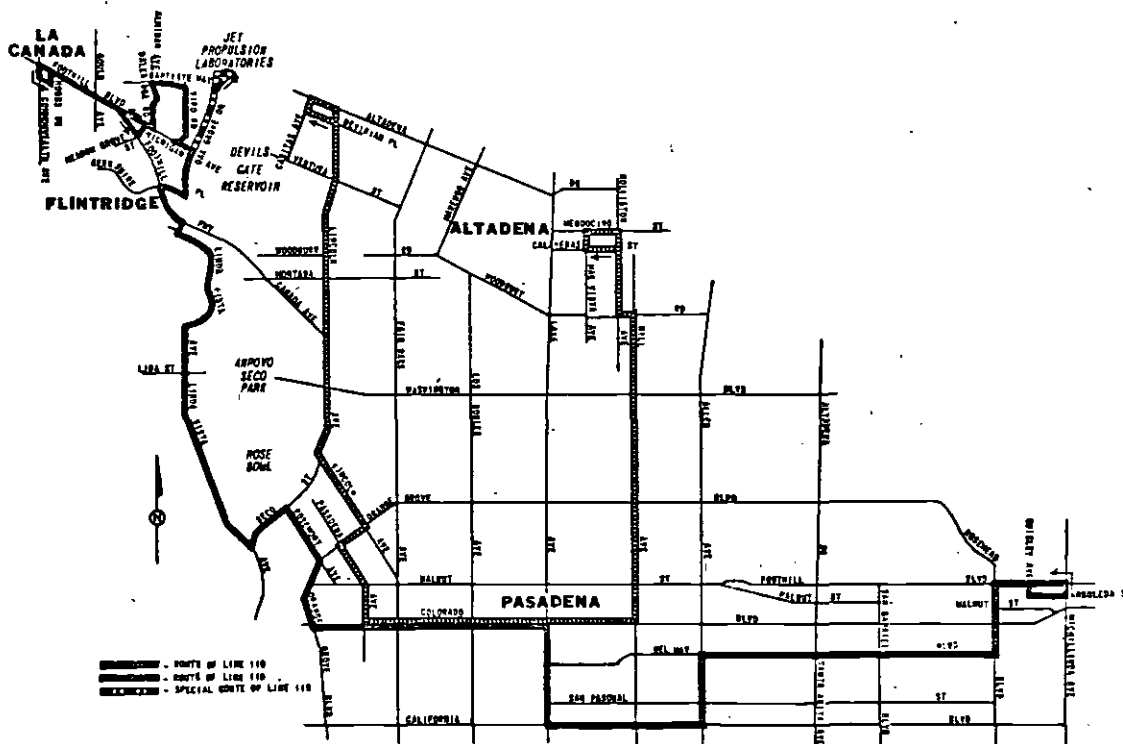
FUNCTION

Local line, outside central area, on arterial streets. Route on two legs from downtown Pasadena, east to the western boundary of Arcadia and north to La Canada.

AREA SERVED

Operating between the cities of Pasadena and La Canada, the line serves a mixed, medium density housing area in East Pasadena and single family, low density, medium to high income dwellings in Flintridge and La Canada. Commencing at the major retail complex at Rosemead and Foothill Blvds., service is provided to the South Lake Ave. section of Pasadena that includes most of the major department stores. The California Institute of Technology is located on line 119. Service is augmented for Blair and St. Francis High schools. Two other commercial areas are passed along Colorado Blvd. in the CBD of Pasadena, and along Foothill Blvd. in the CBD of La Canada. Special service is extended during rush hours to include the Jet Propulsion Laboratory. Two points of interest along the route are the Rose Bowl and Brookside Park.

ROUTE MAP



## STREETS TRAVERSED

Leave Commonwealth Ave. and Foothill Blvd., Foothill Blvd., Foothill Freeway, Meadow Grove St., Michigan Ave., Daleridge Rd., Alminar Ave., Baptiste Way, Viro Rd., Michigan Ave., Oak Grove Dr., Berkshire Pl., Berkshire Ave., Foothill Freeway, Linda Vista Ave., Seco St., Rosemont Ave., Orange Grove Blvd., Colorado Blvd., Lake Ave., California Blvd., Allen Ave., Del Mar Blvd., Rosemead Blvd., and Foothill Blvd. to loop at Michillinda Ave.

## ALTERNATE ROUTE VIA JET PROPULSION LABORATORY

Leave Allen Ave. and Del Mar Blvd. via regular route to Oak Grove Dr. and Michigan Ave., then continue via Oakgrove Dr. to Jet Propulsion Lab.

## TURN BACK LOCATIONS

None

## HISTORY

Pacific Electric operated a motor coach line between Pasadena, Flintridge, and La Canada from 1923 to 1941. Only the Pasadena local portion of this line was acquired by Pasadena City Lines in 1941 and later became their line 6. Service to La Canada was restored in 1947, at the same time as line 6 was extended via South Los Robles Ave. to Glenarm St., replacing a portion of line 7.

Pacific Electric also established an East California St. motor coach route in 1923. This was combined with the Allen Ave. route in 1931 but separated from it in 1932. A part of the area was also served by a Del Mar St. motor coach route from 1923 to 1931. The East California and Allen routes were acquired and combined by Pasadena City Lines in 1941, later becoming their line 5. Line 5 was rerouted via Colorado Blvd. in 1965. At the same time, the South Lake route (which had previously been a part of line 7 but then became a part of line 4) was extended to replace the former route of line 5 between Lake and Allen Aves.

Pasadena City Lines was acquired by Southern California Rapid Transit District in 1967. Former Pasadena City Lines lines 4 and 6 became lines 184 and 186, respectively. Line 119 was established in 1968, replacing most of line 186. The South Los Robles portion was discontinued, since it duplicated line 61. Line 119 was routed, instead, to San Pasqual St. and Allen Ave., replacing a portion of line 184. Line 119 was extended over an entirely new route to Michillinda Ave. and Foothill Blvd. on October 27, 1968.

## OPERATIONS - 1969

Number of one-way trips	25	Average passengers per trip	15.3
Round trip running time (min.)	69	Round trip route miles	27.4
Average overall schedule speed (mph)	18.5	Average layover time (min.)	20

SCHEDULE - 1969

	Headways* (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	2	2	2	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

\*One school trip in the AM is not shown as a base headway.

PERIOD OF SERVICE

	First Departure	Last Arrival
<u>Far Terminals:</u>		
Foothill Blvd. & Commonwealth Ave.	6:47 AM	6:40 PM
Foothill Blvd. & Quigley Ave.	7:20 AM	6:35 PM
<u>Short Line Location:</u>		
Colorado & Fair Oaks Blvds.	E 6:50 AM	W 7:00 PM
Allen Ave. & Del Mar Blvd.	E 6:48 AM	E 7:12 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 45 min., Maximum 49 min., 9% increase  
 Location of heaviest traffic congestion:  
 On Colorado Blvd.  
 Timepoint for heaviest traffic congestion:  
 Colorado Blvd. - Lake Ave. 11:52 AM - 6:22 PM

FARE STRUCTURE

From the Pasadena CBD, the fare is \$.38 to Foothill Blvd. and Commonwealth Ave., and \$.30 to Foothill Blvd. and Quigley Ave.

From the Pasadena CBD the fare zone increment is as follows:

Via Linda Vista Ave. - North of

Linda Vista Ave. at Devils Gate Dam \$.38

PASSENGERS PER TRIP

Passing	Peak Load Points			Average for Day
	AM	Base	PM	
Colorado & Oakland E	14.0	10.7	11.3	7.2
Orange Grove & Rosemont W	17.0	10.5	11.7	7.4
	Other Load Points			
	Average for Day			
Del Mar & Sierra Madre E 2.0 W 2.6			Foothill & Hampden E 3.6 W 2.6	

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965-67	-	-	-
Sept. 1968	170	193	.9
Sept. 1969	310	345	.9
Sept. 1970	299	329	.9

\*Transfer passengers excluded.

LINE 120 - LEISURE WORLD - LOS ANGELES FREEWAY FLYER

OPERATING RESULTS - 1969

Not available.

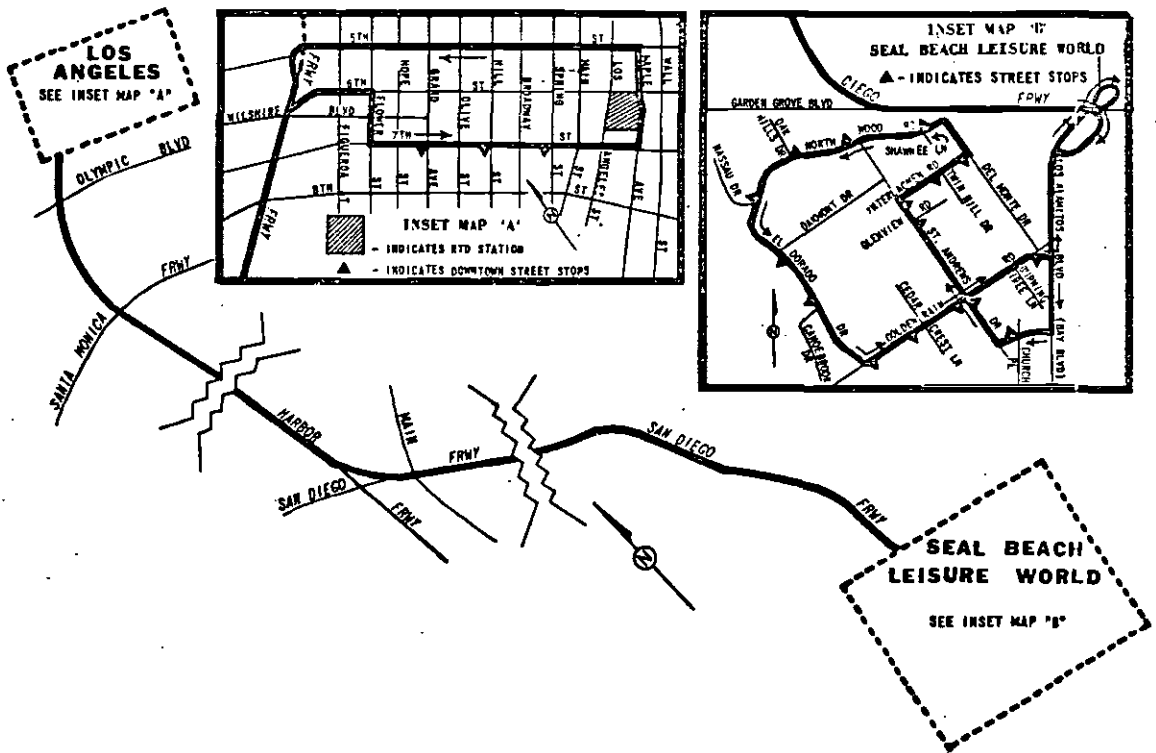
FUNCTION

Interurban line on arterial streets. Route from downtown Los Angeles RTD Station southeast via the Harbor and San Diego Freeways to Rossmoor Leisure World, Los Alamitos.

AREA SERVED

This line serves exclusively Rossmoor Leisure World, a medium to upper income retirement development. Leaving Leisure World, the line operates over freeways all the way to downtown Los Angeles.

ROUTE MAP



STREETS TRAVERSED

Leave Seal Beach Blvd. and St. Andrews Dr., via St. Andrews Dr., through Gate #2, Interlachen Rd., Del Monte Dr., Northwood Rd., El Dorado Dr., Golden Rain Rd., Seal Beach Blvd., Long Beach on-ramp, San Diego Freeway west, Harbor Freeway north, Sixth St. off-ramp, Sixth St., Flower St., Seventh St., Maple Ave., and into RTD Station.



TURN BACK LOCATIONS

None

HISTORY

Service was established in March 1965 providing a direct non-stop route between Leisure World and downtown Los Angeles.

OPERATIONS - 1969

Number of one-way trips	2	Average passengers per trip	8.5
Round trip running time (min.)	120	Round trip route miles	66.4
Average overall schedule speed (mph)	33.2	Average layover time (min.)	-0-

SCHEDULE - 1969

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays*	1 trip	-	1 trip	-	1	-	1	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

\* One trip in AM and one trip in PM is made from the RTD station.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Rossmoor Leisure World	9:30 AM	7:35 PM
RTD Station	6:35 PM	10:30 AM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 45 min., Maximum 45 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Leisure World Gate #2 9:45 AM

FARE STRUCTURE

One single fare of \$1.30 applies between Rossmoor Leisure World and Los Angeles.

PASSENGERS PER TRIP

Not available.

TREND OF TRAFFIC

	Estimated Average Weekday Passengers	Vehicle Miles	Passengers Per Mile
Sept. 1970	17	66	.26

LINE 121 - ROSCOE BLVD. - LOS ANGELES  
FREEWAY FLYER

OPERATING RESULTS

Not Available

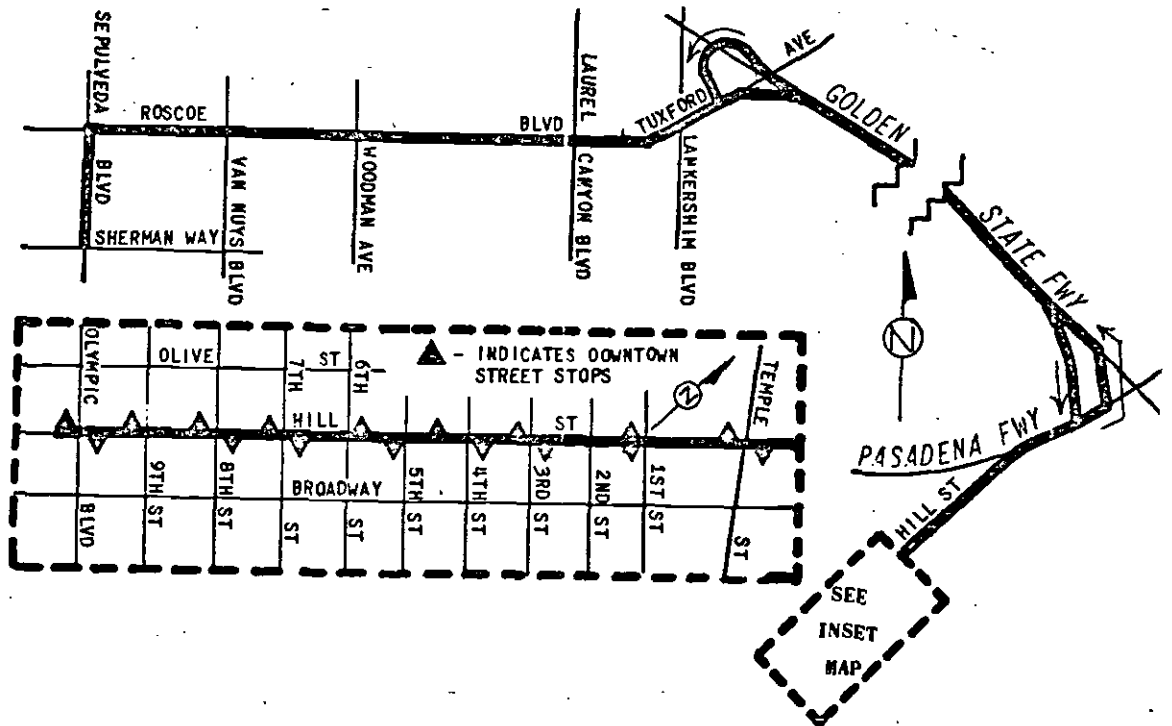
FUNCTION

Suburban line on arterial streets. Route from downtown Los Angeles north and west via Pasadena and Golden State Freeways to Roscoe Blvd. (Sun Valley), then west to the Van Nuys District. Operates peak period, peak direction only.

AREA SERVED

Originating in the central business district of Los Angeles, this line, operating only during the peak morning and afternoon periods, travels non-stop via the Golden State Freeway to the San Fernando Valley. Medium income, single family housing predominates for the length of the route in the Valley, except for the Panorama City area between Woodman Ave. and Sepulveda Blvd., where there are several apartment complexes. Panorama City is also the site of one high-rise office building and several major department stores and professional offices. Neighborhood commercial centers are located at the major intersections.

ROUTE MAP



STREETS TRAVERSED

From Sepulveda Blvd. and Sherman Way via Sepulveda Blvd., Roscoe Blvd., Tuxford Ave., Tuxford Ave. on-ramp, Golden State Freeway, Pasadena Freeway, Civic Center exit, and Hill St. to Olympic Blvd. (Downtown Los Angeles).

TURN BACK LOCATIONS

None

HISTORY

Established on April 25, 1971 as a new service, this line operates express from Roscoe Blvd. to downtown Los Angeles.

OPERATIONS - 1971

Number of one-way trips	6	Average passengers per trip	23
One-way running time (min.)	60	One-way route miles	23.2
Average overall schedule speed (mph)	23.2	Average layover time (min.)	N/A

SCHEDULE - 1971

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u> <sup>1</sup>	<u>Base</u>	<u>PM</u> <sup>2</sup>	<u>PM</u>	<u>AM</u>	<u>PM</u>	<u>Base</u>	<u>9 PM</u>
Weekdays	30	-	30	-	3	-	3	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

- 1 Operates to Los Angeles only.
- 2 Operates to San Fernando Valley only.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminal:</u>		
Sepulveda Blvd. & Sherman Way	6:20 AM	6:43 PM
Hill St. & Olympic Blvd.	4:40 PM	8:18 AM

Short Line Location:  
None

TRAFFIC CONDITIONS

One-way running times:  
Minimum 58 min., Maximum 67 min., 15.5% increase  
Location of heaviest traffic congestion:  
Downtown Los Angeles  
Timepoint for heaviest traffic congestion:  
During complete time of operation (rush hour).

FARE STRUCTURE

From Los Angeles to the Roscoe Blvd. area, the fare is \$.78.  
No local passengers are accepted due to express operation.  
For local service, refer to line 16.

PASSENGERS PER TRIP

No studies made.

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
April 1971	137	139.2	.98

\*Excludes transfer passengers.

LINE 122  
LOS ANGELES - BURBANK - NORTH HOLLYWOOD - VAN NUYS FREEWAY FLYER

OPERATING RESULTS - 1969

	<u>Route No. 122</u>	<u>System Total</u>
Cost per mile	\$ 0.783	\$ 0.762
Revenue per mile	\$ 0.377	\$ 0.923
Margin per mile	- \$ 0.406	+ \$ 0.161
Passengers per mile	.91	3.3
Daily passengers	324	
Daily bus miles	355.0	

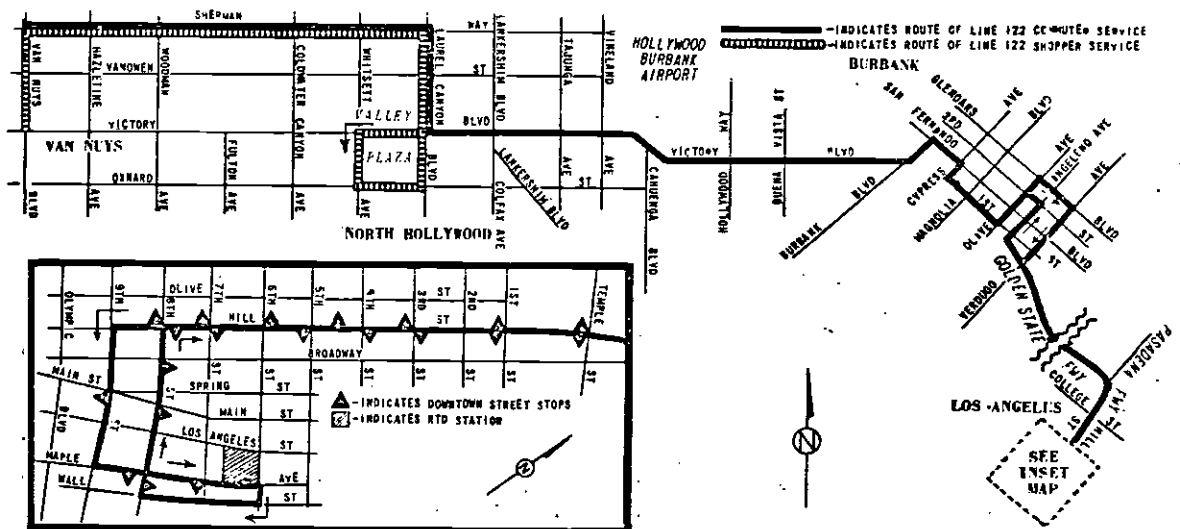
FUNCTION

Suburban line on arterial streets. Route from downtown Los Angeles RTD station north and west via Pasadena and Golden State Freeways to Burbank, then west to the Van Nuys District. Midday service only operated between the Van Nuys and North Hollywood Districts.

AREA SERVED

During midday this line serves the districts of Van Nuys and North Hollywood of Los Angeles. The route passes through a mixture of apartments and single family housing with the eastern end of the line anchored to the Valley Plaza, a major shopping center for the area. During the AM and PM rush hours, trips are extended to the Los Angeles CBD via the Burbank CBD. Traversing downtown Los Angeles on Hill St., the line serves Chinatown, the Civic Center and terminates in the RTD-Greyhound station.

ROUTE MAP



STREETS TRAVERSED

Leave Van Nuys and Victory Blvds., via Van Nuys Blvd., Sherman Way, Laurel Canyon Blvd., Victory Blvd., Burbank Blvd., San Fernando Blvd., Cypress Ave., Third St., Olive Ave., Glenoaks Blvd., Verdugo Ave., Front St., Golden State Freeway, Pasadena Freeway, Hill St., Ninth St., and Maple Ave. to RTD station.

TURN BACK LOCATIONS

Oxnard St. at Whitsett Ave.

HISTORY

Established in June 1968, as a new service this line uses the Golden State Freeway between Burbank and Los Angeles, with local service between Burbank and Van Nuys.

OPERATIONS - 1969

Number of one-way trips	22	Average passengers per trip	14.7
Round trip running time (min.)	154	Round trip route miles	49.0
Average overall schedule speed (mph)	17.3	Average layover time (min.)	16

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base*	PM	9 PM	AM	Base	PM	9 PM
Weekdays	28	60	30	-	3	1	3	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

\*No service east of Laurel Canyon at Victory Blvds. during the base period.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Van Nuys & Victory Blvds.	9:42 AM	3:37 PM
RTD Station	7:40 AM	5:23 PM
 <u>Short Line Location:</u>		
Sherman Way at Van Nuys Blvd.	S 6:14 AM	N 6:59 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 70 min., Maximum 79 min., 13% increase  
 Location of heaviest traffic congestion:  
 Golden State Freeway -- Northbound  
 Timepoint for heaviest traffic congestion:  
 RTD Station 4:25-5:25 PM

FARE STRUCTURE

The fare from Los Angeles to Van Nuys is \$.70.

From Los Angeles the fare zone increments are as follows:

North & West of

First St. at Angeleno Ave.                   \$.62  
 Sherman Way at Coldwater Canyon Blvd. .70

First two zones for one fare applies from First St. at Angeleno Ave. to Van Nuys and Victory Blvds.

Passengers boarding in the LA CBD must pay a minimum fare of \$.54.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Hill & Temple N	5.5	-	24.0	15.8
First & Angeleno S	29.7	-	9.5	17.2

Other Load Points

Average for Day

Sherman Way & Laurel Canyon  
 N 3.5  
 S 2.8

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1968	250	358	.7
Sept. 1969	279	355	.8
Sept. 1970	256	355	.7

\*Transfer passengers excluded.



LINE 123 - EL SEGUNDO BOULEVARD

OPERATING RESULTS - 1971

	<u>Route No. 123</u>	<u>System Total</u>
Cost per mile	\$ 0.606	\$ 0.762
Revenue per mile	\$ 0.111	\$ 0.923
Margin per mile	- \$ 0.495	+ \$ 0.161
Passengers per mile	.3	3.3
Daily passengers	306	
Daily bus miles	959	

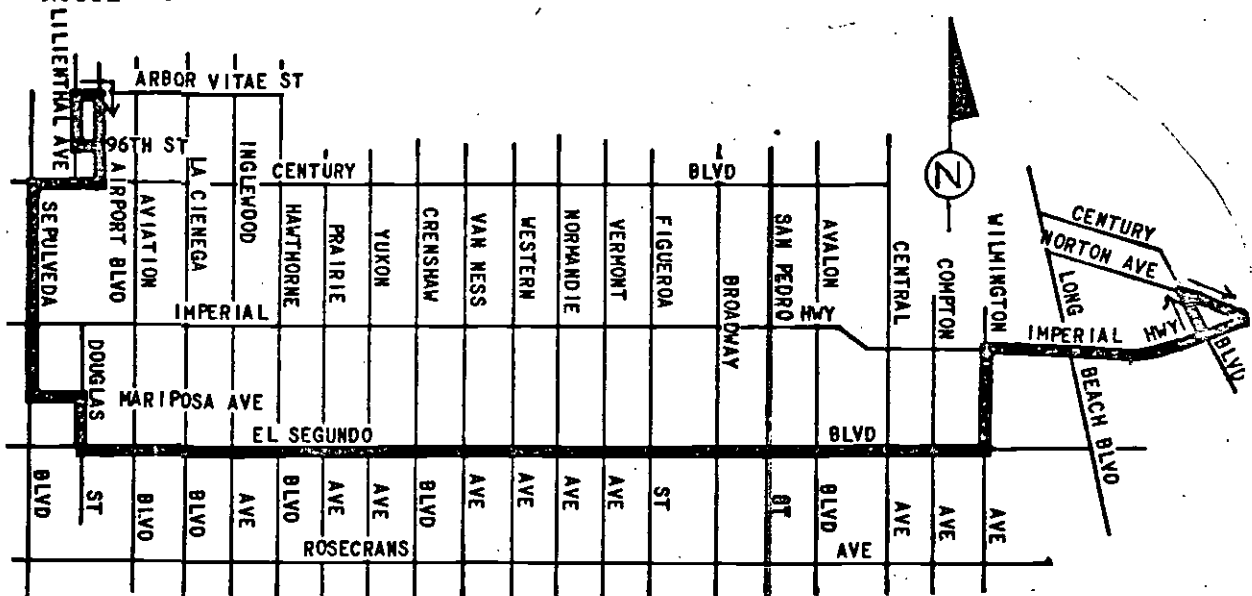
FUNCTION

Local line on arterial streets. Route from the Westchester District of Los Angeles east through the Green Meadows District to Lynwood.

AREA SERVED

The western terminal of this line is located at the large post office serving the Los Angeles International Airport area. Along Century and Sepulveda Blvds., the line serves a number of high-rise hotels, office buildings, as well as aero space firms. Heavy industrial use prevails north of Douglas St. and Mariposa Ave. Traveling east along El Segundo Blvd. there is light industrial to Inglewood Ave. From there scattered apartment units and motels are passed along El Segundo Blvd., with medium income single family residences surrounding the Boulevard east of Western Ave. until reaching Lynwood, the line passes through a predominantly Black community. From Western Ave. to the Wilmington area, lower income, older single family homes predominate. After turning north on Wilmington Ave., the line passes Martin Luther King Hospital, a new 600 bed county hospital. Along Imperial Hwy. there is a mixture of single family and apartment units. Crossing the Alameda St. industrial corridor the line enters Lynwood, passing through an area of multiple family dwellings and terminating at St. Francis Hospital, the largest hospital for southeastern Los Angeles County.

ROUTE MAP



**STREETS TRAVERSED**

Leave Arbor Vitae St. and Airport Blvd. via Airport Blvd., Century Blvd., Sepulveda Blvd., Mariposa Ave., Douglas St., El Segundo Blvd., Wilmington Ave., and Imperial Hwy. to loop at Century Blvd.

**TURN BACK LOCATION**

None

**HISTORY**

This line was established in 1971 by the Southern California Rapid Transit District as an entirely new service.

**OPERATIONS - 1971**

Number of one-way trips	58	Average passengers per trip	5.5
Round trip running time (min.)	110	Round trip route miles	30.4
Average overall schedule speed (mph)	11.8	Average layover time (min.)	44

**SCHEDULE - 1971**

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	25	30	25	-	5	5	5	-
Saturdays	40	40	40	-	4	4	4	-
Sundays	-	-	-	-	-	-	-	-

**PERIOD OF SERVICE**

<u>Far Terminals:</u>	<u>First Departure</u>	<u>Last Arrival</u>
Century Blvd. & Imperial Hwy.	5:00 AM	7:22 PM
Airport Blvd. & Arbor Vitae St.	5:10 AM	7:15 PM

**TRAFFIC CONDITIONS**

One-way running times:  
 Minimum 55 min., Maximum 60 min., 9% increase  
 Location of heaviest traffic congestion:  
 Imperial & Century to El Segundo & Vermont  
 Timepoint for heaviest traffic congestion:  
 6:20-9:00 AM

FARE STRUCTURE

The fare from Arbor Vitae St. and Airport Blvd. to Imperial Hwy and Century Blvd. is \$.46.

From Arbor Vitae St. and Airport Blvd. the fare zone increments are as follows:

East of

El Segundo Blvd. at Broadway \$.38  
 El Segundo at Avalon Blvds. .46

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

Load Points

El Segundo & Crenshaw	El Segundo & Denker	El Segundo & Hawthorne	El Segundo & Willowbrook
E 2.4	W 2.0	W .9 E 2.2	W 1.3 E .7

TREND OF TRAFFIC

	Estimated Average Weekday Passengers	Vehicle Miles	Passengers Per Mile
May 1971	320	959	.3

LINE 124 - LONG BEACH - ANAHEIM - FULLERTON

OPERATING RESULTS - 1969

	<u>Route No. 124</u>	<u>System Total</u>
Cost per mile	\$ 0.778	\$ 0.762
Revenue per mile	\$ 0.505	\$ 0.923
Margin per mile	- \$ 0.273	+ \$ 0.161
Passengers per mile	.85	3.3
Daily passengers	683	
Daily bus miles	803.3	

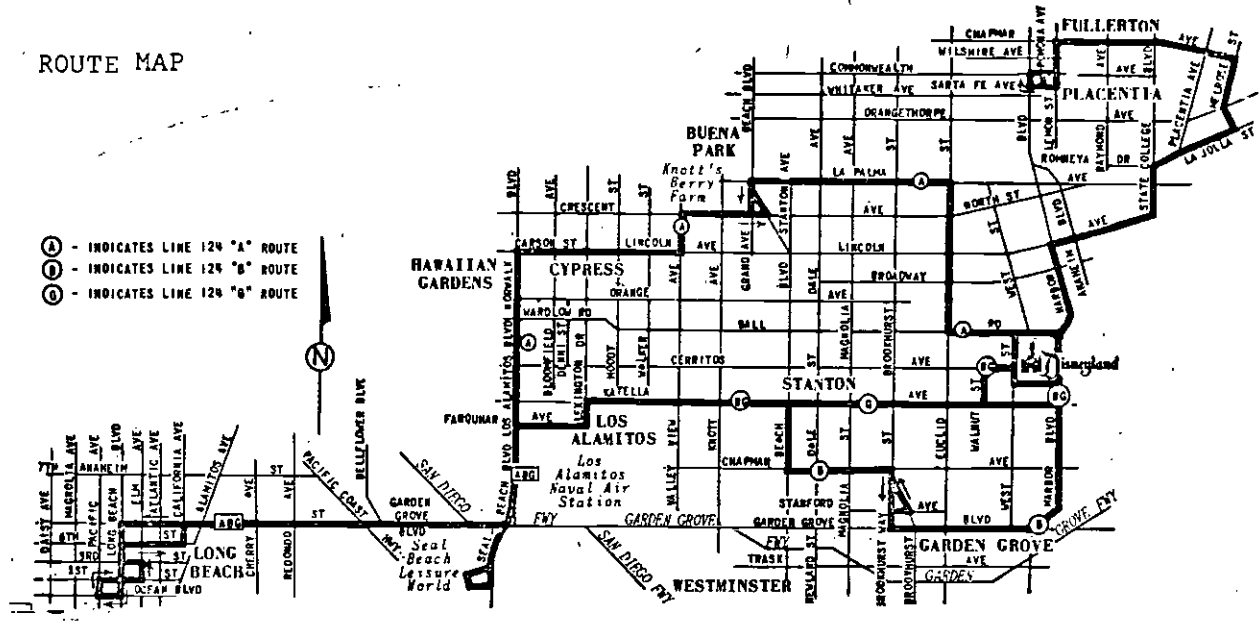
FUNCTION

Suburban line on arterial streets. Route from downtown Long Beach east and north through Rossmoor Leisure World, Hawaiian Gardens, Buena Park, Knott's Berry Farm, and Disneyland to Fullerton. Alternate route via Stanton and Garden Grove. Special, more direct route from Long Beach to Disneyland on Sundays.

AREA SERVED

From downtown Long Beach, this line operates east along the ocean-front passing the Civic Auditorium. Long Beach is one of the largest commercial centers for the region, which includes scattered high-rise office buildings, apartments and hotels over a several square mile area. Long Beach Blvd. is solid commercial development while 7th St. consists of older vintage mixed housing. Traveling east to Pacific Coast Hwy. the income increases, while the housing is newer. Service is augmented for St. Anthony's High School. In Orange County, the line splits into three separate routes. In general, this area can be characterized as having large single family subdivisions, much of which has been built within the last five to fifteen years. At all major intersections, there are small commercial centers. Commercial centers are located in Stanton along Beach Blvd.; in Garden Grove along Brookhurst Way; in Hawaiian Gardens along Norwalk; in Cypress along Lincoln Ave.; in Buena Park along La Palma Ave.; in Anaheim along Chapman Ave.; in Placentia along Commonwealth; and in downtown Fullerton, the line's eastern terminal. Disneyland in Anaheim is the major attraction for the line, followed by Knott's Berry Farm in Buena Park. An additional point of interest served by the line is the California State College at Fullerton. Special weekend and summer service is provided from Long Beach to Knott's Berry Farm and Disneyland.

ROUTE MAP



STREETS TRAVERSED

ROUTE A

Leave Pacific Ave. and Ocean Blvd. via Ocean Blvd., Long Beach Blvd., Sixth St., California Ave., Seventh St., Garden Grove Blvd., San Diego Freeway, Seal Beach Blvd., Leisure World, Seal Beach Blvd., into Rossmoor Shopping Center, Seal Beach-Los Alamitos Blvds., Norwalk Blvd., Carson St., Lincoln Ave., Valley View Ave., Crescent Ave., Beach Blvd. (Grand Ave.), La Palma Ave., Euclid St., Ball Rd., Harbor Blvd., into Disneyland, West St., Ball Rd., Harbor Blvd., Lincoln Ave., State College Blvd., Placentia Ave., La Jolla St., Melrose St., Chapman Ave., Lemon St., and via loop to Commonwealth Ave. and Harbor Blvd.

ROUTE B

Regular route from Pacific Ave. and Ocean Blvd. to Seal Beach Blvd. at Farquhar Ave., then via Farquhar Ave., Lexington Ave., Katella Ave., Beach Blvd., Chapman Ave., Brookhurst Way (Stanford Ave., Brookhurst St.), Garden Grove Blvd., Harbor Blvd., into Disneyland and regular route.

ROUTE G

Regular route B to Katella Ave. at Beach Blvd. then continue via Katella Ave. to Harbor Blvd., into Disneyland and regular route.

SPECIAL ROUTE - THROUGH ROSSMOOR LEISURE WORLD

Leave Main Gate via south on Seal Beach Blvd., Gate No. 2, St. Andrews Dr., Interlachen Rd., Del Monte Dr., Northwood Rd., El Dorado Dr., Golden Rain Rd., and exit via Main Gate.

SPECIAL ROUTE - LONG BEACH TO PIERPOINT LANDING

Westbound via regular or alternate routes to Ocean Blvd. and Pacific Ave., then via Ocean Blvd. across Ocean Blvd. Bridge, Harbor Scenic Dr. and Windham Ave. to Panorama Dr.

TURN BACK LOCATIONS

Lincoln Ave. at Anaheim Blvd.

HISTORY

West Orange Transit Company was established in 1951, operating between Long Beach and Stanton. After two changes of ownership, the name was changed to Southland Bus Lines in 1955. Service was extended to Buena Park in 1953 and to Disneyland in 1955. The portion of the route between Knott's Berry Farm and Buena Park was abandoned in 1956. The route was extended to downtown Anaheim in 1958. An extension to Pacific Landing, Long Beach, was also added in 1958. Southland Bus Lines was acquired by Cross Town Suburban Bus Lines in 1959 and this became their line 24. It became Los Angeles Metropolitan Transit Authority line 124 in 1961.

The Fullerton portion of this line was established in 1948 by Cross Town Lines of Fullerton. It was extended to Placentia in 1949 and to Anaheim in 1952. This was operated as Cross Town line 25, became Los Angeles Metropolitan Transit Authority line 125 in 1961, and was combined into line 124 in 1962.

OPERATIONS - 1969

Number of one-way trips	23	Average passengers per trip	29.7
Round trip running time (min.)	224	Round trip route miles	71.4
Average overall schedule speed (mph)	16.2	Average layover time (min.)	40

SCHEDULE - 1969

	Headways*(min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	65	65	65	-	4	4	4	-
Saturdays	80	80	80	-	2	2	2	-
Sundays	75	75	75	-	3	3	3	-

\*Headways double from Rossmoor Leisure World to Disneyland as line splits into two routes.

No service east of Disneyland on Saturdays and Sundays.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Ocean Blvd. & Pacific Ave.	6:53 AM	8:20 PM
Fullerton Station	7:05 AM	5:18 PM
<u>Short Line Locations:</u>		
Lincoln Ave. at Anaheim	W 6:50 AM	E 6:56 PM
Disneyland	-	E 7:44 PM
Rossmoor Leisure World	-	E 9:03 PM
Carson St. at Norwalk Blvd.	W 7:00 AM	-

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 100 min., Maximum 125 min., 25% increase  
 Location of heaviest traffic congestion:  
 East Long Beach / Los Alamitos areas  
 Timepoint for heaviest traffic congestion:  
 Seventh - Bellflower 3:25-6:40 PM

FARE STRUCTURE

The fare from Long Beach to Fullerton is \$1.25.  
 From the Long Beach CBD the fare zone increments are as follows:

To selected areas

Hawaiian Gardens	\$ .70
Buena Park	.94
Garden Grove	1.02
Disneyland or Anaheim	1.10
Fullerton	1.25

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Rossmoor Leisure				
W	6.3	18.1	17.0	
E	12.0	29.8	17.0	

Other Load Points  
Average for Day

Route A	Route B
Knott's Berry Farm	Garden Grove & Euclid
W 11.0	W 15.6
E 18.5	E 18.3

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1965	780	797	1.0
Sept. 1966	699	806	.9
Sept. 1967	657	774	.8
Sept. 1968	683	796	.9
Sept. 1969	640	799	.8
Sept. 1970	616	804	.8

\*Transfer passengers excluded.

LINE 125

LOS ANGELES - SOUTH BAY - ROLLING HILLS - MARINELAND FREEWAY FLYER

OPERATING RESULTS - 1969

	<u>Route No. 125</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.272	\$ 0.923
Margin per mile	- \$ 0.509	+ \$ 0.161
Passengers per mile	.38	3.3
Daily passengers	202	
Daily bus miles	533.7	

FUNCTION

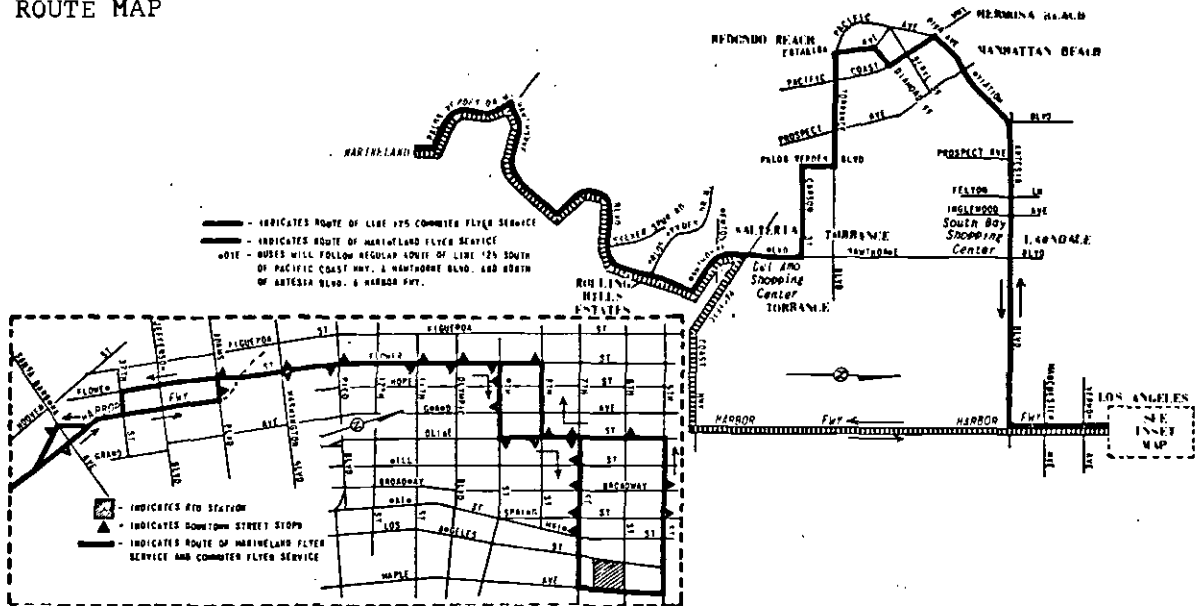
Suburban line on arterial streets. Route from downtown Los Angeles RTD station south via Harbor Freeway to Artesia Blvd., then through northern Torrance, Redondo Beach, and southern Torrance to Marineland. Midday flyer service on Harbor Freeway to Marineland.

AREA SERVED

Departing the RTD-Greyhound Station in downtown Los Angeles, the line leaves the city on Olive St. turning south and using the Harbor Freeway, resuming surface street operation along Artesia Blvd. near Hawthorne Blvd. At Artesia and Hawthorne, the line passes a major commercial concentration, South Bay Center. The Lawndale and El Nido districts are areas of single family, higher than average income of low density. Continuing west, the line operates through the cities of Hermosa Beach and Redondo Beach. The character of the residential and commercial areas of each city are typical of Beach communities. Shopping areas are located along Pier Ave. in Hermosa Beach and Catalina Ave. in Redondo Beach. One major attraction in Redondo Beach is the King Harbor. Turning inland from Redondo Beach, the line goes through the West Torrance area, WALTERIA, and Rolling Hills. All of these three districts are made up of single family, low density, medium to high income dwellings. A commercial area, the Del Amo Center, is located in WALTERIA, near Hawthorne and Del Amo Blvd. There is one high-rise office building in the Del Amo Center. The line's southern terminus is the Marineland of the Pacific Oceanarium, located in Palos Verdes, an exclusive high income, low density, single family residential area.



ROUTE MAP



STREETS TRAVERSED

From Marineland via Palos Verdes Dr., Hawthorne Blvd., Hawthorne Ave., Carson St., Palos Verdes Blvd., Torrance Blvd., Catalina Ave., Diamond St., Pacific Coast Hwy., Pier Ave., Aviation Blvd., Artesia Blvd., Harbor Freeway, Adams Blvd. (37th St.) Flower St., Ninth St. (8th St.), Olive St., Seventh St. (5th St.), and Maple Ave. to RTD station.

ALTERNATE ROUTE - FLYER

Leave Marineland via Palos Verdes Dr., Hawthorne Blvd., Hawthorne Ave., Pacific Coast Hwy., Figueroa St., Harbor Freeway, Adams Blvd. (37th St.), Flower St., Ninth St. (8th St.), Olive St., Seventh St. (5th St.), and Maple Ave. to RTD station.

TURN BACK LOCATIONS

Hawthorne Blvd. at Silver Spur Rd.

HISTORY

Established in June 1968, this line operates over two routes between Marineland of the Pacific and downtown Los Angeles. This was the first through transit service ever operated between Los Angeles and Rolling Hills and Marineland. Although the route duplicates other lines through Redondo Beach and other South Bay communities, it introduced a vastly improved rush hour commuter service between those points and Los Angeles.

OPERATIONS - 1969

Number of one-way trips	13	Average passengers per trip	15.5
Round trip running time (min.)	180	Round trip route miles	70.2
Average overall schedule speed (mph)	19.4	Average layover time (min.)	37

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	27	165	31	-	3	1	4	-
Saturdays*	170	170	170	-	1	1	1	-
Sundays *	170	170	170	-	1	1	1	-

\*All Saturday and Sunday trips are flyer route buses, except one trip in the AM and one trip in the PM.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Marineland	10:35 AM	3:42 PM
RTD Station	9:05 AM	5:37 PM
<u>Short Line Location:</u>		
Hawthorne Blvd. at Silver Spur Rd.	N 6:00 AM	S 7:05 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 82 min., Maximum 101 min., 23% increase  
 Location of heaviest traffic congestion:  
 Harbor Freeway -- Southbound  
 Timepoint for heaviest traffic congestion:  
 Eighth - Flower Sts. 4:56-5:21 PM

FARE STRUCTURE

The fare from Los Angeles to Marineland is \$1.10.

From the LA CBD the fare zone increments are as follows:

South of

Artesia at Hawthorne Blvds.	\$ .70
Pacific Coast Hwy at 190th St.	.78
Hawthorne Blvd. at Pacific Coast Hwy.	.86
Hawthorne Blvd. at Grayslake Rd.	1.10

First two zones for one fare applies from Artesia at Hawthorne Blvds. to Marineland.

Passengers boarding in the LA CBD must pay a minimum fare of \$.62.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Artesia & Hawthorne N	24.0	4.5	31.0	18.2
Harbor Fwy. & Vernon S	13.1	7.5	21.5	16.1

<u>Other Load Points</u>	
<u>Average for Day</u>	
Torrance & Catalina N 7.3 S 9.4	Hawthorne & Coast Hwy. N 15.0 S 5.0

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1968	199	537	.4
Sept. 1969	161	534	.3
Sept. 1970	155	534	.3

\*Transfer passengers excluded.

LINE 126 - NINTH STREET - AVERILL PARK

OPERATING RESULTS - 1971

	<u>Route No. 126</u>	<u>System Total</u>
Cost per mile	\$ 0.779	\$ 0.762
Revenue per mile	\$ 0.395	\$ 0.923
Margin per mile	- \$ 0.384	+ \$ 0.161
Passengers per mile	1.41	3.3
Daily passengers	222	
Daily bus miles	158	

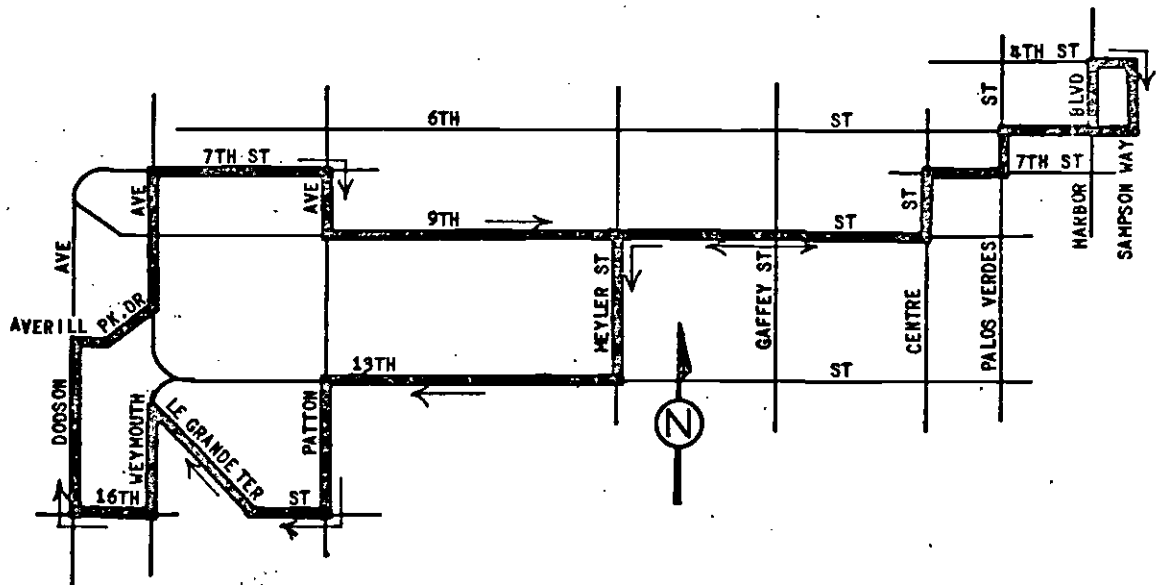
FUNCTION

Local line from downtown San Pedro south and west to Averill Park.

AREA SERVED.

Generally this line serves a lower income community, with residences in the area west of Gaffey St. gradually being rebuilt and replaced with middle income homes. Originating from the old ferry building, this line's eastern terminal serves an older deteriorated commercial section of the area, including bars and other commercial spots frequented by sailors. Many of the commercial sites have been razed for urban redevelopment by the City of Los Angeles. Along 9th St. there is strip commercial development consisting of older small retail establishments surrounded by older apartments and duplexes. West of Gaffey St. there are small offices along the street, interspersed with older residential single family units. A major hospital, San Pedro Community Hospital, is served at 7th St. and Patton Ave.

ROUTE MAP



**STREETS TRAVERSED**

Leave Sampson Way and Sixth St. via Sixth St., Palos Verdes St., Seventh St., Centre St., Ninth St., Meyler St., 13th St., Patton Ave., 16th St., Le Grande Terrace, Weymouth Ave., and 16th St. to Dodson Ave.

**TURN BACK LOCATIONS**

None

**HISTORY**

The origin of this line dates back to around 1920 when jitney service was provided along this route. In the 1920's the route developed into a bus line, known as Highland Transit Company. In 1944 Crown Coach Company purchased the line from the then retiring manager and in 1952 Crown sold the line to the manager at that time. In 1944 the line consisted of an 8 bus operation with routes along 9th and 14th Sts. and to the Outer Harbor. Service to the Outer Harbor was terminated in 1945 and along 14th St. around 1960. Operations were suspended in December 1970 and substitute service was established by the Southern California Rapid Transit District in January 1971.

**OPERATIONS - 1971**

Number of one-way trips	50	Average passengers per trip	8.2
Round trip running time (min.)	21	Round trip route miles	5.6
Average overall schedule speed (mph)	11.2	Average layover time (min.)	9

**SCHEDULE - 1971**

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	30	30	30	-	1	1	1	-
Saturdays	30	30	30	-	1	1	1	-
Sundays	-	-	-	-	-	-	-	-

**PERIOD OF SERVICE**

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Sixth St. & Sampson Way	6:05 AM	6:51 PM
16th St. & Dodson Ave.	6:15 AM	6:40 PM

TRAFFIC CONDITIONS

One-way running times:

Minimum 11 min., Maximum 11 min., 0% increase

Location of heaviest traffic congestion:

San Pedro CBD

Timepoint for heaviest traffic congestion:

16th St. & Dodson Ave. 6:00 AM - 6:40 PM

FARE STRUCTURE

The entire line operates within the San Pedro local zone (\$.30).

PASSENGERS PER TRIP

Load Points

Pacific & 9th	Dodson & 16th
W 3.7	E 1.5
E 2.8	

TREND OF TRAFFIC

	Estimated		
	Average Weekday	Vehicle	Passengers
	Passengers	Miles	Per Mile
May 1971	222	158	1.4

LINE 127 - LONG BEACH - SAN PEDRO - MARINELAND

OPERATING RESULTS - 1971

Not Available

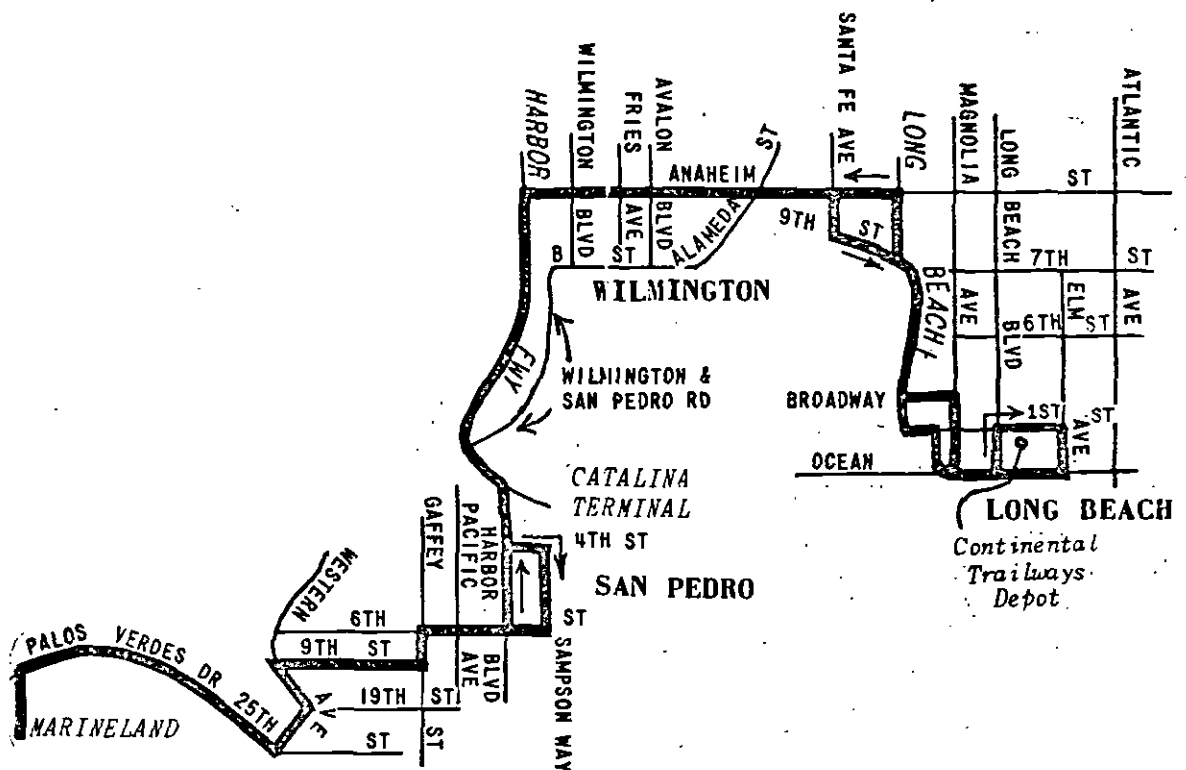
FUNCTION

Special line over arterial streets connecting Long Beach and San Pedro to Marineland.

AREA SERVED

Line 127 is a special service from major beach and harbor areas to Marineland. Local service is not provided on this line, a duplicate route of line 66. Passengers may board line 127 at the RTD Long Beach Terminal from lines 36, 38, 59, 61, 66, and 124. At Sixth St. and Sampson Way (San Pedro), passengers connect from lines 37, 126, 139, 130, and 131. The line travels express to Marineland, a major aquatic park and aquarium located in Palos Verdes.

ROUTE MAP



STREETS TRAVERSED

Leave Long Beach Blvd. and Ocean Ave. (Long Beach) via Long Beach Blvd., First St., Elm Ave., Ocean Ave., Magnolia Ave., Broadway, Long Beach Frwy., Anaheim St., Harbor Frwy., Harbor Blvd., Fourth St., Sampson Way, Sixth St., (San Pedro), Gaffey St., Ninth St., Western Ave., 25th St., and Palos Verdes Dr. to Marineland.

TURN BACK LOCATIONS

None

HISTORY

Service over this special line was inaugurated by the Metropolitan Transit Authority in 1958. Special service runs as necessary from docks for sailors to travel to Los Angeles, Disneyland, and Long Beach. The route has not changed to this date.

OPERATIONS - 1971

Number of one-way trips	2	Average passengers per trip	N/A
One-way running time (min.)	48	One-way route miles	18.4
Average overall schedule speed (mph)	24.5	Average layover time (min.)	N/A

SCHEDULE - 1971

	Lv Long Beach	Lv San Pedro	Ar Marine- land	Lv Marine- Land	Lv San Pedro	Ar Long Beach
Weekdays	10:00A	10:24A	10:48A	2:20P	2:44P	3:08P
Saturdays	10:15A	10:39A	11:03A	5:00P	5:24P	5:48P
Sundays	10:35A	10:59A	11:23A	5:00P	5:24P	5:48P

One bus is required for this service, although extra coaches are sometimes necessary.

PERIOD OF SERVICE

No studies made.

TRAFFIC CONDITIONS

1. Constant running time 48 min.
2. Downtown Long Beach
3. N/A

FARE STRUCTURE

From Long Beach to Marineland the fare is \$1.25 (round trip \$2.20).

From San Pedro to Marineland the fare is \$.75 (round trip \$1.40).

PASSENGERS PER TRIP

No studies made.

TREND OF TRAFFIC

No studies made.



LINE 128 - LOS ANGELES - MARINA DEL REY FREEWAY FLYER

OPERATING RESULTS - 1971

Not Available

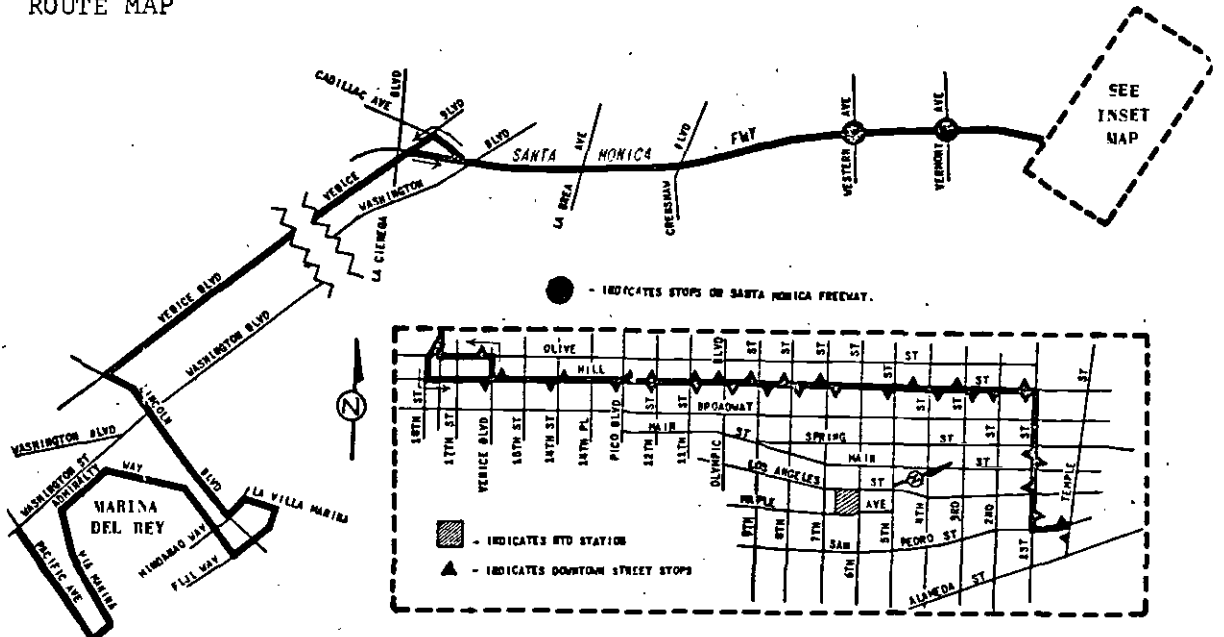
FUNCTION

Suburban line on arterial streets. Route from downtown Los Angeles west to Marina Del Rey via the Santa Monica Freeway and Venice Blvd. Operates peak period only.

AREA SERVED

Departing the CBD of Los Angeles, the line provides express service to Marina Del Rey stopping only on the Santa Monica Freeway at Vermont and Western Aves. Marina Del Rey is a new development of upper income, high density dwellings. Apartments, condominiums and exclusive retail stores dominate this harbor area. Many people live in the boats docked here.

ROUTE MAP



STREETS TRAVERSED

Leave Pacific Ave. and Washington St. via Pacific Ave., via Marina, Admiralty Way, Fiji Way, La Villa Marina, Mindamao Way, Lincoln Blvd., Venice Blvd., Santa Monica Freeway, Venice Blvd., Hill St., First St., and San Pedro St. to Temple St. (downtown Los Angeles).

TURN BACK LOCATIONS

None

HISTORY

Established on March 7, 1971 as a new service, this line provides non-stop service on the Santa Monica Freeway between Marina Del Rey and downtown Los Angeles.

OPERATIONS - 1971

Number of one-way trips	8	Average passengers per trip	13.1
One-way running time (min.)	58	One-way route miles	20.18
Average overall schedule speed (mph)	22.0	Average layover time (min.)	N/A

SCHEDULE - 1971

	<u>Headways (min.)</u>				<u>Busés Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	30 <sup>1</sup>	-	30 <sup>2</sup>	-	3	-	3	-
Saturday	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-

- 1 Three trips to Los Angeles, one trip to Marina Del Rey.
- 2 Three trips to Marina Del Rey, one trip to Los Angeles.

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminal:</u> Pacific Ave. & Washington St. Temple & San Pedro Sts.	6:25 AM 7:35 AM	6:35 PM 4:34 PM
<u>Short Line Location:</u> None		

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 53 min., Maximum 64 min., 17% increase  
 Location of heaviest traffic congestion:  
 Downtown Los Angeles  
 Timepoint for heaviest traffic congestion:  
 During complete period of operation (rush hour)

FARE STRUCTURE

From Los Angeles to Marina Del Rey the fare is \$.62.

PASSENGERS PER TRIP

No studies made.

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
June 1971	75	161.4	.47

\*Exclude transfer passengers

LINE 129 - BARTON HILL

OPERATING RESULTS - 1971

	<u>Route No. 129</u>	<u>System Total</u>
Cost per mile	\$ 0.738	\$ 0.762
Revenue per mile	\$ 0.403	\$ 0.923
Margin per mile	- \$ 0.335	+ \$ 0.161
Passengers per mile	1.44	3.3
Daily passengers	216	
Daily bus miles	150	

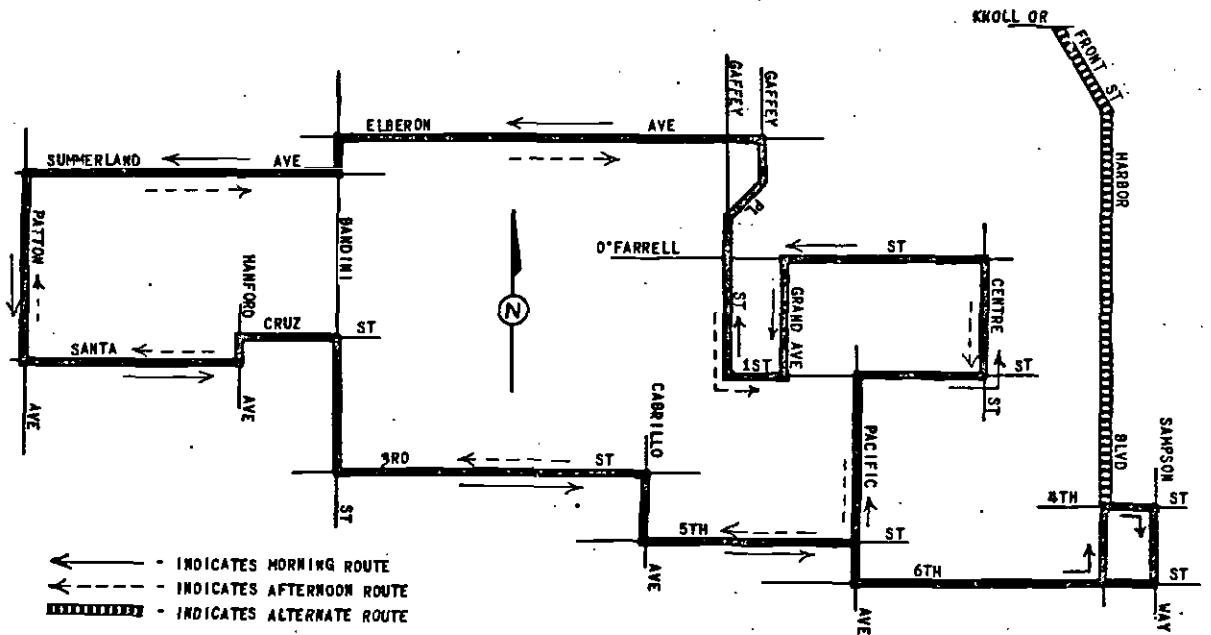
FUNCTION

Local line from downtown San Pedro west and north to the Barton Hill area.

AREA SERVED

Originating at the old ferry building, this line serves an older waterfront commercial section, now being razed for urban redevelopment. Older strip commercial development consisting of small retail stores and bars exists along 6th St. The line passes a major strip commercial development along Pacific Ave. The balance of the line passes through residential development. Along O'Farrell Ave. the line passes the San Pedro Housing Project. Generally the line serves a lower income population although west of Gaffey St. the area is being upgraded to medium income homes. Traveling north along Harbor Blvd. this line makes an AM and PM trip to Todd Shipyards.

ROUTE MAP





PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Front St. & Knoll Dr.	4:05 PM	7:01 AM
Patton & Summerland Aves.	6:44 AM	5:49 PM
<u>Short Line Locations:</u>		
Sampson Way at Sixth St.	7:08 AM	6:00 PM
Gaffey at O'Farrell Sts.	6:40 AM	-

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 11 min., Maximum 11 min., 0% increase  
 Location of heaviest traffic congestion:  
 San Pedro CBD  
 Timepoint for heaviest traffic congestion:  
 Sixth St. & Sampson Way 6:40 AM to 5:40 PM

FARE STRUCTURE

The entire line is within the San Pedro local zone (\$.30).

PASSENGERS PER TRIP

Load Points

Pacific & 6th  
 W 4.2  
 E 5.3

TREND OF TRAFFIC

	Estimated Average. Weekday Passengers	Vehicle Miles	Passengers Per Mile
May 1971	216	150	1.4

LINE 130 - POINT FERMIN

OPERATING RESULTS - 1971

	<u>Route No. 130</u>	<u>System Total</u>
Cost per mile	\$ 0.719	\$ 0.762
Revenue per mile	\$ 0.426	\$ 0.923
Margin per mile	- \$ 0.293	+ \$ 0.161
Passengers per mile	1.52	3.3
 Daily passengers	 574	
Daily bus miles	377	

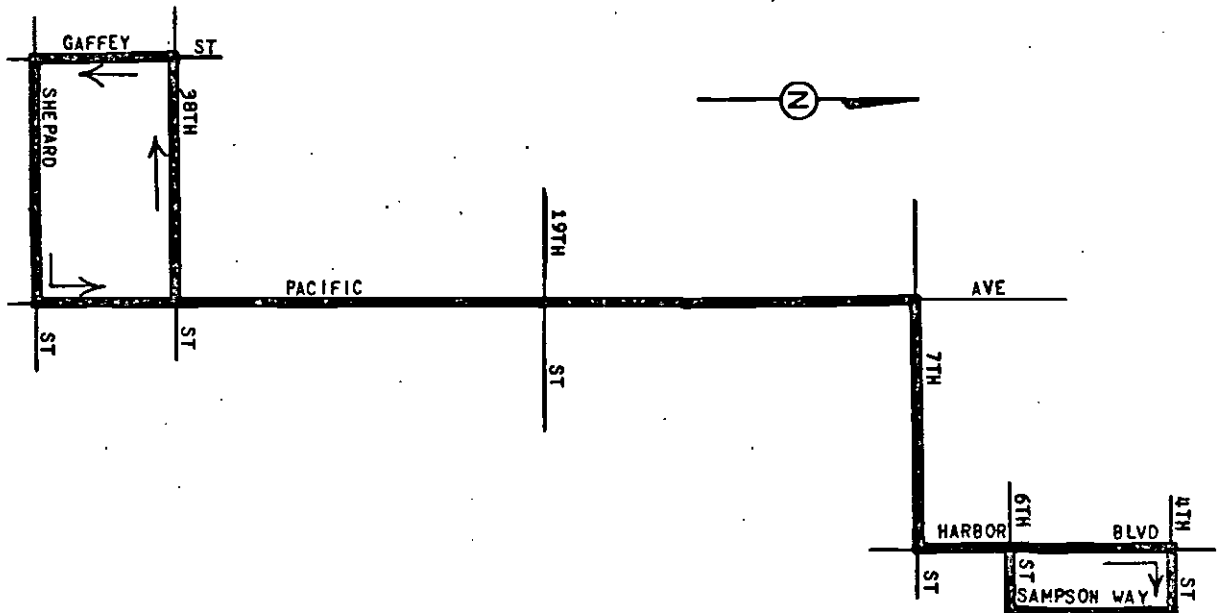
FUNCTION

Local line over arterial streets. Route from downtown San Pedro west and south to the Point Fermin area.

AREA SERVED

Originating at the old ferry building, this line's northern terminal serves an older deteriorated waterfront commercial section. Many sites are being razed for urban redevelopment which will consist of high-rise commercial buildings. Along 7th St. there is an older strip commercial development. Traveling south on Pacific to 19th St., the line passes through a major strip commercial development. South of 19th St. single family residences are served. South of 26th St., the line serves medium to lower income, small multiple family units and Ft. MacArthur Army Post. The southern end of the line serves the park along Point Fermin and Cabrillo Beach State Park.

ROUTE MAP



STREETS TRAVERSED

Leave Harbor Blvd. at Sixth St. (San Pedro) via Harbor Blvd., Seventh St., Pacific Ave., 38th St., Gaffey St., Shepard St. to Pacific Ave.

No layover taken at Shepard St. and Pacific Ave.

TURN BACK LOCATIONS

None

HISTORY

The Point Fermin rail line was built to Fourteenth St. by the Los Angeles Interurban in 1905-1906 and extended by Pacific Electric Railway in 1907. It continued in operation until 1934. Jitney service and later motor coach service was established even before that, in competition with the rail line. San Pedro Motor Bus Company operated this line until 1970, when it was taken over by La Rambla Bus Line, Inc. Operations were suspended in 1971, after which substitute service was established by Southern California Rapid Transit District.

OPERATIONS - 1971

Number of one-way trips	109	Average passengers per trip	12.2
Round trip running time (min.)	23	Round trip route miles	6.2
Average overall schedule speed (mph)	12.4	Average layover time (min.)	7

SCHEDULE - 1971

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	15	15	15	-	2	2	2	-
Saturdays	30	15	15	-	1	2	2	-
Sundays	30	30	30	-	1	1	1	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Pacific Ave. & Shepard St.	5:30 AM	8:15 PM
Sixth St. & Sampson Way	5:48 AM	8:26 PM

TRAFFIC CONDITIONS

One-way running times:

Minimum 12 min., Maximum 12 min., 0%

Location of heaviest traffic congestion:

San Pedro CBD

Timepoint for heaviest traffic congestion:

Pacific Ave. & Shepard St. 5:48 AM to 8:03 PM

FARE STRUCTURE

The entire line is within the San Pedro local zone (\$.30).

PASSENGERS PER TRIP

Load Points

Pacific & 9th

W 9.0

E 8.7

TREND OF TRAFFIC

	Estimated Average Weekday Passengers	Vehicle Miles	Passengers Per Mile
May 1971	574	377	1.5



LINE 131 - GAFFEY STREET

OPERATING RESULTS - 1971

	<u>Route No. 131</u>	<u>System Total</u>
Cost per mile	\$ 0.706	\$ 0.762
Revenue per mile	\$ 0.375	\$ 0.923
Margin per mile	- \$ 0.331	+ \$ 0.161
Passengers per mile	1.34	3.3
Daily passengers	347	
Daily bus miles	258	

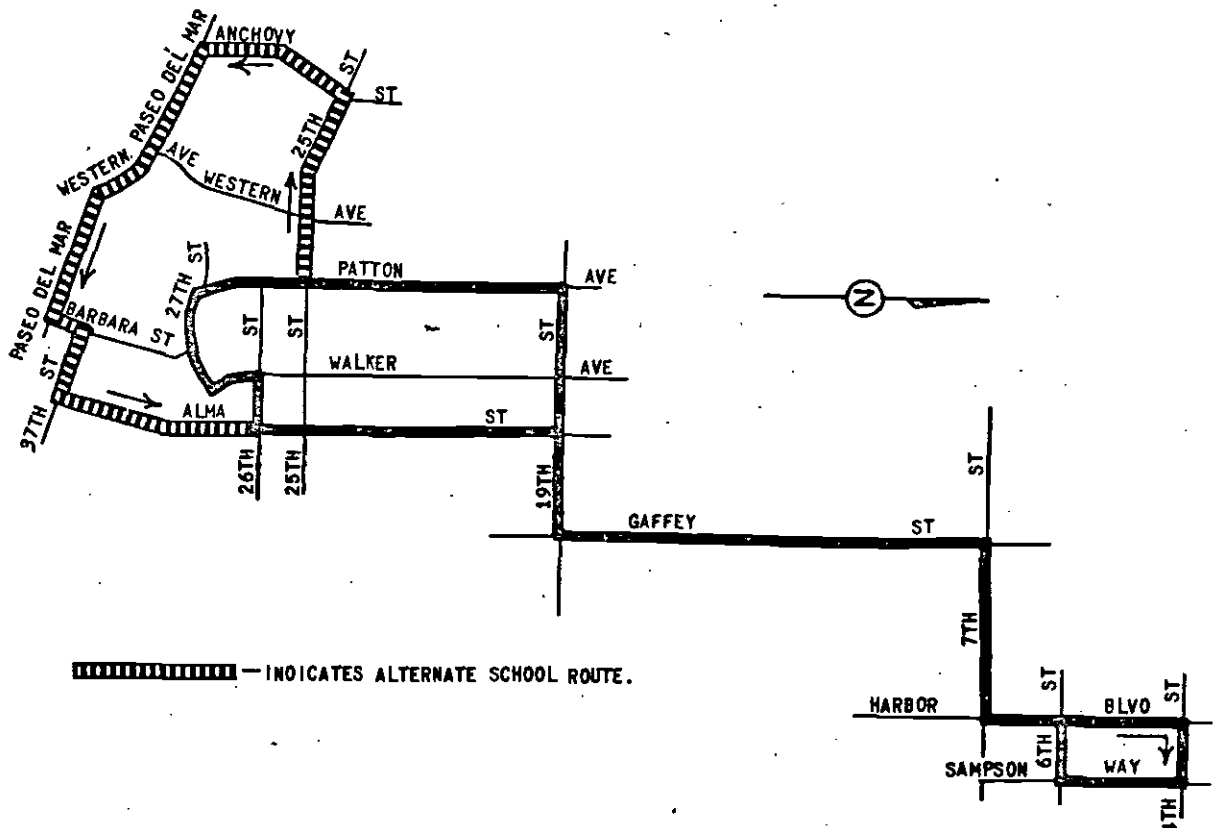
FUNCTION

Local line from downtown San Pedro west and south to the Sepulveda Heights area.

AREA SERVED

From the northern terminal at 6th St. and Sampson Way, this line serves a commercial area up to Gaffey and 18th Sts. Along 7th St., the old CBD, the area is currently under an urban renewal program. West of Pacific Ave. small chain restaurants and retail services prevail. From Pacific Ave. and 18th St. the route serves a predominantly lower middle income, single family residential area. School trips, two in the morning and two in the afternoon, operate in extended loop service around the Upper Fort MacArthur Reservation traveling through an upper income area. These services provide transportation to Dana Junior High and San Pedro High schools, located at 11th and Gaffey Sts.

ROUTE MAP



**STREETS TRAVERSED**

Leave Harbor Blvd. at Sixth St. (San Pedro) via Harbor Blvd., Seventh St., Gaffey St., 19th St., Alma St., 26th St., Walker Ave., 27th St., Patton Ave., and 19th St. to Alma St.  
 No layover taken at this end of line.

**ADDITIONAL SCHOOL ROUTE**

Regular route of the line to Patton Ave. at 25th St. (San Pedro) then via 25th St., Anchovy St., Paseo Del Mar, Barbara St., 37th St., Alma St., 26th St., and regular route.  
 All layover taken at Harbor Blvd. at Sixth St.

**TURN BACK LOCATIONS**

None

**HISTORY**

The origin of this line dates back to around 1920 when jitney service was provided along this route. In the 1920's the line developed into a bus line owned and operated by the several drivers, and known as the San Pedro Motor Bus Company. In 1970, the line was taken over by La Rambla Bus Line, Inc. Operations were suspended in 1971, after which substitute service was established by the Southern California Rapid Transit District.

**OPERATIONS - 1971**

Number of one-way trips	62	Average passengers per trip	12.5
Round trip running time (min.)	24	Round trip route miles	6.0
Average overall schedule speed (mph)	12.0	Average layover time (min.)	6

**SCHEDULE - 1971**

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	30	30	30	-	1	1	1	-
Saturdays	30	30	30	-	1	1	1	-
Sundays	-	-	-	-	-	-	-	-

**PERIOD OF SERVICE**

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Patton Ave. & 25th St.	5:45 AM	7:31 PM
Sixth St. & Sampson Way	6:04 AM	7:44 PM

TRAFFIC CONDITIONS

One-way running times:  
Minimum 13%, Maximum 13%, 0% increase  
Location of heaviest traffic congestion:  
San Pedro CBD  
Timepoint for heaviest traffic congestion:  
Patton Ave. & 24th St. 5:45 AM to 7:31 PM

FARE STRUCTURE

The entire line is within the San Pedro local zone (\$.30)

PASSENGERS PER TRIP

Load Points

Pacific & 7th  
W 5.1  
E 4.1

TREND OF TRAFFIC

	Estimated Average Weekday Passengers	Vehicle Miles	Passengers Per Mile
May 1971	347	258	1.3

LINE 132 - HAWAIIAN GARDENS - ARTESIA - DOWNEY - LAKEWOOD

OPERATING RESULTS - 1969

	<u>Route No. 132</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.119	\$ 0.923
Margin per mile	- \$ 0.662	+ \$ 0.161
Passengers per mile	.42	3.3
Daily passengers	226	
Daily bus miles	539.2	

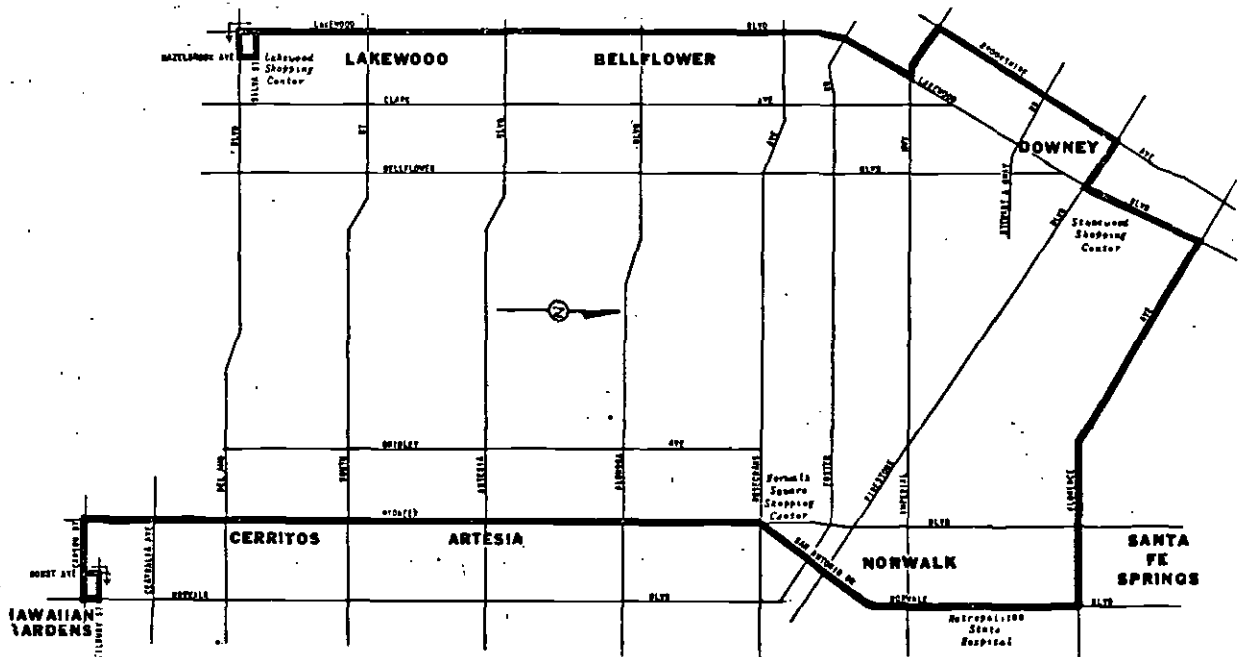
FUNCTION

Local line, outside central area, on arterial streets. Route on two legs from Downey south to Lakewood (Lakewood Shopping Center) and to Hawaiian Gardens.

AREA SERVED

This line originates from the Lakewood Center, one of the region's largest shopping centers. Traveling north on Lakewood Blvd. the line passes scattered commercial development surrounded by predominantly single family homes. In Downey, the line passes the Downey Community Hospital, Stonewood Shopping Center, a large center for the area, and a portion of older strip commercial development. The balance of the line consists of single family residential areas, with some lower income housing in Hawaiian Gardens. Shopping areas are located near Florence Ave. and Norwalk Blvd., Norwalk Square at Imperial Hwy. and along Carson St. at the line's eastern terminal. This line passes the Metropolitan State Hospital in Norwalk.

ROUTE MAP



**STREETS TRAVERSED**

Leave Silva St. and Lakewood Blvd. via Silva St., Lakewood Blvd., Imperial Hwy., Brookshire Ave., Firestone Blvd., Lakewood Blvd., Florence Ave., Norwalk Blvd., San Antonio Dr., Pioneer Blvd., and Carson St. to loop at Norwalk Blvd.

**TURN BACK LOCATIONS**

None

**HISTORY**

Service was established in October 1968, replacing the Pioneer Blvd. portion of line 116 (see line 116) on the east and operating over Lakewood Blvd. on the west, forming a horseshoe shaped route.

**OPERATIONS - 1969**

Number of one-way trips	24	Average passengers per trip	9.4
Round trip running time (min.)	131	Round trip route miles	37.8
Average overall schedule speed (mph)	12.6	Average layover time (min.)	49

**SCHEDULE - 1969**

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	60	60	60	-	3	3	3	-
Saturdays*	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

\*Saturdays, line 116 diverted to Pioneer Blvd. leg of line 132, with 120 min. headway.

**PERIOD OF SERVICE**

<u>Far Terminals:</u>	<u>First Departure</u>	<u>Last Arrival</u>
Norwalk Blvd. & Carson St.	6:00 AM	6:56 PM
Lakewood & Del Amo Blvds.	6:53 AM	6:11 PM

**TRAFFIC CONDITIONS**

One-way running times:  
 Minimum 66 min., Maximum 66 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Carson St. - Norwalk Blvd. 6:00 AM - 5:05 PM

FARE STRUCTURE

The fare from Lakewood to Hawaiian Gardens is \$.78.  
 From Downey the fare zone increments are as follows:

South of

Norwalk Blvd. at Florence Ave.  
 OR  
 Lakewood Blvd. at Gardendale St. \$.38

Pioneer at Alondra Blvds.  
 OR  
 Lakewood Blvd. at Flower St. .46

Pioneer Blvd. at South St. .54

First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Pioneer & Excelsior				
N	4.0	5.0	3.7	4.0
S	1.5	4.3	5.7	3.4

Other Load Points

Average for Day

Lakewood & Florence	Pioneer & Del Amo
N 1.0	N 1.9
S 1.1	S 1.7

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1969	170	539	.3
Sept. 1970	164	539	.3

\*Transfer passengers excluded.

LINE 133 - WEST COVINA - LA PUENTE

OPERATING RESULTS - 1969

	<u>Route No. 133</u>	<u>System Total</u>
Cost per mile	\$ 0.784	\$ 0.762
Revenue per mile	\$ 0.149	\$ 0.923
Margin per mile	- \$ 0.635	+ \$ 0.161
Passengers per mile	.49	3.3
Daily passengers	186	
Daily bus miles	381.5	

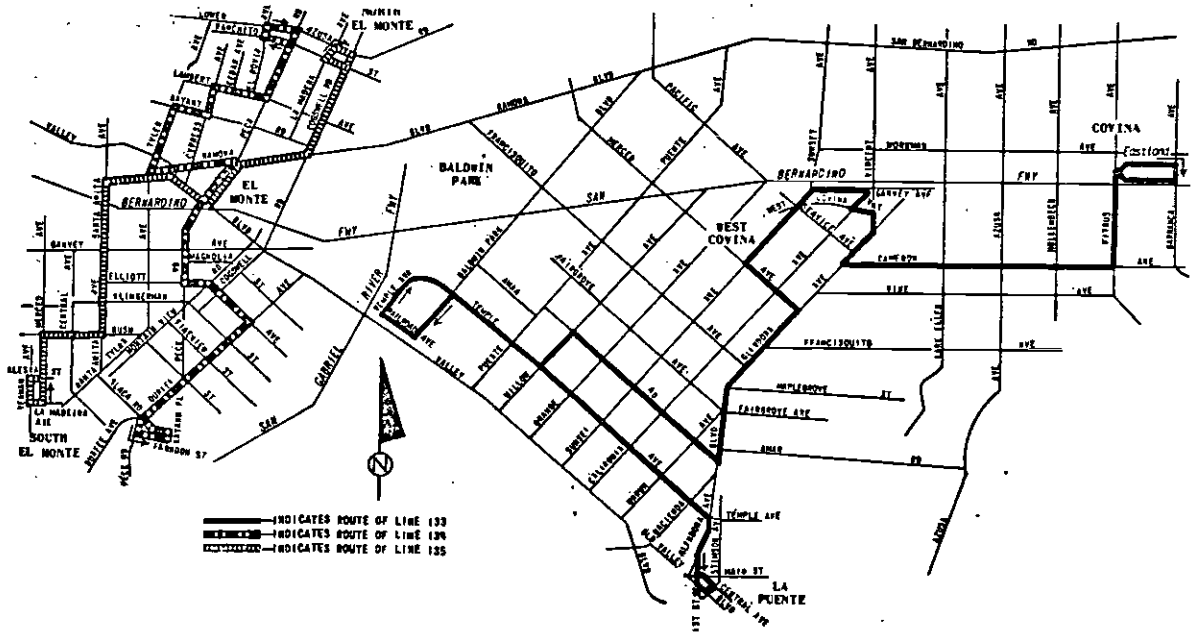
FUNCTION

Local line, outside central area, on arterial streets. Route on two legs from West Covina, east to Eastland Shopping Center and south and east to Valinda and La Puente.

AREA SERVED

Departing the Civic Center in the CBD of the city of La Puente, the line operates west along Temple Ave. through a district of low to medium income, medium density, single family units. Operating north on Willow St. and east on Amar Rd., then north on Hacienda Blvd., the line passes through a commercial development near Hacienda Blvd. and Francisquito Ave. Passing the Queen of the Valley Hospital on Sunset Ave., the line then enters the West Covina Civic Center, which includes regional offices for Los Angeles County, and passes the West Covina Plaza, a major commercial concentration. Departing West Covina along Cameron Ave., and north on Citrus Ave., the line terminates in the Eastland Shopping Center, a major commercial center for the region.

ROUTE MAP



**STREETS TRAVERSED**

Leave Stimson Ave. and Old Valley Blvd. via Stimson Ave., Old Valley Blvd. (Central Ave.), First St., Glendora Ave., Temple Ave., Willow St., Amar Rd., Hacienda Blvd., Glendora Ave., Merced Ave., Sunset Ave., Garvey Ave., California Ave., West Covina Parkway, Vincent Ave., Glendora Ave., Cameron Ave., Citrus St., and Garvey Ave. to Eastland Center.

**TURN BACK LOCATIONS**

None

**HISTORY**

Service was established in October 1968, between Eastland and La Puente. In May 1969 the La Puente section was rerouted westward over Amar Rd. and Temple Ave. to Willow Ave.

**OPERATIONS - 1969**

Number of one-way trips	26	Average passengers per trip	7.2
Round trip running time (min.)	101	Round trip route miles	26.8
Average overall schedule speed (mph)	13.4	Average layover time (min.)	19

**SCHEDULE - 1969**

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	60	60	60	-	2	2	2	-
Saturdays	60	60	60	-	2	2	2	-
Sundays	-	-	-	-	-	-	-	-

**PERIOD OF SERVICE**

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Stimson Ave. & Old Valley Blvd.	6:05 AM	7:05 PM
Eastland Center	6:10 AM	7:05 PM

**TRAFFIC CONDITIONS**

One-way running times:  
 Minimum 51 min., Maximum 51 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Stimson Ave. - Old Valley Blvd. 5:50 AM - 6:15 PM



FARE STRUCTURE

The fare from La Puente to Eastland is \$.38.

From the La Puente CBD the fare zone increments are as follows:

East of

Glendora at Cameron Ave. \$.38

West of

Glendora at Merced Aves. \$.38

An overlap zone exists between Glendora at Cameron at Glendora at Merced.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Glendora & Merced W	4.0	9.2	14.0	4.9
Hacienda & Fairgrove E	7.0	10.5	3.0	5.9

Other Load Points

Average for Day

Temple & Willow	Cameron & Azusa
W 4.2	W 2.8
E 3.5	E 3.8

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1969	149	382	.4
Sept. 1970	144	382	.4

\*Transfer passengers excluded.

LINE 134 - EL MONTE - DURFEE AVENUE - PECK ROAD

OPERATING RESULTS - 1969

	Route No. 134	System Total
Cost per mile	\$ 0.783	\$ 0.762
Revenue per mile	\$ 0.218	\$ 0.923
Margin per mile	- \$ 0.565	+ \$ 0.161
Passengers per mile	1.03	3.3
Daily passengers	202	
Daily bus miles	196.8	

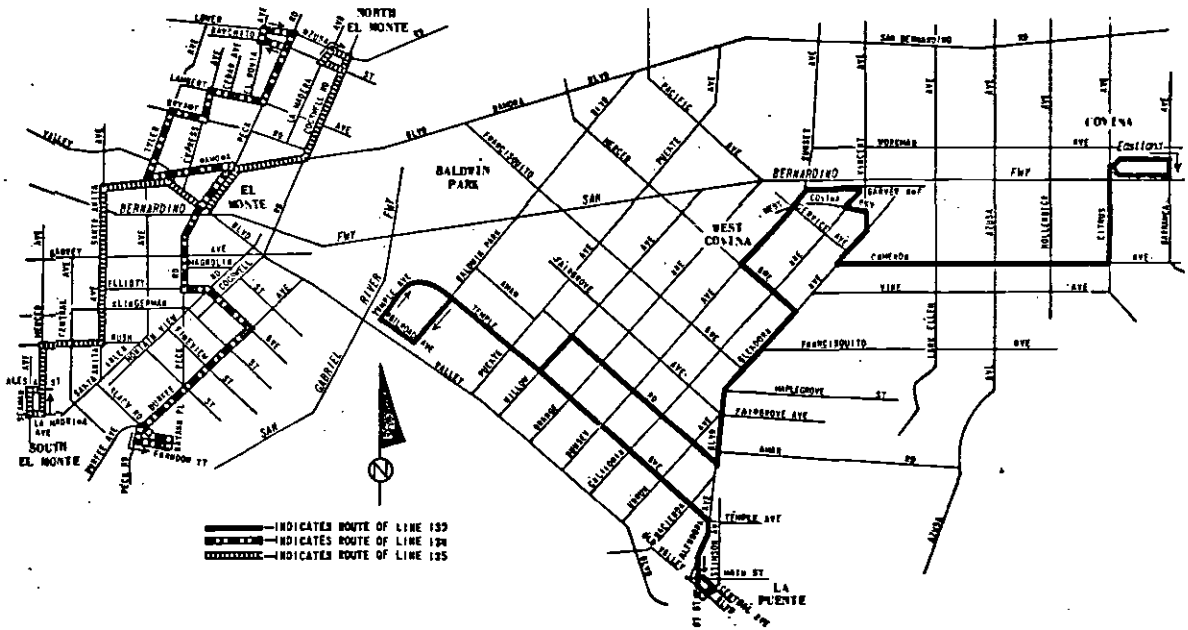
FUNCTION

Local line, outside central area. Route from downtown El Monte south to South El Monte and north to North El Monte.

AREA SERVED

Operating entirely within the cities of South El Monte and El Monte, the line serves areas of single family, medium density, low to medium income levels. In El Monte, commercial concentrations are passed on Tyler Ave. and on Peck Rd. Light to medium manufacturing areas are located along Durfee Ave. in South El Monte and Santa Anita Ave. in El Monte.

ROUTE MAP



STREETS TRAVERSED

Leave Lower Azusa Rd. at Peck Rd. via Lower Azusa Rd., Peck Rd., Lambert Ave., Cypress Ave., Bryant rd., Tyler Ave., El Monte Station, Ramona Blvd., Peck Rd., Elliott Ave.; and Durfee Ave. to Farndon St.

TURN BACK LOCATIONS

None

HISTORY

Service was established in October 1968 by the Southern California Rapid Transit District as an El Monte local bus. Portions of the south end of this line had been served in 1963 and 1964 by line 119, a trial operation subsidized by the city of South El Monte.

OPERATIONS - 1969

Number of one-way trips	28	Average passengers per trip	7.2
Round trip running time (min.)	49	Round trip route miles	13.6
Average overall schedule speed (mph)	13.2	Average layover time (min.)	13

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	1	1	1	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Durfee Ave. & Slack Rd.	5:00 AM	7:00 PM
Lower Azusa & Peck Rds.	5:25 AM	6:25 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 25 min., Maximum 25 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Durfee Ave. - Slack Rd. 4:50 AM - 6:05 PM

FARE STRUCTURE

The entire line is within the El Monte local zone (\$.30).

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Elliott & Peck N	5.5	4.3	5.7	3.6
El Monte Station S	4.3	4.2	4.7	3.3

Other Load Points  
Average for Day

Lambert & Cypress N 1.8 S 1.5	Durfee & Klingerman N 2.8 S 2.1
----------------------------------------	------------------------------------------

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1969	139	197	.7
Sept. 1970	133	197	.7

\*Transfer passengers excluded.

LINE 135 - EL MONTE - MERCED AVENUE - COGSWELL ROAD

OPERATING RESULTS - 1969

	<u>Route No. 135</u>	<u>System Total</u>
Cost per mile	\$ 0.783	\$ 0.762
Revenue per mile	\$ 0.096	\$ 0.923
Margin per mile	- \$ 0.687	+ \$ 0.161
Passengers per mile	.63	3.3
Daily passengers	105	
Daily bus miles	167.4	

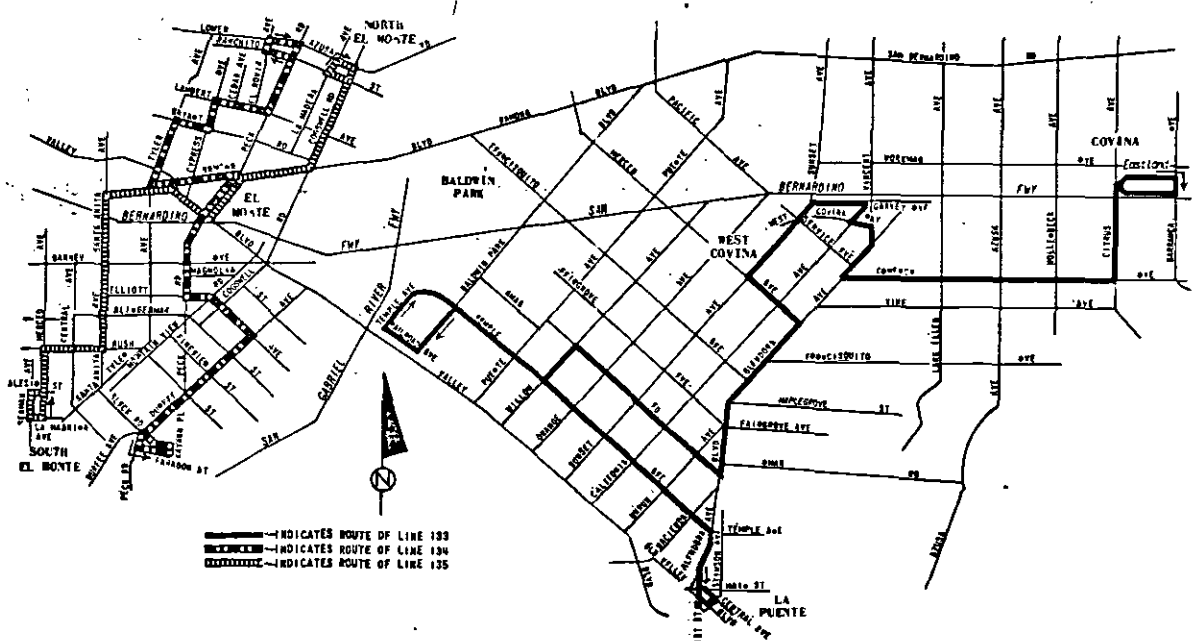
FUNCTION

Local line, outside central area. Route from downtown El Monte south to South El Monte and north to North El Monte.

AREA SERVED

Operating completely within the cities of El Monte and South El Monte, the line serves an area of single family, low to medium density, low income families. Two commercial areas are served, the El Monte Mall in the CBD of El Monte and Peck Rd. in the northeast section of the CBD. Light industrial activity is located along Santa Anita Ave.

ROUTE MAP



STREETS TRAVERSED

Leave Merced and La Madrina Aves. via Merced Ave., Rush St., Central Ave., Klingerman St., Santa Anita Ave., Ramona Blvd., Tyler Ave., El Monte Station, Ramona Blvd., Valley Blvd., Peck Rd., Ramona Blvd., and Cogswell Rd. to loop at Lower Azusa and Cogswell Rds.

TURN BACK LOCATIONS

None

HISTORY

Service was established in October 1968 by the Southern California Rapid Transit District as an El Monte local bus. One small route alteration was effected in May 1969. Portions of the south end of this line were served in 1963 and 1964 by line 119, a trial operation subsidized by the city of South El Monte.

OPERATIONS - 1969

Number of one-way trips	28	Average passengers per trip	3.8
Round trip running time (min.)	49	Round trip route miles	11.6
Average overall schedule speed (min.)	11.6	Average layover time (min.)	11

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	1	1	1	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Merced & La Madrina Aves.	5:00 AM	6:59 PM
Lower Azusa & Cogswell Rds.	5:35 AM	6:35 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 25 min., Maximum 25 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion  
 Merced - La Madrina Aves. 4:50 AM - 6:00 PM

FARE STRUCTURE

The entire line is within the El Monte local zone (\$.30).

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
El Monte Station				
N	2.0	3.2	4.3	2.0
S	2.0	4.0	3.7	1.9

Other Load Points

Average for Day

Cogswell & Lambert	Merced & Rush
N 1.2	N 1.1
S .9	S .9

TREND OF TRAFFIC

	<u>Estimated Average Weekday Passengers*</u>	<u>Vehicle Miles</u>	<u>Passengers Per Mile</u>
Sept. 1969	88	167	.5
Sept. 1970	85	167	.5

\*Transfer passengers excluded.

LINE 136 - PASSONS BOULEVARD

OPERATING RESULTS - 1969

	<u>Route No. 136</u>	<u>System Total</u>
Cost per mile	\$ 0.783	\$ 0.762
Revenue per mile	\$ 0.220	\$ 0.923
Margin per mile	- \$ 0.563	+ \$ 0.161
Passengers per mile	.85	3.3
Daily passengers	135	
Daily bus miles	158.4	

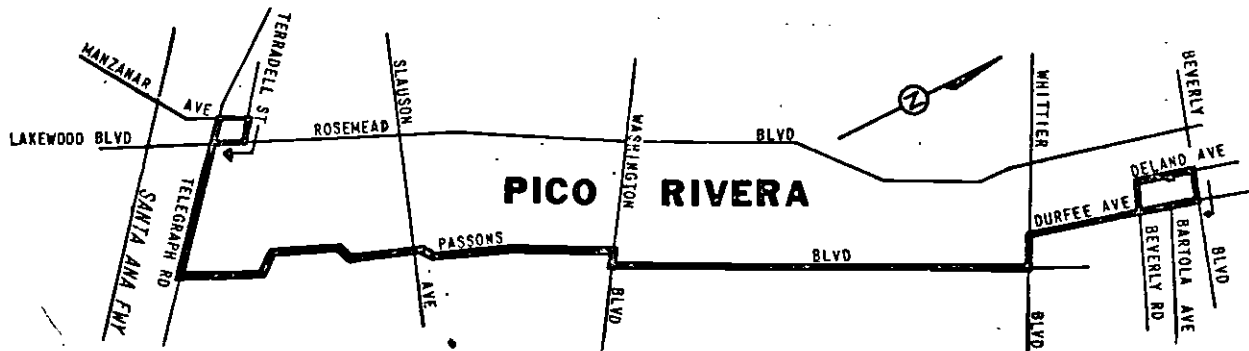
FUNCTION

Local line, outside central area, on arterial streets. Route from northern Pico Rivera south to northern boundary of Downey.

AREA SERVED

Serving the districts of Pico Rivera and West Whittier, the line operates north and south along Passons Blvd., with periodic commercial concentrations. Housing in the area is single family, medium density of medium income.

ROUTE MAP



STREETS TRAVERSED

Leave Lakewood Blvd. and Telegraph Rd. via Telegraph Rd., Passons Blvd., Whittier Blvd., and Durfee Ave., to loop at Beverly Blvd. and Durfee Ave.

TURN BACK LOCATIONS

None



HISTORY

Service was established in October 1968. The south terminal turn around loop was altered in January of 1969. In April 1969 the north terminal was extended from Passons and Whittier to Durfee and Beverly.

OPERATIONS - 1969

Number of one-way trips	26	Average passengers per trip	5.2
Round trip running time (min.)	44	Round trip route miles	10.0
Average overall schedule speed (mph)	11.1	Average layover time (min.)	10

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	1	1	1	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Durfee Ave. & Beverly	6:18 AM	6:28 PM
Lakewood Blvd. & Telegraph Rd.	5:55 AM	6:50 PM

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 20 min., Maximum 20 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Telegraph Rd. - Lakewood Blvd. 6:00 AM - 6:20 PM

FARE STRUCTURE

The fare from Whittier to Downey is \$.38.  
 From Whittier the fare zone increments are as follows:  
South of  
 Passons Blvd. at Rex Rd. \$.38  
 First two zones for one fare applies over the entire line.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Passons & Jackson N	5.0	3.2	1.5	2.1
Passons & Balbour S	1.0	1.0	3.0	1.5

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1969	81	158	.5
Sept. 1970	78	168	.5

\*Transfer passengers excluded.

LINE 137 - IMPERIAL HIGHWAY - EL SEGUNDO - NORWALK

OPERATING RESULTS - 1969

	<u>Route No. 137</u>	<u>System Total</u>
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.337	\$ 0.923
Margin per mile	- \$ 0.444	+ \$ 0.161
Passengers per mile	1.23	3.3
Daily passengers	789	
Daily bus miles	643.7	

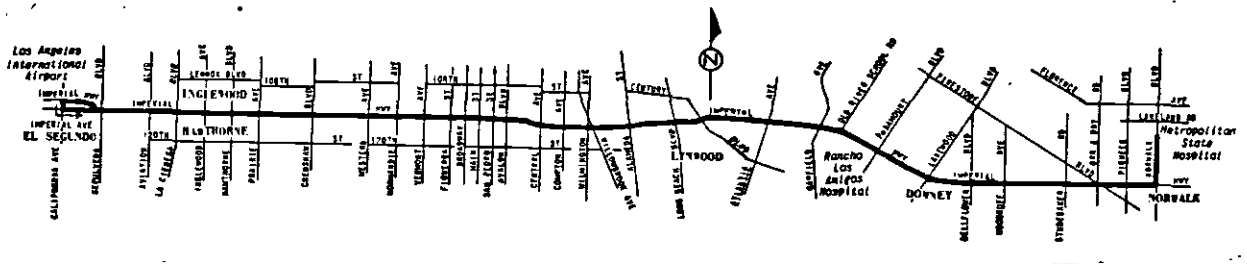
FUNCTION

Local line outside of central area on arterial streets. Route from El Segundo east through Lynwood to Norwalk (Metropolitan State Hospital).

AREA SERVED

The western terminal of the line serves the Westchester District of Los Angeles, an area of medium density, medium income apartments. Four high-rise office buildings are served near Sepulveda Blvd. along with several aerospace manufacturing firms. From Hawthorne Blvd. east to Figueroa St., apartments flank Imperial Hwy., surrounded by single family houses. A high-rise office buildings is passed at Crenshaw Blvd. East of Western to Alameda St., the line served a predominantly Black community. Single family houses flank the route east of Figueroa, many of which in the Willowbrook area are in a deteriorating condition. East of Compton Ave., light manufacturing is interspersed, continuing to Long Beach Blvd. East of Alameda St., the ethnic composition of the area changes to predominantly middle income white families. The area consists of predominantly single family homes although apartments surround St. Francis Hospital in Lynwood. The line also serves Rancho Los Amigos Hospital in Downey and Metropolitan State Hospital in Norwalk.

ROUTE MAP



STREETS TRAVERSED

Leave Imperial Hwy. and Sepulveda Blvd. via Imperial Hwy. and Norwalk Blvd. to Metropolitan State Hospital.

TURN BACK LOCATIONS

None

HISTORY

Service was established along Imperial Hwy. between El Segundo and Norwalk in November of 1968. The east end of this line was entirely new, but the remainder had been served, previously by line 115 (see line 115).

OPERATIONS - 1969

Number of one-way trips	28	Average passengers per trip	28.2
Round trip running time (min.)	142	Round trip route miles	39.8
Average overall schedule speed (mph)	13.3	Average layover time (min.)	38

SCHEDULE - 1969

	Headways (min.)				Buses Assigned			
	AM	Base	PM	9 PM	AM	Base	PM	9 PM
Weekdays	60	60	60	-	3	3	3	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Imperial Hwy. & Sepulveda Blvd.	5:58 AM	7:50 PM
Metropolitan State Hospital	6:38 AM	7:08 PM
<u>Short Line Locations:</u>		
Imperial Hwy. at Garfield Ave.	E 5:53 AM	-
Imperial Hwy. at Atlantic Ave.	W 6:05 AM	-

TRAFFIC CONDITIONS

One-way running times:  
 Minimum 65 min., Maximum 65 min., 0% increase  
 Location of heaviest traffic congestion:  
 No specific area.  
 Timepoint for heaviest traffic congestion:  
 Metropolitan State Hospital 5:30 AM - 6:40 PM

FARE STRUCTURE

The fare from Norwalk to El Segundo is \$.70.

From Norwalk the fare zone increments are as follows:

<u>West of</u>	
Imperial Hwy. at Lakewood Blvd.	\$.38
Imperial Hwy. at Horton Ave.	.46
Imperial Hwy. at Atlantic Ave.	.54
Imperial Hwy. at Broadway	.62
Imperial Hwy. at Aviation Blvd.	.70

First two zones for one fare applies from Imperial Hwy. at Atlantic Ave. to El Segundo.

PASSENGERS PER TRIP

<u>Passing</u>	<u>Peak Load Points</u>			<u>Average for Day</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	
Imperial & Normandie E	15.5	14.4	33.7	13.4
Imperial & Van Buren W	25.3	9.6	11.3	11.5

Other Load Points

Average for Day

Imperial & Hawthorne	Imperial & Atlantic	Imperial & Norwalk
E 6.6	E 2.7	E .4
W 7.3	W 2.9	W .8

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1969	494	644	.8
Sept. 1970	476	644	.7

\*Transfer passengers excluded.

LINE 138 - FULTON AVE. - WOODMAN AVE.

OPERATING RESULTS - 1971

Not Available

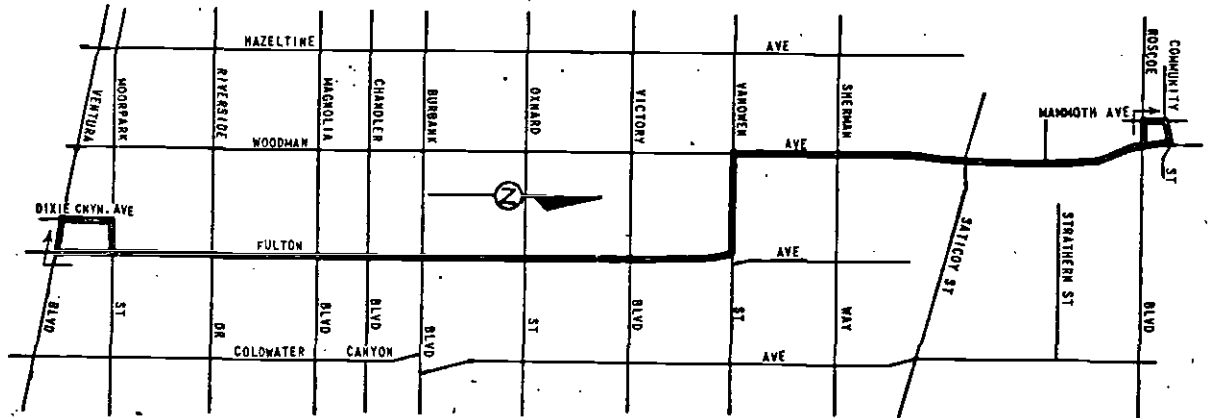
FUNCTION

Local line over arterial streets in the San Fernando Valley.

AREA SERVED

This line serves a predominantly mixed residential area of apartments with some single family homes interspersed. Light commercial development exists at the Ventura Blvd. end of the line, also near Vanowen St. and Woodman Ave. and at the line's northern terminal near Roscoe Blvd. and Woodman Ave. The line serves Los Angeles Valley Junior College near Burbank Blvd. Also served is the Kaiser Valley Hospital at Roscoe Blvd.

ROUTE MAP



STREETS TRAVERSED

From Roscoe Blvd. and Woodman Ave. via Roscoe Blvd., Mammoth Ave., Community St., Woodman Ave., Vanowen St., Fulton Ave., Ventura Blvd., Dixie Canyon Ave. and Moorpark St. to Fulton Ave.

TURN BACK LOCATIONS

None

HISTORY

Established on September 14, 1970 as a new service by the Southern California Rapid Transit District, this line provides for local travel within the San Fernando Valley.

OPERATIONS - 1971

Number of one-way trips	25	Average passengers per trip	7.4
Round trip running time (min.)	45	Round trip route miles	11.8
Average overall schedule speed (mph)	11.8	Average layover time (min.)	15

SCHEDULE

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	60	60	60	-	1	1	1	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

PERIOD OF SERVICE

<u>Far Terminal:</u>	<u>First Departure</u>	<u>Last Arrival</u>
Fulton Ave. & Ventura Blvd.	6:40 AM	6:21 PM
Woodman Ave. & Roscoe Blvd.	7:14 AM	6:47 PM

Short Line Location:  
None

TRAFFIC CONDITIONS

One-way running times:  
Minimum 23 min., Maximum 23 min., 0% increase  
Location of heaviest traffic congestion:  
No specific area.  
Timepoint for heaviest traffic congestion:  
No specific time.

FARE STRUCTURE

From Ventura Blvd. & Fulton Ave. to Roscoe Blvd. & Woodman Ave., the fare is \$.46.

From Ventura Blvd. & Fulton Ave. the fare zone increments are as follows:

	<u>North of</u>	
Fulton Ave. at Chandler Blvd.		\$.38
Woodman Ave. at Valero St.		\$.46

PASSENGERS PER TRIP

No studies made.

TREND OF TRAFFIC

	Estimated Average Weekday Passengers	Vehicle Miles	Passengers Per Mile
April 1971	184	148.5	1.4
August 1971	78	148.5	.5

This line transports a major amount of school - travel.



LINE 176 - SOUTH LOS ANGELES - PACIFIC PALISADES

OPERATING RESULTS - 1969

	Route No. 176	System Total
Cost per mile	\$ 0.781	\$ 0.762
Revenue per mile	\$ 0.779	\$ 0.923
Margin per mile	- \$ 0.002	+ \$ 0.161
Passengers per mile	1.26	3.3
Daily passengers	759	
Daily bus miles	603.4	

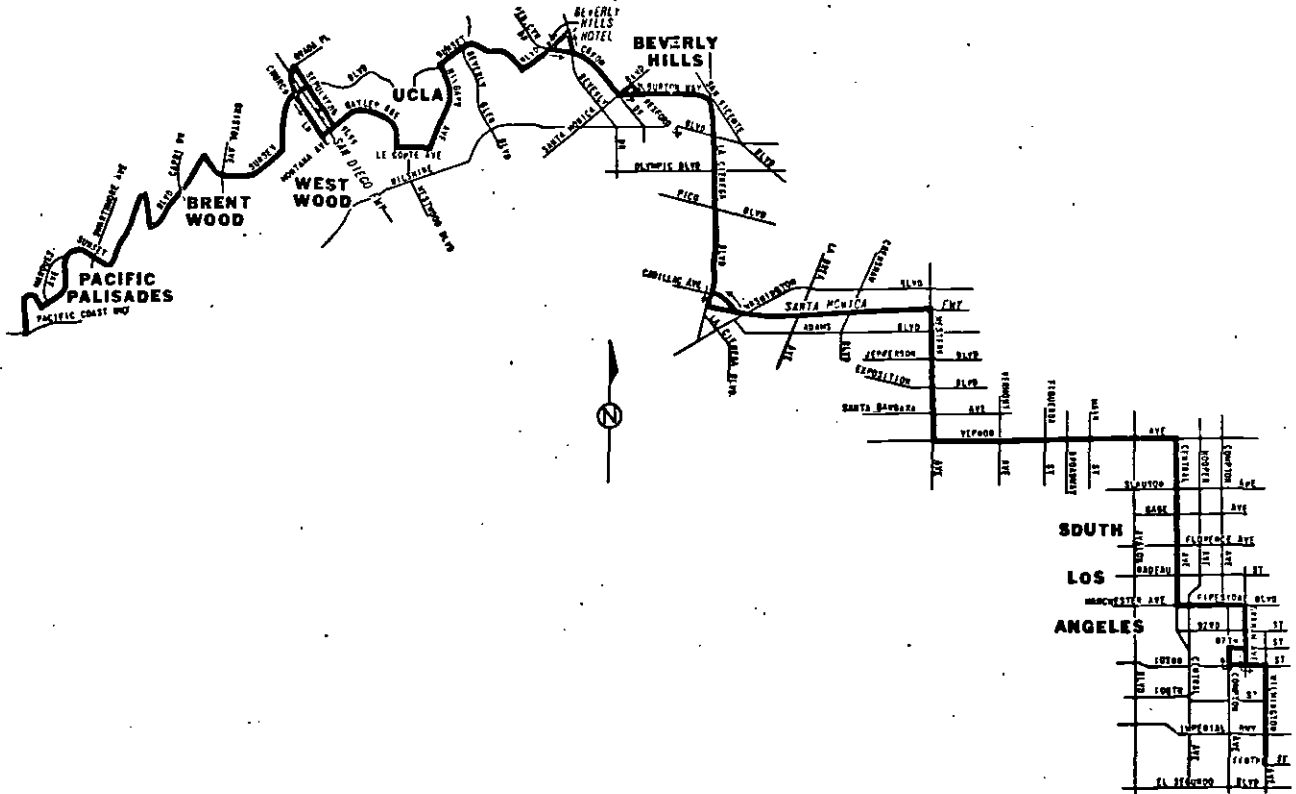
FUNCTION

Suburban line on arterial streets. Route from the Watts District north through the Adams District, and Beverly Hills to the Pacific Palisades District. Peak hour, peak direction service only.

AREA SERVED

Operating during the peak hours only, this line is designed to transport domestic employees from the south central district of Los Angeles into the higher income areas of Brentwood and Pacific Palisades eliminating the necessity for these passengers to make several transfers over different bus routes through the central Los Angeles area. Departing the predominantly Black communities of Willowbrook, Watts, Green Meadows, Avalon, and Exposition, the line uses the Santa Monica Freeway resuming surface street operation in the Beverly Hills area. In Beverly Hills, six high-rise office buildings are passed, and the UCLA Campus is served in the Westwood area. Continuing west along Sunset Blvd. are areas of single family, low density, high income dwellings. The line terminates in the Pacific Palisades District.

ROUTE MAP



**STREETS TRAVERSED**

Leave 119th St. and Wilmington Ave. via 119th St., Wilmington Ave., 103rd St., Compton Ave., 97th St. (Graham Ave.), Graham Ave., Firestone Blvd., Central Ave., Vernon Ave., Western Ave., Santa Monica Freeway, Cadillac Ave., La Cienega Blvd., Burton Way, Rexford Dr. (Burton Way), Santa Monica Blvd., Canon Dr., Beverly Dr. (Benedict Canyon Dr.), Sunset Blvd., Hilgard Ave., Le Conte Ave., Gayley Ave., Montana Ave., Sepulveda Blvd. (Church Lane), Church Lane-Ovada Pl. and Sunset Blvd. to Pacific Coast Hwy.

**ADDITIONAL ROUTE TO WILSHIRE & CRESCENT DR.**

Leave Sunset Blvd. and Pacific Coast Highway via regular route of line to Canon Dr. and Santa Monica Blvd., then continue via Canon Dr., Dayton Way and Crescent Dr. to Wilshire Blvd.

**TURN BACK LOCATIONS**

Sunset Blvd. at Marquez Ave.

**HISTORY**

Service between South Los Angeles and Pacific Palisades was established in September 1968. This was the first direct through service between these areas, but the portion of the line west of Beverly Hills replaced rush hour service previously operated by line 76.

**OPERATIONS - 1969**

Number of one-way trips	17	Average passengers per trip	44.6
Round trip running time (min.)	331	Round trip route miles	69.4
Average overall schedule speed (mph)	12.6	Average layover time (min.)	-0-

**SCHEDULE - 1969**

	<u>Headways (min.)</u>				<u>Buses Assigned</u>			
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>9 PM</u>
Weekdays	30	-	30	-	5	-	4	-
Saturdays	-	-	-	-	-	-	-	-
Sundays	-	-	-	-	-	-	-	-

**PERIOD OF SERVICE**

	<u>First Departure</u>	<u>Last Arrival</u>
<u>Far Terminals:</u>		
Sunset Blvd. & Pacific Coast Hwy.	3:25 PM	9:53 AM
Wilmington Ave. & 119th St.	5:35 AM	6:46 PM

TRAFFIC CONDITIONS

One-way running times:

Minimum 101 min., Maximum 115 min., 14% increase

Location of heaviest traffic congestion:

Santa Monica Freeway -- Westbound

Timepoint for heaviest traffic congestion:

Western Ave. - Adams Blvd. 7:34-9:30 AM

FARE STRUCTURE

The fare from 119th St. and Wilmington Ave. to Sunset Blvd. and Pacific Coast Hwy. is \$1.02.

From 119th St. and Wilmington Ave. the fare zone increments are as follows:

West of

Sunset Blvd. at Carolwood Dr.	\$ .62
Le Conte Ave. at Westwood Blvd.	.70
Sunset Blvd. at Saltair Ave.	.78
Sunset Blvd. at Allenford Ave.	.86
Sunset at Chautauqua Blvds.	.94
Sunset Blvd. at Baylor St.	1.02

Passengers boarding south of Western Ave. at the Santa Monica Fwy. must pay a minimum fare to La Cienega at Wilshire Blvds. of \$.46.

PASSENGERS PER TRIP

<u>Passing</u>	Peak Load Points		
	<u>AM</u>	<u>Base</u>	<u>PM</u>
La Cienega & Wilshire			
W	37.2	-	-
E	-	-	37.5

TREND OF TRAFFIC

	Estimated Average Weekday Passengers*	Vehicle Miles	Passengers Per Mile
Sept. 1968	161	546	.3
Sept. 1969	534	603	.9
Sept. 1970	515	609	.8

\*Transfer passengers excluded.

## APPROXIMATE DATES FOR SCRTD LINE CONVERSIONS (1979 - 1983)

written by Frank Schroder (29 Mar. 2001)

1979 Line	Routes	New 1980 Lines	New or Changed 1981 Lines	New or Changed 1983 Lines	Oct. 2, 1983 Re-numbered Lines
2	Brooklyn-Hooper		55	55, 68, 71	
3	W. 6th-S. Central		16, 18, 53		
4	Melrose-W. Olympic		4, 10-11, 27-28		
5	Hawthorne-Union Sta				40
6	S. Vermont-Highland Pk		6	Highland Pk 81, 83	
7	Eagle Rock-S. Broadway			45-345, 84-85	
8	W. 54th-N. Main			76, 107	
9	W. Jefferson-Huntington Pk			38, 60-360, 251-252	
10	E. Adams-Normandie-Prairie		41	55, 206, 211	
12	W. Washington-N. Broadway			45, 68	
15	Rowan Ave			255	
16	Arizona Ave-Alhambra		258		
17	Arizona Ave-Emery Park		259		
18	Coliseum St.		102		
20	Kenneth Rd.-Chevy Chase		183		
22	Atwater-E. Colorado		201		
23	L. A. Zoo		97		
24	San Fernando Rd.				94
25	W. 9th-N. Figueroa			81, 255	
26	W. Pico-E. 1st		30-31		
27	Vernon-La Cienega		103, 105		
28	W. 3rd-Whittier Blvd.		16, 18		
29	W. 7th-Avalon Blvd.		26, 29		
32	Indiana Ave.-Washington Bl				65
33	L.A.-Compton-Wilmington			51, 55, 351	
34	L.A.-Lynwood			358	
35	425 L.A.-Ventura Bl-Reseda Exp				424-425
36	L.A.-Long Beach Exp			456	
39	L.A.-Glendale-Burbank	410	express only		92-93
41	Alvarado St.		200		
42	Temple St.-Sunset Bl.		2-3, 10-11, 26, 429		
44	Beverly Bl.-W. Adams Bl.				14-37
47	E. Olympic-E. 4th St.	47	E. Olympic-W.		66
49	S. Figueroa-Maple Av.			48, 81	
50	Florence-Soto			111, 251	

LACHTA LIBRARY

## APPROXIMATE DATES FOR SCRTD LINE CONVERSIONS (1979 - 1983)

written by Frank Schroder (29 Mar. 2001)

1979 Line	Routes	New 1980 Lines		New or Changed 1981 Lines		New or Changed 1983 Lines		Oct. 2, 1983 Re-numbered Lines
56	L.A.-Sunland			90-91				
57	Race Track Service							609 thru 615
65	Silver Lake-Riverside Dr.			97, 201				
73	Van Ness Ave.					209		
75	313 Venice Bl.-Echo Park							33-333
76	Bev. Hills-Pacific Palisades			2-3				
78	Talmadge-Hyperion					175		
81	Ventura Bl.-Hollywood Wy.	81	Ventura Bl.			150		
83	Wilshire Bl.			20-21-22-320-322				
84	Western Av.					207		
85	Crenshaw-Vine-LaBrea	210, 212						
86	L.A.-Burbank-Van Nuys							96
87	14 Boyle Av.-Evergreen Av.					250-253		
88	Van Nuys-Westwood-LAX							560
89	Fairfax Ave.-Franklin Av.					217		
91	Hollywood Blvd.			1, 2-3, 4, 429				
92	Watts-Sierra Vista					55, 56, 78, 79, 252		
93	L.A.-N. Hollywood-Van Nuys							420-421-422
94	Santa Monica Bl.			4				
95	Vernon Av.-Vermont Av.			105, 204				
96	Normandie Av.					206		
114	Compton-Carson					56, 127		
121	L. A. Roscoe Bl. Exp		canceled					
122	L. A. Burbank-Van Nuys Exp					413		
123	L. A. Westlake Exp					423		
142	Lorena St.		(extend over 305)					254
144	S F Valley-Wilshire Exp					426		
151	Topanga Cyn-Valley Circle							245
152	Fallbrook-Roscoe-Vineland							152 no change
153	DeSoto-Winnetka							243
154	Tampa-Burbank-Oxnard							154 no change
156	Balboa-Woodley							236
157	Sepulveda Bl-Sayre St.							234
158	Devonshire-Woodman							158 no change
159	Coldwater Cyn-Lankershim							228

## APPROXIMATE DATES FOR SCRTD LINE CONVERSIONS (1979 - 1983)

written by Frank Schroder (29 Mar. 2001)

1979 Line	Routes	New 1980 Lines	New or Changed 1981 Lines	New or Changed 1983 Lines	Oct. 2, 1983 Re-numbered Lines
832	Manchester-Firestone			115	
834	Century Bl.			117	
836	Imperial Hwy			120	
838	El Segundo Bl			124	
840	Rosecrans Av			125	
841	Long Bch Bl-San Pedro		ggh	60, 146	
842	Compton Bl-Bellflower Bl			127	
844	Alondra Bl				128
846	Artesia Bl			130	
849	Harbor City-San Pedro				205
860	Long Beach-Riverside			149	
861	Manhattan Bch Bl				126
867	Inglewood Av				215
869	Aviation Bl-P. V. Peninsula			225-226	
871	L.A.-Westchester-Redondo				42
872	San Pedro Local				147
873	Long Beach-Santa Monica	232	shorten route		
874	Ports o Call Loop				with 872
877	Hollywood-Culver City-LAX			220	

Lines were restructured according to the 1980 Sector Improvement Program from 1980 through 1983.

**MTA LIBRARY**  
 ONE GATEWAY PLAZA, 15th Floor  
 LOS ANGELES, CA 90012

## APPROXIMATE DATES FOR SCRTD LINE CONVERSIONS (1979 - 1983)

written by Frank Schroder (29 Mar. 2001)

1979 Line	Routes	New 1980 Lines	New or Changed 1981 Lines	New or Changed 1983 Lines	Oct. 2, 1983 Re-numbered Lines
601	Sunset Bl-Pac Palisades Exp				430
602	Westwood Exp				431
604	Venice Bl. Exp				436
605	Marina del Rey Exp				437
606	Culver Bl.-Hermosa Bch Exp				438
607	LAX-Redondo Bch Exp				439
608	Malibu Exp		434		
716	Canoga Pk. PNR			427	
721	Van Nuys PNR				418
737	Harbor PNR				445
755	E. Long Beach PNR			457	
756	Huntington Bch PNR				459
757	Fullerton PNR				464
758	La Mirada PNR				466
760	Eastland PNR				498
762	Puente Hills-Rowland Hts PNR				495
764	Pomona PNR				497
770	Pasadena PNR			401	
776	Airport Exp-Downtown LA		canceled		
777	Airport Exp-Hollywood		canceled		
779	Airport Exp-S. Monica		canceled		
782	Airport Exp-Inland Empire		canceled		
800	L.A.-Norwalk-Disneyland			460	
801	L.A.-Sta Fe Springs			462	
810	L.A.-Wilmington-San Pedro				446
813	L.A.-Torrance-Rancho P.V.				444
814	L.A.-Redondo Beach				443
820	L.A.-Whittier-Brea			470-471	
822	E. Washington Bl.				104
825	Whittier-Hawaiian Gdns				271
826	Maywood-Bell			108, 110, 259, 262	
827	El Monte-Cerritos			270	
828	Slauson-E. Florence			108, 111-112	
829	Rosemead-Lakewood			266	
831	821 Paramount-Whittier-Cerritos				265-275

## APPROXIMATE DATES FOR SCRTD LINE CONVERSIONS (1979 - 1983)

written by Frank Schroder (29 Mar. 2001)

1979 Line	Routes	New 1980 Lines	New or Changed 1981 Lines	New or Changed 1983 Lines	Oct. 2, 1983 Re-numbered Lines
441	443 Glendora-Covina-Puente				274-276
445	Hacienda-Arrow Hwy.				185
446	El Monte-Baldwin Pk-Valinda				176
447	Azusa Av				180
451	453 Garey-Reservoir-Indian Hill				291-293
452	454 W. 9th-Orange Grove				192-194
480	481 L.A.-W. Covina-Pomona				480-481 no chg.
482	L.A.-Hacienda Hts-Pomona				482 not changed
483	485 L.A.-Fair Oaks-Lake Av				483-485 no chg.
484	L.A.-La Puente-Pomona				484 not changed
486	L.A.-Amar Rd.-Puente				486 not changed
487	489-491 L.A.-Sierra Madre				487-489-491 no chg.
488	L.A.-Francisquito-Glendora				488 not changed
490	L.A.-Covina-Diamond Bar				490 not changed
492	L.A.-Arrow Hwy				492 not changed
493	L.A.-Peck Rd-Monrovia				493 not changed
494	L.A.-Duarte-Azusa				494 not changed
496	L.A.-Riverside-S. Bernardino				496 not changed
501	Subscription Svc-Fullerton				OCTD
503	Subscription Svc-Huntington Bch			459	
504	Subscription Svc-Westlake			423	
505	Subscription Service				canceled
507	Subscription Svc-Sierra Madre				canceled
508	Subscription Svc-Hacienda Hts				canceled
509	Subscription Svc-Palos Verdes			448	
511	Subscription Svc-Chatsworth			419	
512	Subsc. Svc. Crenshaw-Warner Ctr				427 "A" route
514	Subsc. Svc. Wilshire-Warner Ctr				427 "A" route
520	BEEP (522,523,524,525,531,535, 536,537,541,542,543)				680
551	thru 567 Hollywood Bowl Exp Svc				651 thru 667
600	Union Sta.-Downtown				603



## APPROXIMATE DATES FOR SCRTD LINE CONVERSIONS (1979 - 1983)

written by Frank Schroder (29 Mar. 2001)

1979 Line	Routes	New 1980 Lines		New or Changed 1981 Lines		New or Changed 1983 Lines		Oct. 2, 1983 Re-numbered Lines
160	155-Laurel Cyn-Rinaldi-White Oak							230-239
161	Westlake Vill.-Canoga Pk							161 no change
162	Riverside Dr.-Glenoaks Bl.	97	(extended 39-					
163	Sherman Way-Magnolia Bl.		(new 183 portion)					163 no change
165	164 Victory Bl.- Vanowen St.							165-164 no chg.
168	166 Lassen St.-Nordhoff St.							168-166 no chg.
169	Saticoy St.-Sunland							169 no change
175	Sta. Monica-Malibu			434				
176	S. L.A.-Pac. Palisades Exp							576
194	Pomona-Chino (Sunday only)							694
202	Downtown Mini-bus							602
205	Westwood Mini-bus							605
206	Airport Mini-bus			608				
305	Hunt. Pk-Watts	142	(142 extended)					
306	Watts-Willowbrook					canceled		
353	Vermont Av							
354	54th St.							
356	Gage Av						107	
359	108th St.-120th St.	142, 359	108th St.				110	
420	Brooklyn-Garfield						119	
422	Garvey Ave.						68, 262	
423	Atlantic Bl-Los Robles						70-71	
424	Hellman Av.-S. El Monte						260	
425	Eastern Av-Ave 64-N. Hill							170
426	Valley Bl.						256	
428	Main St.-Las Tunas Dr.						76	
430	Mission St.-El Monte						78-378	
431	San Gabriel Bl.							176
432	Huntington Dr.							264
433	Lincoln-Del Mar-Temple City						79-379	
434	Glendale-LaCanada-Duarte			177				267
435	Washington-Baldwin							268
436	Hollywood-Glendale-Pasadena						180-181	
438	N. Fair Oaks-Duarte Rd.							188
440	Pasadena-Pomona							187