



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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JACK R. GILSTRAP
GENERAL MANAGER

May 21, 1975

To: Members of the Board of Directors
From: Jack R. Gilstrap
Subject: Status of the Grid Systems Evaluation Program

SCENARIO

A joint-agency committee was formed to evaluate the trial grid projects in the San Fernando Valley and the South Central Los Angeles area. The Grid Systems Evaluation Committee is composed of representatives from the following agencies:

California Department of Transportation
(Coordinator)
City of Los Angeles
County of Los Angeles
Southern California Rapid Transit District

The Committee was created at the request of the County of Los Angeles Road Department.

The purpose of the Committee is to evaluate the impact of the grid systems on the total transportation system of the San Fernando Valley and the South Central project areas. The respective responsible agency has and is continuing to collect data on surface street traffic, highway and freeway vehicle volumes and bus transit ridership. The agencies will report on that element of the aggregate transportation system which falls under its jurisdiction:

CALTRANS - Freeway vehicular volumes
City and County - Surface street traffic
SCRTD - Bus transit operations and ridership

BUS TRANSIT EVALUATION

An integral stipulation of the subsidization Agreement with the County is an evaluation of the effectiveness of the grid system concept in attracting greater patronage of bus

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SERVING 2,280 SQUARE MILES OF SOUTHERN CALIFORNIA

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public transportation services. If ridership is significantly increased, the District is to report on the factors involved in the continuation and expansion of the grid to other areas. In essence the ultimate objective of the evaluation program is to determine whether the grid system projects are worthwhile and warrant funding by the County beyond the 13 week trial period.

To ensure direct input by the County on the operation, marketing and adjustments to/of the grid systems during the trial period, the Joint Agency Transit Advisory Committee was formed. The JATAC is composed of representatives from the County Road Department and the District. The purpose of the JATAC is to "fine tune" and effectively promote the grid systems.

The bus transit evaluation program comprised of six elements is in various stages of completion. The elements are:

- Ridership checks
- Questionnaire survey
- Farebox revenue tallys
- Drivers' passenger estimates
- Screenline passenger counts
- JATAC studies and recommendations.

The data already collected, reduced and tabulated for the two grid areas are attached by grid system area as follows:

SOUTH CENTRAL GRID SYSTEM (Established March 30, 1975)

The screenline method was used to establish "before" and "after" grid system passenger estimates for comparative purposes. The "before" count was made in January, 1975. Two "after" condition screenline passenger counts have been scheduled --- one in April and one in May, 1975. A screenline count measures the number of passengers alighting from buses and departing aboard buses at and through a specific street. The screenlines are: north/south - Central Avenue, Vermont Avenue; east/west - Vernon Avenue, Manchester Avenue, Imperial Highway. The completed screenline passenger counts are attached.

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A questionnaire survey was conducted to make a qualitative assessment of the grid system. Of a total of 10,000 forms, responses were recorded for over 5,000 questionnaires for a very good return rate of over 50%. The results of the tabulated survey are attached.

Two complete riding checks have been scheduled for all of the new grid system lines. The first check was scheduled for April and a second for May. The purpose of the two riding checks is to determine the magnitude and degree of ridership growth specifically on the newly established lines. The checks for the completed first round counts are attached.

Farebox revenue tallys were collected for Division 4 & 5 and 18 to ascertain ridership growth as reflected by increases in revenue.

Drivers' passenger estimates were collected to identify those lines and subareas which required more concentrated promotion and to aid in estimating any incremental ridership growth. The tabulated passenger estimates are attached.

A complete listing of the JATAC recommendations for extension and expansion of the grid system and the factors of costs, equipment, and operations involved in the recommendations are described in the attached notes.

SAN FERNANDO VALLEY GRID SYSTEM (Established March 30, 1975)

Riding checks were made on all the lines operating in and through the Valley, both for the "before" and "after" grid system condition. The riding check method was chosen to make the comparative analysis because of the major changes made in line routings and the manageable number of lines operating in the Valley. **Completed** first round tabulations are attached.

A questionnaire survey was conducted to make a qualitative assessment of the grid system. Of a total of 12,000 questionnaire forms, responses were recorded for over 10,000 forms for an excellent return rate of about 80%. A tabulation of the responses are attached.

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Farebox revenue tallies were collected for Division 8 and 15 to ascertain ridership growth as reflected by increase in revenue.

It should be noted that screenline type passenger counts were not made in the Valley because complete ridership information was obtainable by riding checks. The geographical and topographical features of the Valley tend to provide a natural barrier and isolate the Valley enough so that passenger counts could be made relatively easy.

PRELIMINARY FINDINGS

As the attached tables illustrate, the data required for a thorough evaluation of the grid systems is still in the process of being collected. However, the data processed to date indicate that both grid systems have already realized an increase in ridership.

South Central Grid System: The questionnaire survey showed that 14% of the respondents formerly made their respective trip by driving. This represents a significant diversion to bus transportation facilities. The large number of respondents (more than 5,000) lend considerable credibility to the survey. The screenline passenger counts show the greatest increase in ridership occurring in the easterly and southerly sections of the grid project area. For the 15 new grid bus lines, the operators' passenger estimates show an incremental ridership growth of 39.5% or 5,700 daily riders for the eight weeks between March 3, 1975 and April 28, 1975. The riding checks give the exact number of riders for each new grid line and will serve as the basis for determination of service demand and ultimately, frequency of service provided. The extent to which the South Central Grid System has influenced travel behavior cannot be quantified without further analysis of the data already collected and being developed.

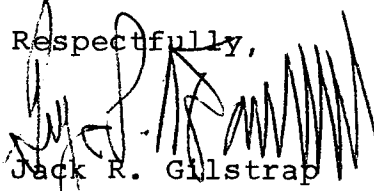
San Fernando Valley Grid System: The questionnaire survey showed that 15% of the respondents formerly made the respective trip by driving. The excellent return rate of the questionnaire forms (more than 10,000 of 12,000 forms) lend considerable validity and credibility to the survey data. A review of the compiled ridership counts further substantiates the survey data. Even with incomplete returns of the riding checks, a phenomenal increase in ridership is indicated. The intra-valley lines show an increase of 103%



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or 15,277 daily riders and the inter-valley lines show an increase of 6% or 2,126 daily riders. The incomplete ridership count returns show a total increase in Valley ridership, is 17,403 daily riders or 36%. These increases in ridership can be assessed against an increase in equipment requirements of 105 buses---from 223 buses to 328 buses or almost 50% increase. The true significance of these numbers cannot yet be related until all the data has been processed and analyzed.

It should be noted here that no specific ridership numbers were mentioned for the South Central Grid as opposed to the San Fernando Valley Grid System. The complexity of the South Central Grid area precludes direct comparisons for the "before" and "after" grid conditions. There are no natural geographical boundaries or land features uniquely delineating the South Central project area. A further complicating issue results from the fact that most of the long established lines (pre-grid lines) operating in the area have very large patronage and run predominantly outside of the project area.

Respectfully,


Jack R. Gilstrap


H. C. Beardsley by 

By: Howard C. Beardsley
Assistant Manager of Rapid
Transit and Surface Planning

Attachments

SAN FERNANDO VALLEY GRID SYSTEM

DATA COLLECTED

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RIDING CHECKS
 SAN FERNANDO VALLEY PASSENGER VOLUMES
 SAN FERNANDO VALLEY GRID SYSTEM

Line No.	Line Name	First Count (April)		Total	Second Count (May)		Total	Ridership Growth
		Direction	Direction		Direction	Direction		
INTER-VALLEY LINES								
24	L.A.-San Fernando	1,650 n/b	1,653 s/b	3,303				
35	W. Valley Freeway Flyer	4,374 n/b	4,365 s/b	8,739				
81	Woodland Hills-Hollywood-Burbank Airport	2,923 e/b	3,124 w/b	6,047				
86	L.A.-Burbank-N. Hollywood-Canoga Park	2,553 e/b	2,685 w/b	5,238				
88	San Diego Freeway Flyer	1,077 n/b	1,206 s/b	2,283				
93	L.A.-Van Nuys-Panorama City-U.S. Veterans Hospital	4,725 n/b	4,832 s/b	9,557				
121	San Fernando Valley-Roscoe Blvd.-L.A. Fwy. Flyer							
122	L.A.-Burbank-N. Hollywood-Van Nuys Fwy. Flyer							
144	San Fernando Valley-Wilshire Blvd.-L.A. Fwy. Flyer							
INTRA-VALLEY LINES								
				Subtotal	35,167			
151	Topanga Canyon Blvd.-Mulholland Dr.-Valley Circle Blvd.	522 n/b	562 s/b	1,084				
152	Fallbrook Ave.-Roscoe Blvd.-Vineland Ave.	1,596 e/b	1,546 w/b	3,142				
153	De Soto Ave.-Ventura Blvd.-Winnetka Ave.	578 e/b	504 w/b	1,082				
154	Tampa Ave.-Ventura Blvd.-Burbank Blvd.-Oxnard St.	594 e/b*	613 w/b*	1,207*				
155	White Oak Ave.-Zelzah Ave.-Rinaldi Ave.	466 n/b	468 s/b	934				
156	Balboa Blvd.-Ventura Blvd.-Woodley Ave.	731 e/b*	736 w/b*	1,467*				
157	Sepulveda Blvd.-Ventura Blvd.-Van Nuys Blvd.	2,140 e/b*	2,128 w/b*	4,268*				
158	Devonshire St.-Woodman Ave.	701 e/b	773 w/b	1,474				

Riding Checks
 San Fernando Valley Passenger Volumes
 San Fernando Valley Grid System

Line No.	Line Name	First Count (April)		Second Count (May)		Ridership Growth
		Direction	Total	Direction	Total	
159	Coldwater Canyon-Sheldon St.-Lankershim Blvd.-Tujunga Ave.	783 n/b*	851 s/b*	1,634*		
160	Laurel Canyon Blvd.	384 n/b	368 s/b	752		
161	Buena Vista Street	67 n/b	72 s/b	139		
162	Riverside Dr.-Olive Ave	423 e/b*	425 w/b*	848*		
163	Sherman Way-Magnolia Ave.	1,287 e/b	1,242 w/b	2,529		
164	Victory Blvd.	1,198 e/b*	1,244 w/b*	2,442*		
165	Vanowen St.	1,287 e/b	1,242 w/b	2,529		
166	Nordhoff St.-Osborne St.	602 e/b	642 w/b	1,244		
167	San Fernando Rd.-Roxford St.-Maclay Ave.-Sayre St.	539 n/b*	402 s/b*	941*		
168	Lassen St.-Plummer St.-Paxton St.	496 n/b	318 s/b*	814*		
169	Saticoy St.-Sunland Blvd.	763 e/b	737 w/b	1,500		
			Subtotal	30,030		

* Denotes adjusted totals

QUESTIONNAIRE SURVEY SUMMARY

San Fernando Valley Grid System

Questions	Answers	Aggregate Responses	Rider Classification		
			Bus Rider	Optional Rider	Night Rider
1. Are you aware that changes in bus routes were made to put in a Grid bus service this March?	Yes	84%			81%
	No	16%			19%
2. If you are aware of the new Grid system, how did you find out about it?	Word of Mouth	35%			31%
	Newspapers	25%			27%
	Radio/TV	15%			16%
	Leaflets to your home	3%			3%
	Literature on bus	35%			38%
	RTD Information Teams at shopping centers, etc.	6%			7%
3. Did you use the bus system before March?	Yes	82%			83%
	No	18%			17%
4. If you were a bus rider before March, do you make more trips because of the expanded new service.	Yes	62%			70%
	No	38%			30%
5. Can you reach most destinations easily with the new Grid bus service?	Yes	91%			89%
	No	9%			11%

Questionnaire Survey Summary
San Fernando Valley Grid System

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May 15, 19

Questions	Answers	Rider Classification		
		Aggregate Responses	Bus Rider	Optional Rider
6. If you were a bus rider before March, do you now transfer?	More? Less? Same?	34% 20% 46%		Night Rider 33% 21% 46%
7. If you were a bus rider before March, to transfer do you now do it?	Longer? Less? Same?	12% 62% 27%		8% 51% 25%
8. How did you normally make this trip before March?	By bus Drove Were driven Did not make this trip Other	62% 15% 11% 6% 6%		62% 14% 10% 8% 5%
9. Could you have made this trip by automobile?	Yes No	58% 42%		51% 49%
10. What is the purpose of this current trip?	Work Shopping School Recreational Medical/Social Services Other	35% 45% 24% 8% 12% 15%		37% 16% 10% 18% 9% 23%
11. What is your age grouping?	Under 16 16-24 25-44 45-64 65 and over	14% 35% 23% 19% 9%		6% 38% 26% 20% 9%

Total Number of Questionnaire
Forms Recorded

10,329

277

RIDING CHECK SUMMARY - BEFORE GRID*
SAN FERNANDO VALLEY (1975)

<u>Line No.</u>	<u>Line Name</u>	<u>Average One-Day Ridership (taken 1-13-75 thru 2-6-75)</u>
RETAINED INTER-VALLEY LINES		
24	Los Angeles - San Fernando	2,313
35	West Valley Freeway Flyer	5,521
81	Woodland Hills - Hollywood - Burbank Airport	5,522
86	Los Angeles - Burbank - North Hollywood - Canoga Park	5,296
88	San Diego Freeway Flyer	1,307
93	Los Angeles - Van Nuys - Panorama City - U. S. Veterans Hospital	10,970
121	San Fernando Valley - Roscoe Blvd. - Los Angeles Freeway Flyer	373
122	Los Angeles - Burbank - North Hollywood - Van Nuys Freeway Flyer	455
144	San Fernando Valley - Wilshire Blvd. - Los Angeles Freeway Flyer	647
721	Van Nuys Drive-In Theater Park and Ride Lot	437
724	San Val Drive-In Theater	146
793	Studio City Park and Ride Lot	54
	Sub-Total	<u>33,041</u>
DISCONTINUED INTRA-VALLEY LINES		
14	North Hollywood - Burbank - Valley Plaza	1,418
15	San Fernando - Olive View Sanitorium - U. S. Veterans Hospital	391
16/74	North Hollywood - Sun Valley - Roscoe Boulevard	5,138
90	San Fernando - Studio City - Van Nuys	3,499

RIDING CHECK SUMMARY - BEFORE GRID*
SAN FERNANDO VALLEY (1975)

<u>Line No.</u>	<u>Line Name</u>	<u>Average One-Day Ridership (taken 1-13-75 thru 2-6-75)</u>
138	Fulton - Woodman Avenue	366
139	Chatsworth - Northridge - Panorama City - Van Nuys	2,336
143	Encino - Balboa Boulevard - Granada Hills	683
180	Chatsworth - Canoga Park - Woodland Hills	697
182	Pacoima - West Valley Industrial Center	<u>225</u>
	Sub-Total	<u>14,753</u>
	Grand Total	<u><u>47,794</u></u>

*Summary data prepared by Service Analysis Section, Planning Department, SCRTD.

May 16, 1975

SAN FERNANDO VALLEY GRID SYSTEM

Extension and Modification:

Indications are that the Grid System has been well received in the San Fernando Valley, with a minimum of negative comments from the riding public and District operating personnel. The full impact of the effect of a Grid System in this area is yet to be realized.

There have been numerous requests, and suggestions, from residents objecting to buses operating on certain neighborhood streets. Each problem was investigated by the JATAC Field Team and corrective action taken as quickly as possible with minor route modifications. In no case have these minor changes had any effect on the Grid concept.

Requests for extended or improved service follow:

- Line 168 - A request has been received to extend this line westerly along Lassen Street, between DeSoto Avenue and Topanga Canyon Boulevard, to serve a mobile home park housing about 300 residents. This extension will require one (1) additional bus, with an estimated annual cost of \$69,000. This is considered high priority. It is planned to implement this extension contingent on the availability of equipment.
- Line 166 - Several telephone requests have been received to extend this line from its present terminal at Foothill Boulevard and Terra Bella Street to the Pacoima Lutheran Hospital (Eldridge Avenue and Terra Bella Street), a distance of about .75 mile. This extension may be made with no additional equipment required.
- Line 165 - It has been suggested to the District that a minor re-route in the vicinity of the Lockheed-Burbank Airport would provide better service for some recently occupied Lockheed facilities in the area. The effect on present ridership was considered to be minimum. This change in route has been implemented on a trial basis. Follow-up passenger information will be obtained, and if this route is found satisfactory it can be made permanent.

Sylmar - A civic organization and residents of Sylmar have submitted a proposal for expanded bus service in Sylmar. They are suggesting an extension, or re-alignment, for some of the five (5) District lines which currently terminate in the City of San Fernando, so as to provide a direct service between Sylmar and the San Fernando Valley. Current evaluation checks which are now being completed will be used to determine effects on present riders by re-alignment of routes. This data will be compiled in the near future and a cost projection made at that time.

North Hollywood - Since the implementation of the Grid System, there have been requests to provide service on additional north-south streets, primarily Whitsett Avenue, and Lankershim Boulevard. A number of these requests originated from senior citizens. This area will be studied for possible changes upon completion of the current evaluation study.

A continuing program of studies of extensions and modifications and investigations of complaints and requests for services by the JATAC will continually update the above mentioned projects.

SOUTH CENTRAL GRID SYSTEM

DATA COLLECTED

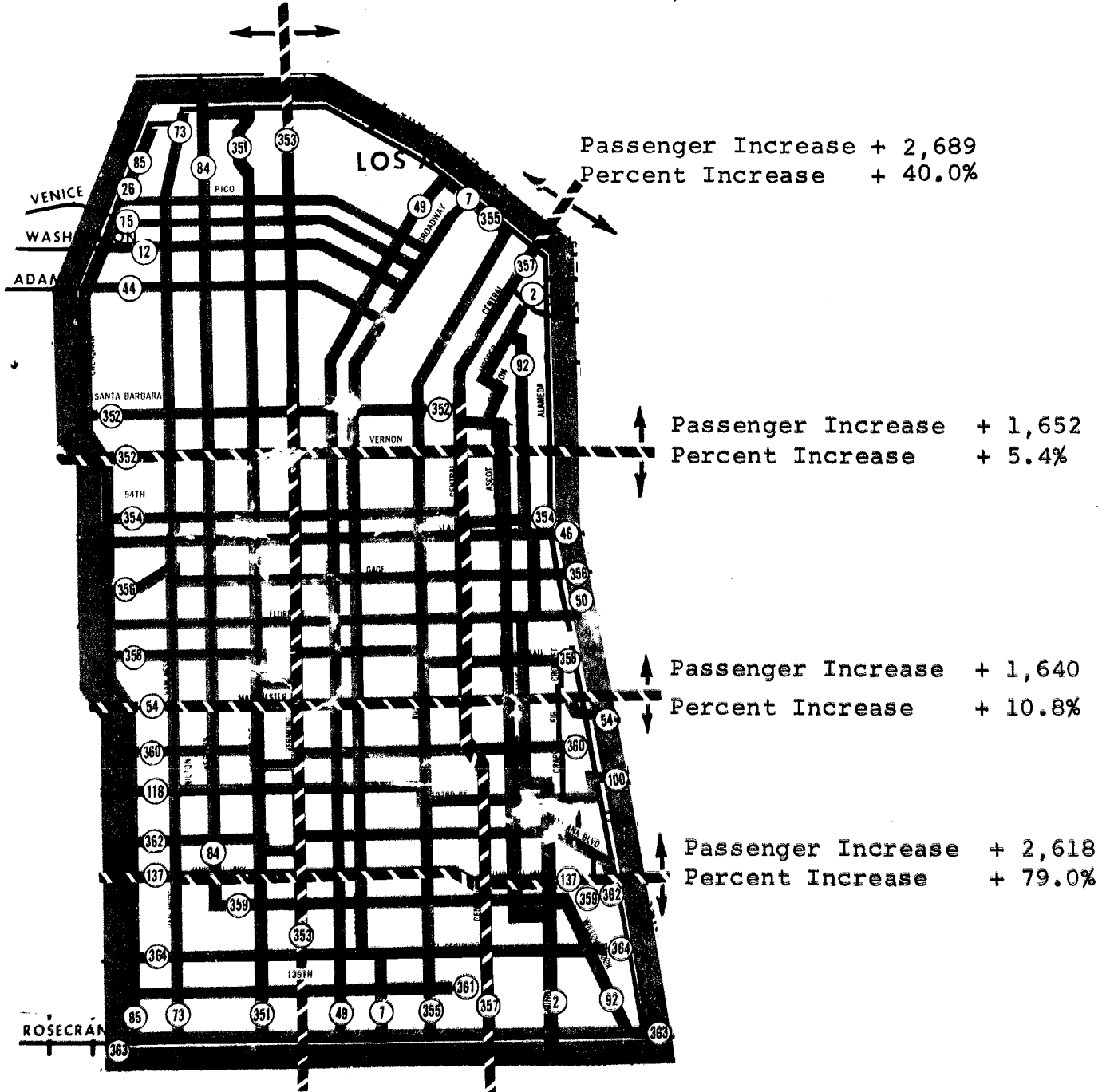
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SCREENLINES

South Central Grid System

(Half-day Passenger Counts 6:00 a.m. to 2:30 p.m.)

Passenger Increase - 363
Percent Increase - 1.6%



PASSENGERS THROUGH SCREEN LINE - CENTRAL AVENUE

LOCATION CHECKED	P R E - G R I D			AFTER GRID			WEEK OF MAY, 1975		
	East West		Total	East West		Total	East West		Total
	East	West	Total	East	West	Total	East	West	Total
Central Avenue -- Santa Barbara				86	63	149			
Vernon Avenue	1,144	1,394	2,538	1,061	1,240	2,301			
54th Street	NL	NL	NL	84	118	202			
Slauson Avenue	352	395	747	334	321	655			
Gage Avenue	NL	NL	NL	131	143	274			
Florence Avenue	805	686	1,491	770	682	1,452			
79th Nadeau	NL	NL	NL	61	101	162			
Manchester	409	482	891	623	667	1,290			
92nd Street	NL	NL	NL	66	82	148			
103rd Street	252	255	507	913	634	1,547			
108th Street	NL	NL	NL	79	66	145			
Imperial Highway	194	180	374	253	277	530			
120th Street	NL	NL	NL	37	39	76			
El Segundo Boulevard	79	99	178	96	143	239			
135th Street	NL	NL	NL	94	45	139			
Rosecrans	-	-	-	46	60	106			
	<u>3,235</u>	<u>3,491</u>	<u>6,726</u>	<u>4,734</u>	<u>4,681</u>	<u>9,415</u>			

T O T A L S

+2,689
+ 40.0%

Note:

PASSENGERS THROUGH SCREEN LINE - VERMONT AVENUE

LOCATION CHECKED

LOCATION CHECKED	P R E - G R I D			WEEK OF APRIL 14, 1975			WEEK OF MAY		
	East	West	Total	East	West	Total	East	West	Total
Vermont Avenue -- Santa Barbara	6,603	3,372	9,975	5,790	2,899	8,689			
Vernon Avenue	1,971	2,825	4,796	2,131	2,745	4,876			
Slauson Avenue	397	313	710	371	272	643			
54th Street	785	454	1,239	960	585	1,545			
Gage Avenue	NL	NL	NL	109	79	188			
Florence Avenue	812	597	1,409	755	535	1,290			
79th Street	NL	NL	NL	57	52	109			
Manchester	1,601	1,098	2,699	1,586	909	2,495			
Arbor Vitae - 92nd	NL	NL	NL	69	61	130			
Century Boulevard	430	459	889	480	547	1,027			
108th Street	NL	NL	NL						
Imperial Highway	184	157	341	282	253	535			
120th Street	NL	NL	NL	46	57	103			
El Segundo Boulevard	95	121	216	67	127	194			
135th Street	NL	NL	NL	8	10	18			
Rosecrans	NL	NL	NL	31	38	69			
T O T A L S	<u>12,878</u>	<u>9,396</u>	<u>22,274</u>	<u>12,742</u>	<u>9,169</u>	<u>21,911</u>			

Notes:

NL: No bus line on this street before the grid system lines.

* -363*
- 1.6%

PASSENGERS THROUGH SCREEN LINE - VERNON AVENUE

LOCATION CHECKED	P R E - G I D		WEEK OF APRIL 14, 1975		WEEK OF MAY	
	North	South	North	South	North	South
Vernon Avenue -- Alameda Street	252	88	340	235	88	323
Long Beach Avenue	1,119	514	1,633	916	588	1,504
Ascot - Compton Avenue	277	161	438	586	275	861
Central Avenue	1,415	846	2,261	1,426	1,080	2,506
Avalon Boulevard	1,284	946	2,230	1,442	1,201	2,643
Main Street	602	349	951	601	333	934
Broadway	1,653	1,285	3,938	2,495	1,424	3,919
Figueroa Street	734	315	1,049	801	421	1,222
Vermont Avenue	5,564	3,187	8,751	5,370	3,454	8,824
Normandie Avenue	463	272	735	442	270	712
Western Avenue	1,973	1,172	3,145	1,818	1,143	2,961
Van Ness	NL	NL	NL	175	105	280
Crenshaw Boulevard	2,998	2,095	5,093	3,148	2,379	5,527
T O T A L S	<u>19,334</u>	<u>11,230</u>	<u>30,564</u>	<u>19,455</u>	<u>12,761</u>	<u>32,216</u>

+ 1,652
+ 5.4%

Note: NL: No bus line on this street before the grid system lines.

PASSENGERS THROUGH SCREEN LINE - MANCHESTER BOULEVARD

LOCATION CHECKED	P R E - J I D		WEEK OF APRIL 14, 1975		WEEK OF MAY		1975 Total
	North	South	North	South	North	South	
Manchester -- Maie Street	546	350	96	318	514	832	
Compton Avenue	217	172	389	344	279	623	
Central Avenue	978	668	1,645	1,053	698	1,751	
Avalon Boulevard	1,194	753	1,947	1,152	849	2,001	
San Pedro Street	182	63	245	165	58	224	
Broadway	1,794	925	2,719	1,499	869	2,368	
Figueroa Street	281	187	468	336	224	560	
Vermont Avenue	1,379	929	2,308	1,691	1,007	2,698	
Normandie Avenue	403	154	557	492	489	981	
Western Avenue	1,327	1,175	2,502	1,613	1,453	3,066	
5th Avenue	25	55	80	96	86	182	
Crenshaw Boulevard	775	599	1,374	792	693	1,485	
Firestone -- Fir	No available check			214	130	344	
T O T A L S	9,101	6,030	15,131	9,766	7,289	17,055	
Excluding Firestone and Fir				<u>9,552</u>	<u>7,159</u>	<u>16,711</u>	
							+1,640
							+ 10.8%

Note: NL: No bus line on this street before the grid system lines.

PASSENGERS THROUGH SCREEN LINE - IMPERIAL HIGHWAY

LOCATION CHECKED	P R E - G R I D		WEEK OF APRIL 14, 1975		WEEK OF MAY	
	North	South	North	South	North	South
Imperial Highway -- Mona Boulevard	9	5	14	17	7	24
Wilmington	138	112	250	127	136	263
Compton Avenue	129	105	234	208	149	357
Central Avenue	105	76	181	455	392	847
Avalon Boulevard	262	224	486	523	525	1,048
Broadway	259	161	420	290	188	478
Figueroa	-	-	-	63	72	135
Vermont Avenue	326	236	562	427	323	750
Van Ness	-	-	-	60	53	113
Normandie	39	48	87	118	104	222
Western Avenue	317	233	550	358	429	787
Crenshaw Boulevard	264	266	530	453	455	908
T O T A L S	<u>1,848</u>	<u>1,466</u>	<u>3,314</u>	<u>3,099</u>	<u>2,833</u>	<u>5,932</u>

+2,618
+ 79.0%

QUESTIONNAIRE SURVEY SUMMARY

South Central Grid System

Questions	Answers		Aggregate Responses	Rider Classification	
	Yes	No		Bus Rider	Optional Rider
1. Are you aware that changes in bus routes were made to put in a Grid bus service this March?	77%	23%	81%	71%	
2. If you are aware of the new Grid System, how did you find out about it?	32%	18%	33%	31%	
	Word of Mouth	Newspapers	20%	17%	
	Radio/TV	Leaflets to your home	25%	21%	
	Literature on bus	RTD Information teams at shopping centers etc.	7%	6%	
			25%	18%	
			9%	9%	
3. Did you use the bus system before January?	74%	26%	-	-	
4. If you were a bus rider before January, do you make more trips because of the expanded new service?	62%	38%	64%	-	
5. Can you reach most destinations easily with the new Grid bus service?	93%	7%	94%	92%	
6. If you were a bus rider before January, do you now transfer	24%	36%	22%	-	
	More?	Less?	36%	-	
	Same?		40%	-	
			6%	8%	
			42%	-	

Questionnaire (continued)

Questions

7. If you were a bus rider before January, to transfer do you now wait longer?

Longer?
Less?
Same?

Aggregate Responses

16%
59%
28%

Rider Classification
Bus Rider
Optional Rider

12%
60%
29%
100%
-
-
-
-
-
-

8. How did you normally make this trip before January?

By bus
Drove
Were driven
Did not make this trip
Other

60%
14%
10%
6%
6%
63%
37%

9. Could you have made this trip by automobile?

Yes
No

-
-

10. What is the purpose of this current trip?

Work
Shopping
School
Recreational
Medical/Social Services
Other

34%
17%
30%
6%
14%
17%
8%
42%
29%
15%
6%

11. What is your age grouping?

Under 16
16-24
25-44
45-64
65 and over

37%
20%
34%
6%
16%
16%
8%
42%
26%
17%
7%

Did you know that the average motorist who switches to public transportation on regular basis can save himself \$1,000 or more per year out of pocket cost? To help conserve our energy resources and make it easier on your pocketbook, please encourage your family and friends to take advantage of our greatly expanded bus service.

Total number of Questionnaire forms recorded -

5,649 3,404 2,245

RIDING CHECKS
NEW GRID LINES PASSENGER VOLUMES
SOUTH-CENTRAL GRID SYSTEM

Line No.	Line Name	First Count (April)		Total	Second Count (May)		Total	Ridership Growth
		Direction	Direction		Direction	Direction		
73	Van Ness Avenue	639 n/b	607 s/b	1,306				
351	Normandie Avenue	1,006 n/b*	969 s/b*	1,975*				
352	Santa Barbara Ave... Vernon Ave.	1,416 e/b	1,376 w/b	2,792				
353	Vermont Avenue	1,948 n/b	2,026 s/b	3,974				
354	54th Street	756 e	655 w/b*	1,411*				
355	Avalon Boulevard	1,380 n/b	1,458 s/b*	2,838*				
356	Gage Avenue	569 e/b	530*	1,099				
357	Central Avenue	--	--	--				
358	79th St.--Nadeau St.	259 e/b	319 w/b	578				
359	120th Street	147 e/b	164 w/b	311				
360	92nd St.--Arbor Vitae	358 e/b	255 w/b	613				
361	135th Street	80 e/b	89 w/b	169				
362	108th Street	--	--	--				
363	Rosecrans Avenue	--	--	--				
364	El Segundo Boulevard	--	--	--				

* Denotes adjusted totals

BUS OPERATORS PASSENGER ESTIMATES

South Central Grid System

Average Daily Passengers

<u>Line Number</u>	<u>Line Name</u>	<u>Week of March 3, 1975</u>	<u>Round Trip Total</u>	<u>Week of March 23, 1975</u>	<u>Round Trip Total</u>	<u>Week of April 28, 1975</u>	<u>Round Trip Total</u>
73	Van Ness	268 n 237 s	505	390 n 384 s	774	678 n 724 s	1402
351	Normandie	493 n 513 s	1006			1192 n 1105 s	2297
352	Santa Barbara Vernon	1003 e 923 w	1926	954 e 1010 w	1964	1256 e 1401 w	2657
353	Vermont	1306 n 1383 s	2689			1504 n 1910 s	3774
354	54th St.	431 e 450 w	881	304 e 336 w	640	583 e 594 w	1177
355	Avalon	934 n 1024 s	1958			1247 n 1310 s	2557
356	Gage	468 e 436 w	904			532 e 528 w	1060
357	Central	1525 n 1368 s	2893			1793 n 1959 s	3752
358	79th St.	233 e 222 w	455			307 e 321 w	628
359	120th St.	Implemented 3/30/75				152 e 160 w	312
360	92nd St.	225 e 215 w	440			309 e 302 w	611
361	135th St.	Implemented 3/30/75				114 e 121 w	235
362	108th St.	267 e 278 w	545			371 e 352 w	723
363	Rosecrans	Implemented 3/30/75				289 e 290 w	579
364	El Segundo	116 e 103 w	219			192 e 169 w	361
	TOTAL		14421		3378		22,125

50110

SOUTH CENTRAL GRID SYSTEM

Extension and Modifications:

The JATAC has investigated several factors involving the extension and expansion of the grid system to the areas immediately adjacent to the South Central grid project area. In addition a comprehensive program is being developed by which duplication of service will be reviewed and eliminated if study findings so warrant. This phase of the JATAC program is contingent on the continued support of the South Central Grid System by the County Board of Supervisors.

The studies to present, by JATAC, have resulted in the following recommendations in the South Central project area:

1. Recommendation: Line 137, Imperial Highway, be extended on 60 minute frequency to the southside of Los Angeles International Airport along Imperial Highway, Pershing Drive to Manchester Avenue. This extension totals 3.6 miles. One additional bus is required at an estimated cost of \$69,000 per year.
2. Recommendation: Extension of Line 7 from its present terminal at 116th Street and Athens Way to El Segundo Boulevard. The extension will provide additional connections with east/west lines and provide better layover facilities for the operators. No additional buses required for the extension.
3. Recommendation: Study modifications to the Line 85, Crenshaw-Vine-LaBrea. Three study alternatives are proposed: (1) Extension of Line 85 along LaBrea Avenue from Coliseum and LaBrea to the City of Inglewood (Manchester and Market). This extension totals 4.6 miles round trip. Four additional peak hour buses would be required at an estimated annual cost of \$276,000. Base period service would be provided at 20 minute frequencies. (2) Extension of Line 85 along Crenshaw Boulevard to Artesia Boulevard. This extension totals 4.0 miles round trip. One additional bus would be required for service at 20 minute intervals. Concurrent with the extension of Line 85 would be the cut-back of Line 101 at El Camino College and service reduction from 30 minute frequencies to 60 minute intervals between South Bay Shopping Center and El Camino College. The shorting of Line 101 would release two buses. The net savings on this

alternative is estimated at \$69,000. (3) Extension of both legs of Line 85 and separation of the legs to create two lines --- one line to operate essentially on LaBrea Avenue and the second line to operate on Crenshaw Boulevard. This third alternative would eliminate the operational problems which would be created by alternatives 1 and 2 due to the excessive length of the Line 85, but will require additional buses and increase operating costs.

4. Recommendation: A new line will be implemented on Prairie Avenue between Florence and Prairie and the South Bay Shopping Center at Artesia and Hawthorne. Concurrent with the implementation of this line would be the termination of duplicated portions of Lines 10 and 104 on Prairie Avenue. The new line would be 8.0 miles one way and operate on 30 minute frequency. Three buses would be required at an estimated annual cost of \$207,000. No equipment requirement changes are proposed for Lines 10 and 104.
5. Recommendation: Reroute Line 357 to operate via Hooper Avenue instead of Central Avenue between 95th and Hooper to Olympic Boulevard and Hooper. The line would no longer go into downtown Los Angeles. This new routing would be shorter by 2.5 miles one way. The shorter routing would release two buses from the line operation for an annual savings of about \$138,000.
6. Recommendation: Express service on the Harbor Freeway between Division 18 at 190th Street and Harbor Freeway and downtown Los Angeles. The Line 37 would be modified to provide the service. Twelve buses would be required to provide 10 minute frequency service. The route distance is approximately 8.0 miles one way. The estimated cost of operation is \$828,000.

A continuing program of studies of extensions and modifications and investigations of complaints and request for services by the JATAC will continually update the above listed projects.