

# PRELIMINARY

Elements of an  
Integrated Transit Plan  
City of Torrance

Presented to the Transportation Committee of the  
Torrance City Council  
October 6, 1976

## Background

Transit service in the Torrance and general South Bay area is operated by the City of Torrance (operating as the Torrance Transit System) and by the Southern California Rapid Transit District. Each carrier operates both local and regional type services in the area, which are to some extent duplicative.

Almost half of the present Torrance Transit System service provided (which is funded partially with local monies) is outside the Torrance city limits. This situation came about over the years through the expansion of the various cities in the South Bay area to fill-in virtually all of the vacant land, and the corresponding uncoordinated extension of the two transit systems to meet the needs of the new population.

## An Integrated System

A new transit system has been devised that integrates the two existing systems, and takes advantage of the duplicated mileage to provide additional routes and trips at a less than proportionate increased use of resources. The preliminary system is an extension and expansion of the South Bay Transit Improvement Program, the initial step of which was implemented in June, 1976. It is believed that the new integrated system will have the viability that both of the existing systems now lack. Some of the improvements to be made in the integrated system are:

1. Direct routings
2. Two-way service on all routes
3. Headways improved from 60 to 30 minutes.
4. Continuity of routes and service with other SCRTD service.
5. Elimination of duplication of facilities and overhead.

Examination of the land-use patterns in Torrance reveals the multi-faceted development of the area. The industrial and shopping areas are attractive to persons in other parts of the region. Conversely, travel patterns show a desire of Torrance residents to travel outside the city. These patterns combine to demonstrate the need for a truly integrated service that meets the need for both local and regional trips.

Hours of service on the integrated system would be from approximately 600AM to 1000PM. Over and above the present SCRTD service level, an additional 2,500 bus miles would be operated by the integrated system -- 800 more than the present SCRTD and TTS systems combined, not counting present duplicated bus miles. A total of 75 new one-way route miles would be added to the SCRTD South Bay system, along with 22 more buses, 8 more than both the present SCRTD and TTS systems.

#### Advantages to the Present and Potential Rider

The integrated transit plan actually amounts to an extension of a modified version of the grid concept to the Torrance area. Conceptually, the grid program consists of direct north-south and east-west routings. The grid program has been proven to be quite successful elsewhere in Los Angeles County -- primarily because of the diversified trip patterns of local residents. Besides direct routings, the grid program also features frequent service, the level of which is based on population density and other demographic features. The major disadvantage of the grid concept is the higher percentage of transferring that is required for existing riders, who now basically use the service because it happens to meet their trip needs. But because of the through grid routings there would be a reduction in transferring for some present regional trip makers; even more important are the new trips that will become possible because of new links in the system. Some of the new through links to be provided in the integrated Torrance system are: North-South -- Anza-Calle Mayor, Crenshaw, Van Ness-Arlington-Narbonne, Western; East-West -- Torrance, Sepulveda, Lomita.

### Fare Structure

The fares that would be charged on SCRTD buses that would be operating the integrated Torrance system would be the standard fares that are charged on all SCRTD lines in Los Angeles County. These fares would be as follows:

Base fare (two adjacent zones)	\$ .35
Extra Zone (three adjacent zones)	.35 (add'l)
Student fare	.25*
Senior Citizen & Handicapped fare	.10*
Transfer	.10
Blind	Free
Monthly base fare pass	\$14.00
Monthly extra zone pass	\$25.00

\* - Between any two points in Los Angeles County

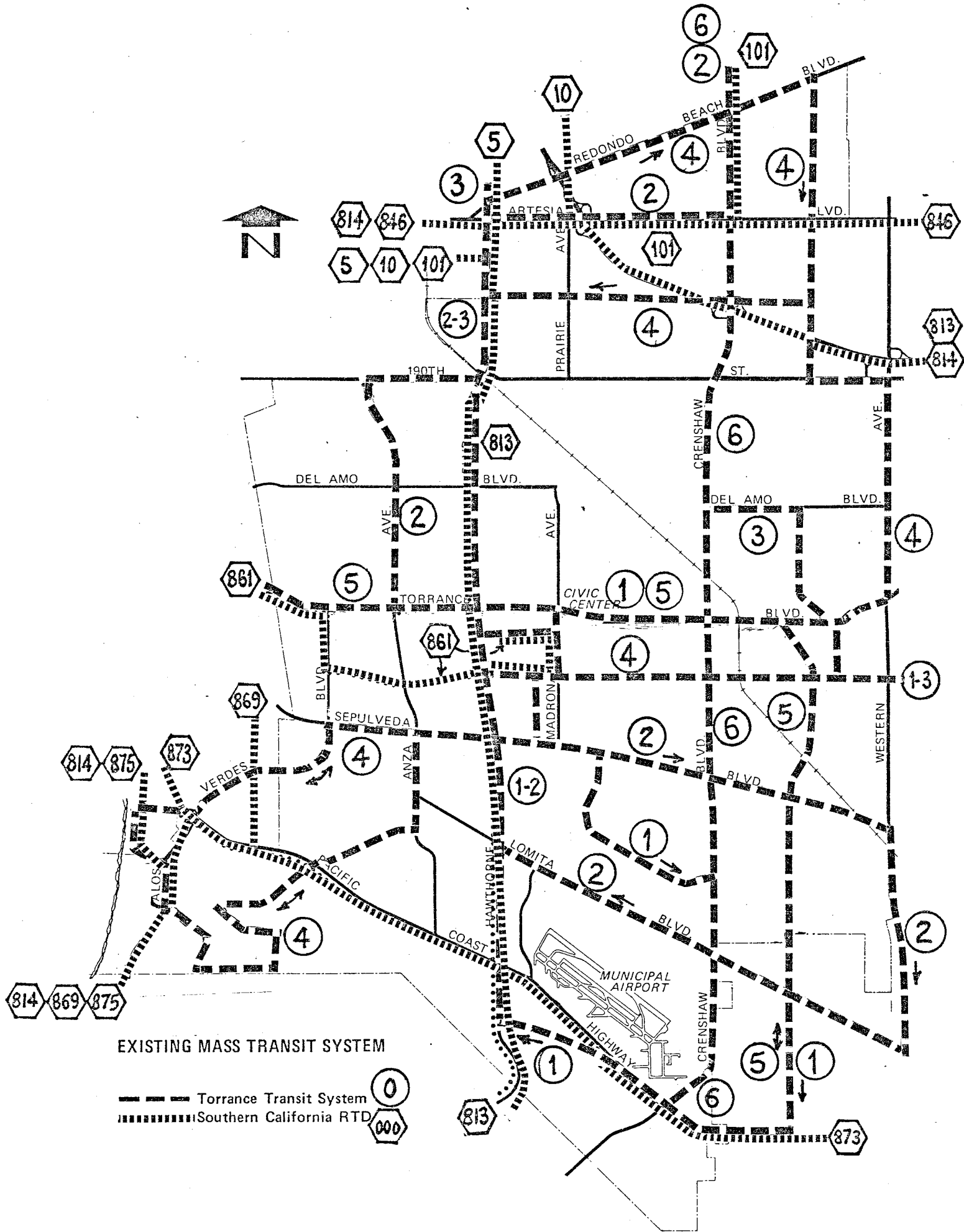
As illustrated on the SCRTD fare zone map (included herein) all rides within the Torrance-South Bay area are within two adjacent zones. Only those trips originating south of Rosecrans Avenue and destined to points north of Manchester Boulevard would be subject to the three-zone (i.e. \$.70) fare.

TORRANCE STUDY

Weekday Service

PRESENT

<u>Torrance Line No.</u>	<u>Base Hdway (Mins.)</u>	<u>Est. O/W Mi.</u>	<u>Hours of Service</u>	<u>Equipment</u>			<u>Est. Veh. Hours</u>	<u>Total Veh Miles</u>	<u>Est. Miles Within Torrance</u>
				<u>AM</u>	<u>BASE</u>	<u>PM</u>			
1	60	25.0	500A-1130P	3	3	3	50	866	272
2	60	30.0	545A-1130P	3	3	3	50	817	352
3	60	20.5	600A-1100P	3	3	3	46	673	270
4	60	14.0	630A-700P	2	2	2	25	316	316
5	60	8.0	615A-1000P	2	2	2	28	256	240
6	60	9.0	600A-1030P	1	1	1	17	285	270
SUB-TOTAL				14	14	14	216	3,213	1,720
<u>RTD Line No.</u>									
5	10	18.6	545A-1002P	35	20	30	422	5,435	76
101	30	8.1	600A-1000P	3	3	3	45	521	147
813	30	24.7	600A-915P	7	7	7	108	2,165	470
814	60	25.5	530A-700P	7	4	8	74	1,392	130
846	30	26.8	515A-1130P	7	7	7	116	1,898	163
861	30	16.7	545A-1000P	5	5	5	77	1,065	186
869	30	25.4	558A-935P	8	8	8	118	1,633	112
873	60	31.7	547A-1000P	5	5	5	86	1,209	119
875	60	20.3	600A-1100	6	6	6	94	1,388	49
SUB-TOTAL				83	65	79	1,140	16,706	1,452
TOTAL				97	79	93	1,356	19,919	3,172

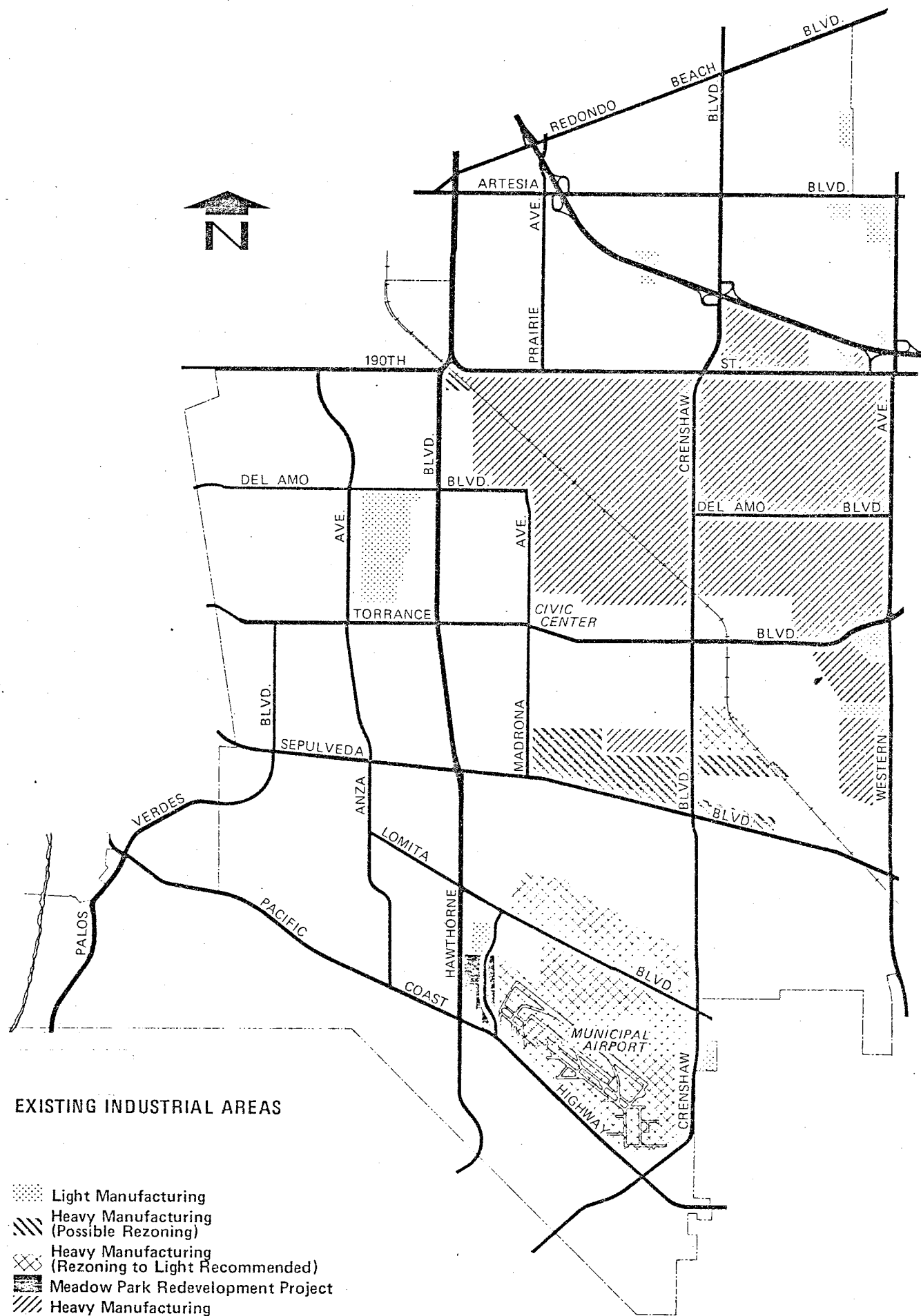


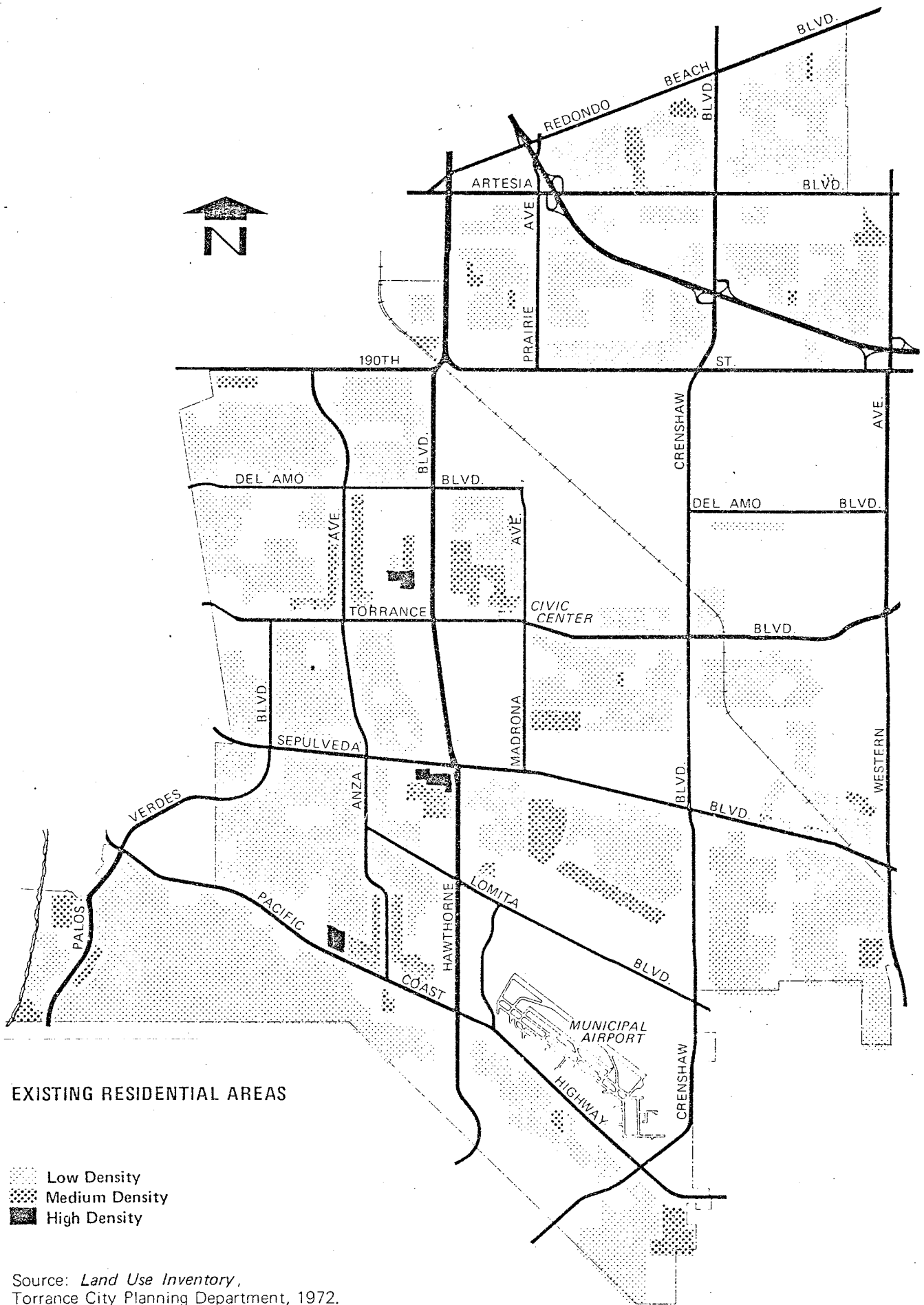
EXISTING MASS TRANSIT SYSTEM

--- Torrance Transit System

..... Southern California RTD







Source: *Land Use Inventory*,  
Torrance City Planning Department, 1972.





TORRANCE STUDY  
Weekday Service

PROPOSED

D I F F E R E N C E

Prop. Lines	Route	Base Hdwy. (Mins.)	Est. O/W Mi.	Hours of Service	AM	BASE	PM	Est. Veh Hrs.	Est. Veh Mi.	Est. Miles Within Torrance
101	Cancel				- 3	- 3	- 3	- 45	- 521	- 147
813	Haw.-Redo.Bch.	30	24.7	600A-1015P	0	0	0	No Change		
814	Art.-Redo.Bch.	60	25.5	530A-830P	- 2	0	- 2	- 8	- 150	- 13
859	Crenshaw	30	9.4	600A-1000P	+ 3	+ 3	+ 3	+ 43	+ 555	+ 389
861	Yukon - Anza	30	16.0	600A-1100P	0	0	0	0	0	+ 456
873	P.C.H.	30	31.7	615A-1100P	+ 2	+ 2	+ 2	+ 36	+ 480	+ 115
New-A New-B	Western-182nd Van Ness-Manh Bch.	30	19.7	530A-1130P	+ 6	+ 6	+ 6	+ 83	+1125	+ 870
New-D New-E	Sepulveda Blvd. Lomita Blvd.	30	18.5	600A-1000P	+ 6	+ 6	+ 6	+ 88	+1225	+ 365
New-F	Torrance Bl.-LA	30	23.3	500A-1130P	+ 6	+ 6	+ 6	+ 88	+1342	+ 220
New-G	Carson St.-Wilm.	30	11.9	600A-1100P	+ 4	+ 4	+ 4	+ 50	+ 680	+ 290
<hr/>										
RTD Increase:					+22	+24	+22	+335	+4736	+2545
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Difference:					+ 8	+10	+ 8	+119	+1523	+ 882

# TORRANCE STUDY

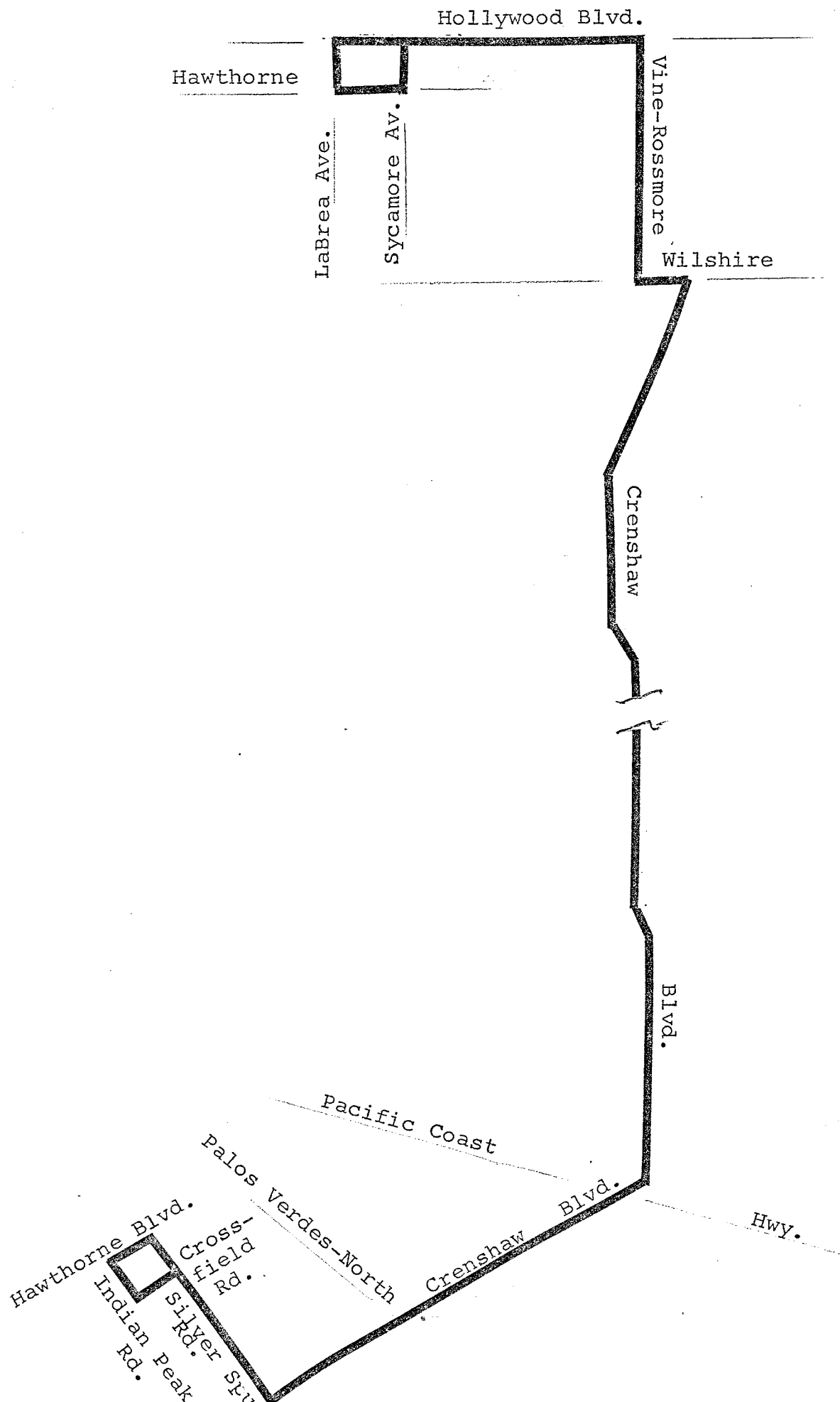
## Proposed Weekend Service Levels

Prop. Lines	Route	<u>S A T U R D A Y</u>		<u>S U N D A Y</u>	
		<u>Hours</u>	<u>Head- way</u>	<u>Hours</u>	<u>Head- way</u>
813	Hawthorne-Redondo Bch.	600A - 1000P	30	800A - 700P	60
859	Crenshaw	600A - 1000P	30	800A - 700P	60
861	Yukon - Anza	600A - 1000P	30	800A - 700P	60
873	Pacific Coast Hwy.	600A - 1100P	30	600A - 700P	60
New A	Western - 182nd	600A - 1100P	30	800A - 700P	60
New B	Van Ness-Manhattan Bch.	600A - 1100P	30	800A - 700P	60
New D	Sepulveda	600A - 1000P	30	800A - 700P	60
New E	Lomita	600A - 1000P	30	800A - 700P	60
New F	L.A. - Torrance	500A - 1100P	30	600A - 1000P	60
New G	Carson - Wilmington	600A - 1100P	30	800A - 700P	60

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FREEWAY EXP.  
TO L.A.C.B.D.

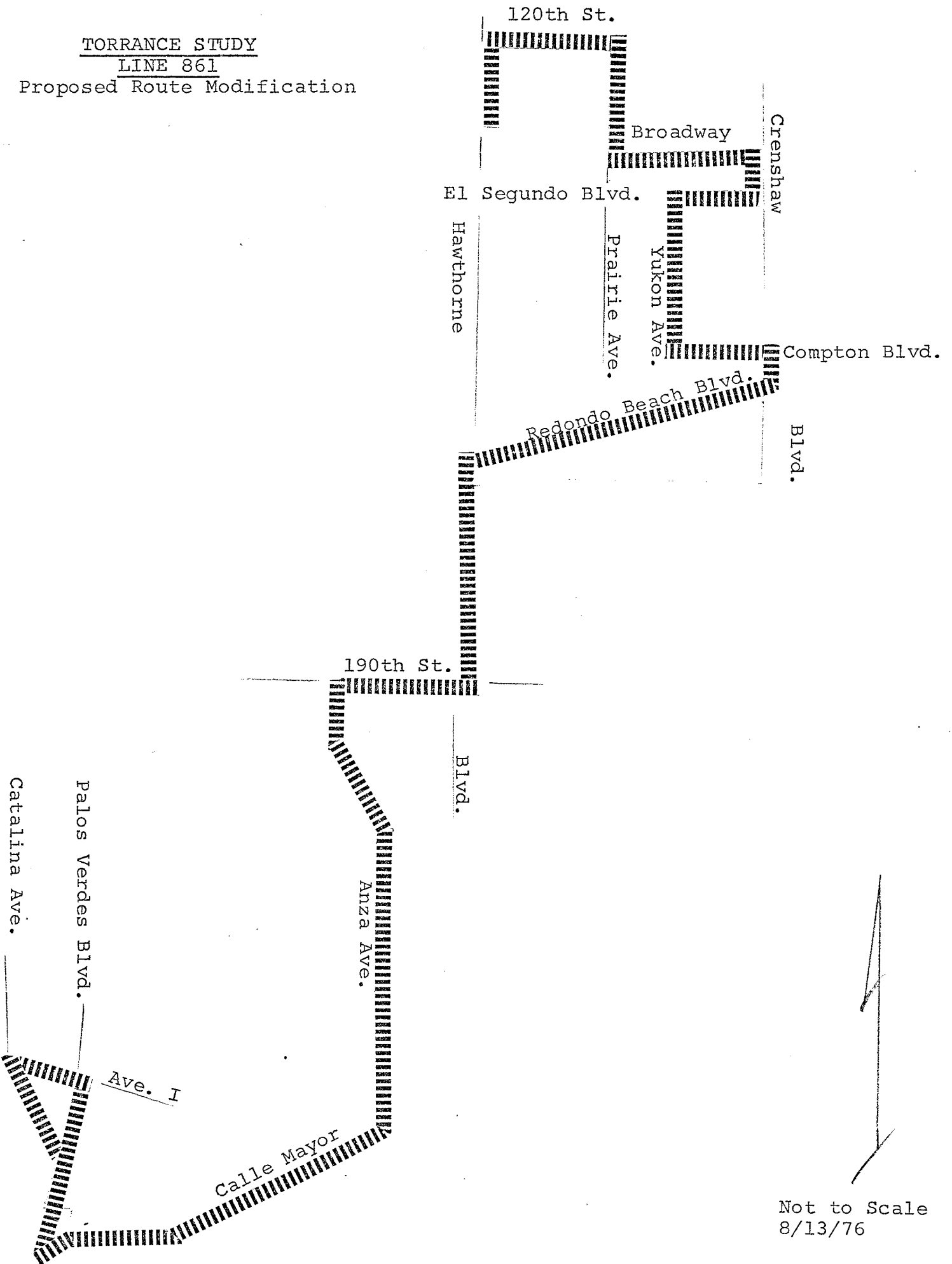
PROPOSED LINE 859  
TORRANCE STUDY



TORRANCE STUDY

LINE 861

Proposed Route Modification

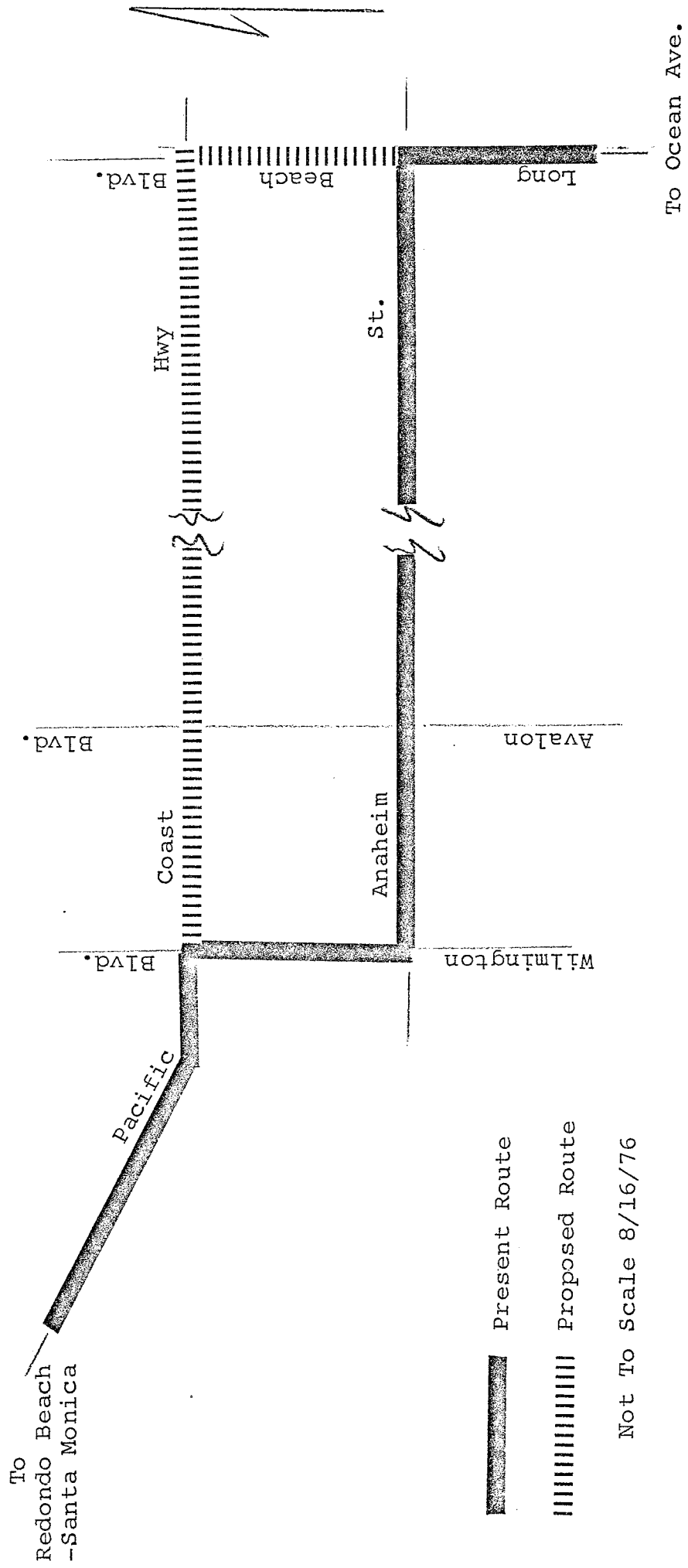


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8/13/76

TORRANCE STUDY

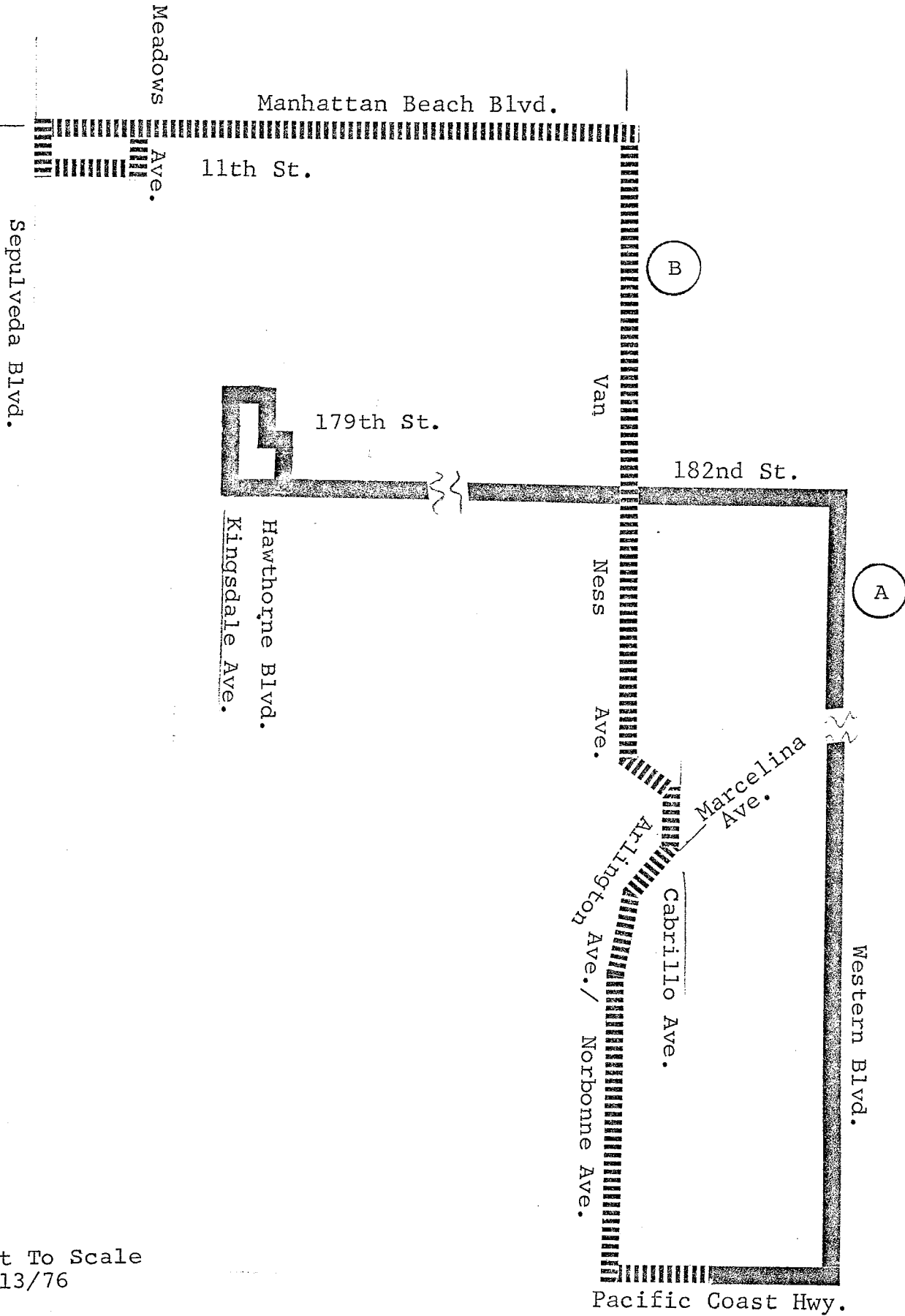
LINE 873

Proposed Route Modification



LINE A, LINE B

TORRANCE STUDY



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Catalina Ave.

Camino

(D)

Torrance Blvd.

Real  
Verdes Blvd.

Sepulveda Blvd.

Hawthorne Blvd.

Carson St.

Madrona

Torrance Blvd.

Del Amo Circle

Sepulveda Blvd.

Esplanade

Ave. I Palos Verdes

Vista Del Mar

(E)

Anza Ave.

Lomita

Blvd.

(E)

(D)

Avalon Blvd.

LINE D, LINE E  
TORRANCE STUDY

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9/10/76

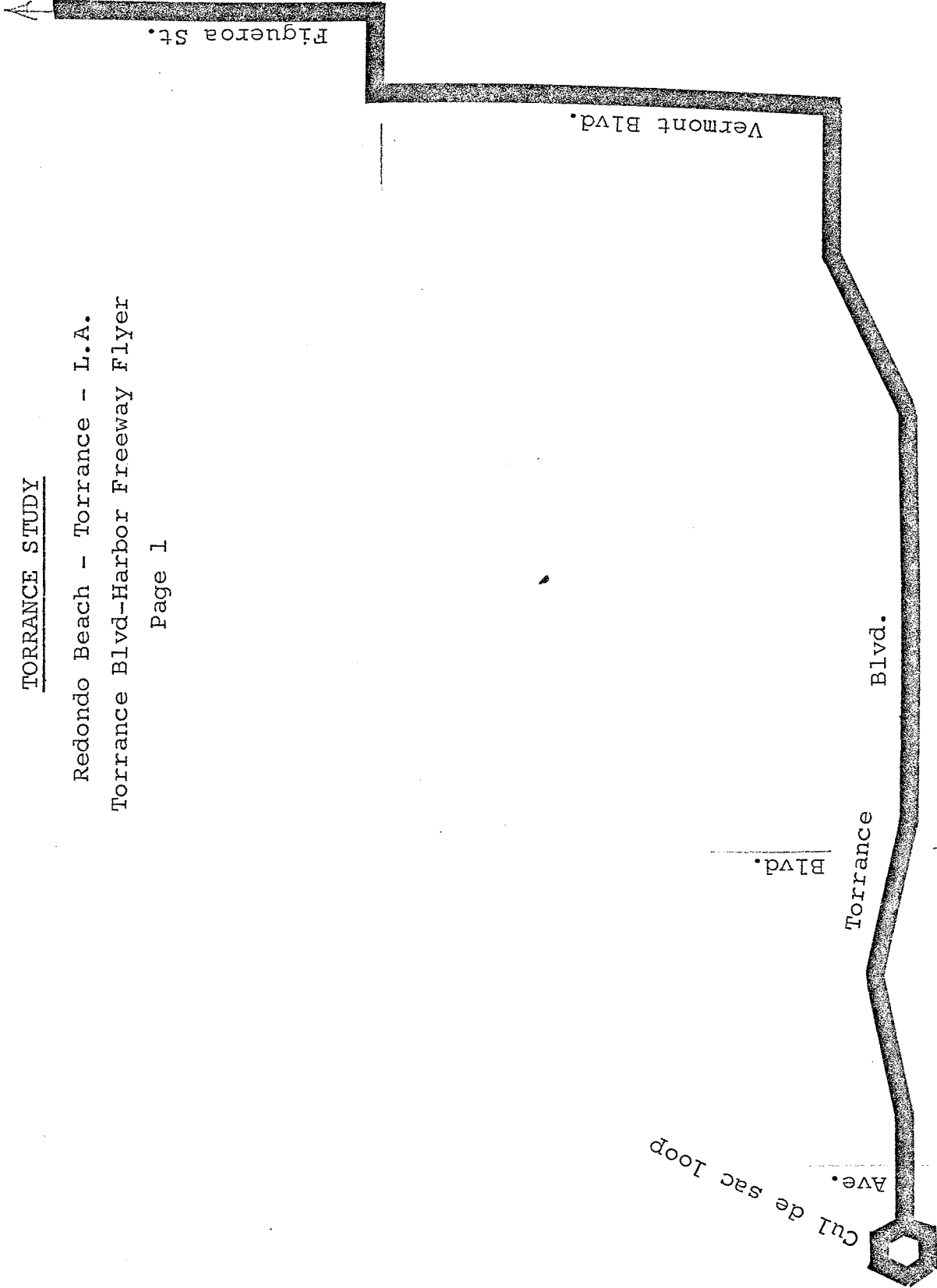
LINE F

TORRANCE STUDY

Redondo Beach - Torrance - L.A.  
Torrance Blvd-Harbor Freeway Flyer

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To LACBD  
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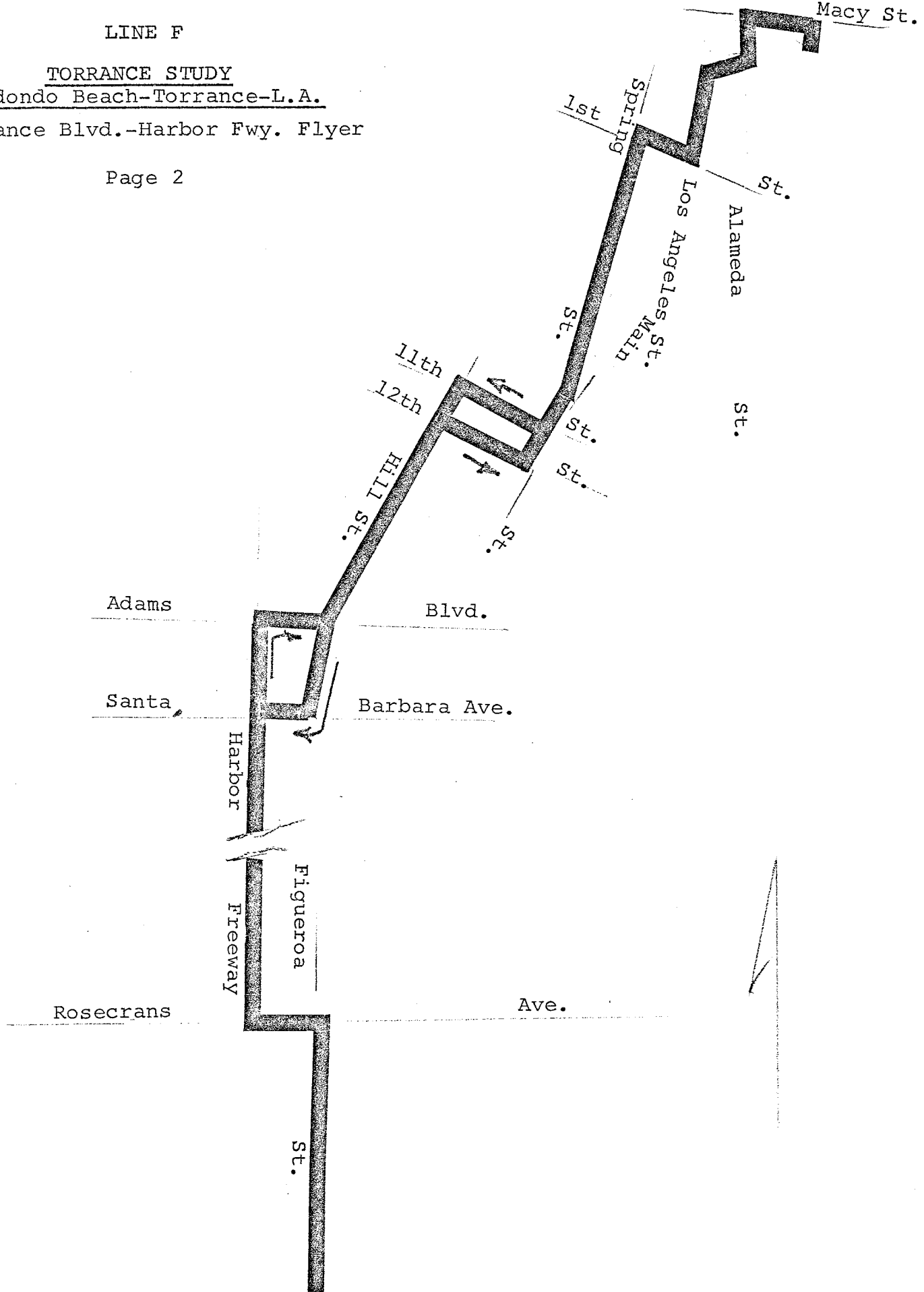
LINE F

TORRANCE STUDY

Redondo Beach-Torrance-L.A.

Torrance Blvd.-Harbor Fwy. Flyer

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To Torrance-Redondo Beach

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LINE G

TORRANCE STUDY

