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PARK/RIDE SERVICE

STATUS REPORT (1)

FY 80-81

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Planning Department

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INTRODUCTION

The purpose of this report is to summarize the development of RTD's park/ride programs and to provide a report of its performance with particular emphasis on the 1980-1981 operation.

The concept of park/ride service is to provide expedited freeway bus service between one or more parking facilities and major destination generators, to reduce commuter travel time and cost and to increase the capacity of the freeway and street systems.

On the basis of transit industry experience, it has generally been found that the best sites for park/ride operation should possess the following characteristics.

- located in close proximity to a major arterial freeway.
- located sufficiently far from the destination (CBD) so that the time involved in transferring from auto to bus represents only a small percentage of the remaining travel time.
- located in advance of, or at the beginning of freeway congestion.
- facility should accommodate at least 200 parked cars.

The District initiated its first park/ride service with the opening of the El Monte Busway parking lot at El Monte Station on April 2, 1973.

In 1974, as a result of a fuel and energy shortage, together with the regional demand for similar service, five additional park/ride lines were established and during 1975 an additional five lines were put into service. Thus far, 16 park and ride lines have been implemented since the inception of this program.

Inasmuch as usable sites that meet the previously mentioned criteria were scarce, the possibility of using existing facilities (such as drive-in theatres and parking areas for large institutions) was investigated. In most cases, parties involved agreed that no conflict with the primary use existed and arrangements were made calling for the use of parking spaces at a monthly cost to the District of \$4.00 per parked car. Subsequently, parking lots of shopping centers such as the Eastland Shopping Center and Puente Hills Mall were used at no cost.

In September 1977, the Battery Street facility in San Pedro became the first park/ride lot implemented under the provisions of AB 2337 which authorized Caltrans to construct, maintain and operate demonstration park

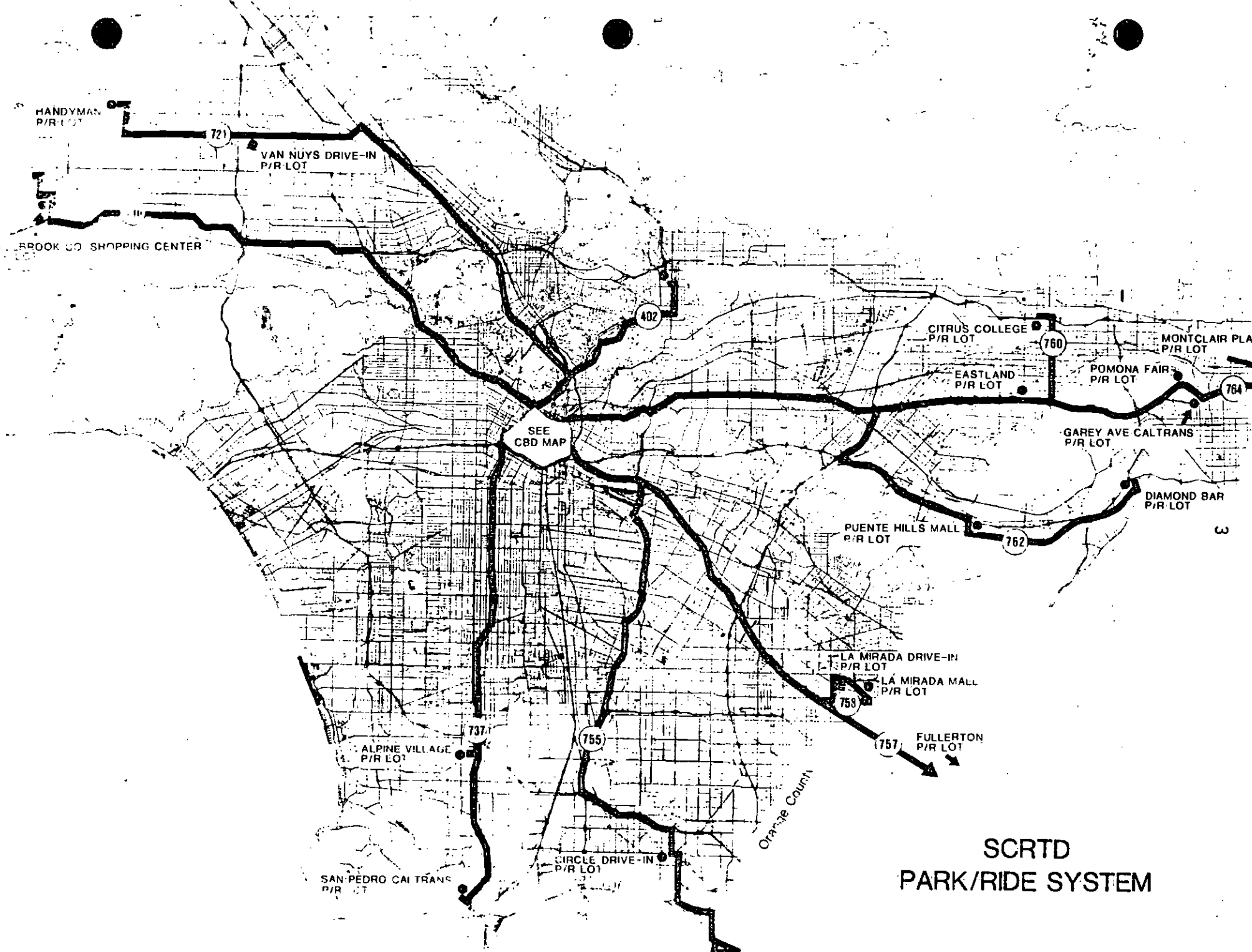
and ride facilities in the Los Angeles region.

During the past eight years, the park/ride service has become a more efficient service due to the many route modifications and operational changes. These changes were the result of suggestions made by the public and the District's Operation Department, along with staff's evaluation of passenger activity, travel pattern and trends.

Currently, ten park and ride lines provide service for over two million commuter trips each year. The areas currently served by RTD Park/Ride lines are the San Fernando Valley (Lines 716 and 721), the San Gabriel Valley (Lines 402, 760, 762 and 764), Mid-Cities - Western Orange County (Lines 758 and 757), Long Beach (Line 755), and South Bay (Line 737).

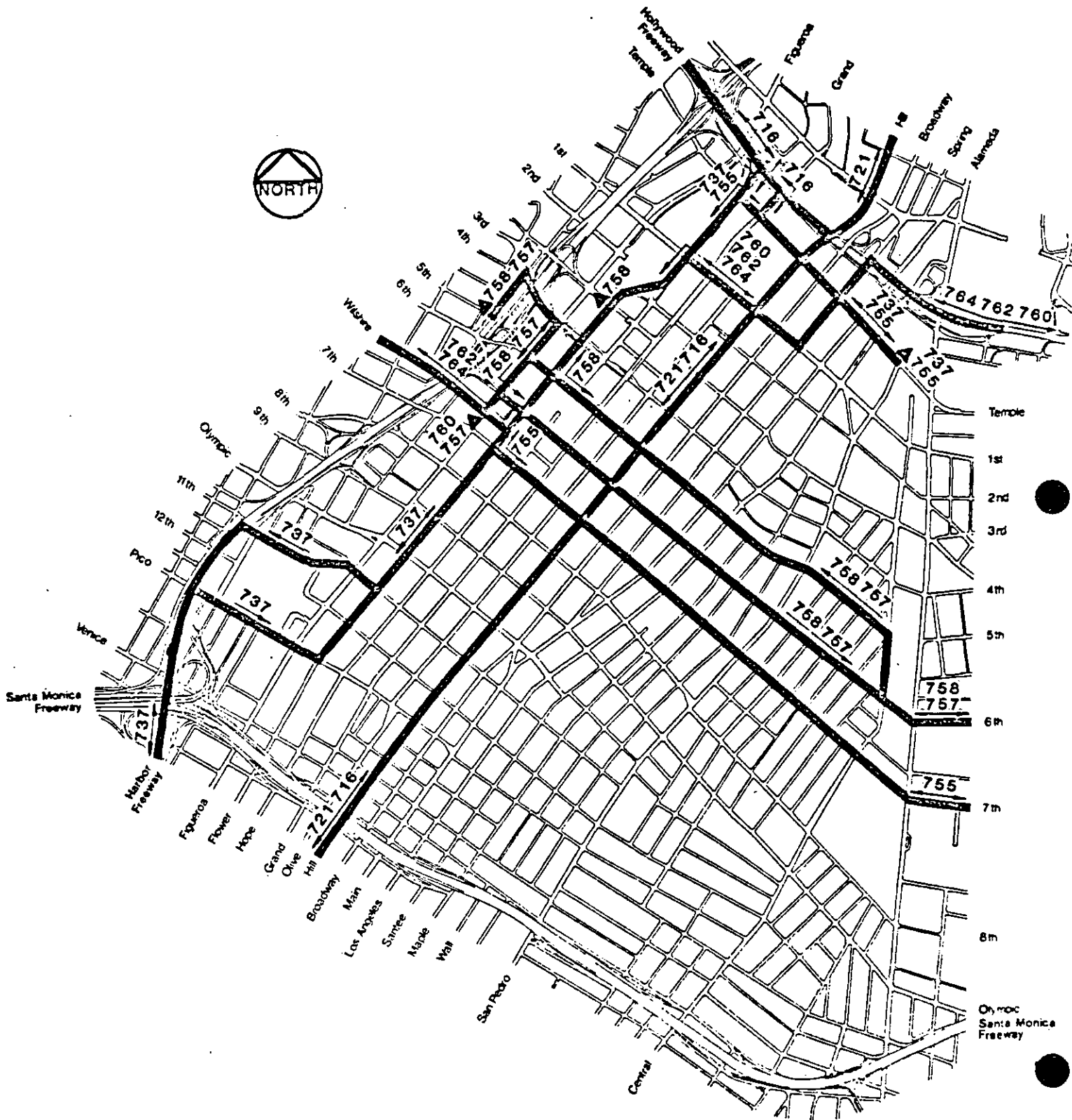
A recent RTD park and ride passenger survey provided the following demographic profile for comparison to riders on RTD's regular service.

<u>Park/Ride</u>	<u>Regular Service</u>
- 70% of passengers live in L.A. County	- 99.6% of Boardings (Unlinked) occur within the County of L.A.
- Average one-way passenger trip is 26.8 miles	- Average one-way passenger trip is 4 miles
- Average household income is \$26,000	- Average household income \$8,000
- Consistent riders, 98% ride the same service 4 to 5 days a week	- Approximately 50% of the riders use the same service 4 - 5 days per week
- 60% of riders purchased bus pass	- 38% of riders purchase a monthly bus pass
- 97% have at least one car	- 62% riders have at least one car.



**SCRTD
PARK/RIDE SYSTEM**

LOS ANGELES CBD



HISTORY OF PARK/RIDE FARE CHARGES

402 - \$	716 - \$	721 - \$	737 - \$	755 - \$	757 - \$	758 - \$	760 - \$	762 - \$	764 - \$	FOOTNOTES
PASS. CASH	PASS. CASH	PASS. CASH	PASS. CASH	PASS. CASH	PASS. CASH	PASS. CASH	PASS. CASH	PASS. CASH	PASS. CASH	
5-74		10.00 c.25				10.00 c.25				a) Parking fee at
		10.00 c.25		10.00 c.25		10.00 c.25				\$6 Monthly or
10-74		10.00 c.25		10.00 c.25		10.00 c.25				\$1.50 Daily
		10.00 c.25		10.00 c.25		10.00 c.25				(\$6 Monthly parking
12-74		10.00 c.25		10.00 c.25	22.00 .55	10.00 c.25				fee is included in
		10.00 c.25		10.00 c.25	22.00 .55	10.00 c.25				cost of monthly pass)
2-75	16.00 a.25	10.00 c.25		10.00 c.25	22.00 .55	10.00 c.25				
	16.00 a.25	10.00 c.25		10.00 c.25	22.00 .55	10.00 c.25				b) Elimination of
4-75	16.00 a.25	10.00 c.25	10.00 c.25	10.00 c.25	22.00 .55	10.00 c.25				Line 770 parking
	16.00 a.25	10.00 c.25	10.00 c.25	10.00 c.25	22.00 .55	10.00 c.25				charge.
5-75	16.00 a.25	10.00 c.25	10.00 c.25	10.00 c.25	22.00 .55	10.00 c.25				
	16.00 a.25	10.00 c.25	10.00 c.25	10.00 c.25	22.00 .55	10.00 c.25				c) Parking Fee at \$2
6-75	16.00 a.25	10.00 c.25	10.00 c.25	10.00 c.25	22.00 .55	10.00 c.25	10.00 .25			monthly or \$.25
	16.00 a.25	10.00 c.25	10.00 c.25	10.00 c.25	22.00 .55	10.00 c.25	10.00 .25			daily.
7-75	18.00 a.50	27.00 c.75	27.00 c.75	27.00 c.75	27.00 c.75	27.00 c.75	27.00 .75			
	18.00 a.50	27.00 c.75	27.00 c.75	27.00 c.75	27.00 c.75	27.00 c.75	27.00 .75			d) Elimination of
9-75	18.00 a.50	27.00 d.75	27.00 d.75	27.00 d.75	27.00 d.75	27.00 d.75	27.00 .75		27.00 .75	parking charges.
	18.00 a.50	27.00 .75	27.00 .75	27.00 .75	27.00 .75	27.00 .75	27.00 .75		27.00 .75	
7-76	25.00 a.65	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	e) Park/Ride Line 737
	25.00 a.65	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	San Pedro.
8-76	25.00 a.65	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	
	25.00 a.65	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	37.50 1.00	f) Park/Ride Line 737
7-77	30.00 a.80	48.00 1.40	42.00 1.20	48.00 1.40	42.00g 1.20	42.00 1.20	42.00 1.20	48.00 1.40	48.00 1.40	Alpine Village
	30.00 a.80	48.00 1.40	42.00 1.20	48.00 1.40	56.00h 1.45	42.00 1.20	42.00 1.20	48.00 1.40	48.00 1.40	
6-78	30.00 b.80	48.00 1.40	42.00 1.20	48.00 1.40		42.00 1.20	42.00 1.20	48.00 1.40	48.00 1.40	g) Park/Ride Line 755
	32.00 .85	50.00 1.45	44.00 1.25	50.00e 1.45	44.00g 1.25	44.00 1.45	44.00 1.25	50.00 1.45	50.00 1.45	Long Beach
7-78	32.00 .85	50.00 1.45	44.00 1.25	38.00f 1.05	58.00h 1.50	44.00 1.45	44.00 1.25	50.00 1.45	50.00 1.45	
	32.00 .85	50.00 1.45	44.00 1.25	50.00e 1.45		44.00 1.35	44.00 1.25	50.00 1.45	50.00 1.45	h) Park/Ride Line 755
9-78	32.00 .85	50.00 1.45	44.00 1.25	38.00f 1.05	58.00 1.50	44.00 1.35	44.00 1.25	50.00 1.45	44.00 1.25	Seal Beach
1-79	32.00 .85	50.00 1.45	44.00 1.25			44.00 1.50	44.00 1.25	50.00 1.45	44.00 1.25	
	32.00 .85	50.00 1.45	44.00 1.25			44.00 1.50	44.00 1.25	50.00 1.45	50.00 1.45	
11-79	32.00 .95	50.00 1.55	44.00 1.35	50.00e 1.55	44.00g 1.35	44.00 1.50	44.00 1.35	50.00 1.55	44.00 1.35	i) Park/Ride Line 762
	32.00 .95	50.00 1.55	44.00 1.35	38.00f 1.15	59.00h 1.85	44.00 1.50	44.00 1.35	50.00 1.55	44.00 1.35	Diamond Bar
1-80	32.00 .95	50.00 1.55	44.00 1.35	50.00e 1.55	44.00g 1.35	44.00 1.50	44.00 1.35	50.00 1.55	64.00 1.90	
	32.00 .95	50.00 1.55	44.00 1.35	38.00f 1.15	59.00h 1.85	44.00 1.50	44.00 1.35	50.00 1.55	64.00 1.90	j) Park/Ride Line 762
2-80	32.00 .95	50.00 1.55	44.00 1.35			44.00 1.50	44.00 1.35	50.00 1.55	64.00 1.90	Chino
	32.00 .95	50.00 1.55	44.00 1.35			44.00 1.50	44.00 1.35	50.00 1.55	64.00 1.90	
8-80	42.00 1.25	66.00 2.15	58.00 1.85	66.00e 2.15	58.00g 1.85	60.00 1.70	58.00 1.85	66.00 2.15	58.00 1.85	
	42.00 1.25	66.00 2.15	58.00 1.85	50.00f 1.55	78.00h 2.35	60.00 1.70	58.00 1.85	66.00 2.15	80.00j 2.50	k) Park/Ride Line 764
7-1-81	58.00 1.65	94.00 2.85	82.00 2.45	70.00 2.05	82.00 2.45	82.00 2.45	82.00 2.45	94.00 2.85	82.00 2.45	Pomona
										l) Park/Ride Line 764
										Montclair

m) Requires L.A. County 5 Step Pass plus San Bernardino Pass

Park/Ride Trip Development

On Park/Ride lines, the number of inbound and outbound trips is approximately equal; generally, however there are more inbound trips than outbound trips. During the first six months of 1981, total number of trips have stabilized with inbound trips constituting 51.3% of all trips operated. All park/ride lines, with the exception of Line 402 (770) operate more trips today than when service was first implemented.

Previous Line 770 service to Pasadena has been made into two separate lines, a general express service (Line 401) and a park/ride express service (Line 402). Presently, Line 402 has no parking facility for its patrons, it is also the only park/ride service that operates morning and afternoon reverse peak trips.

In 1975, Line 755 (South Coast) was the only line that has operated with satellite parking. Today, 50% (5 lines) of all park/ride lines have satellite park/ride lots, thus making service more efficient and accessible to more riders. The three San Gabriel Valley park/rides, lines 760, 762 and 764 operate over 90 daily trips, and are instrumental in reducing freeway congestion, maximizing usage of the busway and providing expedited service for patrons in the San Gabriel Valley.

DEVELOPMENT OF TRIPS OPERATED ON PARK/RISE SERVICE

DATE	402(770)		716		721		737		755		757		758		760		762		764		Totals	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
5-74					9	9															9	9
9-74					9	9							14	9							23	18
10-74					9	9			4	4			14	9							27	22
12-74					9	9			4	4			14	9							36	31
1-75					9	9			4	4	9	9	18	13							40	35
2-75	7	7			9	9			4	4	9	9	18	13							47	42
3-75	12(3R)	11(3R)			9	9			4	4	9	9	18	13							52	46
4-75	12(3R)	11(3R)	5	5	9	10	4	4	4	4	9	9	18	13							57	56
5-75	13(3R)	12(3R)	5	5	9	10	4	4	10(11L)	9	9	9	18	13							68	62
6-75	13(3R)	12(3R)	5	5	9	10	4	4	10(11L)	9	9	9	18	13	4	4					72	66
8-75	13(3R)	12(3R)	5	5	9	10	4	4	10(11L)	9	9	9	18	13	9	9					77	71
9-75	13(3R)	12(3R)	5	5	9	10	4	4	10(11L)	9	12	12	18	13	9	9					80	74
11-75	14(4R)	13(3R)	6	7	11	11	4	4	11(13L)	12	14	14	20	15	9	9			4	4	95	84
4-76	21(7R)	22(10R)	6	7	11	11	4	4	11(13L)	12	14	14	20	15	9	9			4	4	102	99
7-76	21(7R)	22(10R)	6	7	11	11	4	4	11(13L)	12	15	15	20	15	9	9			5	5	104	101
8-76	21(7R)	22(10R)	6	7	11	11	4	4	11(13L)	12	17	17	14	10	9	9			5	5	100	98
9-76	21(7R)	22(10R)	6	7	9	9	4	4	11(15L)	12	16	16	13	9	9	9			5	5	96	94
10-76	21(7R)	22(10R)	5	6	9	9	4	4	11(11L)	10	14	14	13	9	9	9			5	5	91	87
1-77	21(7R)	22(10R)	5	5	9	9	4	4	10(11L)	10	14	14	13	9	9	9			5	5	91	86
2-77	17(5R)	19(6R)	5	5	9	9	4	4	10(11L)	10	14	14	13	9	9	9			5	5	81	83
7-77	17(5R)	19(6R)	5	5	9	9	4	4	10(11L)	10	14	14	13	9	9	9			5	5	87	83
10-77	17(5R)	19(6R)	5	5	8	8	3	3	10(11L)	9	14	14	9	8	9	9			4(5S)	5	80	79
1-78	17(5R)	19(6R)	5	5	8	8	3	3	10(11L)	9	16	17	10	8	9	9			4(5S)	5	83	82
3-78	18(5R)	14	5	5	8	8	3	3	10(11L)	9	17	17	10	8	9	9			4(5S)	5	84	77
6-78	18(5R)	14	5	5	7	7	3	3	10(11L)	9	17	17	10	8	9	9			4(5S)	5	85	77
7-78	18(5R)	14	5	5	7	7	3	3	10(11L)	9	17	17	10	8	9	9			4(5S)	5	84	76
10-78	18(5R)	14	5	5	7	7	3	3	10(11L)	9	17	17	10	8	10	10			4(5S)	5	85	77
1-79	18(5R)	14	5	5	7	7	3	3	10(11L)	9	18	17	10	8	13	13	4	4	4(5S)	5	93	84
3-79	18(5R)	14	5	5	7	7	3	3	10(11L)	9	18	17	10	8	13	13	6	6	5(6S)	6	96	87
6-79	18(5R)	14	5	5	7	7	3	3	10(11L)	9	18	18	8	7	13	13	7(8P)	6(8F)	5(6S)	6	96	89
7-79	18(5R)	14	6	6	7	7	4(5T)	4(5T)	11(13L)	11(13L)	18	18	8	8	13	13	7(8P)	6(8F)	5(6S)	6	101	96
8-79	18(5R)	14	6	6	7	7	5(6T)	5(6T)	11(13L)	11(13L)	18	18	8	8	13	13	7(8P)	6(8F)	5(6S)	6	102	97
10-79	18(5R)	14	6	6	7	7	5(6T)	5(6T)	11(13L)	11(13L)	18	18	8	8	13	13	7(9S)	7(9S)	2(9S)	8	106	100
11-79	18(5R)	14	6	6	7	7	5(6T)	5(6T)	11(13L)	11(13L)	18	18	8	8	7(17E)	14	7(9S)	7(9S)	2(9S)	8	110	101
1-80	18(5R)	14	6	6	7	7	5(6T)	5(6T)	11(13L)	11(13L)	18	18	8	8	7(17E)	14	5(10S)	5(11S)	2(9S)	8	110	103
2-80	12(4R)	12(4R)	6	6	7	7	5(6T)	5(6T)	11(13L)	11(13L)	18	18	8	8	7(17E)	14	5(10S)	5(11S)	2(9S)	4(8S)	106	102
3-80	12(4R)	12(4R)	6	6	7	7	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(17E)	4(16E)	5(12S)	5(12S)	2(9S)	4(8S)	108	103
4-80	12(4R)	12(4R)	6	6	7	7	5(6T)	5(6T)	10(13L)	11(13L)	20	19	8	8	7(17E)	4(16E)	5(12S)	5(12S)	6(11S)	5(10S)	110	105
6-80	12(4R)	12(4R)	6	6	12	12	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(17E)	4(16E)	5(12S)	5(12S)	6(11S)	5(10S)	115	110
8-80	13(4R)	12(4R)	6	6	12	12	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(21E)	6(19E)	5(12S)	5(12S)	6(11S)	5(10S)	120	113
12-80	8(2R)	9(2R)	6	6	12	12	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(21E)	6(19E)	5(12S)	5(12S)	6(11S)	5(10S)	115	110
1-81	8(2R)	9(2R)	6	6	12	12	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(21E)	6(19E)	12(15S)	10(14S)	6(11S)	5(10S)	118	112
2-81	8(2R)	9(2R)	6	6	12	12	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(21E)	6(19E)	12(15S)	10(14S)	6(11S)	5(10S)	118	112
3-81	8(2R)	9(2R)	6	6	12	12	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(21E)	6(19E)	12(15S)	10(14S)	6(11S)	5(10S)	118	112
4-81	8(2R)	9(2R)	6	6	12	12	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(21E)	6(19E)	12(15S)	10(14S)	6(11S)	5(10S)	118	112
5-81	8(2R)	9(2R)	6	6	12	12	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(21E)	6(19E)	12(15S)	10(14S)	6(11S)	5(10S)	118	112
6-81	8(2R)	9(2R)	6	6	12	12	5(6T)	5(6T)	11(13L)	11(13L)	20	19	8	8	7(21E)	6(19E)	12(15S)	10(14S)	6(11S)	5(10S)	118	112

R = Reverse peak trips
T = Torrance (trips to and from Torrance)
L = Long Beach (trips to and from Long Beach)
E = Eastland (trips to and from Eastland)
S = Short lines
P = Puente Hills Mall (trips to and from Puente Hills Mall)
F = (Wilshire) Figueroa (trips to and from Figueroa)

CHRONOLOGY OF PARK/RIDE ROUTE CHANGES

<u>DATE</u>	<u>LINE NO.</u>	<u>ACTION TAKEN</u>
5/74	721	Established P/R service between Van Nuys Drive-In and LACBD.
5/74	724	Established P/R service from San Val Drive-In Theater at Winona Ave. & Ontario St. to 9th St. & Olympia Blvd.
5/74	758	Established P/R service between La Mirada Drive-In Theater via 5th/6th sts. to Flower St. in L.A.
10/74	755	Established P/R service between Main & Electric Ave. in Seal Beach; Circle Drive-In in Long Beach and the LACBD area.
12/74	757	Established P/R service between Orange County Transit Center at Magnolia and Orangethorpe Aves. and the LACBD area.
2/75	770	Established P/R service between Pasadena and LACBD.
4/75	716	Established P/R service between Canoga Park and LACBD.
4/75	721	Service extended westerly along Roscoe Blvd. to Reseda Blvd.
5/75	737	Established P/R service between San Pedro Drive-In Theater and LACBD
6/75	760	Established P/R operation between Eastland Shopping Center and CBD at Wilshire Bl. and Western.
6/75	768	Established P/R operation from Big Sky Drive-In in The city of Duarte to Wilshire Blvd. & Western Ave.
7/75	All Lines	Fare increase
7/75	760	Passenger stops established at Cal State University, and Hospital stations along San Bernardino Fwy.
9/75	724	Service discontinued due to poor ridership.
9/75	725	Established P/R service from Torrance Drive-In Theater to Temple and San Pedro Sts. In L.A.
9/75	764	Established P/R operation from Commercial and Main Sts. in Pomona to downtown terminal at Wilshire Blvd. & Western Avenue.
10/75	768	Service discontinued due to low ridership.
3/76	708	Established McDonnell-Douglas P/R service at Centinela & Ocean Park Blvd.
3/76	746	Established P/R service from Caltrans lot at Slauson Ave. & Buckingham Pkwy.
3/76	774	Established P/R operations from Sepulveda Drive-In to Century City and from Century City to LA
4/76	758	Inbound service extended to 3rd St. via Flower. Outbound service commences from 5th & Beaudry Ave. via Beaudry, 4th, Figueroa & 6th.
4/76	770	Service extension from Colorado Blvd. & Arroyo Pkwy to New York Drive & Allen Ave.
5/76	774	Service cancelled due to poor patronage level.

CHRONOLOGY OF PARK/RIDE ROUTE CHANGES (Cont'd.)

<u>DATE</u>	<u>LINE NO.</u>	<u>ACTION TAKEN</u>
6/76	All Lines	Fare Increase
10/76	708	Service cancelled due to low ridership.
10/76	725	Service cancelled as a result of low patronage.
10/76	746	Service cancelled due to low patronage.
1/77	716	Route change from Canoga Park to Topanga Canyon Blvd.
2/77	764	Routing modified to establish P/R lot at Pomona Fairgrounds.
3/77	716	Hollywood Fwy stops established at Western Ave., Vermont Ave. and Alvarado Street
7/77	All Lines	Fare Increase
8/77	716	Establish new turnaround in S.F. Valley via Shoup Ave. and Saticoy St.
10-77	770(402)	Minor route modification in the City of Pasadena.
3/78	737	Eliminated San Pedro Drive-In as P/R site and established new Caltrans lot in San Pedro and Satellite parking facility at Alpine Village.
6/78	721	Service extended to handyman parking lot at Plummer St. and Shirley Ave.
6/78	760	New passenger pick-up location established at Eastland Shopping Center to alleviate parking problems.
7/78	All Lines	Fare Increase
1/79	762	Established service from Diamond Bar Blvd. & Golden Spring Drive to the CBD. replacing Line 482 Express
7/79	721	Service modified to limited stop operation along Roscoe Blvd. west on Noble Ave.
7/79	755	Seal Beach routing modified from Main St. and Electric Ave. to Main St. and Ocean.
10/79	716	Service to Canoga Park Drive-In discontinued (service north of Victory Blvd. on Topanga Canyon Blvd. discontinued)
10/79	758	Service extended east to La Mirada Shopping Mall at La Mirada Blvd. & Ocaso Ave.
11/79	760	Service extended from Eastland Shopping Center along Grand Ave. to Citrus College.
11/79	All Lines	Fare Increase
1/80	762	Service extended east along Pomona Fwy to Century Fair Shopping Center.
2/80	764	Route extended via San Bernardino Fwy to Montclair Plaza Shopping Center.
2/80	770	Line modified to serve new parking facility (Ralph M. Parson Co.)
5/80	764	Route modified to expedite service between Pomona Fairgrounds and LACBD via Fairgrounds, McKinley, Ganesha & San Bernardino Fwy.

CHRONOLOGY OF PARK/RIDE ROUTE CHANGES (Cont'd.)

<u>DATE</u>	<u>LINE NO.</u>	<u>ACTION TAKEN</u>
6/80	721	Service improvement to absorb service eliminated by the cancellation of line 121
7/80	All Lines	Fare Increase
8/80	All Lines	Elimination of the practice of accepting dollar bills as cash fare
9/80	762	Service between Diamond Bar and Chino cancelled due to low ridership
12/80	760	Service improvement due to patronage demand
12/80	770	Park-Ride service designated Line 402
1/81	758	Routing in La Mirada area was rerouted to improve operation.
1/81	762	Additional trips were included in the operations due to patronage demand.
4/81	402	Agreement with Ralph M. Parson Co., Pasadena was cancelled. Established new terminal to Pasadena due to cancellation of parking agreement with Ralph M. Parsons Co.

ROUTINGS

Ten park and ride lines are currently in operation to provide expedited service between the outlying suburban communities and the CBD. Maps 1-10 show the general alignment of these lines which are described below.

*LINE 402 - (PASADENA)

Line 402 operates peak period service from its new Pasadena terminal on Colorado Blvd. and St. Johns Street to the CBD, via Colorado Blvd., Los Robles Ave., Arroyo Parkway and the Pasadena Freeway.

LINE 716 (CANOGA PARK)

Line 716 operates peak period service from two communities in the San Fernando Valley to the CBD. The routing from Canoga Park and Woodland Hills includes Van Owen Street, Fallbrook Ave., Victory Blvd., Topanga Canyon Blvd. and the Ventura and Hollywood Freeways.

LINE 721 (NORTHRIDGE - VAN NUYS)

Line 721 operates peak period only park/ride service from the Handyman parking lot in Northridge and the Van Nuys Drive-In Theater in Van Nuys and general express service along Roscoe Blvd., stopping at approximately ½ mile intervals between Tampa Ave. and Lankershim Blvd., it then continues to the CBD via the Golden State Freeway.

LINE 737 - (SAN PEDRO)

Line 737 operates peak period expedited service from the San Pedro and Torrance communities in the South Bay area to the CBD. It operates along Gaffey Street, Channel Sts. in San Pedro, then on the Harbor Fwy. to Torrance Blvd. serving the Alpine Village Parking Facility at Torrance Blvd. and Hamilton Ave. in Torrance, then continuing via the Harbor Fwy. to the CBD.

LINE 755 - (SOUTH COAST)

Line 755 provides peak period, general express service from the terminal in Seal Beach on Electric Ave. and Main St. along Electric Av., Marina Dr., Second St., and Ximeno Ave. to Pacific Coast Hwy., and park ride service from the Circle Drive-In Theater on Ximeno at Pacific Coast Hwy. Its routing to the CBD includes Lakewood Blvd. and the San Diego, Long Beach and Santa Ana Freeways.

LINE 757 (FULLERTON)

Line 757 provides peak period expedited service between the Fullerton Transit Center at Orangethorpe and Magnolia Aves., in Orange County and Los Angeles CBD area. From the Fullerton parking lot, it operates along the Santa Ana Freeway to Downtown Los Angeles.

LINE 758 - (LA MIRADA)

Line 758 provides expedited park/ride service during the peak period from the Mid-Cities area to the CBD. The two parking locations for this line are the La Mirada Mall at Ocaso Ave. and La Mirada Blvd. and the La Mirada Drive-In Theater near Alondra Blvd. and the Santa Ana Fwy. General express service is operated between the mall and the Drive-In, along La Mirada Blvd., Rosecrans Ave., and Valley View Ave. from the Drive-In, buses travel along the Santa Ana Freeway to the CBD.

LINE 760 - (EASTLAND-GLENDORA)

This line is one of the three park/ride lines that operate on the San Bernardino Express Busway. It operates from the parking facility of Citrus College at Citrus Ave. and Foothill Blvd., then provide general express service along Foothill, Grand, Rowland, Barranca and Workman Aves. to its second park/ride site at Eastland Shopping Center near Citrus Ave. and the San Bernardino Fwy. From the Eastland parking lot, Line 760 reaches its western terminal at Wilshire Blvd. and Figueroa St., by way of the San Bernardino Fwy., El Monte Busway, Spring, First and Flower Sts. and Wilshire Blvd.

LINE 762 - (DIAMOND BAR-HACIENDA HEIGHTS)





This line provides peak period, general express service from the terminal in Diamond Bar on Diamond Bar Blvd. and Golden Springs Dr., along Golden Springs Dr., and Colima Rd. to Azusa Ave., and park/ride service, from the Puente Hills Mall on Azusa Ave. at Pepperbrook Way. Its routing to CBD includes the Pomona, San Gabriel River and San Bernardino Freeways and the El Monte Busway.

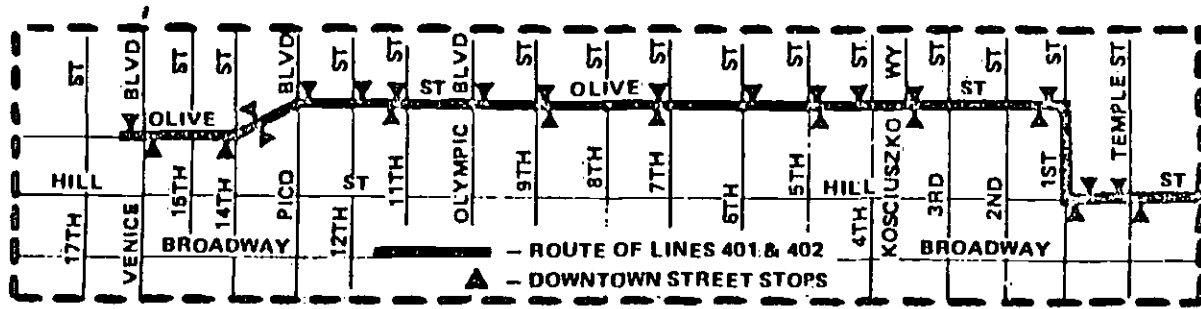
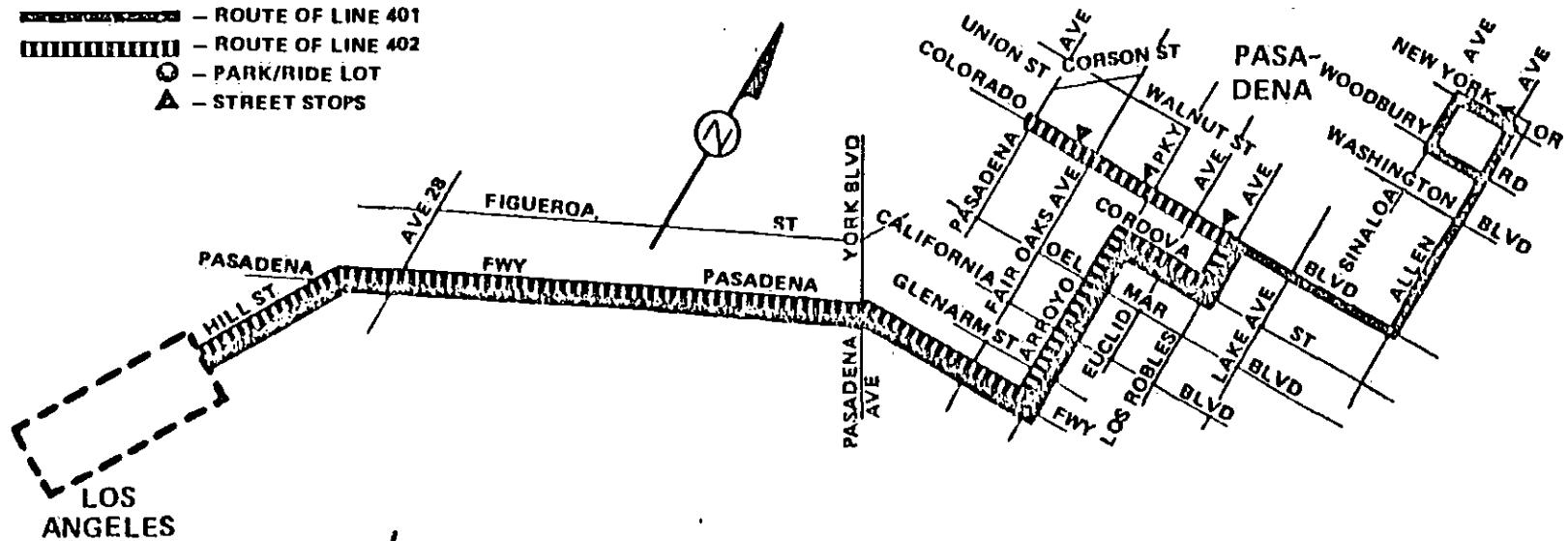
LINE 764 - (MONTCLAIR-POMONA)

This park/ride line provides peak period service between cities of Montclair, Pomona and Downtown Los Angeles. It operates as far west on Wilshire Blvd. on Western Ave. From its eastern terminal it operates on Monte Vista Ave., Moreno St., Central Ave., then via San Bernardino Fwy. to the park/ride lots at Garey and McKinley Aves. and at the Los Angeles County Fairgrounds. From the Fairgrounds to the CBD via Ganeshia Blvd., the San Bernardino Fwy. and the El Monte Busway are used.

* - Former Line 770

MAP I
402
PASADENA PARK/RIDE

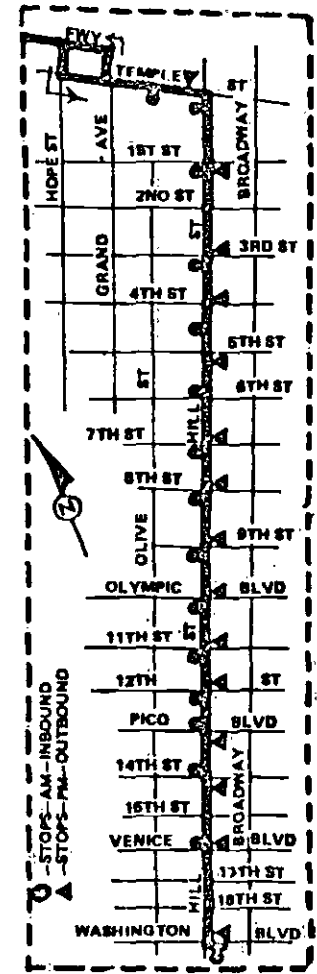
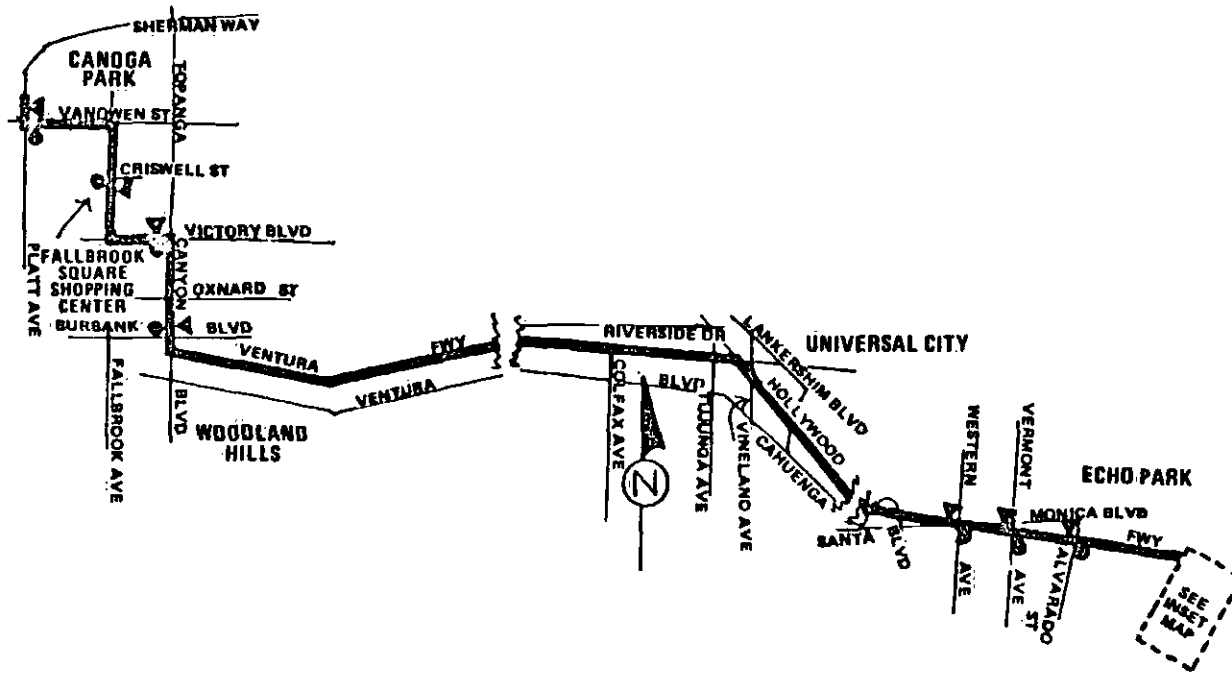
-  - ROUTE OF LINE 401
-  - ROUTE OF LINE 402
-  - PARK/RIDE LOT
-  - STREET STOPS



MAP 2

716

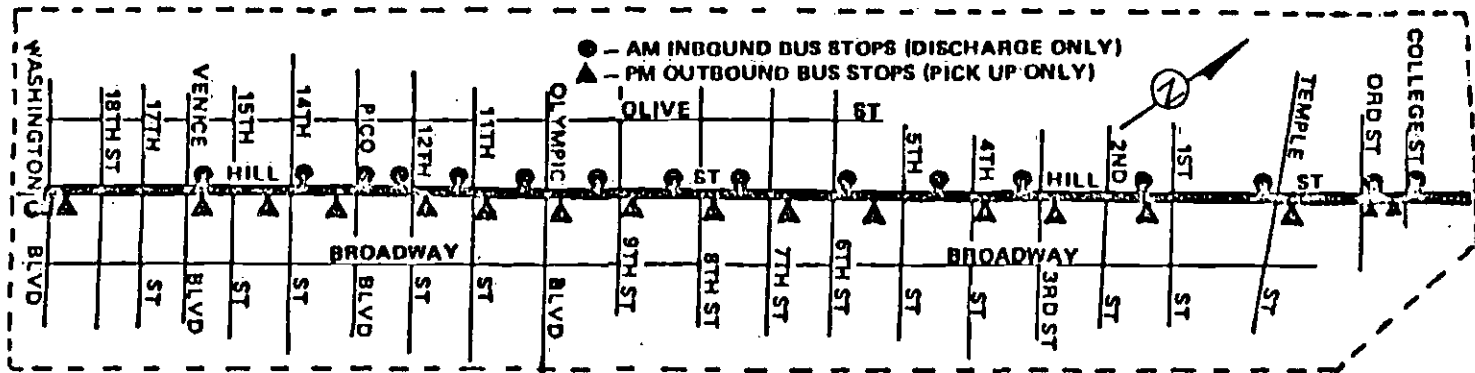
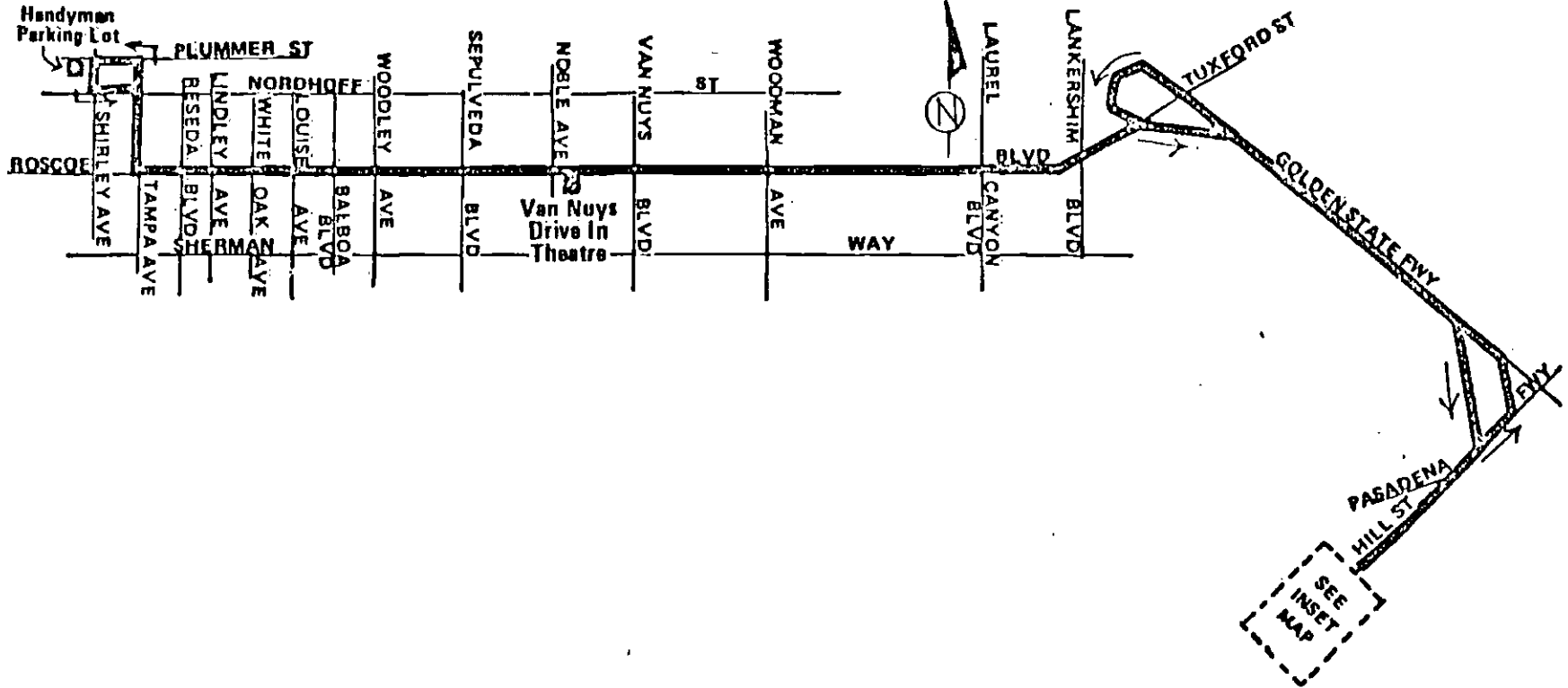
CANOGA PARK-LOS ANGELES PARK/RIDE



MAP 3

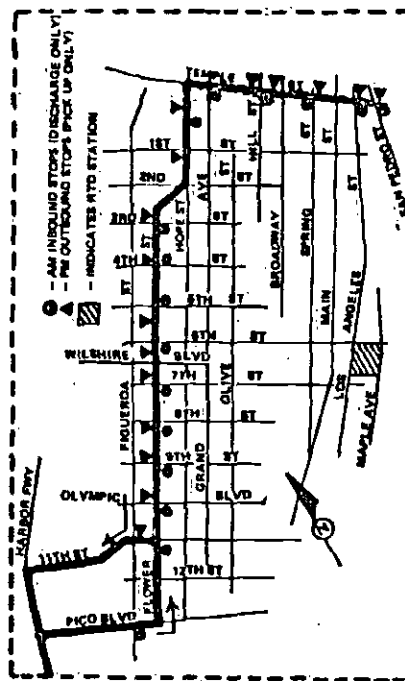
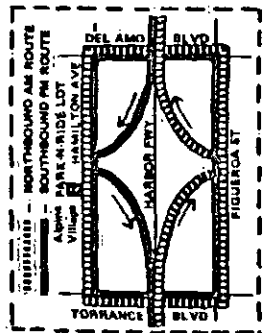
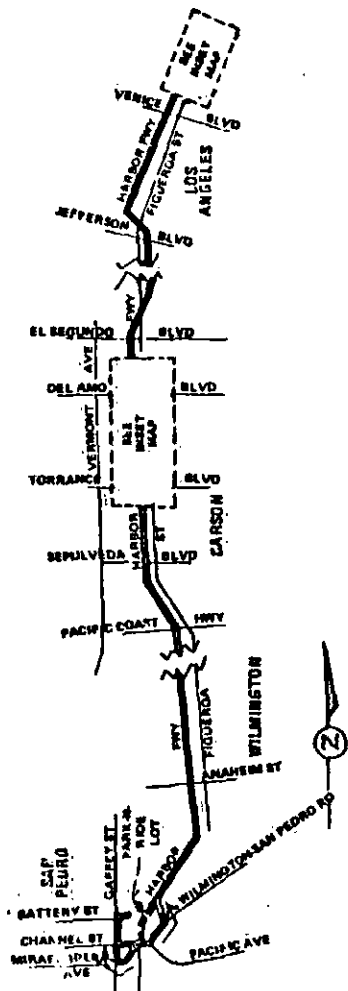
721

NORTHRIDGE-RESEDA-VAN NUYS-SUN VALLEY-LOS ANGELES PARK/RIDE

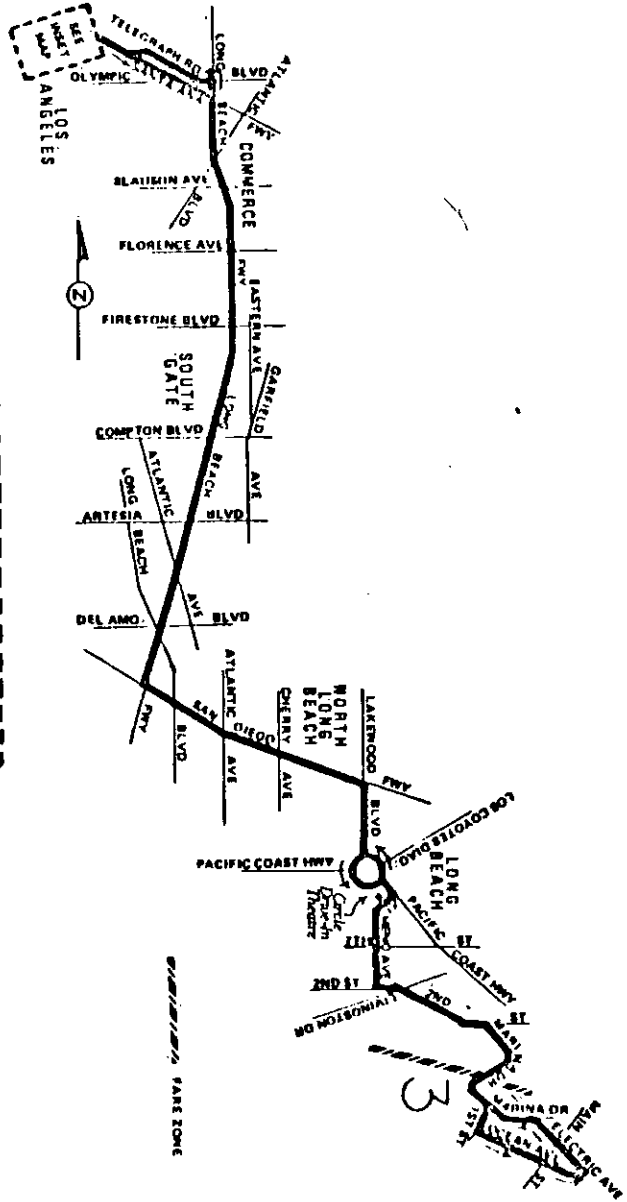
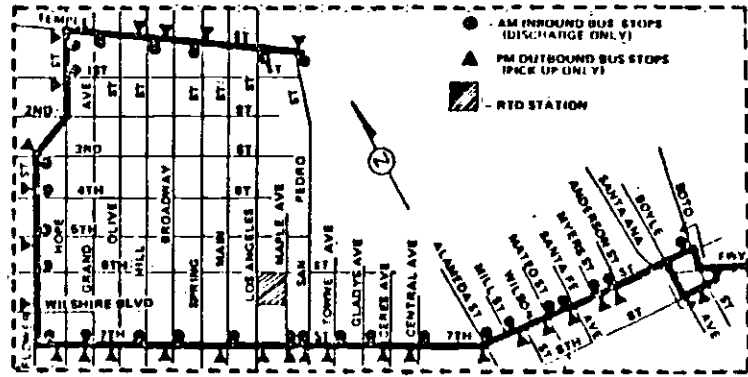


MAP 4

737
SAN PEDRO PARK/RIDE

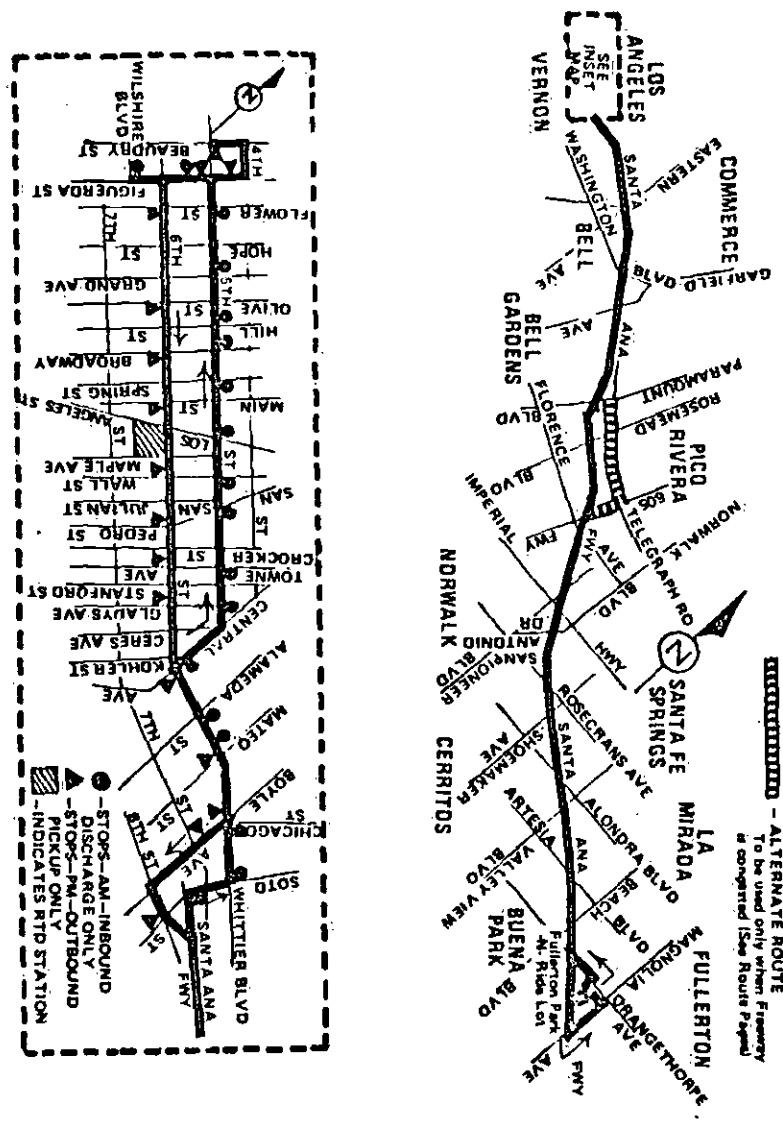


MAP 5
755
SOUTH COAST PARK/RIDE

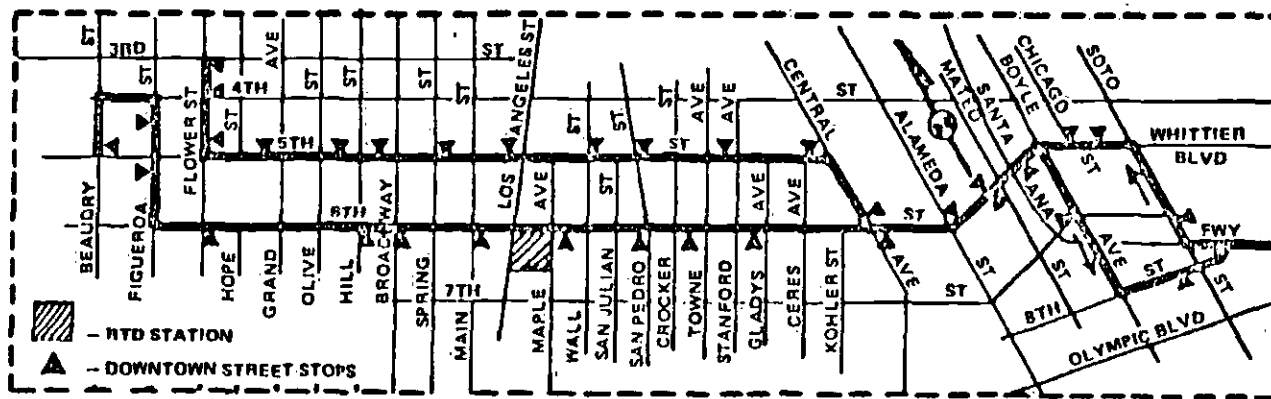
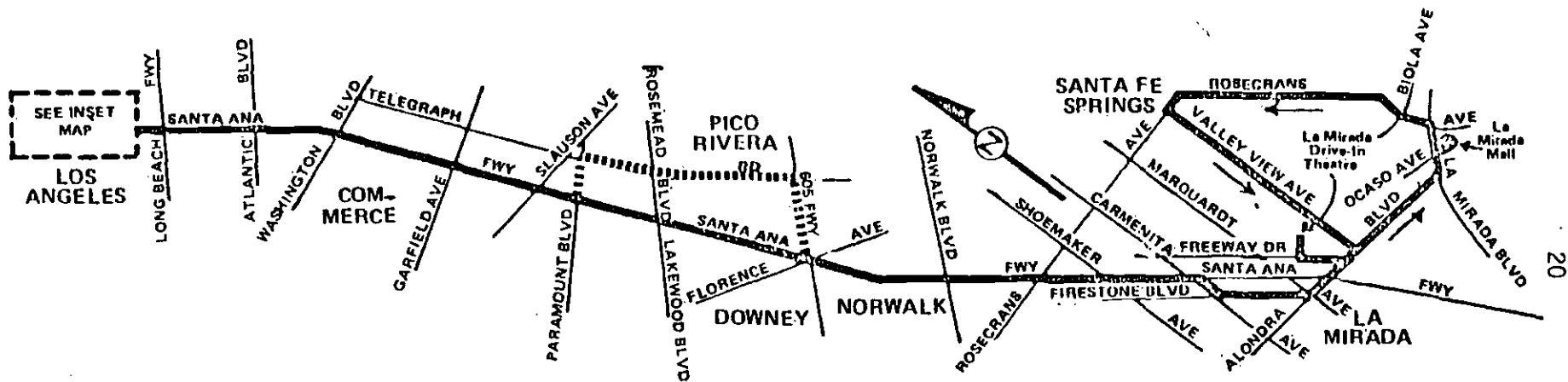


MAP 6

757
FULLERTON-LOS ANGELES PARK/RIDE



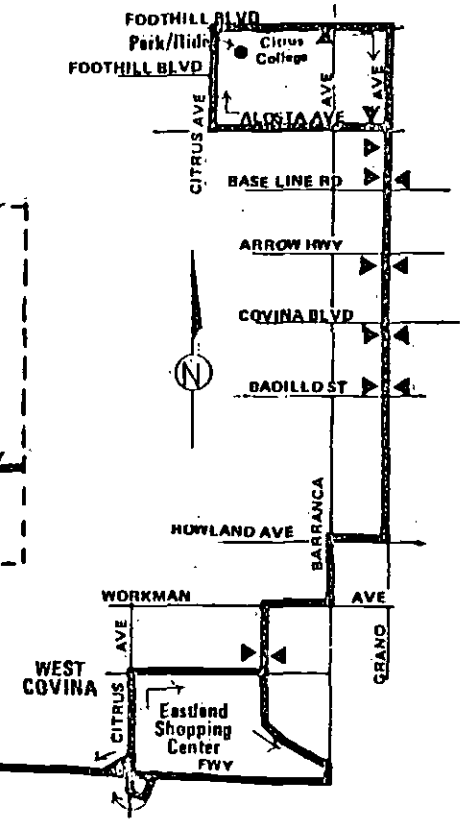
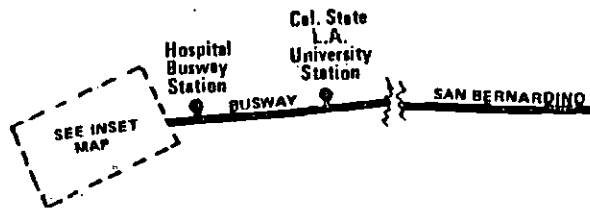
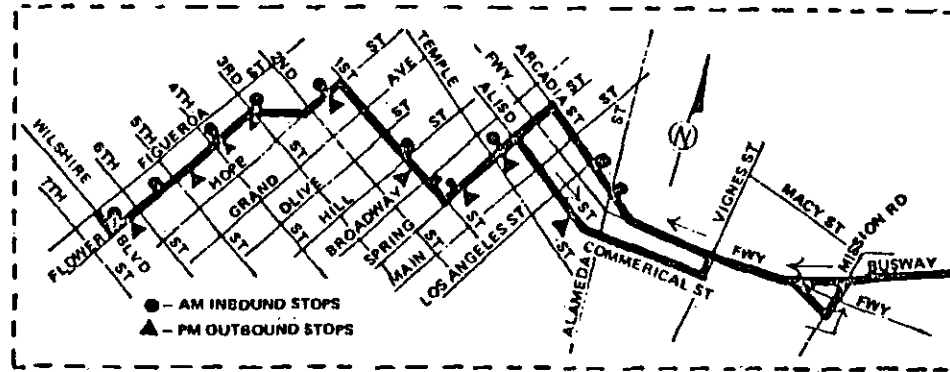
MAP 7
758
LA MIRADA-LOS ANGELES PARK/RIDE



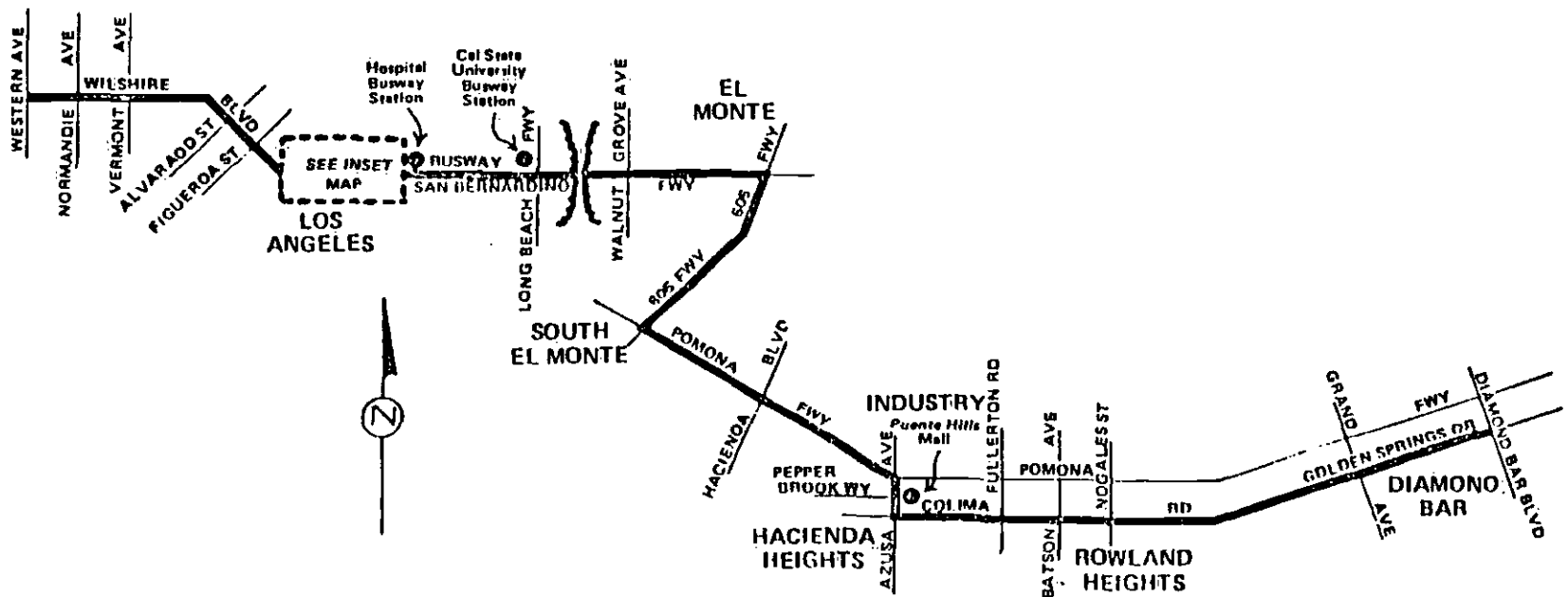
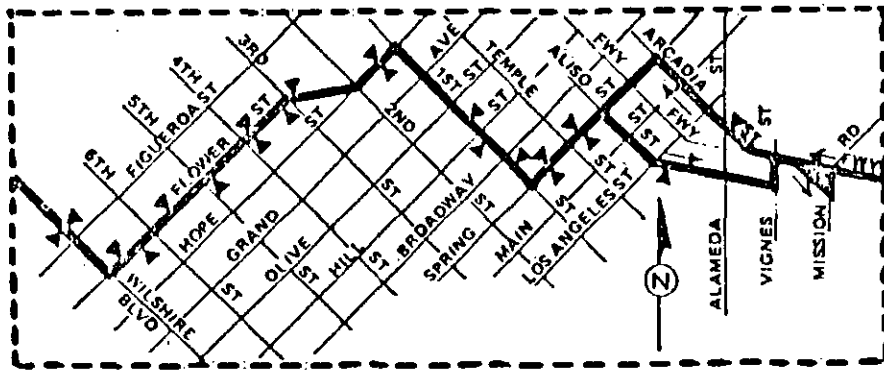
MAP 8

760

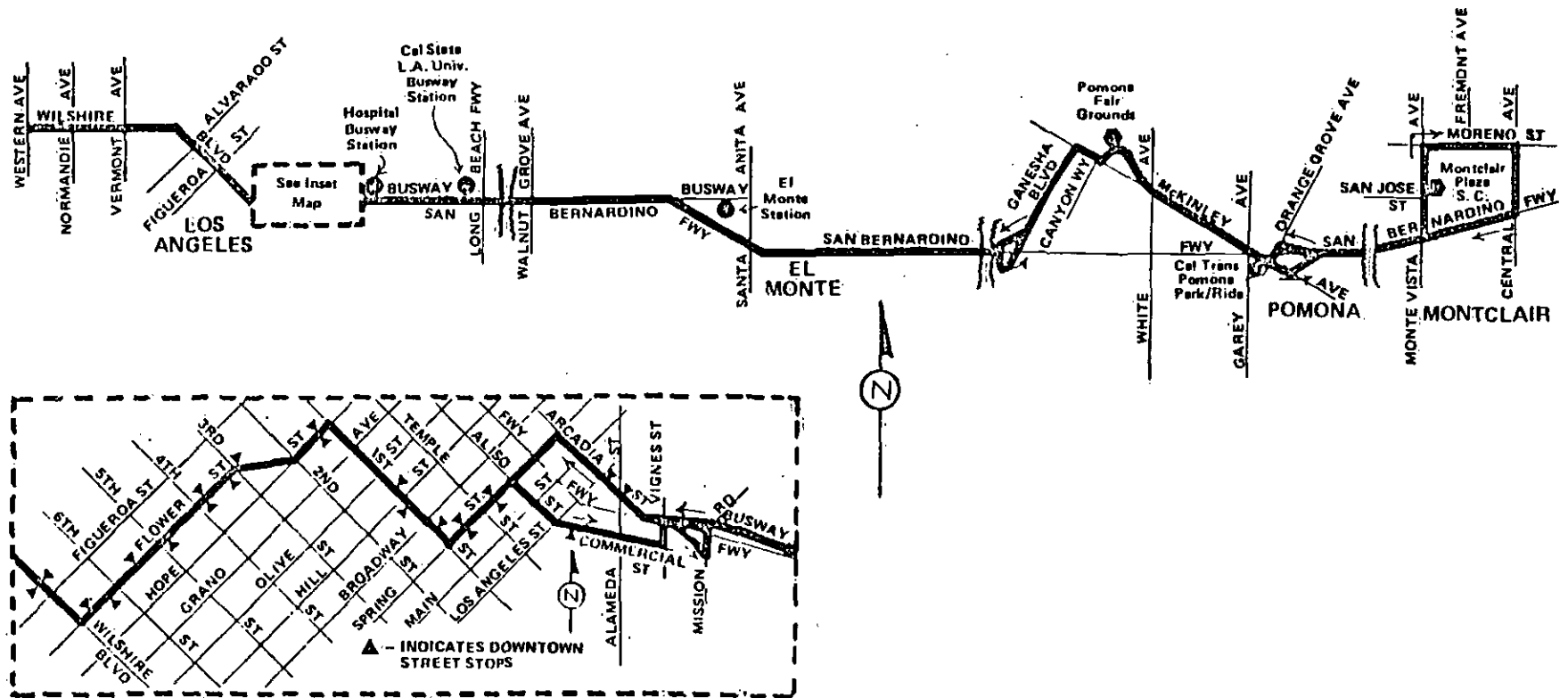
EASTLAND-W. COVINA-CITRUS COLLEGE PARK/RIDE



MAP 9
762
DIAMOND BAR-ROWLAND HEIGHTS PARK/RIDE



MAP 10
 764
 MONTCLAIR-POMONA PARK/RIDE



PARK/RIDE SERVICE LEVEL

Currently, all park/ride lines operates 5 days per week (Monday thru Friday). Operation begins as early as 5:20 in the morning and last trips finished as late as 6:30 p.m. Inbound and outbound headways are generally very similar, although inbound headways are occasionally better than the outbound. This is a result of slightly more inbound than outbound trips.

Current Park/Ride Service Level
(As of June 1981)

<u>Line No.</u>	<u>Days of Operation</u>	<u>Hours of Operation</u>	<u>Minimum Headway</u>
402	M-F	6:20A - 5:40P (I) 7:15A - 6:50P (O)	22" (I) 15" (O)
716	M-F	6:00A - 7:20P (I) 3:40P - 5:30P (O)	12" (I) 15" (O)
721	M-F	5:30A - 7:40A (I) 3:30P - 6:00P (O)	7" (I) 10" (O)
737	M-F	6:10A - 7:10A (I) 3:50P - 5:30P (O)	20" (I) 20" (O)
755	M-F	5:30A - 7:50A (I) 3:30P - 6:10P (O)	9" (I) 10" (O)
757	M-F	5:20A - 8:30A (I) 3:00P - 6:30P (O)	6" (I) 6" (O)
758	M-F	5:40A - 7:50A (I) 3:50P - 6:00P (O)	12" (I) 15" (O)
760	M-F	5:40A - 7:50A (I) 3:10P - 6:00P (O)	5" (I) 6" (O)
762	M-F	5:30A - 7:50A (I) 3:10P - 5:50P (O)	4" (I) 7" (O)
764	M-F	5:20A - 8:00A (I) 3:00P - 5:40P (O)	12" (I) 12" (O)

I = Inbound
O = Outbound

MAXIMUM BUSES ASSIGNED BY SERIES

<u>LINE</u>	<u>DIVISION</u>	<u>1000</u>	<u>4300</u>	<u>6100</u>	<u>7300</u>	<u>7400</u>	<u>9900</u>	<u>TOTAL</u>
402	3		7					7
716	8	7						7
721	8	11		1				12
737	12	6						6
755	12					11		11
757	12					14		14
758	12	4				5		9
760	9				12		2	14
762	9	1			10			11
764	9	2			6			8
TOTAL		31	7	1	28	30	2	100

- Figures above include "spare buses" assigned
- The above information was extracted from the "4-12" report dated 12/21/80

SPECIFICATION OF BUSES ASSIGNED TO
PARK/RIDE SERVICE

<u>BUS SERIES</u> <u>From</u> <u>To</u>	<u># in Use</u>	<u>Make/Model</u>	<u>Type of Engine</u>	<u>Bus Length</u>	<u>Bus Width</u>	<u># of Seats</u>	<u>Approx. Yr. Purchase</u>
1000 - 1099	31	GMC T85307A	GMC-V8	40'	102"	47	1973
4300 - 4341	7	Flxible 111-DD-D061	GMC-V8	35'8"	96"	45	1973
6100 - 6199	1	Flxible 111-CC-D51	GMC-V6	40'	102"	51	1968
7300 - 7399	28	Flxible 53102-8-1	GMC-V8	40'8"	102"	47	1975
7400 - 7499	30	Flxible 53102-8-1	GMC-V8	40'8"	102"	51	1975
9900 - 9901	2	Neoplan N-122/3	CAM-V8	40'	102"	84	1974
<u>TOTAL</u>	<u>100</u>						

- The above information was extracted from the "4-14" report dated August, 1980.
- A weighted average of seating capacity for all buses assigned to park/ride services is 48.6 pass/bus.

PARK/RIDE OPERATING DATA

<u>ITEM</u>	<u>LINE</u>									
	<u>402</u>	<u>716</u>	<u>721</u>	<u>737</u>	<u>755</u>	<u>757</u>	<u>758</u>	<u>760</u>	<u>762</u>	<u>764</u>
Average Speed (MPH)	20.0	25.9	28.8	22.8	25.2	26.1	21.7	28.5	22.7	31.2
One Way Route Mile	13.4	30.3	31.3	24.3	32.5	21.9	21.7	32.1	37.2	37.8
Daily Vehicle Hours	16	38	38	25	66	90	42	68	55	42
Daily Vehicle Miles	301	649	664	333	1,287	2,083	903	1,553	1,261	965
Maximum Buses Assigned	7	6	6	3	9	13	6	13	11	10
Operation Division	3	8	8	12	12	12	12	9	9	9
Average Daily Revenue (\$)	302	635	865	438	1,459	2,114	738	2,067	1,382	1,143
Average Daily Cost (\$)	884	1,989	2,015	1,148	3,745	5,595	2,513	4,247	3,424	2,619
Average Daily Deficit (\$)	582	1,354	1,150	710	2,286	3,481	1,775	2,180	2,042	1,476
Average Daily Boardings	454	417	638	360	1,066	1,591	567	1,361	1,033	737

PARKING ARRANGEMENTS

Presently, there are two types of arrangements for the use of parking facilities:

I. The Fee Paid Arrangement

- A. Drive-In Theaters: Three drive-in theaters are under this type of arrangement where the Pacific Drive-In Theaters agree to provide for up to 500 spaces at each location on the basis of \$4.00 per month for each monthly parker. These arrangements were made for initial periods of six months with the first dated May 1, 1974. The District agrees to be responsible for any damage resulting to the premises from the Park/Ride operation, and further agrees to indemnify and hold Pacific Drive-In Theaters harmless from any claims, actions, etc. which may arise through the District operation of Park/Ride.
- B. Alpine Village: There is an agreement between Alpine Village management and the District in which Alpine Village would provide 100 paved, striped and lighted parking spaces at a cost of \$4.00 per month per car (based on the average number of daily cars parked). This parking arrangement is on a month to month basis. The District agrees to indemnify and hold Alpine Village Association harmless from any claims, actions, etc.

II. The Free Parking Arrangements

- A. Shopping Centers: The District has agreements with shopping centers that in return for the use of parking facilities, the District would provide substantially improved, expedited bus service between the shopping center and downtown Los Angeles, and at the same time, provide potential customers to the center of those passengers who may normally bypass the shopping centers in their daily auto commuter trips. These mutually benefitting parking agreements have no monetary consideration. The District agrees, however, to indemnify and hold the shopping centers harmless from any claims, actions, etc. which may arise as a result of the District's operation of the Park/Ride service. The shopping center agreements were all for a six month period after commencement of service and month-to-month thereafter, subject to termination by either party upon the giving of thirty days written notice. Below are shopping centers that provide Park/Ride parking and are under the above mentioned arrangements with the District.

<u>SHOPPING CENTER</u>	<u>LINE NO.</u>	<u>CITY</u>
Fallbrook Square	716	Canoga Park
Handyman	721	Northridge
La Mirada Mall	758	La Mirada
Eastland Shopping Center	760	West Covina
Puente Hills Mall	762	Rowland Heights
Montclair Plaza	764	Montclair

B. K-Mart/Sav On: Oral agreement with K-Mart and Sav-On Stores in Diamond Bar, in which the District agrees to provide service near the two stores and to hold K-Mart harmless from any claim, actions, etc. which may arise as a result of the District's operation.

C. Lots Owned by Government Agencies:

1. Caltrans Lots: These lots were developed on excess properties acquired for highway rights-of-way or on air space of existing highways. The funds for construction of improvements to these properties have been obtained from the FHWA. These lots are used for both park/pool and park/ride. Below are District served park/ride lots developed under this type of arrangement.

<u>LOCATION</u>	<u>LINE #</u>	<u>CITY</u>
Battery & Gaffey Streets	737	San Pedro
Orangethorpe & Magnolia Aves.	757	Fullerton
McKinley & Garvey Aves.	764	Pomona
Santa Anita Ave. & Ramona Blvd.	All Busway Lines	El Monte

2. El Monte Lot: This lot is owned by Caltrans. The funds for construction of improvements have been obtained from the FHWA. District has intentions to buy the El Monte lot from Caltrans in the near future.

3. County Fair Lot: This arrangement is between the District and the Los Angeles County Fair Association in which the Fair Association agrees to allow the District to use approximately 200 parking spaces adjacent to the Administrative Offices on McKinley Avenue for use of a park/ride program. The District agrees to provide bus service between the Los Angeles County Fairgrounds and Central Los Angeles, and to reimburse the association for the cost of all electrical energy required for lighting of the park/ride facility during the designated use periods. It also agrees to indemnify and hold Association (County Fair), its officers, agents and employees harmless from and against all claims, losses, actions, etc. connected with District operation incidental to this program. This agreement is subject to termination without cause, by either party, upon the giving of thirty days written notice.
4. Citrus College: Use of this parking facility is by an arrangement with Citrus College under which the District agrees to hold the College harmless from damage, claims, losses, etc. resulting from operation of District park/ride service. This agreement is covered by a month-to-month arrangement.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

PARK/RIDE FACILITIES SUMMARY

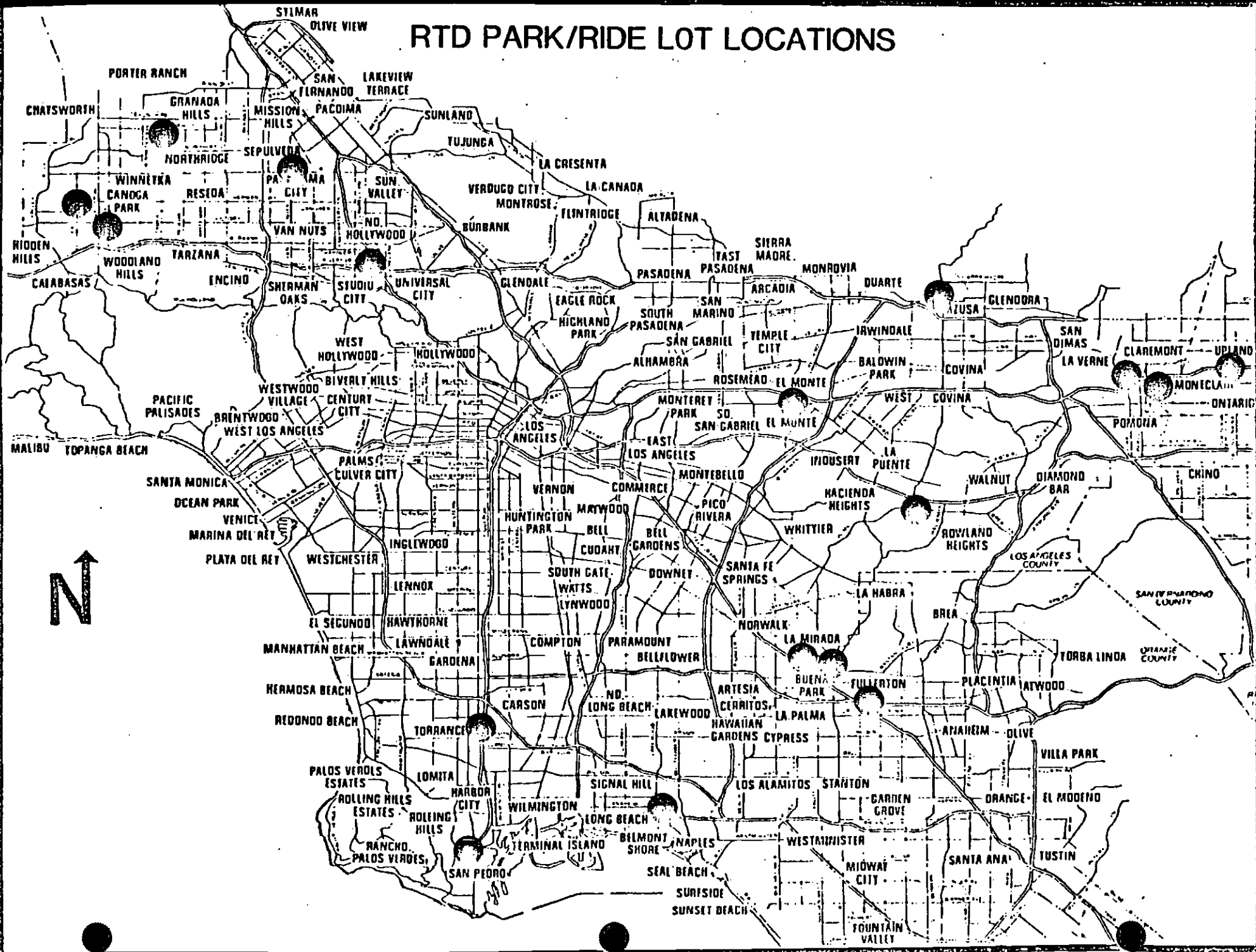
<u>LINE NO.</u>	<u>TYPE OF LOT</u>	<u>LOCATION</u>	<u>OWNERSHIP</u>	<u>PARKING CAPACITY</u>	<u>AVG. # OF PARKERS</u>	<u>% OF CAPACITY</u>
716	Discount Dept. Store	Fallbrook Ave. & Criswell St. (Canoga Pk)	Zodys	200	66	33
716	Shopping Center	Victory & Topanga Cyn (Woodland Hills)	Topanga Plaza	300	68	23
721	Building Supply	Shirley Av. & Plummer St. (Northridge)	Handyman	100	51	51
721	Drive-In Theater	Roscoe Bl. & Noble Ave. (Van Nuys)	Pacific Drive-In	500	37	7
737	Drive-In Theater	Battery St. & Gaffey St. (San Pedro)	Caltrans	100	76	76
737	Shopping Center	Hamilton Ave. & Torrance Bl. (Torrance)	Alpine Village	200	115	58
755	Drive-In Theater	Ximeno Av. & Pacific Coast Hwy (Long Beach)	Pacific Drive-In	500	172	34
757	Fullerton Transit Ctr.	Orangethorpe & Magnolia Av. (Fullerton)	OCTD	900	882	98
758	Shopping Center	La Mirada Bl. & Ocean Ave. (La Mirada)	La Mirada Mall	200	50	25
758	Drive-In Theater	Freeway Dr. & Alondra Bl. (Santa Fe Sprgs,)	Sterling	500	151	30
760	Shopping Center	Barranca & Workman Av. (West Covina)	Eastland Shpg Ctr	800	750	94
760	College	Citrus Ave. & Foothill Blvd. (Glendora)	Citrus College	100	35	35
762	Shopping Center	Azusa Av. & Pepperbrook Wy. (City of Indust)	Puente Hills Mall	200	158	79
764	Co. Fairgrounds	McKinley & White Aves. (Pomona)	L.A. Co. Fair	500	226	45
764	Caltrans P/R Lot	McKinley & Garey Aves. (Pomona)	Caltrans	60	60	92
764	Shopping Center	Monte Vista Av. & N/O San Jose (Montclair)	Montclair Plaza	200	97	49
#	El Monte Transit Ctr.	Santa Anita Av. & Ramona Bl. (El Monte)	Caltrans	1400	1235	88
				6760	4229	63%

31

Multiple services - busway lines

Figures taken from parking lot checks made in June 1981.

RTD PARK/RIDE LOT LOCATIONS



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 PARK/RIDE FACILITIES SUMMARY
 EVENING AVAILABILITY

<u>LINE #</u>	<u>TYPE OF LOT</u>	<u>LOCATION</u>	<u>AVAILABILITY</u>	<u>PARKING CAPACITY</u>
35	County Park Lot	Ventura Blvd. & Riverton Ave. (Studio City)	(a)	220
716	Discount Dept. Store	Fallbrook Ave. & Criswell St. (Canoga Park)	(b)	200
716	Shopping Center	Victory & Topanga Canyon (Woodland Hills)	(b)	300
721	Building Supply	Shirley Ave. & Plummer St/ (Northridge)	(b)	100
721	Drive-In Theater	Roscoe Blvd. & Noble Ave. (Van Nuys)	Not available	500
737	Caltrans Lot	Battery St. & Gaffey St. (San Pedro)	Available	100
737	Shopping Center	Hamilton Ave. & Torrance Blvd. (Torrance)	(b)	200
755	Drive-In Theater	Ximeno Ave. & Pacific Coast Hwy. (Long Beach)	Not Available	500
757	Park/Ride Lot	Orangethorpe & Magnolia Ave. (Fullerton)	Available	900
758	Shopping Center	La Mirada Blvd. & Ocaso Ave. (La Mirada)	(b)	200
758	Drive-In Theater	Freeway Dr. & Alondra Blvd. (Santa Fe Springs)	Not Available	500
760	Shopping Center	Barranca & Workman Aves. (West Covina)	(b)	800
760	College	Citrus Ave. & Foothill Blvd. (Glendora)	(c)	100
762	Shopping Center	Azusa Ave. & Pepperbrook Way (Rowland Heights)	(b)	200
764	County Fair Grounds	McKinley Ave. & Canon Way (Pomona)	(c)	500
764	Park/Ride Lot	McKinley & Garey Aves. (Pomona)	Available	600
764	Shopping Center	Monte Vista Ave. & N/O San Jose St. (Montclair)	(b)	200
#	El Monte Transit Center	3501 Santa Anita Ave. (El Monte)	Available	1,400
<u>TOTAL</u>				7,520

Multiple Services - Busway Lines

(a) Available when not used by Hollywood Bowl patrons

(b) Availability subject to agreement of private property owners

(c) Availability subject to agreement of public property owners.

PASSENGER TREND

The history of patronage on park/ride lines, as depicted by passenger counts that are available and taken as early as 1975, show little growth in the first few years of operation. During this period, average daily boardings for all park/ride lines vascillated between 4,000 and 5,000 daily boardings.

While all the reasons for the meager growth for this period may not be identified due to the many changes that have occurred (e.g. service additions and cancellations, route and operational changes), some of the contributing factors are believed to have been the following:

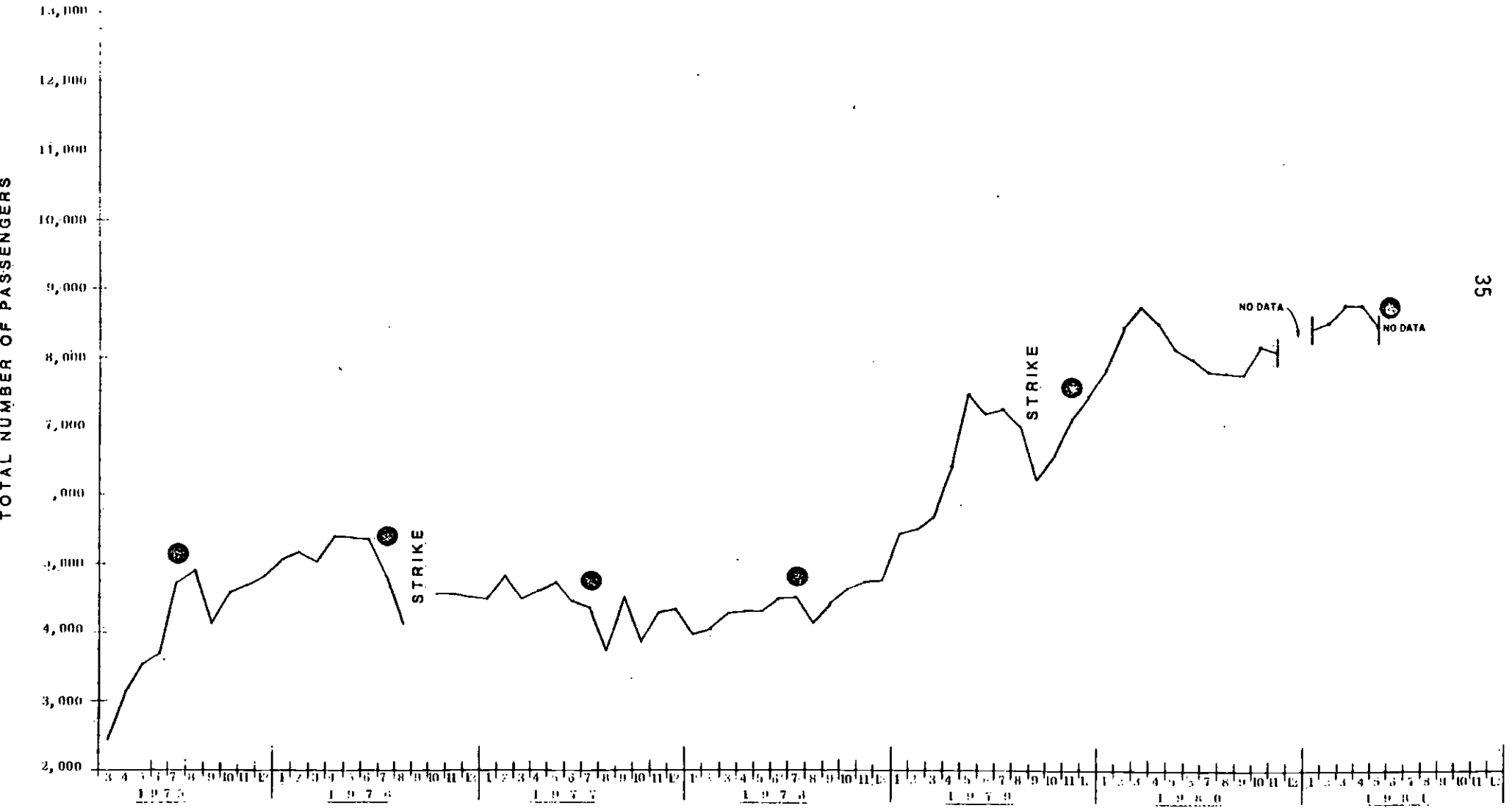
- 1) Fare increases
- 2) Prolonged strikes
- 3) Availability of lower priced fuel
- 4) Relatively efficient park/ride operation

For the past 2-1/2 years (1979-1981) park/ride boardings have grown to over 8,000 average daily boardings. This is believed to be the result of auto related cost for private automobile users, thus making park/ride service competitive.

During this same period, a cyclical pattern has developed for the ridership of park/ride lines. For the first quarter of each year monthly ridership would increase over the previous months, during the second and third quarter, ridership would decline and in the fourth quarter ridership remains at the level of the third quarter. However, on some occasions, 4th quarter ridership was increased slightly over the 3rd quarter level.

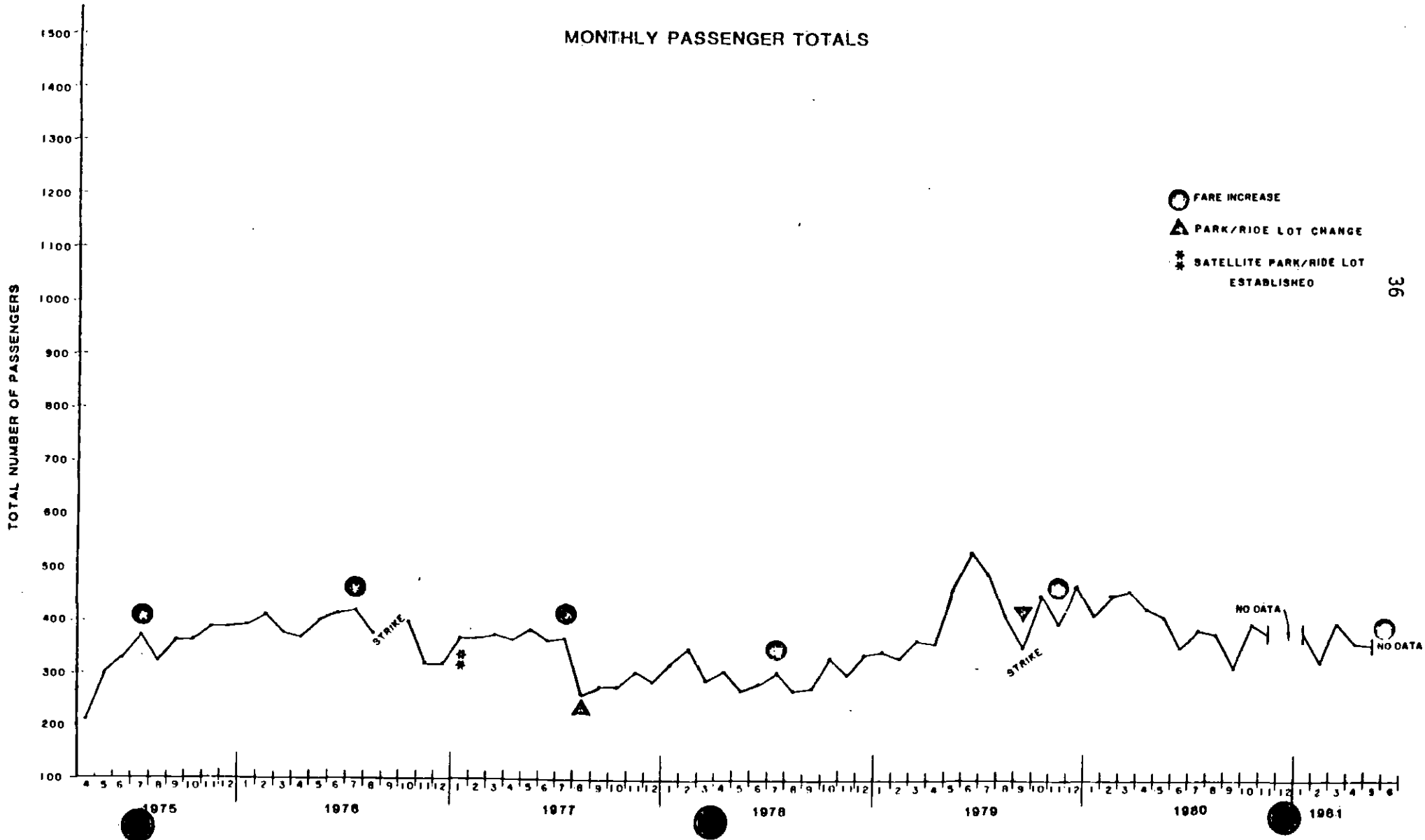
TOTAL PARK-RIDE PATRONAGE

(INCLUDES LINES 716, 721, 737, 755, 757, 758, 760, 762, 764)



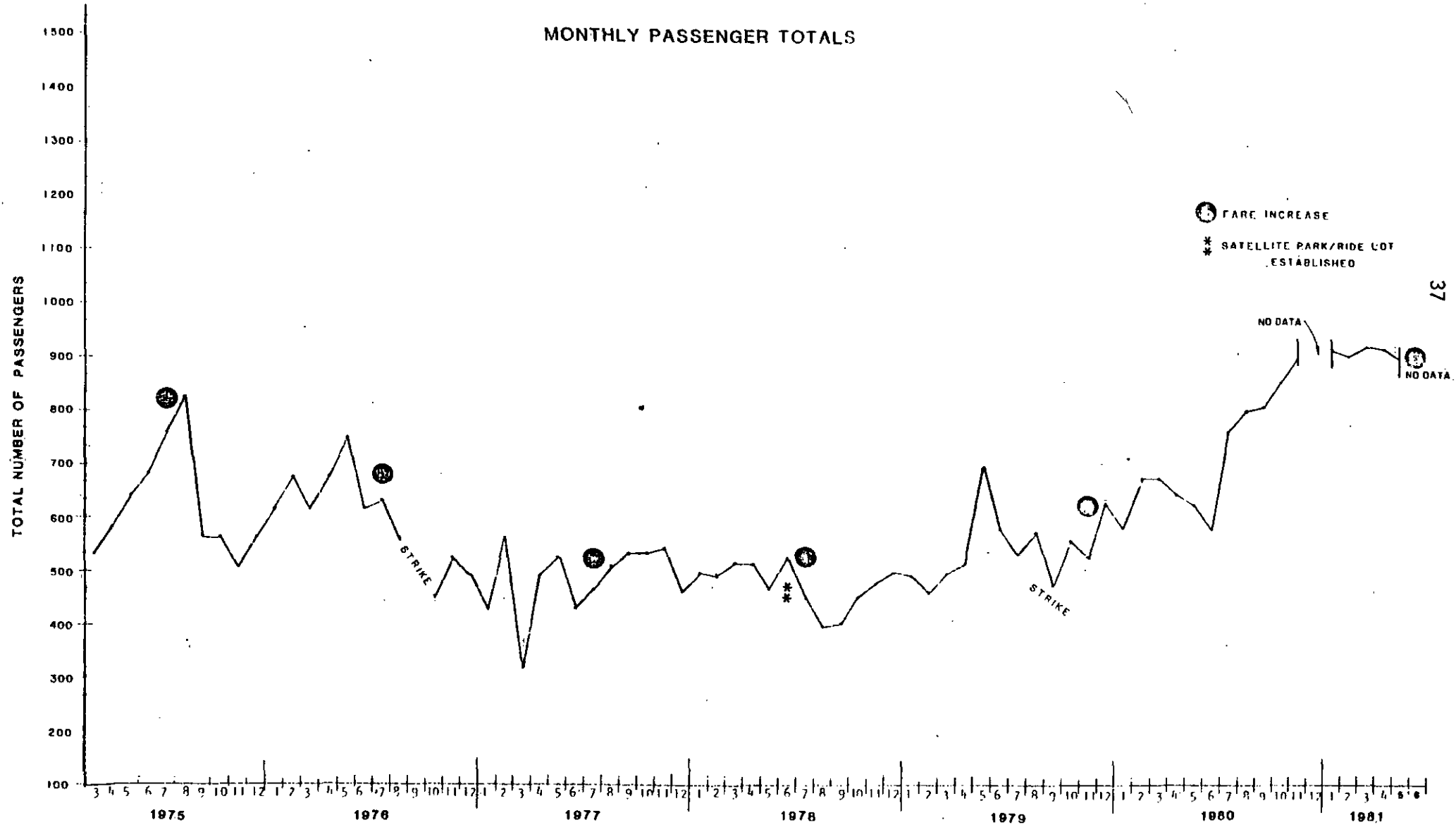
PARK/RIDE LINE 716 - CANOGA PARK

MONTHLY PASSENGER TOTALS

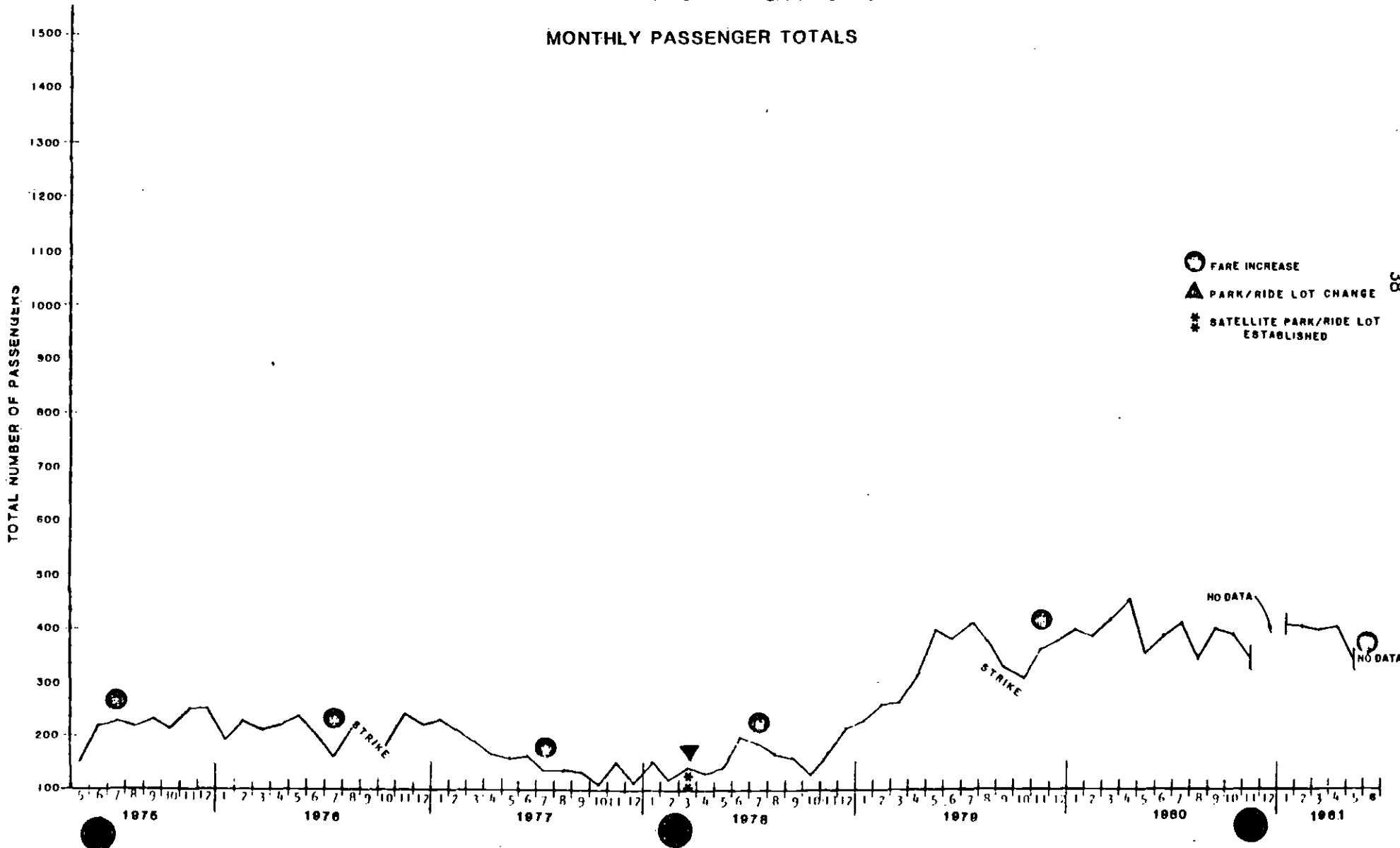


PARK/RIDE LINE 721 - NORTHRIDGE-RESEDA-VAN NUYS

MONTHLY PASSENGER TOTALS

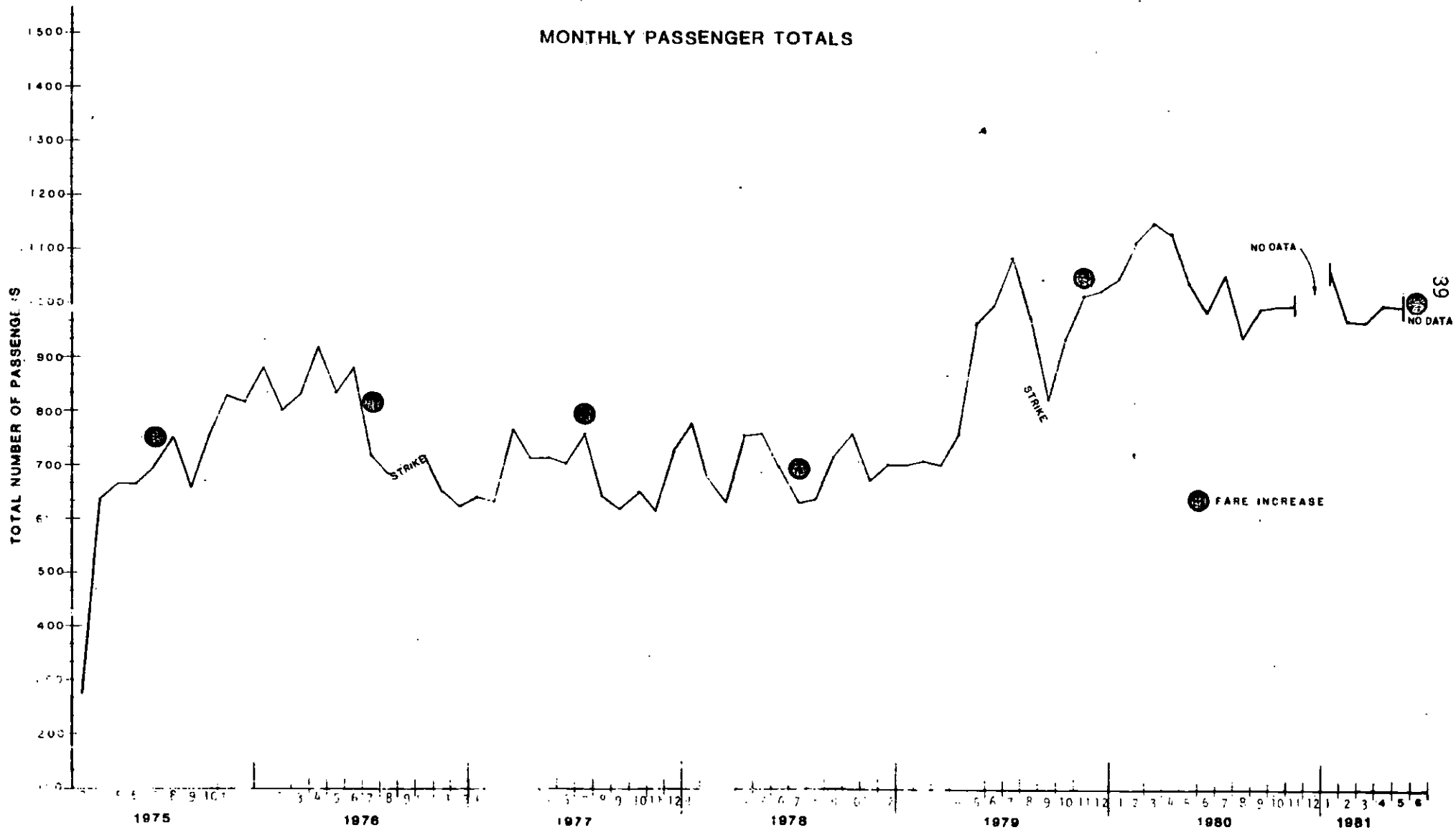


PARK/RIDE LINE 737 - SAN PEDRO
MONTHLY PASSENGER TOTALS

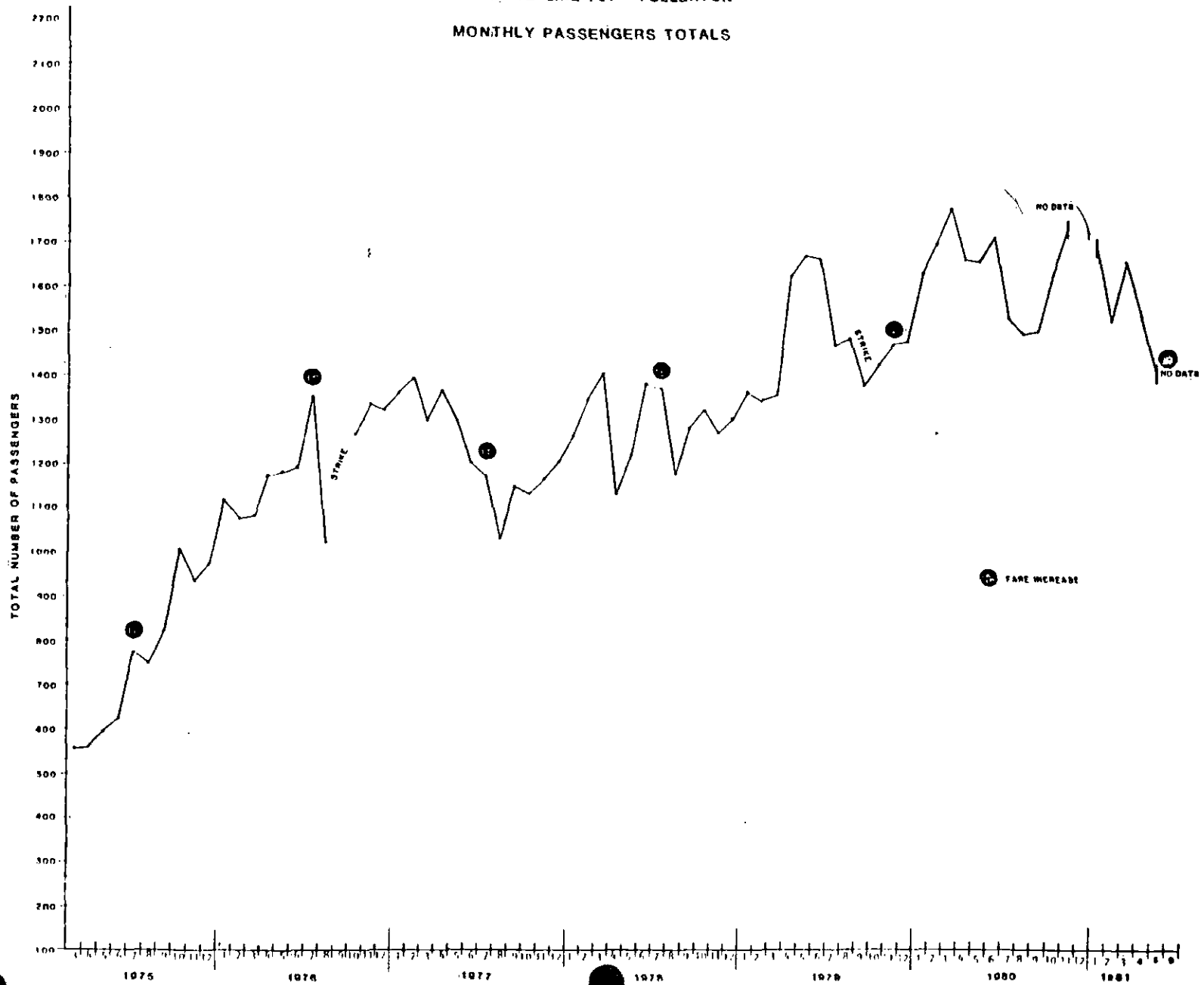


PARK/RIDE LINE 755 - SOUTH COAST

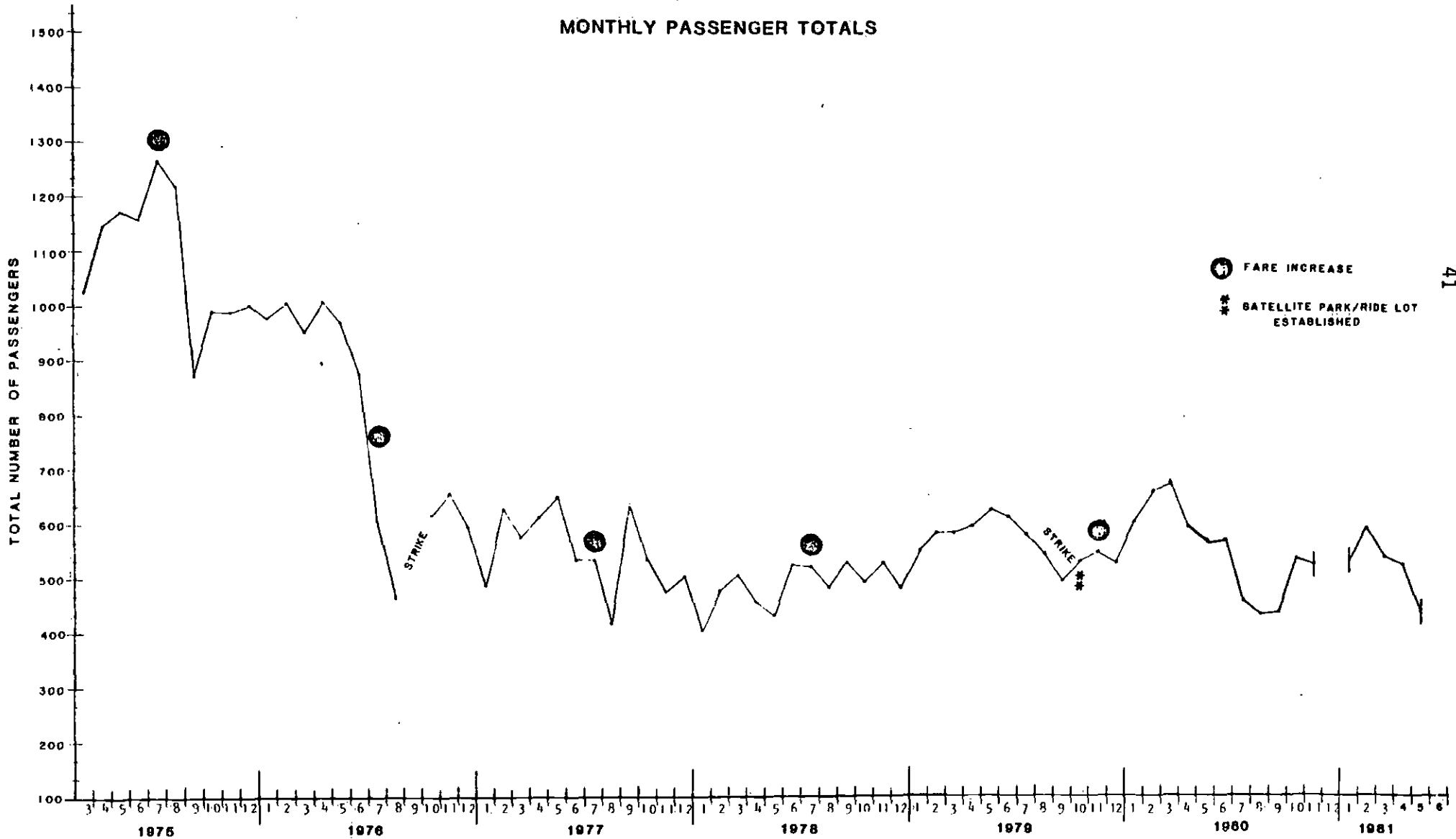
MONTHLY PASSENGER TOTALS



PARK/RIDE LINE 757 - FULLERTON
MONTHLY PASSENGERS TOTALS

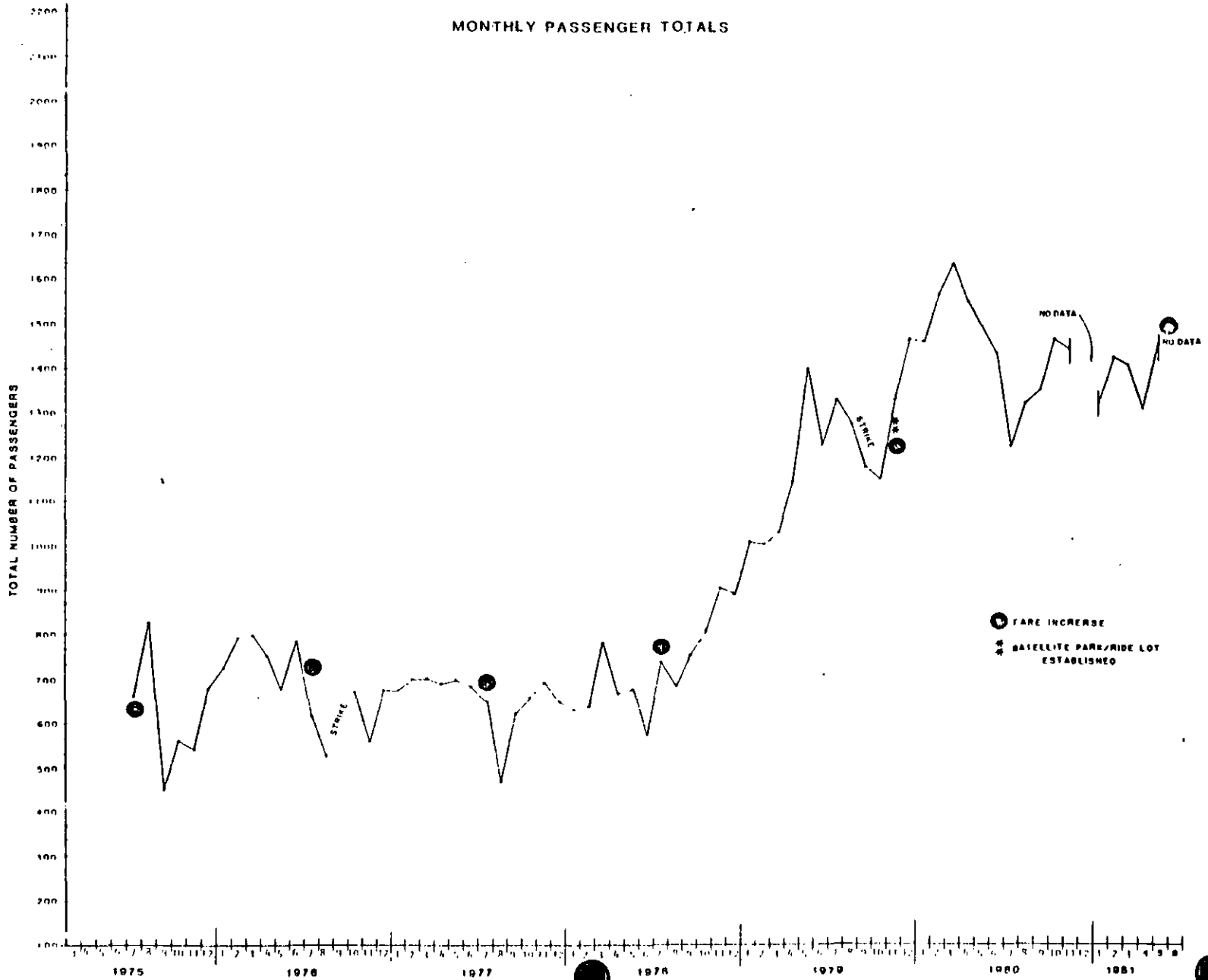


PARK/RIDE LINE 758 - LA MIRADA
MONTHLY PASSENGER TOTALS



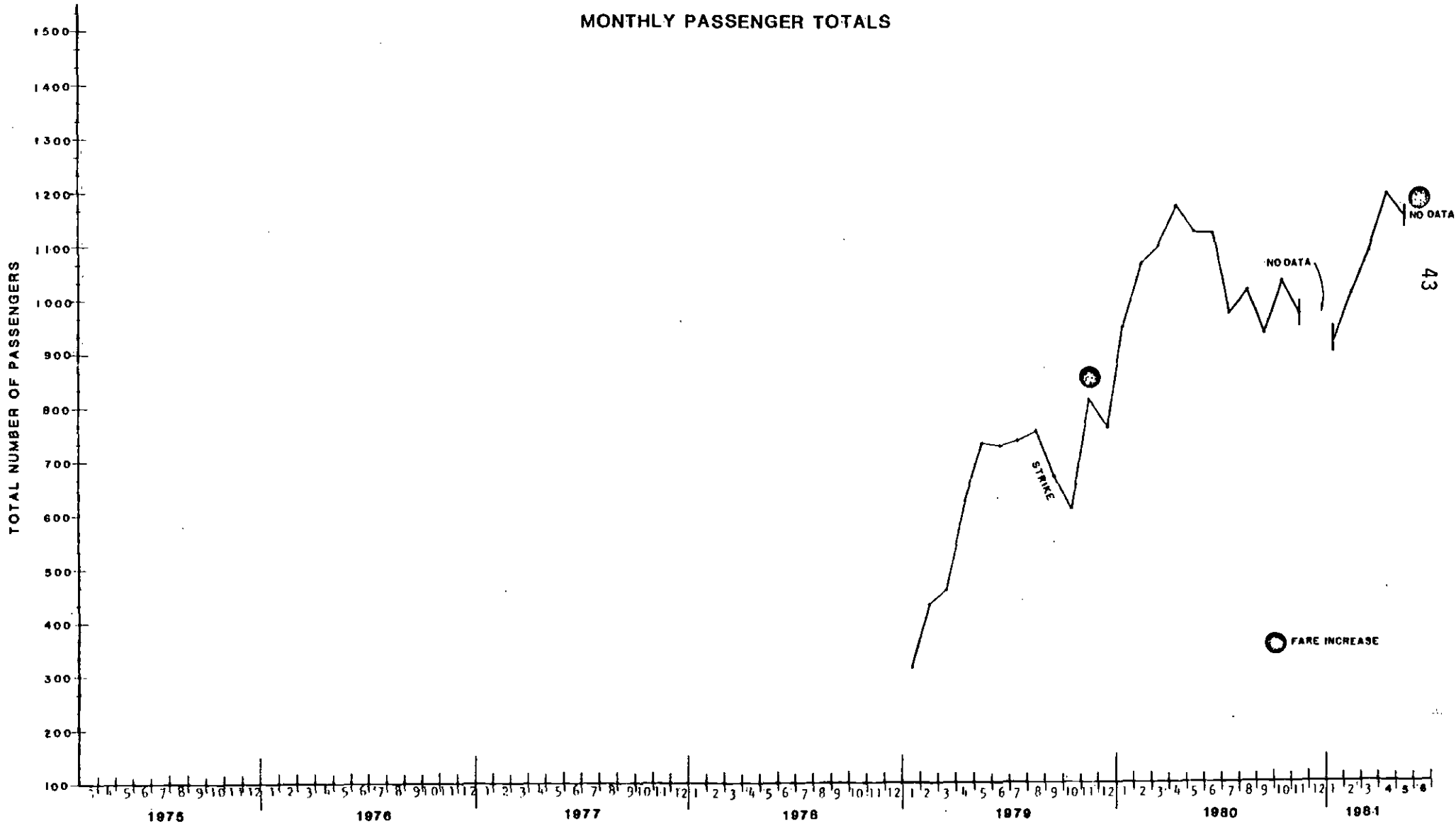
PARK/RIDE LINE 760 - EASTLAND

MONTHLY PASSENGER TOTALS

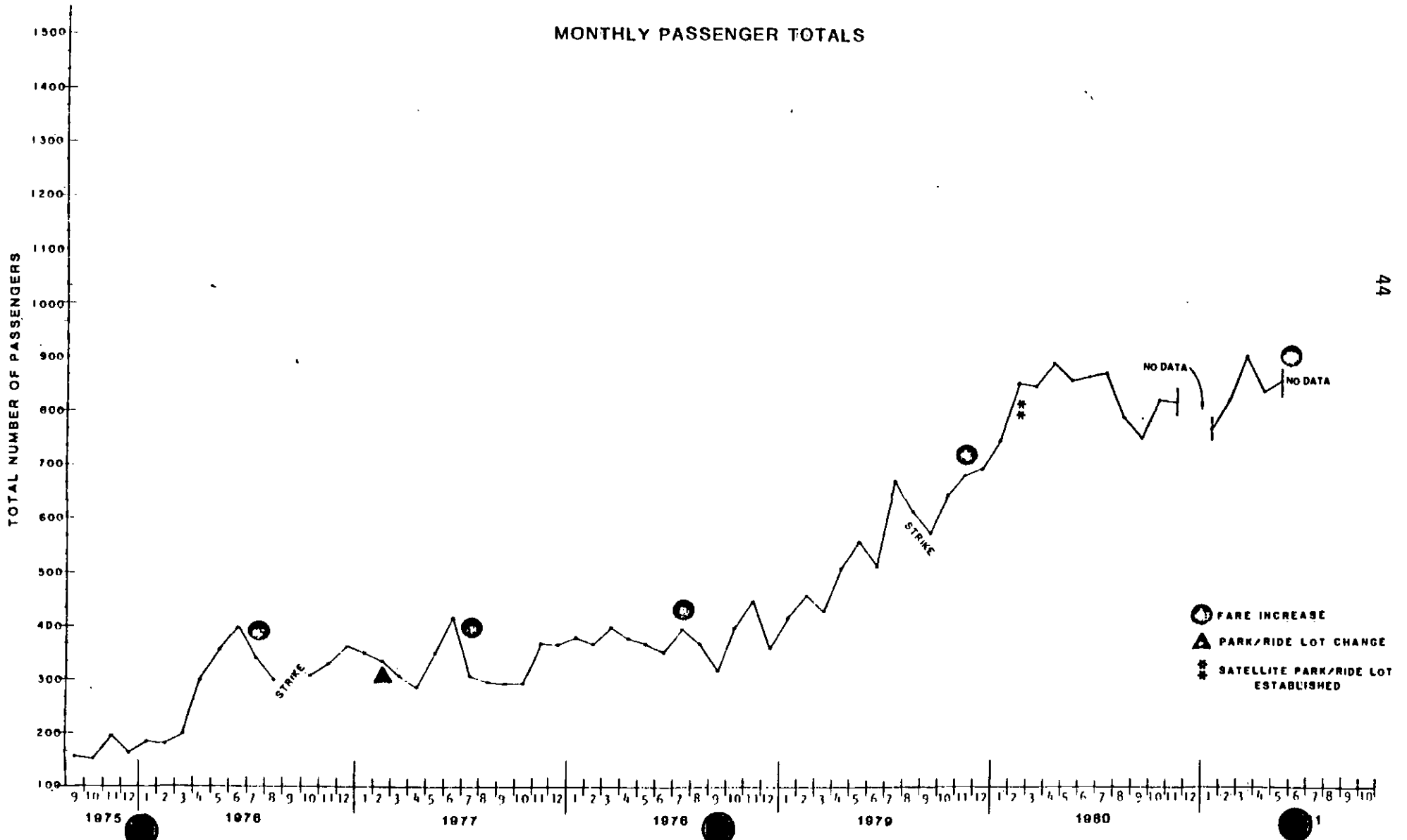


PARK/RIDE LINE 762 - DIAMOND BAR/ROWLAND HEIGHTS

MONTHLY PASSENGER TOTALS



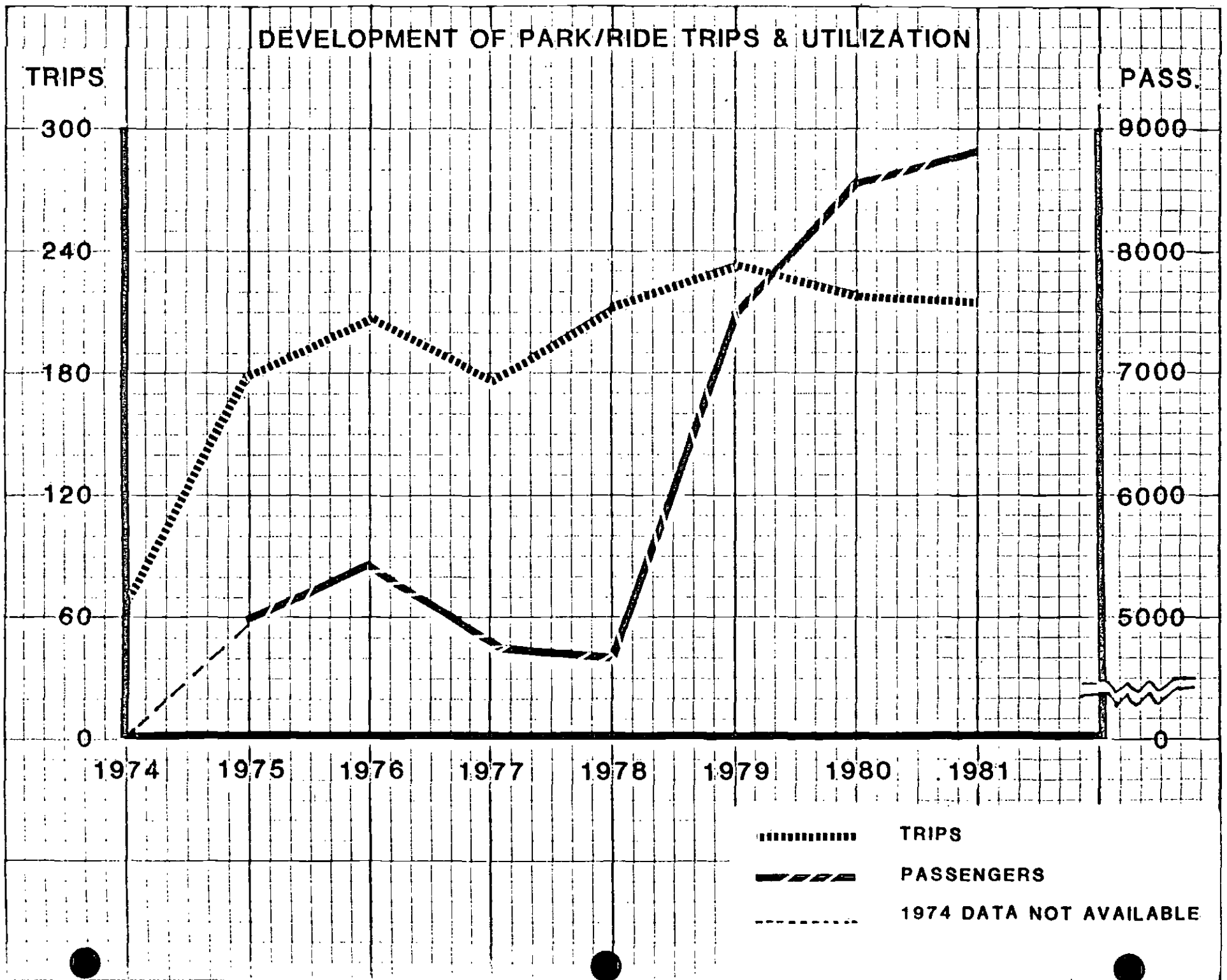
PARK/RIDE LINE 764 - POMONA
MONTHLY PASSENGER TOTALS



DEVELOPMENT OF PARK/RIDE TRIPS AND UTILIZATION

The graph on the following page reflects that after the first few years of operation, Park/Ride patronage has increase substantially, while total trips scheduled for park/ride lines have been stable. This is an indication that park/ride operation has become more efficient because less trips are operated to carry more passengers and average passengers per trip is higher. The result is lower cost, deficit and subsidy per passenger as compared to previous years.

DEVELOPMENT OF PARK/RIDE TRIPS & UTILIZATION



PARK/RIDE LOT ACTIVITY

During the past year, six lots were added for park/ride use. This increase in facilities, however, generated an increase of only 250 parked cars which had no significant impact on overall activity at park/ride lots.

It has been noted that parking activity at park/ride lots located at drive-in theaters has been static; in some cases, even slight declines have occurred. Parking at shopping centers, on the other hand, has experienced increased activity which is due mainly to the fact that these are multiple use lots, and are served by more than one bus line. In recent years, park/ride lines in the San Gabriel Valley have experienced more significant patronage growth than lines in other communities. Some of the reasons are listed below:

- 1) Lines operating on San Bernardino Express busway have greater travel time savings as compared to lines operating in other freeway corridors.
- 2) Communities in the Eastern San Gabriel Valley are still in the process of development and growth, thus maintaining a high rate of growth on park/ride lines.
- 3) Compared to the San Fernando Valley park/ride lines, more of the San Gabriel Valley routes have a higher percentage of freeway travel, thus providing a more expedited service for the riders.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 QUARTERLY PARK/RIDE LOT VEHICLE
 UTILIZATION REPORT

DAILY NUMBER OF PARKED VEHICLES AT PARK/RIDE LOTS

	35	402 ⁽³⁾	716		721		737		755	757	758		760		762		764	(4)	(1)		
PARK/RIDE LOCATION:	STUD. CITY	PASA-DENA	CAN. PK.	W'LAND HILLS	NORTH-RIDGE	VAN NUYS	SAN PED	TORR-ANCE	LONG BCH	FULL-ERTON	LA MIR. MALL	LA MIR. THEAT	GUEN DORA	WEST COV.	CHINO	PUENTE HILLS	MONT-CLAIR	POM.	GAREY LOT	EL MONTE	TOTAL
Date																					
Jan. 1979	92		49	58	36	68	41	42	146	562		178		555		52		163		1,227	3,269
Apr. 1979	153		43	62	38	74	58	57	161	671		192		630		103		186		1,288	3,716
Jul. 1979	122		58	102	48	78	85	84	182	739		208		735		122		229		1,369	4,161
Oct. 1979	159		46	97	51	85	69	92	187	728	55	181		758		120		238		1,362	4,228
Jan. 1980	137		75	85	63	74	85	113	196	813	47	169	22	721	15	129		289		1,388	4,421
Apr. 1980	139	16	68	61	78	74	86	124	198	788	57	186	40	808	24	147	119	264		1,398	4,675
Jul. 1980	147	12	59	61	54	35	72	122	186	897	27	147	36	587	15	143	92	234		1,222	4,148
Oct. 1980	152	35	66	68	51	37	76	115	172	882	50	151	35	750	(2)	158	97	226		1,115	4,235
Jan. 1981	171	34	68	72	58	24	64	132	181	797	42	147	18	755	(2)	146	99	197		1,357	4,141
Jun. 1981	134	(5)	58	48	74	31	80	144	165	751	52	153	22	724	(2)	192	119	189	63	1,372	4,308

- (1) All lines serving El Monte Station
- (2) Effective 9/19/80, service on Line 762 between Diamond Bar and Chino eliminated
- (3) Effective 12/21/80, Parsons' Branch of Line 770 was replaced by new Line 402
- (4) Effective 5/80, Line 764 implemented service to Garey Lot in Pomona
- (5) Effective 3/20/81, Line 402 parking arrangement with Parsons was terminated

LIFE SPAN OF PARK/RIDE LINES

Sixteen park/ride lines have been established since the inception of this type of service in 1974. The oldest park/ride lines (721 and 758) have been in existence since their implementation in May of 1974. Even though Line 762 is the newest of all park/ride lines, established in January 1979, its overall performance was rated high that it is ranked number two of all park/ride lines.

In 1974-1976, District park/ride service underwent a trial and error period, in which nine lines were implemented and six were cancelled. One short lived Line 774 lasted only three months. The sole reason for cancellation of the six lines was low ridership.

The period with the most park/ride service was in 1976, at which time 13 lines were in operation.

Below, are the line numbers and areas served by each of the sixteen previously mentioned park/ride lines:

<u>LINE NO.</u>	<u>AREAS SERVED</u>
402 (770)	Pasadena
708 *	Santa Monica
716	Canoga Park
721	Northridge-Reseda-Van Nuys
724 *	Burbank
725 *	Torrance
737	San Pedro - Torrance
746 *	Fox Hills
755	Seal Beach - Long Beach
757	Fullerton
758	La Mirada - Santa Fe Springs
760	Eastland Shopping Center - Covina
762	Diamond Bar - Rowland Heights
764	Pomona
768 *	Duarte
774 *	Van Nuys - Century City

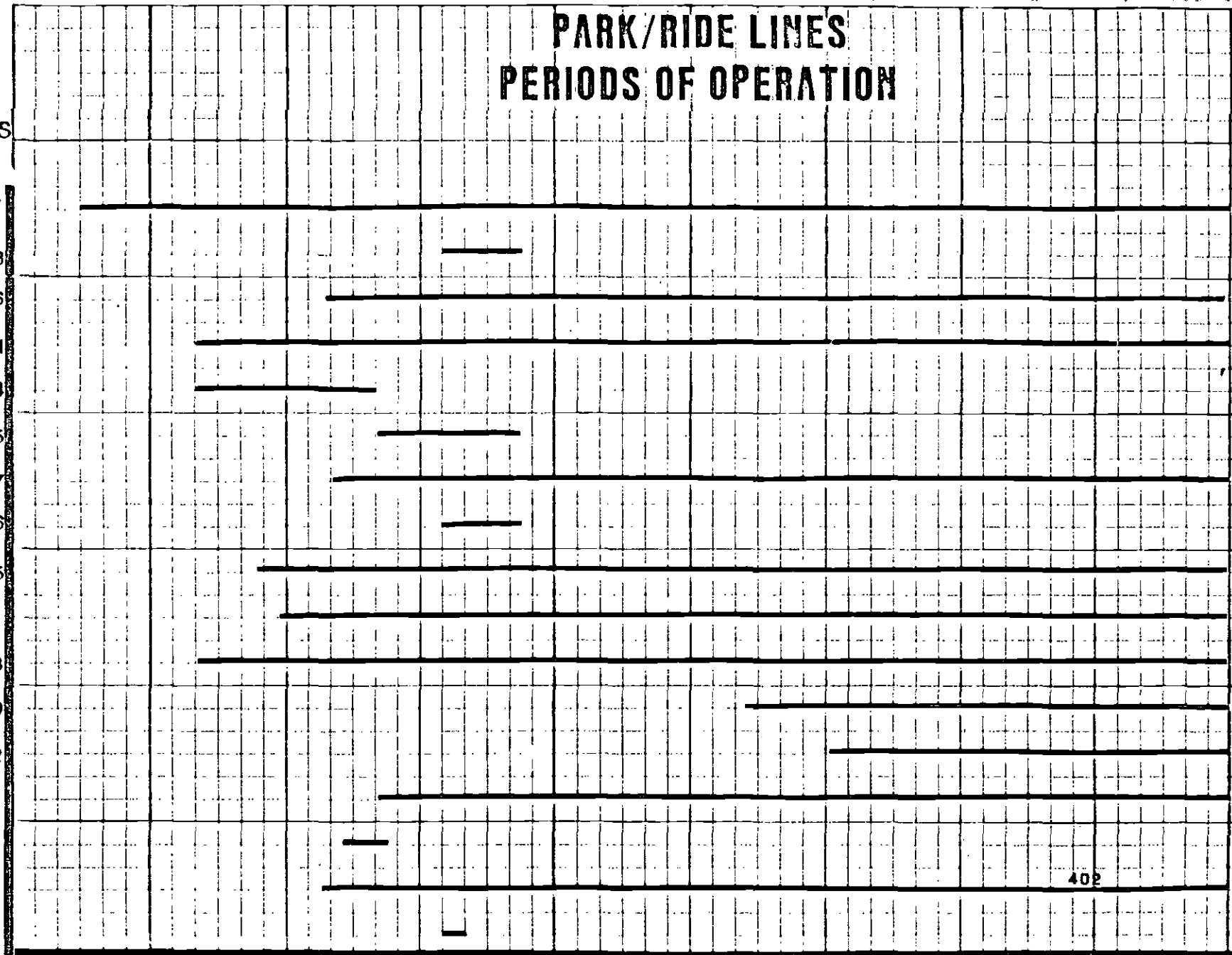
* Service Cancelled

PARK/RIDE LINES PERIODS OF OPERATION

LINES

busway
lines

708
716
721
724
725
737
746
755
757
758
760
762
764
768
770
774



J M M J S N J M M J S N J M M J S N J M M J S N J M M J S N J M M J S N J M M J S N J

1973

1974

1975

1976

1977

1978

1979

1980

1981

402

50

PARK-RIDE BUS UTILIZATION CHART

(As of June 1981)

<u>LINE NO.</u>	<u>NO. OF TRIPS OPERATED PER DAY</u>	<u>NO. OF BUSES ASSIGNED PER DAY</u>	<u>AVERAGE NUMBER OF TRIPS EACH BUS OPERATES</u>	
402	13	7	1.9 Trips/Bus	Lowest bus usage
716	12	6	2.0 Trips/Bus	
721	23	6	3.8 Trips/Bus	Highest bus usage
737	9	3	3.0 Trips/Bus	
755	26	9	2.9 Trips/Bus	
757	39	13	3.0 Trips/Bus	
758	16	6	2.7 Trips/Bus	
760	40	13	3.1 Trips/Bus	
762	29	11	2.6 Trips/Bus	
764	21	10	2.1 Trips/Bus	
	<u>228</u>	<u>84</u>		

Average Park-Ride bus operates 2.7 trips per day.

PARK/RIDE MONTHLY COMPARISON OF
RIDERSHIP AND STANDEES
(Average Daily)

<u>DATE</u>	<u>PASS. CARRIED</u>	<u>TRIPS OPERATED</u>	<u>SEATS AVAIL.</u>	<u>PASS. PER TRIP</u>	<u>PASSGR. TO SEAT RATIO</u>	<u>TRIPS W/ STANDEES</u>	<u>NO. OF STANDEES</u>	<u>PCT. TRIPS W/ STANDEES</u>	<u>PCT. OF PASS. STANDING</u>	
Jan. 1980	7,843	186	9,296	42.2	.84	33	206	17.4	2.6	
Feb. "	8,480	195	9,701	43.5	.87	29	294	20.0	3.5	
Mar. "	8,753	196	9,748	44.7	.90	43	227	21.9	3.0	
Apr. "	8,535	194	9,580	44.0	.89	49	423	25.3	5.0	
May "	8,161	195	9,701	41.9	.84	35	223	17.9	2.7	
June "	8,037	196	9,748	41.2	.82	27	175	13.8	2.2	
July "	7,719	204	9,749	37.8	.79	25	215	12.3	2.7	
Aug. "	7,565	205	10,114	36.9	.75	20	152	9.8	2.0	
Sept. "	7,571	205	10,002	36.9	.76	18	147	8.7	1.9	
Oct. "	8,225	205	11,193	40.1	.73	33	181	16.0	2.0	
Nov. "	8,161	205	10,092	39.8	.81	19	131	9.2	1.6	
Dec. "				N O C H E C K S W E R E M A D E						
Jan. 1981	8,458	227	11,056	37.3	.77	21	152	9.3	1.2	
Feb. "	8,571	227	10,777	37.7	.80	23	105	10.0	1.2	
Mar. "	8,822	229	11,213	38.5	.79	17	146	7.4	1.7	
Apr. "	8,628	229	10,868	37.6	.79	27	147	11.8	1.7	
May "	8,431	228	10,976	37.0	.77	28	171	12.3	2.0	

- Effective 12/21/80 - Parson's branch of Line 770 was replaced by Line 402.
- During January 1981, construction to extend additional walkway and shelter at Fullerton Park/Ride was completed.
- Effective 1/04/81 - Line 758 in La Mirada area was rerouted to improve operation.
- Effective 4/21/81 - Agreement with Ralph M. Parsons, Pasadena, was cancelled. Temporary terminal was established at Colorado Blvd. and Pasadena Ave.

PARK/RIDE MONTHLY RIDERSHIP
AND STANDEE REPORT
July 1980

<u>Line No.</u>	<u>Pass. Carried</u>	<u>Trips Operated</u>	<u>Seats Available</u>	<u>Pass. Per Trip</u>	<u>Pass. To Seat Ratio</u>	<u>Trips with Standees</u>	<u>Number of Standees</u>	<u>% of Trips with Standees</u>	<u>% of Pass. Standing</u>
716	379	12	584	31.6	.65	0	0	0%	0%
721	780	22	1,074	35.5	.73	4	47	18	6.0
737	414	10	504	41.4	.82	1	21	10	5.1
755	1,065	26	1,314	41.1	.81	2	9	8	0.8
757	1,540	39	1,897	39.5	.81	1	2	3	0.1
758	471	16	719	29.4	.66	0	0	0	0
760	1,228	33	1,605	37.2	.77	5	21	15	1.7
762	975	25	1,185	39.0	.82	6	48	24	4.9
764	867	21	994	41.3	.87	6	47	28	5.4
TOTALS	7,719	204	9,749	37.8	.79	25	215	12.3	2.7

PARK/RIDE MONTHLY RIDERSHIP
AND STANDEE REPORT
AUGUST 1980

<u>Line No.</u>	<u>Pass. Carried</u>	<u>Trips Operated</u>	<u>Seats Available</u>	<u>Pass. Per Trip</u>	<u>Pass. To Seat Ratio</u>	<u>Trips with Standees</u>	<u>Number of Standees</u>	<u>% of Trips with Standees</u>	<u>% of Pass. Standing</u>
716	369	12	592	31.6	.62	0	0	0%	0%
721	827	23	1,148	35.9	.72	2	10	9	1.2
737	345	10	510	34.5	.68	0	0	0	0
755	951	26	1,418	36.6	.67	1	3	4	0.3
757	1,500	39	1,906	38.5	.79	3	6	8	0.4
758	432	16	784	27	.55	0	0	0	0
760	1,324	33	1,581	41.4	.84	4	38	12	2.9
762	1,023	25	1,177	41	.87	9	74	36	7.2
764	794	21	998	37.8	.80	1	1	5	0
TOTALS	7,565	205	10,114	36.9	.75	20	152	9.8	2.0

PARK/RIDE MONTHLY RIDERSHIP
AND STANDEE REPORT
September 1980

<u>Line No.</u>	<u>Passgrs. Carried</u>	<u>Trips Operated</u>	<u>Seats Available</u>	<u>Passgrs. Per Trip</u>	<u>To Seat Ratio</u>	<u>Trips with Standees</u>	<u>Number of Standees</u>	<u>% of Trips with Standees</u>	<u>% of Passgrs. Standing</u>
716	316	12	572	26.3	.55	0	0	0%	0%
721	835	23	1,130	36.3	.74	4	16	17	2.0
737	397	10	510	39.7	.78	0	0	0	0
755	986	26	1,281	37.9	.77	0	0	0	0
757	1,504	39	1,948	38.6	.77	2	19	.5	1.0
758	468	16	776	29.2	.60	1	2	6	1.0
760	1,360	33	1,637	41.2	.83	4	52	12	3.8
762	942	25	1,148	39.2	.82	6	43	25	4.6
764	763	21	1,000	36.3	.76	5	15	24	2.0
TOTALS	7,571	205	10,002	36.9	.76	18	149	8.7	1.9

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PARK/RIDE MONTHLY RIDERSHIP
AND STANDEE REPORT
OCTOBER 1980

<u>Line No.</u>	<u>Passgrs. Carried</u>	<u>Trips Operated</u>	<u>Seats Available</u>	<u>Pass. Per Trip</u>	<u>Pass. To Seat Ratio</u>	<u>Trips w/ Standees</u>	<u>No. of Standees</u>	<u>% of Trips w/ Standees</u>	<u>% of Pass. Standing</u>
716	387	12	584	32.2	.66	0	0	0	0
721	868	23	1,129	37.7	.77	4	24	17	3.0
737	407	10	510	40.7	.80	0	0	0	0
755	997	26	1,257	38.3	.79	6	31	23	3.0
757	1,640	39	1,970	42.0	.83	5	18	13	1.0
758	552	16	764	34.5	.72	1	2	6	0.3
760	1,480	33	1,617	44.9	.92	8	55	24	3.7
762	1,058	25	1,180	42.3	.90	6	32	24	3.0
764	835	21	1,002	39.8	.83	3	19	14	2.3
TOTALS	8,224	205	11,193	40.1	.73	33	181	16	2.0

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Data taken from point checks made on October 23, 1980.

PARK 'RIDE MONTHLY RIDERSHIP
AND STANDEE REPORT
NOVEMBER 1980

<u>LINE NO.</u>	<u>PASSGRS. CARRIED</u>	<u>TRIPS OPERATED</u>	<u>SEATS AVAILABLE</u>	<u>PASS. PER TRIP</u>	<u>PASS. TO SEAT RATIO</u>	<u>TRIPS W/ STANDEES</u>	<u>NO. OF STANDEES</u>	<u>% OF TRIPS W/ STANDEES</u>	<u>% OF PASS. STANDING</u>
716	364	12	564	30.3	.65	0	0	0	0
721	906	23	1,137	39.4	.80	3	17	13	1.8
737	344	10	510	34.4	.67	0	0	0	0
755	999	26	1,275	38.4	.78	3	12	12	1.2
757	1,748	39	1,977	44.8	.88	1	3	2.6	0
758	539	16	772	33.7	.70	0	0	0	0
760	1,458	33	1,678	44.1	.87	2	38	9	2.6
762	972	25	1,181	38.9	.82	5	39	20	4.0
764	831	21	998	39.6	.83	4	22	19	2.6
TOTALS	8,161	205	10,092	39.8	.81	19	131	9.2	1.6

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Data taken from point checks made on November 20, 1980.

PARK/RIDE MONTHLY RIDERSHIP
AND STANDEE REPORT
JANUARY 1981

<u>LINE NO.</u>	<u>PASSGRS. CARRIED</u>	<u>TRIPS OPERATED</u>	<u>SEATS AVAILABLE</u>	<u>PASS. PER TRIP</u>	<u>PASS. TO SEAT RATIO</u>	<u>TRIPS W/ STANDEES</u>	<u>NO. OF STANDEES</u>	<u>PCT. OF TRIPS W/ STANDEES</u>	<u>PCT. OF PASS. STANDING</u>
402 (1)	482	15	657	32.1	.73	2	6	13.0%	1.2%
716	366	12	568	30.5	.65	0	0	0.0	0.0
721	921	23	1,121	40.0	.82	2	25	8.6	2.7
737	411	10	510	41.1	.81	1	7	10.0	1.7
755	990	26	1,254	38.1	.79	1	1	3.8	0.0
757 (2)	1,697	39	1,973	43.5	.85	3	6	7.7	0.3
758 (3)	545	16	768	34.1	.71	0	0	0.0	0.0
760	1,321	40	1,981	33.0	.67	2	30	5.0	2.2
762	939	25	1,175	37.6	.80	6	78	24.0	8.3
764	786	21	1,049	37.4	.75	4	19	19.0	2.4
TOTALS	8,458	227	11,056	38.4	.77	21	152	9.3	1.2

- (1) Effective 12/21/80 - Parson's branch of Line 770 was replaced by new Line 402.
 (2) During January 1981, construction to extend additional walkway and shelter at Fullerton Park/Ride was completed.
 (3) Effective 1/4/81 - Line 758 in La Mirada area was rerouted to improve operation.

Data taken from point checks made on January 15, 1981.

PARK/RIDE MONTHLY RIDERSHIP
AND STANDEE REPORT

February 1981

<u>LINE NO.</u>	<u>PASSGRS. CARRIED</u>	<u>TRIPS OPERATED</u>	<u>SEATS AVAILABLE</u>	<u>PASS. PER TRIP</u>	<u>PASS. TO SEAT RATIO</u>	<u>TRIPS W/ STANDEES</u>	<u>NO. OF STANDEES</u>	<u>PCT. OF TRIPS W/ STANDEES</u>	<u>PCT OF PASS. STANDING</u>
402 (1)	454	13	454	30.3	.78	2	13	15.0%	2.9%
716	321	12	568	26.7	.57	0	0	0.0	0.0
721	912	23	1,086	39.6	.84	4	32	17.0	3.5
737	402	10	510	40.2	.79	0	0	0.0	0.0
755	1,072	26	1,241	41.2	.86	3	4	7.6	.4
757 (2)	1,535	39	1,965	39.3	.78	2	4	5.1	.2
758 (3)	586	16	764	36.6	.77	1	3	.6	.5
760	1,433	40	1,957	36.7	.73	1	4	2.5	.3
762	1,022	27	1,232	37.8	.83	5	29	18.5	2.8
764	834	21	1,000	39.7	.83	5	16	23.8	1.9
TOTALS	8,571	227	10,777	37.7	.80	23	105	10.0	1.2

- (1) Effective 12/21/80 - Parson's branch of Line 770 was replaced by new Line 402.
- (2) During January 1981, construction to extend additional walkway and shelter at Fullerton Park/Ride was completed.
- (3) Effective 1/4/81 - Line 758 in La Mirada area was rerouted to improve operation.
- (4) Effective 1/18/81 - Two trips were added to Line 762 operation.

Data taken from point checks made on February 19, 1981.

PARK/RIDE MONTHLY RIDERSHIP AND STANDEE REPORT
(average daily)

March 1981

LINE NO.	PASSENGERS CARRIED	TRIPS OPERATED	SEATS AVAILABLE	PASS. PER TRIP	PASS. TO SEAT RATIO	TRIPS W/ STANDEES	NO OF STANDEES	PCT. OF TRIPS W/ STANDEES	PCT. OF PASS. STANDEES
402 (1)	446	13	611	34	.73	1	2	7.7%	1.0%
716	395	12	564	31	.70	0	0	0.0	0.0
721	938	23	1,093	40.8	.86	5	31	22.0	3.3
737	397	10	481	39.7	.83	0	0	0.0	0.0
755	985	26	1,222	38	.81	0	0	0.0	0.0
757 (2)	1,678	39	1,970	43	.85	4	26	10.0	1.5
758 (3)	552	16	772	35	.72	0	0	0.0	0.0
760	1,416	40	2,000	35.4	.71	0	0	0.0	0.0
762	1,098	29	1,450	37.8	.74	2	14	6.8	1.3
764	917	21	1,050	43.7	.87	5	73	23.8	8.0
TOTALS	8,822	229	11,213	38.5	.79	17	146	7.4	1.7

- (1) Effective 12/21/80 - Parson's branch of Line 770 was replaced by new Line 402.
- (2) During January 1981, construction to extend additional walkway and shelter at Fullerton Park/Ride was completed.
- (3) Effective 1/4/81 - Line 758 in La Mirada area was rerouted to improve operation.
- (4) Effective 1/18/81 - Two trips were added to Line 762 operation.

Data taken from point checks made on March 26, 1981.

PARK/RIDE MONTHLY RIDERSHIP AND STANDEE REPORT
(average daily)

APRIL 1981

<u>LINE NO.</u>	<u>PASSENGERS CARRIED</u>	<u>TRIPS OPERATED</u>	<u>SEATS AVAILABLE</u>	<u>PASS. PER TRIP</u>	<u>PASS. TO SEAT RATIO</u>	<u>TRIPS W/ STANDEES</u>	<u>NO. OF STANDEES</u>	<u>PCT. OF TRIPS W/ STANDEES</u>	<u>PCT. OF PASS. STANDEES</u>
402	507	13	585	39.0	.87	3	24	23.0	4.7
716	352	12	572	29.3	.61	0	0	0	0
721	921	23	1,138	39.2	.81	4	11	17.4	1.2
737	420	10	478	42.0	.88	1	3	10.0	.7
755	982	26	1,242	37.8	.79	2	8	7.7	.8
757	1,547	39	1,917	39.6	.81	4	18	10.2	1.2
758	535	16	732	33.4	.73	0	0	0	0
760	1,316	40	1,873	32.9	.70	0	0	0	0
762	1,200	29	1,355	41.4	.89	8	49	27.6	4.1
764	848	21	976	40.4	.87	5	34	23.8	4.0
TOTALS	8,628	229	10,868	37.6	.79	27	147	11.8	1.70

PARK/RIDE MONTHLY RIDERSHIP AND STANDEE REPORT
(average daily)

MAY 1981

<u>LINE NO</u>	<u>PASSENGERS CARRIED</u>	<u>TRIPS OPERATED</u>	<u>SEATS AVAILABLE</u>	<u>PASS. PER TRIP</u>	<u>PASS. TO SEAT RATIO</u>	<u>TRIPS W/ STANDEES</u>	<u>NO OF STANDEES</u>	<u>PCT. OF TRIPS W/ STANDEES</u>	<u>PCT. OF PASS. STANDEES</u>
402	415	13	585	34.6	.71	2	12	15.4%	2.9%
716	362	12	596	30.2	.61	0	0	0.0	0.0
721	929	23	1,208	38.7	.77	1	6	4.8	1.0
737	342	9 *	435	38.0	.79	0	0	0.0	0.0
755	1,007	26	1,242	38.7	.81	1	8	3.8	1.0
757	1,412	39	1,970	36.2	.72	1	1	2.6	0.0
758	448	16	764	28.0	.59	0	0	0.0	0.0
760	1,466	40	1,833	36.6	.80	8	36	20.0	2.5
762	1,175	29	1,363	40.1	.86	9	44	31.0	3.7
764	875	21	980	41.5	.89	6	64	28.5	7.3
TOTALS	8,431	228	10,976	37.0	.77	28	171	12.3%	2.0%

* - Actual Trips Operated

COMPARISON OF PARK/RIDE PERFORMANCE

Measure of :	402		716		721		737		755		757		758		760		762		764	
	Value	Rank	Value	Rank	Value	Rank	Value	Rank	Value	Rank	Value	Rank	Value	Rank	Value	Rank	Value	Rank	Value	Rank
<u>Productivity</u>																				
Total Boarding	454	8	417	9	638	6	360	10	1,066	3	1,591	1	567	7	1,361	2	1,033	4	737	5
Passengers/Vehicle Hour	41.5	3	29.8	10	42.5	2	36.0	6	34.4	7	53.0	1	33.4	8	40.6	4	31.3	9	36.8	5
Passengers/Vehicle Mile	2.07	1	1.15	9	1.48	5	1.58	3	1.37	7	2.04	2	1.54	4	1.42	6	1.13	10	1.18	8
Passengers/Vehicle	65	10	69	9	106	5	90	8	97	6	122	3	94	7	113	4	129	1	123	2
<u>Efficiency</u>																				
Operating Ratio	.342	8	.319	9	.429	3	.382	6	.390	5	.378	7	.294	10	.487	1	.404	4	.436	2
In-Service/Total Mi.	.728	1	.559	8	.651	4	.685	3	.607	7	.384	10	.409	9	.607	6	.725	2	.647	5
In-Service/Total Veh. Hr.	.695	1	.374	9	.400	8	.407	7	.471	5	.333	10	.412	6	.494	3	.611	2	.482	4
Passenger Miles/Seat Mile.	.411	10	.594	8	.770	2	.606	7	.639	5	.883	1	.578	9	.662	4	.629	6	.739	3
<u>Subsidy</u>																				
Deficit/Per Boarding	1.28	1	3.25	10	1.80	3	1.97	4	2.14	7	2.19	8	3.13	9	1.60	2	1.98	5	2.00	6
Deficit/Vehicle Hour	53.21	1	96.71	8	76.67	7	71	4	73.74	5	116.03	10	104.40	9	65.02	3	61.88	2	73.80	6
Deficit/Vehicle Mile	2.66	4	3.73	8	2.66	5	3.11	7	2.93	6	4.45	9	4.81	10	2.28	2	2.23	1	2.37	3
Overall Rank		3		10		5		8		7		6		9		1		2		4

PERFORMANCE COMPARISON
OF
PARK/RIDE LINES TO SYSTEMS AVERAGE

COMPARISON MEASURE	<u>402*</u>	<u>716</u>	<u>721</u>	<u>737</u>	<u>755</u>	<u>757</u>	<u>758</u>	<u>760</u>	<u>762</u>	<u>764</u>	SYSTEM AVERAGE
o Pass. Mile/ Veh. Hr.	411	771	1,108	691	805	1,150	628	918	870	1,151	262
o Pass. Mile/ Seat Mile	.411	.594	.770	.606	.639	.883	.578	.662	.629	.739	.281
o Deficit/(\$) Pass. Mile	.130	.126	.053	.103	.092	.101	.166	.071	.071	.064	.270
o Deficit/(\$) Pass.	1.280	3.247	1.803	1.972	2.144	2.188	3.131	1.602	1.977	2.003	1.117
o Pass. Veh. Hr.	41.50	29.79	42.53	36.00	34.39	53.03	33.35	40.59	31.30	36.8	49.2
o Veh. Mile/(%) Ratio	72.8	55.9	65.1	68.5	60.7	38.4	40.9	61.5	72.5	64.7	83.6
o Veh. Hr./(% Ratio	69.5	37.4	40.0	40.7	47.1	33.3	41.2	49.4	61.1	48.2	66.2
o Cost Per Veh./(\$) Assigned	126	331	336	287	341	430	419	354	428	437	473
o Cost Per/(\$) Passenger	1.947	4.77	3.158	3.189	3.513	3.517	4.432	3.12	3.315	3.55	1.705
o Revenue Per /(\$) Passenger	.665	1.523	1.356	.217	1.369	1.329	1.302	1.511	1.338	1.55	.535

* - Formerly Line 770

- Performance above system average

DEFINITIONS

The meanings of the terms and measures used in this analysis, the source of the data, and how they are computed are given below.

Boardings - The term "boardings" is the total number of riders carried on a line for a specific distance and time. In this case, the statistic is given for each line and includes all passengers on the entire length of all trips operated on a typical weekday. The number of passengers carried is measured by the number of riders getting on a bus (i.e., each boarding is a passenger); this statistic does not represent the number of individual persons. The same person boarding a bus twice on the same line on the same day would be counted as two passengers. Total boardings or passengers are derived from "ride checks" taken by schedule checkers while riding on-board each bus on the line. This data is compiled by the Service Analysis Section and is summarized in two reports entitled "On and Off Profile" and "On Board Profile", commonly referred to as "Prof 50's".

Vehicle Hours - The term "Vehicle Hours" represents the time all buses (vehicles) are in use on a line. There are several types of vehicle hours that vary according to the starting and ending times that are defined by the activity that each vehicle is engaged in:

- In Service: The time spent actually carrying passengers.
- Layover: Time between "in-service" trips that is used for schedule and recovery and driver relief.
- Deadhead: This term is a catch-all, which includes time spent in operation, but not in actual passenger carrying service; it includes:
 - Pull-Out - Travel from a Division to some point on the route of line at which in-service operation will start.
 - Pull-In - Travel from a point on a line where in-service operation stopped to a Division.
 - Off-Route - Travel from one point on the route where it will start.

- Foreign Line: Time spent in passenger carrying service, but on another line.
- Total Vehicle Hours: Time spent by each vehicle while it is away from its operating division and being engaged in the above activities.
- Total Work Hours: This statistic includes all time paid to bus drivers while engaged in vehicle operation. It is comprised of all time included in Total Vehicle Hours and time spent in (1) reporting for work; (2) getting to or from a "relief" point at which in-service operation will begin or end by either (a) walking, (b) driving and riding in an assigned vehicle, or (c) riding on an in-service vehicle; and (3) signing-off from work.

Vehicle hours are computed by the Schedule Department. Total Vehicle Hours is listed for each line in "Report No. 4-24". Work hours are listed for each work run on run sheets that are prepared by the Schedule Department.

In-service vehicle hours is available from two sources: (1) a report entitled, "Line Performance Trends Report: A. Elements of Line Service -- Average Weekday" which is prepared by the Service Analysis Section; and (2) a manual computation of time spent in-service on each trip listed in the operating schedule. The first source is a by-product of the computer-generated line profiles that are based on data obtained from ride checks. Data generated for the "Area Counts" is totalled for each line, and is listed for total and in-service segments.

Vehicle Miles - The term "Vehicle Miles" represents the distance travelled by each bus (vehicle) while in use on a line. Total Vehicle Miles consists of all of the same components as Total Vehicle Hours, except that no distance is travelled during lay-over. The same definitions apply to the individual terms (i.e., in-service, pull-out/in, off-route and foreign line) except that "distance travelled" should be substituted for "time spent".

Total and in-service vehicle miles are found in the source reports and the same manner as comparative vehicle hours; (i.e., the 4-24 Report, the Line Performance Trends Report, and manual computations).

Passenger Miles - The term "Passenger Miles" is a measure of work done. The unit - passenger mile - is defined as "one passenger carried one mile". It is computed as the product of the distance travelled by each passenger and the number of passengers transported.

Passenger Miles - (Continued) This statistic is not biased against lines with longer trip lengths as the "Boarding" numbers are. One passenger carried 20 miles represents 20 passenger miles, and is the same as 10 passengers carried two miles, 5 passengers carried 4 miles, or 2 passengers carried 10 miles. If the measure of productivity is filled seats, then "passenger miles" is an unbiased means of determination.

Seat Miles - The term "Seat Miles" is a measure of the capacity provided on a line. The unit of capacity is assumed to be a standard 50-seat bus. (Although it is true that smaller buses are operated on some lines as a matter of convenience, larger buses could be operated at the same cost. By using a standard unit for all lines, more meaningful comparisons are possible). The seat mile statistic is a factor of productivity measurement; for that reason, it is based on in-service vehicle miles. It is computed as the product of unit capacity (50 seats) and the number of miles operated. Thus the capacity provided for one vehicle mile is 50 seat miles.

Revenue - The revenue that is listed for each line is taken from various fare and revenue reports that are prepared by the Schedule and Service Analysis Department. The source of the revenue information is data recorded by schedule checkers while making on-board passenger counts. Included in the revenue totals are two elements: (1) the value of cash and tickets deposited in the farebox and (2) a credit for each pass presented by type. This value is based upon the price of the pass and the average number of uses (as determined by Service Analysis Section). Revenue for all lines was figured at the July 14, 1980 (current) level, even though passenger counts are for an earlier date.

Cost - Operating costs were computed using total vehicle miles and total work hours as specified in the full cost formula provided by the Controller-Auditor - Treasurer (J. B. Scatchard). The cost levels used were the ones in effect on July 1, 1980 as contained in the memo from J. Scatchard to Paul Taylor dated March 6, 1980 and entitled, "Cost Formula for FY '81 (Revised)". Miles and hours used represent those that were in effect to June 15, 1980. This was done because ridership data is not available for those lines that were changed as part of Phase I of the 1980 Sector Improvement Program.

Deficit - The operating deficit for each line is the loss, or difference between Cost and Revenue.

Vehicles Assigned - The number of vehicles (buses) that are assigned to each line are listed for the base (midday) and peak (or maximum) time periods. The statistic "maximum vehicle assigned" is used to qualify statistics or measurements.

MAJOR WORK PRODUCTS

During FY 1980-81 the scope of tasks and analysis of Park/Ride service covered a large area of interest. Below is a list of some of the studies and tasks performed.

I. REPORTS

- Prepared quarterly reports of counts at all parking lots used for park/ride service
- Prepared monthly reports of counts at lots covered by cost contract
- Ordered and analyzed monthly counts of ridership on all park/ride trips
- Prepared monthly reports of park/ride system utilization, including passengers, trips, overloads and capacity

II. STUDIES AND ACTIONS TAKENLine 402

- A. Learned that parking will no longer be available at Ralph M. Parsons Company facilities in Pasadena, and commenced study for a new location.
- B. Implement new rerouting to temporary terminal in Pasadena and commenced searching for a new permanent location with parking facilities.

Line 755

- A. Minor rerouting of service in East Los Angeles area
- B. Conducted study of the effects of relocation of the south terminal (area south of Pacific Coast Highway) to any one of four locations
- C. Studied and recommended change in access to and from the Santa Ana Freeway east of the Los Angeles CBD so as to provide access from crosstown bus Lines 14 and 50, as well as to provide potential use of surface bypass routes when freeway is congested.

Line 758

Recommendation for route simplification to and from the La Mirada Drive-In Theater parking facility.

Line 760

Recommendation and implementation of pull-in/out route to/from new Los Angeles CBD terminal areas that are suitable for double deck bus operation.

Line 762

- A. Established alternate optional inbound routing to avoid congestion on the Pomona Freeway
- B. Completed negotiation to relocate parking facilities at Puente Hills Mall.
- C. Investigated claims of incorrect operation at the Puente Hills Mall
- D. Responded to request for change in alternate route.

III. SCHEDULE AND OVERLOADING PROBLEMS

NONE

IV. PROPOSALS FOR NEW SERVICE

- A. Investigated possibilities of providing bus service between a proposed park/ride lot in south Pomona and downtown Los Angeles.
- B. Recommended the extension of Line 762 service one-half mile to a new Caltrans parking facility in the community of Diamond Bar.
- C. Initiated proposal to use Carson Mall as a potential park/ride facility

PERFORMANCE INDICATORS

LINE _____

402 - PASADENA PARK/RIDE

OPERATING RESULTS

DATE OF PASSENGER COUNT	2/26/81
TOTAL BOARDING PASSENGERS	454
VEHICLE MILES:	
IN-SERVICE	218.80
TOTAL	300.70
IN-SERVICE PER TOTAL .....	.728
VEHICLE HOURS:	
IN-SERVICE	10.937
TOTAL WORK HOURS	15.749
IN-SERVICE PER TOTAL WORK HOUR .....	.695
PASSENGER MILES	4,494
SEAT MILES	10,940
VEHICLES ASSIGNED: - BASE <u>0</u> PEAK <u>7</u>	
REVENUE	\$302
COST	\$884
DEFICIT	\$582
OPERATING RATIO .....	.342
SCHEDULE SPEED # <u>200</u> mph	

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	41.5	2.07	.101	.041	64.9
PASSENGER MILES	9,899	410.90	20.54	1	.411	642
REVENUE	.665	27.61	.928	.067	.019	43.14
COST	1.947	80.83	4.04	.197	.081	126.28
DEFICIT	1.28	53.21	2.66	.130	.053	83.14

- In service

OPERATING REVENUE, COST AND DEFICIT

LINE 402 - PASADENA PARK/RIDE

REVENUE	RATE	2/26/81 RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65	-----	-----
Express riders			
Local portion	\$.65	115	74.75
Express portion	\$.30	X 2 express increments (120)	72.00
Senior Citizen	\$.30	14	4.20
Student	\$.50	-----	-----
Transfers purchased	\$.20	(48)	9.60
PASSES PRESENTED			
Local riders only	\$.299	6	1.79
Express riders			
Local portion	\$.299	160	47.84
Express portion	\$.211	X express increments (159)	67.10
Senior Citizen	\$.105	53	5.57
Student	\$.299	54	16.15
TICKETS RECEIVED	\$.65	3	1.95
TRANSFERS RECEIVED	.60	(2)	1.20
		49	-0-
TOTAL		454	302.15
COST			
VEHICLE MILES (Per 4-24 Report)	300.7	x 1.70 x \$1.16 mi.	511.19
WORK HOURS (Per Work Run Sheets)	15.749	x \$20.87 23.67/hr.	372.78
TOTAL			883.97
DEFICIT	-----	-----	581.82

PERFORMANCE INDICATORS

LINE 716 - Los Angeles - Canoga Park Park/Rode

OPERATING RESULTS

DATE OF PASSENGER COUNT	1/31/80
TOTAL BOARDING PASSENGERS	417
VEHICLE MILES:	363
IN-SERVICE	649
TOTAL .....	.559
IN-SERVICE PER TOTAL	
VEHICLE HOURS:	14
IN-SERVICE	37.433
TOTAL WORK HOURS .....	.374
IN-SERVICE PER TOTAL WORK HOUR	
PASSENGER MILES	10,787
SEAT MILES	18,150
VEHICLES ASSIGNED: BASE _____ PEAK _____	6
REVENUE	635
COST	1,989
DEFICIT	1,354
OPERATING RATIO .....	.319
SCHEDULE SPEED # _____ mph	25.9

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	29.79	1.149	0.0039	0.023	69
PASSENGER MILES	25.868	770.50	29.716	1	0.594	1728
REVENUE	1.523	45.357	1.749	.059	.035	105.833
COST	4.77	142.071	5.479	.184	.110	331.50
DEFICIT	3.247	96.714	3.730	.126	.075	225.67

- In service

OPERATING REVENUE, COST AND DEFICIT

● **LINE** 716 - Los Angeles - Canoga Park Park/Ride

REVENUE	RATE	RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65		
Express riders			
Local portion	\$.65	127	82.55
Express portion	\$.30	x express increments (138)	207.00
Senior Citizen	\$.30	10	3.00
Student	\$.50		
Transfers purchased	\$.20	5	1.00
		(143)	(214.50)
PASSES PRESENTED			
Local riders only	\$.299	11	3.29
Express riders			
Local portion	\$.299	240	71.76
Express portion	\$.211	x express increments 11	253.20
Senior Citizen	\$.105	14	1.47
Student	\$.299	4	1.20
TICKETS RECEIVED	\$.65	5	3.25
TRANSFERS RECEIVED		(5)	7.50
		6	
TOTAL		417	635.22
			635.00
COST			
VEHICLE MILES (Per 4-24 Report)	649	x \$1.70/mi.	1,103.30
WORK HOURS (Per Work Run Sheets)	37.443	x \$20.87/hr.	886.04
TOTAL		23.67	1,989.34
DEFICIT			1,354.

PERFORMANCE INDICATORS

LINE

721 - Reseda - Van Nuys - Los Angeles Park/Ride

OPERATING RESULTS

DATE OF PASSENGER COUNT	2/5/80
TOTAL BOARDING PASSENGERS	638
VEHICLE MILES:	
IN-SERVICE	432
TOTAL	664
IN-SERVICE PER TOTAL .....	.651
VEHICLE HOURS:	
IN-SERVICE	15
TOTAL WORK HOURS	37.45
IN-SERVICE PER TOTAL WORK HOUR .....	.400
PASSENGER MILES	16,622
SEAT MILES	21,600
VEHICLES ASSIGNED: BASE _____ PEAK	6
REVENUE	865
COST	2,015
DEFICIT	1,150
OPERATING RATIO .....	.429
SCHEDULE SPEED # _____ mph	28.8

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	42.53	1.477	0.0038	0.003	106
PASSENGER MILES	26,053	1108.13	38.477	1	0.770	2770
REVENUE	1.356	57.667	2.002	.052	.040	144.167
COST	3,158	134.333	4.664	.121	.093	335.85
DEFICIT	1.803	76.667	2.662	.069	.053	191.667

- In service

OPERATING REVENUE, COST AND DEFICIT

LINE 721 - Reseda - Van Nuys - Los Angeles Park/Ride

REVENUE	RATE	RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65		
Express riders			
Local portion	\$.65	200	130.00
Express portion	\$.30	x <u>express increments</u> (215)	258.00
Senior Citizen	\$.30	5	1.50
Student	\$.50		
Transfers purchased	\$.20	(8)	1.60
		(226)	(271.20)
PASSES PRESENTED			
Local riders only	\$.299	15	4.49
Express riders			
Local portion	\$.299	390	116.61
Express portion	\$.211	x <u>express increments</u> 11	329.16
Senior Citizen	\$.105	8	.84
Student	\$.299	7	2.09
		(11)	13.20
TICKETS RECEIVED	\$.65	11	7.15
TRANSFERS RECEIVED		2	-0-
TOTAL		638	864.64
COST			865.00
VEHICLE MILES (Per 4-24 Report)	664	x \$1.70	1,128.80
WORK HOURS (Per Work Run Sheets)	37.45	x \$20.87/hr.	886.44
		23.67	2,015.24
TOTAL			2,015.24
DEFICIT			1,150.24

PERFORMANCE INDICATORS

LINE 737 - San Pedro Park/Ride

OPERATING RESULTS

DATE OF PASSENGER COUNT	1/15/80
TOTAL BOARDING PASSENGERS	360
VEHICLE MILES:	228
IN-SERVICE	
TOTAL	333
IN-SERVICE PER TOTAL .....	.685
VEHICLE HOURS:	
IN-SERVICE	10
TOTAL WORK HOURS	24.6
IN-SERVICE PER TOTAL WORK HOUR .....	.407
PASSENGER MILES	6910
SEAT MILES	11,400
VEHICLES ASSIGNED: BASE <u>-0-</u> PEAK	4
REVENUE	438
COST	1148
DEFICIT	710
OPERATING RATIO .....	.382
SCHEDULE SPEED # <u>22.8</u> mph	

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	36.00	1,579	0.052	0.0032	90
PASSENGER MILES	19.194	691.00	30.307	1	.606	1727
REVENUE	1.217	43.8	1.921	.063	.038	110
COST	3.189	114.8	5.035	.166	.101	287
DEFICIT	1.972	71	3.114	.103	.062	177.5

- In service

OPERATING REVENUE, COST AND DEFICIT

LINE

737 - San Pedro Park/Ride

REVENUE	RATE	RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65		
Express riders			
Local portion	\$.65	114	74.10
Express portion	\$.30	x express ⁽²⁾ increments ⁽⁵⁾	34.20
Senior Citizen	\$.30	1	.30
Student	\$.50	-0-	
Transfers purchased	\$.20	(5)	1.00
PASSES PRESENTED			
Local riders only	\$.299	1	.30
Express riders			
Local portion	\$.299	217	64.88
Express portion	\$.211	x express ⁽²⁾ increments ⁽⁹⁹⁾	49.80
Senior Citizen	\$.105	3	.32
Student	\$.299	14	4.19
TICKETS RECEIVED	\$.65	(4)	1.60
TRANSFERS RECEIVED		10	6.50
		(6)	9.00
		-0-	-0-
TOTAL		360	437.64
COST			438.00
VEHICLE MILES (Per 4-24 Report)	333	1.70	
WORK HOURS (Per Work Run Sheets)	24.6	x \$28.87 /hr.	
TOTAL		23.67	1,148.38
DEFICIT			710.00

PERFORMANCE INDICATORS

LINE

755 - SOUTH COAST PARK/RIDE

OPERATING RESULTS

DATE OF PASSENGER COUNT	1/30/80
TOTAL BOARDING PASSENGERS	1,066
VEHICLE MILES:	
IN-SERVICE	781
TOTAL	1,287
IN-SERVICE PER TOTAL .....	.607
VEHICLE HOURS:	
IN-SERVICE	31
TOTAL WORK HOURS	65.767
IN-SERVICE PER TOTAL WORK HOUR .....	.471
PASSENGER MILES	24,945
SEAT MILES	39,050
VEHICLES ASSIGNED: BASE _____ PEAK _____	11
REVENUE	1,459
COST	3,745
DEFICIT	2,286
OPERATING RATIO .....	.39
SCHEDULE SPEED # _____	25.2 mph

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	34.39	1.365	0.043	.027	97
PASSENGER MILES	23.401	804.68	31.940	1	.639	2268
REVENUE	1.369	47.065	1.868	.058	.037	132.64
COST	3.513	120.806	4.795	.150	.096	340.4
DEFICIT	2.144	73.742	2.927	.092	.059	207.82

- In service

OPERATING REVENUE, COST AND DEFICIT

LINE

755 - SOUTH COAST PARK/RIDE

REVENUE	RATE	RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65	-----	-----
Express riders	.50	7	3.50
Local portion	\$.65	397	258.05
Express portion	\$.30	X <u>express increments</u> (403)	483.60
Senior Citizen	\$.30	7	2.10
Student	\$.50	1	.50
Transfers purchased	\$.20	(36)	7.20
		429	514.40
PASSES PRESENTED			
Local riders only	\$.299	6	1.79
Express riders			
Local portion	\$.299	578	172.82
Express portion	\$.211	X <u>express increments</u> 11	487.83
Senior Citizen	\$.105	19	2.00
Student	\$.299	6	1.79
TICKETS RECEIVED	\$.65	26	16.90
TRANSFERS RECEIVED		26	
		21	31.20
TOTAL		1066	1,458.88
COST			1,459.00
VEHICLE MILES (Per 4-24 Report)	1.287	x \$1.16/mi.	2,188
WORK HOURS (Per Work Run Sheets)	65.767	x \$20.87/hr.	1,557
TOTAL			3,745
DEFICIT			2,286

PERFORMANCE INDICATORS

LINE

757 - Fullerton - Los Angeles Park/Ride

OPERATING RESULTS

DATE OF PASSENGER COUNT	1-30-81
TOTAL BOARDING PASSENGERS	1,591
VEHICLE MILES:	
IN-SERVICE	782
TOTAL	2,038
IN-SERVICE PER TOTAL .....	.384
VEHICLE HOURS:	
IN-SERVICE	30
TOTAL WORK HOURS	89.967
IN-SERVICE PER TOTAL WORK HOUR .....	.333
PASSENGER MILES	34,508
SEAT MILES	39,100
VEHICLES ASSIGNED: BASE <u> 0 </u> PEAK	13
REVENUE	2,114
COST	5,595
DEFICIT	3,481
OPERATING RATIO .....	.378
SCHEDULE SPEED # <u> 26.1 </u> mph	

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	53.03	2,035	0.046	.041	122
PASSENGER MILES	21.690	1150.27	44,124	1	.883	2654
REVENUE	1.329	70.467	2,703	.061	.054	162.62
COST	3.517	186.5	7,155	.162	.143	430.00
DEFICIT	2.188	116.033	4,451	.101	.089	267.77

- In service

OPERATING REVENUE, COST AND DEFICIT

LINE 757 - Fullerton - Los Angeles Park/Ride

REVENUE	RATE	RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65		
Express riders			
Local portion	\$.65	387	251.55
Express portion	\$.30	x — express increments (387)	406.35
Senior Citizen	\$.30	(18) 11	27.00 3.30
Student	\$.50	26	13.00
Transfers purchased	\$.20	(45) (49) (27) (405)	9.00 24.50 6.75 (425.25)
PASSES PRESENTED			
Local riders only	\$.299		
Express riders			
Local portion	\$.299	1,070	319.93
Express portion	\$.211	x — express increments (1,070)	957.65
Senior Citizen	\$.105	38	3.99
Student	\$.299	3	.90
TICKETS RECEIVED	\$.65	18 (18)	11.70 17.10
TRANSFERS RECEIVED		38	
TOTAL		1,591	2,114.25
COST			
VEHICLE MILES (Per 4-24 Report)	2,038	x \$ ^{1.70} 1.16 /mi.	3,465.00
WORK HOURS (Per Work Run Sheets)	89.967	x \$ ^{23.67} 20.87 /hr.	2,130.00
TOTAL			5,595.00
DEFICIT			3,481.00

PERFORMANCE INDICATORS

LINE 758 - La Mirada - Los Angeles Park/Ride

OPERATING RESULTS

DATE OF PASSENGER COUNT	1-31-80
TOTAL BOARDING PASSENGERS	567
VEHICLE MILES:	
IN-SERVICE	369
TOTAL	903
IN-SERVICE PER TOTAL .....	.409
VEHICLE HOURS:	
IN-SERVICE	17
TOTAL WORK HOURS	41.3
IN-SERVICE PER TOTAL WORK HOUR .....	.412
PASSENGER MILES	10,670
SEAT MILES	18,450
VEHICLES ASSIGNED: BASE <u>0</u> PEAK	6
REVENUE	738
COST	2,513
DEFICIT	1,775
OPERATING RATIO .....	.294
SCHEDULE SPEED # <u>21.7</u> mph	

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	33.35	1.537	.053	.031	94
PASSENGER MILES	18.818	627.65	28.916	1	.578	1778
REVENUE	1.302	43.412	2.000	.069	.040	123.00
COST	4.432	147.824	6.810	.236	.136	418.833
DEFICIT	3.131	104.412	4.810	.166	.096	295.83

- In service

OPERATING REVENUE, COST AND DEFICIT

● LINE

758 - La Mirada - Los Angeles Park/Ride

REVENUE	RATE	RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65		
Express riders			
Local portion	\$.65	151	98.15
Express portion	\$.30	x express increments (164)	196.80
Senior Citizen	\$.30	3	.90
Student	\$.50		
Transfers purchased	\$.20	(9)	1.80
PASSES PRESENTED			
Local riders only	\$.299	13	3.89
Express riders			
Local portion	\$.299	354	105.85
Express portion	\$.211	x express increments 11	298.78
Senior Citizen	\$.105	12	1.26
Student	\$.299	9	2.69
TICKETS RECEIVED	\$.65	15	9.75
TRANSFERS RECEIVED		(15)	18.00
		10	0
TOTAL		567	737.87
			738.00
COST			
VEHICLE MILES (Per 4-24 Report)	903	x \$1.70 mi.	1,535
WORK HOURS (Per Work Run Sheets)	41.3	x \$23.67 hr.	978
TOTAL			2,513
DEFICIT			1,775

PERFORMANCE INDICATORS

LINE 760 - Eastland Park/Ride

OPERATING RESULTS

DATE OF PASSENGER COUNT	12-18-79
TOTAL BOARDING PASSENGERS	1,361
VEHICLE MILES:	
IN-SERVICE	930 + 26 = 956
TOTAL	1511 + 42 = 1553
IN-SERVICE PER TOTAL .....	.615
VEHICLE HOURS:	
IN-SERVICE	36 - 2.47 = 33.53
TOTAL WORK HOURS	72.9 - 5 = 67.9
IN-SERVICE PER TOTAL WORK HOUR .....	.494
PASSENGER MILES	30,769
SEAT MILES	46,500
VEHICLES ASSIGNED: BASE <u>0</u> PEAK	12
REVENUE	2,067
COST	4,247
DEFICIT	2,180
OPERATING RATIO .....	.487
SCHEDULE SPEED # <u>28.5</u> mph	

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	40.591	1.424	44.233	.029	113.417
PASSENGER MILES	22.608	917.656	32.185	1	.662	2564.000
REVENUE	1.519	61.646	2.162	.067	.044	172.25
COST	3.120	126.66	4.44	.138	.091	353.
DEFICIT	1.602	65.016	2.280	.071	.047	181.67

- In service

OPERATING REVENUE, COST AND DEFICIT

LINE 760 - Eastland Park/Ride

REVENUE	RATE	RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65		
Express riders			
Local portion	\$.65	379	246.35
Express portion	\$.30	x <u>express increments</u> (376)	564.00
Senior Citizen	\$.30	8	2.40
Student	\$.50		
Transfers purchased	\$.20	(23)	4.60
PASSES PRESENTED			
Local riders only	\$.299		
Express riders			
Local portion	\$.299	859	256.84
Express portion	\$.211	x <u>express increments</u> 11	906.25
Senior Citizen	\$.105	32	3.36
Student	\$.299	41	12.26
TICKETS RECEIVED	\$.65	33	21.45
TRANSFERS RECEIVED		(33) 9	49.50 0
TOTAL		1361	2,067.01
COST			
VEHICLE MILES (Per 4-24 Report)	1,553	x ^{1.70} \$1.16 /mi.	2,640
WORK HOURS (Per Work Run Sheets)	67.9	x ^{23.67} \$20.87 /hr.	1,607
TOTAL			4,247
DEFICIT			2,180

OPERATING REVENUE, COST AND DEFICIT

LINE

762 - Diamond Bar - Rowland Heights - Los Angeles Park/Ride

REVENUE	RATE	RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65		
Express riders		7	3.50
Local portion	\$.65	318	206.70
Express portion	\$.30	x <u>express increments</u> (358)	429.60
Senior Citizen	\$.30	8	2.40
Student	\$.50		
Transfers purchased	\$.20	(23)	4.60
PASSES PRESENTED			
Local riders only	\$.299	40	11.96
Express riders		358 + 16 = 374	425.60 + 19.20 = 48.80
Local portion	\$.299	610	182.39
Express portion	\$.211	x <u>express increments</u> 11	514.84
Senior Citizen	\$.105	16	1.68
Student	\$.299	13	3.89
TICKETS RECEIVED	\$.65	16	10.40
TRANSFERS RECEIVED		12	19.20
TOTAL		1,033	1,382.16
COST			
VEHICLE MILES (Per 4-24 Report)	1,261	x \$1.76/mi.	2,144
WORK HOURS (Per Work Run Sheets)	54.083	x \$20.07/hr.	1,280
TOTAL			3,424
DEFICIT			2,042

PERFORMANCE INDICATORS

● **LINE** 762 - Diamond Bar - Rowland Heights - Los Angeles Park/Ride

OPERATING RESULTS

DATE OF PASSENGER COUNT 2-5-80

TOTAL BOARDING PASSENGERS 1,033

VEHICLE MILES:

 IN-SERVICE 914

 TOTAL 1,261

 IN-SERVICE PER TOTAL725

VEHICLE HOURS:

 IN-SERVICE 33

 TOTAL WORK HOURS 54,083

 IN-SERVICE PER TOTAL WORK HOUR611

PASSENGER MILES 28,729

SEAT MILES 45,700

VEHICLES ASSIGNED: BASE 0 PEAK 8

REVENUE 1,382

COST 3,424

DEFICIT 2,042

OPERATING RATIO404

SCHEDULE SPEED # 22.7 mph

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	31.3	1.13	.036	.023	129
PASSENGER MILES	27.81	870	31.43	1	.629	3,591
REVENUE	1.338	41.88	1.512	.048	.030	172.75
COST	3.315	103.76	3.746	.119	.075	428
DEFICIT	1.977	61.879	2.234	.071	.045	255.25

- In service

PERFORMANCE INDICATORS

LINE

764 - Pomona Park/Ride

OPERATING RESULTS

DATE OF PASSENGER COUNT	1-31-80
TOTAL BOARDING PASSENGERS	737
VEHICLE MILES:	
IN-SERVICE	624
TOTAL	965
IN-SERVICE PER TOTAL .....	.647
VEHICLE HOURS:	
IN-SERVICE	20
TOTAL WORK HOURS	41.3
IN-SERVICE PER TOTAL WORK HOUR .....	.482
PASSENGER MILES	23,022
SEAT MILES	31,200
VEHICLES ASSIGNED: BASE <u> 0 </u> PEAK	6
REVENUE	1,143
COST	2,619
DEFICIT	1,476
OPERATING RATIO .....	.436
SCHEDULE SPEED # <u> 31.2 </u> mph	

PERFORMANCE RATINGS

ITEM	COMPARISON MEASURES					
	BOARDING	VEH. HR. #	VEH. MI. #	PASS. MI.	SEAT MI.	VEHICLE
PASSENGERS	1	36.8	1.18	.032	.024	123
PASSENGER MILES	31.24	1,151	36.89	1	.739	3,837
REVENUE	1.551	57.15	1.832	.050	.037	190.5
COST	3.55	130.95	4.197	.114	.084	436.5
DEFICIT	2.003	73.80	2.365	.064	.047	246.00

- In service

OPERATING REVENUE, COST AND DEFICIT

LINE 764 - Pomona Park/Ride

REVENUE	RATE	RIDERS	REVENUE
CASH FARES PAID			
Local riders only	\$.65		
Express riders			
Local portien	\$.65	218	141.70
Express portion	\$.30	x <u>express increments</u> (226)	339.00
Senior Citizen	\$.30	5	1.50
Student	\$.50		
Transfers purchased	\$.20	(19)	3.80
PASSES PRESENTED			
Local riders only	\$.299	8	2.39
Express riders		464	138.74
Local portion	\$.299	11	489.52
Express portion	\$.211	x <u>express increments</u> 12	1.26
Senior Citizen	\$.105	12	3.59
Student	\$.299	10	6.50
		(10)	15.00
TICKETS RECEIVED	\$.65	8	0
TRANSFERS RECEIVED		737	1,143.00
TOTAL			
COST			
VEHICLE MILES (Per 4-24 Report)	965	1.7 x \$1.16/mi.	1,641
WORK HOURS (Per Work Run Sheets)	41.3	23.67 x \$20.87/hr.	978
TOTAL			2,619
DEFICIT			1,476

ACKNOWLEDGEMENTS

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Patronage Trends

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Original Parking Facilities
Summary Tables

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Original Performance Indicators
Data Format and Definitions

Gerald L. Squier