

26492233

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

PROPOSED LAX

TRANSIT OPERATIONS

June 1981

PLANNING DEPARTMENT

**S.C.R.T.D. LIBRARY**

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## I. PROPOSED LAX TRANSIT OPERATIONS

### BACKGROUND

Currently, Los Angeles International Airport (LAX) transit operations are conducted from 98th Street & Vicksburg Avenue, which is an on-street terminal located one-quarter mile from the Central Terminal Area (CTA). The inadequacies of this location are described below:

- The only available restroom/phone area is located within the Hyatt Hotel. Management has already indicated its displeasure with the situation and has requested the District to locate an alternate site for transit operations.
- A barbed wire fence has been installed adjacent to the hotel parking lot as a result of theft and vandalism to hotel guests' autos.
- No shelter exists since the parking structure has been fenced in.
- There are no grounds maintenance of the area, therefore trash and litter is abundant.
- The lack of adequate lighting makes the location unsafe in the evening for both passengers and passengers and operators.
- No change machines with a fare that requires a minimum of four (4) coins frequently causes overpayments. Also, District policy of not accepting dollar bills is extremely difficult to enforce when dealing with tourists and foreign visitors.
- Schedule adherence during peak periods is impossible so operators self-adjust schedules to insure 12-15 minute departures from the terminal.
- No transit or Los Angeles tourist information is provided. This problem is somewhat relieved by the operators who are familiar with the system and area.

Because of these inadequacies, two alternatives towards improving LAX transit service have been identified that would be compatible with near and long-term regional plans for the LAX area. They are:

ALTERNATIVE 1: \$500,000 in FAU funds have been made available to the District for development of an LAX Transit Center in the vicinity of 98th Street & Vicksburg Avenue.

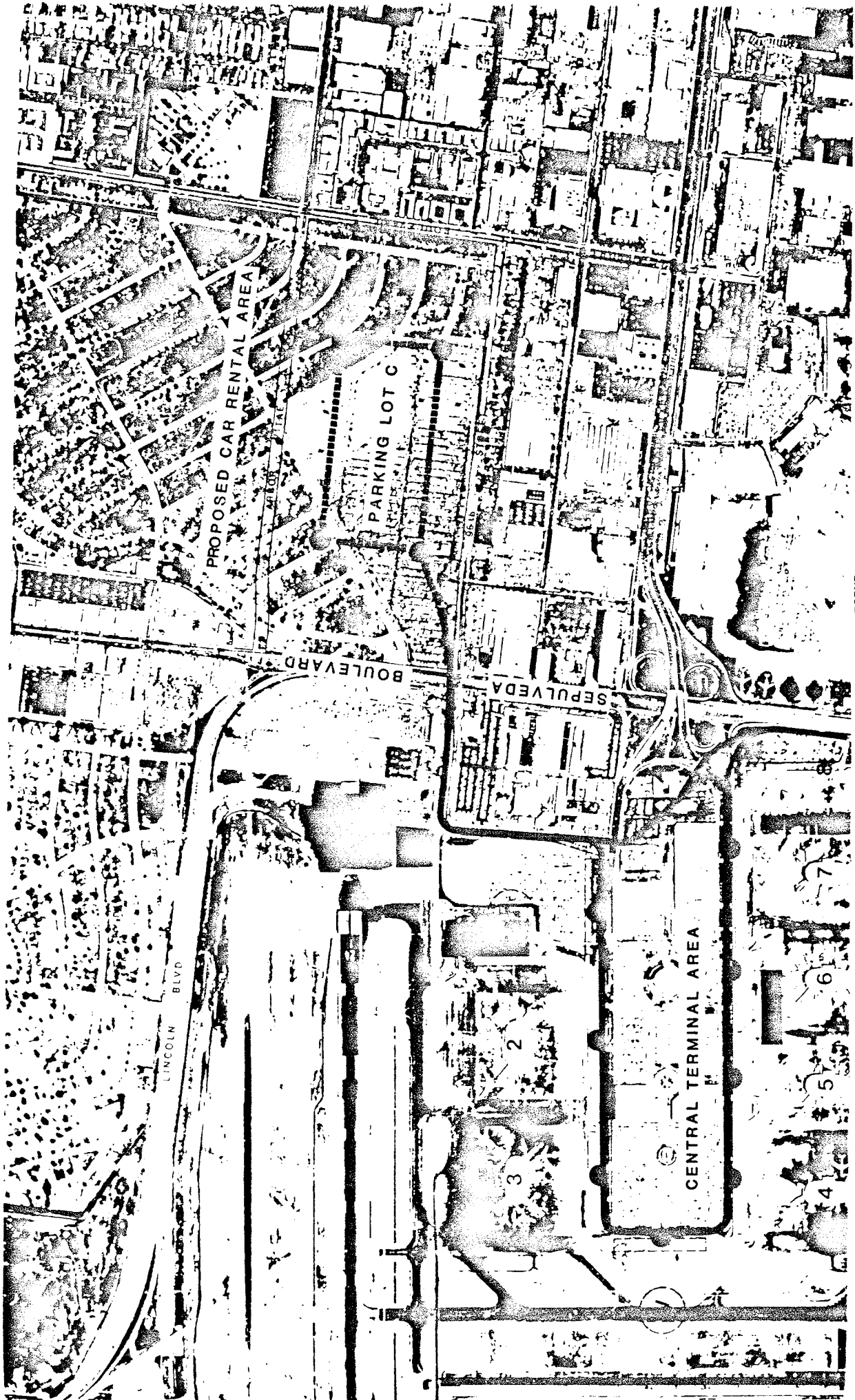
ALTERNATIVE II: The Department of Airports (DOA) near-term improvement plans include the development of Parking Lot "C" (see Figure 1) to a Transit Center. Improvements to this site would include increased parking and direct access to the CTA, for shuttle and tram services, by way of a proposed guideway to the planned second level roadway.

Since Alternative II meets the additional capacity and transit needs of both the District and DOA, the possibility of jointly developing Lot C has been actively pursued by the District to provide all public and private transportation modes destined to LAX from a centralized terminal location.

On December 10, 1980, the District received notice from DOA that a specific area within the proposed Lot C development project would be designated for public transit operations.

Therefore, in order to determine operational needs within the LAX Transit Center, Planning staff has developed near and long-term routing systems for the LAX area in addition to present routings, passenger activity, lay-over requirements and vehicle volumes.

Fig. 1



TRANSPORTATION PLANNING AND FEASIBILITY STUDY TO IMPROVE GROUND ACCESS AT LAX

Prepared by: [unreadable] Ralph M. Parsons Co. 600 Montgomery Avenue, Los Angeles, California

LEGEND

ELEVATED

AT-GRADE

STATION

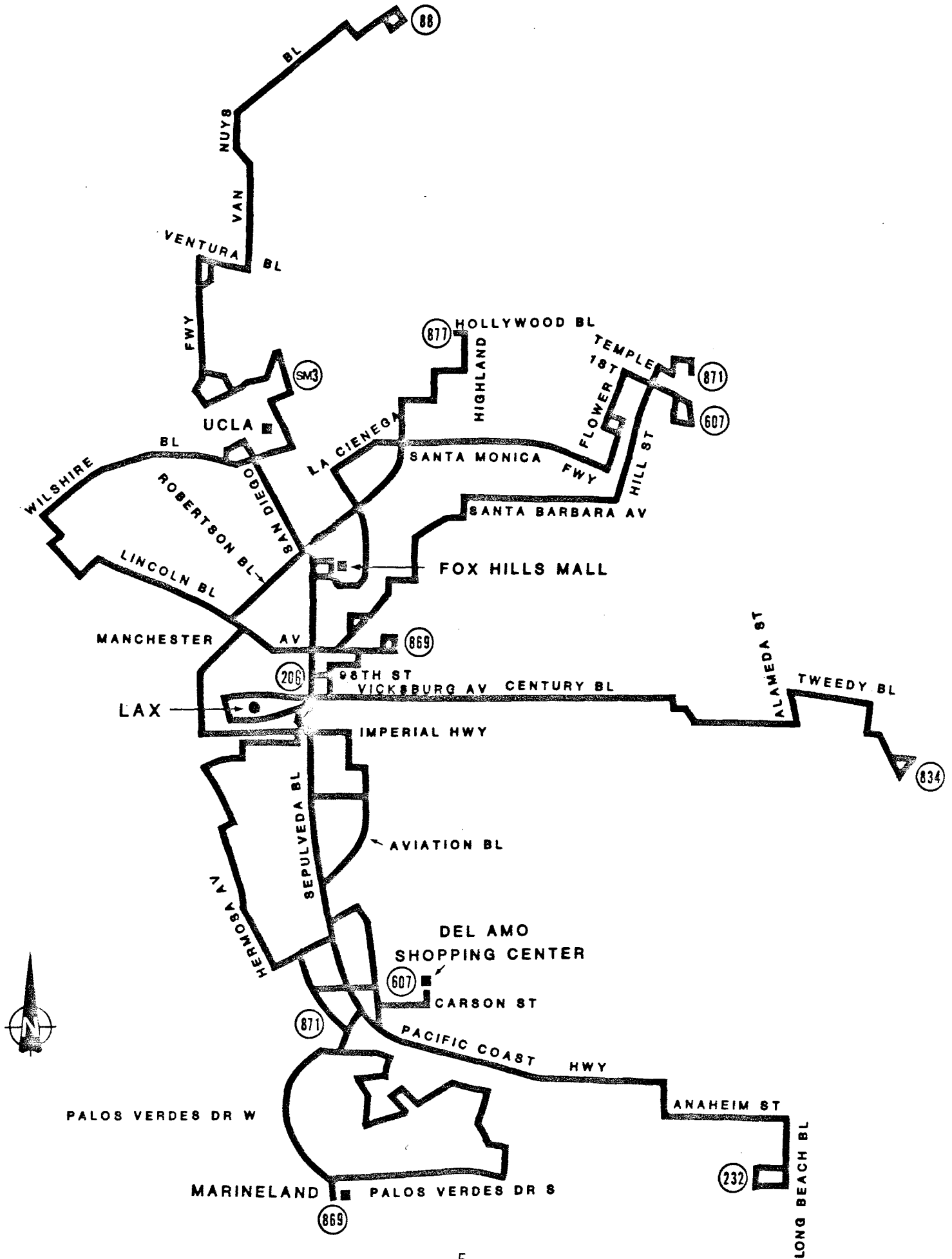
## II. PRESENT OPERATIONS

ROUTINGS: Ten lines serve the LAX Transit Center currently located at 98th Street & Vicksburg Avenue. Maps 1 - 10 show the general alignment of existing LAX service which are described below:

- RTD Line 88: Provides express service to LAX from Van Nuys and Sherman Oaks by way of UCLA, Westwood and the Fox Hills Mall.
- RTD Line 206: Provides shuttle service from 98th Street & Vicksburg Avenue to the Central Terminal Area.
- RTD Line 232: Provides local service from Long Beach on Long Beach Boulevard, Anaheim Street, Pacific Coast Highway and Sepulveda Blvd. to LAX.
- RTD Line 607: Provides express service from downtown Los Angeles to Westchester, LAX, El Segundo and Redondo Beach on the Santa Monica Freeway and Sepulveda Boulevard.
- RTD Line 834: Provides local service to LAX on Century Boulevard from the communities of Lynwood and Watts.
- RTD Line 869: Provides local service to LAX from Inglewood, El Segundo, Hermosa Beach, Redondo Beach, Rolling Hills and Palos Verdes.
- RTD Line 871: Provides expedited service from downtown Los Angeles to Inglewood, Westchester, LAX and Manhattan, Hermosa and Redondo Beaches.
- RTD Line 877: Provides local service from Hollywood, Beverly Hills, Culver City, and Marina Del Rey to LAX on Highland Avenue, Fairfax Avenue and Robertson Boulevard.
- SANTA MONICA LINE # 3 Provides local service to LAX from UCLA, Westwood and Brentwood.

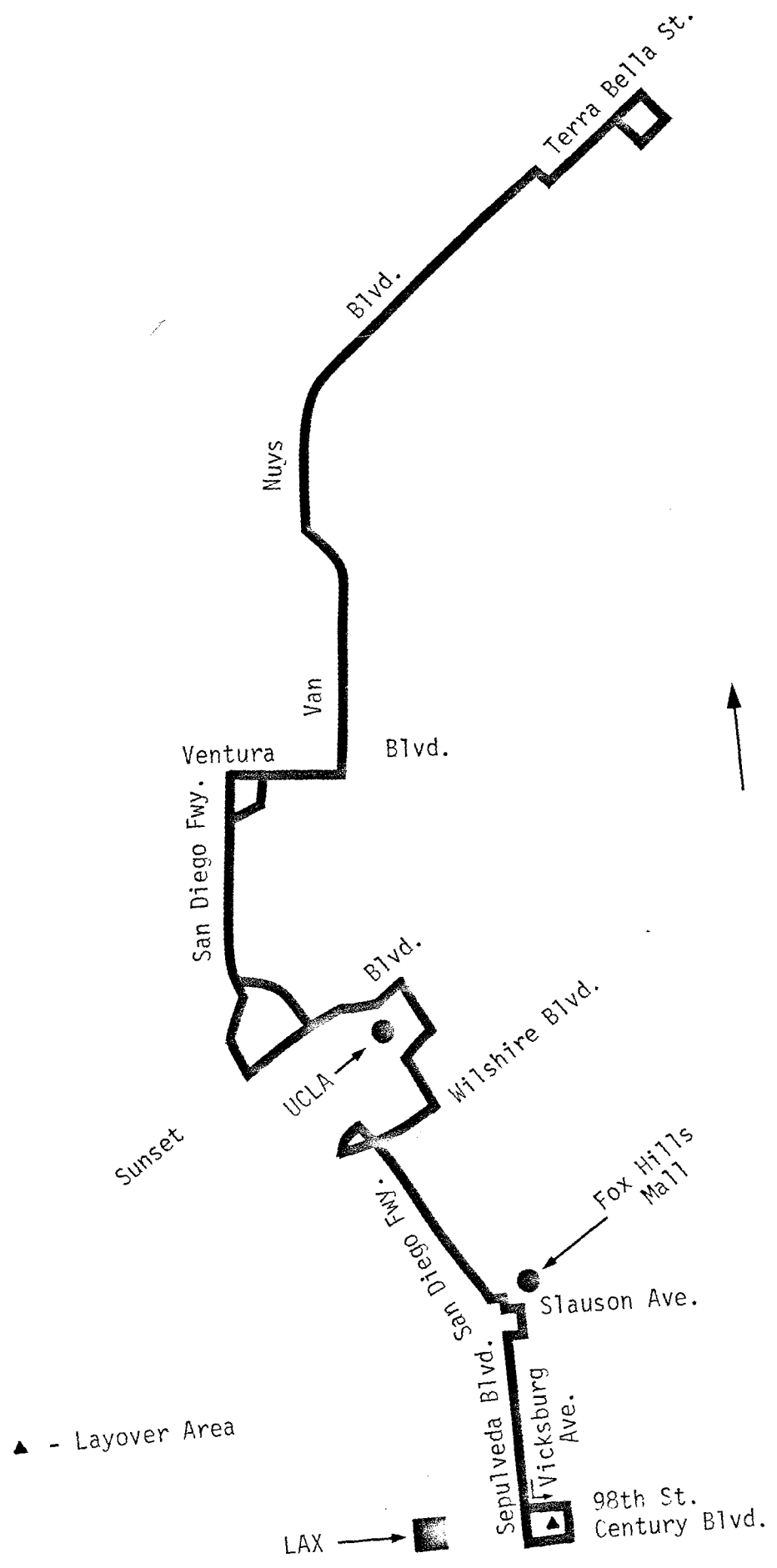
# EXISTING LAX TRANSIT SERVICES

Map 1

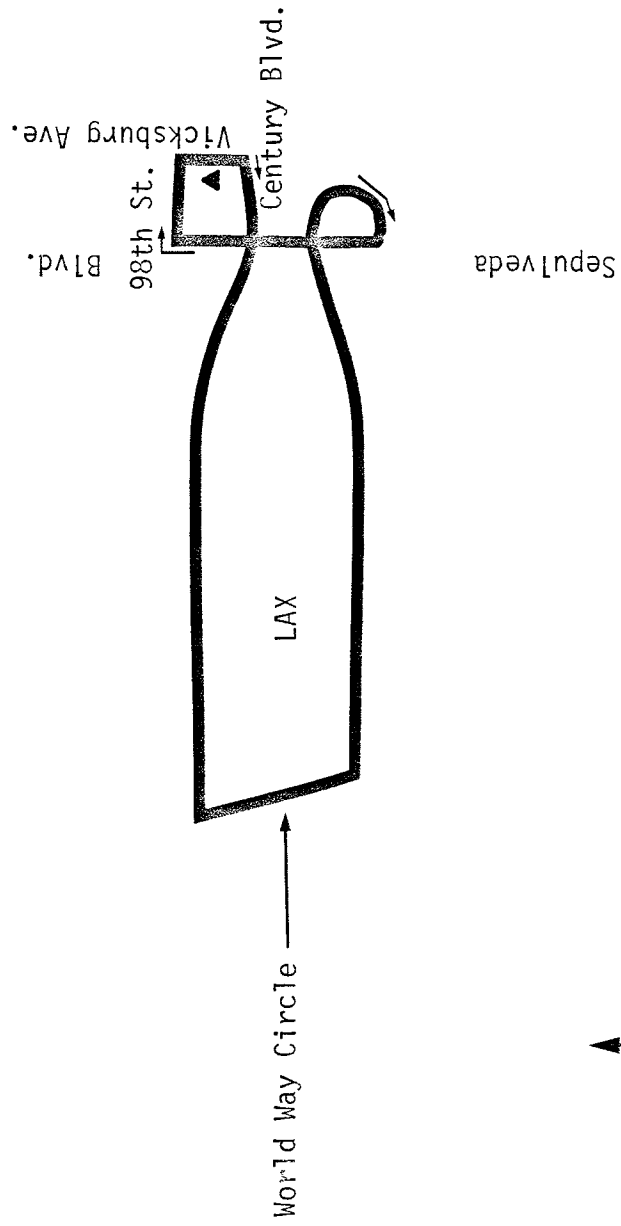




MAP 2  
LINE 88

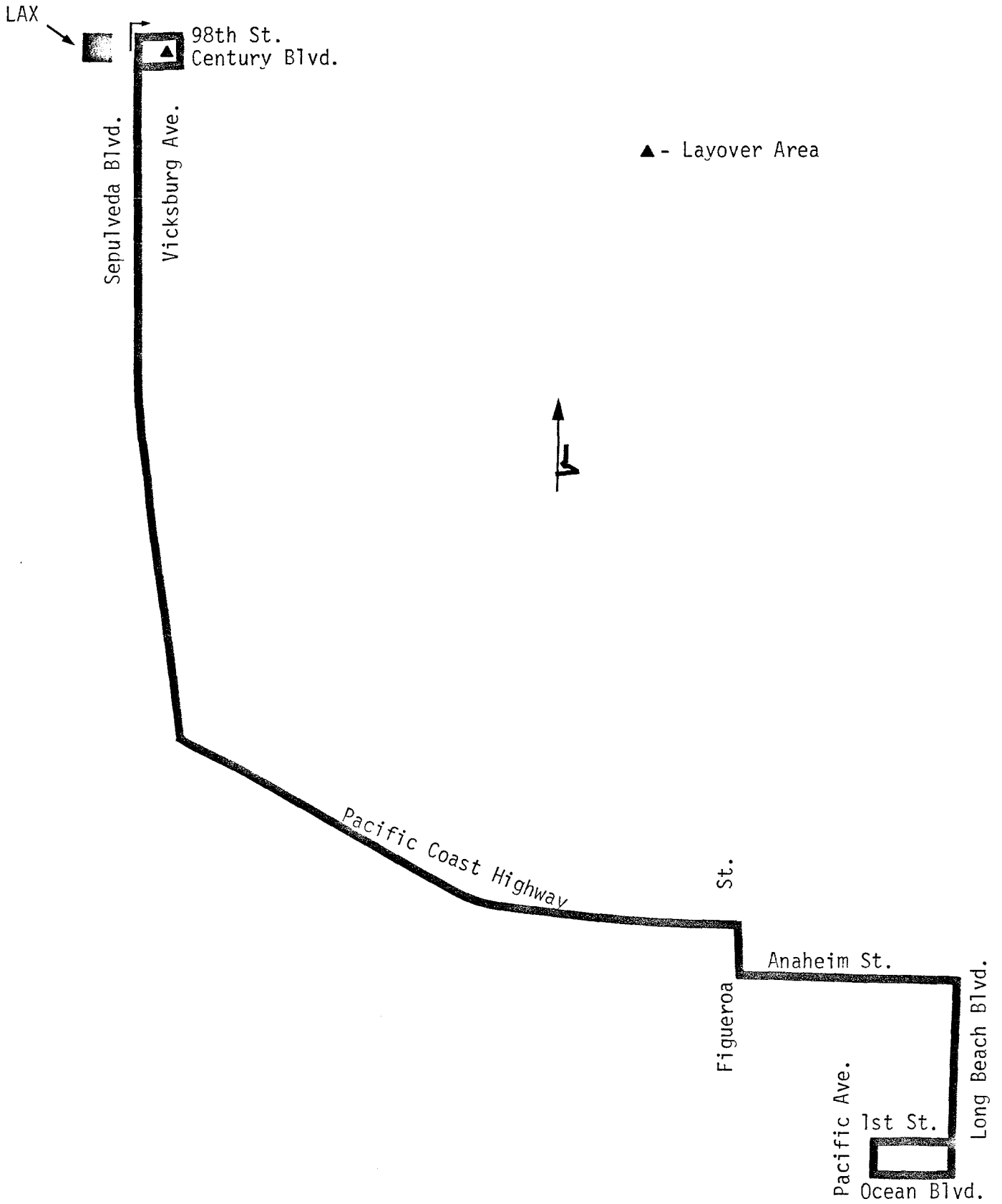


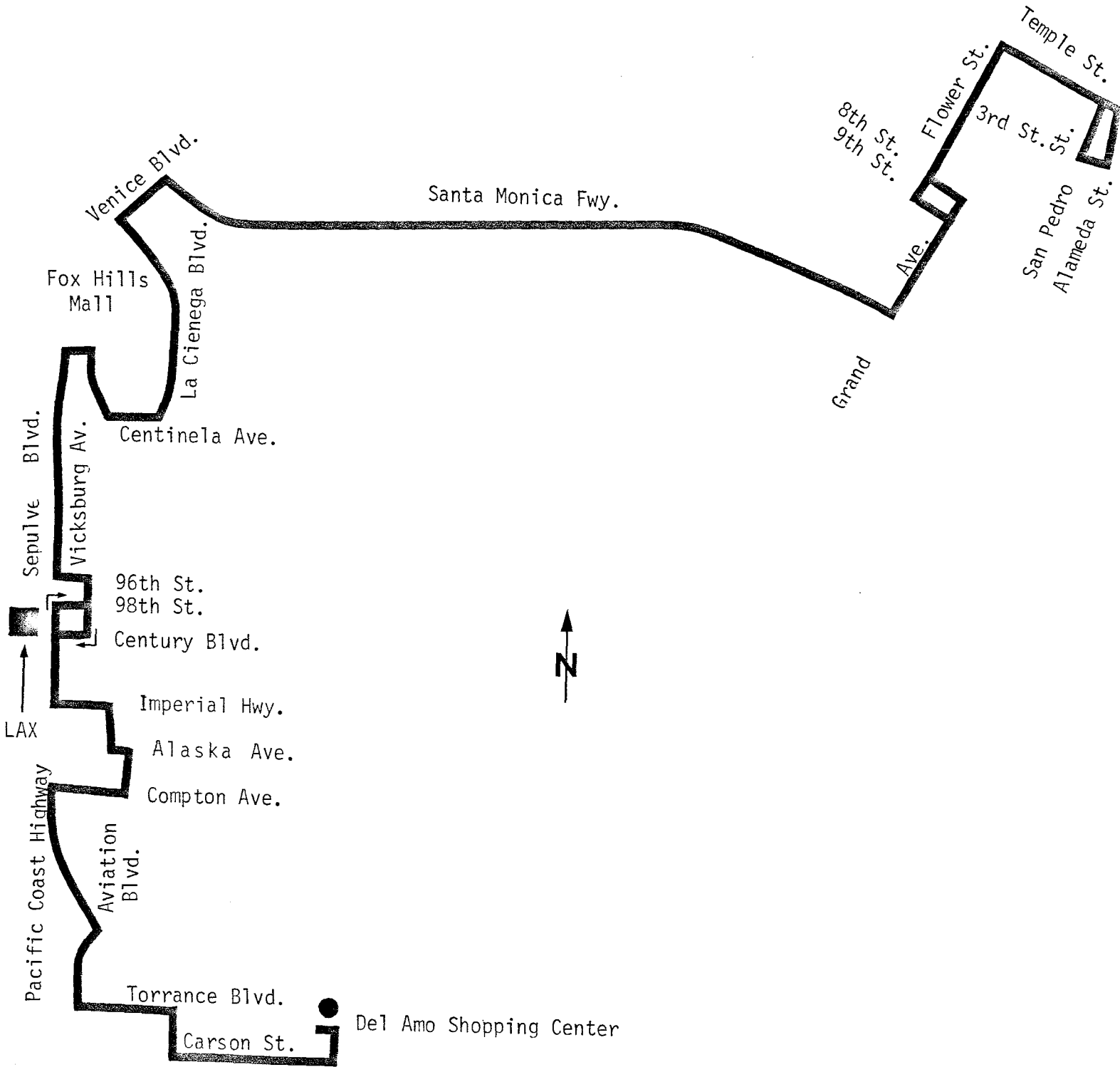
MAP 3  
LINE 206



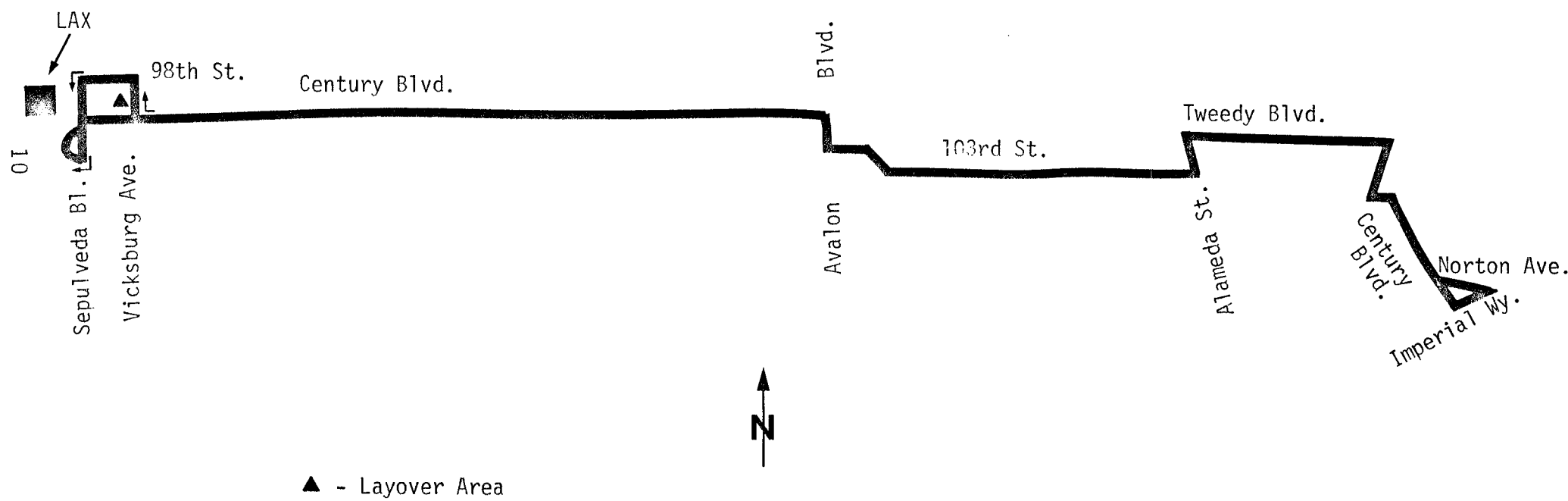
▲ - Layover Area

MAP 4  
LINE 232

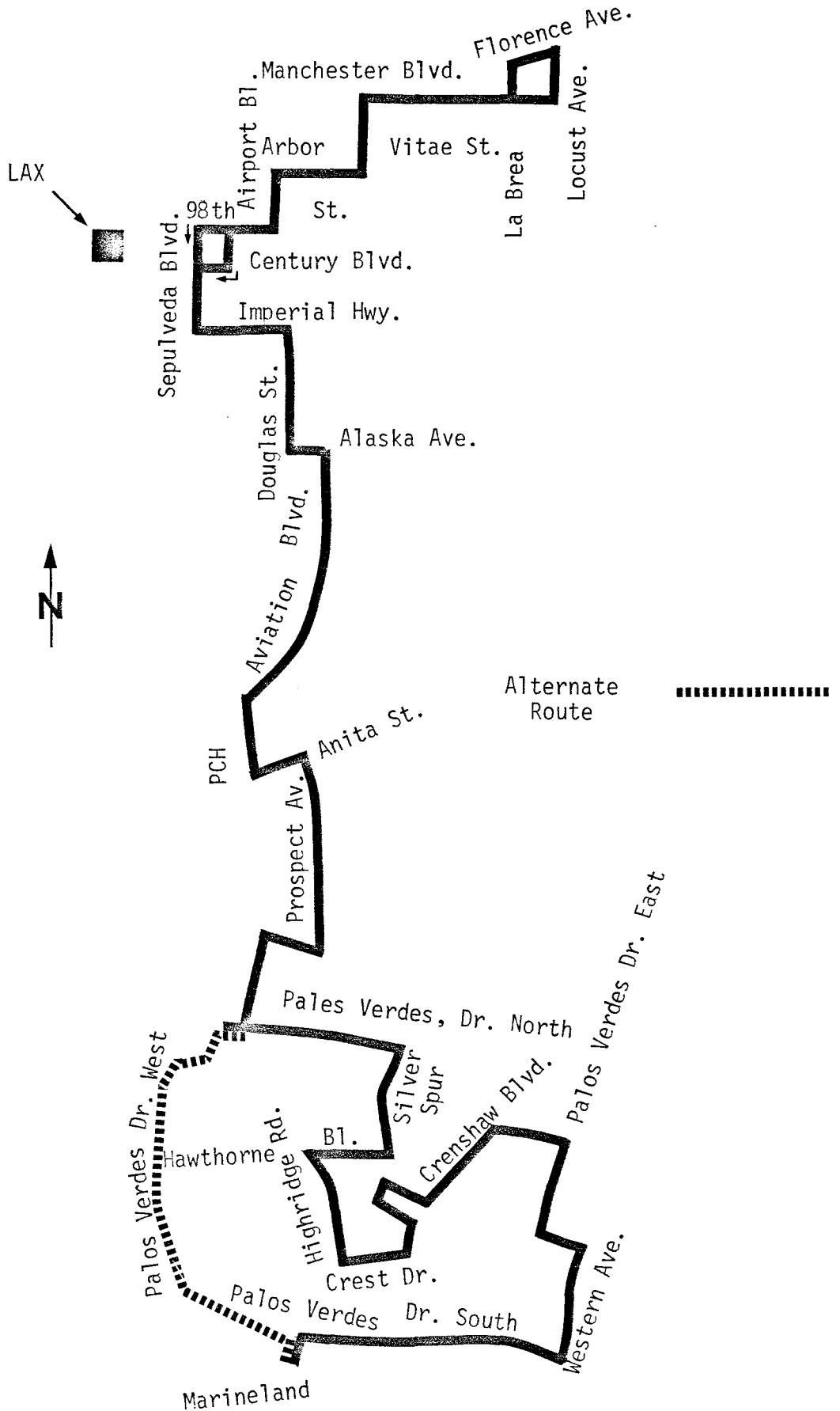




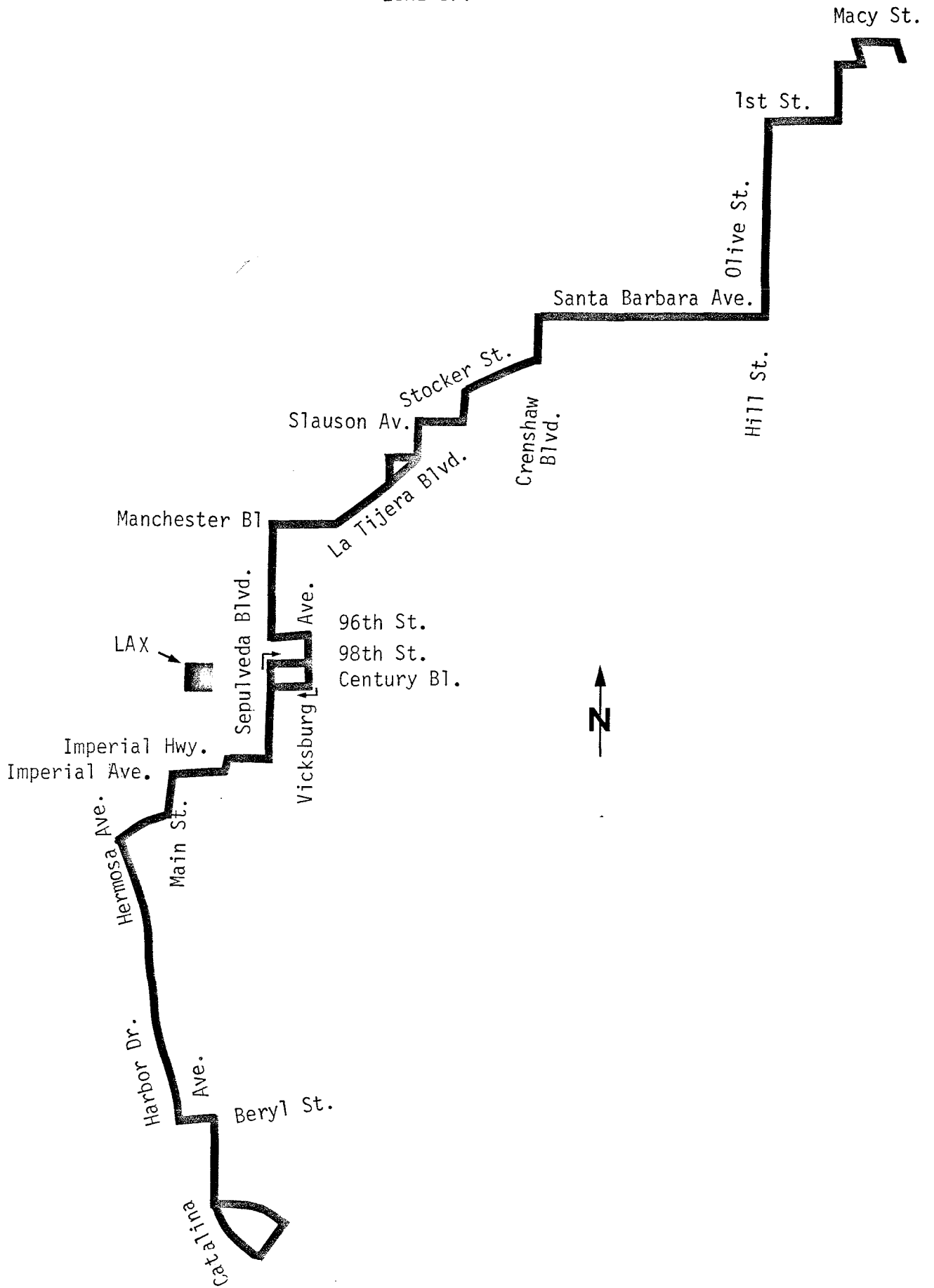
MAP 6  
LINE 834



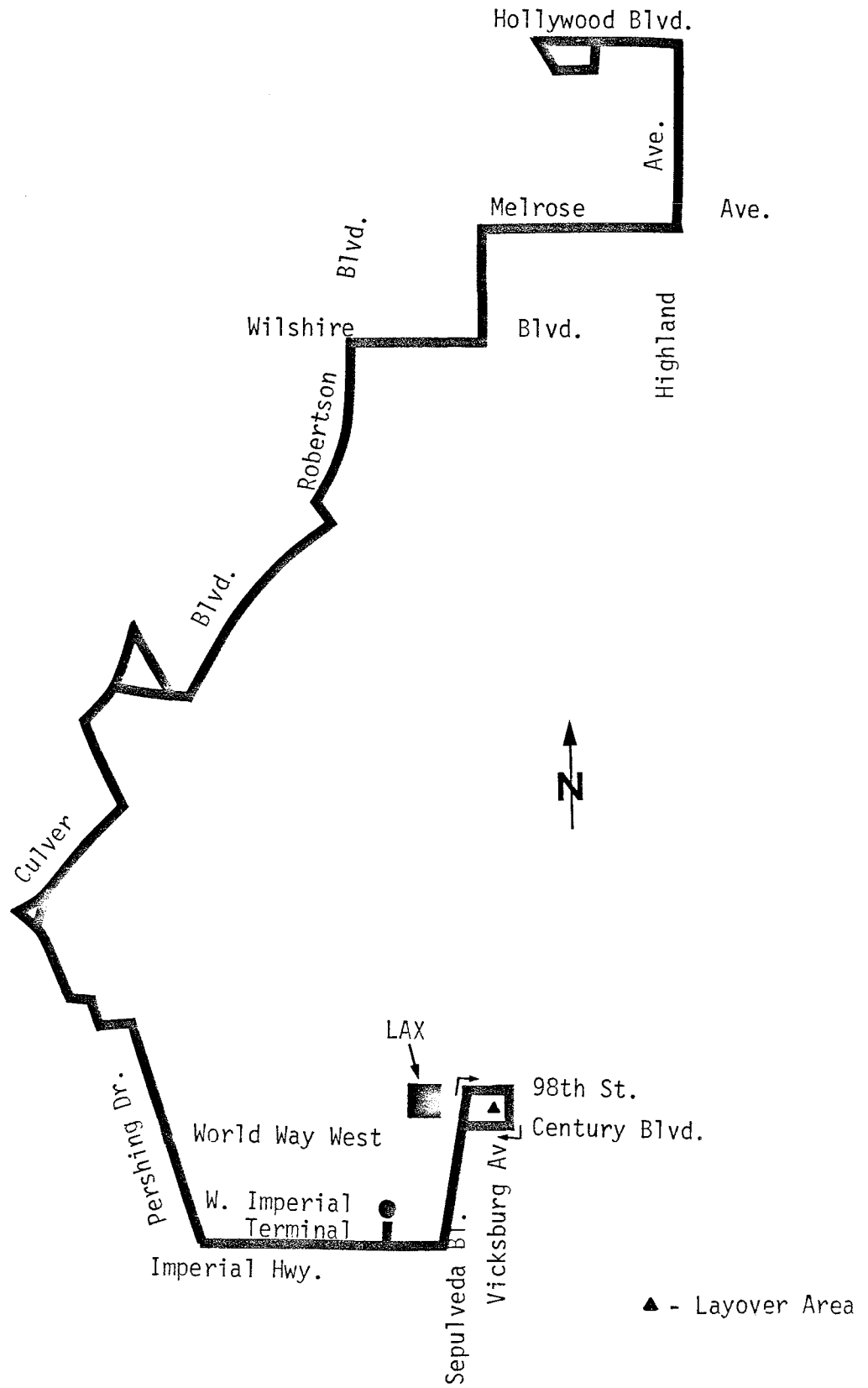
MAP 7  
LINE 869



MAP 8  
LINE 871

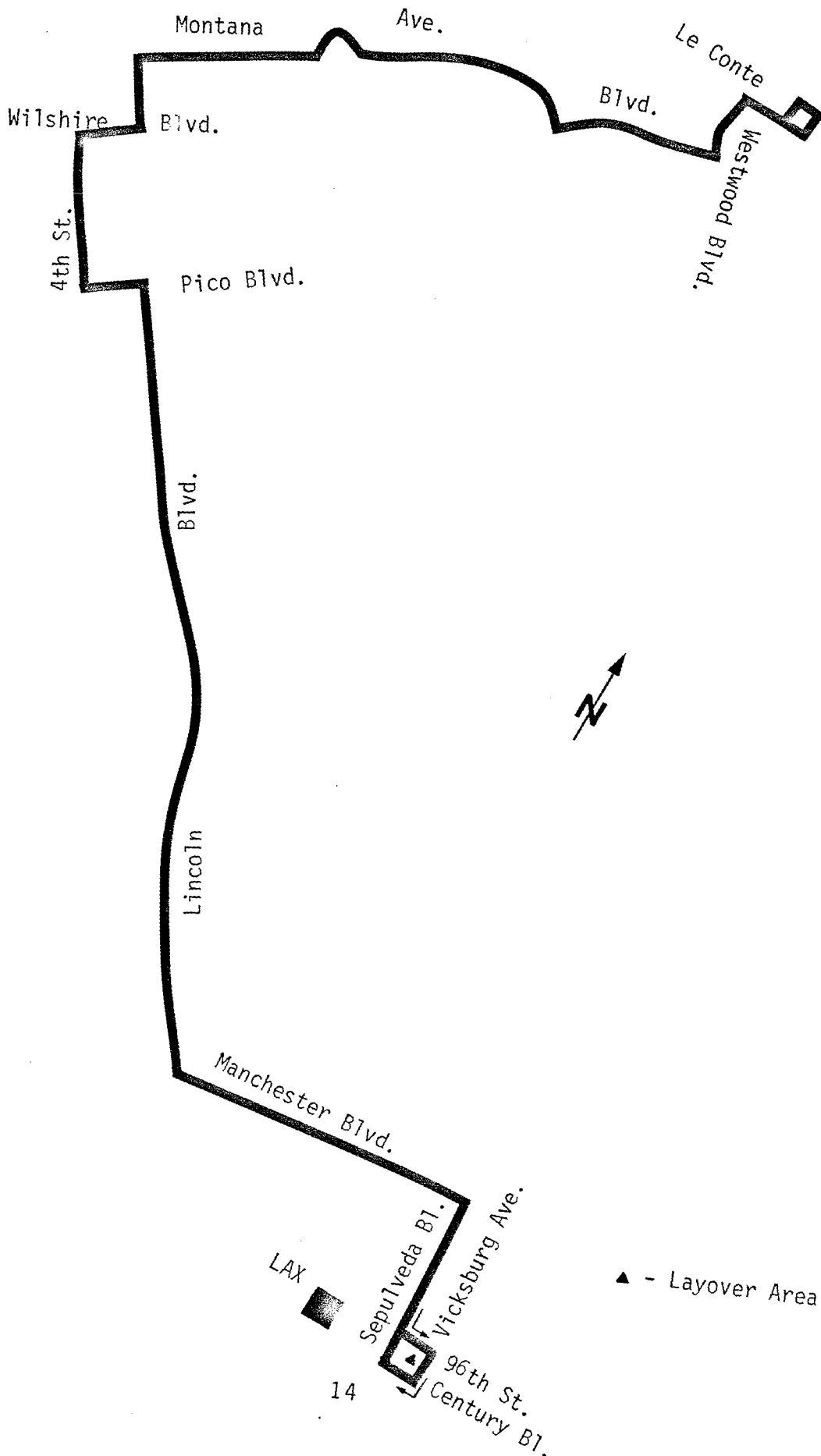


MAP 9  
LINE 877





MAP 10  
SANTA MONICA LINE 3



LAX



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### III. PASSENGER ACTIVITY

Weekday, Saturday and Sunday passenger activity at LAX has been determined by using point check data collected on March 3, 23 and 27, 1980 at 98th Street and Vicksburg Avenue.

Analysis of the data has indicated the following:

	P A T R O N A G E		
	<u>WEEKDAY</u>	<u>SATURDAY</u>	<u>SUNDAY</u>
<u>TERMINATING LINES:</u>			
88, 232 *, 834, 877	2237	1427	970
<u>THROUGH ROUTED LINES</u>			
607, 869, 871 @	820	519	302
<u>LINE HAUL</u>			
<u>SHUTTLE LINE 206 #</u>	<u>-800</u>	<u>-614</u>	<u>-599</u>
TRANSFERRING TO OTHER LINES	2257	1332	673

\* Data updated on April 29, 1980 & May 10 & 16, 1981

@ Data updated on May 10 and 16, 1981

# Data updated on September 7, 12 and 13, 1980

Complete daily, Saturday and Sunday passenger activity is shown on Tables 1-3 for each line by hour and direction.

TABLE I  
LAX PATRONAGE  
DAILY

TIME	SHUTTLE		TERMINATING LINES								THROUGH ROUTED LINES																TOTAL ACTIVITY						
	206		88		232		834		877		TOTAL		607				869				871				TOTAL				BOTH DIRECTIONS				
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ARR	ON	OFF	DEP	
4-5A																																	
5-6	8	2					17	0	0	13	17	13									1	3			1	3			25	1	3	15	
6-7	52	3	21	25	1	3	150	25	6	7	178	60	2	4	7	1			5	14	5	6	3	17	7	10	15	32	250	22	42	63	
7-8	23	16	16	22	9	3	110	28	6	16	141	69	9	3	7	8	4	8	3	3	12	15	7	22	25	26	17	33	164	42	59	85	
8-9	28	9	15	18	12	11	59	21	16	8	102	58	2	3	5	2	4	5	5	10	13	11	1	7	19	19	11	19	130	30	38	67	
9-10	27	16	7	19	0	5	43	9	9	11	59	44	6	7	1	2	1		6	3	10	3	1	1	17	10	8	6	86	25	16	60	
10-11	23	34	5	9	2	9	43	13	3	6	53	37	6	5	1	3		1	1		3	7	3		9	13	5	3	76	14	16	71	
11-12P	30	25	18	12	4	3	29	22	0	3	51	40	1		4		2	2	1	5	5	1	1	6	8	3	6	11	81	14	14	65	
12-1	20	15	8	17	32	14	44	35	7	11	91	77	1	4		3		2	4	1	10			5	11	6	4	9	111	15	15	92	
1-2	49	27	9	6	7	2	47	47	6	5	69	60	4	1	1	3	4	1	2	6	5	1	3	17	13	6	3	26	118	19	29	87	
2-3	35	33	8	7	0	3	58	25	0	4	66	39	6	1	6	0	2	1	9	2	21	3	10	16	29	5	25	18	101	54	23	72	
3-4	10	27	7	12	24	26	19	76	11	6	61	120	8	3	1	3	7		2	3	16	5	7	2	31	8	10	8	71	41	16	147	
4-5	38	22	7	8	20	23	33	42	12	5	72	78	18	3	10	3	8	4	4	2	12	7	13	12	38	14	27	17	110	65	31	100	
5-6	30	18	24		13	17	30	91	12	3	79	111	10	3	7	9	11	9	10	1	13	1	11	7	34	13	28	17	109	62	30	129	
6-7	38	24	33	5	5	30	24	15	2	3	64	53		2	1	3			3	1	3	1	3	7	3	3	7	11	102	10	14	77	
7-8	19	8	3	1	15	14	11	10	0		29	25	0	0	1	1	1		5	1	3	1	3	4	4	1	9	6	48	13	7	33	
8-9	14	4	16	9	8	16	7	20	0		31	45			0	0					3		1	4	3		1	4	45	4	4	49	
9-10	27	9	3	6	8	11	9	9	0		20	26									6		2	2	6		2	2	47	8	2	35	
10-11	12	11	0	9	6	10	21	10			27	29									2	5		5	2	5		5	39	2	10	40	
11-12A	8	5		2		2	7	8			7	12									8	0	2		8	0	2		15	10	0	17	
12-1	1		1	9			1	13			2	22																3			22		
1-2																																	
2-3																																	
3-4																																	
	492	308	201	196	166	202	762	519	90	101	1,219	1,018	73	39	52	41	44	33	60	52	151	70	71	134	268	142	183	227	1,711	451	369	1,326	

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TABLE 2  
LAX PATRONAGE  
SATURDAY

TIME	SHUTTLE		TERMINATING LINES								THROUGH ROUTED LINES												TOTAL ACTIVITY											
	206		88		232		834		877		TOTAL		607		869		871		TOTAL		BOTH DIRECTIONS													
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ARR	ON	OFF	DEP						
4-5A																																		
5-6	2						22	1	0	0	22	1													24			1						
6-7	4	53				6	43	10	0	0	43	16				1	3	2	2	2	11	2	2	3	14	47	5	16	69					
7-8	4	10			9	16	59	16	3	1	71	33			1	4	5	1	7	2	1	12	8	6	6	13	75	14	19	43				
8-9	19	16	10		3	8	40	9	1	1	54	18			0	1	4	2	12	3	1	18	12	4	5	20	73	17	24	34				
9-10	22	28	7	12	9	13	33	12	2	4	51	41			2	1	10	7	11	3	7	6	13	4	17	13	73	30	17	69				
10-11	24	14	4	7	18	9	20	10	2	1	44	27			0	0	2	1	13	2	5	6	13	2	7	7	68	20	9	41				
11-12p	14	19	11	18	14	10	23	9	5	9	53	46			0	0	3	2	6	5	5	8	6	5	8	10	67	14	15	65				
12-1	14	35	10	5	19	5	14	18	2	8	45	36			0	2	2	0	5	2	12	8	5	4	14	8	59	19	12	71				
1-2	17	7	12	11	5	6	22	12	1	9	40	38			3	2	2	0	8	5	5	9	11	7	7	9	57	18	16	45				
2-3	18	37	10	9	9	14	30	24	6	8	55	65			2	2	3	0	9	1	5	7	11	3	8	7	73	19	10	102				
3-4	33	14	11	4	10	18	37	32	4	0	62	54			2	2	3	0	7	9	6	10	9	11	9	10	95	18	21	68				
4-5	17	33	3	8	6	7	28	42	4	0	41	57			3	4	0	3	11	8	9	13	14	12	9	16	58	23	28	90				
5-6	11	14	10	3	13	13	13	24	9	1	45	41			0	0	5	0	12	4	8	8	12	4	13	8	56	25	12	55				
6-7	21	19	13	4	12	11	12	16	11	4	48	35			4	11	1	0	5	5	1	6	9	16	2	6	69	11	22	54				
7-8	11	9	15	1	6	4	8	34	1	0	30	39					3	0	3	3			3	3	3	0	41	6	3	48				
8-9	9	6	5	0	10	6	15	8	0	1	30	15							9	5	4	6	9	5	4	6	39	13	11	21				
9-10	11	9	0	5	4	8	5	15	5		14	28							3		3	12	3		3	12	25	6	12	37				
10-11	11	11	0	9	5	8	11	13			16	30							4		6	3	4		6	3	27	10	3	41				
11-12A	11	6	4	3	8	3	5	9			17	15									1				1		28	1		21				
12-1		1		7			1	3			1	10															1			11				
1-2																																		
2-3																																		
3-4																																		
TOTAL	273	341	125	106	160	165	441	327	56	47	782	645							17	29	44	19	127	59	81	143	144	88	125	162	1,055	269	250	986

NO SERVICE

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TABLE 3  
LAX PATRONAGE  
SUNDAY

TIME	SHUTTLE 206		TERMINATING LINES								THROUGH ROUTED LINES																TOTAL ACTIVITY BOTH DIRECTIONS									
	ARR	DEP	88		232		834		877		TOTAL		607		869				871				TOTAL		ARR	ON	OFF	DEP								
			ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF												
4-5 A																																				
5-6	1							13	2			13	2																							
6-7	3	28					2	19	6			19	8						3						3											
7-8	2	24				5	17	36	19			41	36								8				8											
8-9	13	33				2	7	11	6	0	2	13	15								12	2	2	7	12	2	2	7		14	9					
9-10	11	18	11	4	7	8	35	12	2	2		55	26								5	1	2	3	5	1	2	3		7	4					
10-11	10	20	8	21	14	7	10	9	5	1		37	38								7	6	6	7	7	6	6	7		13	13					
11-12 P	18	12	9	4	6	6	15	8	4	2		34	20								3	3	3	2	3	3	3	2		6	5					
12-1	18	25	7	8	12	3	24	11	1	0		44	22								3	-	2	3	3		2	3		5	3					
1-2	22	23	7	15	19	8	12	6				38	29								11	1	6	8	11	1	6	8		17	9					
2-3	32	32	8	12	9	10	26	15	6	0		49	37								6	3	9	11	6	3	9	11		15	14					
3-4	17	18	15	23	6	13	19	7	7	2		47	45								16	5	7	10	16	5	7	10		23	15					
4-5	19	17	16	12	5	6	16		0	0		37	18								9	5	9	4	9	5	9	4		18	9					
5-6	19	12	9	13	2	10	11		1	2		23	25								13	4	9	2	13	4	9	2		22	6					
6-7	24	6	4	3	3	7	18		0	0		25	10								5	1	5	2	5	1	5	2		10	3					
7-8	21	17	3	7	2	11	11			0		16	18								5		4	3	5		4	3		9	3					
8-9	14	14	5	14	12	2	6		0			23	16								5	1	3	1	5	1	3	1		8	2					
9-10	13	20	2	12	2	3	17					21	15								4	1	2	3	4	1	2	3		6	4					
10-11	7	4	2	7	2	3	8					12	10								1	1	2	4	1	1	2	4		3	5					
11-12A	5	3	1	5	9	4	7					17	9								4	3	1	3	4	3	1	3		5	6					
12-1	1	3		6			1					1	6																							
1-2																																				
2-3																																				
3-4																																				
TOTAL	270	329	107	166	117	127	315	101	26	11		565	405												109	40	72	81	109	40	72	81	835	181	121	734

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NO SERVICE

NO SERVICE

IV. LAYOVER REQUIREMENTS

Schedules effective 12/80 indicate the maximum number of buses that layover at 98th Street & Vicksburg Avenue is (7) AM and (8) PM. This activity includes Santa Monica Municipal Operations.

Terminating and through-routed lines at 98th Street and Vicksburg Avenue are:

<u>TERMINATING</u>	<u>MUNICIPAL</u>	<u>THROUGH-ROUTED</u>
<u>RTD</u>		<u>RTD</u>
Line 206	Santa Monica #3	Line 607
88		869
232		871
834		
877		

V. VEHICLE VOLUME

Vehicle volume at 98th Street and Vicksburg Avenue has been segregated into shuttle, terminating and through-routed operations for weekdays, Saturday and Sunday (see Table 4-6).

Analysis of the data has indicated the following:

	<u>SHUTTLE</u>	<u>TERMINAL LINES</u>	<u>THROUGH-ROUTED LINES</u>
Daily	126	399	184
Saturday	126	314	118
Sunday	126	247	37

\* Based on current schedules as of 3/81.

TABLE 4  
CURRENT VEHICLE VOLUME AT LAX\*  
DAILY

TIME	SHUTTLE		TERMINATING LINES										THRU-ROUTED LINES						TOTAL ACTIVITY BOTH DIRECTIONS						
	206		88		232		834		877		SM3		TOTAL		607		869			871		TOTAL			
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	N	S	N	S		N	S	N	S		
4-5 AM																									
5-6	2	2	1				1	2		2		1	1	3	5					1		1		13	
6-7	5	5	1	2	1	2	4	4	2	2		2	1	10	11	3	2	1	3	4	1	8	6	45	
7-8	3	3	2	1	2	2	4	3	1	3		2	3	11	12	2	2	2	1	3	2	7	5	41	
8-9	4	4	2	1	2	2	4	3	2	1		4	3	14	10	2	2	4	2	2	2	8	6	46	
9-10	2	2	1	1	2	2	3	3	2	2		3	3	11	11	2	2	2	2	2	2	6	6	38	
10-11	4	4	1	1	2	2	3	3	2	2		3	3	11	11	2	2	1	2	2	2	5	6	41	
11-12PM	3	3	1	1	2	2	3	3	1	2		3	3	10	11	2	2	2	2	2	2	6	6	39	
12-1	5	5	1	1	2	2	3	3	2	2		3	3	11	11	2	2	2	1	2	2	6	5	43	
1-2	2	2	1	1	2	2	3	3	2	2		3	3	11	11	2	2	2	3	2	2	6	7	39	
2-3	4	4	1	2	2	2	3	4	2	2		3	3	11	13	2	2	2	2	2	2	6	6	44	
3-4	3	3	1	1	2	2	4	5	2	1		3	3	12	12	2	1	1	2	2	2	5	5	40	
4-5	4	4	1	1	2	2	3	3	2	2		3	3	11	11	2	2	3	2	2	3	7	7	44	
5-6	3	3	2	1	2	2	4	3	2	2		3	3	13	11	2	3	2	2	2	4	6	9	45	
6-7	4	4	2	1	2	2	3	3	2	2		3	3	12	11	2	2	1	2	2	2	5	6	42	
7-8	2	2	1	1	2	2	3	2	2	1		2	1	10	7	1	2	2	2	2	2	5	6	32	
8-9	4	3	1	1	2	2	2	2	1	1		1	1	7	7		1			1	1	1	2	24	
9-10	2	3	1	1	1	1	2	1	1			1	1	6	4					1	1	1	1	17	
10-11	2	2	1	1	1	1	1	2				1	1	4	5					1	1	1	1	15	
11-12AM	3	2	1	1	1	1	2	1				1	1	5	4					1	1	1	1	16	
12-1	2	2		1			1	1						1	2						1		1	8	
1-2	1																				1		1	2	
TOTAL	64	62	23	21	32	33	56	54	28	29			45	43	184	180	28	29	27	28	36	36	91	93	674

\*Data based on current schedules as of 3/81.

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TABLE 5  
CURRENT VEHICLE VOLUME AT LAX\*  
SATURDAY

TIME	SHUTTLE		TERMINATING LINES										THRU-ROUTED LINES								TOTAL ACTIVITY BOTH DIRECTIONS				
	206		88		232		834		877		SM3		TOTAL		607		869		871			TOTAL			
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	N	S	N	S	N	S		N	S	N	S
4-5 AM																									
5-6	2	2					1	1		2				1	3					1		1			9
6-7	5	5				1	3	3	2	2				5	6			2	2	1	2	3			26
7-8	3	3	1		1	1	2	3	2	3			1	1	7	8		2	2	2	3	4	5		30
8-9	4	4	1		1	1	3	3	1	1			1	1	7	6		3	2	2	1	5	3		29
9-10	2	2	1	1	1	1	3	3	2	2			1	1	8	8		1	2	2	2	3	4		27
10-11	4	4	1	1	1	1	3	3	2	2			1	1	8	8		2	2	2	2	4	4		32
11-12PM	3	3	1	1	1	1	3	3	2	2			1	1	8	8	NO SERVICE	2	2	2	2	4	4		30
12-1	5	5	1	1	1	1	3	3	1	2			1	1	7	8		2	2	2	2	4	4		33
1-2	2	2	1	2	1	1	3	3	2	2			1	1	8	9		2	2	2	2	4	4		29
2-3	4	4	1	1	1	1	3	3	2	2			1	1	8	8		2	2	2	2	4	4		32
3-4	3	3	1	1	1	1	3	3	2	2			1	1	8	8		2	2	2	2	4	4		30
4-5	4	4	1	1	1	1	3	3	2				1	1	8	7		2	2	2	2	4	4		31
5-6	3	3	1	1	1	1	3	3	2				1	1	8	8		2	2	2	2	4	4		30
6-7	4	4	1	1	1	1	3	3	2				2	2	9	9		2	1	2	2	4	3		33
7-8	2	2	2	1	1	1	3	2	2				1	1	9	6		1	2	2	2	3	4		26
8-9	4	4	1	1	1	1	2	2	1				1	1	6	6				1	1	1	1		21
9-10	2	2	1	1	1	1	2	1	1				1	1	6	4			1	1	1	1		17	
10-11	2	2	1	1	1	1	1	2					1	1	4	5			1	1	1	1		15	
11-12AM	3	3	1	1	1	1	2	1					1	1	5	4			1	1	1	1		16	
12-1	2	2		1			1	1							1	2					1	1		8	
1-2	1																				1	1		2	
TOTAL	64	62	18	17	17	18	50	49	28				18	18	131	131			25	27	33	33	58	60	506

\*Data based on current schedules as of 3/81.



TABLE 6  
CURRENT VEHICLE VOLUME AT LAX\*

SUNDAY

TIME	SHUTTLE		TERMINATING LINES										THRU-ROUTED LINES						TOTAL ACTIVITY BOTH DIRECTIONS						
	206		88		232		834		877		SM3		TOTAL		607		869			871		TOTAL			
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	N	S	N	S		N	S	N	S		
4-5 AM																									
5-6	2	2					1	1						1	1								6		
6-7	5	5				1	2							1	3				1		1		15		
7-8	3	3			1	1	2	2				1	1	4	4				1	1	1	1	16		
8-9	4	4	1		1	1	2	3	1	1			1	1	6	6			1	1	1	1	22		
9-10	2	2	1	1	1	1	3	3	1	1			1	1	7	7			1	1	1	1	20		
10-11	4	4	1	1	1	1	3	3	1	1			1	1	7	7			1	1	1	1	24		
11-12PM	3	3	1	1	1	1	3	3	1	1			1	1	7	7			1	1	1	1	22		
12-1	5	5	1	1	1	1	3	3	1	1			1	1	7	7			1	1	1	1	26		
1-2	2	2	1	2	1	1	3	3	1	1			1	1	7	8			1	1	1	1	21		
2-3	4	4	1	1	1	1	3	3	1	1			1	1	7	7			1	1	1	1	24		
3-4	3	3	1	1	1	1	3	3	1	1			1	1	7	7			1	1	1	1	22		
4-5	4	4	1	1	1	1	3	3	1	1			1	1	7	7			1	1	1	1	24		
5-6	3	3	1	1	1	1	3	3	1	1			1	1	7	7			1	1	1	1	22		
6-7	4	4	1	1	1	1	3	2	1	1			1	1	7	6			1	1	1	1	23		
7-8	2	2	2	1	1	1	2	1	1				1	1	7	4			1	1	1	1	17		
8-9	4	3	1	1	1	1	1	1					1	1	4	4			1	1	1	1	17		
9-10	2	3	1	1	1	1	1	1					1	1	4	4			1	1	1	1	15		
10-11	2	2	1	1	1	1	1	1					1	1	4	4			1	1	1	1	14		
11-12AM	3	2	1	1	1	1	1	1					1	1	4	4			1	1	1	1	15		
-1	2	2		1			1	1						1	2					1		1	8		
-2	1																			1		1	2		
TOTAL	64	62	17	17	17	18	43	43	12	11			17	17	106	106					18	19	18	19	375

\*Data based on current schedules as of 3/81.

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## VI. NEAR-TERM OPERATION

Near-term operations assume completion of (1) the LAX Transit Center; (2) the direct connector between the Transit Center and the Central Terminal Area; and (3) the second level roadway over World Way Circle.

### ROUTINGS:

All existing LAX routes will be modified to operate into the LAX Transit Center to utilize interface and layover facilities in addition to the direct connector between the transit center and the CTA.

Additional route modifications will be made if changing passenger trends or area improvement programs indicate a need for them.

Also, the possibility of discontinuing shuttle Line 206 will be studied as DOA is planning to operate similar shuttle operations from the Transit Center.

### PASSENGER ACTIVITY:

It is anticipated that transit ridership will continue to increase as the DOA estimates air patronage to increase from 28 million passengers recorded in 1977 to approximately 40 million by 1995. This is an increase of approximately 43%. Assuming only a 20% increase in LAX transit usage over the same period of time would increase patronage to approximately 325,000 annual passengers.

### LAYOVER REQUIREMENTS

Because of the projected increase in LAX patronage, transit service levels would have to be increased to meet this additional demand. Increased service levels would require additional layover space, at the LAX Transit Center, be provided.

For planning purposes it is not unreasonable to assume that one (1) additional layover space for each line which terminates at the transit facility would be required in addition to three (3) spaces for through-routed lines. Therefore, layover requirements at the Transit Center in the near-term would increase from 8 to 14 spaces.

Present and near-term layover requirements are indicated below:

<u>PRESENT</u>	<u>NEAR-TERM</u>
88(1)	88(2)
206(2)	* 206(3)
232(1)	232(2)
834(2)	834(3)
877(1)	877(2)
<u>SM3(1)</u>	<u>SM3(2)</u>
(8)	(14)

\* District or DOA operated.

Furthermore long-term operation and future passenger demand in this area will change significantly (see next section). Therefore a transit facility that will provide for at least 15 bus spaces should be incorporated into the overall design.

## VII. LONG-TERM OPERATION

Long-term LAX operations assume (1) completion of the Century Freeway/Transitway, (2) completion of the Harbor Transitway and (3) Airport Transit operations conducted from the LAX and Aerospace Transit Centers under the Dual Terminal concept. The Dual Terminal concept is explained below:

- lines originating north of LAX would operate through the LAX Transit Center and terminate at the Aerospace Transit Center;
- lines originating south of LAX would operate through the Aerospace Transit Center and terminate at LAX Transit Center;

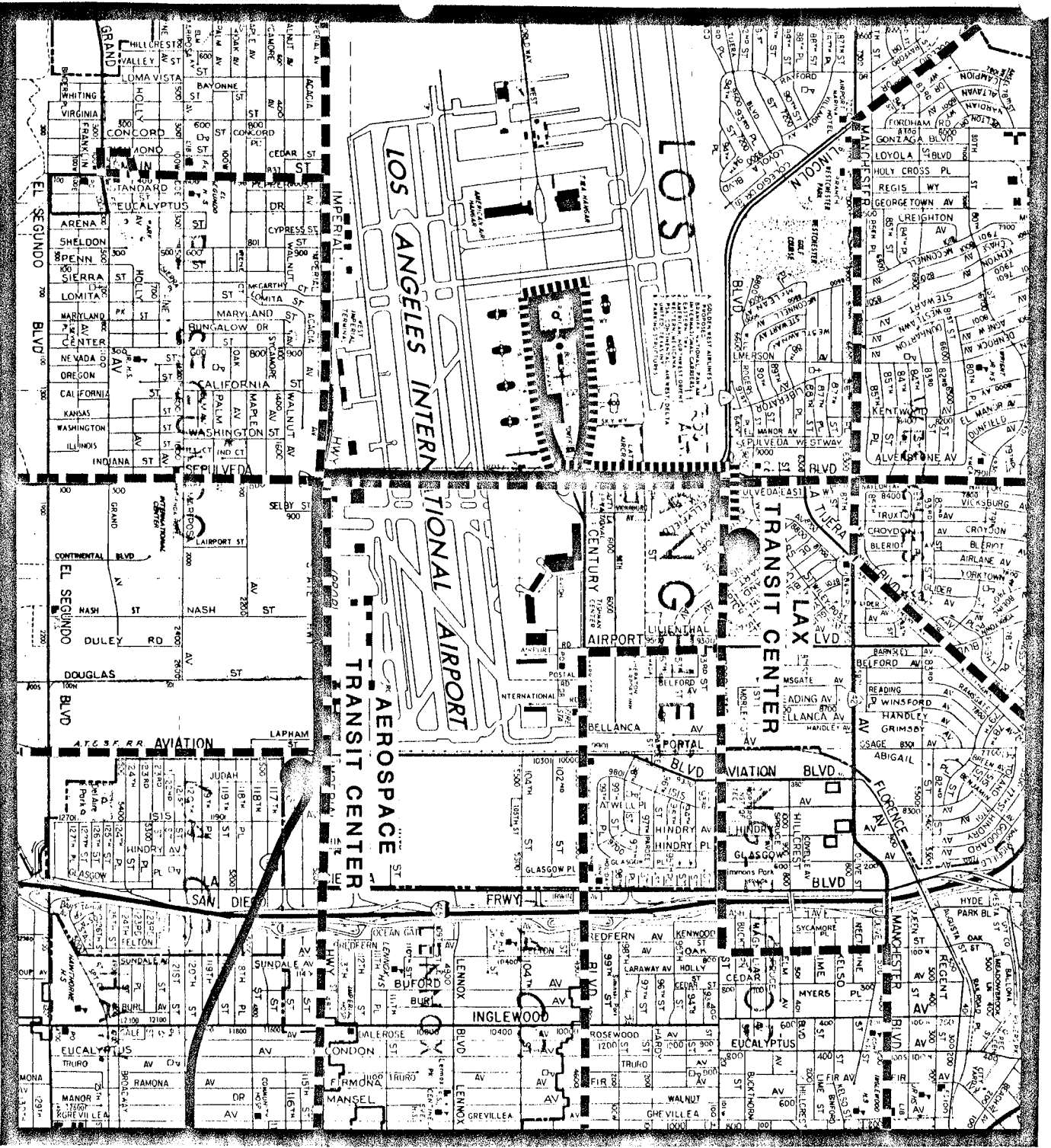
This concept would allow for all lines which serve the LAX and Aerospace Transit Centers to interface with direct shuttle service to the central terminal area. This operation is described below and illustrated on Figure 2.

- Passengers arriving at the LAX Transit Center would transfer to the DOA airport shuttle service originating at the facility. The shuttle would operate directly to the CTA via the direct connector and second-level roadway to the passengers desired terminal location.
- Passengers arriving at the Aerospace Transit Center from local services and destined to LAX, would transfer to either Line 510 or Line 44, which will operate into the CTA discharging only and then terminate at the LAX Transit Center, or if demand warrants, a shuttle operation could be developed from this site.

Additional route modifications or line renumbering as a result of area improvements or sector studies, will be addressed at future updates of this material.

FIGURE 2

LAX LONG TERM OPERATIONS



- Shuttle Service
- - - - - Local Lines
- Transitway Lines

VIII. ACKNOWLEDGEMENTS

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