

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

MINUTES/PROCEEDINGS OF

Regular Meeting  
Board of Directors  
Thursday, May 26, 1983 - 1:00 p.m.  
District Board Room  
425 South Main Street  
Los Angeles

Called to order at 1:02 p.m.

DIRECTORS PRESENT;

Michael W. Lewis, President	Nick Patsaouras
Ruth E. Richter, Vice-President	Jay B. Price
John F. Day	Charles H. Storing
Jan Hall	
Thomas G. Neusom	

DIRECTORS ABSENT;

Marvin L. Holen  
Gordana Swanson  
George Takei

1. Certificates of Merit presented by Director Storing to:
  - a. Mike Witt, Information Operator-of-the-Month;
  - b. David Doakes, Operator-of-the-Month;
  - c. Art Lewis, Maintenance Employee-of-the-Month;

2. Report of the President

Director Lewis reported on his recent visit to Washington, D.C., and the status of funding for the Metro Rail Project.

**MTA LIBRARY**

ADVANCE PLANNING COMMITTEE REPORT

11. Approved interagency transfer agreement with Thousand Oaks Transit (T.O.T.); form of agreement subject to approval of the General Counsel.

UNANIMOUS.

- 12a. Considered cancellation of Line 520 Bus Express Employee Program (BEEP).

UNANIMOUS.

- 12b. Scheduled Public Hearing for June 30 at 1:00 p.m. relative to cancellation of Line 520 Bus Express Employee Program (BEEP).

UNANIMOUS.

RAPID TRANSIT COMMITTEE REPORT

13. Scheduled public hearing on Milestone 12 - System Plan, which will be held on June 27, 1983 at 10:00 A.M.

UNANIMOUS.

14. Adopted Milestone 8 Final Report.

UNANIMOUS.



**EL SEGUNDO  
EMPLOYERS  
ASSOCIATION**

*Hand-out at  
5/26/83*

999 N. Sepulveda Blvd.  
Suite 725  
El Segundo, CA 90245  
(213) 640-3403

*Committee lead  
#12412a*

May 20, 1983

Mr. John Dyer  
General Manager  
So. Calif. Rapid Transit  
District (SCRTD)  
425 South Main Street  
Los Angeles, CA 90013

Dear Mr. Dyer:

ESEA regrets to learn that SCRTD is considering cancellation of line 520 BEEP service. As a demonstration program sponsored by UMTA, BEEP was an innovative and productive service which at its peak 4 years ago operated with standing room only.

Unfortunately when the demonstration program ended and BEEP was incorporated into general service, old worn out buses and extra-board drivers were assigned to BEEP, at the same time the fares were doubled. Consequently, ridership declined to about 1/3 the level it achieved at its peak.

In the last two years the operational problems have been corrected and the fares have been lowered as a result of Proposition A. Also, ESEA worked very closely with your planning staff to implement service changes last November in an effort to recapture the once excellent ridership. ESEA has also become a bus pass sales outlet to encourage transit ridership.

However, these recent efforts have not been successful in overcoming the negative opinions that previous riders now have regarding BEEP. It seems that potential riders now give every conceivable excuse for not using BEEP, ranging from difficulty in understanding the "confusing" maps and time schedules to objections regarding the revised circulation in El Segundo and the elimination of a key pick-up point. Also, the service changes were, unfortunately, implemented at a very inauspicious time for bus riding, preceeding the fifth rainiest winter on record.

These factors have created a situation where the BEEP service is simply not marketable to employees. ESEA reluctantly concedes that there is a stigma about BEEP which prevents it from ever recapturing the popularity it once enjoyed. We, regretfully, acknowledge your staff's recommendation that due to low productivity the BEEP service should be cancelled.



**THE GREEN LIGHT FOR COMMUTERS**

Mr. John Dyer  
General Manager

SCRTD

Page 2

ESEA has been a strong supporter of BEEP because it was the only reasonable bus service for many of its 300-plus dedicated riders. It is also one of just a few routes which serve the El Segundo/LAX employment center. This area, which currently totals over 150,000 employees, is second only to downtown Los Angeles in terms of employee concentration. All regional forecasts call for rapid growth in this area and a need for expanded transit service. However, the South Bay is currently underserved by almost 900,000 bus miles per year or 15% as determined by the SCRTD's Service Deployment Policy. The cancellation of BEEP will only exacerbate this inequity.

Therefore, ESEA is calling upon SCRTD to provide additional service in the South Bay, not only to serve the dedicated BEEP riders who will be without reasonable transit alternatives but also to rectify the shortage of South Bay bus service which will undoubtedly worsen over the next few years.

We have many recommendations which we believe are desperately needed:

- An El Segundo/LAX park-and-ride from the Gaffey Street and Alpine Village lots
- An extension of line 88 one mile to Hughes Bus Terminal
- An early trip on the 869A arriving in El Segundo by 7:15
- Decreased headways for line 124 providing easier transferring between 232, 607 and 869, 871

ESEA hopes that the cancellation of BEEP will provide an opportunity to deploy those buses in more productive ways in the South Bay. We would like to work closely with your staff to increase the South Bay transit market, and we look forward to continuing the partnership our organizations have shared.

Sincerely,

*Don Torluemke*

Don Torluemke  
President

:lk

cc: ✓Mike Lewis, SCRTD  
Gordanna Swanson, SCRTD  
Gary Spivak, SCRTD



John A. Dyer  
General Manager

May 19, 1983

TO: Board of Directors  
FROM: John A. Dyer  
SUBJECT: CONSIDER CANCELLATION OF LINE 520: BEEP EXPRESS  
EMPLOYEE PROGRAM (BEEP)

RECOMMENDATION

Staff recommends the cancellation of Line 520 Bus Express Employee Program (BEEP). This recommendation is prompted by the continued low ridership experienced on BEEP. Other District and Municipal bus services, as well as extensive van pool and private bus services operated within the BEEP service area, will provide many users of this service an acceptable transportation alternative.

SUMMARY

In May 1978, BEEP was first operated by the District as an experiment to test the feasibility of obtaining multiple commuter bus trips from a non-CBD employment center. This service was originally funded for a 2-year period by the Urban Mass Transportation Administration (UMTA) as a demonstration project. After the demonstration period ended, the District assumed full funding of BEEP. In response to the continued low ridership, staff is proposing to cancel the entire system of 12 BEEP routes (Lines 512, 521, 522, 524, 526, 531, 532, 536, 541, 542, 545 and 546).

Additional background information is contained in the following attachment to this report:

- A. BEEP History
- B. Current BEEP Service Route Map
- C. BEEP Service Alternatives
- D. SCRTD and Municipal Routes Serving the South Bay Area

E. History of BEEP Ridership

F. Productivity Comparison of District Services.

IMPACT ON RIDERSHIP

The cancellation of the entire system of 12 BEEP routes would impact approximately 150-175 riders who would have to use other means of travel for commuting. All 175 riders have alternative bus service available. However, most of these riders would have to travel longer distances to access alternate bus service. In some cases, it will be necessary for displaced patrons to transfer to one or more bus lines to complete their trip.

It is expected that the El Segundo area ride sharing program may absorb a number of the displaced BEEP riders in van pools, car pools and bus pools.

IMPACT ON COST

The cancellation of the entire system of 12 BEEP routes would save approximately \$530,000 per year in annual net operating costs. (FY 83-84 cost level).

THREE-TO-FIVE-YEAR IMPACT

If BEEP service is cancelled, the bus savings could be applied to more productive lines where there is a need for additional equipment.

A decision to cancel BEEP would have only a slight impact on El Segundo area auto traffic as the present BEEP ridership is only 150-175 passenger round trips per day. Most of these trips would be absorbed by the current expansion of private bus pools, van pools and car pools in this area.

IMPACT ON EQUIPMENT

The cancellation of all 12 routes would save a total of seven (7) buses.

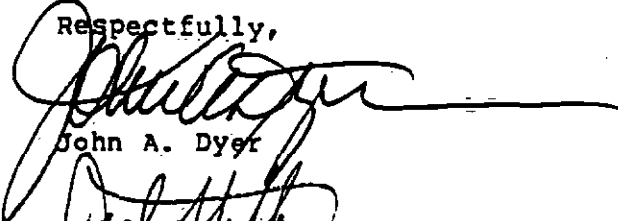
IMPLEMENTATION

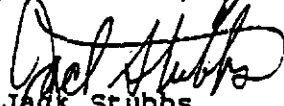
According to Section 5(1)(3) of the Urban Mass Transportation Act of 1964, as amended, a public hearing is required for substantial service changes. The proposed cancellation of BEEP meets these guidelines and therefore must undergo a public hearing before service can be cancelled.

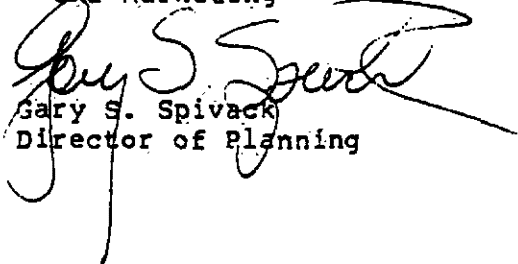
Board of Directors  
May 19, 1983  
Page 3

Following the proposed June 30, 1983 public hearing, it is proposed that the Board at its July 14 meeting consider the staff responses to all public comments received through June 30. If the Board concurs with the staff recommendations at the July 14 meeting, the staff recommends that the BEEP service be cancelled effective July 24.

Respectfully,

  
John A. Dyer

  
By: Jack Stubbs  
Acting Manager of Planning  
and Marketing

  
By: Gary S. Spivack  
Director of Planning

Attachments

**ATTACHMENT A**

**BACKGROUND INFORMATION ON BEEP**

**SUMMARY: BEEP HISTORY**

In May 1978, BEEP was first operated by the District as a demonstration to test the feasibility of obtaining multiple commuter bus trips from a non-CBD employment center. This service was originally funded by the Urban Mass Transportation Administration (UMTA) as a demonstration project. After the demonstration period ended, the District assumed full funding of BEEP.

The BEEP commuter service is classified as one bus line, Line 520, for administrative purposes, even though each of the 12 routes have separate line numbers. Each weekday, one bus trip is operated over each route, inbound in the morning to the El Segundo Employment Center and outbound for the return trip in the evening.

Currently, seven (7) buses are used to operate twelve round trips per day from various locations in the South Bay area directly to the El Segundo Employment Center.

Initial ridership was very low, amounting to about 100 boardings per day. However, during the height of the 1979 gas shortage, BEEP ridership increased substantially to about 1,100 daily boardings which were carried on 14 round trips. In 1979 and 1980, ridership stabilized at approximately 800 boardings per day. Since the end of the demonstration period in June 1980, BEEP ridership has fallen from a total of 800 to approximately 325-350 boardings per day which amounts to more than a 50% loss in ridership. The history of BEEP ridership is shown in Attachment E.

The decline in BEEP ridership can be attributed to a number of factors. A notable reduction in the attractiveness of the BEEP service occurred when the UMTA demonstration operating subsidy ended in June 1980. Through the demonstration period, the service received top priority management attention including use of buses dedicated extensively for BEEP service. Due to general system equipment deployment policies in effect at the time, old and breakdown prone buses were assigned to BEEP. Also the BEEP routes experienced service reliability problems resulting from use of rotating drivers from the extraboard. Gradually, these operating problems were corrected but during that period ridership declined to about 400 boardings a day.

A major factor in the ridership decline was the end of the gasoline shortage and thus the end of the inducement to ride



BEEP. Gasoline prices declined significantly. Also, BEEP bus fares were increased from the low promotional rates of the demonstration period. These factors combined with the continuation of employer subsidized free parking for employees have worked against a return to previous high BEEP ridership levels. Lastly, it is believed that the new HUGHES commuter bus system, along with van pools and private bus pools have diverted ridership away from BEEP.

A recently performed cost/revenue analysis of BEEP service indicated that it is currently among the least productive of all District lines.

The District has implemented two major service changes, including the recent November 1982 service change in attempts to increase BEEP ridership.

The District has worked with major employers in the El Segundo area in the development of BEEP, and to increase ridership. Recently these employers formed a consortium called the El Segundo Employers Association (ESEA) to develop and promote collective transportation solutions for the South Bay. ESEA worked together with the District in the development of the November 1982 BEEP service changes. Several BEEP lines were rerouted to increase ridership and to minimize duplication with the newly established HUGHES Commuter Bus Lines which also serves the same employment center and ridership base. These service changes were approved and implemented with the understanding that ridership must increase to a satisfactory level in order for BEEP to be continued beyond June 1983. ESEA was formally advised of this District policy procedure by letter on September 15, 1982.

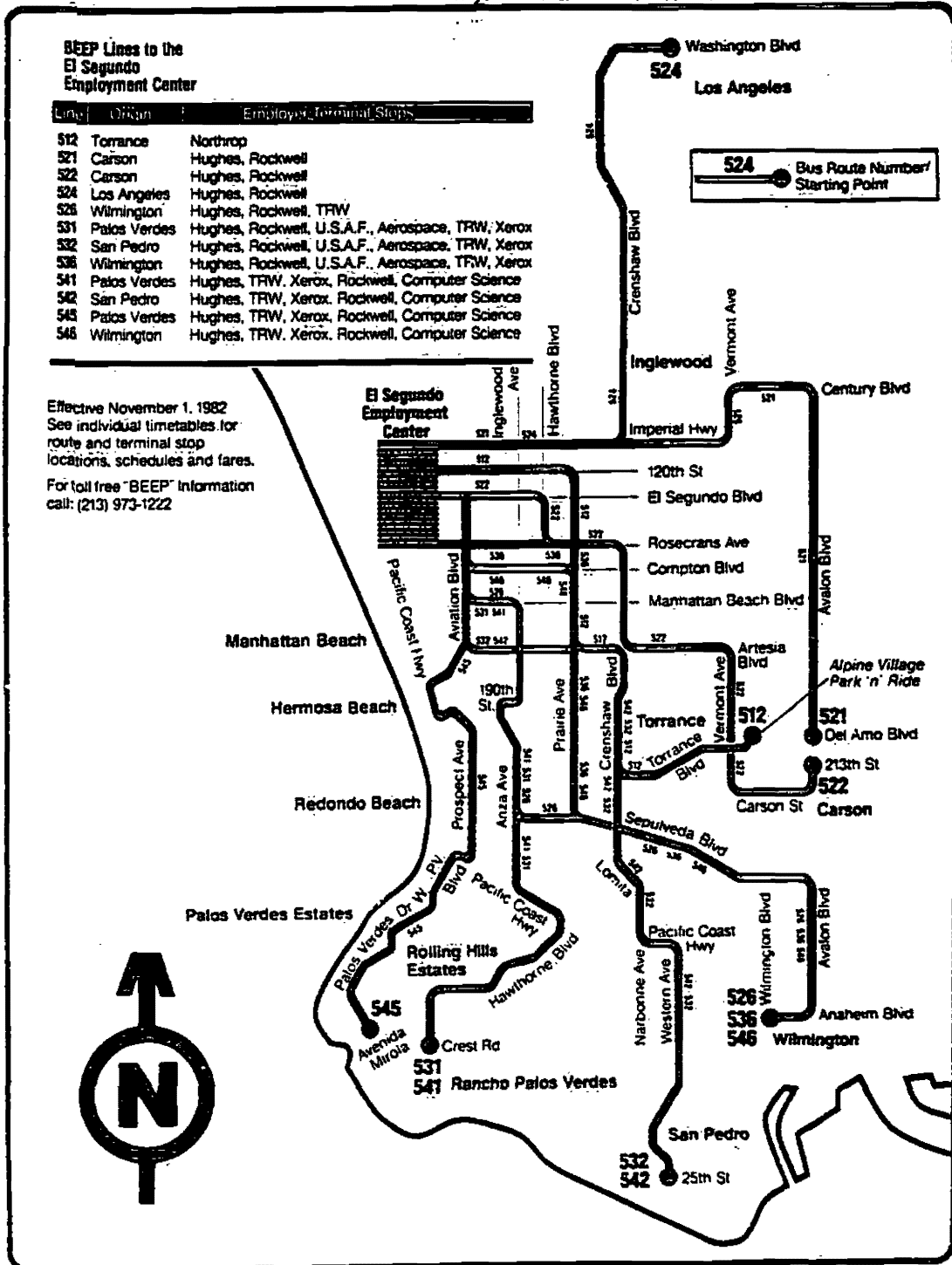
A recent marketing campaign was undertaken by the District and El Segundo area employers to attract new ridership. The District prepared special BEEP brochures, system maps, posters and timetables for public distribution. Also our Marketing staff has promoted BEEP by distributing this literature at various South Bay Shopping Centers and to major employers in the El Segundo area. However, it appears that marketing support provided by the El Segundo employers has been minimal. Staff believes that the level of employer support provided has been less than what is required to increase ridership to levels which would justify the continuation of this service.

ALTERNATIVE 1  
CURRENT BEEP SERVICE ROUTE MAP

BEEP Lines to the  
El Segundo  
Employment Center

Line	Origin	Employer Terminal Stops
512	Torrance	Northrop
521	Carson	Hughes, Rockwell
522	Carson	Hughes, Rockwell
524	Los Angeles	Hughes, Rockwell
526	Wilmington	Hughes, Rockwell, TRW
531	Palos Verdes	Hughes, Rockwell, U.S.A.F., Aerospace, TRW, Xerox
532	San Pedro	Hughes, Rockwell, U.S.A.F., Aerospace, TRW, Xerox
536	Wilmington	Hughes, Rockwell, U.S.A.F., Aerospace, TRW, Xerox
541	Palos Verdes	Hughes, TRW, Xerox, Rockwell, Computer Science
542	San Pedro	Hughes, TRW, Xerox, Rockwell, Computer Science
545	Palos Verdes	Hughes, TRW, Xerox, Rockwell, Computer Science
546	Wilmington	Hughes, TRW, Xerox, Rockwell, Computer Science

Effective November 1, 1982  
See individual timetables for  
route and terminal stop  
locations, schedules and fares.  
For toll free "BEEP" information  
call: (213) 973-1222



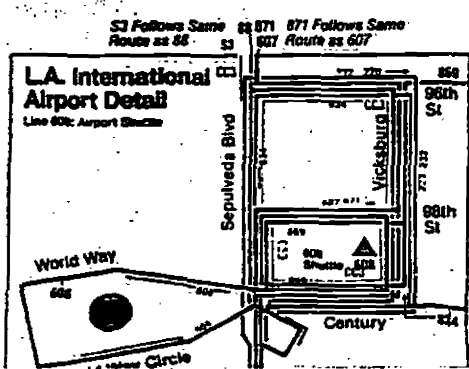
## BEEP SERVICE ALTERNATIVES

LINE NO.	LINE NAME	ALTERNATE SERVICE
512	Alpine Village- Torrance-Hawthorne- El Segundo	None
521	Carson-El Segundo	Lines 51,320,120,810
522	Carson-Hawthorne- El Segundo	Lines: Torrance #3 w/Transfer to 869 or 232
524	Los Angeles-El Segundo	Line 68, 207,209, 210, Transfer Lines 120, 124
526	Wilmington- Torrance-Redondo Beach-El Segundo	Direct service via portions of Line 232 Transfer Lines 869, Torrance #7
531	Rancho Palos Verdes-Torrance- Redondo Beach- El Segundo	Lines 813, 232,867, Direct service via Line 869
532	San Pedro-Lomita- Torrance-Redondo Beach-El Segundo	Lines 130, 232, 849, 869 - Torrance #5
536	Wilmington- Torrance-Lawndale- El Segundo	Line 124, 211, 232, 810, Torrance #7,5, Gardena #2
541	Rancho Palos Verdes-Torrance- Lawndale-El Segundo	Lines 813, 232, 867 Direct service via Line 869
542	San Pedro-Lomita- Torrance-El Segundo	Lines 130, 232, 849, 869, Torrance #5
545	Palos Verdes Estates-Redondo Beach, Hermosa Beach-El Segundo	Direct service via Line 225, 226
546	Wilmington- Torrance- Lawndale-El Segundo	Lines 124, 242, 810 Torrance #7, 5 Gardena #2

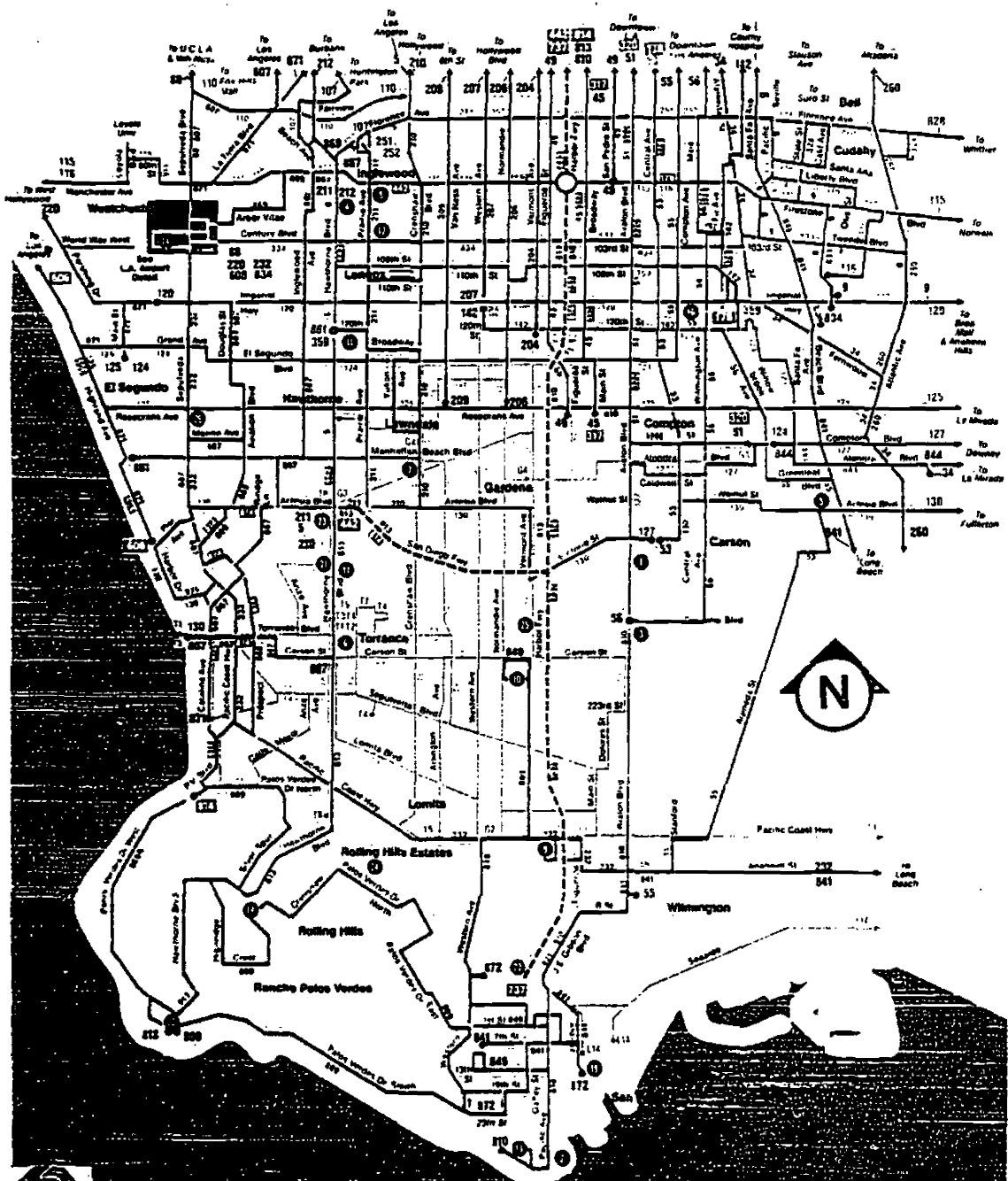
# Bus Routes

- Legend:**
- 100** The beginning or ending point of an RTD bus line.
  - 101** The beginning or ending point of an RTD bus line during peak rush hours.
  - 102** The number of a bus operating service during peak rush hours only.
  - 103** The number of a bus operating service during non-peak hours only.
  - 104** Lines operating during non-peak hours.
  - 105** Green numbers indicate express and peak hour services.
  - 106** Blue numbers indicate west to east RTD bus routes. For downtown service.
  - 107** Red numbers indicate south to north RTD bus routes. No downtown service.

- POINTS OF INTEREST**
- 1. Old State Courthouse Mile (51,127,130,810)
  - 2. Corvito Name Museum (810)
  - 3. Corvito Mile (5,66,810)
  - 4. Canoga Valley Hospital (5,71,442,574)
  - 5. Canoga College (5,13,13,810)
  - 6. Del Amo Fashion Square (813,867)
  - 7. El Camino College (7,10,861)
  - 8. Forum (16,16,276)
  - 9. Harbor College (237,846)
  - 10. Harbor General Hospital (849)
  - 11. Hawthorne Plaza (5,14,238,442,861)
  - 12. Hollywood Park Race Track (271,834)
  - 13. Roman Sewing Shop (810)
  - 14. Los Angeles Int'l Airport (68,208,221,232,607,834, 898,871)
  - 15. Monrovia (813,888)
  - 16. Martin Luther King Hospital (25,35,134)
  - 17. Old Towne Mall (813)
  - 18. Pomona Center (813,888)
  - 19. Port O'Call (872)
  - 20. Redondo Beach Fashion's Wheel (133,232,807,871)
  - 21. RTD Customer Service Center - Del Amo Fashion Square (813,867)
  - 22. San Pedro Park 'N' Ride Lot (737,810,841)
  - 23. South Bay Center (5,130,210,211,442,813,844)
  - 24. South Coast Botanical Gardens (868)
  - 25. Torrance Park 'N' Ride Lot (737)
  - 26. Manhattan Village (125,232,807)
- RTD line numbers providing service to points of interest are shown in parentheses.



## ATTACHMENT D SCTD AND MUNICIPAL ROUTES SERVING THE SOUTH BAY AREA



# South Bay Bus Routes

## Legend: Bus Routes and Numbering System

- The beginning or ending point of an RTD bus line.
- The beginning or ending point of an RTD bus line during peak rush hours.
- The number of a line providing service throughout the day.
- The number of a line providing service during peak rush hours only.
- Freeways.
- Line continues beyond map area.
- Green numbers indicate express and peak hour express service.
- Blue numbers indicate RTD bus lines.

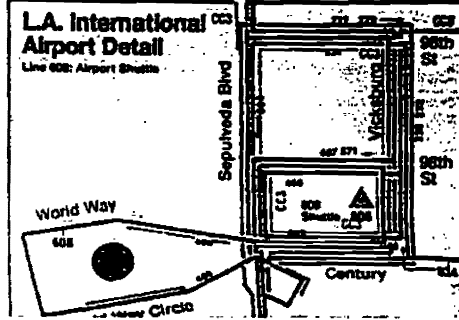
## POINTS OF INTEREST

- 1 Col State Dominguez Hills (53,127,531,810)
- 2 Cabrillo Marine Museum (610)
- 3 Carson Mall (5,58,810)
- 4 Centinela Valley Hospital (5,211,442,834)
- 5 Congdon College (65,230,847)
- 6 Del Amo Fashion Square (813,867)
- 7 El Camino College (210,861)
- 8 Forum (115,118,211)
- 9 Harbor College (232,849)
- 10 Harbor General Hospital (127)
- 11 Hawthorne Plaza (125,232,849)
- 12 Marineland (813,868)
- 13 Martin Luther King Hospital (65,58,120)
- 14 Old Towne Mall (612)
- 15 Pacifica Center (813,869)
- 16 Ports O'Call (672)
- 17 Redondo Beach Fleeter's Wharf (130,232,807,871)
- 18 RTD Customer Service Center - Del Amo Fashion Square (115,807)
- 19 San Pedro Park "N" Ride Lot (737,810,841)
- 20 South Bay Center (5,130,210,211,442,834,841)
- 21 South Coast Botanical Gardens (1024)
- 22 Torrance Park (115,118,211)

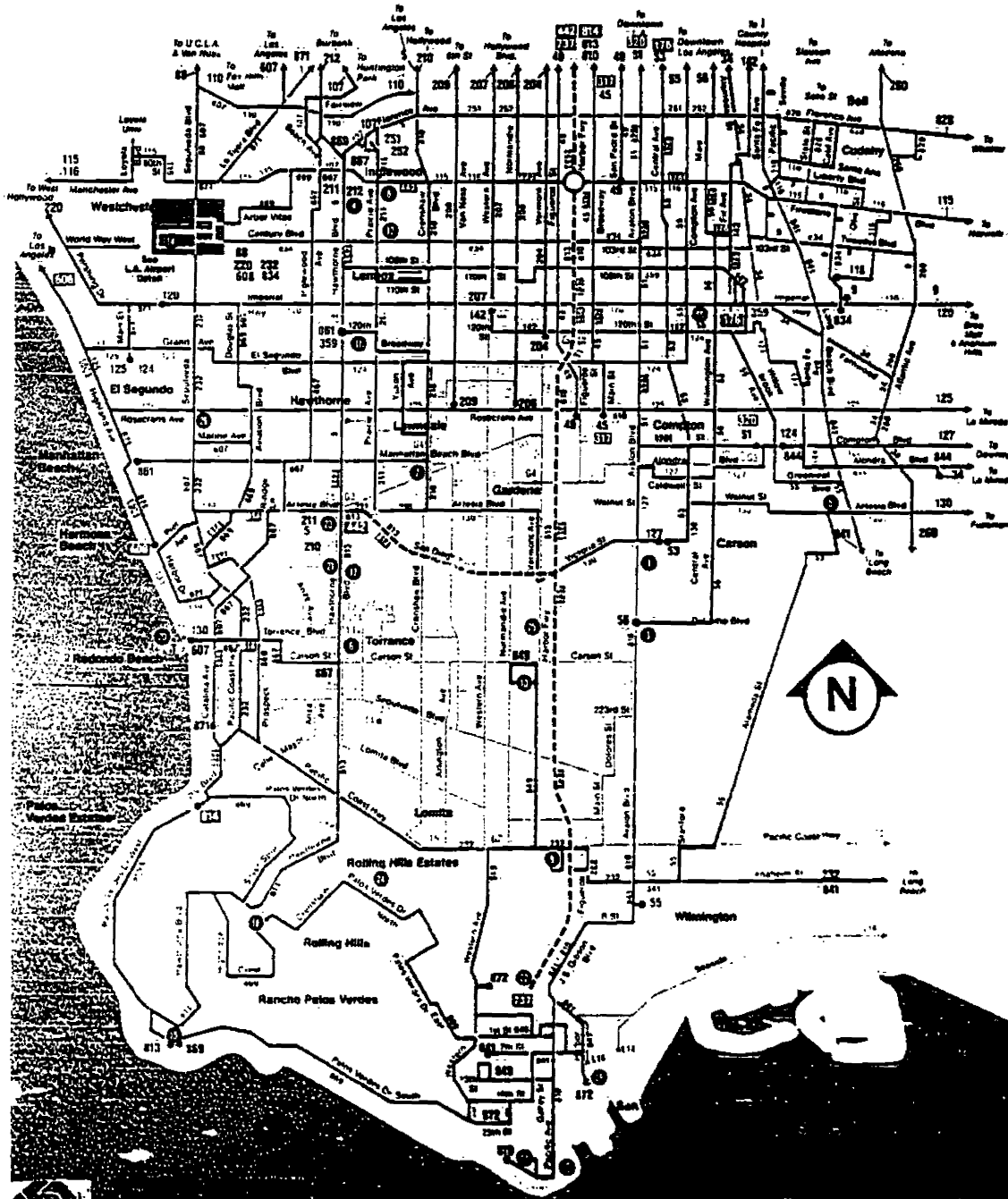
Map of L.A. Airport  
 200-272-6475, 647-6344, 647-6711

RTD line numbers providing service to points of interest are shown in parentheses.

S3 Follows Same Route as 68  
 S3 671 671 Follows Same Route as 607



## ATTACHMENT D SCRTPD AND MUNICIPAL ROUTES SERVING THE SOUTH BAY AREA



## Welcome Aboard

RTD has over 200 routes and 2500 buses — a public transit system designed to take you where you want to go.

This brochure contains a complete listing and map of RTD bus lines in your area, as well as important bus information for your convenience.

If you have any questions or need assistance, just visit your nearest RTD Customer Service Center or call the RTD number in your area.

## RTD Bus Line Numbers

RTD continues to renumber its bus routes in an easy-to-understand line numbering system, which reflects a countywide grid system of north/south or east/west bus lines. The system designates service as follows:

- 1 — 99 are local routes to/from Downtown Los Angeles
- 100 — 299 are local routes in other areas
- 300 — 399 are limited stops routes
- 400 — 499 are express routes to/from Downtown Los Angeles
- 500 — 599 are express routes in all other areas
- 600 — 699 are special service routes
- 700 — 799 are Park 'n' Ride routes

## General Bus Information

**REGULAR RTD SERVICES** include local lines that operate on city streets and Commuter User Lines that include Express, Park 'n' Ride and Limited Stop services that operate on a combination of city streets and freeways.

Priority bus lines are available free at Customer Service Centers or Thrifty Drug and Food Stores. If you are not sure which bus line to take, call the RTD telephone information center for starting points and where you want to go. Local information you need. Local information is also available at L.A. city and county offices.

**MONTHLY PASSES** make RTD a super travel bargain. Passes sold at 220 outlets, including Boys Markets, Community Check Cashing, Selected May Company Stores, Handy Payments, Gemco stores in L.A. County and Automobile Club of Southern California offices. You can buy a pass between the 25th of each month and the 10th of the following month.

FARE INFORMATION is available by writing, calling or visiting any RTD Customer Service Center. The fare will vary, depending on the distance and line you travel. If you're paying cash fare, please have your exact fare ready in coins. Hardly RTD tickets are also available as a convenience to patrons.

RTD drivers are not permitted to make change or accept dollar bills.

## For More Free Information

Write to RTD, Los Angeles, 90001. When asking for a timetable, please specify which line you want. You can also get any of these free bus service guides.

- |  |  |
|--|--|
| <input type="checkbox"/> Downtown Los Angeles      | <input type="checkbox"/> Crime Prevention                    |
| <input type="checkbox"/> East Los Angeles          | <input type="checkbox"/> RTD Directory of Pass Sales Outlets |
| <input type="checkbox"/> Mid Cities                | <input type="checkbox"/> RTD Fare Information                |
| <input type="checkbox"/> San Fernando Valley       | <input type="checkbox"/> RTD Fun and Sun Service             |
| <input type="checkbox"/> San Gabriel Valley        | <input type="checkbox"/> RTD to LAX                          |
| <input type="checkbox"/> South Bay                 | <input type="checkbox"/> RTD to Orange County                |
| <input type="checkbox"/> South Central Los Angeles | <input type="checkbox"/> RTD Monthly Pass Information        |
| <input type="checkbox"/> Western Los Angeles       | <input type="checkbox"/> A Guide for the New Bus Rider       |

## RTD Customer Service Centers

There are nine RTD Customer Service Centers, including:

South Bay  
Del Amo Fashion Center, #281  
Torrance  
Open Tuesday thru Friday  
11 a.m. - 7 p.m.  
Saturday 10 a.m. - 6 p.m.

California Mart  
1070 S. Main St., LA  
Open Monday thru Friday  
7 a.m. - 7 p.m.  
Saturday and Sunday  
10 a.m. - 6 p.m.

ARCO Plaza  
515 S. Flower St., LA  
Level B  
Open Monday thru Friday  
7:30 a.m. - 3:30 p.m.

Main Office  
425 S. Main St., LA  
Open Monday thru Friday  
8:00 a.m. - 4:30 p.m.

## RTD Telephone Information

The number for the South Bay area is (213) 973-1222. In the Long Beach area, call (213) 639-6800. The Lost and Found number is (213) 837-8920. Telephone information is open Monday through Friday, 6 a.m. to midnight; Saturday and Sunday, 6 a.m. to 6 p.m. It is closed all holidays EXCEPT New Year's Day.

## RTD Lines Serving South Bay

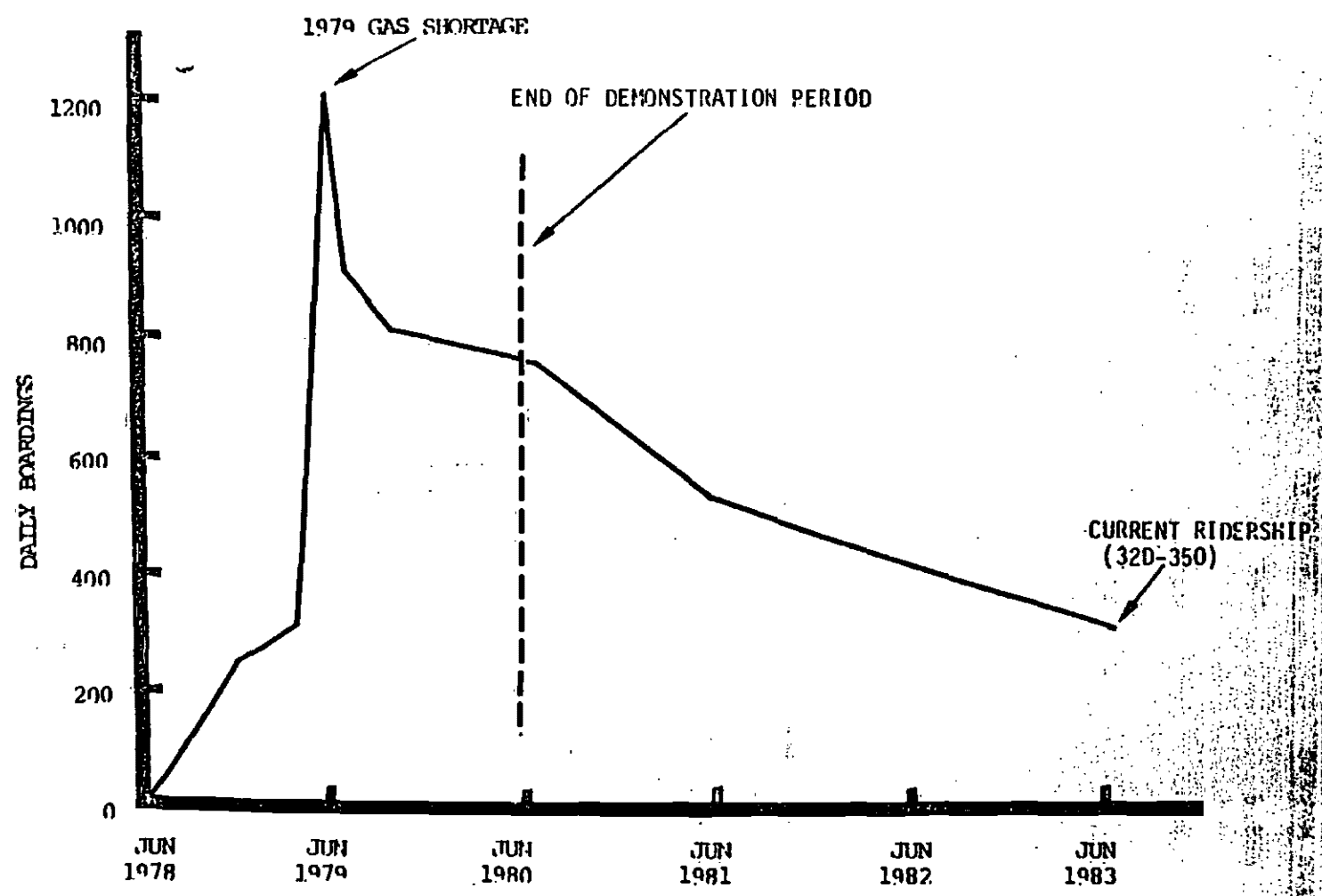
- \*5 Hawthorne/Union Station
- \*9 West Jefferson Blvd./Huntington Park/South Gate/Hollywood
- \*34 Los Angeles/Lynwood/Paramount
- \*45 Broadway
- \*49 San Pedro St./Maple Ave./South Figueroa St.
- \*51 Avalon Blvd./West Seventh St.
- \*53 Central Ave.
- \*55 Wilmington/Compton Ave.
- \*58 Carson/Wilmington Ave.
- \*88 Los Angeles International Airport/U.C.L.A./San Diego Freeway/Van Nuys Blvd. Express
- \*115 Manchester Ave./Firestone Blvd./Pioneer Blvd.
- \*116 Manchester Ave./Firestone Blvd./Imperial Highway
- \*120 Imperial Highway
- \*124 El Segundo Blvd./Santa Fe Ave.
- \*125 Rosecrans Ave.
- \*127 Compton Blvd./Bellflower Blvd.
- \*142 Lorene St./Huntington Park/120th St.
- \*178 Pacific Palisades/South Los Angeles Express
- \*204 Vermont Ave.
- \*206 Normandie Ave.
- \*207 Western Ave.
- \*209 Van Ness/Arlington Aves.
- \*210 Crenshaw Blvd./Vine St.
- \*211 Prairie Ave.
- \*212 Hollywood Way/La Brea Ave.
- \*220 Robertson Blvd./Cuver Blvd./LAX
- \*232 LAX/Long Beach
- \*251 Florence Ave./Soto St./Griffin Ave.
- \*252 Florence Ave./Soto St.
- \*260 Long Beach/Pasadena/Altadena via Atlantic Blvd.
- \*317 South Broadway/Downtown Los Angeles Limited
- \*320 Avalon Blvd./Downtown Los Angeles Limited
- \*359 108th St./Hawthorne Plaza
- \*442 Hawthorne/Union Station Express
- \*606 Cuver Blvd./Manhattan Beach Freeway Express
- \*607 Fox Hills/LAX/Redondo Beach Freeway Express
- \*608 LAX Shuttle
- \*737 San Pedro Park 'n' Ride
- \*810 Los Angeles/Carson/Wilmington/San Pedro Freeway Express
- \*813 Los Angeles/West Torrance/Finding Hills/Marineland Freeway Express
- \*814 Los Angeles/No. Torrance/Redondo Beach/Palos Verdes Freeway Express
- \*828 Manna Del Rey/Huntington Park/Whittier
- \*834 Century Blvd.
- \*841 Huntington Park/Long Beach/San Pedro
- \*844 Alondra Blvd.
- \*849 Harbor City/San Pedro
- \*851 Yukon Ave./Manhattan Beach Blvd.
- \*857 Inglewood Ave.
- \*869 Palos Verdes Peninsula/Redondo Beach/Aviation Blvd./Inglewood
- \*871 Los Angeles/Westchester/Redondo Beach
- \*872 San Pedro/Park Western Plaza/Barton Hill/Ports O' Call Village

♿ Accessible Bus Line

On the cover: Orky the Killer Whale. Photo courtesy of Hanna-Barbera's Muppet

RTD  
For

HISTORY OF BEEP RIDERSHIP



## PRODUCTIVITY COMPARISON OF DISTRICT SERVICES

<u>BOARDINGS</u>	<u>BEEP LINE 520 (12 RTES)</u>	<u>2 SELECTED SOUTH BAY EXPRESS LINES<sup>c</sup></u>	<u>5 SELECTED SOUTH BAY LOCAL LINES AVERAGE<sup>d</sup></u>	<u>SYSTEM AVERAGE<sup>e</sup></u>
TOTAL DAILY PER LINE	340	3034	997	5,805
PER REVENUE HOUR	12.1	25.5	21.5	55.3
PER REVENUE MILE	.64	1.3	1.5	3.52
RECOVERY PERCENT (M&H FORMULA)	10%	19%	15%	25%
<u>MILES &amp; HOURS<sup>a</sup> COST FORMULA</u>				
TOTAL COST/DAY /LINE	\$2,200.00	\$4,274.00	\$2,407.00	\$ -
SUBSIDY/BOARDING	\$5.82	\$2.29	\$2.05	\$ .71
COST/SCHEDULED VEHICLE/HOUR	\$58.90	\$60.20	\$52.72	\$55.00
<u>PULL OUTS &amp; HOURS<sup>b</sup> COST FORMULA</u>				
TOTAL COST/ DAY	\$3,091.00	\$3,891.00	\$2,390.00	\$ -
SUBSIDY/BOARDING	\$8.44	\$2.03	\$2.04	\$ .71
COST/SCHEDULED VEHICLE HOUR	\$82.65	\$54.65	\$53.34	\$55.00

a) Miles and Hours cost data acquired from "Operation Pay Analysis by Line" dated 2/18/83 and Cost Formula memo from J. Scatchard to G. Spivack dated 10/5/82.

b) Pull-Outs and Hours Cost - coefficients provided by Anne Huck 2/83.

c) Selected South Bay lines data are derived from operating statistics from Lines 813 and 814.

d) Selected South Bay lines data are derived from operating statistics from the following lines: 849, 851, 867, 859, 872.

e) System Average Cost obtained from "SCRTD Revenue and Expense Data" Planning Department. Pull-Outs and Hours figures from "Line Performance Trends, A Ranking List" dated 3/7/83.





John A. Dyer  
General Manager

May 20, 1983

TO: Board of Directors

FROM: John A. Dyer

SUBJECT: PUBLIC HEARING DATE FOR PROPOSED CANCELLATION OF THE BUS EXPRESS EMPLOYEE PROGRAM (BEEP), TO BE EFFECTIVE ON JULY 24, 1983.

RECOMMENDATION

It is recommended that the Board of Directors authorize the District Secretary to issue formal notice of a public hearing concerning staff's proposal to cancel the Bus Express Employee Program (BEEP) to be effective July 24, 1983. The suggested date for the public hearing is Thursday, June 30, 1983.

BACKGROUND

BEEP is a 12-route commuter bus system which operates from various locations in the South Bay directly to the El Segundo Employment Center. Effective July 24, staff proposes to cancel beep due to low ridership. The cancellation of BEEP is recommended as a productivity measure. This action would permit the seven (7) buses, currently assigned to BEEP, to be operated on more productive lines where additional service is warranted due to increased ridership. A separate report to the Board of Directors dated May 19, 1983, provided additional information concerning the recommended cancellation of the BEEP service.

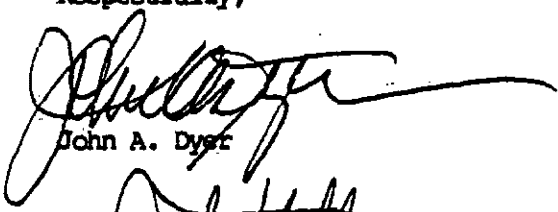
According to section 5(i) (3) of the Urban Mass Transportation Act of 1964, as amended a public hearing is required for substantial service changes. The proposed cancellation of BEEP meets these guidelines and therefore must undergo a public hearing before service can be cancelled. Further, the Board is required to consider public opinion relative to the social, economic and environmental impacts of the proposed cancellation.

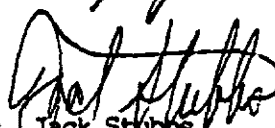
Board of Directors  
Page -2-

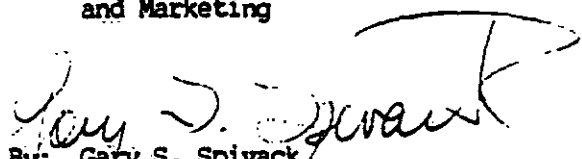
Staff has prepared the attached Notice of Public Hearing which describes these proposed changes.

- Following the proposed June 30 public hearing, it is proposed that the Board at its July 14 meeting consider the staff responses to all public comments received through June 30. If the Board concurs with the staff recommendations at the July 14 meeting, the staff recommends that the BECP service be cancelled effective July 24.

Respectfully,

  
John A. Dyer

  
By: Jack Stubbs  
Acting Manager of Planning  
and Marketing

  
By: Gary S. Spivack  
Director of Planning

Attachment

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

NOTICE OF PUBLIC HEARING

Notice is hereby given that a Public Hearing will be held by the Board of Directors of the Southern California Rapid Transit District (SCRTD) at the SCRTD Administration Building, 425 South Main Street, Los Angeles, California on June 30, 1983.

The purpose of the hearing is to receive public comment on the proposed cancellation of the District's Bus Express Employee Program (BEEP). BEEP service consists of 12 separate routes which provide home-to-work commuter service from South Bay communities to the El Segundo Employment Center. The Employment Center is located between Sepulveda and Aviation Boulevards and Imperial Highway and Rosecrans Avenue. According to Section 5(1) (3) of the Urban Mass Transportation Act of 1964, as amended, a public hearing is required for substantial service changes. The proposed cancellation of BEEP meets these guidelines and therefore must undergo a public hearing before service can be cancelled.

Concerned citizens are invited to attend and present oral or written testimony to the Board of Directors concerning the social, economic, and environmental impacts the proposed service changes may generate.

At a date subsequent to the hearing, the Board of Directors may approve all or a portion of the proposals under consideration, including any alternatives developed from public comments. If approved, changes will be implemented on July 24, 1983.

The specific BEEP lines to be considered for cancellation are as follows:

<u>Line</u>	<u>Line Name</u>
512	Alpine Village - Torrance - Hawthorne - El Segundo
521	Carson - El Segundo
522	Carson - Hawthorne - El Segundo
524	Los Angeles - El Segundo
526	Wilmington - Torrance - Redondo Beach - El Segundo
531	Rancho Palos Verdes - Torrance - Redondo

- 532 San Pedro - Lomita - Torrance - Redondo  
Beach - El Segundo
- 536 Wilmington - Torrance - Lawndale - El  
Segundo
- 541 Rancho Palos Verdes - Torrance -  
Lawndale - El Segundo
- 542 San Pedro - Lomita - Torrance - El  
Segundo
- 545 Palos Verdes Estates - Redondo Beach -  
Hermosa Beach - El Segundo
- 546 Wilmington - Torrance - Lawndale - El  
Segundo

If you are unable to attend the public hearing, written testimony will be accepted through June 30, 1983, the close of the public record. Address correspondence to:

Office of the Secretary  
Southern California Rapid Transit District  
425 South Main Street  
Los Angeles, CA 90013  
ATTN: BEEP Service Cancellation

Southern California Rapid Transit  
District

By: Michael Lewis  
President

Dated: -----

Attachment