



John A. Dyer
General Manager

HE 5020
-J5 DRS

1983

April 28, 1983

TO: Board of Directors
FROM: John A. Dyer
SUBJECT: Analysis of Jitney Operations in Los Angeles

The Committee of the Whole requested staff to prepare a report describing Jitney operations in Los Angeles. Staff has been compiling information on the Express Transit District (ETD) since that time and has included it as part of this report. The report encompasses the subject of jitneys describing their histories, regulations, operations in other cities, and the recent applications by two carriers for the provision of jitney service in Los Angeles. Of the two applications approved for operation, only one carrier actually provided service.

Since the collection of data, the ETD ceased operations in early April. It appears that the PUC will consider revocation of both certificates in the near future.

This report is presented to you for your information.

Respectfully,

A large, cursive handwritten signature of John A. Dyer, written in dark ink over a light background.

John A. Dyer

A cursive handwritten signature of Jack Stubbs, written in dark ink.

By: Jack Stubbs
Acting Manager of Planning
and Marketing

A cursive handwritten signature of Gary S. Spivack, written in dark ink.

By: Gary S. Spivack
Director of Planning

Attachment

ANALYSIS OF JITNEY OPERATION IN LOS ANGELES

Southern California Rapid Transit District

Planning Department

April 1983

APR 19 1983

TABLE OF CONTENTS

	Page
INTRODUCTION	1
HISTORY	2
Jitneys in the United States	2
Jitneys in Los Angeles	2
Regulations of Jitneys	3
Labor Force and Ownership	4
Vehicles and Equipment	4
Rider Profile	5
Financing	5
THE CURRENT LOS ANGELES JITNEYS	5
Express Transit District	6
Maxi Taxi	7
PUC Hearing	8
Court Opinion	11
ANALYSIS OF ETD SERVICE	13
Observed Service Characteristics	13
Effects of Proposition A on ETD Fares	16
Impact on RTD Operations	17
DISTRICT POLICY ON JITNEY USES IN LOS ANGELES	19
REFERENCES USED	20
APPENDIX	
Summary of Jitney and Other Shared Taxi Services in the United States	I
Headway Comparison - RTD and ETD	II
Duplication of District Service (ETD & MT)	III
Express Transit District Proposed Budget	IV
Proposition 4 (1917)	V
Proposition 1 (1935)	VI
Newspaper Articles on ETD	VII

JITNEYS IN LOS ANGELES

INTRODUCTION

Los Angeles was the birthplace of the jitney. On July 1, 1914, Mr. L. P. Draper picked up passengers in his Model T, charged them a nickel and started what is known as "the jitney". A year later this mode of transportation had spread across the nation and was a threat to the survival of many street railway companies. By 1918 only a handful of cities had not regulated them out of business. Only San Francisco and Atlantic City have had continuous jitney service since 1915. Jitneys have since appeared both legally and illegally in numerous cities throughout the country.

DEFINITION

The difference between jitneys, taxis, and mass transit vehicles is difficult to define. The term "jitney" was first applied generically to a type of transportation which spread rapidly through the urban areas of the United States after 1914, but differed in many details from place to place. The word, "jitney" is a colloquialism for the word "nickel", the original fare charged.

PURPOSE

The purpose of this report is to provide a basic knowledge about jitneys. The report is divided into a number of sections starting with a brief history on jitneys in the United States and locally in Los Angeles. Following is a description of jitney services operating presently in the United States focusing on San Francisco. The next section reviews the two applications which applied for operating permits in Los Angeles in 1982. Following is a review of the hearings before the Public Utilities Commission in May 1982. Next is an analysis of the operations of the Express Transit District, the present jitney operator in Los Angeles, along with a comparison of what they proposed before the Public Utilities Commission and their actual operations six months later. Concluding is the District's policy on jitney service in Los Angeles.

HISTORY

Jitneys in the United States

The jitney concept is customarily said to date from July 1, 1914 when L.P. Draper of Los Angeles picked up a passenger in his Ford Model T touring car, took him a short distance and accepted a nickel as fare payment.¹ The concept spread quickly. On December 1, 1914, six jitneys were in service in San Francisco. Early in 1915, they appeared in the cities with mild climates in the west and southwest. For example, Dallas had no jitneys at all on January 1, 1915, but 259 in operation on March 22.² Seattle had 518 jitneys carrying 49,000 passengers per day by mid-1915.³ Jitneys also spread to the east. Their appearance in Portland, Maine, in March of 1915, was interpreted as demonstrating that the concept had swept the nation. The peak number of jitneys in the country was estimated at 62,000, probably about May of 1915.⁴ Within a short period of time they were diverting as much as 50 percent of the peak hour streetcar passengers. In 1917 there were approximately 1,400 vehicles operating over every major thoroughfare in San Francisco. Principally because of political pressure from the street railways, and the transit industry as a whole, operators reacted by obtaining legislation that regulated most jitneys out of existence.

Jitneys in Los Angeles

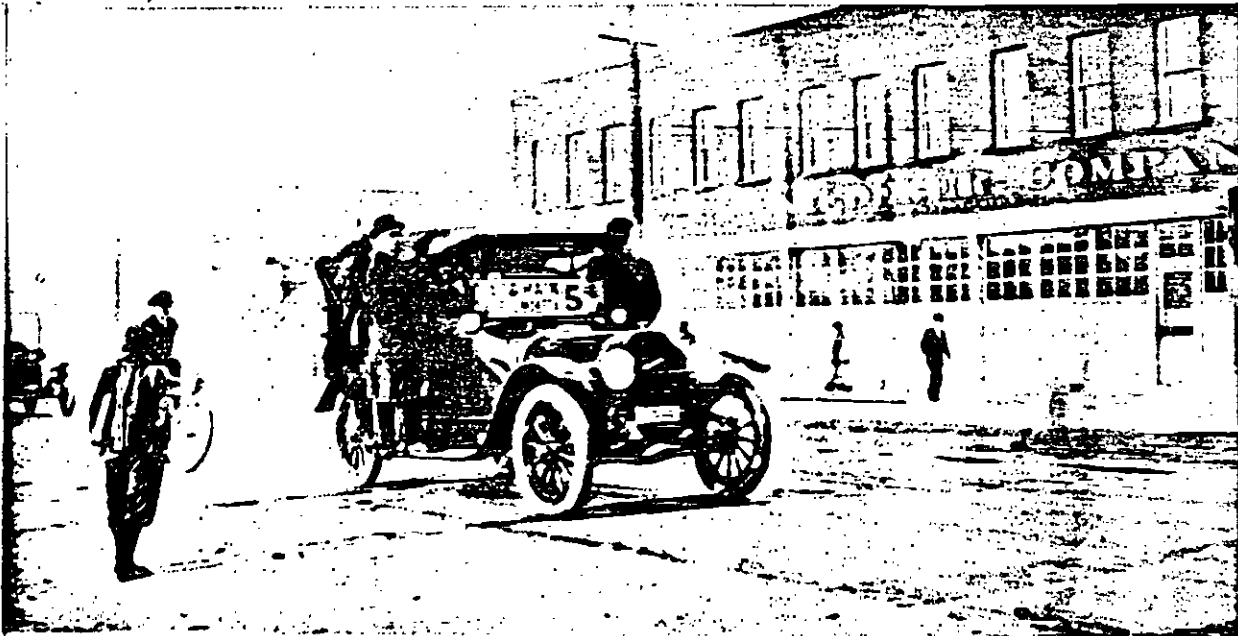
Jitneys first appeared in Los Angeles on July 1, 1914. Mr. Draper ascertained that his action was legal under ordinances of Los Angeles, as long as he or anyone else possessed a chauffeur's license. Few people followed at first, but with the depression which followed the outbreak of World War I, jitney operations became more attractive. The Electric Railway Journal, trade paper of the street railways, first took notice of the movement on November 28, 1914, when it reported "an enormous increase in the number of privately-owned automobiles that solicit fares at 5-cents."⁵ The movement grew quickly; on December 12 the Journal reported that Los Angeles Police Department had issued 1,520 chauffeur's licenses in 1914 through December 1st, but 60 alone on December 2nd.

The jitneys only ran on streets where streetcar service was provided. Their method was to enter the field after the streetcar lines had built up enough business along a certain street. Their method of operation was to park at a streetcar stop during rush hours and fill their cars with passengers who were waiting for the streetcar. Then they would drive non-stop to downtown to deliver their passengers in much less time than the streetcar. This practice attracted new business and kept steady riders. The jitney drivers crowded as many as ten passengers into their automobiles. It was said that observation of passengers were seen riding on the running boards, spare tires

Los Angeles 1915



Jitney Attack in Full Swing as Photographed at About 5 P. M.
at Eleventh and Main Streets, Los Angeles



Three Men on a Jitney Running Board Built for None

furnish service after he has taken out a license to do so or that he shall make any certain number of trips during a day.

Although 302 were operating at various times on Aug. 16, computing the total time operated by all machines and allowing ten hours for a day's work reduces the number to 265. On that date the trips made by the various machines were as follows: Eight machines made one trip; seventeen machines made two trips; fourteen machines made three trips; thirteen made four trips; twenty-four made five trips; twenty-two made six trips; twenty-four made seven trips; twenty-six made eight trips; thirty-seven made nine trips; thirty-seven made ten trips; twenty-seven made eleven trips; nineteen made twelve trips; fifteen made thirteen trips; five made fourteen trips; eight made fifteen trips; two made sixteen trips; three

made seventeen trips; one made eighteen trips; total, 302 machines.

All recent checks show the income per jitney has increased from \$1.50 to \$2 per day, varying on the different lines. This is brought about by the decrease in numbers and favorable weather.

Bear in mind that prior to July 1 only the law of "jitney eat jitney" was in effect. The jitney was free to go where it pleased, to alter the length of its run at will, to furnish no bond and to pay no taxes whatever, except a fee of \$2.50 per month. At the same time the paved streets of Los Angeles offered no physical hindrance leading to extraordinary tire wear or maintenance.

It follows, then, that with everything in its favor the 5-cent automobile can injure but not succeed the electric railway as the chief means of city transportation.



Where the Jitneys Come From. Significant Signs at the Open-Air Market on Main Street, Los Angeles

and tops of cars. There were few regulations on jitneys at first, and they were rarely enforced.

By 1917, the growth of the jitney had become a serious threat to the streetcar industry. The Los Angeles Railway was losing \$600.00 per day in revenue, and had to lay off 84 motormen and conductors; 21 cars were withdrawn from six lines. The railways had substantially invested in building up a complete transportation system for Los Angeles. Jitneys could not operate profitably unless the streetcar lines were operating to attract business; the streetcar lines could not operate profitably with the jitneys making strong inroads into their market.

Early in 1917, an organization known as the Co-operative Association of Los Angeles Railway Employees, began a petition drive to put a proposition on the ballot regulating jitneys. To put the measure on the ballot, 4,800 bona-fide signatures were needed. With additional help from Pacific Electric Railway employees, over 65,000 signatures were collected. On Tuesday, June 5th, the election was held in the City of Los Angeles. The citizens sided with the railways passing the ordinance with a vote of 52,449 (yes) to 42,578 (no). Within a year, jitneys had entirely disappeared from Los Angeles.

In 1935, a group known as the Amalgamated Association sponsored a petition drive to repeal the 1917 "Jitney Bus Ordinance". The group consisted mainly of unemployed railway workers and their families. 53,740 bona-fide signatures were collected placing the measure on the May 7, 1935 ballot. Proposition One, known as the "Jitney Bus Ordinance" lost in the polls with a final vote of 101,896 (yes) to 160,858 (no), keeping the 1917 Ordinance.

In 1974, two new jitney systems were attempted. These two systems differed from the normally established jitney operations because of the type of vehicle used. The first was a taxi based system which deployed five-passenger taxi vehicles, painted differently to distinguish them from taxis. It was operated by Yellow Cab during the 1974 strike by SCRTD operators. The second was a bus operation which used a 19-passenger bus. The taxi company leased vehicles for \$30.00 per day to drivers who kept all of the generated receipts over that amount. The owner of the bus-based system drove the bus himself. Both were regulated by local authority, the City Board of Public Utilities and Transportation. Both systems were in operation for less than two months, ceasing operation before resumption of District service.

Regulations of Jitneys

To try and control the increasing number of jitneys, many cities established regulations as early as the Fall of 1915. With the active support of the streetcar companies, the transit industry

and some labor unions, legislation was passed regulating jitneys. Cities across the country passed numerous kinds of regulations on jitney owners such as expensive license fees, liability bonds, minimum hours of operation, length of routes, streets of operation, and extensive safety regulations. By 1917 most jitneys were effectively regulated out of business.

In Atlantic City, jitneys are regulated by the City Department of Revenue and Finance which prescribes the fare, the route, and general mode of operation. The number of operating licenses is limited to 190. These are reissued each year for \$85.00 to the previous holder, unless they are disqualified because of a poor driving record, safety or service performance. These franchises may also be traded privately.

San Francisco jitneys are not regulated by the California Public Utilities Commission but by the City/County Board of Supervisors, operating through the San Francisco Commissioner of Police. Owner-drivers pay an annual license fee of \$59.00 (owner) and \$11.00 (driver) to the police department. Filing fees for the first time applications are \$105.00 (owner) and \$52.00 (driver). The Police Code limits the number of licenses permitted to no more than 700 (Section 1092) but in practice the number of licenses has been limited to vehicles being operated, which is presently 38. Unlike Atlantic City, the right to sell a license to another private party has been eliminated. During the late seventies the San Francisco Commission eliminated the practice of license swapping for a profit, thus reducing the number of licenses from 120 to 38.

In several cities around the United States, jitney operations were declared illegal many years ago, however, this type of operation continues to operate with or without official city knowledge. Due to the cities' lack of enforcement, the operators keep a low profile so not to cause the city to be forced into acknowledging the situation. This type of operation has been reported in such cities as Chicago, Pittsburg, Miami, and Baton Rouge.

Labor Force and Ownership

Traditionally, the jitney industry has been owner-driver oriented. Drivers worked full-time or part-time as they saw fit, providing they kept within established hours of service. The industry has been loosely organized with local voluntary associations that performed certain cooperative functions for the independent owner-drivers.

Vehicles and Equipment

Throughout the years, vehicles used for jitney service have ranged from passenger cars, to old cabs with jump seats, to

SAN FRANCISCO'S JITNEY ROUTE SYSTEM



PACIFIC OCEAN



CIVIC CENTER

3rd. AVE.

MISSION STREET

SAN FRANCISCO CITY/COUNTY
SAN MATEO COUNTY

 MISSION STREET (35 vehicles operating)

 3rd. AVENUE (3 vehicles operating)

former airport limousines. More recently, small buses and vans have been used, much like the types used by rent-a-car companies to transport their customers around major airports.

In Atlantic City, 80% of the vehicles are International Harvester Metro buses with 10 forward facing seats. In San Francisco, almost all are Dodge Vans with 12 seats either facing forward or facing inward.

Rider Profile

Riders of jitneys are not easily categorized. In San Francisco there are two primary groups. Middle and upper income commuters are found in the CBD, whereas, Spanish speaking immigrants from Latin America are found in the Mission District. In Atlantic City, on the other hand, ridership is mostly made up of tourists. In cities with known illegal jitneys, most riders are mainly found in low income minority neighborhoods, such as Scotlandville in Baton Rouge, the Hill district in Pittsburg, and Kings Drive in Chicago.

Financing

In the past, the majority of jitneys were owner-operated and their financing was very simple. Basically, if you had a car and could afford gas, you were in business. As cities began regulating the industry, financing became more difficult. With the increasing costs, licenses, liability bonds and taxes, most part-time operators were forced out of business. Full-time operators tried to group together in associations, but most failed to carry much political clout. By 1917, the cost of running a jitney because of newly imposed regulations was higher than the profits brought in; jitney operators vanished as quickly as they appeared.

Financing has changed with the times and today financing is more sophisticated. In both San Francisco and Atlantic City, the jitney owners are the operators and the only financing they need to provide is for their vehicle, maintenance costs, insurance and a yearly registration fee. In Los Angeles, the two companies which applied for operation rights in 1982 have more elaborate financial statements which are discussed further in Section V.

THE CURRENT LOS ANGELES JITNEYS

Two jitney companies were proposed by private parties during 1982, prompted by the District's consideration of service reductions and/or increased fares.

Express Transit District

Background

Express Transit District (ETD) is owned by three brothers, Francisco, Manuel and Aurelio Mendinilla. Their experience varies as follows, Aurelio Mendinilla is self-employed and the owner of a printing factory "M-ART-DISTRIBUTORS", for fifteen years. Francisco Mendinilla has at least eight years of experience in management of local business, and Manuel Mendinilla has been a taxi driver for twelve years, owning several cabs in recent years.

Financial Statement

In the testimony submitted April 22, 1982 to the Court, their financial statement showed assets of \$512,850, liabilities of \$134,000, with \$373,850 worth of capital. Forty investors were willing and able to invest \$10,000 a piece to ETD in January 1982. These investors would be paid a salary of \$420 per month for driving. The annual company profits would be divided up between the 40 investor/drivers.

The submitted budget for operation is based on 2,759,400 passengers a year. This number was arrived at by the formula found in the Appendix Figure IV.

Proposed Operation

On August 18, 1982, ETD filed Application, #A60854 for authority to operate a passenger stage corporation, "Jitney". Their first application proposed the following:

- Service seven day per week
- Service from 5 A.M. to 9 A.M.
- Service from 2 P.M. to 6 P.M.
- Operate ten - 10-12 passenger minibuses
- Operate nine routes within Los Angeles County
- Fares would be \$1.00 for adults

Section XII of the PUC application states: "Our main goal is to create jobs for the minorities and also be of service to the elderly and handicapped communities; all of our services to these communities will be FREE of charge".

Between their first application and the public hearing on May 4, 1982, ETD amended their application three times.

Their first amended application emphasized the following points:

1. To create a faster and more reliable service than the one now in operation, cutting traveling time in half.
2. To take as many cars off the highways as possible.
3. To create jobs for the minorities and provide FREE TRANSPORTATION to the elderly and handicapped communities.

The second amended application, submitted February 27, 1982, included the following changes:

1. The fleet size was increased from 10 buses to 16.
2. "To provide with FREE transportation to the ELDERLY and HANDICAPPED without any cost to the City or State of California."

The third amended application, submitted March 20, 1982, proposed to charge \$.50 for Elderly & Handicapped persons.

MAXI TAXI COMPANY

Background

Maxi Taxi Company (MT), was organized by three individuals, Igor Greenberg, Yougeny Osherowich, and Boris Gorbis. Their experience in providing such a service is as follows: Mr. Gorbis obtained his education in engineering at Odessa Institute of Technology in the U.S.S.R. and a law degree at the University of California, Berkeley, in 1980. He has been an attorney since 1980, recently opening his own practice. Mr. Greenberg is a graduate of the Engineering Construction Institute in Odessa where he studied Automotive Services and is recently a graduate of the United Business College in Los Angeles. Presently he is the owner of Van Nuys Car Care Center. Mr. Osherowich is a graduate of the Auto Transportation Institute in Odessa and recently a graduate of Exxon Training School of Management. Presently he is the owner and operator of a United Independent Taxi as well as being employed at the Van Nuys Car Care Center.

Financial Statement

In the testimony submitted February 26, 1982 to the Public Utilities Commission, the financial statement showed assets of \$680,00.00, liabilities of \$175,000.00, with \$505,000.00 worth of capital. No outside investors are involved. No budget was submitted with their application or testimony.

Proposal

On February 26, 1982 Messrs. Greenberg, Osherowich and Gorbis filed Application #820268 for authority to operate a passenger stage corporation. Their proposal was to provide the following services:

- Service provided seven days per week
- Service all day from 6:30 AM - 8:30 PM
- Operate 13 routes within Los Angeles County
- Fare of \$2.00 (promotional fare of \$1.00) one-way
- 15 to 30 - 12-15 passenger minibuses with future expansion of up to 60 vehicles

In the Section "Public Convenience and Necessity" the following statements were made:

- The proposed system of interfacing routes shall contribute to an optimal supply of transportation in Los Angeles County.
- Other intended benefits to the public of Los Angeles include energy conservation due to operation of one energy efficient vehicle in place of several private cars, reduction of environmental pollution, including reduction in noise levels, and alleviation of traffic problems on the busiest arteries of our cities.

PUC HEARINGS

Between May 4, 1982 and May 10, 1982, applications for both ETD and MT were heard before Administrative Law Judge, The Honorable Allison Colgan in Los Angeles. At the Hearing, testimony was given for approving the applications of ETD and MT by the following individuals:

Francisco Mendinilla	of ETD
Boris Garbis	of MT
Yougny Osherowich	of MT
Igor Greenberg	of MT
Dr. Roger Teal	supporter for MT
Victor Weisser	PUC Staff
Vahak Petrossian	PUC Staff

Testimony opposing either or both applications was given by:

Joe Lyle	for SCRTD
J. R. Hutchison	for City of Santa Monica
Warren L. Spry	for City of Culver City
Serop Der Boghossian	for City of Beverly Hills

Testimony supporting ETD's position was given by owner Francisco Mendinilla whose main points for approving their application were:

- "The persons ETD seeks are not making use of the SCRTD services but, instead, are driving their own cars."
- "ETD fares would be higher than those charged by SCRTD, the fares might be lower than downtown parking and auto maintenance."
- "The attraction of ETD jitneys would be guaranteed seating, shorter "headways" (Lag time) between buses."
- "Freedom from perceived risk of experiencing vandalism, crime, and abuse."
- "ETD is financially stable, with 40 individuals claiming to be willing and able to invest \$10,000 each in ETD."
- "All drivers would be investors and need to adhere to ETD's work rules outlined in their application."

Testimony supporting MAXI TAXI's position was given by all three owners. The major points given in their testimony for approving their application were:

- "MT intends to appeal mostly to those who drive their cars on short run and in regular commute."
- "Private minibus service can contribute to the efficiency of mass transportation systems by alleviating peak demands on the system."
- "MT's benefits would be flexibility, demand-oriented frequency, time saved resulting from higher speeds, easier accessibility, freedom from perceived risks of personal safety, great comfort, courtesy of drivers and cleanliness."
- "MT is financially stable with assets of \$680,000."

Along with the applicants, Dr. Roger Teal of the University of California at Irvine gave testimony in favor of MT's application as well. His testimony was based on a survey MT took of 300 bus riders. Dr. Teal said "If MT were allowed to operate it could provide a total annual subsidy savings for these four SCRTD routes of approximately \$275,000 to \$550,000."

The position of the transit providers involved, SCRTD, City of Culver City, and City of Santa Monica was to not approve either application. The City of Beverly Hills was also opposed to both applications. The District's position was given by Senior Planner Joe Lyle. Major points made in his testimony to not approve either applications were:

- "The routes of these applicants are similar or identical to the District's routes."
- "The applicants' service will skim patronage and revenues."
- "The number of people presently using public transit is not increasing, but rather has stabilized."
- "SCRTD provides adequate levels of service 24 hours a day over most of these routes."
- "The institution of these new services would create delays for SCRTD passengers and buses due to joint bus stop use."
- "MT's lack of scheduling could result in swarming, causing serious driving hazards and severe traffic congestion."
- "The jitneys would merely be interspersed between District vehicles interfering with them and picking up SCRTD passengers."

The position of J. R. Hutchison, Director of Transportation for the City of Santa Monica followed along the same arguments presented by Mr. Lyle. He further added, "In Santa Monica's situation MT's routes DD duplicated 64% of Santa Monica Municipal Bus Lines (SMMBL) Route 2 and MT's route RR duplicates 81% of SMMBL's Route 3." Also that "These are two of SMMBL's strongest routes."

The position of Warren Spry, Director of Municipal Services for the City of Culver City, followed along the same lines as both Mr. Lyle of SCRTD and Mr. Hutchinson of Santa Monica. He added that "100% of MT's route KK duplicated Culver City Municipal Bus Lines (CCMBL) Route 1." He did concede that it would be difficult to estimate the impact of MT's Route KK on Route 1 due to the fare difference, CCMBL's 35¢, and MT's \$2.00.

The position of Serop Der Boghossian, Director of Transportation for the City of Beverly Hills was opposed to both applications.

The PUC staff's position was to support both applications. On behalf of its position, staff presented the testimony of Victor Weisser, Director of Transportation Division and Vahak Petrossian, Senior Transportation Engineer. Staff's other testimony favoring both applications were as follows:

- "Jitneys of this sort are presently operating in San Francisco and San Diego."
- "Use of service such as that proposed by applicants will help alleviate the increasingly difficult task of financing peak demand for public transportation."
- "These operations would not result in skimming the cream from SCRTD, but rather would be skimming the deficit by reducing capital investments in vehicles and related maintenance support facilities and equipment and labor from peak period demands."
- "Staff should conduct an assessment of the services impact during the first year and instigate action for modification before the Commission if that seems indicated by the assessment."
- "The establishment of new or additional transportation service generates its own passengers."

COURT OPINION

On July 21, 1982, the Court Decision #82-07-084 was issued. In this Opinion, the court believed the applicants met their burden of proof on each of the two PU Code Sections needed (PU Code Sections 1031 and 1032) to be considered. The Court's decision was made after hearing five days of testimony from numerous individuals on both sides. In its opinion, the Court concluded:

"We may deny an application for service which overlaps that of an existing publicly operated transit provider where it is demonstrated that the interests of any segment of the public, particularly transit-dependent individuals such as the poor, handicapped and elderly, will be adversely affected."

In the section, Findings of Fact, eight facts were pointed out; they are as follows:

1. Each applicant proposes to operate a jitney service using 15-passenger minibuses over various routes (set forth in Appendixes PSC-1200 and PSC-1239) in Los Angeles County.
2. ETD proposes to stop only at authorized bus stops; MT proposes to stop at any "safe and permissible" location where requested.
3. ETD proposes to use two-way radio communication between its drivers and home base; MT proposes to rely on beepers carried by its drivers and management combined with the use of public telephones.

4. The proposed jitney services materially differ from existing public transit service in that service will be more frequent, with less crowding and offer the convenience of drivers who will make change.
5. The proposed jitney services will complement rather than displace existing public transit service.
6. Applicants possess the financial ability and experience to initiate and operate the jitney services they propose.
7. The proposed jitney services will ease overcrowding on other transit services during peak periods of use.
8. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

The Court granted ETD and MT the rights to operate on every route they requested. Although both companies seemed very concerned that RTD and other transit providers would have to cut back on service, stranding people, neither ETD or MT asked for any routes that would be cut back on or discontinued. Both companies only requested and received operating authority over the District's strongest routes.

Since the date of authorization by the Court, ETD began operations August 21, 1982, and MT has yet to start operations. The routes authorized for each company are listed below:

ETD

Route No.	Route
1	Washington Boulevard/Vermont Avenue to Santa Monica Boulevard/Doheny Drive
2	Sunset Boulevard/Broadway to Melrose Avenue/Doheny Drive
3	First Street/Broadway to Santa Monica Boulevard/Doheny Drive
4	Temple Street/Broadway to Melrose Avenue/La Cienega Boulevard
5	First Street/Broadway to Melrose Avenue/Robertson Boulevard
6	Third Street/Lucas Avenue to Melrose Avenue/Robertson Boulevard
7	Sixth Street/Hill Street to Wilshire Boulevard/Santa Monica Boulevard
8	Olympic Boulevard/Hill Street to Olympic Boulevard/Beverly Drive
9	Pico Boulevard/Hill Street to Olympic Boulevard/Beverly Drive

- 10 Seventh Street/Spring Street to Empire Avenue/San Fernando Boulevard
- 15 Western Avenue/Eighth Street to Olympic Boulevard/Atlantic Boulevard
- 23 Washington Boulevard/Grand Avenue to Gage Avenue/Eastern Avenue
- 24 Western Avenue/Washington Boulevard to Buena Vista Street/San Fernando Boulevard
- 25 Washington Boulevard/La Brea Avenue to Buena Vista Street/San Fernando Boulevard

MT

Route No.	Route
A-A	Ventura Boulevard/Balboa Boulevard to Ventura Boulevard/Lankershim Boulevard
B-B	Santa Monica Boulevard/Vermont Avenue to Santa Monica Boulevard/Wilshire Boulevard
C-C	Wilshire Boulevard/Grand Avenue to Wilshire Boulevard/Santa Monica Boulevard
D-D	Santa Monica/Wilshire Boulevard to Wilshire Boulevard/Ocean Avenue
E-E	Melrose Avenue/Vermont Avenue to Third Street/Doheny Drive
G-G	Sherman Way/Lankershim Boulevard to Highland Avenue/Santa Monica Boulevard
H-H	San Fernando Road/Los Feliz Boulevard to Western Avenue/Wilshire Boulevard
J-J	Hollywood Boulevard/Fairfax Avenue to La Cienega Boulevard/Rodeo Road
K-K	Washington Boulevard/La Cienega Boulevard to Washington Boulevard/Pacific Avenue
L-L	Sixth Street/Broadway Avenue to Sunset Boulevard/Fairfax Avenue
M-M	Wilshire Boulevard/Vermont Avenue to Hollywood Boulevard/Fairfax Avenue
N-N	Roscoe Boulevard/Van Nuys Boulevard to Van Nuys Boulevard/Ventura Boulevard
R-R	Jefferson Boulevard/Lincoln Boulevard to Lincoln Boulevard/Wilshire Boulevard

ANALYSIS OF ETD SERVICE

Observed Service Characteristics

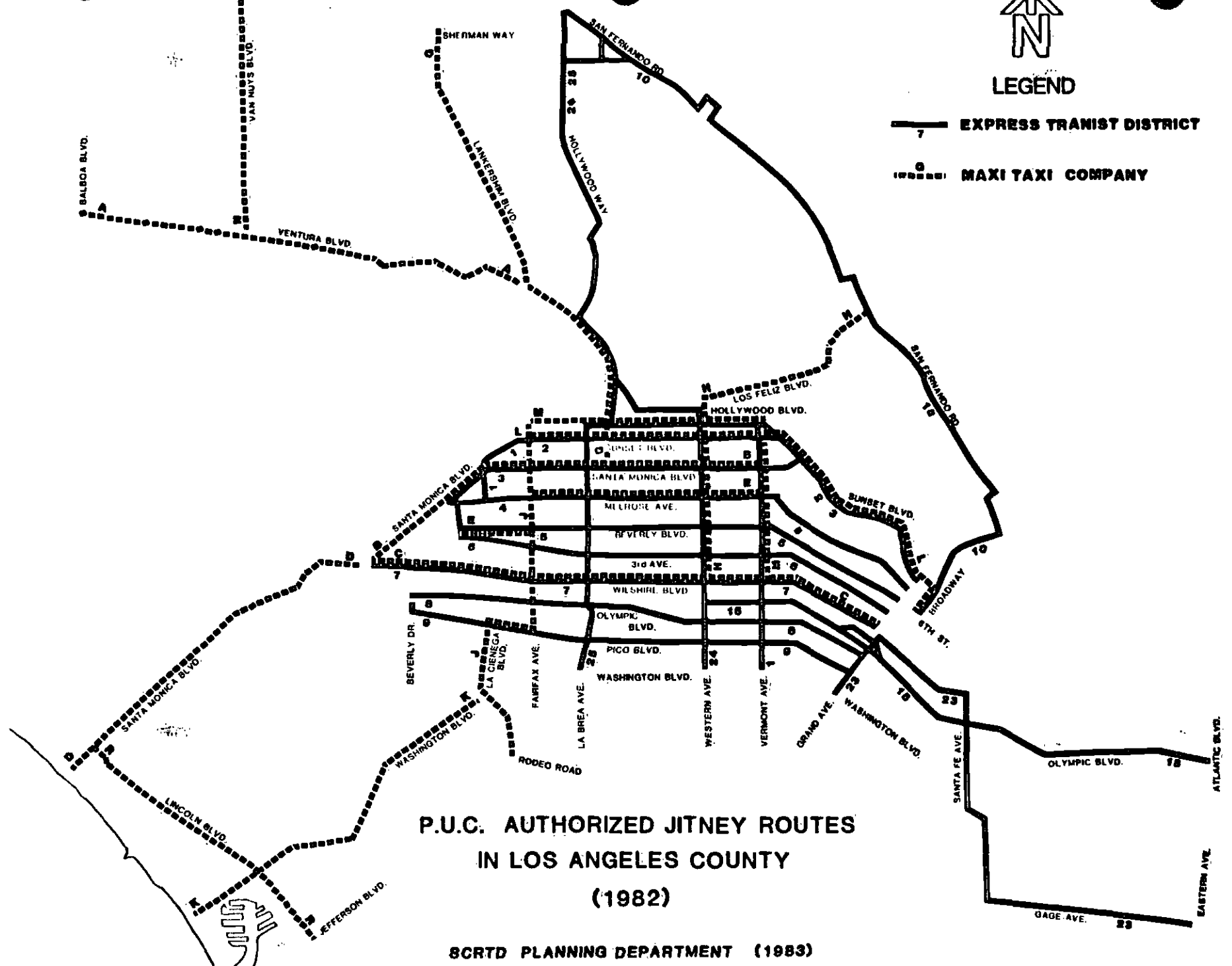
On Thursday, February 3, 1983, various members of the Planning Department conducted a 13-hour passenger check of ETD minibuses at four locations within the City of Los Angeles. These locations were the intersections of Wilshire Boulevard at Vermont Avenue, Wilshire Boulevard at Alvarado Street, Hill Street at 1st



LEGEND

 **EXPRESS TRANSIT DISTRICT**

 **MAXI TAXI COMPANY**



**P.U.C. AUTHORIZED JITNEY ROUTES
IN LOS ANGELES COUNTY
(1982)**

SCRTD PLANNING DEPARTMENT (1983)

Street and mid-block Broadway between 8th Street and 9th Street. Five lines were checked for headways, vehicle identification, and roundtrip running time. From these observations, reports of standees were observed, RTD route numbers being used, hazardous driving, one vehicle with no plates, honking by drivers at bus zones to attract passengers, erratic headways, bunching of vehicles and a generally poor overall level of service.

Comparison of Headways: (ETD vs RTD)

Headways are the amount of time between two scheduled buses on the same route. The average headway for the five ETD routes observed Vermont, Pico, Olympic, Wilshire, and Beverly was 21 minutes. The equivalent average headway for the same five routes on RTD is just under 5 minutes. The observed headways on ETD buses range widely. The spread is from 20 seconds (3 buses in one minute) to 135 minutes (2 hours and 15 minutes).

Information on total trips, total riders, riders per trip, riders per hour, trips per hour, range of headways, average headways, ridership by peaks, for each of the five routes observed is found in the Appendix Figure II.

Table 1 compares the average headways on the five (5) routes observed between ETD and RTD by peak periods.

TABLE 1: COMPARISON OF ETD AND RTD FREQUENCIES

<u>TIME</u>	<u>QUOTED IN APPLIC.</u>	<u>ACTUAL ETD</u>	<u>ACTUAL RTD</u>
AM (6-9)	6 minutes	16.2 minutes	4 minutes
BASE (9-3)	6 minutes	25.4 minutes	6.5 minutes
PM (3-6)	6 minutes	20.2 minutes	4 minutes

Routes and Vehicle Identification

To determine the number of vehicles operating on the five routes observed the last three digits of the license plate number or bus ID number was recorded. Listed below by route are these numbers.

Beverly Boulevard	091/674/676/842/869/YZB
Olympic Boulevard	010/091/092/535/553/554/556/ 777/853/950/YQU
Pico Boulevard	090/091/416/435/632/842/850/856/975

Vermont Avenue 091/218/221/467/535/613/635/675/697/
714/817/842/986/996/UNG/No Plate

Wilshire Boulevard 232/351/357/436/512/532/600/627/
688/829

A total of fifty different plates were recorded on these routes, thus indicating ETD has and is operating a minimum of fifty vehicles.

Roundtrip Running Times

Roundtrip running time is the time it takes a bus to do a complete roundtrip. The roundtrip running time for the ETD buses observed varies widely. To show how widely ETD's running times vary, Table 2 describes four different times.

TABLE 2: ETD RUNNING TIMES

ROUTE	AVERAGE TIME	RANGE (In Minutes)		SPREAD
		LOW	HIGH	
Beverly Blvd.	118	92	145	53
Olympic Blvd.	89	74	104	30
Pico Blvd	68	58	78	20
Vermont Ave.	64	43	84	41
Wilshire Blvd.	104	55	152	97

- average time
- range: low - fastest time recorded
high - slowest time recorded
- spread - (difference between low and high)

Comparison

In this section a comparison of statements made during the PUC Hearing is made with the situation presently. As of March 21, 1982, ETD has been operating seven months, while MT has not begun operating service to date.

<u>GOAL</u>	<u>TESTIMONY</u>	<u>OBSERVATIONS</u>
Free service to the Elderly & Handicapped	Reduced fares for Elderly and Handicapped	No Free Service No Discount Fare
Faster service	Cut travel time on Olympic Blvd. in half from present 50 minutes (RTD) to 25 minutes (ETD)	Average time for ETD 45 minutes
No layovers	No layovers needed, ETD will have continuous service	Memo from Mr. Mendenilla: to his driving staff advising them not to layover in Century City or in a red zone, but that layovers are permitted.
Seats for everyone all the time	"NO STANDEES", all passengers will have a seat	Standees seen daily on all ETD routes, up to 20 in one bus
Closer headways than RTD	"Due to the size of our buses, our headways will be far quicker in comparison to the RTD units"	Erratic headways ranging from 20 seconds to 2 hours and 16 minutes
Attract new riders	Would not skim RTD passengers	ETD drivers waiting for passengers in bus stops, honking to attract riders, using RTD route numbers, identifying themselves as "No. 44 Beverly" at bus stops

Effect of Proposition A on ETD Fares

Early in 1982, the District was faced with having to raise fares to \$1.25 and discontinuing service on many routes. In April 1982, the California Supreme Court upheld Proposition A, a 1/2 cent sales tax for transit purposes in Los Angeles County. The money gained from Proposition A allowed the District to lower fares from 85¢ to 50¢ for three years and increase service on existing lines to meet demand. Proposition A also affected ETD

as well. Instead of charging a split fare, \$1.00 regular rides, 50¢ elderly and handicapped, instead they charged a flat fare of 50¢ to everyone, same fare as RTD. Now instead of being 25¢ less than RTD, if Proposition A was not upheld, they were now equal in cost. With this 50¢ fare, ETD would now have to carry 14,366 people per day instead of the 7,500 per day as proposed in their budget to make a profit.

Interaction of ETD with RTD Driver

Since EDT began operating in August 1982, the District has received 38 written complaints about ETD operations. The majority of complaints from RTD drivers focus on hazardous driving such as cutting quickly in front of RTD vehicles, stopping in bus zones for lengthy periods, thus blocking District buses from pulling flush to the curb causing delays in boardings and alightings. Also skimming RTD passengers by blocking bus stops, then verbally calling out for passengers. Complaints have been increasing since December with twelve received in February alone.

Impact on RTD Operations

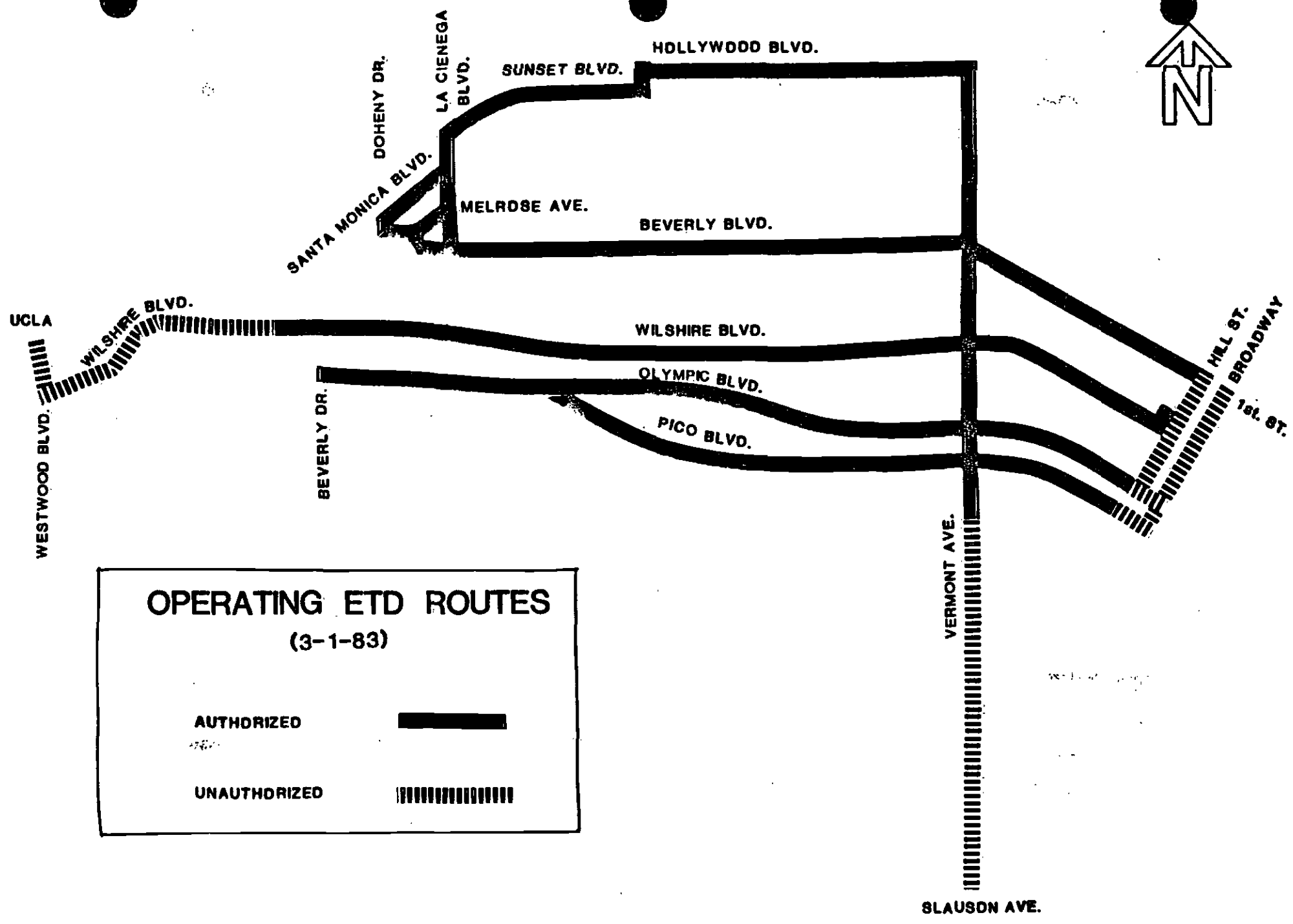
ETD is becoming an economic hardship on the District. Since August 1982, the District has increased the number of buses on routes over which ETD operates, showing that ETD is not skimming the District's deficit as stated in the public hearing.

ETD's operations are such that a steady riding public is hard to maintain. Since 100% of ETD riders are cash paying, it is difficult to picture that anyone would wait up to two hours for ETD to come, while 15 RTD buses pass them by. This would show that ETD has most likely skimmed off the District's cash riders.


Besides an economic impact, ETD is a potential safety hazard to RTD. Their unsafe driving practices puts not only their passengers, but our passengers as well as the public on the street in danger.


ETD continues to solicit RTD customers with a number of techniques. They continue to display RTD route numbers in their front windows, instead of using their own route numbers. While approaching bus stops they honk to attract the waiting passengers attention. Numerous drivers go as far as to call out RTD route numbers, to imply that they are RTD vehicles.

For the past seven months, they have deliberately done as they please, violating the rules set forth by the Court for their operations. ETD has intentionally used RTD route numbers instead of their own as directed by the Court. ETD also has abused the privileges granted them concerning operating routes, by operating on streets and portions of streets not granted them.



OPERATING ETD ROUTES
(3-1-83)

AUTHORIZED 

UNAUTHORIZED 

In 1982, when the District lowered its fares from 85¢ to 50¢, ETD was faced with keeping their proposed \$1.00 fare or also dropping to 50¢ to better compete with RTD. Their budget though was based on an average fare of 90¢. Lowering the fare to 50¢ meant ETD would need to increase its ridership from 6,740 people per day to 13,600 people per day to break even. ETD's latest figures claim 5,500 riders a day, which calculates to a loss of \$4,050 a day, or over \$1.5 million for their first year of operation.

On March 31, 1983, the drivers of ETD stopped driving because they had not been paid. At the same time, a number of drivers were taking the company to Court over back pay. As of April 11th, ETD is still not in operation. At this time, it appears that ETD will no longer operate in Los Angeles, and their buses will be sold to pay off their investors.

DISTRICT POLICY ON JITNEY USES IN LOS ANGELES

Jitneys have been proposed locally and in the literature for the following uses:

1. As a supplemental, higher quality transit mode.
2. For use in areas or during times of low transit demand such as weekends, nights and in low density suburbs.
3. For hillside communities where standard transit coaches cannot operate.
4. As a more efficient peak hour supplement to conventional transit, such as the part-time drivers on San Francisco's Mission Street.

Jitneys are only economically feasible when the public transit market is extremely large or when jitneys are the primary transit mode. The use of jitneys in Items 1 and 4 above have been judged inadvisable because they duplicate existing service, reduce the primary carrier's revenue, the deficits of which are public tax subsidy and the loss of ridership, however marginal than could be calculated to be, reduces the primary transit carrier's ability to achieve operating efficiencies, maintenance and overhead economies of scale, to engage in long range planning, to service the elderly and handicapped as mandated by law, and therefore, reduces the overall quality of service. Jitneys, unless they were able to provide service with the geographic and temporal coverage of the District, would receive a privileged competitor status.

For these reasons, the Southern California Rapid Transit District has always opposed any jitney service which would reduce District revenue. This position was stated before the Los Angeles City Board of Public Utilities and Transportation in 1973 while

opposing jitney service on Van Nuys Boulevard. The same position, with the support of Culver City Municipal Bus Lines, was the basis for the District's opposition in 1974 to the La France Transportation System's proposals. Once again as seen in the previous sections, the District opposed both applications to provide jitney service in 1982.

Conversely, the District looks favorably upon the opportunity to improve public transportation, which jitanes might afford in certain areas, as outlined in Items 2 and 3 above.

The District has consistently advocated Item 3 above, the use of jitanes in the many hillside communities of Los Angeles County where these services would be the primary transit mode and would serve as a feeder to the District's lines. This position was stated before the Los Angeles City Board of Public Utilities and Transportation in January, 1974 and was restated to the State of California Transportation Board in November, 1976.

FOOTNOTES

1. Traffic and Transportation, 44 Elec. Ry. J. (1914)
2. Jitney Operation in Dallas, Tx., 45 Elec Ry. J. (1915)
3. Traffic and Transportation, 45 Elec. Ry. J. (1915)
4. Retrospect & Forecast, 1 Motor Bus (1916)
5. Traffic & Transportation, 44 Elec. Ry. J. (1914)
6. DOT Report PB-248.783, Roberta Remak (1975)
7. DOT Report PB-248.783, Roberta Remak (1975)
8. San Francisco Jitney Owners Association Figures
9. Marbury (1972)

References Used

Belknap, R.A.; The San Francisco Jitneys, 1973

Bennett, Mark; Background Discussion of Jitney Services, SCRTD Report, 1976

Eckert, Ross and Hiltan, George: "The Jitneys"; Journal of Law and Economics, Volume XV, Oct. 1972

Farmer, N. Richard; "Whatever Happened to the Jitney", Traffic Quarterly, April 1965

Heramb, Cheri; "Jitney Paratransit Services: An Appraisal of Present and Future Operations", Current Paratransit and Ride-Sharing Activities, Transportation Research Record 724, 1979

Kilby, Robert; Para-Transit Neglected Options for Urban Mobility, 1974

Remak, Roberta; Potential for Flexicab Services, Innovative uses for Taxis and Jitneys for Public Transportation, U.S. Department of Transportation Report No. DOT-TSC-ST-75-52, 1975

Saltzman, Arthur and Solomon, Richard; "Jitney Operations in the United States", Transit Planning and Development, Highway Research Record 449, 1973

Sorenson, Garfield; History of the Los Angeles Railway Corp. and its Predecessor Companies 1874-1939, 1939

Wells, John; Economic Characteristics of the Urban Public
Transportation Industry, 1972

The Electric Railway Journal, Volumes 45-52 and 79, 1915-1918 and
1935

RTD Files on Express Transit District

RTD Files on Maxi Taxi

ACKNOWLEDGEMENTS

Prepared by:

Jerry Crumpley
Planner

Supervised by:

Joe Lyle
Senior Planner

Under the Direction of:

Stephen T. Parry
Planning Manager - Bus

SUMMARY OF JITNEY AND OTHER SHARED TAXI SERVICES IN THE UNITED STATES

<u>YEAR</u>	<u>LOCATION</u>	<u>TYPE OF SERVICE</u>	<u>SPONSOR</u>
1915	Atlantic City, NJ.	Jitney	Jitney Owners Assn.
1916	San Francisco, CA.	Jitney	Mission Street Jitney Owners Assn.
1935	Miami (Liberty City) FL.	Jitney/Shared Taxi	Taxi Company
1957	St. Louis, MO. (Discont'd)	Jitney	Illegal
1965	Anaheim, CA. (Discont'd)	Jitney/Shared Taxi	Taxi Company
1971	Chicago, IL.* (Kings Drive)	Jitney	Illegal Service
1972	Pittsburg, PA. (Hill District)	Jitney	Illegal Service
	Baton Rouge, LA.* (Scotlandville)	Jitney/Shared Taxi	Taxi Company
	Houston, TX.	Shared Ride/ Taxi Pool	Taxi Company
	Cleveland, OH.	Jitney	Illegal Service
1973	New York, NY. (Harlem)	Jitney	Illegal Service
	Chattanooga, TN. (Discont'd)	Jitney	Taxi Company
	Baltimore, MD. (Discont'd)	Jitney/Shared Taxi	Taxi Company
	Eureka, CA. (Discont'd)	Jitney/Shared	Taxi Company
1974	Willingboro, NC.**	Jitney	
	Sepastopol, CA. **	Jitney	
1975-	Vienna, MD.	Jitney	Taxi Company
1976	(Discont'd)		
1975	Los Angeles, CA. (Discont'd)	Jitney	Taxi Company
1977	District of Columbia (Discont'd)	Jitney	Mayor's Office
1982	Los Angeles, CA.	Jitney	Express Transit District

* - Running in 1980

** - Running in 1975

HEADWAY COMPARISON - RTD and ETD

- total trips (total number of buses that passed an observed point)
- total riders (total onboard passengers)
- riders per trip (total riders divided by total trips)
- riders per hour (total riders divided by 12 hours)
- trips per hour (total trips divided by 12 hours)
- range of headways (ETD only)
- average headways (ETD only)
- ridership by peaks (ETD and RTD)

ROUTE: Beverly

STOP LOCATION: 1st & Hill

TIME: 6 A.M. - 6 P.M.

	<u>ETD</u>	<u>RTD</u> (Line 44)
Total trips	52	192
Total riders	259	6190
Rides per trip	4.5	32
Riders per hour	20	515
Trips per hour	4	16
Headways Peak	5-60*	3
Base	5-80*	10

* - No scheduled, consistent frequency observed

Ridership by Peaks:

	6a-9a		9a-3p		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	81	1857	112	2241	66	2100
# of trips	17	60	23	70	12	62
riders/hr.	27	619	19	3733	22	700
riders/trip	5	31	5	32	6	34

ROUTE: Olympic

STOP LOCATION: Broadway between 8th & 9th Streets

TIME: 6 A.M. - 6 P.M.

	<u>ETD</u>	<u>RTD</u> (Lines 27/28/311)
Total trips	88	269
Total riders	289	9269
Riders per trip	3	34
Riders per hour	22	772
Trips per hour	7	22
Headways	Peak 1-45*	7
	Base 1-56*	4

* - No scheduled, consistent frequency observed

Ridership by Peaks:

	6a-9a		9a-3P		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	52	2811	92	3367	145	3091
# of trips	22	86	34	105	32	78
riders/hr.	17	937	15	561	48	1030
riders/trip	2	33	3	32	4.5	40

ROUTE: Pico

STOP LOCATION: Broadway between 8th & 9th Street

TIME: 6 A.M. - 6 P.M.

	<u>ETD</u>	<u>RTD*</u> (LINES 30/31)
Total trips	105	297
Total riders	458	11778
Riders per trip	4	39
Riders per hour	35	148
Trips per hour	8	25
Headways	Peak	3
	Base	6
	1-45*	
	3-41*	

*-No scheduled, consistent frequency observed

Ridership by Peaks:

	6a-9a		9a-3p		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	94	2809	140	4939	219	4030
# of trips	30	90	39	122	36	85
riders/hr.	31	936	23	823	73	1343
riders/trip	3	31	3.5	40	6	47

* - count taken at Pico Boulevard and Figueroa Boulevard

ROUTE: Vermont

STOP LOCATION: Vermont Avenue & Wilshire Boulevard

TIME: 6 A.M. - 6 P.M.

	<u>ETD</u>	<u>RTD (LINE 208)</u>
Total trips	75	294
Total riders	284	12561
Riders per trip	4	43
Riders per hour	24	1046
Trips per hour	6	25
Headways	Peak 1-55*	3
	Base 2-42*	5

* - No scheduled, consistent frequency observed

Ridership by Peaks:

	6a-9a		9a-3p		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	85	3250	89	5031	110	4010
# of trips	21	84	36	135	18	75
riders/hr.	28	1173	30	838	37	1336
riders/trip	4	42	2.5	37	6	53

ROUTE: Wilshire

STOP LOCATION: Vermont & Wilshire @ Alvarado

	<u>ETD</u>	<u>RTD</u> (Lines 20/21/22/ 308/309)
Total trips	50	440
Total riders	252	17961
Riders per trip	5	41
Riders per hour	21	1497
Trips per hour	4	37
Headways	Peak 1-97*	3
	Base 4-136*	3

* - No scheduled, consistent frequency observed

Ridership by peaks:

	6a-9a		9a-3p		3p-6p	
	ETD	RTD	ETD	RTD	ETD	RTD
# of riders	65	5293	102	6796	85	5872
# of trips	15	124	22	180	12	136
riders/hr.	23	1764	17	1133	28	1958
riders/trip	4.5	43	5	38	7	43

**DUPLICATION OF DISTRICT SERVICE - PROPOSED BY
THE EXPRESS TRANSIT DISTRICT AND/OR MAXI TAXI**

SCRID ROUTE	EXPRESS TRANSIT DISTRICT	MAXI TAXI
1. Hollywood Blvd. between Vermont and Fairfax Avenues.		M-M. Hollywood Blvd. between Vermont and Fairfax Avenues.
2 & 3. Sunset Blvd. between Grand Ave. and Rodeo Rd.	#2 Sunset Blvd., between Broadway and La Cienega Blvd.	L-L. Sunset Blvd. between Grand Ave. and Fairfax Ave.
4. Santa Monica Blvd. between Vermont Ave. and Ocean Ave.	#3 Santa Monica Blvd., between Vermont Ave. and La Cienega.	B-B. Santa Monica Blvd., between Vermont Ave. and Wilshire Blvd.
9. From Jefferson Blvd. via Grand Ave. - 7th St., Santa Fe Ave. - and Pacific Blvd. to Florence Ave. (Huntington Park)	#23 From Washington Blvd., via Grand Ave., 7th St. Santa Fe Ave. - and Pacific Blvd. to Gage Ave. (Huntington Park)	
10. Melrose Ave., between Virgil Ave. and Robertson Blvd.	#4 Melrose Ave., between Virgil Ave. and La Cienega Blvd.	E-E. Melrose Ave. between Vermont and Fairfax Aves.
16. Third St., between Bixel St. and Hamel Rd.	#6 Third St., between Third-Fourth Sts. and Robertson Blvd.	E-E. Third St., between Fairfax Ave. and Doheny Dr.
20-21-22. Wilshire Blvd., between Hope St. and Santa Monica Blvd.	#7 Wilshire Blvd., between Grand Ave. and Santa Monica Blvd.	C-C. Wilshire Blvd., between Grand Ave. and Santa Monica Blvd.
21. Wilshire Blvd. between Santa Monica Blvd. and Ocean Ave.		D-D. Wilshire Blvd., between Santa Monica Blvd. and Ocean Ave.

SCRIPD ROUTE	EXPRESS TRANSIT DISTRICT	MAXI TAXI
24. San Fernando Rd. between Figueroa St. and Roxford St. in Sylmar. (Via Burbank Airport)	#10 San Fernando Rd. between Figueroa St. and Hollywood Wy. in Burbank (via downtown Glendale and Burbank airport.)	
26. Franklin Ave., between Hillhurst Ave. and Argyle Ave.	#24 Franklin Ave. between Western Ave. and Cahuenga Blvd.	
27-28. Olympic Blvd., between Grand Ave. and Beverly Dr.	#8 Olympic Blvd. between Grand Ave. and Beverly Dr.	
30-31 Pico Blvd., between Grand Ave. and Beverly Dr.	#9 Pico Blvd., between Grand Ave. and Beverly Dr.	
35. Ventura Blvd. Lankershim and Reseda Blvds.		A-A. Ventura Blvd between Lankershim and Balboa Blvds.
44. Beverly Blvd., between Glendale Blvd. in downtown Los Angeles to Santa Monica Blvd. in Beverly Hills.	# 5 Beverly Blvd. between Glendale Blvd. in downtown L.A. and Robertson Blvd. in W. Hollywood.	
47. West Eighth St. - East Olympic Blvd. between Western Ave. and Garfield Ave. (City of Commerce)	#15 West Eighth St. - East Olympic Blvd. between Western Ave. and Atlantic Blvd. (City of Commerce)	
86. Lankershim Blvd. between Oxnard St. and Riverside Dr.		G-G. Lankershim Blvd. between Sherman Way and Ventura Blvd.
88. Van Nuys Blvd. between Foothill and Ventura Blvds.		N-N. Van Nuys Blvd. between Roscoe and Ventura Blvds.

SCRIPD ROUTE

EXPRESS TRANSIT
DISTRICT

MAXI TAXI

- | | | |
|--|---|---|
| <p>93. Lankershim Blvd. -
Cahuenga Blvd. -
Highland Ave. between
Chandler Blvd. in No.
Hollywood and Santa
Monica Blvd. in
Hollywood.</p> | | <p>G-G. Lankershim Blvd.
Cahuenga Blvd.-Highland
Ave., between Chandler
Blvd. in No. Hollywood
and Santa Monica Blvd.
in Hollywood.</p> |
| <p>105. La Cienega Blvd.
between Pico Blvd.
and Rodeo Rd.</p> | <p>#2 La Cienega Blvd.
between Sunset
Blvd. and Melrose
Ave.</p> | <p>J-J. La Cienega Blvd.
between Pico Blvd. and
Rodeo Rd.</p> |
| <p>150. Ventura Blvd.
between Fallbrook
Ave. and Lankershim
Blvd.</p> | | <p>A-A. Ventura Blvd.,
between Balboa and
Lankershim Blvds.</p> |
| <p>159. Lankershim Blvd., between
Sherman Way and Tujunga
Ave.</p> | | <p>G-G. Lankershim Blvd.,
between Sherman Way and
Tujunga Ave.</p> |
| <p>180-181. Los Feliz Blvd..
between San Fernando Rd.
and Vermont Ave.</p> | | <p>H-H. Los Feliz Blvd.,
San Fernando Rd. and
Vermont Ave.</p> |
| <p>204. Vermont Ave., between
Hollywood and 120th St.
(with specific trips to
Observatory and Greek
Theater).</p> | | <p>M-M. Vermont Ave. between
Hollywood and Wilshire
Blvd.</p> |
| <p>207. Western Ave., between
Franklin Ave. and
Imperial Hwy.</p> | <p>#24 Western Ave.
between Franklin
Ave. and Washing-
ton Blvd.</p> | <p>H-H. Western Ave., be-
tween Los Feliz Ave. and
Wilshire Blvd.</p> |
| <p>212. Cahuenga Blvd. at
Yucca St. via Cahuenga
Blvd.-Barham Blvd.-
Hollywood Way, and
San Fernando Blvd., to
Lincoln St. (Includes
Burbank Airport stop)</p> | <p>#24 Cahuenga Blvd.
at Franklin Ave.-
via Cahuenga Blvd.-
Barham Blvd.-Holly-
wood Way, and San
Fernando Blvd. to
Lincoln St. (in-
cludes Burbank
airport stop)</p> | |

SCRID ROUTE

**EXPRESS TRANSIT
DISTRICT**

MAXI TAXI

212. From La Brea Ave. and Kelso St. in Inglewood; via La Brea Ave.,-Hollywood Blvd.-Vine St.-Yucca St.-Cahuenga Blvd.-Barham Blvd.-Hollywood Way and San Fernando Blvd. to Lincoln St. (includes Burbank airport stop)

#25 From La Brea Ave. and Washing- ton Blvd; via La Brea Ave.-Franklin Ave.-Cahuenga Blvd.- Barham Blvd.- Hollywood Way and San Fernando Blvd. to Lincoln St. (includes Burbank airport stop)

217. Fairfax Ave. between Sunset Blvd. and Adams Blvd.

J-J. Fairfax Ave. between Hollywood Blvd. and Pico Blvd.

105. La Cienega Blvd., between Venice Blvd. and Rodeo Rd.

#2 La Cienega Blvd. between Sunset Blvd. and Melrose Ave.

J-J. La Cienega Blvd., between Venice Blvd. and Rodeo Rd.

825. Gage Ave. between Pacific Blvd. Percy Rd.

#23 Gage Ave., between Pacific Blvd. and Eastern Ave.

Appendix Figure IV

EXPRESS TRANSIT DISTRICT'S PROPOSED BUDGET

30 passengers x 6 roundtrips	=	180 pass/unit
180 passengers x 42 units	=	7,500 pass/day
7,560 passengers x 365 days	=	2,759,400 pass/year

A total revenue of \$2,483,460 is proposed on the following figures:

80% passengers at	\$1.00
20% passengers at	\$.50
Average	\$.90
2,759,400 passengers/yr x \$.90	= \$2,483,460

Their budget is as follows:

\$143,974.00	Equipment repairs, servicing/cleaning/tires/maintenance
\$23,808.00	Dispatching
\$1,124,928.00	Drivers' wages (42 drivers/365 days)
\$474,212.00	Fuel and Oil (7 mpg @ \$1.30/gallon)
\$3,000.00	Other
\$43,808.00	Total Traffic Expenses
\$138,000.00	Insurance
\$30,808.00	Administration & General Expense
\$42,400.00	Taxes, Depreciation, Other
\$318,600.00	Total Operating Rents (buses/land/structures)
\$2,343,538.00	<u>Total Operating Expenses</u>
\$2,483,460.00	Total Operating Revenues
\$2,343,538.00	<u>Total Operating Expenses</u>
\$139,922.00	Total Net Income

Propositions and Ordinances submitted to vote of Electors, June, 5th, 1917

JITNEY BUSESSES

Ordinance providing for the supervision and regulation of the transportation of persons for compensation over public streets in the City of Los Angeles by automobiles, jitney busses, stages and auto stages; providing for the issue of permits for the operation of such automobiles, jitney busses, stages and auto stages, prohibiting the operation of such automobiles, jitney busses, stages, and auto stages upon certain streets; and providing for the punishment of violations of this ordinance.

The Mayor and Council of the City of Los Angeles do ordain as follows:

Sections 1. (a) The term "corporation", when used in this ordinance, means a corporation, a company, an association and a joint-stock association.

(b) The term "person", when used in this ordinance, means an individual, a firm and a copartnership.

(c) The term "public street", when used in this ordinance, means every public street, avenue, road, boulevard or highway in the City of Los Angeles.

(d) The term "motorbus", when used in this ordinance, means every automobile, jitney bus, stage and auto stage, and every other motor propelled vehicle owned, controlled, operated or managed for public use in the transportation of persons for compensation over any public street in the city of Los Angeles, whether operated wholly or partly within said city, and in which passengers are received and from which passengers are discharged along the route traversed by such vehicle; provided, that taxi-cabs, so-called, sight-seeing busses, so-called, hotel busses, so-called, as customarily operated, and street and interurban railroad cars, shall not be deemed included in said term as used in this ordinance.

(e) The term "owner", when used in this ordinance, means every person or corporation, their lessees, trustees, receivers, or trustees appointed by any court whatsoever, owning or controlling any motorbus.

(f) The term "driver", when used in this ordinance, means the person operating a motorbus.

(g) The term "Board", when used in this ordinance, means the Board of Public Utilities of the City of Los Angeles.

Section 2. It shall be unlawful for any person or corporation, their lessees, trustees, receivers or trustees appointed by any court whatsoever, to operate, or cause to be operated, any motorbus for the transportation of persons for compensation on any public street in the City of Los Angeles, except in accordance with the provisions of this ordinance.

Section 3. (a) It shall be unlawful for any owner to operate, or cause to be operated, any motorbus owned or controlled by him for the transportation of persons for compensation on any public street in the City of Los Angeles, unless a permit from the Board and a license have first been secured as herein provided. Application for such permit shall be made by such owner to said Board. Such application shall be in writing, verified by applicant, and shall specify the following matters:

(1) The name and address of applicant and the addresses of its officers, if any.

(2) The public street or streets over which, and the fixed term between which applicant intends to operate.

(3) A brief description of each vehicle which applicant intends to operate, including the seating capacity thereof.

(4) A proposed time schedule.

(5) If it is proposed to operate the motorbus partly within and partly without the City of Los Angeles, a schedule of tariff showing the fare to be charged between the several points or localities intended to be served.

(6) Such additional information as the Board may require.

(b) Said Board shall act on such application within 30 days after the same is filed. If said Board shall decide that the public convenience and necessity require the granting of such application said Board shall issue the permit as prayed for or may issue the same with modifications and upon such terms and conditions as in its judgment the public convenience and necessity may require.

(c) Each such permit issued shall contain the following matters:

(1) The name of the grantee.

(2) The public street or streets over which and the fixed term between which the grantee is permitted to operate.

A brief description of the motor bus and a statement of the maximum seating capacity thereof which the grantee is permitted to operate.

(4) The term for which the permit is granted, which term shall be for the same period as the term of the license to be procured as in paragraph (d) of this section provided.

(5) Such additional matters as said Board may deem necessary or proper to be inserted in said permit.

(d) Such permit shall entitle the holder thereof to obtain a license from the City Clerk, in accordance with said permit, upon the payment of such license fee therefor as is provided by ordinance of said city. Such license shall be issued to the holder of said permit corresponding in number to the number of the permit and shall bear such legend and data as the Board by its rules shall prescribe. Upon the delivery of such license to the holder of said permit, said permit shall be filed with the City Clerk. The term of the license shall be as provided by ordinance of said city.

No permit or license shall be issued to any owner under this section unless such owner shall first have given and filed with the City Clerk a bond or policy of insurance as provided in section 6 of this ordinance.

No permit or license issued under this section of this ordinance shall be assignable.

It shall be unlawful for any owner, who is also the driver of a motorbus, to operate such motorbus without securing the permit and license required by this section and the driver's permit required by section 4 of this ordinance.

Section 4. It shall be unlawful for any driver to operate any motorbus on any public street in the City of Los Angeles unless a permit and license have been secured by the owner of such motorbus as provided in section 3 of this ordinance, and unless a driver's permit to operate such motorbus has been secured as provided in this section of this ordinance. Before any such driver's permit is granted the applicant therefor shall file with the Board a verified application in writing, on a form furnished by said Board, giving the name of the owner of the car he proposes to drive, a brief description of such car, and such additional information as said Board may require.

The Board shall grant a driver's permit to any such applicant who has complied with the provisions of this ordinance and the rules and regulations adopted by the Board, and who has satisfied the Board that he is a competent and safe driver of the class and type of motorbus he proposes to drive. Every such permit so granted shall be filed with the City Clerk, and upon payment of the sum of one dollar (\$1.00) to the City Clerk there shall be issued to the holder of such driver's permit a metal badge of such shape and size and bearing such legend as said Board shall prescribe.

Any driver desiring to discontinue his right to operate a motorbus shall be entitled to a refund of one dollar (\$1.00), upon surrendering the metal badge issued to him by the City Clerk. Such driver's permit, upon such refund being made, shall be revoked.

Section 5. In order that the safety of the public may be adequately protected and in order to relieve the congested conditions of the street traffic now existing, no permit for the operation of a motorbus shall hereafter be granted under the provisions of this ordinance on any of the public streets of the City of Los Angeles within the following described area or district to wit: Commencing at the point of intersection of the northerly line of First street with the westerly line of Hill street; thence southerly along the westerly line of Hill street to its intersection with the southerly line of Eighth street; thence easterly along the southerly line of Eighth street to its intersection with the easterly line of Main street; thence northerly along the easterly line of Main street to its intersection with the northerly line of First street; thence westerly along the northerly line of First street to the point of commencement.

It shall be unlawful for any owner or driver to operate, or cause to be operated, any motorbus on any public street within said district.

Section 6. In order to insure the safety of the public, it shall be unlawful for any owner or driver to drive or operate or cause to be driven or operated over any public street in the City of Los Angeles any motorbus unless the owner of such motorbus shall have given and there is in full force and effect and on file with the City Clerk of the City of Los Angeles at all times during which such motorbus is being driven or operated, either

(a) a bond of the owner of said motorbus with a solvent and responsible surety company authorized to do business under the laws of the State of California, in the sum of ten thousand dollars (\$10,000.00), conditioned that said owner of said motorbus (giving its manufacturer's number and state license number) will pay all loss or damage that may result to any person or property from the negligent operation or of defective construction of said motorbus, or which may arise or result from any violation of any of the provisions of this ordinance or the laws of the State of California. The recovery upon said bond shall be limited to five thousand dollars (\$5,000) for the injury or death of one person and to the extent of ten thousand dollars (\$10,000) for the injury or death of two or more persons in the same accident, and to the extent of one thousand dollars (\$1,000) for the injury or destruction of property. Such bond shall be given to the City of Los Angeles, and shall, by its terms, inure to the benefit of any and all persons sui-

fering loss or damage, either to person or property as herein provided, and shall provide that suit may be brought in any court of competent jurisdiction upon said bond by any person or corporation suffering any loss or damage as herein provided. Said bond shall contain a provision that there is a continuing liability thereunder; notwithstanding any recovery thereon. If, at any time, in the event of the said Board said bond is not sufficient for any cause, the said Board may require the owner to whom the same is issued to replace said bond with another bond satisfactory to the said Board, and in default thereof the license and permit of said owner may be revoked; or

(b) a policy of insurance in a solvent and responsible company authorized to do business in the State of California, insuring said owner of said motorbus against loss by reason of injury or damage that may result to any person or property from the operation of said motorbus, said policy of insurance to be in limits of five thousand dollars (\$5,000) for any one person killed or injured; and, subject to such limit for each person, a total liability of ten thousand dollars (\$10,000) in case of any one accident resulting in bodily injury or death to more than one person. Said policy of insurance must also provide insurance to the extent of one thousand dollars (\$1,000) for the injury to or destruction of any property of third parties.

Said policy shall guarantee payment to any person suffering injury or damage, or to the personal representatives of such persons, of any final judgment rendered against the owner of said motorbus within the limits herein provided, irrespective of the financial responsibility or any act or omission of the owner of said motorbus.

If, at any time, said policy of insurance be canceled by the issuing company, or the authority of said issuing company to do business in the State of California be revoked, the said Board shall require the owner to whom the same is issued to replace said policy with another policy satisfactory to the Board, and in default thereof the permit and license of said owner shall be revoked.

Every such bond or policy of insurance shall be approved by the said Board, and the permit granted by said Board, as in section 3 of this ordinance provided, shall recite that the license is issued upon condition and in consideration of the filing of said bond or policy of insurance in the form as herein required.

Section 7. In order that adequate transportation facilities may be furnished to the public, each and every motorbus for the operation of which a permit is issued under the provisions of this ordinance, shall be so run and operated as to maintain a regular schedule from 6:00 o'clock a.m. to 12:00 o'clock midnight daily, and such schedule shall be so arranged as to provide that such motorbus shall leave from each terminus of its route at stated intervals during the whole of such period from 6:00 o'clock a.m. to 12:00 o'clock midnight daily; and the intervals of departure from each such terminus shall be so fixed as to allow such motorbus sufficient time to safely traverse the distance between such termini, and to remain at each terminus, for the purpose of receiving and discharging passengers, not longer than twenty minutes between each trip between the hours of 6:00 o'clock a.m. and 7:00 o'clock p.m., and not longer than thirty minutes between each trip between the hours of 7:00 o'clock p. m. and 12:00 o'clock midnight.

Section 8. The Board shall have the power, under such rules as it may adopt, to suspend or revoke any permit issued under the provisions of this ordinance.

It shall be unlawful for any owner or any driver to operate or cause to be operated any motorbus after the revocation or during the period of suspension of the permit issued to the owner of such motorbus under section 3 of this ordinance.

Section 9. In order to promote the public safety and convenience, the Board shall have the power to make rules, not inconsistent with the provisions of this ordinance, for the purpose of supervising and regulating persons and corporations engaged in operating motorbuses on the public streets of the City of Los Angeles, and for the purpose of regulating the operation of such motorbuses, and for the purpose of carrying out the provisions of this ordinance. Each rule shall be adopted by resolution of the Board, entered upon its minutes, and shall be published once in a daily newspaper published and circulated in said city and designated by the Board for such purpose, and shall be subject to change by the Board from time to time. A copy of every such rule, certified by the Clerk of the Board, shall be filed with the City Clerk. It shall be unlawful for any person or corporation to violate any such rule.

Section 10. Every officer, agent or employee of any corporation, and every other person, who violates or fails to comply with any provision of this ordinance or who fails to obey, observe or comply with any order, rule or regulation of the Board is guilty of a misdemeanor and shall be punishable by a fine not exceeding five hundred dollars (\$500.00), or by imprisonment in the city jail for a period not exceeding one year, or by both such fine and imprisonment.

Section 11. Nothing herein contained shall be construed to prevent any owner or driver to operate a motorbus over any public street in the City of Los Angeles during the remainder of the term of any permit or license issued prior to and valid at the time of the effective date of this ordinance.

Section 12. If any section, sub-section, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more other sections, subsections, sentences, clauses or phrases be declared invalid.

Section 13. Ordinance No. 34934 (New Series) is hereby repealed.

REGULATE THE JITNEY BUS

To the Voters of Los Angeles:

On June 5th, you should vote "YES" upon the following proposition if you want to regulate the jitney bus:

No. 4 ON THE BALLOT. (Do not confuse it with any other proposition.)

4 Shall the ordinance proposed by initiative petition, providing for the supervision and regulation of jitney buses, stages and auto stages; providing for the issuance of permits for the operation of such jitney buses, stages and auto stages; and prohibiting the operation thereof upon certain streets, be adopted?	YES	X
	NO	

VOTE "YES" ON NO. 4 ON THE BALLOT, BECAUSE

No. 4 is designed to make the jitney buses assume proper responsibilities as public carriers, and to give the public safe and adequate service.

No. 4 does not in any way change the present licenses collected by the City for the use of its streets.

No. 4 provides a business-like method for the issuing of licenses to engage in the jitney business.

No. 4 Provides that the jitney buses shall be controlled by the rules and regulations of the Board of Public Utilities.

No. 4 provides a proper bond of \$10,000 for the protection of the public.

No. 4 provides that each jitney bus shall be operated from 6 A. M. until midnight, (the drivers may operate, if necessary, in double shifts,) to insure adequate service to the public, just as street cars have to do.

No. 4 prevents the operation of jitney buses in the dangerously congested district of the City.

Records of the police department show that the jitney buses are responsible for from 25 to 50 per cent. of the congestion in the business district.

Under municipal laws in the following cities in California, jitneys cannot operate on certain streets: Oakland, Bakersfield, Fresno, San Diego, Marysville, San Francisco (during certain hours), Santa Ana, and Long Beach. A great number of other cities throughout the United States have found it necessary for the same reason to enforce similar regulations.

BUSINESS MEN'S PROTECTIVE ASS'N.

By PHILLIP D. WILSON,
Secretary.

**Initiative Ordinance Proposed by Petition, Repealing Certain Ordinances
of the City Prohibiting the Operation of Jitney Buses
on Public Streets, Submitted to Vote
of Electors May 7, 1935.**

An ordinance proposed pursuant to the Initiative provisions of the Charter of the City of Los Angeles repealing Ordinance No. 72,974, approved by the electors on June 6th, 1933, which said Ordinance No. 72,974 was an amendment of Ordinance No. 58,198; also repealing Ordinance No. 58,198 adopted by the people at a general municipal election on Tuesday, the 7th day of June, 1927, and on Monday, the 13th of June, 1927, adopted by resolution of the City Council of the City of Los Angeles, also repealing Ordinance No. 36,676 (N.S.) approved June 5th, 1917.

Also providing for the transportation of persons for compensation over the public streets of the City of Los Angeles by motor bus; providing for the supervision, regulation, and licensing of motor bus transportation; providing for the issuance of permits for the operation of such motor buses and prohibiting the operation of such motor buses upon certain streets, avenues, and public highways, and providing for the punishment for violation of this ordinance.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. (a) **BOARD.** The term "Board," when used in this ordinance, means the Board of Public Utilities and Transportation of the City of Los Angeles.

(b) **PUBLIC STREET.** The term "Public Street," when used in this ordinance means every street, alley, avenue, road, boulevard or highway in the City of Los Angeles.

(c) **OWNER.** The term "Owner," as used in this ordinance, includes every person, firm or corporation having use or control of, or right to use or control, any motor bus or motor propelled vehicle as herein defined, under ownership, lease or otherwise.

(d) **DRIVER.** The term "Driver," as used in this ordinance, includes every person in charge of, driving or operating any passenger-carrying or motor propelled vehicle as herein defined either as agent, employee, or otherwise, under the direction of the owner, as herein defined.

(e) **MOTOR BUS.** The term "Motor Bus," when used in this ordinance, means every automobile, jitney bus, stage and auto stage, and every other motor propelled vehicle, owned, controlled, operated or managed for public use in the transportation of persons, for compensation, over any public street in the City of Los Angeles, whether operated wholly or partly within said City, and in which passengers are received and from which passengers are discharged along the route traversed by such vehicle; provided, that taxicabs, so-called; sight-seeing buses, so-called; hotel buses, so-called; as customarily operated, and street and interurban railroad cars, shall not be deemed included in said term as used in this ordinance.

Section 2. That Public necessity and convenience requires that a system of transportation by motor and jitney busses be established along and upon the streets of the City of Los Angeles, and that such motor bus transportation shall be authorized, controlled and directed by permit to be issued by the Board of Public Utilities and upon license granted by the City Clerk.

Before any such permit may be granted to the applicant for the operation of a motor bus, such applicant shall file with the Board an application on a form to be furnished by said Board, giving fully all the information asked therein. Within a reasonable time, the Board shall determine the following, viz:

Have the provisions of this ordinance and the rules and regulations of this Board been complied with? If the Board finds in the affirmative as to both of said propositions, the permit shall be issued.

Nothing herein contained shall be construed to mean that the Board of Public Utilities has any power or authority to refuse to issue such a permit to any person, firm or corporation, who can meet the requirements of this ordinance, to operate a motor bus, within the meaning of the term in this ordinance, upon any street in the City of Los Angeles. Such permit shall entitle the bearer to obtain a license from the City Clerk upon payment of a license fee of five (\$5.00) dollars per month, payable in advance. When such permit is accompanied by proper liability insurance or bond as hereinafter provided.

Section 3. It shall be unlawful for any person to operate or cause to be operated any motor bus owned or controlled by him for the transportation of persons for compensation on any street in the City of Los

Angeles, as defined in this ordinance, without first having obtained a permit in writing from the Board so to do.

Before any license shall be issued by the City Clerk to an applicant to whom the Board of Public Utilities shall have issued a permit to operate a motor bus under the terms of this ordinance, the said City Clerk shall require the owner, or person licensed to operate said motor bus, to file with the said City Clerk, and thereafter to keep in full force and effect, a policy of insurance, or bond, in such sum as the Board may deem proper, and executed by a surety or sureties approved by said City Clerk, insuring the public against any loss or damage that may result to any person or property from the operation of said motor bus, provided, however, that the maximum amount of recovery specified in said policy of insurance or bond shall not be more than the following sums, that is: For injury to or death of any one person in any one accident, \$5,000; for the injury to two or more persons or the death of two or more persons in any one accident, \$10,000; for the injury or destruction of property in any one accident, \$1,000.

It shall be unlawful for any owner to operate or cause to be operated any motor bus or motor busses without having a policy or bond, as described in this section, in full force and effect at all times during the operation of said motor bus or motor busses.

Section 4. The Board may make such rules and regulations governing the ownership, operation and control of motor busses and such all rules, regulations, resolutions or orders of the Board may be approved, suspended for not more than 90 days, revoked, reversed, modified, or changed by order of the City Council of the City of Los Angeles, provided, however, that the Board shall not have the authority to make any rules or regulations which would have the effect of nullifying the purpose of this ordinance or to make the terms of securing permit to operate motor busses prohibitive.

Section 5. Violation of the terms of this ordinance shall constitute a misdemeanor, and any person found guilty of any of the provisions of this ordinance shall be punished by a fine of not less than \$50.00 nor more than \$500.00, or by imprisonment in the City Jail of not less than 1 day nor more than 6 months, or by both such fine and imprisonment.

Section 6. An ordinance adopted pursuant to the initiative provisions of the Charter of the City of Los Angeles repealing Ordinance No. 72,974, approved by the electors on June 6th, 1933, which said Ordinance No. 72,974 was an amendment of Ordinance No. 58,198; also repealing Ordinance 58,198 adopted by the people at a general municipal election on Tuesday, the 7th day of June, 1927, and on Monday, the 13th of June, 1927, adopted by resolution of the City Council of the City of Los Angeles, also repealing Ordinance No. 36,676 (N.S.) approved June 5th, 1917.

Section 7. This ordinance is urgently required for the immediate preservation of the public peace, health and safety of the people of the City of Los Angeles, within the meaning of Section 281 of the Charter of the City of Los Angeles, and the following is a statement of such facts, showing such urgency:

That the transportation service rendered the people of the City of Los Angeles by the present traction companies has become so defective and the number of cars operated by said utility corporation are so few, that the public has suffered great inconvenience and much dissatisfaction and loss of time and loss of money has resulted to the people of the City of Los Angeles; that the streets in the business district of said City have become so congested by traffic that in order to insure reasonable safety to life, limb, and property, immediate steps should be taken to lessen such congestion and to lessen the dangers incident and caused by such congestion.

Section 8. The City Clerk shall certify to the passage of this ordinance by a two-thirds vote of the Council, and cause same to be published once in a legal newspaper of general circulation in said city.

Section 9. If any section, sub-section, sentence, clause or phrase of this ordinance shall be held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of the ordinance. The people of the City of Los Angeles hereby declare that they would have passed this ordinance and each section, sub-section, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, sub-sections, sentences, clauses or phrases be declared invalid.

Vote YES on Proposition 1

Shall the ordinance proposed by Initiative petition, providing for the repeal of Ordinances Nos. 72,974, 88,196 and 86,676 (N.E.) (commonly known as the "Jitney Bus Ordinances"); and also providing for the transportation of persons for compensation over the public streets of the City of Los Angeles by motor bus, and for the supervision, regulation and licensing of motor bus transportation; for the issuance of permits for the operation of such motor buses upon certain streets, avenues and public highways; and providing for the punishment for violation of this ordinance, be adopted?	Yes	X
	No	

For
"Justice,
Jobs
and
Jitneys"

Why?



BECAUSE—

The Los Angeles Railway Corporation has failed to provide the citizens of Los Angeles with adequate transportation facilities.

The present antiquated, noisy, flat-wheeled, bumpy, straphanging street car has no place in a modern city.

The 7c fare, in these depressed times, for the type of service rendered, is unnecessary, unjust and unpatriotic.

The Los Angeles Railway Corporation, after signing the Code of Fair Competition, broke faith with the United States Government, the State of California, and their own employees, and as a consequence, lost the Blue Eagle.

The congestion in the downtown section is increased by the overloaded, slow moving, clumsy street cars.

The jitney bus of today is an up-to-date, stream-line motor coach, carrying twenty or more passengers and operating on a reasonable fare.

The Board of Public Utilities makes rules and regulations governing the ownership, operation and control of jitney busses. Permits are issued and insurance carried.

The jitney bus will serve residence districts, not provided with car lines and will supply the easiest, most comfortable transportation for women to the shopping district.

The jitney bus is safe and more convenient for women and children because the passengers are loaded and unloaded at the curb.

The police records show that injuries resulting from accidents in New York City, where jitney busses are operated, are one-fourth less per capita, than Los Angeles, where jitney busses are prohibited.

SECTION 7 OF THE ORDINANCE PROVIDES:

This ordinance is urgently required for the immediate preservation of the public peace, health and safety of the people of the City of Los Angeles, within the meaning of Section 281 of the Charter of the City of Los Angeles, and the following statement of such facts, showing such urgency:

"That the transportation service rendered the people of the City of Los Angeles by the present traction companies has become so defective and the number of cars operated by said utility corporation are so few, that the public has suffered great inconvenience and much dissatisfaction and loss of time and loss of money has resulted to the people of the City of Los Angeles; that the streets in the business district of said City have become so congested by traffic that in order to insure reasonable safety to life, limb and property, immediate steps should be taken to lessen such congestion and to lessen the dangers incident and caused by such congestion."

The adoption of Proposition No. 1 will give you safer and cheaper transportation and will help break the monopoly now held by the street-car companies.

The adoption of Proposition No. 1 will force the street-car companies to render better service, employ more men and cut their rates.

Vote Yes on Proposition No. 1. Vote for Justice, Jobs and Jitneys. Justice to patrons and employees. Jobs for hundreds of men. Jitneys for cheap transportation and competition.

Jitney busses will save you time and money by lessening congestion, decreasing accidents, and providing a safe, sane, swift, up-to-date motor bus transportation system in your city.

Vote YES on Proposition No. 1

Division No. 297, Amalgamated Association of Street and Electric Railway and Motor Coach Employees of America.
J. J. Morgan, Financial Secretary.

Argument Against Proposition No 1 Commonly Known As "Jitney Bus" Ordinance

By MRS. J. O. (MARIE) COLWELL

Sympathetic as we are with the unemployment of nearly 500 members of the Amalgamated Association of Street and Electric Railway Employees of America, who are sponsoring the "jitney bus" ordinance, we cannot extend our sympathy to the point of endangering the lives of our citizens and becoming a party, at the expense of public safety, to a campaign of vengeance which the authors of the "jitney bus" ordinance are conducting against their former employer. The price is too great and the penalty too high.

To me, the mere thought of returning to a "jitney bus" system is nothing less than shocking. The hazards to life, the inconveniences to the public, the congestion of traffic which will be directly chargeable to a "jitney bus" system in our city, is too much to pay to gratify those who now wish to embarrass and punish their former employer. We had a "jitney bus" system in Los Angeles nearly twenty years ago. The automobile and surface traffic conditions then were far less of a menace to life and limb than they have since become. To now revive it and to add its possibilities for untold harm to a situation already reeking with death-dealing dangers, would be unthinkable. Already during 1935 there have been 148 deaths in traffic in Los Angeles. This is twenty-five more than were killed a year ago during the same period. Thousands, in addition to this number, have been crippled and maimed. Strenuous and intelligent campaigns are being conducted, using the slogans, "Live and Let Live," "Stop the Killing," and "Save a Life," all being directed toward the reducing of this terrible menace. The "jitney bus" would inject into this a new horde of drivers who at break-neck speed would seek to beat some other driver to a street corner fare.

I am a mother of three children and a grandmother of nine; and it is with fear in my heart that I contemplate, even under present conditions, what might happen to those dear to me.

To approve of this measure would be to build a memorial shaft of bones dedicated to the children and the aged who would be sniped off by these gasoline motored-bullets.

The "jitney bus" is not new to Los Angeles. We voted it out after it had been demonstrated that it was a source of danger, a menace to our safety, a hindrance to our traffic, and utterly useless as a means of transportation.

In the city of Detroit, where the street car systems are municipally owned and operated, they once tried the "jitney bus" system. I am permitted to quote the following telegram, dated April 12, 1935, from the general manager of Detroit's municipally owned street railway. It is as follows:

"Wish to advise that jitney operations started in Detroit in nineteen twenty. Many citizens were inclined to favor plan as an innovation in transportation. By the time these people realized their error, there were over one thousand jitneys running rampant over principal arteries defying all ordinances and paying out thousands of dollars for legal protection and injunctions that should have gone into insurance for damages caused to life and property. Jitneys operated only when and where greatest volume of patronage could be secured with no pretense of giving adequate twenty-four hour service. They took all the lucrative business, and the job of giving day in and day out service in all kinds of weather was left to the Department of Street Railways. Once the jitneys were firmly entrenched it took six years of bitter fighting to drive them out. It was only after the matter was taken through the courts of the state and thousands of dollars of tax payers' money spent, that a final decree was handed down by the Supreme Court of the State of Michigan and affirmed by the Supreme Court of the United States forcing the jitneys off the streets and giving back to the citizens of Detroit the right to control their own thoroughfares.

FRED A. NOLAN,

General Manager, Department of
Street Railways for the City of
Detroit.

Could there be more convincing proof than the statement of Mr. Nolan that Proposition No. 1 should be rejected at the city election on May 7?

It would be nothing short of civic idiocy to vote back this thoroughly discredited system of transportation.

Los Angeles Times

Wednesday, April 13, 1983

Jitney Bus Firm Probed for Possible Investment Fraud

By JERRY BELCHER, Times Staff Writer

The Express Transit District, a private jitney bus service launched last August in competition with the publicly owned Southern California Rapid Transit District, is under investigation in a possible "pyramid" investment fraud involving as many as 400 victims and from \$3 million to \$10 million, sources said Tuesday.

The jitney service, which carried an estimated 6,500 passengers daily at its peak, suspended operations at its own request last Thursday after the state Public Utilities Commission issued a "cease-and-desist" order stemming from allegations of poor maintenance and safety violations on its fleet of mini-buses.

The Express Transit District also is under investigation by the state Labor Commission's special concentrated-enforcement task force for possible violation of minimum wage laws.

Gary Hutton, a Los Angeles County district attorney's investigator, confirmed that Express Transit is being probed for possible fraud, but declined to mention any dollar amounts. He said his office also is working with state agencies on the allegations of labor and safety violations.

Attorney Stanley Arnold, representing investors in the troubled jitney service, said, "We are told that between \$4 million and \$8 million has disappeared since the outfit got its certificate from the PUC last August."

Arnold said he is representing 400 investors, many of them Russian, Mexican and Iranian immigrants, who believed they were buying limited partnerships in the firm. He said that investors were given bills of sale for mini-buses operated by the jitney service, but that some

Please see JITNEY, Page 22

JITNEY: Investigation

Continued from First Page

individual buses were sold to four or five different people.

State sources said they understood that at least \$4 million was involved.

Arnold said that he will file a receivership action in Superior Court today to try to retain some of the assets of the jitney firm—mainly the 90 or so buses still believed to be at the firm's yard—and "possibly reconstruct this operation and retain the right to operate the transit routes."

The principals in Express Transit, according to PUC records, are brothers Francisco, Manuel and Auerlio Medinilla of Juarez, Mexico.

Andrew Zanger, a lawyer who has represented the firm, said Tuesday he understands that Francisco Medinilla is now in Mexico. But, he said, he does not know where Manuel Medinilla is, and does not believe that the third brother was ever part of the organization.

Zanger also said that he does not know whether he still represents the firm. "I'm not fired," he said, "but I do not know my position." He said that he had not been in contact with any of the brothers recently.

Estimates \$3.4 Million Invested

Zanger said that he had heard estimates that investors had put between \$2.4 million and \$10 million into the firm. He said that his "conservative" estimate is that about \$3.4 million has been invested by 373 people.

Roger Miller of the state Labor Commission's concentrated-enforcement task force said that his department is basically concerned with allegations that the company failed to pay minimum wages—and in some cases no wages at all—to mechanics and drivers. He said that the company also has been accused of failing to keep proper work records.

"We are talking about 50 employees," he said. "We are not involved in the investigation of the investments, but we understand the total is approaching \$4 million."

Attorneys Kathryn Grannis of the Legal Aid Foundation and Bob Jacobs of the Inner City Law Center have been representing Express Transit's employees in their claims of underpayment or no payment.

Grannis said that in some cases, drivers "rented" mini-buses from the company for \$50 a day, and often did not take in that much in fares. Fares on the system were 50 cents.

Operated on Six Routes

The firm started operations with converted airport rent-a-car passenger vans, running them on six of the 14 routes granted to the firm in July of 1982 by the PUC. The buses carried from 40 to 50 passengers each.

Express Transit operated routes from downtown to Westwood; on Olympic, Pico and Beverly boulevards from downtown to Beverly Hills; on Vermont Avenue to Hollywood, and on Gage Avenue to Huntington Park.

A second jitney company, Maxi Taxi, also was authorized to operate in and around Los Angeles, but never started operations.

LOS ANGELES TIMES / 84-14-83

...ave a ...
...ca of 1900s socializing at Ascot race track.
... In fact, Queen Elizabeth's own trip to Sacramento in March
... involved far less pageantry.

Ralph Hinds, general manager of the fair, estimated that hors
d'oeuvres and wine for the 250 lawmakers, legislative and
gubernatorial staff members and other guests would cost about
\$7,500.

Hinds put the total cost of the three-hour reception at about
\$20,000, but other sources familiar with the work predicted the
decorations and labor alone would cost about \$30,000.
The food was catered by Narsai David of Berkeley, an

... gourmet restaurant.
... felt if we were going to do something, you have to do it
... right," Hinds said. "We don't see that there's anything wrong
... with calling attention to yourself. It's a public relations effort.
... It's a customary practice in Sacramento to do these types of
... things."

Hinds said many of the props will be reinstalled in Pomona as
an exhibit for the Los Angeles County Fair in September.

The purpose of the extravaganza, Hinds and others associated
with the fair said, was to lobby lawmakers to support a bill by
Please see FAIR, Page 6

Phill
attor
polio
room
by th
W
Ph
out
lawy
Inve
prot
said
made
crimi
prose

F
C

By
C
accu
Ang
ardo
of cy
B
shop
fill
Bob
its q
targe
Los
Fl
strik
day
ing
dispa
mean
has
ing
as ch
power

C
D

PUC Laxity in Probing Jitney Backers Told

By JERRY BELCHER, Times Staff Writer

A top official of the state Public Utilities Commission said Wednesday that his agency could have done a better job of investigating the financial arrangements and background of the partners in the apparently defunct Express Transit District (ETD) jitney bus service.

The privately owned jitney company and its founding partners, Francisco and Manuel Medina, are under investigation by the Los Angeles County district attorney's office in a possible "pyramid" type scheme in which nearly 400 investors may have been bilked out of \$3 million to \$10 million. The jitney service also is being probed for possible labor law, safety and corporate law violations.

Three Medina brothers originally were listed as applicants for the jitney certificate, but the third brother, Auérlilo, is not believed to have been involved in the operation or financing of the company. Investigators believe Francisco and Manuel may have returned to Mexico, where they lived before establishing themselves in Los Angeles nearly 20 years ago.

Francisco worked as an assistant manager with a bag and supply company for eight years, and Manuel as a taxi driver for 12 years, according to documents on file with the PUC.

The district was given a certificate of public convenience and necessity—in effect permission to operate the jitney service—in July after a five-day PUC hearing in which the agency's staff recommended granting the certificate over the strong objections of local public transit agencies, including the Southern California Rapid Transit District (RTD).

Victor Weisser, director of transportation for the PUC, said Wednesday that the agency's staff made no effort to check the financial statements or plans of the jitney service or the personal backgrounds of the Medina brothers.

"In hindsight," Weisser said, "I sure wish we or some other agency had maintained a closer scrutiny of the financial arrangements, especially between the people we granted the certificate to (the Medina's).

and the investors.

But, he added, "This was typical... for applications like this. We normally would not do any sort of police investigation because we simply do not have the (personnel) resources to do it."

The jitney service originally proposed to operate 14 jitney routes in and out of downtown Los Angeles during peak traffic periods at \$1 per trip per passenger. But RTD's basic fare was reduced, and the jitney service reduced its fare to meet the competition.

PUC staff member Vanak Petrossian said that the 50-cent fare probably was the jitney service's undoing. He said that while the Medina brothers believed they could operate at that price level, their troubles seemed to stem from lowering the fare from the \$1 level. With regard to the fraud investigation, Petrossian said, "I personally do not think that they started off that way (intending to defraud anyone). Some thing just happened in the last few months."

Witnesses Clam Up; Judge Drops Slaying Charges

By ERIC MALNIC, Times Staff Writer

The failure of victims and witnesses to give accusatory testimony in court has led to the dismissal of charges against five gang

deputy district attorney who handled the preliminary court proceedings in the case against the five men accused of murder and attempted murder

party said that guests were ambushed as they left the hall by a waiting group of gang members who had earlier been asked to leave the festivities

1983



**Ann Arbor
Transportation Authority**

3700 Carpenter Road, Ypsilanti, Michigan 48197 (313) 973-6500

LATE-NIGHT, SHARED-RIDE TAXI SERVICE IN
ANN ARBOR, MICHIGAN

G. Christopher White
Ann Arbor Transportation Authority

Prepared on Behalf of the Policy and Planning Committee
American Public Transit Association

October, 1983

ABSTRACT

The Ann Arbor Transportation Authority (AATA) operates public transportation service in the Ann Arbor urbanized area. The AATA service area has a population of 208,782. In March, 1983, the AATA began subcontracting with a local taxi company to operate a shared-ride taxi service called Night Ride. The service operates from 11:00 p.m. to 6:00 a.m., seven days a week within the City of Ann Arbor. The AATA initiated this service as a response to public concern about the absence of transit during these hours.

In planning for Night Ride, the AATA developed three criteria which the service design would have to meet, as follows:

1. The cost to the AATA of subsidizing the service had to be determinable in advance.
2. The service had to be simple to administer and contain built-in incentives for the taxi company to operate efficiently.
3. The service had to be easy for the customer to understand and convenient to access and use.

The main features of the service design which was chosen are as follows:

1. Service is operated using dedicated vehicles.
2. The taxicab company provides the vehicles, drivers, fuel, maintenance and dispatch.
3. The AATA pays the taxicab company a fixed subsidy per vehicle hour.
4. The fare is fixed at \$1.50/passenger and the taxicab company retains all fares.
5. Reservations for service are made by phone and advance reservations are not necessary.

Twelve vehicle hours of service are operated per night most of the year. Ten vehicle hours of service per night are operated in the Summer.

Night Ride carried 14,587 passengers in 4,364 service hours during the first year of operation or 3.3 passengers/service hour. The subsidy per passenger was \$1.80.

Night Ride has been funded by an UMTA demonstration grant (Project No. MI-06-0028).

I. SETTING

The City of Ann Arbor is located in Southeastern Michigan and encompasses an area of approximately 22 square miles. The 1980 census population of the City is 108,000, about 28,000 of whom are students at the University of Michigan.

The Ann Arbor Transportation Authority (AATA) operates transportation service in Ann Arbor and the surrounding area which has a total population of 208,782. The AATA operates fixed-route bus service on 15 routes Monday-Friday from 6:00 a.m. to 6:45 p.m. and Saturdays from 7:45 a.m. to 6:45 p.m. The AATA also operates a zone-based dial-a-ride service for the general public on weekdays from 6:45 p.m. to 11:15 p.m. and on Sundays from 9:00 a.m. to 6:00 p.m. A separate dial-a-ride service for the elderly and handicapped is operated at all times when fixed-route or general public dial-a-ride service is operated. Local funding for AATA services is provided by a 2.5 mill property tax approved by Ann Arbor voters in 1973 and by purchase of service agreements with political jurisdictions outside of Ann Arbor.

During 1981, citizen groups approached the AATA requesting dial-a-ride service during late night hours. The impetus for the request was a relatively high incidence of rape and assault which was a cause for public concern. It was felt that the provision of public transportation service from 11:00 p.m. to 6:00 a.m. would increase public safety by reducing the need for individuals to walk at these hours. In considering this request, it was quickly determined that the cost of operating AATA late-night, dial-a-ride service would be prohibitive. However, the AATA agreed to examine the possibility of subcontracting with a taxi company for subsidized, late-night service.

Ann Arbor taxi companies are required to operate all night and it was known that they had excess capacity (i.e. cabs tend to sit at cab stands for extended periods of time late at night). As a result, there appeared to be a possibility of subcontracting with a cab company at a relatively low cost. Preliminary discussions with the two taxicab companies in Ann Arbor encouraged the AATA to proceed further.

II. OPERATION OF SERVICE

On March 15, 1982 late-night, shared-ride taxi service called Night Ride began operation and continues to this date. Night Ride is operated by Veterans Cab Owners Association using taxicabs dedicated to Night Ride Service. Veterans Cab is reimbursed through a contractual arrangement

under which the AATA pays a \$6.00 subsidy per vehicle hour. In addition, Veterans Cab retains all fares. Veterans Cab is responsible for providing vehicles, drivers, dispatch service, fuel and vehicle maintenance. The AATA, in addition to the subsidy per vehicle hour, pays for a separate Night Ride telephone line and handles all marketing.

Service operates from 11:00 p.m. until 6:00 a.m. seven days a week. The fare is \$1.50 per person regardless of the length of the trip. In order to use Night Ride, a person must call and make a reservation at any time on the day of the trip. There is no requirement for advance reservations. The Veterans Cab dispatcher takes the calls and dispatches the vehicles.

Service is normally operated using three vehicles. All three vehicles are in operation from 11:00 p.m. to 1:00 a.m., two vehicles are in operation from 1:00 a.m. to 2:00 a.m. and one vehicle is in operation from 2:00 a.m. to 6:00 a.m. Thus, generally, 12 service hours are operated per night. Ten service hours are operated per night during the Summer. A total of 4,364 hours of service were operated in the first year of service. At \$6.00/service hour, the subsidy for the year was \$26,184. More complete cost figures as well as ridership figures appear in Section IV. During the eighteen months of service, funding for Night Ride has been provided by an Urban Mass Transportation Administration demonstration grant (Project No. MI-06-0028).

III. DESIGN OF SERVICE

When AATA was first considering entering into a subcontracting arrangement to provide late-night service, a review of the literature revealed that no other city had used taxicabs to provide public transportation service in the way that the AATA was considering. Primarily, taxicabs have been used to provide service for a particular group of people (e.g. elderly persons), often on a user-side subsidy basis. The AATA was considering shared-ride taxicab service for the general public in a low-demand time period. As a result, there was virtually no previous experience upon which the AATA could draw in designing service.

The AATA, therefore developed a set of criteria which the service design would have to fulfill in order to be workable. These included:

1. The cost to the AATA had to be determinable in advance. The AATA did not wish to enter into an agreement in which the cost to the AATA of subsidizing the service was not known or could not be controlled. The ability to fund any service depended on the cost being reasonable. This criterion was satisfied by contracting for a fixed subsidy per vehicle hour.

2. The service had to be simple to administer and contain built-in incentives for efficient operation. The AATA did not have the staff resources to spend a significant amount of time overseeing this service. The structure of the service had to present little or no opportunity for deception or fraud on the part of the taxi company or individual taxi drivers. The AATA was aware that this has been a problem with some user-side subsidy and voucher programs and did not wish to commit significant staff resources to oversight or monitoring of the operation. With Night Ride, the AATA primarily had only to ensure that the dedicated vehicles were being operated during the appropriate times. This has been accomplished principally by examining the Night Ride dispatch log book maintained by Veterans Cab. Because Veterans Cab retains all fares, the profitability of Night Ride depends on carrying as many passengers as possible. This provides a strong incentive to operate an efficient service.
3. The service had to be easy to understand and convenient to access and use. Because of concerns about public safety, door-to-door service was essential. In addition, it was also felt that advance purchase of tickets or vouchers could not be required because this would decrease the effectiveness of the service in increasing public safety and would reduce ridership. Finally, it was felt that a fixed-fare would generate more ridership than, for instance, distance or zone-based fares because of the uncertainty of variable fares to the user. Fixed-fares are also much easier to administer.

The design of Night Ride as described in Section II appeared to satisfy the criteria above and both of the Ann Arbor taxicab companies expressed a willingness to operate the service.

One final obstacle was the municipal taxicab ordinance. The City of Ann Arbor at that time had in effect a relatively restrictive taxicab ordinance which, among other provisions, prohibited shared rides and required that fares be based on the taximeter. The ordinance, however, also contained a provision specifically exempting mass transportation service from the ordinance. The AATA convinced the municipal board which oversees taxi operations that the proposed service would be mass transportation service. In preparing specifications for the service, the AATA required that it be operated by licensed taxicab drivers using licensed taxicabs. This enabled the AATA to use a mechanism which was already in place to ensure the quality of the vehicles and drivers.

The AATA provided an opportunity for the two taxicab companies to submit a joint proposal for the operation of Night Ride. This would have prevented either company from being hurt by a loss in regular nighttime taxi ridership as a result of Night Ride. The two companies were unable to agree to do this, however, and so the AATA advertised for bids to operate the service in February, 1982.

The bid award was based solely on the subsidy required per vehicle hour. Veterans Cab was the low bidder at a subsidy of \$6.00/vehicle hour and was awarded the contract. Yellow Cab bid \$9.00/vehicle hour. It appears that the primary reasons that Yellow Cab submitted a bid 50% higher than Veterans Cab are that Yellow Cab has somewhat higher costs, included a higher percentage of fixed costs, and estimated that ridership would be lower which would require a higher portion of the cost to be recovered from the subsidy.

In March of 1983 after the first year of operation, Veterans Cab requested and was granted an increase in the subsidy rate to \$7.50/vehicle hour. This increase was not based on increased costs. Rather, it was the result of the actual ridership being somewhat lower than estimated. In their bid, Veterans Cab estimated that ridership would be 4.5 passengers/vehicle hour. This would have resulted in total revenue to Veterans of \$12.75/vehicle hour (\$6.00/hr. subsidy plus \$6.75/hr. in fares). However, the actual ridership in the first year was 3.3 passengers/vehicle hour thus reducing the total revenue to \$10.95/vehicle hour. Inasmuch as Veterans Cab prepared their original bid without any firm basis for estimating ridership, it seemed reasonable to grant the increase.

IV. EVALUATION OF SERVICE

Although Night Ride was introduced in response to concerns about public safety, it is not possible to establish a causative relationship between Night Ride and the reduction in the incidence of rape and assault which has occurred since its introduction. A significant number of Night Ride users do state that personal safety is their principal reason for using Night Ride. However, Night Ride is being evaluated primarily as an element of AATA services in terms of ridership, productivity, and overall cost.

Basic ridership and cost information for the first year of Night Ride service appears in Table 1, below:

Table 1A - Night Ride Ridership by Month
(April 1982 - March 1983)

Month	Pass.	Service Hours	Pass./ Svc. Hour	Subsidy* (@\$6.00/hr.)	Subsidy*/ Pass.
Apr 1982	1,237	364	3.4	\$ 2,184	\$1.77
May	1,148	403	2.8	2,418	2.11
June	1,076	380	2.9	2,280	2.12
July	1,059	342	3.1	2,052	1.94
Aug	1,042	345	3.0	2,070	1.99
Sept	1,119	333	3.1	1,998	1.79
Oct	1,267	359	3.5	2,154	1.70
Nov	1,304	361	3.6	2,166	1.66
Dec	1,257	350	3.6	2,100	1.67
Jan 1983	1,293	379	3.4	2,274	1.76
Feb	1,306	356	3.7	2,136	1.64
Mar	<u>1,479</u>	<u>392</u>	<u>3.8</u>	<u>2,352</u>	<u>1.59</u>
TOTAL	14,587	4,364	3.3	\$26,184	\$1.80

Table 1B - Night Ride Ridership by Month
(April 1983 - August 1983)

Month	Pass.	Service Hours	Pass./ Svc. Hour	Subsidy* (@\$7.50/hr.)	Subsidy*/ Pass.
Apr 1983	1,316	386	3.4	\$ 2,895	\$2.20
May	1,152	379	3.0	2,843	2.47
June	1,221	356	3.4	2,670	2.19
July	1,092	345	3.2	2,588	2.34
Aug	<u>1,195</u>	<u>368</u>	<u>3.3</u>	<u>2,760</u>	<u>2.31</u>
TOTAL	5,976	1,834	3.3	\$13,755	\$2.30

*Includes only direct cost.

As expected, ridership is lower during the Summer when many University of Michigan students are absent. Ridership seems to also vary to some extent with the weather. The productivity of the service as measured in passengers per service hour has been increasing slowly following the Summer of 1982. Both ridership and productivity have been higher in each month of the second year of operation as compared to the first.

It appears from examining the dispatch logs that 5-6 passengers per service hour is the limit of productivity of the service as presently constituted for any night. It should be remembered that Night Ride operates using three vehicles from 11:00 p.m. to 1:00 a.m., two vehicles from 1:00 a.m. to 2:00 a.m. and one vehicle from 2:00 a.m. to 6:00 a.m. Productivity is often lower after 2:00 a.m. because of fewer requests but also because the one vehicle must travel throughout the town. Earlier in the evening when all three vehicles are operating and there are more requests, the dispatcher has the opportunity to group trips and use the vehicles more efficiently. Productivity of over 5 passengers per service hour is common before 1:00 a.m. Table 2 (below) gives the ridership by hour of service. Ridership also varies by the day of the week. In general, however, this appears to be more or less random fluctuation except that Friday ridership tends to be 30-50% higher than weekdays, Saturdays are usually slightly higher than normal and Sundays somewhat lower.

Table 2. - Night Ride Ridership by Hour (for 2/6/83 - 2/17/83)

Time Period	Average Ridership	Vehicle in Service	Passengers/Service Hour
11 pm - 12 am	16.1	3	5.4
12 am - 1 am	12.2	3	4.1
1 am - 2 am	7.6	2	3.8
2 am - 3 am	6.1	1	6.1
3 am - 4 am	3.2	1	3.2
4 am - 5 am	2.5	1	2.5
5 am - 6 am	4.8	1	4.8

The times when each passenger is picked up and dropped off is also recorded in the dispatch log along with the time the passenger requested service and the vehicle number. This enables the AATA to monitor the vehicle flow and how they are being dispatched. The difference between the request

time and pick-up time is also monitored to determine wait time. The average wait time has consistently been between 15-20 minutes. Despite the consistency of the average wait times on Night Ride, there is considerable variability in the individual wait times. Of particular concern are wait times of more than 40 minutes which happen occasionally. They occur primarily because more requests are received in a short period of time than can be handled by the number of vehicles available. Trips that do not fit in with other requested trips may not be able to be picked up for some time. In most cases, the dispatcher is able to give the caller an estimate of how long they will have to wait.

Trip times also average between 15-20 minutes and also vary considerably depending on location of the origin and destination of the individual and how busy it is. Veterans Cab tends to route the vehicles so that a series of pick-ups is made and then a series of drop-offs. Nearly all Night Ride passengers share the cab with someone else during a portion of their trip.

The AATA believes that the average wait time and average trip time are appropriate for this service because it provides a distinction between Night Ride and regular taxi service. Regular taxi service generally has a higher cost (\$1.00 flag drop and \$1.10/mile) and provides a premium service with exclusive rides, shorter wait times and shorter travel times.

During the two-week period from February 6 to February 19, 1983 the AATA monitored additional data in conjunction with a passenger survey conducted during that period. During these two weeks, 17 people (1.2/night) refused service because the estimated wait time was too long, 13 people (.93/night) called to cancel a previously requested trip, and 71 people (5.0/night) were no-shows. Of the 649 trips in the period, 128 (9.7%) were by persons who regularly use Night Ride more than 4 times per week; 177 trips (27.3%) were by persons who regularly use Night Ride 2-4 times per week and 344 trips (53.0%) were by people who do not regularly use Night Ride more than once a week. Trips by regular users decrease on weekends. Only about 16 people use Night Ride more than 4 times per week.

As referenced previously, Night Ride has been funded by a Urban Mass Transportation Administration demonstration grant. UMTA has assigned the Transportation Systems Center (T.S.C.) to be responsible for and to supervise the evaluation. TSC engaged a consulting firm, Multisystems, Inc., to actually design and conduct the evaluation. During the two weeks February 6-19, drivers handed a mail back survey to each Night Ride passenger. A copy of the survey is included as Attachment #1 to this report. The response rate was very low, 70 surveys from the 649 passengers during the

period. As a result, a similar survey was conducted by interviewers in the taxicabs for four nights the week of April 10, 1983. A copy of the on-board survey is included as Attachment #2. A total of 66 on-board surveys were conducted. The results of the two surveys are being tabulated and compared to each other to determine the validity of the samples.

Only preliminary data is available from these surveys at this time. The consultant is still involved in validating the data. As a result, only general figures will be reported here. Final figures will be included as part of the final report on the demonstration project which will be available from UMTA.

About 65% of Night Ride passengers are women. More than 90% of all passengers are 16-44 years of age with a slight preponderance of 16-24 year olds. Use of Night Ride appears to decline with increasing income. About half of the passengers are employed full-time and another quarter are employed part-time. About a third of the passengers are students.

The primary destination of Night Ride passengers was their home. Only two other destinations were significant; work and social-recreational activities. The origins of trips were, in order of apparent frequency, work, home, social-recreational activities, educational activities, and bars and restaurants. The majority of respondents only used Night Ride for one trip purpose and more than 90% indicated they do not use Night Ride more than once each night.

The primary reasons for using Night Ride are low cost and safety. Of the mail back survey respondents, 48% listed low cost and 33% listed safety as their principal reason for using Night Ride. About half of Night Ride users have no alternative means of transportation other than regular taxis. About a quarter do have a car available to drive.

Night Ride users are drawn from a number of sources. Interestingly, more passengers were diverted from the automobile (driving or riding) than from regular taxis, walking with others and walking alone combined. In fact, the in-vehicle interviews indicated that 25% previously drove an automobile for the intercepted trip before Night Ride was available. These purely choice riders are somewhat surprising. Perhaps, these travelers previously drove during the day just so as to be able to drive home. Night Ride may enable them to use transit, possibly the preferred daytime mode, and to use Night Ride as needed for the return trip. Perhaps Night Ride serves as a back-up mode when other modes are unavailable such as a ride from a friend or associate or when the traveller is returning home later than usual. A question that was not addressed in the survey is

how Night Ride increases the use of transit for the other portion of the round trip.

Respondents to the surveys were asked how many of their Night Ride trips in the past week would be made by taxi if Night Ride were unavailable. Almost every in-vehicle interview respondent indicated their Night Ride trips would be made by taxi. It is interesting to note that this is in contrast to the small percentage (9%) that indicated that they previously used a taxi for the intercepted trip. Perhaps Night Ride has actually served to generate new riders for taxi service.

V. CONCLUSION

The design and operation of Night Ride service for the first year has essentially met the expectations of the AATA. It has enabled the AATA to provide a basic public transportation service at a relatively low cost. It has also enabled the AATA to respond to a perceived public need. The AATA Board of Directors recently elected to continue Night Ride after the demonstration period ends to be funded by local revenue sources. A new bid was held in September of 1983 for operation of the service in FY 1984. Veterans Cab was once again the successful bidder at \$7.50/vehicle hour.

While there may not be a need for late-night transportation in many communities, elements of the Night Ride operation may be more broadly applicable. In particular the subcontracting mechanism has provided a simple, effective and relatively inexpensive means of providing public transportation; a mechanism which may be adaptable in other locations.



NIGHT RIDE PASSENGER SURVEY

For
office
use
only

The Ann Arbor Transportation Authority is conducting this survey of Night Ride passengers to determine how well the service is meeting your night-time travel needs. Please help us serve you by completing this brief questionnaire and mailing it back (just fold and seal, no postage needed).

1-3 I.D.

1 Have you already completed an identical survey questionnaire?

4

1. YES \longrightarrow If YES, please check "YES" and mail this form to the AATA.

2. NO \longrightarrow If NO, please continue.

2 What type of place or activity were you coming from when you received this survey? (Your Origin)

5

1. Your Home

5. Educational Activity

2. University Job

6. Visit to Bar/Restaurant

3. Hospital Job

7. Other Social/Recreational Activity

4. Other Job

8. Other _____

(Specify)

3 What type of place or activity were you going to when you received this survey? (Your Destination)

6

1. Your Home

5. Educational Activity

2. University Job

6. Visit to Bar/Restaurant

3. Hospital Job

7. Other Social/Recreational Activity

4. Other Job

8. Other _____

(Specify)

4 How many one-way trips did you make on Night Ride in the past seven days to/from this same activity?

_____ trips (count round trips as two trips)

7-8

5 How else do you make this trip at night? (Check all that apply.)

9-13

1. Always Use
Night Ride

6. Regular Taxi

2. Walk Alone

7. University Shuttle Bus

3. Walk with Others

8. Bicycle

4. Drive

9. Motorcycle/Moped

5. Get a Ride

10. Other _____

(Specify)

6 What is the main reason you chose to use Night Ride for this trip? (Check one.)

14

1. Safety

4. Weather Protection

2. Speed/Travel Time

5. Other _____

3. Cost

(Specify)

7

How did you usually make this trip at night before Night Ride came into being in March 1982? (Check one.)

15-16

- 1. Couldn't make this trip then because of inadequate transportation
- 2. Used to make this trip earlier in the evening and used Dial-a-Ride
- 3. Didn't live in Ann Arbor then
- 4. Didn't need to make this trip then
- 5. Walked Alone
- 6. Walked with Others
- 7. Drove
- 8. Got a Ride
- 9. Regular Taxi
- 10. University Shuttle Bus
- 11. Bicycle
- 12. Motorcycle/Moped
- 13. Other _____
(Specify)

8

For what other kinds of trips do you use Night Ride? (Check all that apply.)

17-19

- 1. None
- 2. Work
- 3. Educational Activity
- 4. Visit to Restaurant/Bar
- 5. Other Social/Recreational Activity
- 6. Other _____
(Specify)

9

Did (will) you make any more trips on Night Ride the night you received this survey?

20

- 1. YES
- 2. NO

10

How many total (one-way) trips did you make on Night Ride in the past seven days (for any purpose)?

21-22

_____ trips (count round trips as two trips)

11

How many of these trips (in Question 10) would you have made using regular taxi service if Night Ride service were not available?

23-24

_____ trips (count round trips as two trips)

12

How has Night Ride affected your travel? (Check all that apply.)

25-27

- 1. Night Ride has not affected the way I travel
- 2. Use Night Ride instead of other means of transportation
- 3. Travel more frequently after 11 p.m.
- 4. Travel to different locations after 11 p.m.
- 5. Other _____
(Specify)

13

How would you rate the following characteristics of Night Ride service? Use the following rating rule: 1 = Very Good; 2 = Good; 3 = Average; 4 = Poor; 5 = Very Poor.

(fill in your rating for each)

- a. Driver Courtesy _____
- b. Vehicle Comfort and Cleanliness _____
- c. Time You Must Wait for a Vehicle _____
- d. Overall Quality of Service _____

28
29
30
31

14

How did you first learn about Night Ride? (Check one.)

32

- 1. Radio
- 2. Newspaper
- 3. Friend Recommended
- 4. Saw Brochure
- 5. Saw Ad on AATA Bus
- 6. Other _____
(Specify)

15

Which of these vehicles are generally available for your use at night? (Check all that apply.)

33-36

- 1. Automobile (driver)
- 2. Automobile (passenger)
- 3. Bicycle
- 4. Motorcycle/Moped
- 5. None of the Above

Questions 16-19 are necessary for statistical purposes. The information provided will remain strictly confidential.

37

16

Are you . . . ?

- 1. Male
- 2. Female

17

What is your age?

38

- 1. Under 16
- 2. 16-24
- 3. 25-44
- 4. 45-64
- 5. 65 or over

18

Please indicate which of the following applies to you. (Check all that apply.)

39-42

- 1. Full-time Employed
- 2. Part-time Employed
- 3. Undergraduate Student
- 4. Graduate Student
- 5. Homemaker
- 6. Retired
- 7. Unemployed
- 8. Other _____
(Specify)

19

What is the combined annual income of all the members of your household? (Undergraduates: Please indicate your family income category.)

43

- 1. Less than \$10,000
- 2. \$10,000-\$19,999
- 3. \$20,000-\$29,999
- 4. \$30,000-\$39,999
- 5. \$40,000-\$49,999
- 6. \$50,000 or more

20

Do you have any suggestions to improve Night Ride?

44

I.D.

Date

Time

Night Ride Passenger Interview

Hello, I'm conducting interviews of Night Ride passengers for the Ann Arbor Transportation Authority to determine if the service is meeting your night-time travel needs. Would you be willing to answer a few questions anonymously?

IF NO, CHECK THIS BOX AND END THE INTERVIEW.

1 Have you already been interviewed, in person, on Night Ride?

- 1. YES----- If YES, please check "YES" and end the interview.
- 2. NO----- If NO, continue.

IF THE RESPONDENTS INDICATE THAT THEY HAVE ALREADY COMPLETED A WRITTEN SURVEY, EXPLAIN THAT THEIR RESPONSE TO THIS INTERVIEW IS NEEDED TO COMPLETE THE STUDY.

2 What type of place or activity are you coming from?

- | | |
|-------------------|--------------------------------|
| 1. Your Home | 5. Educational Activity |
| 2. University Job | 6. Visit to Bar/Restaurant |
| 3. Hospital Job | 7. Other Social/Recr. Activity |
| 4. Other Job | 8. Other _____ |
- (Specify)

3 What type of place or activity are you going to?

- | | |
|-------------------|--------------------------------|
| 1. Your Home | 5. Educational Activity |
| 2. University Job | 6. Visit to Bar/Restaurant |
| 3. Hospital Job | 7. Other Social/Recr. Activity |
| 4. Other Job | 8. Other _____ |
- (Specify)

4 Did this vehicle arrive to pick you up on time, early or late?

- 1. Early
- 2. Late
- 3. On time

How many minutes early or late?

5 Did you call for your Night Ride vehicle more than one hour in advance of your desired departure time?

- 1. Yes-----GO TO QUESTION 7
- 2. No

6 How many minutes in advance of your desired departure time did you call to request your Night Ride pick up? (If requested immediate service, write zero)

22 23 24 **7** How else do you make this trip at night? (Probe; several answers possible)

1. Always Use Night Ride
2. Walk Alone
3. Walk with Others
4. Drive
5. Get a Ride
6. Regular Taxi
7. University Shuttle Bus
8. Bicycle
9. Motorcycle/Moped
10. Other _____
(Specify)

25 26 27 28 29 **8** What is the main reason you chose to use Night Ride for this trip tonight? (One answer)

1. Safety
2. Speed/Travel Time
3. Cost
4. Weather Protection
5. Other _____
(Specify)

30 31 32 **9** How did you usually make this trip at night before Night Ride came into being in March 1982? (One answer)

1. Couldn't make this trip then because of inadequate transportation
2. Used to make this trip earlier in the evening and used Dial-a-Ride
3. Didn't live in Ann Arbor then
4. Didn't need to make this trip then
5. Walked Alone
6. Walked with Others
7. Drove
8. Got a Ride
9. Regular Taxi
10. University Shuttle Bus
11. Bicycle
12. Motorcycle/Moped
13. Other _____
(Specify)

3 34 35 **10** For what other kinds of trips (purposes) do you use Night Ride? (Several Answers Possible)

1. None
2. Work
3. Educational Activity
4. Visit to Restaurant/Bar
5. Other Social/Recr. Activity
6. Other _____
(Specify)

36 **11** Will you make any more trips on Night Ride tonight?

1. YES
2. NO

37 38 **12** How many total (one-way) trips did you make on Night Ride (for any purpose) in the past seven days, including this trip? Count round trips as two trips.

39 40 **13** How many of these trips would you have made using regular taxi service if Night Ride service were not available? Again count round trips as two trips.

41 42 **14** On how many of your Night Ride trips in the past seven days have you shared the vehicle with other passengers (whom you did not plan to travel with)? (Not including the interviewer.)

15 How has Night Ride affected your tripmaking at night?
44 45 (Probe; several answers possible)

1. No effect
2. Use Night Ride instead of other means of transportation
3. Travel more frequently after 11 p.m.
4. Travel to different locations after 11 p.m.
5. Other _____
(Specify)

16 Is a motor vehicle or bicycle generally available for your
48 49 use at night? (Probe; several answers possible)

1. Automobile to drive
2. Automobile to ride in
3. Bicycle
4. Motorcycle/Moped
5. None

17 Sex (do not ask):

1. Male
2. Female

THE NEXT FEW QUESTIONS ARE FOR STATISTICAL PURPOSES AND ARE
NEEDED TO VERIFY THAT THE SURVEY IS AN ACCURATE ONE.

18 How old are you?
54 55

1. Under 16
2. 16-24
3. 25-44
4. 45-64
5. 65 or over

19 What is your occupation? (Probe; several answers are
54 55 possible)

1. Full-time Employed
2. Part-time Employed
3. Undergraduate Student*
4. Graduate Student
5. Homemaker
6. Retired
7. Unemployed
8. Other _____
(Specify)

20 Please look at the categories on this card and point to the
number which corresponds to the category in which your
annual household income falls. (*If you are an undergradu-
ate student, please indicate your family's annual income.)

1. Less than \$10,000
2. \$10,000 - \$19,000
3. \$20,000 - \$29,000
4. \$30,000 - \$39,000
5. \$40,000 - \$49,999
6. \$50,000 or more
7. don't know
8. refused

21 Finally, do you have any suggestions to improve Night Ride?
