

# **STUDY OF POTENTIAL TRANSIT SERVICE IMPROVEMENTS FOR THE SOUTH BAY AREA OF LOS ANGELES COUNTY**

## **EXECUTIVE SUMMARY**



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**LOS ANGELES COUNTY TRANSPORTATION COMMISSION**

**MARCH, 1979**

**PREPARED BY**



**ATE MANAGEMENT AND SERVICE CO., INC.**

## I. EXECUTIVE SUMMARY

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In November of 1978, as a follow-up to the previously completed performance audit project, ATE Management and Service Company of Cincinnati, Ohio, began a study to identify potential transit service improvements for the South Bay area of Los Angeles County.

The principal objectives of the project were to: a) select the most appropriate organizational and institutional alternatives for service in South Bay; b) develop a reasonably detailed on-street transit system design for the area; c) assess the maintenance requirements of such service improvements; and d) estimate the potential impact of the proposed improvements on such key elements as operating cost, revenue, ridership, and required subsidy levels.

A definitive set of criteria was established and used during the course of the project. The criteria included specific guidelines for route and service adjustments, project procedures, financial restrictions, and institutional and maintenance solutions.

Criteria for service adjustments included: not altering routes unless economies can be realized or the quality of the service improved, priority given to existing riders over potential riders, service cannot require substantially greater cost than the status quo, regional routes should be extended to their most "natural terminus", service levels are determined by logical transit factors only and, recommendations must be compatible with a workable maintenance solution.

Institutional criteria included: the alternative selected will be the one which can best accommodate the recommended transit system and not vice versa, limitations of current State laws shall not be a consideration and no presumptions for or against the existing institutional structure should be assumed in advance.

Additional general criteria were: existing data sources will be primarily utilized with only selective development of new data and, modifications to the recommendations may be necessary because of future maintenance and garage site limitations.

Several procedures were followed during the course of evaluating current transit needs and system capabilities. Current schedules and maps were selected and evaluated to familiarize participants with the existing route structure. A Comprehensive Operational Analysis (COA) was performed on the current local transit service in South Bay in order to identify where transit patrons are boarding and alighting. Geographic and demographic analyses were performed to assess the location and passenger demand for transit services. A special effort was made to evaluate existing literature, data, and previous studies for their possible applicability to this project.

Public employees, community leaders, and other activity centers in South Bay were contacted in an effort to gain a better understanding of the area's needs. Contact was also made with representatives of the major employment generators and other activity centers in South Bay.

A review and assessment of the current maintenance facilities available in South Bay was also conducted. As a specific task of this project, the Coldwell

Banker Management Corporation was subcontracted by ATE to perform an evaluation of possible site locations for future transit maintenance facilities.

### Current Status of Transit in South Bay

Presently, fixed route transit service in the South Bay area is provided by four transit operators. Local transit service is provided by municipal operations directed by the cities of Torrance, Gardena and Hermosa Beach. Regional service is currently provided by the Southern California Rapid Transit District (SCRTD).

The Torrance Transit System operates five transit routes, two of which provide express-type service from the South Bay area to downtown Los Angeles. Another route provides service to Long Beach. Torrance also operates a Shopper's Special and a local shuttle service.

The City of Gardena operates four transit routes, one of which links Gardena with downtown Los Angeles, while another provides service to the city of Compton. The City of Hermosa Beach operates mini-bus service on two fixed route transit loops which provide service throughout most of that city.

SCRTD operates an extensive network of 32 regional routes throughout the South Bay area. This service provides access to all municipalities within South Bay including Long Beach, South Central Los Angeles, Santa Monica, Hollywood and downtown Los Angeles. Figure 1 depicts the current SCRTD South Bay service while Figure 2 shows the existing transit service provided by the municipal operators.

Currently, there is also a wide variety of special transportation service provided in the South Bay area. SCRTD operates a special commuter express service called BEEP, which is a federally funded demonstration program. In addition, specialized transportation service for the elderly and handicapped citizens in South Bay is now provided by eight separate operators financed by eight different cities within South Bay. Four of these services operate their own mini-buses or vans while the remaining four have contracted with local taxi operations.

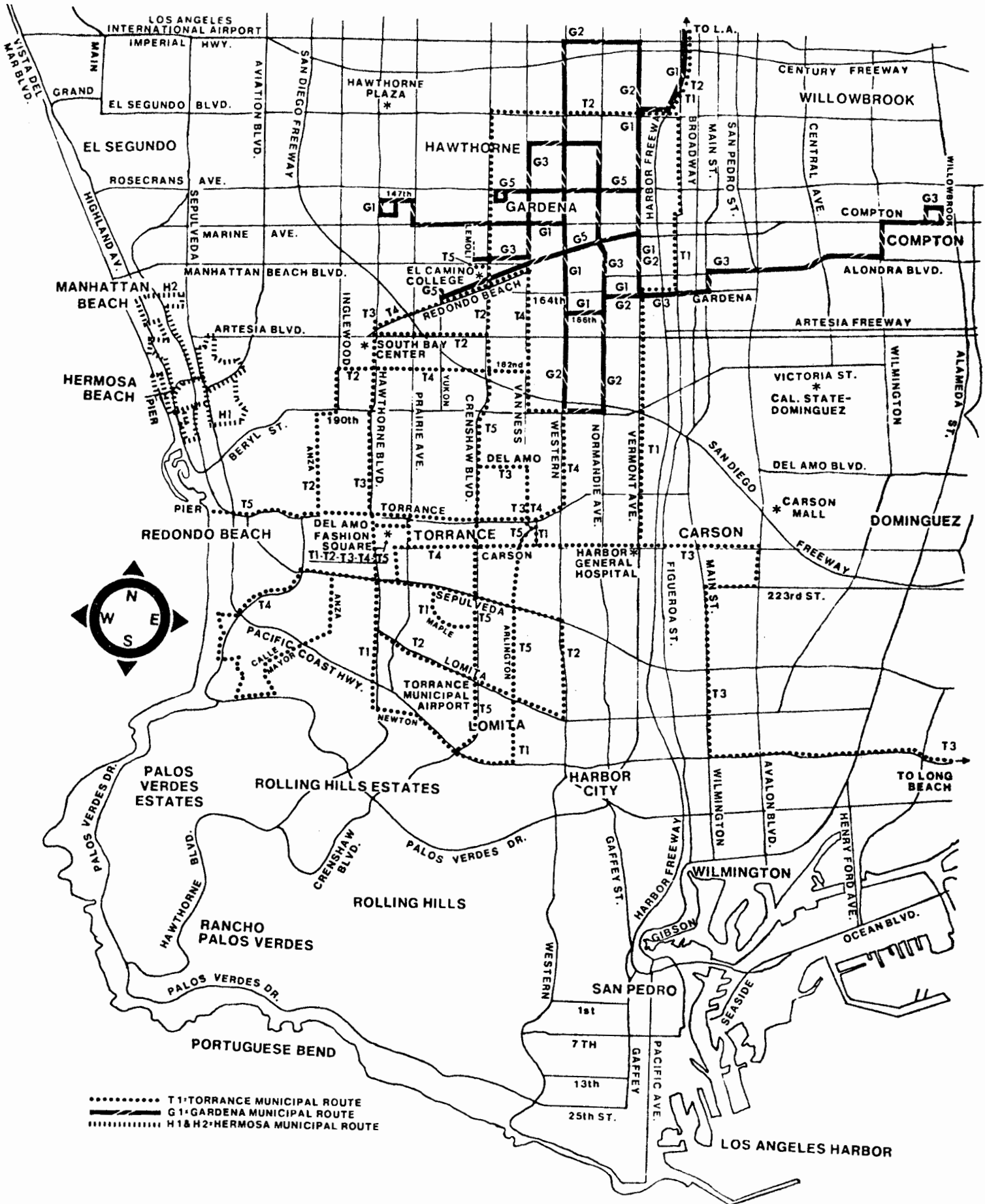
Our evaluation indicates that demand for mass transit services in South Bay is substantial. However, current ridership levels on existing routes are significantly below the average ridership encountered throughout the rest of the county. As an example, while South Bay is the home of about 13% of the population of Los Angeles County, it only generates about 8.5% of the transit rides now made in the county. Commuter work trips between South Bay locations and downtown Los Angeles are currently the most popular transit travel trips for South Bay, indicating a strong desire by many residents to travel to locations beyond the immediate South Bay area. However, there is a substantial need for transit travel within South Bay itself.

Each transit operation in South Bay currently operates under its own fare structure, has its own administrative policies, and operates its own maintenance facility. SCRTD maintains most of its South Bay vehicles from a temporary servicing site at 190th Street and the Harbor Freeway; the municipal operators service their vehicles from their respective city maintenance garages.



FIGURE 2

# EXISTING MUNICIPAL ROUTES



## Service Analysis and Recommendations

Service inadequacies and deficiencies became evident during the course of the transit analysis of the routes and schedules in South Bay. These included: 1) a lack of coordination between transit service systems; 2) inconvenient service due to political boundaries and restricted franchise areas; 3) service duplication; and 4) an inconsistent quality of service.

To correct these deficiencies and to provide a more effective transit service network for the South Bay region, a series of transit improvement recommendations have been developed.

To maximize operational economies it is recommended that much service of a local nature within South Bay as well as existing locally operated express service to downtown Los Angeles should be operated by a unified local transit carrier. This operator should provide service along seven routes which could be operated more economically by a local carrier than by the regional provider.

This local provider, only for the purposes of this project, has been referred to as the South Bay Area Transit System (SBATS). If implemented, the SBATS service would cover the operation of the three present express routes to Los Angeles now operated by Torrance and Gardena via slightly modified routes. SBATS would also operate four new local routes for the South Bay area which have, in this report, been referred to as SBATS routes numbers 4, 5, 6, and 7.

The new SBATS route would operate from the Hollywood-Riviera area of Torrance to the City of Gardena via Del Amo Fashion Square and El Camino College. SBATS Route 5 would provide service between Redondo Pier and the City of Lomita via Torrance Blvd., Del Amo Fashion Square, the old Torrance Terminal and Arlington Avenue. The new SBATS Route 6 meanwhile would provide service between the Redondo Pier and El Camino College via Torrance Blvd., the old Torrance Terminal, and Western Avenue. SBATS Route 7 would operate in the same manner as does the current Gardena Route 2, in a loop fashion on Western and Vermont Avenues between Imperial and 190th Street. Service on that route, however, would operate with a 60 minute headway rather than its current 30 minute frequency. The completed proposed SBATS system is shown in Figure 3. It is also recommended that an improved and expanded regional transit network for South Bay developed by this project should be implemented in order to maximize overall transit accessibility for the residents of the area. In order to accomplish this, existing SCRTD routes should be extended to their most natural and beneficial transit terminus. Previous political boundaries and restricted franchise areas should be disregarded. Consequently, it is recommended that the following SCRTD routes be extended:

Route 5 - Hawthorne Blvd. - to downtown Long Beach via route of current Torrance Route 3

Route 6 - Vermont - (or Route 353) extended to city of Carson via Vermont, Victoria and Avalon

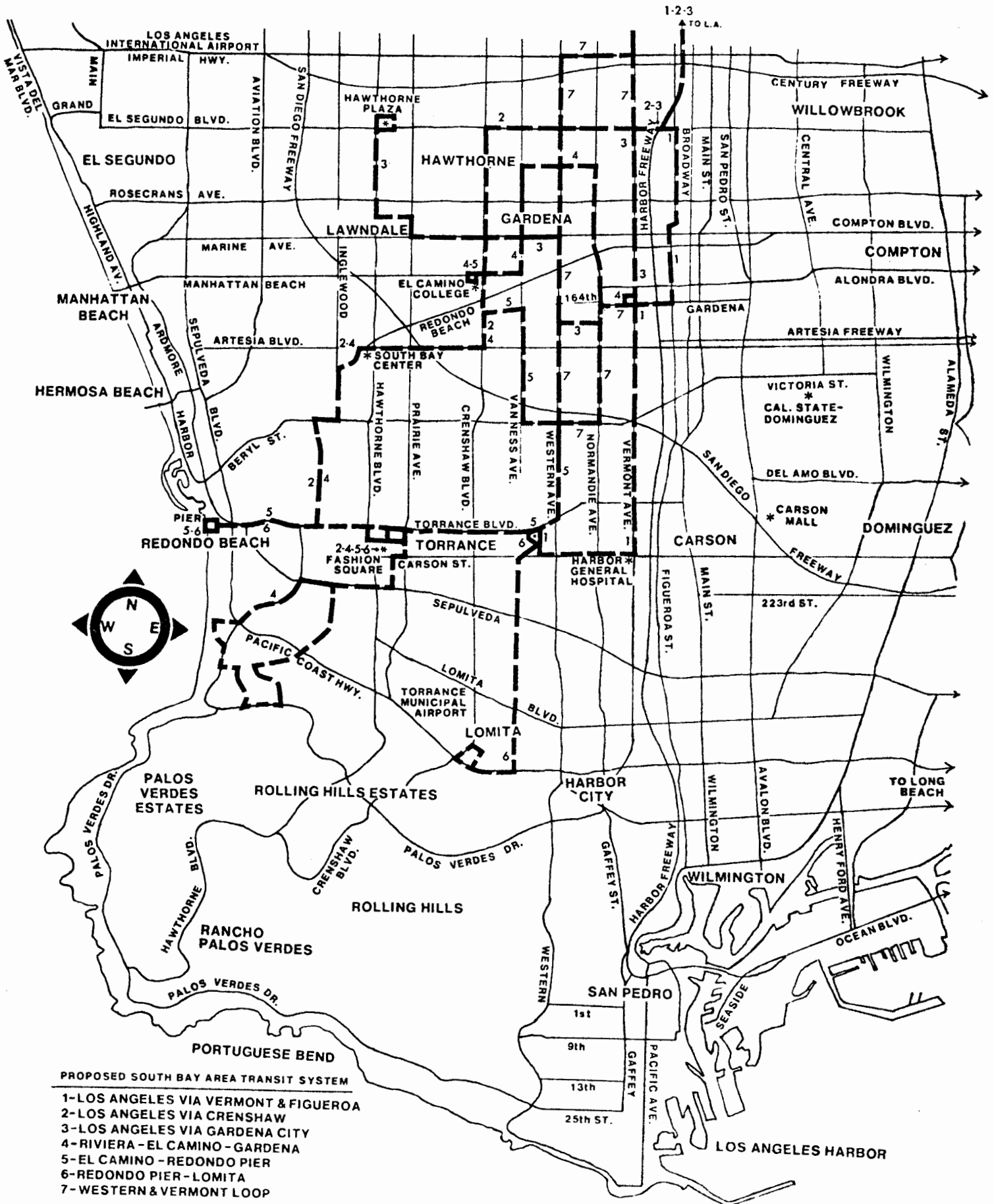
Route 84 - Western - to Kaiser Medical Center via Western and PCH

Route 85 - Crenshaw - to Pacific Coast Highway

Route 96 - Normandie - to Harbor General Hospital

FIGURE 3

# PROPOSED SOUTH BAY AREA TRANSIT SYSTEM



**PROPOSED SOUTH BAY AREA TRANSIT SYSTEM**

- 1-LOS ANGELES VIA VERMONT & FIGUEROA
- 2-LOS ANGELES VIA CRENSHAW
- 3-LOS ANGELES VIA GARDENA CITY
- 4-RIVIERA - EL CAMINO - GARDENA
- 5-EL CAMINO - REDONDO PIER
- 6-REDONDO PIER - LOMITA
- 7-WESTERN & VERMONT LOOP



Route 114 - Lynwood - to El Camino College

Route 607 - Redondo Beach - Torrance - to Lomita

Route 849 - Harbor City - San Pedro - to City of Compton via Carson Mall and Cal State-Dominguez Hills

This extended SCRTD regional network is depicted in Figure 4.

### Facility Requirements

In order to accommodate this new service structure, it is recommended that two new maintenance facilities be constructed in the South Bay area. One facility, supporting the proposed SBATS system, should be capable of accommodating about 30 to 35 regular transit vehicles as well as 10 to 15 para-transit or demand responsive vehicles. A desirable and available site for the construction of this facility would be the parcel of land located just northwest of the present Torrance Civic Center complex. Meanwhile, a 200 to 225 bus transit facility should be constructed for the expanded SCRTD service for South Bay. Twelve possible sites for this facility were identified by the Coldwell Banker study (included as an appendix in this report). For general availability of the real estate and overall operational economy, site number 2 (off Western Avenue between Torrance Blvd. and Del Amo Blvd.), number 9 (located between Vermont and the Harbor Freeway just south of the San Diego Freeway) and 11 (located on the north side of Del Amo between Vermont and Normandie) appear to be the most desirable. The marketing and public relations for SCRTD in the South Bay area should also be directed from this new facility site, or, from some other appropriate South Bay location.

In order to provide more effective transportation service for the elderly and handicapped citizens of South Bay, it is also recommended that existing specialized transportation services in South Bay be combined and coordinated into a single elderly and handicapped service. This service could operate most effectively from the proposed new local transit facility which would accommodate the SBATS service. It is recommended that this unified elderly and handicapped service would be operated by SBATS which would operate the special vehicles now operated by four South Bay communities and could coordinate the availability and dispatching of the special services now provided by contracted taxi operators.

### Fare Policy Coordination in South Bay

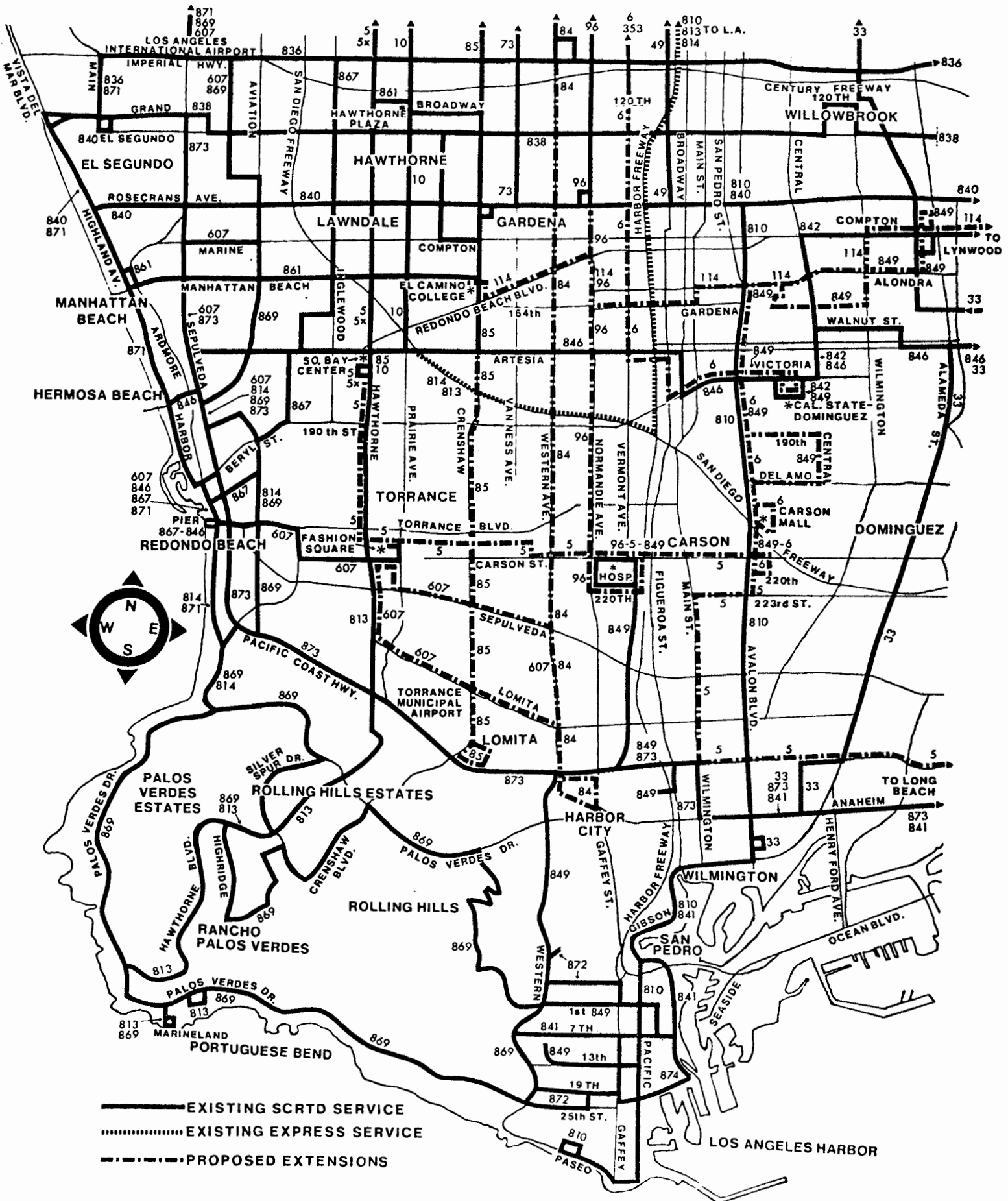
While the individual fare structures of current transit operators in South Bay reflect current local policy, these different policies create a confusing tariff for the general public within the subregion. As long as multiple prices are available on the marketplace, some problems will inevitably occur. Consequently, it is a basic recommendation that the Los Angeles County Transportation Commission strive toward mandating a uniform base fare policy for all of the South Bay area. In the short run, it may be appropriate to initiate a phased coordination of the various fare policies.

### Impact on South Bay Ridership

The potential impact of these service improvement recommendations on overall operating cost, revenue, and ridership are substantial. The expanded SCRTD regional system should attract an additional 1,509,000 riders annually. The

FIGURE 4

# PROPOSED SCRTD SERVICE



new SBATS service meanwhile could be expected to attract 2,510,000 riders or about 849,000 rides less than what the combined municipal operators are currently carrying annually. Overall, however, when combined with the expected increase in SCRTD ridership, there would be a net increase in total transit ridership in South Bay of more than 660,000 passengers annually. Additionally, ridership can realistically be expected to continue to increase in future years because of the beneficial effect that this more complete, more accessible, South Bay service should have on surrounding transit services. Complete ridership projections for the proposed new SBATS service is shown and compared to existing municipal ridership in Table 1. Projected ridership increases and decreases for modifications to current SCRTD routes are shown in Table 2.

### Cost and Revenue Impact

Several operational economies can also be realized through this service restructuring. The SCRTD regional service expansion should require an additional 17 peak hour vehicles and approximately 65,000 hours of additional operating service annually. The SBATS service meanwhile should have operational requirements about equal to that which is currently required of the Torrance Transit System operation alone. SBATS would require from 19 to 26 peak hour vehicles (with and without school trippers) and approximately 86,130 hours of operation annually.

Overall, these service improvements should produce a net reduction in total operating cost of about \$72,000 annually. That, coupled with the projected increases in farebox revenue of about \$314,300 generated by the additional ridership (\$178,200) and modifications to the fare structure (\$136,100), can be expected to produce a total reduction in the transit operating deficit for South Bay of as much as \$386,300 annually. This savings could be realized even though the quality of transit service would be vastly improved and as many as 660,000 more transit patrons could be expected to utilize the service.

It should also be noted that the percentage of operating costs returned through the farebox for the new SBATS service should be in the vicinity of 45% to 50% which is higher than the percentage now returned by any of the current South Bay local operators.

### Potential Effect on Individual Communities

It is important to note the potential effect these recommended service improvements might have on the various individual cities and communities of South Bay. Below is a summary for each South Bay community describing how the recommended service changes in this report could be expected to impact public transportation in that area. Collectively, however, it appears appropriate to note the benefit of fuel savings which would be realized by the entire county. While increasing bus miles only minimally, the increased transit patronage from this plan could reduce automobile mileage in South Bay by 4,620,000 miles annually and save about 350,000 gallons of gasoline each year.

#### Torrance

Under the proposed system, the City of Torrance would no longer operate its own transit system, however, it is recommended that the new SBATS service be headquartered in that city. Consequently, five of the proposed seven routes which

TABLE 1

PROJECTED RIDERSHIP CHANGES

	Current Annual Ridership (Municipal Operators)	Projected Annual Ridership (SBATS Service)	Percent Change
<u>TORRANCE ROUTES</u>			
Route #1 - Los Angeles	538,000	457,000	- 15.1%
Route #2 - Los Angeles	348,000	307,000	- 11.8%
Route #3 - Torrance - Long Beach	487,000	-0-	-100.0%
Route #4 - Riviera - El Camino	122,000	-0-	-100.0%
Route #5 - Redondo, Lomita, El Camino	250,000	-0-	-100.0%
Shopper's Special	40,000	-0-	-100.0%
<u>HERMOSA BEACH ROUTE</u>			
Local Double Loop	16,000	-0-	-100.0%
<u>GARDENA ROUTES</u>			
Route #1 - Los Angeles	535,000	596,000	+ 11.4%
Route #2 - Western - Vermont Loop	486,000	236,000	- 51.4%
Route #3 - Gardena - Compton	312,000	-0-	-100.0%
Route #5 - Redondo - Rosecrans	60,000	-0-	-100.0%
Extra School Oriented Service	165,000	165,000	0%
<u>NEW SBATS LOCAL ROUTES</u>			
Local #4 - Riviera - El Camino - Gardena	-0-	295,000	+100.0%
Local #5 - Redondo Pier - Lomita	-0-	244,000	+100.0%
Local #6 - El Camino - Redondo Pier	-0-	210,000	+100.0%
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Total Local Operations	3,359,000	2,510,000	- 25.3%

TABLE 2

PROJECTED RIDERSHIP CHANGES

SCRTD Ridership Increases (Decreases)

<u>ROUTE</u>	<u>TYPE OF CHANGE</u>	<u>ANNUAL RIDERSHIP INCREASE (DECREASE)</u>	<u>PERCENT CHANGE</u>
#5 Hawthorne Blvd.	Extension to L.B.	508,000	+ 8.1%
#6 Vermont	Extension to Carson	68,000	+ 1.0%
#84 Western	Extension to P.C.H.	255,000	+ 3.7%
#85 Crenshaw	Extension to P.C.H.	141,000	+ 1.7%
#96 Normandie	Extension to Harbor Gen.	157,000	+ 4.7%
#114 Lynwood - Carson	Cutback from Carson	(74,000)	} + 37.1%
#114 Lynwood - Carson	Extension to El Camino	183,000	
#607 L.A. - Del Amo F.S.	Extension to Lomita	98,000	+ 6.3%
#849 San Pedro - Harbor Gen.	Carson - Compton Ext.	173,000	+ 16.1%
TOTAL NET INCREASE IN SCRTD RIDERSHIP (IN SOUTH BAY)		1,509,000	+ 9.3%
TOTAL NET INCREASE IN SOUTH BAY TRANSIT RIDERSHIP		660,000	+ 3.4%
APPROXIMATE NET INCREASE IN ANNUAL FAREBOX REVENUE FOR ALL SOUTH BAY SERVICE =			
	\$178,200 - Ridership Increases		
	<u>\$136,100</u> - Fare Changes		
	\$314,300 - Total		

SBATS would operate would provide transportation service for various sections of the City of Torrance. Meanwhile, the local financial burden, which the City of Torrance is currently and potentially exposed to, would be significantly lessened by the operation of an area wide local service which could be funded by contributions from the other local South Bay cities also benefitting from SBATS service.

Torrance residents would be exposed to a vastly improved transportation service network because of this reorganization. The extension of several SCRTD regional routes into the Torrance community would provide direct one bus access to numerous major generators in other parts of South Bay as well as locations outside the region. The extension of service south along Western Avenue and Crenshaw Blvd. should greatly improve overall transit accessibility for residents of western Torrance. Additionally, the extension of SCRTD Route 5 provides direct access to the Lawndale, Hawthorne and northern Hawthorne Blvd. areas for Torrance residents. The addition of the Lomita loop onto the SCRTD Route 607 provides a new connection between southern Torrance and the beach cities. The newly created local routes should provide faster, more direct service to El Camino College and Redondo Pier as well as more effectively serving the popular Del Amo Fashion Square and the old Torrance Terminal.

Overall, it is projected that these recommended service revisions should generate an additional 172,000 rides annually from the Torrance area while substantially reducing the necessity to transfer in order to reach many desired final destinations. Finally, the elimination of several of the existing circuitous routings now serving the City of Torrance should greatly reduce average trip time for local travel and should generally make public transit service in the City of Torrance much more attractive.

#### Gardena

Under the proposed system, the City of Gardena would no longer operate its own local transit system. However, service to this community would be vastly improved with the implementation of the recommended service. Currently, the necessity of having to transfer in order to travel to most major generators beyond the Gardena city limits is a great deterrent to transit ridership. Under the recommended program, several SCRTD routes, which currently terminate at or near the Gardena city limits, would be extended southward to provide more direct service for Gardena residents while minimizing the inconvenience of transferring. With the extension of SCRTD routes 6, 96, 84, and 85, convenient, through service would be made available to many Gardena residents. Additionally, much of the existing local transit routing would be preserved through the continued operation of what is currently Gardena Routes 1 and 2 and through the creation of the new SBATS Route 5. In addition, service between Compton and El Camino College would be made much more convenient through a new direct routing of SCRTD Route 114. Gardena residents would also have direct, no transfer service to Hawthorne Plaza through the Gardena Route 1 extension. Overall, Gardena can expect to experience an increase in transit ridership of in excess of 50,000 passengers per year. Perhaps more importantly, a potential severe financial burden for the City would be lessened considerably through the operation of the recommended SBATS service as opposed to the current Gardena municipal operation. The potential joint funding of SBATS by Gardena and several other communities should substantially reduce Gardena's potential future local contributions required in order to operate such transit service.

### Hermosa Beach

It has been recommended that the mini-bus circulatory route now operated by the City of Hermosa Beach be discontinued because of low productivity. The creation of a new unified elderly and handicapped service available to all of South Bay should be adequate to meet the transportation needs of the Hermosa Beach community without the necessity of operating the circulator mini-bus. The recommended expanded service area for SCRTD Route 607 could provide greater accessibility to some portions of Torrance and Lomita for Hermosa Beach residents.

### Redondo Beach

Redondo Beach is currently effectively served by several SCRTD routes which connect most of the Redondo Beach community with downtown Los Angeles, Long Beach, and the rest of South Bay. However, improved local service to be operated by SBATS could make several areas of South Bay more accessible to Redondo Beach citizens. A recommended routing for SBATS Route 4 could provide a faster more direct access to El Camino College for the residents of northeast Redondo Beach. Access to Del Amo Fashion Square meanwhile, via Torrance Blvd., would also be vastly improved. Consequently, an additional 48,000 transit riders per year can be expected to be attracted from the Redondo Beach area. The expanded areawide demand-responsive service would also be of great benefit to Redondo Beach residents by making several potential trip destinations, which are currently beyond existing demand responsive service areas, more accessible.

### Lomita

The City of Lomita was identified by the study team as being one of the most under-served areas of South Bay. Fortunately, the recommended service improvements should greatly improve the quality of mass transit service available to Lomita residents. The extension of three SCRTD routes from their current termini to points in or near the City of Lomita should greatly increase overall transit accessibility for this area. The extension of SCRTD Route 84 south on Western Avenue and the extension of SCRTD Route 85 south on Crenshaw Blvd., both terminating at Rolling Hills Plaza, would provide direct north-south access to other parts of South Bay, and beyond, for Lomita residents. In addition, the extension of SCRTD Route 607 into the Lomita area would provide direct, no transfer service for Lomita residents to beach city areas, the Aviation Blvd. area, and Los Angeles International Airport. The recommended routing for SBATS Route 5 could provide a faster, more direct service for Lomita residents to downtown Torrance, Del Amo Fashion Square, and the Redondo Pier. In summary, the service recommendations would greatly improve transit accessibility in the Lomita area. It is anticipated that in excess of 92,000 additional transit rides per year would be attracted from the City of Lomita because of the service improvements.

### Hawthorne

The City of Hawthorne presently is crisscrossed by a series of SCRTD regional routes. Effective service is currently provided for the Inglewood, Hawthorne, Prairie and Crenshaw north-south corridors, as well as the Imperial, El Segundo and Rosecrans east-west corridors. However, two major improvements to transit service in the Hawthorne area are recommended. The extension of what currently is Gardena Route 1 from its current terminus north on Hawthorne Blvd.

to the Hawthorne Plaza should improve service to the Gardena area and Hawthorne Mall for Hawthorne residents. The extension of SCRTD Route 5 from South Bay Center to Del Amo Fashion Square, and further to downtown Long Beach, should open up a large part of the Central South Bay area to Hawthorne residents, while the extension of Gardena Route 1 (SBATS Route 3) to Hawthorne Plaza would make that shopping complex directly accessible for Gardena residents. Overall, it is expected that the improved transit service will attract approximately 47,000 additional Hawthorne area transit riders each year. The City of Hawthorne also could benefit considerably through the recommended South Bay unified elderly and handicapped service which could greatly broaden the service area available for such residents of the Hawthorne area.

#### Lawndale

The City of Lawndale also currently has effective SCRTD regional service operating on most of the major corridors in the city. Two recommended route improvements, however, would have a beneficial effect on Lawndale residents. The recommended new SBATS Route 4 operating from Hollywood-Riviera to El Camino College to Gardena would provide access to El Camino College and Del Amo Fashion Square for residents of the southern portion of the City of Lawndale. Residents of northern Lawndale would have increased accessibility to the Hawthorne Plaza shopping area, as well as to the City of Gardena because of the recommended extension of the current Gardena Route 1. Overall, these service improvements should attract about 12,000 additional Lawndale area riders per year.

#### Carson

Considering its population is nearing 100,000, the City of Carson is the most under-served community in the South Bay area. To correct this problem, several service improvements recommended for the proposed service network would greatly benefit the residents of the Carson area. The extension of SCRTD Route 6 from its current terminus north of Gardena, should open transit horizons for Carson residents. It is recommended that Route 6 be extended south on Vermont to Victoria to Avalon, through the Carson Mall, and continuing south past the Civic Center complex to Carson Street. This route extension would provide accessibility to the Carson Mall, the Gardena area and numerous transfer locations for Carson residents. It is recommended that SCRTD Route 849, which currently terminates at Harbor General Hospital, be extended to serve the Carson area. This service would link Carson residents with such potentially important generators as Harbor General Hospital, Los Angeles Harbor College, Carson Mall, San Pedro, Cal State-Dominguez Hills, and the City of Compton. Carson residents should also benefit from the extension of SCRTD Route 5 to assume what is currently operated as Torrance Route 3 to Long Beach. This extension would provide transfer-free access to the northern Hawthorne Blvd. area. In summary, it is anticipated that the service improvements should generate more than 108,000 more rides per year from the Carson area than what is now experienced.

#### El Segundo

The El Segundo area is presently adequately served by several SCRTD regionally oriented routes. Consequently, no major service improvements are recommended for that area. However, El Segundo area residents could potentially benefit from the route extension recommended for SCRTD Route 607. That



extension could provide direct access for El Segundo residents to a larger portion of the Cities of Torrance and Lomita. Additionally, the recommended unified elderly and handicapped service for South Bay could greatly increase accessibility for El Segundo residents in need of that type of service.

#### Palos Verdes Peninsula Area

The Palos Verdes community, being vast in area and topographically rugged, poses numerous problems for mass transportation service. This, combined with high median family income and automobile availability makes public transportation on the peninsula unproductive. Past attempts to provide this area with effective fixed route transit service have been met with poor patronage by peninsula residents. Consequently, the existing level of service now provided by SCRTD appears to meet existing demand. Therefore, no additional fixed route service improvements are recommended for the Palos Verdes Peninsula at this time. However, the recommended special demand responsive service for elderly and handicapped needs could provide an effective means for meeting future Palos Verdes Peninsula transportation needs.

#### San Pedro

The San Pedro area has experienced numerous fixed route service changes over the past four years. The current local service routings have been designed by the San Pedro community and appear to be operating effectively. Consequently, no changes in the current local service now provided to the San Pedro community are recommended at this time. However, the extension of Route 849 from its current terminus at Harbor General Hospital into the Carson area could generate additional rides from the San Pedro area by making such generators as Carson Mall and Cal State-Dominguez Hills accessible to residents without the necessity of a transfer. Because of this improved service, it is projected that approximately 15,000 additional rides would be generated from the San Pedro area each year.

#### Manhattan Beach

Manhattan Beach is currently effectively served by existing SCRTD regional routes. No major service improvements are recommended for the Manhattan Beach area at this time. The expanded service areas of SCRTD Route 607 could, however, increase accessibility to the south Torrance and Lomita areas for Manhattan Beach residents. Additionally, the creation of a South Bay area-wide demand responsive service for the elderly and handicapped could greatly expand the service available to elderly and handicapped residents of Manhattan Beach.

#### Harbor City

Harbor City area residents could benefit greatly from the recommended service improvements. The extension of three SCRTD routes, 84, 607, and 849, could significantly improve the accessibility of Harbor City residents to other sections of the South Bay community. The extension of Route 84 on Western Avenue provides an effective link to Gardena and points north for Harbor City residents. The extension of Route 849 from Harbor General Hospital into the City of Carson provides direct service for the Harbor City residents to such key locations as Carson Mall and Cal State-Dominguez Hills. Finally, the new route extension of SCRTD Route 607 provides service for Harbor City residents to such areas as Del Amo Fashion Square, the beach cities, and Los Angeles International

Airport. Overall, ridership from the Harbor City area can expect to increase by approximately 55,000 rides annually.

### Wilmington

SCRTD Routes 873, 33, 810, and 849, as well as the future SCRTD Route 5 extension and a Long Beach route provide Wilmington with an effective transit service network. Consequently, aside from the extension of SCRTD Route 5 to incorporate the current Torrance Route 3 service to Long Beach, there are no recommended service improvements for the Wilmington area at this time.

### Monitoring and Control of Service Improvements

In order to guarantee that the service improvements recommended by this study are implemented and operated in the most effective manner possible and that the service is maintained at the level deemed appropriate for demand, it is recommended that a special advisory committee be established. This committee should be comprised of elected officials from the South Bay area, who, working through their representatives on the SCRTD Board and for the new SBATS service, oversee the effectiveness of the expanded SCRTD role in South Bay as well as the newly designed SBATS system.

A special task of this committee would be to monitor the net effect of these service changes after the initial 12 or 18 month implementation phase. After such a period, modifications to the service should be made if needed and as appropriate.

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Study of potential transit  
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