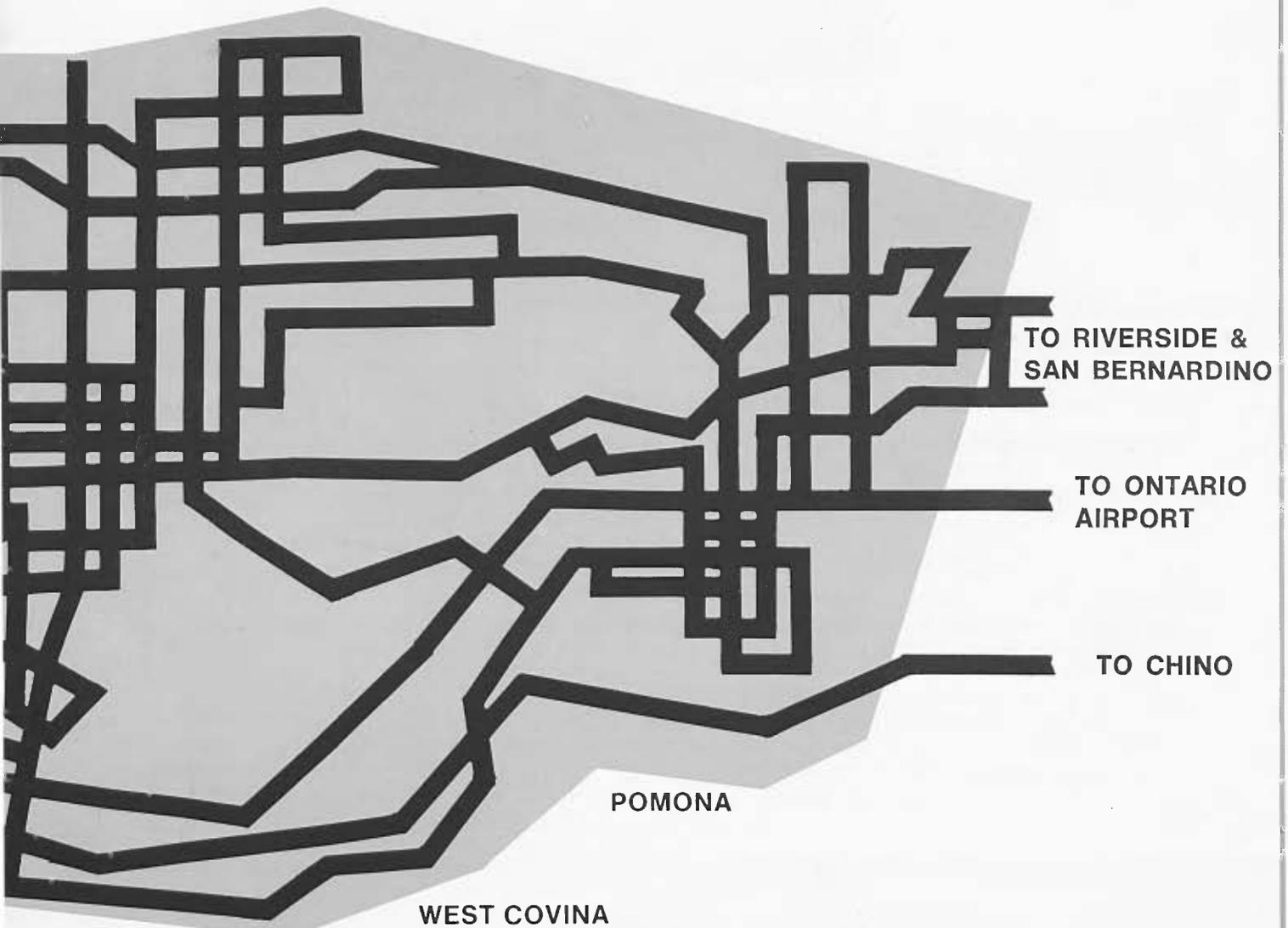


Rapid Transit Digest

SAN GABRIEL VALLEY TRANSIT IMPROVEMENTS

GLENDORA



TO RIVERSIDE &
SAN BERNARDINO

TO ONTARIO
AIRPORT

TO CHINO

POMONA

WEST COVINA

COVER: The cover design symbolizes the Los Angeles area's newest transit improvement program.

The Southern California Rapid Transit District

As mandated by the California State Legislature in 1964, the public agency has the twin obligation of maintaining, implementing, and operating the existing bus system, while proceeding as quickly as funding permits to design, engineer, and build a Basin-wide rapid transit system.

To accomplish these goals, the legislators created an eleven-member board, to be appointed as follows:

1. Five by the Los Angeles County Board of Supervisors; one by each supervisor
2. Two by the mayor of the City of Los Angeles with the concurrence of the City Council
3. Four by the City Selection Committee representing the other 75 municipalities within the areas of Los Angeles County contained in the District

Generally, the District consists of all Los Angeles County with the exception of island areas and that territory lying north of the San Gabriel Mountains. The District provides, on a contract basis, bus service in the heavily populated parts of Orange, Riverside, and San Bernardino Counties. Since these counties are not part of the District as created by law, they do not have representation on the board of directors. Also, within Los Angeles County, there are several municipal bus lines that are operated independently of the District. Currently, the District provides 83 per cent of the public transit services within the county.

RTD Board Members

Supervisorial Appointees

Donald Gibbs
Marvin L. Holen
Thomas G. Neusom
Peter F. Schabarum
Baxter Ward

Los Angeles Mayoral Appointees

Ruth E. Richter
George Takei

City Selection Appointees

George W. Brewster
Byron E. Cook
Adelina Gregory
Jay B. Price

General Manager

J. R. Gilstrap



Hub of the San Gabriel bus expansion program is the terminal in El Monte, which serves both the express lines heading to downtown Los Angeles, 11 miles away, and local lines which utilize the facility.

“Instant Transit” Comes To The San Gabriel Valley

One of the most ambitious public transportation programs ever undertaken in a single portion of Los Angeles County began April 11 when the San Gabriel Valley bus expansion system went into operation.

The program, in terms of geographic coverage and convenience, represents a whole new concept in public transportation in the area — although there of course were buses before, the new system does indeed represent “instant transit.”

The statistics tell the story. In a geographic area of 348 miles, 90 percent of the population is now within a quarter of a mile of a bus stop. Under the old system, just over half the residents were able to make this claim.

When the people get to this nearby bus stop, there's only a short wait for a bus. In the heavily populated areas of the San Gabriel Valley, there's service during the day at least three times an hour. Even in less densely populated areas, there's a bus at least twice an hour.

50 additional buses were added to an existing fleet of 308 to serve the region. One-way route miles jumped by almost 200 — from 743 to 937, a 26 percent increase. Daily miles traveled went up by 62 percent to just over 75,000.

Coverage to transit dependent persons was greatly improved, to the point that 94 percent of the households with no auto are within a quarter of a mile of a bus stop, as is 91 percent of the labor force.

Senior citizens' dwelling places and destinations were analyzed with the result that buses are now available within a quarter mile of 95 percent of those 65 or older, almost 50 percent better than before.

And for those too young to drive, the expanded transit service means that 88 percent of Valley residents under age 16 are within that same quarter mile of a bus stop.

See pages 2 & 3 for photos—Story continued page 4



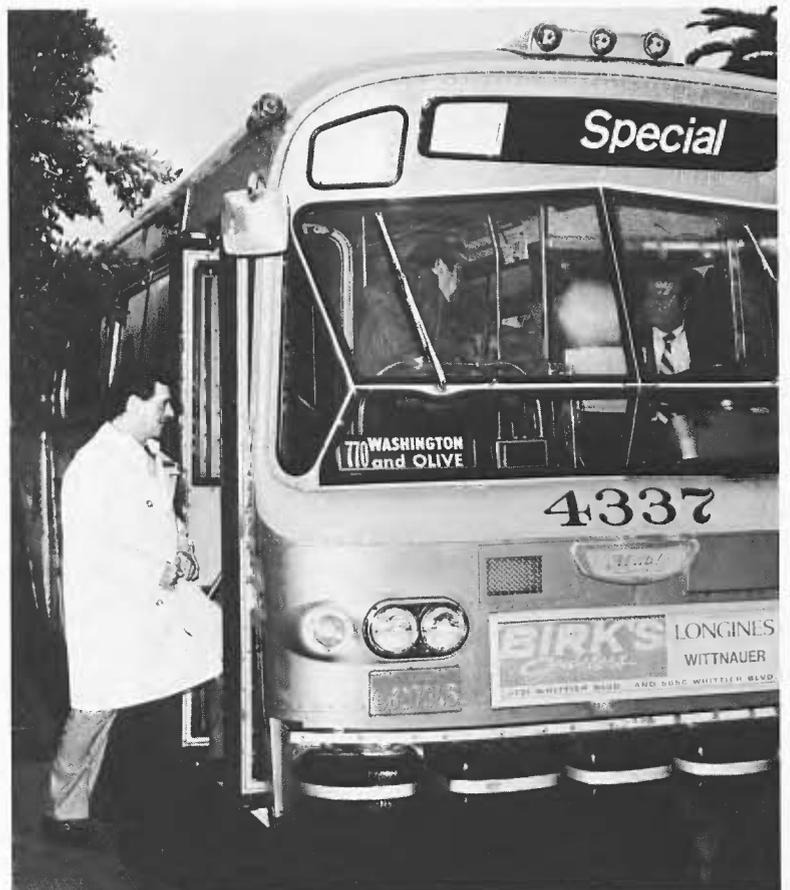
Express buses glide past stalled San Bernardino Freeway traffic on the Los Angeles-El Monte exclusive busway. A bus is available in the morning rush hour approximately every 45 seconds to make the 11-mile trip to downtown Los Angeles; a trip which takes only about half the time by bus than it does by auto. With the new San Gabriel Valley bus expansion program, eleven routes offer the express service, up from six under the old system. In addition, numerous local routes feed into the El Monte facility, so persons have a choice of either driving their cars to the terminal and catching an express bus, or making their entire trip by taking a local bus in and transferring to an express bus.

San Gabriel Valley Transit Expansion Activities



San Gabriel Valley senior citizens are among the beneficiaries of the new bus system—95 percent of those 65 or older are within a quarter mile of a bus stop.

RTD Director Baxter Ward, who represents several cities at the west end of the San Gabriel Valley, boards the popular Pasadena Park-Ride service, which is newly expanded.





RTD Directors Pete Schabarum and Adelina Gregory look at backup facilities for the expansion program, including viewing mechanic Frank Provencher servicing a bus in the new \$3 million operating facility and a new park/ride lot, both at El Monte.



A familiar sight on the busway is RTD's experimental double-deck bus. As it picks up riders in downtown for the express trip to El Monte, in the background can be seen its two "little brothers"—a minibus and standard coach.



Scheduled to start in June is a similar expansion effort in the South Bay area of Los Angeles County. In addition, the District is studying two other areas in the County, and funds and equipment permitting, hopes to implement these programs in the coming fiscal year.

Planning Process

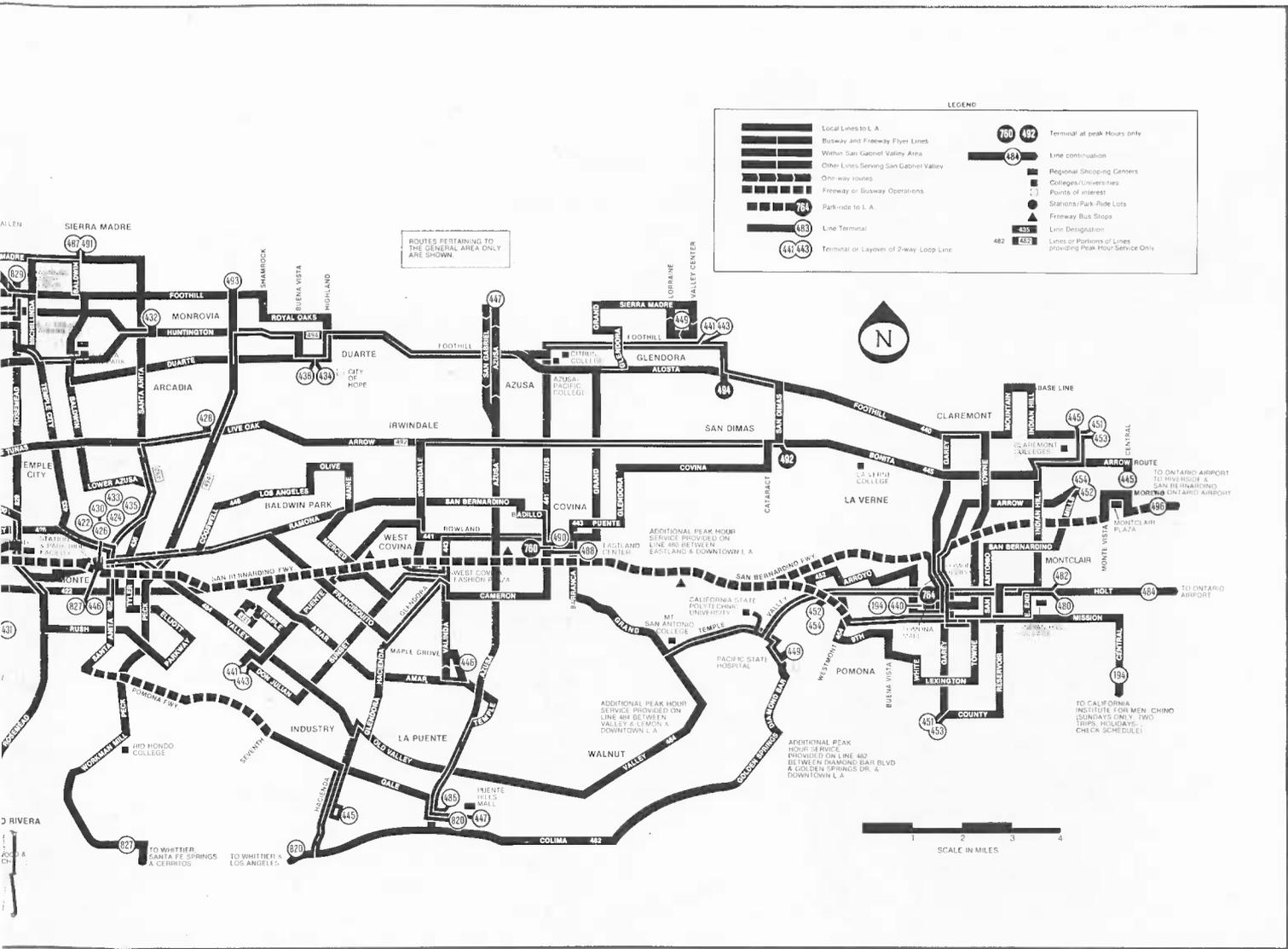
The firm of Wilbur Smith & Associates was selected by the District to conduct a study of the transit needs of the San Gabriel Valley. The firm's preliminary report was forwarded to the RTD Board, which authorized staff members to take the plan out into the more than 40 cities and communities involved for their views and input.

The various suggestions were brought back and District staff coordinating with the

consultants worked out details before final approval by the RTD Board. The completed program represents approximately a year of planning and coordination.

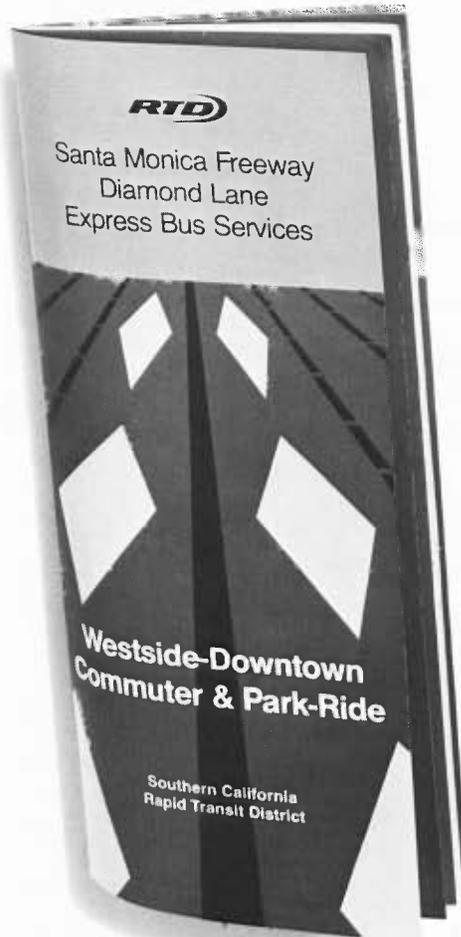
Information Campaign Planned

An intensive public information campaign is being carried out to advise Valley residents of the new transit system. In addition to editorial coverage and full-page ads in various newspapers, members of the District's mobile information teams are stepping up their efforts in the area. These teams, available without charge, set up displays at such areas as government buildings, shopping centers, and hospitals. They are equipped with timetables and route maps, and are fully knowledgeable regarding the new system.



Exclusive Lane for Buses and Carpools Set Aside on Los Angeles Freeway

The portion of Interstate Highway 10 running through the Los Angeles metropolitan area has become the showcase of the country in terms of experimental projects designed to increase freeway capacity. As of March 15th, 23 miles of the freeway or adjacent rights-of-way are being utilized in various ways to achieve maximum people-moving ability.



12-Mile Stretch Affected

The 12-mile stretch of I-10 known to Angelenos as the Santa Monica Freeway has had the Number One or fast lane in each direction converted to exclusive use by buses and carpools from 6 to 10 a.m. and 3 to 7 p.m. Monday through Friday. This section of the roadway, long the most heavily traveled in the entire area and one of the busiest in the world, connects the city of Santa Monica on the west to downtown Los Angeles on the east.

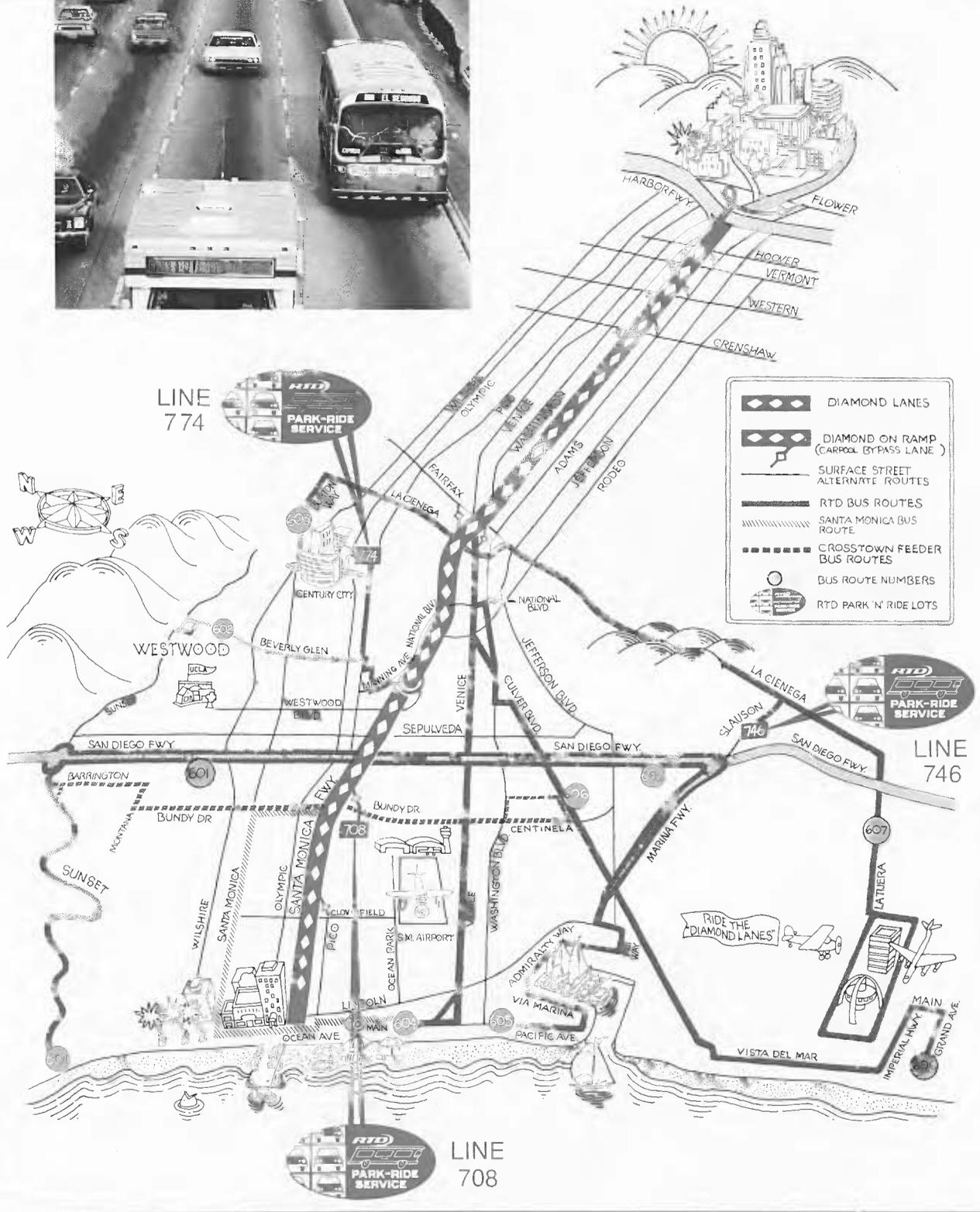
El Monte Busway Successful

Previously in operation, extending 11 miles from downtown Los Angeles on the west to the heavily populated San Gabriel Valley on the east, has been the El Monte Busway. This project, which opened in 1973 utilizing rights of way on or adjacent to the segment of I-10 known as the San Bernardino Freeway, has been an outstanding success. Currently, the exclusive busway is carrying more than 16,000 passengers per day.

The two projects were developed separately and are not directly connected downtown. The \$58 million El Monte Busway forms a fifth lane in each direction for, at present, the exclusive use of buses. The lanes were built over railroad tracks which formerly shared the freeway right of way.



An exclusive bus and carpool lane went into operation on the Santa Monica Freeway March 15. 55 RTD buses offer express service between downtown and the west side by utilizing the lanes.





Buses and carpools in the exclusive high-occupancy "Diamond Lane" glide past slower traffic in the three regular lanes on the Santa Monica Freeway. The joint-agency project is scheduled to be evaluated over a one-year trial period.

Named "Diamond Lane"

The current project, known as the "Diamond Lane," on the Santa Monica Freeway involves no new construction. Two of the existing eight lanes (one in each direction) have been set aside during the day on weekdays for vehicles carrying three or more occupants.

Joint Agency Venture

Agencies participating in the project include the Federal Highway Administration, the California Department of Transportation (Caltrans), the California Highway Patrol, Commuter Computer (a local non-profit group set up to match people willing to carpool with others having similar origins and destinations), the Santa Monica Municipal Bus Lines, and the RTD.

Buses and carpool vehicles enter the freeway in a conventional manner, in some

cases aided by special on-ramps, and merge into the special lanes unimpeded by pylons or other obstructions. Attention to the fact that the lanes are not available for use by vehicles carrying fewer than three persons is achieved by the use of large diamonds painted on the pavement at frequent intervals and also by posted signs every quarter mile. In addition, the electronic signs in the freeway median advise motorists of the system. Exit from the lanes can be made at any point along the routing in the usual manner.

RTD and Santa Monica Both Providing Buses for Project

The RTD is committing 55 buses to the project and Santa Monica is adding seven. The project, which has the support of the Urban Mass Transportation Administration (UMTA), will be carefully monitored by the various agencies involved.



RTD Facts at a Glance...



... you can catch a bus, one of 2,350, at any of 28,000 stops in the RTD four-county service area



... you can then travel to 185 communities on the District's 3,800 one-way route miles



... when you board an RTD bus, you are taking an action repeated one million times a day; or 300,000,000 times over the course of one-year



... the quarter you drop in the farebox is matched by approximately fifty cents from other sources, since farebox revenues produce only about one-third of the revenue the District needs to continue operations



... the person driving your bus is one of 4,300, and is backed by 1,000 mechanics, 500 clerks, and 800 administrative personnel



... some 130 of these people staff the RTD information switchboard, which, except for Pacific Telephone, is the largest in Los Angeles and answers questions for more than 10,000 callers each day

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