

Rapid Transit Digest



COVER: The map on the front cover and the photo on the back cover of the landmark arch at Los Angeles International Airport symbolize the region's newest transit improvement area, the South Bay.

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
Michael W. Lewis
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



San Pedro's colorful Ports O' Call Village is just one of the South Bay areas receiving improved bus service.

South Bay Bus Improvements Slated For June

The South Bay area is scheduled to be the sixth major portion of Los Angeles County to have its bus transportation dramatically upgraded since last year.

On June 27, a 39-line, 700-mile system utilizing 380 buses will begin shuttling among the 21 communities bounded by Inglewood and Playa del Rey on the north, the Harbor Freeway on the east (plus Carson, Wilmington, and San Pedro), and the ocean on the west and south.

The expansion, in terms of both route miles and vehicle miles traveled daily, means an increase of almost 25 per cent in available bus service to the area.

Study Made Of Area

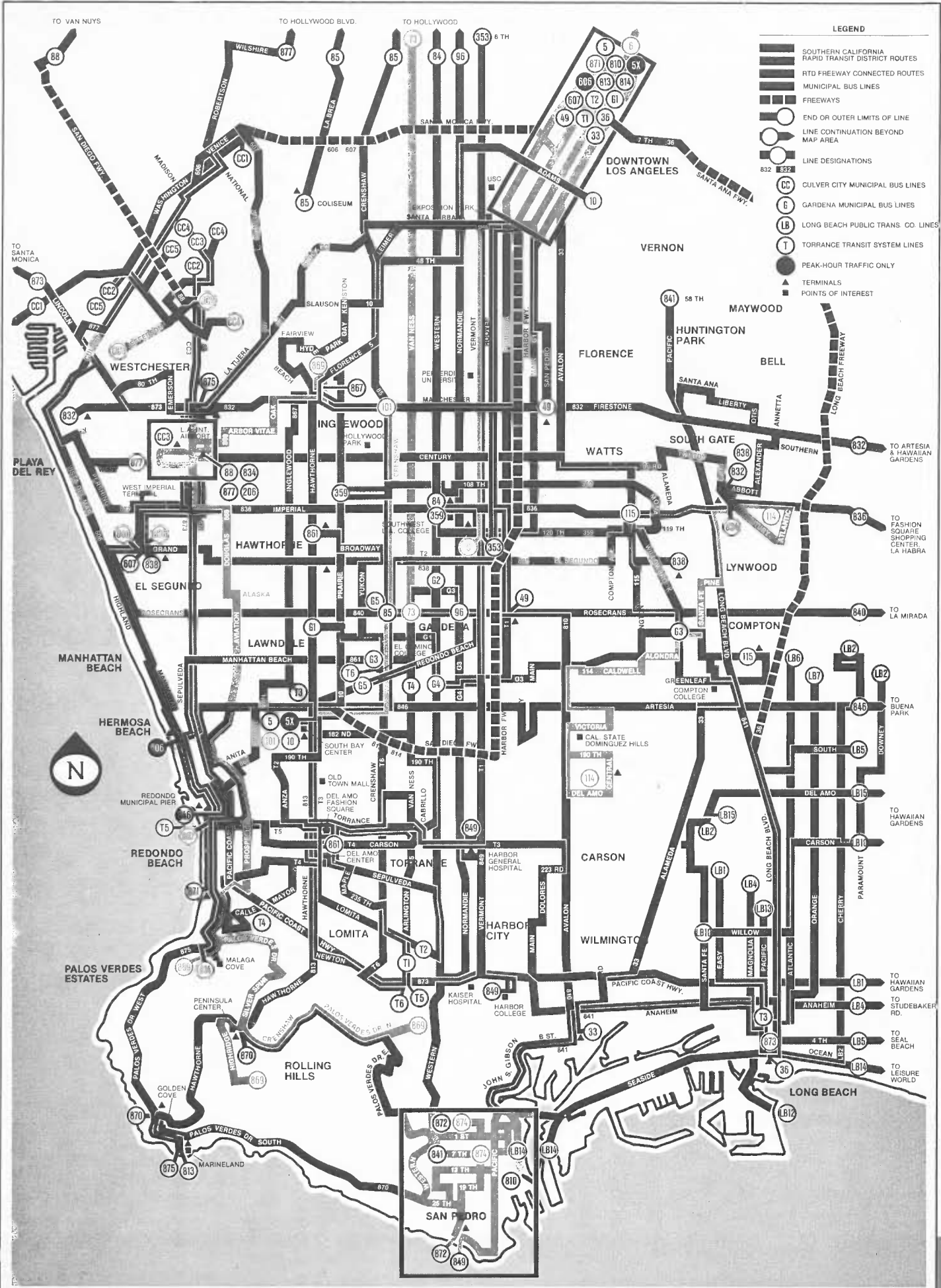
An 18-month study by the RTD and its consultants, Centers for Study, preceded

the new program. The planners were instructed to design routes to meet the wide variety of local, intercommunity, and regional travel demands in the area.

As approved by the RTD Board of Directors, the South Bay improvement program will provide service to nearly every major employment, educational, recreational, shopping and social service center in the South Bay area.

Minibus Shuttle At LAX

A new minibus shuttle service will be established to serve the World Way loop at Los Angeles International Airport, and provide connections to all the trunk lines running to the airport at a new "mini" transit terminal to be located near Century and Sepulveda Boulevards.



LEGEND

- SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT ROUTES
- RTD FREEWAY CONNECTED ROUTES
- MUNICIPAL BUS LINES
- FREEWAYS
- END OR OUTER LIMITS OF LINE
- LINE CONTINUATION BEYOND MAP AREA
- LINE DESIGNATIONS
- CULVER CITY MUNICIPAL BUS LINES
- GARDENA MUNICIPAL BUS LINES
- LONG BEACH PUBLIC TRANS. CO. LINES
- TORRANCE TRANSIT SYSTEM LINES
- PEAK-HOUR TRAFFIC ONLY
- TERMINALS
- POINTS OF INTEREST



SAN PEDRO

Map showing bus routes in San Pedro, including routes 872, 874, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Eight lines will run to the new transfer terminal and the World Way minibus shuttle. A new route providing service from Hollywood and West Los Angeles to World Way West's employment centers is also part of the plan.

Frequency of service is a hallmark of the new system. Instead of the 60 to 120-minute service prevalent on many of the existing routes, 30-minute service will be available in the more heavily-populated portions of the region during the day.

Express Service To Los Angeles

Five express routes will be established to provide freeway service between the central business district of Los Angeles and San Pedro, Rolling Hills, Redondo Beach, Manhattan Beach, and El Segundo.

A virtually new program of public transportation has been created for the Palos Verdes Peninsula.

With the inauguration of the South Bay project, the District is well on its way to completing the major sector-by-sector bus improvement program that began in early 1975. Since that time, bus improvements have come to the San Fernando Valley, South Central Los Angeles, the Mid-Cities area in the southeast part of the county, East Los Angeles, and the San Gabriel Valley. In addition, service and fare improvements have been made in the areas the RTD serves in Orange, Riverside, and San Bernardino Counties.

Two other areas in the County are presently being studied for expansion of service, and equipment and funds permitting, the District hopes to implement these programs in the fiscal year beginning July 1.

District Gears Up For Expansion

Providing the new service in the South Bay has involved much preparation in the District. A key element in the expansion was the establishment of a new operating division at the junction of the San Diego and Harbor Freeways.

New signs, both on buses and on street corners, had to be installed—more than 1,400 new bus stop signs were erected.

The new service at the International Airport has also involved an extensive signing effort there. Instead of the previous service where a conventional-sized bus traveled the World Way Loop only a few times an hour, the new minibus shuttle will be available every five to ten minutes from 5 a.m. to 1 a.m. seven days a week.

The District's more than 100 telephone operators have been trained to answer the most detailed questions about the new bus service.

New timetables are being distributed so that present riders of the system will know which buses to get on as of June 27.

The District's mobile information teams have been deployed extensively throughout the South Bay. Team members equipped with timetables and other informational materials set up their displays at shopping centers, office buildings, and other places where people congregate. Available at no charge, the teams offer the public a chance to have a face-to-face discussion on what the bus system has to offer.

New Office Established

In yet another method to directly respond to the needs of the many areas it serves, the District has established its fourth regional planning and community relations office. The new South Bay office, similar to facilities in the San Fernando Valley, the San Gabriel Valley, and the Mid-Cities area in the southeast part of the county, is located at 17308 Crenshaw Blvd. (the intersection of Crenshaw and Artesia Boulevards).

Three RTD staff members will be available at the facility to answer residents' questions and provide information each afternoon, or by appointment.

New System To Be Monitored

The result of the new program for South Bay residents will be a brand new public transportation system, one offering the highest level ever of convenience and availability. District officials will be closely monitoring the new services in order to "fine tune" the system and make it even more responsive to area residents.

Los Angeles County Voters Address Transit Issues

For the fourth time in the last eight years, Los Angeles County voters went to the polls in June to make a decision on public transit. This time voters had before them, in the form of two propositions, the chance to authorize the building of the "Sunset Coast Line," a 232-mile all-rail system of rapid transit.

The electorate voted down the two measures, designated Propositions "R" and "T." Each called for an increase of one-half cent in the sales tax to finance the system.

Proposition "R" received 972,310 votes against and 665,368 for. On Proposition "T," the totals were 810,961 in opposition and 532,775 in favor.

In 1968 and in late 1974, the District also went to the electorate with sales tax measures designed to provide the funds to improve public transit. These attempts were also unsuccessful.

In June of 1974, however, the voters did authorize funds for rapid transit, as they gave overwhelming approval to a diversion of a percentage of gasoline tax funds for guideway purposes.

Director Authors Plan

Los Angeles County Supervisor and RTD Director Baxter Ward devised the Sunset Coast Line plan. He presented the plan to the RTD Board of Directors in January.

The District retained consultants to evaluate the plan, and after making some modifications, authorized at an April meeting the placement of the two one-half cent sales tax measures on the ballot.

As approved by the Board, the plan called for 232 miles of grade-separated rail transit operating at speeds up to 85 miles per hour. Direct service to 44 of the County's 78 incorporated cities was to be provided.

Construction, wherever possible, was to be on existing rights of way such as free-ways, railroad property, and flood control embankments.

The \$5.8 billion system was to be built on a pay-as-you-go construction basis, utilizing sales tax proceeds and federal funds as available. Projections were that it would take 30 to 35 years to build, with initial elements to be in operation by 1984.

Board Meets to Discuss Results

Following the decision made by the voters, RTD directors met to discuss the results. General Manager Jack R. Gilstrap was asked to comment on what he sees in store for Los Angeles public transportation in view of the election. Excerpts from Mr. Gilstrap's remarks follow.

"We have to face the reality that the votes on Propositions 'R' and 'T' and those of the 1968 and 1974 sales tax measures were a clear message that we're not authorized, in the near future at least, to begin building the comprehensive rapid transit system which is needed for Los Angeles.

Rapid Transit

"In the area of rapid transit, we must turn our efforts to using existing funds, if that is at all possible, to begin on the starter line.

"The starter line, which calls for construction in a portion of the broad corridor extending from Canoga Park through downtown Los Angeles and heading south towards the Long Beach/harbor area, is a project we've been working on for a year and one-half.

"There is good news in regard to that endeavor. We received a phone call from the Urban Mass Transportation Administration shortly after the votes were counted

and disappointed as that agency is over the defeat of our ballot measures, their staff wants us to be reassured that in their opinion the starter line project is a viable one and the turndown of R and T in no way influences the federal government's interest and desire to help support that project.

"As will be recalled, federal funds in the amount of four federal dollars to each local dollar are available to help build transit.

"Alternatives Analysis"

"The RTD Board in July will receive a preliminary report on the federally-required "alternatives analysis" of possibilities within the corridor. This work, undertaken by the District in concert with the appropriate federal, state, and local jurisdictions, has been going on for several months.

"The schedule now calls for a study of the alternatives analysis by local governmental bodies, their choice of an initial project, and submission of a grant application to Washington, perhaps by November.

"If we have the local money to take advantage of the capital grants, we have a strong, strong feeling that the federal government will look very favorably upon our application.

Bus System

"A second major point is that we must continue the improvements that we have been making in our bus system. I think we can all take a great deal of pride in that system—it is perhaps *the* success story of the American transit industry.

"With the help of Los Angeles County in recent years, we have made vast improvements. Our ridership over the last four years is up over 40 per cent and up 17 per cent in this past year alone.

Funding

"The key to continuing this kind of growth is adequate funding. We need the funds to maintain a reasonable level of fares and continue to carry out our improvements. As a minimum, we see the need for 300 to 600 more buses over the next four or five years.

"It may be advisable to go again to the voters for funding. Or we could, through legislation in Sacramento, effect a change in the 'in lieu' tax levied on automobiles as part of the property tax program and earmark the proceeds for transit. This tax, it might be noted, has not been adjusted since 1948.

"Even the sacrosanct property tax itself should be looked at. As our legislators in Sacramento remind us, it is difficult for them to provide relief for us because we have never made the local transit commitment. Property taxes help support BART, AC Transit in Oakland, and transit agencies serving San Diego, Sacramento, and Orange County. Even here in Los Angeles County, such cities with municipal bus operations as Long Beach are partly funded by property taxes. It is something that we have to consider as a possibility for transit funding.

Fares

"A partial alternative in funding is to raise fares. But when you raise fares, you lose riders. There is no way we can look to fares as the only method to offset our financial requirements.

"The defeat at the ballot box did not make the need go away. We have two important projects before us—the bus system and the starter line. Our job is before us and we're ready to get on with it."



Local "Minutemen" helped the RTD inaugurate Line 1776 in May.

Bicentennial Buses Come To Los Angeles

The Spirit of '76 has come to Los Angeles—in the form of RTD bus Line 1776.

Although short on sites directly related to the American Revolution, the area is long on cultural sites which enrich the lives of local residents.

With this thinking in mind, the Pioneer Take Out Restaurants of Southern California provided funding to enable the District to operate Line 1776, the Bicentennial Culture Loop, on Sundays in May and June. The project is endorsed by the Los Angeles City Bicentennial Commission.

Operating in loops connecting 13 points of cultural interest, the buses carried 800 passengers on Sunday, June 13.

Cultural spots which are serviced by Line 1776 buses include the Otis Art Institute, Skirball Museum, California Museum of Science and Industry, Los Angeles County Museum of Natural History, Craft and Folk Museum, Los Angeles County Museum of Art, La Brea Tar Pits, Municipal Art Gallery, Griffith Observatory and the Los Angeles Zoo.

A District study showed that riders generally board the buses downtown, and then stop at three of the 13 attractions. Most popular destination was the Zoo, followed by the Observatory, the museums in Exposition Park, and the County Art Museum/La Brea Tar Pits area.

RTD Bus Operators Sport New Look

The face behind the wheel on many RTD buses still looks familiar to regular riders on many District routes, but from that point down there is definitely a difference—an attractive one for the riders, a comfortable one for the operators.

The change consists of new operator's uniforms. Being phased out as of this autumn is the gray uniform worn by District drivers in recent years. Replacing the old version is a uniform consisting of dark brown trousers and jackets and a wide choice of shirt and blouse colors.

The new uniform is a product of many months of consideration involving the operators themselves, the union that represents them, and District management.

Transit Properties in Other Cities Surveyed

A joint District/union committee surveyed 12 transit properties around the country to see what they had in the way of operator uniforms and also checked with manufacturers as to what was available.

Among other things, the surveys revealed that doubleknits were undesirable for uniforms because of snagging and texturized polyester and whip cord were not suitable for the warm Southern California climate.

Jackets Are Eisenhower Type

A blend of dacron and wool called "elastique" was the choice for the jacket and trousers. Jackets will be of the modified "Eisenhower" type. The trousers feature western style pockets and flared bottoms.



Shirts Available in Many Colors

The dacron-cotton permanent press shirts and blouses are sports-styled and have convertible collars. They are available in a variety of colors; the choice being up to the individual operator: tan, yellow, gold, light blue, and orange.

Reaction to the new uniforms by both operators and passengers has been enthusiastic. Additional uniform options, including some specifically for female operators, are currently under study.



On hand to welcome RTD's minibuses to Westwood when service was inaugurated were (left to right): Mayor Tom Bradley, Los Angeles City Councilman Zev Yaroslavsky, Executive Vice President of the Greater West Los Angeles Chamber of Commerce Dori Pye, RTD Director George Takei, and Los Angeles Board of Parking Commissioners President Joseph Zaninovich.

Westwood Minibus Service Proving Very Popular

An experimental minibus service in the Westwood area has proven so popular it has been expanded and extended at least until the end of the year.

The colorful 20-passenger vehicles, for the past few years a popular fixture in downtown Los Angeles, came to Westwood last December. Basis for the experiment was to relieve the the extreme parking and traffic congestion in the Westwood Village-UCLA area during peak entertainment hours.

Free Parking for Minibus Users Available

Persons who patronize the many restaurants, shops, and theaters in the area have been encouraged to park their cars free at the nearby Federal Building parking lot, pay 10 cents to board a minibus, and then ride into the Westwood area.

Buses Available Friday and Saturday Nights

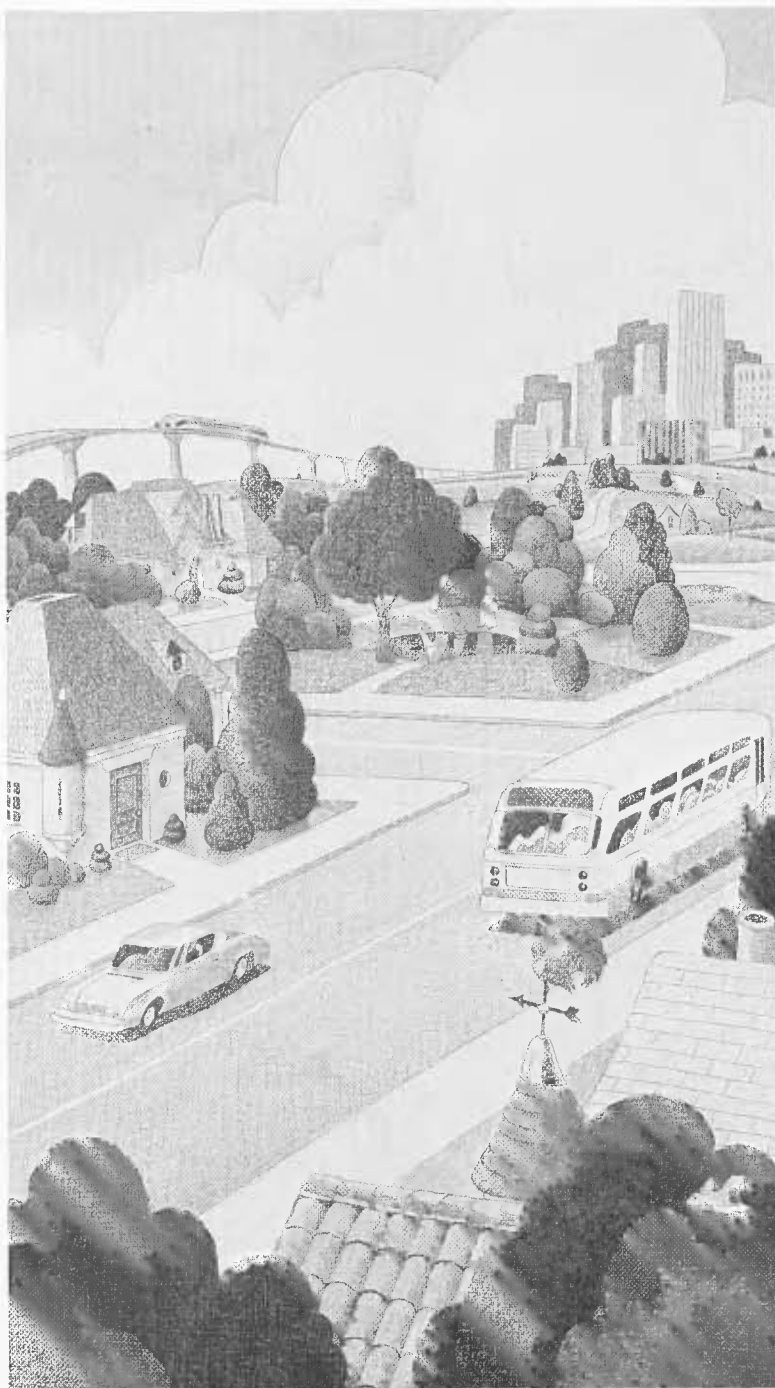
Buses have been available every eight

minutes between the hours of 7 p.m. to 1 a.m. on Friday and Saturday evenings. A recent District survey revealed that the buses have been averaging 25 passengers per load.

Under terms to be negotiated with the City of Los Angeles and the Greater West Los Angeles Chamber of Commerce, who are subsidizing the effort, the hours on Saturdays will be extended to include late morning and all afternoon minibus service.

59 Minibuses in District Fleet

The District currently has 59 minibuses in its fleet of 2,400 buses. In addition to the present service in downtown Los Angeles and the Westwood vicinity, the vehicles are scheduled to go into service at Los Angeles International Airport as part of the South Bay expansion program in June.



RTD Facts at a Glance...



... you can catch a bus, one of 2,400, at any of 28,000 stops in the RTD four-county service area



... you can then travel to 185 communities on the District's 4,100 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 5,000, and is backed by 1,050 mechanics, 470 clerks, and 860 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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