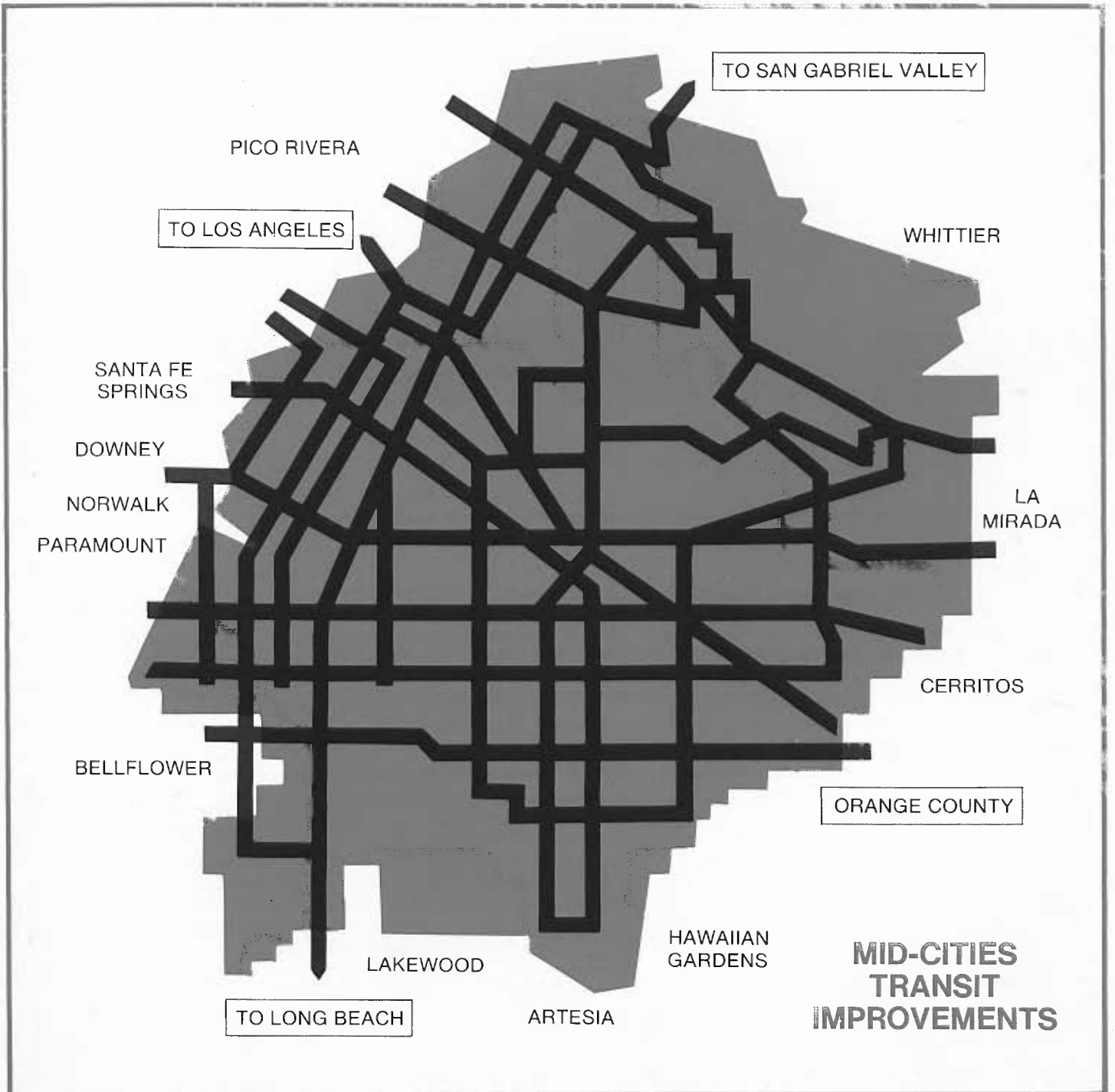


# Rapid Transit Digest



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

### **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



RTD bus operators are seeing more persons waiting for their rides as expansion programs continue into 1976.

## Los Angeles County Bus Improvements Continue

Several additional areas in Los Angeles County are receiving doses of "instant transit" similar to improvements instituted in other sections within the 2,280 square-mile area served by the RTD.

Bus service in the East Los Angeles and southeast Los Angeles County (Mid-Cities) areas now matches the convenience offered by the South Central Los Angeles and San Fernando Valley grid bus systems.

In Los Angeles, minibus service has been doubled and in the Westwood area the colorful 20-passenger minis are operating for the first time on an experimental basis.

Other previously authorized improvements scheduled for the next few months include service enrichments for the San Gabriel Valley and South Bay areas, and inauguration of the bus and carpool lane on the Santa Monica Freeway.

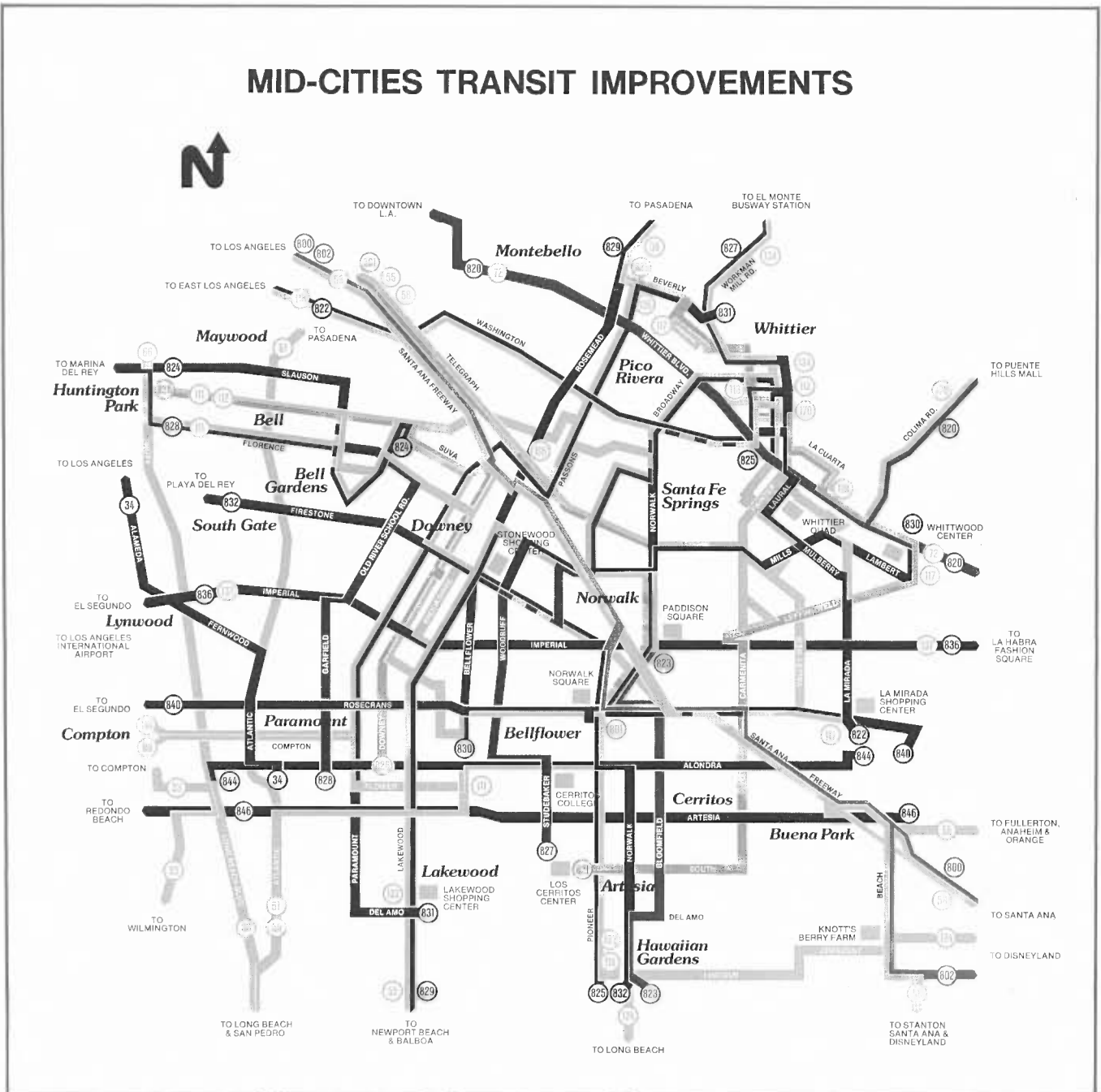
### Southeast Los Angeles County (Mid-Cities)

The Mid-Cities (Artesia, Bellflower, Cerritos, Downey, Hawaiian Gardens, Lakewood, La Mirada, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, and Whittier) experimental transit improvements went into effect February 22.

The District now operates 45 more buses than before in the area on 15 new routes and five improved previous routes—increasing the route miles in the area by an impressive 134 per cent.

During the day buses are available every 15-30 minutes, while at night, service is available hourly until 10 p.m. The 25-cent fare (plus a 10-cent transfer if necessary) enables residents to travel economically throughout the Mid-Cities area.

# MID-CITIES TRANSIT IMPROVEMENTS



As part of the effort to help the local citizens understand and use their new transit system, the District has embarked on two informational programs. A new experimental system of information signs, providing essential route maps and schedule times, will be placed at every RTD bus stop in the region.

And to give the residents a direct liaison with the District, a new regional planning and community relations office, similar to operations in the San Gabriel and San Fernando Valleys, has been established in Bellflower. The office, centrally-located to the 12 Mid-Cities communities, is at 9019 Alondra Boulevard, just east of Lakewood Boulevard.





The Los Angeles City Hall is one of many downtown landmarks served by the popular minibuses.



### Minibus Expansion

A total of 33 of the popular 10-cents a ride minibuses are now plying the streets of downtown Los Angeles in two loops serving large employment centers, shopping areas, and recreational attractions.

The previous service, utilizing 17 vehicles on the loop, has been acclaimed as one of the most successful downtown circulation systems in the country.

Service on the minibuses is available at four-minute intervals with free mini-to-mini transfer privileges from 7 a.m. to 7 p.m. weekdays. Service on Saturdays begins at 9 a.m. and continues until 7 p.m. The buses do not operate on Sundays.

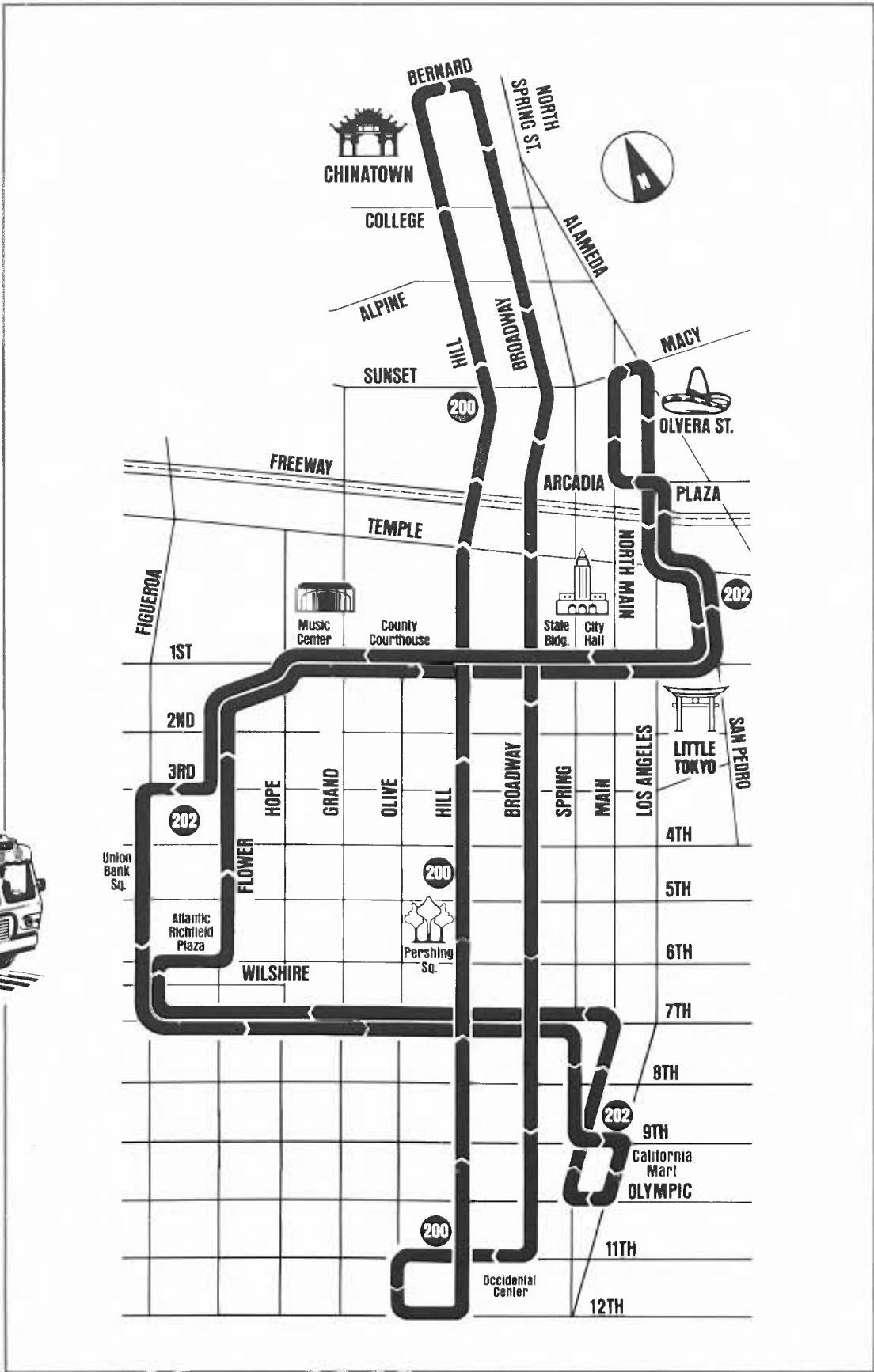
In the Westwood area, minibus service is oriented toward a different type of rider. The shortage of parking at night on weekends has been a problem for the many persons who visit the various shops, restaurants, and theaters in the area.

Thus the District, in conjunction with the Western Los Angeles Regional Chamber of Commerce and the City of Los Angeles, is engaged in a three-month experimental program of operating minibus shuttle service in the Westwood complex.

Patrons are encouraged to park their cars free at a Federal Building parking lot on the outskirts of the attractions and then take a 10-cent trip to their destination. A minibus is available every seven minutes from 7 p.m. to 1 a.m. on Friday and Saturday nights.

The District is currently studying two other areas of the county and will be proposing bus service adjustments in these locales later this year. The studies are taking place in the northeast area (Highland Park/Eagle Rock, Glendale, West Pasadena) and West Los Angeles, including Beverly Hills, Hollywood, and West Hollywood.





## NEWS From Other Properties

Milwaukee, one of the last remaining metropolitan areas in the country with a privately-owned transit system, recently changed over to a public organization. What had been known to local residents as the 115-year-old "Transport Co." became the Milwaukee County Transit System. Federal funds enabled local officials to purchase the firm and buy 100 new buses to expand service.

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The first of 750 new subway cars have begun rolling in New York. The \$214 million renovation project will enable transit officials to retire 848 older cars. Pullman-Standard of Chicago is manufacturing the 75-foot-long cars, which seat 56 passengers. The new cars are 15 feet longer than previous units.

\*\*\*\*\*

While dial-a-ride projects in two areas of California have been dealt severe setbacks by court decisions, Michigan's state-sponsored program reports increasing activity. Twenty-four small urban areas and rural counties expect to carry nearly 2 million people during the next year. Michigan finances 100 per cent of the first year capital and operating costs.

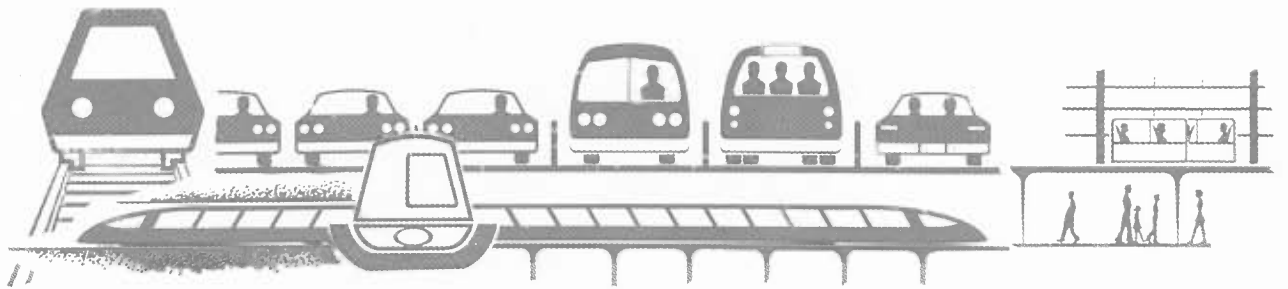
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The cost of a bus ride in San Diego has gone from 25 cents to 35 cents, with free transfers and no zone charges. San Diego Transit authorities report that ridership continues to rise, with counts in 1975 of over 3,000,000 passengers per month.

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The Florida Department of Transportation is experimenting with a hybrid diesel-electric bus. A diesel-powered generator enables the electric bus to have a constant power supply and can thus operate non-stop up to 14 hours per day. Benefits cited for the vehicle include low fuel consumption, minimum exhaust emission, and minimum noise pollution.





## District Board Moves Forward on Rapid Transit

The District's Rapid Transit Department, as instructed by the RTD Board of Directors, is currently involved in a detailed scrutiny of public transit options in the "starter line corridor" endorsed by affected public agencies.

This broad corridor, stretching some 55 miles in length from Canoga Park in the north through downtown Los Angeles and heading south to the Long Beach/harbor area, is being analyzed in response to Urban Mass Transportation Administration (UMTA) guidelines which call for a complete "alternatives analysis" before any further federal funding assistance will be considered for preliminary engineering, final design, construction, and other related activities.

The alternatives analysis work, now underway by the District's staff and a number of specialists from several consulting and engineering firms in cooperation with state and local public bodies, addresses itself to fundamental questions as well as detailed data analysis.

A basic question UMTA wants answered is: What if nothing is done—only the present public transit system continues? Known as the "null alternative" or "status quo" system, this concept is to be studied in order to provide a uniform measurement for comparison with other alternatives.

"All Bus" is another concept to be studied in the alternatives analysis, with considera-

tion being given to preferential lanes on freeways and surface streets, added emphasis on car-pooling, and additional buses.

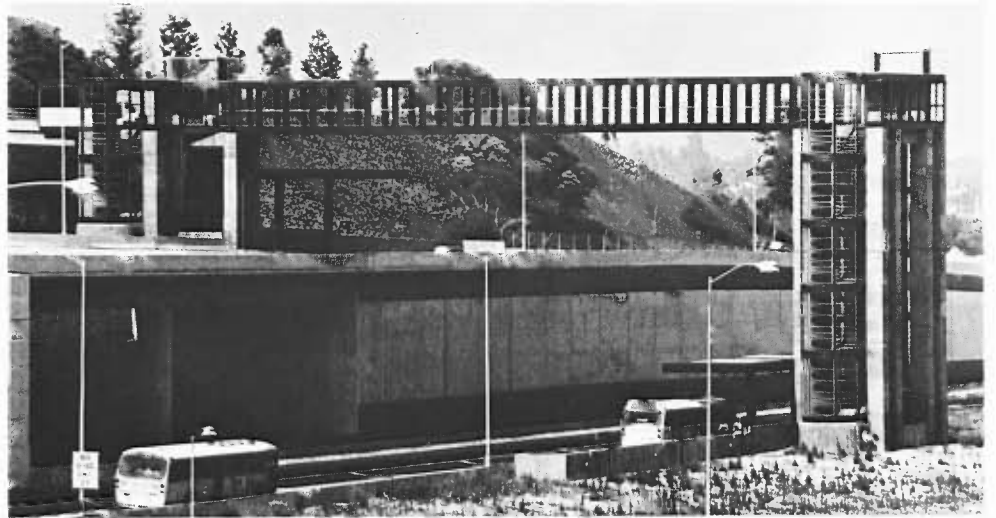
Rapid transit alternatives will also be covered—how a fixed guideway system might maximize ridership and fit into the overall regional transportation picture, and of course, complement the present bus system.

Within all the fundamental subjects, the study will be comparing various alignments, station locations, and transit modes as to costs, benefits, ridership projections, and economic / environmental impacts.

Through the District's Rapid Transit Advisory Committee, which is composed of representatives from all involved federal, state and local agencies, the analysis program will be closely monitored during the course of the data-gathering and the agencies will have the frequent opportunity to offer any additional material they feel is necessary.

The "decision makers" from the RTD, the state, Los Angeles County, and affected cities such as Los Angeles and Long Beach will use the results of the alternatives analysis in determining the project for which application will be made for federal funding for preliminary engineering. Up to 80 percent of the cost of the project can be financed with federal funds, with 20 percent to come from local and state sources.

The new University Busway station, completed in 1975, has aesthetic as well as practical value—the Society of American Registered Architects presented the District its National Gold Medal award for excellence in design.



## 1975—Another Banner Year in Los Angeles County Public Transportation

For the second year in a row, the Los Angeles area has reason to take pride in the progress made in its public transportation system. As in 1974, more equipment and routes were added to the system, resulting in increased ridership.

As it prepared to pursue the many improvements scheduled for 1976, the District Board of Directors, in a January meeting, considered a report from General Manager Jack R. Gilstrap outlining 1975's accomplishments. Among those were:

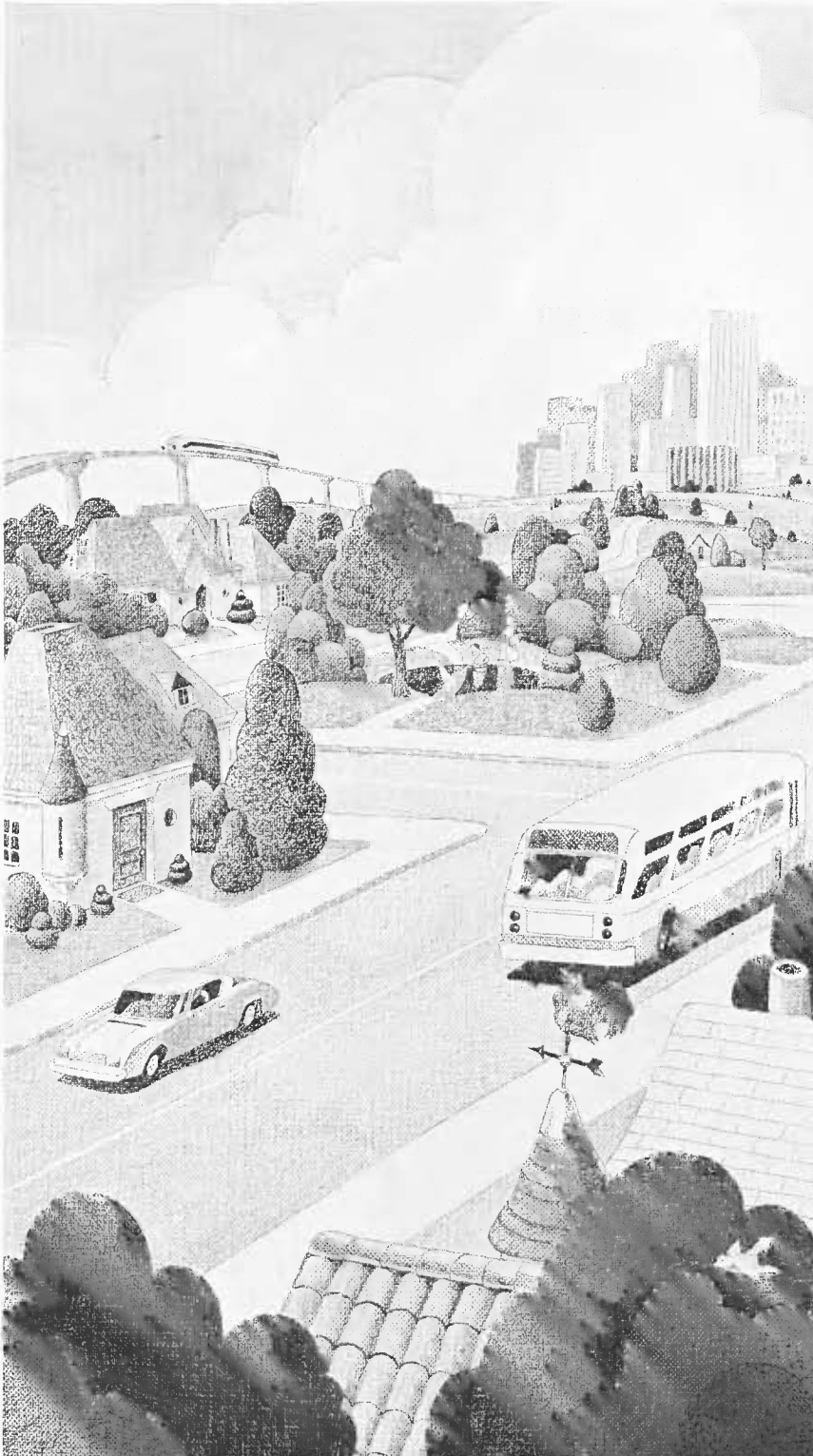
- Weekday ridership during the year was up 26 percent, to some 690,000.
- 1,000 new one-way route miles were added to the system, for a total of 3,800.
- 441 new buses were purchased and 130 used buses were acquired from other transit properties, bringing the fleet total to 2,350.
- Seven park/ride services were added, making a total of 12.
- 3,400,000 telephoned requests for bus information were handled by the RTD

switchboard—1,000,000 more than were received in 1974.

The general manager's report specifically cited the two successful grid programs in operation in the San Fernando Valley and South Central Los Angeles, noting their ridership was increasing at a rate more than three times that of the District-wide average during the summer months.

Ridership on the El Monte-Los Angeles express busway continued to increase, averaging 15,500 passengers per day in the latter part of the year. Two on-line stations on the Busway, at hospital and university facilities, were opened in 1975 and added to the attractiveness of the busway concept—the area's only rapid transit operation.

"The 26 percent jump in revenue passengers stands as a tribute to the convenience and availability of the new services implemented over the year," Gilstrap said, adding that the District's goal in 1976 was to continue to increase service not only by adding routes and equipment but by refining the present system to make it more attractive to riders.



## 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 sixty-five 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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