

BID FOR FRANCHISE

Monorail Planned to Link Anaheim and Buena Park

BY JACK BOETTNER

Times Staff Writer

ANAHEIM—A concrete proposal to establish a multimillion-dollar, high-speed monorail system linking entertainment and shopping areas of Buena Park and Anaheim probably will be placed before the Anaheim City Council within 60 days, the attorney for the proponents predicts.

Attorney Marttin M. Ostrow of Los Angeles said the franchise bid will include routings, financing and design.

In May, 1966, the City Council took a look at a preliminary monorail proposal submitted by Anaheim Rapid Transit (ARTS) and called for detailed information before making a decision on granting a 90-year franchise.

"During the past several months we have been working with city staffs in Anaheim and Buena Park to put the package together," Ostrow told *The Times*. "Our studies are nearing the completion stage. We expect to bring the plan to the council within 60 days."

Monorail Group to Incorporate

Ostrow said the monorail group will be incorporated on the suggestion of Anaheim City Atty. Joe Geisler.

He said financial arrangements have not been concluded but "several groups are interested."

Ostrow emphasized that financing would be private.

The City Council late in 1963 turned down a similar monorail plan drafted by Duorail Aerospace Rapid Transit Corp. (DART). It was to have linked Disneyland and Knott's Berry Farm but was to have been financed through a federal demonstration grant for the pilot project. The cost estimate was \$21 million.

Councilmen objected to the federal participation.

The new system would loop

Please Turn to Page 8, Col. 7

COUNCIL TO GET MONORAIL PLAN

Continued from First Page

Knott's Berry Farm, Movieland Wax Museum, the Buena Park Shopping Center, Disneyland, Anaheim Convention Center and Anaheim Stadium.

"We anticipate the system will be fully automated," Ostrow said. "This would provide speed, efficiency and safety of operation."

"Our general approach is not to use the surface streets themselves if we can avoid it. If the high-speed system is kept on the same level, no ups and downs, speed is improved."

"We also are trying to help eliminate the traffic jams on the surface streets. We are also trying to eliminate some of the problems encountered by the Los Angeles rapid transit district."

He said he would rather not reveal speeds and building costs prior to

making the presentation to the City Council.

Alan Orsborn, Anaheim Development Services Department chief, said: "They (ARTS) have some very fine engineers working on the project. We will be happy to consider their approach."

George M. Bahner, Buena Park city manager, said he had not been in touch with Ostrow for two or three months. He said no specific route for the system has been established.

"It would link our shopping and entertainment areas with those in Anaheim," Bahner said. "We recognize the biggest problems of the group will be in meeting Anaheim's demands. Our restrictions wouldn't be any greater than those imposed by Anaheim."

Ways to Cut Costs

Use of street rights of way and an automated system would go a long way to cut the costs of installing and operating the system, according to Robert Davis, Anaheim assistant city manager.

Ostrow has said that the system could be enlarged in the future to take in UC Irvine and the beach resort areas. It also could be tied into other Southern California mass transportation systems.

The system would do the following, according to the attorney:

1 — Provide a mass transportation service for tourists and Orange County residents to key recreation and shopping areas.

2—Integrate tourist attractions.

Early studies, according to Ostrow, showed a fast light-weight vehicle carrying 30 to 40 passengers would be best suited for the system.