



# NEWS

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## **WILSHIRE CORRIDOR OF METRO RED LINE TO OPEN JULY 13; BUS/RAIL INTERFACE PLAN ADOPTED**

Three new Metro Red Line stations that will extend rail service along Wilshire Boulevard to Western Avenue will open to the public on July 13, 1996, announced Larry Zarian, MTA chairman.

"We're excited and proud to be extending the Metro Rail system to the Wilshire corridor," said Zarian. "The addition of this segment, through one of the region's most dense corridors, will have a positive effect on congestion. Ridership on the Red Line and Buses will increase as the system continues to grow. This is a positive step toward the MTA's objective of improving mobility throughout the County."

Concurrently, Zarian said the MTA Board has adopted a bus/rail interface plan for the Wilshire corridor of the Metro Red Line. The goals of the plan are to reduce duplication of service between bus and rail, maintain adequate local bus service for patrons not able to use Metro Rail, and to provide feeder bus service to enhance access to the rail line from other transit corridors.

"Our plan is designed to integrate both bus and rail operations into a customer-friendly system," said Joe Drew, MTA interim CEO. "We're giving our passengers the opportunity to choose the mode of travel that best suits their needs."

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Wilshire Boulevard limited bus stop service on Lines 320-322 and 426 will be shortened to end at the Western Station. Line 497 will end at the Westlake/MacArthur Park station. Passengers from those lines can transfer, free of charge, to the Red Line or to local bus service provided by Lines 20, 21 or 22. Rail passengers traveling west can likewise transfer to a bus at no charge by presenting their rail ticket to the bus operator.

"Opening the Wilshire corridor will be a tremendous boost to the mid-Wilshire area," said MTA 2<sup>nd</sup> Vice Chair and County Supervisor Yvonne Brathwaite Burke. "The bus/rail plan we adopted not only will make the rail system more accessible, but it also will make the buses more efficient by reducing duplication and using the cost savings to improve service."

The cash fare of \$1.35 will be extended to the Metro Red Line when the Wilshire corridor opens to make it consistent with the bus system and the Metro Blue and Green Lines. The 90-cent discount token, good on all Metro bus and rail systems, also will be accepted on the Red Line, along with all valid passes.

The bus/rail interface plan incorporated public comment received at three community meetings along Wilshire Boulevard last September, and at a public hearing held last December. Comments also were solicited from elected officials and the MTA Citizens Advisory Committee.

"Our bus patrons who transfer to rail along the Wilshire corridor will see a significant reduction in their travel times," said Drew. "From the Western Station to Pershing Square, the Red Line beats the bus by 12 minutes. And for those passengers who have destinations between our stations, we're continuing to provide frequent, reliable bus service that will stop at all locations along Wilshire Boulevard."

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The plan envisions the Western Station becoming a prominent transit hub, with an initial 4,000 bus riders per day estimated to transfer to the rail line, with several thousand more transferring to local bus services.

Service modifications are as follows:

- Shorten Lines 320 and 322 and Express Line 426 from the San Fernando Valley to end at the Western Station;
- Move the terminus of Line 209 three blocks southeast to the Western Station, and modify Line 310 to detour through the Western Station;
- Modify Express Line 497 to operate through the Union Station Gateway Center, and terminate at the Westlake/MacArthur Park Station;
- Extend Lines 21-22 to the Central Business District from Westlake/MacArthur Park Station;
- Move the western terminals of Line 51 and 201 one block northeast to the Vermont Station; and
- Implement a new limited stop Line 316 from Century City via Third Street to the Vermont Station during peak periods.

The bus/rail interface plan will largely be implemented when the Red Line rail service is extended this summer. Total system changes will be completed by the Fall of 1996.

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