

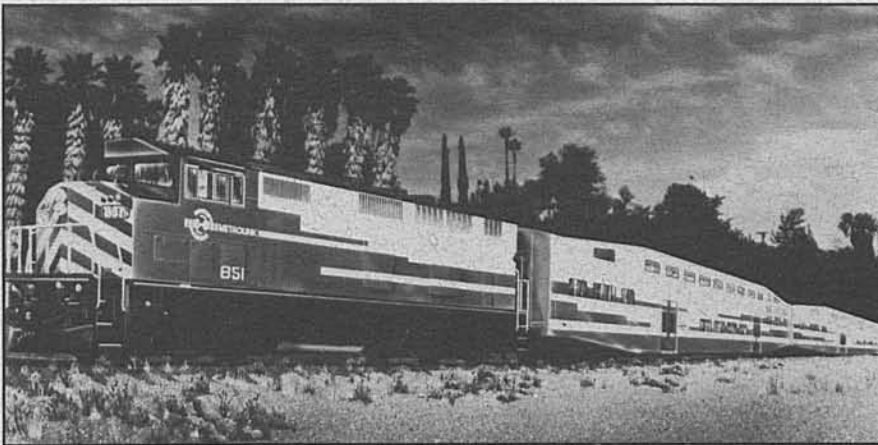


Los Angeles
County
Transportation
Commission

April 1992

METRO MOVES

Metrolink Passenger Cars Arrive in Los Angeles



An art rendering of the Metrolink train. Photos of the actual car will appear in next month's issue.

In grand Southern California style, the first two of 70, double-decked, 85-foot-long Metrolink commuter rail passenger cars made their official debut when they arrived in Los Angeles earlier this month from Thunder Bay, Ontario, Canada. The cars will be put into service as part of the initial three Metrolink lines scheduled to start running in late October from San Bernardino, Santa Clarita and Moorpark to Union Station in downtown Los Angeles.

Each of the 16-foot-high and 10-foot-wide cars has 148 seats and can carry a full standing load of up to 300 commuters. Other features include two double doors on each side allowing for quick loading and unloading, low-level platform loading, upgraded seating, accessible toilets at loading facilities — all features

that are compatible with Amtrak equipment.

Strikingly painted with Metrolink's signature periwinkle-blue and white stripes, the external painting scheme and internal colors were designed by Gretchen Barnes, a student at the Art Center College of Design in Pasadena. Her layout was chosen from 20 design proposals developed as part of a class project.

The Metrolink commuter rail system is administrated by the Southern California Regional Rail Authority (SCRRA), a joint powers authority consisting of an 11-member board representing Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The trains will be operated by Amtrak. ▶

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Public Surveys Show Commuters Excited About Metrolink

Findings from three separate public opinion surveys show Southern California commuters are very interested in the Metrolink commuter train service currently under construction and scheduled to open in October as a positive alternative to driving alone, and they want to know if they will be able to use it to commute to work.

The Southern California Regional Rail Authority (SCRRA), operator of Metrolink, contracted with Applied Management & Planning Group (AMPG) to determine the commuting public's knowledge and awareness of Metrolink and attitudes toward commuting by train.

In November 1991, AMPG conducted a telephone survey with "drive alone" commuters who reside within five miles of Moorpark, Santa Clarita, and San Bernardino Metrolink lines. A total of 1,200 surveys were completed — 400 in ▶

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The SCRRRA purchased the Metrolink cars from Bombardier, Inc. (new owner of the former UTDC, Inc.) for \$96 million. The contract called for the manufacture of 45 trailer and 24 cab control double-decked cars. Cab control vehicles permit push/pull train operation that reduces turnaround times and operating costs.

The Metrolink cars will be moved by state-of-the-art low-emission diesel locomotives purchased under a separate contract with the General Motors Corporation. The locomotives are scheduled to arrive in June.

Bombardier, Inc.'s double-decked car fleet has operated during the past two years on Tri-Rail's 60-mile line between Miami and West Palm Beach, Florida, and for the past decade on a 212-mile regional rail system serving Metropolitan Toronto (Canada) and five surrounding municipalities.

Metrolink lines will connect in Los Angeles with the Metro Red Line subway, which will begin operation in June, 1993. Both Metrolink and the Red Line are part of a planned 400-mile countywide rail system that is being jointly developed by the SCRRRA and LACTC. ■



*"Public Surveys..." continued from
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each of the three corridors. After hearing a brief description of the Metrolink service, 43% said they would be "very likely" or "somewhat likely" to use Metrolink on a regular basis.

These results show that four out of 10 who currently drive alone would be very likely to use Metrolink; further, one-half of this audience said they would ride Metrolink five days a week. One-third said they would be very willing or somewhat willing to alter their daily routine to take advantage of Metrolink.

Two-thirds of the drive-alone commuters surveyed said they would take the Metrolink train rather than their car if "going to the station, riding the train, and connecting to your worksite will altogether take the same amount of time as driving your car."

Respondents like the Metrolink commuter train concept with 80% strongly agreeing that "time spent driving in traffic is wasted time." Eighty-eight percent believe that fighting traffic is very stressful and nearly two-thirds believe they would be safer in a passenger train.

More than half of the phone survey respondents reported that the stress of the evening commute is

greater (58%) than the stress of the morning commute (50%) with three out of four commuters reporting they would welcome the chance to read or sleep on the way to work.

"These surveys were conducted before Metrolink station locations were confirmed," said Richard Stanger, executive director of the SCRRRA. "One of the public's main areas of interest is knowing exactly where their neighborhood station is and if they will be able to use Metrolink to commute to work. We believe the number of interested commuters will greatly increase as we communicate more details about Metrolink."

AMPG undertook three separate surveys in the fall of 1991 to collect the information. In addition to the phone survey of 1,200 commuters, a survey of 178 downtown business workers — many of whom already rideshare and would consider Metrolink as a possible upgrade in ridesharing mode — and a phone survey of 234 regional Employee Transportation Coordinators (ETC's) were also conducted.

Overall, AMPG found that commuters and ETC's like the idea of a Metrolink commuter train system, and that currently there is little, if any, resistance to the Metrolink concept. ■

Likelihood of Riding Metrolink

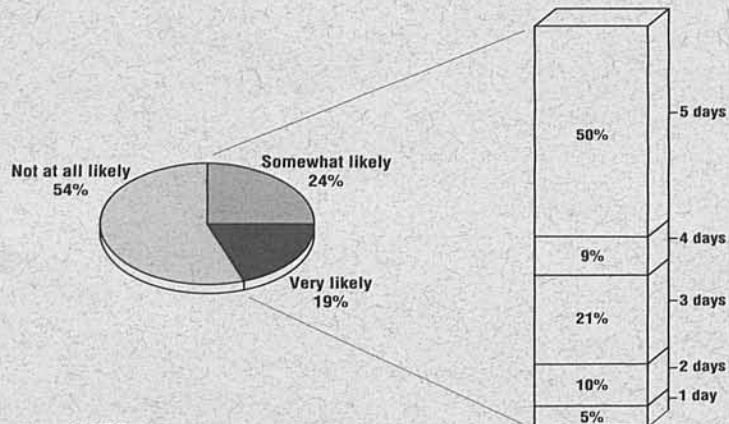


Chart courtesy of AMPG

LACTC Receives State Funding for Critical Highway and Commuter Rail Projects

The California Transportation Commission (CTC) was awarded \$256.8 million last month to fund 19 highway construction projects within Los Angeles County. The funds were requested by the LACTC under the Flexible Congestion Relief project nomination process for fiscal years 1997/98 and 1998/99.

Funding includes \$207.8 million for construction of new highway and local arterial projects, \$12.7 million for construction of freeway soundwalls and \$36.3 million for completion of highway projects under construction.

Among the projects funded is the extension of the Route 30 corridor from Foothill Boulevard to the San Bernardino County line. Funding for this project includes \$109.7 million for construction of six freeway lanes and one carpool lane, and \$19.5 million for construction of the freeway interchange with Foothill Boulevard.

The 1992 STIP funds nearly the full length of the proposed Route 30 in L.A. County. The remaining 2.7 miles of Route 30 from Foothill Boulevard to Towne Avenue will be proposed for funding in the 1994 STIP process.

Other allocations include:

- \$20.7 million for construction of the south half of the interchange of the 405 Freeway with Arbor Vitae Avenue near the Los Angeles Airport. Construction of this interchange will provide a direct route to LAX parking lots C and D, and improve access to the major regional destinations in Los Angeles and Inglewood.

- \$20.4 million for Route 138 near the city of Palmdale from Avenue T to 90th Street. Upgrading of this route linking Los Angeles and San Bernardino counties is crucial to provide safe and efficient regional transportation and access to this rapidly growing region.
- \$10.2 million for construction of a four-lane overcrossing in the City of Carson on Del Amo Boulevard across the San Diego Freeway. Completion of this arterial will accommodate regional travel between Orange and Los Angeles counties and improve mobility to the San Diego and Harbor Freeway interchange.
- \$9.2 million for construction of the Imperial Highway overcrossing at Wilmington Avenue to eliminate the at-grade intersection of the Metro Blue Line at Imperial Highway. Construction of this grade separation will eliminate significant congestion problems and Blue Line incidents.
- \$8.2 million for modifications of intersections, ramps, traffic controls and street widths on the Atlantic Boulevard Mixmaster — a six-legged intersection including Atlantic Boulevard, Goodrich Boulevard, Ferguson Drive, Telegraph Road, Triggs Street and the on/off ramps of the Santa Ana Freeway (Route 5). This project will relieve a critical bottleneck and resolve complex jurisdictional issues.
- \$7.5 million for widening intersections, restriping and posting of peak hour parking restrictions on Valley Boulevard from Route 710 to Santa Anita Avenue in the San Gabriel Valley. This project will improve mobility at five key intersections and provide a third lane in each direction during peak periods.
- \$1 million for widening of Route 138 in the City of Palmdale; \$700,000 for an access road to the Chatsworth Metrolink Station and \$700,000 for reconstruction of the intersection of Rosecrans and Aviation Boulevards.
- CTC also awarded \$10.6 million to help fund construction of Metrolink stations in Van Nuys, Baldwin Park, Glendale, Sylmar/San Fernando, Santa Clarita, Chatsworth, El Monte, Burbank and Covina. The Electric Trolley Bus program received \$4 million.

All these projects are major elements of the Los Angeles County Congestion Management Program and of the proposed LACTC 30-Year Integrated Transportation Plan. ■

TO GET ON OUR MAILING LIST:

In an economizing move, we are no longer providing return cards for address changes and additions. If you want to be on our mailing list, write to METRO MOVES, c/o of the LACTC Marketing Dept., 818 West 7th Street, Los Angeles, CA 90017, or call in your address information to Mia Ambrester at (213) 244-6107.

LACTC Announces \$2.5 Million to Fund Bikeways for Commuters

Clean air and bicycling advocates received a boost in Los Angeles late last month when the Los Angeles County Transportation Commission (LACTC) announced \$2.5 million in funding for construction of 15 new bicycle projects throughout the county.

"The bikeways planned in and around the city will not only offer Angelinos an enjoyable and healthy form of recreation, but they will also create an innovative alternative for commuters," said John Ferraro, president of the Los Angeles City Council. "Many people would like the option of riding their bikes to work, which would reduce traffic on our congested roadways and also help reduce air pollution."

An estimated 200 cyclists were invited to Griffith Park on March 29 to celebrate the announcement. The LACTC presented them with a copy of the 1992 Los Angeles County Bike Map.

A key project for the City of Los Angeles is the 16-mile commuter bike path from North Hollywood to downtown Los Angeles. This path will run along the Los Angeles River connecting residential areas of North Hollywood, Van Nuys and the San Fernando Valley to employment centers in Studio City, Universal City and downtown Los Angeles. Other components of the project include bicycle storage facilities and use of parking lots to provide proper interface with automobiles, public buses and the rail system.

"It's not a pipedream," said Coalition for Clean Air's executive director Tim Little. "Thousands of people would commute by bike, if they knew it was safe. This is just a start."

Construction of the L.A. River bike trail will be completed in 1996 and will cost \$5.1 million. This year's allocation of \$550,000 will be used for engineering design. New allocations will be requested in the future for property acquisition and construction.

Funds for bikeway construction and improvements come from Proposition 116, the state's Clean Air and Transportation Improvement Act and from the Los Angeles County Transportation Commission's Transportation Development Act Program. The state funding was allocated by the California Transportation Commission (CTC) in February.

Other elements of the bikeway program include:

- A bike path along the Santa Clara River Trail in the City of Santa Clarita, connecting regional employment centers to major residential areas in Canyon Country, Newhall, Saugus and Valencia. The bike path will also provide access to the Metro-link rail station and public bus stations in Santa Clarita.
- A bike lane that will ultimately connect San Fernando Valley to Westwood. The project includes bike lanes on both sides of Sepulveda Boulevard between Moraga Drive and Mulholland Tunnel.

- Installation of rubberized pads at bikeways crossed by railroad tracks. The rubberized material will provide safer and smoother travel over railroad crossings for bicyclists.
- Upgrading of a bike lane serving commuters to California State University Northridge. The project will install 5.26 miles of bike lanes along Plummer Street.
- Installation of lockers and racks for storage of bicycles at park-and-ride sites along the Metro Blue Line route.

The 1992 Los Angeles County bikeway map illustrates more than 200 miles of off-road and on-street trails throughout the county and includes designated mountain bike trails. The map also contains rules, of the road, safety tips, route descriptions and phone numbers for cycling information.

Future bikeway plans included in the LACTC's draft 30 Year Integrated Transportation Plan include more than \$875 million to upgrade the existing network of commuter and recreational trails and cycling facilities over a 30 year period. Nearly \$240 million will be invested to upgrade the regional bikeway system before the year 2001. ■



Cyclists check out the Metro Bike Map display at a recent Griffith Park event.

NEWS BRIEFS



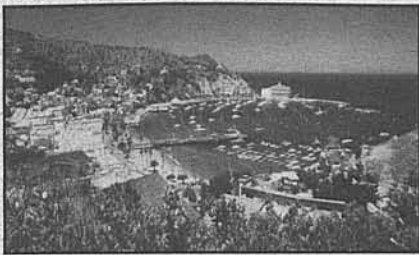
Freeway Service Patrol Creates Jobs in L.A. County

New jobs have been created in Los Angeles County as a result of the Metro Freeway Service Patrol (FSP) program. One hundred new employees have been hired directly into the program to man and support the tow trucks that patrol the Southland's freeways during rush hours. By applying the *ripple effect* principle, an additional 10% in related jobs are also generated as a result of the new employment levels.

More than 100,000 drivers have been assisted by the FSP program since it began last July, saving thousands of hours of travel time for commuters who otherwise would experience delay due to disabled vehicles.

For more information, contact LACTC South Bay Area Team project manager Renee Berlin at (213) 244-6863.

City of Avalon gets \$1.5 Million in State Funds to Repair Ferry Terminal



The California Transportation Commission (CTC) allocated \$1.5 million to the City of Avalon for repair and reconstruction of the Cabrillo Mole public ferry terminal and docks. Proposition 116 funds, which were allocated last December, were officially requested by the LACTC on behalf of the City of Avalon.

The docks, terminal and surrounding ground access will be rebuilt to adequately handle the increased

boat activity and passenger loads," said LACTC South Bay Area Team Director Robert Cashin. "The existing terminal and docking area were built more than 20 years ago to accommodate two daily ferry arrivals. That activity has increased to 149 passenger ships with 22 arrivals and 22 departures daily, serving approximately 1.4 million passengers annually."

"Reconstruction of the terminal will cost \$4 million, to be paid with Community Improvement Agency bonds, loans from the State Department of Boating and Waterways, state funds from Proposition 116, and LACTC funds from Proposition A," said Chuck Prince, Avalon's city manager.

The dock area will be redesigned to allow more ferries to arrive and depart simultaneously. The new facilities will provide a much larger, enclosed passenger waiting area, and handicapped and bicycle areas will be enhanced. Concession and restroom areas will also be enlarged.

Open House at Metro Red Line's Maintenance Yard and Shops

The past, present and future of transportation in Los Angeles will come together at a Community Open House to be held at the Metro Red Line's Maintenance Yard and Shops on May 2. The first set of new subway trains will be on display, as well as exhibits reflecting subway tunnel construction, plus information about the entire 400-mile Metro system planned for Los Angeles County.

The event will include a special Time Capsule Dedication at 10 a.m. The public is encouraged to bring transportation-related mementos reflecting today's mobility in Los Angeles, as well as future plans. The main yard is located at 300 So. Santa Fe St., in downtown Los Angeles. There will be free parking.

For more information, call (213) 620-RAIL.

Cities' Issues Meetings in the Southeast Area

LACTC's Southeast Area Team held its first 1992 quarterly Cities' Issues Meeting last month in the City of Santa Fe Springs. Forty-two Southeast cities representatives attended the meeting to hear updates on LACTC's Congestion Management Plan, the 30-Year Integrated Transportation Plan, and the proposed Proposition C Guidelines. The representatives were also briefed on the status of bus, rail, and highway projects in their area.

The next Cities Issues Meeting for the Southeast area will be held in June.

For more information, contact Naomi Nightengale, LACTC Southeast Area Team Manager of Government & Public Affairs, (213) 244-6410.

Open House Set for Chatsworth Metrolink Station

All aboard! Plan on attending the Chatsworth Train Station Open House between 4 and 8 p.m. on Thursday, May 14, to learn more about the new commuter train service that begins in October. Information will be provided about fares, schedules, routes, safety and the advantages of leaving your car at home and riding the train to work.

The new Metrolink service will take passengers from Simi Valley to downtown Los Angeles.

The Open House will be held at Germain Street Elementary School, located at the corner of Oklahoma and Germain streets, northeast of Devonshire and De Soto streets, in Chatsworth.

For more information, contact Tim Galbraith of LACTC's San Fernando Valley Area Team, (213) 244-6172. ■

WHAT'S NEW IN RAIL CONSTRUCTION

Metro Tunneling Equipment Quietly Reaches its First Destination

The huge 200-ton tunnel boring machine that is carving the Metro Red Line twin tunnels has quietly reached its first destination, the underground station construction site at Wilshire Boulevard and Vermont Avenue, as scheduled.

Traveling at depths ranging from 60 to 80 feet, the mammoth equipment went unnoticed by street life and left the above ground structures unscathed.

The 185 foot-long tunnel boring machine and extensions set off from MacArthur Park earlier this year, advancing approximately 69 feet a day. The equipment mostly travelled under Wilshire Blvd. An average of 950 cubic yards of dirt is dug out daily.

The tunneling machine will continue its westward journey, working its way to the station site at Wilshire/Normandie. When it reaches the Western station site, the equipment will be lifted from a construction shaft and returned to MacArthur Park to begin a parallel tunnel.

The cutter or "tunnel shield" is 22 feet in diameter. It advances with the help of hydraulic push cylinders. The twenty-four 100-ton push "rams" are capable of exerting 6 million pounds of force on the cutting edge.

The work is part of the Metro Red Line's segment 2. The Wilshire Boulevard Corridor will open in 1996; service to Hollywood and Vine opens in 1998. The first segment from Union Station to Wilshire/

Alvarado is scheduled to open in June, 1993.

Hands-On Metro Exhibit Opens at the Children's Museum

Future subway riders are learning about the Metro system in an exciting, innovative way at the Los Angeles Children's Museum. A specially-designed, hands-on Metro exhibit eliminates the mystery of subway tunnels and leads "passengers" on a visual tour of the Metro.



RCC President and CEO Ed McSpedon (left) joins LACTC Commissioner Richard Alatorre as they receive "help" cutting the ribbon at the Children's Museum Metro exhibit. Andres Brown, Museum Trustee (right), looks on.

"This exhibit has a message for children and their parents — that rail transit will greatly enhance our city," said Richard Alatorre, Los Angeles city councilmember and LACTC commissioner. "It will help familiarize them with how to ride a bus, take a train, and understand that we are building a user-friendly mass transit system in Los Angeles," he said.

Through video messages, museum visitors have the opportunity to sit

at a train operator's console, view a ticket machine, and activate a safety display.

"We're building excitement for next year's opening in June of the Metro Red Line's first segment. The museum is within walking distance from the Civic Center station," said Ernest Camacho, Rail Construction Corporation chairman.

"The RCC worked closely with museum officials to create a meaningful exhibit for children, providing them with a fun setting to learn about different aspects of the Metro system," said Alatorre.

Children's Museum President J. Mark Hattendorf said, "The Museum is pleased to be working with these community agencies to bring important information about the construction and operation of the new Metro system to the children of our city."

The first to enter the make-believe Metro station were children from schools near the Metro Red Line construction and winners of a poster contest on "The Future of Transportation." Students were asked to develop their ideas for improving mobility in Los Angeles in a contest co-sponsored by O'Brien-Kreitzberg and the RCC.

Brightly colored traffic signs, a city and a station mural created by high school students from the Herbert Ryman Living Masters art program lead the way to a painted tunnel entrance.

Travis the Owl is prominent exhibit feature.

The Metro safety mascot, Travis the Owl, is a featured part of the exhibit. His safety messages teach children how to conduct themselves near construction sites as well as how to use the rail system. The



well-recognized safety mascot visited schools along rail corridors before the Metro Blue Line opened, and is now circulating through schools along the second segment of the Metro Red Line.

The Los Angeles Children's Museum, founded in 1979, offers a hands-on participatory environment in which children ages 2 to 12 can learn by doing. Nineteen permanent exhibits help to demystify everyday experiences and monthly programming includes children's art exhibits, drop-in workshops, and live performances by professional actors, musicians and dancers.

The museum attracts more than a quarter of a million visitors annually. More than 100,000 of these are schoolchildren visiting with their teachers and their public or private school classes from throughout Southern California. ■



Metro Awards

At LACTC's February meeting, Metro Awards were presented to the firms of Charles A. Bell Securities, Inc. and Lazard Freres for their successful efforts in achieving excellence in minority-owned business enterprise participation.



Legislative Update

Federal News

Federal Funds Sought for Study on Lighter Buses and Trains

Los Angeles Mayor and LACTC Commissioner Tom Bradley joined with Congressman Glenn Anderson and several prominent transportation planners earlier this month to propose allocating \$4 million in federal funds to research the use of aerospace technology to construct buses and light rail vehicles.

These funds, which Anderson is proposing to split between the Southern California Rapid Transit District (SCRTD) and the LACTC, will support the aerospace industry that has been recently hard hit by the recession and result in the construction of light-weight mass transit vehicles. In addition, regional air quality would improve because these lighter vehicles would produce less pollution.

The \$4 million was originally included in the Intermodal Surface Transportation Efficiency Act of 1991 to fund an extension of the Metro Blue Line to the proposed Disney project in Long Beach. However, when plans for the Disney project fell through, regional transportation officials began discussing ways to best utilize the money.

The even split between the two agencies — with RTD researching light-weight buses and LACTC looking at a regional rail car — was designed to utilize the tremendous aerospace technology in the region.

An amendment to the Intermodal

Surface Transportation Efficiency Act of 1991 will likely be considered later this month or early in May by federal officials. The Federal Transit Administration is responsible for administering the act.

State News

Pilot Project Provides Transportation to the Disabled



"Metro Access," the region's first transportation program to respond to the Americans With Disabilities Act, was officially dedicated in the San Gabriel Valley on April 2. The specialized program establishes an expanded transit service for severely disabled individuals unable to use regular bus service.

Fifteen cities are participating in the pilot program, which is part of the new services provided by the Transit Store in the Indian Hill Mall in Pomona. The program is funded by the LACTC and operated by the Pomona Valley Transportation Authority (PVTA). The Transit Store provides a variety of transit options to people in the area.

Individuals must be certified for eligibility for the specialized program. Candidates are disabled persons who cannot board, ride or exit from established bus or rail systems. Representatives from the medical and social service fields, as well as from the disabled community and LACTC's Specialized Transportation Advisory Committee (STAC), developed the certification process.

"The intent of the Americans With Disabilities Act was to ensure that individuals with disabilities would be able to participate fully in our society," said Robert Gorski, ▶

continued on page 8

"Pilot Project..." continued from page 7

chair of the STAC. "Accessible and adequate public transportation is a vital element in ensuring our success in maintaining employment and in enjoying the many activities Los Angeles has to offer."

Metro Access candidates are screened for eligibility through the Transit Store. Long and short distance trips are arranged by contacting a customer service representative at 1-800-827-0829 (TDD service is available at 1-800-827-1359). Transit operators from the 15 cities service area are called upon to provide Metro Access rides from the Transit Store. Operators include Azusa, "Get-About" shuttles, PVRTA's Valley Connection buses, Diversified Paratransit, and selected taxi companies. Rides are \$2 each way.

"Metro Access is bringing transit service providers together to help the county comply with the ADA," said Curtis Morris, PVRTA chair and City of San Dimas councilmember.

"Los Angeles County will have the largest coordinated paratransit program in the country," said Richard DeRock, administrator of the Consolidated Transportation Services Agency (CTSA), an LACTC subsidiary charged with coordinating operations of all paratransit providers. "Our efforts are providing a model for transit agencies nationwide who are attempting to establish similar services."

Cost of the pilot program for the first year is about \$1.3 million, funded by Proposition C dollars. Metro Access plans include expansion to all urbanized areas within the county. ■

METRO MOVES

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