

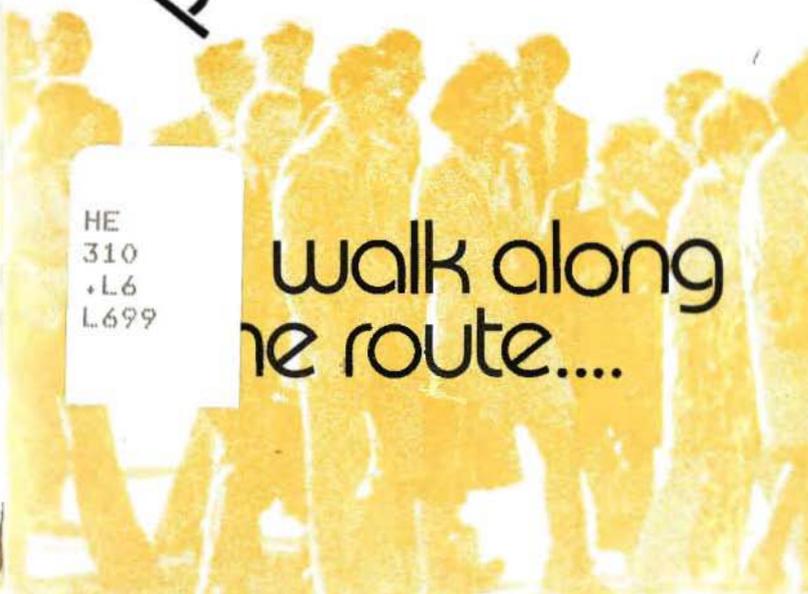
LOS ANGELES

PEOPLE MOVER

S.C.R.T.D. LIBRARY

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walk along
the route....



City of Los Angeles
TOM BRADLEY, Mayor

City Council

JOHN S. GIBSON, JR., 15 th District, President

GILBERT W. LINDSAY,
9 th District
Councilman for the
Central City

JOHN FERRARO,
4 th District
Chairman,
Ad Hoc Committee
on Transportation

ROBERT RONKA,
1st District

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3rd District

ZEV YAROSLAVSKY,
5 th District

PAT RUSSELL,
6 th District

ERNANI BERNARDI,
7 th District

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10 th District

MARVIN BRAUDE,
11 th District

ROBERT M. WILKINSON,
12 th District

PEGGY STEVENSON,
13 th District

ARTHUR K. SNYDER,
14 th District

Community Redevelopment Agency

Kurt W. Meyer, FAIA, Chairman

Dr. Everett T. Welmers

Alan Goldstein

Marilyn W. Hudson

Luis G. Nogales

Tsutomu Uchida

Andy W. Wall

Edward Helfeld,
Administrator



A People Mover for Los Angeles...

As 1976 drew to a close, the Department of Transportation in Washington, D.C. made two important announcements. First, Los Angeles was awarded \$11 million to perform engineering and environmental studies on a four-part Regional Transit Development Program. Second, Los Angeles also was awarded \$125 million for construction of a People Mover--a key element of the four-part Program--pending satisfactory completion of the engineering and environmental studies and final approval by the Los Angeles City Council.

This booklet provides information on the Los Angeles People Mover, an automated elevated guideway transit system. The booklet is part of a continuing effort to involve the public in design of the City's transit service. It outlines key facts about downtown Los Angeles, an overview of activities along the People Mover route, and a schedule of public meetings from September 1977 to May 1978. Please use this booklet to find out more about the People Mover and plan to attend the public meetings so that your views will be heard.

Planned for you...

The Route

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A FEW FACTS ABOUT YOU...

Over 600,000 of you enter and leave downtown on an average weekday. 200,000 of you work in downtown and have similar commute patterns.

72,000 of you ride transit to reach jobs in downtown; 9,000 ride transit to downtown for shopping; 8,000 for education, and 10,000 for other reasons such as medical, entertainment, legal affairs, etc.

You may be surprised to know that 15,000 people use downtown only as a bus transfer point.



Eighty-five percent of you leave downtown between 3:30 and 5:30 PM. Between 4 - 5 PM is the heaviest travelled period--almost sixty percent of you leave during this hour. This means that many of you spend more and more time behind the wheel of your auto in traffic jams.



Fifty-four percent of you who ride transit do so by preference. About five percent of you prefer car-pooling.



Those of you who prefer bus to private transportation generally travel longer distances to work, particularly those living in the San Fernando Valley and the San Gabriel Valley.

Forty-three percent of you who ride transit use a monthly pass.



Over sixty percent of transit riders are women. Men drive automobiles for the most part.

Some of your dislikes also surfaced in recent studies. Most of you criticizing transit said that scheduling is the biggest problem. Overcrowded buses, the poor condition of buses, and drivers' attitudes were also mentioned as problems.

HOW CAN THE PEOPLE MOVER HELP YOU THE COMMUTER ?

The People Mover, designed as an integral part of citywide transit improvement, is not an isolated transit service; it is a vital transit link in your trip to your downtown destination. Instead of spending as much as one-third of your travel time in buses on congested downtown streets, you will be able to ride buses to the intercept points (major ones at Union Station and Convention Center; others along the route) and then transfer to the People Mover. You would get to your final destination faster, and buses would spend their time going to and from downtown rather than being tied up in downtown traffic.

How many of you would use the People Mover? Studies show that many of you who live in the same areas also work in close proximity to each other in downtown. The largest group is the 12,000 people who live in San Gabriel Valley and work in downtown West Side offices. 22,000 of you living in West Los Angeles work in either Civic Center or West Side offices. Also commuting to these destinations are many people from the Southeast, the South, and San Fernando Valley.

Would you ride transit if you had to transfer in downtown? Each day, as you transfer from one bus to another to reach your destinations, you demonstrate that transfers are not a problem--if there are not too many of them, the route is direct, and the wait is short. To provide you such service is the goal of the four-part Regional Transit Development Program. The City of Los Angeles, the State of California, and the Southern California Rapid Transit District are working on this Program.

ONCE DOWNTOWN, WHAT ELSE CAN THE PEOPLE MOVER DO FOR YOU?

You can't help but notice that downtown is changing all around you. Ever since the building height restrictions have been removed, downtown has been growing upward. New buildings offer exciting views and vistas, and architectural monuments--memories of an older Los Angeles--are being restored and preserved.



Downtown is an exciting place. New events are happening all the time and each day offers you the opportunity to experience your surroundings a little more. The places, sounds, and sensations of a dramatic metropolis are all around you--so get out and explore downtown. Let this booklet help you see what exists. Watch the new places taking shape. Observe the details of restoration. And visualize how a People Mover could tie it all together and make downtown a daily happening for you.

3 STEPS TO YOUR DESTINATION

1. Ride an Express Bus, Carpool or Vanpool or Vanpool to Downtown...

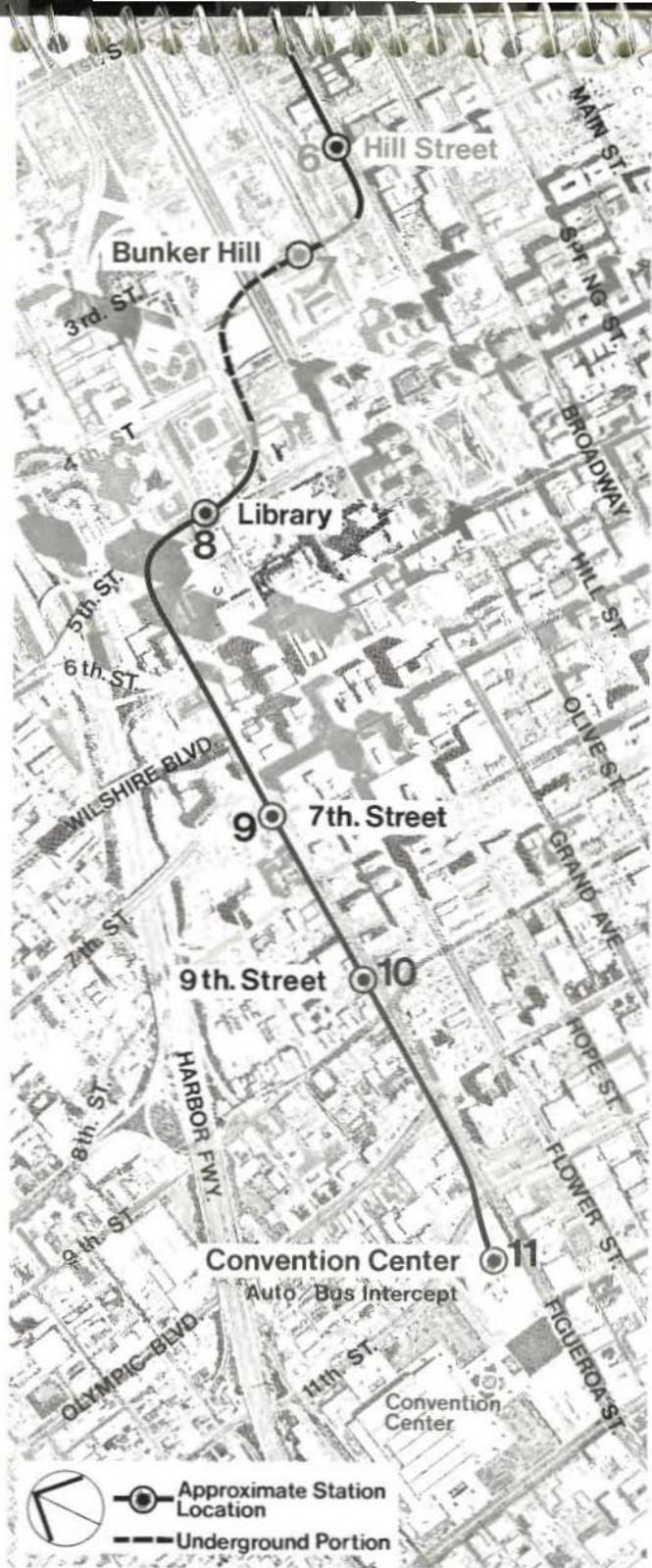


2. Transfer at the Intercept...



3. And Ride the People Mover





The Route

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○— Approximate Station Location

--- Underground Portion



For those of you commuting via the San Bernardino, Pomona, Golden State, Pasadena, and Artesia Freeways, the Union Station intercept would be your transfer point to People Mover service. In fact the El Monte Busway will be extended in order to share a common transfer platform with the People Mover. In addition, 2,000 relatively inexpensive parking places would be provided for auto commuters, vanpools and carpools.

The People Mover station would be designed to provide you information about routing and scheduling of buses as well as opportunities for subscription bus, vanpools, and carpools. The station would also serve as a major bus transfer point. Both the station and auto park facilities would be designed as attractive, comfortable, safe, and interesting places. Provisions for small stores and concessions will be incorporated into the design of these active people-oriented facilities.



STATION TO STATION TRAVEL TIMES in minutes

	Union Station	Olvera Street	Federal Building	Little Tokyo	Civic Center	Hill Street	Bunker Hill	Library	7th Street	9th Street	Convention Center
Union Station	-	1.2	2.2	3.4	4.3	5.6	6.6	7.9	9.3	10.3	11.5
Olvera Street	1.2	-	1.0	2.2	3.1	4.4	5.4	6.7	8.1	9.1	10.3
Federal Building	2.2	1.0	-	1.2	2.1	3.4	4.4	5.7	7.1	8.1	9.3
Little Tokyo	3.4	2.2	1.2	-	0.9	2.2	3.2	4.5	5.9	6.9	8.1
Civic Center	4.3	3.1	2.1	0.9	-	1.3	2.3	3.6	5.0	6.0	7.2
Hill Street	5.6	4.4	3.4	2.2	1.3	-	1.0	2.3	3.7	4.7	5.9
Bunker Hill	6.6	5.4	4.4	3.2	2.3	1.0	-	1.3	2.7	3.7	4.9
Library	7.9	6.7	5.7	4.5	3.6	2.3	1.3	-	1.4	2.4	3.6
7th Street	9.3	8.1	7.1	5.9	5.0	3.7	2.7	1.4	-	1.0	2.2
9th Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



Union Station



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Do pictures of an older Los Angeles intrigue you? Well, downtown offers a tour of the City's history and architectural heritage. When was the last time you visited El Pueblo de Los Angeles--the birthplace of the City? The old buildings have been restored and special attractions on the walking tour include the Pico House, the Old Mission Church and the Plaza. The shops and restaurants of Olvera Street--also part of the El Pueblo de Los Angeles Historical Monument--attract almost three million people a year.



The People Mover service would get you there quickly with plenty of time left to tour, shop, or just eat at this special place.

STATION TO STATION TRAVEL TIMES in minutes

Union Station
Olvera Street
Federal Building
Little Tokyo
Civic Center
Hill Street
Bunker Hill
Library
7th Street
9th Street
Convention Center

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9th Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



Olvera Street



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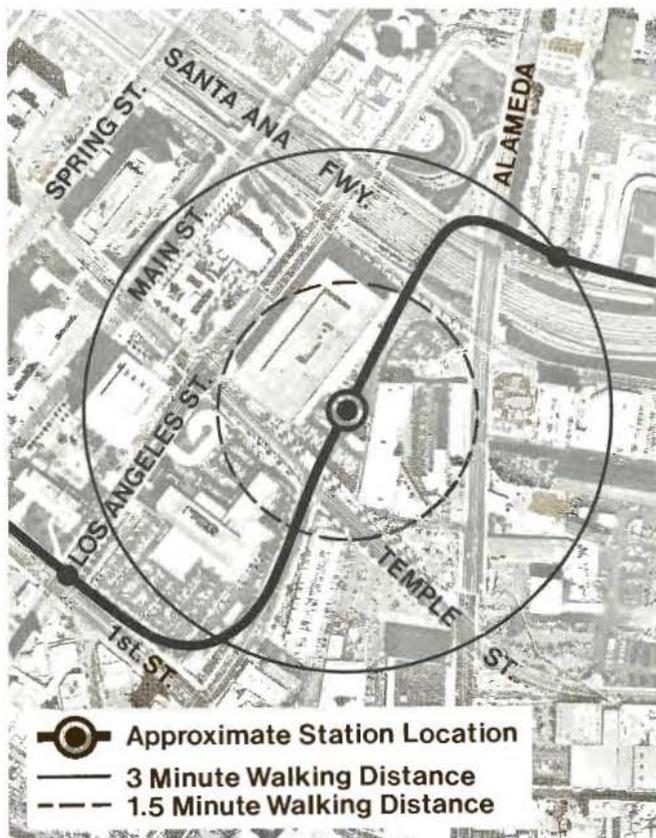


The Los Angeles Civic Center is the largest concentration of government buildings outside of Washington, D.C. and a lot of people work there--over 25,000. The Federal station, located at the east end of the Civic Center Mall, would provide service to those working and conducting business in government offices. Also, it would enable more people to use the subterranean Los Angeles Mall shopping complex located near this station.



STATION TO STATION TRAVEL TIMES in minutes

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9th. Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



-  Approximate Station Location
-  3 Minute Walking Distance
-  1.5 Minute Walking Distance

Federal Building



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Little Tokyo is one of the most unique areas in downtown Los Angeles. As the hub of the largest concentration of Japanese population outside of Japan, Little Tokyo functions as the cultural and commercial center for Japanese-Americans living in Southern California. The community abounds in small gift shops, teppan restaurants, sushi bars, and small grocery stores. More recently, an international commercial flavor has been added to the area with the establishment of Japanese banking and lending institutions. The newly constructed Buddhist Temple and Union Church--aside from their cultural and religious significance--are excellent examples of traditional and contemporary Japanese architecture. The soon-to-be-opened New Otani Hotel with its spectacular Japanese rooftop garden will offer the traveller pleasant accommodations and surroundings.



People Mover service will provide the commuter and visitor the opportunity to explore crafts and foods prepared in the Japanese tradition. When was the last time you were in Little Tokyo and how long did it take you to get there and back?

STATION TO STATION TRAVEL TIMES in minutes

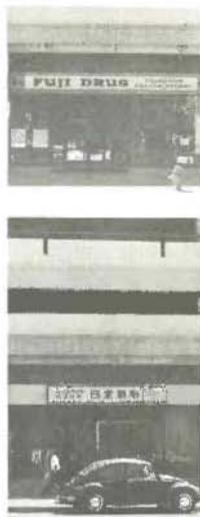
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Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



Federal Building



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9th. Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



Little Tokyo



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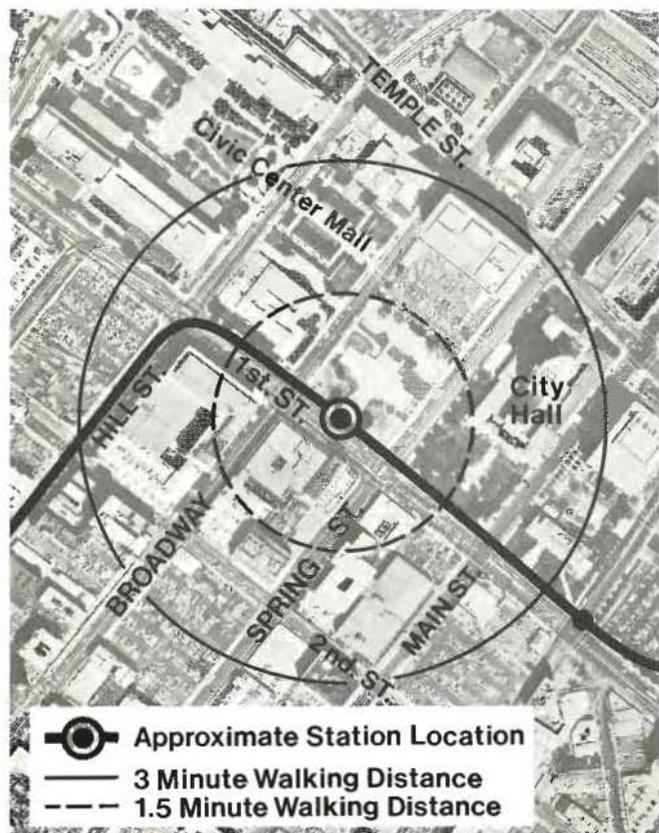


Ever since the 1870's, the Civic Center has been the focus of government activities in Los Angeles. In addition to the City and County, many State and Federal agencies have offices here. The Civic Center Mall--the largest open pedestrian space in downtown--is generally underused because of poor access, a problem the People Mover service would solve.



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7th. Street	9.3	8.1	7.1	5.9	5.0	3.7	2.7	1.4	-	1.0	2.2
9th. Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



Civic Center

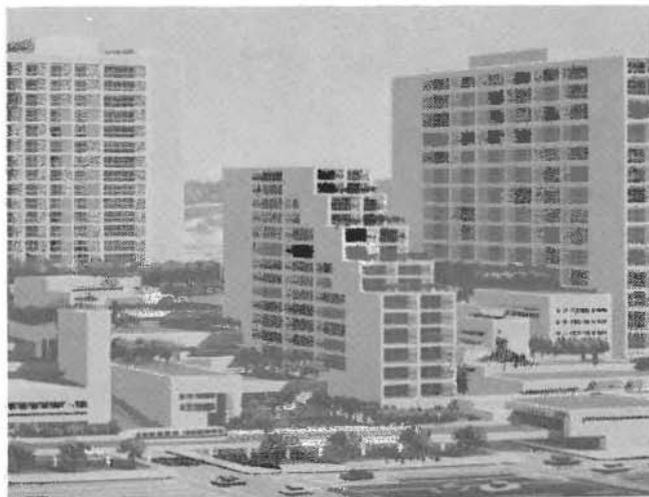


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What's on Hill Street? Today there is the famous Grand Central Market--one of the few remaining marketplaces of bygone years that has an annual clientele of almost 10 million people.

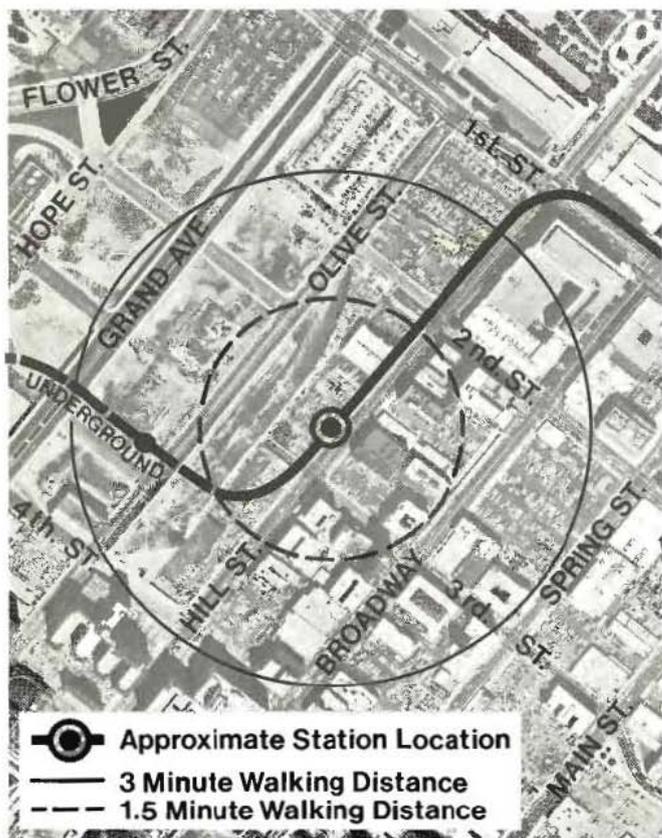


New projects are underway to make this part of Hill Street a major activity center of the future. Across from Grand Central Market, a commercial/retail center is proposed (along with restoration of Angel's Flight--a Los Angeles version of the cable car). Also, 1,100 units of housing for the elderly will be constructed within easy access of this station. Many senior citizens prefer to live in downtown areas because of good access to services and because downtown is interesting and entertaining.



STATION TO STATION TRAVEL TIMES in minutes

Union Station	-	1.2	2.2	3.4	4.3	5.6	6.6	7.9	9.3	10.3	11.5
Olvera Street	1.2	-	1.0	2.2	3.1	4.4	5.4	6.7	8.1	9.1	10.3
Federal Building	2.2	1.0	-	1.2	2.1	3.4	4.4	5.7	7.1	8.1	9.3
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Library	7.9	6.7	5.7	4.5	3.6	2.3	1.3	-	1.4	2.4	3.6
7th. Street	9.3	8.1	7.1	5.9	5.0	3.7	2.7	1.4	-	1.0	2.2
9th. Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



Hill Street



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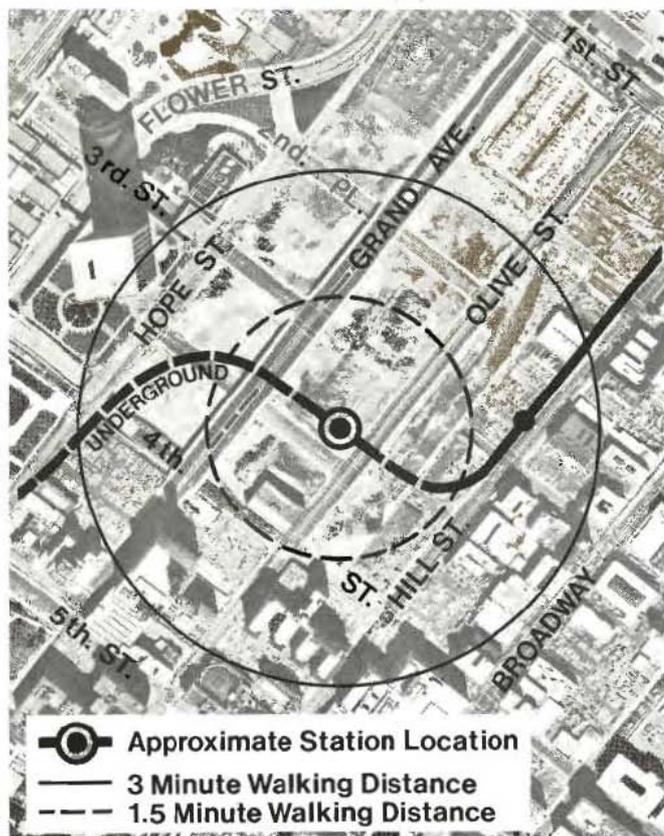


The Bunker Hill Redevelopment Project contains many of the new exciting buildings that have changed the Los Angeles city-scape. These buildings were designed with you in mind and they capture your imagination in visualizing the cities of tomorrow. Incorporated into these buildings is a series of continuous landscaped open spaces connected to each other by pedways. These spaces are amenities for the people working there, but they are also accessible to the general public. Visit these areas during the day or at lunchtime and get a feeling of how downtown is changing. Think of the People Mover as a different type of pedway--one that takes more of you to many interesting places in less time.



STATION TO STATION TRAVEL TIMES in minutes

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Bunker Hill	6.6	5.4	4.4	3.2	2.3	1.0	-	1.3	2.7	3.7	4.9
Library	7.9	6.7	5.7	4.5	3.6	2.3	1.3	-	1.4	2.4	3.6
7th. Street	9.3	8.1	7.1	5.9	5.0	3.7	2.7	1.4	-	1.0	2.2
9th. Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



Bunker Hill



7
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11



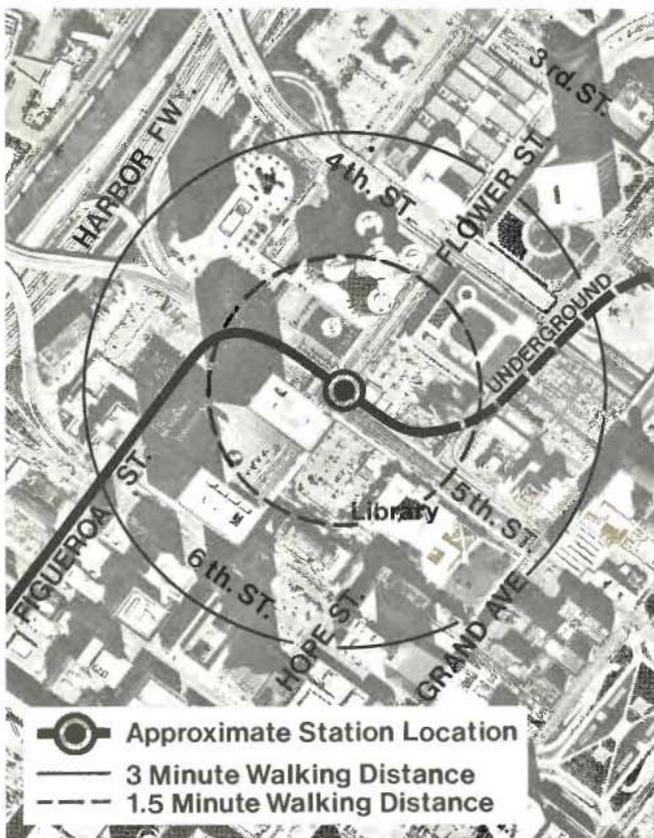
The Library station would provide access to an area that is a major crossroad of downtown activities. Adjacent to this station are the historic Los Angeles City Library, ARCO and Bank of America Towers with their 7-acre underground shopping plaza, and the Bonaventure Hotel whose lobby, five levels of shops, and numerous restaurants offer the visitor an excursion into futuristic building design. Also, the graciously restored Biltmore Hotel is just a few minutes walk from this station, as is the World Trade Center where you can find international restaurants, shops, and services.



The People Mover would give you easy access to this center of activity that blends the splendor of today with that of yesteryear.

STATION TO STATION TRAVEL TIMES in minutes

	Union Station	Olvera Street	Federal Building	Little Tokyo	Civic Center	Hill Street	Bunker Hill	Library	7th. Street	9th. Street	Convention Center
Union Station	-	1.2	2.2	3.4	4.3	5.6	6.6	7.9	9.3	10.3	11.5
Olvera Street	1.2	-	1.0	2.2	3.1	4.4	5.4	6.7	8.1	9.1	10.3
Federal Building	2.2	1.0	-	1.2	2.1	3.4	4.4	5.7	7.1	8.1	9.3
Little Tokyo	3.4	2.2	1.2	-	0.9	2.2	3.2	4.5	5.9	6.9	8.1
Civic Center	4.3	3.1	2.1	0.9	-	1.3	2.3	3.6	5.0	6.0	7.2
Hill Street	5.6	4.4	3.4	2.2	1.3	-	1.0	2.3	3.7	4.7	5.9
Bunker Hill	6.6	5.4	4.4	3.2	2.3	1.0	-	1.3	2.7	3.7	4.9
Library	7.9	6.7	5.7	4.5	3.6	2.3	1.3	-	1.4	2.4	3.6
7th. Street	9.3	8.1	7.1	5.9	5.0	3.7	2.7	1.4	-	1.0	2.2
9th. Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



Library



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10
11



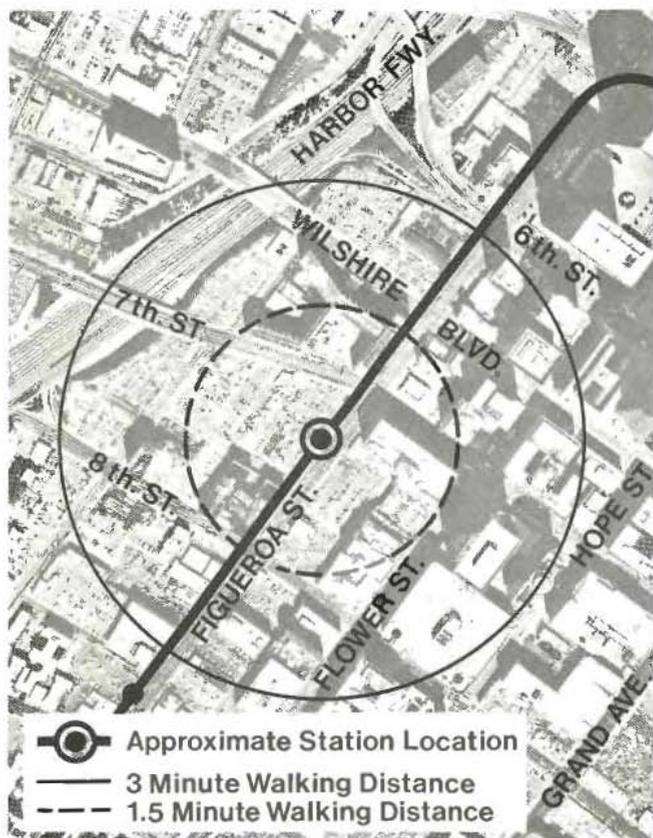
7th Street serves a vital function. It connects Figueroa and Broadway Streets and is the site of major department stores, financial institutions and a variety of commercial enterprises. The People Mover station would serve this street whose urbane quality attracts numerous employees, business people, commuter shoppers, and tourists. And it would provide direct service between this shopping area and other office centers along the route.



STATION TO STATION TRAVEL TIMES in minutes

Union Station
Olvera Street
Federal Building
Little Tokyo
Civic Center
Hill Street
Bunker Hill
Library
7th. Street
9th. Street
Convention Center

Union Station	-	1.2	2.2	3.4	4.3	5.6	6.6	7.9	9.3	10.3	11.5
Olvera Street	1.2	-	1.0	2.2	3.1	4.4	5.4	6.7	8.1	9.1	10.3
Federal Building	2.2	1.0	-	1.2	2.1	3.4	4.4	5.7	7.1	8.1	9.3
Little Tokyo	3.4	2.2	1.2	-	0.9	2.2	3.2	4.5	5.9	6.9	8.1
Civic Center	4.3	3.1	2.1	0.9	-	1.3	2.3	3.6	5.0	6.0	7.2
Hill Street	5.6	4.4	3.4	2.2	1.3	-	1.0	2.3	3.7	4.7	5.9
Bunker Hill	6.6	5.4	4.4	3.2	2.3	1.0	-	1.3	2.7	3.7	4.9
Library	7.9	6.7	5.7	4.5	3.6	2.3	1.3	-	1.4	2.4	3.6
7th. Street	9.3	8.1	7.1	5.9	5.0	3.7	2.7	1.4	-	1.0	2.2
9th. Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



7th. Street



9
10
11



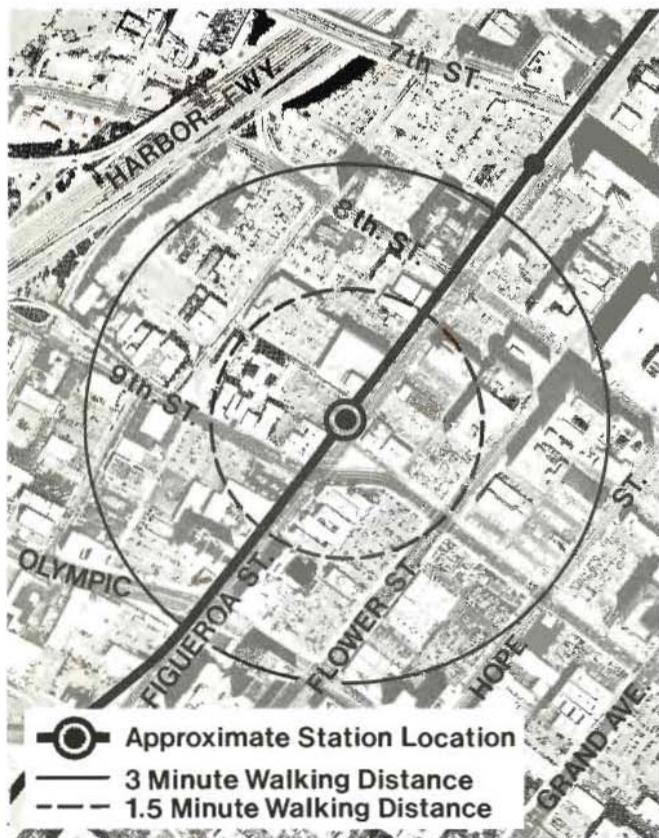
Most of you associate the Old Pantry Cafe with 9th Street but find few other reasons to visit this part of downtown. Well, keep an eye on this area because plans call for a considerable change. The Central City Community Plan describes this area as one of opportunity for a people-oriented place:

. . . a new community with all its associated land uses and variety planned. South Park should be thought of as a commercial-residential complex with a significant amount of housing; open space, recreational, cultural, and civic uses; retail activities; community buildings; and restaurants.

The People Mover station would reinforce these plans and help make South Park a reality.

STATION TO STATION TRAVEL TIMES In minutes

Union Station	-	1.2	2.2	3.4	4.3	5.6	6.6	7.9	9.3	10.3	11.5
Olvera Street	1.2	-	1.0	2.2	3.1	4.4	5.4	6.7	8.1	9.1	10.3
Federal Building	2.2	1.0	-	1.2	2.1	3.4	4.4	5.7	7.1	8.1	9.3
Little Tokyo	3.4	2.2	1.2	-	0.9	2.2	3.2	4.5	5.9	6.9	8.1
Civic Center	4.3	3.1	2.1	0.9	-	1.3	2.3	3.6	5.0	6.0	7.2
Hill Street	5.6	4.4	3.4	2.2	1.3	-	1.0	2.3	3.7	4.7	5.9
Bunker Hill	6.6	5.4	4.4	3.2	2.3	1.0	-	1.3	2.7	3.7	4.9
Library	7.9	6.7	5.7	4.5	3.6	2.3	1.3	-	1.4	2.4	3.6
7th. Street	9.3	8.1	7.1	5.9	5.0	3.7	2.7	1.4	-	1.0	2.2
9th. Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



9th. Street

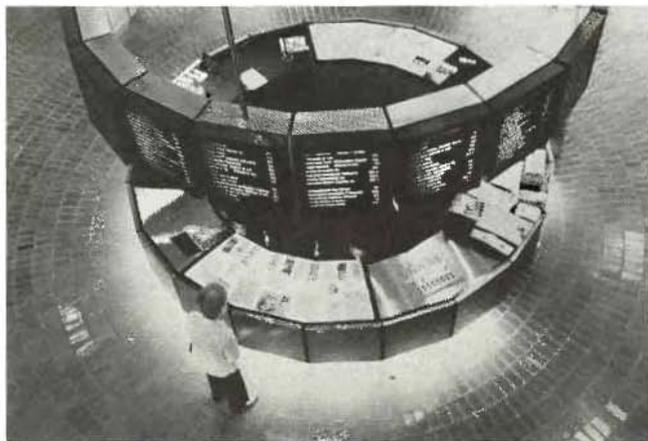


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11

For those of you commuting via the Santa Monica and Harbor Freeways, the Convention Center intercept station would be your transfer point to People Mover service. As in the case of Union Station, buses destined for parts of downtown served by the People Mover would be intercepted. Also, 1,750 relatively inexpensive parking spaces would be provided at this location.

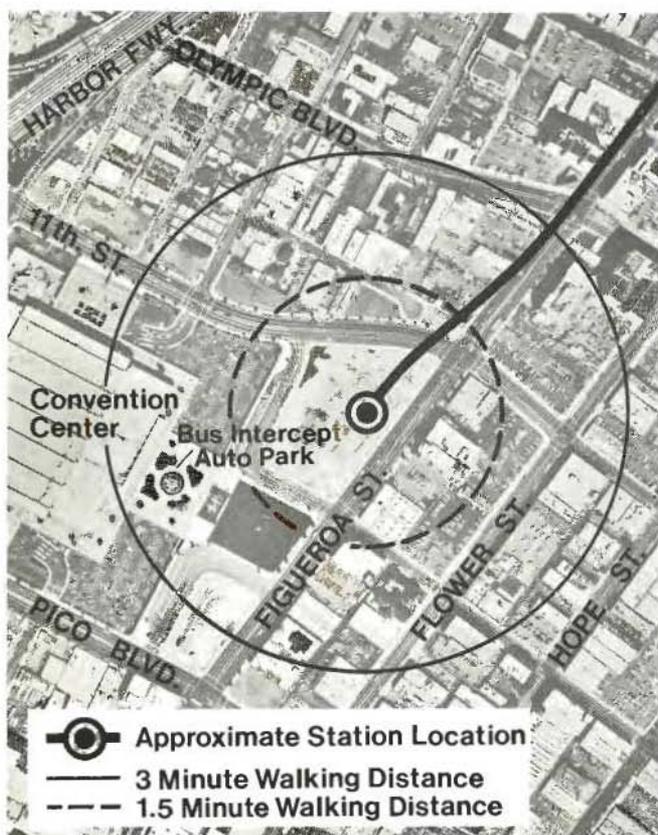


Because of its use as an intercept and transfer point, this station would be designed specifically to accommodate transit, vanpool and carpool users. Providing and displaying user information would be emphasized throughout the design of this facility. Also, both the station and parking areas would be designed attractively and would be comfortable, safe, and interesting. Incorporating small businesses at these points would be an added convenience for you.



STATION TO STATION TRAVEL TIMES in minutes

	Union Station	Olvera Street	Federal Building	Little Tokyo	Civic Center	Hill Street	Bunker Hill	Library	7th. Street	9th. Street	Convention Center
Union Station	-	1.2	2.2	3.4	4.3	5.6	6.6	7.9	9.3	10.3	11.5
Olvera Street	1.2	-	1.0	2.2	3.1	4.4	5.4	6.7	8.1	9.1	10.3
Federal Building	2.2	1.0	-	1.2	2.1	3.4	4.4	5.7	7.1	8.1	9.3
Little Tokyo	3.4	2.2	1.2	-	0.9	2.2	3.2	4.5	5.9	6.9	8.1
Civic Center	4.3	3.1	2.1	0.9	-	1.3	2.3	3.6	5.0	6.0	7.2
Hill Street	5.6	4.4	3.4	2.2	1.3	-	1.0	2.3	3.7	4.7	5.9
Bunker Hill	6.6	5.4	4.4	3.2	2.3	1.0	-	1.3	2.7	3.7	4.9
Library	7.9	6.7	5.7	4.5	3.6	2.3	1.3	-	1.4	2.4	3.6
7th. Street	9.3	8.1	7.1	5.9	5.0	3.7	2.7	1.4	-	1.0	2.2
9th. Street	10.3	9.1	8.1	6.9	6.0	4.7	3.7	2.4	1.0	-	1.2
Convention Center	11.5	10.3	9.3	8.1	7.2	5.9	4.9	3.6	2.2	1.2	-



Convention Center 



3 STEPS TO GET YOU HOME

1. Ride the People Mover to the nearest Intercept Station...



2. Transfer at that Station...



3. And Ride Your Bus, Vanpool, or Carpool Home...



A People Mover
for Los Angeles...

Planned for you.

ARE YOU INTERESTED? WOULD
YOU LIKE TO FIND OUT MORE
ABOUT THIS PROPOSED
SERVICE?

The People Mover Program needs you to become involved--you are the people who would ride and use the service each day. Monthly meetings have been scheduled to inform the public about the program and its status.

These meetings will be held downtown at the Los Angeles Convention Center. (See route map for location.) The time of each meeting is 6PM. Representatives of the People Mover Program, the SCRTD and Caltrans will be at these meetings to answer your questions.

Additional meetings will be held during lunch hours and mid-day for the convenience of those who are unable to attend evening meetings. Watch for announcements regarding the date and time of these special meetings.

Meetings dates:

September 1, 1977
October 6, 1977
November 3, 1977
December 1, 1977
January 5, 1978
February 2, 1978
March 2, 1978
April 6, 1978
May 4, 1978

Time: 6 PM

Location: Los Angeles Convention Center
1201 South Figueroa Street
Los Angeles, California

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For Information
Please Contact...

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