



HEADWAY



Southern California Rapid Transit District

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Rapid transit plan adopted by Directors

A comprehensive balanced public transportation system for Los Angeles will begin to take form this fall if the electorate votes to implement a new RTD plan.

Improvements outlined

The RTD Board of Directors adopted a resolution July 2 calling for both near-term bus improvements and construction of a fixed guideway rapid transit system.

As approved by the board, the resolution calls for:

- adoption of a 240-mile long-range master plan of rapid transit corridors
- an initial goal of implementing 145 miles of grid-type rapid transit guideways over the next 10-15 years
- 30 miles of express busway (including 11 miles presently in use)
- a goal of adding 1000 buses over the next three years to respond to the public's needs while rapid transit construction is underway (as the initial step in doubling the District's present fleet of over 1800 buses)
- placement on the November ballot of twin half-cent sales tax measures to finance the local share of the program
- pursuance of an aggressive program at the federal level to seek the full 80 per cent funding intended by Congress, and not permit expenditure of any local funds without assurances of at least a level of two-thirds federal funding

"The new proposals represent a true community plan," said Thomas G. Neusom, RTD president. "During the year since the preliminary plan was introduced, it has been discussed at over 250 community meetings, two public hearings, and in conferences with government officials at all levels."

The 240-mile master plan adopted by the board consists of a comprehensive arterial transit system within close reach of virtually every resident of the transit district.

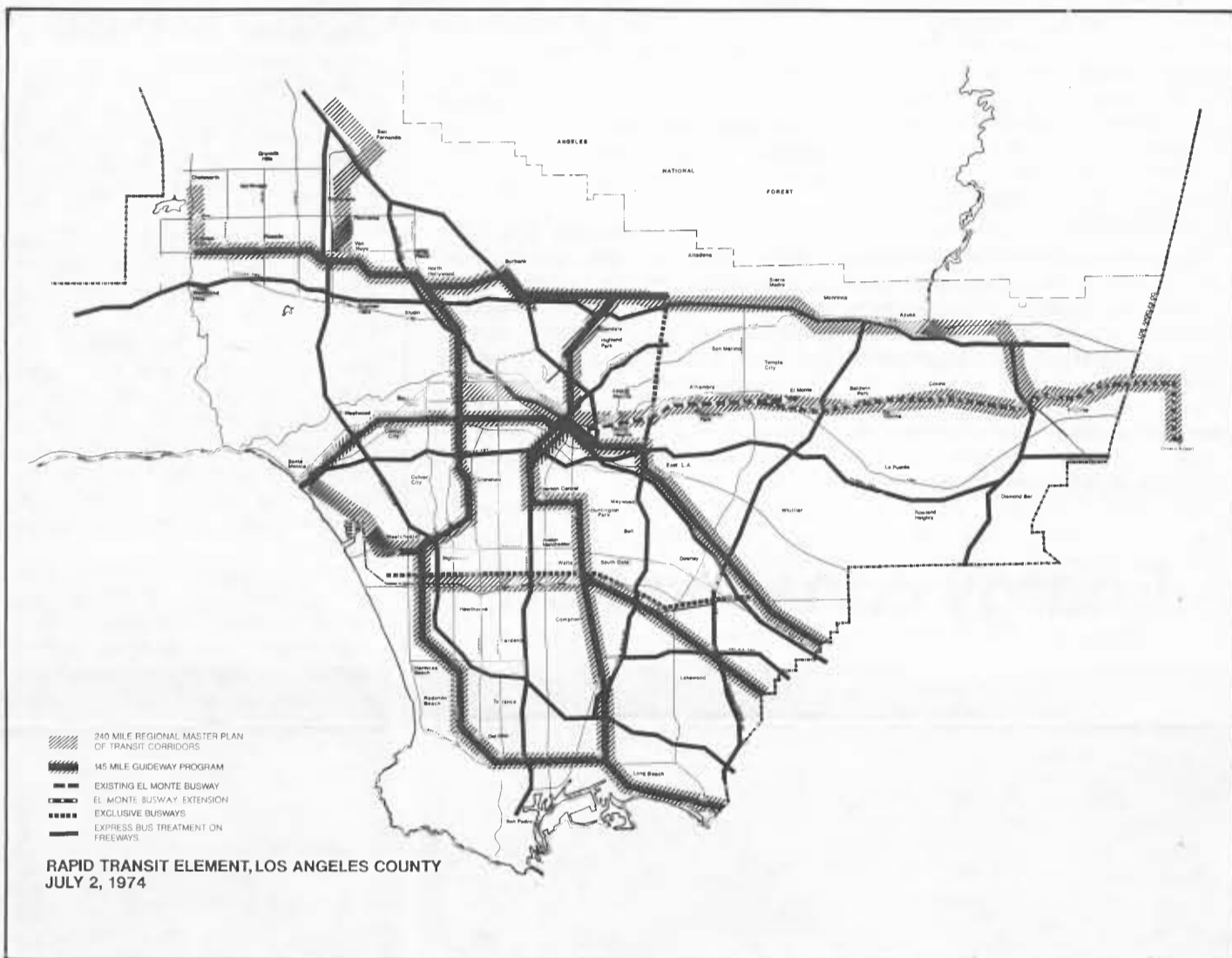
The initial element of the master plan calls for a comprehensive grid-type 145-mile guideway system which would serve almost every heavily populated section of the area.

Transit corridors established

In the north a line would head east from the Canoga Park area, continue across the San Fernando Valley to Burbank and Glendale/Eagle Rock and terminate in Pasadena. In the Studio City and Glendale vicinities, separate southbound lines would head towards South Bay/Long Beach and downtown Los Angeles.

Another east-west line would be from Santa Monica through the downtown Los Angeles central business district, continue into East Los Angeles and generally parallel the Santa Ana Freeway towards the Orange County Line.

The north-south lines originating



RTD's rapid transit system map

in the San Fernando Valley would join in the Long Beach area and continue eastward passing by California State University Long Beach heading towards a tie-in with the proposed Orange County system.

Yet another east-west line offering access to Orange County would depart from the north-south route in the Watts area heading southeast through Bellflower to the county line.

Also to be pursued as part of the initial goal is institution of express busway from the El Monte terminal eastward to San Bernardino County, making for a total busway system of around 30 miles. At present 11 miles (from downtown Los Angeles to El Monte) of this element of the system is in use.

In order to maintain flexibility and to allow further orderly development in the program, the RTD board deliberately did not establish or endorse specific rapid transit modes, construction priorities, route configurations, or station locations.

Transit modes undecided

"Since the first segments of the system would not be ready for use until around 1980, it is not sound to make decisions now on what type of rapid transit mode or modes we should employ," said Jack R. Gilstrap, RTD general manager. "Neither would it be productive at this time to state exactly where routings and stations are going to be.

"What we have done is to establish transit corridors in various areas. Based on inputs from the communities and publics involved, we will begin refining the routes and designating stations," he added.

The near-term bus improvement plan adopted by the RTD board is seen as the basic means to respond to the public's transit needs while the fixed guideway is being constructed. Plans call for a goal of adding 1000 buses to the District's fleet over the next three years and then further increases which would ultimately double the present fleet of 1869 buses.

The buses would be employed to increase the number of freeway express services from outlying points (served by additional park and ride lots), implementation of grid systems to improve community-level service, inauguration of dial-a-bus in various areas, and improving of bus frequencies on existing routes. Included in this portion of the program would be additional preferential bus lanes on freeways and surface streets and more contraflow lanes.

November vote crucial

Total costs for the initial 145-mile guideway system and bus improvement plan are projected at \$4.7 billion in 1974 dollars. Estimates of the revenue generated by the proposed sales tax increase are approximately \$220 million a year. Voters will be asked in the fall to authorize a one-

half cent sales tax increase to finance the local share of rapid transit capital costs and equipment purchase, and another one-half cent increase to maintain and expand the current bus operation and the flat-fare concept.

"Additional funding support from some level of government will also be required to meet maintenance and operational costs of the future bus and rapid transit system," Gilstrap said. "In addition to possible continuation of the Los Angeles County transit subsidy presently in effect, legislation is pending at the federal level to provide transit properties, for the first time, operating support funding."

RTD board president Neusom said the passage of the sales tax issues in November would have only a slight effect on the taxpayer.

"The average family of four in the Los Angeles area would pay less than a dollar a week. Right now this hypothetical family is only paying about 45 cents a week. Thus the grand total cost for the family to support transit would be less than \$70 per year. If our family was transplanted to the San Francisco Bay area, their transit taxes would cost them \$212 per year," he said.

Gilstrap pointed out the board also endorsed a "pay-as-you-go" policy in regard to capital construction in order to stay away from long-term bonded indebtedness.

Subsidy for 25-cent flat fare continued by County

The Los Angeles County Board of Supervisors had voted to include a \$37.1 million subsidy in their fiscal 1974-75 budget for the continuation of RTD's 25-cent flat fare program. The quarter fare is now in effect seven days a week, since the County Board voted down the 10-cent Sunday fare which had gone into effect in January.

"We, of course, are extremely pleased that the County Supervisors have taken such decisive action in support of public transportation," said Thomas Neusom, RTD president. "The continuation of the subsidy will enable us to pursue the kind of service improvements which marked the success of the first three months of the 25-cent fare."

Neusom noted that the addition of buses to RTD's heavily traveled lines — and the resulting reduction in headways — constituted the most significant and yet the most subtle improvement in service since the

April 1 implementation of the program.

"Our employees have worked harder during the first 90 days of the program than at any other time in the agency's history," said Jack Gilstrap, RTD general manager. "We are extremely proud of their performance under such demanding conditions, and are very grateful for their long hours on the job."

The subsidy for the 25-cent flat fare could remain in effect through June 30, 1975. All current fares and monthly passes will remain in effect (except for the 10-cent fare on Sundays). Ten-cent inter-agency transfers will also remain in effect.

The District estimates that over 6 million additional riders were drawn to the system during the first three months of the program, replacing more than 31,500 cars on the streets each day and saving nearly 2 million gallons of gasoline.

'Kill-A-Watt'

Energy conservation

Eimer Stowe, Division 12, Transportation

"We're doing our share of conserving energy by turning off the lights in the trainroom and outside. Turning off the air-conditioning when it is not absolutely necessary also helps."



Floyd Hughes, Division 12, Maintenance & Equipment

"Since the conservation effort began, we have been able to cut back our consumption of energy about 12 to 15 per cent. Employee cooperation has been good; most of us remember to turn the lights off when they're not needed."



Murphy Swindel, Transit Building, 8th Floor

"We have found that if we don't turn on the lights when people come in early, we help conserve quite a bit of electricity. Everyone has been very cooperative about doing his share."



Latest UMTA grant largest District has ever received

The Southern California Rapid Transit District has been notified that a capital grant amounting to \$28,871,920 has been awarded the District by the Urban Mass Transportation Administration of the U.S. Department of Transportation. The grant is the largest ever received from UMTA by RTD.

The funds, which will be matched by approximately \$7.2 million by RTD, will enable the District to move ahead with a number of major capital projects.

According to Thomas G. Neusom, RTD president, major service improvements will be noticeable over the next six to 18 months as a result of the go-ahead from UMTA.

"We are pleased at the scope of the projects which the District will be in a position to undertake on receipt of this grant," Neusom said. "Certainly the funding for purchase of 300 new buses will enable the District not only to maintain its projected schedule of retirement of old buses in the fleet, but also to implement service improvements which have had to be deferred until equipment could be obtained.

"Among these are the relocation and reconstruction of RTD's Division 7 on West Hollywood," Neusom said. "The existing facility is overcrowded and is inadequate to properly service the buses currently assigned."

Additional land will be acquired at Division 1 in downtown Los Angeles and will allow for expansion to serve the Central Business District routes more extensively.

A new operating division will be established on property presently owned by the District on Mission Road north of Macy Street. It is anticipated that some 200 buses will be serviced at this location when it becomes operational.

The District's new El Monte operating division currently under construction will be expanded to accommodate the additional buses necessary to support the phenomenal growth in ridership from the San Gabriel Valley since the opening of the El Monte-Los Angeles Express Busway.

To support the expansion of the bus fleet, 33 new automobiles and one van will be purchased to upgrade and augment the District's present supervisory and service fleet.

The last three items included in the grant provide for (1) installation of an emergency stairwell in the District's Administration Building, (2) an upgrading of RTD's print shop to meet the additional demand for schedules created by new expanded services, and (3) purchase and installation of emergency electrical power generators and lighting systems at 10 operating divisions and 21 layover locations.



Robert Dallas at one hour.



Robert Dallas at one year.

'RTD' birth announcement

A year late, but here goes

Operator Clyde Dallas began a family tradition 31 years ago which his son is trying hard to continue. Clyde, who now works out of Division 4, reported the birth of his son, Terrence Clyde Dallas, in the June 1943 issue of Two Bells, the internal publication of the Los Angeles Transit Lines. Terrence grew up to be big and strong, and four years ago he became a bus driver for RTD like his father.

About a year ago, Terrence had a son of his own, Robert Terrence Dallas, and submitted a birth announcement and picture to the RTD Flyer, just as his father had

when he was born. The announcement was apparently lost in the transition between the Flyer and Headway, and now, one year after Robert's birth, his dad is trying again:

Division 10 operator Terrence Dallas and his wife Mary proudly announce the birth of their "Extra-mouth," Robert Terrence Dallas, June 29, 1973. (Coincidentally, Robert's initials are 'R.T.D.') Happy, healthy, and growing fast, Robert just celebrated his first birthday, and to Clyde, Terrence, and Robert, RTD says (belatedly) "Congratulations!"



EMPLOYEES of each of the District's divisions have offered suggestions and criticisms as well as questions at the employe-management rap sessions. District management has been able to profit from the experience of the operators



and their expertise with the passengers. From left to right, top to bottom, are employes from Division 1-11, 7, 2 and 3-10.

Rap session input aids management, employes

The latest series of employe-management rap sessions has produced a number of changes within the District which have benefited both the employes and the riding public.

"The number of constructive suggestions has been very gratifying," said Jack Gilstrap, RTD general manager. "The rap sessions have resulted in everything from moving a water fountain to providing specific service improvements on a number of our lines. No one knows a line like an operator, and drivers have a lot to offer management through their experience and expertise with their passengers."

Bike racks ordered

One of the most popular employe suggestions has been the acquisition of bike racks for each division in the District. "Our employes expressed

the desire to have a neat and secure place for their bicycles while they are out driving their bus or working in the yard," said George Heinle, manager of operations. "Ten racks have been ordered and we expect delivery early this month. They will be installed right away."

Heinle said that Division 8 maintenance employes brought up the fact that the water fountain was located very near battery racks and that irritating acid fumes from the charging batteries were sometimes noticeable. Employes also pointed out that their lunch and locker room was over-crowded during the day shift. As a result, not only is Division 8 due for a new water fountain, but they are to have a complete pre-fab addition to their lunch and locker room. The project is expected to begin this month.

A similar request was made at the rap session at Division 4 & 5, and now the 54th Street facility is the proud owner of a new water fountain.

Suggestions are helpful

"We are very impressed with the number of suggestions which drivers voiced on behalf of their passengers," Heinle said. "We have taken a look at each comment and suggestion that was offered, and several route modifications and schedule changes have been made."

Service on the South Gate-Inglewood-Westchester Line 54 has been extended and improved to include Sunday service as a result of operators' suggestions. An additional early morning trip has also been inaugurated on the Line 37 Harbor Freeway Flyer to serve employes of the Todd Shipyard and the Sun Lumber Co. in

the Harbor area. The District has provided a 5:30 a.m. pullout from Los Angeles so those passengers may reach their destination by 6:30 a.m.

The schedule for the 58 Line has been moved back 10 minutes on its 7:25 p.m. trip from Santa Ana to provide easy connections with the 59 Line in the City of Orange. The connection with the 59 has also been noted on the 58's paddle board.

"Our employes have displayed a very responsible attitude toward their job, often making the concerns of the public their own," Heinle said. "I've been around several other properties across the country, and I am extremely impressed with the attitude of our employes. Our people rate head and shoulders above the other properties in the country."



Making Headway . . .



Bill Reason

□ At long last, the hours of attending classes at night and doing research and term papers after work have paid off. Bill Reason, audio-visual coordinator, has been awarded his Bachelor of Arts degree in Speech Communications from Long Beach State — 28 years after he first enrolled in college. Reason, who never got his high school diploma, began work on his B.A. at San Jose State in 1946.

Currently, he is working toward a Masters degree in Instructional Media at Long Beach State. An RTD employe for the past four years, Reason and his wife Mary are the parents of three girls and one boy.

□ Don Martin and Carl Smith of Division 4 & 5 are looking for other RTD employes who want to play interdivisional fast-pitch softball. Interested employes are asked to contact either Don or Carl at Extension 205 during the day, or you may reach Don at 969-3962 after 6 p.m., or Carl at 777-3635 after 6 p.m.

□ August Lavine Banks was born on May 13 to Division 7 operator Peter Banks and his wife Linda. He weighed in at 7 lbs., 10 ozs. dry, but since August has already started his swimming lessons, we can't be sure. Watch for this champ in the 1992 Olympics! By the way, Division 1 driver Leilia Bailey is August's aunt.



IT WAS A double header over at Division 6 . . . Preparing to cut their double cakes are retiring drivers Harold Fish (left), an RTD employe for 32 years, and D. F. Hemenway (right), an RTD employe for 9 years. Division 6 employes stand by ready to sample the refreshments.



LOCAL BEAUTY queens launch the maiden voyage of the RTD's "Street Fleet" as the buses head for the sand, surf and sun.

RTD Street Fleet business 'picking up'

Throng of kids in wet bathing suits have been "driptoeing" their way aboard RTD buses every day of the week since the District began operating its summer "Street Fleet" in Los Angeles County June 15. Seven lines have been instituted for service to beaches for the entire 93-day summer season which ends Labor Day, Sept. 2.

The most obvious feature of RTD's "Street Fleet" is the submarine-like appearance of the 10 buses which have been specially outfitted for the service. Each coach is painted battleship-grey to resemble a sub churning through the waves past colorful denizens of the deep. To top them off, the District has installed a conning tower atop each coach. The

buses of the "Street Fleet" provide instant identity for the service, and its youthful passengers have found it to be a new and fun way to get to the beach. Bare feet, surfboards, and wet bathing suits are welcome.

Line 175 covers the 22-mile stretch of beach between Santa Monica and Trancas Beach, providing frequent service along the coast. The 175 is being operated on a six-month experimental basis, and has carried as many as 400 riders in one day. Line 602, the "Malibu Shuttle," operates on weekends and holidays to help relieve traffic congestion in the area. Beach-goers may park their car in the ample Malibu civic center lots, and board an RTD bus every 15 minutes for the beach.

The park and ride concept has

been carried to the South Bay where Line 601 runs between the TRW parking lot in Redondo Beach, up to Dockweiler State Beach in Playa Del Rey, down to Malaga Cove Plaza on the Palos Verdes Peninsula, and then to another park and ride lot at the Torrance Drive-in. Parking at the two facilities is free.

The four other lines which complete the District's summer beach service have become the pride of the "Street Fleet," providing transportation for youngsters who might not otherwise have a way to get to the beach. Lines 605, 606, 607 and 608 venture into the inland portions of Los Angeles County, and transport passengers to the beachfront in Santa Monica. Line 605 serves the San Fer-

nando Valley communities of Pacoima and Van Nuys and then enters the freeway system for express service to the beach; Line 606 originates in Pasadena and runs through Highland Park and Lincoln Heights before getting on the freeway for the beach; Line 607 starts in Whittier and serves East Los Angeles before heading for the beach by freeway; and Line 608 serves Compton and South Central Los Angeles, and deposits its passengers at Playa Del Rey as well as Santa Monica beaches.

Together with RTD's many lines which provide service to beach areas year-round, the District has formed a transportation package that is sure to enhance the public's enjoyment of the Southland's greatest natural recreational resource — the beaches.



ON HAND for a recent RTD presentation of mass rapid transit plans were members of the Assembly Subcommittee on Los Angeles Regional Transportation — from left to right, Assemblyman Lou Papan (D-Daly City); Sen. James R. Mills (D-San Diego); Assemblyman Howard Berman (D-Beverly Hills); Assemblyman Frank Lanterman (R-La Canada); and Jack R. Gilstrap, RTD general manager. Not present for picture is Assemblyman Alan Sieroty (D-Los Angeles). The state legislators took time out during the presentation to get a first hand look at the RTD's new "Street Fleet."

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