The SCC/AIA Urban Design Committee has selected the Athens of M. I. Moore, Ruble, Vudell; Bruce Karish, architect, principal of his firm; Robert L. Martin, and Associates; John Watt Hall, USC, 7 p.m. The program will be held at the Pan-Pacific Auditorium.

A wine and cheese reception, an opportunity to meet the panelists, will be held in the lobby at 6:30 p.m. The program itself begins at 7 p.m. and is open to the public, free of charge.

WAL HOME TOUR FOCUSING ON ARCHITECTURAL DESIGN

The SCC/AIA and the American Planning Association have joined forces on October 23 to co-host the 1979 Home Tour, a program devoted to transportation planning in the Los Angeles area. A distinguished panel of transportation experts has been assembled for the evening program, including Jerry Banker, president of TWA; John Gallagher from SCORTD, Jerry Primo from the L.A. Community Relations Commission; Dan Townsend of the Citicorp Environmental Planning Division; and Dan Townsend of the Citicorp Environmental Planning Division.

The framework for the evening's discussion is provided in a special three-panel, two-round table program devoted to "Transportation/Architect, with major contributions from the principal institution." The program will be held at the Pan-Pacific Auditorium, Room 1, USC. Sponsored by the Pacific Design Center's Sequoia Room. A wine and cheese reception, an opportunity to meet the panelists, will be held in the lobby at 6:30 p.m. The program itself begins at 7 p.m. and is open to the public, free of charge.

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Regional transit in Los Angeles has been the subject of much discussion in recent months. The gasoline shortage together with the transit strike has made painfully clear our dependence upon the automobile. The car is a genuine surprise. Los Angeles is a city that grew up romancing the car.

Transit planning in recent decades has focused on freeways, and new public transportation alternatives. The freeway system is best in the world, delivering transportation to suburbs through the city and the urban areas. The city is surrounded by a massive network of freeways, with a total length of 1,200 miles. The freeway system was designed to provide a broad perspective on the urban transit needs of the region's commuters.

The Regional Transit Development Program (RTDP) is a long-range plan that outlines the future of public transportation in Los Angeles. The program aims to improve transit service and reduce traffic congestion by increasing the number of transit riders and improving the efficiency of transit operations. The RTDP includes a variety of projects, such as new bus routes, improved rail service, and the construction of new transit facilities.

The Southern California Rapid Transit District (SCRTD) is responsible for the development of the RTDP. SCRTD is an umbrella agency that oversees the planning and development of public transit systems in the region. The SCRTD is responsible for the development of the RTDP, which is a comprehensive plan that outlines the future of public transportation in Los Angeles.

The RTDP includes a variety of projects, such as new bus routes, improved rail service, and the construction of new transit facilities. The SCRTD is responsible for the implementation of the RTDP, which includes the planning and construction of new transit facilities, as well as the development of new bus routes and improved rail service.

The RTDP is designed to address the region's transportation needs and to improve the quality of life for its residents. The program is expected to reduce traffic congestion, improve air quality, and enhance the region's economic development.

The SCRTD is working with other local and regional agencies to develop the RTDP. The agency is also working with the public to ensure that the RTDP meets the needs of all residents. The RTDP is a comprehensive plan that requires the cooperation of all stakeholders, including local governments, businesses, and residents.

The RTDP is designed to be flexible and adaptable, allowing for changes as the region's needs evolve. The program will be reviewed and updated on a regular basis to ensure that it remains relevant and effective.
The 18th Meeting of the SICC/IAIA Board of Directors, August 7, 1979:
• The President noted that the Chapter's name to Los Angeles Chapter will be placed on the election ballot for membership decision.
• Bernard Judge, Cultural Heritage Judge, Chairman, reported on projects being monitored, including Watts Towers, Schindler House, El Pueblo, Central Library, and Friendship Baptist Church in Pico Rivera.
• Howard Kucharisn, Professional Liaison Committee Chairman, presented a list of activities for review and approval by the Board.
• Robert Reed, Communications Committee Co-chairman, reported on plans to develop a Speakers Bureau and organize regional grassroots meetings. Paul Jensen, Co-Chairman, proposed the development of additional KFAC "Work on the Environment." A review of these already done will be made and reported upon.
• Tim VreeiarKj, Editorial Board Chairman, reported to the AIA, Queen Jonas Memorial Scholarship Fund.
• Richard Conklin reported on the University Committee, which is planning a series of meetings and distribution of literature on architectural education at high schools and community colleges.
• Fran Gura, AIA, Associate President, reported on licensing seminars and SCAN, and announced plans for developing a Bicentennial Visitors Center.
• Tom Hollogan, Liaison with Student Affiliates, reported on plans to develop a recruitment brochure for Student Affiliates and to create stronger links between the Chapter and the students. The Chapter Student Intern Program was discussed.

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The 19th Meeting of the SICC/IAIA Board of Directors, September 4, 1979:
• Ratification of the Chapter's Code of Ethics for 1980 was discussed, to include the hiring of an Executive Manager.
• David Geffen, Harry Newman, and Bernard Zimmerman will develop plans to raise funds for the Chapter. A letter was sent to the AIA, Queen Jonas Memorial Scholarship Fund.
• Richard Conklin reported on the University Committee, which is planning a series of meetings and distribution of literature on architectural education at high schools and community colleges.
• Fran Gura, AIA, Associate President, reported on licensing seminars and SCAN, and announced plans for developing a Bicentennial Visitors Center.

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Driver Wilson, AIA, E., of Los Angeles, died this summer. He was a Chapter member since 1949.

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The Southern California Chapter/ Architectural Secretaries Association presents Workshop 79 at the USC School of Architecture, Watt Hall, on Saturday, October 27, at 9 a.m. The six-hour workshop is entitled "Time: The Management Dimension." Presented by Tom Hollogan, Liaison with Student Affiliates, reported on plans to develop a recruitment brochure for Student Affiliates and to create stronger links between the Chapter and students. The Chapter Student Intern Program was discussed.

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Since 1972, when the Division of Highways was transformed and expanded into a Department of Transportation, CALTRANS has had an increasing role in the transit field. This role ranges from technical and financial assistance to direct implementation responsibility. Underlying the Department's direction is the awareness that:

• There are limited resources and the best use must be made of available funds,
• The existing freeway system represents a sizable public investment that must be made more efficient in terms of carrying people,
• Limited energy resources make it imperative that dependence on single-occupant vehicles be reduced.

This awareness has led to the following programs for which CALTRANS has primary responsibility:

**Los Angeles CBD**

The starter line begins at the hub of regional transit, Union Station, where interface will occur with the Downtown People Mover, Amtrak, the El Monte Busway, and local buses and taxis. Stations along Broadway and Seventh Street could provide economic stimulus to current revitalization efforts as well as provide increased accessibility to the regional core.

**Freeway Transit**

Freeway Transit is a high-speed regional mass transit system utilizing the existing freeway corridors. Incremental development is an option in that initial bus/car-pool lanes similar to the El Monte Busway can be upgraded to rail, or rail can be built from the outset. The initial mode decision is based on projected transit patronage.

The freeway transit concept calls for high-speed line haul vehicles operating on freeways with stations at park-and-ride lots and interface with local feeder buses. Should the initial mode be buses, either exclusive guiderways or mixed traffic operation may be selected, based on freeway operating conditions. Generally, exclusive guideways will be recommended where freeway congestion cannot be eliminated by techniques such as ramp metering.

CALTRANS has completed an analysis of the entire freeway system in Los Angeles County and has outlined a conceptual plan that places high priority on the Harbor and Santa Ana Freeway corridors.
The Los Angeles Downtown People Mover (DPM) is viewed as an opportunity to enhance a new spirit and vitality downtown marked by new buildings, and frequent concerts, art exhibits, and festivals. The People Mover is an important link between the nucleus of the freeway network and the centers of ethnic, social, and economic cultures.

The DPM will operate on an aerial guideway above either the western edge or in the center of Figueroa Street from the Convention Center to Third Street and will run along the curvy edge down Fifth, Hill, First, and Los Angeles Streets. One segment will run underground through Bunker Hill. This presents both a design challenge and an opportunity for the architect. Its presence will be felt by the user and not unlike. It will be seen from the side, top, and underneath. It will adorn and go through, over, and under buildings — both existing buildings and buildings yet to be constructed.

There are 13 stations, including terminals at Union Station and the Convention Center. Two stations will be above the center of Figueroa Street; others will be above or behind the sidewalks and one is to be underground. Stations are simple and efficient and in many cases provide linkage to adjacent and surrounding buildings by grade-separated pedestrian walkways.

The People Mover will function as a key element of the regional transit system by distributing commuters arriving by bus and rail to activity centers throughout downtown. For example, an El Monte busway rider will transfer from the bus to the People Mover at Union Station, completing the trip above congested streets in one of about 50 electrically powered vehicles. Top speeds will be 30 miles per hour.

Another key function of the system will be to bring closer the many diverse areas of downtown. Its linkage of the Convention Center to major hotels in downtown is seen as a great boost to the tourist and convention industry. Aside from its attributes as a transit system, the DPM promises to be a major attraction in its own right.

Final design of the three-mile guideway and 13 stations will begin soon. The system may be operational as early as 1983.

**Commuter Rail**

CALTRANS has been a strong proponent of improved intercity and commuter rail service, currently providing financial support for six of the twelve Amtrak trains now operating between San Diego and Los Angeles. The overwhelming success of this service has spurred the Department to work toward implementation of a master plan of commuter rail service for the Los Angeles region. Public acceptance of commuter rail service has risen dramatically. In the last year alone, there has been a 40 percent increase in ridership.

CALTRANS is requesting immediate local financial support for commuter rail projects in the Los Angeles region. Included with new commuter rail service, currently destined to become a major multi-modal interface facility, many existing and proposed transit improvements, including commuter rail, intercity rail, intercity bus, the El Monte Busway, the Downtown People Mover, and the starter subway line will have interface at this location.

Recognizing the importance of this facility and the need to ensure effective coordination of all improvements, CALTRANS is taking steps to acquire the property. After acquisition, a master plan will be developed to integrate the transportation elements with commercial and scenic use to create a major urban center in Los Angeles.

**Park-ride Lots**

Recent legislation has made State funds available for the development of park-ride lots to serve commuter rail lines, regional transit facilities, and carpool/ vanpool users. A master plan of lots for the entire region will be integrated with other transit improvements that are expected to total $5 million over the next five years. Specific improvements at each site will include such items as paving, fencing, lighting, signing, bus bays and shelters, information kiosks, and landscaping.

The comprehensive park-ride program will make it more convenient for commuters to take advantage of carpooling, vanpooling, and public transit as alternatives to the single-occupant auto.

**Union Station**

Union Station in Los Angeles is destined to become a major multi-modal interface facility. Many existing and proposed transit improvements, including commuter rail, intercity rail, intercity bus, the El Monte Busway, the Downtown People Mover, and the starter subway line will have interface at this location.

With this issue of L A. ARCHITECT, the focus is on the authors of these articles on October 23 and contributors to the discussion of "Regional Transit Development in Los Angeles."
JAPAN IN ASPEN: IMPRESSIONS AND OBSERVATIONS

The 28th Annual International Design Conference in Aspen took place June 1979. This year's theme, Japan, caused a tremendous excitement internationally. It addressed the fundamental relationship between the cultural aspects and the needs of one nation. The conference sought to discuss the particular features in Japan and to understand the co-existence of the old and the new, tradition and change, socialism and internationalism, love of nature and an international aesthetic.

The conference, which spanned six days, was divided into five sections, each with workshops, lectures, and events, and was attended by more than 2,000 architects, graphic designers, planners, industrial designers, urban planners, and educators from all over the world. L.A. ARCHITECT carried out its support of the successful event, presenting an article with the impressions of a week of complex experiences.

These observations are still current in the reality of tenth- and 11th-year IDCA Board and now-Advisory Director, Richard Saul Wurman, third-year IDCA conference, Cheryl Franks, as well as IDCA speaker, Michael Franklin Ross.

During June 1980, IDCA will host its 30th Annual Conference in Aspen, and the town will be celebrating its 10th anniversary. The IDCA enjoys a group of sponsors, and the conference combination makes it unique among professional gatherings.

1. No regular funding.
2. No honoraria to speakers.
3. No connection with any institution.
4. No 12-month staff (part-time).
5. No 12-month staff (part-time).
6. No honoraria to speakers.
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9. No advertising.
10. Is worldwide in the black.
11. Is an art event.
12. No 12-month staff (part-time).
13. No 12-month staff (part-time).
14. Is written from the perspectives of critics, those who are interested in the theory, those who are interested in the history, those who are interested in the drawings and the future, those who are interested in the design processes and the joy of design. For the conference is only as good as the communication I experience and the experience that I offer.

Much of the formalized communication is an obvious difficulty. The conference has to be presented and comprehended through the eyes of simultaneous translation equipment; the Japanese/English interpreters; the participants over some speakers and films not being considered representative of both Japanese and American, and the long, detailed, enriched speech not being cut down to the essence for the conference who was open to relating to Japanese cultures and design.

There were however, many subtleties and continuous subtleties that I particularly liked in this year's conference. The program brochure itself was a fine example of symbolic language. The program was presented from avant-garde compositions for pianos - a western instrument - to Gershwin played in traditional Japanese style on bamboo flute. The program was built up by the openness and responsiveness of the Japanese, and the Japanese, though they spoke only Japanese, engaged the spirit of those who share the same cultural environment through drawings and gestures.

IDCA's success is due to the attention to the balance of growth for many designers, like myself, who are interested in Japan. The evaluation and re-assertion. It can almost be said to be the annual check-up, a deep contemplation of where we are, who we are, and who we are.