

TRANSIT UPDATES

Several MTA routes have been modified as of Dec 30, 2001:

- New Line #52 (Avalon Bl-Artesia Transit Center) operates along the route of current #51 as far south as Victoria, then via Victoria and Figueroa to the Artesia Transit Center. During rush hours, #352 limited stop service is provided (in both directions) instead of local #52.

- Saturday service on #105 (Vernon Bl) has been extended eastward to Atlantic Bl.

- #115 (Manchester/Firestone) was slightly rerouted at both ends; both in Norwalk near the I-605/I-105 Green Line station and in Playa Del Rey (no longer serves the Pershing/Sandpiper/Vista Del Mar loop, but terminates at Culver and Pacific).

- Line #150 (Ventura Bl) owl service will extend to Topanga Cyn and Victory.

- Weekday service on Line #161 (Canoga Park-Westlake Village) has been extended from Westlake Village to Thousand Oaks via Thousand Oaks Blvd and Rancho Road. Service ends at the new Thousand Oaks Transit Center on Rancho Road, where connections to Thousand Oaks Transit and VISTA buses may be made.

- #176 had a minor route change; the routing in Glassell Park is now Division St; Cypress Avenue; Eagle Rock Bl, Ave 36 and Fletcher Dr.

- #362 (Telegraph Rd) was also rerouted in Cerritos via 183rd, Gridley, South and Pioneer in both directions.

- #262 (Garfield Av) was discontinued and replaced by new Montebello #30. Routing and schedule stay the same. Also, MTA

passes will be accepted on ALL Montebello bus routes as MTA starts to develop plans for a "universal fare system". (Rumor has it that Foothill might be next...)

- Due to security-related street closures, a number of buses serving City Hall have been routed off Main St or Los Angeles St and onto Spring St. These routes include: #33,333,40,340,55,92,93,410,434,439,442,444,446 and 447.

- Construction at LA County Medical Center has rerouted Lines #71,250,253,254, and 255 out of the Medical Center and onto Marengo St. Line #605, as well as a special shuttle service, will connect bus stops on Marengo St to the new north entrance of the hospital, weekdays only.

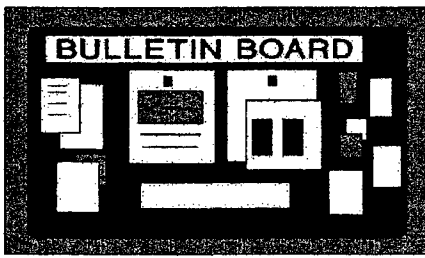
- More construction! This time it's on Imperial Blvd, near the Imperial/Wilmington (Rosa Parks) Metro Rail station. The road grade crossing will be closed permanently in favor of a new bridge over the railroad tracks. This means that the bus routes will be modified. Lines #55,124,205,207 and 357 will serve the west bus bays (nearest to Wilmington Bl), while #56,120,121,202,254 and 305 will serve the east bus bays. No change to LADOT DASH or Lynwood Trolley routes.

- Line #625 (El Segundo Green Line Shuttle) has been extended to the Superior Court building at 11701 S. La Cienega.

- The next three routes selected for Rapid Bus service are: Vermont Ave, Venice Bl, and Van Nuys Bl.

Changes in Metrolink service, effective January 19:

- One midday round trip will be extended from Via Princessa to Lancaster. This will be the train leaving LA at 9:55 a.m. (#205) and #212 currently leaving Via Princessa at 11:17 a.m. The first train leaving Lancaster will leave at 4:05 a.m.(cont'd on pg.6)



This is the last issue of the newsletter members will receive unless they renew their membership by next month. Check the mailing label to verify whether your status is "2002".

The results of the election for Officers and Directors held at our December meeting:

President - Kris Sharp
Vice President - Kymberleigh Richards
Treasurer - Juanita Dellomes
Recording Secretary - Mark Strickert
Corresponding Secretary - Dana Gabbard
Directors-at-Large - Philip Capo, Anthony Loui, Kyle Minnis

Also at our Dec. meeting we endorsed Proposition 42 (<http://www.yesprop42.com/>) which will be on the March ballot. We are sending with this issue of the newsletter a sheet with a statement "Alliance for a New Transportation Charter" which we have been asked to endorse by the Surface Transportation Policy Project. The Alliance is aimed at shaping the upcoming renewal of TEA21 (the federal transportation multi-year funding legislation).

The holiday buffet was a smashing success. Our thanks to Colonial Buffet for providing an outstanding venue and the following for donating prizes for the goody bag and/or door prizes: Culver CityBus, Foothill Transit, MARTA, MTA, Norwalk Transit, OCTA, Omnitrans, SCAT,

San Diego Transit, Santa Barbara Metropolitan Transit District, Santa Clarita Transit, VCTC plus member Jane Reifer.

Tim Fox of Viacom Decaux will be the speaker at our Jan. 12 meeting. He will make a presentation on the contract the City of Los Angeles recently entered into with Viacom Decaux for street furniture (which includes bus shelters, newsstand kiosks and bathrooms). Afterward there will be a question and answer period. The meeting begins at 1 p.m. in the conference room on the 3rd floor of Angelus Plaza (signs will be posted).

Saturday Jan. 19 from Noon to 2 p.m. committee meetings will be held on such topics as the Metro Rapid campaign and updating the Transit Guide. This will be held in the alcove of Angelus Plaza's auditorium (4th floor). All members are welcome to attend and participate.

The Rail Passenger Association of California is holding its Annual Meeting Saturday Feb. 2 at the Santa Ana Amtrak station from 10 a.m. to 3 p.m. Guest speaker will be Michael Dukakis, acting chair of the Amtrak Board. Cost is \$30 for members, \$45 for non-members [which includes a 6 month membership]. Deadline for tickets is Jan. 31, no tickets will be sold at the door: 1169 Market St.-142; San Francisco CA 94103. More information: (650) 368-7112.

Meetings regarding proposals to improve Interstate 405 in Los Angeles County between National Blvd. and Greenleaf St. will be held:

Jan. 16 at the Veterans Administration located on the corner of Sawtelle Ave. and Dowlen Dr., (to pg. 10)



One of the great challenges facing our region is the on-going conflict between regional priorities and local impacts. Former L.A. World Airport Boardmember Lee Kanon Alpert in the November Metro Investment Report points out part of motivation for expanding LAX is many other local airports have caps on the number of flights to their facilities. Elisa Barbour and Michael Teitz in the Public Policy Institute of California Occasional Paper "A Framework for Collaborative Regional Decision-Making" (available in Acrobat format for download at <http://www.ppic.org/publications/occasional.html>) state: "while federal policy directed funding and authority to regional agencies, state policy --especially in the area of transportation planning - has tended to empower county-level agencies. This can sometimes undermine the ability of regional agencies to define truly regional priorities and plans." A local example of this situation is SCAG removing the Arbor Vitae interchange from the Regional Transportation Improvement Plan which provoked MTA to vigorously protest that SCAG had violated procedures. Evidently the procedure SCAG violated was actually doing something instead of following its usual course of rubber stamping Transportation Commission project lists.

What a sad spectacle.

I was quoted in the Dec. 10 Los Angeles Business Journal regarding the phenomenal success of the Green Line despite initial low expectations ("Green Line Defies Predictions as Ridership Surges").

Kudos to Rep. David Dreier for obtaining \$2 million in federal funds for road repairs at Cal Poly Pomona as part of the FY 2002 transportation appropriation bill. Our hope is Assemblymember Pacheco's AB 1348 will provide the remaining funds Cal Poly needs to repair its roads.

L.A. City Controller's audit of street paving released Sept. 20, 2001 confirmed what I had long suspected: the city does not prioritize repaving and no longer term plan exists to bring streets to acceptable conditions. The report is available for download (in Acrobat format) at <http://www.lacity.org/ctr/ctrar1.htm> (warning: the report w/addendas is nearly 50 pages long). Hopefully this report will spur action to address the defects identified.

The various articles in the sprawl section of the Sierra Club website constitute the best and clearest explanations I have come across on the benefits of smart growth: <http://www.sierraclub.org/sprawl/> (a tip of the hat to member Chris Flescher for bringing this to my attention).

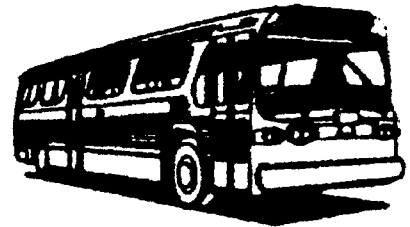
What are the challenges ASI faces in providing ADA complaint paratransit in L.A. County? Auditors Booz Allen Hamilton in an Oct. 24 letter to MTA on the Performance Audit the auditors did of ASI state: "... demand fluctuates by 1,300 trips per day in a single month ... taxi

vouchers may be an option in such circumstances [but] there is no guarantee that taxi providers will have the capacity either."

The Coast Rail Coordinating Council has conceded the state's current tight budget situation means the Coast Daylight train between L.A. and San Francisco is unlikely to begin before fiscal year 2003/2004.

The Planning and Conservation League transportation funding initiative proposal is awaiting the outcome of Proposition 12 on the March ballot but if the numbers work out (votes, polling and donations) PCL will be in a position to gather enough signatures in time to still place its measure on the November ballot.

I'd like to conclude this month by offering our best wishes to Stephanie Negriff who has assumed the title of Acting Director of Transportation Services for Santa Monica in the wake of John Catoe's move to MTA. Some may remember Stephanie made a presentation about Big Blue Bus expansion plans at our Oct. 12, 1996 meeting. We are glad to note Big Blue is in good hands! ■



MEMBERS IN ACTION

New MTA CEO Roger Snoble was the guest speaker at Friends 4 Expo Transit's Dec. 6 meeting. Members attending included Nate Zablen, Joseph Dunn, Ken Ruben, Roger Christensen, Tom Rubin, Bart Reed, Anthony Loui, Anthony Curzi, John Ulloth and Dana Gabbard.

Roger Christensen's letter criticizing the consent decree appeared in the Dec. 7 L.A. Times.

J.K. Drummond was among the listener commentators during the Dec. 19 edition of KPCC's radio talk program Air Talk whose topic was the City of Los Angeles

Street Furniture contract with Viacom Decaux. Drummond's insightful informed comments on the contract and its shortcomings impressed host Larry Mantle.

Cecil Carpo, who is also a member of Inglewood's Aviation Commission, attended the following meetings to monitor issues relating to LAX Expansion: SCAG Transportation Conformity Working Group Sept. 7; Regional Transportation Agencies' Coalition Technical Advisory Committee Oct. 17; SCAG Transportation & Communications Committee Nov. 1; SCAG Regional transportation Plan Technical Advisory Committee Nov. 28. ■

(Transit Updates, from pg.2) while the last train to Lancaster from LA will leave at 9 p.m.

- Train #105, currently providing reverse-commute morning service to Chatsworth, will extend to Moorpark. A new morning train will leave LA at 9:50 a.m. to Chatsworth. Another new train will leave Moorpark at 11:05 a.m. to L.A. The current Burbank short turn trains #902 and #907 will be deleted.

- There will be two additional Saturday roundtrips on the San Bernardino line, as well as some schedule adjustments. There will also be an early morning Saturday train leaving L.A. to San Bernardino at 7 a.m. The last train to San Bernardino, and Riverside will leave at 7 p.m. on Sunday.

- All Orange County trains, as well as Inland Empire/Orange County trains will stop at the new station in Tustin eff. Jan 21. The station in Laguna Niguel/ Mission Viejo is to open in the spring.

- Saturday Service on the Riverside Line is to be cancelled because of low ridership (slightly over 200 riders when they were expecting about 600). There will be a public hearing at Metrolink's monthly meeting Friday 11, or comments may be sent to valdezl@scrra.net

- In May 2002, when the new cars and locomotives have been placed into service, more OC and IE/OC trains will be extended to Oceanside (most, if not all, will run at least as far south as Laguna Niguel), as well as the new Riverside-LA via Fullerton peak direction runs and additional service on the Antelope Valley line.

New Riverside Transit Authority schedules went into effect January 6:

- #3 (Norco-Corona) runs every 50 minutes
- #7 and #8 (both Lake Elsinore) have been heavily modified. #7 serves the

outlet mall, Downtown Lake Elsinore, and the north shore of the lake, every 30 minutes, while #8 runs every hour along the south shore (Grand Ave). Both routes serve the new Wal-Mart off Railroad Canyon, at the south end of town. Weekend (both Sat. and Sun) service is now provided.

- #22 (Riverside-Perris-Lake Elsinore) and #27 (Tyler Mall-Perris-Hemet) now run at least hourly all day. This service improvement was effected by reallocating the large buses used on #7 and #8 to #22 and #27. #7 and #8 are now operated with smaller, contractor-operated buses.

- #37 (Temecula-Perris-Hemet) lost its near-owl service due to low ridership. The last trip leaves Temecula at 8:15 p.m.

- #50 (Fairmont Av. Jurors shuttle) was slightly rerouted to serve the County Admin. building.

- Other routes got one or two trips added (typically an early morning trip around 6:15 a.m and a late afternoon trip around 4:30 p.m): #1, 15,16,27 and 49

RTA/OCTA (Inland Empire Connection) route #149 may change routing later this year to use the 91 Express Lanes between Riverside and Orange County.

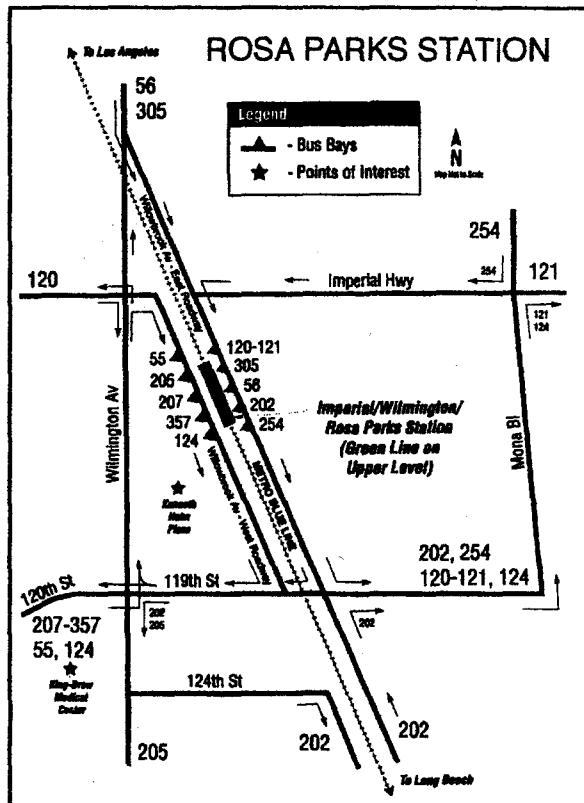
Omnitrans service changes effective Jan 7

- 10: half hour service during the weekday
- 12: running time changes
- 22: evening schedule changes
- 29: all trips now serve all stops (no bypass of Cactus and Slover), minor schedule changes
- 61: changes in schedule of up to seven minutes in running time and the middle of the route
- 62: new evening trip from Upland to Ontario TC
- 63: half hour service during the day
- 66: shorter layover in Montclair, other minor changes of up to 8 minutes.

Omnitrans now offers a new 10 trip pass for \$9, (senior/disabled fare is \$4).

Omnilink dial a ride service was also introduced in Yucaipa, Chino Hills, and Grand Terrace/South Colton.

There are now two Smart Shuttle routes in Thousand Oaks (actually, the same route run in the other direction). These routes run between the new Transit Center and the north/west part of the city (replacing part of the TOT #2 route, which now only serves Moorpark Rd and areas east of it).



AB 1348

AB 1348 (Pacheco) would express the intent of the Legislature to examine and determine funding sources and methods for the repair and construction of private roadways on the campuses of the state's public colleges and universities in order to facilitate transit access for students, university staff, and public riders.

This bill grew out of a situation at Cal Poly Pomona, which threatened to ban public transit vehicles from its campus due to alleged road damage. Representative David Dreier has obtained \$2 million in federal funds to partially address the Cal

Poly situation yet Assemblyman Bob Pacheco recognizes this is an issue that deserves further dialogue. The bill will be heard by the Assembly Transportation Committee Monday Jan. 14, 2002.

Letters of support can be faxed to Pacheco's office: (916) 319-2160 or sent (with sufficient lead time) to:

Honorable Robert Pacheco
State Capitol, Room 4177
Sacramento CA 95814

Thank you.

Dana Gabbard
Executive Secretary ■



TRANSIT ADVOCATES OF ORANGE COUNTY - Mark Strickert, with Barry Christensen and Jane Reifer - 866-476-2282 ext. 4, or zineland@yahoo.com

Newly Appointed OCTA Board Public Member and Alternate

Sarah Catz, OCTA's public member and a transit supporter, is leaving the OCTA board. She has just moved to Oak Creek, the Irvine neighborhood most vocal in opposition to the CenterLine. She is being succeeded on the board by Greg Winterbottom who served as her alternate for many years. His former position will now be filled by Denis Bilodeau, a traffic engineer who supports transit, and has offered to meet with us to hear our concerns. Our own Jane Reifer came in second out of the five finalists. In other board changes, Laurann Cook will be replaced by Shirley McCracken from the Anaheim City Council, who was a bus rider when she lived in Milwaukee. She was shocked to learn there was no bus service when she and her husband moved to Orange County in the late 1960s. Brea City Council Member Bev Perry, a long-time transit supporter, will replace Shirley as an alternate.

TAOC Adopts a Route

Getting an early start on our 2002 Action Plan, TAOC has begun an "Adopt-a-Route" program, to thoroughly study several major OCTA routes. First up is the 43, on Harbor Blvd. On Saturday, December

15th, members Tina Erickson, Jane Reifer, TJ Stiller, and Mark Strickert took their first in-depth tour of the 43, documenting many of the bus stops and connections. These will be compiled into a report along with recommendations for improvements to the line.

2002 Action Plan

TAOC has completed their 2002 Action Plan. It contains recommendations for improved bus routings, frequency, and span. Four major themes are: Continue to correct problems from the September 2000 bus restructuring, add night service, improve bus information in all forms (bus book, riders alerts, website, etc), and hire a staff person devoted to non-motorized transportation issues (bikes, pedestrians, telecommuters). The Action Plan will be presented to OCTA in Mid-January.

Information Please

Training is now underway for the new OCTA Customer Information Center at Alta Resources in Fullerton. The new call center is to go "live" on Sunday, January 20th. There will also be a new 24-hour recorded riders alert hotline. Alta has a strong customerservice orientation, which we hope will also result in more information accuracy. OCTA led new trainees on tours of several transit centers and the Garden Grove base. The trainees were required to arrive by transit, a first time for many.

Brea Shuttle

On-demand shuttle service is available to anyone living in, working, or visiting Brea by calling (800) 581-RIDE one hour ahead. Fare is \$1 each way or FREE with an OCTA bus pass. Available Monday-Friday 10 am to 4 pm, anywhere in the city of Brea.

New Summer Beach Bus Service in Dana Point/Laguna Niguel

The California Coastal Commission is working with the cities of Dana Point and Laguna Niguel to provide better coastal access for youth and seniors through a new summer shuttle bus service. Both cities will soon consider eight possible alternatives developed by the consultant in association with RAOC member Daniel Benson.

Van Gone

Bill Batory of OCTA Stops and Zones will be removing abandoned Van Go bus stop signs in Yorba Linda, Brea, Fullerton and Placentia. Van Go services in these cities have been cancelled for years, but the bus stop signs are still there, causing confusion among bus riders who understandably expect that a Van Go bus might come by.

Bus Book and Addenda

More serious errors continue to surface in the OCTA December 2001 Bus Book, which already had an addendum issued for a dozen substantial errors.

Unfortunately, addenda distribution has been uneven, causing major hardships for unsuspecting bus riders.

Fullerton Benches Have Been Tabled

The City of Fullerton has delayed a decision on what type of new bus benches to install in their downtown and surrounding areas. While vertical slat benches were agreed to, several council members wanted to make sure that dark colored benches would not burn bus riders, legs in summer.

The Latest in Poles

The OCTA Stops and Zones department is

researching a new type of bus stop pole. It will be a hexagonal shape in order to distinguish them from other utility poles. Special lettering will be used to make bus route identification easier for those with impaired vision. Bus stops that will be receiving new night service will even have solar panels on top to provide dependable lighting. Cities will be able to choose which colors they want for the poles in their jurisdiction.

Nifty 53

OCTA 53 has been extended to Brea Mall, with short turns now running to Katella. There has been some promotion, but the ridership between Katella and Brea has been slow to take off. It has been a challenge to place bus stops in some locations, especially in the Anaheim portion. The new extension brings service to a transit-dependent neighborhood which in some sections has had no service within two miles. It restores the only direct service between downtown Santa Ana and north Orange County, missing since straightlining removed 3 routes that formerly served the corridor.

Bus Facilities Handbook Update

OCTA is hiring consultants to update the 1996 Bus Facilities Handbook. If there is anything you would like to see covered in the new handbook, please submit your suggestions to TAOC as soon as possible to it can be included. Sample suggestions: Advertising kiosks on bus shelters should always be on the far side of the shelter so seated passengers can see and be seen by approaching buses. Another: Support cities and passengers with bus stop issues by providing more comprehensive bus stop services through OCTA. ■

(from pg. 3) Building 500, Room 1281, Los Angeles from 6pm to 8pm.

Jan. 17th at the Radisson Hotel, 15433 Ventura Blvd., Sherman Oaks from 6pm to 8pm.

MTA and Caltrans are conducting initial public workshops for the US 101 Corridor Study:

Tuesday, January 22, 6 p.m. to 8 p.m.
Encino-Tarzana Medical Center (Encino Classroom-1st Floor) 16237 Ventura Boulevard, Tarzana

Wednesday, January 23, 6 p.m. to 8 p.m.
Calabasas Community Center. Room A 27040 Malibu Hills Road, Calabasas

Thursday, January 24, 6 p.m. to 8 p.m.
Los Angeles City College Faculty and Staff Center, 855 N. Vermont Avenue, Los Angeles

For more information, call (866) MOVE-101.

SCAG is holding a workshop soliciting input on key demographic and economic assumptions that shape regional planning. It will be held Tuesday Jan. 22 from 8:30 a.m. to 4 p.m. at SCAG's offices in downtown Los Angeles, 818 W. 7th Street on the 12th floor. Breakfast and lunch will be provided for participants. Attendance is free. To RSVP contact Marni Berger at berger@scag.ca.gov or (213) 236-1884. The Governor's Office of Planning and Research is holding a forum on Environmental Justice Tuesday Feb. 5 from 1 p.m. to 7 p.m. at the Ronald Reagan Building in downtown Los Angeles (300 S. Spring St.). Further information: (916) 323-9033 or Bonnie.Chiu@opr.ca.gov

Wheel Clicks (newsletter of the Pacific

Railroad Society) in its Dec. issue has a notice that an open house for the San Pedro waterfront red car project will be held the second Friday of each month from 1 p.m. to 4 p.m. This is at Berth 155A, 877 Pier A Street (building has sign 'Wilmington Red Car works'). For directions:

<http://www.railwaypreservation.com/Updates2.htm#1/1/02> update

The Pacific Railroad Society has published "50 Years of Railroad in Southern California 1936-1986 (Plus Updates through 1996)". Cost for non-members (postage/handling and sales tax included) for the 204 page book is \$21.82: Pacific Railroad Society, Pacific Railroad Museum - Book Sales; 210 W. Bonita Ave.; San Dimas CA 91773-3047

The Draft California State Rail Plan 2001 - 2010 is posted for download (in Acrobat format) at: <http://www.dot.ca.gov/hq/rail/railplan/csrfp.htm>

Pacific Bus Museum needs donations to pay for a rent increase at its Williams bus storage location: P.O. Box 91; San Anselmo CA 94979-0091.

James Hankla, CEO of the Alameda Corridor Transportation Authority, states in the latest issues of the Authority's Corridor Chronicle that project construction is on schedule for the Corridor opening in April of this year.

As always, The Transit Advocate needs articles, letters, Transit Tips, photographs and research from all members and interested non-members. All materials should be sent to 3010 Wilshire #362, Los Angeles, CA 90010. (or e-mailed to transit@lerami.lerctr.org). Material for publication should be received two weeks before the scheduled SO.CA.TA meeting. ■