

# TRANSIT UPDATES

## OMNITRANS

*changes, effective 9/6/05:*

- Route 14L- A weekday express service has been added between 5 AM and 9 AM with limited stops at the 4th St. Transit Mall, Foothill & Riverside, Foothill & Cedar and Fontana Metrolink.
- Route 61- Service has been increased on weekends to arrive earlier and leave later. Service has also been increased from 30 minute to 15 minute frequency on weekends.
- Route 66- Service frequency has been increased from 30 to 15 minute frequencies on the weekdays. Sunday headways from 60 to 30 minutes.
- Omnalink Service eliminated to Grand Terrace and South Colton
- Schedule Changes on Routes 2, 3, 4, 5, 8, 9, 14, 19, 20, 28, 60, 61, 62, 63, 66, 67, 90

## LADOT

*Commuter Express news (percolated from the website)*

### ROUTE 575 - POSTPONEMENT OF SERVICE REDUCTION

Commuter Express Route 575 will continue to operate on its current schedule (5 morning and 5 afternoon trips) pending City Council action on LADOT's recommendation to reduce service. A Rider Alert will be distributed and posted announcing the City Council action and its determination regarding service after that action has taken place.

### ROUTE 423; NEW PARK AND RIDE STOP IN THOUSAND OAKS

Effective Monday, September 12, 2005

Route 423 buses that begin or end at Borchard Rd. in Newbury Park will begin serving a new stop on the bus plaza at the

Thousand Oaks Community Transportation Center (TOCTC). The TOCTC is located at 265 S. Rancho Road, just south of the intersection of the Ventura Fwy. (Rt. 101) and the Thousand Oaks Fwy (Rt. 23). It is also served by Metro, VISTA and Thousand Oaks Transit. Morning buses will leave Borchard & Ventura Freeway three minutes earlier than the current schedule. Afternoon times are unchanged.

## LONG BEACH TRANSIT

*Changes Slated for November 2005, per LBT website*

Long Beach Transit and the Amalgamated Transit Union have reached agreement regarding the provision of meal and rest periods for bus operators as required by state regulation. As a result, the service reductions that had been previously announced to take effect on Sept. 11 will not occur. All Long Beach Transit bus routes are expected to continue operating on their current schedules with no change to the frequency of service or routes.

The current edition of the June 19 to September 10 Transit Guide will remain in effect until further notice. The fall service change, which usually occurs in September, has been postponed until late November. This means that the current June 2005 Transit Guide will remain valid. Current Transit Guides are available on buses, or call our friendly transit advisors at 562-591-2301, and they'll be happy to mail you one.

The service changes for late November will be timetable adjustments on several routes. Details about those timetable adjustments will be summarized soon. November 2005 Transit Guides will be available in early November.

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## **BULLETIN BOARD**

### **SO.CA.TA Meeting Notes**

Our thanks to Capt. Dan Finkelstein for an interesting question/answer session on transit security at our Sept. 10 meeting.

At our Oct. 8 meeting Steve Gota of MTA San Gabriel Valley sector staff will make a presentation on the Countywide Signal Priority Pilot Project.

The members have selected for our Day after Thanksgiving study tour an exploration of the portion of Ventura County adjacent to L.A. County proposed by Andy Novak. From downtown L.A. via the Red Line and Orange Line we will connect with VISTA's Conejo Connection, then ride Thousand Oaks Transit and Simi Valley Transit plus on returning to the San Fernando Valley via the Santa Susana pass we may have time to check out some of the new MTA shuttles. More details to follow.

### **Orange Sneak Peek**

Our preview tour of the Orange Line is tentatively scheduled to start from North Hollywood Red Line station Sunday Oct. 16 at 10 a.m. Call our hotline [(213) 388-2364] to confirm the event date/time and to RSVP (to help us determine how many of the new articulated Metroliners are needed). Joining us will be members of the Electric Railway Historical Association. Our thanks to Ken Ruben for coordinating this event.

Orange Line public opening festivities will be on Saturday Oct. 29 from 9 a.m.-4 p.m. Our booth will be at the North Hollywood station. Come by and say hi. We'll have schedules for bus and rail services (MTA/Amtrak/Metrolink) plus informational materials on transportation issues of interest, and the 2005 Transit Guide for sale. Free rides on the busway all weekend.

### **Other Upcoming Events Include...**

On Sunday 10/16 TRAC is sponsoring a tour of the Metrolink rail-car shops. This will begin at the shops at 10am and go until noon. Transportation to the shops will be via car-pool from the Burbank Hilton leaving at 9:30am. Cost is only \$20 if you also attend the CR-2020 Conference (payments can be made on the day of the event), \$35 for non-attendees. After the tour, participants will ride Metrolink to Riverside, have lunch and return. This is a chance for railfans to meet and share their love of trains.

The 4th Annual Mobility 21 Countywide Transportation Summit will be held Monday Nov. 14, 8 a.m.-2 p.m., at the Long Beach Convention Center, 300 E. Ocean Blvd. Registration fee is \$125 per person until Oct. 21, \$150 thereafter. Registration information at <http://www.mobility21.com>. On a first come/first serve basis attendees can sign up for complimentary tours in the afternoon of the L.A. port, Long Beach port or a bus tour of the Alameda Corridor.

The Train Riders' Association of California/California Rail Foundation Annual Conference & Membership Meeting will be held Saturday Oct. 15 at the Burbank Hilton adjacent to Airport Amtrak/Metrolink station. There is also a Friday Oct. 14th welcoming reception at 8:00 PM. The conference continues all day Saturday 10:00 AM to 4:00 PM. Registration begins at 8:00 AM. On-site registration is \$85 (non-members \$105). Price includes luncheon. Among the attendees will be SO.CA.TA co-founder Steve Crosmer, on a rare visit to So. California.

On Sunday 10/16 TRAC is sponsoring a tour of the Metrolink rail-car shops. This will begin at the shops at 10am and go until noon. Transportation to the shops will be via car

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In a stunning rebuke of duplication ideology the MTA Sector Councils refused to at this time trim lines merely because local munis share portions of the same corridors. This is just one fight in this ongoing struggle, as MTA staff seem determined to push this stupidity (which to me ranks with the OCTA's Straightlining debacle of 2000). We will continue to argue for rationality over short-sighted penny-pinching.

I recently stumbled across a "case study" of the Bus Riders Union from one of their current funders (who have given them nearly a million dollars over the past 4 years): [http://www.caseygrants.org/documents/casestudies/Busriders\\_Union.pdf](http://www.caseygrants.org/documents/casestudies/Busriders_Union.pdf)

It was gratifying to be able to thank L.A. Times reporter Caitlin Liu for saving lives by forcing action be taken regarding the dangerous situation in North Hollywood station with the Orange Line terminus mid-block across from the subway station. Faced with bad publicity the L.A. Dept. of Transportation belated committed to placing a crosswalk with flashing red light at the crossing instead of having patrons jaywalk. As I was quoted in the Sept. 14 L.A. Times ("Valley Express Busway to Get Crosswalk at Transfer Stop), "Well, thank god someone realized [a crosswalk was needed] before someone got killed!"

Heretofore I have been lukewarm on the proposed Perata/Torlakson bond (SB 1024). Now I've learned the latest revision includes \$1 billion for the high speed rail project that may actually be more useful than the pending \$10 billion rail bond.

Meanwhile Governor Schwarzenegger vetoed Senate Bill 275, which we supported

and had sent a letter urging he sign it. This would have provided a statewide assessment of transportation investment needs. In his veto message the Governor wrong-headedly derided the need for such a study (which just last year none other than the respected Legislative Analyst's Office stated is needed) and griped about the stalling of his GoCalifornia legislative package. How petty and short-sighted!

Remember the comments I quoted last month of Foothill Transit staff expressing concern at escalating operational cost trends? I've now run across similar concerns voiced by the Riverside County Transportation Commission staff at the Commission's July 13 meeting.

Another troubling trend: MTD of Santa Barbara County is talking with the city of Santa Barbara about using traffic monitoring cameras on upper State St. to "capture designated bus information ... to monitor the arrival and departure time of these buses" (agenda item #10, MTD Board Sept. 13 meeting). And MV Transportation will be installing DriverCam, Driver Behavior Management System, on all Access Service owned vehicles operated by them in the San Fernando Valley. This is a digital event recorder intended to reduce incidents by monitoring driving (mostly pointed toward the road). Strangely while ASI worries in the staff report (agenda item 12, ASI Board Sept. 19 meeting) at length about invading the privacy of passengers it is mute regarding privacy rights of the drivers...

Speaking of ASI, consultant Nelson/Nygaard has just completed the first performance evaluation of ASI: <http://www.asila.org/>

**PUBLIC & LEGISLATIVE Cont'd from pg. 4**  
accessparatransit/Newsletter/index.cfm  
[available in Word or PDF]

I finally obtained the outline of remarks by ASI's General Counsel at its Community Advisory Committee meeting on July 12. The Counsel deals with everything from the role of governing boards to the exact requirements of ADA in re complimentary paratransit. I hope with some help to scan and post this document shortly on our website, along with some others I believe deserve wider exposure.

Fact of the month: by participating in a "co-operative" procurement with LACMTA for ultra-low sulfur diesel fuel MTD of Santa Barbara County estimates during the past 2 years it saved about \$25,000 in fuel costs

Goods movement is a phrase I have been hearing more and more over the past few years. Simply put, it is the movement of freight and commodities, especially to and from the ports. The Southern California Association of Governments recently released its action plan for goods movement: <http://www.scag.ca.gov/goodsmove/pdf/GoodsmovePaper0305.pdf> And it also hired Prof. Leachman of U.C. Berkeley to

evaluate how private investment can be garnered for goods movement projects. Leachman concludes if improvements produce congestion relief shippers will be convinced to make such investments via container fees: <http://www.scag.ca.gov/goodsmove/pdf/FinalElasticityReport0905.pdf>

The draft north coastal rail route (aka LOSSAN) strategic business plan is now available: [http://www.sandag.org/programs/transportation/public\\_transit/LOSSAN/2005\\_LOSSAN\\_north\\_corridor.pdf](http://www.sandag.org/programs/transportation/public_transit/LOSSAN/2005_LOSSAN_north_corridor.pdf)

Fact 2: The Metro Transportation Library is the fourth largest transportation library in the U.S.; after UC Berkeley, Northwestern University and the Volpe Transportation Center. It also contains the second highest number of unique items not found in any other transportation library, only UC Berkeley has more.

(source: Metro Transportation Library)

I'll conclude by noting the passing of Ralph Melching, a founding member of the Pacific Railroad Society (originally Railroad Boosters). He was active in many aspects of PRS over the years, lately with the society's Museum in San Dimas. He will be missed. ☹

**TRANSIT UPDATES Cont'd from Pg 2**

**NORWALK TRANSIT** The Norwalk 8 schedule is online at last. This .pdf is the same as what's appearing on the Route 8 buses. However, a last-second routing change to appease the City of Santa Fe Springs was not included in either version. The route first goes into an industrial park south of Imperial, via Imperial-Leffingwell-Orden-Carmenita, with a stop at Leffingwell north of Orden. The other stops are at Car-

menita and Telegraph, and on Greenleaf next to the Whittier Depot.

**North County Transit District (NCTD)** wants its riders join a "Transit Alliance For A Better North County". The NCTD website has places to click for Breeze riders and for Coaster riders, bringing them to separate-but-equal flyers:  
<http://www.gonctd.com/rider/AllianceBreeze.pdf>  
[www.gonctd.com/rider/AllianceCoaster.pdf](http://www.gonctd.com/rider/AllianceCoaster.pdf)  
Information from [tabnc@nctd.org](mailto:tabnc@nctd.org) ☹

## MEMBERS IN ACTION

Attending the Sept. 29 Access L.A. City Hall event were Bart Reed, Kent Landfield and Dana Gabbard.

Carlos Oscuna attended the Sept. 10 Regional Bus Roadeo in Irvine.

### **SECTORS – Ken Ruben, Mark Strickert**

At the September Westside Sector meeting, it was the consensus of those Sector Governance Council members present, that the 220 be continued until next June, and that

the 20-21 and 4/304 be DEFERRED until the Santa Monica Blvd. Rapid 704 starts. The Council did approve the limiteds on the 68 and the 30-31. Also, 68 connections at Montebello Town Center were saved, but the 434 peak hour trips will be discontinued.

The 10/5/05 October San Fernando meeting was listed on the MTA as being at Kaiser Hospital, 5601 DeSoto Ave (corner Burbank). Is this a one-time deal, or a permanent relocation from Van Nuys Blvd.? ☐

### **BULLETIN BOARD from pg. 3**

pool from the Burbank Hilton leaving at 9:30am. Cost is only \$20 if you also attend the CR-2020 Conference (payments can be made on the day of the event), \$35 for non-attendees. After the tour, participants will ride Metrolink to Riverside, have lunch and return. This is a chance for railfans to meet and share their love of trains.

The Victoria Transport Policy Institute has published a report on Lessons From Katrina and Rita: What Major Disasters Can Teach Transportation Planners: <http://www.vtpi.org/katrina.pdf>

The Peterson Automotive Museum (Wilshire at Fairfax) is sponsoring a talk on the Car and the City by Richard Longstreth on Friday, October 14 from 7:30 p.m.-9 p.m. on the 4th Floor, Connor Pavilion. The illustrated lecture explores the impact of cars and shopping on the urban development of Los Angeles, particularly along Wilshire Boulevard. FREE for L.A. Conservancy & Petersen Automotive Museum members; Nonmembers: \$10 adults, \$5 seniors/students, and \$3 children (includes admission to 1st & 2nd floor galleries). Contact the Education Department at (323) 964-6347 for details and reservations.

North Los Angeles County Transportation Forum, an annual luncheon program to be held from 11:30 a.m. to 2 p.m. on Friday, October 21, at the Hyatt Valencia. Registration thru Oct. 14 is \$35 for Gateway Coalition members, \$40 non-members (\$5 more after Oct. 14). Includes lunch. Reservations for the Transportation Forum can be made by contacting the Coalition at [vliden@goldenstategateway.org](mailto:vliden@goldenstategateway.org) or (661-775-0455).

GoCalifornia is the Governor's program to improve transportation through accelerating project delivery and encouraging public/private partnership. A series of regional workshops will be held gathering input from stakeholders and others. The Southern California workshops, each 10 AM-2 PM, will be:

- Tuesday Oct. 25, LACMTA Board Room
- Wednesday Oct. 26, UC Riverside Extension Center, 1200 University Ave., Bldg. 722 Room A
- Thursday Oct. 27, San Diego Radisson – Harborview, 1646 Front St.

To RSVP, e-mail [sabrina.watts@dot.ca.gov](mailto:sabrina.watts@dot.ca.gov) or telephone (916) 653-9169.

The Westside Urban Forum has decided to reschedule its Rail Transit Panel for early 2006. ☐