

BULLETIN BOARD

SO.CA.TA NEWS

Nominations for all the officer and director positions on the 2008 SO.CA.TA Executive Board will be taken during our November 10th meeting. Eligible, accepting nominees will be on the ballot to be voted on by members attending our December 8th meeting.

Historic Taix restaurant in Echo Park has been selected for our holiday banquet, to be held after our December 8th meeting. Details in the December *Transit Advocate*, or contact the Executive Secretary.

The day-after-Thanksgiving trip, this year on Friday, November 23rd, is a return to Bakersfield and Golden Empire Transit. Itinerary will be posted by Charles Powell on the member board shortly. As in previous years, reservations will be necessary to ride the Surfliner during Thanksgiving weekend (Nov. 20-26).

Our thanks to Anthony Loui, Hugh Bateman, Enrique Gasca, Dalyn Matsumura, Ramsey Fauset and Clarissa Filgioun for helping make our Oct. 29 Subway to the Sea meeting at the El Rey Theater possible.

IN OTHER NEWS

Metro is holding "Early Scoping Meetings" for its Eastside Transit Corridor Phase 2 Project. They are studying future extensions of, and/or connections to, the Eastside Gold Line LRT now being built. Study meetings are being held:

🚗 Montebello - Saturday, Nov. 10th, 9:00 AM-Noon - Senior Center at City Park, 115 S. Taylor Ave.

🚗 Rosemead - Wednesday, Nov. 14th, 6:30 to 8:30 PM - Potrero Heights Elementary School, 8026 E. Hill Dr.

🚗 Pico Rivera - Thursday, Nov. 15th, 6:30 to 8:30 PM - North Park Middle School/Cafeteria, 4450 Durfee Ave.

Further information: (213) 922-3012 or yuki@metro.net

Various Chambers of Commerce and other stakeholders in the Wilshire Blvd. "corridor" are hosting a Wilshire Corridor Forum, to be held at the Wilshire Boulevard Temple, 3663 Wilshire Blvd., in Los Angeles on Thursday, Nov. 15th from 8:30 AM to 1:30 PM. Further information: (323) 964-5454.

Donations are being solicited to finish the repair of Angels Flight. Further details: (323) 935-1914. 🚗

TRANSIT UPDATES

OCTA — Effective December 9th, 2007

- 🚗 26 - Saturday service reduced to match Sunday/Holiday
- 🚗 47 - many trips to be re-routed Wilson-Harbor-Victoria-Placentia. The remaining trips staying on Wilson St. west of Harbor Blvd. will be designated 47A
- 🚗 71 - all service removed from Del Mar and Santa Ana Avenues, instead continu-

- ing on Newport Blvd. to Bristol St., picking up existing route again at Red Hill Rd.
- 🚗 167 - delete 1 weekday roundtrip, adjusting frequency to maintain current span
- 🚗 794 - seeking a new park-n-ride endpoint in Riverside
- 🚗 Also adjustments to schedules on 29, 54, and 57

Service change notice this time includes a post-paid card for comments. 🚗

MEMBERS IN ACTION

Barry Christensen now lives in Louisville KY. He is keeping in touch with rail fans in the SO.CA.TA viewing area through his *Gateway to the South* newsletter, available by e-mail from christensenbarry@yahoo.com.

Ken Ruben attended the Westside Sector Governance Council Meeting on Oct. 10th. Ken "mainly talked about the poor service on lines 705/105 one particular weekday evening recently where I had to wait an hour to get a southbound 705".

Our booth at the Oct. 6th Buena Park Metrolink station dedication was staffed by Dana Gabbard and Kymberleigh Richards. Ken Ruben was our representative at the ceremony while Bart Reed was present on behalf of The Transit Coalition. Our thanks to Marcelo Sandoval and Andrea West of OCTA, and Aaron Frank from Buena Park city staff, for facilitating our participation.

Dana Gabbard, Anthony Loui, Robert Meinert, Bart Reed, and Craig Weingarten attended the MTA Westside corridor meeting, held Oct. 17th at Wilshire United Methodist Church. Gabbard, Loui, and Reed are featured in the *Metro Rider LA* online report on the event: <http://metrorider.elhay.net/2007/10/17/westside-extension-transit-study-corridor-picture-report/>. Ken Ruben and Alex Schaffer were at the Pan Pacific Auditorium version Oct. 11th.

Among those aiding our booth at the Oct. 19-20 Alternative Car and Transportation Expo or dropping by to say hello include John Andoh, Armando Avalos, Hank Fung, Lionel Jones, Robert Meinert, Bart Reed, Kymberleigh Richards, Ken Ruben, and Tom Rubin. Darrell Clarke of Friends for Expo brought a display and answered the questions of attendees about the status of the project.

Those attending our Oct. 29 "Subway to the Sea" meeting include Joe Dunn, Lionel Jones, Kymberleigh Richards, Woody Rosner, Ken

Ruben, and Craig Weingarten, plus Anthony Loui did the presentation on behalf of Metro.

We are gratified to learn Metrolink has responded to the recent postcard inserted in the newsletter. Joe Dunn, Nicholas Matonak, and Woody Rosner and are among those receiving a bulky response letter with multi-page technical details of railcar procurement attached.

Kymberleigh Richards' Transit Insider website received a write-up on the *Daily News* blog *Along for the Ride*: http://www.insidesocal.com/theride/2007/10/a_web_site_of_transit_history.html

Damien Goodman had an op-ed *Expo Environmental Racism Is Charged — And Parks Waves It Away*, published Oct. 22nd by the Culver City online news website *The Front Page*: <http://www.thefrontpageonline.com/articles1-4019/ExpoEnvironmentalRacismIsCharged8212AndParksWavesItAway>. He was also extensively quoted in recent press coverage of the controversy over the at-grade alignment of the Expo Line near Dorsey High in the *Los Angeles Times* ("Expo Line plan runs into resistance", Oct. 21), *Los Angeles Wave* ("Residents tussle with MTA over Expo safety concerns", Oct. 21; "Commuter rail line worries prompt emergency meeting" Nov. 1) and *Daily Trojan* ("Locals want red light on Expo" Oct. 30).

Andy Novak's write-up of the recent Pacific Bus Museum MUNI excursion appeared in the August-September issue of museum's newsletter *The Paddle* along with another installment of his article on "4400s - 'The Shorties'". Novak is also now placing transit related videos on his YouTube page: <http://www.youtube.com/RapidTransitPress>

The entire back cover of the Nov. issue of *Wheel Clicks* (newsletter of the Pacific Railroad Society) showcased John Ulloth's photos of the Sprinter (plus the cover sported his photo of the new Buena Park Metrolink station). 🚆

To be blunt, the Oct. 29 El Rey event was a failure and I am solely to blame. The turnout was extremely disappointing. About 10 people showed up. Publicity was handicapped as APTA was slow to send the 2nd half of the grant. In better circumstances we could have done a few things that might have improved the response, but I wonder if bad timing played a role as multiple meetings this month have blanketed the Westside. Folks may have been all meeting out.

We are taking a breather until the first part of 2008. The intention is to lock dates in early and do more intense advance publicity.

And nearly as embarrassing is the *Los Angeles Times* falling for the West Hollywood yell louder approach when promoting their vision of a subway extension westward along Santa Monica Blvd. ("L.A. subway plans take a radical shift" Nov. 3). It is the Foothill extension all over again!

Speaking of the Foothill extension, I am sure many are perplexed why Mayor Villaraigosa is endorsing it. I suspect some political calculations are involved. It can give him leverage to pressure the boosters of this extension of the Gold Line to not be so vocally opposed to the Wilshire Purple Line extension. At least that is my theory.

And how about Gloria Jeff's big \$95,000 payday? Who know being fired paid so well?

I understand Metro plans to reduce service on the Wilshire Rapid Express 920 line come the December shakeup, and perhaps even start using 40 foot buses for it instead

of artics. Compared to the 720, ridership on the 920 is light to at times non-existent. Is Zev still taking credit for this bad idea?

While attending the meetings of the Committee at the Southern California Association of Governments I sit on, a concern that keeps me uncomfortable is legally required actions and trial balloon "best practices" are being presented in a manner that doesn't always seem to distinguish between the two. And that could create a backlash among electeds if they perceive SCAG is meddling where it isn't welcome, however well intentioned...

It appears SO.CA.TA for now is the only proponent for passage of Proposition 91 on the Feb. 2008 ballot, as a vehicle to let the powers that be know how tired we are of transit funds being stolen year after year to balance the state's budget. We've even prepared a website promoting it: <http://www.yeson91.net/>

The great irony is the folks who put it on the ballot submitted a statement of support urging a no vote. Politics can be odd sometimes.

Looks like as of Jan. 1 MTA will cease reimbursement for LADOT's patrons using Metro passes. Just another sign of how tight transit funds are getting. This means no more paying for the Downtown DASH w/your Metro pass.

Kymerleighh Richards informs me with no fanfare MTA Inspector General William Waters recently left the agency. And no one seems to know why.

The rumors are true. Damien Goodmon,

one of our members and until recently best known for his regional rail proposal, in the zeal of his advocacy regarding the Expo Line at-grade alignment near Dorsey High at an Oct. 22 meeting in Santa Monica regarding Expo Phase 2 went nuclear, including use of fowl language directed at Expo Authority CEO Rick Thorpe and some of the advocates for the project. Damien now even has a website for his crusade:

www.FixExpo.org. How recently was it Damien was denouncing the BRU for playing the race card? Now he is the one yelling environmental racism. As one advocate mused to me, this appears to be another noblag (aka Citizens Against the Blue Line At-Grade) in the making.

Astonishing! It was with mounting incredulity that I read this narrative of the recent travail of a local paratransit user. And by the way, was anything done to the AWOL driver?

*This Rider contacted the OMC from her Los Angeles home at 16:46 to inquire about her 16:15 pickup. OMC discovered from the Provider that the Driver assigned to Rider's original pickup was unable to perform the trip, so the trip had been re-assigned to another Driver with a 45 minute ETA, which the Rider accepted. The Rider contacted OMC again at 18:31 to inquire on the status of her pick up, whereupon the Provider instructed OMC to tell the Rider to go outside, as her vehicle was about to pull up. Rider contacted the OMC again at 19:01 to inform that no Driver had arrived to her home. OMC dispatched a Backup Response vehicle immediately to pick up the Rider at 19:10, dropping her off at 20:00. According to the Provider, this Driver apparently signed off his/her shift

without performing the pick up in question. Also, the OMC employee who handled this call has been counseled to offer Backup Response vehicles to Riders much sooner. [Access Services Community Advisory Committee Oct. 9 meeting, agenda item #15 -- <http://asila.org/pdf/Agenda323.doc>]

Quote of the month: "They yell about traffic while they fight traffic solutions or even exploration of traffic solutions". This was in the *LA Times* ("Campaign to recall Weiss won't go on", Oct. 16) quoting an advisor to L.A. Councilman Jack Weiss regarding residents in Cheviot Hills who partly proposed the recall of Weiss based on worsening traffic while also fighting the Expo Line going through their community.

Guess who buttonholed Los Angeles Mayor Antonio Villaraigosa recently and told him "Fix the traffic, help your city"? Jack Nicholson! (per the Oct. 5 *USA Today* article "Stars stand tall for AFI's 40th").

Former MTA Boardmember Allison Yoh wonders in the Oct. 4 *L.A. City Beat* "Why don't we use the highway network and start running buses on it?" Because it is a bad idea.

I'll conclude by giving kudos to Jim Kneepkens, Director of Marketing at Riverside Transit Agency. I e-mailed the suggestion that one of RTA's "The Bus Stops Here" sign be added to the stop at the downtown Riverside Metrolink station to increase its visibility after visiting it. Within three days Kneepkens was able to inform me the pole had been installed and was "clearly visible as you approach the stop. I agree this will be very helpful to our customers." Well, thank you, Mr. Kneepkens! 🚌

BEVERLY HILLS

California's Model Residence Suburb

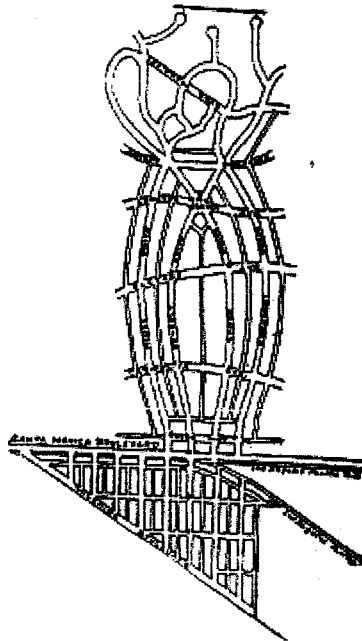
Different From Any Other

- Different because it is devoted exclusively to residences.
 - Different because it will have a costly sewer system.
 - Different because there will be no waiting for gas, electricity, water, telephones.
 - Different because its avenues do not run at right angles, but sweep in graceful curves from the car line to the crest of the foothills.
 - Different because the subway will make 15 minutes time between Beverly Hills and Los Angeles.
 - Different because it already has more frequent car service than Hollywood (3 car lines).
 - Different because it has four parks costing \$75,000.
 - Different because it is not a scheme to sell property at the maximum profit but to actually create a successful, built up suburb.
 - Different because it is already rapidly building up.
- If you have any intiation of building a home in Southern California, we cordially invite you to visit Beverly Hills at our expense and prove for yourself the truth of these assertions. Call at office for complimentary tickets.

Percy H. Clark Co.

Managers

311-312 H. W. Hellman Bldg.



== LOTS ==
\$900 Up
 Size 80 x 160 Up

At one of our recent meetings, Warren Quon showed me this reproduction of a 1907 ad for a Beverly Hills residential subdivision touting as one of its chief advantages "the subway will make 15 minutes time between Beverly Hills and Los Angeles". Subway? It turns out there was indeed a proposal in 1907 by one of the precursor companies to what would become the Pacific Electric to have a subway system to the Westside providing high speed grade separated trolley service, only to have an economic panic later that year kill it. Which just goes to show the link of land use and transportation is not a new idea.

— Dana Gabbard

A Beverly Hills trolley takes a leisurely stroll along eastbound Wilshire Blvd. at Santa Monica Blvd.
 — Mark Strickert

