

THE TRANSIT ADVOCATE

Newsletter of the Southern California Transit Advocates
February 2013

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Inside This Issue:

- Bulletin Board (pg. 2)
- Members in Action (pg.2)
- Transit Updates (pg. 3)
- Transit Topics (pg. 5)
- Public/Legislative Affairs (pg. 6)
- Day After Trip - Part 1 (pg. 7)
- Photos of the month (pg. 11)

*San Diego MTS LRV 4026 leads a three car train
on the Orange Line on January 9, 2013.*

—Photo from San Diego MTS

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Bulletin Board / Members in Action

Bulletin Board:

Due to an oversight we forgot to thank our presenters at our December meeting. Craig Barnes showed us a selection of photos from Victor Valley Transit Authority, Andrew Novak showed his slide show entitled "Southern California Transit from A to Z Photos from 1998 to 2012," and Jerard Wright spoke on the recent failure of Measure J. Thank You Gentlemen!

Saturday February 9th we have been invited to visit Metro's Transit Access Pass lab. For this field trip we will meet up at 11:00 AM in the lobby of the Metro headquarters building. Afterwards via the Red/Purple line participants will make their way to our regular monthly meeting which will start at 1:00 PM. This month we will have the Dave Snowden slide show of MUNI's 100th birthday celebration, postponed from last month.

We are updating our e-mail notification list. Make sure to let the Executive Secretary know that you wish to remain on it -- dgabbard@hotmail.com

Save the date: The Association of Tourist Railroads and Railway Museums will be holding its Fall Conference on October 15-19, 2013 at the Mission Inn in Riverside. This is being sponsored by the Orange Empire Railway Museum.

At the invitation of Streetsblog we have submitted the following question to be asked all the leading candidates for Mayor of Los Angeles as part of their video interview series: The Wilshire bus lane project is due to be ready by late 2014. If after a period of a year or so it is judged a success (improving transit patron's travel times, luring auto riders to switch to mass transit) would you

support considering such lanes for other arterial streets in Los Angeles?

From the editor's desk:

This month our members we not very active so I will take this opportunity to look ahead at what is in store for the newsletter in 2013.

We are now entering our 21st year as an organization and my fifth year as newsletter editor. I have enjoyed my time as editor and enjoy the task of gathering news and updates each month for the newsletter. This month I am making an appeal to the membership and our transit industry insiders to help make the newsletter better with your information and photograph submissions. Emails can be sent to me at rtd1121@yahoo.com or if you would like to mail information via the USPS my address is Post Office Box 2383 Downey, CA 90242. Please enclose a large self address stamped envelope if you would like photographs returned. Below are deadline dates for upcoming issues of the newsletters.

March Issue: March 1, 2013

April Issue: April 5, 2013

May Issue: May 3, 2013

Thank You,
Andrew Novak - Newsletter Editor



Transit Updates

Anaheim Resort Transportation (ART)

In early January ART made changes to their Route 18 from Anaheim to Buena Park. Mid-day service from 12:00 PM to 4:00 PM has been canceled. Service operates hourly before 12:00 PM and after 4:00 PM the service operates on the even hours from Anaheim and on the odd hours from Buena Park. Service also no longer serves the Welcome Center in Buena Park ending now at Medieval Times/Pirates Dinner area.

Baldwin Hills Shuttle

Operation of the new Baldwin Hills Shuttle began on January 19th. This new service operates weekends and holidays and travels from the La Cienega Metro Rail Station to the Baldwin Hills Scenic Overlook and the Kenneth Hahn State Recreation Area. The services operates every 20 minutes from 8:00 AM to 6:00 PM and fare is 25¢.



Foothill Transit

From February 4th to March 4th the Line 272 bus stop at the northeast corner of Duarte Road and Buena Vista Street will be relocated to the southeast corner just below the shopping center due to construction on Duarte Road.

Lawndale Beat

Effective January 2nd a new bus stop was added to the Residential Route in front of the Lawndale Library.

Long Beach Transit

Long Beach Transit

On February 10th Long Beach Transit will be making the following service changes:

Line 23: Converted to Line 21 providing increased service to North Long Beach late night on weekends.

Lines 45/46: Service will be increased to operate every 6 minutes to accommodate students at Wilson High School.

Line 63: Converted to Line 61 providing increased service to Artesia Blue Line Station.

Line 91: AM peak service will be increased to every 30-40 minutes.

Line 93: AM and PM peak service will be increased to every 16-20 minutes. A later bus will also operate in each direction to better serve evening classes at CSULB and LBCC – LAC campus. The short-turns buses that currently end at Lakewood and Hardwick will now end at Clark and Del Amo.

Line 102/104: Weekday afternoon service will be reduced from every 35 minutes to every 40 minutes.

Line 103: Service will now operate in a counterclockwise direction around the Lakewood Mall.

Line 121: Service will be increased to every 10 minutes from the Outer Circle to CSULB during weekday peak hours. Service will also operate every 30 minutes going toward downtown Long Beach in the early evenings.

Line 173: Weekend service from Norwalk Green Line will be offered later to match weekday evening service.

Line 171: Peak hour trips from CSULB will be increased to every 15 minutes.

(Continued on Page 4)

Transit Updates Continued

Long Beach Transit continued

Line 176: New "ZAP" service to operate from Technology Park/Villages at Cabrillo to Lake-wood Mall via Pacific Coast Highway, Lake-wood Boulevard and the Long Beach Airport. The service will operate every 30 minutes on weekdays from 6:45 AM to 7:15 PM. Like other "ZAP" lines, this will be a limited stop service.

Lines 191/192: The service will be increased to operate every 20 minutes on weekend evenings. Line 192 will now match the weekday night service.

The AquaLink and AquaBus services will re-sume in Summer 2013.

Minor Schedule Changes will be made to the following routes: Passport, 21, 51, 61, 71, 72, 121, 151 and 173.

OCTA

Effective February 10th OCTA will be making the following service changes:

Route 26: Weekend service will now operate every 45 minutes.

Route 29: Two additional trips have been added in each direction on weekends.

Route 42: The route has been extended to end at Electric Avenue and Main Street in Seal Beach. The stops at Balboa and Bolsa and Pacific Coast Highway (PCH) will be discontinued. New stops include Electric and Main, PCH and 10th, PCH and 12th, and Main and PCH.

Route 51: Saturday service will now operate every 40 minutes.

Route 53: Two additional trips have been added in each direction on weekdays.

Route 57: One midday trip will be added. Seven short turn trips will be converted to full-length trips.

Route 78: Weekend service will now operate every 60 minutes.

Route 82: One westbound trip has been added in the morning to accommodate student loads.

Route 89: The 9:30 PM southbound trip from Laguna Hills Transportation Center will now depart at 9:34 PM to improve connections with Route 91.

Route 145: Sunday service will now operate every 45 minutes.

Route 193: The northern portion of the line in San Clemente will be adjusted to service the Target Store and the Hermosa Sports Park. The following stops will be discontinued: Walmart and Plaza Pacifica and Camino Vera Cruz and Avd Vista Hermosa. Added stops include Avd Vista Hermosa and Target, Avd Pico and Plaza Pacifica, Avd La Pata and Avd Pico, Avd Vista Hermosa and Camino Vera Cruz, and Avd Vista Hermosa and Sports Park.

Route 701: One southbound trip will be added in the afternoon.

PVVTA

On January 26th, the Palo Verde Valley Transit Agency celebrated their 35th Anniversary with a special celebrating at Todd Park. Congratulations PVVTA!



*(Continued on
Page 8)*

Transit Topics By Andrew Novak

This month in Transit Topics we have a few things you might have missed from the world of transit.

Oldest subway at 150!: January 9th marked the opening of the first subway in world in London England. Opened in 1863 the Metropolitan Railway between Paddington and Farringdon was the beginning of what would eventually evolve into today's 249-mile London Underground network. Congratulations!



Private Passenger Service: Construction is set to begin in 2013 on repairs and upgrades to the Florida East Coast railroad line between Miami and Orlando in anticipation of a new passenger service. The railroad is planning to start passenger service in 2015. Trains are expected to make the 230-mile trip in approximately 3 hours. This is the first privately funded and operated intercity passenger service in the United States since Rio Grande ended service on their "Zephyr" in 1983.

Tijuana BRT: Work is scheduled to begin this month on the city's first bus rapid transit line. Named the Ruta Troncal Número 1, the 10.5 mile line will operate from San Ysidro border to the eastern El Florido area of Tijuana. The line is scheduled to open in 2014 and is one of two rapid bus routes planned for the city. The second route is planned to operate from Otay Mesa to the

community of Santa Fe and eventually to Rosarito Beach.

Club Bus Farewell: December 21, 2012 marked the last day of service for the sole remaining Golden Gate Transit (GGT) Club Bus route. Club bus service began operating to San Francisco from Marin, Napa and Sonoma Counties in 1971 and after 1972 GGT began partial funding the club bus program. The Club Buses were similar to a carpool with a bus for the commuter clubs that participated in the program. Starting in the 1980s, GGT began providing buses to the contract operator for the club bus routes.

MUNI's latest transformation: On January 17th MUNI PCC 1009 entered service on the F-Line in San Francisco painted in a Dallas Terminal Railway commemorative scheme. Dallas was one of the few cities to operate double-ended PCCs similar to MUNI 1009. Car 1009 had been operated by MUNI from 1948 until 1980 when it was retired and placed in the storage. Brookville Equipment of Pennsylvania resorted the car to like new condition after the car was burned and vandalized while in storage. Below are before and after photos of this car.



*1009 at left prior to rebuilding in 2011.
(Andrew Novak Photo)*

*1009 at right after rebuilding.
(Trams Today Photo)*



I'll start by doing a mea culpa for turning Ara Najarian into Ari Najarian in my last column. Must have had Ari Fleischer (former Bush press secretary) on the brain...

At the June 2012 Metro Gateway Cites Service Council meeting Norwalk Transit shared some information on 2011-12 ridership:

Fixed Route Service Annual Boarding's 2011-2012

Route 1 -- 687,187

Route 4 -- 476,024

Route 2 -- 468,461

Route 5 -- 142,427

Route 3 -- 93,574

Route 8 -- 78,784

Passengers per Revenue Hour --Weekday

Route 2 -- 38

Route 1 -- 30

Route 4 -- 26

Route 5 -- 20

Route 3 and 8 -- 11

Passengers per Revenue Hour --Saturday

Route 2 and 4 -- 26

Route 1 -- 22

Route 5 -- 16

Route 3 -- 5

Route 8 no Saturday service

Jon Hillmer, Metro's Director of Service Councils, at the November 14th Metro Westside/Central Service Council meeting stated (per the minutes) "CEO Art Leahy has vowed not to purchase any more articulated buses due to the additional mechanical problems they tend to have". In fact Metro is in the midst of a new purchase of 550 40 foot buses from New Flyer.

While L.A. Councilman Huizar exalts in the successful election for the local funding of

the downtown Los Angeles Streetcar project he champions the Councilman seems to be glossing over concerns among insiders that the potential ridership (once the exaggerated claims made in studies heretofore come under scrutiny) may well make it a poor candidate for federal small starts funding. And of course there is still no clear idea where the yard/maintenance facility is to be located. Really? Is this not the sure thing advocates are touting it as?

I'll conclude citing three transitions: Yvonne Brathwite-Burke, ex-L.A. County Supervisor and Metro Board member has been confirmed for a seat on the Board of Amtrak. And thankfully has been coached to start up-to-speed.

Kymbereligh Richards last month announced the end to her well regarded Metro Los Angeles Board Report blog. For now the archives will continue to be posted at <http://mtaboardreport.blogspot.com>

Lastly due to health issues Amalgamated Transit Union Local 1277 President / Business Agent Neil Silver didn't run for reelection. But his successor, longtime associate James Lindsay, assures me Silver hasn't officially retired yet and is still the chairman of the ATU California Conference Board. With the AB 160 transit pension bill heating up Lindsay has a chance to quickly show leadership and inter-union cooperation. More as we hear. 🚌 🚌



Day After Thanksgiving Trip Part 1

By Charles Hobbs & Andrew Novak
(editing by Dana Gabbard)

Given our meet-up at Union Station was at 7:00 AM it is no wonder Andrew reports when he left home Downey was covered in a thick blanket of fog which finally broke as he exited the freeway in downtown Los Angeles. By 7:25 AM we made our way over to the train platform and boarded Metrolink Train 302, coach 171, (6 car train with F59 872 for power) for San Bernardino. At this point there were five participants (Andrew Novak, Dana Gabbard, Charles Powell, Ken Ruben and Dave Snowden). We arrived at Montclair a few minutes late and ended up missing the first bus of the trip (partly thanks to the loooong underpass) so Andrew as the trip planner (assisted by Charles Powell) set about working on an alternate trip.



At Montclair Charles Hobbs and Robert Meinert joined us so now there were seven in our group. While waiting, we chatted with the station's security guard, who seemed genuinely interested in our trip. Our first bus of the revised trip was Omnitrans New Flyer 1233 on Line 65. Upon boarding we bought day passes and settled in for our trip from Montclair via Central Boulevard to Chino and Chino Hills. Central Boulevard is a busy

commercial street, mostly strip shopping centers and such. Ridership (other than SO.CA.TA members) was very light, although at least one wheelchair boarded along the way. At Holt Ave we saw one of the brand new Omnitrans New Flyer Xcelior buses, 1262, on Line 61. We hoped to actually get to ride one this trip, but no such luck. Also along the way Mark Strickert joined the trip at the Chino Transit Center and we now numbered eight.

We exited near the Shoppes at Chino Hills and after a short wait our next bus came to the stop we were at -- a small Ford Cutaway 863 on OmniGo Line 365. One passenger, in a wheelchair, deboarded and immediately began aggressively panhandling us. The group (mostly) ignored him and boarded. There was one other passenger on the bus and after she alighted our group members were the only ones on the bus for nearly the entire trip. We rode up to the north end of the line and then back to the Chino Transit Center, passing many of the local attractions in Chino Hills and Chino. Since this was a cutaway we had a chance to chat with the driver about what ridership was like on this line. Also the driver told us that the usual bus was being serviced.

(Continued on Page 9)



Transit Updates Continued

Omnitrans

In January Omnitrans launched NexTrip, a new program that allows passengers to call, text, or go on-line to receive real-time information on bus arrivals at any given bus stop. The technology uses Global Positioning System (GPS) tracking satellites and technology developed by Nextbus, Inc. to provide information for all the stops in the Omnitrans fixed route system. New signs have been added to the bus stops showing the options for how to use the new system. Nex-Trip can be accessed on-line at:

<http://www.omnitrans.org/nextrip/>



San Diego MTS

Effective January 27th, San Diego MTS made the following service changes:

Route 10: Weekday frequency has been increased to every 12 minutes toward Old Town in the morning and toward City Heights in the afternoon.

Route 13: Saturday frequency has been increased to every 20 minutes.

Route 20: On Saturdays, trips that begin or end at Fashion Valley or Kearny Mesa have been extended to Mira Mesa creating 30 minute service to and from Mira Mesa most of the day.

Route 41: Weekday frequency has been increased to every 7-8 minutes on school days between Balboa Avenue and UCSD. This increase is toward campus in the morning and away from campus in the afternoon.

Route 709: Adjustments made to tripper service between H Street Trolley and Southwestern College.

Routes 820 and 860: Service has been added as a mitigation for Sabre Springs/Penasquitos Transit Station construction.

Route 856: Service between College Grove and Cuyamaca College on Sundays has been restored with hourly service.

Route 864: Sunday service to Alpine has been restored. Route 864X will operate between El Cajon Transit Center and East County Square via Interstate 8. 864X service between County Square, Alpine, and Viejas uses the regular routing via Olde Highway 80. Regular route 864 will continue to operate on Sundays between El Cajon Transit Center and East Main Street/Broadway via Madison Avenue in addition to Route 864X.


Route 894: Now has four weekday round-trips.

Route 901: On Sunday afternoon service has been increased to every 60 minutes.

Route 904: Sunday service has been restored with an hourly frequency.

Route 905: Service has been increased to every 30 minutes during midday weekdays and on Saturdays.

Route 955: Saturday service increased to every 20 minutes.

Blue/Green Lines: Sunday morning service increased to every 15 minutes. 



Day After Thanksgiving Trip Continued

The driver reminded us that the stop for the Foothill Line 291 to Pomona is on Riverside Drive. This OmniGo route is mostly rural, with older houses, large fields, and the occasional small business. And we even passed a barbecue shack at one point that the driver said is highly regarded. We looped back along Chino Avenue and at the freeway were obliged to swipe our day passes again. After a short layover next to a golf course, we continued back along the route via Peyton to the Chino Hills Parkway.

Line 365 negotiated several narrow residential streets, passing the Los Serranos Country Club along the way. For many years (since the beginning of Omnitrans in 1976) this route had been part of the Central Avenue Line 65. The driver, a talkative fellow, informed us that, after years of complaints about the big buses on these streets, Omnitrans had developed the small-bus-operated Line 365 to serve this area. On the way back to Chino, we passed the California Institute for Men (we could see the prisoners taking their exercise in the yard) and the Chino campus of Chaffey College.

Back at the Chino Transit Center we had a few minutes to wait for our next bus and explored the environs. Besides a water fountain and shelters it had a brass plaque honoring Manual Martinez, whose "Chino Bus Lines" shuttled passengers between a rural Chino, and Pomona, the nearest "big" city, during the 50's and 60's. Andy reminisced about having been at the Center once before back in 2005 on a weekday trip to ride Foothill Transit Line 497 which at one time served this facility.

Our next bus of the day was Omnitrans New Flyer 1235 on Line 68 back to Montclair via Ramona (mostly residential) and Monte Vista. Along the way we passed Union Pacific caboose 25392 which is on display near Interstate 10 in Montclair. This caboose is a CA-6 and was built in 1955. We picked up a few passengers (probably not more than about 10 or so, including another wheelchair-user); most of these got off at the Montclair Plaza. After passing through the transit center we alighted at the stop on Richton Street and Central Avenue. Originally we had planned our lunch stop at The Shoppes at Chino Hills but with the revised plan we were now taking lunch in Montclair at this location. We had a choice of Taco Bell/Pizza Hut and Del Taco and that was OK for our group.

After eating, we resumed our original plan and took Omnitrans Line 68 up to Chaffey College in Rancho Cucamonga. For this leg of the trip we rode on New Flyer 0105 and on board already were three more group participants -- Josh Thurman, Robert Paige and Tyler Brett. There were now 11 of us and like on Line 365 at one point our group were the only passengers on the bus. Mark Strickert departed at this point to join his family. The Arrow Highway portion deviates to serve San Antonio Hospital and a DMV. Otherwise, it was mostly suburban residential. We rode all the way to the new transit center at Chaffey College.

(Continued on Page 10)



Day After Thanksgiving Trip Continued

We had a nice layover new transit center at Chaffey College. The Center has shelters with seating and a soda machine which several availed themselves of to quench an afternoon thirst from all the riding we had done. The sun was shining on the buses, was ideal for taking photos which a number of the group partook of also. As we have observed on past DAT trips lines and transit hubs that serve colleges tend to be deserted due to the holiday weekend and Chaffey College was no different.



Leaving Chaffey College we boarded New Flyer 1244 on Line 81 which took us through several well-manicured residential neighborhoods (but no riders) before arriving at the Victoria Gardens shopping center. Then, ridership started to pick up. And, so did the bus driver's speed—we had to hold on at times! We swung onto busy Foothill, then Milliken. The bus entered the Rancho Cucamonga Metrolink station bus loop, where we picked up one passenger (in a suit and tie?). Line 81 also serves the Citizens Business Bank Arena and then the bus stop inside the Ontario Mills parking lot where we saw an RTA NABI on Line 204. (This was also a relief point for the driver—maybe that's why he was in such a rush?). For the first time,

we noticed a lot of Black Friday shopping activity, and it took us a bit of time to leave that stop and get back on the street. This gave us a chance to notice what a dismal bus stop it is at the Mills -- just a narrow sidewalk and no benches or shelters.

We continued south along Haven through mostly industrial areas, warehouses, etc. The route skirts the Ontario International Airport (you could catch a car rental shuttle bus to the terminals) and passes by, but does not stop at, the East Ontario Metrolink station on the Riverside Line. More suburban stair-stepping through South Ontario brought us to Holt and Euclid, beautiful Downtown Ontario!

To Be Continued...

Pacific Railroad Society Presents:
Excursion 545 "Ride the Movie Trains"

Pacific Railroad Society cordially invites you to an excursion aboard the Fillmore and Western (F&W) Railway, "Home of the Movie Trains," on **Saturday, May 18, 2013**. Come join us as we ride the railroad that has been featured in countless movies, television shows and commercials. We will be traveling by motor coach to Fillmore where we will board the train. Price includes round trip bus from Los Angeles, the train ride and one of F&W famous BBQ lunches. Tickets are \$129 each for adults.

For more information or to purchase tickets visit:

www.pacificrailroadsociety.org

Other comments or questions about this excursion can be directed to PRS at the following:

Email: prsexcursions@live.com

Email: rtd1121@yahoo.com

Phone: 626-570-0033

Photos of the Month

LAX NABI 712 at the Aviation Green Line Station on January 11, 2013. The bus is operating on the Route G bus which connects the Green Line to the airport terminals.

*—Eddie Anthony
Photo*



Palm Tran in Florida working with the South Florida Affiliate of Susan G. Komen for the Cure and Lamar Advertising unveiled this specially wrapped breast cancer awareness bus which operated during the month of January.

*-Metro Magazine
Photo*

How to join SO.CA.TA: Yearly dues are \$30.00 (\$12.00 low income). Dues are prorated on a quarterly basis.

Submission of materials: ALL materials for the TRANSIT ADVOCATE newsletter go to Andrew Novak at P.O. Box 2383, Downey California 90242 or to rtd1121@yahoo.com. Please enclose a self addressed stamped envelope for returns.

Newsletter deadlines are the Fridays a week before SO.CA.TA meetings, at 6:00 PM Pacific time, unless otherwise announced.

Opinions: Unless clearly marked as "Editorial" or "Position Paper", all written material within, including all inserted flyers and postcards, are the expressed opinions of the authors and not necessarily that of the Southern California Transit Advocates.

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Newsletter Prod. Mgr:	Dana Gabbard
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NEXT SO.CA.TA MEETINGS : **Feb 9th** and **March 9th** at Angelus Plaza, 4th Floor, 255 S. Hill, Los Angeles

February 2013 — Issue 243



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