

APTA Offers New Kit To Aid Transit Coalition-Building

WASHINGTON, May 5 -- The most comprehensive tool kit to date for creating and managing coalitions to support public transit is now available from the American Public Transit Association (APTA).

The APTA Local Organizing Kit is a collection of information and tactics that transit systems, state associations, local and state governments and other advocates may use to promote public transit in their areas.

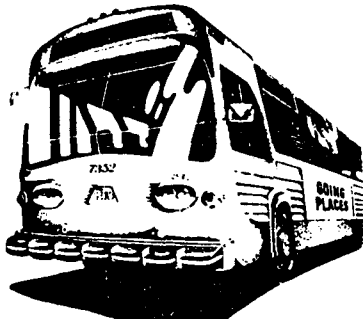
The kit, in its third edition, contains chapters on how to finance coalitions, attract media attention and recruit other coalition partners; it offers a list of contacts at existing coalitions across the United States.

The kit also contains up-to-date information on transit concerns, such as full funding of the federal Intermodal Surface Transportation Efficiency Act (ISTEA), Try Transit Week '93, America's New Surface Transportation Network and the new Transit Commuter Benefit law. It also suggests hints on working with congressional delegations and other public officials.

As in past editions, the Local Organizing Kit contains chapters detailing steps to build a coalition, target groups to include, a sample letter of invitation and information on the national coalition Transit NOW.

APTA is the international association of operating transit authorities, their suppliers, and other advocates of improved transit service.

For further information, contact Peggy Glenn of APTA at 202-898-4027.



TRANSIT UPDATES:

RAPID TRANSIT/LIGHT RAIL

- The Metro Red Line 25-cent fare has been extended once again until the end of June. (Passengers must pay \$1.10 + \$.25 transfer charge in order to transfer to buses, the Blue Line, or Metrolink.)

- See pages 4 and 5 for details about proposed Crenshaw Corridor and Exposition Bl. Line.

COMMUTER RAIL

- Metrolink stations in Baldwin Park and Upland should be open by May 14.

- The parking lot at Claremont Depot has been completed. In addition to over 300 spaces, six Foothill Transit routes serve this lot.

- The midday trip along the Moorpark Line is scheduled to operate all the way to Moorpark by May 4.

BUS

- RTD/MTA now operates a new Line #34 in Venice, along Rose Ave and Main St. (On June 27, this route will be merged with existing Line #33 service to Downtown Los Angeles)

- Still unconfirmed: LADOT reroutes of Route #573 to Santa Clarita, or #549 in Downtown Pasadena.

- Foothill Transit has placed all of its route maps and schedules in a convenient "Bus Book". Also, they have opened a "Foothill Transit Store" in the Eastland Shopping Center, West Covina.

- Omnitrans (San Bernadino) is proposing modifying several lines.

- Riverside Transit Agency now operates a commute-hour express route (#26) between Moreno Valley and downtown Riverside, with a stop at the University of California campus in Riverside.

Transit Updates are compiled by SO.CA.TA members. If you notice any new, changed or discontinued transit services, please call us at (213) 254 9041 so that all members may be informed.

MTA's Route 10/60 Corridor

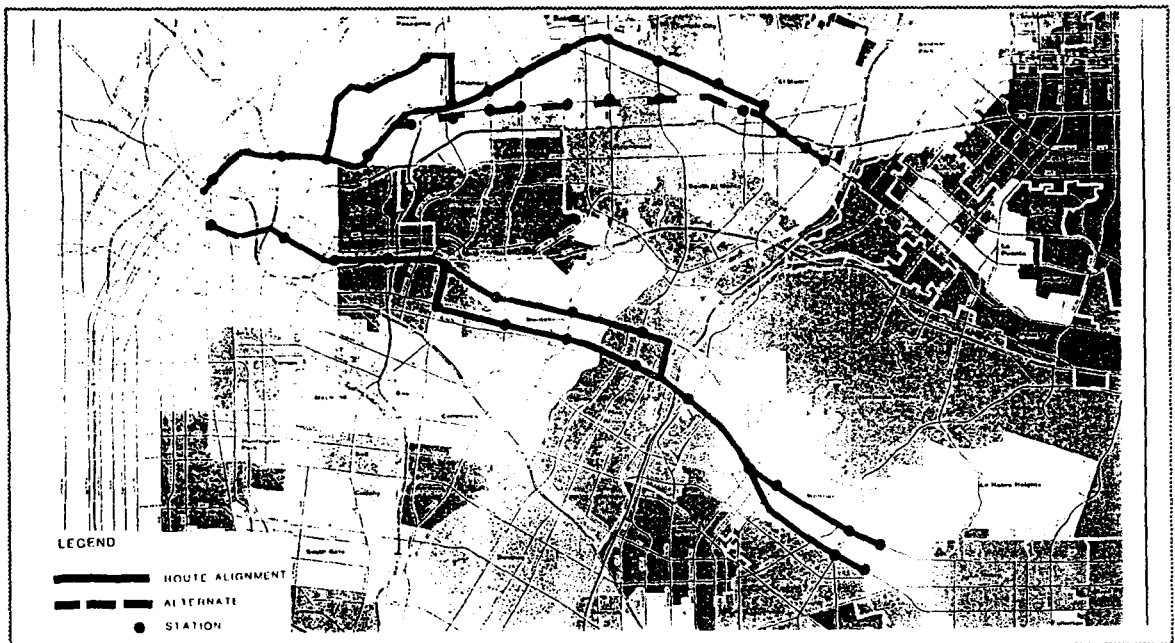
At first, there were only sketchy plans to build any rail lines (except Metrolink commuter rail) through the San Gabriel Valley. However, after several complaints from San Gabriel Valley citizens and officials, the MTA is now considering several rail transit routes in the eastern part of Los Angeles County as part of its 30-year plan.

These routes, currently known as the "Route 10/60 Corridor", would be served by light rail trains operating along the surface of various streets. The selected route would originate in Downtown Los Angeles (or perhaps at a future Red Line

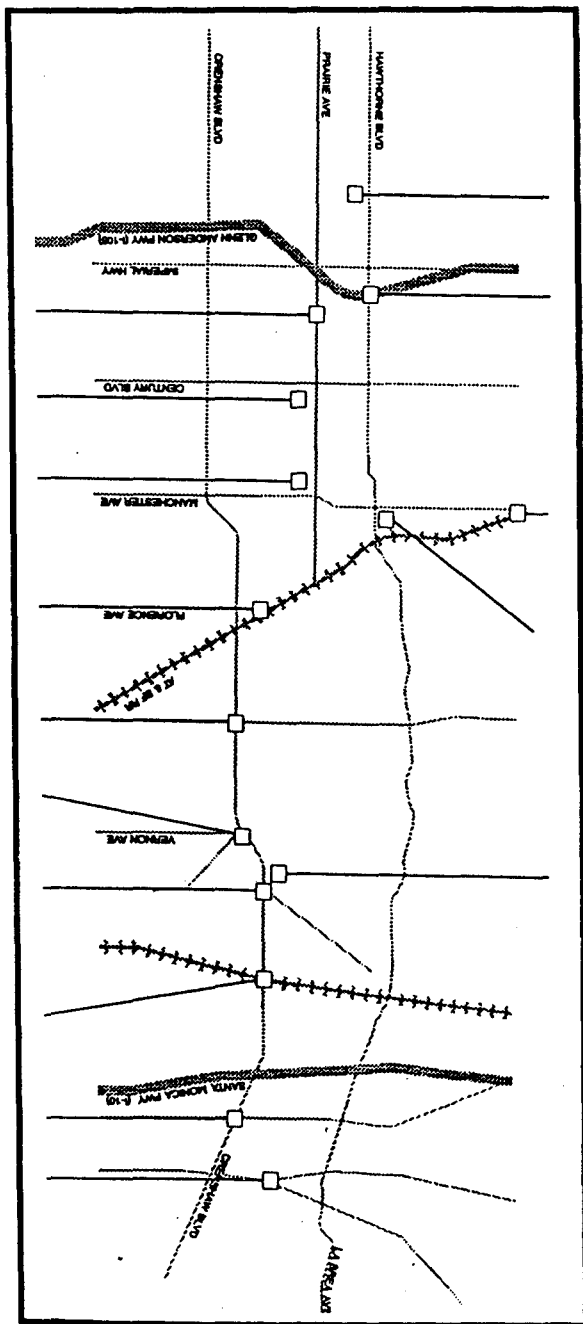
station in East Los Angeles) and generally operate as far as I-605.

Routes considered included: Huntington Drive, Mission Drive, Valley Bl., Garvey Ave, Beverly Bl., Whittier Bl., and Atlantic Bl. (No mention was made of converting the Busway on I-10 to rail service in this study).

The consultants finally selected Mission, Huntington, Whittier and Beverly, due to engineering constraints along the other routes.



Crenshaw Corridor brings Hope for Redevelopment. . .



The MTA is planning a rail transit route which would serve Crenshaw Boulevard between Pico/San Vicente Boulevards (future Red Line terminal) and Inglewood. (South of Inglewood, the route would continue either to Hawthorne or the Los Angeles International Airport).

Although various public officials along this corridor have advocated this rail route for some time, it was not included on any official plans until after the 1992 civil disturbances. The MTA and other officials have heavily promoted the redevelopment opportunities that the Crenshaw rail route might provide.

The route would connect with the Red Line at Pico and San Vicente (however, no direct connection between the two lines is currently anticipated). Stations would be provided along Crenshaw at Washington, Exposition (connecting to another proposed rail project), Crenshaw Shopping Center, Leimert Park, Slauson and Florence.

Either a subway and an aerial rail system would be built. The subway would be about five times more costly, but it may allow for some off-street stations at the Crenshaw Shopping Center and Leimert Park.

Public reaction to the route was generally supportive, although there was some concern about an elevated structure along Crenshaw north of the Shopping Center.

This route is one of several competing for funding in order to be started before the year 2000.

... but Exposition Corridor brings only Trepidation

A light-rail train on the Exposition Line between Los Angeles and Santa Monica is under consideration by the MTA. This route would allow passengers to travel between the two cities in about 45 minutes, is comparable with current express bus services.

The route would be built as a light rail (Blue Line) system, with overpasses at major streets such as Crenshaw, La Brea and La Cienega. The trains would be governed by ordinary traffic signals between Vermont and Crenshaw, although signal priority may be provided to light rail trains.

The route would start at Vermont (the portion between Vermont and Downtown is considered a separate project) and follow the right-of-way with stops at Western, Crenshaw, La Brea, La Cienega, Venice, Motor, Sepulveda (I-405), Bundy, Cloverfield and Downtown Santa Monica. Connections

would be available to the Red and Blue Lines as well as to other future projects.

The MTA is also considering an electric trolleybus route along the right-of-way.

Reaction to this project, especially with residents living near the line, has not been uniformly positive. In light of experiences along the LA-Long Beach Blue Line, residents are particularly concerned with noise from the trains and grade crossings. Most of the opposition has come from areas along the right-of-way between Venice Bl. and Sepulveda; some opposition to this route has surfaced in Culver City and even in areas east of La Brea Bl. The MTA is researching ways to reduce or eliminate these noise impacts.

Construction of this project, which is competing with several other transit projects for funding, probably would not start until after 2000.

