

## TRANSIT UPDATES

MTA-expanding service on several routes on Dec 5. Most changes involve slight schedule adjustments, but there are some frequency improvements on some crowded lines. page 5)

Glendale Beeline -once again is providing extended service for the holiday season. Between Nov. 26 and Dec 30, weekday service is available on routes #1,2 and 4 until 10 pm. Extended Saturday and special Sunday service will also operate.

Omnitrans now operates a new route #76E connecting Ontario Airport and the nearby industrial area to the East Ontario Metrolink Station (Riverside Line). This route is operated with an all-electric vehicle.

Cerritos—A new shuttle service is operating (see

Santa Clarita Transit has improved service on some of its local routes. Also, passengers can now transfer between local routes and commuter route #799, or between #799 and LADOT #573 for trips to the San Fernando Valley, Westwood and Century City.

Pasadena—City Council has approved a shuttle connecting OldTown, Colorado Blvd, Green St., and Lake Avenue. Service to start in Spring 1994

Antelope Valley Transit—Striking drivers have been replaced, all services back at normal levels.

HOV—I-210 carpool lane open eastbound between Duarte and Glendora, should be in full operation by Jan 1994

## METROLINK FLASH

Fontana (San Bernadino Line) open as of Nov 22

Orange station open Dec 6, for Amtrak and Orange County Commuter Rail service.

Sylmar-April to June 1994

Cal State LA—June 1994

Orange County—by May 1994 (but officials trying for Feb 22, 1994)

Possible partial curtailment of San Bernadino Line night service until Feb 1994 (due to interference with Santa Fe freight. movements). Passengers may be bused to points east of Montclair.

Special weekend trains may operate on Dec 11 and/or Dec 18.

**THINK YOU  
CAN BEAT  
THE TRAIN?**



**YOU CAN'T!**

## FROM THE EDITOR

by Charles P. Hobbs  
Vice President/Newsletter Editor

Well, here it is. You are now reading the first anniversary issue of *The Transit Advocate*, the newsletter of the Southern California Transit Advocates.

Upon request by SO.CA.TA, I produced a trial issue in December 1992. There has been a new issue each month ever since. This special anniversary issue has twelve pages (50% larger than normal) and has some slight formatting changes. Let me know what you think!

In the future, expect to see more twelve-page issues, as printing costs for individual issues decreases with increasing copies of each issue. There may also be limited advertising in future issues to help defray the cost of publication.

Of course, the most important part of this publication is its contributors. Member or nonmember, local, national or international, *The Transit Advocate* needs your articles, letters, and suggestions on Los Angeles transit, or even public transportation in general.

I look forward to continuing to edit and produce *The Transit Advocate* over the next year.

## MINUTES OF MEETING 11/13

- MTA Fare Restructuring: Moved to approve SO.CA.TA Draft Proposal
- Red Line Universal City Station: Moved that Red Line Station be moved from its proposed location (Bluffside Dr.) to Universal "Citywalk" only if MCA pays 100% of the moving costs. Also, that MCA pay all of the costs of any connecting transit between Citywalk and the Red Line.
- Moved to ask Long Beach and Greyhound to build a joint transit center near the Transit Mall

## AGENDA FOR MEETING 12/11

Election of Officers and Directors

Discussion of :

- MTA Fare Restructuring
- Newsletter Format
- 501(c) Status Progress
- Prioritizing Candidate Corridor Projects
- San Gabriel Valley (Foothill Transit)
- Light Rail/Rapid Transit . . .

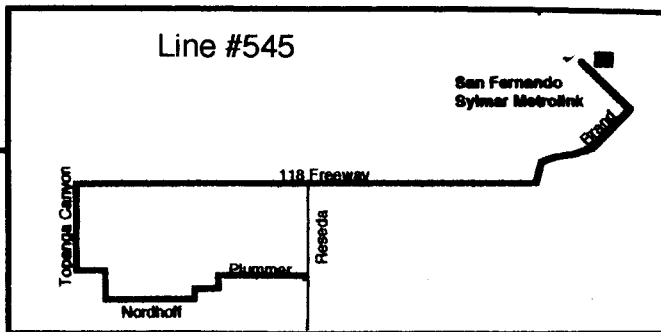
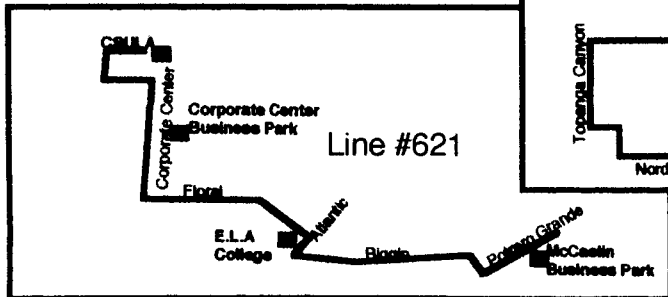
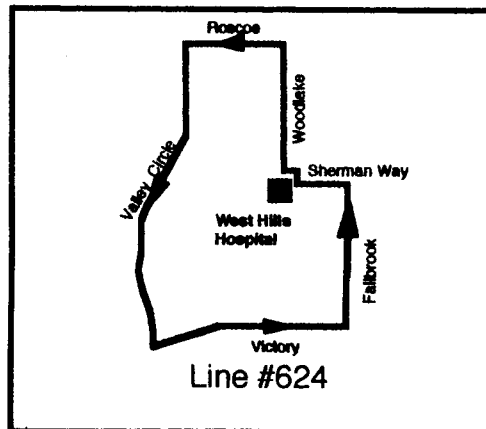
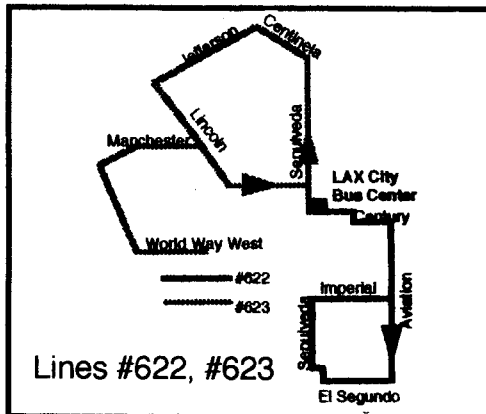
# CATCH THE MTA SHUTTLES!

Following the success of its first special shuttle route (#515, the Blue Line Transfer between El Segundo and Artesia Blue Line Station), MTA will start five more shuttle routes next month. All of these routes will operate weekdays only, and except for #621 and #624, provide peak-hour only service. These routes are designed to provide access to areas not well served by the existing transit network. MTA hopes to encourage transit usage in general (up to 2,500 additional riders) by providing these supplemental shuttle routes. The new routes, and their opening dates, are as follows:

- #545: Sylmar-Chatsworth Express Shuttle (1/17)
- #621: Monterey Park Shuttle (1/24)
- #622: LAX-El Segundo Shuttle (1/10)
- #623: LAX-Westchester Shuttle (1/10)
- #624: West Hills Shuttle (1/31)

All of these routes will be operated with small 22-passenger shuttle vans. Regular MTA fares will be charged (\$1.10 for #622, #623 and #624; \$1.50 for #545). #621 will charge only 50 cents.

Special federal funding (ISTEA/CMAQ) was obtained for these services. They will be evaluated for 18 months.



# CERRITOS ON WHEELS - A MOO-VING TRANSIT ROUTE!

The City of Cerritos, located in Southeastern Los Angeles County, has joined several other suburbs in providing a local shuttle service.

Dubbed "COW" (Cerritos On Wheels—also a reference to the city's early history as a dairy farming center), this new transit service operates in both directions along a 17-mile route in Cerritos.

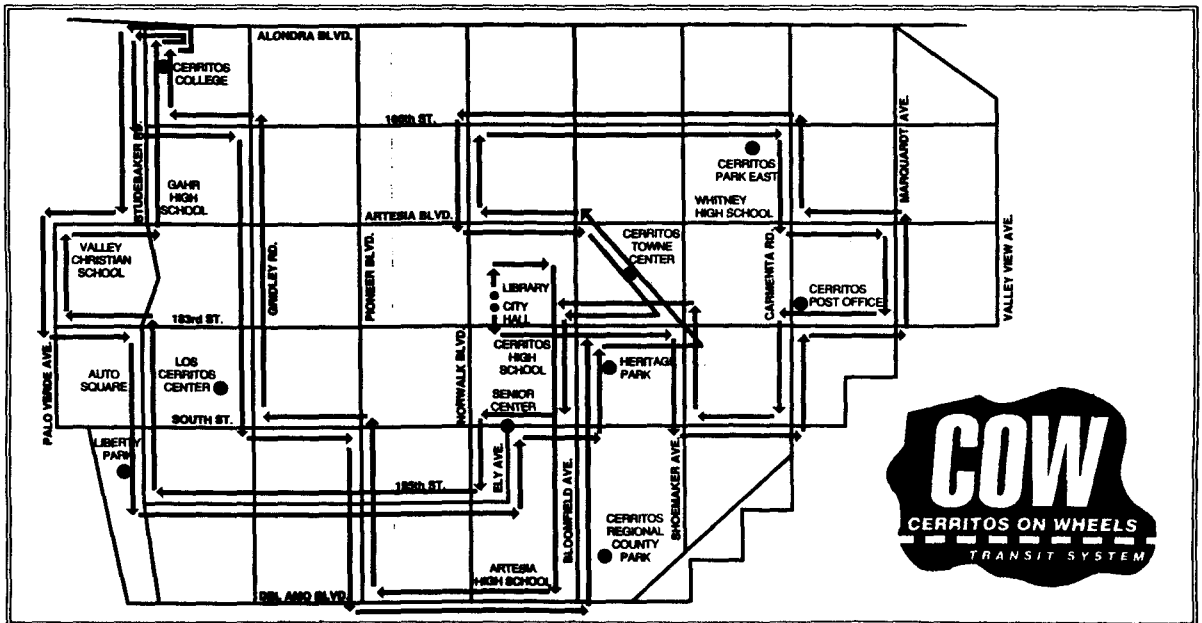
COW bus service is provided seven days a week (excluding major holidays), and runs every 90 minutes. Trips start and end at the Cerritos City Hall and Library, and

provide service to Los Cerritos Center, Cerritos College, Cerritos Towne Center, and other points of interest.

The shuttle operates between 7 am-9:40 pm on weekdays, and between 9 am and 5:40 pm on weekends.

Fares on COW are only twenty-five cents per trip. Connections are also available to MTA bus routes, as well as to Orange County Transit, Norwalk Transit and Long Beach Transit routes in Cerritos.

For more information about the COW, please call (310) 427-5611.



## UNIVERSAL CITY RED LINE STATION/REROUTE

The MTA has decided to study the possibility of moving the Universal City Red Line station to serve MCA's Universal Citywalk, although MTA is not entirely convinced of the value of this move. (see map on pg. 7)

Because deeper tunneling (including construction of part of a station under a freeway) would be required at the new location, MTA estimates that the move would cost an additional \$72.4 million. Also, the required contract revisions, new environmental impact reports, and other factors would probably also cause the start of service to be delayed by three years, opening in 2003 rather than 2000.

MCA, the owners of Universal Citywalk, states that the move would encourage ridership, could be built in less time using accelerated construction techniques, and would actually save MTA about \$170.5 million (because MTA would not have to condemn 14 apartment buildings and other property near the station for parking).

MCA states that it will contribute \$14 million to the Red Line assessment district if the

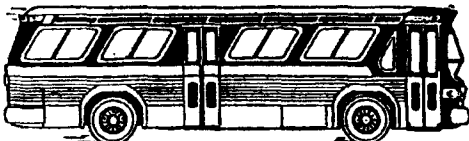
station is moved to MCA property. (The assessment district charges all non-residential property near the Red Line a one-time fee, to go toward construction costs) MCA normally would be assessed \$6 million, but has threatened to pull out of the assessment district if the station is not moved.

In response, two MTA board members (James Cragin of Gardena and John Fasana of Duarte) asked that the MTA reconsider building any Universal City station at all. Most of the commissioners, however, seemed willing to consider a re-route as long as MCA paid all of the cost in doing so. The MTA is currently preparing a new report, analyzing MCA's cost and ridership figures.

In 1984, MCA opposed the use of its property for a station. Therefore, the Lankershim Boulevard site was chosen. (At the time, this station was to be the end of the rail line, and MCA balked at having a terminal station, although it would consider having a station if an east-west rail line were built in the San Fernando Valley).

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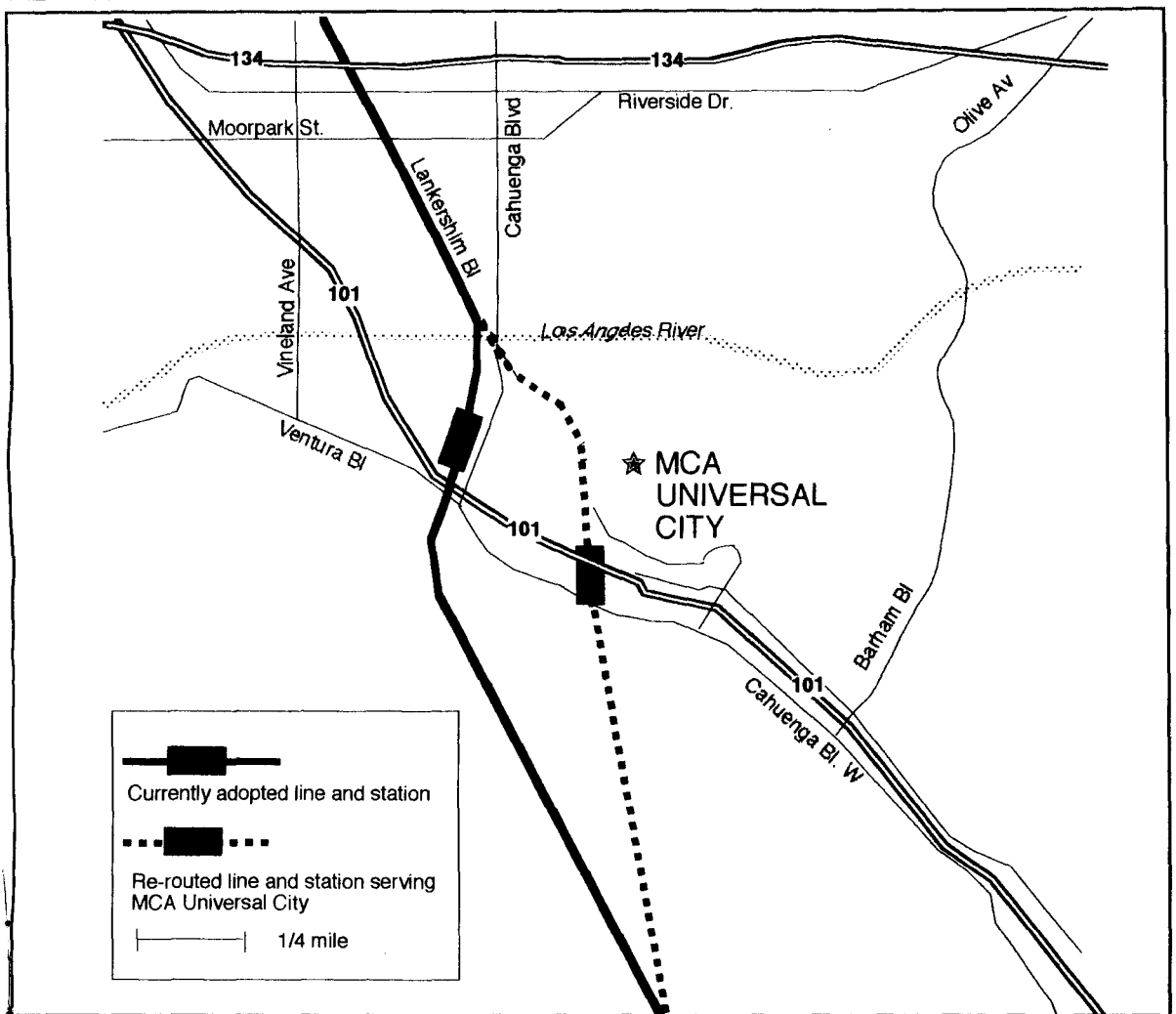
# Go by Bus



SO.CA.TA. meetings are held at **4640 Hollywood Bl (1/2 block east of Vermont)** (subject to change without notice)

Use MTA bus routes:

- #1—Downtown, Sunset Bl, Hollywood Bl.
- #180-181—Los Feliz, Glendale, Pasadena
- #203-204—Vermont Bl.
- #206—Normandie Bl.



## THANKS FOR CONTRIBUTING!

*Our thanks to members Michael Ludwig, Bryan Allen, and Robert Richmond, as well as to guest author Pertti Tapola for providing SO.CA.TA with articles and other information.*

*If ANYONE (member or not) has any information on new, improved, reduced or cancelled transit services, please contact SO.CA.TA at (213)-254-9041!*

# WHAT IF A PRIVATE CAR HAD NEVER BEEN FEASIBLE?

*Pertti Tapola  
Espoo, FINLAND*

What if no suitable fuel had been found for the private car, or for some other reason it would never have been feasible to produce them in masses?

What if all the wealth that so far has been used for acquiring cars, motorways, parking lots, supermarkets, etc. would have instead been used to develop railways, trams, interurbans, etc?

Where would we be now?

There would be no need for subways (tubes, metros, underground) as the streets would not be congested. Suburbs would more probably be built around a quick transit station to the city center with a tram (or light rail) going around the village.

There would be no problems associated with noise, pollution and unaesthetical parking lots. The frequency of the services would be extremely good, with on-demand services during the quiet night time.

Million people would not die and hundreds of millions would not be injured in automobile accidents each year.

People would also want to live in city centers, even at the first floor, as there would be only very little noise and dust. In fact, city centers would be so nice places to live that there would not have been much incentive to invent the "suburb" (a *sub*-urban area, also what comes to services, at least nowadays).

People would be living in either small cities with everything within a walking-distance from the railway station, or in larger area with its own urban transit system (trams, light rail) in it.

All the shops would be located within walking distance, and delivery services would provide for those those unable to carry their own packages. Shops would replenish their stocks by cargo trams that get their load in containers from a cargo train at the station.

Would the logistics required for this system work without the modern computers?

Would we have computers?

Could we have developed so prosperous economy as we now have?

Would light rail exist as comfortable and modern as it is now?

Would train speeds be anywhere around the current numbers?

What would modern cities look like?

What would be the problems (instead of deaths, dust, pollution, noise)?

Would we have some new form of transport that has been unimagined so far?

How would the big cities of the US look like? (I am thinking all the abandoned tram networks, elevated, etc.)

What would they look like now?)

What else would have happened?

Will this future be ours, someday, anyway?

## REPLY TO ALAN HAVEN'S LETTER OF NOV 93

*(NOTE: this letter is the opinion of the writer and does not necessarily represent SO.CA.TA opinion.)*

*This letter has been edited due to space limitations. The full text is available on request).*

### PROPOSED MOTION

*Bryan Allen, SO.CA.TA*

*(NOTE: this motion has not been voted on by SO.CA.TA and does not necessarily represent SO.CA.TA opinion)*

IMOVE that SO.CA.TA adopt the following policy statement:

SO.CA.TA, the Southern California Transit Advocates, opposes the LACMTA's future adoption or funding of new subway construction for any public-transit line (rail, other guideway, or bus) except through Bunker Hill in Downtown Los Angeles. A further exception is where the MTA can demonstrate, to SO.CA.TA's satisfaction, that aerial and/or at-grade construction is infeasible in a particular, limited circumstance.

Furthermore, SO.CA.TA supports the MTA's review of past decisions to favor underground construction of transit projects where a contract of construction has not yet been let and where such opportunity for review may arise.

The substitutes for subway construction must incorporate full, rigorous mitigation of environmental impacts and must serve as persuasive ambassadors of the desirability of non-subway construction, unlike past practice.

Dear Mr. Havens:

Right off the bat your letter mistakenly infer that Proposition "A" was just for funding development of Rapid Transit lines. Not so!

Proposition A stipulated, initially, only 35% of the half-cent tax levy measure's income for Rapid Transit line development. There was NO provision for ANY other type of electric railway transit, such as the so-called "light rail".

You apparently misinterpreted the expression of "an exclusive right of way or guideway for rail transit"... As seen in the Webster's Dictionary definition, the term Rapid Transit included the inarguable characteristic "unimpeded right of way". That means unimpeded for the entire route of such a line...with grade separation structures all important streets.... The light rail lines will not utilize unimpeded right of way. ...A modern rapid transit line can have no grade crossings with roadway or pedestrian ways at track-level, at any location!

Again, we note that your letter did not acknowledge that the official language of Proposition "A" clearly used the term "Rapid Transit" SIX times...That pre-election information has LEGAL weight.

L.A.'s citizens have been waiting SIXTY-SEVEN years...to the opening of a mere 3.9 miles of Rapid Transit Line, in a staggeringly costly subway!

Very truly yours,  
Robert H. Richmond  
Director-at-large and Chairman,  
Subcommittee on Transit System Design  
and Technology  
Southern California Transit Advocates, Inc.