



# TRANSIT UPDATES

*Help keep all of your fellow SO.CA.TA members informed!!! If you notice any new, modified, or cancelled transit services, please call us at 213-254-9041!*

**Metrolink** service to Burbank Airport will reportedly start in May.

Various **MTA** buses are on new schedules as of March 19. Most of these schedule changes are relatively minor; however several routes have major changes:

- Line #38: additional service between Jefferson/ 10th and Downtown has been eliminated. Also, all-night service on #71 is no longer provided-passengers are to transfer to #70.

- Line #470: late-night service generally ends around 12 a.m. rather than 2. p.m. Similar reductions in service have taken place on Lines #201, #268, #487 and #491

MTA tokens are now available at ten selected McDonalds® restaurants (MTA bus lines in parentheses):

13770 Van Nuys Bl. (#230, #560)  
8320 Sepulveda Bl. (#152, #234, #418)  
3124 San Fernando Bl. (#90, #91, #94)  
341 S. Vermont (#16, #201, #204, #354)  
2224 N. Figueroa (#94)  
5450 Sunset (#2, #3, #207, #357)  
1716 Marengo (#70, #71, #251, #253, #255)  
269 S. Atlantic (#260)  
201 W. Washington (Blue Line, #65, #68)

The MTA Board has approved the operation of several routes (#125, #130, #205, #225/226, #232, #266 and #270) by ATE, a private contractor. The contracting has already been agreed to by the MTA's unions and will save MTA about \$1.4 million over three years. The changeover should take place on or after June 28.

**Foothill Transit** has added two new line, effective April 9:

- #184 operates between Duarte (City of Hope) and Arcadia (Santa Anita Fashion Plaza)
- #272 operates between City of Hope and West Covina Fashion Plaza via Baldwin Park.
- In addition, #187 will no longer operate via City of Hope, but will remain on Huntington Dr. in Duarte (timed transfers between #187 and #272 will be available).

**Long Beach Transit** is currently testing some new low-floor transit buses.

Saturday service on Bellflower Bus now starts at 12 noon.

**Santa Clarita Transit** has implemented new Line #31 (a branch of #30 going to Kaiser Hospital in Santa Clarita), extra evening service on #35 (it now operates until 9:47 p.m. on weekdays)

Effective this month, all service on **Orange County Transportation Authority** #701 and #721 will be operated directly by OCTA (it had been operated by Laidlaw Transit). In addition, all #721 trips (Fullerton-Los Angeles) will be operated by OCTA's tractor-trailer Superbus. When the Metro Green Line opens this summer, #701 (Huntington Beach-Los Angeles) will be re-routed to serve the Norwalk Green Line station.

**Riverside Transit Agency's** #31, #35 and #36 have undergone slight modifications in the Beaumont/Banning area; local route #34 in Sun City has been cancelled.



# FROM THE EDITOR

C.P. Hobbs, President  
and Newsletter Editor

- A new feature, starting with this issue, is Michael Ludwig's "Transit Trivia"! Each month, a challenging question will be asked about some aspect of transit service in Southern California. The answer will be announced at the SO.CA.TA meetings (or, if you just can't make the meetings, the answer will be in next month's Transit Advocate!)
- Route-of-the-Month, implemented last month, is still going strong, with information about another handy transit route (this time, in Orange County).
- Remember, Transit Trivia, and Route-of-the-Month, are designed to provide interesting and fun information about Southern California's transit network.
- Meeting Space Information: Echo Park United Methodist Church officials have agreed to make their meeting space available to SO.CA.TA for \$15 per meeting. SO.CA.TA would also be allowed to have its own key. (At least one responsible member would be in charge of opening/closing the meeting space for each meeting).
- Two pieces of California legislation are of interest: SB 1152 would implement an elected board for the Los Angeles County Metropolitan Transit Authority, while SB 736 would affect MTA's bidding/contracting procedures.
- As always, *The Transit Advocate* needs articles, letters, photographs and research (newspaper clippings, etc.) from all members and interested non-members. If you see an interesting, transit-related article in the newspaper, consider sending a copy (preferably two copies) of the article to Box 41198, Los Angeles 90041. Material for publication should be received two weeks before the scheduled SO.CA.TA meeting date.

*-Charles P. Hobbs, President/Newsletter Editor*

## **Expect A Train On Any Track At Any Time**

Most trains do not travel on a regular schedule.  
Be cautious at a grade crossing at any time of  
the day or night.





# GREEN LINE SNEAK PEEK

*Eilson Trinidad \**

Hundreds of Southern Californians got their first chance to ride the Metro Green Line on Friday, March 17 - St. Patrick's Day at the I-605/I-105 transit station in Norwalk.

Two 2-car trains skated out from the station through the median of the Century Freeway, stopping at the Long Beach Blvd. station in Lynwood before turning back - a round-trip distance of about eight miles.

This was the first time the cars, which are identical to the Japanese-built Metro Blue Line cars currently in service, were tested with a full load of passengers. On each of the trainsets, one car was decked out in blue and red stripes (as on the Blue Line) while another car was covered with a colored screen material (similar to the "buswrap" moving advertisements on buses) which announced, in large, bold letters, "METRO GREEN LINE OPENING SUMMER 1995."

There were many first-time rail riders, as evidenced by the "Wow!" and "Smooth!" comments exclaimed by them when the train started running. The ride was similar to that on the Blue Line's high-speed section, with the exception of running in a freeway median and the absence of the constant grade-crossing warning horn sound, which was only activated when the train approached stations. Though the Green Line train sped by 10 miles per hour faster than the 55-mph Blue Line, passengers couldn't help but notice that the train was slightly taken over by the 70 or so mph

speed of non-peak hour auto traffic on the 105 freeway.

The Norwalk station, like its Blue and Red Line counterparts, is high on architectural design and artwork. The blue-and yellow painted station also has new features, not seen on the other lines: lighted, "silent radio"-type message boards announcing station rules and regulations and safety warnings, as well as announcing the time and the official Green Line motto, "The World Just Got A Little Greener Today."

Wooden panels were placed at track level to protect passengers who might accidentally fall from the platform from serious injury from the rails or ties, (as well as being an easier means of climbing out of the track level in case someone should fall from the platform). The wooden panels were, however, outfitted with signs saying, "WARNING: DO NOT STEP" and a penal code designation.

The train also passed by the Lakewood Station, and slowed down, but did not stop. The Lakewood station features artwork consisting of concrete hand- and footprints (a la Mann's Chinese Theater) of people from the local community.

Outside the platform, above on the park and ride lot, was a festival celebrating the Green Line preview as well as St. Patrick's Day. MTA staff members wore green, as well as the various booths for various agencies and businesses, which provided information or presentations.

There was also a stage which featured entertainment as well as speeches by local government officials, who also said that other cities and communities served by the Green Line, will also stage similar preview ride events in the near future.

The 20-mile Green Line, which travels along the median of the Century Freeway from Norwalk to El Segundo, and along a mostly elevated right-of way from El Segundo to northeastern Redondo Beach at Marine Avenue, is slated to open this summer. (on or after June 26).



## SHUTTLE SHUTDOWN

*Out of traffic—and onto the rails . . .*

Because of persistently low ridership, the MTA, in late June, will cancel all of the special shuttle routes it started about a year ago. (Instead of the anticipated 3,600 daily boardings, only about 600 passengers board these lines every day).

However, replacement service will be provided along most of these routes, as part of various bus restructuring plans.

These routes were started in early 1994 with an eighteen-month Federal Congestion Management Air Quality (CMAQ) grant.

The routes, and any replacement service, are as follows:

- Blue Line Transfer (BLT-#515). This is an express line between the Artesia Blue Line station and the El Segundo industrial area. The Metro Green Line will replace this line.
- Highway Hummer (#545) was designed to provide express service between the Sylmar/San Fernando Metrolink station and the Chatsworth

industrial area via the 118 Freeway. However, the Northridge Earthquake damaged the freeway, forcing #545 to use surface streets.

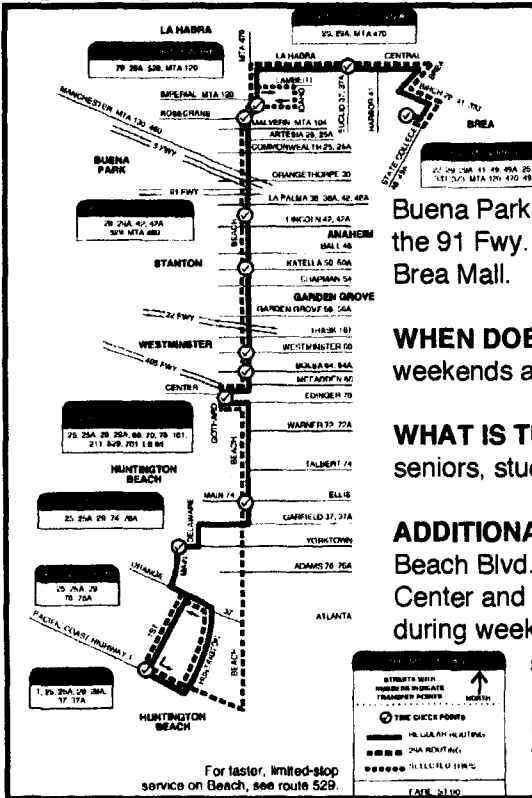
Existing #239 is to be restructured to provide similar, local service. (Most Metrolink passengers prefer to use the shuttle services offered by the Transportation Management Agencies in the area)

- Local Limo (#621) provides weekday service between Cal State LA Metrolink and various industrial centers in Monterey Park. This service may be operated, in some form, by the Monterey Park Spirit Transit System.
- Rabbit Transit (#621 and #622) connect the LAX Transit center with Westchester and El Segundo. These are to be replaced with up to five new lines connecting El Segundo and Westchester with various Green Line stations.
- West Hills Loop (#624) operating in the Canoga Park area, will be replaced with up to three new “flexible destination” shuttle lines.



# ROUTE-OF-THE-MONTH

*A closer look at some useful services*



## FEATURED ROUTE: OCTA #29

**WHERE DOES IT GO:** Downtown Huntington Beach, Golden West Transportation Center, Westminster, Garden Grove, Stanton, Anaheim, Brea Mall.

Buena Park, Knott's Berry Farm (and other attractions between the 91 Fwy. and La Palma Ave.), La Habra Fashion Square, Brea Mall.

**WHEN DOES IT RUN:** Weekdays from 5 a.m. to 11 p.m.; weekends and holidays from 6 a.m. to 9 p.m.

**WHAT IS THE FARE:** \$1.00. Discount fares are available for seniors, students and handicapped.

**ADDITIONAL SERVICE:** Limited stop service is provided on Beach Blvd. by Line #529 between Goldenwest Transportation Center and La Habra Fashion Square. Line #529 operates during weekday peak (6-9 a.m. and 4-6 p.m.) hours only and stops only at major intersections along the route.

**FOR MORE INFORMATION:** Call OCTA at 714-636-RIDE or 800-636-RIDE



# TRANSIT TRIVIA

*Michael Ludwig*

**This month's Transit Trivia question is:**

**What is the only bus route in the Los Angeles metropolitan area that runs during weekday peak hours and on Saturdays, but has a four-hour break (no service) between the morning and afternoon peaks?**

**(The answer will be in next month's Transit Advocate, and announced at the April SO.CA.TA meeting!)**

