



TRANSIT UPDATES

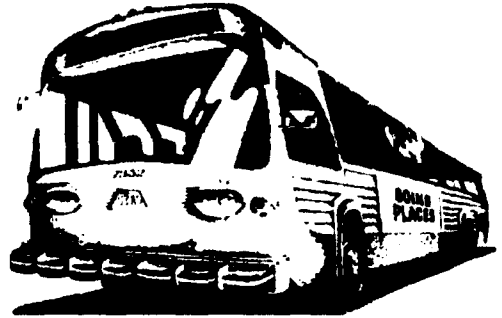
Help keep all of your fellow SO.CA.TA members informed!!! If you notice any new, modified, or cancelled transit services, please call us at 213-254-9041!

Important **Metro Rail/Metrolink** information is on pages 4 and 5!

MTA's Hollywood Trolley will reportedly continue operating until May 14, 1994. At that time, MTA and its unions must make certain decisions as to continuing the service.

Omnitrans (San Bernadino County) Route #14 now provides 15-minute service (weekdays and Saturdays) between Fontana Metrolink and the Redlands Mall. East of Redlands, 30 minute service is provided on two branches (the

existing route to Yucaipa and a new alternate route serving Mentone before continuing to Yucaipa).



FROM THE EDITOR

*C.P. Hobbs, President
and Newsletter Editor*

• Meeting Space Information: SO.CA.TA members, through freewill contributions over and above the regular dues, were able to raise over \$100 for use of the Echo Park United Methodist Church as a meeting place. A full list of all contributors will be published as soon as it is available. (If you pledged a contribution, and haven't submitted it yet, please do so as soon as possible). Of course, please feel free to donate anytime (we are a 501(c)3 non-profit organization registered with the Internal Revenue Service).

• 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



CALL FOR ACTION

Dana Gabbard
Vice--President

I see our three greatest needs as:

- 1) increased membership
- 2) public outreach on current issues
- 3) more participation

Our continued precarious financial situation and relative small size undermines our ability to be effective advocates for improved transit. The opening of the Green Line in July is a perfect opportunity for recruitment. Also, I will gladly supply membership brochures to anyone who can place them in appropriate public places (libraries, community centers).

There are many burning issues involving public transit that need impartial analysis by a group such as ours. Politics grounded in parochialism dominates transit decisions (especially at the MTA). Position papers and educational publications could provide a basis for rational transportation planning. Issues of interest include:

- HOV lanes
- Mobility allowance implementation
- Red Line Western Extension

- At-grade crossings in Pasadena Blue Line alignment
- MTA bus route restructuring
- Comparison of various agency planning documents

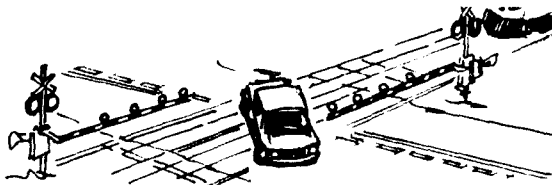
Why do the same five people step forward when something needs done? And who said that this is a social club rather than a public interest group? What are the issues are members are concerned with? Our geographically dispersed membership ideally should act as our eyes and ears, passing along news about the latest transit happenings in their area.

People need to get involved if we are to realize our potential and make a difference. The opportunity is there if we can mobilize and seize the moment!



Never Drive Around The Gates

If the gates are down, stop and stay in place. Do not cross the tracks until the gates are raised and the lights have stopped flashing.





METRO RAIL UPDATE

Metro Red, Green and Pasadena Blue Lines

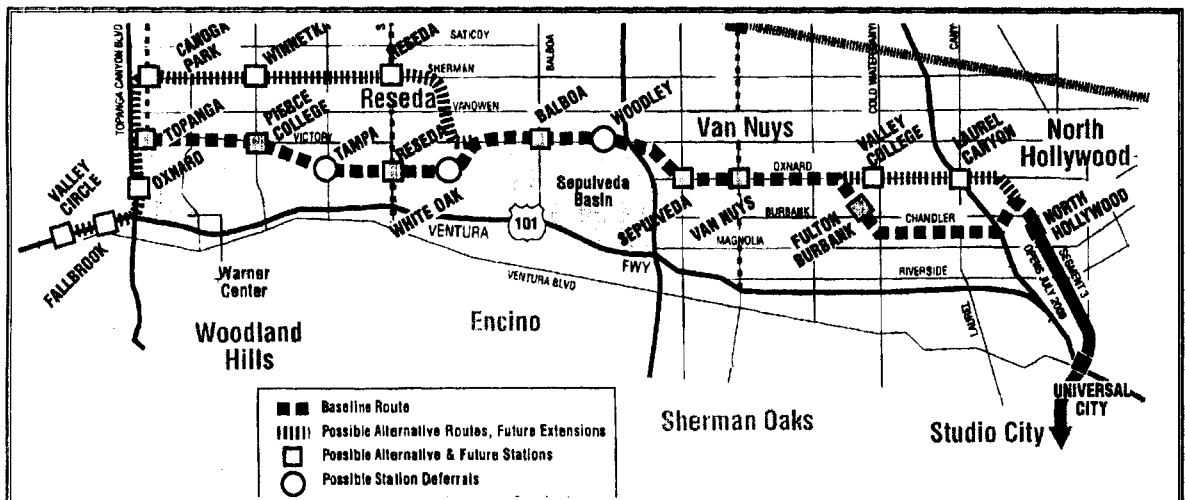
Red Line Extension to Wilshire/Western:
The station at Wilshire and Western is almost complete, with even its artwork in place. This portion of the Red Line, between Wilshire/Alvarado (current terminus) and Wilshire/Western, may open as early as January 1996.

San Fernando Valley: The MTA Planning and Programming Committee has approved a consultant for performing studies of a rail transit line for the San Fernando Valley. (see map below). Although this route would most likely follow the Southern Pacific rail line along Burbank/Chandler Blvds., alternate routings via Oxnard Bl or Sherman Way have also been discussed. Various cost saving measures, such as an "open-air" subway, or deferring construction of stations in certain low-density areas, are to be considered.

Green Line Demonstration Fare: The Metro Green Line, a light rail line in the median of I-105, will open in late June or July. The first two days of service will be free; then, a 25-cent special fare will be charged for the rest of the month.

Pasadena Blue Line: MTA and its consultants are also proposing some cost-saving suggestions to be applied to the Pasadena Blue Line light rail project:

- Installing platforms for two-car, rather than three-car trains
- Eliminating the Lake Avenue station in the I-210 median. (this might have an adverse effect on traffic near other stations)
- Controlling development costs by seeking public input early in the design process, thereby avoiding costly change orders.





METROLINK UPDATE

Out of traffic—and onto the rails . . .

• New Metrolink schedules, effective May 1, are now being distributed. The new Metrolink information number is 808-LINK, valid from any Southern California area code.

Burbank Airport: All Ventura County Line trains are now serving the new Burbank Airport station. (Amtrak San Diegan trains have been stopping at Burbank Airport Station since it was re-opened in February 1994.) Metrolink implemented service to Burbank Airport because some passengers felt that the previous arrangement (shuttle service between Burbank Airport and Downtown Burbank) was too

The station is located about 1/4 mile away from the airport terminal buildings. However, shuttle service (operated by Burbank Airport) between the station and the airline terminals is available on request. The Burbank Airport station will be served on a six-month trial basis, to determine whether it will actually be used by enough Metrolink passengers to justify continued service.

San Bernadino Line: Substantial changes took place on this route. All peak hour trains, as well as three midday trains, now operate all the way to San Bernadino, (thanks to a new rail bridge over the

adjacent rail yards). Additional trains also stop at Rancho Cucamonga.

Although most San Bernadino Line trains serve all stations, some trains (particularly the midday and reverse commute trains) skip some stops, usually one of Claremont, Montclair, or Covina, in order to allow trains to pass each other. The new evening train from San Bernadino (leaves there at 6:28 p.m.) has about thirty minutes of delay built into its schedule in order to allow an outbound train to pass.

Finally, Saturday service (three round trips) will be provided on the San Bernadino Line starting Labor Day weekend, 1995!

Service to Oxnard and Camarillo, implemented in response to the Northridge Earthquake, was in danger of being discontinued because of uncertain funding and low ridership (about 80 riders per day at Oxnard and Camarillo, vs. 200 at Moorpark and 300 at Simi Valley). But the Ventura County Transportation Commissioners, in a 5-2 vote, decided to keep the service operating, setting aside \$500,000 in reserve funds. (Ventura County has no transportation tax or other dedicated funding, and Metrolink service must be supported with the same fund sources used to pay for local buses and streets).





ROUTE-OF-THE-MONTH

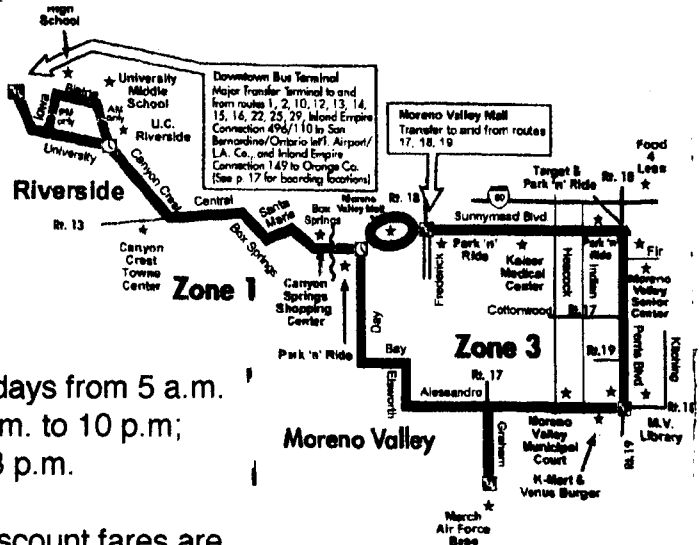
A closer look at some useful services

FEATURED ROUTE:

RTA #16

WHERE DOES IT GO:

Riverside, University of California at Riverside, March Air Force Base, Moreno Valley



WHEN DOES IT RUN:

Weekdays from 5 a.m. to 10 p.m.; Saturdays from 6 a.m. to 10 p.m.; Sundays from 8:22 a.m. to 8:13 p.m.

WHAT IS THE FARE:

\$.75. Discount fares are available for seniors, students and handicapped.

FOR MORE INFORMATION:

Call RTA at 909-682-1234



TRANSIT TRIVIA

Michael Ludwig

Last month's Transit Trivia question was:

"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 is: **Santa Monica Municipal Bus Lines #13**, which runs between Pico/Rimpau Transit Center and the Westside Pavilion, using side streets in the Rancho Park area.

This month's Transit Trivia question :
Name the three largest transit agencies in the Los Angeles Metropolitan Area, in terms of the number of bus routes operated.

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