



TRANSIT UPDATES

When the Union Station Gateway project opens in September, it will be directly served by several **MTA** and **LADOT** bus routes. The first routes will be MTA #40-42-442, 434, 436, 439, 444, 445, 446, 447 and 466. LADOT plans to run its DASH #D and Metrolink shuttles from the Gateway. Other operators (Torrance, Gardena, Foothill) are considering serving the Gateway next year.

Metrolink has opened its Norwalk/Santa Fe Springs station, served by the Orange County Line. In addition, a fourth Orange County train provides one more round trip between Irvine and Los Angeles.

Also, Metrolink has finalized its Saturday service schedule for the San Bernadino Line (only), see below! Service will start Sept. 9.

RTA and **Inland Empire Connection** routes have undergone some recent changes:

- IEC #496 no longer serves Mission Blvd. Instead, it operates between Country Village and Riverside via the freeway (S-60). Most offpeak trips, however, terminate at Country Village
- A new RTA route, #49, provides local service along Mission Blvd. It makes timed transfer connections with #496 at Country Village

- IEC #100 (along with **Omnitrans** #22) now provides Sunday service.

- Due to Orange County funding problems, service IEC #149 has been reduced to five weekday round trips (from eight)

Mountain Area Rapid Transit Authority now runs two separate routes from San Bernadino to Lake Arrowhead (5 round trips) and Big Bear Lake (4 round trips). Service to Lytle Creek no longer operates.

METROLINK SATURDAY SERVICE
SAN BERNADINO LINE
Starts Sept. 9

WEST BOUND - READ DOWN

LIGHTFACE=A.M.

BOLDFACE=P.M.

| | | | | | | | | |
|------|------|-------|------|--------------------|-------|-------|------|------|
| 6:05 | 2:45 | 10:50 | 7:25 | San Bernadino | 10:40 | 2:00 | 5:55 | 9:15 |
| 6:13 | 2:53 | 10:58 | 7:33 | Rialto | 10:30 | 1:50 | 5:45 | 9:05 |
| 6:18 | 2:58 | 11:03 | 7:38 | Fontana | 10:25 | 1:45 | 5:40 | 9:00 |
| 6:25 | 3:05 | 11:10 | 7:45 | Rancho Cucmnga | 10:16 | 1:36 | 5:31 | 8:51 |
| 6:32 | 3:12 | 11:17 | 7:52 | Upland | 10:10 | 1:30 | 5:25 | 8:45 |
| 6:37 | 3:17 | 11:22 | 7:57 | Montclair | 10:05 | 1:25 | 5:20 | 8:40 |
| 6:41 | 3:21 | 11:26 | 8:01 | Claremont | 10:01 | 1:21 | 5:16 | 8:36 |
| 6:45 | 3:25 | 11:30 | 8:05 | Pomona | 9:57 | 1:17 | 5:12 | 8:32 |
| 6:46 | 3:26 | 11:31 | 8:06 | Fairplex* | 9:52 | 1:12 | 5:07 | 8:27 |
| 6:56 | 3:36 | 11:41 | 8:16 | Covina | 9:46 | 1:06 | 5:01 | 8:21 |
| 7:01 | 3:41 | 11:46 | 8:21 | Baldwin Park | 9:40 | 1:00 | 4:55 | 8:15 |
| 7:09 | 3:49 | 11:54 | 8:29 | El Monte | 9:30 | 12:50 | 4:45 | 8:05 |
| 7:19 | 3:59 | 12:04 | 8:39 | CSULA | 9:20 | 12:40 | 4:35 | 7:55 |
| 7:23 | 4:13 | 12:18 | 8:53 | LA (Union Station) | 9:10 | 12:30 | 4:25 | 7:25 |

* FAIRPLEX- 9/8 TO 10/1 ONLY

EASTBOUND - READ UP



FROM THE EDITOR

C.P. Hobbs, President
and Newsletter Editor

• August 12. It's the day the Metro Green Line (light rail between El Segundo and Norwalk) opens. And SO.CA.TA will be on hand to join in the festivities! Stop by one of our booths at the ~~San Diego~~ Norwalk stations. (Members interested in staffing one of the booths should call SO.CA.TA immediately at 213-388-2364)

• This issue of *The Transit Advocate* is quite special. Not because of its twelve pages, or its green cover, or even its well written articles. It's because this issue is going out to several people that have shown some interest in SO.CA.TA in the past, but for whatever reason, have never got on board . . . Over the past year or so, we have been refining our management and outreach skills, so . . . whatever you might have heard about SO.CA.TA before, please consider giving us another look. Thank you for your support.

• We now have a new telephone number, courtesy of Vice President Dana Gabbard. Call us at 213-388-2364 to access our new, dedicated, 24-hour voicemail system. Of course, our current number, 213-254-9041, is still available between 11 a.m and 11 p.m, daily.

• MTA, what can I say . . . In both Los Angeles and Orange Counties, proposals have been made to divert transit sales tax funds into the general funds. Doing so would delay current LA county rail projects for several years, and may prevent Orange County from getting a good start on its proposed urban rail system.

• For those of you with Internet access, SO.CA.TA may currently be contacted via the following address: ab415@lafn.org. (This is my personal address; several other members are also Internet users as well. A group mailing list and a World Wide Web page are under consideration at this time. . .)

• 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



Editor's Note: This article represents the opinion of its author, and not necessarily that of Southern California Transit Advocates. Readers are encouraged to respond to the ideas presented here.

Diamond lanes have recently become a divisive issue. On one side, several transportation planners and some car drivers support them by claiming that they reduce traffic congestion and encourage people to not drive alone. On the other hand, a diverse assortment of people don't like diamond lanes, and for a wide variety of reasons. For example, some mass transit extremists have attacked diamond lanes by saying that only car drivers can benefit from them, while some freedom-for-cars extremists have complained that they should have the right to use any roadway lane without regard to the size or contents of their car.

In this paper, I present a few reasons why I don't like diamond lanes. My rationale comes from a mass transit, but not extremist, perspective. My three main reasons for opposing diamond lanes are: rejecting other solutions to traffic congestion because of cost is not helping the overall problem, especially in the long term; if not done carefully, the lanes help car drivers quite a bit while barely helping other people and hardly encouraging bus ridership; and diamond lanes are not the most effective way to encourage people to stop driving alone.

It has been argued that constructing diamond lanes instead of more rail mileage is the best thing to do with limited funds because the lanes are cheap and will do the most to help the typical suburbanite. I won't get into a class warfare argument (for several reasons). But this position seems to be an anti-progress position – "We shouldn't build rail because we can't build much right now". If we look at it that way, then we'll never build any rail because we'll never have the money to build a lot. How can anyone expect the whole system to be built overnight? Just because it'll take time to build it all doesn't mean we shouldn't put money into building the rail system. We need to think about the long term sometimes instead of always taking a short term view of things. In fact, part of the reason behind many of today's problems (both inside and outside transportation) is that too many people never think about the distant future when planning various actions. We need to put as much money into the rail system as we possibly can because it will provide the most long term benefits to everyone.

Another reason I don't like diamond lanes is because they benefit people who drive more than people who don't. I believe that instead of encouraging travel by private automobile, we should encourage travel by public transportation (that *everybody* can use). Charles Hobbs wrote a few months ago that this isn't bad if an express bus route is added to every diamond lane. But this would mean adding a ton of new

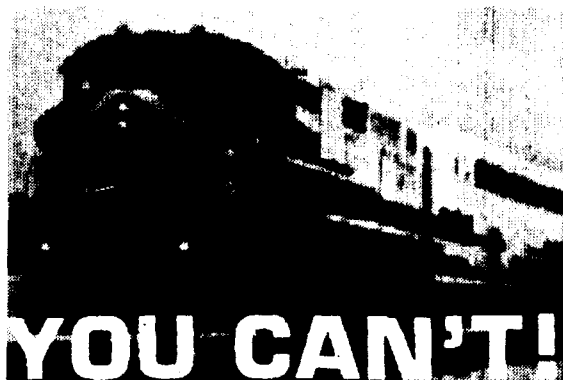
express bus routes all over the place. Many of them would probably be of very dubious value, i.e. probably never reaching any sort of reasonable ridership figure. Therefore, it would probably provide more ammunition for the anti-bus people who complain about most buses running around virtually empty. And even if most of the new express bus routes worked out very well, they would still require a lot of money to start up and keep running (money that would be better spent on the rail system). We need to take a more reasonable approach to encouraging ridership by public transportation. Maybe we should build some diamond lanes, but only on some of the freeways that have an existing express bus route(s) (e.g. build them on the Santa Ana Freeway for the express bus routes that operate there, but not on the Artesia Freeway). That way, we encourage people to take fast express bus routes without going overboard on encouraging carpooling.

Some people say that all other methods to encourage people to stop driving alone have failed, and thus diamond lanes should be tried. This is, at best, only partially true. I recognize that there aren't

many instances in the U.S. of bus routes drawing large numbers of people out of their cars. However, most rail routes are at least moderately successful (and some are very successful) at doing that. Furthermore, several people have argued that diamond lanes haven't been very successful; they say few people switch from driving alone to carpooling when such a lane is added to a freeway. Therefore, I believe that rail lines are definitely more effective than any other method for encouraging people to stop driving alone.

Several claims have been made on both sides of the diamond lane argument. Despite all the various explanations, I believe that, in general, diamond lanes provide very little benefit for traffic congestion or for mass transit. Furthermore, I believe there are many large negatives associated with the lanes. While I don't think that diamond lanes are the devil reincarnate (in fact, they might be a good idea in certain limited instances), I believe they mostly hurt more than they help and thus shouldn't be built more than a little bit.

THINK YOU CAN BEAT THE TRAIN?





METRO GREEN LINE—AUG. 12

The Los Angeles County Metropolitan Transportation Agency (MTA) will open its third rail line on August 12, 1995.

This line, which operates principally in the median of the Glenn Anderson Freeway (I-105) will be designated the Green Line (Route #803—the Blue and Red Lines are #801 and #802, respectively).

This new rail line extends for twenty miles, and has fourteen stations. It will provide service between El Segundo and Norwalk, with stops in or near Inglewood, Hawthorne, Gardena, Willowbrook, Lynwood, Paramount, Downey, Bellflower and Norwalk.

The Green Line cars are similar to the current Blue Line fleet (although they probably won't be painted green). To the passenger, riding the Green Line should be similar to riding the Blue Line, although there are no stop lights or crossings to deal with.

A connection to the Blue Line can be made at the Imperial Station; Green Line passengers can also transfer to and from Harbor Freeway express buses at the Harbor station (a busway along that freeway is currently under construction)

Although the Green Line travels near Los

Angeles International Airport, it does not serve the airport terminals directly. Instead, shuttle buses will be available at Aviation Station (closest to LAX). In addition to regular MTA and municipal buses (Torrance and Gardena), special shuttle service will provide connections to El Segundo workplaces, to the Rancho Los Amigos Hospital, and to the recently-opened Norwalk/Santa Fe Springs Metrolink station (a direct rail connection was under consideration at one time, but dropped due to lack of funds).

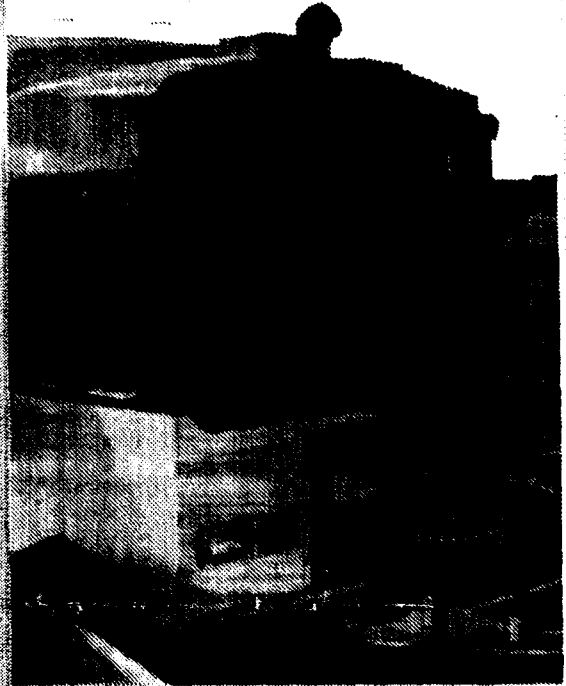
Originally, this rail line was proposed in response to community opposition to the I-105. Instead of ten freeway lanes, planners decided to provide six general use lanes, two HOV lanes, and the rail line.

The freeway opened in 1993, but various construction and political problems delayed the Green Line until now. Most notable were the decisions to automate the line (this was eventually decided against, although the system is supposed to be upgradable to full driverless operation at a later date) and the controversy over using either American-made or Japanese-made cars for the rail line (the initial batch of cars will be made in Japan, but this controversy did provide the impetus to open a new railcar factory near South Los Angeles.)

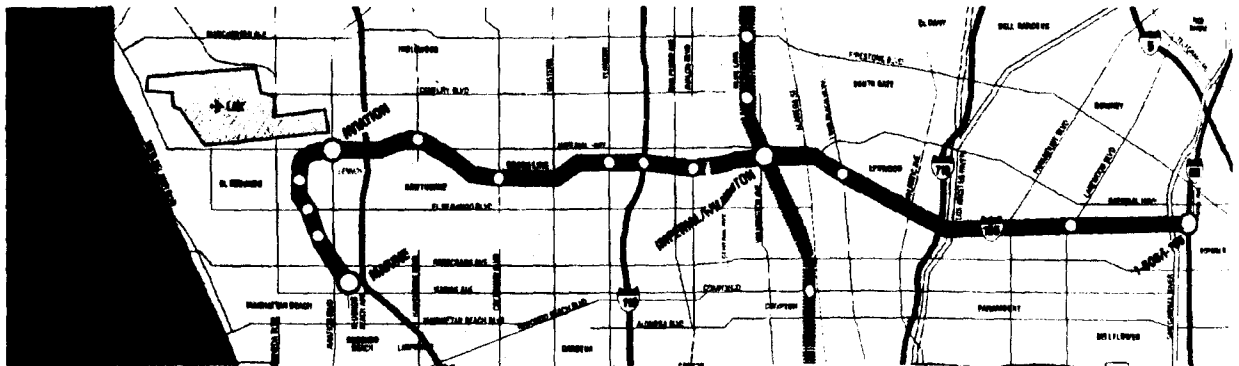
METRO GREEN LINE FACTS

Construction start date: 1991
 Opening date: **Aug 12, 1995**
 Length of line: **20 miles**
 Number of stations: **14**
 Cost: **\$717.8 million**
 Funding sources: **Prop A and C**
 (local sales taxes for transit funding)
 Travel time,
 terminal to terminal: **35 min**
 Speed: **Up to 65 M.P.H.**
 Fares: **Free on Aug 12 and 13,**
25 cents until end of August, then
current MTA bus fare thereafter.

(Source: LACMTA)



METRO GREEN LINE MAP (EL SEGUNDO-NORWALK)



SAN DIEGO EXCURSION

Michael Ludwig

On Saturday, June 24, Dana Gabbard, Charles Powell, and I traveled all the way to San Diego on local bus routes. We all woke up before 5am (Dana boarded his first bus at that time) so that we would have as much time in San Diego as possible before coming back on AMTRAK.

Each of us took 1 or 2 bus routes from near our respective homes to the Santa Ana Transit Terminal to arrive just before 7am. There, we all met and took OCTA routes 85 and 91, which were both moderately busy but never got full. This got us to the San Diego County line around 9:20. We had breakfast at Carl's Jr. before getting on NCTD route 305 for the trip through Camp Pendleton.

Right after boarding, we noticed that the bus had a special machine to give out and verify transfers; the business-card sized transfers have a magnetic strip for machine-readability and computer printing so that people can check its information. The driver told us that NCTD had installed the machines on all of the agency's buses fairly recently (at about \$4,000 each). I noted that they were similar to, if not the same as, transfer machines that OCTD (predecessor of OCTA) tested about four years ago (and obviously rejected, though I never heard why).

Due to a Vietnam war reunion, the route 305 bus had to enter the Marine base through a different gate than normal. On the detour, the driver didn't think a certain dip in the road would be very bad (normally, route 305 never travels on the stretch of road I'm referring to, and the dip was unsigned). But it was quite nasty - even though I was sitting down, I got thrown one or two feet in the air! The five or so of us passengers on the bus at that time were joined by enough others during the journey through Camp Pendleton to fill up the bus before we got to Oceanside at about 10:55.

We had over a quarter hour to explore the Oceanside Transit Center before our next bus, so we picked up schedules, bought our Day Trippers (\$5 day passes that are accepted on all transit routes in San Diego County), and looked at a few different things before getting on NCTD route 310 (the only express bus route we all took besides OCTA route 85). The lightly-patronized bus took us to University Towne Centre in the University City/La Jolla area.

At UTC, we found out that San Diego Transit route 34 had undergone some major changes on the La Jolla part of its route just two weeks earlier. Even though one of the changes meant it only operated every 30 minutes to UTC (it was a 15 minute frequency before), the bus still came about

when we had expected when planning the trip. The bus got very packed before reaching Downtown La Jolla (where the 15 minute frequency now starts) and stayed packed almost all the way to Downtown San Diego.

Upon arrival downtown at 2pm, we first went into the Santa Fe Station (San Diego's equivalent of Los Angeles' Union Station) to pick up new schedules for the other routes that had changed. Then we decided to take route 901 to Coronado and look around the Hotel Del Coronado. After about three-quarters of an hour there, we boarded route 904 to the Coronado Ferry Terminal, where we caught the Coronado Ferry (the only transportation service completely owned and administered by a

private company that accepts the Day Tripper) back to Downtown San Diego.

After dinner at Kansas City Barbeque, we didn't have much time before the 6:55 AMTRAK train left. So the only thing we did was ride the Bayside branch of the San Diego Trolley to the 12th & Imperial station and back. However, we did get to see the trolley yard and notice that they had gotten new trolleys recently (we had only seen trolleys with scroll-type headsigs before, yet the new ones had electronic headsigs). Finally, we boarded the San Diegan train for a quick ride back to Downtown Los Angeles from our long yet enjoyable trip (Charles and I didn't get home until 1am).

TRANSIT-CONSCIOUS NEWSPAPERS

In Los Angeles County, the Daily News, published in the San Fernando Valley, has the best overall transit coverage. Its transit articles are picked often by the Copley Papers which cover the Harbor (News-Pilot), South Bay (Daily Breeze), and Westside (Outlook). The Daily News investigates the MTA and breaks the stories. The Los Angeles Times follows up on them.

The LA Times did have a front page feature article on bus passengers on July 16. Bus passengers for this article were characterized as car-less, poor, and transit dependent. In California, a repetitive

theme of feature articles in newspapers and magazines is how amazing it is that anyone would ride buses because it is so difficult.

The Long Beach Press Telegram and Palos Verdes News are excellent with transit news for their areas.

The Orange County Register has good coverage from time-to-time.

-J. K. Drummond
(via the Internet)



A closer look at some useful services



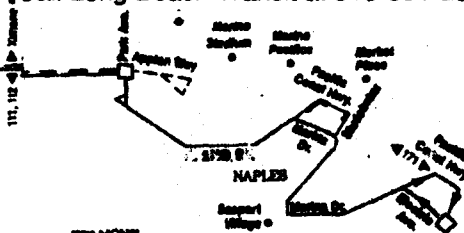
WHERE DOES IT GO: Artesia Blue Line Station, North Long Beach, Long Beach Transit Mall, Marine Stadium, Belmont Shore/Naples Island, Seal Beach

WHEN DOES IT RUN: 5am-midnight weekdays; 6am-midnight weekends & holidays. Service to Seal Beach ends at 7pm every day.

WHAT IS THE FARE: 90¢. Discount fares available for students, seniors and handicapped.

FOR MORE INFORMATION:

Call Long Beach Transit at 310-591-2301



Michael Ludwig

The answer to the July trivia question is:

20 transit systems serve Metrolink stations. They are: VISTA, SCAT, Moorpark Transit, Simi Valley Transit, AVTA, Santa Clarita Transit, Glendale Beeline, LADOT, MTA, Santa Monica Big Blue Bus, Torrance Transit, Alhambra Community Transit, Monterey Park Spirit, El Monte Trolley, Foothill Transit, West Covina Shuttle, IEC, OmniTrans, RTA, Commerce Municipal Bus, OCTA, and NCTD.

The August trivia question is:

Which bus routes cross the Los Angeles County-Orange County boundary after 8:30 at night on weekdays?

Answer: at the August SO.CA.TA meeting or in the September *Transit Advocate*!