



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 213-388-2364

Additional **MTA** buses have been provided for improved **Metro Green Line** connections:

- A series of new shuttle routes (#625, 626, 627 and 628) connects El Segundo area Green Line stations with various employers in El Segundo;
- Los Angeles International Airport shuttle buses (same buses as used on the parking lot shuttle service) connect the Aviation station with the LAX terminals;
- #213 (operated by a special green bus) provides connections between the Crenshaw Green Line station and Downtown Inglewood.
- A new Line #305 ("City Connector") connects Imperial/Wilmington station (Blue/Green Line transfer point) with West Hollywood during weekday peak hours only. #305 has an interesting "stair-step" route via Wilmington, 103rd, Central, Manchester, Broadway, Figueroa, 54th, Western, Vernon, Crenshaw, Adams, Fairfax, San Vicente and La Cienega)
- #122 and **Norwalk Transit #4** provide a combined 10--minute shuttle service between the Green Line and Metrolink stations in Norwalk.

MTA #484 will no longer serve Holt Blvd. east of Mills Ave. (San Bernardino County) or Ontario Airport; Omnitrans #61 will handle all service along the former #484 route in San Bernardino County.

The **LADOT/LADWP** San Pedro Trolley now operates on a shorter route, serving the World

Cruise Center, Harbor Blvd., Downtown San Pedro (6th/7th Streets) and Ports O' Call. Service is now provided every 15 minutes every day (including holidays)

Some **Foothill Transit** service improvements:

- Line #480 now provides 15-minute service between LA and Claremont/Montclair, during the midday on weekends and holidays.
- #492 has added two night round trips (leaving El Monte at 7:41 and 8:41 p.m, and leaving Montclair at 8:10 and 9:10 p.m.
- A new line #499 provides four commuter round trips between LA and San Dimas (from the new San Dimas Park/Ride at San Dimas Bl., via Arrow to Grand, thence via the #498 route)

Alhambra Community Transit (ACT) now offers local city service in addition to its peak hour Metrolink feeder service. Two routes circulate through Alhambra on weekdays between 9 a.m. and 3 p.m.

NEW MTA BUSES

MTA is deploying 294 new compressed natural gas buses (at this time, primarily on the San Fernando Valley routes).

In addition to the alternate fuel technology, these buses feature new lighter-colored interiors and graffiti-resistant seats, surfaces and windows.



FROM THE EDITOR

C.P. Hobbs, President
and Newsletter Editor

📖 The Special Projects Committee is now putting the finishing touches on the SO.CA.TA Transit Guide (a directory of all transit in Southern California). Pricing is to be determined, but will be about \$5. All members, as well as anyone who filled out one of our flyers, will be notified by postcard when the Guide is ready. If you are not a member and would like to be notified, please call us at 213-388-2364 and leave us a message

📞 Our new voice mail system (213-388-2364) will be developed into a "mini-hotline", with information on upcoming SO.CA.TA and MTA meetings, as well as selected transit updates (as space permits).

🌟* Once again, SO.CA.TA may be drifting into responses that are not particularly good for the long term health of the organization. In particular, I am talking about the HOV lane debate and our response to other community groups, particularly the Labor Community Strategy Center /Bus Riders Union. My position on the HOV lanes is covered in my article on Page 4.

As for LCSC/BRU, most SO.CA.TA members disagree with them very strongly about building rail transit in Los Angeles. The problem arises when we try to use their tactics. There is no need to attack other forms of transit, the areas in which they operate, or most importantly, the people who ride them, in order to defend rail transit. This method of debate may be considered "politically correct" in some circles, but is it really the way to build a broad-based, grassroots organization, where everyone, regardless of background, feels comfortable and welcome to contribute?

✉ 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.

This article is in response to Michael Ludwig's article on HOV lanes (in the Aug. 95 *Transit Advocate*). My point is not to claim that such lanes are a substitute for a region wide rail transit system, but that:

- operating express buses on HOV is better than operating them in mixed traffic, or not providing them at all.
- they can provide a valuable service in areas not due to receive rail service for years.

I am also making the claim that these HOV lanes should be implemented in the interest of geographical equity, if anything else.

In this article, I am specifically dealing with HOV lanes constructed on freeways, particularly ones created by using a shoulder of the freeway. More elaborate freeway projects (such as the Harbor Freeway Transitway) and surface street projects merit a separate discussion). I am also discussing HOV lanes only in conjunction with public transit express buses operating on them. Personally, I support an entire range of alternatives to driving alone, but the emphasis here is on public transit.

Mr. Ludwig's two major objections to the HOV lanes are that they benefit car drivers over other people, and that the express bus service would be operating funds away from rail service. Let's deal with these issues separately.

In any large city, the transit system has two functions:

1. Basic mobility for the transit dependent
 2. Congestion and pollution control through providing an alternative to private automobiles.
- Although the system as a whole should perform both functions, any individual service or line may perform only one. For example, the transit dependent are best served with frequent local bus and rail service, while longer distance commuters would be more attracted to express services such as freeway buses and commuter rail. If the rail right-of-way is already there, Commuter rail (e.g. Metrolink) can be built for about the same cost-per-mile as an HOV lane. But there are many corridors (I-405, I-605, S-57) which lack existing rail right of way.

It should be noted that many rail stations have large park/ride lots, once again, "catering to cars" as much as HOV lanes purportedly do. Efforts to encourage passengers to ride local transit to the train station instead of driving have been met with low success rates, especially in the lower-density areas.

By the year 2000 or so, we should have rail service to Pasadena and Hollywood (if not North Hollywood), in addition to all the places where the current Blue, Green and Metrolink service operates now. But what of the people who live and work outside of this network? Are we to do nothing for them?

A claim has been made that operating express buses on the freeways would deprive the rail system of operating money; this is reminiscent

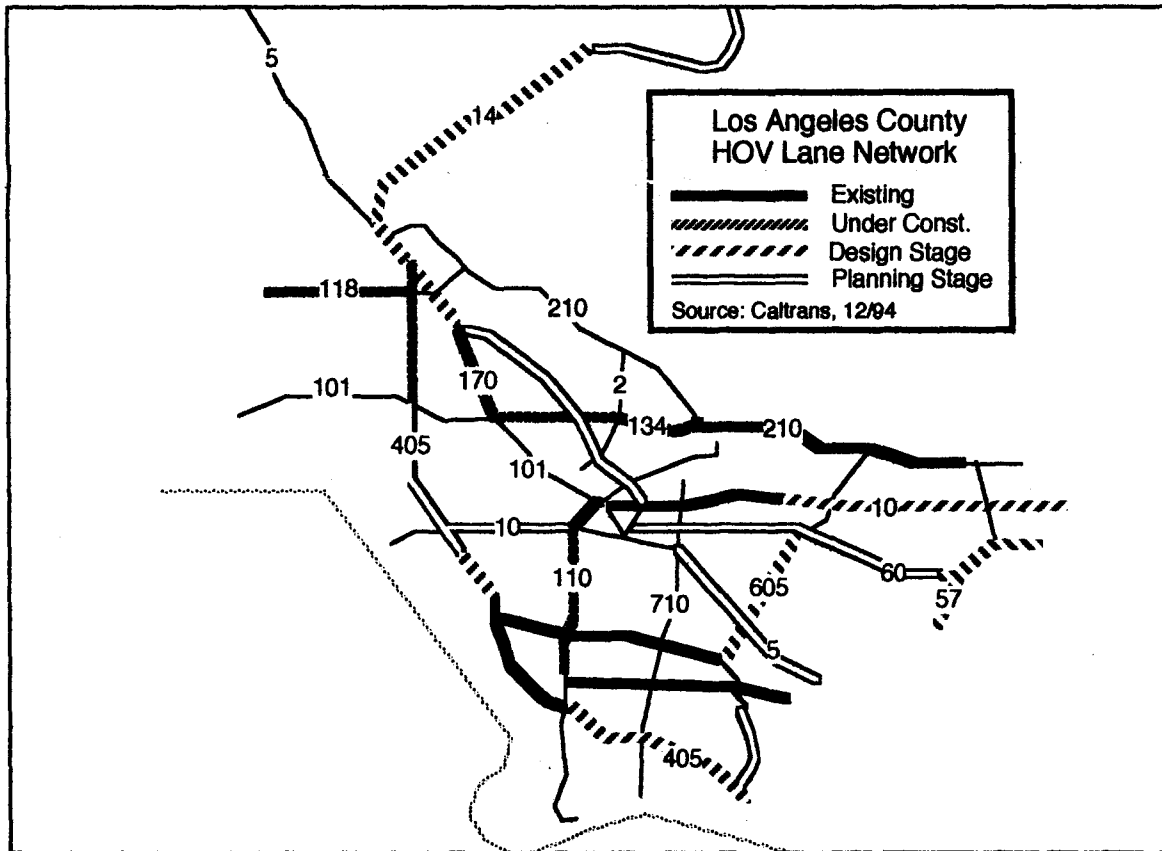
of the spurious claim that the existing rail lines take money away from the local buses. (In fact, adding HOV lanes would improve the efficiency of the express buses that now run mostly in mixed traffic, as they could possibly provide extra trips in the same amount of time)

If the existing express bus services don't threaten the rail service, neither will putting these buses on HOV lanes.

I would recommend that SO.CA.TA:

- Avoid protesting any project that is already built or under construction.
- Support expansion of express bus services on existing and planned HOV lanes

- Question the need for elaborate HOV projects such as elevated sections or special HOV-to-HOV interchanges (these add to the costs)
- Question the need for surface street HOV lanes in built-up areas.
- Investigate whether HOV funds could be diverted to rail construction, with regard to geographic equity (e.g. money diverted from a S-60 HOV lane should go toward improving Metrolink service on the parallel Riverside line--NOT spent on service in Pasadena or Hollywood or anywhere else)
- Realize that the Los Angeles area contains many diverse transit needs, and that "one size does not fit all".





ROUTE-OF-THE-MONTH

A closer look at some useful services

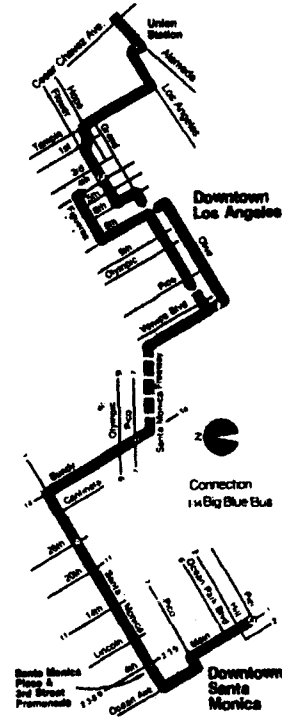
FEATURED ROUTE: Santa Monica Municipal Bus Lines #10

WHERE DOES IT GO: Downtown Los Angeles (Union Station, Financial District), West Los Angeles, Downtown Santa Monica (Third Street Promenade). The bus runs non-stop along the Santa Monica Freeway (I-10)

WHEN DOES IT RUN: Weekdays from 5:35 a.m. to 7:45 p.m.; Saturdays from 7:10 a.m. to 6:59 p.m.; No service on Sundays and holidays.

WHAT IS THE FARE: \$1.25. Discounts are available for students, seniors and the handicapped.

FOR MORE INFORMATION:
Call SMMBL at 310-451-5444



TRANSIT TRIVIA

Michael Ludwig

Last month's Transit Trivia question was:

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

The answer:

MTA #460 and OCTA #1, #60 and #470

This month's Transit Trivia question :

Besides MTA, which transit systems connect with the Metro Green Line?

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