



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

Ridership on the **MTA Metro Green Line** is reportedly at 13,000 boardings per day (down from 60,000 when the \$.25 fare was in effect)

service is provided between Centruy City and Westwood/Beverly Hills. For more information, call 310-397-RUSH.

MTA #522 (Reseda Bl.-Ventura Bl.-L.A. City College) has been extended to serve Downtown Los Angeles because of passenger demand; service to LACC is no longer provided.

Santa Clarita Transit has reconfigured its express routes: Route #796 (SCV-Warner Center) now also serves Chatsworth, partially replacing #797. Also, three new reverse commute routes #791, #793 and #794 serve Santa Clarita from Warner Center/Chatsworth, Van Nuys, and Los Angeles/Burbank, respectively. Finally, #795 (Santa Clarita-Lancaster) has been extended to the Olive View Hospital in Sylmar and the Lancaster Outlet Mall. Three midday round trips are provided to both locations

Metrolink now offers commuter rail service between Riverside and Irvine. See Page 4

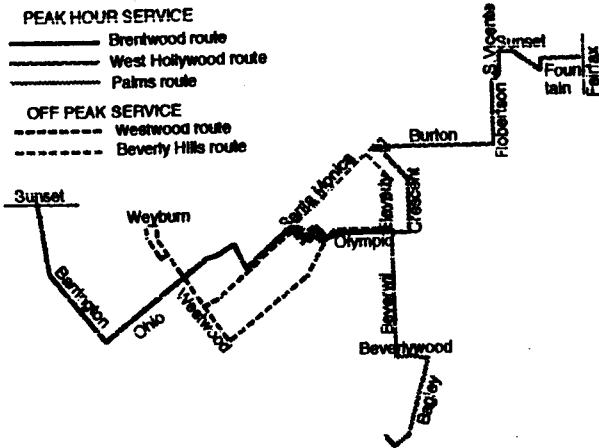
Palos Verdes Transit has implemented five new fixed bus routes. These routes provide mostly peak hour service, with some limited off-peak service (see map)

RUSH is a new commuter bus service operating in the Century City area. During the peak hours, three routes provide service between Century City and Brentwood/Westwood, Beverly Hills/West Hollywood, and the Palms district of West Los Angeles. During the midday, circulator

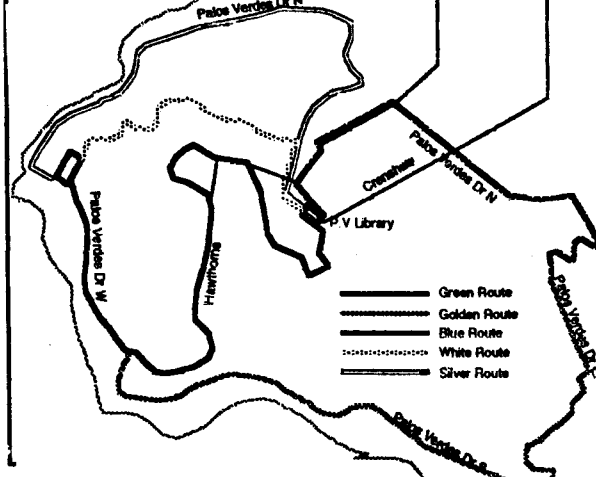
RTA has modified its Orange Blossom Express downtown shuttle to provide service every five minutes during the midday period.

An **HOV lane** on the Ventura Freeway (S-134) between I-5 and US-101 is now open.

RUSH



PV TRANSIT





METROLINK

New Line serves Inland Empire and Orange County

On October 2, Metrolink started operating what may have been the nation's first suburb-to-suburb commuter rail line: the Inland Empire - Orange County Line.

This route (Metrolink's sixth so far) originates in Riverside and travels to Irvine via the Santa Fe right-of-way. In addition to serving the existing stops at Riverside, Orange, Santa Ana and Irvine, the new service calls at new stations at La Sierra (in Riverside, near the Tyler Mall), and West Corona (near Serfas Club Drive). Additional stations are planned for Tustin, Anaheim Canyon, and perhaps central Corona. In January 1996, service is to be extended into San Bernardino; a station in Colton has also been discussed.

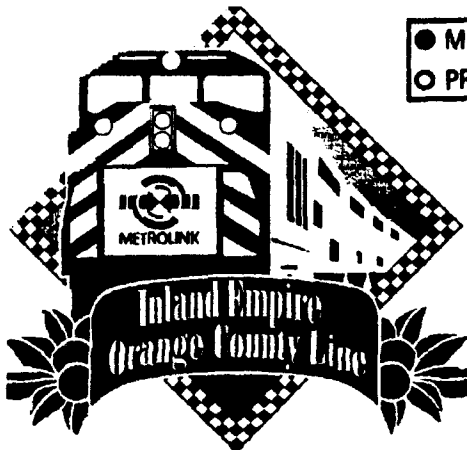
The rail right of way that Metrolink uses for this service is also heavily used by Santa Fe freight trains and Amtrak. In order to accommodate the additional Metrolink traffic, about \$67 million in track

improvements were needed.

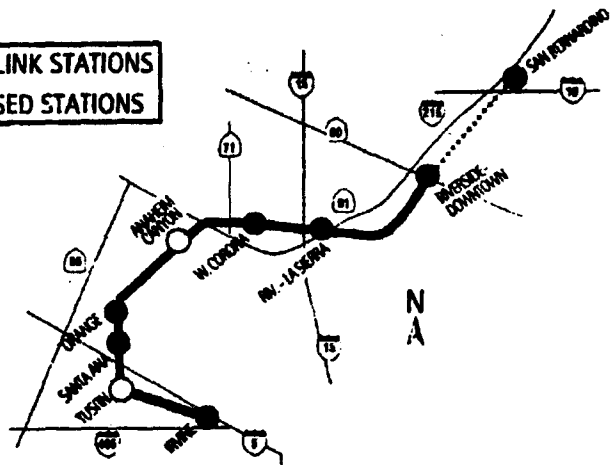
At this time, three weekday round trips are provided. Two of these operate during peak hours, while the remaining round trip is designed for Orange County passengers going to Riverside in the morning, and returning to Orange County in the afternoon.

The Riverside Transit Agency has rerouted certain peak hour buses to serve the stations in Riverside County, while OCTA will provide connecting shuttle buses serving business areas in Irvine, Santa Ana, and the City of Orange.

In other Metrolink news, Saturday ridership on the San Bernardino Line was at around 2,500 boardings during the weeks of the Los Angeles County Fair. About 1,500 of these boardings represented passengers going to and from the fair.



● METROLINK STATIONS
○ PROPOSED STATIONS





CYBERTRAN

*Is it the answer to our
current transit problems?*

Transportation in the year 2000. What would it be like?

In the 50's and 60's, most people imagined that it would consist of automated, futuristic vehicles, rather than the conventional road and rail systems we have today. But, we seem as far away from having such a system now, as we were forty years ago?

Or are we?

While the MTA agonizes over funding and routing of its proposed rail network, a private company known as Cybertran (Cybernetic Transportation) is developing a transit technology that, if workable, could change the face of urban, suburban and intercity transportation around the world.

Instead of running trains of high capacity rail cars, the Cybertran system would feature several smaller vehicles, seating up to 32 people. Cybertran would be completely automated and use dedicated right of ways (possibly freeway medians or other elevated structure).

According to the Cybertran designers, two attractive attributes of Cybertran are its high speed (up to 150 miles per hour) and nonstop operation (addressing one complaint of conventional bus and rail systems).

A 280-mile Cybertran system could be built using freeway median in Southern California, for about \$1.5 billion, according to Cybertran (compared to \$5.8 billion for 21 miles of Metro Red Line subway).

Cybertran designers are seeking public funding to build a test track somewhere in California. (A Cybertran system is also being considered for the 60-mile stretch between the Idaho National Engineering Laboratory and Idaho Falls.)

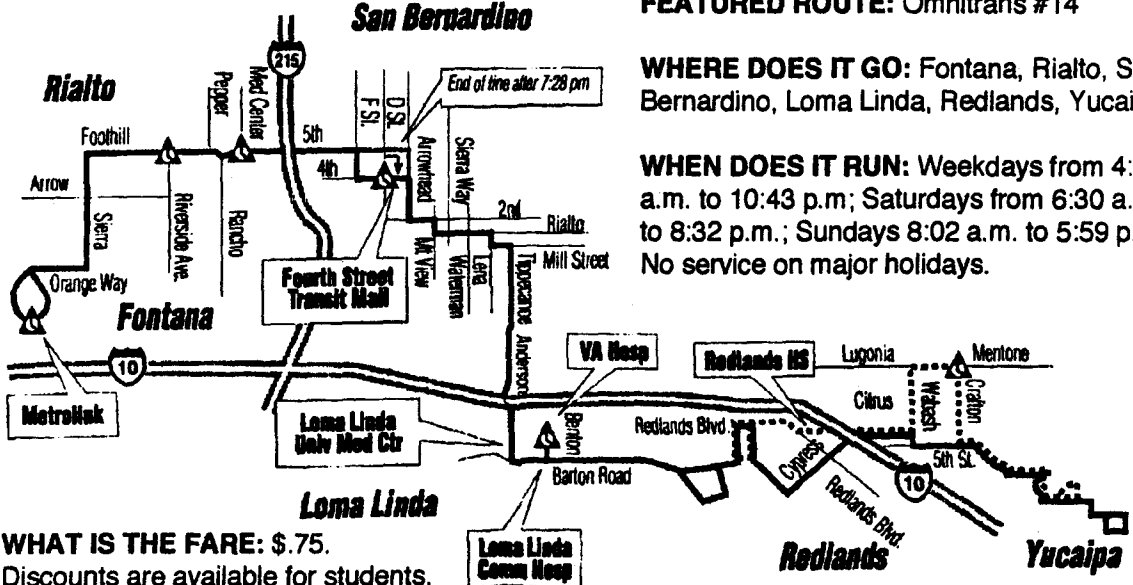
However, there are several questions still to be asked about Cybertran, such as:

- Access to boarding locations (at least initially, probably will be by park/ride, feeder bus, etc.)
- System configuration (i.e. what determines which stops will be made on any particular trip)
- On-board security and safety, as well as "glitches" that have plagued driverless rail lines in London and Vancouver.
- Operating costs (estimated at about \$50,000 per year, per car; transit buses cost about \$300,000 per year to run).
- Effectiveness in dense urban areas (conventional rapid transit may be more appropriate in this instance)



ROUTE-OF-THE-MONTH

A closer look at some useful services



FEATURED ROUTE: Omnitrans #14

WHERE DOES IT GO: Fontana, Rialto, San Bernardino, Loma Linda, Redlands, Yucaipa

WHEN DOES IT RUN: Weekdays from 4:50 a.m. to 10:43 p.m.; Saturdays from 6:30 a.m. to 8:32 p.m.; Sundays 8:02 a.m. to 5:59 p.m. No service on major holidays.

WHAT IS THE FARE: \$.75.
Discounts are available for students, seniors and the handicapped.

FOR MORE INFORMATION:
Call Omnitrans at 1-800-966-6428



TRANSIT TRIVIA

Michael Ludwig

Last month's Transit Trivia question was:

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

The answer:

OCTA, Norwalk Transit, Lynwood Trolley, LADOT, Hahn Shuttle, Gardena Municipal Bus Lines, Torrance Transit, TLC and MAX

This month's Transit Trivia question :

To commemorate the Friday the 13th (the day before our October meeting):
How many bus systems in the Los Angeles metropolitan area have a route # 13?

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