

TRANSIT UPDATES *Have anything to report? Call 213 388 2364*

The **Metrolink** Orange County line is now averaging over 4,000 daily boardings

Metrolink trains are leaving stations more slowly, due to new federal rules in light of several serious train accidents. This may add up to five minutes to schedules.

The following **MTA** bus lines are now being operated by private operator ATE: #125, 130, and 205. ATE operation of additional lines #225, 232, 266 and 270 are expected over the next few months. (All MTA fares, passes and transfers will be accepted on the ATE-operated routes.)

A strike by Laidlaw Transit in Upland has

affected service on the following **Foothill Transit** routes: #191, 193, 195, 291, 292, 486, 488, 492, 494, 495, 498, 499, 690. Typically, service levels on these routes are at 50-75 percent of normal.

update: strike ended March 4th after Laidlaw threatened to start hiring replacement drivers

Gardena Municipal Bus Lines now charges \$1 for express trips on #1 to/from Los Angeles. Local fares are still \$.50. Transfers (both local and interagency) are \$.25.

A new **HOV** lane has opened on the Hollywood Freeway (S-170) between US-101 and I-5.



Includes the California Transit Guide

EDITED BY
KIRK D. SCHNEIDER



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BULLETIN BOARD

From Vice President Michael Ludwig: With our new meeting format, we should be able to have an HOV committee meeting after our regular meeting on March 9, without wearing people out before the committee meeting starts. So if you have an interest in this issue, plan to stay after the regular meeting is over. Also, think about what position, you would like the committee to take on the issue. We've had five individual position papers so far (as well as one followup paper) and we need to try to reach some kind of consensus at this committee meeting.

From member B.J. Mora: "The Playa Vista project in Marina del Rey has been in the news lately, especially with the Dreamworks SKG proposal. This will have a major impact on commuting patterns especially on the Westside and South Bay. I propose that we form a group to study this and make suggestions re: an innovative and forward-thinking approach to integrating and increasing the use of public transit in this area.

Since the city and county seem strapped for money, this will likely require some private \$\$ as well. I've seen news reports about the (logical and predictable) improvements to be made in the roadways, like the 405, but nothing about public transit (read: buses).

We could advocate for route changes, additions, new service, whatever. OK, let's dream: the northern extension of the Green Line right to Playa Vista? Not likely. Or more modest suggestions, like an "express" shuttle from Playa Vista to LAX to the Aviation Green Line station."

And from member Kevin Korell, of New Jersey: "I have been a member of your organization for about 2 years now, for the purpose of supporting your efforts and obtaining your monthly newsletter. I have found your newsletter to be very informative regarding changes and additions to the ever-growing transit infrastructure in the Southern California area. There are not too many organizations such as yours that are devoted to both bus and train service equally.

I would like to request that as you mention new transit systems in your newsletter, you also show an address where they can be reached, so that they could be contacted for further information. Most recently, you have reported new systems that have started in Century City, Compton, Alhambra, and Palos Verdes. The addresses of these new systems would be most welcome. Thanks for your time and for the wonderful publication."

(Editor's Note: Space limitations prevent full addresses from being given in Transit Updates, although we try to print at least a phone number for a new agency. Feel free to contact us for further information about anything you see in this newsletter).

As always, *The Transit Advocate* needs articles, letters, photographs and research (newspaper clippings, etc.) from all members and interested non-members. All materials should be sent to **3010 Wilshire #362, Los Angeles, CA 90010**. Material for publication should be received two weeks before the scheduled SO.CA.TA meeting date.

WORKSHEET FOR TRANSIT ACTIVISM *Dana Gabbard*

You want to be part of the dialogue about the future of our public transit. It can seem intimidating, though, to fathom how to start. Here are some strategies to consider:

- Research the issue - pick the brain of a knowledgeable SO.CA.TA member, examine articles in newspapers and magazines, and obtain copies of agency proposals.
- If you are interested in an agency action, find out which staffperson is overseeing it. Speak with them to learn the status of the proposal and to clarify any ambiguous

aspects. Don't be overbearing, but feedback is a way to impact the process early, when change may be easier to achieve.

- Publicize your point of view. Write letters and op-ed pieces to newspaper editors. Post messages on the Internet (misc transport, urban-transit and la.transportation). Correspond with agency staff or officials.
- Finally, attend transit agency meetings. If possible, present your testimony in written form, since verbal public comment isn't long enough to really be in-depth.

THE HUMAN RACE *Steve Scheel*

The Human Race. It's a community fund-raising event for nonprofit agencies in Los Angeles.

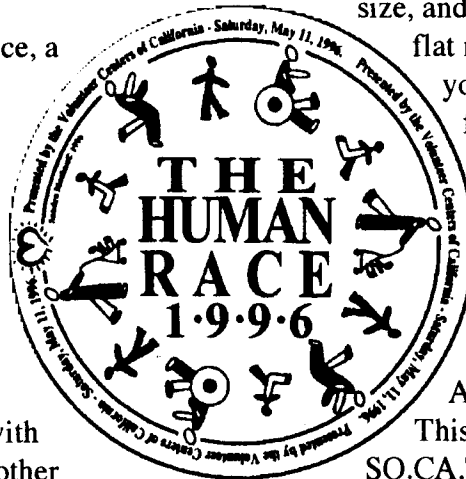
The 9th Annual Human Race, a 5K or 10K, Walk/Run/Wheelchair competition will take place at Griffith Park, Saturday, May 11, 1996.

This is SO.CA.TA's opportunity to raise some much needed funds. The Race will be a lot of fun, with music, aerobics, food and other activities scheduled that day.

Here's how it works: Sign up sponsors who agree to pay you for walking or running the 5 or 10 kilometers. The amount can be any size, and can be per kilometer or a flat rate for the entire distance you select. Sponsors can be family, friends, co-workers, etc.

For more information, or to receive a sign-up sheet, call Steve Scheel at 818 355 4944. HURRY AND DON'T DELAY!

This is your chance to help SO.CA.TA raise some money with minimal effort.



ANGEL'S FLIGHT RETURNS TO L.A. *Elson Trinidad*

(For more information on Angels Flight on the Internet, visit the Angels Flight page at: <http://www.westworld.com/~elson/larail/angelsflight.html>)

After a 27-year absence, the Angels Flight railway made its return to Los Angeles amidst the roar of applause and loud cheers during a public celebration on Saturday, February 24.

Over 4,000 people waited in line for up to two hours to ride the legendary funicular from the bottom station at Hill and 4th streets to the bright-orange wood-and-concrete station house perched 298 feet above at the modern California Plaza Watercourt. Young and old alike attended the opening, with many of the latter sharing memories of the Flight's first life with those among them.

The new railway features the original railcars, Sinai and Olivet, adorned in orange, white and black as well as the original station arches over a brand new earthquake-resistant track and trestle structure. The cost for the 11-month restoration cost \$4.1 million, paid for by the city government and the MTA.

The rumbling, but smooth, one-minute ride costs 25 cents, which goes directly to fund operations and maintenance: The railway receives no operating subsidy whatsoever). Angels Flight is now owned and operated by the Angels Flight Railway Foundation, a non-profit organization dedicated to running the funicular in the interest of the public. The funicular is scheduled to run between 6 a.m. and 10 p.m., seven days a week (Note: As of press time, Angels Flight operates at a limited schedule from 7 a.m. to 1:30 p.m. due to the addition of 'finishing touches' and other initial adjustments. The limited schedule is expected to be effective for 'several weeks').

Angels Flight initially opened on December 31, 1901 by Colonel J.W. Eddy. At the time, Angels Flight joined two other funiculars in the region: Court Flight, located a few blocks northeast, and the Mt. Lowe Incline, high above the city in the San Gabriel Mountains.

The original Angels Flight was located nearly one block to the north, carrying people between the sophisticated, Victorian-themed neighborhood of Bunker Hill to the bustling shopping district below.

In the years following World War II, Bunker Hill turned into a slum area and was slated for future redevelopment. The Victorian homes and nearby buildings were either moved or demolished, and on May 18, 1969 Angels Flight was dismantled to make room for high-rise structures. The city promised the citizens of Los Angeles that the railway would be rebuilt at a nearby location within two years. But nothing was done until over two decades later, in the process becoming a beloved landmark and cherished symbol of L.A.'s history.

Today Angels Flight stands as a symbol of L.A.'s future as well as its past. The tourism industry plans to make Angels Flight as much of an attraction for L.A. as San Francisco's Cable Cars or London's Double-Decker buses. With major hotels nearby and a Metro Rail station directly adjacent, Angels Flight will no doubt be an important tourist attraction in the years to come.

TRANSIT CENTER OF THE MONTH

LOCATION: 96th and Vicksburg,
(east of Sepulveda), Westchester

LAX CITY BUS CENTER

TRANSIT ROUTES:

MTA #42 - La Tijera/M.L.K Bl. to
Downtown Los Angeles

MTA #111 - Florence Avenue to
Whittier

MTA #112 - Florence Avenue to
Cudahy

MTA #117 - Century Blvd. to Downey

MTA #120 - Imperial Blvd. to Willowbrook

MTA #220 - Culver Bl to West Hollywood

MTA #225/226 - Aviation Bl. to Palos Verdes

MTA #232 - P.C.H. to Long Beach

MTA #315 - Manchester Bl. to South Gate

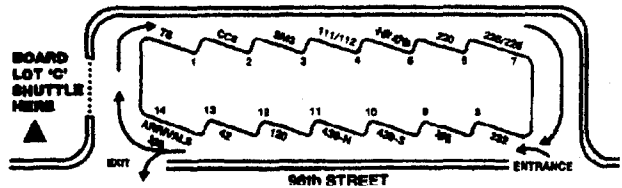
MTA #439 - Redondo Bch, Downtown L.A.

MTA #561 - Express to Westwood/S.F. Valley

MTA #625 - Westchester/World Way West

Santa Monica #3: Lincoln Bl. to Santa Monica
and UCLA

Culver City #6: Sepulveda Bl. to Westwood
and UCLA



Torrance #8: El Segundo, South Bay Center,
Torrance.

OTHER FEATURES:

Connection to LAX terminals via LAX Lot C Shuttle
(in airport parking lot adjacent to City Bus Center)

Connection to Metro Green Line via MTA
#439,561 or 625

Connection to Union Station via #42 or #439

Restrooms and vending machines (in airport
parking lot shuttle stop building)

TRANSIT TRIVIA *Michael Ludwig*

Last month's Transit Trivia question was:

Which bus routes in the Los Angeles metropolitan area run on some weekdays but not all weekdays?

The answer:

LADOT #203 (Griffith Park)-runs Tues-Sun. only.

RTA #35 (Moreno Vly-Banning) and #36 (Banning-Yucaipa)-Mon-Wed-Fri only.

This month's Transit Trivia question:

Which transit agencies in the Los Angeles Metropolitan area offer their own monthly passes and accept the monthly pass of another transit agency?

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