

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

New **Metrolink** schedules went into effect April 15. Most noteworthy changes: increased reverse commute and midday service to/from San Bernardino, and reverse commute service from Los Angeles to Chatsworth.

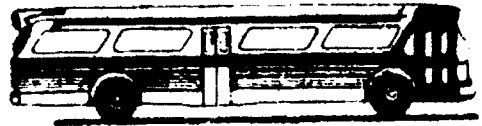
Also Metrolink ridership is increasing (reportedly by 10%) due to higher gasoline prices. . .

The **Pasadena Area Rapid Transit System (ARTS)** is extending its local Colorado Blvd. shuttle to serve the Cal Tech campus.

As of May 5, **OCTA** buses are operating on normal schedules (although it is unknown at this time whether OCTA operators will vote to strike)

RTA #17 service has been reduced from every 30-minutes to every 60-minutes. Also, night service (generally speaking, the last three trips in each direction) on routes #1 and #16 have been cancelled.

Service on the **VISTA** (Ventura County) East Line within Oak Park and Agoura Hills has been deleted; this route now terminates in Westlake Village. All other VISTA routes remain the same.



"How do I get to where I need to go?"

"What phone number do I call for information?"

"How much will it cost?"

Using public transit can be frustrating, especially for first time users or long trips. The SO.CA.TA Transit Guide is intended to be a resource to help answer these questions and others.

The current edition of the Guide features a directory of all fixed route transit operators in the Southern California (over 50 of them!).

Addresses, telephone numbers, fare and transfer information are all included.



The Guide is available now, and costs \$5 (\$4 for SO.CA.TA members and visitors at one of our meetings). For ordering information please call us at **213 388 2364** (24 hour voicemail)

BULLETIN BOARD

New officers: Our new Vice-President is Dana Gabbard, and Charles Powell has been elected to Director -at-large. Congratulations!

No Human Race: Due to lack of interest, SO.CA.TA will not be participating in this year's Human Race fundraiser on May 11. Anyone who has paid money should call us at 213-388-2364 if you haven't been reimbursed already.

Bylaws: Draft copies of the new bylaws will be available for viewing and discussion at the main meeting on May 11. (They would still need to be ratified by the membership in order to become official).

From Dana Gabbard:

"MTA's Citizen Advisory Committee meets the forth Wednesday of the month, on the third floor of the Gateway Building (adjacent to Union Station). These meetings generally run from 6 to 8:30 p.m., and are very informative. Many meetings include presentations by the MTA staff and informal discussions with board members or senior administrators. It's one place to hear some of the 'scuttlebutt' about what is going on

Also, Metrolink is having a series of meetings to give its customers a change to meet agency staff and administrators, and to discuss issues of concern". (Ed. Note-these are listed under "Metrolink Customer Meeting" on the calendar on Page 7).

From Michael Ludwig, on the Long Beach Transit restructuring (see page 5):

" Long Beach Transit has been quiet about this restructuring since November 1995. The agency has done virtually no publicity about it since the October 30 public hearing. A bus driver told me that he thinks a lot of people will be confused when the changes take place, and I have to agree with him. When OCTA restructured a similarly large portion of its system last year, it did a fairly good job of publicizing the changes. Thus, there weren't too many surprised people when those changes happened. Long Beach Transit needs to follow OCTA's example. It's bad enough that the agency quietly approved a doubling of the size of the restructuring. If it continues to "stealth" these changes through to implementation. many passengers will be very displeased one month from now."

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.

A report on Alternate Rail Technology will come before the MTA Board in May. The two key issues to watch are the status of the funding issues and how serious the various candidate corridors are about being considered.

MTA's Board voted in April to stick with the Pico routing of the western extension of the Red Line. Politics drives this, ignoring many voices stating that a Wilshire routing is the only sensible option. I suspect we haven't seen the last of this fight.

It isn't clear how serious an effort it is, but some who wish to thwart the Pico subway route are hoping to transfer its funding to run ART from Downtown Los Angeles to Warner Center via Chatsworth. Playing to San Fernando Valley politics could build a

coalition with clout.

The Bus Service Improvement Plan moves forward. It was delayed a few months when MTA initially tried to apply all the funds it had for bus service improvement solely to its own lines. This caused howls from the municipal operators. Now it has been determined that the funds will be divided the same way as other operating funds.

Next month we should have a full write-up on our Big Bear excursion. One aspect that comes to mind, given the foregoing paragraph, is interagency tensions. On the excursion, we noticed no MARTA sign on its stop in the San Bernardino Transit Mall; neither was there a mention of MARTA in Omnitrans' bus book. We are writing to suggest that this be rectified.



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3010 Wilshire #362 (note new address)
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LBT RESTRUCTURING *M Ludwig*

In October 1995, Long Beach Transit proposed a restructuring of a few bus routes in the eastern portion of Long Beach. The agency did a good job of publicizing an Oct 30 public hearing on the changes; in fact, the City Council chamber was filled up, mostly with people wanting to speak out against one or more of the proposed changes. Due to this, the Board of Directors decided to postpone any final decision on the restructuring for at least a month.

Somewhere around the change of the year, I became curious about what happened to the proposed restructuring. Finally in February, having heard nothing since early November, I wrote a letter to Long Beach Transit. In it, I mentioned the restructuring, and asked if it had been approved or dropped, or if something else had happened. In March, the agency replied, stating that a modified version of the changes had been approved for implementation in June 1996. An enclosed series of diagrams showed the approved changes, which were on a much larger scale than the original restructuring:

- The 40-series of routes (41-44) will be shortened at both ends; the new termini will be Anaheim/PCH and the Transit Mall (It was originally proposed to be shortened at the east end only).
- The 50-series will operate only between Artesia Blue Line station and the Transit Mall. (The original proposal had it operating between Artesia Blue Line Station and 4th/Park).

- To replace the Magnolia/Pacific service of the 40-series and the 4th Street service of the 50-series, the 180-series will be created, operating between Wardlow Blue Line Station and 4th/Park via the Transit Mall.

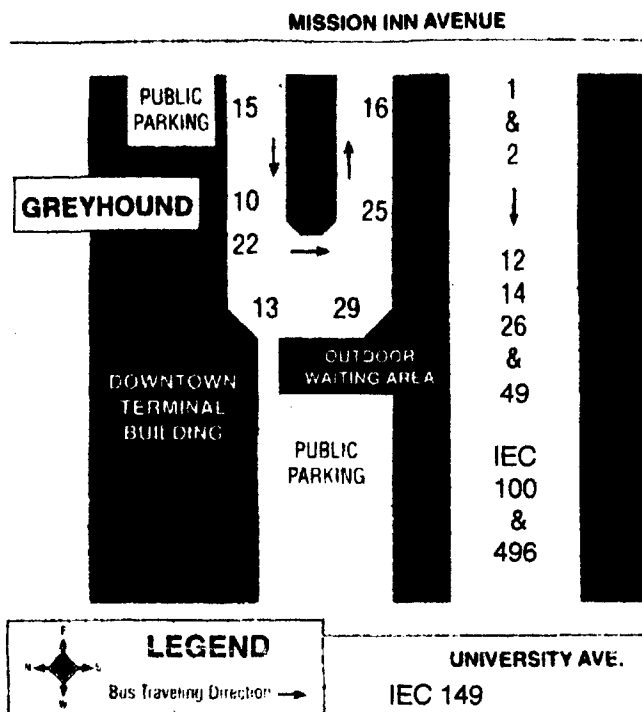
- Route #171's service near CSULB will now be via Anaheim Road, Bellflower Blvd, State University Drive, West Campus Road, 7th Street, and Channel Drive (as originally proposed last October)

- Route #81 will be extended via Park, 7th and Studebaker to the same loop that the 40-series now uses at the far east end of its route. (The original proposal had Route #94 instead of #81 replacing this part of the 40-series; #94 would have been lengthened in the middle of its route via 7th, Studebaker, Anaheim, Palo Verde and Atherton).

- Route #131 will be extend to Seal Beach using the current #51 routing. Night service will be added, ending at the MarketPlace (2nd/PCH). (The original proposal also had #131's west terminus shorted to Spring/Cherry; however, the final decision preserved its service to Wardlow Blue Line Station).

- Route #121 and Runabout #A will be replaced by new Runabout #D. This new shuttle route will start at Catalina Terminal and operate past the Transit mall, like the current Route #A. Then it will follow #121's routing (with a small deviation in the Belmont Shore area) to CSULB. #122 will continue to operate between the Transit Mall and Terminal Island only.

TRANSIT CENTER OF THE MONTH



RIVERSIDE TRANSPORTATION TERMINAL

LOCATION: 3811 University, Riverside

TRANSIT ROUTES (RTA):

- #1 - Magnolia Ave/UCR
- #2 - Magnolia Ave/Corona
- #10 - Lincoln Ave-Galleria
- #12 - Fairmont Pk-California Ave
- #13 - Canyon Crest-Galleria
- #14 - Indiana Ave-Galleria
- #15 - Arlington Ave-Galleria
- #16 - Moreno Valley
- #22 - Perris-Lake Elsinore
- #25 - Loma Linda
- #26 - Moreno Valley Express
- #29 - Rubidoux/Pedley
- #49 - Mission Blvd-Country Village
- IEC #100 - San Bernardino
- IEC #149 - Corona, Disneyland
- IEC #496 - Ontario, Montclair

TRANSIT TRIVIA *Michael Ludwig*

Last month's Transit Trivia question was:

Of all transit agencies operating mostly or completely within Los Angeles County, which is the only one to not connect with MTA?

The answer:

Azusa Transit (connects with Foothill Transit only)

This month's Transit Trivia question:

Name all transit agencies that serve Downtown Los Angeles (bounded by: Santa Monica Freeway, Harbor Freeway, Cesar Chavez Ave and the Los Angeles River)

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