

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

Parliamentarian Kymberleigh Richards contacted Frank Schroder of MTA regarding the impact on Wilshire express services of the reduced frequency along the Western branch of the Red Line due to the impending Hollywood branch opening. Schroder indicates some effort is being made during the June shake up to schedule weekday westbound peak hour Wilshire limited service to leave just after scheduled Red Line arrivals at Wilshire/Western.

DASH Warner Center now charges 25 cents (it was formerly free). Also when the Red Line extension opens June 12 DASH will operate the new shuttle along Hollywood Blvd between Vine and La Brea serving Red Line passengers from the Vine station to key destinations in Hollywood's tourist district. This will run until the Hollywood/Highland Red Line station opens next year. Fare is 25 cents or a Metro Rail ticket (same day) or any current Metro pass.

Long Beach Transit plans to launch in the near future (June 20?) the first transit day pass in Los Angeles County. This will be aimed at the tourist market and sold at local attractions, hotels and the Transit Store. The \$5 version will be good on all Long Beach Transit lines and includes 2 rides on the aquabus. \$1 version is only good for travel on the new East/West Village Circulator (which replaces Long Beach lines 31 and 32). Since it is intended for travel within Long Beach no provision is made for the day pass having value as an interagency transfer (but LBT will still offer transfers). An interesting historical footnote: Long Beach offered a Sunday-only pass about 20 years ago.

Director Armando Avalos on May 14 sighted a cylinder on the Culver City bus stop pole at Venice and Sepulveda. The cylinder appeared to include a

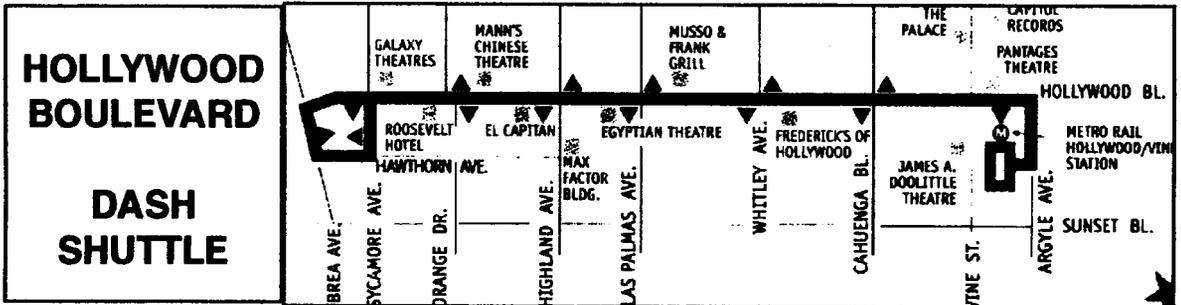
system map and schedule for the bus serving the stop. These cylinders will eventually be installed at all stops system-wide.

Member Juan Cornejo informs us Whittier is refurbishing its historic train depot and relocating it to be a new Whittier Transportation Center.

Member Mark Panitz in a message on the member board announced the new OCTA day pass will be accepted as an interagency transfer by Long Beach, NCTD, Norwalk and Laguna Beach connecting bus lines. For MTA lines that cross into Orange County, day pass users must pay regular MTA fare upon crossing the L.A. County Border. OCTA day passes will be good for a \$1 discount on Metrolink fares.

A fare restructuring is under consideration by RTA. Issues the agency hopes to address include low farebox recovery and the small base fare (75 cents) versus comparable regional carriers. Options include raising fares and possibly eliminating or changing the current zone structure. Public meetings will be held in the next few months. To be placed on a mailing list for meeting announcements call (909) 684-0850.

According to the May 13 edition of Our Times Conejo Valley Thousand Oaks Transit is raising fares as of August 2. \$1 for adults (formerly 75 cents), 50 cents for seniors (formerly 35 cents) and twenty-five cents for reduced-income (formerly fifteen cents). Service hours will also been expanded weekdays to a 6 a.m. through 7:30 p.m. schedule (it had been 6:20 a.m.-6:30 p.m.). Also the City Council has directed city staff to develop by next year a pilot smart shuttle program in Newbury Park and Westlake, using 22 passenger vehicles along semi-fixed routes with route deviation. ■



BULLETIN BOARD

June 5 we will hold an abbreviated and informal meeting in the Library of Angelus Plaza (3rd Floor) at 1 p.m. whose main topic will be final planning of our booth at the Red Line opening. At 2 p.m. a program celebrating the Red Line opening will commence. The main attractions are a documentary on subways around the world (supplied by member Mike Baron) and video footage of our tour of the soon to open extension (supplied by newsletter editor Charles Hobbs). Both to be shown on the library's big screen TV.

June 12-13 we will have a booth at the Hollywood/Vine Red Line station as part of the festivities for the opening of the extension. We will be meeting the public and selling the new edition of our Transit Guide plus distributing information about our group and related transportation materials. Drop by and say hello.

MTA has included in its recently adopted budget a commitment to fund its widely admired Library. We last year fought off an attempt to close the library and are glad that this ill conceived idea has been shelved.

Member Chris Flescher had a letter in the May 27 San Diego Union Tribune agreeing with the newspaper's editorial advocating double tracking of the coast line between Oceanside and San Diego

Founder Pat Moser on May 23 made a presentation on public transit service at Sunset Hall Retirement Home which included showing a promotional video on Metrolink.

At our May 8 meeting 9 members wrote letters to their State Senator as part of our campaign against S.B. 63, the bill which would have a dire impact on the El Monte busway if it is passed. Our thanks to members Kris Sharp, Juanita Dellomes, Jeff Sklar, Joseph Dunn, Charles Hobbs, Mike Baron, Armando Avalos, Nate Zablen and Pat Moser for aiding us in fighting this ill conceived legislation.

May 8 member Barry Christensen attended an OCTA symposium on the impact of light rail on community development. The presentations were impressive as was the turnout of key stakeholders and elected officials.

Monday June 14 from 2 p.m.-4:30 p.m. the Southern California Association of Governments in association with the Southern California Council on Environment and Development and the Surface Transportation Policy Project presents a briefing on the Southern California Regional Transportation Plan. Hasan Ikharata of SCAG will provide an overview of the Regional Transportation Plan emphasizing high speed rail. Following this will be a discussion of the planning process and opportunities for on-going public input. The meeting will be held a SCAG's office, 818 W. 7th Street on the 12th Floor in downtown Los Angeles (across from the 7th/Metro rail station). For further information call (310) 281-8534.

Director Anthony Loui is participating in a Livable Communities Subcommittee to the Technical Advisory Committee for SCAG's Regional Transportation Plan. The key goal is to assist subregions/local governments to develop incentive programs that promote livable community concepts. Our thanks to Anthony for being our delegate to the TAC and ensuring the perspective of transit users is heard by SCAG, our Metropolitan Planning Organization.

As always, *The Transit Advocate* needs articles, letters, Transit Tips, 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. (or e-mailed to transit@lerami.lerctr.org). Material for publication should be received two weeks before the scheduled SO.CA.TA meeting date. ■

METRO RED LINE PREVIEW *Charles P. Hobbs*

On Saturday, May 15, several SO.CA.TA members and their guests had the opportunity to take a tour of the not-yet-opened Hollywood branch of the Metro Red Line.

At 10 a.m. we arrived at the Union Station Metro Red Line platform, where we met our tour guide, Beverly Voran. As our group would be riding the system through areas not yet open to the public, we were given special stickers to identify us as part of the tour group.

Soon, a Hollywood-bound train (marked "Vermont", but we knew better) pulled up, and we boarded it. The ride out to the Wilshire/Western station was uneventful--until we heard the magic words: "This train is out of service, please leave the train". Then we all knew, our tour had really begun!

The first station we passed was Vermont/Beverly, but we were not allowed to get off the train and visit it because it was still under construction. We did slow down enough to get a good look at the yellow tape and "High Voltage" signs surrounding the platform, though.

We were allowed to walk around the next station, Vermont and Santa Monica. Once on the platform, Beverly, our tourguide, described some of the artwork and safety features of the station. The Vermont/Santa Monica station (which also serves Los Angeles City College) artwork features metallic canopies and skylights. Unfortunately, we didn't get a chance to leave the station and see

After exploring this station for about twenty minutes, we boarded the train for our next destination: Hollywood/Western. (The next station on the line was actually Vermont/Sunset, but we were unable to visit it, again because it was incomplete).

The walls and floor of Hollywood/Western station are covered with a multitude of dark-and-light colored tiles. Other artwork includes various paleontological and Native American artifacts, as well as two Pacific Electric "Red Cars". At this station, we were able to walk up out of the station and into the plaza area. From the plaza we noticed the famous Louis B. Mayer Building, as well as an empty lot were construction (housing? a supermarket? both?) was taking place. Our tourguide engaged us in a discussion of the

advantages of subway construction over light rail.

As we were walking back to the station, two local people, who had supposedly gotten in through a hole in the fence, started down the stairs. "Not till June 12!", everyone chorused. We made our way to the platform to wait for our next train . . . which arrived . . . and . . . zoomed past us, leaving us standing befuddled on the platform! A short while later, Beverly explained that another train had lost power somewhere, and the train that bypassed us was sent specifically to replace it. Eventually another train arrived to take us to our final destination: Hollywood/Vine station.

At around 11:50 a.m. we slowly pulled into Hollywood/Vine station. As one would expect, the artwork at this station is all movie-related. Empty film reels decorate the ceiling. Two antique movie projectors (donated by Paramount) are on permanent display. Yellow floor tiles brought to mind the "yellow brick road" from *The Wizard of Oz*. Even one of the railings had the musical score for "Hooray for Hollywood" designed into it.

We walked through the station entrance, which is reminiscent of the Egyptian Theater, and into the station plaza, only to be regaled by more Hollywood artifacts (a movie marquee over the elevators, bus shelters resembling the Chinese Theater, a limousine, and the old Brown Derby restaurant). From the plaza we could see the Capitol Records building, the Pantages Theater, and other neighborhood buildings. We explored this station for about twenty minutes, then returned to the station and caught the train back to Union Station. All in all, an interesting two-and-a-half-hour tour.

Participants on the tour included Jeff Sklar, Barry Christensen, John Ulloth, Pat Moser, Alan Michelson, Charles Powell, Jerry Voorhis, Nancy Lehman, Make Lehman, Joseph Dunn, Adrian Mandese, Charles Hobbs, Guillermo Merino, Armando Avalos, Luz Paredes, Bryan Allen, Anthony Loui, Dana Gabbard, Ben Rosenbloom, Hank Fung and parents, Mike Baron, Rick Thornbloom, Frank Roldan and his mother, Edmund Buckley, Russ Jones, Roger Christensen, Perias Pillay, Nate Zablén, Kris Sharp and son.

Our tour of the Red Line extension was a huge success. Our thanks to Beverly Voran of MTA for arranging the tour and being our guide. ■



Top Left: Tiles, Hollywood/Western
 Top Right: Red Car Models, Hollywood/Western
 Bottom Left: Platform, Hollywood/Vine
 Bottom Right: Station Plaza, Hollywood/Vine
 (All Photos: Charles P. Hobbs)



METROLINK BEACH TRAINS

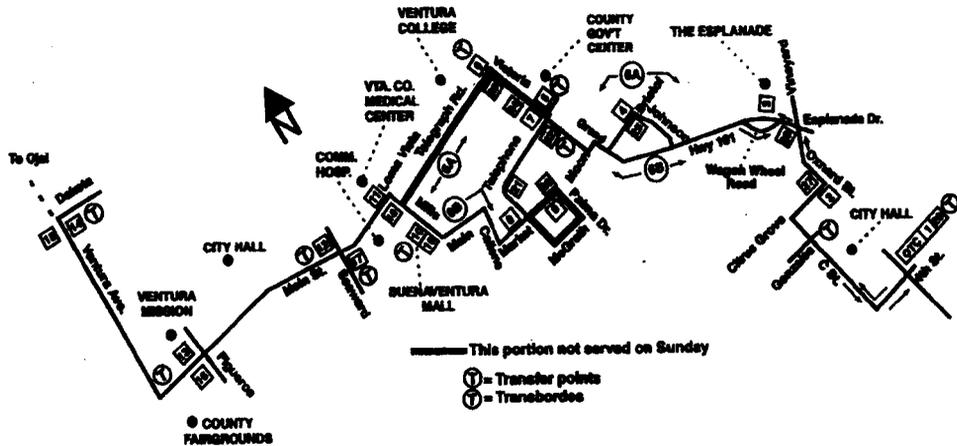
The Inland Empire-Orange County Beach Trains are providing additional service this year. The early morning train leaving Rialto is an all-reserved train (reservations must be made through Riverside County or Amtrak). All other trains can be boarded without reservations, although special fares will be charged. Beach trains will operate every Saturday from June 26 to Sept 4. They will also operate on the following Sundays: Jul 18, Aug 8, Sep 5 and Oct 3.

For more information, call 909-715-3464 or visit <http://www.beachcitiesguide.com>

		read down		
735a	950a	Rialto	600	810
750	1005	San Bernardino	550	800
810	1025	Riverside	520	731
820	1035	La Sierra	510	721
830	1045	West Corona	500	711
	1105	Anaheim Cyn	438	651
	1113	Orange	429	643
	1118	Santa Ana	424	637
	1130	Irvine	412	625
922	1140	San Juan Capo	359	612
935	1155	North Beach	350	603
940	1201p	San Clem Pier	345	557
1000	1220	Oceanside	320p	525p
		read up		

ROUTE OF THE MONTH

South Coast Area Transit 6 (Oxnard-Ventura)



Where does it go: Oxnard Transportation Center, Oxnard City Hall, Esplanade, Ventura County Government Center, Ventura College, Buena Ventura Mall, Ventura County Medical Center, and Ventura Mission.

How often does it run: Every 20 minutes Monday through Friday, 30 minutes Saturday, and hourly to Sunday (extended to Ojai).

How much does it cost: \$1.00 (50 cents senior/disabled, 75 cents students)

Whom to call: 1-800-438-1112

TRANSIT TRIVIA *Dana Gabbard/Kym Richards*

Last Month's Question:

Which bus lines serve a single pair of stops (one in each direction) along Wilshire?

The answer:

MTA lines 26 (Wilshire/Virgil) and MTA 561, Culver City line 6 (Wilshire/Veteran)

This Month's Questions:

- Where did the former SCAT lines 9 and 17 go?
- What (if any) scheduled service replaced either?
- What unusual service did Line 17 provide on its pull-out and pull-in?

The answer will be presented at the June SO.CA.TA meeting, and printed in the July Transit Advocate!