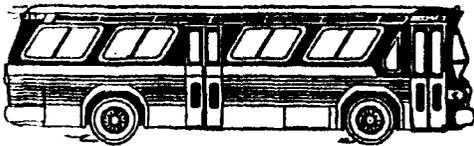


AGENDA HIGHLIGHTS (for meeting on 10/9/93)

1. Treasurer's/Business Report/
Status of Federal (501c) Tax
Exemption
2. Old Business:
Discussion of Bus vs. Rail Issues
(i.e. Pico Union/Labor Community
Watchdog Proposals)
3. Metro Red Line Route Diversion Debate
and Development of Position Paper
4. New Business:
including possible new meeting place

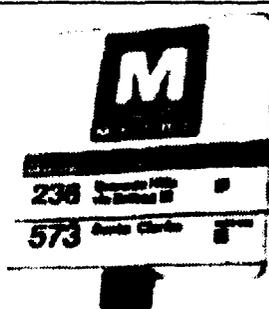
Go by BUS



WATCH FOR THE SIGNS...

MTA is now replacing
RTD-logo bus stop
signs with its new
logo, the Metro 'M'.

This example was
sighted at the north-
east corner of Balboa
and Sherman Way. Others have been spotted near
Union Station and other parts of Downtown Los
Angeles.



TRANSIT UPDATES:

BUS

The special Downtown DASH buses (serving peripheral parking lots) have been realigned into the existing DASH network. Route #C now serves the parking lot at Venice/Grand (with service extended to Exposition Park every 30 minutes), while a new route #E serves the lot near the Transamerica Building, as well as the Convention Center.

LADOT Commuter Express route #573 (West Los Angeles -Granada Hills) now travels to Santa Clarita (four southbound a.m. trips and five northbound p.m.trips)

A new DASH shuttle bus service is also operating in Warner Center, serving Owensmouth Ave, Victory Blvd., Canoga Ave, Oxnard St., De Soto Ave and Burbank Bl. during the day (11 a.m.-2 p.m.)

During commute hours, these same buses are used on a new route between Simi Valley and Warner Center (LADOT #575)

Torrance Transit is demonstrating a new battery operated bus. See Page 6

HOV

HOV lanes on the I-110 (Century Freeway) will be available when that freeway opens this month.

HOV Lanes on S-91 (Riverside Freeway) between Green River Road and Magnolia Ave. are now in operation, with ongoing construction on other segments along S-91. These lanes may be in use by Inland Empire Connection bus line #149 and other services between Riverside and Orange Counties. Watch for expanded service on Line #149 sometime this month!

Transit Updates are compiled by SO.CA.TA staff members. If you notice any new, changed or discontinued transit, or find out about any transit-related public meetings, please call us at (213) 254 9041

TRANSIT PRIORITIES

Charles P. Hobbs

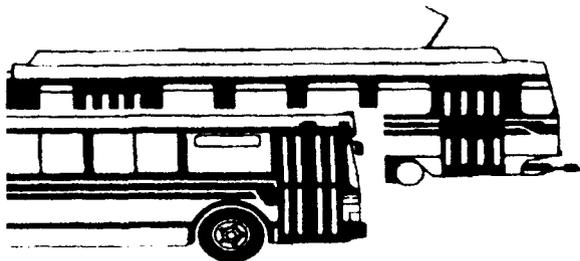
Vice President and Newsletter Editor,
Southern California Transit Advocates

In the past three years or so, we have seen marked advances in the availability and quality of public transportation in Southern California. In addition to the new rail lines, improved bus service has been implemented, and bus/carpool lanes on area freeways are being put in place.

However, there are several disagreements, both within and outside of SO.CA.TA, as to how transit services should be developed and provided.

For example, one common opinion is that too much is being spent on rail development, and that an all-bus system would be preferable. But another idea is that the provision of bus/ carpool lanes on freeways is undesirable because such lanes serve predominately long-distance commuters.

I think that any transit development policy should start with the belief that "transit is for everyone", and favor both short-term bus improvement as well as longer-term rail development.



EFFECTIVE SO.CA.TA MEETINGS

"Are you coming to SO.CA.TA meetings more, but enjoying them less?"

All of us have probably noticed ,at one time or another, that the quality and productivity of our monthly meetings have been on a decline. The SO.CA.TA board has devised a few suggestions for improving the meetings:

- Official meeting time is 1:00-4:00 p.m., or such other time as announced earlier. Of course, anyone can have an unexpected delay (traffic, etc.).
- Transit Reports are provided in each monthly newsletter, so there is generally no need to announce them (unless there are any questions and/or additional information)
- Discussion of out-of-area and historical transit projects during the meeting should be kept to a minimum and should relate to a current or future Southern California transit project.
- Complicated proposed motions, long debates, and similar material should be submitted to the newsletter for publication before the meeting, so as to facilitate more informed discussion by the members present at the meeting.

PROPOSED SUBSTITUTE MOTION REGARDING THE METRO RED LINE

by Bryan Allen

Southern California Transit Advocates

Note: The following is a proposed motion to be discussed at the next Southern California Transit Advocates meeting (10/9/93). It does not represent SO.CA.TA opinion at this time and is subject to modification.

A shortened form of the proposed motion is presented here. The entire motion will be available for review at the meeting

Discussion of any of the issues presented in this motion (in the form of written material for publication here) is welcomed.

I [Bryan Allen] move to adopt the following policy statement:

SO.CA.TA, the Southern California Transit Advocates, holds that IDEALLY the Los Angeles Rail Rapid Transit Project or Metro Red Line would be built above ground, on modern aerial structure, straight along the Wilshire Corridor and within one block or directly above Wilshire Boulevard, from just west of MacArthur Park, through Wilshire Center, Park Mile and Miracle Mile. Maximal mitigation of the visual impact of such a structure would be would be incorporated

into its design . . .

The Metro Red Line IDEALLY should be built in subway through Westlake and Downtown Los Angeles, similar to the manner in which it has been built. . .

SO.CA.TA equally holds and emphasizes that guideway transit service to the Mid-Town Shopping Center, near Pico and San Vicente Boulevards, is essential and must not be jettisoned if the Red Line were to follow Wilshire boulevard. However, IDEALLY, SO.CA.TA would recommend that another, independent guideway-transit line be built to serve it. Of two candidate corridors for such a line, LA Brea Avenue/Crenshaw Boulevard from Hollywood to the Crenshaw Community versus Pico/Venice Boulevards, SO.CA.TA would recommend emphasis upon the former, mode unspecified, but not built in subway.

Despite the preceding protests, SO.CA.TA recognizes and accepts that the Metro Red Line is under construction in subway. . .to Pico and San Vicente Boulevards. . .Given that reality, SO.CA.TA advocates that extension of a Crenshaw Corridor guideway transit line north of Exposition Boulevard to the Mid-Town Shopping center be deferred indefinitely. . .the region cannot afford to build a second line to it when so many other centers in the region, including similarly disadvantaged centers, cry out for transit improvements.

However, if the unforeseen opportunity were to arise, SO.CA.TA recommends that the LACMTA review its commitment to build the Metro Red Line to Pico and San Vicente, in which case the Crenshaw Corridor extension north to Wilshire Boulevard should be revived.

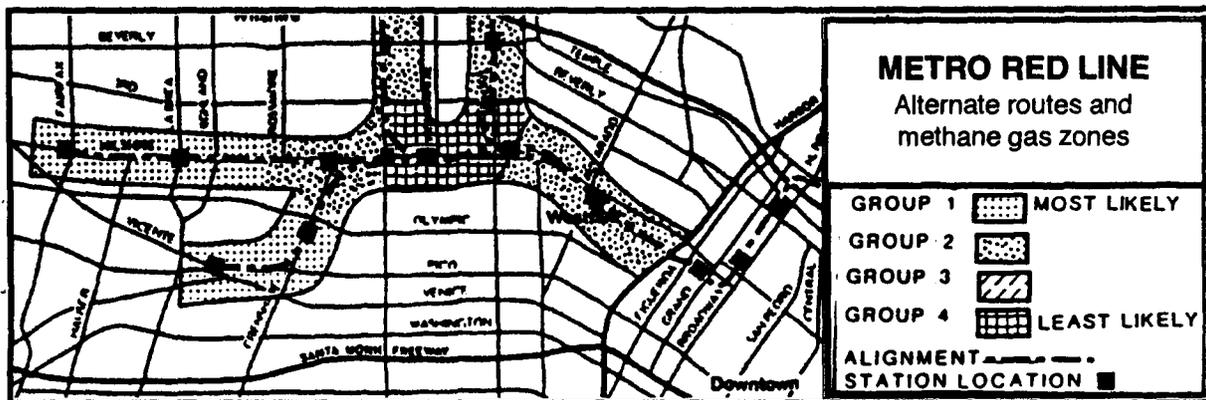
In planning for Segment 4 of the Red Line, west of Pico and San Vicente, SO.CA.TA insists that the LACMTA include the following, generally described alternatives in its study. Each would return to Wilshire Boulevard east of La Brea Avenue and include passenger stations at or near La Brea Avenue and Fairfax Avenue and other suitable locations west of Fairfax. These alternatives are: (1) on-street aerial (subway-to-aerial transition undetermined), (2) off-street aerial, and (3) at-grade rapid transit

without grade crossings. . .

An integral, inseparable feature of this proposal must be the construction of a comprehensive, second-level pedestrian walkway system paralleling Wilshire Boulevard. The feasibility of this proposal also probably depends upon the formation of a one-way couplet between Wilshire Boulevard and Sixth Street and placement of the rapid transit line along one side of the boulevard.

SO.CA.TA emphasizes that mere study of any of the above three proposals does not demand its ultimate construction and that the expected opposition of neighborhoods, the city of Los Angeles and the bureaucracy are not adequate excuses for refusing to study them with utmost earnestness.

Adapted from CORE Study Subsurface Condition Report, May 1986.



Originally, the rapid transit route (variously referred to as the "Backbone Route", "Metro Rail" and the "Red Line") was to be routed entirely along Wilshire Boulevard. However, the presence of explosive methane gas under portions of Wilshire caused lawmakers to call for alternate routes. Although the diversion to Pico and San Vicente Boulevards has been approved and funded, many organizations (including many SO.CA.TA members) are asking that the route be returned to Wilshire, using construction methods and/or techniques that would mitigate the methane danger.



ZERO EMISSIONS SURFACE TRANSIT

Torrance Transit is currently operating a battery-powered electric bus with some innovative features.

Storage battery powered buses have been around for some time. Long Beach Transit experimented with a pair in the early 70's, and current examples operate in Santa Barbara and San Pedro.

However two features makes Torrance's new ZEST (Zero Emissions Surface Transit) bus special. First of all, ZEST is 29 feet long, approaching the size of a small transit bus. Secondly, ZEST features an easily removable battery pack; a depleted battery can be replaced with a fresh one without having to remove the bus from service. The battery packs can power

the bus for up to 10 hours or 75 miles.

The ZEST power unit was furnished by Hughes Aircraft. Hughes, along with other aerospace/defense companies, is very interested in providing transit- and transportation-related projects as defense spending is being reduced.

The City of Torrance is seeking funding from the South Coast Air Quality Management district for two more of the \$265,000 electric buses.

Currently, ZEST operates weekdays along Hawthorne, Crenshaw and Lomita Boulevards and Skypark Drive in Torrance, during commute and midday hours. Service along this special route is fare-free at this time .

Experimental runs may also be operated along Torrance Transit Line #6 between Torrance and the Artesia Metro Blue Line Station.

ABOUT SO.CA.TA.

The Southern California Transit Advocates meetings are held every month. Please call (213) 254 9041 for current time, location and directions.

Letters and articles for the TRANSIT ADVOCATE enclosed a self addressed stamped envelope for return of materials.

With the exception of articles clearly marked "Edit authors and not necessarily that of the Southern California Transit Advocates.

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President:
Pat Moser

Vice President/Newsletter Editor
Charles P. Hobbs

METROLINK Test Run to Antelope Valley

On September 29, 1993, Metrolink operated a test train between Santa Clarita and Lancaster (in the Antelope Valley). This test train was part of a study exploring the possibility of regular Metrolink service to Lancaster and Palmdale.

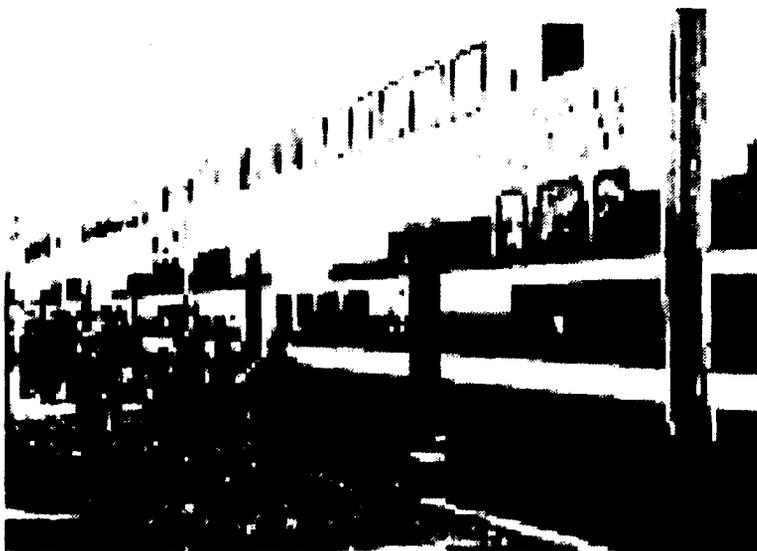
During the test run, the condition of the tracks in some places slowed the train to about 30 miles per hour. The 45-mile trip between Santa Clarita and Lancaster required 75 minutes (about the same time it took the old Southern Pacific passenger trains to operate between the two cities up to the late 1960's—see unshaded part of schedule on this page). Because of funding constraints, regular

Metrolink service to the Antelope Valley is not scheduled to be implemented for at least five years. There would need to be extensive track work in order to speed up the trains.

0	Lu	BAKERSFIELD, AT&SF Station.	Ar	
2 28	313	Lu BAKERSFIELD, S.P. Station	Lu	10 50
	8	Lu Greenfield Corners	Lu	
	22	Lu Grapevine	Lu	
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4 34	380	Lu Mojave	Lu	8 44
	71	Lu Castaic P.O.	Lu	
	79	Lu Castaic Jet.	Lu	
4 54	405	Lu Lancaster	Lu	8 17
7 6 16	450	Lu Saugus	Lu	7 01
	91	Lu San Fernando, AT&SF	Lu	
		118 North McClay St.	Lu	
6 07	101	Ar Burbank, 344 So. San Fernando Rd.	Lu	
	477	Ar Glendale, S.P.	Lu	6 20
	106	Ar Glendale, AT&SF, 136 W. Lexington Drive	Lu	
	115	Ar NO. HOLLYWOOD, AT&SF	Lu	
		5169 Lennoxshire Blvd.	Lu	
7 20	121	Ar Hollywood, AT&SF, 1551 No. Vine St.	Lu	
	482	Ar LOS ANGELES, Union Pass. Term., 800 North Alameda Street	Lu	6 00

Metrolink officials are also considering self-powered rail cars (which would run faster than the locomotive-pulled trains) or "tilting" trains (such as the Swedish X-2000), which do not have to slow down as much through curves, for operation along this route.

Also, Amtrak is considering extending two overnight trains from Bakersfield to Los Angeles via this routing.



METROLINK TO THE FAIR—Passengers board and alight at this temporary platform at the Los Angeles County Fairgrounds. Weekend service was provided between Rialto and Los Angeles.

An additional night train between the Fairgrounds and Los Angeles was also provided.

After a slow start, the weekend trains reportedly carried up to **4,500** passengers per weekend.