



# METRO MOVES

## MTA Will Only Buy Alternative Fuel Buses

**T**he MTA Board of Directors Oct. 27 approved the future \$89-million purchase of 261 new buses powered by alternative fuels, and adopted a policy that will mandate all future bus procurements be powered only by alternative fuels.

"The alternative fuel initiative policy adopted by the MTA Board sends a clear signal to this community and the nation that MTA is a leader in the field of advanced technology and alternative fuel buses," said MTA Chairman and Los Angeles City Councilman Richard Alatorre.

The procurement calls for the purchase of about 50 standard 40-foot liquefied natural gas (LNG) buses, 120 standard compressed natural gas (CNG) buses and 41 standard methanol buses.

In addition, about 50 High-Occupancy Vehicles (HOV) which will be either an articulated type bus or a "Super Bus," will be purchased for operation on the El Monte Busway (see story below) and the



**Clean fuel** — Two-hundred and sixty-one alternative fuel buses will complement the more than 340 methanol and compressed natural gas buses already operated by the MTA.

future Harbor Freeway Transitway. Twenty-five buses will be powered by liquefied natural gas and 25 by methanol.

The Federal Transit Administration will fund 80% of the cost, with 20% coming from Proposition C discretionary funds. **M**

## For 20 Years Traffic Has Been a Breeze on the El Monte Busway

**F**ew stretches of freeway in Los Angeles County can maintain a traffic flow of 55 m.p.h. during peak commuting time — but for the past 20 years, maintaining that speed has been no problem on the El Monte Busway located in the median of the San Bernardino Freeway (I-10). It's been a breeze.

The busway opened July 14, 1973, and has carried the capacity of a three-lane freeway ever since. "The estimated 22,000 daily bus passengers make the busway's \$61-million price tag one of the best transportation investments in the nation," said MTA Chairman and Los Angeles City Councilman Richard Alatorre.

The lanes are also open to carpools and vanpools of three or more persons. "Caltrans tells us that during peak afternoon periods, 1,600 vehicle pools use the lanes per hour," said Alatorre. During the busiest commuting hour, buses are only 45 seconds apart.

### **Time savings**

"The busway proved what transportation experts knew all along — that if you save people time, they will use an alternative to solo commuting," said MTA Chief Executive Officer Franklin White. "The 18-minute trip from El Monte to downtown sheds 20 minutes from the average 38-minute commute via a regular freeway lane."

The 11-mile busway stretches from the county's largest bus station and park-and-ride lot, located in El Monte, through Temple City, Rosemead, San Gabriel, Alhambra and Monterey Park into downtown Los Angeles. However, bus routes extending from as far east as San Bernardino, Montclair, Claremont and Pomona include a trip on the busway.

### **Red car route**

The heavily traveled route has a history of daily commuters dating back to the 1920s when the Pacific Electric ran the longest Big Red Car route on the Inland

► *Continued on page 3*

# Watts Urban Greenway Unveiled

A strip of barren, littered ground adjacent to the 103rd Street Blue Line Station has been transformed into a green, landscaped pathway that connects the station to the historic Watts Towers Cultural Monument and Art Center.

"Urban greenways are a good example of community and public agency cooperation to revitalize neighborhoods and maintain rail corridors," said Supervisor Yvonne Brathwaite Burke, MTA Board member, at the Oct. 6 opening ceremony.

"We want to bring vegetation, beauty and public recreation to inner city



**Play area**— Two girls skip along the winding pathway built for pedestrians and bicycles. Sandy areas are dedicated to future community artwork. Drought-tolerant trees and shrubs are part of the design.



**Open space**— Preschoolers from the Westminster Neighborhood Association run along side a passing Blue Line train at the new greenway site.

neighborhoods," said Nick Patsaouras, alternate MTA Board member who proposed the Urban Greenways Project two years ago. The Watts community is the first to benefit from the idea.

A countywide Urban Greenways Master Plan, developed with the Mountains Conservancy Foundation, identifies 13 other locations for future greenways construction.

### **Community participation**

The Watts Cultural Crescent Advisory Committee participated in the selection

of the designer and landscape architect for the project. Local high school students worked with the selected firm, Melendrez and Associates, in drafting design plans.

The City of Los Angeles Community Redevelopment Agency plans to incorporate the Watts Urban Greenways site into the proposed Watts Cultural Crescent project, which could feature a series of new museums, theaters, classrooms, a child-care center and retail shops, according to CRA Vice Chair Peggy Moore. **M**

## Personalized Route Itineraries Are Just a Call Away

How do major employers who must encourage their workers to try alternate means of transportation get individual route information to thousands of employees?

The MTA's Corporate Transit Partnership (CTP) has the answer to that question.

Workers are requesting personalized bus and rail itineraries via telephones and fax machines through TransLink.

"TransLink assumes the burden of finding routes for employees and does it automatically and fast," said Darryl K.

Kitagawa who is charged with presenting commuter options to 3,000 employees of the Department of Water and Power.

"There are so many variables to selecting routes for people — stops, connections and work schedules. The service saves the time of calling the many transit agen-

cies and allows the caller to vary his or her route, and the itinerary comes quickly back over the fax," he added.

### **Detailed info.**

McDonnell Douglas recently promoted the service to its 10,000 employees at its Long Beach site during National Rideshare Week. "TransLink provides the employee an alternative to a complex guide or map with more specific and detailed information," commented Kim Oldham, commuter services coordinator at McDonnell Douglas.

"The service helps employers counter common myths or complaints about using public transportation — whether it be the difficulty of reading bus and train schedules to long phone waits for information," said Teresa Moren, CTP's deputy executive officer.

TransLink has proved to be a valuable

tool in reducing the number of single-occupancy vehicles driven to work. A downtown Los Angeles oil firm experienced a 3% increase in transit ridership since providing trip itineraries to its employees. A Vernon manufacturer went from three transit riders to more than 30, and a Duarte hospital increased monthly pass sales from 12 to 28, according to Moren.

### **Award winner**

The computer-based system was recently awarded the National Award of Merit by the Association for Commuter Transportation based in Washington, D.C., and received the Clean Air Award from the South Coast Air Quality Management District.

For more information about TransLink and other CTP services, call (213) 972-4680. **M**

## Transportation Foundation

# High-Tech Computer Work Stations Presented to Engineering Students

**E**ighty state-of-the-art computer work stations and associated software have been presented to the engineering schools at four California state universities and two community colleges.

California State Universities at Long Beach, Los Angeles, Northridge and Pomona, as well as Pasadena City College and Los Angeles Trade Tech were the recipients of the donation.

Work station manufacturer, Intergraph of Huntsville, AL, made the gift worth \$2.4 million through the MTA's Transportation Foundation of Los Angeles.

"The donation of computer equipment to the state universities and community colleges will help to ensure that tomorrow's engineers will get the best education possible," said MTA Chairman and Los Angeles City Councilman Richard Alatorre. "The MTA is committed to leveraging its investment in transportation for our children and for future generations of engineers," continued Alatorre, an alumnus of Cal State Los Angeles.

### State-of-the-art

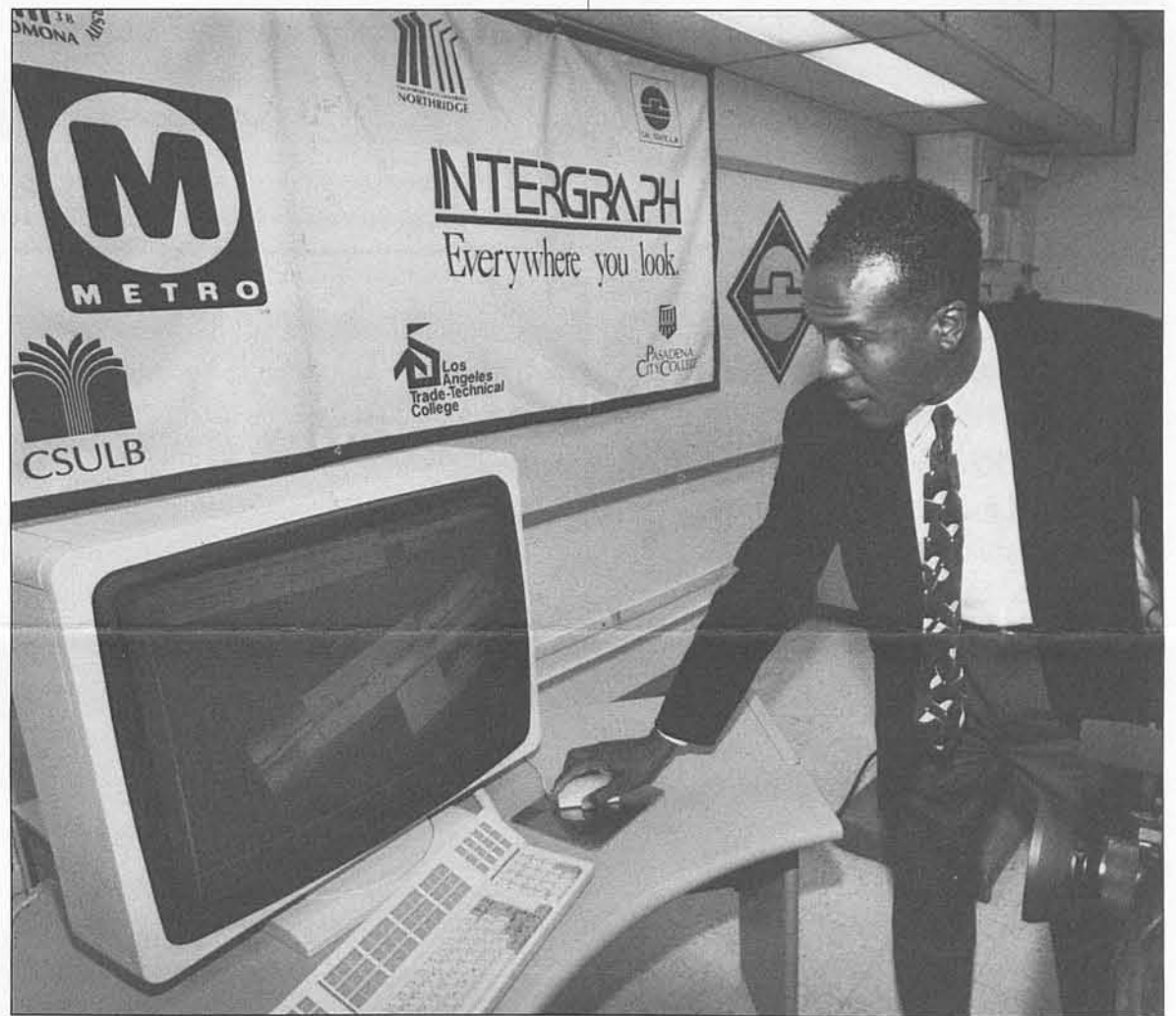
The Intergraph 225 Workstation is considered to be one of the most important systems in current industrial use because of its many capabilities. The MicroStation software, which runs on the 225 Workstation, is a computer-aided design (CAD)-based application software that can be used in engineer-

ing, architectural design and geographical information systems (GIS), urban design and technical drafting curriculum.

"Intergraph is to be commended for its generous donation that will assist future engineers, many of whom are women or minority students, in getting the best education possible," said Transportation Foundation Chairperson Jacki Bacharach. "The

public-private partnership that has been created fills a financial void at the schools receiving the work stations."

The Transportation Foundation of Los Angeles is a non-profit organization established to develop and support innovative programs. It also works to apply for and accept federal, state and private/corporate grants for education opportunities. **M**



**Computer demo**— Charles Daniel, deputy division manager for the Engineering Management Consultants, demonstrates the computer-aided design (CAD) program used by engineers. Daniel teaches CAD to high school students.

"El Monte..." continued from page 1

Empire Line between San Bernardino and Los Angeles.

"The tremendous growth of the Inland Empire during the past few years has created a high transportation demand along the east-west corridors of the San



**Rolling out**— An MTA bus departs from the El Monte Station.

Gabriel Valley," said White. Today, thousands commute via the multi-modal I-10 freeway corridor that features the busway lanes as well as Metrolink and freight train tracks.

The MTA, Foothill Transit, Omnitrans and Greyhound all operate bus lines that travel the route — the majority being express lines that operate during peak morning and evening hours.

### 24-hour line

The MTA's Line 480 operates 24 hours from Claremont to downtown via the busway. Its fleet of 18 double-deckers are exclusively assigned to the busway's commuter express lines.

All buses make stops at two intermediate freeway stations, California State

University, Los Angeles, and County USC Medical Center.

"The various bus lines run often so I always have an option to get to and from the El Monte Station," said bus rider Karen Velasco. "It's fast and affordable," she added.

The busway concept was developed during the 1960s by the joint efforts of the MTA (then called the RTD), Caltrans and Federal Highway Administration. To construct the busway, it was necessary to relocate a railroad line and build or modify 54 highway and railroad bridges, four pedestrian overcrossings, two highway tunnels and one pedestrian tunnel. In addition, the three stations were also built during that period. **M**

# Multi-lingual Messages Reach L.A.'s Diverse Market

**W**ith an estimated 90 languages spoken in Los Angeles County, the MTA is faced with a challenge in getting information to people that rely on public transit or that are impacted by construction activities.

In keeping with the county's renowned cultural diversity, the MTA's customer, community and media relations are multi-lingual.

"The best way to get a message across is to deliver it in a way people will be open to receiving it," says Alice Wiggins, MTA deputy director of communications.

For example, at last year's Koreatown festival, not as many people visited the Metro Red Line display as Public Affairs Officer Bob Mooney had hoped. He was eager to inform people about the subway's Segment 2 that will have stops that serve this community.

This year, a Korean translation of the Metro Red Line brochure was presented. "Our display table was well-received and festival goers were impressed that we had created a brochure especially for their community," said Mooney.

## Chinatown participation

Residents and business owners in Chinatown are eager to participate in the design and construction of the Pasadena Blue Line that will have a



**Metro message**— A festival goer at the Koreatown event browses through Red Line information at the MTA's Metro display.

station at College and Alameda streets. The new brochure on the project is being printed in three languages — English, Chinese and Spanish.

Like many public meetings, the Pasadena presentations in English are simultaneously announced in Chinese and Spanish with the help of audio equipment and translators.

## Metro ambassadors

The Metro Ambassadors Program augments the printed materials. The ambassadors, who staff MTA booths at various public events as well as at Metrolink stations, speak Arabic,

Chinese, Ethiopian, German, Japanese, Spanish and Vietnamese.

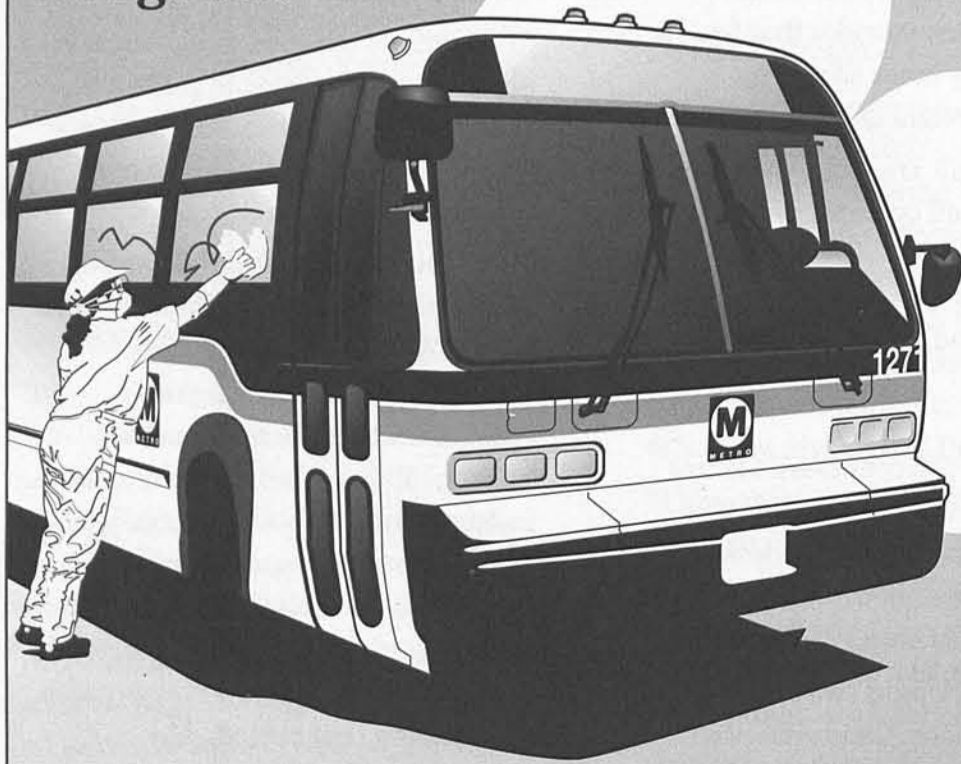
## Customer service

The MTA's route information line — 1-800-2LA-RIDE — is ready for foreign speakers. During regular business hours, the phone line can serve French, German, Korean and Vietnamese callers. Work shifts call for two Spanish-speaking operators during all operating hours from 5:30 a.m. to midnight.

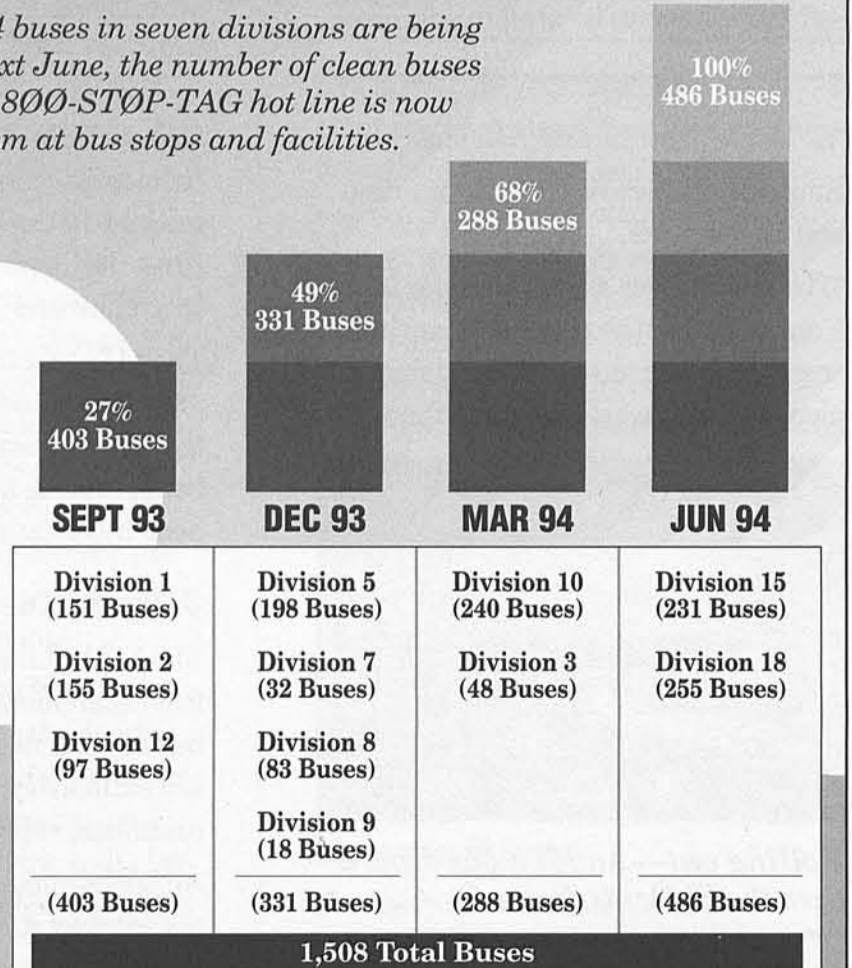
Many of MTA's 600 ticket and pass

► Continued on page 5

## Graffiti Abatement Program



**Zero tolerance** — 934 buses in seven divisions are being kept graffiti-free. By next June, the number of clean buses will grow to 1,508. A 1-800-STOP-TAG hot line is now open to report vandalism at bus stops and facilities.



# What's New in Rail Construction?

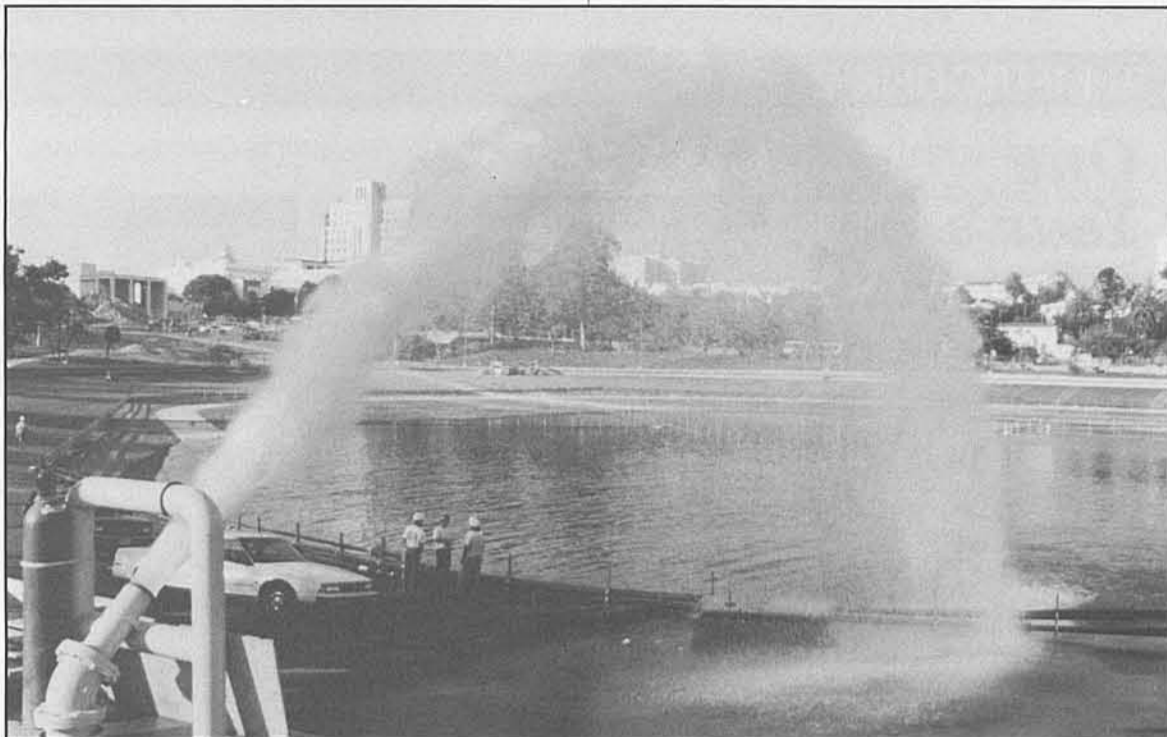
## MacArthur Park Lake No More Muddy Water

More than two years after it was drained and excavated, MacArthur Park Lake is once again a body of water.

Along with its many new improvements, the lake now sits atop 30 feet of twin subway tunnels that were constructed as part of the Metro Red Line Segment 2.

Workers began refilling the lake in late October. Subway construction included an \$8-million restoration and beautification of the lake and its surrounding area that included a new, easy-to-clean lake lining and aeration system to keep the water from becoming stagnant. The walkway around the lake has been redesigned and rebuilt with new planters, benches, modern lighting and storm drains. The lake's center foundation also is being replaced.

Across from the park, the Red Line's Westlake station is operating as part of Segment 1. "Not only are we providing



**Fill 'er up** — 1,300 gallons of water per minute are poured into the newly restored MacArthur Park Lake following the completion of the heavy construction phase of twin subway tunnels below.

improved public transportation to one of the most densely populated areas of the city, we're also helping to revitalize the area with these millions of dollars worth of improvements," said Ed

McSpedon, Rail Construction Corporation president.

The Wilshire Boulevard leg of Segment 2 extends from the Westlake Station to Wilshire/Western. It will open in 1996.

## Ends Meet at Green Line Tracks

A volcano of sparks from a welding mold marked the symbolic joining of east and west rails of the Metro Green Line in El Segundo — a significant step toward completion of Los Angeles' newest rail system.

The 20-mile light rail line, scheduled to open in May, 1995, occupies the median of the Glenn Anderson Freeway (I-105) from Norwalk to El Segundo.

"Work on the track system is more than 95% complete," said Ed McSpedon, Rail Construction Corporation president.

Overall, the Metro Green Line project is about 70% completed. **M**



**Clipping along** — A construction worker on the Metro Green Line's El Segundo aerial bridge fastens rail strips to concrete ties with thick steel clips.

"Multi-lingual..." continued from page 4 outlets are contracted by small business owners in ethnic neighborhoods. "We're researching the area locations of our outlets to determine the languages of the majority of our customers so that we can better serve them," said Tom Longsdon, MTA manger of customer service and sales.

### Special media

"About 55% of MTA bus riders have Spanish surnames or are Spanish speakers," says Anthony Greno, MTA News Bureau spokesman. Greno keeps close tabs on the growing market of ethnic publications, citing about 65

addresses which he sends Spanish-language press releases.

About 63 Asian-American and Pacific Islander publications — representing six languages — receive English-language news. "Many of those outlets prefer to do their own translation, and because there are so many languages, we aren't able to always provide timely translations," said Greno.

Bus and train advertising frequently appear in the Korea Times, Philippine Review, La Voz Libre and the bilingual Eastern Group Publications and other print and broadcast media that provide information to the area's multi-cultural, multi-lingual audiences. **M**

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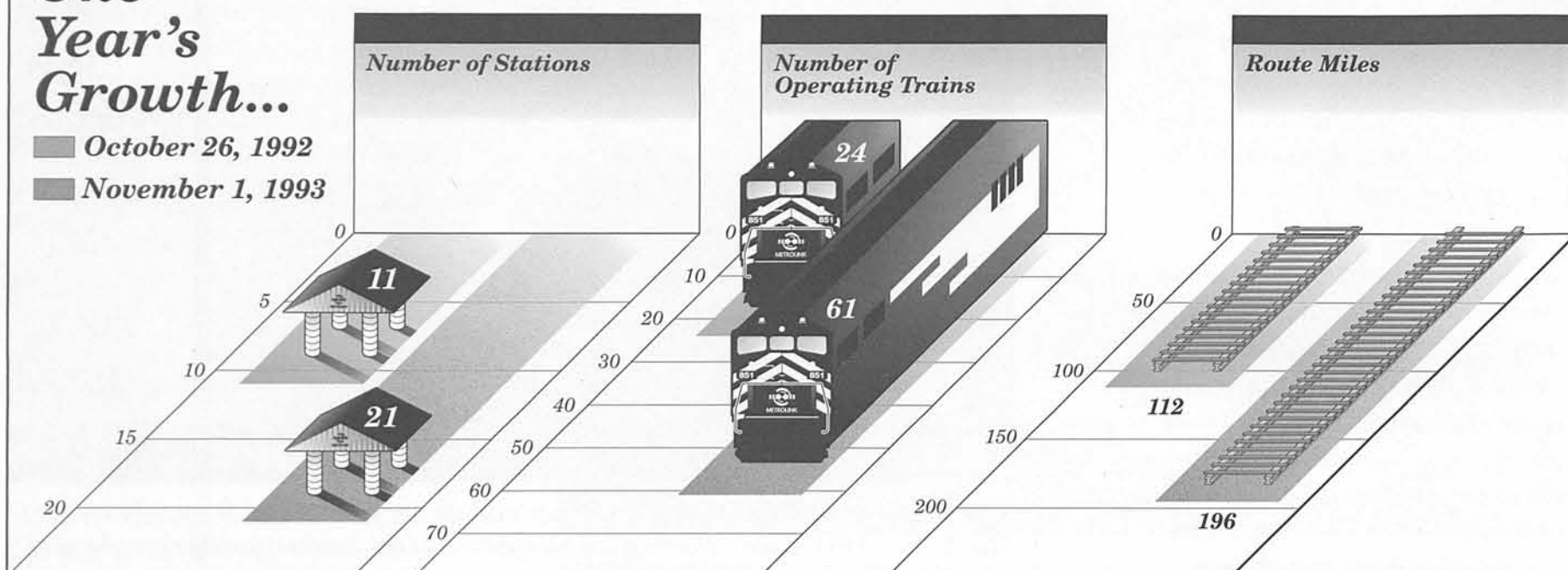
Street

Apt

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## One Year's Growth...

■ October 26, 1992  
■ November 1, 1993



### ■ The Numbers Are Rising

On its first birthday, Metrolink officials announced that ridership has grown faster than predicted — an incredible 238% between November, 1992 to October, 1993.

“During the past year, the long-distance commuter train service has seen tremendous expansion,” said Larry Walker, Southern California Regional Rail Authority chairman.

“Our most significant accomplishment is the fact that Metrolink is removing 26,325 vehicle trips per week by having changed the commuting behavior of 65% percent of our passengers who used to drive to work alone,” said Walker. “We’re providing a convenient and attractive alternative to driving alone.”

### ■ Funding Granted for Norwalk Station

The California Transportation Commission has allocated \$2 million for construction of a Metrolink station in Norwalk.

The station will serve the Orange County Line that will operate between Oceanside and Burbank beginning next May. It will feature a 350-space park-and-ride lot with landscaping and lighting, accommodations for bus circulation and a pedestrian undercrossing. The multi-modal facility will allow passenger connections with various regional and local bus systems. The construction project will include a new intersection at Imperial Highway.

### ■ Orange County Service Delayed

The lack of an agreement between Santa Fe Railroad and five member counties represented by the Southern California Regional Rail Authority has delayed the December opening of the Orange County Metrolink Line until next May.

The involved parties are resolving matters related to right-of-way maintenance, environmental fees, maintenance upgrades and track improvements.

Orange County Transit Authority continues to operate its existing successful roundtrip Amtrak commuter service. **M**

## House OKs \$324 Million for Major Projects

**T**he House of Representatives passed legislation Oct. 20 that would provide Los Angeles County funding for a variety of transportation programs, including \$170 million in federal support to continue construction of Segments 2 and 3 of the Metro Red Line.

Projects funded are:

- \$69.27 million to complete the federal funding share for Segment 2 from Wilshire/Alvarado to Wilshire/Western and Hollywood/Vine;
- \$100.73 million to continue construction of Segment 3 to North Hollywood, Pico/San Vicente and East Los Angeles;

- More than \$140 million in formula funds to be used for mass transportation capital and operating expenses as administered by the Federal Transit Administration;
- \$6.25 million for the Advanced Technology Transit Bus, commonly referred to as the “Stealth Bus”, and
- \$8 million for the continued construction of the Gateway Intermodal Transit Center.

Rep. Julian Dixon, one of MTA’s leading supporters in Congress, said, “The Los Angeles Metro Red Line received a higher level of funding for a new start

rail project than any other city in the country. This is an important accomplishment for Los Angeles and for the supporters of the Metro Rail project.”

California senators had praise for the House action. “The increase in funding from the bill is welcome news, and a strong indication the Senate understands the importance of public transit in the Southern California area,” said Sen. Dianne Feinstein, who supports the legislation along with her colleague, Sen. Barbara Boxer.

The bill now goes to President Clinton’s desk for final approval. **M**

# Cities Contribute Commute Strategies

## Congested Corridor Series Part 7

Cities in the San Gabriel Valley are helping to combat this region's east-west congested corridor with innovative strategies that help shorten lengthy commutes and make using public transportation convenient. For example:

- Pomona's Telecommuting Center, now under construction, will open in January, 1994. It is a short seven-minute walk from a Metrolink station. It is planned to attract workers from a 20-mile radius, giving them an opportunity to work closer to home rather than commuting to downtown Los Angeles.
- In January, 1994, the Pomona Valley Transportation Authority will begin operating a door-to-station shuttle service for residents of Claremont, La Verne, Pomona and San Dimas that ride Metrolink. For a nominal fee, rail commuters will be able to leave their cars at home and reserve a shuttle ride.
- This past summer, Claremont opened its doors to a Transit Store at its Metrolink Station. The store serves as a one-stop center for transportation information and pass sales.

Pomona and Foothill Transit offer similar services at local shopping centers.

About 21 cities and agencies implement Transportation Demand Management strategies along this congested corridor.

The Average Daily Traffic volume on Route 10 ranges from 230,000 to 245,000 and on Route 60, it ranges from 188,000 to 254,000 at various locations along the routes.

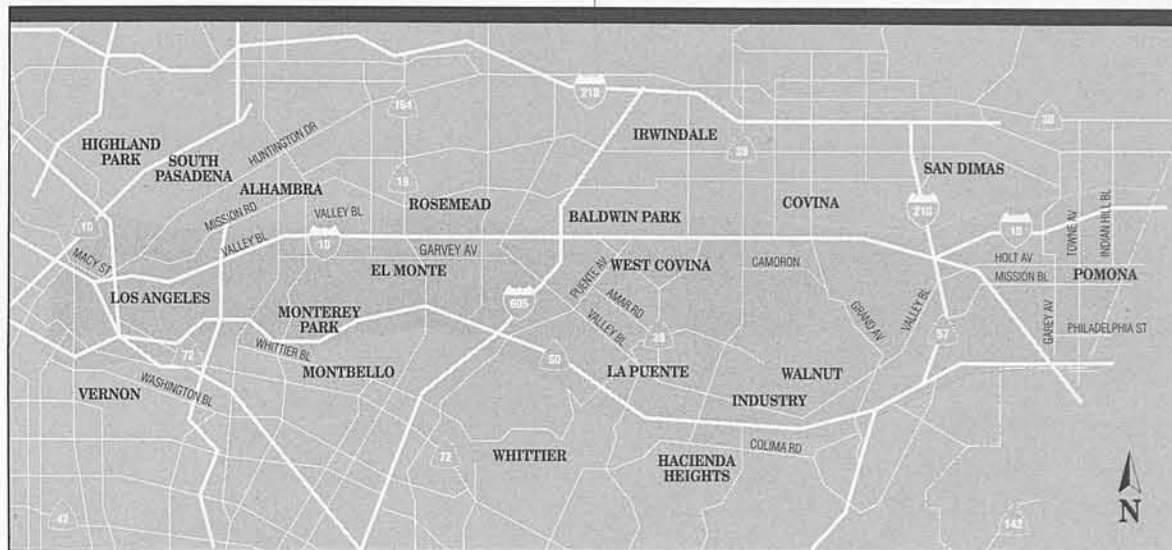
"While major strides are being made,

major population growth due to affordable housing in the Inland Empire guarantees that congestion along this corridor will continue to exist," said the MTA's San Gabriel Valley Area Team Director Steve Lantz. "The goal is to provide commuters choices not previously available."

### Rail

Both freeway corridors now feature Metrolink service. This past summer,

► *Continued on page 8*



**East-West**— This congested corridor includes the San Bernardino and Pomona freeways (Route 10 and 60) extending from downtown Los Angeles through the San Gabriel Valley, as well as parallel and crossing thoroughfares between.

## NEWS BRIEFS



### ■ \$20 MILLION FOR N. HOLLYWOOD SUBWAY

The California Transportation Commission has allocated \$20 million in funding for the construction of the North Hollywood branch of Metro Red Line Segment 3 for fiscal year 1993-94. The monies are from the state's Transit Capital Improvement funds (\$13 million) and the Flexible Congestion Relief funds (\$7 million).

The \$2.4-billion project is funded by a combination of federal, state, local and private monies.

Segment 3 of the Red Line will branch in three directions. The 6.3-mile North Hollywood Branch will continue from the Hollywood/Vine station to a Lankershim/ Chandler station, with intermediate stations at Hollywood/ Highland and Universal City.

East Los Angeles and Mid-City branches are also planned. All three branches are expected to be operating by the year 2001.

### ■ CMP Deficiency Plan

On the MTA's agenda this month appears the first Countywide Deficiency Plan, an element of the 1993 Congestion Management Program (CMP).

The Deficiency Plan strategy is aimed at reducing regional congestion due to growth on freeways and major arterials. The Deficiency Plan establishes a system of development-based debits and mitigation credits. A "Toolbox of Strategies" provides choices from which a city may create its own package of mitigation efforts to counterbalance traffic generated by new development.

Incentives are provided to encourage neighboring cities to work together to address shared congestion problems. The Deficiency Plan also encourages cities to implement land use strategies that reduce traffic.

By September, 1995, each city is required to file its first annual Deficiency Plan report with the MTA. Participation in the CMP and deficiency plan enables cities to receive state gas tax money and apply for state and federal transportation funding.

### ■ 250 New Boxes on I-105




State-of-the-art call boxes have been installed on the new Glenn Anderson Freeway (I-105). The 250 call boxes brought the total number of call boxes in Los Angeles County to 4,300 — making it the largest system in the nation.

Metro call boxes have cellular phones and are powered by solar energy. The system is paid for by a \$1 surcharge on each motor vehicle registered in the county. The Los Angeles call boxes were first installed in 1962

and upgraded to solar and cellular technology last year.

### ■ Dec./Jan. Issue

The next *Metro Moves* is a combined December/January issue. Happy holidays to all *Metro Moves* readers. 

# METRO MOVES

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*"Corridors..." continued from page 7*

MetroLink began service on the 58-mile Riverside Line, providing a commuting option for Route 60 motorists. New stations on this line are being planned in Pomona and Montebello, both to open in 1995.

MetroLink's 57-mile San Bernardino Line runs along the median of the I-10 Freeway alongside the popular El Monte Busway. (See story on page 1.) Caltrans plans to extend the busway to the San Bernardino County line by the

year 2000. This multi-modal freeway corridor was Southern California's first to feature regular vehicle lanes, HOV lanes and commuter rail transit.

"Multi-modal corridors are needed throughout Los Angeles County to serve the diverse travel desires and needs of commuters," Lantz said, noting that a similar approach is being developed for the new I-105 corridor, which includes mixed flow lanes, HOV lanes and the Metro Green Line.

"However, for these facilities to work

well, commuters must embrace ridesharing or other personal travel habits that reduce demand on the over-burdened system," he said.

As part of the Candidate Corridor review process, two possible Metro routes were studied in the valley. This month, preliminary results of the 10/60 Transit Corridor study will be presented to the MTA Board. The Draft EIR for the Northern San Gabriel-San Bernardino Valley rail transit project is in its public comment period. **M**



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