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Central City Division 1 Gets 'Make-over' with Expanded Bus Parking



Expansion began with grading of adjacent three-acre site that now provides new parking area for the Central City fleet.

- New area will hold some 250 buses, including Metro Liners
- New 3-acre site opened, street closed for the project

By DAVE HERSHENSON

(Aug. 5, 2005) Aging Los Angeles celebrities aren't the only ones getting a make-over these days.

Metro's oldest operating division, Central City Division 1, is being expanded to provide parking spaces for approximately 250 coaches, including 60-foot articulated Metro Liners, as well as on-site parking for employees.

Designed for 170 40-foot coaches, Division 1 was over capacity with a fleet of 181 buses before construction began.

Phase 1 of the expansion project included the purchase of an adjacent three-acre site on the south side of the division. Industrial Street, which runs between the old bus yard and the new property, was temporarily closed and fenced off. The division's fuel island also was expanded.

Street to be permanently closed

When Metro's permanent street closure request is granted by the city, Industrial Street will be permanently closed, regraded, paved over and walled in along with the rest of the new yard.

Between 450 and 500 bus operators and Transportation staff, along with more than 120 Maintenance staff are employed at the division. Currently, Maintenance employees park on the new lot, but most Transportation employees continue to park off-site.

Future project phases will include maintenance pit extensions and expansion of the Transportation building.

A master planning study, scheduled for completion this fiscal year, will evaluate how Division 1 operations can be improved, and the potential of such joint development projects as a parking structure and commercial outlets.



A congregation of buses align in parking formation mid-century. See ["From Horse and Carriage to High-Tech Buses"](#) article on the history of Division 1 property.

Construction was delayed

Although management had hoped to have the new bus parking area ready for the December, 2004 shakeup, construction was delayed by property acquisition and eminent domain issues.

While the Division 1 expansion was underway, an Auxiliary Division was created at Terminal 31 at the corner of Vignes and Cesar Chavez to accommodate the overflow of Division 1 buses.

The Auxiliary Division went into operation, Dec. 19, 2004 and was used until completion of Phase 1 of the division expansion project in June 2005.

The creation and operation of the Auxiliary Division was successful because of the teamwork of Metro departments, including the Gateway Cities sector staff, Division 1 management, San Fernando Valley sector staff, Facilities Engineering, Bus Operations Control Center, Non-Revenue Division 4, RRC management and staff, Procurement, ITS, Safety, the Transit Services Bureau and others.

Smoothly and effectively

Division 1 Transportation Manager Sonja Owens, former Maintenance Manager Donell Harris and their staffs set up and operated the Auxiliary Division smoothly and effectively.

"The supervisors were key to this project's success," said Owens, "They made it work." She particularly thanked Bill Wilkison, Cindy Oviatt, Yasmine Hayes and Eddie Gomez.

A lot of staff time went into coordinating the maintenance of buses at the Auxiliary Division.

"The project went a lot better than we first expected...", said Harris. "It took some time to work out some coordination issues... We also sent a cleaning crew to the Auxiliary Division each night to clean, count, and check...to make sure we always had the proper equipment to match their operational needs."

'A fantastic job'

"There is no way we could have pulled this off without the contributions of a number of the Division 1 Maintenance team," Harris added. "In particular, Assistant Maintenance Manager Bruce Crum, along with his supervisors and maintenance personnel, did a fantastic job overseeing the day-to-day activities involved in making everything work."

"The entire operation ran smooth from start to finish," Gateway Cities General Manager Alex Clifford said of the Division 1 employees. "All team members displayed a high level of professionalism and expertise."

"They adjusted to a wild set of challenges created when the Auxiliary Division buses had to be cleaned and fueled after their morning trippers," Clifford added, "while at the same time having to prepare a line of buses to be shuttled back to the Auxiliary Division by the operator who just completed the tripper. From start to finish, it was a job well done!"