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LETTERS TO THE EDITOR

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MTA agrees with the *Times* that the Metro Gold Line is off to a strong start and should prove a valuable tool for easing traffic. However, it is only one of many transportation tools MTA must employ. There is no single solution for solving today's gridlock or handling the future mobility needs of Los Angeles County. Those critics of mass transit who claim more highways or toll roads alone will do the job are sadly mistaken.

Fortunately, MTA has an ample toolbox. The expanding Metro Rail system works in corridors where the freeways are jammed and the streets too narrow for busways or where buses can't keep up with passenger demand. The new San Fernando Valley Metro Rapidway is under construction. Faster Metro Rapid buses, equipped with transponders that can extend green lights, today operate on six lines with 21 more routes in the pipeline. Soon Angelenos will see new high-capacity buses on the streets.

These are welcome improvements. Still, the majority of county residents remain auto dependent because they don't have ready access to other alternatives. But here, too, MTA is making progress. More than 400 miles of freeway carpool lanes, vanpool subsidies and other incentives are coaxing more commuters to share a ride. The Metro Freeway Service Patrol is there in a jiff to remove stalled vehicles. Street widening projects and synchronizing traffic lights help thin traffic on local streets. More bikeways and pedestrian improvements are planned. And the movement of rail freight is causing fewer delays at railroad crossings from the ports to downtown, thanks to the Alameda Corridor project. A 35-mile planned extension of the railroad project will afford similar relief to motorists from East Los Angeles to Pomona.

The right tool for the right job. It works as the new Metro Gold Line is proving.

Roger Snoble

Chief Executive Officer
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