

IV METRO MOVES

Commuter Breakthrough!



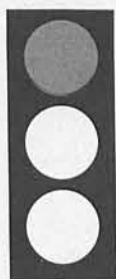
Opening day — The last morning Metrolink train rolls into Union Station on time to greet well-wishers, the press and elected officials gathered for opening day ceremonies. Pictured from left are Southern California Regional Rail Authority (SCRRA) Executive Director Richard Stanger, SCRRA Chair Jacki Bacharach and SCRRA Vice-Chair Larry Walker. Turn to page 3 for more Metrolink grand opening day photos.

L.A. Gets 'Smart'

Smart Corridor debuts mid-1993

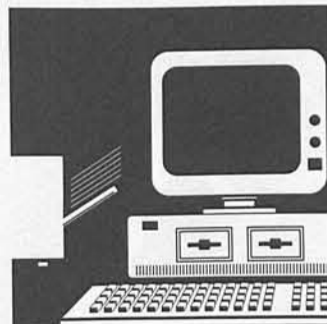
Some political candidates tossed around the term "smart streets" this year as an example of the kind of advanced infrastructure technology that America should be developing.

Once again, Los Angeles County is out in front with a Smart Corridor project that is attracting nationwide industry attention and with a new federal grant for Intelligent Vehicle Highway System (IVHS) technology.



21st century traffic management

"Smart" technology, a type of IVHS technology, is a blanket term for advanced methods of extracting information about traffic conditions from streets and highways, responding to the data, and communicating it quickly to motorists both inside and outside of vehicles before or during car trips.



When a number of these technologies are integrated into a coordinated system, smart technology can improve traffic flow and significantly reduce congestion without requiring new road construction.

Feds award \$4.9 million

The federal government recently awarded Los Angeles County a \$4.9-million IVHS technology grant as part of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). Caltrans will administer the money

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Future Fares by Credit Card ?

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Fish Farming Project

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for new technology development projects in the county such as in-vehicle computer navigation systems and improved detection technologies.

Santa Monica Freeway Corridor

Part of the credit for attracting this seed money to Los Angeles County belongs to the \$48-million Santa Monica Freeway Smart Corridor project.

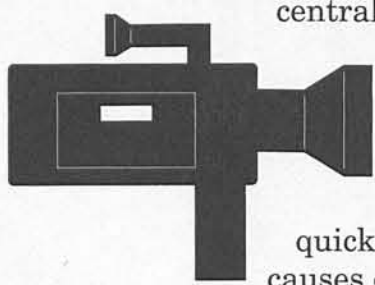
This innovative demonstration project, due to be completed in mid-1993, typifies the type of smart technology project that will be developed nationwide in the next five years. The Santa Monica Smart Corridor combines advanced traffic control and monitoring systems, motorist information systems and accident/incident management techniques to increase traffic flow on about 14 miles of the Santa Monica Freeway (10) and adjacent arterials.

"The system enables us to get a snapshot of traffic conditions within the corridor at each moment. Once you have an accurate, moment-to-moment picture of traffic conditions, you can ensure a quick, coordinated approach among all agencies," explained Shahrzad Amiri, LACTC project manager for the Santa Monica Freeway Smart Corridor.

Streets that talk back

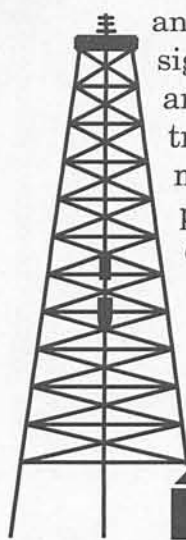
The Santa Monica Freeway project is using a number of coordinated strategies to improve traffic flow:

- Sensors embedded in the freeway and roadways that report traffic conditions to computers located in a central traffic control facility; these computers will automatically change and coordinate the timing of traffic signals and freeway ramp meters;
- Traffic control personnel at a central facility and remote control sites in participating cities that quickly spot the causes of bottlenecks by scanning problem locations with computers and closed circuit TV cameras;
- Speedy responses to accidents and incidents with the help of faster-flowing traffic information that will enable traffic controllers to quickly dispatch California Highway Patrol and local law enforcement officers to help clear traffic congestion;
- Emergency response teams and roving service trucks that assist motorists with disabled vehicles;
- Real time Highway Advisory Radio



central facility and remote control sites in participating cities that quickly spot the causes of bottle-

necks by scanning problem locations with computers and closed circuit TV cameras;



and changeable message signs on freeways and major arterials that traffic controllers will use to advise motorists to detour around problem locations, enter or exit or avoid entering the freeway;

- On major streets parallel to the freeway, traffic signals that are adjusted to remain green

longer, allowing motorists to move smoothly across the corridor.

Reduced travel times

The project should result in about a 20% reduction in intersection delay, a 35% reduction in the number of vehicles stopped at intersections, and an 11%-15% reduction in travel time.

These reductions are expected to save motorists \$24 million-\$32 million a year in fuel consumption, travel time and car maintenance.

The project will help people breathe easier about more than traffic delays. By reducing carbon monoxide and hydrocarbon emissions on one of America's busiest stretches of freeway, the Santa Monica Freeway Smart Corridor project will help improve Southern California's air quality.

A project like this requires extraordinary planning and operational coordination among many agencies. Caltrans, the CHP, the LACTC, the City of Los Angeles Department of Transportation, the cities of Culver City, Beverly Hills and Santa Monica,

the Federal Highway Administration and the LAPD are working as a team to make the Smart Corridor a success.


Olympic inspiration

It took an enormous traffic-generating event like the 1984 Olympics to convince everyone involved that inter-agency traffic management teamwork was feasible and effective.

"During the Olympics, representatives from all of these agencies worked together in a single room to create a team that monitored traffic from helicopters and directed adjustments to signals and ramps. The lesson of the Olympics was that this kind of coordinated systems management approach works. The challenge was, how do you institutionalize it with technology?" said LACTC Chairman Michael Antonovich.

Watched by the world

With its closed circuit cameras, computer monitoring system and interest in the project from traffic engineers worldwide, the Santa Monica Freeway between Centinela Avenue and Soto Street may become one of the most highly scrutinized stretches of pavement on the globe.

"The Santa Monica Freeway Smart Corridor is one of the most progressive IVHS projects in the nation in terms of technology and time frame," LACTC Executive Director Neil Peterson said. "Its results will be highly influential in the entire traffic management field." 



Conversational Cars—Intelligent Vehicle Highway Systems (IVHS) now being developed in Southern California, such as this interactive "inductive radio" on-board computer system, will one day enable traffic control computers and drivers to communicate instantly about road conditions and emergencies.



Metrolink Opening Day

October 26, 1992



Helping hands — For the first two weeks of Metrolink service, Metro Ambassadors met passengers at every station on all three routes to guide people toward connecting transportation and distribute schedules and maps. <



Rhythm of the rails — The L.A. Barbershop Chorus serenaded morning commuters at Union Station as part of Metrolink opening day festivities. ^

Say it with flowers — Vernon Schwartz, president of Catellus Development Corporation, presented a Metrolink logo constructed entirely of flowers to elected officials presiding over opening ceremonies. v



Gospel according to Metrolink -- The Kitchen Choir led passengers from the platform into Union Station's old ticketing area, where opening day festivities took place. v



Ridership swells — A sea of opening day morning passengers flooded the Union Station platform, heading for connecting bus and shuttle services. ^

Cycle connection — Each Metrolink train includes space for bicycles, so that cycling commuters can ride to and from stations and their final destinations. >



Fare Debit Cards Let You Pay With Plastic

A few years from now, L.A. bus and rail riders won't have to fumble with change, tokens or paper transfers anymore. They'll pay with plastic.

Widely used throughout Europe and the



Far East, the new fare debit card being developed in Los Angeles is a faster, more efficient, counterfeit-proof way to pay fares.

Customers purchase any number of fares they wish and the credit is coded into a magnetic strip on the back of the card. When boarding a train or bus, customers simply slip the card into a machine that automatically subtracts the correct fare amount from the card's "stored value". The machine reminds you when to add more value to the card by printing out the remaining value when the amount drops under \$10.

Demonstration project

The LACTC approved funds for a \$4.6-million demonstration project earlier this year to test the fare debit card idea on buses. In January, new electronic card scanners will be installed on one bus route in the RTD's Pomona Division. "If the test is successful, the demonstration project will be expanded to include the rest of the RTD's Pomona Division, Foothill Transit Zone and Culver City Bus Lines," said LACTC Commissioner Jacki Bacharach.

Switching to fare debit cards, explained LACTC Transportation Development Specialist Jim Lair, has several advantages.

Faster boarding

"It speeds up boarding because there's no more hunting for change, and reduces passenger-driver confrontations over fares," said Lair. "Also, fare debit cards are much more difficult to counterfeit than the current monthly passes. And they are longer-lasting: one month's remaining value can be carried over into the next. They eliminate those easy-to-steal books of transfers that drivers now have to carry around."

Lair believes that the fare debit card can increase bus and rail ridership by making it easier for the "discretionary rider" — people who may not always

remember to carry enough cash for fares — to pay. When the LACTC eventually implements a plan to sell and recharge fare debit cards at bank ATMs, as well as at regular bus-and-train fare sales outlets, taking public transportation will be too convenient to resist.

Route planning data

Fare debit cards make things easier for transportation planners as well as riders. The electronic fare debit system provides a constant stream of data on where and when customers are riding buses and trains. Planners can use this information to more quickly and accurately determine which routes are the most profitable, and where schedule and route changes are necessary. **M**

Blind, Visually Impaired Meet Metro Red Line

When Metro Red Line Segment 2 construction reaches Vermont Avenue and Santa Monica Boulevard in about a year, not everyone will be able to watch their step.

That's why the Rail Construction Corporation is taking some very special measures to make things safe for the more than 37,000 visually impaired clients of the Braille Institute who travel to and from the institute's Hollywood Sight Center, Library and Conference Center.

Braille Institute clients received their first introduction to the Red Line subway last month, when a mock-up of a Red Line car was temporarily installed in the institute's parking lot. For a week, clients and neighborhood residents got a chance to explore the car, watch and hear an informational video and ask questions of Metro staff.

The Braille Institute, a non-profit Southern California organization that provides free assistance and education to those who are blind and visually impaired, maintains its headquarters on Vermont Avenue near Los Angeles City College.

The institute is located directly adjacent to the path of the Red Line Segment 2's next construction leg, between Wilshire Boulevard/Vermont Avenue and Hollywood Boulevard/Vine Street.

"The Rail Construction Corporation works closely and responsively with every neighborhood affected by Metro Rail construction to address community concerns," said RCC President and CEO Ed McSpedon. "We're working with businesses and residents in the area, L.A. City College and the institute to make the construction

LACTC Approves 'Rebuild L.A.' Projects

The LACTC has approved five projects to help create jobs and revitalize the city. The projects were made possible by the California Transportation Commission's decision several months ago to accelerate \$106 million in state funds on Metro Red Line Segment 2 and defer local match fund requirements. The approved projects will use this deferred local match fund money.

The approved programs include:

- **Electric Trolley Buses**—(\$10 million) Accelerated construction of two electric trolley bus prototype demonstration lines: one in downtown L.A. leading to the Convention Center and the other in the City of Long Beach;
- **Transportation Demand Management (TDM) Apprenticeship Program** (\$1 million)—On-the-job training and two-year college scholar-

ships for high school students;

- **Building Trades Apprenticeship Program** (\$1 million)—In cooperation with the Associated General Contractors and building trades unions, a program that will provide pre-apprenticeship training, on-the-job training at LACTC rail construction sites and jobs for qualified unemployed adults in the L.A. area;
- **Youth Jobs** (\$1 million) Creation of maintenance and graffiti-removal jobs for local youth along recently acquired rail rights-of-way;
- **Acceleration of Alameda Corridor Project** (\$25 million) Construction that will improve rail access to the ports of Long Beach and Los Angeles, reconstruct the Wilmington viaduct on Anaheim Street and enhance traffic flow.

The remaining funds will be used for projects selected during the next Proposition C/federal Intermodal Surface Transportation Efficiency Act (ISTEA) allocations in early 1993. **M**



Mobility for all—Braille Institute client Johnnie Hill (left) explores a model of a Metro Red Line car with Robert Perrone, the institute's associate director of Independence Programs.

zone as safe and usable as possible for the visually impaired.”


Special safety program

Over the next year, the extensive safety program developed by the RCC and the institute will include such elements as dedicated, well-lit pedestrian walkways wide enough for wheelchairs; special large-print and Braille directional and informational signage in easily readable black or yellow characters; safety education sessions for Braille Institute clients and staff, and a construction information publication for the neighborhood, recorded on tape for the institute's library.

The RCC, the LACTC's rail-building subsidiary, is also making sure that Metro Rail station design responds to the visually impaired community it will serve. Station designs comply with the 1990 Americans With Disabilities Act and feature tactile warning strips at the edge of platforms, access for the disabled, Braille and raised-letter signage and Braille instructions on ticket machines. The Vermont Avenue/Santa Monica Boulevard station will also emphasize light, both natural and artificial.

Beacon for the blind

Artist and member of the station design team Robert Millar spent several days at the Braille Institute to heighten his awareness of the needs of the visually impaired.

“I proposed a redesign of the entrance space — changing it from a tunnel with an 11-foot ceiling to a voluminous space with 42-foot ceilings of glass blocks to allow daylight to flood the interior,” explained Millar. The station's skylit entrance will act as a beacon by night as artificial light radiates upward from below street level. “It'll be like walking into a really great light-and-space installation,” said Jessica Cusick, director of the LACTC's Art for Rail Transit (A-R-T) program. 

3 Metro Extension Studies Moving Ahead

Three new Metro Rail projects are now moving through the Environmental Impact Report (EIR) process. The lines are among the eight to 10 “candidate corridor” projects being evaluated for priority scheduling. EIRs incorporating public comments are required before the LACTC can choose routes and modes for the new rail lines.

Green Line Eastern Connector

The public has until Dec. 18 to comment on a draft EIR laying out a connector route between the Green Line's eastern terminus at the I-605 Freeway and a proposed Norwalk Transportation Center.

The 2.8-mile Green Line Eastern Connector would begin at the Green Line station east of the I-605, proceed north to Imperial Highway and east along Imperial Highway to the Norwalk Transportation Center. The project's draft Environmental Impact Report analyzes the impacts of both an aerial alignment and a subway alignment along the Imperial Highway route.

Planners see the Norwalk Transportation Center as a potential key hub. The station would serve Metrolink commuter trains linking Orange and Riverside counties and the Green Line to El Segundo. It could also become a point of connection between Los Angeles and Orange counties.

Copies of the report can be reviewed at the Norwalk and Santa Fe Springs libraries, as well as at the LACTC's office. Interested individuals can obtain free copies of the Draft EIR Executive Summary, or purchase a complete document for \$20, by calling Margarita Ortiz of the Southeast Area Team at (213) 244-6516.

Written comments can be mailed to Ram Kumar, Southeast Area Team, at the LACTC. Responses to public comments will be incorporated into the final report when it is presented to the commission for certification.

Burbank/Glendale light rail


Now that the 45-day review period has closed on the Final Environmental Impact Report for a Burbank/Glendale/Los Angeles rail project, the report moves to the commission for certification in December.

The route extends from the Burbank/Glendale/Pasadena Airport to Union Station in downtown Los Angeles. The proposed alignment would join the Pasadena-Los Angeles light rail line near the Golden State and Pasadena freeways interchange.

The Burbank/Glendale light rail line would serve the area's airport; Burbank's City Center; Glendale's Central Grand Industrial Park and business district; the Los Angeles Zoo, Gene Autry Western Heritage Museum, and the residential communities of Northwest Glendale, Atwater Village, Glassell Park and Cypress Park.

Blue Line Connector to USC/Exposition Park

The Final Environmental Impact Report for a Metro Blue Line Connector to the USC/Exposition Park area will go to the commission next month for certification. The two-mile connector would extend tracks south along Flower Street where the Blue Line currently travels north at the Washington intersection.

The report proposes two stations along Flower: at 23rd Street and at Jefferson Boulevard. The FEIR evaluates three options for crossing Figueroa — subway, aerial bridge or surface “at-grade”. After crossing Figueroa, the line would continue to the Exposition right-of-way, where another station may be built, and terminate at a station on Vermont Avenue. 



More light rail—All three Metro extensions currently under study would use cars similar to those on the Metro Blue Line.

Students to Create Multicultural Mural at CSULA Metrolink Station

Cal State Los Angeles students have a special stake in their campus' Metrolink train station. They're creating the mural that will enliven one of the station's walls when it opens this spring.

Class on public art

The students, chosen from CSULA, L.A. County High School for the Arts, East L.A. College, L.A. City College and Pasadena City College, spent 10 weeks over the summer working in teams to create designs for the campus station. Their assignments included signage, murals and other amenities, but the group decided to make a model of the entire station in order to understand how their ideas would fit in.

"The focus of the class was an introduction to the community process and creative elements of developing public art works," said Jessica Cusick, director of the LACTC's Art for Rail Transit (A-R-T) program.

Elevator shaped like a pencil

In September, the class presented its concepts, including an elevator that looks like a giant yellow pencil, to community representatives from surrounding cities Alhambra, Monterey Park and Montebello, as well as transportation officials.

"This public art course provided a way for students and the surrounding


communities to get involved in creating a rail transit station that reflects the area it passes through," said L.A. City Councilmember and LACTC Vice Chair Richard Alatorre at the presentation ceremony.

Painting mural together

Two prominent local muralists, Yreina Cervantes and Richard Wyatt, later chose a mural idea from student designs. The young people will join ranks to paint it on one of the station's walls under the supervision of a professional artist.

The winning mural design, "Freedom of Expression," by CSULA's Phillip Chow, incorporates the campus' mascot, an eagle, with a multicultural representation of the people of Los Angeles. The background images will be compiled from photographs of the area and its residents.

"It seemed to have the biggest potential for collaboration," commented A-R-T Program Project Manager Alan Nakagawa of the judges' selection. "It also makes a positive statement about the different ethnicities at the campus."

Project architects and engineers are considering the students' other ideas, including special signage, for inclusion in the station's design. 



Legislative Update


Seminar for New State Legislators

LACTC staff will be conducting a seminar for new Los Angeles County state legislators and their staff during December at the LACTC's offices in downtown Los Angeles. The seminar will focus on the commission's policies and projects, and review the LACTC's 1993 Legislative Program. All interested legislative officials and staff are welcome to attend. To R.S.V.P., call Rebecca Garcia of LACTC Government Relations at (213) 244-6745.

Roybal-Allard, LACTC Sponsor Disadvantaged/Women-Owned Business Seminar

Assemblywoman Lucille Roybal-Allard (D-56th District East L.A.) jointly sponsored a day-long seminar for disadvantaged and woman-owned businesses last month. The seminar was designed to help members of the business community become certified as disadvantaged/woman-owned businesses, known as DBEs/WBEs, and to provide information on current and future contract opportunities at the commission. The LACTC offers guidance on how to organize similar seminars to all interested state officials. For information on holding a DBE/WBE seminar, call Kecia Washington, LACTC State Affairs representative, at (213) 244-6752.

State Officials, Business Leaders Tour Projects

Over the past few months, a number of state transportation officials and industry leaders have been touring local transportation projects in order to learn more about L.A. County's transportation achievements, challenges and goals. Recent visitors to L.A. County's Metro Red Line subway, scheduled to open in early 1993, include California Secretary of Business, Transportation and Housing Carl Covitz, Caltrans Director James van Loben Sels, California Transportation Commission (CTC) member William Leonard, CTC staff, and representatives from the offices of several state legislators. Covitz also took time out for a short ride on a new Metrolink commuter rail car. 

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V.I.P. subway trip —California Secretary of Business, Transportation and Housing Carl Covitz (left) tours the Metro Red Line subway beneath downtown L.A. with LACTC Executive Director Neil Peterson.

Fish Swim in East L.A. Schools

When MacArthur Park's lake reopens next summer, its waters will wriggle and flash with life — thanks to the fish farming efforts of eastside school children.

The lake was drained more than a year ago for construction of the Metro Red Line's Segment 2, which will run beneath the lake and head north on Vermont Avenue and west on Wilshire Boulevard.

Kids raising bluegills

Youngsters from five nearby schools are raising bluegill sunfish for the lake in aquariums donated by LACTC staffers. Along with lessons in how to raise and care for the fish, the children, who range from kindergartners to sixth-graders, are learning about the public permit process from the California Department of Fish and Game. The LACTC staffers also recruited Cal Poly Pomona biology professor John Baskin and a Cal Poly graduate student to spend some volunteer time giving the children basic lessons in ecology.

"The exercise combines lessons in biology, ecology, public policy and transportation planning," said L.A. City Councilman and LACTC Vice Chair Richard Alatorre. "This learning experience is a way to introduce the schools to positive changes planned for their communities."

Park restoration

When the fish are released into the restored MacArthur Park lake, they'll enjoy a healthy environment with a new aeration system, lining and fountain. After construction at the site is complete, the lake area will receive a \$6 million restoration, including new walkways, lights, planters and benches.

A sense of ownership

Turning inner city schoolchildren into fish farmers is part of the LACTC Central Area Team's efforts to spawn a sense of community involvement and ownership among young area residents as Metro Rail enters their neighborhoods. The schools chosen for the project are located in the vicinity of a planned Metro Rail extension into East Los Angeles.

After the fish farming project was turned down for a state grant earlier this year, LACTC staffers decided to pay for some aquariums and fish out of their own pockets. Central Area Team Project Manager Armando Ramirez hopes that a corporate sponsor will eventually be found who is willing to expand and continue the program. **M**



Bluegill thrill— Youngsters from Soto Street Elementary School in East Los Angeles crowd excitedly around a fresh water aquarium filled with baby bluegill sunfish. The children are raising the fish to help restock MacArthur Park Lake when it reopens next summer after the completion of Metro Rail construction.

NEWS BRIEFS



911 Lesson for Cellular Phone Users

The California Highway Patrol says that roadway emergency communications are currently being bogged down by cellular telephone users who dial 911 inappropriately.

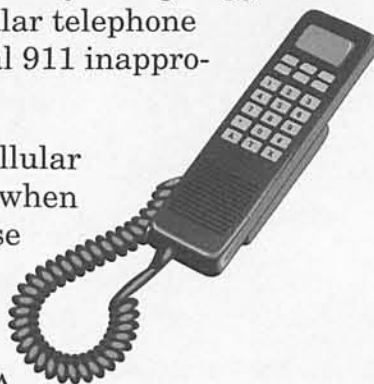
To educate cellular callers about when and how to use 911, the cellular telephone services L.A.

Cellular and Pac Tel Cellular will soon start publishing mobile 911 instructions in their monthly newsletters.

The newsletter articles, a free public information alternative suggested and coordinated by the LACTC's South Bay Area Team, replace a \$39,000 public information campaign on mobile 911 originally planned by the County of Los Angeles.

DMV Boosts Freeway Service Patrol, New Call Boxes

Watch for information about L.A. County's free Metro Freeway Service Patrol and new cellular call boxes in Department of Motor Vehicles mailings. Informational inserts in both English and Spanish, included with vehicle registration forms, will reach about seven million county residents over the next year.



Santa Monica Bus Lines Receives Award

Santa Monica Municipal Bus Lines has received the American Public Transit Association's (APTA) prestigious Public Transportation System Outstanding Achievement Award for the second time.

Santa Monica's 64-year-old Big Blue Bus system, which receives 52% of its funding from the LACTC, was singled out as the best-operated system for its size. With one of the highest farebox return rates in the county, 50-cent fares and an 84% "good" or "very good" rating from riders, Santa Monica's bus service pleases operations experts as much as customers.

"The Santa Monica system has become a symbol of low cost, quality service and efficient resource management," said APTA Chairman Louis H. Parsons, chairman of Toronto's GO Transit system.

APTA, an international association of operating transit authorities, their suppliers and other advocates of improved transportation service, presents the award annually to the North American transit system that demonstrates extraordinary achievement in efficiency and effectiveness in its size category.

South Bay Cities Form Traffic Improvements Panel

South Bay cities and L.A. County have formed a new group called the South Bay Coordination Committee for

Continued on back page

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"News Briefs" continued from page 7...


Traffic Improvements. The committee is leading the effort to synchronize traffic signals on major streets transecting the South Bay, an improvement that will cut travel time, gas consumption and air pollution by continuously adjusting signals to keep traffic moving smoothly.

Four streets have been proposed for

the committee's pilot project: Pacific Coast Highway (PCH) between Long Beach and Los Angeles International Airport; Sepulveda/Willow between Long Beach and Hawthorne Boulevard; Western Avenue between PCH and Route 105; and Hawthorne Boulevard between PCH and Route 105.

To get the project started, the LACTC recently approved \$200,000 in Proposi-

tion C transportation sales tax funds for a signal synchronization conceptual design study.

For information on the South Bay Signal Synchronization Project and the South Bay Coordination Committee for Traffic Improvements, call Diane Perrine, South Bay Area Team project manager, at (213) 244-6438. 



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