



AERIAL VIEW OF PROPOSED TRANSPORT ARRANGEMENT

KEY FEATURES:

- Transport functions would be dispersed throughout the east and west portions of the site.
- Behind the main historic portion of Union Station, a new two-story bus terminal runs north-south between Cesar Chavez and the El Monte Busway, allowing access to both.
- A significantly widened passenger concourse at the level of the historic station connects all transit modes.
- Vehicular traffic on Vignes would be reduced by the relocation of bus operations to the northwest corner of the site.
- HSR would be located approximately 60 feet below Vignes and would run parallel to the Red/Purple Line.
- A new HSR concourse could have its own identify and address along Vignes.
- HSR could become a catalyst for development adjacent to the HSR concourse on the east side of the site.

This is another of the 4 proposals for the future of LAUS. This one has the HSR tracks moved east of the station tracks. The passenger tunnel to the platforms would be enlarged and a new 2 story bus station would be built next to the Gold Line platform between the 101 freeway and Chavez Ave.

Re: Correction on Trolley start-up

I loved your editorial on expanding rail service. You are dead right on all accounts - especially the Pete Wilson flip-flop story. One minor edit - the San Diego Trolley rerailed 100% of the SD&AE Railway with

90 pound rails - we didn't use any of the old rail. We did use any existing ties which we good, however. Thanks.

Jim Lundquist

#2 Trolley Engineer (past)

I stand corrected, I thought I read somewhere that some of the old rail was used which sounded odd to me. What I clearly remember from about the time service began on the Trolley was a story that the factory representative from Germany was horrified when he saw the San Diego tracks for his beautiful new cars. In Europe they didn't run such equipment on light weight rails spiked to wooden ties! NB

Re: Trolley start-up.

Another point about the San Diego trolley is that, because it was cheap, it was possible to build it without federal funds, which knocked years off the construction time.

Michael Mahoney

Quite true and this was pointed out at the time when the Trolley opened. NB

Re: Cons of breaking up Amtrak

While there might be some operational and financial advantages to this, I think it would be a very bad strategy as long as extensive Federal funding is provided for Amtrak. In the Federal funding world, size matters. Breaking up Amtrak would only make the parts that much easier to kill. (E.g., when allocating money, why should, say, a California Senator care about an Illinois commuter line, and vice versa?) The California model, where the State adds money for additional lines, rather than taking control of legacy Amtrak-run trains, makes much more political sense - giving the State control over lines it adds without diluting Amtrak.

Donald F. Robertson,

San Francisco

My intent in my last post and most of what I post on the RailPAC website is to provoke thought and stimulate discussion about rail passenger issues. I am not ready to advocate contracting service of Long Distance trains yet. The problem is Amtrak since the mid-1990's has been neglecting the long distance trains. Before 1993 we saw service extended from New Orleans to Florida, from Savannah to Jacksonville and additional Superliner cars ordered to be added to trains because the long distance trains are often sold out. Since 1993 service extensions from Savannah and New Orleans have been cut back and there is less long distance equipment available to carry passengers and earn revenue now than before 1993.

If Rep. Mica is successful in splitting the long distance trains from Amtrak we must be prepared to insure that the service is well run and allows smooth connections between different lines and with Amtrak services. The real issue is rail passenger ridership growth over the last 30 odd years hasn't kept up with growth in travel demand. Rail passenger service comes to less than 1% of all travel in this country. We have a long way to go to gain significant growth in rail travel. We need an expanded nation wide rail passenger service to gain broad political support and significant ridership growth. NB

Re: Problems with buying Metrolink Tickets

To my dismay, I just discovered that Metrolink has re-programmed its TVM's (**Ticket Vending Machines**) to delete the option of purchasing a ticket from a station different from the location of the TVM. Now you can only purchase a ticket from the station where the TVM you are using is located. Thus, when I went to Irvine to purchase tickets from Rancho Cucamonga, I could not longer do so. I called Metrolink and the agent told me that I had to drive to Rancho Cucamonga and use the TVM there to purchase the tickets.

Apparently Metrolink is clueless to the fact that customers may want to obtain their tickets in advance,

and are not located near the Metrolink station they will be traveling from. (example: arriving Fullerton on Amtrak #3 and connecting to Metrolink to Irvine, with a tight connection and no time to purchase a ticket--as happened to five of us recently. Another example: need to obtain tickets for a person who is not capable of using the TVM (child, elderly, disabled) going from A to B on one day, and returning from B to A on a different day).

Why can't customers purchase tickets on the Metrolink web site? I can purchase New Mexico Rail Runner tickets and Amtrak tickets online. Why not Metrolink tickets???

Further indication of Metrolink's clueless behavior: When I did visit Rancho Cucamonga station I found there is NO INDICATION as to the DIRECTION OF TRAVEL on the two platforms. No signage whatsoever. There are 2 platforms there.

I have never encountered a commuter station which had 2 platforms which did not indicate the direction of travel for each. (At this station, trains observe LEFT HAND RUNNING, which means they stop at the opposite platform from what one would intuitively expect.)

Help!

Rolland Graham

Too often rail passenger service providers concern themselves mostly with the operations of their trains while ignoring the marketing and revenue growth of their services. Simple things like insuring the glare from the sun doesn't make it difficult to read the screen on the ticket machine is just one example that could use fixing at Metrolink. Not only should ticketing on Metrolink be easier, it should promote more use of its trains particularly during the non-rush hours. Metrolink makes it difficult to buy tickets on lightly used trains that connect with each other. One can buy an Amtrak ticket on a Metrolink ticket machine. But the machines and as far as I know the websites of both Amtrak and Metrolink fail to suggest connections between these to carriers for travel when ordering tickets. Airlines do this all the time when looking for flights where Airlines have interline agreements. What seems to be missing all around are leaders with drive to get things done. NB

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