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ROUTE LOCATION  
CONSIDERATIONS

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. 

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**RAPID TRANSIT ROUTE LOCATION CONSIDERATIONS**

**DECEMBER 12, 1966**

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## I. INTRODUCTION

The complexity of planning and constructing an area-wide rapid transit system requires the evaluation and assembly of criteria, or standards, for each element of the system.

Without such criteria, there would not exist a standard of judgment by which facts and opinions are compared in order to guarantee that the requirements of the whole system could be fulfilled.

The accompanying text establishes the basic criteria for route alignment, special requirements for stations, and definition of the first four corridors in which a rapid transit system is to be constructed.

The standards contained herein are excerpts from system performance criteria defined by previous engineering investigation as minimum to meet the needs for the Los Angeles region.

## II. GENERAL

Included in the following section are a map and descriptions of the corridor alignment selected by the Southern California Rapid Transit District. These corridors shall be adhered to unless otherwise directed by the Board of Directors of the Rapid Transit District.

## RESEDA CORRIDOR

The northwesterly terminus of this corridor, which is approximately 17 miles long and 1-1/2 miles wide, is located in the San Fernando Valley approximately midway between Van Nuys and Reseda. From this area the corridor proceeds eastward through the Van Nuys District to the region of the Hollywood Freeway. The axis of the corridor then follows a southeasterly course to and through Cahuenga Pass to the Hollywood District. The corridor then follows a southerly route, joining the Wilshire corridor between Highland and Western Avenues.

Preliminary studies of this corridor suggest aerial structure as the means of attaining grade separation for a major portion of the corridor length.

Stations would be located at approximately one-mile intervals and near major crossing streets to facilitate access from other modes of transportation.

## WILSHIRE CORRIDOR

The Wilshire Corridor, approximately one mile in width and 16 miles in length, has its westerly terminus in an area westerly of the San Diego Freeway and Wilshire Boulevard. The axis of the corridor is generally east and west following the general line of Wilshire Boulevard. From the westerly terminus the corridor passes through West Los Angeles, and Westwood district of Los Angeles, the City of Beverly Hills, Wilshire and Westlake districts to the central business district and joins the San Bernardino and Long Beach Corridors.

Investigation of several alternate routes in this corridor in the past has indicated the ideal service route would generally follow Wilshire Boulevard for a major portion of its length and would be best served by sub-surface operation.

Stations would be located at approximately one-mile intervals near major crossing streets with additional stations, located at approximately one-half mile intervals, in the densely developed areas of business activity.

## SAN BERNARDINO CORRIDOR

The San Bernardino Corridor, approximately 1-1/2 miles wide and 12 miles long, has its easterly terminus east of Peck Road in El Monte. The axis of this corridor generally parallels the San Bernardino Freeway for the entire length of the corridor. The corridor proceeds westward following the general line of the San Bernardino Freeway through the cities of El Monte, Rosemead, San Gabriel, Alhambra, Monterey Park and Los Angeles to the central business district where it joins the Wilshire and Long Beach Corridors.

Preliminary studies of this corridor suggest aerial structures as the means of attaining grade separation or possible utilization of the already grade separated median of the San Bernardino Freeway.

Stations would be located at approximately one-mile intervals and near major crossing streets to facilitate access from other modes of transportation.

## LONG BEACH CORRIDOR

The Long Beach Corridor, approximately 21 miles long and 1-1/2 miles wide, begins in Long Beach in the general area of Ocean Boulevard. The axis of this corridor is generally north and south and extends from the center of Long Beach through Compton, Lynwood, South Gate, Huntington Park, Vernon and Los Angeles to the central business district to join the Wilshire and San Bernardino Corridors.

Stations would be located at approximately one-mile intervals near major crossing streets to facilitate access to other modes of transportation.

Preliminary studies of this corridor suggest aerial structure as the means of attaining grade separation for a major portion of the corridor length.

ROUTE ALIGNMENT CRITERIA

*(1112500' in '63 Criteria)*

(a) Minimum Mainline Radius - 1,250 feet (note - Radius may be reduced in close proximity to stations where operating speed is decreased).

*Min R in Vdn Term still 275' in '63 Criteria Rpt?*

(b) A minimum tangent of 100.00' shall be interposed between reverse curves.

*✓ 63 Crit*

*Get in more in Hinge why?*

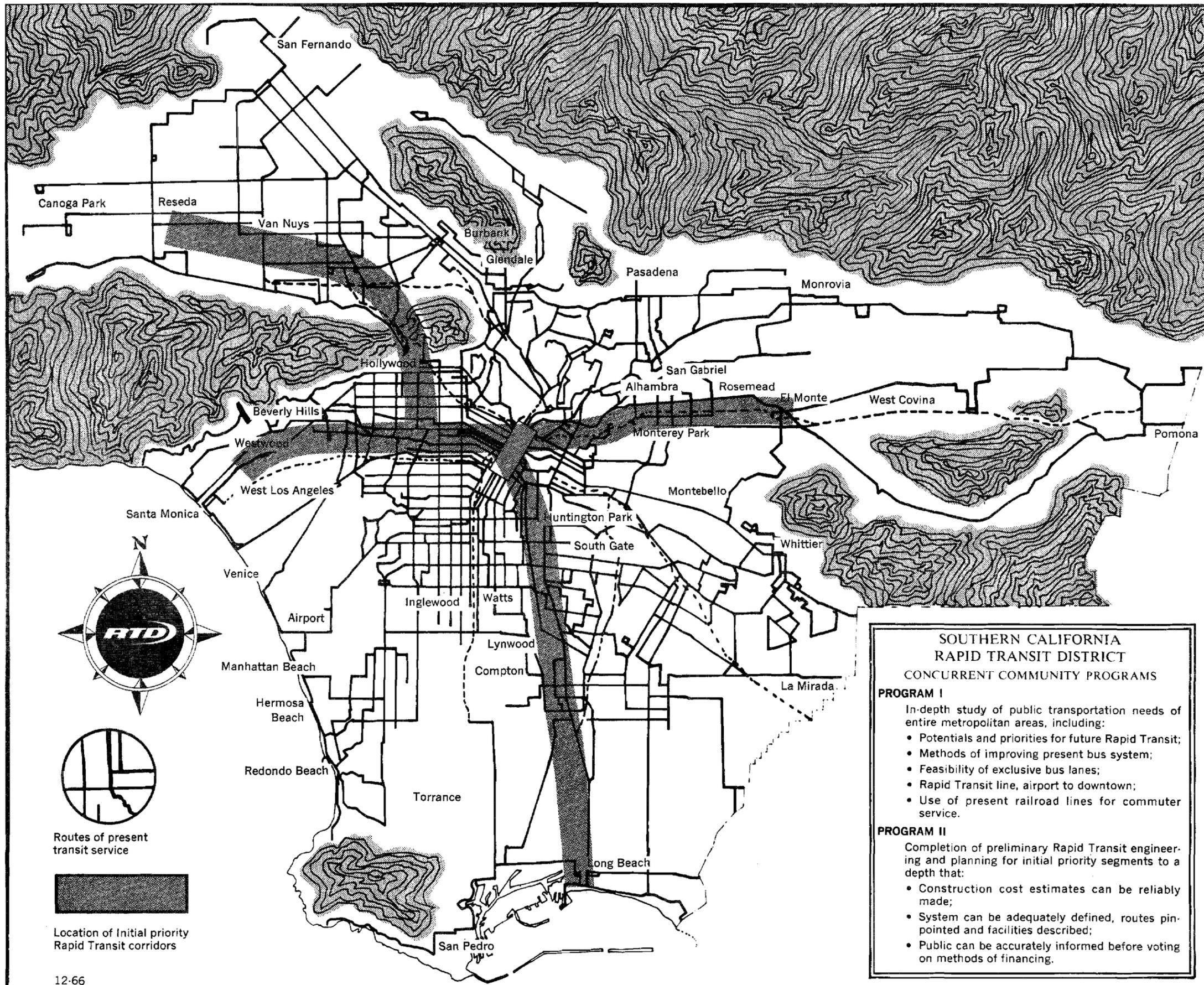
(c) Maximum Gradients

At Station	-	1%	} <i>✓ 63 Crit</i>
Mainline	-	3%	
Mainline (short distances)	-	4%	

(d) Vertical curves shall be used to connect all changes in gradients. The minimum length of vertical curve shall be 300 feet with additional length of 100 feet per 1 per cent grade change in excess of 3 per cent.

*(Same as '63 Crit)*

(e) Horizontal curves of mainline track shall be provided with spiral transitions between tangent and curve and between different degrees of curvature of a compound curve. The form of spiral shall conform to standards of A.R.E.A. (Manual Vol. II Construction and Maintenance Section).



**SOUTHERN CALIFORNIA  
RAPID TRANSIT DISTRICT  
CONCURRENT COMMUNITY PROGRAMS**

**PROGRAM I**  
In-depth study of public transportation needs of entire metropolitan areas, including:

- Potentials and priorities for future Rapid Transit;
- Methods of improving present bus system;
- Feasibility of exclusive bus lanes;
- Rapid Transit line, airport to downtown;
- Use of present railroad lines for commuter service.

**PROGRAM II**  
Completion of preliminary Rapid Transit engineering and planning for initial priority segments to a depth that:

- Construction cost estimates can be reliably made;
- System can be adequately defined, routes pinpointed and facilities described;
- Public can be accurately informed before voting on methods of financing.

## STATION LOCATION CONSIDERATIONS

Station location is selected through consideration of relationship to passenger destinations under conditions of present and projected land use, accessibility by existing and planned street systems and adequacy of the capacity of such systems, the effect of station location upon land use and development in its vicinity, and the practicability of designing the station facility in harmony with the surroundings.

The anticipated number of persons to be served at a station, the proportion of the passengers expected to reach the station by walking, by surface transit and by automobiles, and the nature of the adjacent land use are among the factors which affect size and design of the station and any auxiliary facilities such as transit loops, parking lots and pedestrian ways.

Station platforms are approximately 600 feet in length which is equal to the anticipated maximum length of trains. This length affords some flexibility in locating station access points to meet localized conditions of land development.

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