

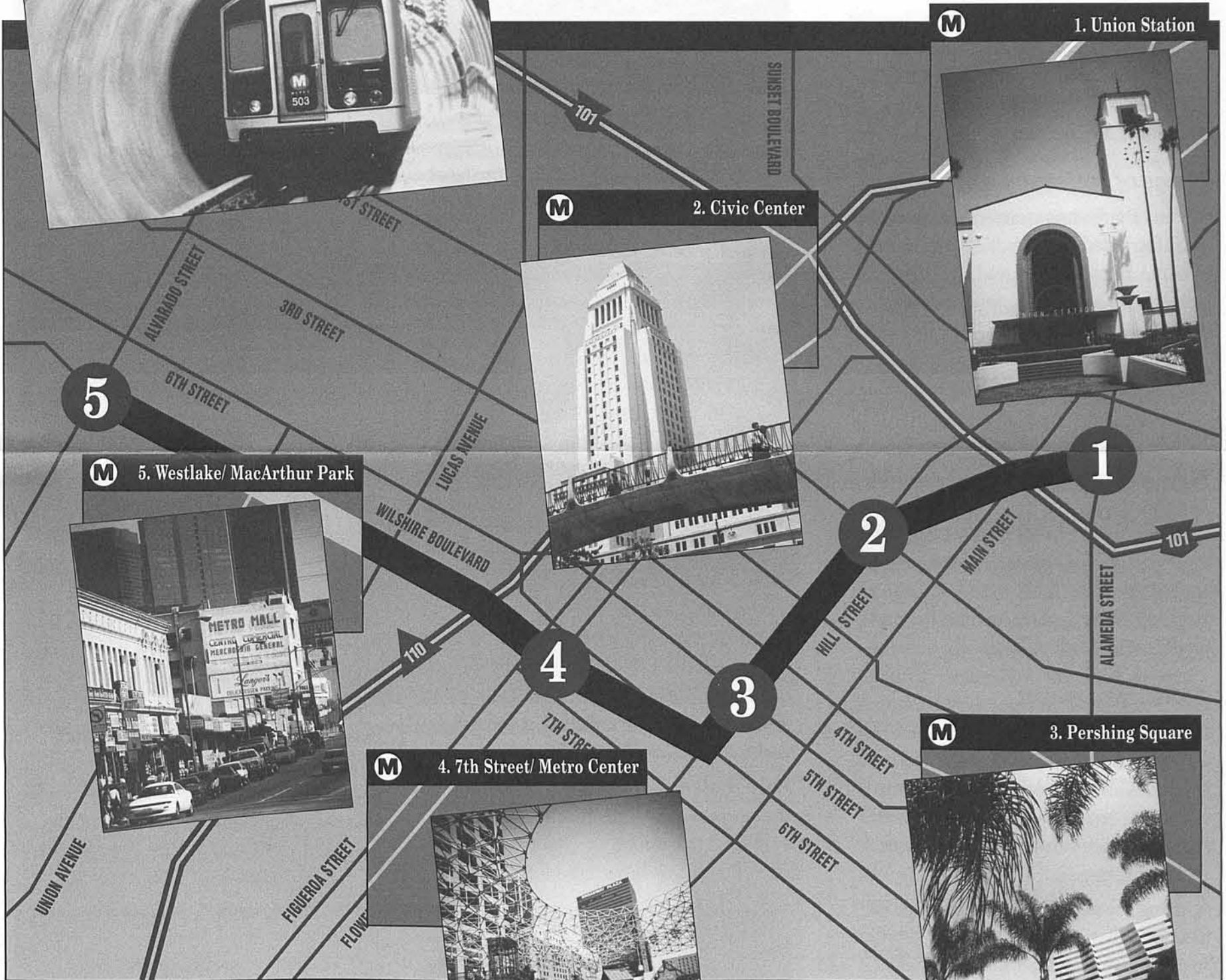
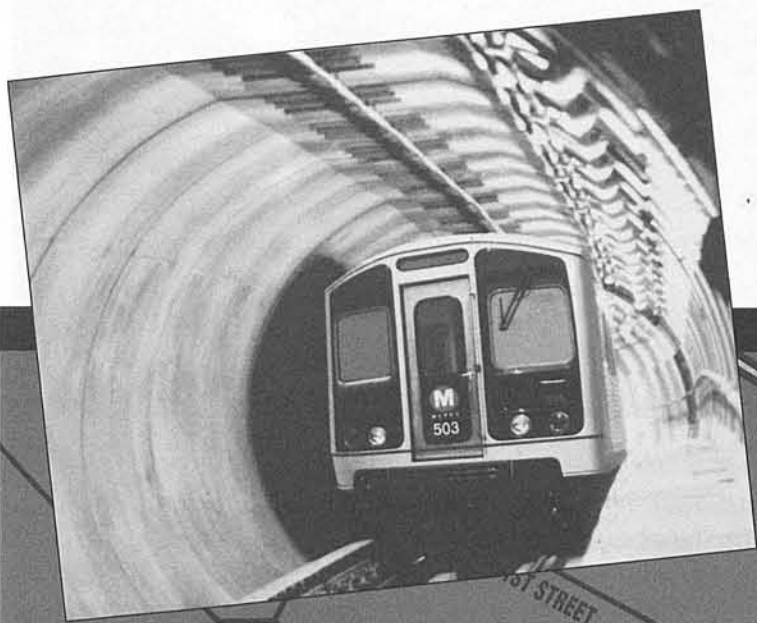


Los Angeles
County
Transportation
Commission

DECEMBER 1992/
JANUARY 1993

METRO MOVES

Metro Red Line Gets You Places...



M 1. Union Station



M 2. Civic Center



1

M 5. Westlake/ MacArthur Park



2

4

M 4. 7th Street/ Metro Center



3

M 3. Pershing Square



1. UNION STATION is a classic example of California Art Deco architecture and design, mingling the sleek "airstream" motif of the era with Pre-Columbian and Mexican art elements. Thousands of passengers are expected to pass through Union Station each day — riders of the Metro Red Line as well as Metrolink, the new train service which brings long-distance commuters from the San Bernardino, San Fernando and Santa Clarita Valleys.

2. CIVIC CENTER provides access to the center of government in Los Angeles. From here, the County Court Building, the Hall of Administration, City Hall and the Los Angeles Children's Museum are within a few blocks.

3. PERSHING SQUARE is projected to be the busiest station in the system. Overhead, the Broadway Street corridor offers 12 densely-packed blocks of shopping, including our city's world-class gold and jewelry mart. The historic L.A. Central Library is also close by.

4. 7th Street/METRO CENTER is unique in that it is a linkage-point between light rail (Blue Line) and heavy rail (Red Line) systems. It is surrounded by the Broadway Plaza, Citicorp Plaza/Seventh Market Place, Arco Towers, the Fine Arts Building and the headquarters of the LACTC/RCC.

5. WESTLAKE/MACARTHUR PARK station art reflects the historical landmarks of the area as well as the rich Central American, South American, Mexican and Caribbean cultural mix of the surrounding community. Artist Francisco Letelier has created two

murals, El Sol/The Sun and La Luna/The Moon for this station. Every station in the Metro system will be enriched with original works of art selected by community groups.

INSIDE

- Red Line Security
- Congestion Management Plan
- Wilshire Tunnel Breakthrough

Metro Red Line

L.A.'s First Modern Subway

The Metro Red Line, L.A.'s first modern subway, is ready to roll.

Opening soon, the Red Line's first segment will ease downtown travel for passengers on the new Metrolink commuter rail service that is operating from Moorpark, Santa Clarita and Claremont. Red Line passengers will speed from Union Station to downtown destinations as far as MacArthur Park in a record seven minutes. Travelers headed farther south can transfer to the Metro Blue Line, operating since July, 1990, at the shared 7th Street/Metro Center station.

Spine of rail system

"When the first passengers step aboard the Metro Red Line, an 85-year-old dream will be realized and Los Angeles will enter a new era in public transit," said Mayor Tom Bradley. "The Red Line will be the spine of a 400-mile modern rail transit system, providing fast, efficient and safe service for passengers," he said.

Red Line Segment 1 stretches 4.4 miles through downtown Los Angeles and includes five stations. When complete, the Red Line will run 22.7 miles, branching in three directions — to east Los Angeles, North Hollywood and the mid-city Pico/San Vicente area.

A priceless asset

Cost of the Segment 1 project is \$1.4 billion, funded by federal, state and local sources. Officials, planners and many business people believe the investment will pay off handsomely for Los Angeles in the long run.

"During the next 30 years, Los Angeles County will invest more than \$183 billion in a variety of transportation projects aimed at relieving congestion and improving air quality. That not only means rebuilding the county's infrastructure, it also means the region may see as many as 45,000 new jobs available each year in Southern California," said Michael Antonovich, L.A. County supervisor and LACTC chairman.

"History has shown that real estate values improve in areas where new transportation systems are introduced or expanded," said Neil Peterson, the LACTC's executive director. "Rail lines offer investors excellent opportunities in all sectors — retail, office, residential and



Light and airy — Each enriched with original works of art, Red Line stations are large, open areas designed to minimize shadows and dark corners. Passengers purchase tickets on the mezzanine level and then descend to the platform to board the train. Pictured here is the Civic Center station, featuring public artist Jonathan Borofsky's "I Dreamed I Could Fly." The work is the artist's interpretation of his own dreams of being lighter-than-air. The six fiberglass figures, all resembling the artist, soar serenely through the high bay area of the station and cast shadows on the ceiling, accompanied by the occasional peaceful trilling of a bird.

business opportunities. We are maximizing this potential by ensuring that Metro Rail is the safest, most efficient and attractive anywhere," Peterson declared.

State-of-the-art service

Accessibility — Cars and stations have been designed to accommodate the elderly and disabled. Stations feature tactile warning strips at the edge of platforms, Braille and raised-letter signage and Braille instructions on ticket machines. Elevators and barrier-free stations without turnstiles or gates will make wheelchair access convenient.

Fare System — Tickets will be sold by the same user-friendly machines employed successfully on the Metro Blue Line. Passengers board the train on the

"honor system," meaning there are no ticket collectors or turnstiles. Roving security officers will inspect passengers at random to make sure they have proof of payment; those without will be issued a citation.

Passengers may also use their RTD bus or Metrolink passes.

Like the Metro Blue Line, the Red Line will be operated by the SCRTRD, and the Red Line's \$1.10 fare will cost the same as riding a bus. A 25-cent transfer to bus or from bus to subway will also be available. Subway riders can upgrade their tickets for Metrolink commuter rail, while Metrolink riders can transfer to the Red Line for free. Service hours will be from 5 a.m. to 7 p.m. seven days a week. Trains will run every 10 minutes. **M**



Red riders — To meet the needs of one of the most densely populated areas in the region, Metro Red Line trains have a high passenger capacity. Each car can carry a peak-hour load of 169 seated and standing — with a 301 maximum capacity "crush load." A single highway lane carries 2,250 people per peak hour in autos; a subway track can carry 15,000 people per hour in the same space.

Built-in Features Safeguard Red Line Against Emergencies

First-time subway riders will be pleased to know that they are in “trained” hands.

Train operators, law enforcement agencies and emergency crews have been practicing on the new subway cars and conducting staged emergencies in the tunnels since early last summer. The team’s practice drills allowed it to test built-in security features as well as to coordinate responses with law enforcement agencies.

“The Red Line was designed and built with earthquake and fire safety scenarios in mind,” stated Ed McSpedon, Rail Construction Corporation president. Plenty of safeguards have been built into the system to make the subway an extremely safe place to be.”

Built-in security

The entire Metro system is designed with built-in security measures that include:

- Electronic surveillance through closed-circuit TV;
- Open and well-lit stations;
- Emergency telephones at each station;
- Emergency intercoms in the trains;
- Train operators and patrolling officers who are in constant contact with the Central Control Facility;
- Construction and finishing materials that are graffiti-and vandal-resistant.

Safety during earthquakes

During an earthquake, a tunnel flexes with the ground as opposed to older buildings that crack instead of sway.

The Metro Rail system meets even more stringent earthquake standards than those of San Francisco’s BART. The roughly circular shape of Metro Rail subway tunnels is resistant to earthquake forces, and the earth itself absorbs much of the shock. If a quake of 4.0 or higher occurs, the Metro Red Line will be closed temporarily and inspected. During the 1989 San Francisco earthquake, which registered 7.1, the BART subway system sustained no major damage or loss of life. It resumed operation the same day, within hours of being inspected. RCC engineers are confident that Los Angeles’ subway will perform equally well.

Fire prevention & detection

The tunnels and the stations are made of non-combustible, non-flammable materials — concrete, ceramic tile and steel. The subway trains are constructed from state-of-the-art materials that meet the highest standards of fire resistance. The system is also equipped with an extensive sprinkler system and emergency exits to the street.

Methane gas detectors are located throughout the tunnels and stations. The highly sensitive detectors will warn Central Control long before gas builds to a harmful level, enabling supervisors to send a specially trained response team. In addition, the detectors automatically activate ventilation fans.

Emergency drills

Response teams comprised of members from the L.A. City Fire Department, local law enforcement agencies, the coroner’s office, RTD and RCC have been working weekends to stage emergency scenarios. “We want to be prepared for anything that can happen in a major city,” said Bob Aaron, battalion chief for the Fire Department. “These drills introduce emergency workers to the new systems in an underground environment and allow them to implement their emergency action plans.”

Watchful eyes protect

Twenty-eight screens at the Central Control facility display what’s happening throughout the Metro Blue and Red Lines. Security personnel will observe train movements and know the location of every train at any given moment. Through closed-circuit TVs, security can also watch the activities at stations and maintain surveillance on ticket machines. Central Control staffers can talk directly to train operators, and will be in constant contact with the Fire Department and law enforcement officers patrolling the system. **M**



Cast of thousands — A worker delivers some of the thousands of pre-cast concrete segments installed during heavy construction in 1988. The Red Line’s tunnels are actually double-thick — built with two layers of concrete.

Tunnel Trivia

During Red Line Segment 1 station construction, workers:

- Removed about 162,000 cubic yards of dirt — enough to fill the old 12-floor Barker Brothers Building downtown twice;
- Poured 52,250 cubic yards of concrete — enough to construct an 81-mile average city sidewalk from downtown Los Angeles to Yucaipa;
- Installed 16 million pounds of reinforced steel — enough to build 5,010 Ford Taurus automobiles;
- Discovered hundreds of small artifacts that gave archeologists a

detailed look at the life of early Chinese residents of the city’s first Chinatown.

During tunnel construction:

- 111,000 cubic yards of dirt were excavated to form Segment 1 — enough to fill the playing field in Dodger Stadium with 12 feet of soil;
- About 290,117 cubic yards of concrete — enough to build a 1,000-foot-high concrete tower with a base the size of a baseball diamond — were poured to build Segment 1.

What's New in Rail Construction?

Metro Red Line Segment 2

Hollywood Won't Lose Appeal During Metro Construction

Mining machines and backhoes won't discourage visitors who regularly flock to renowned Hollywood Boulevard.

A new plan to build Metro Red Line Segment 2 from off-street construction staging areas in Hollywood next summer will keep traffic flowing through the busy intersections of Hollywood Boulevard at Vine Street and Highland and Western avenues.

Lane closures reduced

Previous subway construction required closing one or two lanes of traffic for the entire four years of work to store large equipment and supplies. Excavators and their equipment will now enter the underground site from an adjacent side area rather than from the street surface.

Construction will only be at street level for about a year at the beginning of the project. Lanes will be closed for three months at the end of station construction to replace the street.

The new staging strategy is part of the Rail Construction Corporation's "enhanced mitigation program." This detailed, strategic plan will help to maintain the popular appeal of Hollywood during construction of underground tunnels and stations.

Impacts eased

"The creative strategies, coupled with a \$27 million budget, will provide tremendous assistance toward making the boulevard livable for merchants, residents and tourists in the area during Red Line construction," said Steve Lantz,

LACTC Westside Area Team manager.

Other efforts to maintain smooth traffic include decking the busy Hollywood / Highland intersection with concrete slabs rather than wooden planks. All decking will be at street level rather than the previously raised levels.

The technique is an improvement of the standard "cut and cover" method, where the street is cut to allow excavation and then covered with planks and reopened to traffic.

More services for merchants

The RCC is also planning to reduce construction noise significantly by providing temporary electrical power sources for contractors that will eliminate loud diesel generators; enhance parking services through a validation and valet service; assist merchants with promotions through billboards and posters, and expand security throughout the immediate area. Added efforts to beautify the sites include installing construction art fences and strong lighting, as well as an aggressive trash and graffiti clean-up plan. **M**

Metro Red Line Segment 2

Crews Celebrate End of 2-Mile Wilshire Tunneling Job

Setting records in safety and distance, three crews of tunnel miners broke through the barrier between their newly excavated tunnel and the subway station at Wilshire Boulevard and Western Avenue early in December.

228,492 cubic yards of earth

The 60 workers, representing the morning, evening and night shifts, maneuvered the 185-foot long mining machine and attachments through the final stretch of the Metro Red Line Segment 2's first set of twin tunnels.

The tunnel mining equipment started its trek from MacArthur Park to dig the first tunnel last December, cutting through

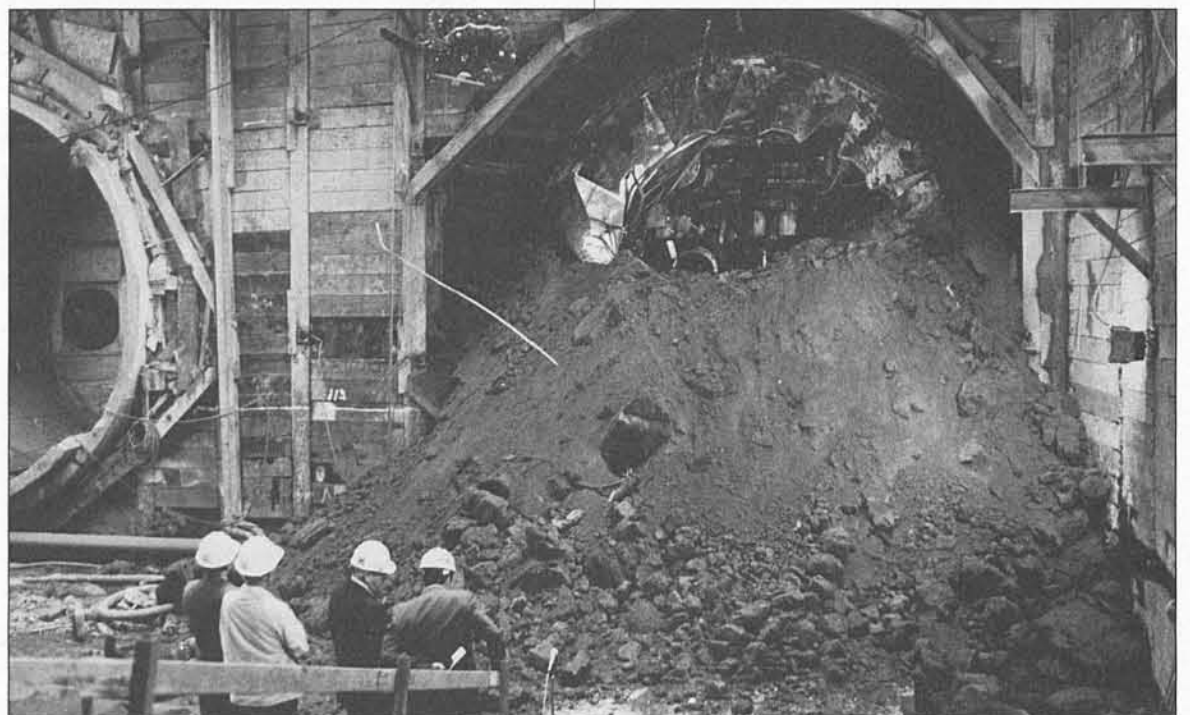
three station excavations located at Vermont, Normandie and Western avenues. Workers removed about 228,492 cubic yards of earth along the Segment 2 route.

The workers and their machinery traveled an average of 73 feet a day during the twin two-mile underground treks from MacArthur Park to Western Avenue — more than double the speed of previous subway mining.

Record productivity

"We're extremely proud of the safety record on this job," said Robert Kruse, RCC chairman. "These tunnels incorporate enhanced fire safety features and were built under rigorous quality control requirements, yet the workers achieved record productivity with minimal disruption in the busy Wilshire business district."

► Continued on page 5



Breakthrough - The tunnel mining machine's hydraulic push cylinders generate about six million pounds of force. Power like this enabled the machine to penetrate a wall of rock and earth into the Wilshire / Western Station construction site during December.

New Congestion Management Program Blends Regional Planning, Local Control

For the first time in its history, Los Angeles County is planning to tackle congestion on a regional basis.

L.A. has its first Congestion Management Program (CMP), adopted by the LACTC in November, thanks to Proposition 111, the 1990 transportation-earmarked gasoline tax. The legislation requires that 32 California urban areas relieve congestion by regionally coordinating transportation improvements and land use planning.

Gas tax funds depend on it

The tax creates a major incentive for meeting CMP requirements. Cities that don't will lose millions of dollars in transportation improvement funds. At stake in L.A. County is \$60 million to \$80 million in gas tax moneys this year, as well as the chance to compete for certain federal funds.

Congestion level survey

Monitoring congestion on 1,000 miles of county freeways, highways and streets is one of the program's key components. The first annual congestion level survey, completed last spring, rated congestion from A (free flow) to F (near-gridlock).

Tracking traffic on the roadway network is only one of the Congestion Management Program's five interrelated requirements for addressing mobility needs countywide.

■ **Land Use Planning:** Beginning in April, cities must look at how developments will affect congestion — beyond city borders, as well as locally — during the Environmental Impact Report process. Cities must also come up with ways to handle increased traffic caused by new construction.

■ **Encouraging Alternative Transportation:** To encourage alternatives to driving alone, cities will now require developers to include such facilities as transportation information areas, bicycle parking and vanpool loading zones in larger projects. By April, each city must adopt a Transportation Demand Management (TDM) ordinance, based on the LACTC's model, that establishes minimum levels of trip reduction strategies for new non-residential development of more than 25,000 square feet.

■ **Analyzing Public Transportation Services:** The CMP requires transit operators to analyze public transportation service on or parallel to the CMP roadway network. This information will be used to improve mobility throughout regional travel corridors.

■ **Using Transportation Funds for Maximum Congestion Relief:** Instead of earmarking a pre-set portion of funds for roads, buses or rail, the state is giving agencies more power to determine how to spend gas tax funds according to which strategy will provide the most relief from congestion. To receive state Flexible Congestion Relief and Traffic Systems Management funds, projects must be included in the CMP Capital Improvement Program.

A broad coalition of agencies, local governments and private sector representatives is continuing to work together on guidelines cities will use to develop solutions for reducing congestion when roadways fall below acceptable congestion levels. To help, the LACTC is conducting a Countywide Congestion Study that projects congestion growth over the next two decades and analyzes various approaches to reducing it.

Because so much of the system is already heavily congested, "this will be a real challenge," said CMP Administrator Brad McAllester. "We will have to be especially creative about solutions. Cities, the private sector and the environmental community all told us that the congestion problems in Los Angeles can't be addressed piecemeal," McAllester said. "Congestion in any one location can be caused by numerous factors."

Creative solutions to be reviewed in the study include incentives for cities to implement land use strategies that reduce auto trips. Additionally, high-density residential development and mixed use projects will be exempted from CMP requirements if located within 1/4 mile of a rail passenger station. Low income housing is also exempted.

To learn more about the Congestion Management Program, call the CMP Hotline at (213)244-6599. **M**

Tow Truck Patrol To Expand



Fifty additional trucks and 137 more miles will be phased in to the Freeway Service Patrol (FSP) routes between January 19 and mid-March. For the first time, trucks will circulate mid-day from 10 a.m. to 3 p.m. on a 15-mile freeway loop around downtown L.A.

Standard peak hour service from 6 a.m. to 10 a.m. and 3 p.m. to 7 p.m. begins on stretches of the 91, 101 and 210 freeways.

The special fleet swiftly removed 156,000 disabled cars from freeway lanes during its first year of operation. Tow drivers help stranded motorists with a "quick fix" — providing a gallon of gasoline, changing a flat tire, taping radiator hoses — free of charge.

The Freeway Service Patrol, a joint effort of Caltrans, the California Highway Patrol and the LACTC, is funded by Proposition C and the state. **M**

"Crews..." continued from page 4

The Wilshire/Western leg of Red Line Segment 2 is expected to open in 1996. Four tunnel mining machines will begin work next July below Hollywood Boulevard and Vermont Avenue for Segment 2's next leg. Preparation of the Hollywood excavating site is currently under way at the lower parking lot of Barnsdall Park. **M**



Miner celebration — Jubilant tunnel miners celebrate the completion of a successful job. Nomadic tunnel miners perform a highly specialized job, following tunneling jobs around the country and the world.

Two Programs Make Public Transportation More Attractive

The LACTC is asking employers to help combat traffic congestion by taking advantage of two programs that offer tax exemptions for employee transportation and parking subsidies.

\$60 federal transit subsidy

The first program, a federal transportation subsidy, allows employers to offer each employee up to \$60 per month tax-free for use on public transit. The increased subsidy, which went into effect Jan. 1 as part of a comprehensive energy bill, is tax-free for employees as well as employers.

The federal energy bill also caps tax-free employee parking benefits at \$155 per month, and reinstates tax-free status for

employer-provided vanpooling benefits, which expired in 1986.

At the state level, a second program now requires some companies to offer employees cash in place of a parking space.

State cash-for-parking allowance

The new state law, sponsored by Assemblyman Richard Katz, applies to non-employer-owned parking at businesses with 50 or more employees in areas that do not meet clean air standards. Eligible employers can deduct cash-for-parking allowances from state income taxes as business expenses.

Subsidies save money

The LACTC's Executive Director, Neil Peterson, sent a letter to more than 600 L.A. County business leaders in November urging them to offer the federal tax-exempt employee transit subsidy, as well as state parking subsidies, for use on Metrolink, the Metro Blue Line, the Metro Red Line and other public transportation.

Peterson also reminded recipients that the Metro Red Line subway, opening this month, will enable Metrolink riders to shave 15 minutes off travel time from Union Station to many downtown destinations.

"We expect both companies and employees to take advantage of these programs," said Peterson. "Employees using the subsidy will be able to save money on tickets for Metrolink, the Metro Blue Line, the Metro Red Line and other mass transportation services."

Ride Metrolink for Less Using Federal and State Subsidies

Example of Metrolink Savings Using Federal Transit Subsidy:

Metrolink Monthly Pass From Chatsworth	\$144
Maximum Federal Tax-Exempt Transit Benefit	-\$60
Net Monthly Metrolink Cost	\$84 5.3 cents/mi.



Student training — About 2,000 school children gathered at the Chatsworth Metrolink station early in December to learn important lessons about how to behave safely around trains. The Rail Safety Fair was part of an ongoing program that has brought rail safety education to more than 60 schools since 1991.

Metrolink Takes Train Safety to Schools

Metrolink wants rail safety to be kid stuff. To make the rules for safe behavior around trains fun and easy to remember, Metrolink staff have been holding a series of school Rail Safety Fairs at locations near Metrolink routes.

Over 4,000 students have participated in Rail Safety Fairs in Covina and Chatsworth, with more to come. Students learn such information as the distance it takes a train to stop, how to safely cross train tracks, and how to behave on station platforms. Participants receive a free ride on Metrolink and a Safety Training Certificate featuring the Metrolink rail safety mascot, Travis the Owl. **M**

Pasadena Blue Line Pact Signed

Officials representing the City of Pasadena and the LACTC signed a master cooperative agreement in November that sets guidelines for extension of the Metro Blue Line to Pasadena.

The pact, which sets out the procedures that the commission and the City of Pasadena will follow during construction, clears the way for work to begin on the light rail line by the beginning of 1994.

"The agreement ensures a cordial relationship between the agency and the city during the years that construction crews will be working on public facilities, streets, highways, bridges and other municipal jurisdictions," LACTC Executive Director Neil Peterson said after the November signing ceremony.

The 13.6-mile Blue Line extension to ▶

Continued on page 8

NEWS BRIEFS



■ **EIRs Proceed for Green Line Northern, Southern Extensions**

Planning for the Green Line's proposed northern and southern extensions made significant progress in late 1992.

Meeting to discuss preliminary findings on northern extension route and transportation center alternatives, the LAX Interagency Transit Study Task Force has recommended that review of three route possibilities continue: the mitigated Green Line route up Aviation Boulevard to Century Boulevard; a people mover through LAX lot B, and building both options.

The commission authorized release of a request for proposals (RFP) in November for an environmental impact report on a 7.4-mile southern extension from the Marine Station towards Torrance. The EIR will evaluate several rail alternatives and an all-bus option, and is scheduled for completion by May, 1994.

For more information, call Nelia Custodio at (213)244-6732.

■ **LACTC Moves to Develop County Bikeway Policy, Master Plans**

To begin shaping the bikeways program included in the LACTC's 30-Year Integrated Transportation Plan, the LACTC has initiated a Countywide Bikeway Policy Document and bikeways master plans for the South Bay, Westside and Central/Eastside areas.

The Countywide Bikeway Policy Document will define the LACTC's bikeway policies and priorities, identify

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funding sources, and formulate design standards and safety and education programs.

Once the policy document is adopted later this year, work will begin on sub-regional master plans for bikeway facilities and programs to be developed over the next several decades.

■ **Switch to Cellular Call Boxes Complete**

The last of the old, hardwire emergency freeway call boxes in L.A. County was recently replaced by new cellular, solar-powered technology. GTE, which replaced 3,500 existing call boxes and installed 1,000 more in new locations, completed the countywide modernization project five months ahead of schedule.

The new, improved system will save thousands of dollars formerly required to repair damaged underground wires. Hearing aid compatible and bi-lingual, the new "smart" call boxes automatically alert a central computer of breakdowns, helping to ensure that call boxes work when motorists need them.

Over the next year, 629 more new call boxes will be installed along the new Glenn Anderson Freeway (I-105), in other areas affected by Caltrans construction, and areas needing additional service for safety reasons.

The call box program is administered by the LACTC through S.A.F.E., the Service Authority for Freeway Emergencies.



State-of-the-art distress signal — Los Angeles County's 4,500 new, more reliable emergency freeway call boxes use cellular technology and solar energy. For the first time in Los Angeles history, remote roads such as Pacific Coast Highway, Angeles Crest Highway, Topanga Canyon Boulevard between Mulholland Drive and the ocean, and Highway 138 have call boxes.

■ **Trains May Run Above Freeway**

At their December meeting, LACTC commissioners tentatively approved the Ventura Freeway as the preferred alignment for the San Fernando Valley East/West rail line. The action calls for a 30-day study of actual construction costs, as well as final pricing for operations, maintenance and security for an aerial guideway rail line. The guideway would stretch between Universal City and the Sepulveda Basin.

Three years ago, a subway project along the Burbank/Chandler route was studied and selected as the preferred alignment. New preliminary data for the Ventura Freeway aerial alternative show a cost and time savings over the subway project. The cost savings would allow for speedier delivery of other rail projects awaiting funding. An update on the aerial guideway project will be presented to commissioners at the January 27 meeting. **M**



Legislative Update

State, LACTC Ease Street and Roadway Funding Requirements

To enable cities to receive street and roadway funds without delay, the LACTC and the state have suspended Maintenance of Effort (M.O.E.) requirements.

Proposition 111, the 1990 state gas tax, and Proposition C, the 1990 county transportation-earmarked sales tax, both require that cities continue to spend an average of their 1988-1990 street and roadway spending in order to receive more street improvement funding. The state and the LACTC recently suspended this requirement for three years, recognizing that financially strapped cities may not be able to meet their M.O.E. spending obligations at present. **M**

METRO MOVES

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"Pasadena..." continued from page 6

Pasadena, scheduled for completion by late 1996, will run from Union Station in downtown Los Angeles through the Arroyo Seco to Pasadena's Sierra Madre Villa Avenue in Pasadena. Operating

primarily on existing Santa Fe Railroad right-of-way, the new rail line's 13 stations will be located in the communities of downtown L.A., Mount Washington, Highland Park, South Pasadena and Pasadena.

The project's estimated \$690 million cost will be shared equally by the state and the county, using funds from Propositions A, C and 108. 



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