



# METRO RAIL NEWS

Southern California Rapid Transit District

Vol. 5 No. 2

December, 1981

## SCOPING MEETINGS

### *Metro Rail Hears Environmental Impact Concerns*

In a planned effort to encourage public participation in the decision-making process of Preliminary Engineering, the Metro Rail Stations & Planning Division sponsored a series of public meetings last month which marked the auspicious start of the Project's specific environmental impact assessment. (See related article on Page 5).

Technically called "scoping meetings," these forums serve as catalysts through which the public can assist Metro Rail planners in identifying critical environmental issues that should be considered in the preparation of the government-mandated Second-Tier Environmental Impact Statement/Report.

The scoping process also establishes the criteria and extent ("scope") for the EIS/EIR work program, to be implemented during the Preliminary Engineering design phase by Metro Rail planners and their consultants. (See staff article on Page 2.)

More than 100 persons attended the three scoping meetings and expressed their concerns on the various possible environmental impacts that the subway project could have on the residential, commercial and cultural areas along its 18-mile alignment.

Two sessions were held at the Sheraton Town House in LaFayette Park (Nov. 2) and one at the Hollywood Holiday Inn (Nov. 3). It should be noted that the Hollywood meeting lasted well beyond the published 2-hour closing time due to the number of persons who wanted to express their thoughts.

Among the participants were spokespersons for chambers of commerce, neighborhood associations, civil rights organizations, public agencies (including Southern California Association of Governments, Los Angeles County Transportation Commission and Community Redevelopment Agency), representatives of public officials, and private citizens.

Before citing their specific areas of interest with respect to environmental impacts, many of the speakers went on public record as firm supporters of the Metro Rail Project. In all, the speakers' concerns primarily centered on construction



**SCOPE OF WORK** — *Principal Planner Nadeem Tahir illustrates Metro Rail subway alignment. Later, Ruth Mendelsohn of League of Women Voters pledges support of project, and UMTA's Abbe Marner addresses Scoping audience.*

and noise impacts on their communities and the mitigative measures that could be implemented.

Others expressed their preferences for station locations as alternatives to the ones currently proposed. The need for adequate parking facilities at key stations and the potential for commercial development were other important issues raised.

On hand to respond to the public's statements and questions were Metro Rail Project staff and consultants, includ-

*Continued on Page 2.*

# Metro Rail P

## Professionals Work on Sar

Planning and implementing a sophisticated high-capacity rapid transit system requires a team of experienced and creative professionals. The team assembled to design and construct the proposed SCRTD Metro Rail Project through the Regional Core over the next several years actually exceeds those criteria.

It is the collective talents and expertise of the Metro Rail staff, key District personnel and consultants that comprise the Metro Rail Project team, the head of which reports to the SCRTD General Manager, **John A. Dyer**.

The project organization is divided into seven components. Four of these are staff sections: **Administration, Program Control, System Engineering & Analysis** and **Community Relations**. Three are line divisions: **Ways & Structures Design, Station Design & Transit Planning** and **Subsystems Design**. A **Construction Division** will be implemented as the project nears that phase.

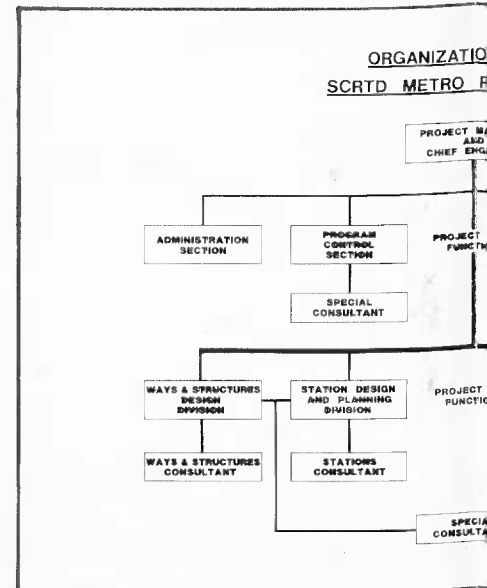
At the helm of the Metro Rail Project is **Manager/Chief Engineer Richard Gallagher**, who is not only responsible for the budgetary, contractual and administrative facets of the project, but also for the overall management and control of the engineering design efforts of each component and the consultants in support thereof.

Assisting him in management and fiscal/project monitoring are the Administration and Program Control Sections and consultant Transportation and Distribution Associates.

In a project as complex as a rapid transit system, it is important to assure the most cost-effective and efficient coordination of effort between all design groups. Assisting in this awesome task is the System Engineering & Analysis Section and consultant Booz-Allen and Hamilton.

Among its other imperative functions are the development of a computerized system simulation model to enable different combinations of operating strategy to be evaluated in arriving at the final systemwide operating and design criteria.

How much and how well the people of this area understand the advantages and need for a rail rapid transit system, largely determine the extent of community



**SCOPING PARTICIPANTS** — Hollywood Chamber of Commerce President Bill Welsh voices concerns; after which meeting participants listen to Community Relations Manager Lou Collier underscore need for citizen involvement in the decision-making process during Preliminary Engineering phase.

### Scoping Meetings . . . *Continued from Page 1.*

ing Douglas Low, Director of Architecture & Planning, and James Crawley, Deputy Chief Engineer for Ways & Structures.

Nadeem Tahir, Metro Rail's Principal Planner, chaired the meetings. He was assisted on the dais by Senior Planners Jeff Carpenter and James Sowell, Community Relations Manager Lou Collier and federal Urban Mass Transportation Administration (UMTA) officials George Grainger and Abbe Marner.

"The unique aspect of the scoping process is that the public gets the opportunity at the start of Preliminary Engineering to share what they perceive as issues to be ex-

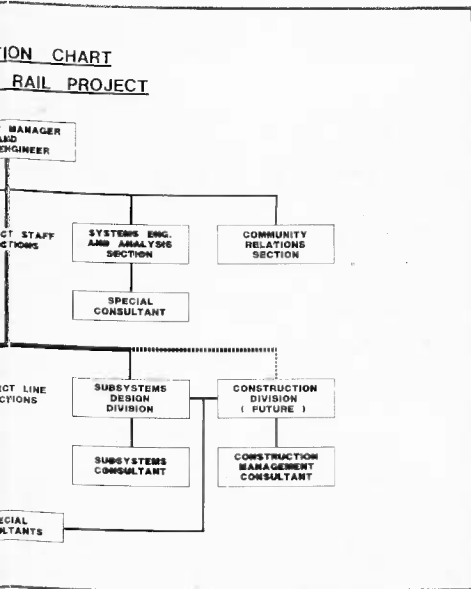
amined during the course of design and construction of the Metro Rail Project," observed Low in addressing public participation in the meetings.

"The input from these meetings will be considered in developing the criteria for evaluating the Project's various environmental impacts on the affected communities. Valuable suggestions will be incorporated in our overall environmental work program.

"We are looking to the public to express their opinions as to which alternatives should or should not be considered, and to comment on the procedures used in evaluation. These concerns are important to us, because the Metro Rail Project will reflect what the public wants. It will be *their* system. So it is important that we remain sensitive to their wishes."

# Project Team

## Time Track Toward '83 Goal



support. The unit charged with effecting and maintaining such community understanding and support of the Metro Rail Project is the Community Relations Section.

The pillars of the Metro Rail Project are the line divisions, inasmuch as they are exclusively responsible for system design engineering — and later, construction. These divisions and their functions are as follows:

- **WAYS & STRUCTURES.** Develops plans and estimates for the subway tunnels, station structures, vehicle storage and repair facilities as well as track work and the tunnel ventilation system. Consultant: *Daniel, Mann, Johnson, Mendenhall*

and *Parsons, Brinckerhoff, Quade and Douglas.*

- **STATION DESIGN & TRANSIT PLANNING.** Station Design develops plans for architectural, civil, mechanical and electrical engineering for stations and for design coordination of surface areas around the stations. Consultant: *Harry Weese & Associates.* The Transit Planning Section and its consultants provide detailed patronage forecasting for the stations along the alignment and coordinate the site-specific, second-tier environmental impact assessment. Consultants: *Sedway/Cooke* and *Barton-Aschman Associates.*
- **SUBSYSTEMS.** Develops plans for transit cars, train control, communications, fare collection, traction power and safety/security systems. It also provides designs for escalators, elevators, yards and shops. Consultant: *Kaiser Engineers.*

While each component serves a unique function in the total Metro Rail Project, all of the segments will work as a team in achieving the project objective, which is, in Gallagher's words, "to plan, design and construct the initial portion of a modern, efficient, cost-effective rail rapid transit system which will provide quality service and enhance the economic well-being of the entire region."

*Editor's Note: This is the first in a series of articles describing the structure and functions of the Metro Rail Project.*

## NEWS BRIEFS

### A summary of happenings in the transit industry.

#### BUDGET CUTS OPPOSED

CHICAGO — In the wake of Reagan Administration proposals to cut federal transportation subsidies and freeze funding on new rail projects, U.S. Rep. Adam Benjamin Jr. (D-Ind.) recently urged transit officials, manufacturers and suppliers to tell their legislators and the public just how important transit is to the nation.

Addressing the opening general session of the 1981 annual meeting of the American Public Transportation Assn., Rep. Benjamin said the federal benefits from the mass transit aid programs far exceed the costs of those programs.

He also warned that the Administration's proposal to cut from government programs an additional 12% over and above those announced last March could hit transit programs more heavily than other transportation programs because of the Administration's reluctance to reduce federal highway or U.S. Coast Guard Programs.

Among those transit operators issuing formal statements of protest to federal transportation administrators was the **SCRTD Board of Directors.**

Its resolution, adopted October 15, opposed further transit aid cuts from the federal budget, noting that such cuts "will cause serious erosion of public transportation in Los Angeles County in the immediate future."

In response to Rep. Benjamin's appeal, U.S. Secretary of Transportation Drew Lewis reaffirmed the Administration's responsibility in financing transit capital projects, adding that this is a "responsibility we intend to maintain."

However, Lewis noted that any increase in federal transit programs would be contingent on an improved national economy.

"When President Reagan's program is in place and economic recovery is working, I will go back to the Administration and to the Congress for the increased levels of capital funding needed to accelerate transit improvements," pledged Lewis.

He maintained that the economic improvements could help the industry, because reductions in the inflation rate could cut labor costs for transit systems.

In enumerating several areas for transit improvements, Lewis ranked **continued capital assistance from the federal government as the top priority.**

#### NEUSOM PROMOTES METRO RAIL

WASHINGTON, D.C. — As surface street congestion and population/employment densities have increased sharply along the Wilshire Corridor, it has become "physically impossible to provide sufficient capacities with buses alone," declared **SCRTD President Thomas G. Neusom** in a formal statement before the Surface Transportation Subcommittee, House Committee on Public Works. Appealing for a renewed federal commitment to support rail rapid transit in Los Angeles, Neusom noted that the "only way the people-carrying capacity that is so critically needed in the central part of the region can be effectively provided is through a high-speed rail rapid transit system connecting major centers of activity. That is why we have worked so hard for the development of our Metro Rail Project."

# Subsurface Borings Show Geology is Good for Subways

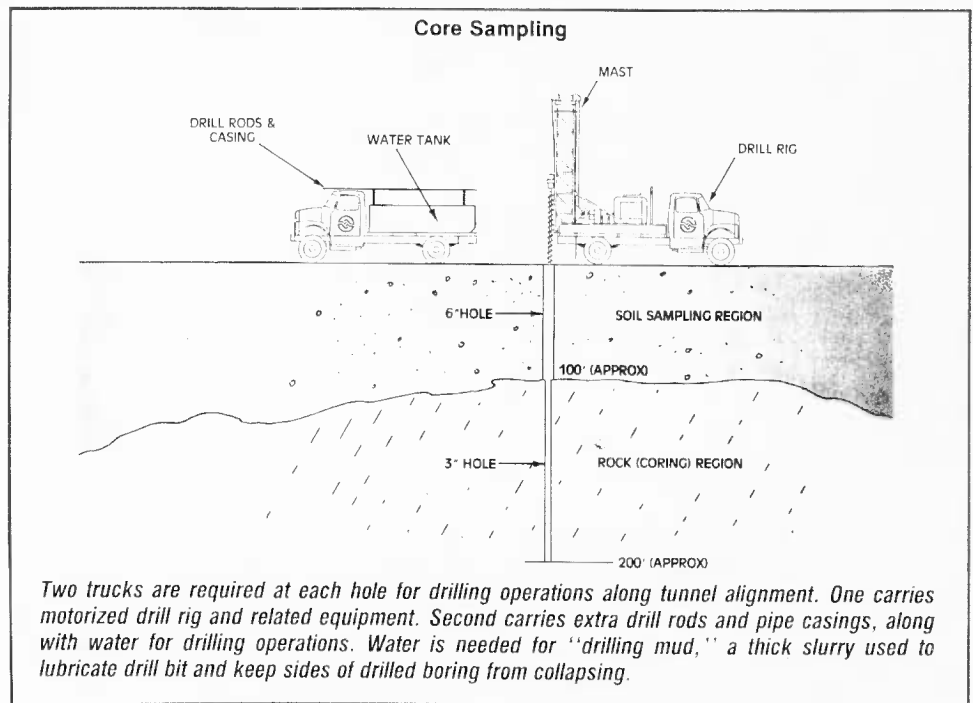
"Good ground" means good news for the Metro Rail Project. And recent studies have affirmed the long-held belief that there is generally "good ground" for tunneling along the 18.6-mile route of the proposed Metro Rail subway line.

This welcomed confirmation was the principal finding of a 9-month Geotechnical Investigation Program conducted by ConverseWardDavisDixon, Inc. (CWDD).

The Pasadena-based geological consulting firm was retained by the District Board of Directors to core drill and evaluate subsurface and surface geotechnical conditions along the proposed subway alignment to provide data for use by Metro Rail engineers who are preparing preliminary designs and by contractors who will be bidding on construction.

During a formal presentation before the SCRTD Board of Directors in September, Jack W. Burke, CWDD managing vice president, defined "good ground" as that which has minimal subsidence properties and is suitable for rapid Tunnel Boring Machine (TBM) excavation.

Based on the results of lab tests of soil samples taken along the 18.6-mile alignment, Burke indicated that geologic conditions will involve about 3 miles of hard rock tunneling (through the Santa Monica Mountains) and 9 miles of soft rock tunneling (ideal tunneling



conditions). The balance of the mileage may involve some more difficult work — but no problem that has not been encountered and successfully dealt with on other similar projects.

Other preliminary findings are equally optimistic. Among them, a high rate of TBM advance can be expected in the "good ground,"

the use of precast concrete segments appears economical; good foundation conditions exist for the subway stations; and station construction by mining may be feasible in some locations.

In a 2-volume draft report, CWDD has also identified the seismic factors which must be considered in design and construction.

## STATUS OF METRO RAIL

### PRELIMINARY ENGINEERING

- First order ground survey control points set.
- Aerial photography (at 1"=200' scale) completed. 1"=40' scale aerial topographic mapping underway.
- Preliminary joint development/value capture study completed.
- Patronage and travel demand projection refinements and verification completed; potential system extensions evaluated.
- Geotechnical field surveys, borings completed. Laboratory work completed. Final report expected this month. (See story on p. 4.)
- Report and recommendation on seismic design criteria in progress.
- Project program control and document control system established. (See story on p. 2.)
- Draft report evaluating "dipped profile" vs. uniform grade prepared (i.e., energy conservation).
- Noise and vibration field measurements being made along the line.
- Firms selected and contract negotiations completed with six private engineering firms to perform the detailed system design work under Metro Rail staff supervision.
- Contracted with City of Los Angeles Depts. of Planning, Engineering & Traffic to develop data for use in design and Environmental Impact Report.
- Peer review boards convened in 7 out of 10 technical areas. (See MRNews, July issue.)
- Corrosion control consultant selected.
- Community scoping meetings conducted to assist in determining work program for final Environmental Impact Report.



**'PULSE READING'** — In a sense, one could say that consultant Steve Frost of Wilson, Thrig & Associates is taking a "pulse reading" of Wilshire Boulevard. Actually, the Oakland-based consulting firm was selected by the District Board of Directors to gauge the noise and vibration levels at some 45 points along the Metro Rail alignment. Data will be used in designing the Metro Rail Project to meet environmental standards that will protect the lifestyles of local citizens.

# Environmental Impact Assessment Launched

One of the latest developments in the current Preliminary Engineering phase of the SCRTD Metro Rail Project has been the official start of the second-tier environmental impact assessment.

Those who have been following the rapid transit program may recall the **Alternative Analysis/Environmental Impact Statement/Report (AA/EIS/EIR)** completed in early 1980. This was a "first-tier" systems level analysis in which 11 rail and bus alternatives were evaluated.

The "preferred alternative" (the Metro Rail Starter Line) was selected from among the 11 considered, and Preliminary Engineering on this selected alternative is now underway. During this phase, a site-specific, "second-tier" environmental impact assessment will be performed.

The purpose of this environmental analysis is to identify the significant environmental impacts (both positive and negative) that the engineering design, construction and operation of the Metro Rail Project could possibly have on the affected areas and communities along its 18.6-mile alignment and stations.

Environmental analysis will include possible

impacts on air quality, energy conservation, housing availability, neighborhood quality, traffic circulation, social and economic opportunities and the preservation of historic/cultural resources.

Since this assessment will be the project's final, detailed environmental impact analysis during the Preliminary Engineering phase, it will specify needed mitigative measures to minimize any adverse environmental effect resulting from project implementation, and contribute to decisions over the precise route alignment and exact station locations and design.

Spearheading this comprehensive 2-year environmental effort are Douglas Low, Metro Rail Director of Architecture and Planning, and Na-deem Tahir, Principal Planner. During the past several weeks, they have been working closely with Sedway/Cooke, the San Francisco-based consulting firm selected by the SCRTD Board of Directors to assist Metro Rail in this environmental assessment.

To a large extent, this team (including Metro Rail's Community Relations Section and the City of Los Angeles Departments of Transportation and Planning) will be relying on the participation and input of local citizens, organizations, businesses and public agencies to accurately as-

sess the Metro Rail Project's various impacts.

This effort will be coordinated through community meetings, workshops and community surveys. Concerned citizens and public officials will have the opportunity through these meetings to respond to and provide additional input to the environmental assessment team's impact findings. In addition, they will be kept abreast of the status of the overall Preliminary Engineering effort.

After all data from the evaluation and public meetings are compiled, they will be analyzed and published in a draft federal **Environmental Impact Statement (EIS)** and a draft state **Environmental Impact Report (EIR)**. These required documents will clearly assess how various Metro Rail designs and construction methods will impact local communities, the affected region and the region's current transportation system.

The draft report will be further reviewed and discussed by the public at official public hearings. Only after clearance through the public hearing process will the EIS/EIR reports be finalized and submitted to the Urban Mass Transportation Administration for construction funding consideration.

## ROLL 'EM!

### Film Near Completion

Metro Rail going Hollywood? Not quite; but one could have gotten that plausible impression the past several weeks as the production crew of John J. Hennessy Motion Pictures of Pasadena shot segments of the film on the Los Angeles rapid transit project.

The SCRTD Board of Directors selected the renowned informational film company a few months ago to produce a 16-mm sound and color picture depicting rail rapid transit operations in the United States and the urgent need for such a system in Los Angeles. Having recently completed location shooting throughout the nation, as well as in Southern California, the production crew plans to complete its assignment this month.

The Hennessy firm has proposed the film title, "Starting Under," which they feel best captures the essence of the Los Angeles subway project . . . "the start of an idea whose time has finally come."

Aside from focusing on statistical data that illustrate the need for a subway system in the nation's second most populous community, the



film will also update viewers on Preliminary Engineering and planning and provide visual reinforcement of the abundant personal advantages of rapid transit to residents of the Southland.

The film will be used in presentations to the general public, other agencies and the private sector.

**ACTION!** — Film director John Nicholas (c) gives final instructions to "cast" as they prepare to shoot scene for *Starting Under*. Staff "actors" (clockwise) are James Crawley, Deputy Chief Engineer, Ways & Structures (standing); Lou Collier, Manager, Community Relations; William Rhine, Deputy Chief Engineer, Subsystems; Douglas Low, Director, Station Design & Planning; Russell McFarland, Manager, System Engineering & Analysis; and Richard Gallagher, Manager/Chief Engineer, Metro Rail Project.

NEED MORE INFORMATION?

If you desire further information or are interested in obtaining first-hand information on the past, present and future of transportation in Los Angeles for your executives, employees, civic or service organizations, call or write to:

**METRO RAIL COMMUNITY RELATIONS**  
425 S. Main St.  
Los Angeles, CA 90013  
Phone: (213) 972-6456, 6517.



**ENSURING SAFETY** — Metro Rail Subsystems staff and other transit officials discuss latest advancements in security and anti-crime surveillance technology used by transit properties across the country. Such input, shared recently at a Communications Subsystems Peer Review Board meeting at SCRTD headquarters, will help staff design the most suitable security system for the Metro Rail Project.

### **METRO RAIL PROJECT**

Southern California Rapid Transit District  
425 S. Main Street  
Los Angeles, CA 90013

**METRO RAIL NEWS**



**VOL. 5 NO. 2**  
**DECEMBER, 1981**

METRO RAIL NEWS is published by the Southern California Rapid Transit District to apprise the greater Los Angeles community of progress and developments of the Metro Rail Project.

*The preparation of this document has been financed, in part, through a grant from the U.S. Department of Transportation's Urban Mass Transportation Administration under the Urban Mass Transportation Act of 1964, as amended.*

**CLARENCE BROWN**  
Editor

### **Southern California Rapid Transit District BOARD OF DIRECTORS**

Thomas G. Neusom, *President*  
Ruth E. Richter, *Vice President*  
Jan Hall  
Marvin L. Holen  
Mike Lewis  
Carl Meseck  
Nick Patsouras  
Jay Price  
Charles H. Storing  
Gordana Swanson  
George Takei

**JOHN A. DYER**  
*SCRTD General Manager*

**RICHARD GALLAGHER**  
*Manager/Chief Engineer*  
*Metro Rail Project*