



STANDING ROOM ONLY—More than 250 North Hollywood residents fill the combined meeting rooms of local Howard Johnson's Lodge to discuss Metro Rail route and station locations in their community. Attendance citywide surpassed 7,000 in 1982.

Thousands Attend Public Meetings

Public makes vital impact on Metro Rail design decisions

Last March, the RTD launched its public participation program, which since has given thousands of people the opportunity to provide input into the key decisions guiding the preliminary engineering work on the Metro Rail Project.

Briefly, preliminary engineering is composed of three major elements—engineering and design, environmental impact assessment, and public involvement. While the first element establishes which technical proposals can be done, the second establishes which ones *should* be done, based on each proposal's impact on the environment. The final element is the bonding link, which allows for public involvement in the technical and environmental evaluation.

All three elements are equal in importance and must coexist if the end result is to be a properly designed transit system that enhances the environment and meets the needs and desires of the people using it.

To ensure this objective, the RTD Community Relations Department has been facilitating an unprecedented decision-making process that allows the public to interact directly with the architects, engineers and planners *before* the final design and policy decisions are made by the RTD Board of Directors.

Formally called the Milestone Decision-Making Process, the program breaks down the preliminary engineering work into 12 major technical and policy issues—or "milestones."

The route alignment, station locations and designs, land use and property acquisition policies, fare collection methods, fire protection and security measures, and the system cost estimates—these are just some of the issues addressed in the 12 milestones, each of which requires a Board decision.

Each milestone builds on the other (see chart on p.5), and each is reviewed by the public in a series of community meetings. After public input is obtained, the milestones are reviewed and adopted separately by the RTD Board of Directors.

The Milestone Decision-Making Process is nearly three-quarters complete. Since its inception in March, eight milestones have been reviewed by the public. Four have been adopted by the Board, and Milestone 9 (Supporting Services) will begin the public review process in mid-January, 1983.

To date, some 7,000 persons have attended approximately 75 public meetings and have participated in the process. Most of them live and work in the impact areas along the 18-mile

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Project Update

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Metro Rail route. Some represent local organizations. Some represent elected officials and public agencies. And then there are many others who, like this Fairfax resident, are involved, "because I care about my home and my community. I want to make sure that we receive every benefit that Metro Rail can provide."

"The RTD public involvement program is the most extensive of its kind in recent local history," notes RTD General Manager John A. Dyer. "When we conceived this program, we insisted on designing one that would lend an open, sensitive ear to the public, thus assuring that the needs, desires and overall welfare of the various impacted communities would be addressed in the transit system's design."

The milestone process is scheduled to end next summer. By that time, public hearings on the critical *Environmental Impact Statement* will be completed and ready for transmittal to the federal Urban Mass Transportation Administration along with RTD's capital grant application for construction funding.

The program's effectiveness has manifested itself in several positive ways. Above all, it has served as the catalyst for informing the public and involving them directly in the decision-making process at the start of the project. The net result has been a tremendous increase in the number of supporters of mass transit and specifically the Metro Rail Project.

For the benefit of those who perhaps have not closely followed the progress of the project and the milestone process, the following chronological account has been compiled:

1982

MARCH

- 15 Milestone 1 (*Preliminary System Definition & Operating Plan*) and Milestone 2 (*System Design Criteria*) were presented



Hearing Update

At July 29 public hearing on routes and stations, City Council members Peggy Stevenson (l) and Dave Cunningham (r) address RTD Board. Below, Mike Woo of State Senator David Roberti's office, discusses Hollywood route alternatives.



to the public at community meetings along the proposed Metro Rail route. Public input was received.

APRIL

- 6-8 RTD and the public engaged in further detailed discussion of the issues addressed in Milestones 1 & 2. Preliminary recommendations were formulated.

MAY

- 4-6 Milestone 3 (*Route Alignment Alternatives*) and Milestone 4 (*Station Location Alternatives*) were presented to the public at community meetings. Public input received.

- 13 RTD Board of Directors convened public hearing for Milestones 1 & 2.

- 18-20 RTD and public engaged in further detailed discussion of issues addressed in Milestones 3 & 4.

JUNE

- 2 RTD ended discussion meetings on Milestones 3 & 4.
- 15-17 RTD announced recommendations for Metro Rail route and station locations. Public input received. Recommendations were well received in the Central Business District and Fairfax areas, but there were strong differences in the Wilshire, Hollywood and North Hollywood sectors. In Wilshire, the point of conflict focused on whether to add a station at Wilshire and Crenshaw Blvds. In Hollywood, the issue centered on whether the area should be served by the heavy-rail subway line or by an aerial intermediate-capacity transit line. In North Hollywood, the residents objected to RTD's recommendation to build the Valley portion of the system in elevated configuration. The residents wanted the line underground.

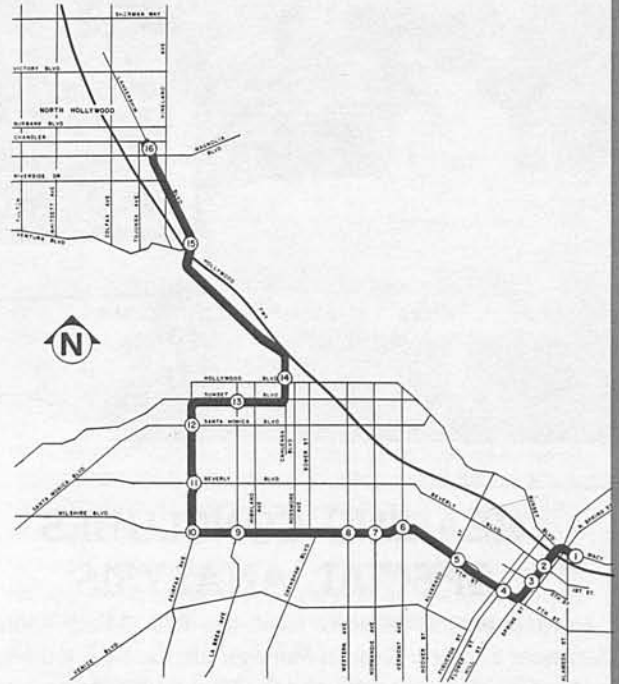
METRO RAIL ROUTE: OLD & NEW

Adopted Stations, 1980

- Union Station
- First & Broadway
- Fifth & Broadway
- Seventh & Flower
- Wilshire & Alvarado
- Wilshire & Vermont
- Wilshire & Normandie
- Wilshire & Western
- Wilshire & La Brea
- Wilshire & Fairfax
- Beverly & Fairfax
- Santa Monica & Fairfax
- Hollywood & Cahuenga
- Hollywood Bowl
- Ventura & Vineland
- Chandler & Lankershim

Adopted Stations, 1982

- Union Station
- First & Hill
- Fifth & Hill
- Seventh & Flower
- Wilshire & Alvarado
- Wilshire & Vermont
- Wilshire & Normandie
- Wilshire & Western
- Wilshire & La Brea
- Wilshire & Fairfax
- Fairfax & Beverly
- Fairfax & Santa Monica
- La Brea & Sunset
- Hollywood & Cahuenga
- Universal City
- Chandler & Lankershim



Adopted alignment and stations as of December 20, 1982.

JULY

- 6-8 Milestone 5 (*Right of Way Acquisition & Relocation Policies and Procedures*) was presented to the public at community meetings. Public input was received on RTD's proposed policies guiding the acquisition of property for the construction of Metro Rail facilities.
- 26 RTD General Manager hosted a special community meeting in North Hollywood to explain the rationale for the aerial configuration proposal and to announce the recommendation he was planning to present to the Board at the Milestones 3 & 4 public hearing, scheduled for July 29.
- 29 More than 500 persons attended the public hearing for Milestones 3 & 4 at RTD headquarters. Of those, nearly 100 persons commented on the General Manager's recommendations. Dyer asked the Board to adopt the route and stations as proposed (see accompanying map) from Union Station to Santa Monica Blvd. and Fairfax Ave. Furthermore, he asked the Board to carry over all northern alignment alternatives (affecting Hollywood and North Hollywood) for further technical and environmental analysis. He recommended that RTD staff intensify its public involvement efforts in those communities and engage the residents in an exhaustive analysis of the route and station alternatives and bring a recommendation back to the Board by the end of 1982. Their recommendation was to be based on the results of a disciplined process and reflect the needs and desires of the communities. With respect to Crenshaw, Dyer recommended no station at that intersection. That was based on a question of whether a station there would violate the low-density land use plans currently in effect in the Park Mile Wilshire community.

AUGUST

- 12 RTD Board of Directors convened public hearing on Milestone 5. Board also adopted Milestones 1 & 2.
- 26 RTD Board of Directors adopted Dyer's recommendations and charged staff with developing and implementing a "special analysis" of the northern alignment alternatives. The Board authorized the establishment of a citizens' advisory committee in both communities. Each committee was to evaluate the route and station alternatives germane to their areas and present their recommendations in the form of Special Alternatives Analysis Reports at the public hearing by the end of 1982.

SEPTEMBER

- 2 RTD Board of Directors adopted staff's proposal for a special alternatives analysis for the Hollywood/North Hollywood route and station locations. Plan called for the establishment of two advisory committees of about 40 members each who were to evaluate the alternatives based on technical and environmental data provided by RTD staff. This 10-week program was to conclude with a public hearing on Dec. 8, during which the committees' recommendations would be presented to the Board for adoption.
- 7-9 Milestone 6 (*Development and Land Use*) was presented to the public at community meetings. Public input was received on RTD's proposed policies guiding the use and development of RTD-owned property around station areas.
- 15,16 RTD convened orientation meetings in Hollywood/North Hollywood to explain special alternatives analysis and solicited

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HEARING CONCLUDES SPECIAL ANALYSIS

More than 200 persons filled the RTD Board Room on December 8 to hear General Manager John A. Dyer (above) present his recommendations on the Metro Rail route and station locations for Hollywood and North Hollywood. (See lead article for specific recommendations.) Some 45 speakers, including North Hollywood Citizens' Advisory Committee Chairman Michael Malak (r, standing) and State Senator Alan Robbins (r, seated), urged the Board to adopt Dyer's recommendations. This hearing marked the official end of the three-month special alternatives analysis conducted in the two communities. However, both Hollywood and North Hollywood Citizens' Advisory Committees decided to remain as organized bodies and provide input into future milestone decisions.



Public's Impact on Design Decisions

(Continued from Page 3)

participants to serve on the committees by application. Names were randomly pulled from the applications received. These persons constituted the *ad hoc* selection committees, charged with choosing the 40 members in each area. The selection criteria generally used were: local residency or employment, community involvement, and affiliation with business, cultural, religious and/or development interests.

- 20, 21 Selection committees chose members to serve on the Citizen's Advisory Committees (CAC) in Hollywood and North Hollywood.
- 22, 23 Committee members were announced at separate meetings (North Hollywood, 8/22; Hollywood, 8/23). Officers were elected among committee members. Bill Welsh was elected Hollywood CAC chairman, and Michael Malak was elected North Hollywood CAC chairman. It was decided that North Hollywood would hold its public meetings at St. Charles Borromeo School Auditorium, while Hollywood would convene its sessions at the Tick Tock Restaurant.
- 30 RTD Board of Directors adopted Milestone 5.

OCTOBER

- 5, 6 Hollywood and North Hollywood CACs formulated their goals and objectives by which each station and route alternative would be evaluated. Hollywood finalized theirs. Hundreds of local residents attended the North Hollywood meeting to formally register their opposition to the Chandler Corridor route, station and facilities proposals. North Hollywood CAC membership was expanded to 45 members to accommodate representation from the Chandler Corridor.
- 10 RTD conducted bus tour of alternatives for North Hollywood CAC.
- 13 North Hollywood CAC finalized its goals and objectives.
- 20 CACs considered alternatives on basis of cost. Chandler residents restated their objection to Chandler Corridor alternatives.
- 25 RTD conducted open house on the Metro Rail Project for Hollywood community. Board of Directors met with elected

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Public Input

(Continued from Page 4)

officials representing the Crenshaw community (proponents) and Wilshire homeowners (opponents) to discuss impacts of a station at Wilshire & Crenshaw. All agreed that discussions should continue.

- 26 RTD conducted open house on Metro Rail for North Hollywood community.
- 27 RTD announced its intention to delete the Chandler Corridor proposals from further study. North Hollywood CAC was directed to continue its evaluation of the remaining alternatives. CAC reviewed environmental impact data.
- 28 Hollywood CAC reviewed environmental impact data.

NOVEMBER

- 1 RTD took the CACs on an inspection tour of the San Francisco Bay Area Rapid Transit (BART) system. The groups observed stations, vehicles, system configuration and examples of how station designs can be compatible with commercial and residential development. (See story on page 6.)
- 3 Milestone 7 (*Safety, Fire/Life Safety, Security and Systems Assurance Policies*) was presented to the public at community meetings. Public input was received on RTD's proposed policies ensuring the safety and protection of Metro Rail patrons in station areas and while riding on the trains. Input was also received on RTD's proposed standards for equipment maintainability and service reliability.
 - General Manager John A. Dyer presented new North Hollywood route/station alternatives in light of the deletion of Chandler Corridor alternatives.
- 4 Hollywood CAC conducted its final evaluation of alternatives and made preliminary route and station selections. CAC's evaluation supported an east/west subway configuration with stations located at Sunset Blvd./LaBrea Ave. and Hollywood/Cahuenga Blvds. The line would then proceed northwesterly through the Cahuenga Pass into the San Fernando Valley. (See map on Page 3.)

NEWS BULLETIN

Congress Approves Gas Tax Increase

The joint houses of Congress recently passed the much-debated highway user fee increase. Beginning in April, 1983, the federal tax on gasoline will be hiked a nickel a gallon. This is good news for public transportation. The billions of dollars generated each year will not only be used to repair the nation's highways, but also to fund the construction of transit projects like Metro Rail.

- 10 North Hollywood CAC evaluated new alternatives and selected a north-south subway configuration under Lankershim Blvd. CAC decided to select station locations at next meeting.
- 16-18 Milestone 8 (*System and Subsystems*) was presented to the public at community meetings. Public input was received on RTD's proposed policies on how many hours a day the transit system should operate and on the kinds of operating equipment the system should have. Fare collection methods were among other issues addressed.
- 17 North Hollywood CAC discussed station locations. Universal City was considered the most desirable southern station for the Valley, and the Chandler/Lankershim area was explored for the northern terminus.
 - RTD Board of Directors convened public hearing on Milestone 6.
- 22, 23 CACs received copies of the *Preliminary Draft Reports* prepared by RTD, which contained their initial recommendations. Each committee was to review the documents and return them with proposed revisions at their next scheduled

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Preliminary Engineering Milestones

In 1982 alone, some 7,000 persons attended 75 public meetings along the Metro Rail route and provided valuable input into eight of the 12 Preliminary Engineering Milestone Decisions that must be made by the RTD Board of Directors during this phase of the project. In 1983, the public will be asked to review the remaining four milestones at meetings to be held through next summer. They are outlined below:

- Milestone 1 **Preliminary System Definition and Operating Plan** (description of system).
- Milestone 2 **System Design Criteria** (guidelines for system design and operating equipment).
- Milestone 3 **Route Alignment.**
- Milestone 4 **Station Locations.**
- Milestone 5 **Right-of-Way Acquisition and Relocation Policies and Procedures** (guidelines for acquiring necessary real estate for transit construction).
- Milestone 6 **Development and Land Use Policies** (strategies for joint development and value capture around station areas).
- Milestone 7 **Safety, Fire/Life Safety, Security and Systems Assurance Policies** (criteria to assure safe, secure and reliable transit service).
- Milestone 8 **System and Subsystems** (criteria for hours of operation, fare collection methods, operating equipment).
- Milestone 9 **Supporting Services Plan** (strategies for assuring adequate bus, auto and pedestrian access).
- Milestone 10 **Fixed Facilities Plan** (station designs and location of parking structures and other facilities).
- Milestone 11 **Cost Estimate.**
- Milestone 12 **Final System Definition.**

Citizen Groups Tour BART



A group of Hollywood and North Hollywood residents have proven the old adage that "seeing is believing."

These 70 members of local Metro Rail Citizens' Advisory Committees recently toured BART in San Francisco to see what a modern transit system looks like and how it operates. The inspection tour was an integral part of a 10-week analysis which concluded recently. From September to December, the committees evaluated the various route and station options for the proposed Metro Rail system in Hollywood and North Hollywood.

"The knowledge and exposure gained from this BART tour gave the committee participants an informed perspective in their evaluation process," noted RTD General Manager John A. Dyer. "Now when these committee members hear engineers referring to 'mezzanines,' 'platforms' and 'third rails,' they know exactly what these terms mean."

The all-day itinerary on November 1 included a ride on the 71-mile BART system, an inspection of major BART stations and facilities and a ride on the San Francisco MUNI light rail system. The groups observed the three configurations of the system—underground, surface and elevated—and saw examples of how station designs can be compatible with commercial and residential development.

The tour delegates also ate lunch in a linear park underneath an elevated segment of BART. There, the committee members participated in measuring the noise levels of trains as they passed overhead. They also used this free time to talk to nearby residents about what it has been like to live adjacent to an elevated guideway.

"I must admit that I thought trains would be noisier on an elevated track; but after hearing it myself and talking to some of the Bay Area residents, I have to change my opinion," said one North Hollywood committee member. "It's nothing like the systems I was used to in New York."



Shhhhhhh—George Wilson, noise consultant for Metro Rail Project, demonstrates noise monitoring device as BART train passes quietly over linear park area in Berkeley.



Keeping 'Track'— At left, General Manager John Dyer (r) shares light moment with CAC chairmen Michael Malak (l) and Bill Welsh. Dyer later discusses transit operations with CAC members while riding in BART train as part of inspection tour.



BUS REROUTING

Public to Review Milestone 9

Every RTD bus rider who travels within the Los Angeles Regional Core will want to attend the Milestone 9 public meetings, starting in mid-January.

This milestone will address the supporting services of the Metro Rail system. That entails rerouting a considerable part of the bus system to feed riders into Metro Rail stations. The kinds and number of bus bays

and auto drop off provisions necessary to assure adequate traffic circulation and facilitate pedestrian access will be among the key issues addressed in this milestone.

Because "Supporting Services" will have more impact on current bus riders than any other milestone, the public is urged to attend the upcoming meetings. The meeting schedule will be released in early January.

**METRO RAIL
FUNDING
UPDATE** 

Federal Funding Share Exceeds \$45 Million

"We are committed to ensuring that Los Angeles' historical funding shortfalls are rectified and corrected... This equity process will begin this year."

—Arthur E. Teele Jr., Administrator
Urban Mass Transportation Administration,
U.S. Department of Transportation

Arthur Teele made this announcement on countywide television exactly one year ago, ending one of his rare visits to Los Angeles. After observing the area's unique transit problems and looking at how Metro Rail could significantly alleviate them, Teele went back to Washington convinced that Los Angeles had the strongest case for new rail transit development.

"In my own view," he said, "Los Angeles does have a greater need for funding than the funds we have provided, and we intend to correct that matter forthwith."

Since that time, UMTA has awarded grants to the Metro Rail Project totaling more than \$34 million. That brings the total federal investment in Metro Rail to \$46,074,000 since 1980. Adding matching state and local dollars, Metro Rail's preliminary engineering coffers have swelled to \$57,593,000. Clearly, Washington has kept its promises.

"Moreover, this represents another clear signal that federal support of the Metro Rail Project remains very strong," noted RTD General Manager John A. Dyer. "This gives us added optimism about our chances of obtaining a considerable federal investment in the construction phase of the project, which is scheduled to commence in 1984."

In May of this year, Congress appropriated \$9.8 million for preliminary engineering. In July, Metro received an additional

\$9.3 million. To dramatize its significance, the latter installment was delivered in-person at a Los Angeles reception by none other than former U.S. Transportation Secretary Drew Lewis, who stated, "New projects like Metro Rail make great sense to us. And despite the fact that at this time we cannot make a definite commitment, in terms of its funding, we realize the need. We think this is the kind of project that should move."

To further affirm that commitment, Congress and the federal administration approved \$15 million in October for continued preliminary design of key, proposed Metro Rail stations, related tunnel sections of the alignment and the system's central maintenance yard and shops. Local sources matched the federal grant by 20%, bringing the total for this specialized design work to \$18.75 million.

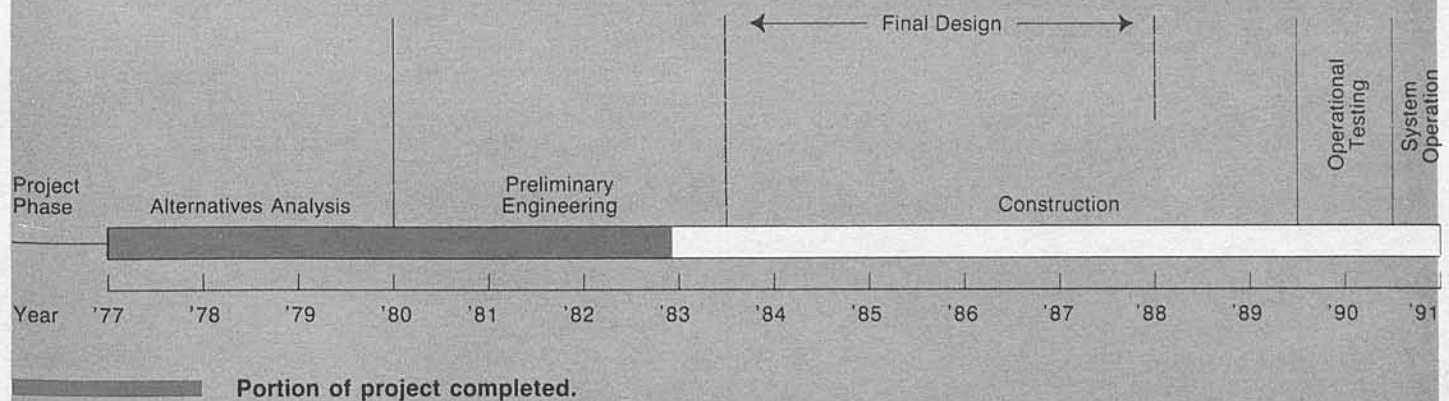
Dyer said the District can now proceed with providing developers with fairly specific details of proposed Metro Rail station designs, as well as exact tunnel locations. Private developers need this information to coordinate their construction plans for adjacent developments with actual Metro Rail designs.

Design work will be conducted on the following six proposed station sites:

- Union Station
- Civic Center (First & Hill Sts.)
- Fifth & Hill Sts.
- Seventh & Flower Sts.
- Wilshire Blvd. & Alvarado St.
- Beverly Blvd. & Fairfax Ave.

Design work needs to be brought to approximately 50% completion to enable the District to enter into negotiations with the property owners of the proposed station sites, Dyer said.

METRO RAIL PROJECT PROGRESS TIMETABLE



Public Input

(Continued from Page 5)

meetings. North Hollywood continued deliberating the exact station location alternatives, though there was a clear consensus on the Lankershim route.

- 30 Hollywood CAC presented its report revisions to RTD and approved the report as amended. Staff then prepared final draft for presentation to the Board at the Dec. 8 public hearing.

DECEMBER

- 1 North Hollywood CAC reaffirmed its earlier recommendation of a Lankershim subway alignment and a station location at Universal City. Members also voted to recommend that RTD position the terminal station under Lankershim in a northwest direction, straddling Chandler Blvd.
- 8 RTD Board convened public hearing on the special analysis. General Manager Dyer recommended adoption of the CACs' reports. More than 200 attended the hearing. The majority of the 45 speakers—including the CAC chairmen and elected

officials—registered their endorsement of the CACs' proposals. Dyer announced that the Board would consider adoption of the reports at its Dec. 20 meeting.

- 20 RTD Board adopted General Manager Dyer's recommendations for the general route and station locations in Hollywood and North Hollywood. This action defined and finalized the entire 18-mile Metro Rail alignment. The adopted alignment will serve as the basis of all subsequent preliminary engineering work.

Major design and engineering work that has been completed to date and reviewed by the public has been published in considerable detail in milestone reports. Included therein are the public's input and RTD's responses to their concerns and questions. Copies of these reports—as well as other public information literature—may be obtained by contacting the RTD Community Relations Department, (213) 972-6456.

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**METRO
RAIL
NEWS**

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CLARENCE BROWN
Editor

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