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METRO

# IV METRO MOVES

## ALL ABOARD: Selecting the Sites for Commuter Rail Stations

**A**s the county's population booms in outlying areas, traffic has been known to back up from as far away as the San Bernardino and Ventura County lines. But commuters traveling into Los Angeles from those areas can look forward to riding commuter trains beginning in 1992.

In 1990, the LACTC made a landmark purchase of 175 miles of rights-of-way from Southern Pacific Transportation Company. The purchase included three railroad corridors, extending through the San Gabriel and San Fernando Valleys.

Commuter rail service differs from other rail transit lines, such as the Metro Blue Line, in that trains run on existing freight

tracks during commuter hours.

Trains are usually diesel-powered. Forty passenger vehicles have already been ordered and operating rights finalized for the sole use of running trains on the freight tracks during the morning and evening rush hours.

Now LACTC planners are out working with the communities along the corridors developing station sites. Commuter stations are usually located about every five miles along commuter routes.

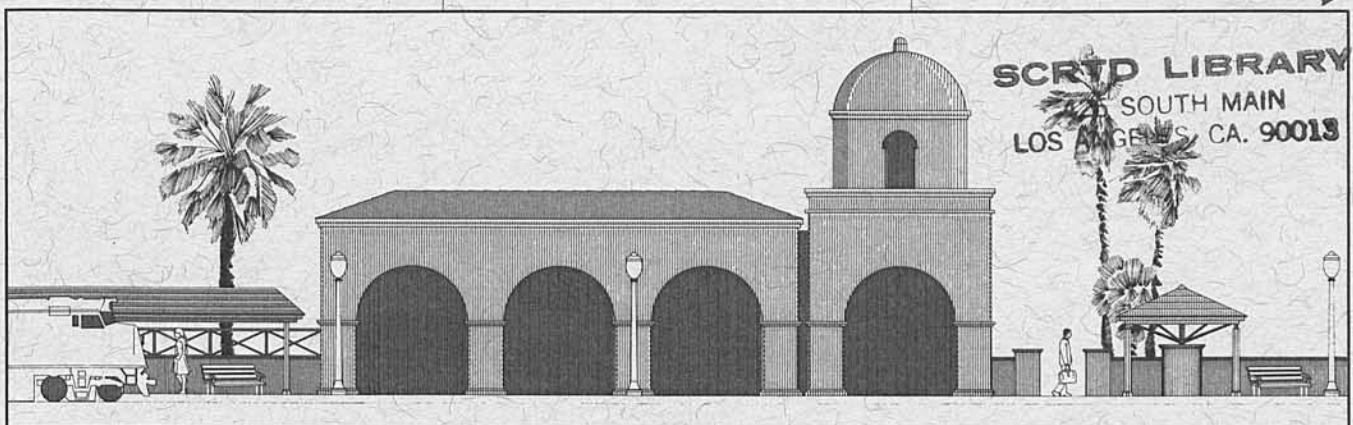
"That spacing maintains high-speed service and accessibility," said LACTC Commissioner Jacki Bacharach. "If you have stations that are less than five miles apart, then you've got a long trip

for anyone who started at one end of the line traveling to the other." The rail service will most likely feature "skip-stop" service, in which trains stop at every other station along the route.

Several cities in the San Gabriel valley are interested in building a commuter rail station for the 60-mile line linking Los Angeles to San Bernardino, as well as communities along the 50-mile Ventura corridor and the 35-mile Santa Clarita line.

Each station's location is proposed by the local jurisdiction. "We ask city councils to officially pass a resolution declaring their interest in building a station, committing their financial support, and describing what the facility could look like," said Bacharach.

Cities proposing stations will perform environmental analysis to investigate traffic, noise and other impacts around the



*Each station's appearance and atmosphere could be developed in harmony with the prevailing community architecture. All will be handicapped accessible.*

(continued from page 1)

possible station site. At a minimum, stations will have space for 300 to 500 parking spots and have the potential for feeder buses into the station.

Together, the cities and the LACTC work on the financing and design plans. Cities must commit funds for the construction and maintenance of the facility. They can draw on their share of Proposition C and A monies, as well as apply for additional state funds.

"We have also applied for State of California Transit Capital Improvement funds on behalf of cities interested in developing commuter rail stations," said Bacharach. "If approved by the state these funds will go toward half the cost of constructing the stations." The California Transportation Commission is expected to make its funding decision in April.

All cities that have passed their resolution stating their commitment to building a station are now undergoing the environmental clearing process.

The LACTC, along with San Bernardino, Ventura, Riverside, and Orange counties are in the process of forming a Joint Powers Agreement. One of the main tasks of the JPA representatives will be to select the station sites. If you have any questions about commuter rail stations, call Gray Crary in LACTC's Commuter Rail Department, 213) 236-4737. ■



## NEWS BRIEFS

### **LACTC Releases Feasibility Study for San Fernando Valley East-West Rail Alternatives.**

**A**t its February 19 meeting, the LACTC's Planning and Mobility Improvement Committee (PMIC) released a feasibility study of possible alternative plans for the East-West Rail Transit Project for the San Fernando Valley. The study compared cost, usage and contractibility of the three proposed alignments: a Metro Rail extension along the Southern Pacific's Burbank route, a Metro Rail extension under Ventura Boulevard, and an aerial guideway along the Ventura Freeway.

While the Commission has already adopted the Burbank route as its preferred alternative, the decision was made to look at the other alternatives and technologies to determine which would be more cost effective and better suited to meet the San Fernando Valley's transportation needs.

The PMIC accepted the LACTC staff's recommendation to proceed with a Supplemental Environmental Impact Report (SEIR) for the proposed aerial guideway, and asked the staff to provide additional information about the Ventura Boulevard alignment.

The full Commission is expected to review the PMIC's recommendation to proceed with the Ventura Freeway SEIR at its meeting on February 27. Watch for a follow-up report in next month's issue of *Metro Moves*.

### ■ **LACTC Named Congestion Management Agency**

It's official. The LACTC received approval of nearly 80 cities in January, 1991, and was formally

named as the Los Angeles County Congestion Management Agency (CMA) by the Los Angeles County Board of Supervisors. With this CMA designation, the LACTC will start developing, adopting and monitoring a specific Congestion Management Program (CMP).

The CMP will blend land use, transportation and air quality planning into a coordinated effort to reduce traffic congestion, and planners in each of these areas will be encouraged to participate in the planning process. In preparing the CMP, the LACTC will be responsible for developing a package of programs, actions and guidelines that will work towards accomplishing the CMP goals. The draft guidelines will be released in late March or April.

### ■ **Judy Hathaway-Francis joins the LACTC.**

La Habra Heights Councilmember Judy Hathaway-Francis was elected in January as an LACTC Commissioner. The Los Angeles County City Selection Committee elected Hathaway-Francis to replace former Santa Monica City Councilwoman Christine Reed, who was not re-elected to her council seat last November.

Hathaway-Francis will be one of two Commission members who represents 84 cities in the County, excluding the cities of Los Angeles and Long Beach.

The new transportation commissioner has served on the City Council of La Habra Heights since 1984 and serves as President of the California Contract Cities Association and member of the Transportation Committee of the the League of California Cities. Recently, she has been active in the assessment of the LACTC Congestion Management Plan for the San Gabriel Valley. ▶



(continued from page 2)

### ■ **Gloria Molina Elected Supervisor.**

Congratulations to Supervisor-Elect Gloria Molina on her election to the L.A. County Board of Supervisors. We look forward to working with her.

### ■ **Express Bus Maps on the Move**

It's hot off the press - the first regional express bus map for riders. A joint project of the LACTC, Commuter Transportation Services (CTS) and South Coast Air Quality Management District (SCAQMD), these maps explain nearly everything riders need to know about express buses, from fares and schedules to locations of park-and-ride lots.

The pocket-sized map includes information about Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. Approximately 60,000 maps are being distributed by LACTC, CTS and SCAQMD. To receive Express Bus Maps, contact Carmela Brooks at CTS, (213) 380-7750. ■

## WHAT'S NEW IN RAIL CONSTRUCTION

### **Public Art for Public Transit**

**F**or the cities bordering the Metro Green Line, the recent attention by national media was unaccustomed.

From the *New York Times*' front page to a glowing two-minute spot on CNN's international broadcast, El Segundo and Redondo Beach — among others — have captured prestige with an unusual concept: the nation's first light rail line showcasing its 16 passenger stations as works of public art.

"So far, the mesh of public meetings, community involvement, artists, and architects have

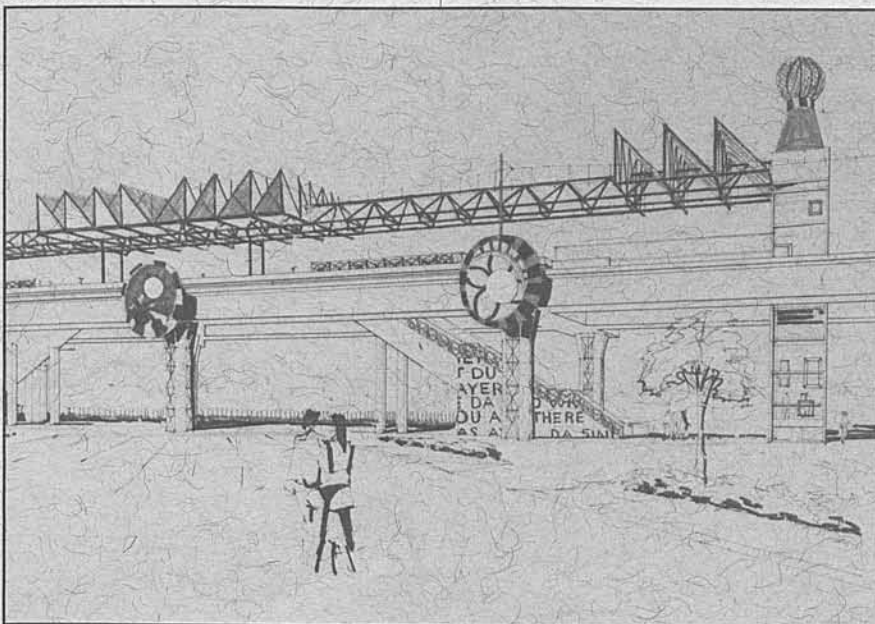
resulted in the selection of five artists, one for each of the five transit stations on the westernmost El Segundo extension," explains Jessica Cusick, the intrepid director of the Art for Rail Transit (A-R-T) program at the Los Angeles County Transportation Commission (LACTC).

The program also receives strong support from LACTC Executive Director, Neil Peterson, who helped implement a public art program while serving as Executive Director of Seattle's transit system. "Artists have a special way of viewing the cultural and ethnic resources of a community—and then translating them into a unique visual experience for the public," he says.

Cusick offers an easy explanation of why A-R-T is important to Los Angeles County residents: "We shape our public environment, and thereafter, it shapes us—both spiritually and mentally," she says.

Cusick believes that the Metro Green Line's 16 passenger rail stations should be something more than austere entry points for daily commuters. Further, she points out that "in the long run, we're creating a linear museum, one that people can visit on the way to work or at their leisure."

This advocacy proved so compelling to the City of Redondo Beach that council members voted \$458,000 to the Marine Station's blending of art and architecture. TRW, the well-known aerospace ▶



*Architect's rendering of the Douglas Street station on the Metro Green Line, designed by artist Renee Petropoulos and Escudero-Fribourg, Architects.*

*("What's New in Rail Construction" continued from page 3)*

defense firm, donated another \$100,000.

Artist Carl Cheng was selected to design the Marine Station in metaphors combining the past and future of Redondo Beach: submerged coastal strip to aerospace employment center. Station levels pass from an imaginary sea bottom upward into space.

Transit riders will wait to board commuter trains underneath a translucent blue canopy of curved glass, with water flowing constantly over its surface. The plaza itself continues the sub-aqueous motif by creating the illusion of a marine cave.

At the Douglas Station—next up the rail line — the Continental Development Corporation contributed an extra \$100,000 so that artist Renee Petropoulos can integrate the locale's primary elements into an array of specific patterns and shapes.

Petropoulos will include a tower with an air ventilator circling in the breeze, girders that replicate crisscrossing electrical towers, and juxtapose subtle area maps in the passenger platform's paving against a map of the stars.

"Then, there's the hand," adds Cusick, referring to artist Daniel Martinez' playful use of a 26-foot metal hand greeting passengers at the El Segundo Station entrance—yet another feature that has captivated critics and city councils alike. The sculpture is poised to launch a huge "paper" airplane, actually composed of steel sheeting, into the air — providing an unmistakable reference to the local aerospace industry.

The Mariposa Station, which means "butterfly" in Spanish, was designed by Charles Dickson to draw parallels between nature

and the aerospace industry. He features blue butterflies, computer chips, handprints from neighborhood children, wall reliefs, and oversized light fixtures, which compare butterfly evolution to space flight.

At the Aviation Station, near crowded Los Angeles International Airport and the 405 Freeway, artist Richard Turner will have commuters wait for their trains on oversized concrete furniture sitting atop special tile floors — evoking images of a 1950s living room.

There are ten stations left to design on the Metro Green Line — ample opportunity for Cusick and the Los Angeles art world to unveil a new urban aesthetic while moving thousands of people daily.

## ***Rail Construction Field Offices Keep Residents and Businesses Informed***

Residents and businesses near Metro Red and Green Line construction have their own Public Affairs Officer to call upon, courtesy of the Rail Construction Corporation (RCC).

Formed in 1989 as a subsidiary of the Los Angeles County Transportation Commission (LACTC), the RCC was created to manage the design and construction of the new 300-mile transit rail network.

"The Metro Red Line, which begins at Union Station and ultimately will run 18 miles through Hollywood to the San Fernando Valley, now has three field offices open to provide information and help to all," says Jerry Givens, RCC Vice-President for External Affairs.

"We want to be a good neighbor while we build these rail lines," he adds. "These Public Affairs

Officers are specially trained in complaint resolution, so that they can resolve problems quickly; they are also placed in the field to provide constant updates on project activities. Each Public Affairs Officer carries a beeper, and is linked to a 24-hour information number — 213/620-RAIL — which was originally initiated to aid merchants and residents along the Metro Blue Line.

Current offices and operating hours for the Metro Red and Green Lines include:

### **Metro Red Line, Segment One, from Union Station to Westlake/MacArthur Park.**

#### **Civic Center,**

206 South Hill Street  
Los Angeles, CA 90012  
(213) 687-5746  
Hours: M W F, 11 a.m.  
to 2 p.m.

### **Metro Red Line, Segment Two, from Wilshire Boulevard/Vermont Avenue to Hollywood Boulevard/Vine Street.**

#### **Hollywood**

6255 Sunset Blvd., St. 711  
Los Angeles, CA 90048  
(213) 461-1066  
Hours: Wednesdays,  
9 a.m. to 5 p.m.

#### **Wilshire**

3774 Wilshire Blvd.  
Los Angeles, CA 90010  
(213) 487-9053  
Hours: M W F, 11 a.m.  
to 2 p.m.

### **Metro Green Line, from Norwalk to El Segundo and Westchester.**

#### **El Segundo**

831 S. Douglas St., St. 109  
El Segundo, CA 90245  
(213) 536-0460  
Hours: T Th, 10 a.m.  
to 1 p.m. ■



# AREA TEAM NEWS

## Southeast Area Team Holds Prop. C Workshop

More than 45 administrators from 18 Southeast area cities attended a recent Proposition C Local Return Guidelines workshop in Downey's city council chambers. The workshop's main purpose was to let cities know more about the guidelines being developed for the local return program. In addition, an Environmental Scan report, which is a Southeast Area Team evaluation of major transportation trends and issues in this area, was distributed to attendees.

Proposition C, which was approved by the voters in November, 1990, adds a half-cent sales tax for transportation. This workshop gave cities a chance to provide feedback on the working guidelines developed to date. The Commission-adopted guidelines are expected to be

approved by early March.

The workshop also included an update on the Congestion Management Program being developed by the LACTC, as well as RTD's Bus Electrification Program, which will test quieter, cleaner electric trolley buses.

## Santa Monica "Smart" Corridor is Aptly Named

The Santa Monica Smart Corridor, a \$48 million innovative, demonstration project designed to improve traffic flow and decrease congestion and delays in a 12.3 mile stretch of the Santa Monica Freeway, is scheduled to be in place by spring of 1993.

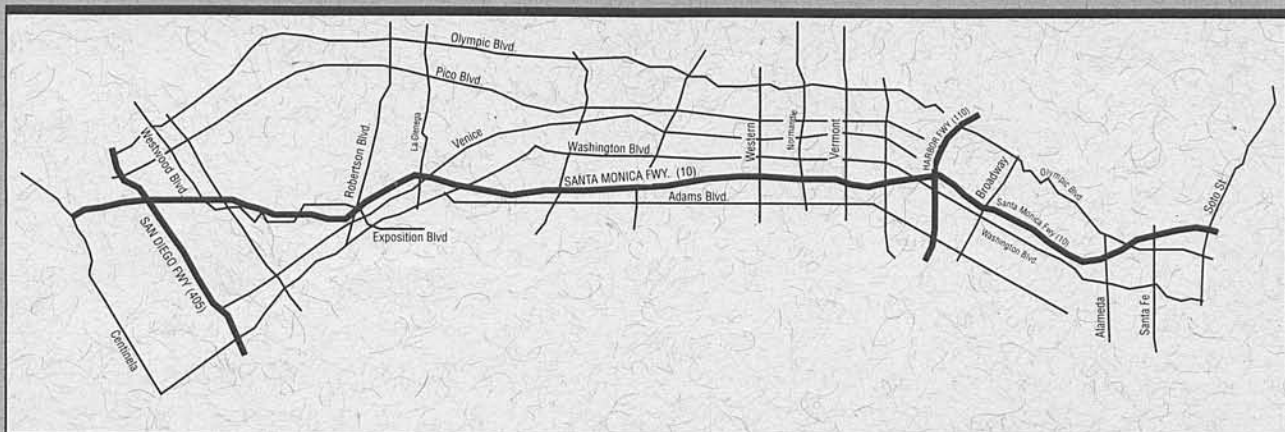
The smart corridor project relies on a number of factors, including advanced traffic control and monitoring systems, motorist information systems and accident/incident management techniques. In order for these

systems to work together, a great amount of inter-agency and cross-jurisdictional contact is planned. The agencies involved include the LACTC, California Department of Transportation, City of Los Angeles Department of Transportation, California Highway Patrol, City of Los Angeles Police Department and the City of Culver City.

The Santa Monica Smart Corridor will help motorists by reducing intersection delays by 20% and decreasing total travel time by 15%. Translated into dollars, this means an annual savings of \$24-32 million for motorists in reduced fuel consumption, travel time and car maintenance. The project will also improve air quality by reducing carbon monoxide and hydrocarbon emissions by 15% and 8%, respectively.

For more details about the Santa Monica Smart Corridor project, please call Shahrzad Amiri of the LACTC's Westside Area Team at (213) 236-9421. ▶

## SANTA MONICA Smart Corridor Project



## **Status Report: Alameda Corridor Project is Planned for Managed Growth**

Final plans are being drafted for development of a 20-mile freight expressway — called the Alameda Corridor Project — between Los Angeles and the San Pedro Harbor.

Planned to consolidate truck and rail traffic, the project was identified as crucial in both LACTC's Southeast and South Bay Area Teams' Environmental Scans; construction is scheduled to begin in 1993.

The project's components, which will cost about \$500 million, will address a number of important issues. It will improve port access for trucks and trains, while minimizing the impact of this growth on communities near the 20-mile corridor. It will also enable the continued growth of the Ports of Los Angeles and Long Beach as major sources of both local economic growth and American international commerce.

"Our goal is to facilitate port access while mitigating the problems associated with port growth," explained Gill Hicks, General Manager, Alameda Corridor Transportation Authority.

The anticipated growth in shipping by the year 2020 is staggering. Both ports expect increases from \$139 million metric tons of cargo a day up to \$367 million. The ports now generate 18,000 truck trips daily and involve 22 trains in moving freight. Hicks estimates that these numbers will go up to 49,000 truck trips and 90 trains a

day by the turn of the century.

The project includes several key components, including the widening of Alameda Street from the Artesia Freeway (Route 91) to the Santa Monica Freeway (Route 10) to create a truck expressway, constructing about 20 grade separations along the corridor, and consolidating some of the present rail service.

Some of the benefits anticipated include reducing train stops by about 75% and allowing trains to double operating speeds to the ports, reducing highway traffic

delays at grade crossings by nearly 90% and reducing train operating hours by about 30%.

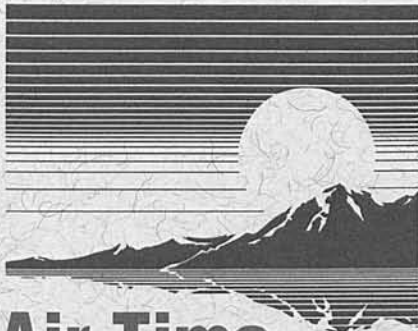
"With this project," concludes Hicks, "the growth of the harbors can continue and we can meet the legitimate concerns of the cities along the corridor."

For more information about the Alameda Corridor Freight Consolidation Project, please contact Diane Perrine of the LACTC's South Bay Area Team at (213)236-9438, or Dale Royal of the LACTC's Southeast Area Team at (213) 236-9456. ■



*The Alameda Corridor is the solution to traffic from the Los Angeles / Long Beach Harbor area—the busiest harbor in the United States.*





## Air Time

### *Mobility Means Cleaner Air*

**T**he new Federal Clean Air Act puts great emphasis on improved mobility to reduce air pollution. Cleaner cars and buses, cleaner fuels, and reducing single occupant vehicle trips are important. These steps will greatly contribute toward achieving the 80% emission reduction mandated by the South Coast Air Quality Management District (SCAQMD).

The new legislation literally means we cannot build our way to clean air. Construction of transit and highway projects will have to be supported by enforceable programs to reduce vehicle miles traveled, especially by single occupant automobiles. The emphasis has shifted from building projects to how these projects will be used.

Local governments are responsible for implementing a host of transportation control measures, such as ridesharing and parking management. Thus, local government becomes a major partner with the SCAQMD, Southern California Association of Governments, State Department of Transportation (Caltrans), transit operators, and LACTC to attain clean air standards. The 1989 Air Quality Management Plan (AQMP) and the 1991 Draft AQMP Update provide an implementation schedule. The LACTC will work with all parties to ensure transportation projects and transportation control

measures are implemented in a timely manner.

### *Clean Fuels*

To meet the AQMP goal of a clean bus fleet by 2010, the LACTC is funding a study of all bus lines in the county. Southern California Rapid Transit District (SCRTD) is managing this effort to determine what mix of cleaner fuels and electrification is most feasible and cost-effective.

A number of technologies and fuels are being analyzed, including methanol, compressed natural gas (CNG), fuel additives and particulate traps. SCRTD performance testing of these alternatives, as well as development of cost data on new fueling facilities, life cycle costing of alternative fueled vehicles and retrofit costs will assist the LACTC in developing a countywide implementation program to begin this year.

**The 1991 Draft AQMP** changes some of the local government responsibilities from the 1989 AQMP. Some examples include: extending adoption schedules for local government actions one to two years (1992-93); accelerating transportation projects with the passage of Props 108, 111 and 116 and the county's Proposition C; redirecting growth management strategies and focusing more on vehicle miles traveled; and encouraging formation by cities of transportation management associations (TMAs).

The LACTC will provide input to the SCAQMD on these issues, as well as other critical concerns in the draft plan and public comment on this document is encouraged. A final draft will be prepared in April 1991, and adoption is scheduled by the SCAQMD Board in June 1991.

For any questions air quality management, contact Rebecca Barrantes, LACTC's Air Quality Administrator, (213) 236-4739. ■



## Legislative Update

### *State Program*

The LACTC will be actively participating in efforts on several important legislative initiatives in the 1991-92 legislative session. The Commission will be sponsoring and/or co-sponsoring bills regarding rail safety, disadvantaged business enterprises (with the Southern California Rapid Transit District), and private sector participation in the development and construction of transit projects.

The Commission will also follow legislation and administrative actions concerning regional governance (AB 3, AB 76), commuter and high speed rail planning and development, air quality issues, transit vehicle requirements and transportation fund allocations.

Any questions on the State program may be directed to Claudette A. Moody, LACTC's Administrator of State Affairs, (213) 236-9525, or Deidre Heitman, State Affairs Representative, (213) 236-4744.

For any questions regarding the Federal program, contact Bevan Dufty, LACTC's Administrator of Federal Affairs, (213) 236-9555. ■

# METRO MOVES

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