

HIST
C.2.a.

LANTA: Rusc.
C&C G&H

MONORAIL
STUDY 1954

REPORT
TO
THE LOS ANGELES METROPOLITAN TRANSIT AUTHORITY
ON
A MONORAIL RAPID TRANSIT LINE
FOR
LOS ANGELES
JANUARY 15, 1954

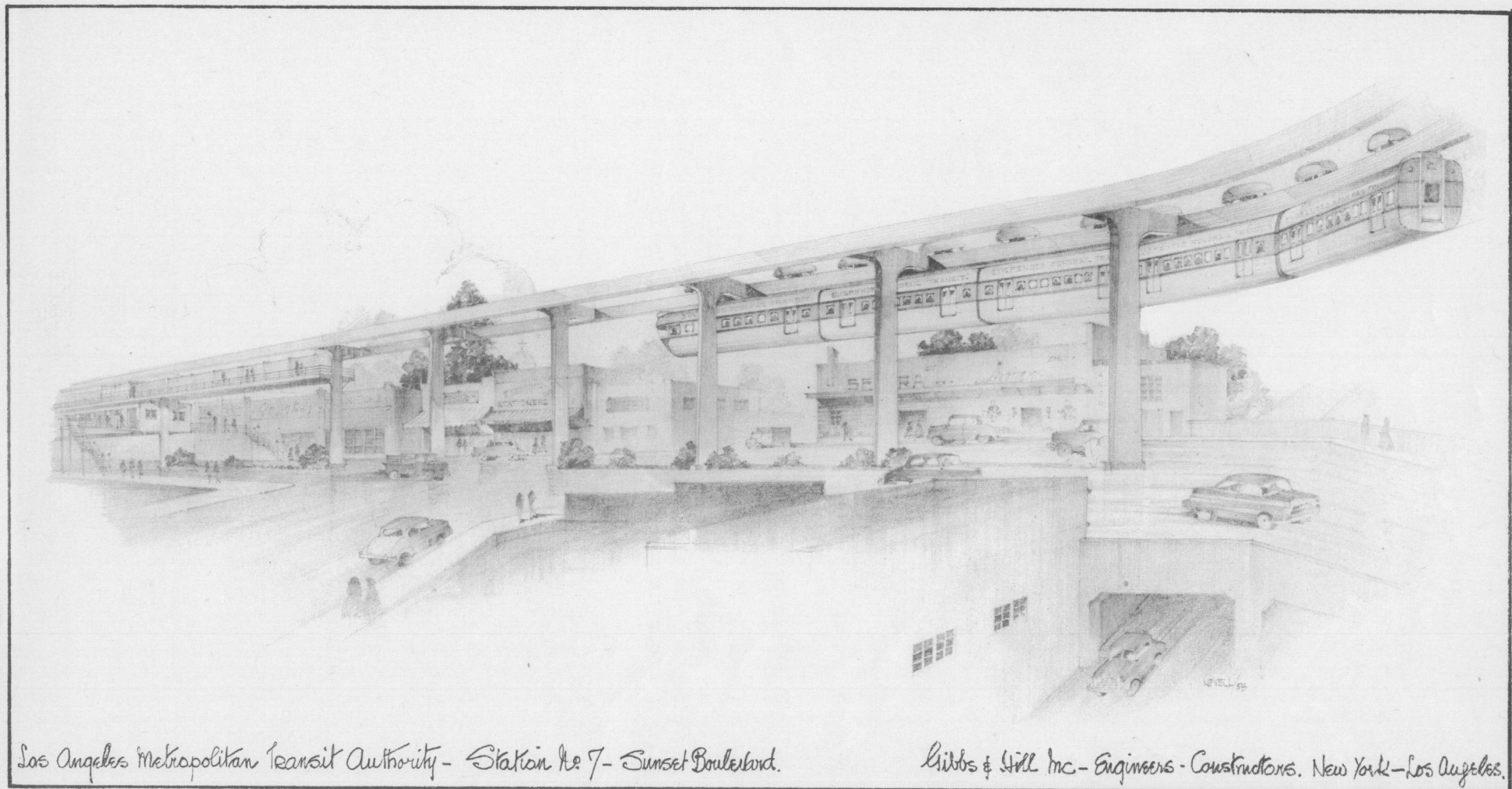
S.C.R.T.D. LIBRARY

COVERDALE & COLPITTS
CONSULTING ENGINEERS
NEW YORK

RUSCARDON ENGINEERS
LOS ANGELES

GIBBS & HILL, INC.
NEW YORK — LOS ANGELES

LOS ANGELES METROPOLITAN
TRANSIT AUTHORITY
2233 BEVERLY BOULEVARD
LOS ANGELES 57, CALIFORNIA
DUnkirk 5-1738



Los Angeles Metropolitan Transit Authority - Station No. 7 - Sunset Boulevard.

Libbs & Hill Inc. - Engineers - Constructors. New York - Los Angeles.

SUMMARY OF CONCLUSIONS
ECONOMIC ENGINEERING REPORT
of
COVERDALE & COLPITTS
for
LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

FIRST:

This report is made to the Los Angeles Metropolitan Transit Authority pursuant to the declared policy of the State of California to develop interurban rapid transit systems in various metropolitan areas of the State for the benefit of the people. (Chapter 1668, Legislative Session 1951, Chapter I, Section 1.1)

The characteristics of Los Angeles as one of the great cities of the United States are different from those of any other city in the combination of its extent of area, the low density of its population, the high degree of automobile ownership and the lack of any system of surface-free mass rapid transit.

SECOND:

The monorail rapid transit route as proposed in this report and located within the area described in the act creating the Authority would, if adopted, be a proper beginning of mass rapid transit throughout Los Angeles County.

THIRD:

Monorail as an interurban railroad, rather than an urban distribution facility, can be integrated appropriately with any future plan of rapid transit that may be adopted for the metropolitan area of Los Angeles County.

FOURTH:

Economic and engineering features of a modern elevated rapid transit system should be given comparative study.

FIFTH:

Action should be undertaken at this time by appropriate agencies exempting the Los Angeles Metropolitan Transit Authority from control by the California State Public Utilities Commission and exempting the property as well as the bonds of the Authority from taxation to conform with the established policy of the State in order to accomplish public acceptability of the revenue bonds proposed to be issued for the financing of the transit system under study.

SIXTH:

Appropriations should be made by the appropriate agencies of State or County for the further steps in engineering, financing and administration which necessarily must supplement the accompanying Feasibility Report.

SEVENTH:

Provided appropriate legislative action is taken and further reports are completed as required, the development of a mass rapid transit system by monorail for Los Angeles as herein described appears to be feasible.

QUALIFICATIONS OF ENGINEERING FIRMS EMPLOYED BY
LOS ANGELES METROPOLITAN TRANSIT AUTHORITY IN
PREPARATION OF ECONOMIC ENGINEERING STUDY OF
MASS RAPID TRANSIT

Coverdale & Colpitts: A partnership, of 120 Wall Street, New York, is a company now celebrating its Fiftieth Anniversary with extensive engineering experience in the field of transportation, railroads, air lines, toll roads, bridges and tunnels. It has been consultant for bankers and industry in connection with the sale of securities, appraisals and management of corporations in the field of economic engineering.

Coverdale & Colpitts was one of the firms recommended to the Board of Supervisors by the University Presidents Report of 1950. This firm has been the Consulting Engineers of the Department of Public Works of the State of California for 17 years. They are at present Consulting Engineers for fifteen States on highway, bridge or transit problems and are also retained by many private and public agencies throughout the nation.

Gibbs & Hill: A firm founded in 1911 as a partnership and incorporated in 1923. Since its foundation, this firm has rendered service to more than 30 railroads and to more than 20 authorities and commissions dealing with transit and transportation matters. The firm has designed power plants throughout the world of a total cost of more than one billion dollars. It has electrified railroads, designed airports, factories and industrial plants. The organization has been actively making engineering analyses of monorail and other modern transportation systems for the past 15 years, including studies of car and motor power in the adaptation of this modern form of transportation to large metropolitan areas. Gibbs & Hill has maintained a fully staffed office in Los Angeles for the past five years.

Ruscardon Engineers is a co-partnership consisting of Rush T. Sill and Donald M. Baker of Los Angeles, represented in this contract by Donald M. Baker, specialist in the field of hydrology, traffic engineering and engineering economics. Mr. Baker is a past president of the Los Angeles City Planning Commission, the Los Angeles Engineering Council and the California State Board of Registration for Civil Engineers. Mr. Baker's first study on transit in Los Angeles was made 20 years ago and still stands as the most thorough analysis of transit problems yet made. Since that time, Mr. Baker has been closely associated with all transit studies made in this area.

Authority: The contract with Engineers provides that the Administrative Staff of the Authority shall upon request of Engineers advise upon matters of public policy, legality of proposed plans and shall make contacts with State, County and City Officers and with industry, for making available to the Engineers information pertinent to the Survey. The Authority has continuously participated in the coordinating activities of all participants in this contract. In the Report the Engineers acknowledge the value of the services rendered by the General Manager and Secretary of the Authority.

REPORT
TO
THE LOS ANGELES METROPOLITAN TRANSIT AUTHORITY
ON
A MONORAIL RAPID TRANSIT LINE
FOR
LOS ANGELES

January 15, 1954

COVERDALE & COLPITTS
CONSULTING ENGINEERS
NEW YORK

RUSCARDON ENGINEERS
LOS ANGELES

GIBBS & HILL, INC.
NEW YORK - LOS ANGELES

TABLE OF CONTENTS

	<u>Pages</u>
<u>THE LOS ANGELES METROPOLITAN TRANSIT AUTHORITY</u> <u>STATION NO. 7 - SUNSET BOULEVARD</u>	<u>Frontispiece</u>
<u>PART I - ECONOMIC FEASIBILITY OF THE MONORAIL SYSTEM</u> <u>BY COVERDALE & COLPITTS - JANUARY 15, 1954</u>	1-72
<u>PART II - TRAFFIC, POPULATION AND ECONOMIC DATA</u> <u>BY RUSCARDON ENGINEERS - JANUARY 1954</u>	1-88
<u>PART III - MONORAIL SYSTEM DESIGN</u> <u>ESTIMATES OF CONSTRUCTION COSTS AND OF OPERATING EXPENSES</u> <u>BY GIBBS & HILL, INC. - DECEMBER 31, 1953</u>	1-20
Plate I - General Map of Metropolitan Los Angeles Showing Location of Monorail Study Area and Proposed Route	
Plate II - Land Use - Metropolitan Los Angeles	
Plate III - Postal Zones in Study Area	
Plate IV - Traffic Flow 1948-1953	