

Calif.

FINAL REPORT OF THE
**Assembly Interim Committee
For Investigation Of
Traffic Control**

Members of the Committee

HON. EVERETT G. BURKHALTER, *Chairman*

HON. WILLIAM S. GRANT, *Vice Chairman*

HON. CHARLES J. CONRAD

HON. VERNON KILPATRICK

HON. EDWARD E. ELLIOTT

MURRAY STRAVERS, *Coordinator for Committee*

KENNETH E. LYNCH, *Attorney for Committee*

OLLIE HAYMOND, *Investigator*



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INSTITUTE OF TRANSPORTATION
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Published by the
ASSEMBLY
OF THE STATE OF CALIFORNIA

HON. SAM L. COLLINS
Speaker of the Assembly

HON. THOMAS A. MALONEY
Speaker pro Tempore of the Assembly

ARTHUR A. OHNIMUS
Chief Clerk of the Assembly

FINAL REPORT OF THE

Assembly Interim Committee For Investigation Of Traffic Control

Created by House Resolution No. 233—Regular
Legislative Session 1949
and
House Resolution No. 60—First Extraordinary
Legislative Session 1950

Members of the Committee

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HON. WILLIAM S. GRANT, *Vice Chairman* HON. CHARLES J. CONRAD
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House Resolution No. 233 of the 1949 Regular Session of the Legislature

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House Resolution No. 233 of the 1949 Regular Session of the Legislature

HOUSE RESOLUTION NO. 233

Relative to the creation of the Assembly Investigating
Committee for Traffic Control

WHEREAS, It is common knowledge that great and constantly increasing numbers of motor vehicles are present on the streets and highways of this State, with the result that most serious problems of traffic congestion and safety, particularly noticeable in metropolitan areas, have manifested themselves; and

WHEREAS, It is necessary for this Legislature to undertake an investigation of the causes, effects, and remedies of these problems so as to enable it to abate the inconveniences and hazards to which the public is subjected under the existing circumstances; now, therefore, be it

Resolved by the Assembly of the State of California, As follows:

1. The Assembly Investigating Committee on Traffic Control is hereby created and authorized and directed to ascertain, study and analyze all facts relating to traffic safety and congestion generally and rapid transit problems in metropolitan areas and any allied problems, including but not limited to the operation, effect, administration, enforcement and needed revision of any and all laws in any way bearing upon or relating to the subject of this resolution, and to report thereon to the Legislature, including in the reports its recommendations for appropriate legislation.

2. The committee shall consist of five Members of the Assembly appointed by the Speaker thereof. Vacancies occurring in the membership of the committee shall be filled by the appointing power. The chairman shall be appointed by the Speaker.

3. The committee is authorized to act during this session of the Legislature, including any recess, and after final adjournment until the commencement of the 1951 Regular Session, with authority to file its preliminary report not later than the fifteenth legislative day of the 1950 Regular Session and its final report not later than the fifteenth legislative day of the 1951 Regular Session.

4. The committee and its members shall have and exercise all of the rights, duties and powers conferred upon investigating committees and their members by the provisions of the Joint Rules of the Senate and Assembly and of the Standing Rules of the Assembly as they are adopted and amended from time to time at this session, which provisions are incorporated herein and made applicable to this committee and its members.

5. The committee has the following additional powers and duties:

a. To select a vice chairman from its membership.

b. To contract with such other agencies, public or private, as it deems necessary for the rendition and affording of such services, facilities, studies and reports to the committee as will best assist it to carry out the purposes for which it is created.

c. To cooperate with and secure the cooperation of county, city, city and county, and other local law enforcement agencies in investigating any matter within the scope of this resolution and to direct the sheriff of any county to serve subpoenas, orders and other process issued by the committee.

d. To report its findings and recommendations to the Legislature and to the people from time to time and at any time, not later than herein provided.

e. To do any and all other things necessary or convenient to enable it fully and adequately to exercise its powers, perform its duties, and accomplish the objects and purposes of this resolution.

f. To meet and confer with the representatives of the Board of Supervisors of Los Angeles County and the City of Los Angeles who are now engaged in a similar survey.

6. The sum of five thousand dollars (\$5,000) or so much thereof as may be necessary is hereby made available from the Contingent Fund of the Assembly for the expenses of the committee and its members and for any charges, expenses or claims it may incur within or without the State of California under this resolution, to be paid from the said Contingent Fund and disbursed, after certification by the chairman of the committee, upon warrants drawn by the State Controller upon the State Treasurer.

Resolution read, as amended.

House Resolution No. 60 of the First Extraordinary Session of 1950

HOUSE RESOLUTION NO. 60

Relative to the powers and duties of the Assembly
Investigating Committee on Traffic Control

Resolved by the Assembly of the State of California, That in addition to the powers and duties heretofore given and imposed upon the Assembly Investigating Committee on Traffic Control (created by Assembly Resolution No. 233, 1949 General Session), the said committee is hereby authorized and directed to ascertain, study and analyze all facts relating to, bearing upon or affecting parking lots, with particular attention to the advisability of regulating parking lots as public utilities, including but not limited to the operation, effect, administration, enforcement, and needed revision of any and all laws in any way bearing upon or relating thereto, and to report thereon to the Assembly, including in the reports its recommendations for appropriate legislation.

Resolution read, and adopted.

INTRODUCTION

The Assembly Interim Committee for Investigation of Traffic Control was created under provision of House Resolution No. 233 of the 1949 Regular Session of the Legislature with full authority to investigate, study and analyze all facts relating to traffic safety, traffic congestion, and rapid transit problems. The Speaker, Hon. Sam L. Collins, appointed to the committee, Chairman, Assemblyman Everett G. Burkhalter; Vice Chairman, Assemblyman William S. Grant; and Assemblymen Charles J. Conrad, Edward E. Elliott, and Vernon Kilpatrick.

By House Resolution No. 60, adopted at the First Extraordinary Session of 1950, the Assembly Interim Committee for Investigation of Traffic Control was directed to and given full authority to investigate, study and analyze all facts concerning parking lots.

The committee held public hearings in North Hollywood on October 3, 1949; Burbank, October 4, 1949; South Gate, October 5, 1949; Inglewood, October 6, 1949; Long Beach, October 7, 1949; at Twentieth-Century-Fox Studios in West Los Angeles, February 14, 1950; Glendale, February 15, 1950; Pomona, February 20, 1950; Whittier, February 20, 1950; Los Angeles, February 21, 1950; and Canoga Park, February 22, 1950. These hearings were reported in detail in the Preliminary Report of the committee submitted to the Assembly on March 20, 1950.

Since that date the committee has held public hearings on the general traffic problem in Los Angeles on December 1, and December 7, 1950; in Alhambra, December 4, 1950; Maywood, December 5, 1950; and Burbank and Sun Valley on December 6, 1950. It must be noted that witnesses and representatives from surrounding and contiguous communities attended each session.

In addition to the meetings concerning the general traffic problem, on November 27, 29, and 30, 1950, in Los Angeles, three entire days were devoted to hearings concerning the investigation of auto parks and their operations.

Much of the information contained in this report shall be referred to the Senate Committee on Highways, Streets and Bridges, and the Assembly Committee on Revenue and Taxation.

SUMMARY OF CONCLUSIONS

1. Some form of interurban overhead passenger transportation is necessary, particularly in Los Angeles County.
2. Overhead transit should be for interurban transportation of passenger traffic, with surface feeder lines, preferably busses. The public transportation system in Los Angeles is inadequate to meet the growing needs of the community. A rapid transit district should be formed to develop a more modern, convenient, rapid transit system for Los Angeles County.
3. Separated grade crossings are a vital necessity in many locations; in fact, all major railroad crossings should eventually be separated grade crossings.
4. Immediate action should be taken to construct separated grade crossings at the following locations:
 - a. Burbank: Grade separations at the intersection of Southern Pacific Railroad and
 - (1) Olive Avenue; and
 - (2) Magnolia Boulevard.
 - b. Los Angeles: At northern approach of the North Main Street bridge.
 - c. Glendale: Grade separations at the intersection of Southern Pacific Railroad and
 - (1) Los Feliz Boulevard; and
 - (2) Brand Boulevard.
 - d. By underpass at the intersection of the Atchison, Topeka & Santa Fe Railway and Downey Road.
5. Atlantic Boulevard from Garvey to Huntington Drive in Alhambra should be made a part of the State Highway System, and should be widened to 80 to 100 feet.
6. Reseda Boulevard should be constructed as a freeway to the sea, preferably over the Rustic Canyon route.
7. San Fernando Road should be widened to 80 feet with a center separation from the intersection of Sepulveda to Burbank.
8. Grade crossings should be constructed at once over Randolph Street in the Maywood-Bell district at at least three intersections.
9. Investigation at state level should be instituted as to the feasibility of eliminating the railroad tracks and rail operation on Randolph Street in the Huntington Park-Maywood-Bell area.
10. Guard rails should be constructed on all state highways on dangerous turns and where the safety of the public is in danger.
11. Legislation is recommended to put parking facilities under the supervision of a state board or commission now in existence or to be created by the Legislature.
12. Legislation is recommended to limit the charge for overtime parking of less than 15 minutes to a 15-minute rate, and for less than a half hour on the half-hour rate.

13. That the use of offstreet parking facilities equipped with parking meters should be extended as a means of more adequately controlling the parking problems.

14. Legislation is recommended to require auto park operators after closing time to lock all automobiles left on the lot and leave the keys with an approved depository located in the immediate vicinity of the auto park. Any additional fee charged for such service should be posted on the lot so that the owner of the car has notice thereof.

15. Legislation is recommended to require any employee or attendant who parks, moves, or otherwise operates automobiles in parking facilities to have a chauffeur's license.

16. Legislation is recommended to require fire extinguishers on all parking facilities.

17. Legislation is recommended to place timing devices in auto parks under the jurisdiction of the County Sealer of Weights and Measures.

18. Legislation is recommended to require auto park operators to display a schedule of parking charges.

19. Legislation is recommended to prohibit parking lot operators to park vehicles in public streets and alleys.

COMMITTEE POLICY

The committee policy was quoted in full on page 9 of the Preliminary Report. Thereafter, additional duties were prescribed by virtue of House Resolution No. 60 (First Extraordinary Session, 1950) relating to parking lots. The policy adhered to by the committee in conducting its hearings has been stated substantially as follows:

The intent and purpose of the committee is to grant to all interested groups, persons or communities (or their representatives) equal opportunity to present their views relative to public transportation and problems related thereto, including parking and parking lots, and/or their solution or any system or plan or combination of systems or plans at all hearings.

The exact functions of the committee were prescribed by the Legislature, to wit: To ascertain, study and analyze all facts relating to traffic safety and congestion generally, rapid transit problems, parking lots, and any allied problems, including but not limited to, the operation, effect, administration, enforcement and needed revision of any and all laws with any bearing upon or relative to the foregoing and to report thereon to the Legislature, including in the reports its recommendations for appropriate legislation; to cooperate with and secure the cooperation of county, city and such other agencies, public or private, as is necessary for the rendition of such services, facilities, studies and reports to the committee as will best assist it to carry out the purposes to the people and for which it was created;

To report the committee's findings and recommendations to the Legislature and the people from time to time;

To do any and all other things necessary to enable the committee to fully and adequately exercise its powers, perform its duties and accomplish its objectives and purposes.

On this basis will the committee report its findings, derived from an impartial, factual and intelligent investigation, directed at presenting what is desired by and acceptable to the people by offering recommendations for a solution of the public transportation, parking lots, traffic safety, and relative problems, that will give the ultimate in service, at the least cost to the people and that will be self-liquidating and practical.

At the outset of the many public hearings, introductory statements were made by Chairman Burkhalter, Vice Chairman Grant, and Assemblyman Conrad. This final report would be incomplete without excerpts therefrom:

Chairman Burkhalter: "* * * during the last session of the California Legislature, there were three or four measures introduced in the Legislature which related in some way to transportation. No action was taken on any of those bills, because there were several different groups and organizations supporting the different measures. * * *

"All of the different groups did admit that we do have a very serious transportation problem in the City of Los Angeles, and some 39 incorporated cities within the county, plus the unincorporated areas outside of the city.

"This committee was set up by the Legislature to make a thorough survey and investigation of the transportation problems in the City of Los Angeles, incorporated municipalities in the county, plus the unincorporated areas in the county. This is the official committee set up by your California Legislature to make that survey.

"I might say, as chairman of this committee, that I do not know what the solution, or the answer to this problem here in the county may be. However, I think that we all realize that we do have a very serious problem here in connection with transportation. It is my belief, and I only speak for myself, that so far as transportation here in Los Angeles County is concerned, we are possibly 25 years behind other eastern metropolitan areas.

"Los Angeles County is the fastest growing community, I think, in the United States today. Of all peoples that are migrating from one state to another, 40 percent of them are coming to California, and a large majority of those are coming to Los Angeles County, settling here, and planning to make their homes here. Therefore, I certainly think that it is time that the public officials of the City and County of Los Angeles, and the Members of the Legislature, give immediate thought and consideration to the problem of transportation.

"This committee is going to make a nonbiased survey. * * * We propose to compile facts and information and to report our findings to the Legislature at the next regular session. * * * We are simply going to make a nonbiased survey, and we expect to hear from people that are experts on the subject of transportation. We are going at this problem with an open mind, and we hope to be able to recommend to the Legislature a program that the majority of the people of Los Angeles County can support, and that the majority of the Members of the Legislature can get behind and support."

Vice Chairman Grant: "We want to get an actual on-the-ground viewpoint of what the people are thinking and what the people actually want. We know that there is a need for changes in our transportation program and facilities due to the mass migration of people to California, and, particularly to Southern California. Therefore, we want to be better prepared to work on this problem and consider proposed legislation put before us in Sacramento."

Assemblyman Conrad: "We hope, through these meetings, to get a coordination of the problem of the entire County of Los Angeles. In other words, it is very easy to say, 'Here's Hollywood's problem,' but you can't just say Hollywood's problem alone. You must take the entire county in considering this problem. In that way, we may eventually get some program that would be satisfactory to the vast majority of the people in the various districts."

The public hearings were resumed on November 27, 1950; Chairman Burkhalter amplified on the previous statement of policy as follows:

"First I want to explain to you, at the last regular session of the California State Legislature, there was a special investigating interim committee set up to make a conscientious survey to compile facts and information relating to all phases that in any way relate to traffic problems. When I say traffic problems, I refer to anything that relates to transportation: grade separations, grade crossings, guard rails, parking meters, parking lots, truck routes, alternate truck routes and the extension of state highways and the addition of mileage to the highway system, and many other measures and issues that I have not mentioned. We are going to make an unbiased survey, and we hope to come out of these hearings with facts and information so that we can present to the Legislature a program in the spring that traffic experts and traffic engineers from our various municipalities, our counties, our state departments, such as our State Engineering or State Department of Public Works, railroads and many other interested parties can more or less get behind and support.

"Assemblyman Julian Beek, from the Forty-second District, at the Special Session of the Legislature introduced House Resolution No. 60 which the Legislature referred to this committee. The contents of that resolution have to do with parking lots and offstreet parking, and the purpose of the resolution and how it came about was that there have been numerous complaints presented not only to the Legislature but to various individual members of the Legislature from various districts protesting the present methods of offstreet parking here in the City of Los Angeles and other parts of California."

PUBLIC HEARINGS

The testimony reported at length in the preliminary report of this committee (submitted March 23, 1950) is only briefly summarized herein for the convenience of those reading and studying this final report. For detailed statements of witnesses the committee respectfully refers readers to said preliminary report.

NORTH HOLLYWOOD HEARING

October 3, 1949

Witnesses

George D. Roberts, President, Monorail Engineering and Construction Corporation.

Stanley Moore, taxpayer and interested citizen.

Jim Wilson, General Transportation Committee of the San Fernando Valley.

Howard B. Mason, Secretary, Metropolitan Traffic and Transit Committee, Los Angeles Chamber of Commerce.

F. C. Lynch, Consultant for the Evans Committee.

Mrs. Ethel Watson, parent-member of the Parent-Teachers Association.

Miss Helen Thomas, Valley Trailer Park, 8250 Lankershim Blvd., Hollywood.

Roy Y. Cliff, representing residents in the Belleaire-Sherman Way district.

John Wright, member of the Valley-wide General Transportation Committee.

Mrs. Paul Guerin, interested citizen and taxpayer.

Grover C. Swart, Secretary-manager, North Hollywood Chamber of Commerce.

Bob Symonds, North Hollywood realtor.

Ed C. Harris, Reseda Chamber of Commerce.

Judge David E. Fulwider, Chairman, San Fernando Valley General Transportation Committee (now incorporated as Valley-wide General Transportation Committee).

Mrs. Harry Pitts, Parent-Teachers Association, Tenth District.

Richard W. Theophilus, Slick Airways.

R. J. Flaherty, Chief of Plant Protection, General Motors, Van Nuys.

Summary of Testimony

The overhead suspended Monorail system of transportation has been fully investigated with private capital. There are two natural rights of way for interurban overhead transportation, the Los Angeles River bed, from San Fernando to North Hollywood, skirting Burbank and

the airport, past Glendale to approximately the Los Angeles Union Station, continuing from there through South Gate into Long Beach. This right of way runs directly through San Fernando Valley, and travels the center of Los Angeles industrial section. The second set of rights of way ideal for Monorail transportation is the center strips of the freeways. The cost of building a Monorail system, using the river bed right of way, including all stations and equipment, would be approximately \$600,000 per mile. The cost, using the freeway center strips, would be \$834,000 per mile. It would take about 14 minutes by express train from Van Nuys to the perimeter of the City of Los Angeles. It would be a profitable operation with very low operating cost, there being required but a small amount of equipment, and a smaller amount of labor. Also, maintenance is far below other types of public transportation. It was testified there are no accidents and no vibration, or laying up of equipment to be repaired. The German Monorail System has carried 310,000,000 people with no casualties. Inasmuch as Monorail towers have a five-foot base they would be ideal for freeway center strips, making it unnecessary to change freeway specifications. This would not be true of surface rail transportation. The average estimated Monorail speed, including stops, would be 68 miles per hour.

The opinion was expressed that eventually metropolitan Los Angeles would have not only surface roads, but also subways and overhead transportation. Numerous objections were presented to the taking up of rails by Pacific Electric Company in the San Fernando Valley. There were also numerous complaints about the inadequate bus service in the San Fernando Valley. Estimates were made that San Fernando Valley is getting about one-fourth of the total additional inhabitants of Los Angeles County, amounting to about 5,000 people each month; that there are about 100,000 vehicles going over Cahuenga Pass each day, and that surface highways cannot be built fast enough to keep up with transportation needs of the valley. San Fernando Valley has lost considerable industry and industrial pay rolls because of lack of adequate transportation facilities. Over 50 percent of the San Fernando Valley residents work outside of the valley. By 1970 it is anticipated there will be 1,028,000 people living in the 213 square miles of the valley. Transportation is as vital as other utilities such as gas, lights and water, but has been neglected in the valley.

A rapid transit system was termed "a must" by many of the witnesses, although one, Mrs. Paul Guerin, expressed opposition thereto.

It was alleged that the Chevrolet Company and others blamed rapid employee turnover on the fact a large proportion of employees live outside the valley and are unwilling to cope with the present transportation difficulties. One witness flatly stated he believed "that the Pacific Electric is deliberately showing a loss, particularly on their rail lines * * * I think they are letting their rail lines run down, not only in the valley,

but in other parts of the State, in order to increase their bus traffic and decrease the rail traffic. In that way, they are able to show a loss on the rails and they can slack off on them."

Transportation to valley high schools and junior high schools was described as "practically nil."

An airways official stated that his company would benefit by being able to hire qualified personnel from other parts of the city if it were easier for them to commute, and that they had lost a number of employees because there was not a good transportation system available. Further, that a good rapid transit system would get airline passengers to and from the downtown area from the Burbank Air Terminal.

Chairman Burkhalter observed that "at the present time, we have thousands of people that live off the main lines, not only of the street car, but also off the bus lines, and they are not now serviced by any form of transportation. We have many communities in the valley such as Sunland, Pacoima, San Fernando, Canoga Park, Reseda, Sepulveda, Northridge, Chatsworth, Woodland Hills, Sherman Oaks, Tarzana, Encino, etc. We must provide transportation for those people. The same problem exists in other parts of the City and County of Los Angeles, as well as in the San Fernando Valley. We are naturally also concerned with all those people.

BURBANK HEARING

October 4, 1949

Witnesses

Robert Omer, Burbank Chamber of Commerce.

Harmon Bennet, Planning and Transportation Engineer, City of Burbank, and member of the Burbank Chamber of Commerce Committee on Transportation and Traffic.

Mayor Floyd Jolley, City of Burbank.

R. H. Hilton, Vice Mayor, City of Burbank.

Councilman Walter Mansfield, Burbank.

H. E. Noyes, Bendix Aviation Corporation.

Summary of Testimony

The statement of policy by the Board of Directors of Burbank Chamber of Commerce in regard to public transportation and particularly the Transit District Act is so pertinent that it is set forth in full:

"It is the opinion of the Burbank Chamber of Commerce that rapid transit in the Los Angeles metropolitan area is desirable for the economic well-being and growth of Los Angeles County, but that the following proposed points should be submitted for inclusion in the establishment of any transportation act.

"1. Transportation facilities as authorized by any transportation act should be as broad and flexible as possible, allowing for transportation service between outlying communities, and not just specifying rail rapid transit between outlying areas and the downtown metropolitan district.

"2. Any city situated on the perimeter of the rapid transit district should be permitted to exclude itself from the district by a vote of its people.

"3. Safeguards should be included to prevent domination of the rapid transit system by any one city by providing for two requirements before action could be taken by the district's governing board, namely:

"a. Vote of a majority of the cities in the district as formed, and

"b. A majority of the votes of the governing board represented on the basis of assessed valuation of property.

"4. A lower limitation than that previously proposed on the amount of bonds to be issued for capital expenditures should be agreed to by cities included in the district, if possible before the act is presented to the State Legislature.

"5. Limitation upon the amount of tax that may be levied to cover operating loss and purchase of equipment in the event the rapid transit system has to be operated by the district. Again, if possible this limit should be agreed on by as many cities as possible before the act is presented to the State Legislature.

"6. The other safeguards for member cities contained in the Metropolitan Rapid Transit District Act, as proposed by the Los Angeles Chamber of Commerce, in January, 1949, should be included in any new proposed legislation."

The same is true of the following resolution passed by the Council of the City of Burbank:

"WHEREAS, The Los Angeles Chamber of Commerce has presented a proposed 'Rail Rapid Transit Act' which has been, or reportedly will be introduced into the Legislature of the State of California; and

"WHEREAS, The Council of the City of Burbank believes that said act as originally prepared or as revised and amended by the Los Angeles Chamber of Commerce, in any form or manner which has come to the knowledge or attention of the city council, is contrary and adverse to the interests of the people of the City of Burbank; and

"WHEREAS, The city council believes that any city which it is proposed to include in the formation of a rail rapid transit district, or rapid transit district, or any other district should have the right to determine whether or not it will be included in such district as would be provided in the manner following; now, therefore, be it

"Resolved, By the Council of the City of Burbank that said proposed Rail Rapid Transit Act of the Los Angeles Chamber of Commerce and Revisions No. 2 and 3 thereof and any and all other revisions or amendments thereof or thereto and any legislation proposed in the Legislature of the State of California be opposed unless and until such time as the proposed legislation for a Rail Rapid Transit Act, or Rapid Transit Act, or any modifications thereof, includes adequate provision to ensure and maintain local self-determination by the City of Burbank and control of such local self-determination by the people of the City of Burbank in a

manner and to the extent provided by inclusion in any such legislation of the following limitations, or language substantially productive thereof, to wit:

"At the time of the hearing for formation of a proposed rapid transit district before the board of supervisors, no city shall be included within any proposed rapid transit district when a resolution of the council of said city has been filed with the board of supervisors protesting and objecting to the inclusion of said city within such district and said protest and objection shall be conclusive and binding upon the board of supervisors and no further proceedings to include said city may be taken until and unless (a) said objection and protest is withdrawn by the city council of said protesting and objecting city, or (b) at an election called by the city council in said city, a majority of the people voting, vote in favor of including the city in said district, or (c) at the first hearing before the board of supervisors on any proceedings for formation of such a district following the adoption of this act, it is proposed to include said objecting or protesting city and to construct and operate a rapid transit line into and through said city, in which event the board of supervisors may override the protest and objection of the city council of the city; provided, however, that in the event that said objection or protest is overruled that, then, and in this event upon the formation of any such district, that part of the line of said rapid transit system to be constructed first; and provided further, that the provisions of this paragraph shall only be operative in the further event that it is necessary to traverse and pass through the objecting or protesting city in order to serve another city or cities within the proposed district beyond the boundaries of the protesting or objecting city. Any such rapid transit facilities for a city or cities under this paragraph following overruling of a city's objection to inclusion in the district, shall be comparable to the best facilities for, or any part of, said district.' "

Witnesses readily admitted, however, that communities which must of necessity be gone through in order to complete a rapid transit system as a practical matter must be a part of the rapid transit district, as opposed to the choice which should be given to perimeter communities.

Grade separations are badly needed, as is freeway construction, in Burbank. Due to the heavily used railroad track, bus traffic and incomplete state of highway construction in Burbank, there are many serious accidents. It was pointed out that it is important to have the highway system and the public transit system constructed to serve intercommunity transportation, and not merely with the metropolitan area being the hub and all roads leading thereto.

Financing of the various projects was discussed, but no solution reached. However, opinions were expressed that property owners should not and could not carry the entire cost.

An opinion was expressed that the State Public Utilities Commission should be elected by the people rather than appointed.

SOUTH GATE HEARING October 5, 1949

Witnesses

John H. Le Grand, Executive Secretary, South Gate Chamber of Commerce.

John Davidson, South Gate Chamber of Commerce.

Councilman Marshall Morrill, Maywood.

D. K. Hutchinson, Bell Industrial Engineer.

Emery R. Eisert, Secretary, Lynwood Chamber of Commerce.

Louis A. Gretz, Secretary, Southeast Industrial Area Association.

George A. Heap, Consulting Structural and Civil Engineer.

A. Davino.

Joseph E. Blackburn, Chairman, Transportation Committee of the Harbor District Chambers of Commerce.

George Benson, Vice President, Bellflower Chamber of Commerce.

Summary of Testimony

There are 30,000 employees in the City of South Gate who live in various sections of metropolitan Los Angeles who must have adequate transportation facilities to get from their home to their places of employment as well as to downtown Los Angeles.

Legislation permitting the establishment of rapid transit and traffic districts "is not only as necessary, but probably the most important feature of all." East and west traffic from South Gate is as important as traffic to downtown Los Angeles.

Each community should have a fair voice in the rapid transit matter. Every type of transportation should be considered without any preconceived ideas thereon. Transportation utilities should be operated "by private enterprise." It was stated that the opposition to the legislation concerning rapid transit systems at the prior session of the Legislature was because smaller cities such as South Gate were not getting proper consideration, and that there were strenuous objections to unit rule for the City of Los Angeles. There would be opposition to any plan involving a big bond issue. Similar testimony was offered on behalf of the Cities of Maywood, Bell, Lynwood, and Bellflower.

There is an industrial population of some 50,000 persons in the adjacent South Gate area to the City of Los Angeles with no transportation service. The Twin City Transportation Committee studies show that 26 routes are needed to bring this southeast area suitable service. The area described is bounded by Los Angeles, Long Beach, Pomona, and Balboa. A plan for that district to set up their own authority to operate a transit system was described in some detail. (Particular reference is made to the preliminary report on this subject matter.)

A detailed description of the Davino Plan (dual rails suspended rapid transit) was presented. This testimony will not be covered here inasmuch as it and the Monorail system will be set forth as a separate subdivision later in another portion of this report.

Opposition of the Harbor Chambers of Commerce, composed of more than 50 chambers of commerce and civic organizations, to Assembly Bill No. 2023 concerning rapid transit districts was explained by the following quotation from the minutes of April 14, 1949:

" * * * the Harbor District Chambers of Commerce voted to go on record with all state legislative representatives of Los Angeles County as opposed to Assembly Bill 2023, on the grounds that the cost of the metropolitan rapid transit districts authorized would be financed by an additional and unwarranted tax on real property owners. The fact that such a district in Los Angeles County would be controlled by one city was also objectionable to our organization."

And additional objection was that communities could be drawn into the metropolitan rapid transit district against their will.

INGLEWOOD HEARING October 6, 1949

Witnesses

Mayor E. S. Dixon, Inglewood (since appointed Chief Coordinator of Civilian Defense, State of California, for Orange and Los Angeles Counties).

Sam Hill, Chamber of Commerce Transportation Committee and Inglewood Realty Board.

Mayor Selby, El Segundo.

Louis Heath, El Segundo Chamber of Commerce.

Mayor Charles H. Worthom, Redondo Beach.

Howard Mason, Secretary of the Metropolitan Traffic and Transportation Committee.

Summary of Testimony

Inglewood opposed the Rapid Transit Bill because it channeled all traffic into Los Angeles. Traffic from Inglewood to South Gate, Pasadena, and other cities without going through Los Angeles is just as important. Control of the board of directors of any transit district could follow the plan of the County Sanitation District "which doesn't give the City of Los Angeles control, but the City of Los Angeles always gets what it wants from the sanitation district if it is justly entitled to it. * * *" The three most important things in transportation are speed, comfort, and elimination of long waits.

Population of the area covered by the hearing—Inglewood, Lennox, Hawthorne, Lawndale, El Segundo, Manhattan, Hermosa, Redondo and Westchester—was estimated as 240,000.

Seventeen mayors were contacted in regard to the rapid transit system legislation; 15 signed telegrams opposing it.

The Secretary of Metropolitan Traffic and Transportation Committee commented to the effect that from the testimony given at the various legislative hearings it was felt that the committee could work out

a plan with the legislators and representatives of the various communities, so that legislation could be drafted which would answer the problems. It was pointed out the main problems were representation and taxation.

LONG BEACH HEARING

October 7, 1949

Witnesses

Captain William E. Kummer, Long Beach Police Department.

Fred Sykes, Secretary, Traffic and Transportation Committee, Long Beach Chamber of Commerce.

Charles B. Goldsmith, Interested Citizen.

Homer H. Grant, Professor of General Engineering, U.S.C., Chairman of Mass Transportation Subcommittee of Los Angeles Chamber of Commerce.

Summary of Testimony

Amendment of the Vehicle Code was urged to permit impounding and moving of automobiles from posted parade routes, or where street repairs are necessary. Also, licensing of drivers of small electric cars (autoettes); there are 500 in operation in Long Beach.

Opposition to the Rapid Transit Bill, A.B. No. 2023, was primarily because if 21 cities of the 41 in the proposed district voted favorably for it, the other 20 would be forced in, possibly against their will. It would not appear that any of the \$30,000,000 of Long Beach's share was to be spent within Long Beach. It was suggested that any rapid transit bill should read that if any periphery city "inclusion or exclusion of which would not affect any other city, could remain in or stay out of the district as they chose."

Another amendment concerning voting on policy matters to make it impossible for the City of Los Angeles to control the district, such as requiring a two-thirds vote on policy matters, or not to allow Los Angeles to have more than a 50 percent vote, was suggested.

It was urged that the Pacific Electric tracks be removed from American Avenue to the east bank of the Flood Control Channel, which would increase the capacity of automobile traffic on American Avenue by 40 percent, and would speed up the Pacific Electric service. A feeder line of the Pacific Electric should be constructed from Willow Street southeasterly to Belmont Shore. Careful consideration of the Monorail system was urged.

Professor Grant read a well-considered preliminary draft of a proposed statement of policy by the Los Angeles Chamber of Commerce, which is quoted in full commencing on page 46 of the committee's pre-

liminary report. The conclusions and recommendations only are reprinted herein:

"CONCLUSIONS AND RECOMMENDATIONS

"Having in mind the dual interest to the City of Long Beach and the metropolitan area, the following recommendations are submitted:

"1. Freeway construction to completion of the entire freeway program recommended in the 1945 Lewis, Deleuw, Kather Report should be carried out as rapidly as funds become available.

"2. The Los Angeles River Freeway added to the program should have a top priority, certainly above the Harbor Freeway south of Slau-son or Manchester Avenues, and the Santa Ana Freeway east of Lake-wood Boulevard.

"3. Funds should be expended pay as you go on a maximum sustaining basis. That is so that Highway Department expenditures will be a sustaining rather than a periodic influence on Southern California for a longer period of time, and to save interest costs.

"4. Belief that the population of the metropolitan area will exceed 6,000,000 within 20 years is expressed. Therefore, passage of enabling legislation for a metropolitan rapid transit district as outlined in A. B. No. 2023, as amended, is endorsed subject to the provision (and I'd like to interject here that all these conclusions are purely tentative):

"a. That the metropolitan area shall be divided into service areas for each rail line and connecting bus line. After completion of the first line, losses of the district shall be prorated to service areas in proportion to revenue passengers carried by each line operating under rapid transit standards over at least a 60 percent proportion of its length.

"b. As each appointee to managing bodies is presumed to be qualified and must be free to follow his own judgment, all voting must be on an individual, not on a group block basis in management.

"c. Periphery cities, that is, cities at the edge of a proposed district, whose participation is not vital to operation of a rail rapid transit system shall have the privilege of deciding by a special election before any metropolitan-wide vote on district formation whether they wish to participate in the vote for the district. In the event of failure to vote for inclusion, however, such cities may later be admitted to the district only upon meeting conditions which may be promulgated by the policy making body of the district.

"5. The rights of way proposed by the State for the Santa Monica, Olympic, Inglewood, Harbor to Imperial Avenue, Crenshaw north of Selma Avenue, and East Bypass Freeways shall be widened 40 to 60 feet as necessary, and this additional center mall held without paving until the rail rapid transit problem is resolved, if this becomes necessary before the problem is resolved.

"6. It is recognized that freeways are ordinarily overloaded as soon as they are placed in operation, and that additional lane area on the freeways can be ultimately used to advantage.

"7. It is further noted that under A. B. No. 2023, the function of the board of directors after a district is voted is confined largely to planning and research until actional bonds are voted by the people of the area, and that the district will automatically expire if bonds are not voted within a specified period.

"8. Agreement is expressed with the idea that the potentialities of this area are unbounded and that civic planning must in the future, as in the past, continue to be prepared with this thought in mind.

"9. The action of the board of supervisors in ordering a survey to carry on technical studies is endorsed with the stipulation that every care be taken to see that basis data will be useful in future work, regardless of the final proposals of the survey.

"10. All avenues for obtaining federal funds and donations for rail rapid transit rights of way should be explored, including, if necessary, a change in the state law which would make it possible to obtain public roads administration funds for a part of rail rights of way expenditures as has been done in Chicago."

HEARING AT 20TH CENTURY-FOX STUDIOS

February 14, 1950

Witnesses

Mr. Metzler, Representative of 20th Century-Fox Studios.

J. Win Austin, Los Angeles City Councilman.

George Cronk, Los Angeles City Councilman.

Harold Harby, Los Angeles City Councilman.

Assemblyman Lester A. McMillan, representing the United Home Owners of Beverly Hills.

Howard Mason, Secretary, Metropolitan Traffic and Transit Committee, Los Angeles Chamber of Commerce.

Ralph T. Dorsey, Los Angeles City Traffic Engineer.

Mr. Goldstone, Olympic Boulevard Committee of Beverly Hills.

William Bishop, 20th Century-Fox Studios.

Summary of Testimony

This hearing was primarily to consider the problem of truck traffic and noise on Olympic Boulevard. Truck traffic on Olympic Boulevard presents a serious problem to the motion picture studio. Twentieth Century-Fox dedicated considerable property to the City of Los Angeles for the construction of this boulevard, expecting normal traffic. As it is, the diesel and other truck noise affects the highly sensitive motion picture sound equipment. Alternate truck routes were suggested. It was pointed out the City of Angeles has no control over the use of Olympic Boulevard.

Assemblyman Lester A. McMillan stated that the present methods of determining nuisances as to noise are archaic. His very pertinent statement is quoted in full:

"It may appear that it would be difficult to obtain relief on the matter of excessive noise on Olympic Boulevard caused by the diesel

trucks. Neither the California laws nor the Beverly Hills ordinances mention quantitative standards by which excessive noise can be determined. While we admit the difficulty we do not admit that the solution is impossible. Both state laws and city ordinances definitely limit permissible speed on highways in terms of miles per hour. They just as definitely limit weight per wheel in terms of pounds. The safety and well being of the people is the basis of both of these regulations. Excessive speed can cause instant death and huge property losses. The wisdom of regulating speed is easily understood by all persons.

"Excessive weight causes breakdown of pavements, creating traffic hazard and unwarranted expense to taxpayers. This condition comes about gradually and escapes the notice of the average individual. Up to the time the defective pavement causes him discomfort, he doesn't notice.

"While the noise is less spectacular than traffic accidents and less persistent than damaged pavement, it can cause a greater property loss and even more danger to health than the other.

"A representative of the trucking interests stated in an appearance before the Beverly Hills City Council on September 20th, that it would be impossible to measure the offensive components of diesel exhaust noises. He contended that various frequencies affect individuals differently. However, the frequency range, that is the lowest to the highest pitches, of the exhaust noises inherent in motorized vehicles of all types is almost identical. The lower frequencies in this range are more pronounced in diesels, passenger cars, and light truck exhaust. Frequencies, if excessive, commonly cause vibration in nearby buildings.

"It is our belief, based on the testimony of the sound engineers of recognized professional standards and considerable experience, that annoyance to residents on and near Olympic Boulevard is a matter of volume rather than frequency. When police are called upon to stop a boisterous conduct in residential neighborhoods, noise is always the basis of the complaint. If citizens in a preponderantly residential district are deprived of necessary sleep and rest by excessive noise, it is immaterial whether the noise is caused by drunken revelers or diesel trucks. If the police can halt peaceful gatherings and gay parties in residential neighborhoods after 10.00 p.m., solely on the basis of noise, it would seem that any noise, no matter what its source, could be stopped by the same ordinance.

"If the normal noise inherent in each class of vehicle is to be the sole standard by which excessive noise can be determined, we face an appalling future. In the case of *Say v. New York*, the majority of the Supreme Court declared an ordinance invalid, and said it set up no amount of sound in decibels was permissible unless unmistakable evidence is received by the court.

"I earnestly recommend to you gentlemen of the Legislature that you consider the adoption of laws that definitely limit sound in decibels, which is just as reliable and well-known a unit of sound as miles per hour are in speed or pounds per wheel in weight. Until such time as that is done

we might succeed by one method or another of relieving ourselves of this excessive noise, but then again it's in someone else's territory.

"These noises in diesel trucks can be curbed. They could be entirely eliminated. The cost there is the whole matter. The representative of the trucking industry admitted that there was a new muffler that was quite satisfactory, but it involved overhauling those diesel engines once every 30,000 miles instead of once every 100,000. In other words, strictly a matter of dollars and cents, but if this thing of permitting any vehicle to operate with the noise that is inherent to that type of equipment and type of engine that comes from the factory is continued, we really do face an appalling future, because there is no limit to what would happen if we got turbo-jet engines on these big trucks, and therefore I earnestly request that you gentlemen consider some basis of sound just as you recognize miles per hour and weight per wheel."

GLENDALE HEARING

February 15, 1950

Witnesses

Henry A. Babcock of Babcock, Stearns & Van Hook, Inc., Engineers.
Joseph A. Mellen, Planning Director, City of Glendale.
A. Davino, Davino Suspended Rapid Transit System.
George D. Roberts, President of Monorail Engineering and Construction Company.
Clarence Knox, Manager, Bank of America Building.

Summary of Testimony

The metropolitan community is breaking up into smaller ones "semi-isolated and semiprovincial—with populations ranging from 30,000 to 100,000." These smaller communities with their own chambers of commerce, associations, etc., tend to become highly localized in character with the loss of metropolitan advantages. Inhabitants must content themselves with facilities for living which can be provided in small cities, foregoing the greater and more diverse advantages available to a metropolis.

"The disintegration of the Los Angeles and the San Francisco-Oakland metropolitan districts, with its attendant losses, can be averted, * * * by the installation of adequate, comprehensive, and unified public transit facilities designed to permit travel from any point to any other point within the region." Because these metropolitan districts include a large number of separate municipal governments the problem cannot be solved at local governmental level. Hence legislation permitting the formation of transit districts is necessary. Such legislation should be enabling, not restrictive.

The opinion was expressed that such an integrated system should make use of subways, monorails, streetcars, and busses, inasmuch as no one type of transit could accomplish the purpose. It does not appear feasible to sell securities as private enterprise to finance any form of transit facilities. A proposed plan of financing is the issuance of bonds

by a transportation district created by the State Legislature. Opposition to any form of subsidy to a transit system was expressed.

The Glendale transportation problem is one caused as much, or possibly more, by those who move through Glendale, rather than merely into or out of that city. Any successful transportation system must be of the "network," rather than radial system to the business center of Los Angeles. Any mass railway transportation system must be coordinated with the freeway system. Fast, interurban mass transportation should be on separate, exclusive rights of way separated from cross-traffic, or in subways, or on elevated structures.

POMONA HEARING

February 20, 1950

Witnesses

Stuart G. Wheeler, Mayor of Claremont.
John C. Price, Mayor of La Verne.
Karl Dienes, Faculty Member, Men's College, Claremont, now City Manager, City of Claremont.
P. Frederick Wellensiek, Chairman, Pomona Planning Commission.
George D. Roberts, President of Monorail Engineering and Construction Company.

Summary of Testimony

The legislative committee should give thought to the creation of a number of rapid transit districts. The opinion was expressed the Pomona district could take care of its own needs at present, but when growth of the area warrants it, the district might later want to join the metropolitan district. A rapid transit system in a section as sparsely populated as the Pomona district cannot possibly pay its own way.

WHITTIER HEARING

February 20, 1950

Witnesses

Ralph Thynnes, Manager, Whittier Chamber of Commerce.
Lindsay van Toneren, Manager, El Monte Chamber of Commerce.
Fred King, Administrative Officer, El Monte.
Jack DeVriez, Norwalk Chamber of Commerce.
A. L. Stennard, Downey Chamber of Commerce.
Henry A. Babcock; Babcock, Stearnes & Van Hook, Inc., Engineers.

Summary of Testimony

The problem in the Whittier district was expressed as being similar to that of other communities surrounding Los Angeles, to wit, lack of transportation facilities to Los Angeles, and "no place to park your car." There is a definite lack of transportation to the beach and other areas, in addition to the City of Los Angeles proper.

LOS ANGELES HEARING**February 21, 1950****Witnesses**

Wendell Van Hook, Consulting Engineer; Babcock, Stearnes & Van Hook, Engineers.

Robert L. Reichenstall, Civic Betterment League.

E. L. Barker, Civic Betterment League.

Oscar Smith, President, Pacific Electric Railway.

Ralph T. Dorsey, Traffic Engineer, City of Los Angeles.

Earl Anderson, Los Angeles Realty Board.

H. W. Wilkins, Brotherhood of Railroad Trainmen.

D. L. Campbell, Manager and Vice President, Asbury Rapid Transit.

Stanley M. Lanham, Los Angeles Transit Lines.

Mrs. Clara McDonald, President, People's Lobby of California and Alessandro Extension League.

P. O. Harding, Assistant State Highway Engineer, Division of Highways, District 7.

Summary of Testimony

Much of the testimony at the Los Angeles hearing can be considered as a recapitulation of testimony given at other hearings, although not by the same witnesses.

Information was presented on the financial aspects of transit operations, particularly those conducted by the New York City Board of Transportation. (Page 72, Preliminary Report.) Comparison of Los Angeles' problem with that of New York, Chicago, Boston, and Philadelphia was presented.

It was stated that there cannot be rapid transit except in areas with reasonably dense population, with accompanying reasonably heavy traffic. Construction of double decked streets, particularly in industrial districts, was suggested. There was some opinion expressed that the overhead transit system would not be practicable in Los Angeles.

CANOGA PARK HEARING**February 22, 1950****Witnesses**

Thomas Van Horn, Reseda Boulevard Traffic Control and Reseda Chamber of Commerce.

Judge David Fulwider, Chairman, Valley-Wide Transportation Committee of the Associated Chamber of Commerce.

Summary of Testimony

The importance of declaring Reseda Boulevard a state highway was discussed at length. It was pointed out it would benefit approximately 1,000,000 people. It would serve the foothill district, run through Tujunga, Pasadena, Glendale, and would be of service to Antelope

Valley and part of Mojave Desert, including the communities of Lancaster and Palmdale. It would be the shortest and quickest way to get to the valley, to the ocean, and beaches. Routes now in existence are slow, winding ones—not as short as the proposed Reseda Boulevard. It should be a freeway.

The project has the wholehearted support of the Cities of Los Angeles, Santa Monica, San Fernando, North Hollywood, Sherman Oaks, Van Nuys, Northridge, Reseda, Tarzana, Canoga Park, and Chatsworth.

Chairman Burkhalter pointed out that the route would greatly help to alleviate traffic problems and congestion over Cahuenga Pass and Riverside Drive.

ALHAMBRA HEARING**December 4, 1950**

Among the witnesses who were present at the meeting held in the City of Alhambra were:

Assemblyman Montivel Burke.

W. N. Jarrett, City Engineer, Alhambra.

Woody Wade, Manager, Alhambra Chamber of Commerce.

Robert N. Klein, City Manager, Monterey Park.

James Condie, Chief of Police, Alhambra.

Donald Meehan, Sergeant, Alhambra Police Department.

Frank Tomczak, Alhambra Safety Council.

Paul O. Harding, State Division of Highways.

Michael J. Carozza, City Engineer, Monterey Park.

J. C. Thurman, Lillian Hooper, Mr. and Mrs. Z. Robel, Gladys Fabian, and Elva Dalton, property owners.

Summary of Testimony

Practically the entire public hearing at Alhambra was devoted to consideration of the widening of Atlantic Boulevard from Garvey Avenue to Huntington, and including it in the State Highway System. Because of the importance of this proposal, the committee was invited to meet in Alhambra by Assemblyman Montivel Burke of the Fifty-third Assembly District, who arranged the meeting.

At present, Atlantic Boulevard, between those two important intersections is 36 feet in width. Nevertheless, approximately 1,600 cars an hour travel between Huntington and Garvey thereon. Every witness testified that Atlantic Boulevard through Alhambra is one of the most important thoroughfares in that entire section of Los Angeles County. It presents by far the greatest "traffic bottleneck." Witnesses estimated that one-fifth of Alhambra's traffic accidents occur on this section of Atlantic Boulevard, and the great proportion thereof are caused by the narrowness of the thoroughfare.

MAYWOOD HEARING

December 5, 1950

Among the witnesses who were present at the meeting held in the City of Maywood were:

- C. Milan Canning, Mayor, City of Maywood.
- H. F. Holley, Assistant Chief Engineer, Automobile Club of Southern California.
- J. C. E. McClure, Engineer, Southern Pacific Company.
- A. D. McLennan, Special Representative of the General Manager, Atchison, Topeka & Santa Fe Railway.
- David K. Hutchinson, Engineer of Traffic Committee, Bell Chamber of Commerce.
- O. V. Mendes, Traffic Officer, California Highway Patrol.
- J. G. Coffman, Bell Gardens Chamber of Commerce.
- Luther U. Young, Councilman, City of Maywood.
- Paul Sampson, President, Bell Chamber of Commerce.
- J. Harold Cragin, City Attorney, City of Maywood.
- Frank E. Alderman, Engineer, City of Bell.
- Hamilton E. Robinson, City Engineer, City of Huntington Park.
- Edward V. Salitore, Managing Director, Maywood Civic Participation League.
- Ray Focht, Interested Citizen and Taxpayer.
- Ottis Miller, Interested Citizen and Taxpayer.
- Suzanne Miller, Housewife.

Summary of Testimony

The hearing held in the council chamber in the City Hall of Maywood was arranged by Jonathan J. Hollibaugh, Assemblyman for the Fifty-second District. He arranged for the problems of not only Maywood to be presented, but also of the Cities of Bell, Huntington Park, and Bell Gardens.

The greatest problem of the communities represented at this meeting is the lack of adequate crossings over Randolph Street. There is a Pacific Electric Railway on Randolph Street, the right of way of which is owned in fee by the Pacific Electric Company. All of the street is not open for vehicular traffic on both sides of the Pacific Electric tracks. All the witnesses indicated that this should be done. There are too few crossings over Randolph.

The great majority of witnesses desire crossings on Carmelita, King, and Pine Streets. Crossings are of vital necessity because of the inaccessibility of fire apparatus. They would also increase the safety to school children, who, by virtue of the construction of these grade crossings would have streets on which to cross the tracks, rather than the present practice which is to use foot paths of their own choosing, going to and from school. Such construction would greatly assist in relieving the almost impossible-to-handle traffic load on the very few streets which do cross Randolph in the vicinity of Maywood and Bell.

Witnesses pointed out that their traffic problem is not a problem of any one of the cities involved, nor a problem of traffic going in any one direction. Their problem is interwoven and concerns traffic in northerly, southerly, and easterly and westerly directions. In addition to the traffic load of their own communities they are faced with the through traffic going to and from the industrial district which extends for miles along Alameda and the Southern Pacific tracks, that of the City of Vernon and much traffic proceeding to or from the beach cities.

It was testified that the cities operate under a mutual aid and assistance contract, and that if any emergency arises such as a severe conflagration the fire apparatus from each of the cities would be sent in to the one where the emergency existed. Lack of proper and sufficient number of grade crossings constitute a severe handicap to that program. It was also pointed out that with the present crisis in international affairs that such inadequacies cannot as a matter of public safety, and local and national defense, be left as they now exist.

One witness recommended the use of Loma Vista as a grade crossing in lieu of Carmelita because Carmelita goes directly by a grade school. It was felt that might create an additional traffic hazard to school children. Other witnesses felt, however, that the use of Carmelita would be of greater convenience to the grade school children and that there would be no appreciable additional hazard.

All the witnesses recommended the elimination of the Pacific Electric tracks on Randolph. The Randolph tracks are used for freight and mail traffic exclusively, there being no passenger traffic on that line. No more than four trains are run over this right of way daily. Witnesses testified that the vibration and noise were detrimental to their homes causing not only unpleasantness but actual physical damage to their homes and other buildings. It was suggested, there being so few trains running on the Randolph right of way, that the Pacific Electric could easily switch them over to the Union Pacific tracks, and that the mail carried thereon could be handled by trucks. Testimony further developed that the Randolph railroad problem has been in existence for some time; that seemingly the public officials, chambers of commerce and citizens of the cities in attendance, and the representatives of the Pacific Electric are at loggerheads on the problem; that no solution whatever has been reached.

(At the December 7, 1950, Los Angeles meeting, representatives of the Pacific Electric testified that the problem did exist, but that Randolph Street was a very valuable right of way, owned in fee; that while at the present time they were operating approximately only four trains a day, that nevertheless this was a very profitable operation and that with the increase in business indicated by the events of the present time that there will be more trains in operation and as a result this right of way will be more valuable and more profitable to the company. It was also pointed out by these representatives that this particular line extended into Whittier and the adjacent citrus section, and was not only of great value to the growers and packers, but practically a necessity. It was also

their opinion that the Union Pacific switch-over suggested would not be possible because this trackage was already carrying a capacity or near capacity load.)

It was recommended by witnesses that the dead-end of gage at the Santa Ana Freeway be eliminated by building an underpass; that the dead-end of Eastland at the Santa Ana Freeway be eliminated by an overpass; that the grade crossing of Downey Road at the Santa Fe tracks be eliminated by construction of a separated grade crossing, preferably an underpass; and the same recommendation was made as to the Otis Avenue crossing of the Southern Pacific tracks.

A rapid transit system was recommended by some of the witnesses.

There was testimony to the effect that the two Pacific Electric grade crossings west of Huntington Park were among those greatest in fatalities in Los Angeles County. These were Slauson west of Alameda, and the Nadeau and Grand crossing.

At the conclusion of the public hearing, by arrangements made by Assemblyman Hollibaugh, Mayor Canning and other public officials, all of the Assembly committee members were taken on a tour of the district, and the streets, proposed grade crossings and other locations mentioned during the public hearing were pointed out.

BURBANK HEARING

December 6, 1950

Among the witnesses who were present at the meeting held in the morning of December 6, 1950, in the City of Burbank were:

Geo. J. Sleight, Regional Planner, Los Angeles County Regional Planning Commission.

Hugo H. Winter, Bureau of Engineering, Street and Parkway Design Division, City of Los Angeles.

H. F. Holley, Assistant Chief Engineer, Automobile Club of Southern California.

Lewis E. Arnold, Engineer of Administration, City of Los Angeles.

O. V. Mendes, Traffic Officer, California Highway Patrol.

J. C. E. McClure, Engineer, Southern Pacific Company.

A. D. McLennan, Special Representative of General Manager Atchison, Topeka & Santa Fe Railway.

H. B. Bank, President, Burbank Realty Board.

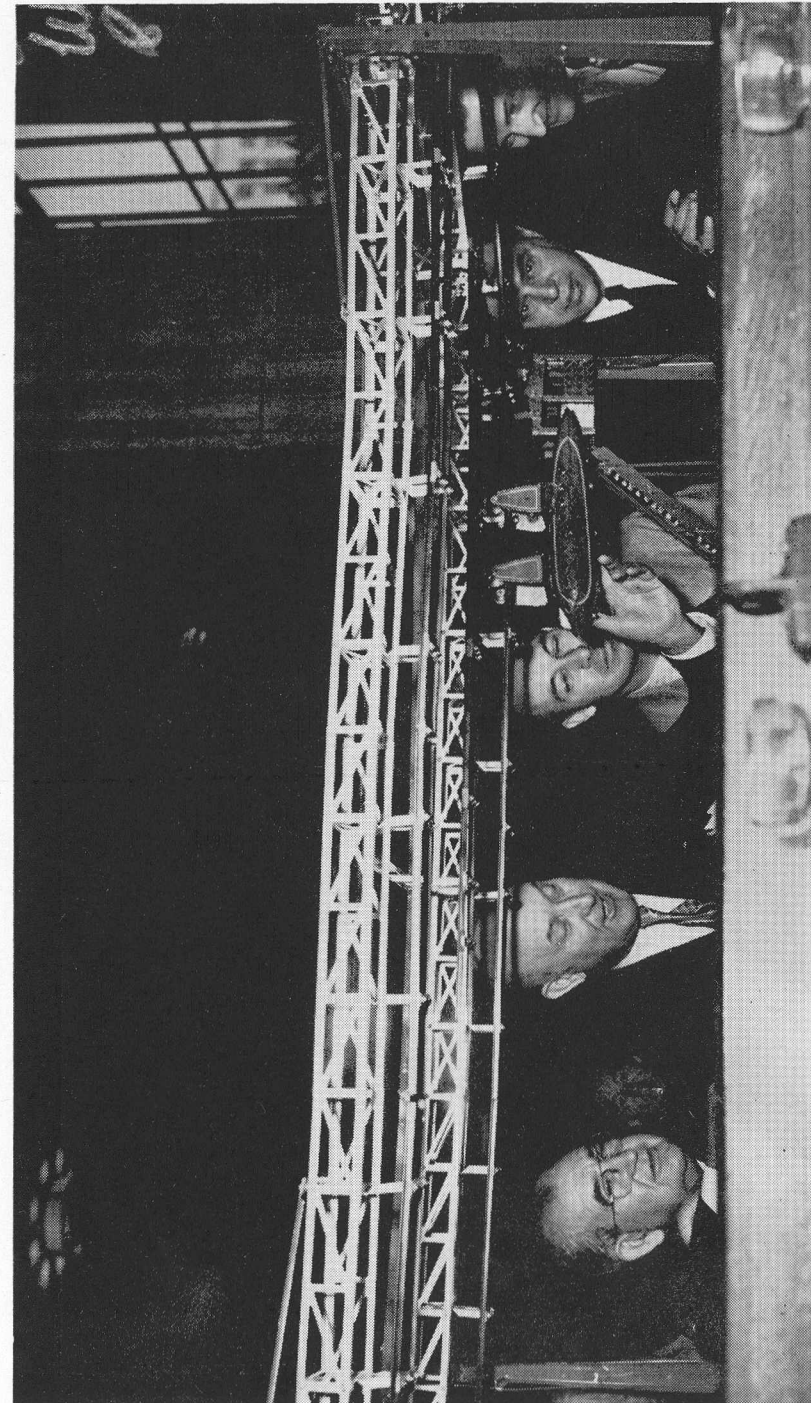
E. C. Thomas, Vice President and Director, Burbank Chamber of Commerce.

Franklin Lowney, General Manager, Burbank Chamber of Commerce.

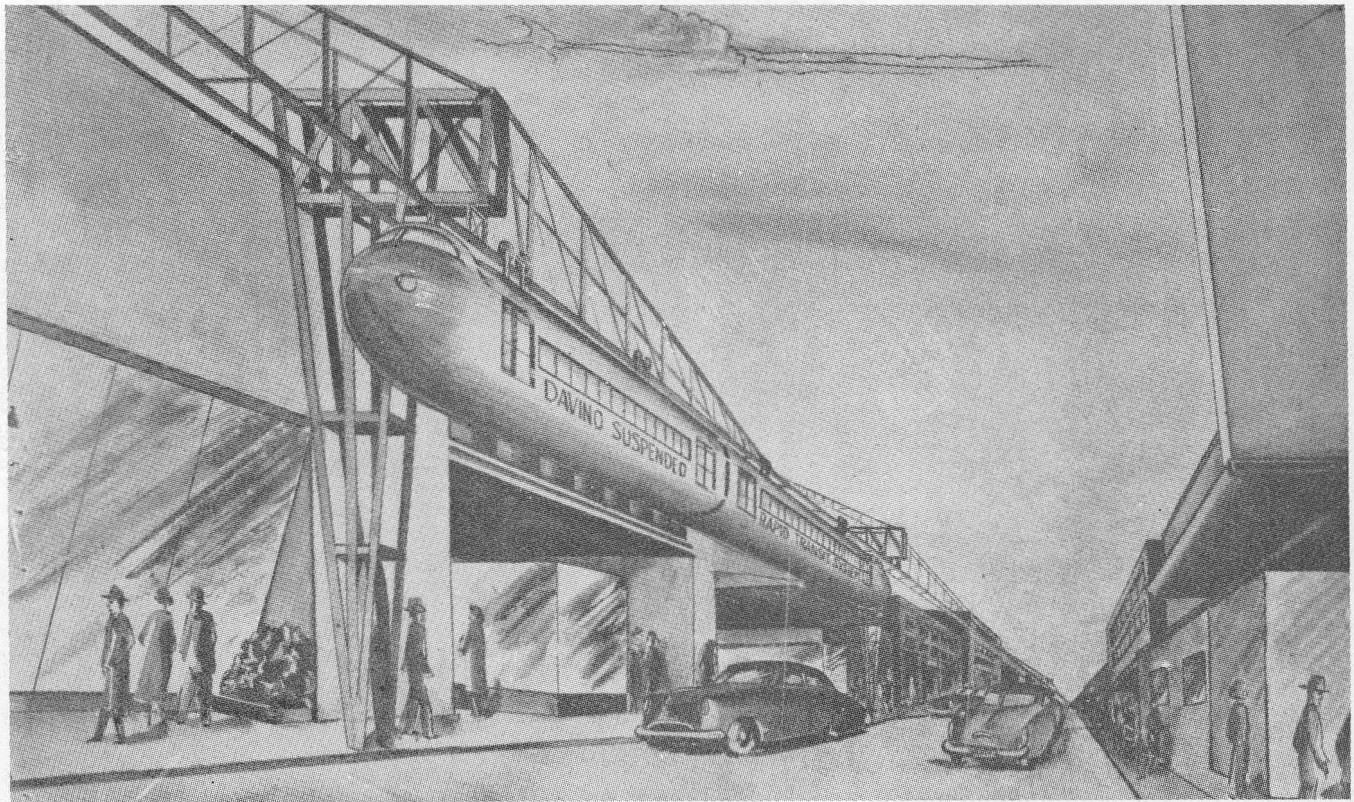
Chester W. Woodbury and Edwin F. Beck, Burbank Chamber of Commerce.

Clayton W. Paige, City Engineer, City of Burbank.

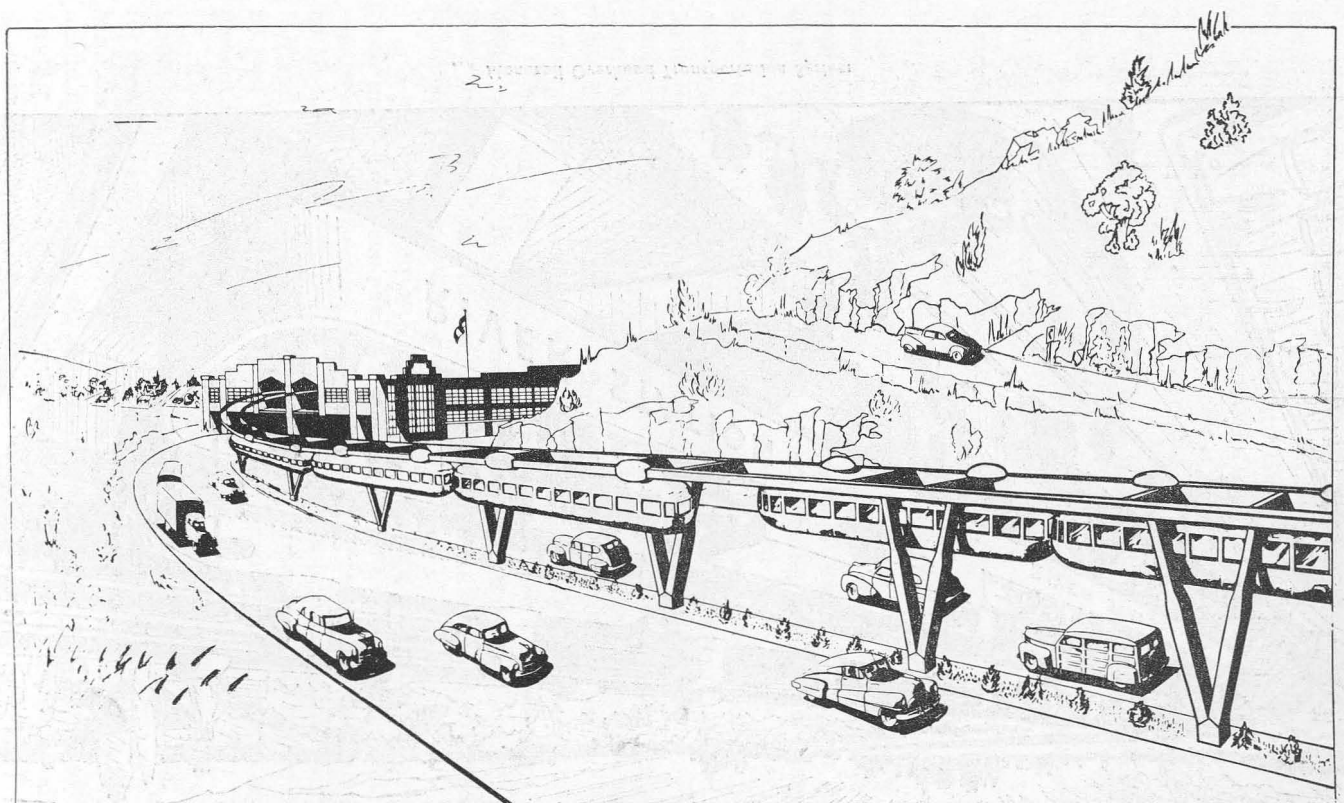
William S. Barrett, Engineer, City of Burbank.



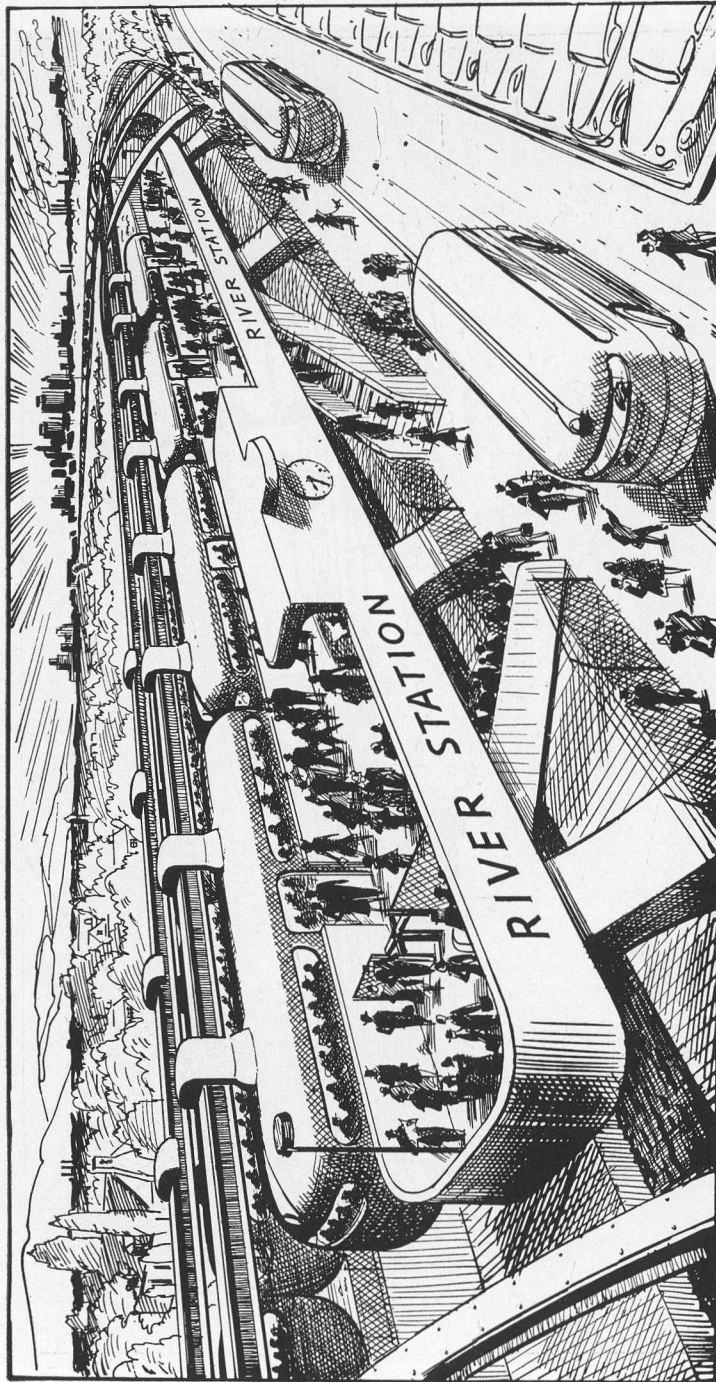
Model of Davino Suspended Rapid Transit System



Davino Suspended Rapid Transit System



Monorail Overhead Transportation System



Monorail Overhead Transportation System

H. R. Bennett, Planning and Transportation Engineer, City of Burbank.

Robert C. Robertson, Assistant Planner, Glendale City.

Charles B. Briley, City Manager, City of Glendale.

J. A. Mellen, Planning Director, City of Glendale.

J. C. Albers, City Engineer and Street Superintendent, City of Glendale.

E. T. Minor and George W. Bullock, interested citizens, City of Burbank.

Mrs. Chas. E. Thomas and Mrs. Grace Goodfellow, Republican Women's Club of Burbank.

Summary of Testimony

Although there were many witnesses who testified at the Burbank hearing, their testimony may be very briefly summarized. Each witness emphasized the need of separated grade crossings in a number of locations in Burbank, Glendale, and Los Angeles. There was considerable testimony concerning accidents and deaths at various Southern Pacific grade crossings, and some testimony concerning accidents on San Fernando Road. A number of photographs taken immediately after fatal accidents were introduced into evidence. Particular emphasis was placed on the need for separated grade crossings on Olive Avenue and on Magnolia Boulevard where those thoroughfares cross the Southern Pacific tracks in Burbank; on Los Feliz Boulevard and Brand Boulevard where those thoroughfares cross the Southern Pacific tracks in Glendale, and on Fletcher Drive where it crosses the Southern Pacific tracks, and the northern approach of the North Main Street bridge in Los Angeles.

Testimony developed that not only was there a high accident and death rate at the Burbank and Glendale crossings mentioned, but that there was also a loss in time and man hours amounting to many thousands of dollars each year at each grade crossing.

It was pointed out by a number of witnesses, particularly those representing railroad companies, that the greatest difficulty in building the separated grade crossings lies in the financing thereof. It was suggested by Mayor Jolley of Burbank, and concurred in by other witnesses, that a fair and feasible cost breakdown would be 50 percent paid by the State, 25 percent by the railroad company, 15 percent by the county and 10 percent by the city.

There was also considerable testimony about the ever increasing traffic load passing through Burbank and Glendale, and the urgent need for speed in constructing freeways and a truck route. The Cities of Burbank and Glendale have a truck traffic problem inasmuch as San Fernando Road, one of the main truck traffic arteries in the State of California, passes through both cities. Many witnesses urged a widening and separating of San Fernando Road.

Traffic experts, including Officer O. V. Mendes of the California Highway Patrol, testified as to the drop in traffic fatalities by improvement of highways, construction of separated grade crossings and by the use of guard rails on dangerous stretches of highway, particularly mountainous and curving thoroughfares.

The committee toured the Burbank, Glendale, Sun Valley area and made a particular survey at the location proposed for grade crossings, and of portions of San Fernando Road which testimony indicated should be widened.

SUN VALLEY HEARING

December 6, 1950

Among the witnesses who were present at the meeting in Sun Valley on the afternoon of December 6, 1950, were:

Frank Newton, President, Sun Valley Chamber of Commerce.
George Hildebrandt, Secretary, Sun Valley Chamber of Commerce.
Jack Mahlitner, Past President, Sun Valley Chamber of Commerce.
Harold Allen, Secretary and Manager, San Fernando Chamber of Commerce.

L. J. Viersen, Chairman, Civic Betterment Division, Sun Valley Chamber of Commerce.

Harry Cording, Honorary Mayor, Sun Valley.

W. R. Williams, Ward Reiser, C. C. Haller, A. K. Madison, E. J. Stewart, Fred Moore, Florence Shea, Maxwell Price, Maurice Ratner, Frank Fishkin, Dr. Floyd Bliss, J. B. Lawrence, Louis Visco, Martin Wiesel, Stanley Thom, Paul Benz, and Michael Gilson, members of the Sun Valley Chamber of Commerce.

S. P. Nelson, President, Sun Valley Rotary Club.

Fred Jacobsen, Postmaster, Sun Valley.

Marion Smith, Mayor, City of San Fernando.

Harry Lake, City Engineer, City of San Fernando.

Floyd J. Jolley, Mayor, City of Burbank.

Ralph Hilton, Vice Mayor, City of Burbank.

Jerry Bank and Ernest Rothe, members of the Burbank Chamber of Commerce.

L. O. Turner, Valley District Engineer, City of Los Angeles.

Ben O'Brien and Herman Boyon, Pacoima Chamber of Commerce.

P. M. Gomez and Tony Orduno, Pacoima Latin American Chamber of Commerce.

Clifford Simmonds, Billie Carrier, Edward Mesick, A. B. King, John Ketchum, William Ibasch, Gladys Royer, Penney Chacon, and Mr. and Mrs. Clifford Garver, interested citizens of Sun Valley.

Summary of Testimony

Many witnesses spoke very briefly at the hearing held in Sun Valley following the Burbank hearing and tour by the committee. Practically all of the witnesses emphasized the need to widen San Fernando Road to 80 feet with a center separation extending from the intersection of

Sepulveda Boulevard to Burbank. There was some testimony emphasizing the need to extend Reseda Boulevard as a freeway to the sea. Alternate routes were suggested but the weight of testimony favored what is known as the Rustic Canyon route. Other testimony presented was repetitious of that furnished the committee at other meetings.

LOS ANGELES HEARING

November 27, 29, and 30, December 1 and 7, 1950

There were five days of public hearings held in the State Building, Los Angeles, three of which were devoted substantially to the automobile parking and parking lot problem; the other two days were devoted to the general situation, and to the overhead transportation systems.

The overhead transportation systems will be covered under a separate subheading, as will the report in regard to parking lots.

The following is the substance of the testimony in regard to general traffic, rapid transit, public transportation, and traffic safety matters. Many of the witnesses testified to more than one phase of the over-all traffic and transportation subject. All of the witnesses in attendance are therefore listed in this portion of the report:

Orville Caldwell, Deputy Mayor, City of Los Angeles.

J. M. Askin, Traffic Commissioner, Municipal Court, Los Angeles.

Ollie Haymond, Investigator for the Assembly Investigating Committee on Traffic Control.

Don A. Allen, Councilman, Seventh District, City of Los Angeles.

William H. Parker, Chief of Police, City of Los Angeles.

Mark W. Smith, Lieutenant, Los Angeles Police Department.

Bernard R. Caldwell, Deputy Chief of Police, Commander of Traffic Bureau, Los Angeles Police Department.

Fred Krause, Senior Zone Analyst Los Angeles Department of Building and Safety.

E. J. Sullivan, President, Time Instrument Company.

James Thomas, Louis Giglotti, and Percy Milton Bezanson, businessmen.

R. T. Dorsey, Traffic Engineer, City of Los Angeles.

A. E. Rhine, Sergeant, Los Angeles Police Department.

Theodore Strauss, owner of auto park.

Joseph P. Squires, garage manager.

Walter O. Henderson, interested citizen.

Henry R. Boone, Assistant Chief in Command of Fire Prevention Bureau, City of Los Angeles.

Peter E. Cunningham, Chief Inspector of License and Sales Tax Division, City of Los Angeles.

Jacob W. Hartman, Assistant Assessor, Los Angeles County.

Esther W. Sharpe, Secretary, Board of Police Commissioners, City of Los Angeles.

Howard Earl, Assistant Chief Administrative Officer, Los Angeles County.

Phil L. Cullen, President, System Auto Parks.

Ray E. Lee, Chief Clerk, Board of Supervisors, County of Los Angeles.

Guy McDonald, Traffic Engineer, County of Los Angeles.

Carl Bush, Assistant General Manager and Director of the Transportation Department of Downtown Businessmen's Association of Los Angeles.

Lewis W. McElroy, Better Business Bureau.

Michael M. Stocker, Supervisor, Acme Auto Parks.

Louis C. Venator, Executive Secretary, Sixth Agricultural District, State of California.

George S. Robertson, Captain, Los Angeles Police Department.

Samuel J. Nunn, President, Auto Park Association of Los Angeles.

Lee S. Hezkman, General Manager, Walt's Auto Parks.

Leo P. Hoffman, General Manager and Secretary, Savoy Auto Parks.

Sophia Atkinson, President, Victoria Auto Parks, Inc.

Edward Charles Learmont, owner of Aster Auto Parks.

Joseph Rubin, Representative of Acme Auto Parks.

Alfred DePippo, Alfred W. Bierney, Howard E. Roush, Eugene C. Hernandez, Glenn R. Smith, Jr., Marshall Thompson, Merle McCuis-tion, Paul E. Post, Blackburn Williams, Joseph Greco, Mr. Amparan, J. C. Edgar King, and Warren W. Camplin, auto park operators, managers, and employees.

George D. Roberts, President; Joseph U. Lademan, Jr., Assistant to the President; and Ralph Merritt, Vice President, Monorail Engineering and Construction Corporation.

Jim Wilson, Secretary, Southern California Monorail and Transit System, Inc.

Kenneth Hahn, Councilman, City of Los Angeles.

P. D. Harding, Assistant State Highway Engineer.

David K. Hutchinson, Transportation Engineer Traffic Committee, Bell Chamber of Commerce.

Edward V. Salitore, Managing Director, Maywood Civic Participation League.

F. W. Spencer, Executive Department, Pacific Electric Railway Company.

H. I. Stites, Chairman, Metropolitan Transportation Engineering Board.

A. D. McLennan, Special Representative of General Manager, A. T. & S. F. Railway Company.

C. L. Connolly, Assistant to Chief Engineer, A. T. & S. F. Railway Company.

Russel A. Smith, passenger, Continental-Santa Fe Bus System.

W. R. May, District Traffic Manager, Greyhound Lines.

Helen Davis, Rev. R. M. Davis, Henry Tobin, Mrs. Mary Straub, Mrs. Marie Stephens, W. A. Gallagher, Marshall Taggart, Mary Stephens and Afue McDowell, interested citizens.

Walter J. Little, Attorney, California Railroads.

R. W. Walker, General Attorney, A. T. & S. F. Railway Company.

G. F. Squires, Vice President, Pacific Electric Railway Company.

J. C. E. McClure, Engineer, Southern Pacific Company.

Stephen O'Donnell, Director of Public Relations, Los Angeles Transit Lines.

Paul H. Winter, Engineer, Davino Duo-Rail System.

Clifford C. Johnson, Johnson & Finnerty, Engineers.

George A. Heap, Consulting Engineer.

L. U. Young, Maywood City Council.

C. Milan Caning, Mayor, Maywood, California.

Clayton W. Paige, City Engineer, Burbank, California.

Robert L. Reichenthal, Civic Betterment League.

Clara McDonald, President, United Patriotic People, U. S. A.

PARKING LOTS AND PARKING LOT OPERATIONS

Price Raising

A number of witnesses testified as to "gouging practices" indulged in by parking lot operators on any and all occasions when the opportunity was afforded to them. Testimony of price raising or gouging included the following:

Football

At football games at the Los Angeles Coliseum, particularly on big game days such as University of Southern California vs. University of California at Los Angeles, Stanford, California, and Notre Dame; and games between University of California at Los Angeles and California, Stanford, and big western and middle western universities and colleges, testimony indicated that parking fees jumped from 50 cents or \$1 to as high as \$2.

Prize Fighting and Wrestling Stadia

On ordinary nights parking is 35 or 50 cents. It is not uncommon when there is a particularly good attraction for parking fees to jump to \$1.

Conventions and Parades

During the 1950 Shrine convention in Los Angeles there was a general raise in parking fees in locations where there were any convention activities. This was particularly true at the Coliseum events, and on the occasion of parades at the 1950 American Legion convention. Parking fees skyrocketed on the occasion of the great American Legion parade through downtown Los Angeles. On special sale days, such as "Down Town Dollar Days," parking rates tend to be increased.

Santa Claus Parade in Hollywood

This is an annual event opening the Christmas Season in Hollywood; the parade occurs on Hollywood Boulevard. Investigators made

And: "Failure to demand repairs shall constitute a waiver by the bailor of his rights to repairs or to charge the bailee for cost thereof. In no case shall liability include anything for loss of use of car, and is expressly limited to \$250. Any damage occurring while car is in park must be reported to us before car is taken from the park."

Also: "If bailor claims damage to his motor vehicle because of bailee's negligence he must make demand in writing upon bailee for repairs, and thereupon bailee shall have the right to repair such damage or to cause such repairs to be made, and failure to make such demand shall be a waiver by the bailor of all right to recover damages from the bailee. Damage must be reported to bailee before the motor vehicle is taken from the auto park."

And: "We assume no liability for theft, collision, fire or damage in any case, except through our own negligence. In any case we shall, upon demand, be entitled to ourselves make repairs or order same. In no case shall liability exceed actual physical damage. Damage must be reported to us before car is taken from park."

Additional Parking Facilities

In testifying in regard to acquiring parking lots in the Los Angeles area, Orville R. Caldwell, Executive Secretary to the Mayor of Los Angeles, stated you cannot create districts (for the acquisition of parking lots) and assess the entire city. To illustrate, residents of San Pedro and San Fernando Valley are not willing to pay assessments for parking created in the downtown central traffic district. Therefore, the entire problem is one of "local responsibility and is purely a local situation." In his opinion, indicating Mayor Bowron felt the same way, to acquire parking lots there must be assessment districts, or it must be done by the municipality, but that in all instances, the parking facilities should be operated by private enterprise. He stated, "We do not feel a municipality has any business in competition with other parking lots." He stated that the construction of the proposed three-deck garage to accommodate 1,800 cars under Pershing Square in the center of the Los Angeles downtown area should be started by the first of 1951. (Note: By the time this report is transmitted, work has commenced and is progressing on the Pershing Square underground garage.) It was estimated that it would take from six to nine months to construct the garage. It is to be operated by private enterprise under a long-time lease with the City of Los Angeles.

Parking Meters

He and other witnesses testified as to the installation of parking meters, and four areas within the City of Los Angeles, to wit, North Hollywood, Van Nuys, Burbank, and Huntington Park. All witnesses testified they are proving very satisfactory. The funds from the operation of said meters are being placed in a trust fund, and by ordinance, will be expended in the immediate district wherein the meters are located

for offstreet parking facilities. Other sections of the City of Los Angeles are requesting parking meters, with the income therefrom to be used for acquisition of offstreet parking space. Returns from the parking meters placed in Van Nuys and North Hollywood are approximately \$60 per meter per year net. Operation in the two communities was commenced June 9, 1949, and as of October 31, 1950, there was \$84,939.99 net in the trust fund. However, use of parking meters in the downtown central traffic district of Los Angeles does not appear feasible inasmuch as there is practically no parking allowed on any of the streets or alleys. Parking meters could be used in the fringe area (immediately surrounding the downtown traffic district).

Illegal Parking Citations

From January 1, to October 31, 1950, there were 256,885 parking citations or tickets issued in the City of Los Angeles: 229,885 in the metropolitan area, and 27,000 in San Pedro, Van Nuys, and West Los Angeles areas. \$708,855.77 was collected in fines on the parking citations referred to above. Issuance of parking citations or illegal parking tickets increases during periods when there are conventions in Los Angeles, and during the Christmas shopping season. However, an expert witness was of the opinion that June and July are the peak months for the issuance of parking citations.

First-hand observation and investigation at the Traffic Courts Building resulted in the opinion that the great majority of the people putting up bail or attending court were craftsmen or small businessmen—people in the nonprofessional group, or lower income group. Their appearance indicated they were the great majority coming from the wage earner group who would be staying away from their work in order to pay fines or put up bail. There are no parking facilities in the vicinity of the Traffic Courts Building except commercial parking lots. The Traffic Courts Building is not too easily accessible to public transportation, although such is available. This results in persons who have been issued parking citations finding it necessary to pay either a commercial parking fee, or be issued a further illegal parking citation. In some instances it was observed after paying fines or putting up bail that there was insufficient money left to pay the parking charge. Evidence was to the effect that there was no congestion insofar as putting up bail for illegal parking (or other minor traffic violations), the lines moved rather hurriedly. Those who were required to appear in one of the traffic courts were of course in a different category, and were required to spend such time in court as the calendar and length of trials required. There were no complaints to the committee concerning the manner in which the traffic courts' clerk's office are operated. Considering the problem and the large number of citations issued, the entire traffic courts' operation appears to be an expeditious one.

that would require such a check. No checking is done as to the key depositories; that is, the people with whom keys are left for automobiles locked on the occasion of after closing hour parking. Under the present operation of leaving keys after closing hours, it is possible that keys might be left at places that may be repugnant to many people, particularly unescorted women or minors. No instances, however, have been reported that this has occurred.

There are no requirements by law that persons operating cars in auto parks be required to have a chauffeur's or driver's license, inasmuch as auto parks are considered to be private property.

People who desire to complain against the operation, or as to some happening on a parking lot, or concerning a parking lot operator or tenant, are for the most part requested to make the complaint in person in the office of the police commission. This undoubtedly keeps many people from filing complaints. There are only two investigators assigned to investigate complaints of this nature, and that work is merely part of their duties. There have been comparatively few complaints, partly because there appears to be a general lack of knowledge as to how or where to make them. It is not, however, absolutely mandatory that complaints be made in person. Attendants or operators of some lots have been informing people that there is a law requiring a service charge for locking cars at closing time and depositing the keys. This, of course, is not true.

Applications for police permits to conduct auto parks must be filed with the police commission. There is a \$5 fee for each such application. In 1949 the total fees collected were \$5,228; from January 1, 1950 to October 31, 1950, \$5,328 had been collected.

Deputy Chief of Police Caldwell testified it had been brought to the attention of the traffic bureau that auto parks have been using public alleys, sidewalks and streets for the parking of cars and/or the excessive movement of them, but that the condition is fairly well controlled at the present time. He stated that the use of parking meters reduces traffic parking problems. Parking regulations are complied with by the automobile driver to a greater extent where there are parking meters than where there are none. In response to a question concerning left turns into traffic from parking lots, Deputy Chief Caldwell stated that a "left turn anywhere, any time, with relation to traffic in this city, is an abomination, as it has a serious effect in moving traffic in an orderly fashion." Other officials agreed with this opinion.

Zoning Ordinance—Fred Krause

Fred Krause of the Department of Building and Safety of the City of Los Angeles testified that under the Los Angeles zoning ordinance auto parks must "black top" (asphalt or paving) auto parks, and put in bumper guards where needed. The ordinance provides there must be wide aisles so that cars can get in and out; in many instances fences are required. There are only 16 enforcement officers in the particular division who must investigate and enforce the entire zoning ordinance,

which includes practically every type of business. There is very little time devoted by them to enforcement of the parking lot zoning ordinance; in fact, they seldom investigate auto park conditions except when there is a complaint filed. He stated there is more difficulty with private parking lots than with public ones, the private parking lots being illustrated as those in which the patron of a particular restaurant is allowed to park. The witness stated in answer to questions concerning investigation of parking conditions in the vicinity of the Coliseum and the Bowl parking, "We haven't enough men to go out. We don't go out unless we have a complaint."

Clocks

Testimony concerning clocks used in auto parks was given by E. J. Sullivan, President of Time Instrument Company. He stated his company is the agent for Simplex Recorder Company, which supplies most of the electric clocks used in parking lots. There are two types: the electric and pendulum. The electric is supplanting the old type pendulum; the latter, however, must be used where there are no facilities whereby electricity can be used. They sell the clocks outright, and then service them for most of the parking lots. They average between 60 to 70 service calls a month, 30 to 40 being for the System Auto Parks. He testified the clocks do get out of order from use. In his opinion it would not be possible to regulate the clocks by any government authority such as the Department of Weights and Measures, as he did not know of any way they could be sealed. As an example of how it is possible for them to become inaccurate, the witness indicated an interruption in the electric current being supplied the lot. The electric clocks cannot gain or lose time mechanically, but they can be tampered with by an auto park attendant by setting the clock ahead, but not back. It was stated he had heard of the abuse being practiced considerably in the past of changing the time on the clocks so as to make it appear cars had been parked longer than they actually had been, but that such abuses were with the old type pendulum clock rather than with the new electric ones. Some of such clocks are 15 or 20 years old. The auto park attendant or operator has complete control over the clock, no matter what type, at all times. Chairman Burkhalter stated that he had noticed variations a few times of the clocks on lots of as high as six or seven minutes.

Car Keys

Witnesses testified that keys from parking lots located at 536, 537, 537½, 633, 710, 815, and 815½ South Spring Street, Los Angeles, used a hot dog stand at 547 South Main Street as a place where car keys are left for after hour parkers. There are a number of bars in that immediate vicinity. Persons employed at that hot dog stand have not been investigated to determine whether or not they are proper parties to handle automobile keys. There was testimony to the effect that Walt's Auto Parks, which use this particular hot dog stand, do have small signs in their auto parks

stating the keys will be left at 547 South Main after hours, and that there is a service charge; that the same information that there is a 25-cent service charge at this particular stand appears on the parking stub.

Ralph T. Dorsey

Ralph T. Dorsey, Traffic Engineer of the City of Los Angeles, testified at length. He defined the central traffic district as being bounded by city ordinance as Sunset to Pico, and Figueroa and Los Angeles. Approximately 807,000 automobiles enter and leave that district every 13 hours of daylight. Of the 40,000,000 automobiles in the United States, 10 percent of the total registration is in California, and 42 percent of the California registration is in Los Angeles County. Approximately 58 percent of the county registration is in the city, which means that there are a million automobiles on the city streets of Los Angeles daily. There are 453 square miles in the City of Los Angeles, and 5,050 lineal miles of streets within the city limits. Building of the freeways brings other communities closer to Los Angeles, which could bring more automobiles in, or, as this witness stated, decentralization will become even more prevalent, with more and more people avoiding downtown Los Angeles. Among the biggest offenders adding to the traffic problem, are the various branches of government that continue to build buildings without providing sufficient facilities for parking; that occasionally there is sufficient parking for employees or top level employees, but not for the general public who must do business with the governmental agencies. The same is true of colleges and high schools. He stated the government should not go into the parking lot business, but that governmental units should supply sufficient parking space and lease it out so that it may be privately operated with the political subdivision getting its money back.

He stated that travel on the highways and streets is an inherent right, but that parking is merely a privilege. The huge sums of money spent in building streets and highways are for the purpose of travel and not for the convenience of a few people to park thereon. By way of example, Mr. Dorsey referred to Olympic Boulevard, a state highway, a 74-foot roadway. Going west the capacity of the street is about 1,875 cars, with 625 cars per lane per hour. Parking has been eliminated from the street. Off center travel is put into effect morning and evening to handle the trend of traffic. That is, when the majority of traffic is going west, one of the eastbound lanes is converted into a westbound lane. Thereby at traffic peaks, 3,300 cars are being moved per hour, where there was previously only 1,875. One car parked against the curb on Olympic Boulevard during the peak hour, knocks out of motion from 600 to 700 cars, carrying from 900 to 1,050 passengers. In other words, approximately 1,000 people lose time each hour by virtue of one car being parked along the highway. The traffic bail for illegal parking on Olympic was raised from \$2 (which did not materially slow down illegal parking) to \$10. The \$10 bail (or fine) has cured most of the illegal parking on that street.

Mr. Dorsey highly recommended that the Legislature enact provisions whereby the police department would have authority to tow illegally parked cars off streets and highways.

One department store in Lakewood Village purchased approximately 167 acres and has provided 12,000 offstreet parking spaces. The witness stated that the value of that property per square foot will be raised each year by the local assessor to the point it may become prohibitive for private capital to maintain it for offstreet parking. He stated that is one of the most difficult and pressing problems in Los Angeles. He recommended the committee should investigate building underground parking lots for the dual purpose of parking and bomb shelters, and stated there is a bill in Congress under which possibly Congress would subsidize cities who plan to build such underground parking lots. Among locations in Los Angeles that might be usable therefor would be in front of the City Hall, in front of the Union Station and Lafayette Park.

Witnesses, including committee investigators, testified that some of the lots were so well filled on occasions that it would be a physical impossibility to move a car on or off the lot without moving at least one automobile, probably more than one, out into the street or into an alley. Many of the lots follow the practice of filling the aisles so that every possible space is filled. In the opinion of witnesses, the overcrowding of lots causes a definite fire hazard. One parking lot chain which also owns a garage collects a 50-cent service charge on keys left in their own garage after parking lots are closed. Testimony developed that the fee does not go to the individual who collects it as compensation for his extra services, but is actually turned into the company. One such lot that turns in keys is five blocks away. This necessitates patrons not only going five blocks to obtain their keys but to pay an additional 50 cents to the parking lot owners to retrieve them, and then to travel the five blocks back to the parking lot.

Fire Hazards—Henry R. Boone

Henry R. Boone, Assistant Chief, Los Angeles Fire Department, Commander of the Fire Prevention Bureau, testified as to the auto park regulations concerning the fire department. Auto parks are required to have a permit to operate from the board of fire commissioners; there are specific provisions as to the number of extinguishers on the lots. A number of witnesses had testified that in many instances no extinguishers were in sight and in case of fire on a parking lot it would be difficult to combat it before the fire department arrived. Auto park operators testified that for the most part they kept the extinguishers inside the small buildings usually found on parking lots, the reason being that they are frequently stolen. Chief Boone backed up this testimony by stating they have been permitting the parking lots to keep the extinguishers in the ticket booths because of the large number of them lost through theft. Fire extinguishers are required to be recharged by a licensed or authorized person each year; the fire department makes a check to see that this

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provision is complied with. There is no rule requiring a sign to inform people that there is a fire extinguisher in the ticket booth. Where the extinguishers are distributed around the lot, distinguishing marks are required in the place the extinguisher is kept. Two extinguishers are required for the first 2,500 square feet, and one for each additional 10,000 feet. The experience of the fire department in regard to fires on parking lots in Los Angeles has not been bad. The most dangerous fire areas in regard to automobiles are the areas immediately outside the gas tank, which was described as the explosive area. Any fire in that area, such as a cigarette or a lighted match would be likely to cause an explosion because of the fumes. Missing gas caps, hence, cause a particular hazard.

Licenses—Peter E. Cunningham

Peter E. Cunningham, Chief Inspector of the License Division, Los Angeles City Clerk, testified that parking lots are licensed under the Municipal Code, which imposes a fee of \$12 for the first \$6,000 or less of the annual gross receipts, plus \$2 for each additional \$1,000. In the Fiscal Year 1949-50, there were 1,150 parking lot licenses issued—the revenue therefrom being \$25,464.48; this is an average license fee of \$22. As compared with other businesses, there were 36,750 licenses issued during the 1949-50 Fiscal Year, with a return of \$1,403,434.88, which averages, according to the witness, between \$85 and \$90 a license as against the \$22 for auto parks. There are only 54 inspectors in the licensing division to cover the 450 square mile area of Los Angeles with its 36,750 licenses. None of the parking lots saves any portion of the tickets issued to patrons—therefore, the licensing division is dependent upon such books of account as the auto parks keep. On the basis of physical inspection of parking premises, and considering how many automobiles the place will hold, the posted fees, apparent volume of business, etc., the licensing inspector estimates whether or not the license return is grossly inadequate.

Razing of Buildings—J. W. Hartman

J. W. Hartman, Assistant Los Angeles County Tax Assessor, informed the committee that a number of buildings have been razed in order to use the land for parking lots. Among those mentioned which were destroyed within the past year are the Nattick Hotel, First and Main; the land was assessed at \$50,000 with improvements at \$23,780; 608 South Spring Street, with land assessed at \$49,800 and improvements \$28,710; 612 South Spring with land assessed at \$50,000 and improvements at \$25,440; the northeast corner of Ninth and Olive, land at \$57,500 and improvements at \$9,630; and 511 South Main, land at \$63,250 with improvements \$24,890. There is a loss of revenue to the city and county of taxes by virtue of removal of such improvements. The witness testified that in round figures the five named amounted to about a \$110,000 loss in assessed valuations. The average tax rate is \$6.50 a year per \$100, which would mean approximately \$7,000 loss in taxes. The five locations mentioned are not all inclusive. Over the past years there have been a large number of buildings destroyed for the purpose

of creating parking lots with the resulting loss of tax revenue. The witness added, however, that "if you didn't have downtown parking lots, you wouldn't have downtown merchants."

There were charges made that some operators would raise the parking rates without notice, thereby charging additional fees to persons who had parked when the lower rate was in effect. Assemblyman Thomas J. Doyle informed the committee of one instance to his knowledge where an auto park was charging 25 cents when entered, and \$1 two hours later. He related another instance where he was charged for three hours parking, when he had actually parked only two hours and 15 minutes.

Parking Meters—Howard Earl

Howard Earl, Assistant Chief Administrative Officer of Los Angeles County, testified that there are about 200,000 people living in the unincorporated area of Los Angeles County. This creates a peculiar situation as to parking. The same problems arise in both parking and handling traffic as do in cities. The county is handicapped in solving such problems because it does not have freedom of action that cities do. Normally the traffic control in county areas is under the supervision of the State Highway Patrol. Despite the handicap the county has been able to place parking meters in five locations, namely, Walnut Park, Lancaster, Montrose, Downey, and Bellflower. The county does not own the meters. By arrangement, the county acts as trustee for the people in the particular districts, and does the servicing of parking meters for the benefit of the people. The money collected goes into a trust fund for each particular district, and that trust fund is used for maintenance of meters, expense of operation, and payments for meters. The meters are paid for on a percentage basis. Any surplus moneys have been earmarked for the purchase of off-street parking facilities. The experiment started September, 1948, and all of the districts are in a healthy financial condition. All expenses have been paid and there is a favorable balance as to each district.

Bellflower district: \$20,000 has been expended for the purchase of an offstreet parking lot. The county furnished each one of the parking districts with an additional deputy sheriff, and a three-wheeled motorcycle to assist in enforcement of the parking regulations. Salaries and expenses are paid by the people who are the recipients of the service. In the Bellflower district from September 1, 1948, to and including September 30, 1950, total collections have been \$47,327.68; disbursements were \$21,810.98; payment on meters, \$4,579.46, for road department maintenance charges, \$3,132.35, and \$862.57 for miscellaneous equipment, supplies, etc. As of September 30, 1950, there was a balance in the account of \$3,942.32; unpaid balance on meters is \$18,372.52. As mentioned above, \$20,000 was expended for an offstreet parking lot.

The over-all figures as to the Downey district from September 1, 1948, were collections, \$204,066.50; disbursements, \$13,683.83; leaving a balance of \$6,780.67; unpaid on meters, \$2,209.74. The Walnut Park installations were made November 1, 1948, and to September 30, 1950, total collections were \$9,910.94; disbursements, \$6,497.27; balance,

\$3,413.67; unpaid on meters, \$727.62. The Lancaster installations were made October 21, 1949; to September 30, 1950, collections were \$10,098.98; expenditures, \$756.09; balance \$3,942.49; unpaid on meters, \$11,309.29. (All figures presented as to parking meters were taken directly from pages 276 and 277 of the transcript for the hearings on November 29 and 30, 1950.)

Auto Park Representatives

Phil L. Cullen, President of System Auto Parks, testified that they do not require a driver's license of their attendants, although such attendants occasionally drive the patrons' automobiles onto public alleys and possibly streets. He stated, however, all of their employees are "well screened" before they are hired. System operates 55 parking lots. In the downtown Los Angeles area no charge is made for handling keys after hours, as they are left at one of their own lots. According to the witness, the lot is kept open all night, mainly for the handling of keys. In Hollywood, the keys are taken to two hotels where there is a service charge of 25 cents, which is retained by the hotel employee handling the keys. System allows a five-minute grace period, and breaks the additional charge in some instances on the hour, and others on the half hour. The System Parks use either Simplex or I. B. M. electric clocks. They are checked each morning by their supervisors and managers. They are under orders to synchronize the clocks each morning when the lot opens if there is more than one clock on the lot.

There are two parking lot organizations. One is a nonprofit group known as "Auto Park Association of Los Angeles," to which all members are privileged to belong; according to the witness it is not active at the present time (other witnesses indicated that this association is active). The other organization is a corporation known as "Parking Associates, Inc.," which is composed of five operators, each owning one-fifth of the total stock. They are System, Walt's, Bonded, Circle K and Kenneth E. Atkinson. This corporation does not operate any auto parks in the downtown district. The primary purpose of the corporation is to pool personnel and make use of the experience of all the operators, and furnish necessary capital for large ventures such as the Pershing Square Garage, which they will operate. At the present time this corporation operates the large parking lot at Los Angeles Municipal Airport, the Municipal Airport parking lot at Chicago, and La Guardia Field in New York. In December they commenced a parking operation on the roof of the new bus terminal in New York City.

Edward Charles Learmont testified he operates Astor Auto Parks as sole owner. He has seven lots. He stated some years ago he tried to break a "kind of monopoly" the large parking lot owners had. He has been in business 22 years. Big operators carried on their monopoly by getting all downtown merchants to sign a contract to park cars. He stated the Los Angeles parking situation could be very well taken care of if the big operators would cooperate a little more. In answer to the

question, "Is there a close to a monopoly in downtown Los Angeles?" Mr. Learmont answered, "They are coming to that, very close. It is a monopoly."

Louis C. Venator

Louis C. Venator, Executive Secretary of the Sixth Agricultural Association, testified in regard to parking in the vicinity of Exposition Park and the Los Angeles Coliseum, in part as follows: "At the request of the Sixth District, and after several consultations with all members of the Los Angeles delegation, a bill was introduced at the 1947 Session of the Legislature providing for the appropriation of \$3,000,000 for the acquisition of property adjoining Exposition Park to be used for parking space for users of the park, not only the Coliseum but patrons of the Exposition Museum, the rose garden and other facilities. That acquisition is now underway. We have acquired about two-thirds of the area lying between Exposition Boulevard and Santa Barbara and Menlo and Vermont. The money is available to clear that off. It is mostly a low class construction layout. It is to be cleared off and turned into about three major parking lots which will accommodate around 2,200 to 2,400 cars. That, we realize, is just a drop in the bucket as far as major Coliseum crowds are concerned, but we feel it will do a good deal to decrease the pressure throughout the neighborhood.

"I might add, my board of directors has established a policy of a \$1 top charge for parking during Coliseum events, and it is possible if the operating record shows a reasonable amortization rate at a dollar maximum it will be reduced even further."

He further stated it has not been decided as yet whether parking facilities would be operated by the State or leased out on a competitive bid basis. Mr. Venator stated that in any instance he believed there would be a restriction on the maximum charge. Further, that based on 50 Coliseum events per year, the cost of the parking area would be amortized within 12 to 14 years.

Parking Structures

Two groups that have made and are continuing to make a study of parking and parking structures appeared before the committee. One is an advocate of "pigeon hole" parking, a device, it is claimed, is designed to quadruple the capacity of an outdoor parking lot. Proponents claim that this device permits cars to be parked four-deep, one above the other. The device, it is said, resembles a steel reinforced building without walls or roof.

Information was submitted to the committee by the Hollingsworth Company regarding a patented steel parking structure, adaptable both above and below ground. Its outstanding features are relatively low cost in comparison with other types of construction, and greatly increased efficiency and economy of space. In view of two major related problems facing every citizen as well as every legislator today, it is felt that a brief statement regarding both uses may be of interest and value.

Increasing congestion on urban streets throughout the State presents long-range economic problems that obviously cannot be solved by surface accommodations, at least short of a wholesale and probably uneconomical demolition of existing buildings. The potential solution offered by multiple story facilities has in the past been adversely influenced by high construction costs that made profitable operations very doubtful, and private capital consequently wary. This factor, according to statements presented to the committee, has now been overcome by engineering and architectural advances which bring construction costs for this type structure to a new low figure.

These comparatively low costs apply both above and below ground. Since underground costs are always greater than above ground, the latter adaptation would normally be preferable. However, in view of the national awareness of the probable need for bomb shelters in the not-too-distant future, the dual use of subsurface facilities may justify their extra cost in certain locations.

The facility itself involves many new engineering features contributing both to its low cost and to the greater use of space. These features are for the most part too technical to be of interest in this report.

The multideck system claims that the increased car parking capacity is from 100 to 400 percent without acquisition of additional land. It can be erected on a site of any size or shape.

OVERHEAD TRANSPORTATION

Considerable testimony and a number of published brochures, mimeographed sets and written opinions were given to the committee in regard to overhead suspended rapid transit. Two suspended rapid transit organizations were represented. One is known as Monorail Engineering and Construction Corporation, the other is the Davino Suspended Rapid Transit System.

Monorail Engineering and Construction Corporation

The state of national emergency declared by the President of the United States spotlights the necessity for economical, safe and rapid mass transportation to provide adequate manpower for maximum war production in Los Angeles and San Francisco areas.

These two industrial centers share the common problem of manufacturing vital war requirements by the use of employees whose homes are widely scattered over areas that require a new, fast and different type of transportation. Plants can be expanded and raw materials are available; but new workers can only be secured from existing housing by the development of a new system of rapid transit. Surface lines of slow moving streetcars and busses are already crowded beyond capacity. Freeways for more automobiles only complicate already jammed highways and parking areas. The economic losses in travel time to and from

work must be eliminated. A new approach to the solution of the transportation problem is demanded by unanimous agreement of workers, industrialists and operators of present facilities.

The existing production problems of the Los Angeles area present facts that are of importance to the national security. The metropolitan area covers 452.2 square miles with a population of 4,116,901, but only one-third the number of people per square mile in the New York area. Only New York and Chicago have greater populations. Los Angeles, because of its geographical location and the patchwork of 40 separate communities making up the metropolitan area, presents the most difficult rapid transit problem in the Country. It has been described as the strangest layout of any city in the world. Downtown Los Angeles is on the extreme eastern edge of the city. The result is a city of irregular borders, long narrow corridors passing through smaller cities and parts of cities all within the Los Angeles metropolitan industrial area.

Los Angeles is the sixth largest industrial area in the United States but it produces a greater variety of military products and greater total volume of critical war production than any other area. Its major industries are oil refineries and oil equipment manufacture, airplanes (three-fourths of World War II output), tires (second only to Akron), auto assembly (second only to Detroit), food processing, chemicals, containers, aluminum and steel, and thousands of small manufacturers and subcontractors of war materials.

More than 70 percent of all these industrial plants are located in a four-mile-wide band, the center of which is the Los Angeles River, now the flood control facility developed by the U. S. Engineers and operated by the County Flood Control Board from the San Fernando Valley, a distance of 30 miles to the Pacific Ocean at Long Beach. In this strip, four miles wide and 30 miles long, lies the powerhouse of war production, where manpower and more manpower is needed to produce the essentials of war economy.

The average worker lives from 9 to 10 miles from his job. More than 12,000 workers during World War II lived more than 25 miles from their jobs. The only system of public transit for this 25-mile trip consumed more than three hours of travel time each way.

The manpower problem foreseen in December, 1950, in the aircraft industry alone calls for an increase of 150,000 workers. Most present workers live more than 10 miles from places of employment. This means that the saturated highways, now crowded bumper to bumper, nights and mornings, slow crowded streetcars and busses must be supplemented by a new rapid transit system.

The most practical route for such a system follows the line of the Los Angeles River.

5. San Francisco Area

Witnesses representing the Monorail Company informed the committee that it would be feasible and to the advantage of the Bay district cities to have Monorail systems from downtown San Francisco connecting with the Peninsula freeway which would give service to commuters from Burlingame, San Mateo, Palo Alto and other cities, and the San Francisco Airport. Monorail could also run from San Francisco across the Bay Bridge to Oakland and across the Golden Gate Bridge to San Rafael. Oakland could be served by Monorail lines to San Leandro, Richmond, Walnut Creek, etc.

Monorail Systems Profitable

It is the contention of the Monorail management that Monorail systems would pay, for the following reasons:

First, operating costs are low. Owing to high speed and low cost of equipment, the trains get to their destination and return with such speed that less equipment is required; and with less equipment less labor is needed. Trains can be run with as many as 9 or 10 cars, since there will be no blocking of intersections. A train of this length can be operated by a motorman and one or two guards. All this would greatly reduce operating costs.

Second, maintenance costs are at a minimum for the reason that the usual accidents which happen in surface transportation are eliminated, and no vibration exists to wear the cars to the point of repair. One of the best measuring sticks is the German system, which has replaced no cars in many years. Their replacements have consisted mainly of wheels and bearings, which are minor items. One only has to look in the shops of the present surface transit companies to see the large amount of equipment out of service, and the amount of labor necessary for repairs.

Third, insurance rates are at a minimum. Personal accident claims run very high with surface transportation companies. No matter how careful their operators may be, many accidents occur. Personal injury claims are a great responsibility to a transit company and insurance rates are high. Since Monorail provides grade separation over its entire length, there is a minimum of accidents, and the insurance rates are very low.

Miscellaneous Statements on Behalf of the Monorail System Made by Monorail Advocates

Monorail operates a sufficient distance above the street so that the bottom of the cars have a 16-foot clearance above the street surface. Passengers get on and off the trains at stations built to a platform level and are transported to the levels by escalators.

The reason Monorail is practically noiseless is because there is no vibration. The only possible noise is the hum of the motors.

The motive power is supplied by electricity picked up through a third overhead rail. Where electricity is not available, diesel power can be used.

In case of a power failure between stations, the system is equipped with small diesel units that pull the trains to the next station.

The cars are provided with a patented device known as a swing gage that prevents any swaying on curves.

Each car accommodates 60 seated passengers with room for 40 standing, a total of 100 people. Each car weighs 46,000 pounds.

It is impossible for cars to jump the track inasmuch as a concave roller is mounted on top of the car at the center line of each suspension bracket. The distance between the roller and the under side of the rail beam in any side-wide position of the car is less than the width of the wheel flanges. The wheels would ride on standard 100-pound rails.

Car windows cannot be opened as they are sealed, all cars being air-conditioned.

Two-way communication equipment would be installed either by short wave radio or carrier current equipment.

The most objectionable features of the conventional elevated systems will not be found in the Monorail system.

Instead of a more or less solid deck 20 feet above street level, shutting out light and acting as a sounding board for noise, the single rail will normally be supported 30 feet above street level; and there will be no continuous deck to shut out light and create reverberations of street and train noise, or to create the objectionable tunnel effect.

By modern rubber suspension of the trucks, and by using specially designed rail joints, the noise level created by the passing of a Monorail train can be held substantially lower than that for ordinary electric trains or street cars. Further noise reduction could be achieved in critical areas by inserting rubber tie-plates between rails and steel beams.

The Davino Suspended Rapid Transit System

The Davino Suspended Rapid Transit System, according to witnesses representing this company, consists of a dual rail which is far superior to, and has a maximum of safety over any one-rail overhead system. The streets will be free and clear for automobile traffic. Sidesway, which is detrimental in obtaining high speed, is eliminated. It will insure protection against strong winds; it will give better equilibrium, and it will insure a smooth ride traveling at an average speed of 50 to 60 miles per hour, or faster if it is necessary, as there are no traffic jams or signals to watch every block or two.

It can be used as a single line in various communities, giving large coverage; or, if necessary, a return line can be constructed. The cars will carry from 40 to 50 passengers in a single car; an articulate train of two or three cars, or more, can be operated. The wheels of these cars will be equipped with hard rubber tires that will eliminate all noise. Motive power will be electric. The motors will be reversible so trains can turn back at the end of the lines, thus eliminating the necessity of having loops at each end of the line.

A couple of switches, with a short sidetrack, could be constructed every few miles to enable the express trains to by-pass local trains. These cars, equipped with reversible electric motors, can start operation behind the construction crews as soon as two or three miles of track has been constructed. That will start giving service to the public and collecting revenues immediately, instead of waiting some 10 years as stated by proponents of some of the other plans of freeways, rail transit, or motor buses on freeways.

The cost of this system, based on the price of steel in latter 1949-50, will be approximately \$500,000 per mile for a double track, including the following: one car per mile, the electrification, including allowances made for the land upon which to construct supporting towers, the cost of stations, escalators for each station, terminals, switches. The cost of sidetracks is not included, as an accurate cost breakdown is difficult until all of the detailed plans are drawn up.

The cost of the single line will be somewhere between 60 and 70 percent of the cost of the double line.

Overhead transit when coordinated with our existing surface transit lines at various points as feeders, and by constructing a few miles of subways in the central business district of the metropolitan area, along with these suspended cars above with four tracks, namely, two lines as express, and two lines as local, stopping every few blocks for local commuters, and with two or three lanes on the street used for automobiles in opposite direction instead of using surface rail street cars, can save considerable time in transferring people more conveniently from the subway surface transit cars to these cars above.

It is imperative that any plan adopted must be county-wide in scope as a mass transit line, in order to give the best service to the public and be a financial success, since some lines can produce more revenue than others. As an illustration, if just one line is constructed of an overhead suspended transit system, or subway, adjoining the river from the San Fernando Valley to Los Angeles, and continuing to Long Beach, or even going through any other district, it may not pay all the expenses the first year, the entire idea would suffer much criticism and will create a hardship and inconvenience to the public which will have to buck the congested traffic for several miles in order to ride on the overhead suspended transit system since it might take from 30 to 40 minutes or longer to get there. But, utilizing a county-wide master plan, whether municipally or privately owned and operated, we know definitely that chances for financial success are much better since there are at least 2,000,000 or more persons entering the metropolitan central business district from 6 a.m. to 10 p.m., according to a survey made by the Los Angeles City Traffic Engineer in 1948. All these people come in from various sections of the city and county. Some come in and return by driving their own automobiles, and some by the present surface transit systems.

It would be folly to contemplate carrying all of these people as above mentioned. However, we might safely say that at least one person out of four or five of the above-mentioned people would patronize the rapid transit. This is so, because traveling would be cheaper, faster and safe. By charging between 30 to 40 cents round trip on the average, it will produce from 60 to 70 million dollars annual revenue. These figures are in line with the estimated revenue of the City of Los Angeles transportation engineering department in the engineering report two or three years ago to the Metropolitan Rapid Transit Committee which estimated an annual revenue of a little over \$59,000,000 for a rapid transit system. That revenue is more than sufficient to pay all the expenses, including 5 or 6 percent interest on the investment and retirement of the entire investment within 20 to 25 years. It is also possible to have some dividends declarable for the stockholders if it is privately owned, or for the city or county if it is municipally owned, since the cost of operations, upkeep and maintenance would be far less than the surface transportation.

It is our belief that the State, this city, or this county, individually or collectively, can help to solve our traffic congestion and transit problem by financing or helping to finance a test line of at least two or three miles or more, and upon the completion and success of the test line, can further help by guaranteeing interest and amortization payments in the same manner as the State did when the Golden Gate Bridge in San Francisco was constructed. This will help obtain the financing more easily and at a cheaper rate of interest. By paying the usual 5 or 6 percent as is necessary when obtaining money privately, the State, city or county is not benefited, but they could be benefited if we could borrow from them, and pay them this percentage, which would allow them to make 2 or 3 percent profit and could possibly amount to two or three million dollars per year.

Construction of this system would cut down unemployment as there will be thousands of jobs created; it would help to solve the smog problem; it would increase taxation that the State or municipalities will collect. There will be no speculation since if the operators, whoever they might be, do not carry out their obligations, the State only need take over the entire system and either operate it itself or lease it over to other qualified operators.

