

Pursuant to call of Chairman Pollard, a special meeting of the Los Angeles Metropolitan Transit Authority was held at Perino's, 4101 Wilshire Boulevard, Los Angeles, California, on Wednesday, December 2, 1953.

The meet was called to order by the Chairman at 12:15 p.m. with the following members present:

Walter J. Brunmark	Martin E. Pollard
Fred S. Dean	Jim Wilson

Members absent:

H. C. McClellan
Lloyd S. Whaley

Also in attendance: Ralph P. Merritt, General Manager

Motion was made by Mr. Brunmark, seconded by Mr. Dean, that the reading of the minutes of the meeting of the Authority on October 6, 1953, be waived. The roll was called and motion unanimously adopted.

An invitation had been extended by Chairman Pollard to the members of the Los Angeles City Council to be the guests of the Authority at a luncheon meeting of this date and place. Twelve members of that body had accepted and were present, as follows:

Hon. Everett Burkhalter	Hon. Chas. Navarro
Hon. Earle D. Baker	Hon. Harold Harby
Hon. Harold A. Henry	Hon. Mrs. Ed. J. Davenport
Hon. L. E. Timberlake	Hon. Ernest E. Debs
Hon. Don A. Allen	Hon. Robert Wilkinson
Hon. Edward R. Roybal	Hon. Rosalind Wiener

The Chairman on behalf of the Authority welcomed the distinguished guests, stating that the present meeting was of an informal nature, given for the purpose of acquainting the members of the City Council with the type and scope of activities of the Authority as well as progress made to date.

He then introduced the General Manager of the Authority, Mr. Ralph

P. Merritt, who presented an informal statement of progress on the economic and engineering surveys which are to be completed on January 11, 1954. The report was submitted for discussion which was participated in by various members of the Council.

The luncheon portion of the session was concluded at 1:45 p.m. at which time the guests asked to be excused and were allowed to retire.

A complete text of the report by the General Manager is on file in the records of the Authority.

The General Manager made a report as to the meeting of the State Assembly Committee on Transportation held in the city of Los Angeles November 30 and December 1, 1953, at which meeting the Authority was not represented, as follows:

An announcement was made about November 1st by Senator Randolph Collier that the Senate Committee on Transportation would hold public hearings in Los Angeles December 2, 3 and 4 for consideration of transit and traffic problems. The General Manager was notified of these meetings by Senator Collier, who requested that the Authority should be represented at such hearings.

A few days later Assemblyman Backstrand of Riverside announced two Assembly Subcommittees would hold hearings on Los Angeles Transit problems on November 30 and December 1, and the General Manager of the Authority was invited to be present at these hearings.

On November 19 the General Manager met with Senator Collier in Los Angeles for an informal discussion of the apparent conflict between the hearings by the Senate Committee and the two Assembly Subcommittees. After full discussion and contact with Assemblyman Backstrand, Senator Collier decided to postpone the Los Angeles Transit Hearings of the Senate Committee until January. At that time the Gen-

eral Manager advised Assemblyman Backstrand that Senator Collier had requested the Los Angeles Metropolitan Transit Authority to present its engineering reports before the Senate Committee, and in view of the present incomplete form of these reports, Senator Collier had requested that the Transit Authority do not appear before the Assembly Committees. Assemblyman Backstrand concurred in this arrangement and this plan has been followed.

Assembly Committee meetings were held on November 30 and December 1 at which the Transit Authority was not represented, according to the previous agreement.

Senator Collier proposes to hold a three-day public hearing in Los Angeles January 12, 13 and 14, devoting each of these three days to one of the three engineering reports in order to give full public information both to legislative bodies and to all county, city and civic organizations upon the conclusions reached by the Coverdale & Colpitts Report. On the first day of the hearing the chief witnesses will be representatives of the Transit Authority and Donald M. Baker. The second day will be devoted to the recommendations and findings of Gibbs & Hill with respect to monorail, and on the third day the chief witness will be Mr. George Burpee, who will present complete findings of the Engineering Report with respect to the transit situation as covered by the entire study made pursuant to the authorization by the Board of Supervisors.

It is proposed by Senator Collier that in the event the Engineering Report made to the Authority by Chief Consulting Engineers Coverdale & Colpitts contains recommendations or amendments to the present Transit Authority Act, or for appropriations by the State for further

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MEETING HELD ON THE Second DAY OF December 1953

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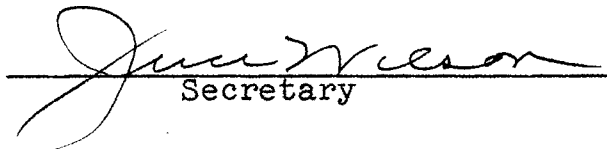
transit studies, such matters shall be considered by the Senate Committee and presented to Governor Knight to determine the feasibility of inclusion of such matters and recommendations in a special legislative call for the special session of the Legislature to be held in March 1953.

The General Manager made the following recommendation:

That Sam Akers, Research Assistant, be retained on the payroll at \$500 per month for a period of 60 days commencing November 20, 1953, payable from the engineering funds, for the completion of various items under the Engineering Report as shall be requested by the Engineers through the General Manager.

It was moved by Mr. Dean, seconded by Mr. Brunmark, that the recommendation be adopted and that the General Manager be given authority to employ Mr. Sam Akers for the two-months period beginning November 20, 1953, compensation to be paid from the Engineering fund of the Authority at the rate of \$500 per month and on a fee basis. Upon roll call the motion carried, four members voting aye, no member voting no.

There being no further business the meeting was adjourned at 2:15 p.m.


Secretary

**REPORT OF PROGRESS
TOWARD
MASS RAPID TRANSIT
FOR
METROPOLITAN LOS ANGELES**

An Informal Statement

by

**Ralph F. Merritt
General Manager**

Los Angeles Metropolitan Transit Authority

December 2, 1953

Los Angeles appears to have a new slogan: "Let's Get The Facts". This catch phrase of the Dragnet Show unfolds crime stories from the Los Angeles Police files. The phrase is equally applicable in the solving of many other problems. Nowhere is it more important to get the facts than in the field of Mass Rapid Transit. To clear away confusion and to find the solution for the complicated problem of Mass Rapid Transit, it is essential that we define the terms that we use and the objectives which are being undertaken in the public interest.

The Los Angeles Metropolitan Transit Authority, with the support of the Board of Supervisors of Los Angeles County, has undertaken development of a sound approach to the solution of mass rapid transit problems as authorized by the California Legislature of 1951, and has made marked progress during the year 1953.

In the past 25 years there have been more than 40 reports and studies made on the subject of transit for the Los Angeles Area, all of which agree on one point, which is, that Los Angeles needs mass rapid transit and that Los Angeles is today strangling in its own traffic. Wide differences of public opinion have developed in the discussion of the most appropriate types of transit and of the most appropriate types of systems and agencies for the accomplishment of the solution of our transit problems. These differences of opinion have been so deep and so broad that the Report of the University Presidents Advisory Committee on Transit made to the Board of Supervisors in 1950 asked the question: "Is there a wide difference of opinion of such magnitude as to paralyze action?". So long as our discussions are emotional or political, and for the protection of vested or existing interests, it is altogether possible that action will be paralyzed, which will prevent the accomplishment of a mass rapid transit system to save Los Angeles from strangling in its own traffic. If this paralysis occurs, downtown areas will decay in volume of business and in value of property, industries will be unable to mobilize the manpower of the metropolitan area, and the entire social and economic fabric of a modern American community will deteriorate beyond repair.

Any clear, factual survey of the present conditions prevailing in Los Angeles should eliminate the controversy between those who argue for free-ways for the transportation of trucks, buses and automobiles as the sole solution of the problem, and those who argue for buses or any other specified exclusive type of vehicular operation as the sole method of solving the problem. The first fact of importance is that mass rapid transit is the movement of large numbers of people, and that any system or any type of vehicle which contributes to the speed, safety and volume of movement must be given its appropriate place in an integrated operation.

is discussion, MASS RAPID TRANSIT IS DEFINED AS A SYSTEM OF TRANSPORTATION SYSTEMS DEVELOPED AND OPERATED FOR THE MOVEMENT OF LARGER NUMBERS OF PEOPLE AT SPEEDS THAT ARE FREED FROM THE DELAYS INVOLVED IN SURFACE OPERATIONS, WITH OVERALL RUNNING TIME SUFFICIENTLY ATTRACTIVE TO STIMULATE LARGE PUBLIC USE AND WITH GREATER SAFETY THAN CAN BE OFFERED BY ANY PRESENT TRANSIT SERVICE. THIS SYSTEM, OR THESE SYSTEMS, OF ARTERIAL MOVEMENTS OF PEOPLE SHOULD BE COORDINATED OR INTERRELATED WITH SHORT-TERM AND FEEDER SYSTEMS, MAKING USE OF EVERY TYPE OF TRANSIT APPLICABLE TO THE CONCENTRATING OF MASS MOVEMENTS OF PEOPLE AT PROPERLY SPACED STATIONS, AND THE DISTRIBUTION OF MASS MOVEMENTS OF PEOPLE FROM STATIONS TO CENTERS OF BUSINESS, AND TO THE GREAT INDUSTRIAL OPERATIONS OF THE AREA. MASS RAPID TRANSIT IS A MOVEMENT OF PEOPLE RATHER THAN THE MOVEMENT OF GOODS OR THE MOVEMENT OF VEHICLES. IT IS A PUBLIC SERVICE, THE NECESSITY OF WHICH ORIGINATES WITH THE GROWTH OF NEW METROPOLITAN AREAS, FOR THE TRANSPORTATION OF PEOPLE WITH ADEQUATE, COMPETITIVE SPEED, AT FARES THAT ARE EQUITABLE AND INVITING, AND WITH A GREATER DEGREE OF SAFETY THAN CAN BE OBTAINED IN SURFACE TRANSIT.

There is no present arterial system in Los Angeles for the movement of 20,000 or more people per hour past a given point, which is proposed by the plans of the Authority. Buses operating at 30-second headway and using all of one lane of freeways could transport 7,200 passengers an hour. In Los Angeles there is an arterial movement of more than 400,000 people on every working day from homes to places of employment from San Fernando Valley through Los Angeles to Long Beach, or return, and this movement takes place within three hours each morning and the return movement within three hours each afternoon and evening. It is estimated that at present 90% of these people move by private automobile, the most costly method of daily transportation. These figures indicate the scope of possible public service, since the use of private automobiles in the Los Angeles area is

