

202 S. Juanita Ave., # 2-211

Los Angeles, CA 90004

Oct. 31, 2007

Mr. David Mieger, Project Manager

Metro, One Gateway Plaza MS99-22-5

Los Angeles, CA 90012

Dear Mr. Mieger:

The following are my comments on the METRO Westside Subway/Purple Line extension/Subway To The Sea:

First, I will note that I am including four maps that were provided by the LACMTA, as passed out at the recent Westside Extension Transit Corridor Study scoping meeting held at the Beverly Hills Library earlier this month—which I have used to map alignments and stations that I think should be considered, or that for one reason or another I think should perhaps be dropped or referred to another study.

My letter includes:

A, My preferred alignment; B, a possible variation with a UCLA spur; C, a probably to be rejected alternative moving the subway southward to follow a part of the Exposition line west of the 405 Freeway; and D, a Santa Monica Blvd. alignment which in my version would be converted to light rail and referred to a further study for an extension from Hollywood to Santa Monica, in this case preferably using part of the Expo line.

I have also included a copy of my 2005 letter to Mayor Villaraigosa relating to The Subway To The Sea, for the LA to Santa Monica route. To this is added a 2004 document in which I described the Purple Line (then Red Line) route, in this case from Wilshire/Western to Westwood only, i.e. describing a modification to serve the Beverly Center/Cedars-Sinai and the Grove/Farmer's Market, which I have incorporated as part of my preferred alternative.

The following is my description of station locations and route for my recommended Purple Line Wilshire/Western to Santa Monica CBD route:

- (1) I suggest that the subway route should begin in downtown Santa Monica where the Expo Line ends at the Santa Monica Plaza (station 1). This would access also the City Hall/Civic Auditorium complex, the Pier, hotels and other high-density housing near the beach, the Third Street Promenade pedestrian mall, and the north end of the Main Street shopping/entertainment area.

- (2) Station 2 would be at 4th/5th and Wilshire, serving downtown at the north end of the 3rd Street Promenade, and residential areas including high-rise condos/apartments along Ocean Avenue/Palisade Beach. Buses along Lincoln could be routed over to connect with this station.
- (3) This station would serve the huge Santa Monica Hospital/health care complex, and UCLA Medical and Orthopedic Hospitals on Wilshire, and the St. John's Hospital on Arizona at 20th-22nd. Station 3 would probably be located at 17th and 18th on Wilshire. (It is possible that another station might also be located along 26th to serve commercial facilities along this part of Wilshire and/or future developments; not on my map nor yet recommended by me.)
- (4) The next station on my map A is between Centinela and Bundy to serve major office buildings and commercial development in this location.
- (5) This station would be at Barrington, to serve additional major office buildings, and the large University High School at Texas/Barrington.
- (6) The VA Hospital although close to Barrington as it appears on maps is really located just west of the 405 Freeway. This station would serve the Wadsworth Medical Center, and the West LA Veterans Administration, and two theatres in this location close to the 405.
- (7) I suggest the Westwood stop be located farther north along Westwood Blvd. in the vicinity of Weyburn/Le Conte, to serve not only the Westwood office, shopping, and entertainment center, but also the very important UCLA campus, including the UCLA hospital at the south end of campus, and numerous classroom, lecture, library, museum, and sports facilities located farther north.
- (8) I have shown on the map a possible station between Westholme and Beverly Glen on Wilshire, where major residential high-rise complexes are located between Westwood and the LA Country Club facility. This would provide access not only to the apartments and condominiums but also to single family residential areas north and south of the line.
- (9) The ninth station would be at the Century City Shopping Center & Market Place, which has major corporate offices, legal facilities, movie theatres, and the like; station would be located at Santa Monica Blvd. and Avenue of the Stars.
- (10) This station is per the City of Beverly Hills recommendations for a stop at Santa Monica Blvd. and Wilshire, with major transit connection potential and serving the west end of the Beverly Hills CBD, shops along "Little Santa Monica", etc.



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Alan Pfister</i>	
Organization/Organización: <i>FOX Sports Graphics</i>	
Address/Dirección: <i>10201 W. Pico</i>	
Telephone/Teléfono: <i>310/420-4416</i>	Fax:
Email:	

Meeting Venue: Emerson MS Pan Pacific Wilshire UMC Beverly Hills PL Santa Monica PL

Comments/Comentarios:

Attached is a couple of light rail alternate routes that would cross through various areas of the Westside catering to various neighborhoods. I prefer subway/light rail over an Orange Line type of busway.

Return comment form to:

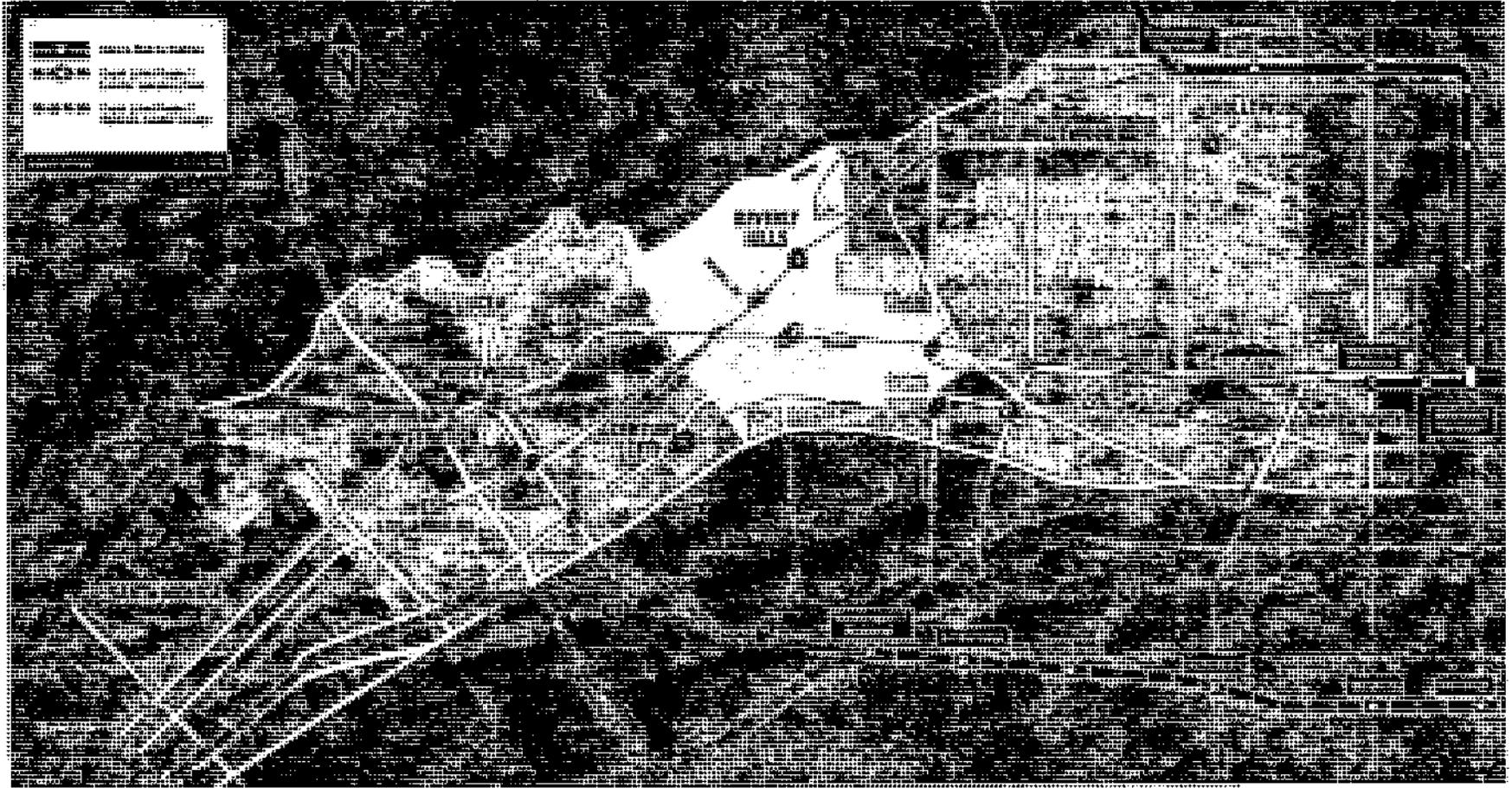
Favor de regresar formulario a:

Dave Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012



Metro

Feel free to indicate where you would like an alignment or stations.
Favor de indicar donde quisiera ver una alineación o estación.





COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Alice Morgan</i>	
Organization/Organización: <i>New Air Travel</i>	
Address/Dirección: <i>1800 Avenue of the Stars, STE 1400, LA 90067</i>	
Telephone/Teléfono: <i>310-281-0808 x140</i>	Fax:
Email: <i>ALICEA19891@Earthlink.NET</i>	

Meeting Venue: Emerson MS Pan Pacific Wilshire UMC Beverly Hills PL Santa Monica PL

Comments/Comentarios:

For years I have been commuting from Union Station to Century City. The past few years has shown me there is a definite need for subway transportation to the westside.

Please in your planning and before I return get me on the road.

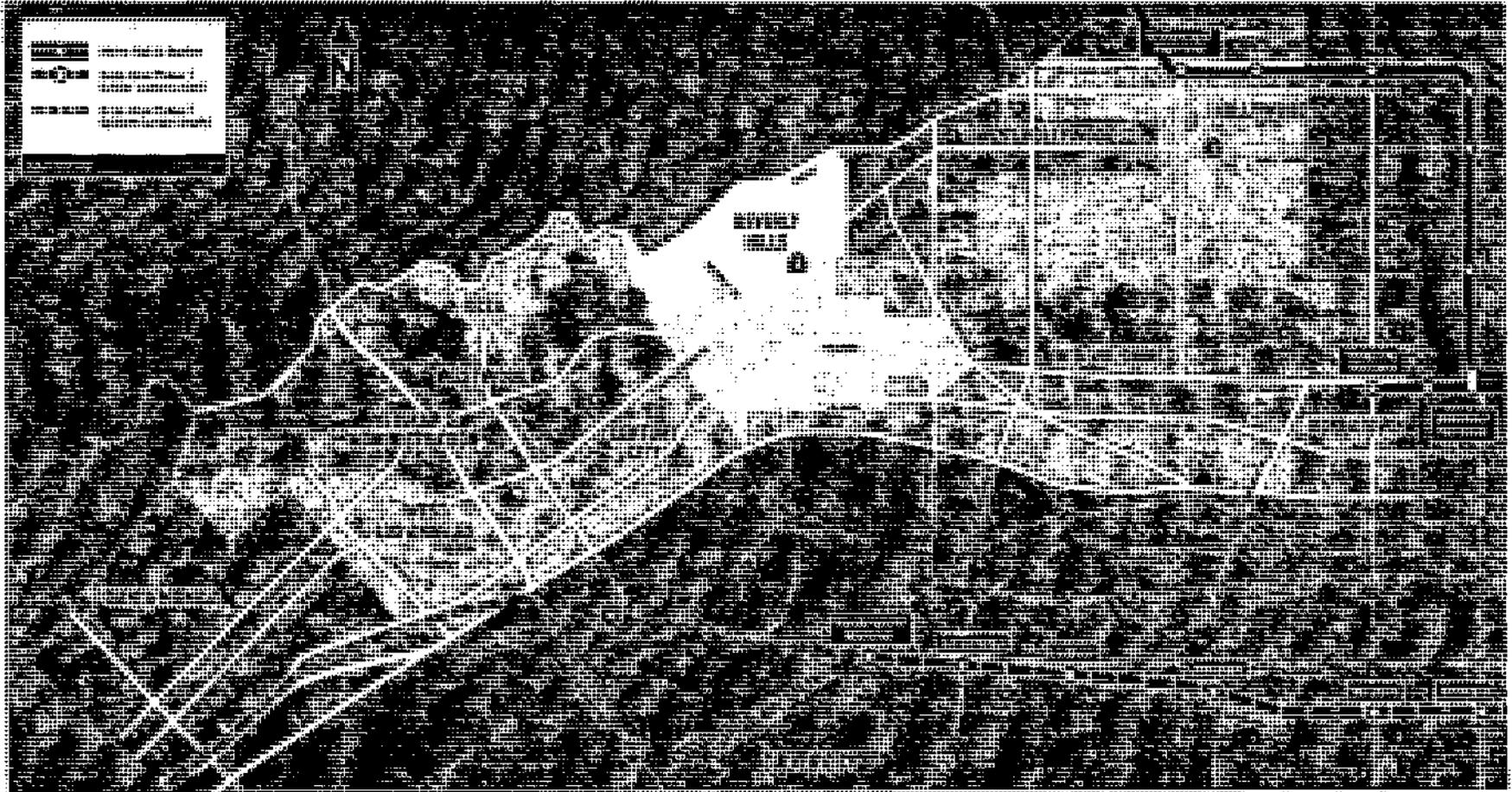
Alice Morgan

Return comment form to: Favor de regresar formulario a:
 Dave Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

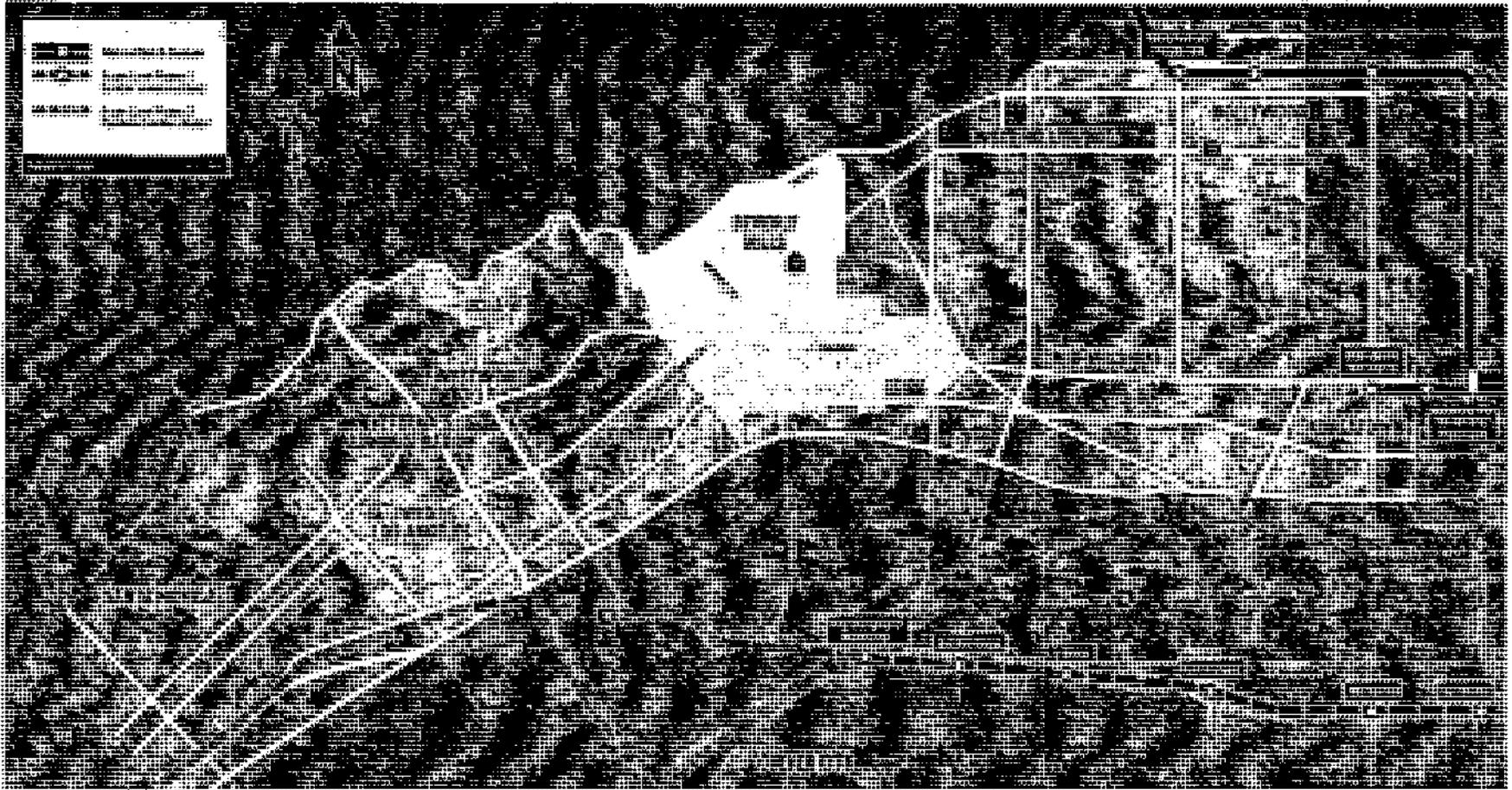


Metro

Feel free to indicate where you would like an alignment or stations.
Favor de indicar donde quisiera ver una alineación o estación.



Feel free to indicate where you would like an alignment or stations.
Favor de indicar donde quisiera ver una alineación o estación.



COMMENTS ON LA METRO SYSTEM

I am not dependent on our metro system, but I *want* to be. That cannot happen until there are more lines and they all run more frequently and late. To wit, I am a female senior and I love the music center. But I'm not going to stand on a lonely corner at 11 pm and possibly wait an hour for a bus. Easy to get there, not so easy to get home again.

The most important thing for me is that we do get some ease to Santa Monica and LAX. I'd prefer subway, but if that proves not feasible, any other option is acceptable. My neighborhood would be just fine for a station, but since the red line is only about 8 blocks away, it doesn't seem practical. Point is, I'm not playing the NIMBY game.

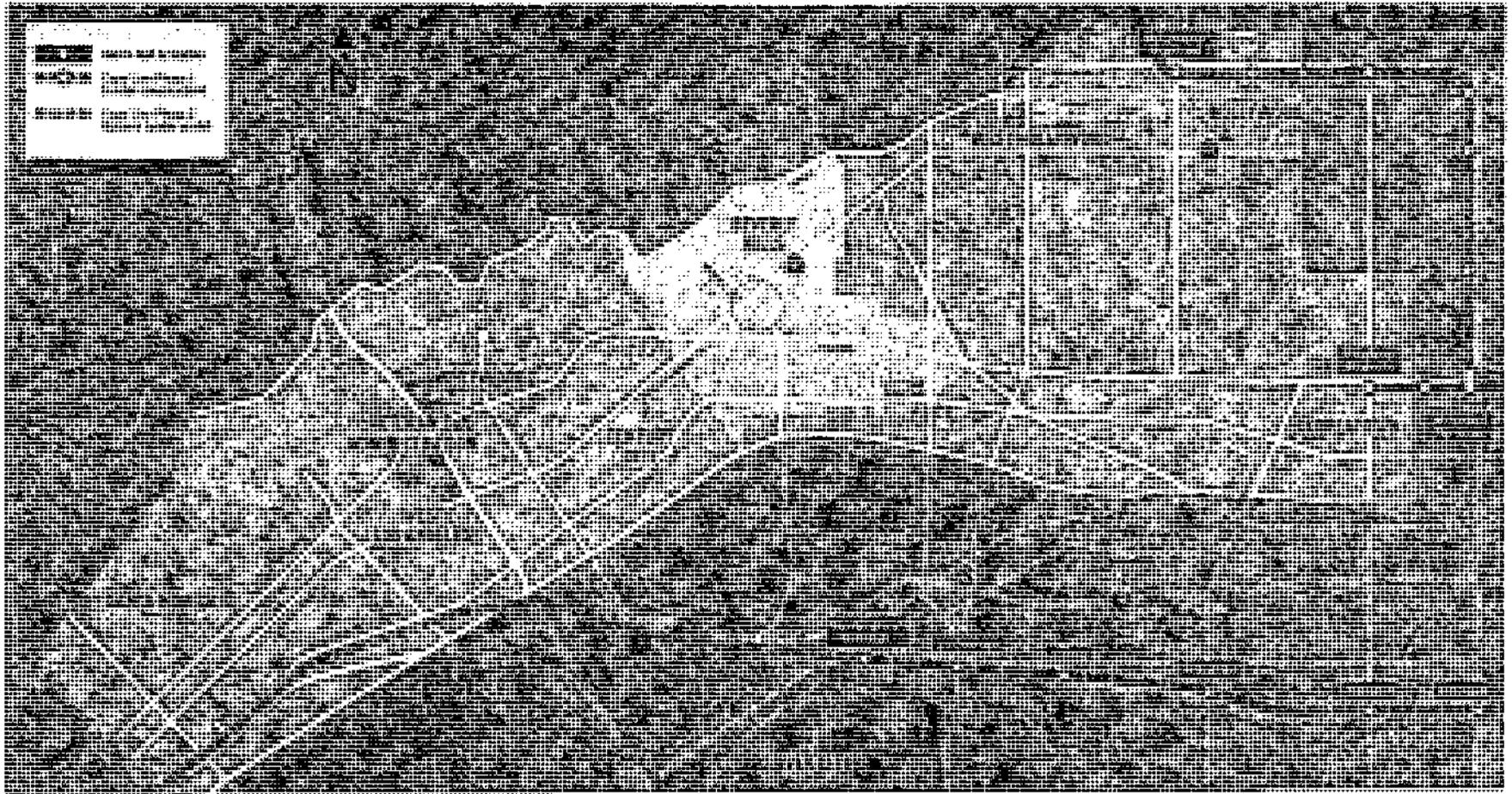
And I guess this is low on the priority list, but some scattered restrooms at train stations would certainly be welcome.

My final comment: you've done wonders in these last few years. Keep it up!!

Anna-Kria King



Feel free to indicate where you would like an alignment or stations.
Favor de indicar donde quisiera ver una alineación o estación.





Thursday, November 1, 2007

David Mieger, AICP
Deputy Executive Officer for Westside Planning
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-5
Los Angeles, CA 90012-2952

Dear Mr. Mieger:

We want to express our gratitude for giving the public the opportunity to voice our support, concerns and ideas for the Metro Westside Extension through this public scoping process.

Whatever form mass transit will take along this corridor, it should not ignore Century City, which not only is a major employment center, but will also have more residents in the near future. It would be beneficial if Metro serves this area with a "mainline" station and not a spur. Should the rapid transit line be a subway, it can swing northwest towards Westwood and possibly UCLA. At the Westwood station, Metro should consider providing space for a future north-south rapid transit line paralleling either Westwood Blvd. or Sepulveda Blvd.

While we view the Hollywood-West Hollywood-Beverly Hills corridor as a prime candidate for successful rail service, it would be better to spin this off as an entirely new project that would serve a more regional purpose: A west-north bypass of Downtown L.A. that can go beneath dense development and provide another crossing of the Santa Monica Mountains. In this fashion, this separate service would not branch off of the Red Line at Hollywood/Highland. Instead, it would cross it and serve as a shuttle between Hollywood and any future rapid transit paralleling Wilshire, serving West Hollywood.

Should the Westside Extension be built underground, we also recommend the following:

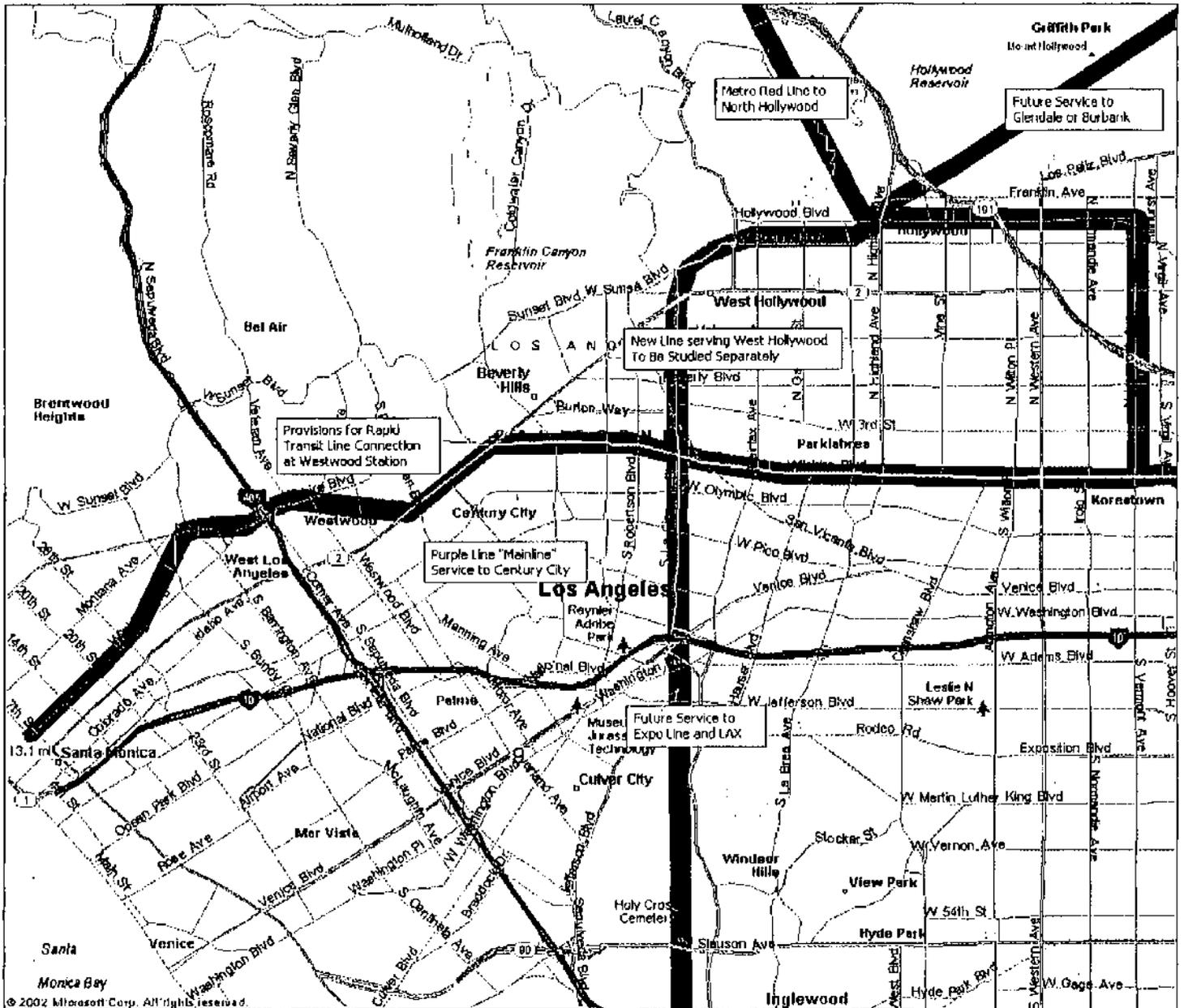
- Prepare a draft, and then final, environmental document that covers the entirety of the corridor, not just piece-by-piece extensions, and
- Fund and build approved long-enough portions by using additional equipment, such as employing four tunnel-boring machines instead of two, so that Metro can open the project sooner and without a cash crunch that would be caused by inflation.

The Transit Coalition will continue to support your efforts to bring rapid transit to the Westside.

Sincerely,

Bart Reed
Executive Director

Numan B. Parada
Communications Director



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a task, chair a committee, or hold a meeting in your name, or all of the above. Cheryl Holand



Name/Nombre: <u>Bonnie Sikowitz</u>	
Organization/ Organización: <u>Sunset Square Neighborhood Organization</u>	
Address/Dirección: <u>1601 N. Orange Grove Ave 90046</u>	
Telephone/Teléfono: <u>323-876-5563</u>	Fax:
Email:	

Meeting Venue: Emerson MS Pan Pacific Wilshire UMC Beverly Hills PL Santa Monica PL

Comments/Comentarios: While I am in favor of the metro expansion, I STRONGLY OPPOSE ROUTING THROUGH THE RESIDENTIAL NEIGHBORHOODS BETWEEN SUNSET + HOLLYWOOD, LA BREA + FAIRFAX.

Why disrupt our historical, family neighborhoods? You can just as easily route the expansion under commercial blocks like Hollywood, La Brea, + Sunset.

PLEASE CONSIDER THE WELFARE OF THOSE OF US WHO LIVE ALONG THE



Return comment form to: **Dave Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012**

Favor de regresar formulario a:

PROPOSED ROUTE! Thank you.

Bonnie Sikowitz



Mr. David Mieger, AICP
Project Manager, Westside Transit Corridor Extension
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Early Corridor Scoping and Alternative Analysis Comments

Dear David:

Thank you for your September 27 letter and alerting our staff to this process. CRA/LA commends Metro and its Board for undertaking this effort to more fully develop a consensus around this critical part of the region's transportation agenda.

The prospective extensions of the Red and Purple Lines would connect the existing facilities that are predominately within redevelopment project areas with areas to the west that are outside of CRA/LA's jurisdiction. However, these new extensions are almost as critical to CRA/LA's mission and goals as the construction of the existing facilities was within our project areas. The Red and Purple lines have performed a vital role in helping create the initial momentum to reverse blight in our Central Business District, Westlake, Wilshire Center/Koreatown, Hollywood/East Hollywood and North Hollywood Redevelopment Project Areas. However, to fully realize the potential of these areas as templates for new urban vitality and livability, it is essential that they be connected to the rest of the city and the region.

CRA/LA offers the following comments on the Westside Extension corridor alternatives:

- First Extend the Purple Line. Extending the Purple Line west from Western across Los Angeles towards Santa Monica, at least as far as the 405, must be the first order priority. We suggest Metro consider how and where the Purple and the Exposition Lines might ultimately interface in the City of Santa Monica.
- Preserve Options for Western Extension of the Red Line. The Route 2/Santa Monica Boulevard corridor has historically been a major corridor of travel. The potential role for an extension westward from Hollywood and Highland towards Century City should be preserved for future consideration.
- The Importance of an Integrated System Plan. While present resource constraints limit Metro's ability to engage in system-wide rail planning, the Westside corridor extension analysis should attempt to include consideration of how the rail system might most effectively evolve towards a network grid of corridors. For example, Metro should consider the alternative ways that the prospective north-south Crenshaw corridor might most effectively cross or connect with the Purple Line.



CRA/LA

Building communities with jobs & housing

We appreciate Metro undertaking this planning and analysis process. We look forward to working with Metro to bring these ambitions to fruition.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'C. Estolano', written over a horizontal line.

Cecilia V. Estolano

Chief Executive Officer

Community Redevelopment Agency of the
City of Los Angeles

Cc: Deputy Mayor Jaime de la Vega
Deputy Mayor Bud Ovrom
Councilmember Wendy Greuel, Chair, Transportation Committee
Councilmember Eric Garcetti, 13th Council District
Councilmember Jack Weiss, 5th Council District
Rita L. Robinson, General Manager, LADOT
S. Gail Goldberg, Director, LADCP



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Charles A Adelman</i>	
Organization/Organización	
Address/Dirección: <i>6146 Eleanor Ave #107 Los Angeles CA 90038</i>	
Telephone/Teléfono:	Fax:
Email:	

Meeting Venue: Emerson MS Pan Pacific Wilshire UMC Beverly Hills PL Santa Monica PL

Comments/Comentarios:

1) The Wilshire alignment would serve the most destination points

and would be easier to build, it would also have the highest peak capacity, on a line that

would ~~need~~ ^{need} all the capacity it could get. 2) Constellation and Avenue of the Stars

would be a better Century City, station site than Santa Monica Blvd/Ave of the Stars.

3) Eventually, we will probably need to build a Santa Monica Blvd Line, however

it would not be a branch of the Red Line, but a totally separate line serving the

increasingly ~~dense~~ dense Sunset/Santa Monica Blvd corridor [this line might also serve

Dodger Stadium and the eventual redevelopment of its parking lots] 4) Westwood stations

should be designed to connect with eventual North/South San Fernando Valley to LAX/South Bay Line.

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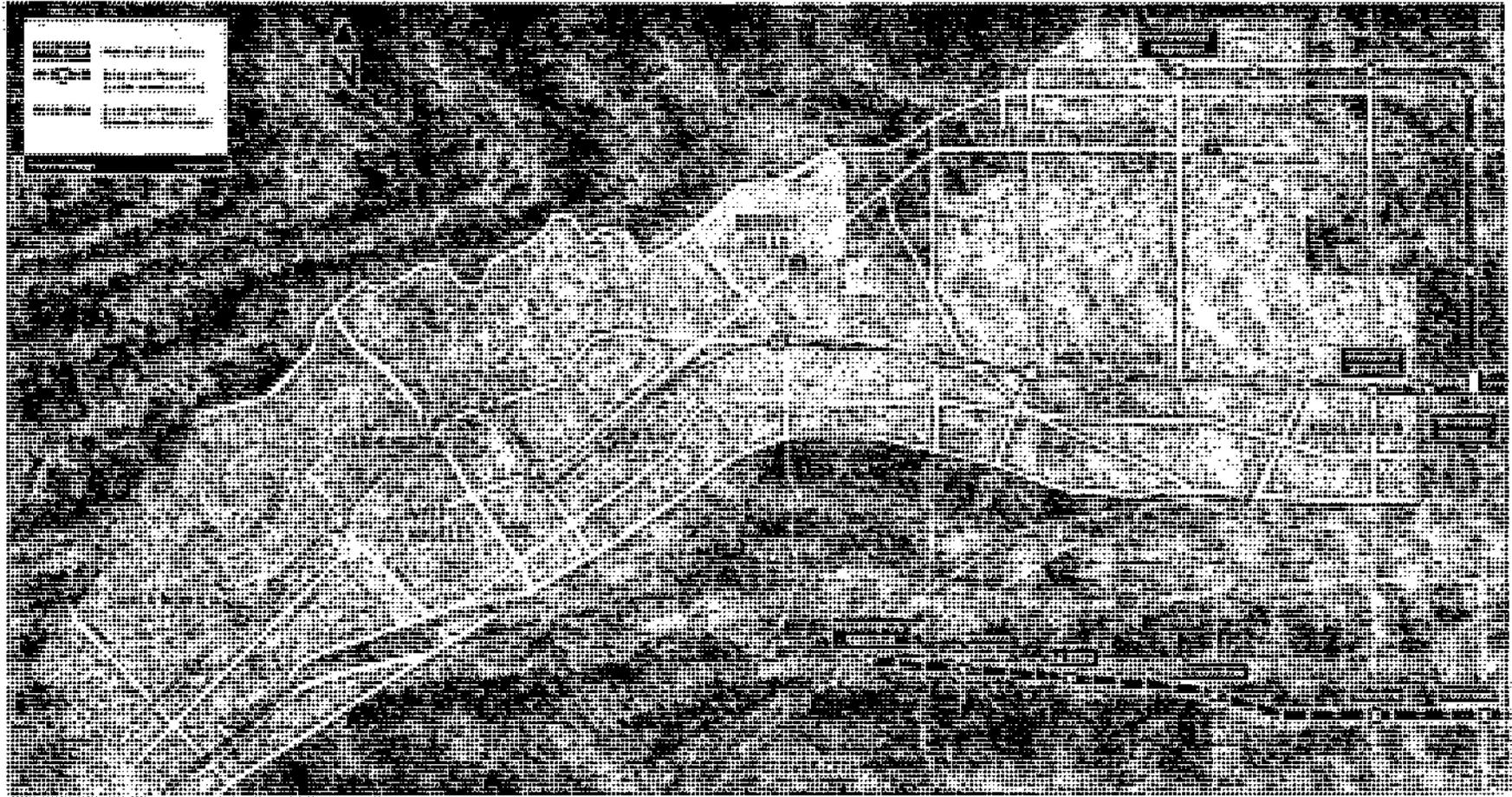
Dave Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

Favor de regresar formulario a:



Metro

Feel free to indicate where you would like an alignment or stations.
Favor de indicar donde quisiera ver una alineación o estación.





COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: CHERYL HOLLAND	
Organization/ Organización: AREA 7 HHWC Chair SUNSET SQUARE Neigh ORG - President	
Address/Dirección: 1525 N. Ogden DR	
Telephone/Teléfono: 323 874 7755	Fax: same
Email: Hollandc@aol.com	

Meeting Venue: Emerson MS Pan Pacific Wilshire UMC Beverly Hills PL Santa Monica PL

Comments/Comentarios:

1. YES, there shld be a westside extension
 & the extension shld be UNDERGROUND. 2. I prefer
 the extension which travels Along Wilshire Blvd
 3. IF an extension does come from Hollywood
 Highland & the "Santa Monica alignment"
 is chosen, then the route should not go under
 near the historic single family neighborhood of
 SUNSET SQUARE (Between Fairfax & La Brea)
 Hollywood & Sunset). The
 route should be under major streets/parking
 lots, garages & other commercial property
 (see route marked on back. IF a station is to
 be sited near Sunset & Fairfax it should go

Return comment form to:

Favor de regresar formulario a:

Dave Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

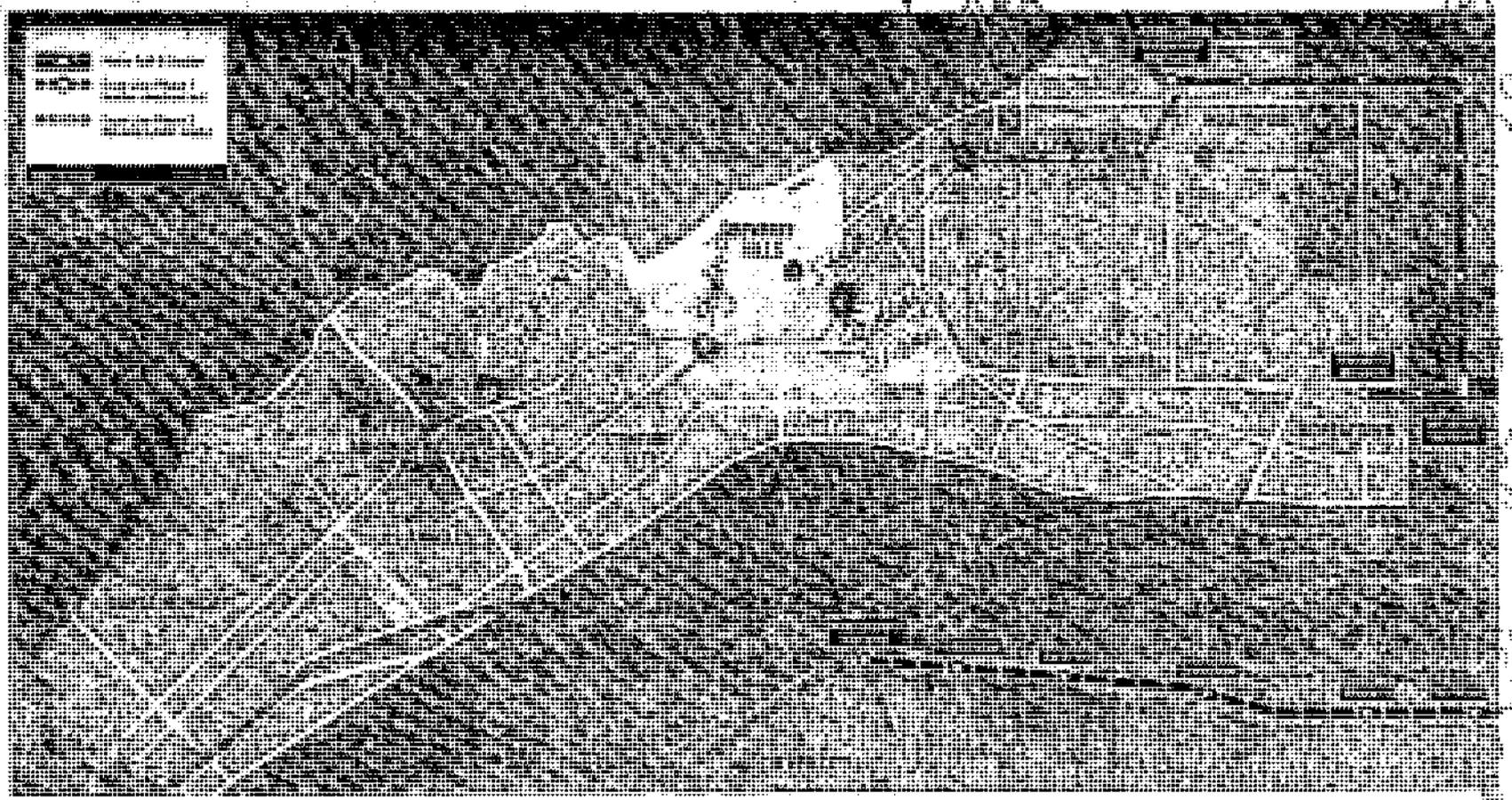


Metro

NEARER to Sunset & Crescent Heights b/c
 it is much higher density w/ CONDOS & apt Bldgs
 & it is a good gateway to walk to points →

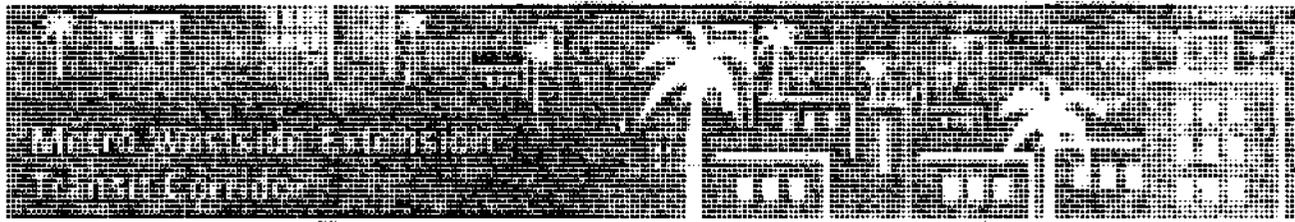
Density of interest on "Sunset strip" further west such as horse of Blues + other chess/restaurants.

Feel free to indicate where you would like an alignment or stations.
 Favor de indicar donde quisiera ver una alineación o estación.



SUNSET + adjacent heights so tourists can take metro to Hollywood

+ zoning is lowest commercial @ "neighborhood friendly" only R-1 homes near sunset + Fairfax whereas near sunset adjacent heights + sunset high density zoning. Plus, lower canyon comes down right there. Also, lots of hotels directly west of



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <u>CLAIRE GUY</u>	
Organization/ Organización <u>RESIDENT AND BUSINESS PERSON</u>	
Address/Dirección: <u>7775 SUNSET #105</u>	
Telephone/Teléfono:	Fax:
Email: <u>claireguy-15@msn.com</u>	

Meeting Venue: Emerson MS Pan Pacific Wilshire UMC Beverly Hills PL Santa Monica PL

Comments/Comentarios:

- 1- YES, I WOULD AGREE WITH METRO EXTENSION
- 2- I THINK A SUBWAY WOULD BE GOOD, IF THESE COMMUNITY CONCERNS WERE ADDRESSED.
- 3- THE SOUTHERN (WILSHIRE) ALIGNMENT WOULD BE FINE. A NORTHERN ALIGNMENT WOULD ALSO BE ACCEPTABLE IF IT AVOIDED ^{TUNNELING UNDER THE} THE RESIDENTIAL NEIGHBORHOOD BOUNDED BY VISTA ON THE EAST, HOLLYWOOD BLVD. ON THE NORTH, SUNSET BLVD ON THE SOUTH & FAIRFAY ON THE WEST.

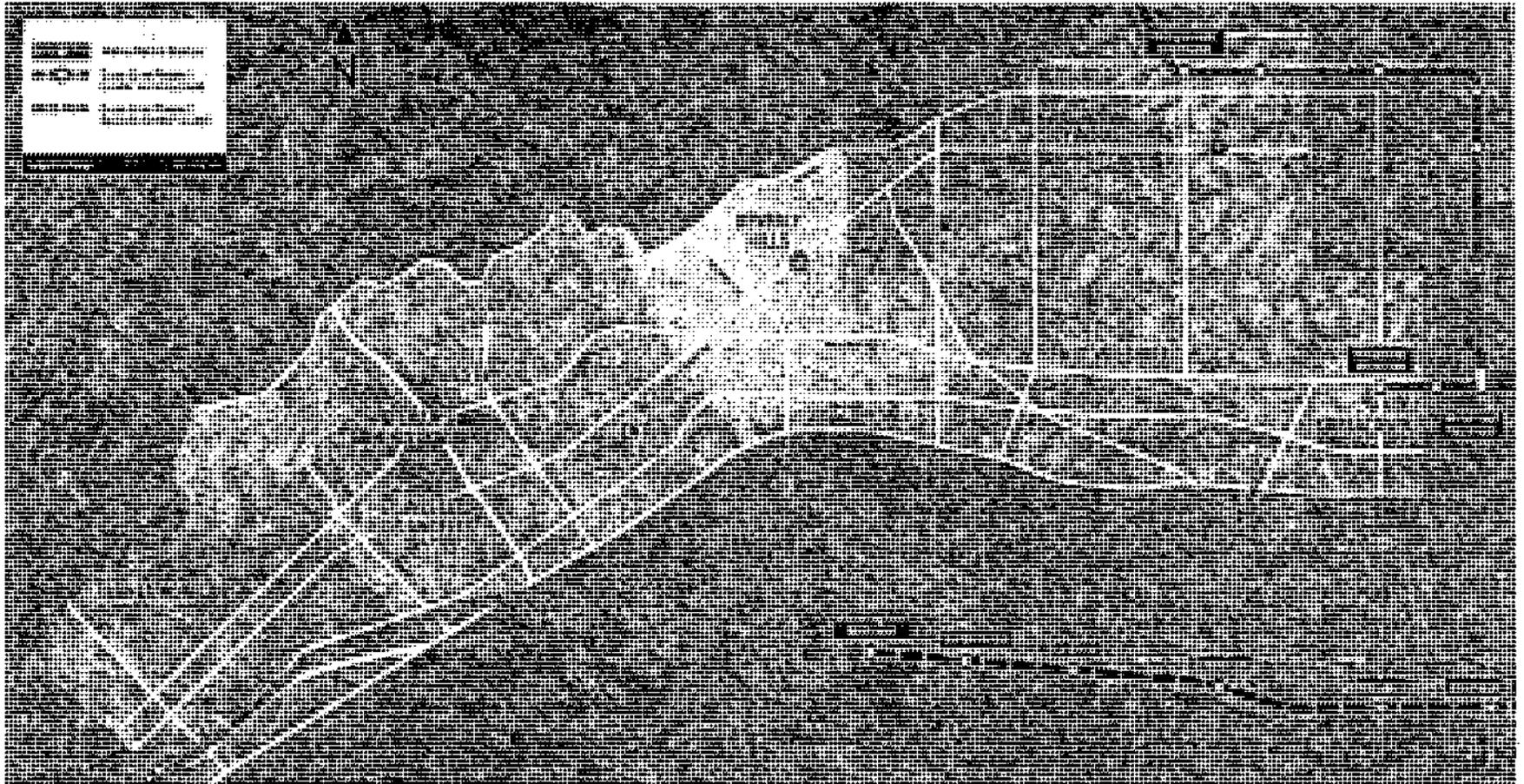
4) I'D WELCOME A STATION AT SUNSET & CRESCENT HEIGHTS.

Return comment form to: Dave Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

Favor de regresar formulario a: HEIBHTS



Feel free to indicate where you would like an alignment or stations.
Favor de indicar donde quisiera ver una alineación o estación.



November 1, 2007

Mr. David Mieger, AICP
Project Manager and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza
Los Angeles, CA 90012.

Via email to WestsideExtension@metro.net

Here are my suggestions for the Scoping phase of the Westside Extension Transit Corridor project.

Route options north of Wilshire Boulevard: There are multiple major destinations north of Wilshire Blvd. that may be more important to serve than Wilshire itself, if end-to-end running time isn't seriously slowed. These include Farmers Market / The Grove / CBS; Cedars-Sinai Medical Center / Beverly Center; and West Hollywood / Pacific Design Center. I've sketched three potential route options onto your map (Attachment A):

1. **Third Street** would cut from Wilshire & La Brea to 3rd & Fairfax (under a Park La Brea diagonal street?), then head west on 3rd, serving Beverly Center and Cedars-Sinai Medical Center from the south, then down Santa Monica Blvd. to serve downtown Beverly Hills from the north.

The just-over-a-mile distance from Santa Monica & Beverly to Santa Monica & Avenue of the Stars in Century City suggests considering no station at Wilshire & Santa Monica. Conversely, the 1.5 miles from San Vicente to Beverly Hills suggests considering an additional station for this dense multi-family residential area.

Estimated travel time, based on the Red Line timetable (Attachment 2) appears only 1 minute longer than Wilshire.

2. **Beverly Boulevard** would keep the line on Wilshire to Fairfax to serve the LA County Museum of Art, then turn north as the original Wilshire-Fairfax subway would have done, with the Fairfax station entrance across Wilshire from the La Brea Tar Pits. The next station could be under Fairfax in front of Farmers Market, before turning west under Beverly Blvd. Following a station at Cedars-Sinai, the line would continue under Beverly and turn south on Santa Monica, like Option 1.

This adds an additional station and appears about 3 minutes longer than Wilshire.

3. **San Vicente Boulevard** would turn north on San Vicente from Wilshire, to West Hollywood. It misses Farmers Market, does serve Cedars-Sinai and Beverly Center, and adds a station either at the Pacific Design Center before curving west onto Santa Monica Blvd., or after the curve on Santa Monica.

It also adds a station, and appears about 2 minutes longer than Wilshire.

Beverly Hills – Hollywood Connection: I consider the Wilshire corridor primary, but also find a connection from Beverly Hills via West Hollywood to Hollywood very important. That area has no easy freeway access, and could strongly benefit from a rail transit link, for travel between the Westside and Hollywood or the San Fernando Valley. Perhaps it should be a separate light rail line, on the surface where the old Pacific Electric right-of-way still exists, then tunneled the rest of the way from West Hollywood to Hollywood & Highland?

North-South Corridor: The concurrent Crenshaw-Prairie corridor study's northern boundary is Wilshire Blvd. Is there a way within the scope of the Westside Extension study to consider a single north-south line from LAX to Hollywood? Such a line could use some combination of Crenshaw, La Brea, Fairfax, and/or San Vicente to connect Exposition & Crenshaw to Hollywood & Highland.

I-405 Corridor: Transit along the I-405 corridor from the San Fernando Valley to Westwood, LAX, and the South Bay is critical and missing. The current Metro L RTP suggests only BRT along the I-405 HOV lanes, and no rail line. An effective interface between the Wilshire corridor and the I-405 corridor (interim BRT, future rail) is very important to consider. Good access to the UCLA campus is also obviously important.

West of I-405: A Wilshire subway may not extend west of Westwood, given its high capital cost and the lesser development density in Santa Monica. Western terminus locations beyond Westwood itself to consider include:

1. One more station on Wilshire between Federal and Bundy in West Los Angeles, to allow Westside access to the subway without needing to cross the 405;
2. Ending at the Expo Line Bergamot Station station in Santa Monica;
3. Ending at Wilshire & Ocean in Santa Monica;
4. Ending at the Expo Line's terminus around Colorado & 4th in Santa Monica.

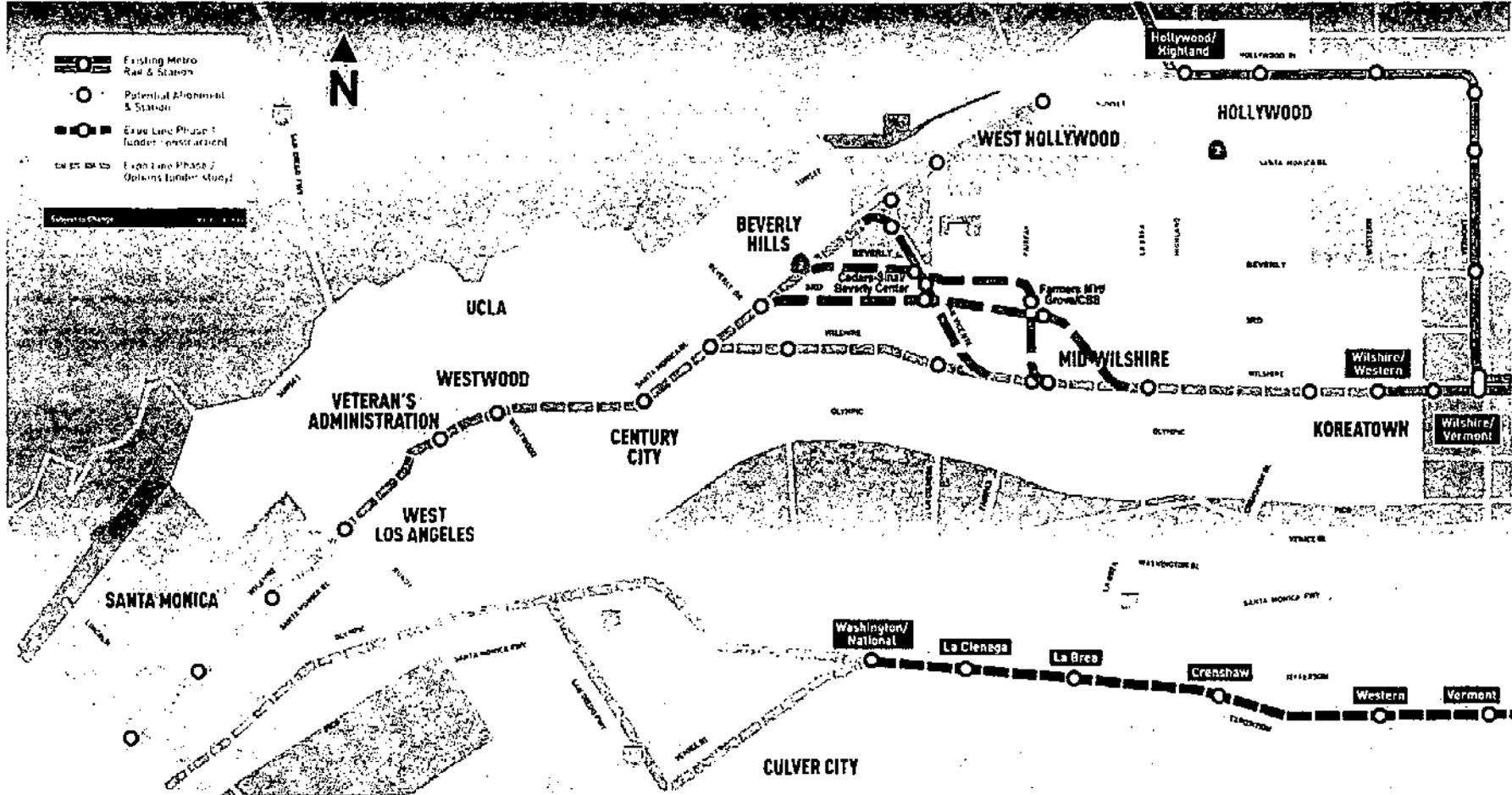


Darrell Clarke

P.O. Box 913
Santa Monica, CA 90406
darrell@dclarke.org

Attachment 1: Westside Extension (Purple Line) suggested mid-Wilshire to Beverly Hills route options

Westside Extension Study Potential Alignments & Stations



Added alternatives by Darrell Clarke 10/31/07



Attachment 2: Westside Extension (Purple Line) estimated timetable

Purple Line via Wilshire	Miles	Minutes
7th & Flower		
Wilshire & Alvarado	1.1	3
Wilshire & Vermont	1.0	2
Wilshire & Normandie	0.7	2
Wilshire & Western	0.5	1
Wilshire & Crenshaw	0.5	1
Wilshire & La Brea	1.5	3
Wilshire & Fairfax	1.0	2
Wilshire & La Cienega	0.9	2
Wilshire & Beverly	1.3	2
Santa Monica & Ave of the Stars	1.3	3
Wilshire & Westwood	1.5	3
Wilshire & Veterans	0.7	1
Wilshire & Bundy	1.0	2
Wilshire & 26th	0.8	2
Wilshire & 14th	0.9	2
Wilshire & Ocean	1.0	2
Total		33

Purple Line via 3rd & SM	Miles	Minutes
Wilshire & La Brea		
3rd & Fairfax	1.3	3
3rd & San Vicente	0.8	2
Santa Monica & Beverly	1.5	3
Santa Monica & Ave of the Stars	1.1	2
Net increase		1

Purple Line via Fairfax, Beverly, and SM	Miles	Minutes
Wilshire & La Brea		
Wilshire & Fairfax	0.8	2
3rd & Fairfax	0.8	2
Beverly & San Vicente	1.2	3
Santa Monica & Beverly	1.5	3
Santa Monica & Ave of the Stars	1.1	2
Net increase		3

Purple Line via San Vicente & SM	Miles	Minutes
Wilshire & La Brea		
Wilshire & Fairfax	1.0	2
Beverly & San Vicente	1.5	3
Santa Monica & San Vicente	0.9	2
Santa Monica & Beverly	1.3	2
Santa Monica & Ave of the Stars	1.1	2
Net increase		2

Red Line	Miles	Minutes
7th & Flower		
Wilshire & Alvarado	1.1	3
Wilshire & Vermont	1.0	2
Beverly & Vermont	1.0	2
Santa Monica & Vermont	1.1	2
Sunset & Vermont	0.5	1
Hollywood & Western	1.2	2
Hollywood & Vine	1.0	2
Hollywood & Highland	0.7	2

Dennis Lytton Submission to the
Alternatives Analysis

Metro Westside Transit Corridor Project

Los Angeles County
Metropolitan Transportation Authority

November 1, 2007

Dennis Lytton
1850 Whitley Avenue #820
Hollywood, California 90028
323-630-2492
Email: dennislytton@sbcglobal.net

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Preface

My purpose below is to provide Metro my views and recommendations for further study with regard to the Metro Westside Transit Corridor Project.

About Dennis Lytton¹

I opine regarding the Metro Westside project in the following capacities:

- A resident stakeholder in the study area.
- A member of the Board of Directors of the National Association of Railroad Passengers².
- A published writer of articles on the issue of rail transportation and urban planning³.

Summary Map

See Figure 1 on the following page which summaries the issues and the alignment that I propose be studied:

¹ I am currently field deputy to Councilmember Tom LaBonge of the Los Angeles City Council (www.lacity.org/cd4, Nov. 1st, 2007) and formally his deputy for transportation issues. However, I write in neither capacity here.

² www.narprail.org and www.narprail.org/cms/index.php/resources/more/atlarge, Nov. 1st, 2007

³ "Union Station Dreams: Tips to Help the Historic Rail Center Reach Its Potential", Los Angeles Downtown News, August 7, 2006 – "South Bay Deserves Real Rail Service: New L.A. Mayor Needs to Spend Capital to Create a Working Commuter System that will Reduce Reliance on the Automobile", (South Bay) Daily Breeze, July 3, 2005 – "Angelenos Ride Trains in Paris – Why Not Here?", L.A. Daily News, May 12, 2005 – "L.A. Needs Mayor to Drive Transit: Frontrunner Shows Willingness to Use Political Capital to Build Effective Light Rail System", (South Bay) Daily Breeze, April 13, 2005 – "L.A. Public Transit Not a Bad Ride", UCLA Daily Bruin, April 6, 2004 – "Riding Train Brings People Together", (South Bay) Daily Breeze, January 14, 2004 – "Get Back to the Table: MTA, Union Differences Leave Room for Compromise" Los Angeles Daily News, October 17, 2003 – "Expect Sales Tax Increase on Ballot in '04: Proposed Half-Cent Hike Would Fund Transit Projects in L.A. County", Los Angeles Daily News, September 23, 2003 – "New L.A. Rail Line Can Lead to a Golden Future", Los Angeles Times, July 26, 2003

Chapter 1 – Introduction

Assumption of Mode and Basic Alignment

My following analysis is based on the following assumptions about mode and preferred alignment.

The mode should be electrically powered, standard gauge heavy rail transit vehicles and mostly in deep bore subway. It would be a fully compatible extension of the existing Metro Rail Red and Purple Lines.

It should be two new alignments. One from the current Red Line Hollywood/Highland Station southwest generally along Santa Monica Blvd. through West Hollywood and Beverly Hills, through Century City, Westwood, and UCLA, generally aligning itself under Wilshire Blvd. to a terminus at the ocean-side edge of Santa Monica in the vicinity of Third Street Promenade.

Another alignment would be a extension of the Purple Line from its current terminus at Wilshire/Western and continuing west down Wilshire Blvd. to a junction with the West Hollywood line generally underneath the intersection of Santa Monica and Wilshire.

Chapter 2 – The Yard Problem

A New Yard Must Be Built for an Alignment with Very High Real Estate Values

Metro Division 20 is the sole yard for storage and maintenance of Metro Red/Purple line vehicles.⁴ It is located along the west bank of the Los Angeles River, bounded by 1st St. to the north, Santa Fe Ave. to the west, 4th St. to the south⁵, and BNSF's intermodal car storage tracks and Metrolink's West Bank River Subdivision to the east. The yard is approximately 94 acres. The neighborhood to the west of the yard is called the Artist District or City East. There are several two and three story structures associated with transit vehicle and right-of-way maintenance on the site.

Currently the Red/Purple lines' 17.4⁶ miles of route are operated by 104 multiple unit rail transit vehicles⁷. These vehicles provide a peak service of 10 minute headways on the two branches (Red and Purple Lines)⁸.

The alignment proposed above, West Hollywood and Wilshire branches combining in Beverly Hills to Santa Monica, would add at least 18 miles of double-tracked railway. Depending on alignment options, it would likely be more.

By crudely calculating that 17.4 miles of railway are operated by 104 vehicles, such an extension would require at least an additional 108 vehicles, for a total of 212. However, this is surely an underestimate as previous studies of the corridor have suggested five minute headways, better than 10 minute peak headways the current Red and Purple Lines operate now.

The current yard cannot support the proposed alignment. As built, the yard could support 180 cars in its storage tracks, not counting shop track leads and maintenance positions inside the shops. If one-third of the shop, cleaning platform, and selected lead track capacity are used an additional 24 cars could be stored in the yard. Therefore approximately 204 cars could be accommodated at maximum. This numbers of cars, however, would doubtless increase labor costs and cut down on maintenance efficiency from current operations due to the difficulty of switching out cars in this full yard.⁹

Expansion of the current yard is constrained firstly by the current railroad operations around it. To the south, Amtrak's Los Angeles Yards and Shops begin. To

⁴ One six car (platform length) train can be stored at the following locations of the current system – the Wilshire/Western terminus station (one train), there is a pocket track siding just west of Westlake / MacArthur Park (one train) and at the North Hollywood terminus just past the last station there is a short triple-track section (three trains).

⁵ Tail tracks extend a few hundred feet south of the 4th St. bridge.

⁶ The trackage shared the Purple and Red Lines between Union Station and Wilshire/Vermont is only counted once towards this mileage.

⁷ Pairs of cars are semi-permanently coupled together.

⁸ Combining to five minute peak headways in the shared trackage area from Wilshire/Vermont into Downtown.

⁹ Metro Rail Operations Management source, October 22, 2007

the east are BNSF's storage tracks and Metrolink's West Bank River Subdivision used by Metrolink and Amtrak's Orange County and San Diego commuter and intercity trains.

More importantly, the Los Angeles River Revitalization Master Plan¹⁰ envisions redeveloping the River area for parks, promenades, bicycle trails, gathering spaces, public art, restaurants, and mixed-use¹¹ (smart growth and transit oriented development) with residential. River stakeholders generally realize now that railway operations along the River cannot be removed as some have advocated in the past¹². However, expansion of railway operations would seem to be contrary to the Master Plan's goals. Decking over of railway tracks for mixed-use has been suggested as a way to accommodate both railway operations and the plan's new paradigm for the River.

Furthermore, the building of an additional Metro Red/Purple Line station at grade has been suggested as part of the One Santa Fe mixed use project that Metro has approved for the land just west of the tracks and adjacent to the Metro Rail maintenance buildings. Metro staff studied the station in 2005 in conjunction with their approval of the project¹³. Given the new mixed use and residential character of the surrounding neighborhood, such a station may be developed in the future. Metro staff concluded that such a station on the yard site would reduce the train storage capacity of the facility.

When we examine the land immediately above and adjacent to the proposed alignment and even the wider study area, suitable land is similarly lacking. Most of the land on the right-of-way is very expensive commercial and residential mixed use real estate. Single family homes along the right of way are also very expensive. Parkland along the ROW includes but is not limited to – the Wilshire Country Club, Pan Pacific Park, the Los Angeles County Museum of Art and Page Museum (Tar Pits) complex, La Cienega Park, the L.A. Country Club, Plummer Park, the Burton Way greenway, the Veterans Administration property (cemetery, VA Hospital and open space) and the Brentwood Country Club.

The private country clubs' land would be very costly. Furthermore, Los Angeles already has very little parkland per capita so use of a public park for a yard would be problematic and probably require an expensive below ground yard decked over to restore the park.

The only land directly above the proposed alignment being used for transit operations currently is Metro's Division 7 bus yard. The yard occupies approximately 11.5 acres at the corner of San Vicente and Santa Monica Blvds. in West Hollywood.

¹⁰ www.lariverrmp.org, Nov. 1st, 2007

¹¹ See especially the current mixed use project adjacent to Div. 20's Metro Rail yard in the final approval stages called One Santa Fe, www.downtownnews.com/articles/2007/06/11/news/news03.txt, "One Santa Fe: Take Two: Arts District Apartment Project Moves Forward With New Investor" – Los Angeles Downtown News, Oct. 22, 2007

¹² Author's observation from interagency River planning meetings.

¹³ See Report of the Metro Planning & Programming Committee – Nov. 16, 2005 @ Page 16

About 260 buses are based out of the site, Metro's 4th largest bus division.¹⁴ Design challenges at this site would include getting trains up from a deep bore profile to the yard in such a confined space, however.

In further discussion below, I will suggest possible solutions to the yard problem below in conjunction with discussion of termini and junction issues.

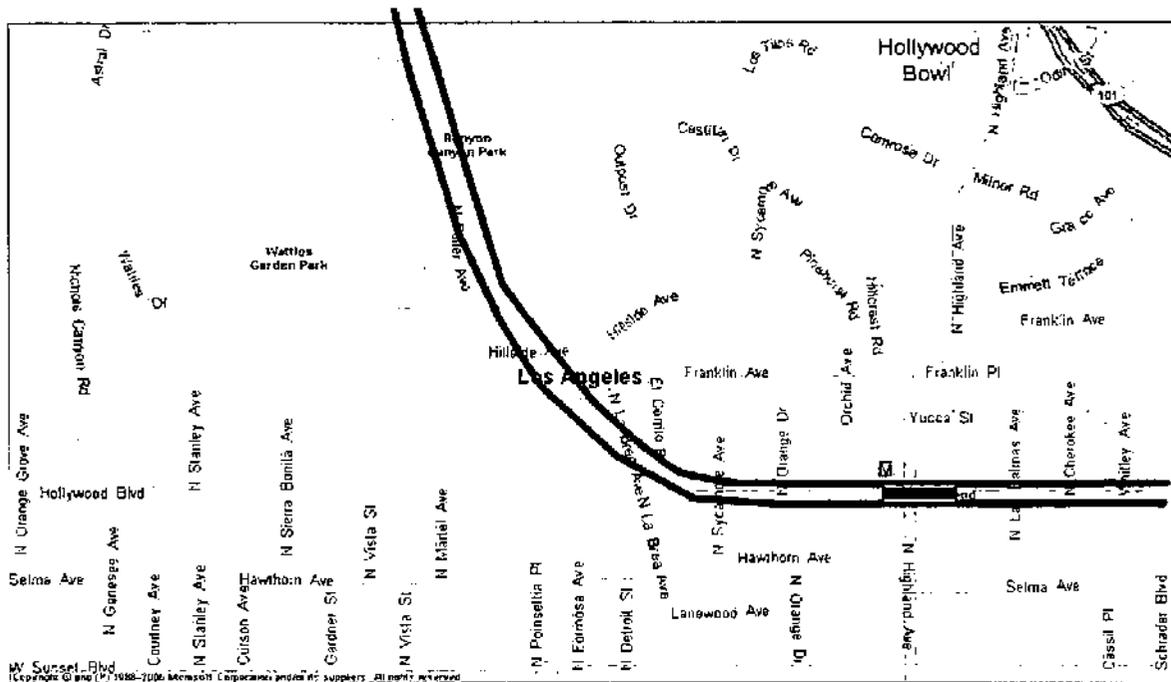
¹⁴ This site started as a rail transit facility for the Pacific Electric Railway and Southern Pacific more than a hundred years ago. Discontinuance of railroad use and transfer to Metro's predecessor agency for buses occurred in the early 1960's.

Chapter 3 – The Hollywood/Highland Junction

Opportunities for Trains Storage and Hollywood Bowl Service

The Metro Red Line in the vicinity of Hollywood and Highland consists of the twin bore tunnels which are about 50 to 100 feet below the surface. The Hollywood/Highland Station consists of one portal at the northwest corner of the intersection. Another "spare" mezzanine with a knock-out panel to the surface could be opened up to either the northeast or southeast quadrant of the intersection. There are no crossovers between the bores in this area¹⁵

See Figure 2 Below:



Hollywood/Highland Station serves a revitalized Hollywood Entertainment District area. This recent growth was partly the result of the mixed-use development Hollywood & Highland¹⁶ completed on MTA land acquired for subway construction.

About eight-tenths of a miles north on foot (uphill) is the Hollywood Bowl¹⁷, which seats over 17,300 patrons. During the summer season, it has performances six days a week. Outside of the summer, it is also frequently booked for visiting concerts. It is also significantly under-parked, a third of the Bowl's patrons use a system of park-and-

¹⁵ The nearest crossovers are at: 1) The adjacent Hollywood/Vine Station (east side of platform) about three-quarters of a mile to the east of Hollywood/Highland Station and at 2) The Universal City Station, about 3.25 miles northwest on the southeast side of the station.

¹⁶ www.hollywoodandhighland.com

¹⁷ 2301 N. Highland Ave.

rides and shuttle buses to reach the Bowl from throughout the region¹⁸. During the mid-80's, plans for the San Fernando Valley extension of the Red Line along a Fairfax alignment often involved direct Metro Rail connections to the Hollywood Bowl. When a Vermont alignment was chosen, a possible Bowl stop was deleted.

Options – Basic Y Junction, T Junction, and Y Junction with Bowl Service

See Figures 3, 4, and 5 Below and Following Discussion:¹⁹

¹⁸ The Hollywood & Highland complex provides shuttle service for its patrons and Metro Rail users as well. What parking there is at the Bowl is mostly stacked.

¹⁹ Under all options below, the "spare" mezzanine and knock-out panel would be opened up, providing at least one new portal to the Hollywood/Highland Station.

Figure 3 – Basic Y Junction

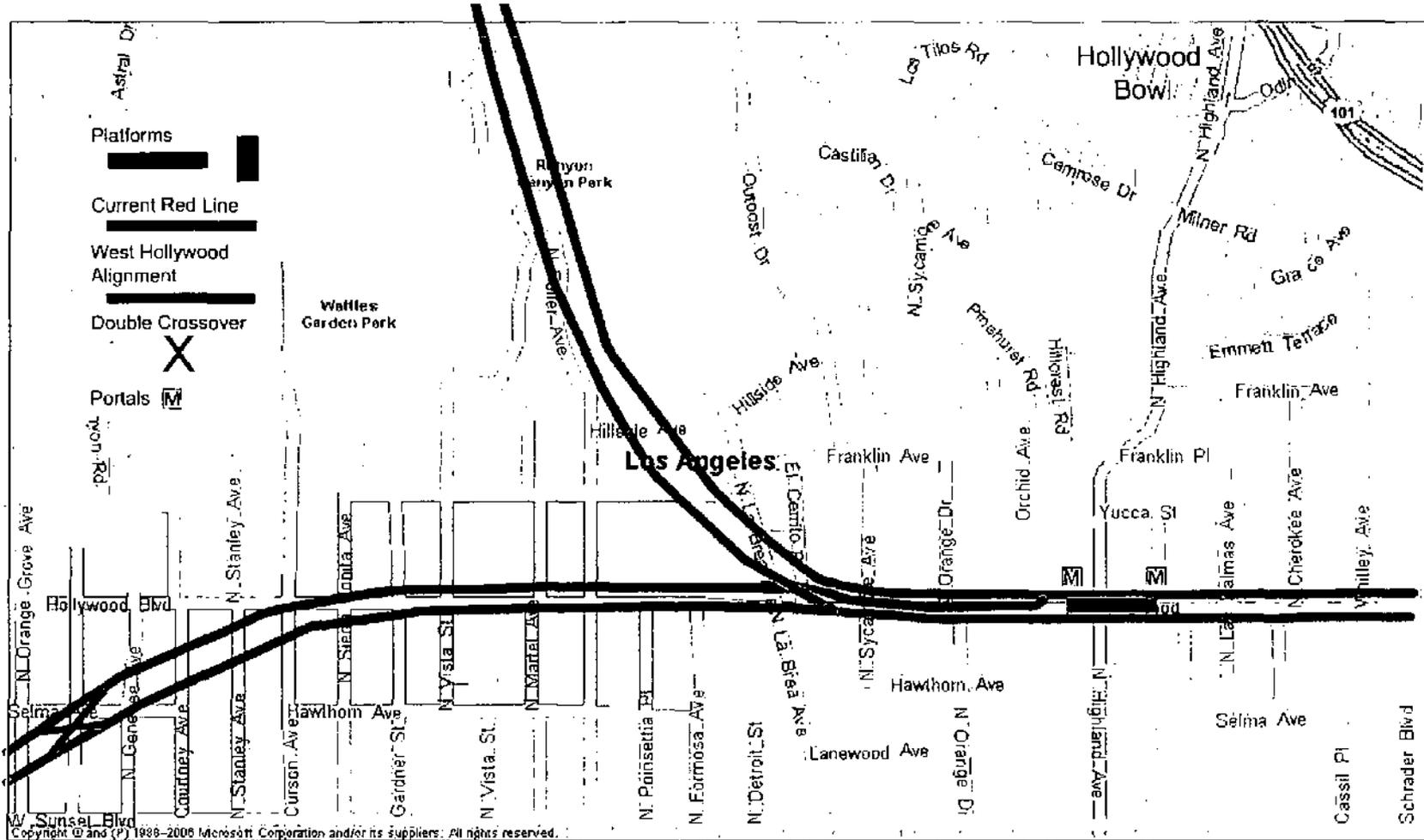
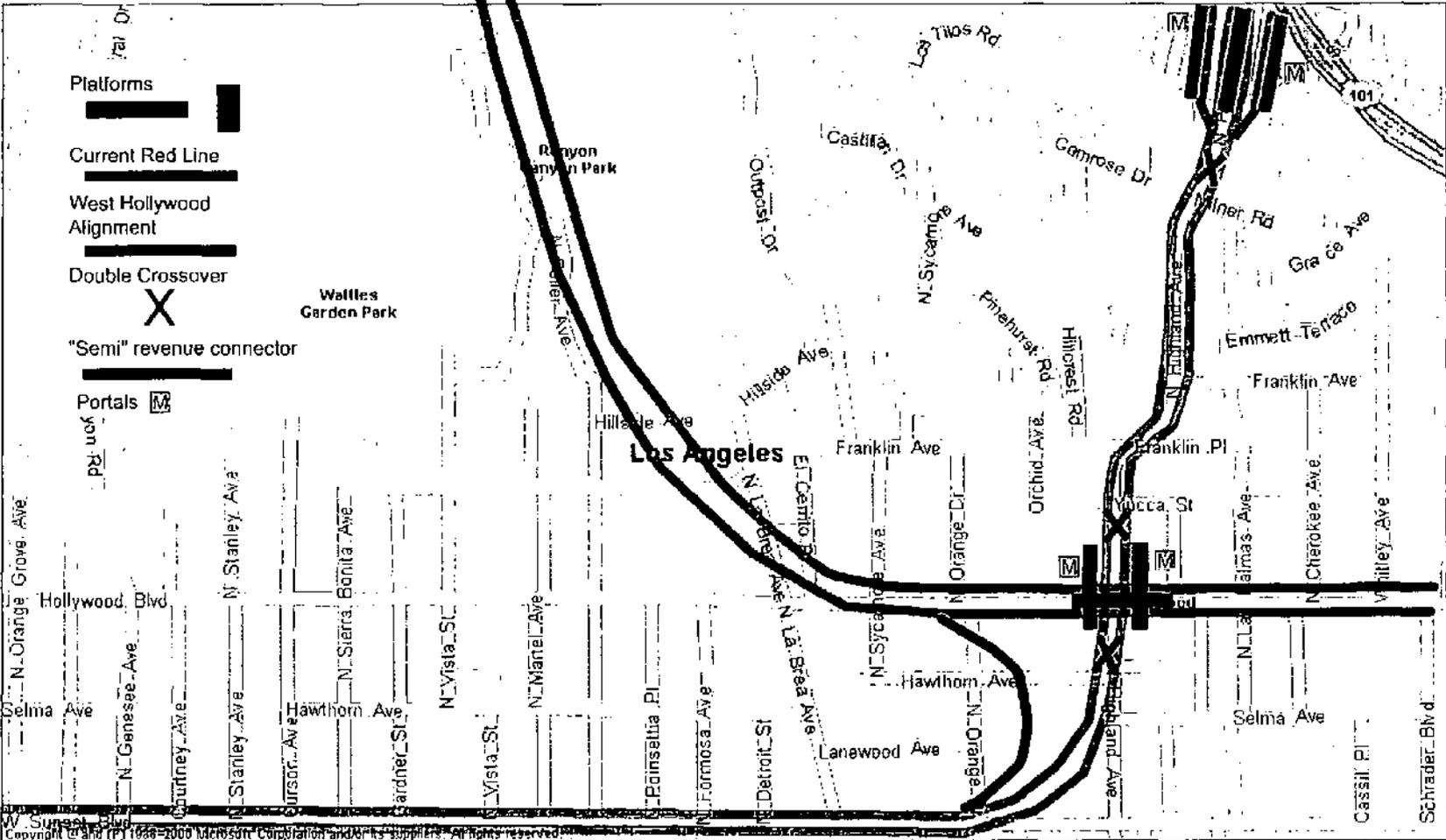


Figure 4 – T Junction with Hollywood Bowl Station and Mid-Day Layover Yard



Basic Y Junction

See Figure 3. In this configuration, just west of Hollywood/ Highland Station the two-bore tunnels diverge from the current alignment. Two junctions would be created, with the right hand (back to Union Station) split requiring the new bore to dive below the current left hand tunnel. Before a presumed station at Sunset/Fairfax would be a set of double-crossovers. These crossovers would be necessary to allow subway cars from the West Los Angeles to travel to a new North Hollywood subway yard quickly with a minimum of reverse-main running.

Advantages of this plan include:

- Allows through running of revenue trains from East Hollywood and the Vermont corridor to the Westside.
- Involves fewer new junctions, tunnels, and track elements.

Disadvantages include:

- Does not provide for Hollywood Bowl service.
- Does not provide for a through rush hour connector from the current Red Line in the Valley to the West Hollywood branch, necessitating a patron transfer at Hollywood/Highland.
- Does not provide for a mid-day storage yard
- Building the underground junctions may present build-ability problems in deep bore areas underneath existing structures.

T Junction with Hollywood Bowl Station and Mid-Day Layover Yard

In this option, the West Hollywood branch is instead aligned from Sunset/Fairfax along Sunset Blvd., turning northbound at Highland. At this location it would rise to the elevation from deep bore to the current level of the Hollywood/Highland mezzanine. The current space between the two mezzanines would be filled in with the two tracks with side platforms. The double-track alignment would continue north, probably in cut-and-cover to Highland Ave in front of the Bowl just south of the US-101 Freeway. Hollywood Bowl Station would consist of four-stub end revenue tracks served by two or three platforms. There would also be a single track "semi" revenue connector between the current left hand Red Line and the right hand West Hollywood branch tunnel (facing the ocean).

Three of the four Bowl platform tracks would be used daily for mid-day storage and as departure platforms for Hollywood Bowl special trains. One of the two tracks between the Hollywood Bowl Station and Hollywood/Highland station would be used for train storage outside of rush hour. Given a distance of about half-a-mile between the

stations, about five six-car²⁰ subway trains could be stored on the tracks and three on the platforms, for a total of eight.

The "semi" revenue connector would allow movement of trains to the new North Hollywood Yard. It would also permit the operation of peak morning express service from the San Fernando Valley to the Westside as trains could proceed from one alignment to the other without any reverse moves or blocking the other mainline.²¹

The current Hollywood Bowl area would be redeveloped with park-and-ride facilities and mixed-use development.

Rail transit operations would be presumed as follows:

- 6 minute headways between the Westside and the Bowl during rush hour.
- 12 minute headways mid-day, single tracking between Hollywood Bowl Station and Hollywood/Highland Station, train storage on the other main track.
- During pre-Bowl event ingress, extra trains would layover on three of the four Bowl Station tracks.
- When a Bowl event lets out, the three laid-over trains and the one "free" platform would depart for the Westside.

Advantages of this plan include:

- T junction at Hollywood/Highland may be more buildable than Y junction.
- Provides for Hollywood Bowl Station service
- Provides for a mid-day storage yard

Disadvantages include:

- Does not allow for through running of revenue trains from East Hollywood and the Vermont corridor to the West Hollywood to Santa Monica Branch, necessitating a patron transfer.

Y Junction with Hollywood Bowl Station and Mid-Day Layover Yard

This option in essence combines the Y junctions through running with the existing Red Line from East Hollywood and the Vermont corridor with a Hollywood Bowl Station branch "shuttle" service. It also presumes a "semi" revenue connector between the existing Red Line left-hand tunnel with the future West Hollywood branch right-hand tunnel (both from the perspective of your back to Union Station). This would allow

²⁰ Each metro rail car is 75 feet long.

²¹ Note that such an express train from the Westside to the Valley does not seem possible as this move would foul the other track.

morning peak only express between the Valley and the Westside (one seat ride, skipping Hollywood/Highland Station).

Rail transit operations on the Hollywood Bowl shuttle branch would be presumed as follows:

- Two oscillating shuttle trains (no use of crossovers) during rush hour between Hollywood/Highland and Hollywood Bowl, providing three minute headways.
- Mid-day, one oscillating shuttle train providing six minute headways, with the other platform tracks and main line storing up to eight full length trains.
- During Bowl pre-event operations, two oscillating shuttle trains would be complemented by two Westside revenue "specials" which would precede using the "semi" revenue connector from the West Hollywood left hand track onto the Hollywood Bowl branch and layover until the end of the performance.
- After the performance, the two oscillating shuttle trains would be complemented by the two Westside "specials" which would proceed directly onto the West Hollywood branch, necessitating a brief stretch of reverse main running.

Advantages of this plan:

- Creates a three-point "wye" junction²² allowing Metro Rail vehicles to be "turned", which may have some benefit for maintenance and troubleshooting²³.
- Combines the best features of the simple Y junction plan and the T junction plan and potentially the highest level of service and ridership.

Disadvantages of this plan:

- Would likely have the highest capital costs and build-ability issues.

²² Pronounced like "why".

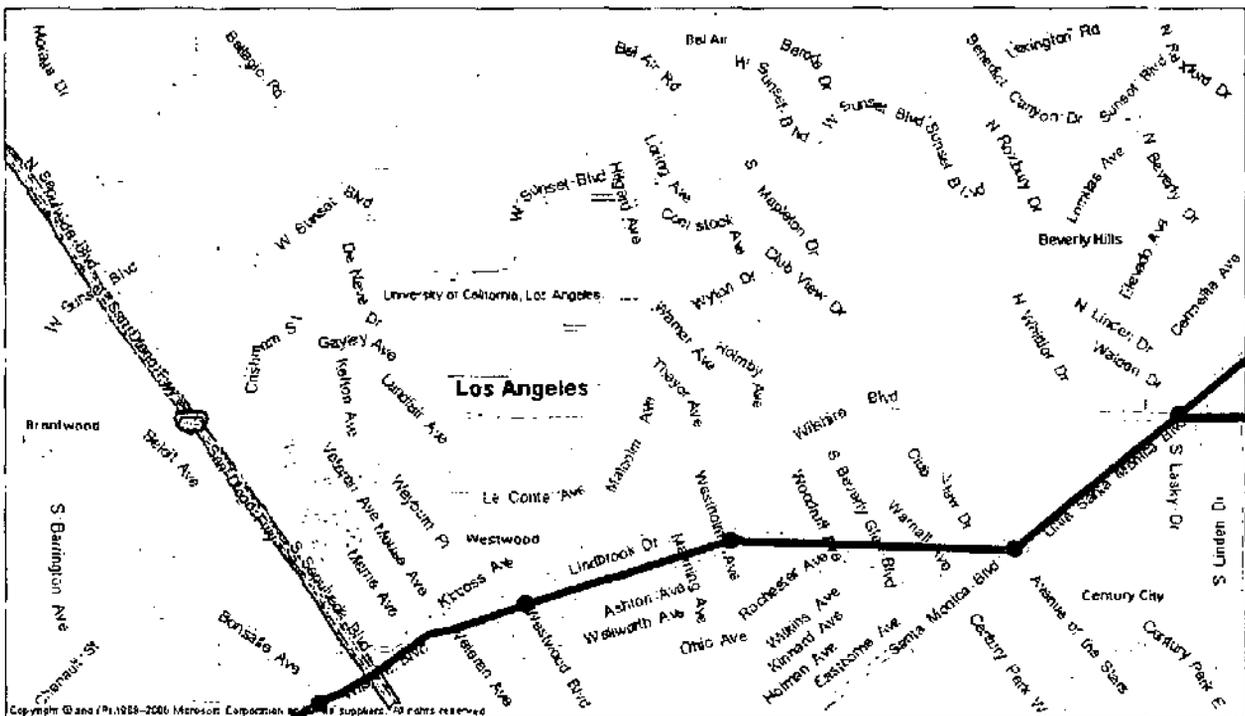
²³ Currently Metro Red and Purple Line trains could only be turned by lifting them from the tracks at the yard. Metro Gold Line trains similarly cannot be turned. Blue and Green Line trains have either terminus loops or wyes.

Chapter 4 – UCLA and Westwood Area Options

Serving a Potentially Huge Transit Market

The Westwood and University of California, Los Angeles area contain some of the most intensive office, medical, academic, and housing land uses in the Western United States.²⁴ Westwood village is a pedestrian oriented shopping area. Most importantly, colleges and universities are generally very high trip generators for transit. The area around the intersection of Wilshire and Westwood, extending west to the Federal Building, is concentrated with office space. East of Westwood Blvd. along Wilshire is “condo-canyon”, a region of high density residential development. Vehicle traffic levels of the streets and adjacent I-405 freeway are very high. Westwood and Wilshire Blvds. have been cited as one of the busiest intersections in the nation.

Figure 6:



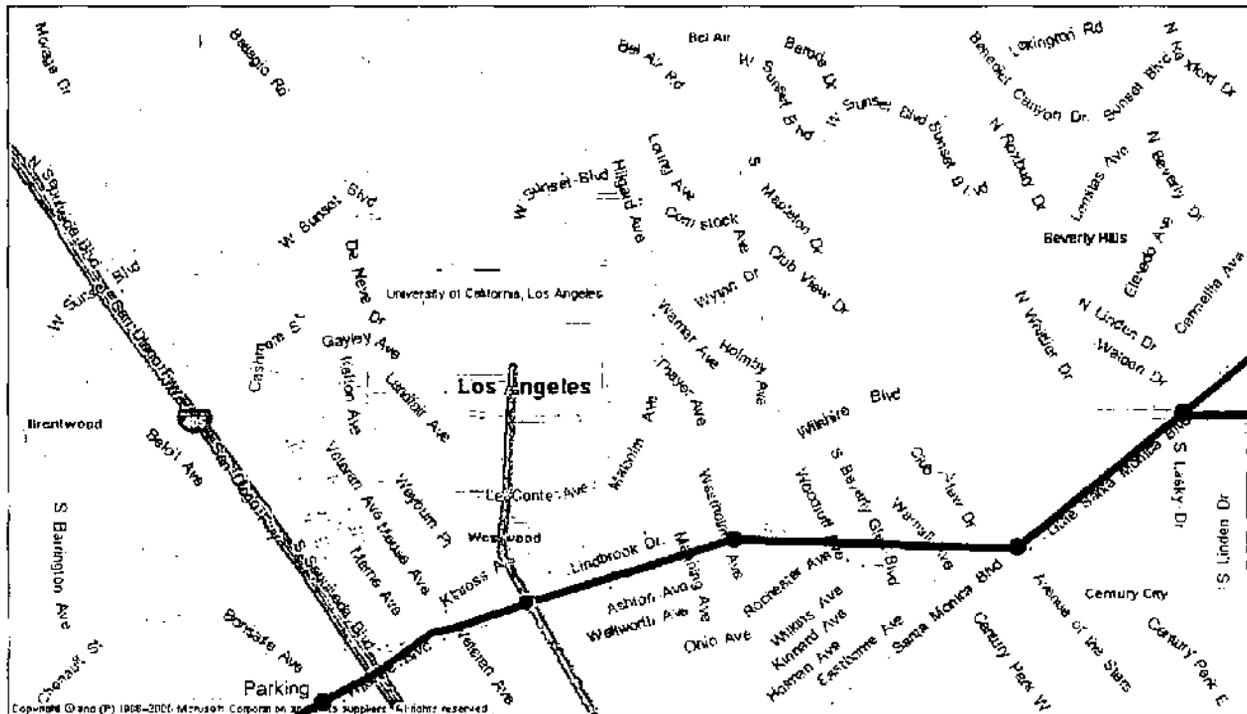
Basic Westwood Alignment

In this “basic” Westwood alignment, the train would proceed west from Century City, with stations at Westholme/Wilshire, Wilshire/Westwood, and the VA Hospital area. The VA Hospital Station would also be a park-and-ride, bus transit center, and car-sharing services hub.

²⁴ Faculty (4,016), Staff (26,139), Undergraduates (25,432), and post-graduate students (11,179) combine for total of 66,766 at UCLA, not including thousands of other service employees.

A distinct advantage of this alignment would be lowest cost of the options discussed below. However, distances to the big trip generating centers of the UCLA campus would be more than a mile in many cases²⁵. This alignment would also not provide for a future I-405 corridor subway extension to the San Fernando Valley.

Figure 7:

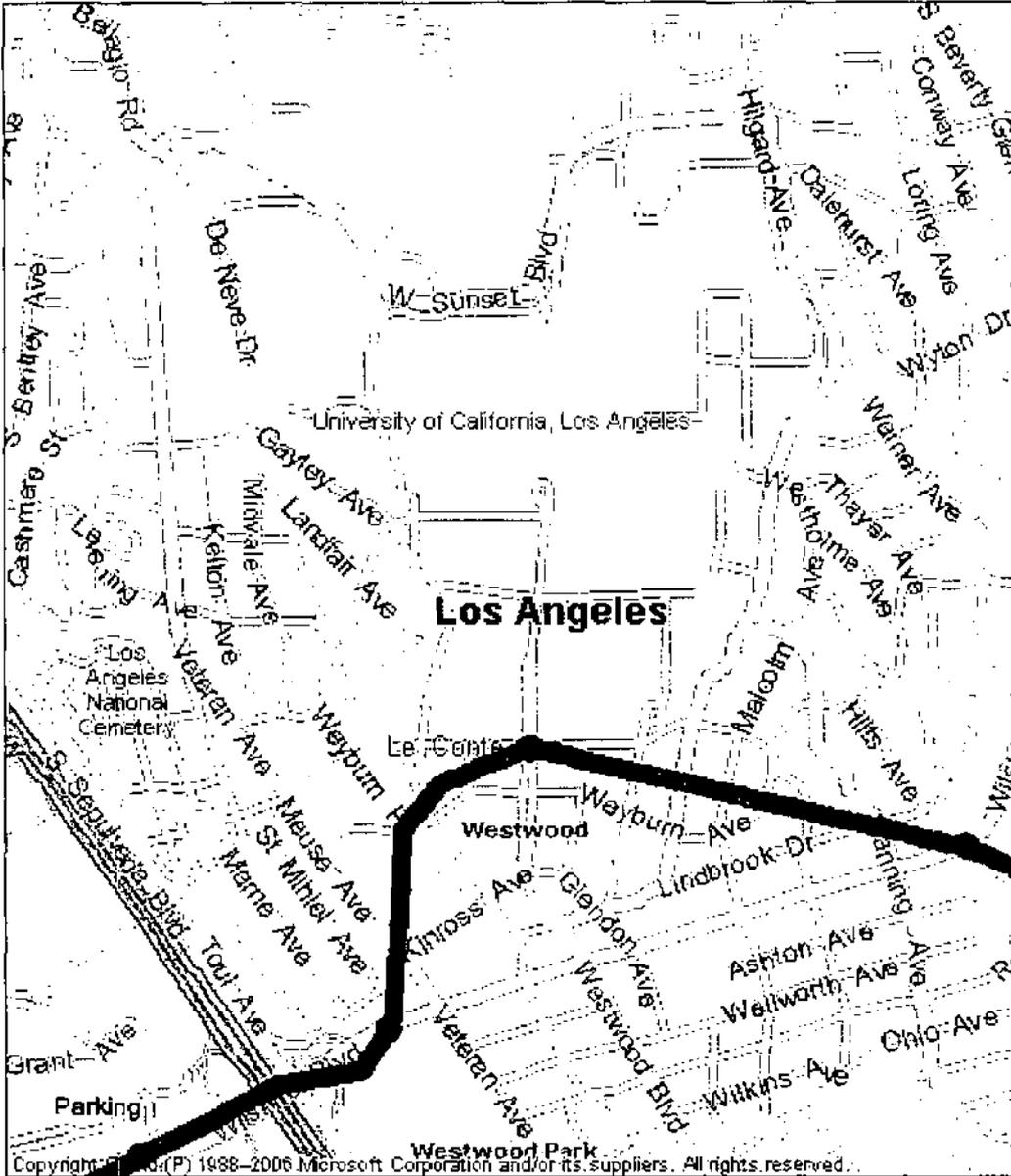


Streetcar LRT to UCLA

This option would provide a more direct campus service utilizing a streetcar LRT extension from the Expo Rail Line (grey line). A distinct disadvantage to this approach would be the necessary above ground transfer. See page 28 for more discussion of Streetcar LRT.

²⁵ Distances from a Wilshire/Westwood Station to the following campus locations: Medical Center - 0.4 miles, South Campus - 0.75 miles, North Campus -- 1.05 miles, Residence Halls - 1.15 miles

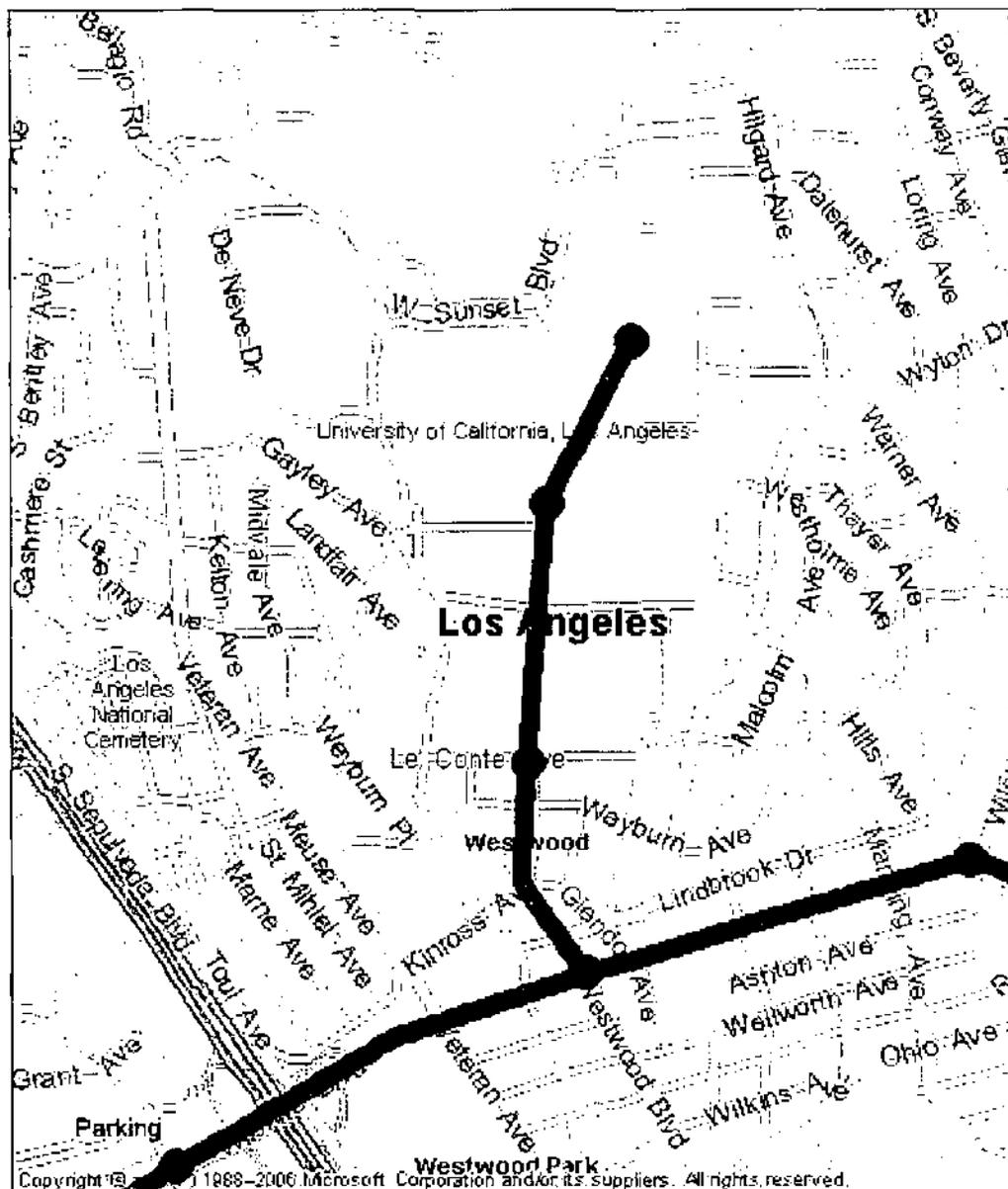
Figure 8:



Le Conte Curve Option

This option brings the alignment up closer to campus. A distinct disadvantage to this approach is that the Wilshire/Westwood Station is deleted (and partly replaced by a Federal Building area station). This curve would also slow the overall alignment a small amount.

Figure 9:

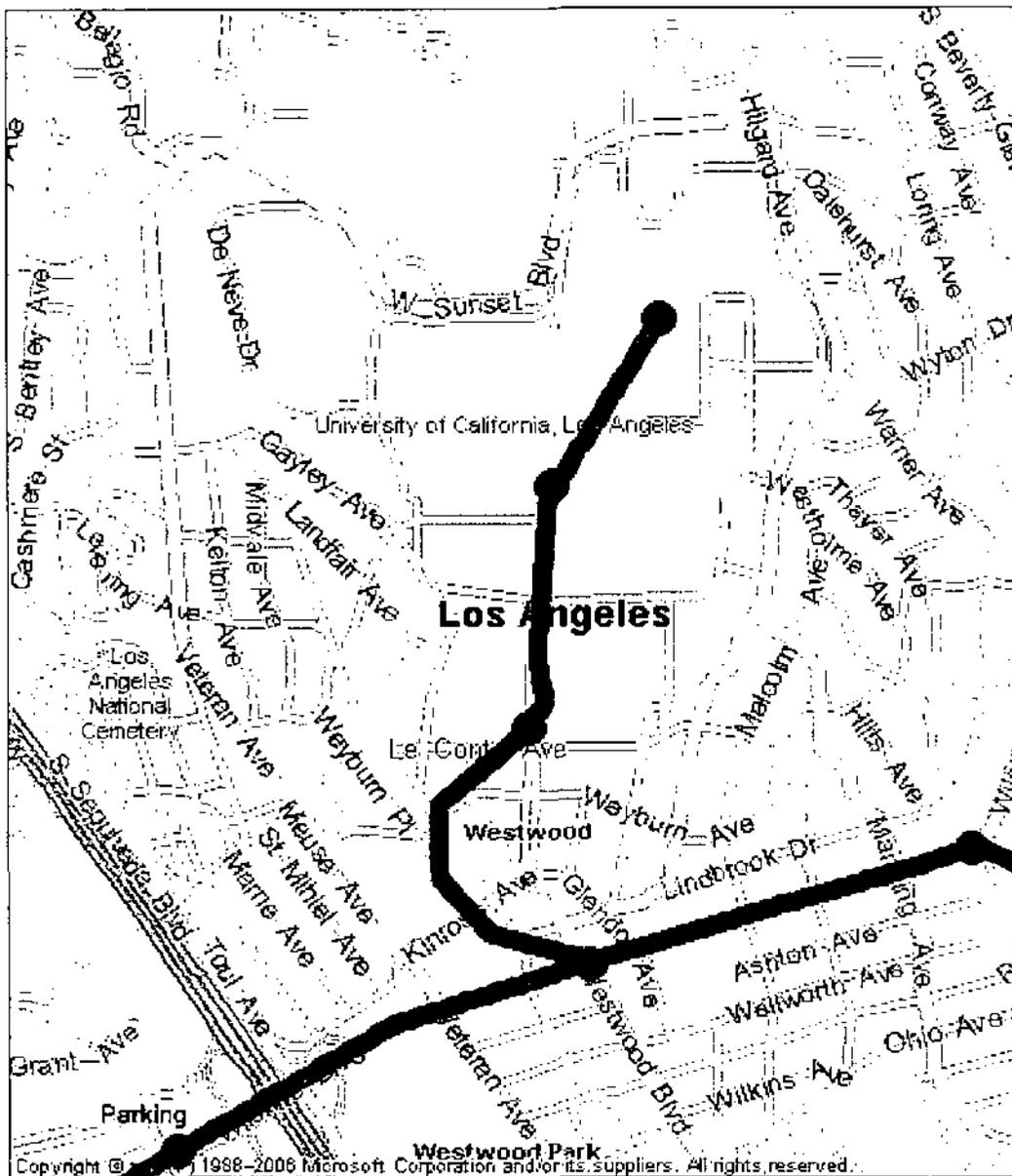


UCLA Shuttle Train Option

In this configuration, Wilshire/Westwood becomes a T junction with a shuttle train to key campus stops at the Medical Center, South Campus, and North Campus. There would be a single track non revenue connector between the main line and the branch. There would be a small track storage area at the north terminus that could be the base for a future I-405 train to the San Fernando Valley. Shuttle trains would operate oscillating on the twin bores providing five minute or better headways.

While this option does not provide a one seat ride from "mainline" subway locations to campus, it may be more buildable than the option discussed below;

Figure 10:



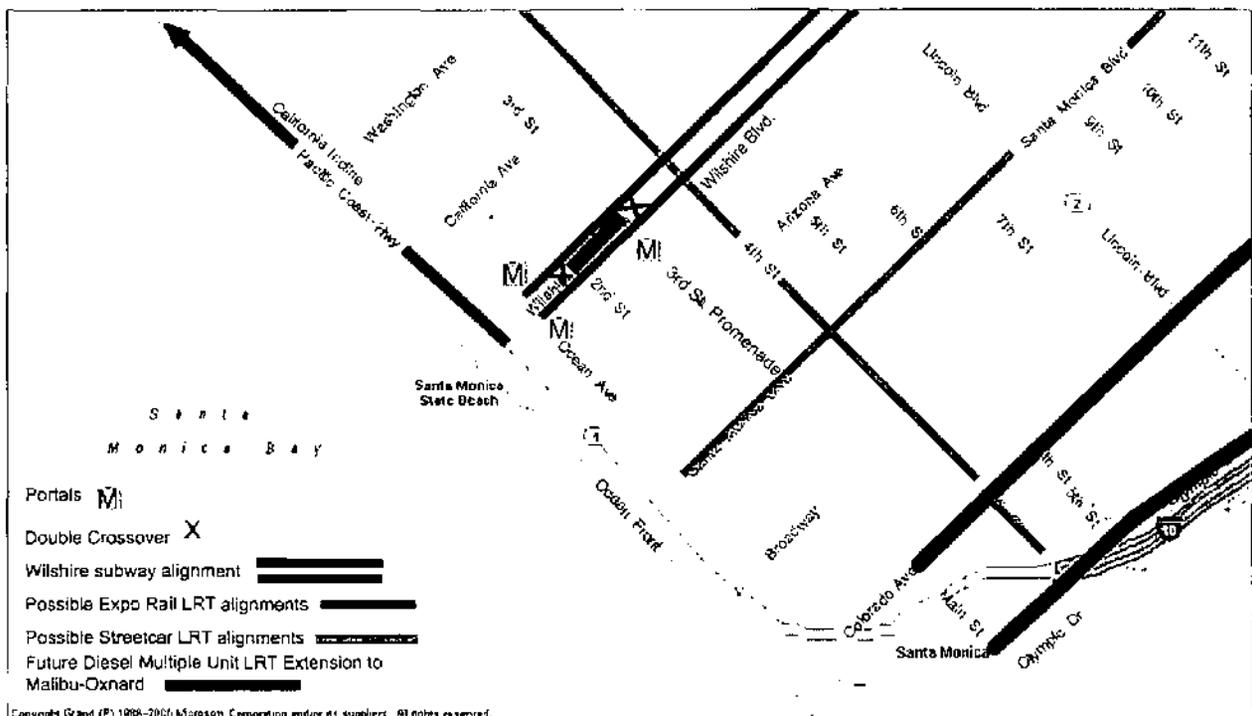
UCLA Y Junction Option

This option would provide the most rapid, direct service to UCLA. Just to the west of the Wilshire/Westwood Station would be a Y junction, allowing through train movements from the east. Operationally this branch would be a logical place to segment service and turn back trains. There would be a small tail track area for train storage and a base for a future extension to the Valley via the I-405 corridor.

Possible problems would be the high price and build-ability issues associated with the Y-junction and curve.

Chapter 5 – Santa Monica Terminus Options

Figure 11



Basic Wilshire/Ocean Terminus

In this option, the twin-bore Wilshire main line ends at a final Wilshire Blvd. Station, with portals at approximately Ocean and Wilshire and 3rd St. Promenade. Two six-car length tail tracks and double crossovers on both sides of the station would also be included.

As with the other options below are also depicted:

- Possible Metro Expo Line LRT final alignments
- Streetcar alignments on 4th St. and Santa Monica Blvd., and
- DMU-LRT Extension along the PCH corridor

See Figures 12 and 13 below and discussion following.

Figure 12

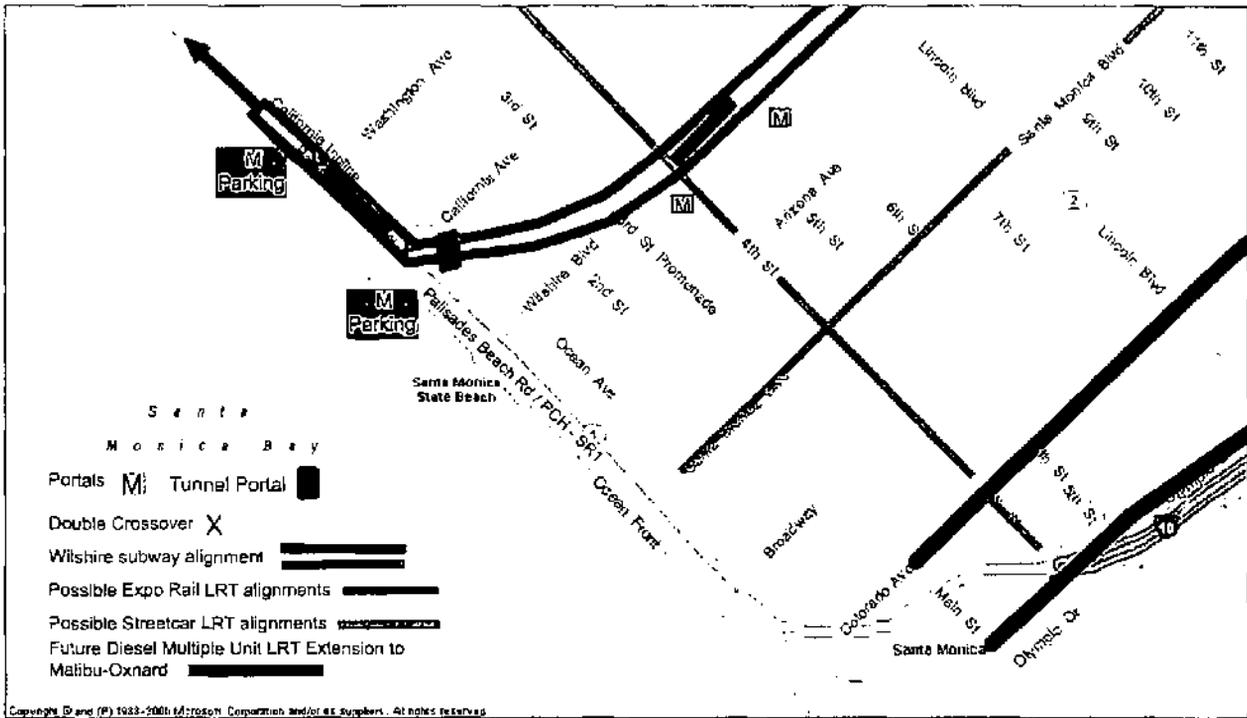
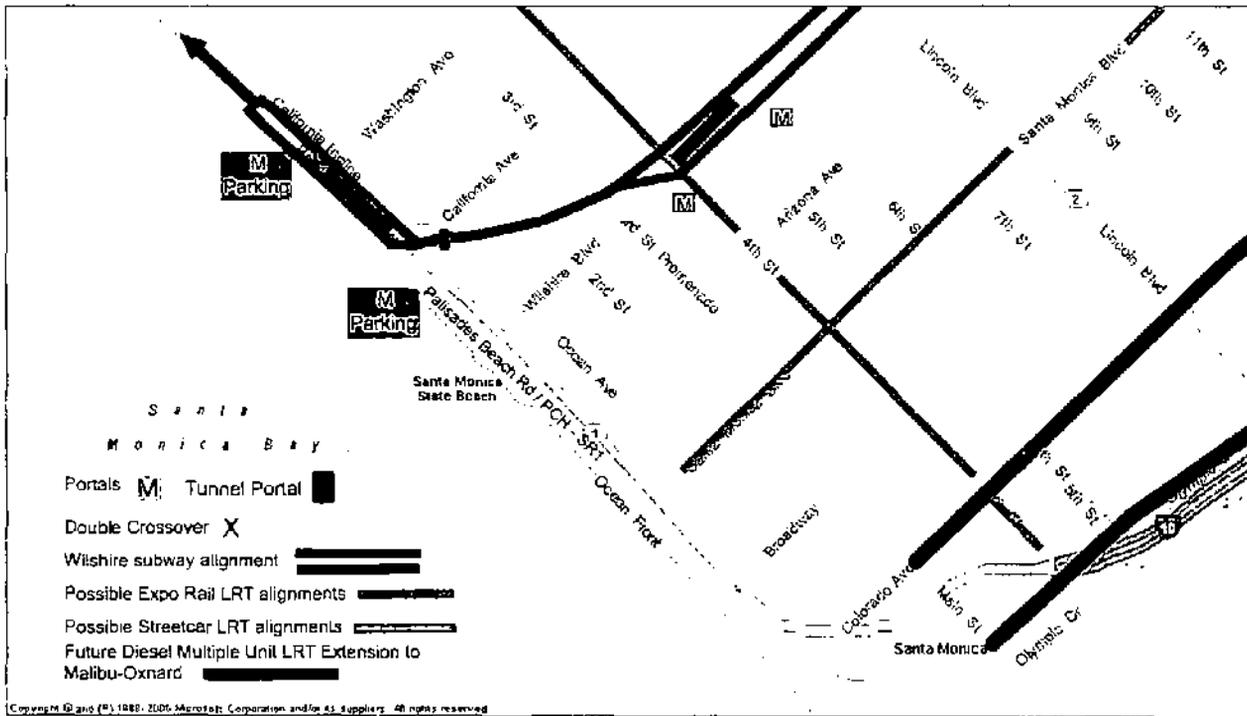


Figure 13



Beach Terminus Options

Figures 12 and 13 above depict options for extending Metro Rail to Palisades Beach Road (Pacific Coast Hwy, SR-1). The City of Santa Monica in this alignment area sits about 50 above sea level, with cliffs separating the City from Palisades Beach Road and the beach.

As depicted above, in this configuration one or two of the tunnels continue southeast and emerge from the cliff side into "daylight" just southeast of the California Incline²⁶. A grade separation for the northwest bound portion of the road would climb over or under the railway right-of-way. A final station is then aligned in the medium of the road, next to the California incline.

In the double-track option, double-crossovers would flank the final station platform followed by tail tracks capable of storing two trains. In the single track option, the railway would narrow to a single track through the cliff side to reduce the visual impact and possibly avoid build-ability issues.

Park and rides would be built underground at two sites flanking the terminus station which are currently surface beach parking lots.

Oxnard-Malibu DMU Option

Along the Pacific Coast Highway alignment, a low cost extension would be possible utilizing diesel multiple unit vehicles (DMUs). DMU vehicles built to American-style light rail vehicle weight standards are common on European mainline railways and have recently been built in New Jersey, Ottawa, Canada, and northern San Diego county.²⁷

DMUs are powered by individual diesel engines in each car, capable of being coupled together into a "multiple-unit" configuration like light rail or subway vehicles. Power is transmitted to the wheels either via a mechanical or electrical transmission.

By utilizing existing rights-of-way such as abandoned railroads and streets, building only one track with passing sidings, and not having to build an electrical distribution system, costs can be significantly reduced.²⁸

²⁶ This would be the only portion of the Westside Metro Rail alignment proposed that would be at-grade or otherwise above ground, aside from a new North Hollywood yard and station.

²⁷ See New Jersey (www.riverline.com), Ottawa O-Train (www.octranspo.com/train_menuue.htm), and the Sprinter in northern San Diego County, CA (www.gonctd.com/sprinter_intro.htm).

²⁸ According to (www.railpac.org/2007/10/13/monterey-county-rail-october-meeting), Sprinter DMU cost \$22 million per mile.

An alignment to Malibu and Oxnard would be nearly 50 miles of mostly single track railway, intercepting the existing Coast Line railroad at Oxnard Amtrak/MetroLink Station²⁹ and provide peak direction, peak hour service of 20 to 30 minute headways. Counter peak direction service would have about one hour headways. Less service would be provided on the long leg from Malibu to Oxnard. A yard would be built in Oxnard.

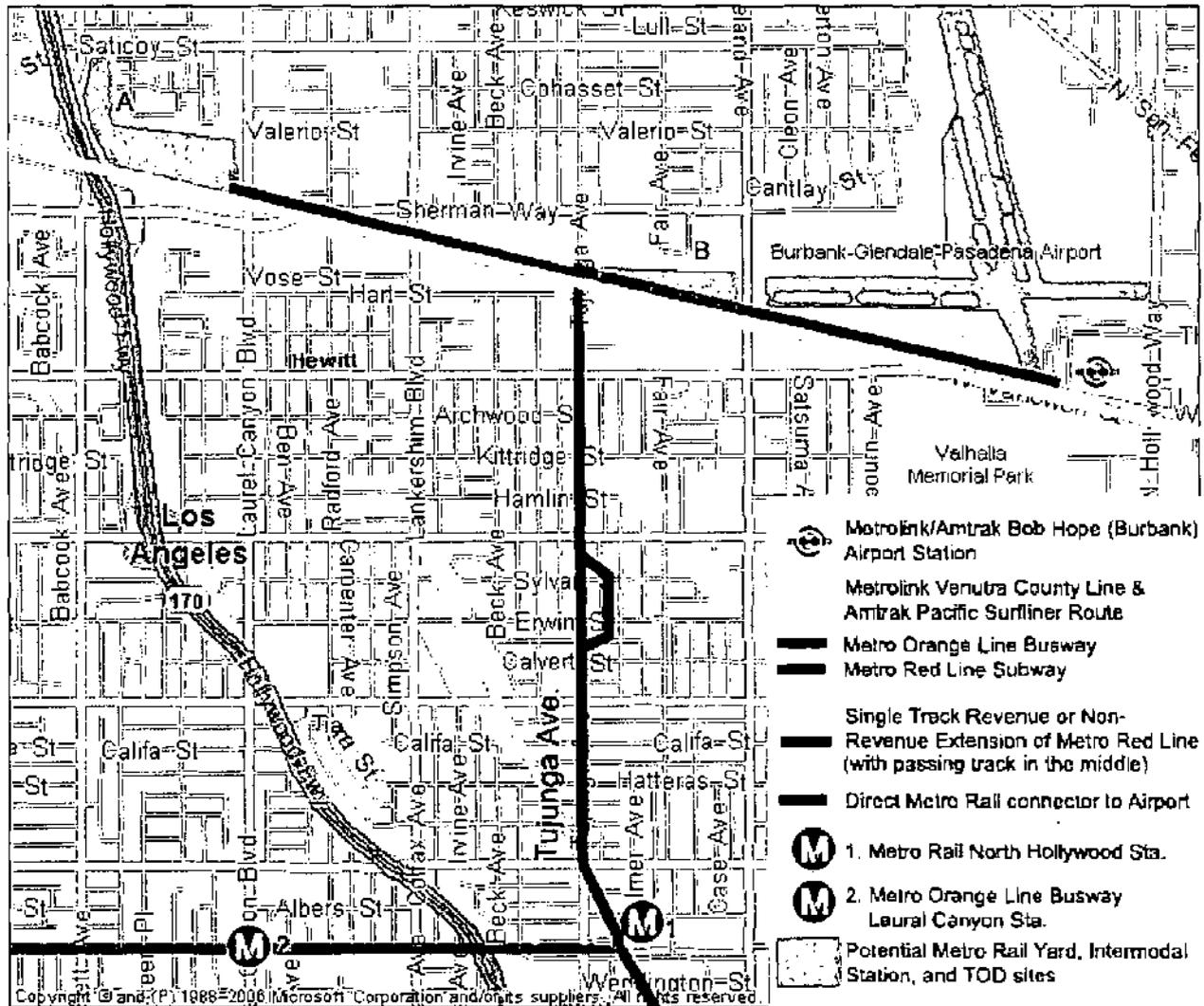
If the vehicles utilized electric transmissions, it might be possible for them to proceed directly into the Metro Rail portal at the Santa Monica cliffs and operate on electric power. This would provide higher ridership as there would be a one-seat ride from Oxnard-Malibu to Downtown Los Angeles.

²⁹ This railway is owned by the Union Pacific Railroad.

Chapter 6 – North Hollywood Yard, Intermodal Station, and TOD

As mentioned above, the current Metro Rail Division 20 yard cannot be expanded enough to operate both a Wilshire and West Hollywood branch service. Furthermore, such expansion would be counter to the goals of the Los Angeles River Master Plan and there are no suitable sites along the alignment.

See Figure 14 and Discussion Below:



Metrolink's Ventura County Line through North Hollywood, flanked by the SR-170 Hollywood Freeway on the west and Bob Hope (Burbank) airport on the east, contains at least two large industrial properties that could be used as a replacement for Division 20.

Property A on the map is currently used as a wrecked automobile storage yard and is approximately 181.5 acres. This is far in excess of the current 94 acres of the

Division 20 Los Angeles River yard. Property B adjacent to Burbank Airport is approximately 57 acres and appears to be empty land on aerial photos. Property records identify its possible owner as the Lankershim Ranch Land & Water Co. Its current use is unknown.

At minimum, a single-track non-revenue track (with a six car passing siding in the middle for operation flexibility) could proceed underneath Tujunga Avenue about two miles from the current Metro Red Line terminus to the Ventura County Line right-of-way, where it would emerge on the surface and proceed to proposed yards A or B.

More developed options, as depicted on Figure 11, could include:

- A transfer station with Metrolink's Ventura County Line and Amtrak's Pacific Surfliner. Patrons from the west San Fernando Valley and Ventura County would now have access to the Metro Rail system much closer than Union Station, providing crucial commuter linkages to the Westside via commuter rail.
- TOD and park-and-ride facilities at this new "Sherman Way Area Station".
- Direct service to Burbank Airport via the Metro Rail or in the alternative via a transfer to a mainline railroad shuttle train (probably DMU powered).
- Potential for further northward extensions of Metro Rail, including the Antelope Valley Line right-of-way and the future California High Speed Rail project alignment.

A replacement of Division 20 with a new yard in the Valley would have significant benefits. All of the current Division 20 facilities could be replaced with a single Metro Rail station servicing City East and the Artist Loft District. Coupled with the removal of the BNSF storage tracks, the abandonment of Division 20 would provide room for the current Metrolink West Bank Subdivision to be shifted west and moved back from the riverbank.

The sale or lease of this very expensive river side land would help with the capital costs of the Metro Rail Westside project and allow the area to be redeveloped in accordance with the Los Angeles River Master Plan.

Chapter 7 – Streetcar Options

One alignment cannot go everywhere and subway construction is relatively expensive. An option that should seriously be examined is streetcar light rail.

Pioneered in recent times by the City of Portland, Oregon, modern streetcars are similar to LRT but have the following features:

- Mostly street running
- Lighter weight vehicles reducing the costs of track-bed construction
- Narrow width (eight feet or less, compared to 8 ft. 8¾ in. for the Metro Blue Line and 10 feet wide for mainline railway vehicles).
- Very low floor boarding, allowing street side curb platforms. Current Metro Rail LRT vehicles have high doors and platforms, about 3 ft. 9 in. high.
- Low construction cost, as low as \$15 million per mile.

Streetcar LRT, connecting Metro Rail subway stations to other destination points, thus can help expand the “footprint” of Metro Rail at a very low cost.

Figure 1 on Page 3 depicts a number of streetcar street segments for study. These include:

- Sunset Blvd. between Fairfax and San Vicente
- Fairfax Ave. between Sunset Blvd. and Venice
- San Vicente Blvd. between Sunset Blvd. and Venice Blvd.
- La Cienega Blvd. between San Vicente Blvd. and Venice Blvd
- Robertson Blvd. between Santa Monica Blvd. and the Metro Expo LRT right-of-way
- Venice Blvd. between San Vicente Blvd. and the Metro Expo LRT right-of-way
- Beverly Dr. from Santa Monica Blvd. to Olympic Blvd
- Avenue of the Stars from Santa Monica Blvd. to Pico Blvd
- Santa Monica Blvd. from Avenue of the Stars to Ocean Avenue
- Olympic Blvd. from Beverly Dr. to Westwood Blvd.
- Pico Blvd. from Avenue of the Starts to Westwood Blvd.
- Westwood Blvd. from the Metro Expo LRT right-of-way to UCLA South Campus
- 3rd or 4th St. (Santa Monica) from the Metro Expo LRT right-of-way to Montana Ave.
- Montana Ave. from 4th St. to Wilshire Blvd. (via San Vicente)

Most of the above street segment options could use the Metro Rail Expo Line to access rail maintenance facilities.³⁰ There may be opportunities to build small rail

³⁰ Take note that streetcar LRT vehicles would not be able to open their doors on Metro Rail LRT right-of-ways as the platforms are far too high unless they utilize a mechanical drop stair design as the San Francisco MUNI LRT uses.

maintenance facilities in the Westside. A modest size yard for streetcars could be built at Metro's Division 7 Yard in West Hollywood.³¹

³¹ Division 7 was a rail yard from about 1896 until 1963 for the Southern Pacific and Pacific Electric.

Chapter 8 – Alignment Options

Figure 1 on Page 3 includes several large gray shaded areas to depict “alignment study zones” where it may be advisable to divert from Wilshire or Santa Monica Blvds. in the case of Hollywood/Highland to Sunset/Fairfax, the potential alignment is not clear.

These alignment study zones are as follows:

- Hollywood/Highland to Sunset/Fairfax
 - The shortest distance between these two points is under residential blocks. There should be significant outreach to stakeholders here to assure them that construction and operations will have a mitigative effect on them.
- The area bounded by La Brea Ave, 3rd St, San Vicente, Santa Monica Blvd., Avenue of the Stars, Olympic Blvd., Beverly Blvd., and Wilshire Blvd.
 - There are some activity points that are several blocks away from a pure Wilshire or Santa Monica Blvd. alignment. These include the Beverly Center, the Grove, Pan Pacific Park, Ceders-Sinai Hospital, and the geographic “center” of Century City.
- UCLA Vicinity
 - See previous discussion

Besides a diversion of the Metro Rail “mainlines”, these extra activity centers could also be served streetcar LRT, or dedicated bus service.

Chapter 9 – Express Tracks

Given a distance of at least 20 miles on the Wilshire Blvd. “mainline” with at least 21 intermediate stations, a true express service, with short sections of passing tracks enabling expresses to overtake the locals, should be considered.

The New York Subway is a prime example of an extensively expressed tracked system. However, the New York City Subway was built before modern signaling and electronically controlled track switches. Today, modern techniques would allow four-track passing sections to be much shorter.

A good modern example of this is the Caltrain commuter train service from San Jose to San Francisco. Two relatively short four-track sections, coupled with modern train traffic control systems, allow “Baby-Bullet” express trains to overtake local trains.

As depicted on Figure 1 at Page 3, I suggest that four track passing stations be examined for the La Cienega / Santa Monica Blvd. and La Cienega / Wilshire Blvd. Stations. Trains would not stop at local stations and be timed to overtake a local train at the above two stations.

Possible routings for express trains might be (from west to east):

- Wilshire Line – PCH, 4th/Wilshire, VA Hospital (park-and-ride), Wilshire/Westwood, Century City, (overtake at La Cienega / Wilshire), Wilshire/Vermont, 7th/Metro, Pershing Square, Civic Center, Union Station, 4th / Santa Fe.
- West Hollywood Line – PCH, 4th/Wilshire, VA Hospital (park-and-ride), Wilshire/Westwood, Century City, (overtake at La Cienega / Santa Monica), Hollywood/Highland, Vermont/Sunset, Wilshire/Vermont, 7th/Metro, Pershing, Square, Civic Center, Union Station, 4th / Santa Fe.

Chapter 10 – Transit Oriented Development

Transit Oriented Development (TOD) has been recognized in recent years as being a vital component to transit planning. Land use patterns that promote suburban and exurban sprawl are generally not compatible with lower car use, lower carbon emissions per capita, and transit use.

In recent months, particularly for Downtown, the City of Los Angeles has enacted legislation that encourages Smart Growth and TOD.

In general, TOD opportunities on Metro owned land are available on top of most station locations. In these cases it is joint development between the agency and private real estate developers. TOD around stations are also important but since Metro does not generally own this land, it must be acquired by private interests or city agencies like the Community Redevelopment Agency (CRA).

Given the high value of Westside land, TOD is a very good way for the agency to increase revenue.

Particular locations where joint development should be examined include (but is not limited to):

- Metro's Division 7 Yard at San Vicente and Santa Monica Blvd. in West Hollywood.
- New Metro Rail Yard near Sherman Way and Laurel Canyon Blvd. in North Hollywood.
- Veteran's Administration property
- UCLA Lot 32 area

Chapter 11 – Conclusion

If you have any questions about the foregoing analysis, feel free to contact me.

November 1, 2007

David Mieger, AICP
Project Manager and Deputy Executive Officer,
Los Angeles County Metropolitan Transportation Authority
Re: Westside Extension Transit Corridor Study

Having advocated strenuously for a heavy rail line to carry passengers from downtown Los Angeles to the sea for 25 years now, I am delighted to offer continued encouragement, advocacy and feedback for a Metro study of that and other options to improve transportation in, through and across the metropolitan Los Angeles area, pursuant to the Alternatives Analysis process that I am confident will lead to FTA approval and New Start funding by Congress.

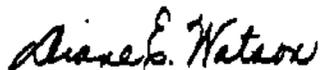
I am committed to promote two objectives as part of this process: First, that the Westside Extension Transit Corridor obtain the best designed, built and run transportation mode feasible in full accordance with the needs, values and input of the Corridor's communities and the passengers who traverse it. Second, that the Corridor, during construction and service, be the safest, most innovative, and most efficient system of its kind. I promise my maximum effort to achieve that end to my constituents, and to my colleagues in Metro, the California Legislature and Congress who will be solicited to approve funds for a project that must be as demonstrably cost effective as it is needed. With that commitment in mind, I approach the study and its possible outcomes with an open mind. What my constituents want and need, is what I support.

To that end, I have closely followed the Westside Corridor's progress thus far, and my office has participated in MTA sessions, your agency briefings, and the public Scoping meetings in mid-Wilshire and West Hollywood held on October 16th and 29th. Having also solicited and received considerable feedback from constituents, my local elected colleagues, transportation, planning and environmental experts, and other stakeholders, I urge that the following community concerns be studied specifically to assess options, challenges, cost and efficacy:

- Equitable regard for the concerns, safety and service of alignment communities
- Maximized aesthetic, sound, vibration, environmental & privacy mitigations
- Preservation/improvement of quality-of-life for neighborhoods, schools & businesses
- Connection to the proposed Crenshaw/Prairie line facilitating Green Line & LAX access
- Full & fair consideration to a West Hollywood alignment & to the Beverly Hills proposal
- Wilshire/La Brea station connection to Crenshaw/Prairie line, avoiding hydrogen sulfide
- Maximize cost-effective, innovative, environmentally sound design/construction!

All alignment options and transportation modes (LRT, BRT) should be examined exhaustively in terms of these factors, as well as ridership, mobility and development opportunities. Local proposals, alternative solutions, and those which integrate multi-purposed uses and mitigations must be encouraged and closely studied.

Please contact me or my transportation deputy, Charles Stewart, for any follow-up.
Sincerely,



Diane E. Watson
Member of Congress