



WESTSIDE SUBWAY EXTENSION

Public Participation & Community Outreach Report Appendix A – Scoping Report Part 11



August 2010

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Wednesday, May 06, 2009 1:53 PM
To: Kristine Grillo; Clarissa Filgioun
Subject: Monorail Comments part 1 of 2

Here is Mr. Ciacci's first comment. I've removed the PPT he attached (it's in 2 parts). Tell me if you get this. If so, I'll send the 2nd one without that attachment, the upload the to attachments to Project Solve.

From: John ciacci [mailto:johnciacci@gmail.com]
Sent: Sunday, May 03, 2009 8:15 AM
To: Litvak, Jody Feerst
Subject: Re: Westside Subway Extension Project

Hello Jody,

Note: I'm attaching part 1 of 2. Because each file weighs 18mb. If there is any problems with email limits on you side i'll find an alternative way to sent it.

I'm attaching my presentation for the monorail to be considered still. The people of Los Angeles cannot wait 20 years for a Underground to be built. So I created a 49 page powerpoint presentation, mostly photos showing route design and alternative and storage facilities, etc.

My friend was present at one of the Metro meetings around 2008. She presented written and oral positions. A monorail option was discarded because it would require a median on Second Street (not true) even though a light rail option was considered which by Metro's admission would have taken all but one lane (eastbound) from traffic. Also, monorail could have been extended all the way to Union Station without interfering with traffic. It was not considered because "almost no one wants monorail". I am beginning to see a pattern. Somehow, 90% of the people I speak to in public say they would prefer monorail. Coincidence?

Several years ago she told me she attended an engineering conference that considered the "difficulties" of extending the subway to the west. Tests had shown the existence of flammable gases, explosive gases, toxic gases, and oxygen displacing gases. Never the less, they suggested that sealing the tunnels would protect the riders from these dangers. I don't doubt that today's technology could build tunnels within areas that hold gases that can explode or burn, poison or suffocate people. My only question is why?

I remember the fire under TJ Maxx and the Federal Government banning all digging for 10+ years.

The best mass transit asset that government agencies have in Southern California is the existing right of way system. I believe monorails can be constructed at less cost than other technologies along the side of flood channels, within street medians, and on both active and inactive railroad alignments without interfering with traffic. In many cases, strip parks with walking and hiking trails could be constructed on the surface beneath the monorails. Monorail construction is much faster than road or railroad construction. Monorails are not invisible but they can be beautiful to most people.

Best Regards
John Ciacci

On Wed, Apr 15, 2009 at 11:46 PM, Litvak, Jody Feerst <Litvakj@metro.net> wrote:
Mr. Ciacci:

Thanks for your interest in the Westside Subway Extension. Just by way of background, I want to make sure you know that before beginning the current Draft EIS/EIR, we completed an extensive Alternatives Analysis (AA) Study where we evaluated not only heavy rail subway but also light rail, bus rapid transit and monorail. For heavy rail we evaluated options for having it below ground (aka subway) and above ground. For light rail, we evaluated above, below and at street level. And, of course for monorail, we looked at above ground.

In short, we ruled out the light rail, bus rapid transit and monorail options, and all of the above ground options for 5 key reasons. As you know, this is a high demand corridor. The bus service on the Wilshire corridor today, without rail, is the

91a

highest anywhere in the country. There are upwards of 80,000 bus boardings/day. Only heavy rail has the person carrying capacity to meet the projected demand in this corridor. Secondly, we rejected all of the above ground options because of the already dense development here. They work in areas where streets are wider and there aren't buildings so close but would not work well here. While costs for tunneling are expensive, claims of cheaper construction for above ground options, including monorail, don't pan out in corridors as densely developed as this. In addition to construction of the actual line, you need to figure in costs for real estate and easements for station entrances, elevators, escalators, and ancillary facilities (power generation, etc.) that are otherwise included in below ground construction. In addition, any elevated structure would take out 2-3 lanes of traffic in order to accommodate the supports. The Westside Extension is supposed to provide new travel capacity and this seemed to counter that goal. Plus the costs of the required mitigation for the lost traffic capacity again make the costs higher than many people usually consider. Finally, Metro does not currently operate monorail technology. If we were to bring it in to this corridor, we would need to locate and acquire sufficient land for a maintenance facility for storage, maintenance and repair of the cars that would have to connect directly with the line. Based on the number of cars needed and the experience of other others around the world, that site would need to be 10-15 acres (I actually don't recall the exact number right now) and it would need to be on the Westside. Quite frankly, we have no idea where we could locate such a facility let alone what the cost would be or if we could get sufficient support for it.

Here is link to the presentation we gave the community last spring during the AA Study when we eliminated the "non-subway" modes. It has more information on all of this:

http://www.metro.net/projects_studies/westside/images/2008_0505_presentation.pdf

I invite you to review this information. If you still feel we should reconsider monorail for this corridor, please send us that request prior to May 7. We are currently in the "scoping period" for the EIS/EIR which is your opportunity to tell us what you want us to consider. While we welcome comments throughout the study, there has to be a deadline for scoping so we can get on with doing the work. Please go to the study web site (www.metro.net/westside) where you can find much more information from the now-completed AA, new information from the EIS/EIR underway, as well as how to contact us. At a minimum, please go to "Contact Us" at that site and fill out your information so we can keep you informed as the EIS/EIR progresses.

Thanks.

Jody Feerst Litvak
Regional Communications
Metro
1 Gateway Plaza
Los Angeles, CA 90012-2952
(213) 922-1240
LitvakJ@Metro.Net

From: Monks, David
Sent: Wednesday, April 15, 2009 11:52 AM
To: 'johnciacchi@gmail.com'
Cc: Litvak, Jody Feerst
Subject: FW: Westside Subway Extension Project

Hi John –

I am forwarding your email to Jody Feerst Litvak who is the Community Relations Manager for the Westside Subway Extension project. She can respond to you inquiry.

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Dave Monks

Metro Regional Communications

One Gateway Plaza, 99-8-2

Los Angeles, CA 90012

213-922-7456

monksd@metro.net

From: John ciacci [mailto:johnciacci@gmail.com]
Sent: Wednesday, April 15, 2009 5:52 AM
To: Monks, David
Subject: Westside Subway Extension Project

Dear Metro,

I have a question about the Westside Extension Project,

Why are they not considering a Monorail for Wilshire?

I've been reading a couple sites and it seems more profitable to build a monorail instead of ripping up the street and business closing.

Plus Monorails regularly operate at an amazing 99.9% reliability. No other form of transit can touch that number.

It seems to work for other cities!

http://latimesblogs.latimes.com/bottleneck/2007/05/monorail_to_the_1.html

<http://www.wilshiremonorail.com/Easy%20to%20Build.html>

<http://www.metrotransport.com.au/index.php>

<http://www.wilshiremonorail.com/The%20Wilshire%20Monorail%20Story.html>

<http://www.monorails.org/tmspages/MonoVs.html>

<http://www.wilshiremonorail.net/MonorailVsSubway.htm>

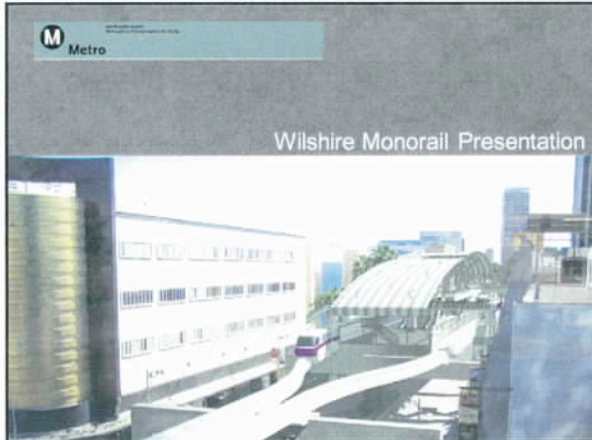
91c

<http://www.monorails.org/tmspages/LA1963.html>


Sincerely,

John Ciacci
Metro Rider

--
(.....).....-> Johnny



Wilshire Monorail | My Introduction



Let there be no misunderstanding, building a subway is a very expensive proposition and a very time consuming process. If you think otherwise, then just look back into LA's recent history of building the infamous Red Line subway. And if this unpleasant and costly lesson of trying to build underground is not convincing enough, then try saying "Big Dig" without a Boston accent.

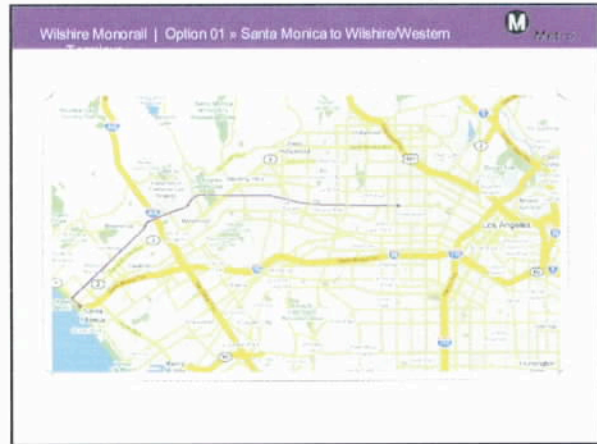
While the proposed "Subway to the Sea" would eventually cost far more than the currently projected \$350 million per mile to build, the Wilshire Monorail can actually be built for an estimated \$138.2 million per mile. And while the proposed subway will take a projected 20 years to complete, the Wilshire Monorail can be up and operating in less than five years. That translates to less than one-fourth the cost to construct and less than one-fourth the time to complete.

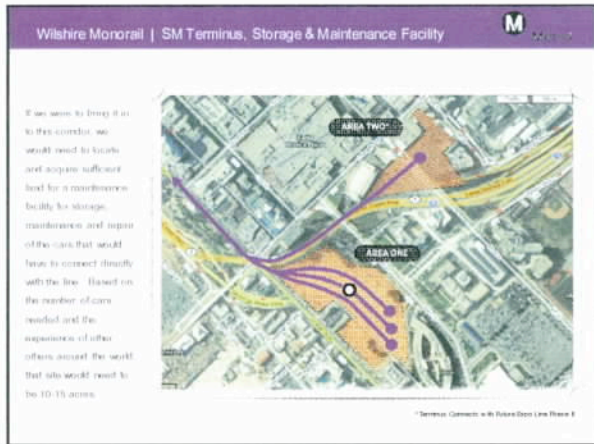
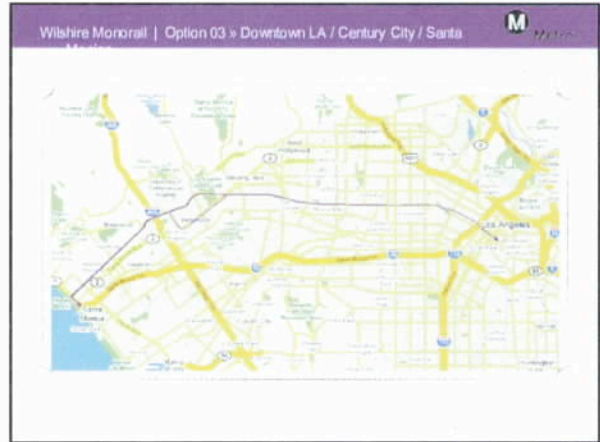
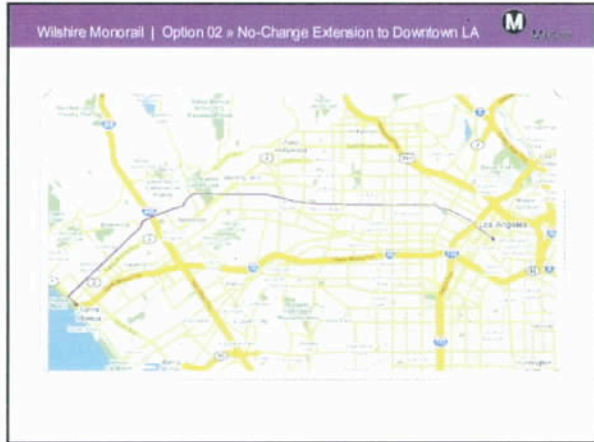
Wilshire Monorail | Facts & Figures

Table 1. Urban Monorails: System Installation Cost (Cost per Mile (\$ Millions, 2002))

Osaka (Japan) Monorail system	119.2
Lafayetteville (Wayway) mon	81
Kyushu (Japan) Monorail mon	250.9
Kuala Lumpur (Malaysia) mon	96.2
Las Vegas (SMV) Project mon	198.1
Seoul (Korea) AG mon	22.1
Osaka (Japan) Monorail mon	10.9
Average	138.2

The following capital and construction cost data in Table 1 have been drawn from such sources. For consistency, all data have been escalated to year 2002 dollars using CPI data from the US Department of Commerce, thus enabling a fair comparison of per-mile costs for systems built in widely different years.





Wilshire Monorail | Wilshire and Ocean Avenue

This is an example of two locations for stations. Depending on what type of monorail system the METRA 1010A for example has a Minimum Curve Radius of 40 meters

TYPICAL URBAN ROAD LAYOUT

Source: www.traffic-engineering.com

Wilshire Monorail | Wilshire and 14th Street

Stop like those at 14th street can run AT-GRADE, either the south lanes of Wilshire can be reserved for Monorail and the North left for Autos. People arriving by car to Santa Monica can be directed to Lincoln to Santa Monica B&E, if they want to find the car park. Another option is to integrate the Wilshire 720 under the monorail, 020 will not be of any use anymore.

Source: www.traffic-engineering.com

Wilshire Monorail | Concept

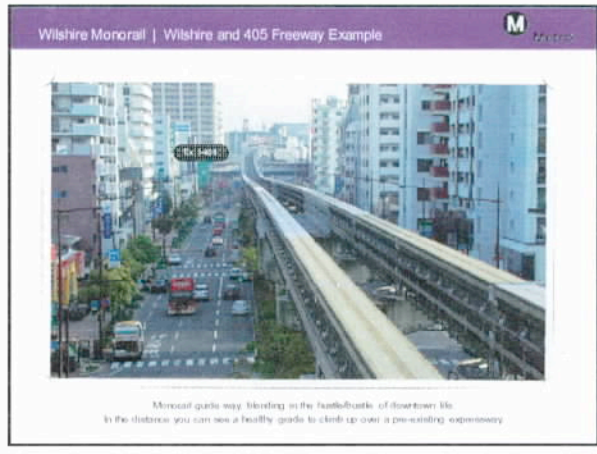
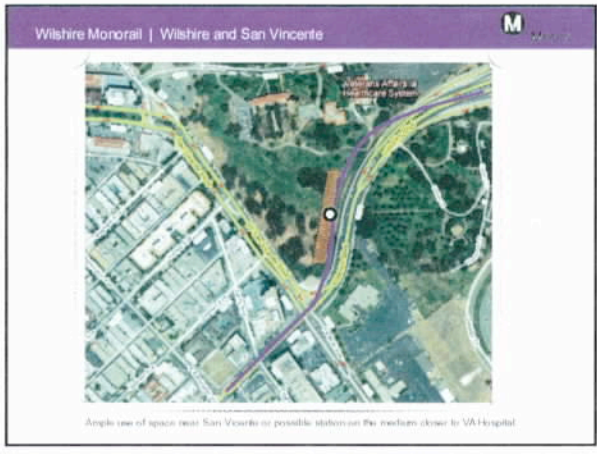
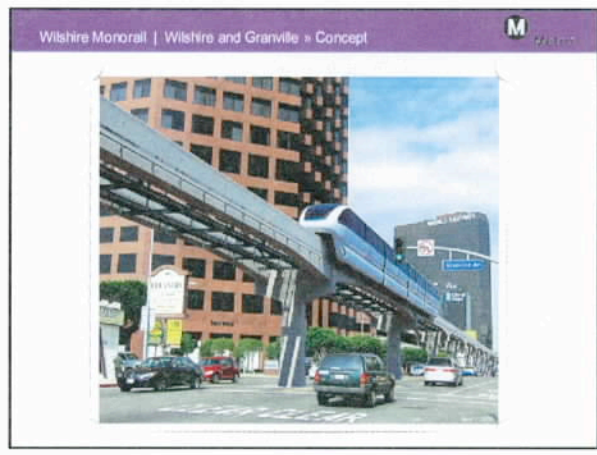
Conceptual (TRC) Stations designed with high capacity to accommodate high bus volumes while allowing direct services. We would only need one bus lane in each direction because the monorail will be on top same space.

Wilshire Monorail | Wilshire and 25th Street

The cast modular structures allow the monorail system to be built at a fraction of cost and time as compared to a railway system. Arched support structure ensures a safe and solid foundation.

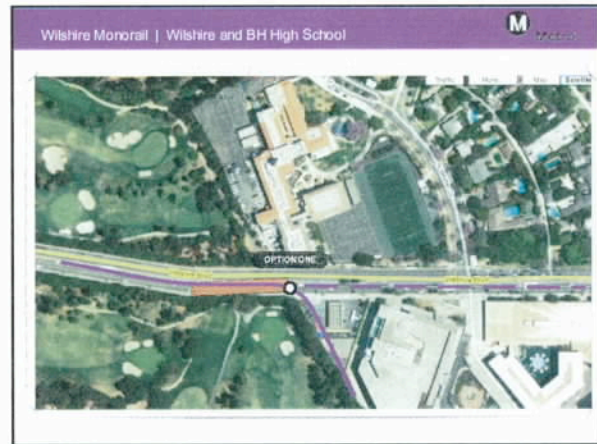
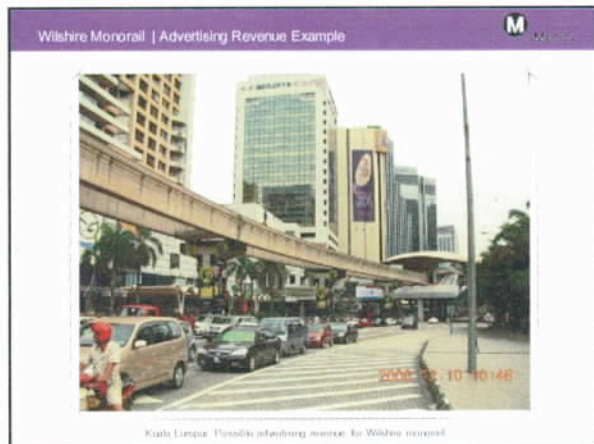
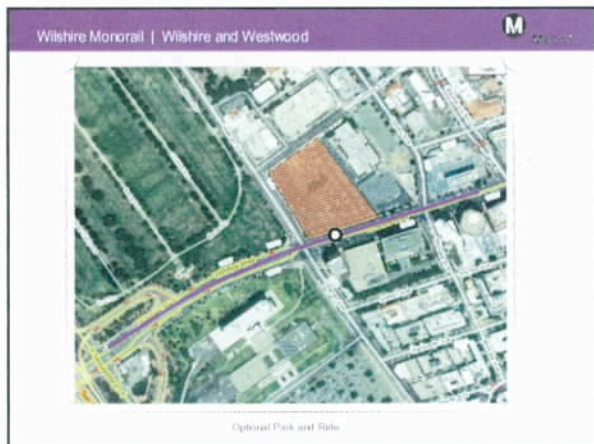
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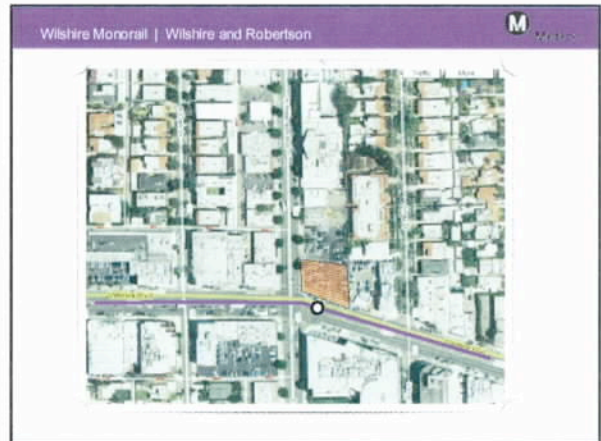
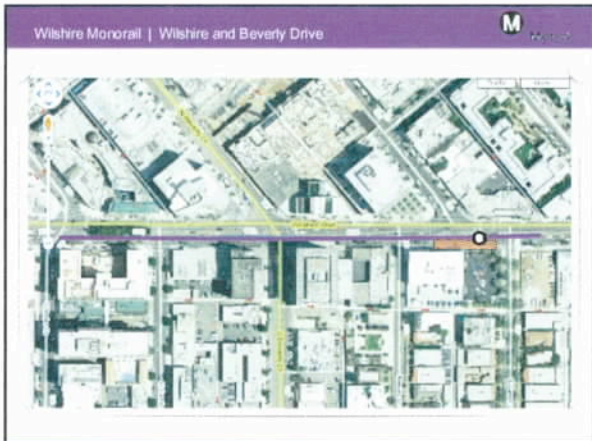
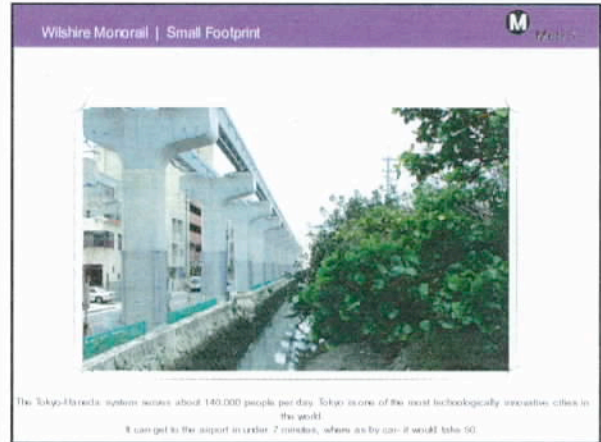
5/11/2009



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5/11/2009





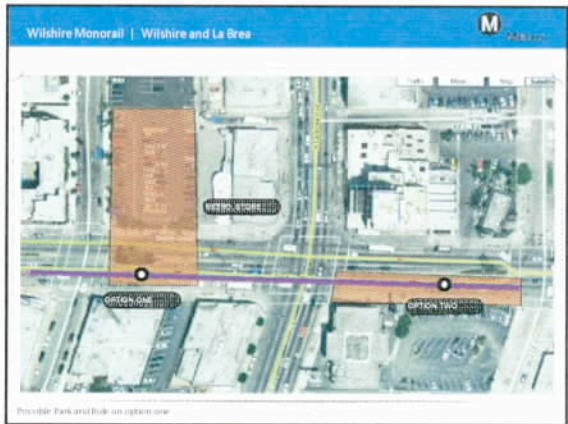
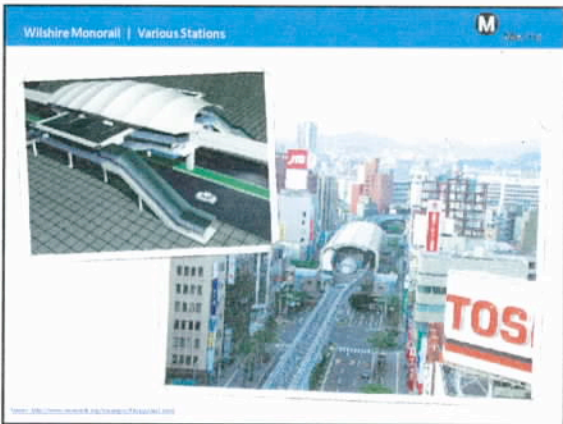
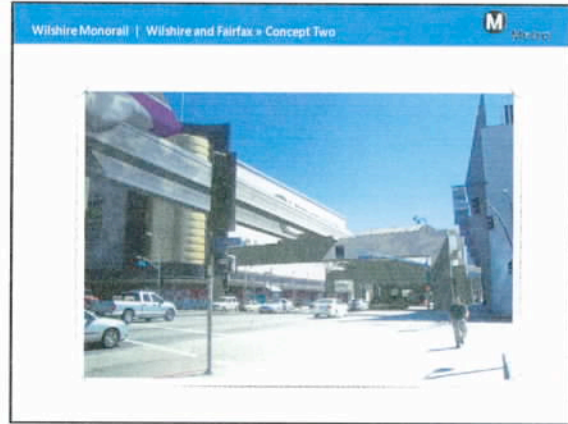
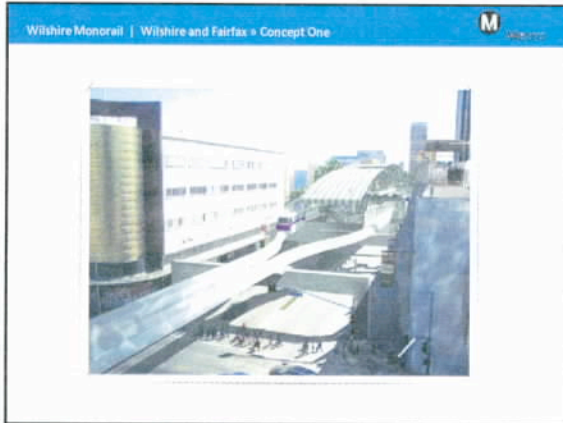
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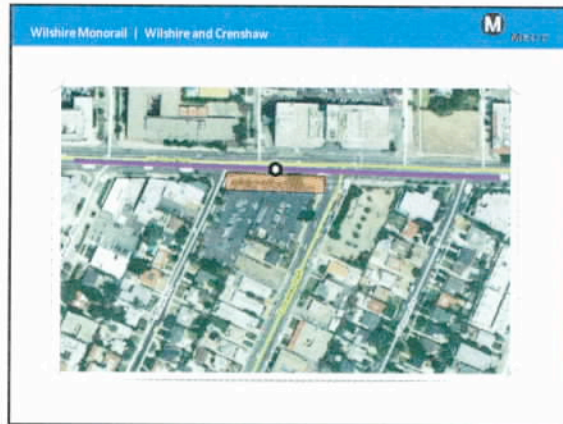
5/11/2009

MONORAIL
PRESENTATION
CONTINUED
IN PART TWO

MONORAIL PRESENTATION
CONTINUED
FROM PART ONE







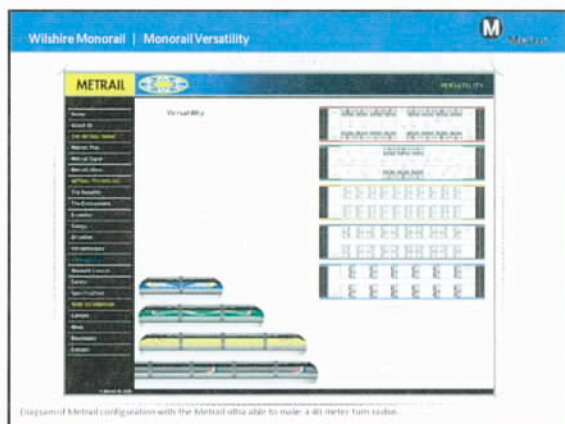
Wilshire Monorail | Fact & Figures

Metrolink

If you check the www.metrolink.com site you would have seen a published capacity of 55,000 people per hour per direction. Metrolink is actually operating at the higher capacities they quote. The Los Angeles Times is trumpeting the fact that the existing LRTs have managed to carry 50,000 per day. I would suppose any system that can carry more than 25 times that amount should be considered capable. A three rail elevated system can have two monorails operating in the same direction so the 55,000 number should be doubled. Monorails can easily operate at 30 to 60 miles per hour because traffic interference is not a factor. A single beam monorail line could be put on each side of Wilshire and take up little more surface space than the light poles. Businesses would compete to have an aboveground station directly into their facility. This would be similar to the stations in the casinos on the Las Vegas Monorail. Monorails can operate normally when the traffic below is in gridlock.

Line	Capacity	Speed	Cost
Light Rail	~10,000	~15 mph	~\$100 million
Monorail	~110,000	~30-60 mph	~\$50 million
Light Rail	~10,000	~15 mph	~\$100 million
Monorail	~110,000	~30-60 mph	~\$50 million





Wilshire Monorail | Monorail Versatility

M METRO

Versatility

- The Metro Monorail is a versatile system that can be used in a variety of applications.
- It can be used for:
- Airport access
- Urban transit
- Resort transportation
- Cruise ship access
- Airport access
- Urban transit
- Resort transportation
- Cruise ship access




Diagram of Metro configuration with the Monorail able to make a 30 degree turn radius.

Wilshire Monorail | Contact

M METRO



FINAL THOUGHTS

Underground Metros are a waste of money as everybody knows that it is a mistake to build an underground in Los Angeles. That said, either bring back the Red Cars or make a Monorail. I choose the latter.

Thank you for reading my presentation.

CONTACT:

John Adair
me@johnadair.com
www.johnadair.com

USE:

Red, Orange, Gold Line, Rapid 90, 20, 9, 21
 SMM, C, METROLINK, AMTRAK

GO METRO!

Kristine Grillo

From: Mic M [micxer@earthlink.net]
Sent: Wednesday, May 06, 2009 2:50 PM
To: Westside Extension
Subject: Westside Subway Extension

Dear Mr. David Mieger, AICP, Project Director,

I am writing to express my strong support for the Metro Westside Subway Extension. Particularly Alternative #11, the Wilshire/West Hollywood Subway. This proposed route will serve the greatest number of Los Angeles residents and visitors. For example, if one wanted to travel from Hollywood to the westside, without the West Hollywood portion one would have to go all the way through downtown Los Angeles. While this is a simple example, it illustrates the logic of choosing this Alternative #11. In addition, I suggest the La Cienega station versus the San Vicente one, which should at least decrease construction costs somewhat.

Thank you for your consideration,

Joseph Mandula
West Hollywood
323-654-7840

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 11:53 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: neal
lastName: avron
organization: homeowner
emailAddress: neal100@earthlink.net
streetAddress: 1525 N. Ogden Drive
city: Los Angeles
state: CA
zipCode: 90046
Date: Wednesday, May 06, 2009
Time: 11:53:05 AM

comments:

I am in support of the Metro Purple line subway extension via Wilshire Boulevard to Santa Monica plus subway extension from Metro Red line Hollywood/Highland station via Santa Monica Blvd.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 11:24 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Jon
lastName: Larson
organization:
emailAddress: jondlarson@sbcglobal.net
streetAddress: 1607 Courtney Avenue
city: Los Angeles
state: CA
zipCode: 90046
Date: Wednesday, May 06, 2009
Time: 11:23:36 AM

comments:

I strongly support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 2:50 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Carlos
lastName: Montano
organization:
emailAddress: TheEmotionalIdiot@yahoo.com
streetAddress: PO BOX 11221
city: Burbank
state: CA
zipCode: 91510
Date: Thursday, May 07, 2009
Time: 02:49:39 AM

comments:

I am extremely excited for the future of Los Angeles and what Metro has planned for the city. I do share a common concern though amongst people that live in the Valley. It would be great also to include the Pink Line to connect the 2 million people that live in the Valley to the Westside. I understand funding is tight, but Metro must take into consideration the residents North of L.A. to make it more accessible to the general public. A Hollywood/West Hollywood spur should definitely be part of the final 'product.' Also, it would be ideal for the subway to be a boon to our cultural centers on Wilshire. LACMA on Fairfax and Wilshire and Broad's new museum on Wilshire and Santa Monica and also the Hammer museum on Wilshire and Westwood. Not to mention that Wilshire and Westwood would service the UCLA area. It would be nice to have Metro stations that interact with the city, as opposed to being surrounded by a big surface parking lot a la North Hollywood.

On a different note, is the red line ever going to extend to Burbank Airport? Also, when is the Orange Line going to be turned into light-rail? Thanks! =)

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 1:20 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Suzanne
lastName: Summmers
organization:
emailAddress: suziesum@verizon.net
streetAddress: 10639 Wellworth Avenue
city: Los Angeles
state: CA
zipCode: 90024
Date: Thursday, May 07, 2009
Time: 01:20:17 AM

comments:

Why weren't the residents notified of meetings? Only one of my neighbors heard about the meeting by chance. We have a problem with the water table now. I hate to think what will happen after the subway is there. What about the high rise buildings on Wishire Blvd. How deep can you go? Polution?

We are on a fault line. Our property values? Crime? Noise polution? Why can't you take Santa Monica Blvd. to the beach, it is a flat street, or Olympic Blvd?

Please contact me

97

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 5:36 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Michael
lastName: :Lowenstam
organization: BridgePoint at Beverly Hills
emailAddress: bridgepointed@islllc.com
streetAddress: 220 N. Clark Drive
city: Beverly Hills
state: ca
zipCode: 90211
Date: Wednesday, May 06, 2009
Time: 05:35:45 PM

comments:

I am in favor of extending the line throught Beverly Hills.Many of the residents living here would use it to access points of interest around los angeles.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 5:31 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Charlotte/ Michael
lastName: Novom/ Stone
organization:
emailAddress: cnovom@novom.com/ mstone@novom.com
streetAddress: 1623 Courtney Ave
city: Los Angeles
state: CA
zipCode: 90046
Date: Wednesday, May 06, 2009
Time: 05:30:30 PM

comments:

We support the "Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard

99

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, May 06, 2009 5:23 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Olga
lastName: Ruano
organization:
emailAddress: ruano.olga@gmail.com
streetAddress:
city: Los Angeles
state: CA
zipCode: 90034
Date: Wednesday, May 06, 2009
Time: 05:22:43 PM

comments:

We need TODs with affordable housing units! pedestrian-friendly streets and nice bus shelters.

100

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 1:44 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Rudyard
lastName: Clark
organization: Transit Advocate
emailAddress: Ruds1979@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Thursday, May 07, 2009
Time: 01:43:37 PM

comments:

I prefer Alternative # 11 to be implemented; with the following station selections: Santa Monica and San Vicente Blvds. station; Century City centric station; and Westwood/UCLA-centric station. Alternative 11 would provide a direct one-train connection from Hollywood and West Hollywood to Beverly Hills, Century City, Westwood, and Santa Monica. The Santa Monica / San Vicente station seems to be closest to the numerous commercial amenities along Santa Monica Blvd. The Century City-centric station is right in the center of Century City. The WestwoodUCLA-centric station would be closest to the vast medical center complex, the main UCLA campus, and to the university athletic venues (as well as to the commercial amenities of Westwood Village).

101

STATE CAPITOL ROOM 4035
SACRAMENTO, CA 95814
TEL (916) 651-4023
FAX (916) 324-4823

DISTRICT OFFICE
2716 OCEAN PARK BLVD. STE. 308B
SANTA MONICA, CA 90405
TEL (310) 314-5214
FAX (310) 314-5263

California State Senate

SENATOR
FRAN PAVLEY

TWENTY-THIRD SENATE DISTRICT



COMMITTEES
NATURAL RESOURCES & WATER
CHAIR
TRANSPORTATION & HOUSING
FOOD & AGRICULTURE
ENVIRONMENTAL QUALITY
BUDGET
HEALTH

May 7, 2009

Mr. David Mieger, AICP
Project Director and Deputy Executive Officer
Metro
1 Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

Re: Draft EIR/EIS for Westside Subway Extension

Dear Mr. Mieger,

I am writing to offer my comments and concerns about the Westside Subway Extension project, which will run through my state senate district as it hits Beverly Hills, UCLA and Santa Monica.

With the money we have now and under our current economic constraints, I support Alternative 1. The Wilshire Corridor is one the most dense in Los Angeles, and those who use it desperately need another option to get back and forth from the west side to downtown.

If the money is available, I also support Alternative 11. Linking the Red Line's Hollywood/Highland station to the Purple Line via West Hollywood and Beverly Hills is a logical, if not necessary, component to traffic relief on the west side. Along that route, I would highly recommend a stop at Cedars-Sinai Medical Center/Beverly Center, two major employment centers.

I also want to make sure that when the Purple Line arrives at UCLA, it arrives at UCLA. Making riders exit at Wilshire/Westwood and walk the half-mile to the southern end of the campus seems unnecessary and reduces ridership. The train should stop a little farther north and drop off students and employees closer to campus. The Expo Line will bring riders to USC's front door. The Purple Line should do the same for UCLA.

Perhaps most importantly, the subway needs to go all the way to Santa Monica. It would provide a key link between that city and UCLA and Beverly Hills, not to mention West Hollywood and Hollywood if Alternative 11 is built. The Expo Line will take riders from Santa Monica to downtown, but not through major employment and entertainment centers besides USC. If the Purple Line stops just west of the 405, as has been mentioned in the scoping meetings, it will cut off Santa Monica residents from a viable public transit connection to UCLA and beyond. If it is truly going to be a "subway to the sea," it needs to go all the way to the coast. Millions of commuters and tourists now rely on the 10 Freeway and surface streets to get to and from Santa Monica.

Lastly, this project needs to be built as quickly and efficiently as possible, taking into account the disturbances it will create for local residents. I think those along the route will take the short-term pain of construction for the long-term gain of a subway long overdue.

This project is very important to me and my constituents in the 23rd District. If there is anything I can do to help, please don't hesitate to ask.

Sincerely,

A handwritten signature in cursive script that reads "Fran Pavley".

Senator Pavley
Senate District 23

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 11:58 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: DAVID
lastName: DE SALVO
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Date: Thursday, May 07, 2009
Time: 11:57:53 AM

comments:

I believe that the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard is an important addition to our city and I support it.

Scoping Comments on Westside Subway Extension

Darrell Clarke

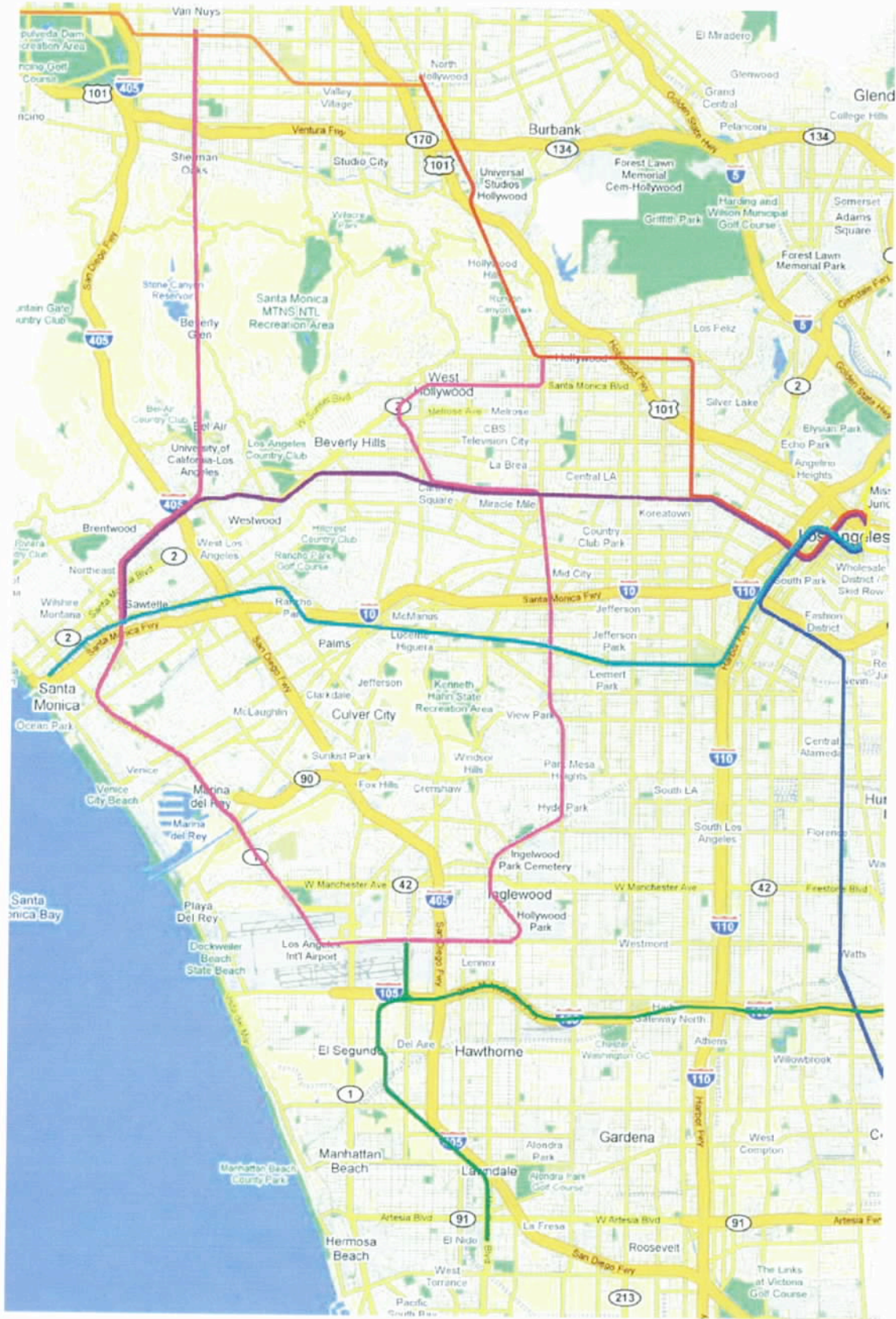
May 7, 2009

It's important to have a vision for the larger Westside rail network – especially future north-south lines that would create a larger grid – in order to best plan the Wilshire subway. The following page is a discussion map for that purpose.

1. If the Purple Line MOS-3 goes to Bundy (one stop west of the 405), suppose it turns south one more station to end at the Expo Line station at Bergamot Station / Olympic / 26th, rather than continue west along Wilshire to downtown Santa Monica.
2. Suppose the future line to the Valley uses LA's heavy rail mode. It could then share this section of Purple Line to get a head start south toward LAX. It would share the Westwood Village station and could have a second station on the north part of the UCLA campus.
3. Neither Lincoln nor the I-405 corridor has a reasonable surface right-of-way. If either is therefore to be in subway, and one were to pick one, there are more destinations and housing density along Lincoln. Therefore continue this subway south from Expo / 26th along the Lincoln corridor. Potential stations include:
 - Ocean Park / Lincoln (serves dense Ocean Park residential, and Santa Monica already plans to rezone for a transit village at the Albertson's site on the SE corner)
 - Venice / Lincoln (serves Venice and connection with Venice Blvd. buses)
 - Marina del Rey
 - Playa Vista / Loyola Marymount
 - If it's in a subway, how about a station within the LAX terminal loop?
4. Similarly, suppose you combine the West Hollywood subway branch with the Crenshaw line to create a continuous north-south line. Rather than turning west at La Cienega it would turn east and share Wilshire's stations at Fairfax and La Brea, then turn south where, again, there's no surface right-of-way. Potential stations are:
 - Pico / San Vicente / Venice, aka Mid-City, aka Vinyard
 - Crenshaw / Expo
 - Crenshaw / MLK / Leimert Park
 - Crenshaw / Slauson
 - Manchester / La Brea / downtown Inglewood (feasible if in subway)
 - Hollywood Park redevelopment
 - Century / Aviation / Green Line

This would be really expensive. Although a statistic for the Red Line was the cost of the finished tunnels was 15% of the total, while the finished station boxes were 50% of the total. Use as few stations as possible, which is also good for speed on longer trips.

As a rider I'd like it to become aerial where possible, such as south of Marina del Rey.



Some variations on this concept include:

- Light rail along I-405 from San Fernando Valley – Westwood (transfer to Purple Line subway at Wilshire / Veteran?) – Expo Line – Howard Hughes Center – Sepulveda – LAX Lot C – Green Line
- Light rail along I-405 and Lincoln from San Fernando Valley – Westwood – Expo Line – Santa Monica downtown – Lincoln – LAX Lot C – Green Line
- Subway from Hollywood – West Hollywood – La Cienega – Westwood – San Fernando Valley (although this would require transfers from the Valley to LAX), leaving light rail along Crenshaw from the Expo Line to LAX as currently proposed.



Roderick J. Wood, City Manager

Mr. David Mieger, AICP
Project Director and DEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

May 6, 2009

RE: Westside Subway Extension Draft EIS/EIR

Dear Mr. Mieger:

Thank you for the opportunity to comment early in the scoping process of the Westside Subway Extension Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). The City of Beverly Hills will actively participate in the Draft EIS/EIR process as the two subway alternatives identified as part of the Alternatives Analysis approved by the Los Angeles County Metropolitan Transportation Authority (Metro Board) in January 2009, would travel through and have stations within the City of Beverly Hills as follows:

1. Wilshire Boulevard Alignment Heavy Rail Transit (HRT) Subway: This alternative alignment would extend under Wilshire Boulevard within the City of Beverly Hills with stations at La Cienega Boulevard and Beverly Drive. The City's citizen based Mass Transit Committee unanimously recommended this alignment including station locations in January 2007. The City of Beverly Hills City Council received the Committees' recommendations but has not taken a formal position pending the information from the EIR.
2. Wilshire/Santa Monica Boulevard Combined (HRT) Subway: This alternative would extend from the Hollywood/Highland station and connect to a station at La Cienega and Wilshire Boulevards as identified in Alternative #1. The City needs more information to assess this alternative.

Considering the density along the Wilshire Boulevard commercial corridor and the amount of commuter traffic throughout the day, the City would like to officially document the following concerns and issues to be addressed during the Draft EIS/EIR process:

3. Interface issue(s) associated with the possible connection of the Wilshire/Santa Monica Combined HRT with the Wilshire HRT at the Wilshire/La Cienega Boulevard station sit at a separate time frame:
 - a. What will the construction impacts be at and surrounding the La Cienega/Wilshire Boulevard station?

- b. How will the station initially be designed to accommodate transfers?
 - c. How will the tracks connect?
 - d. How will the station and tracks be configured to address the wide radius required to accommodate the curve?
 - e. Will there be "punch-out walls?"
4. Location of the construction staging area of all construction equipment (both commercial and heavy equipment) and duration of use.
 5. Size and location of construction entrance at stations for soil excavation and duration of use.
 6. Construction haul routing for equipment, soil removal, materials and feasibility of transporting soil "through the tunnels" and excavate at a location that has less impact to neighboring businesses.
 7. Design, layout, and entry/exit portals of the station sites and necessary easements with the commercial entities.
 8. Whether parking is to be provided at the proposed stations.
 9. Parking demand and trip generation associated with the proposed stations.
 10. Effects of stations on other transit (e.g. transfers, routing, headway, etc.).
 11. Safety and sustainability of above-ground infrastructure/buildings (the City's Mass Transit Committee recommendation included a preference that the route at the west end of Beverly Hills continue under Wilshire Boulevard and veer southwest under Santa Monica Boulevard to Century City rather than under commercial and residential properties).
 12. Safety and sustainability of underground drilling throughout the corridor and potential noise and vibration impacts.
 13. Time required for street closures during station construction.
 14. Traffic control and routing during planning and construction phases of the project.
 15. Employee parking and staging, both within the Beverly Hills city limits and in neighboring jurisdictions.
 16. Defined pedestrian safety routes.
 17. Travel and parking impacts to local commercial and restaurant businesses along the entire construction corridor.
 18. Cut-through traffic impacting residential streets.
 19. Changes in bus travel times and frequency on Wilshire Boulevard, and possible diversion of bus routes through collector or local streets during construction.

20. The Wilshire/Santa Monica Combined HRT alternative also includes a station location in the Cedars-Sinai/Beverly Center Area. The aforementioned construction issues associated with a station in this location will be of interest to Beverly Hills.
21. Any additional demands on City infrastructure, utility, and public service impacts.
22. While economic issues are ordinarily outside of the purview of EIRs and EISs, the City requests that the Metropolitan Transportation Authority consider the following:
 - a. Economic impacts during construction on City businesses and City tax receipts.
 - b. Decreased city revenue due to lost new development opportunities.
 - c. Long term economic benefits from operation.
 - d. Is there an expectation of increased development density around stations?

The City of Beverly Hills may provide further comments as Phase 1 of the planning and development of the Westside Subway Extension Draft EIS/EIR process proceeds.

Thank you.

Sincerely,



RODERICK J. WOOD
City Manager

Cc: David Gustavson, Director of Public Works & Transportation
Susan Heely Keane, Director of Community Development

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J | S | M

May 7, 2009

Mr. David Mieger, AICP
Project Director and Deputy Executive Officer
Metro
1 Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

RE: Metro station or portal at the southeast corner of Wilshire Boulevard and Federal Avenue

Dear Mr. David Mieger:

Per our phone conversation on December 17, 2008, JSM Capital, LLC would like to enter into discussions with Metro regarding hosting a MTA station or portal at the southeast corner of Wilshire Boulevard and Federal Avenue (Wilshire/Federal). JSM Capital has entered into an agreement with the United States Army to exchange approximately ten acres of U.S. Army Reserve (USAR) Real Property located at Wilshire/Federal.

As discussed, JSM Capital believes that a station or portal at Wilshire/Federal would be a positive amenity for the local area and would be a significant enhancement to the Westside Subway Extension.

We appreciate Metro's consideration of a Wilshire/Federal station or portal as part of the Westside Subway Extension, and would like an opportunity to participate in the scoping process and to meet with you to discuss this significant site.

Regards,



Darrel Malamut
Development Manager
JSM Capital, LLC

Wilshire / Federal Army Land Exchange

Outline Presentation

May 7, 2009



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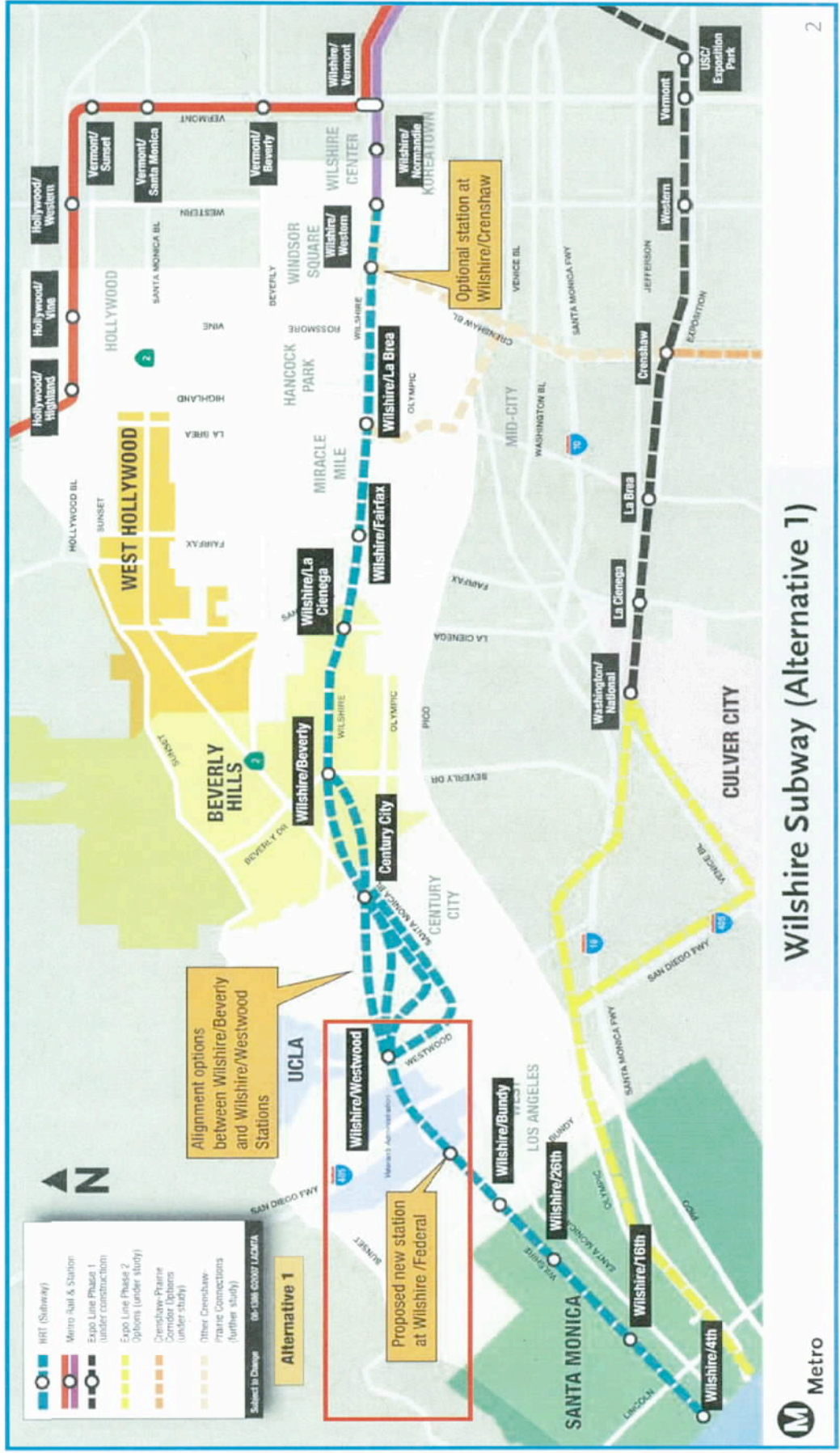


Metro

105a

November 4, 2008 – Measure R was approved

A MTA Station at Wilshire/Federal became a reality



1056

Metro – it's coming.
And Wilshire/Federal makes it a reality!

“The site at Wilshire and Federal could be a significant enhancement to the MTA’s Master Plan, allowing a Metro system to travel west of the 405 freeway.”

Denny Zane
Former Santa Monica Mayor
Spearheaded Measure R

105c

Metro – it's coming.
And Wilshire/Federal makes it a reality!

- Why will Metro come to our site:
 - Developer will host a MTA Station or Portal
 - Staging area to be discussed
 - No need for eminent domain

“We need to look to new ways of increasing transportations revenues. **Public-private** partnerships can stretch limited public funds“

Roger Snoble, CEO
Los Angeles County MTA

Wilshire / Federal Army Land Exchange

Outline Presentation

May 7, 2009



J | S | M



Metro

105e

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, May 08, 2009 3:10 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Kenneth
lastName: Dorshkind
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streetAddress: 10708 Wellworth
city: Los Angeles
state: CA
zipCode: 90024
Date: Friday, May 08, 2009
Time: 03:10:27 PM

comments:

The idea of a subway for the Westside is a wonderful idea and should have been done years ago. That being said, tunneling under long-established neighborhoods is not a good plan. It is my understanding that is one option to connect Century City to Westwood. It would seem to serve the community better if the route followed Santa Monica Blvd. and then North on Westwood. In addition to avoiding neighborhoods, it would serve the public by allowing for stops on main thoroughfares.