



WESTSIDE SUBWAY EXTENSION

Public Participation & Community Outreach Report Appendix A – Scoping Report Part 6



August 2010

WILSHIRE CORRIDOR FLOW-BOULEVARD

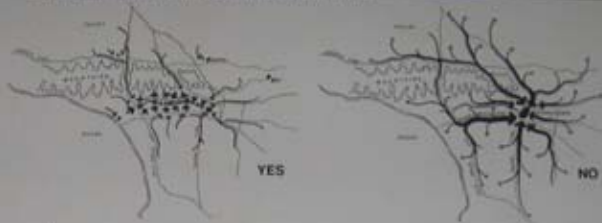
A PROPOSAL FOR THE WILSHIRE CORRIDOR BY PHILLIP JON BROWN, ARCHITECT

WHAT IS THE PROBLEM?

The problem is to find the highest quality use for the Wilshire Corridor. The corridor is a major transportation artery for the Los Angeles area and is currently being used as a highway. The corridor is a major transportation artery for the Los Angeles area and is currently being used as a highway.

1. How to improve the quality of traffic generation and the efficiency of traffic flow.
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ALTERNATIVE TRAVEL FORMS, HOME TO EMPLOYMENT CENTER



HOW TO USE THE WILSHIRE CORRIDOR

The Wilshire Corridor is a major transportation artery for the Los Angeles area. It is currently being used as a highway. The corridor is a major transportation artery for the Los Angeles area and is currently being used as a highway.



Wilshire Corridor Flow-Boulevard Plan

URBAN CORRIDOR BOULEVARD

The Urban Corridor Boulevard is a major transportation artery for the Los Angeles area. It is currently being used as a highway. The boulevard is a major transportation artery for the Los Angeles area and is currently being used as a highway.

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West Park parking west



Beverly Hills parking north

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Subway?... What About Traffic!

Vehicular traffic must be planned for along with the new development that springs from the access brought about by a subway. Where is the planning for the increased vehicular traffic and does it effect the location for the Westside extension line? It is true Metro has been deficient in considering vehicular traffic. And yes since we as residents do not want to live in perpetual gridlock, vehicular traffic does influence where you put a subway line. As you will see below land use and traffic are the determining factors.

Making a subway work in a corridor along with solving for traffic congestion is the reason a third "build alternative" in the Santa Monica Boulevard corridor should be studied. That is what this article is about, getting the "scope" of the study expanded to include the Santa Monica corridor to be studied as a stand-alone subway extension without the Wilshire segment from Western to Beverly Hills. It would begin at the Hollywood and Highland station and continuing west along the Santa Monica Boulevard to Beverly Hills and beyond. And with this corridor there is no doubling back to Vermont for Valley riders to go west.

The reason a third "build" study is so important is the Wilshire corridor can not take the increase in traffic and impacts to land use and the Santa Monica boulevard can and should because it would be so beneficial. That 4 1/2 mile segment along Wilshire is a part of an established central residential community that stretches from Western to beyond the 405. Adding increased density by taking down stable neighborhoods is a bad idea when there are neighborhoods from West Hollywood on through to East Hollywood that need development and redevelopment much more. And the functional reason is that developing that 4 1/2 miles of Wilshire connects and increases development and traffic that creates an unsolvable bottleneck in Beverly Hills when the Wilshire corridor meets the Santa Monica corridor. The only way around the bottleneck is to double capacity on a one-way pair in the Pico-Olympic corridor. By extending a subway in that 4 1/2 miles of Wilshire traffic has been invited into the residential communities from Western to beyond the 405 making demands for new vehicular infrastructure and major land use change. This is bad city planning.

Santa Monica Boulevard corridor is the natural and dominant travel demand corridor. It is State Route 2 and formally the Beverly Hills freeway corridor. By not planning to solve the travel demand in this corridor guarantees congestion and future gridlock from end to end.

An independent Preliminary Transportation Plan for the Santa Monica corridor has been prepared for your information and review at www.FlowBoulevardPlan.com. You will see that the Beverly Hills "bottleneck" can be solved with this corridor as well. The bottleneck solution is simply to put "through traffic" not destined for Beverly Hills into a tunnel about one mile long to Century City. A similar solution in West Hollywood could be made between La Cienega and Doheny, or as suggested on the Flow Boulevard Plan website, a more architectural solution above grade with raised pedestrian circulation and plazas.

So what really matters in the consideration of a subway extension is the mitigation of traffic and land use impacts that would be brought about by the choice of the corridor. In either corridor suburban commuters can be brought into the employment centers of the LA Basin. The question is which corridor has the least impact and the greatest benefit to the residents of the LA Basin. A third "build alternative" is necessary to do it; please tell Metro!

Contact; email Phil Brown at PJBarch@DSLextreme.com . Since these planning issues are often complex it is possible for groups to arrange for a PowerPoint presentation and discussion. Remember, Metro needs the input by citizens to get it right.



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

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- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

I strongly believe, alternative 11 is the right thing to do. Both, Wilshire Blvd. and Santa Monica Blvd, are equally important, and Hollywood/Hightland is a major attraction and tourist destination; it's also one of the densest area in the city, thus a connection from the West is vitally important.

Both - Santa Monica Blvd and Wilshire Blvd - should be built simultaneously, and speed-up the general process.

Thank you! Alexander

Return comment form to (Favor de regresar formulario a):

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



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WRITTEN COMMENT FORM

FORMULARIO PARA COMENTARIOS

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- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

The Alternative 11 (double route) alignment makes the most sense for an integrated transport system, even at elimination of the Santa Monica MDS west of the 405. The expo line extension and bus routes in Santa Monica would help get people to a park and ride site near the 405. The Veterans Center area as a park and ride venue would seem to be best. More people would use the Hollywood/Highland extension than the Santa Monica MDS and be quicker to get people moving and cheaper.

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



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