Why Consider a Major Investment for the Westside?

- Population Growth (000s): 504 (2005) vs. 480 (2030)
- Job Growth (000s): 560 (2005) vs. 560 (2030)
- % in LA County: 5% Population, 10% Jobs, 17% Transit Trips

Sources: Metro
What Will We Study?

Possible Alignments, Stations & Modes
Evaluation Criteria

Metro Westside Extension Transit Corridor

Metro
Different Metro Modes

- Heavy Rail
- Light Rail
- Bus Rapid Transit
- Rapid Bus
Mode: Heavy Rail Transit (HRT)

- Fully grade separated
- 3rd rail electrical power
- Up to 70 mph
- Up to 6 cars/train
- Up to 1,000 passengers/train
- One mile station spacing
- 450-foot station length
- Metro Red & Purple Lines

Metro
Mode: Light Rail Transit (LRT)

- At grade, below grade or above grade
- Exclusive lane
- Overhead electrical power
- Up to 55 mph
- Up to 3 cars/train
- Up to 500 passengers/train
- One mile station spacing
- 270-foot station length
- Metro Blue, Green & Gold Lines
Mode: Bus Rapid Transit (BRT)

- At grade
- Exclusive lane
- Clean fuel (CNG) power
- Up to 60 mph
- Up to 65-foot long articulated bus
- Up to 100 passengers/bus
- One mile station spacing
- 200-foot station length
- Metro Orange Line

Metro
Mode: Metro Rapid Bus

- At grade
- Mixed flow lanes
- Clean fuel (CNG) power
- Up to posted speed
- Up to 60-foot long articulated bus
- Up to 84 passengers/bus
- ¾ mile station spacing
- Station length varies
How Will We Decide?

- Costs
- Ridership
- Cost-Effectiveness
- Economic Development/Land Use
- Travel Time Savings & Comparisons
- Reliability
- Environmental Effects
- Sustainability Factors
- Security & Safety
- Financial Capability
- Community Acceptability
Public Involvement

Scoping and Community Engagement
## Public Scoping Meetings

<table>
<thead>
<tr>
<th>Westwood Century City</th>
<th>Hollywood West Hollywood</th>
<th>Wilshire Center Koreatown</th>
<th>Beverly Hills</th>
<th>Santa Monica</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tuesday, October 9</strong></td>
<td><strong>Thursday, October 11</strong></td>
<td><strong>Tuesday, October 16</strong></td>
<td><strong>Wednesday, October 17</strong></td>
<td><strong>Thursday, October 18</strong></td>
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<tr>
<td>6:00 to 8:00 p.m.</td>
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<tr>
<td>Emerson Middle School</td>
<td>Pan Pacific Recreation Center</td>
<td>Wilshire United Methodist Church</td>
<td>Beverly Hills Public Library</td>
<td>Santa Monica Public Library</td>
</tr>
<tr>
<td>1650 Selby Avenue</td>
<td>7600 Beverly Boulevard</td>
<td>4350 Wilshire Boulevard</td>
<td>444 North Rexford Drive</td>
<td>601 Santa Monica Boulevard</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>Los Angeles</td>
<td>Los Angeles</td>
<td>Beverly Hills</td>
<td>Santa Monica</td>
</tr>
</tbody>
</table>

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**Metro**
Early Public Scoping Process

• Comment Period:
  Through November 1, 2007

• After November 1:
  – Technical analysis of alternatives and criteria
  – “Scoping Report” issued
    • Summarizing results of scoping and comments
    • Identifying new alternatives and criteria

• We welcome ongoing comments on alternatives under review

Metro
Opportunities to Provide Input

• Complete comment form

• By Mail:
  – David Mieger, Project Manager
    One Gateway Plaza – MS 99-22-5
    Los Angeles, CA 90012

• By Phone:
  – 213.922.6934

• Send digital audio/video files to:
  – westsideextension@metro.net

• On the web at:
  – www.metro.net/westside
  – click on “Contact Us”
What We Want to Hear from You

• Should there be a new transit alternative to serve the Westside?
• What mode or alignment do you want studied?
• Do you want a station in your community?
• What is important to you in evaluating options?
• For all of the above: WHY?
• Other thoughts?
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Metro
Overview

1. What is the Metro Westside Extension Transit Corridor project? How did it come about?

The Metro Westside Extension has been an integral element of local, regional and federal transportation planning for close to three decades. Extensive planning studies were conducted in the 1980s and 1990s leading to a Full Funding Grant Agreement with the federal government for a 2.3-mile extension of the Metro Red Line from Wilshire/Western to Pico/San Vicente in 1994. In 1998, however, due to funding constraints, Metro suspended this project in favor of looking at lower cost bus and light rail transit options for the Westside. This led to approvals in 2005 for two different improvements on the Westside -- construction of the Exposition Light Rail Transit Project and various Metro Rapid Bus improvements on several high volume bus routes.

Increasing congestion and growth on the Westside since then has prompted reconsideration of a possible heavy rail extension and consideration of other modes to serve the Westside. The Metro Board has thus authorized an Alternatives Analysis for the Westside Extension Transit Corridor to look at ways to provide high-capacity transit service to the Westside. There have also been requests from several of the jurisdictions in the study area for extension of the regional rail system to serve their communities.

2. Is a Subway to the Sea a “done deal”? 

No! The Alternatives Analysis will consider other modes of transportation in addition to the subway, and it will consider different alignments and project lengths. While it is expected that whatever alternative is selected as the Locally Preferred Alternative (LPA) may eventually extend to Santa Monica, funding constraints may require phased implementation of the LPA, with initial phases ending short of the “sea”. Additionally, funding for the project has not been secured nor is the project in the currently adopted Long Range Transportation Plan. [Top]

Process and Schedule

3. What is an Alternatives Analysis? How does this fit into the overall environmental process?

An Alternatives Analysis is a preliminary study of a wide range of alternatives. The primary objective of this analysis is to narrow the number of alternatives that could be carried forward for further study. The Alternatives Analysis for this project will evaluate several rail and bus mode options, as well as alternative alignments and segment lengths. Based on the Alternatives Analysis, the Metro Board will be asked to select a Locally Preferred Alternative (LPA) identifying the alignment, mode, and station locations. The Metro Board may then direct that the selected...
LPA be further evaluated in a Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) and be subject to preliminary engineering.

4. Is this study the final step in determining what will get built and when?

No. As discussed above, the Alternatives Analysis is an evaluation of the alternatives leading to the selection of a LPA that may be subject to further analysis.

5. What is the schedule for the study?

The Alternative Analysis was initiated in July 2007 and will extend until approximately September 2008, at which time the Metro Board will be asked to make a decision about an LPA and moving forward with an environmental analysis.

Routes/Alignments and Modes

6. What alignments is Metro studying as part of the Westside Extension?

At a minimum, the Alternatives Analysis will evaluate two alignments that were studied in the 1980s and 1990s before the subway extension project was suspended. The first alignment under consideration would extend west from the terminus of the Metro Purple Line at Wilshire/Western roughly along Wilshire Boulevard. The other alignment for evaluation is further north, and extends west from the Metro Red Line at Hollywood/Highland roughly following Santa Monica Boulevard (see 7 for more information). These alignment options will be presented in further detail as a part of the scoping process and will be refined or expanded based on the comments received during scoping.

7. Will the alignment traverse multiple jurisdictions including Los Angeles (Mid-Wilshire, Century City and Westwood), Beverly Hills, West Hollywood and Santa Monica?

Yes, the alignment alternatives could traverse multiple jurisdictions. Two primary alignments have been considered historically.

- **Wilshire Boulevard alignment** from Wilshire/Western station via Wilshire Boulevard to Santa Monica Boulevard and west on Santa Monica Boulevard to Century City, then transitioning back to Wilshire Boulevard and proceeding along Wilshire Boulevard near Westwood Boulevard along Wilshire Boulevard to downtown Santa Monica (approximately 13 miles).
- **Santa Monica Boulevard alignment** starting from the Hollywood/Highland Metro Red Line proceeding west on Hollywood Boulevard and transitioning to Santa Monica Boulevard to Century City, then transitioning to Wilshire Boulevard near Westwood Boulevard and proceeding along Wilshire Boulevard to downtown Santa Monica (approximately 12.5 miles). Potential Alignment map.

8. What transit modes are being considered? How will a recommendation be made?

The transit modes under consideration for the Alternatives Analysis include existing modes in operation by Metro including Heavy Rail (Red/Purple Lines), Light Rail (Blue/Green/Gold Lines), and different bus modes (Bus Rapid Transit or “BRT,” Metro Rapid Bus, etc.). The study will also evaluate a “no build” alternative and an alternative that evaluates further enhancements to bus service. Other modes/ideas may be evaluated during the study if they are proposed by the public and agencies during the public input/scoping process. See question 9 for more information about the evaluation criteria.

9. How will the preferred alignment and mode be picked?

There are numerous evaluation criteria that are used to determine how well each mode and/or alignment alternative performs. Some of the criteria for the Westside Extension will include:

- Speed, capacity, and reliability
- Construction and operating costs
- Safety, especially for tunneling options
- Cost effectiveness
- Noise, visual and traffic impacts
- Growth-inducing impacts
- Economic impacts on existing land uses
• Localized impacts during construction and operation
• Ability of alternatives to serve higher density Westside land uses and provide relief for increasing traffic congestion.

10. Where will stations be located?

Station sites along a possible Wilshire Boulevard alignment could include

- Wilshire/Crenshaw
- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Beverly Drive
- Century City
- Santa Monica/Westwood
- Wilshire/Westwood Village/I-405
- Wilshire/Bundy
- Wilshire/26th St.
- Wilshire/16th St.
- Wilshire/4th St. (12 stations)

Station sites along a possible Santa Monica Boulevard alignment could include

- Sunset/Fairfax or Santa Monica/Fairfax
- Santa Monica/La Cienega or Santa Monica/San Vicente
- Santa Monica/Beverly
- Santa Monica/Rodeo
- Century City
- Santa Monica/Westwood
- Wilshire/Westwood Village/I-405
- Wilshire/Bundy
- Wilshire/26th St.
- Wilshire/16th St.
- Wilshire/4th St. (11 stations)

These will be further evaluated during the study as will other station locations that may be proposed during the scoping process. Potential Alignment map.

11. Don’t we already have plans for the Purple Line to extend to Santa Monica?

There are no current plans for the Purple Line to extend to Santa Monica. That is one of the options this study will evaluate.

12. Will the line run along Santa Monica Boulevard? They just completed all that construction!

It is a possible alignment that will be evaluated as a part of this study. (See questions 6 and 7.) [Top]

Relationship with Transit

13. Does the Westside area need both the Exposition LRT and another east-west transit corridor?

Previous studies have determined that the “Westside” was too big to be served by a single east-west transit project. One project currently under construction is Phase 1 of the Exposition Light Rail line which will run between downtown Los Angeles and Culver City. Planning is currently underway to determine how to extend that line to Santa Monica.

Previous commitments for transit alternatives to serve areas further north than the planned Exposition Light Rail line relied on bus-focused improvements. This study will evaluate various bus, rail and other options for this area of the Westside.

14. What other transit lines will the Westside Extension Transit Corridor connect with?

Since the alignment and mode of a Westside Extension is not known at this time, it is difficult to say exactly which transit lines it will connect with. However, the Westside Extension study area currently is served by numerous local, Rapid, and other bus lines, many of which are already carrying a high number of riders.
15. Could this project recommend closing Wilshire Boulevard to automobile traffic?

This is not one of the initial options planned for evaluation during this Alternatives Analysis. Some above ground options may be studied which could have impacts to traffic lanes. These would be evaluated if above ground options are proposed for study during the scoping process.

16. Will the Metro Rapid on Wilshire continue to run?

Most likely yes. Depending on which alternative (mode and alignment) is selected, the Metro Rapid bus may run at increased or decreased frequencies.

17. How much will the project cost? Where will the money for construction come from?

Until the project has been better defined, it is too early to say what it will cost. However, project cost is one of the criteria that will be used to evaluate the alternatives being studied. Depending on what the project is, it is likely that funding would come from a variety of sources.

18. I’ve heard that there is subsurface gas in the study area. How can I be sure that the system can be constructed and operate safely?

Subsurface gas is present throughout much of the greater Los Angeles area and is often a factor in construction projects. While tunneling for transportation has special considerations, sewer projects, utility projects, and buildings with deep basements have been constructed in subsurface gas zones within the Los Angeles region. Similar protocols for safety and testing apply to these projects as they would for a transportation project.

Safety, both during construction and eventual operations, is one of Metro’s highest priorities. It is also one of the key evaluation criteria during the Alternatives Analysis.

Metro has safely operated the current Red/Purple Line subway for over 14 years and has successfully constructed subway tunnels where subsurface gas has been present. In 2005, an American Public Transit Association peer review panel determined that “It is possible to tunnel and operate a subway along the Wilshire Corridor safely.”

If constructed, tunnels will be designed to provide a redundant protection system against gas intrusion. This will include:

- Physical barriers to keep gas out of the tunnels
- High volume ventilation systems
- Gas detection systems with alarms
- Emergency ventilation triggered by the gas detection systems

During operations, safety codes require rigorous and continuous gas monitoring, alarms, automatic equipment shut-off and additional personnel training.

19. If a subway mode is selected, how can I be sure that tunnels will be safe during an earthquake?

Similar to existing Red/Purple Line tunnels, engineers use the most recent seismological data along with subsurface ground conditions to design reinforcing for the tunnels and station structures. During the Northridge Earthquake, tunnels performed exactly as predicted. No damage to Metro structures was observed.

20. How will pedestrian safety, especially near schools, be addressed, if at-grade crossings are anticipated?

Any safety program would include education, engineering, and enforcement.

Metro has implemented a Rail Safety Education Program to address auto and pedestrian safety. This program offers rail safety orientation and training, particularly to schools and other community groups within a 1.5-mile radius of a Metro fixed-route transit system.

There are many safety features that are designed into projects depending on what
the mode is, what speed it will travel, or whether it is at ground-level, above-ground, or underground. These could include crossing gates, lights and signals, horns, etc.

Safety rules and guidelines are enforced by appropriate policing agencies.

Operational Issues

21. For each Metro technology (subway, light rail, BRT), what is the difference in travel speed, reliability and number of passengers carried?

This will be evaluated during the Alternatives Analysis work efforts. The operating speed, reliability, and passenger capacity of each technology depend on a variety of factors, including the degree of grade separation, number of stops, operating plans (express, local service) and size of the vehicle.

22. If the decision is made that the project should be something other than the current heavy rail system (light-rail, BRT), how would passengers transfer between systems?

Passengers would have to "walk" as they do today to transfer. The 7th/Metro station is a good example of transferring between the heavy rail Red/Purple and light rail Blue Lines. The North Hollywood station is another good example of transferring between the Orange Line busway and heavy rail Red Line.

23. If the current heavy rail system continues, but the decision is made to come up from underground to run the line at or above street-level, how would that transition occur?

The transition would occur through a portal structure, typically located within a street. Metro has constructed several portal structures for the Blue and Gold Lines and the Gold Line Eastside extensions. These are on Flower Street near Staples Center (Blue Line), Pasadena at the Del Mar and Memorial Park Stations (Gold Line), and 1st Street at Boyle Avenue and at Lorena Street (Gold Line Extension, currently under construction).

24. How would a subway be powered?

All subways would use electric power. Heavy rail subway trains, such as the existing Red Line, draw their power from an energized third rail. Light rail systems, such as the Blue, Green and Gold Lines, obtain power from an overhead line.

25. How soon can I ride this new transit line?

Without knowing the exact project mode, alignment or length, we cannot yet predict when a new transit line would be available for the public to use. Other factors that effect timing include how long it will take to complete all required studies, receive necessary approvals and secure funding. A previous report prepared by Metro staff indicated that a subway could be operational in as little as 10 years.

26. How will you avoid sinkholes during construction as happened in Hollywood during Red Line construction?

The primary method for avoiding sinkholes will be use of "earth pressure balance" tunnel boring machines. With use of these machines, the excavated ground surface is continuously supported. Metro recently completed a 1.7-mile tunnel for the Eastside Light Rail Transit project, currently under construction, with no measurable settlement using "earth pressure balance" machines. Where necessary, secondary ground stabilization methods, such as soil grouting, will be used.

27. How long will it take to get from Wilshire/Western to Santa Monica? What about from Hollywood/Highland?

That depends on the mode selected, degree of grade separation, and number of stations. It is estimated that from Wilshire/Western to Santa Monica would take about 25 minutes via heavy rail subway, and about 67 minutes on a Rapid Bus. The Rapid Bus from Hollywood/Highland would take about 62 minutes and about 25 minutes via rail.

28. Will there be parking at any of the stations? Will it be free?

This is a Metro policy issue. In previous studies of a subway extension to the Westside, a large park-and-ride facility was proposed on the grounds of the Veterans Administration (VA). With the amount of development in the study area
both planned and already completed over the past 10-15 years, the need for parking and available land to locate such parking will be reevaluated.

**Impacts**

29. **What would the impacts be for street traffic, noise, visual appearance if the project were underground? At street level? Above ground?**

As noted previously, the Alternatives Analysis will use traffic, noise, visual effects, and other environmental issues as screening criteria for determining which alternatives will be proposed for further study. Based on the Alternatives Analysis, the Metro Board will be asked to select a Locally Preferred Alternative (LPA). The Board may then direct that the selected LPA receive further analysis through a Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) and be subject to preliminary engineering.

Should the Metro Board proceed with a Draft EIS/EIR, this environmental document would evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project and project alternatives (e.g., underground, at-grade, or above ground). Impact areas to be addressed in the DEIS/DEIR include:

- Transportation
- Land use
- Zoning
- Economic development
- Secondary development
- Land acquisition
- Displacements and relocations
- Cultural resources, including historical and archaeological resources; parklands/recreation areas; neighborhood compatibility and environmental justice
- Natural resources, including air quality, wetlands, water resources, noise, and vibration; energy use; safety and security; and wildlife and ecosystems, including endangered species.

Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated as well.

**Public Input**

30. **How can I be involved in the decision-making process? How can I stay informed about this study?**

You can register to receive future updates on the project and meeting notices by visiting Contact Us in the menu on the left or by calling the project information line at (213) 922-6934. There will be opportunities for input throughout the study, including a series of public scoping meetings scheduled in October 2007, via the project website or on the information phone line.

31. **Can Metro make a presentation to my neighborhood or business organization?**

Please leave a message on the project phone line at (213) 922-6934, or by visiting Contact Us in the menu on the left. A Metro representative will contact you to arrange a meeting for your group or to invite you to one planned in your area.

**Subway Restrictions**

32. **Isn’t there a federal law prohibiting the subway extension?**

Both houses of Congress have now approved legislation to repeal a restriction on using federal funds for subway tunneling in the Wilshire Corridor. That funding prohibition was enacted in 1986 though there has never been a prohibition against a subway itself. In 2005, an American Public Transit Association peer review panel determined that “It is possible to tunnel and operate a subway along the Wilshire Corridor safely.” As a result, Congressman Henry Waxman (CA) introduced legislation seeking to repeal the 20-year-old restriction on federal funding for subway tunneling in the Wilshire Corridor. A companion bill was authored by California’s US Senators Barbara Boxer and Diane Feinstein.

33. **Didn’t LA County voters already vote against funding the subway?**

In 1998, Los Angeles County voters approved a measure to prohibit the use of
local sales tax dollars for tunneling for a subway, but they did not specifically vote against a subway itself. If a subway were selected, other types of state and local funding would need to be identified to provide a match for federal grants. [Top]
Please complete this form to be added to the study mailing list or to leave a question or comment about the Westside Extension Transit Corridor Project. You must let us know by November 1, 2007 about specific alternatives you want the study to evaluate. After that date, you may still send us your comments about what, if anything, you want to see built.

First Name:*  
Last Name:*  
Organization:  
Mailing Address:  
City:  
State:  
Zip Code:  
Email Address:*
Please leave your question or comment in the field below:

Submit

*Required fields
Metro anticipates conducting a second series of community meetings in early 2008 to summarize the results of the early scoping process and identify the alternatives that the study will evaluate further. Please check back as these meetings will be posted here. If you would like to be notified when these meetings are scheduled and are not already on our contact list, please click on “Contact Us” and then the “Comment/Question Form” to be added to our list.

Metro still wants to hear from the public. If your community group, organization or neighborhood council is interested in hearing from Metro, please go to “Contact Us” to schedule an opportunity for a meeting or presentation.

Here’s how you can send us your views, questions or requests:

- **Comment/Question Form:** [Click here](#) to fill out our electronic form to leave us your questions, comments or be added to our mailing list.
- **Letter:** Please send your letter via US mail to Mr. David Mieger, AICP, Project Manager and Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority (METRO), One Gateway Plaza, Los Angeles, CA 90012.
- **Phone:** You can also leave a voice message on our project phone line by calling (213) 922-6934. Phone messages are retrieved at least once every business day.
- **Digital Comments:** You are welcome to send comments as digital audio or video files. They can be sent via e-mail to WestsideExtension@metro.net. Please be sure to include all of your contact information in the body of your e-mail.

The November 1, 2007 deadline for comments was not your only opportunity to tell us what you think. Please continue send us your opinions, questions or comments on what, if anything, you would like to see built.

**Anticipated Study Schedule**

*Distribution of Early Scoping Notice*
September 2007

*Early Public Scoping Meetings (Public Input on Preliminary Scoping)*
October 2007

*Public Meetings (Public Comment on Scoping Results)*
Early 2008
Progress Report to Metro Board
February 2008 (anticipated)

Completion of Alternatives Analysis Study Report
June 2008 (anticipated)

Recommendation to Board of Locally Preferred Alternative
Summer 2008