Metro is breaking new ground.

PURPLE LINE EXTENSION PROJECT
Section 1 Station Locations

SUMMER 2016

metro.net/purplelineext
Background

Metro has broken ground on the first section of the long-awaited extension of the Purple Line subway to the westside of Los Angeles. When fully completed, the nine-mile project will bring fast, reliable mass transit to some of LA's busiest destinations including Miracle Mile, Beverly Hills, Century City and Westwood. Once the subway extension is complete, commuters will travel entirely below ground between downtown Los Angeles and Westwood in just 25 minutes. 49,000 people are projected to board the train daily at seven new stations. Even more new transit riders will board the growing Metro Rail system from other places to travel into the Westside. The Extension will also provide Westsiders with easy access to many destinations across the region.

Extensive and thorough planning, analysis and environmental review for the project occurred from 2007 to 2012. In April and May 2012, the Metro Board of Directors approved the project and certified its Final Environmental Impact Statement/Report. The Federal Transit Administration then issued a Record of Decision for the project signifying the end of the federal environmental review process. These combined actions signify the conclusion of all environmental reviews and approvals required for the project to proceed.

The Purple Line Extension is projected to generate 52,500 jobs within the region and cost $7.2 billion. It will be built in three phases based on when funding is available. Funding for the construction of the project comes from local funds, federal funds, and federal loans. Approximately three-fourths of the funding is coming from Measure R – the local half-cent sales tax approved by voters in 2008. Metro received a $1.25 billion Full Funding Grant Agreement from the Federal Transit Administration for Section 1, and is currently seeking federal matching funds through the New Starts Program for Section 2.

In the works: seven new stations and a better alternative to Westside traffic.

Station Overview

Each subway station is essentially like an underground building. The station “boxes” are approximately 800-1,000 feet long and 70 feet wide. The station will incorporate a passenger train–loading platform that is 450 feet long and an upper level concourse for ticketing. Additional space is needed to accommodate various station equipment rooms for power, ventilation, and communications. Station boxes are longer where cross-over tracks are required.

Unlike the subway tunnels, which are excavated underground using tunnel boring machines, the stations are excavated down from the surface. The most challenging part of construction occurs at the beginning of station construction for the initial excavation, when temporary concrete street decking is installed over the excavation, and again at the end of station construction when the decking is removed and the street is restored and paved. Metro has concluded preconstruction activities and has acquired properties for construction staging immediately adjacent to the station boxes. Please see our Construction Fact Sheet and Property Acquisition Fact Sheet for more information.

Street-level entrances must be situated to allow an easy connection with the station concourse, and most will be built at one of the construction staging sites. Every station will have one “full” entrance consisting of two escalators, two elevators, and stairs. At some locations, more entrances might be added if additional funding can be secured from non-Metro sources.

Station entrances may initially be planned as open plazas. However, it is anticipated that, over time, development incorporating the station entrance will occur.

Section I Stations

During the subway’s environmental planning phase, Metro worked with Station Area Advisory Groups to receive input from community representatives about these stations. This input has contributed to the decisions and development of the preliminary station designs. The renderings shown are illustrative of what these areas might look like before development occurs.
The Wilshire/La Cienega station box will be located under Wilshire Bl stretching from Tower Dr west to La Cienega Bl. The station entrance is planned for the northeast corner of Wilshire and La Cienega Boulevards, a property that will also be used for construction staging. The other construction staging location will be on the northwest corner of Wilshire Bl and Gale Dr. Given its location on a highly utilized north/south thoroughfare, the station will create seamless links to travel destinations along and near La Cienega Bl, such as Restaurant Row, Beverly Center and Cedars Sinai Medical Center.

Rendering below shows how the Wilshire/La Cienega Station might look.
Wilshire/La Brea Station

The Wilshire/La Brea station box will be located under Wilshire Bl from just east of Orange Dr west to Detroit St. The station entrance is planned for the Metro-owned property on the northwest corner of Wilshire Bl and La Brea Av. Construction staging will occur at this property as well as the site on the southwest corner. This station will serve as an eastern gateway to the Miracle Mile area and provide easy north-south connections to La Brea Av.
The Wilshire/Fairfax station box will extend from Ogden Dr to west of Fairfax Av. A station entrance is planned for the southeast corner of Wilshire Bl and Orange Grove Av. Metro is in discussions with the Los Angeles County Museum of Art (LACMA) about adding another entrance that LACMA would fund. It would be located directly across the street on the north side of Wilshire Bl. Placing the entrance(s) on the east side of Fairfax will enhance accessibility to the many cultural institutions in this area. Having two entrances will reduce the number of pedestrians crossing at street level, while still facilitating bus connections. Construction staging is planned for the south side of Wilshire Bl on the block between Ogden Dr and Orange Grove Av. A second construction staging site is needed and will be near the northwest corner of Wilshire Bl and Fairfax Av, adjacent to Johnie’s Coffee Shop. Johnie’s will be preserved and remain after construction.
Station Design

Metro’s new stations will be designed and built based on the latest knowledge from studying transit systems around the world, and from local experience. Metro is working to design stations that are user-friendly, easily recognized as part of the Metro system, efficient and representative of the essence of Los Angeles.

The mission and goals of this effort are to:
> Improve the legibility of Metro’s rail system through design of the stations making them more user-friendly;
> Improve the maintainability of the stations by employing more continuous design elements and materials; and,
> Raise the bar of station design to keep pace with other world-class systems.

Metro Art Program

Metro commissions artists to create engaging and thought-provoking artworks to make the transit journey more inviting and pleasurable. Public art is incorporated into all Metro stations, weaving a multi-layered tapestry that mirrors LA County’s rich contemporary and popular cultures. Metro will identify artwork locations and orchestrate artist selection. Artists are selected through a peer review process with community input, with all artworks created especially for their transit–related sites.

The goal of the art program is to:
> Provide a world class art program that enriches the Metro transit environment;
> Transform and enhance the customer’s journey;
> Strengthen Metro’s ties with the communities it serves and add to their artistic vibrancy;
> Champion contemporary artworks by established and emerging artists created specifically for these transit sites; and,
> Create artworks that are safe, durable and easily maintainable to ensure their permanence as cultural landmarks.

How to Stay Involved and Give Input

Metro staff and consultants are continuing to work on designing the stations and developing the art program. Metro is holding community meetings to provide updates on construction status and gather input from the community.

Metro invites you to stay involved throughout the project. You can review public reports and information documents on our website, metro.net/purplelineext. You can find information as the work progresses, leave comments, and let us know how to contact you so we can keep you informed of upcoming meetings and other milestones.

213.922.6934
purplelineext@metro.net
metro.net/purplelineext
twitter.com/purplelineext
facebook.com/purplelineext