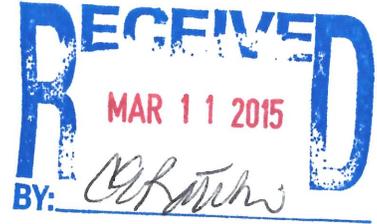


5
Friedman
Orange Dr.,
L 106
R, CA 92723



**The CTP Project Team
Office of State Planning
Division of Transportation Planning
California Department of Transportation
P.O. Box 942874, MS-32
Sacramento, CA 94274-0001**



Public Notice of the 45-day Public Review Period of the California Transportation Plan (CTP 2040)

Thank you for reviewing the Draft CTP 2040 statewide long-range transportation plan document. Listed below are directions for manually submitting your input, ideas and comments specific to the CTP 2040 plan. The public comment period for this document begins Monday, March 2, 2015 and ends Friday, April 17, 2015, 5:00 PM PST.

Directions for Manually Submitting Comments

1. Fill out your contact information (please print)
2. Fill out your plan comments individually, providing as much detail as possible (please print). Please reference chapter and page numbers.
3. Submit your comments via:
 - a. U.S. Mail:
Gabriel Corley, CTP Project Manager
Division of Planning, MS-32
California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001
 - b. Fax: (916) 653-4570
Attn: Gabriel Corley, CTP Project Manager
 - c. E-mail: Scan and send to ctp2040@dot.ca.gov
 - d. In person: 1120 N Street, Sacramento, CA
Attn: Gabriel Corley, CTP Project Manager - Division of Planning MS-32

Contact Information

We ask for your information so that we can contact you for clarification, if needed.

First Name: Alexander Friedman
Last Name: Friedman
Title: Advocate for smart urban growth and mass transit
Organization: Self-employed (computer programmer/graphic designer)
Address: 1330 n. Orange Dr., Apt 102
City: Los Angeles Zip Code: 90028



Public Notice of the 45-day Public Review Period of the California Transportation Plan (CTP 2040)

Contact Information, cont'd.

Telephone Number: (323) 465-8511

Email address: alex3000@sbcglobal.net

45 Day Review Comment Form Plan Comment

Please provide as much detail to your comment as possible (attach multiple pages if necessary).

Chapter: Several Page: Several

Comment:

* Please see attached packet for suggestions.
I would like DOT to focus primarily
on public transportation situation in
Los Angeles.

Thank you!

ALEXANDER FRIEDMAN

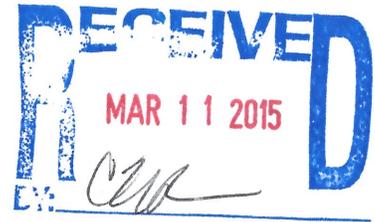
1330 N. Orange Dr., #106 • Hollywood • CA 90028

E-mail: alek3000@sbcglobal.net

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March 06, 2015

The CTP Project Team
Office of State Planning
Division of Transportation Planning
California Department of Transportation
P.O. Box 942874, MS-32
Sacramento, CA 94274-0001



RE: C.T.P. TRANSPORTATION PLAN 2040

Dear Sir or Madam:

As a transit advocate and public transportation supporter, I would like to provide in-depth feedback on current mass transit service in Los Angeles, as well as on improvements, in order to help alleviate our traffic problems, clean-up the air, and offer people more mobility options.

I strongly hope the enclosed comments will be looked into, and that actions will be taken to improve our situation in the city. I have sent this report with feedback to our state legislature, also to the federal government, and to other parties of interest, as I'm confident that feedbacks like the one enclosed will influence the legislature's decisions, helping to make great improvements in our City of Angels.

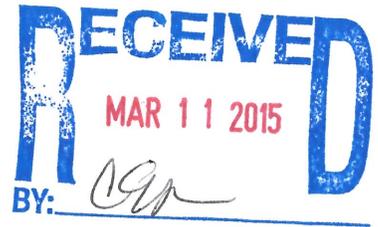
Thank you for taking your time to review those comments; if you have any questions please feel free to contact me at the number listed above.

Yours truly,

A handwritten signature in black ink that reads "Alexander Friedman". The signature is written in a cursive, flowing style.

Alexander Friedman

ATTACHMENTS



IMPROVING PUBLIC TRANSPORTATION in Los Angeles

*Feedback and suggestions
by Alexander Friedman,
transit and sustainability advocate*

March 06, 2015

At this age of global warming and high gas prices, more people are switching to mass transit nationwide, finding it as a better alternative; this includes Los Angeles – but only to certain extent. Unlike other large cities, LA has barely any options to offer besides driving; here is why.

1. PERSONAL INTRO

I was born and raised in Moscow, Russia; so for many years I've experienced first-hand all the benefits of truly efficient mass transit. As you know, Moscow ranks as one of the top five cities with the best public transportation systems around the world. Namely, Moscow's 180-mile subway network (**see appendix F**) spans throughout the entire city (Moscow is roughly 20 miles in diameter), and continues to expand. Moscow's subway trains run every 2-3 minutes mid-day, and every 60 seconds (!) at rush-hours; evenings and nights trains run with 4-6 minute intervals, all of which eliminates the need of any timetables. Finally, any maintenance and/or repairs are done after subway closes for the day, i.e. late at night, so the passengers would not be inconvenienced, and service would not be affected.

Besides subway, the city also has a monorail line and a few LRT lines. And that's in addition to a vast network of commuter rail lines, short- and long-distance passenger rail routes, and high-speed rail (yes, Russia introduced high-speed rail decades ago!); express commuter trains have also been implemented for non-stop service to all Moscow region's airports. Moscow has also a citywide network of buses, trolleybuses and streetcars, all of which run frequently and efficiently, without any useless timetables for passengers, or long 30-minute intervals! Finally, Moscow has no BRT lines, because the city's transportation planners are well-aware of BRT limitations.

As far as Los Angeles, some of our regions' density is comparable to that of Moscow, or New York City, but our mass transit system is nowhere near like Moscow or New York, or any other large city, for that matter. LA ranks the 2nd highest-population metropolis in the nation (New York City being the 1st). However, in sharp contrast to New York's subway system (**see appendix E**), Los Angeles has no real Metro-Rail system (**see appendix G**), which is truly embarrassing. Currently our 2 short subway lines, with a few LRT lines (some of which run "from nowhere to nowhere", e.g. Green Line) cannot be called a rapid transit system. And providing buses as a main mode of mass transit in a large city – has proven to be a failure. Therefore, we still see the Automobile dominating the City of Angels, and it's no wonder: most of us cannot rely on LA's slow, stuck-in-traffic pathetic buses, or on those few rail lines that don't even go where we need to.

Now, by no means I consider myself a "transportation expert", however – having observed many mass transit systems across the U.S. and around the world, I would consider myself transportation-savvy, so my opinion described herein is based on substantial observations and experience. I've also lived in Los Angeles for almost 20 years and have followed transportation developments closely.

2. CAUSE OF LOS ANGELES' BIG MESS

So, what has caused this horrendous traffic mess on our roads & freeways? Why has the city, which supposedly created perfect conditions for driving, cannot even provide those "perfect" driving conditions? Ironically, it's the Auto industry itself, in collaboration with special interest groups – is who created endless gridlocks and traffic nightmares. Auto industry have ultimately destroyed our once very efficient Streetcar PE network that existed in early 20th Century; and the remaining streetcars & trolleybuses soon gave way to ugly diesel buses, ending our relationship with LA's real mass transit. Implementing automobiles as the main mode of transportation – created nothing but endless concrete roads, traffic nightmares, and air pollution. The auto industry took away pedestrian space – since all available land was occupied by roads; we don't have enough parks, public squares, or safe public areas (besides some superficial parklands with

countless homeless folks!); and the few popular destinations that do exist – are not even within reach of Metro-Rail (except for Pasadena), forcing people to drive, directly causing more traffic; our social lives have degraded – due to people hiding in their cars 24/7; our health has declined severely – due to sedentary lifestyle and lack of walking which constant driving has created; and finally – our city’s overall economy has deteriorated due to gridlocks and our impaired mobility. On the other hand, we perhaps ought to be thankful to the Auto industry, because thanks to them – we have learned (albeit the hard way!) what happens if everything is built for cars, and how badly mobility is impaired when public transportation is neglected.

True, LA was planned to be a “dream-city”, where everybody would have a prosperous life with a nice car, but our unaccomplished “dream-city” turned into one massive Traffic Nightmare. Clearly, allowing the auto industry to take over our Rail system (and subsequently replacing streetcars with buses) was a major mistake! This was a tough lesson for all of us – about how corporate greed and wrong politics can destroy mobility of a great city. So now we have to reinvent the wheel, and re-create many dozens of miles of Rail rapid transit, to get the city moving...

Recently, while riding in “rapid” bus #704, I met a couple of recent immigrants from Russia, and one of their first questions was “*Has public transportation in LA has always been this horrible?!*” And this question alone should send a strong message to MTA, to our city leaders, to state legislature, and to our federal government. So, my response to the immigrants’ question was “*Actually, no. It’s been even worse.*” The immigrants were confused, because they couldn’t visualize how our mass transit could be even worse than it already is. I had to explain that 15-20 years ago we barely had any rail lines, buses ran even less frequently than they currently do, and no Rapid buses ever existed. But... this eloquently put question by the immigrants sets things in a very clear perspective: people visiting to LA, namely from other countries, immediately notice a sharp contrast in mass transit quality.

Despite some improvements throughout the recent years – including subway, Rapid buses, new LRT lines, etc. – Los Angeles still doesn’t have an effective mass transit system, because no integrated citywide Subway network exists! The first thing that puzzles a visitor from other country, or from another U.S. city is that – how can such a massive city like LA not have a Metro-Rail system? There is no rhyme or reason why Los Angeles is so behind the rest of the world, including developing countries; but more shockingly – virtually nothing is being done to start extending the subway immediately. The so-called studies for the “Westside Extension Transit Corridor” are not progressing much: besides endless talks and studies, there is no light at the end of the tunnel; there is not even a hint that the subway construction will begin anytime soon. Besides, building just one (!) extension is not nearly enough.

3. OUR CURRENT SITUATION

Even though bus & rail ridership in Los Angeles has increased, automobile still vastly dominates the city. Not because people are too stubborn to try mass transit, but because overall – our city’s public transportation is **inadequate**. Recent service improvements – although certainly appreciated – have been mostly superficial, and thus far have failed to create a rail network that could be useful to most commuters. Any mode we have – bus, subway, light-rail – are far from being reliable:

- No citywide subway system exists in LA. Without an integrated rail network, a big city cannot even be called a “city”, more like a village. And basing a city’s mass transit on buses never works, as population density, traffic, and other city-attributable factors prevent buses from efficiently transporting passengers; our own LA’s bus system has demonstrated slow, bumpy, overcrowded service, with astonishingly long intervals (including Rapid buses).

- On our existing two lines of Subway, trains run too infrequently: every 12 minutes during the day, 10 minutes during rush-hour, and 20 minutes (!) during evening times. MTA will never attract many riders by having them to wait for the train for as long as 15-20 minutes.
- Buses run sporadically, mostly regardless of schedules; but outside rush-hours – bus service is virtually non-existent. Daytime service is infrequent, but evening and nighttime service is even worse! Again, how can you attract car drivers into your buses by having them to wait at a dirty bus stop for as long as 20-30 minutes? And I am referring not only to MTA, but also to Santa Monica’s Big Blue Bus, Culver City Bus, etc. I’ve written to Big Blue Bus regarding frequency improvements, but to no avail; the agency continues to run buses at long 30-minute intervals (including daytime!), even on its busy routes. All of those factors make bus commute unappealing and extremely stressful.
- Currently many bus stops have no shelters; which makes waiting a nuisance – especially during rain; ultimately those lonely poles with dirty benches draw no respect from the public. A bus system is more respected if convenient, well-visible and well-lit bus shelters are offered, not barely-noticeable poles with ugly benches. The City, in collaboration with bus agencies, should provide clean, safe, and aesthetically pleasing bus-stop shelters. It’s time to give a serious facelift to our bus stops.
- Speaking of bus stops – dear MTA: please stop separating locations of a Rapid bus stop from the Local bus. Placing the two stops at the opposite sides of an intersection is a major nuisance for your patrons, and – when people have to run from a Local stop to the Rapid stop, or vice-versa – it becomes a serious safety issue; which may result in lawsuits if an injury occurs. Please make your bus system more user-friendly, and placing Rapid and Local bus stops together is a good start!
- Orange line BRT should have been Light-Rail! While MTA claims the BRT has been “highly successful”, and indeed – ridership has outnumbered the projections, the “success” actually reveals sardine-packed overcrowded buses, resulting in a very uncomfortable, lousy ride (a bus is only a bus, even on dedicated corridors). Limited capacity is a major drawback of BRT, whereas an LRT train could double or triple the overall capacity, and at lower operating costs! Also, the number of accidents on the Orange line is astounding, with weekly (!) crashes occurring when service started. Lack of crossing gates for BRT means – high accident rates, forcing overall lower speeds. All in all, BRT is just mediocre service, not comparable to efficiency and appeal of Light-Rail or Subway.
- But for now: if MTA has chosen to implement Buses as the main mode of mass transit, then – shouldn’t this bus system be operated efficiently? Yes, it certainly should. But in reality – it is not. And our semi-annual “service shake-ups” actually keep reducing service, including the heaviest-traveled bus corridors (e.g. lines 4/704, 14, 720, etc.); which immediately results in even longer wait-times and severe overcrowding. Many new riders, who have decided to try mass transit, are facing quite a negative image: overcrowded buses that run so rarely! To meet the increased demand, number of buses should be increased, not DEcreased. Unfortunately, our legislature does something completely opposite of common sense: keeps cutting mass transit funding, forcing MTA to continuously cut back in service. I do have hopes that LA’s public transportation will no longer be treated as a scapegoat; our government should increase mass transit funding substantially, so that MTA could add many more buses (and improve other areas of service) to our starved mass transit.
- I informally interviewed my friends and coworkers – all of whom drive exclusively, and here are some of their responses as to why they don’t ever use public transportation:
 - ✓ *“There is no subway system that spans throughout the city” [friend];*
 - ✓ *“There is a lack of walking conditions, including totally out-of-shape sidewalks, which makes transit very inaccessible and user-unfriendly” [friend];*
 - ✓ *“Public transportation in LA is a major waste of time” [friend], [coworker], [boss];*
 - ✓ *“The bus system is too complicated” [friend], [coworker];*
 - ✓ *“I’ve tried mass transit – it’s very slow and inefficient: buses takes hours to get across the city, while driving takes only 20-30 minutes” [friend];*

- ✓ *“Having to use timetables – for both, Buses and Subway trains – is very inconvenient. Instead of timetables, MTA should run buses much more frequently & efficiently; timetables are useful for commuter trains, not for city public transportation.” [friend];*
- ✓ *“Because of inadequate mass transit, LA is very far from leveling with other cities.” [friend];*
- ✓ *“The subway is out of reach for most places.” [coworker];*
- ✓ *“To offer people reliable public transportation, it will take a hell of a lot more than adding 1 or 2 subway lines!” [friend];*
- ✓ *“Many buses don’t run in the evenings and late at night, making it hard to get home.” [friend];*
- ✓ *“It’s utter lunacy that such a vast city like LA, with the population of only less than in New York City, doesn’t have a subway system! It’s crazy.” [friend], [coworker], [client];*
- ✓ *“If there would be a decent subway, going to popular destinations, I would use it.” [friend], [coworker], [client], [boss].*

It is clear, practically all interviewees indicated the lack of subway being the major factor of their decision to keep driving, no matter how expensive the fuel gets. This should be another strong message to MTA and to the legislature – about the need of seriously investing in subway.

So, to conclude on ‘Our Current Situation’ topic, it is my strong belief: LA’s auto drivers will never leave their cars behind regardless of fuel prices, unless a citywide Rail system is offered. Factors like: length of travel, service frequencies, comfort, ease of reaching popular destinations, and ultimate efficiency – are all critical for deciding whether to switch to mass transit. That’s why, in order to truly encourage Angelinos to quit driving, significant changes have to be done. Currently, it indeed takes twice as long, or more, to travel by bus than driving; I know this sad truth by having used LA’s mass transit for a number of years. As long as MTA continues doing nothing, or – what’s even worse – continues cutting service, traffic problems in LA will never be resolved, and we’ll continue suffocating in our mess and losing time in gridlocks.

4. WHAT LOS ANGELES NEEDS

Among transit options – Subway; LRT; Elevated Rail; BRT; More Rapid Buses; and/or Electric Trolleybuses – I believe SUBWAY is ultimately the right solution for our city. Comparing to other modes of mass transit, subway offers highest capacity, best control of trains (no road traffic to be dealt with – ever!), highest speeds, leading to overall best reliability, efficiency and highest appeal. No wonder – subway (not buses!) has proven to get people out of their cars. True, subway is expensive to build. However – as the world has shown us – train ridership and its overall success is always very high – therefore, subway investment pays itself off very well; New York City is a great example. Subway is the most cost-effective solution in a dense city, and is definitely worth the investment! LA has a great potential, as the popularity of its Red line demonstrated that subway in Los Angeles is a promising solution!

In addition, electric trolleybuses and streetcars should be implemented on various corridors of the city. Finally, sidewalks should be fixed, and many more bicycle lanes and bike trails should be built.

5. SPECIFIC IDEAS ON IMPROVEMENTS

- First and foremost: Subway needs to be built throughout the entire city, in coordination with LRT lines. One of the issues recently discussed was: how would people get to the Wilshire subway, if no other rapid transit line exists nearby? – Which would put people right back into their cars. Driving so to transfer to subway is not as tempting as having to take subway all the way from point A to point B. That’s why it’s critical to focus not just on one line (e.g. Wilshire subway), but on creating a network of subway lines. Horrendous street congestion requires subway under most major streets. Wilshire Blvd combined with Santa Monica Blvd lines should be the start, but not the end! Because

commuters don't just travel to/from the Westside, they travel all over the city; Ventura Blvd, for example, is also a heavily used corridor, and needs a subway line as well. **Please refer to appendices A-1, A-2, A-3, B, C, D-1, D-2, and D-3 – for specific Subway, LRT, and other transit routes, that need to be implemented; maps and detailed explanations are presented.**

- Upon completion of subway, many Rapid buses won't be needed (since they would be duplicating the subway routes); instead, selling those giant 60-foot buses will generate tens of millions of dollars for MTA, thus immediately getting back some of the subway investment.
- Existing Red line subway – the frequencies should be improved. Current infrequent service means low reliability, ultimately resulting in lower passenger demand. Late night 20-minute intervals are especially long. Here is a suggestion on short-term frequency improvements on our Red line subway:
 - WEEKDAY – Rush-hour, from 10 minutes to 8 minutes;
 - WEEKDAY – during the Day, from 12 minutes to 10 minutes;
 - WEEKEND – Early Morning, from 18-20 minutes to 14 minutes;
 - WEEKEND – Morning, from 15 minutes to 12 minutes;
 - WEEKEND – during the Day, from 12 minutes to 10 minutes;
 - ALL DAYS – late Evening, from 20 minutes to 15 minutes.

Those would be temporary “quick fixes” to the Red line. Ideally, the intervals should be much less than the 10 minutes; however, the truly efficient 2-5 minute frequency will realistically take effect when more subway lines are built – such as, Wilshire Blvd, Santa Monica Blvd, etc.; as that will be the time when passenger demand will rise significantly.

- On all subway stations more benches are needed! Lack of benches leaves passengers with no other option than sitting on the floor, or on the stairs, like bums; so please add more benches to stations.
- Streetcars would also be a great benefit to LA. Now is the time autos should start sacrificing their road space to accommodate streetcars; the latter can run in the center of those streets, as well as near sidewalks. Great corridors would be Hollywood Blvd, Fairfax Ave, Venice Blvd, Broadway in downtown, and many others. Streetcars have proven to attract many riders, while beautifying our streets and giving a strong boost to our pedestrian environment, which our city currently lacks.
- Electric Trolleybuses should replace some of the bus lines. Trolleybuses are not only very energy-efficient and are entire pollution-free, but also their overhead wiring creates permanent transit presence on city streets, thus helping to attract more ridership and enhancing our mass transit network. Cities like San Francisco and Seattle are great examples of trolleybus implementation (see **appendix H4**). In 1992 LA Transit Commission and RTD were planning to build a trolleybus network (see **appendices H1 and H2**), however – due to public opposition and other senseless reasons, the project got suspended. I strongly urge MTA to reconsider implementing trolleybuses in LA, as it may be a great solution to improve air quality and increase ridership, while reducing the operating costs. Moreover, trolleybus projects should not face such opposition as they did in the past, since both traffic and air quality have severely worsened since the 1990's, and people are now more open to innovative ideas of efficient mass transit! (see **appendix/illustration H3**)
- Do not built BRT lines! As you know, BRT has shown significant drawbacks: limited capacity, many accidents, slow speeds, and high operating expenses – to name a few. To efficiently utilize a surface-level ROW corridor, LRT, Streetcars, or even Trolleybuses should be placed, but not buses.
- Eliminate Bus schedules – increase service frequencies instead! The timetables are useless anyway: due to traffic, road conditions, and boarding delays, buses are almost never on schedule. On the other hand, when a bus is ahead of time – standing and idling at the stop only results in passenger frustration and unneeded delays, while creating traffic around the idling bus. So, to simplify and improve bus service – on your busiest corridors 2-3 minute headways should be implemented, and no

timetables. As a friend of mine accurately stated, timetables are useful on Commuter rail (where service frequencies are lower), not on city transit.

- Bus service needs to also be improved on weekends. Sadly, MTA has neglected customers' need of weekend travel, focusing mostly on weekday rush-hour service; long 15-25 minute intervals are common on weekends even on busiest (!) lines. In reality, **weekends** is the time when people are out, thus our busy "routes to the beach" – e.g. lines 704, 720, 333 – need much better weekend service.
- Bus service in the Valley is awful, some lines running only at 20-40 minute intervals. This is completely unreliable, and even \$10 a gallon fuel prices will never attract drivers to such a service! So, on those bus routes, especially in the Valley, service needs to be increased substantially.
- Utilize the currently unused ROW corridors. For instance:
 - South side at Santa Monica Blvd, from S Moreno Dr (Century City) to Wilshire Blvd;
 - Center-median at Santa Monica Blvd, from Civic Center Dr (Beverly Hills) to Beverly Blvd junction;
 - Center-median at Santa Monica Blvd, from Beverly Blvd junction to Doheny Dr.

Those abandoned ROW's could be used as dedicated Bus routes – which would greatly speed-up buses (#4, 704, 14, 714, 16, 316) stuck on the jammed Santa Monica Blvd; sidewalks and/or bike paths could also be added. So, let's finally utilize those corridors, long-forgotten for decades!

- Create bus-only lanes on major streets – as an interim quick-fix (while subway is being built) – to speed up current crawling speeds of "rapid" buses stuck in 5-mph traffic.
- Speed up overall process of initiating a project, especially – those endless studies and "public reviews". Instead of "studying" a rail project to death, just build it! For instance, the latest MTA's released Expenditure Plan indicates the Westside Subway won't be extended until year **2032** (if relying on revenue of the 0.5% Sales Tax increase), which is shamefully long time! I assure you, people will move out of LA well before the city finally starts building our subway; other countries have overcome us by decades! If there's a will, there's a way. And there is definitely a way to build at least several subway lines by no later than 2014-2016, 20 years before the projected completion!
- Metrolink service: needs to be vastly improved. Again, on many lines service is very infrequent, thus – overall unreliable, forcing people to drive. Ventura County line is a perfect example, where no weekend service is offered whatsoever, and very infrequent service – on weekdays. In reality, 30-minute headways, including weekends, should be offered, namely on the Chatsworth – Los Angeles – Laguna Niguel corridor. Implementing 30-minute headways will provide reliable options for commuters, ultimately transforming Metrolink into a competitive venture, gaining nationwide respect and ensuring reliable commuter train service.
- Bicycle funding needs to be increased substantially; currently not nearly enough biking conditions are provided in LA. Sacrificing car lanes to create Class II bike lanes and/or Class I bike trails would be a wise step, which will not only ensure safe bicycle commute, but also – make our streets more user-friendly, and encourage more auto drivers to abandon their cars.
- Pedestrian environment needs major improvement. Damaged, uneven sidewalks, with ugly concrete, countless number of homeless people, lack of trees, and lots of trash, are some of the reasons walking in LA is unappealing. Although a few public areas have been created (The Grove, 3rd St Promenade, etc.), much more needs to be done to transform LA into a walkable city. By cleaning-up sidewalks, creating landscaping, and beautifying our streets, more people will be tempted to walk, which in turns prompts to mass transit usage. Street beautification also reduces crime!
- Please stop funding highway projects! It's time to invest in healthier and environmentally cleaner alternatives – Mass Transit, Bicycle paths, and Pedestrian conditions. Continuous focusing on roads & highways will, once again, bring us to more gridlocks and traffic chaos, aggravating our situation.

Particularly, funding of the 710 Fwy tunnel would be a waste of taxpayers' money! – The 710 Fwy project has been opposed for decades, nevertheless MTA still wants to build it... Please do not spend money on those useless road projects that will ultimately create more traffic.

- Last but not least. We have to stop with our daily Car propaganda! When giving directions, or providing an address, we have to not only give Driving (and parking) directions, but rather – focus on providing Mass Transit access info, specifically – the name of the closest Subway station and/or Bus line. Also, when broadcasting “Traffic Conditions” (on TV and Radio) with Freeway advisories – how about broadcasting “Mass Transit Advisories”, including brief reports on all Metrolink lines, as well all MTA Metro-Rail lines (including Orange line). Traffic jams on city streets should also be reported with referencing to affected Bus lines. Frankly, I find it discriminatory that our Media refers to only driving conditions and neglects Mass Transit completely!

6. HOW TO FUND MASS TRANSIT PROJECTS?

Whereas funding is a key factor, I think political red tape and bureaucracy – is what ultimately prevents metro-rail from expanding. If there is a will to fund something – whether from Sacramento, or Washington DC – anything can be done. It's obvious – Los Angeles has suffered from inadequate transportation, because wrong politics caused only negligible funding to be provided. The City cannot self-sustain as far as providing a Rail network, and MTA cannot generate enough revenue to afford the subway on its own, or even to provide decent bus service. Fares have been relatively low, so has the farebox recovery ratio. In theory, one possible (and unfavorable) solution to generate more revenue would be – to increase fares, although this will only help to improve service in the short run, while losing ridership. Therefore, I believe Federal funding is our true solution, as creating citywide Rail network will require tens of billions of dollars.

As for State funding (which 0.5% Sales Tax increase will generate) – I certainly support it, but relying solely on our State – would take too long to get anything done: waiting 30 years (!) just for one subway extension is ludicrously long. Thus, I strongly believe substantial Federal funding will help paying for the projects immediately, without waiting for many-many years. Los Angeles cannot wait any longer, because the city is already in traffic chaos; with our mobility being paralyzed. That's why – immediate Federal investment would alleviate our gridlocks in a fast and efficient manner. We need billions in Federal funding now!

7. LOS ANGELES DOMINATED BY CARS?

So, what conclusions can we draw? Is there hope for Los Angeles to become like other cities – with a reliable transportation system we could be proud of? Or, will our city continue to be dominated by the auto? With the way things appear, and with barely any transit improvements under way, the answer is – yes, Cars will continue to be the predominantly main way of getting around LA, and traffic will continue getting worse, and worse, and worse.

But if we seriously want to change the way Angelinos get around, if we truly want to change our mentality and attitude towards public transportation, we need a major overhaul! Quality of life in a city depends upon quality of mass transit, so investing into our mass transit ultimately means – investing into our quality of life. I do have hopes that the politicians – city, state, and federal – will start thinking objectively, will make the right decisions by shifting their focus from highways to mass transit; and that they will provide necessary and immediate funding for our projects. And like other countries, there is a great possibility Los Angeles will finally get a real public transportation system, with vast Subway & LRT expansion, reliable bus & trolleybus service, streetcars, bicycling conditions, and major sidewalk improvements, making the City of Angels a great place to live, work, and visit!

APPENDIX F.

MOSCOW, RUSSIA SUBWAY MAP (another example of well-developed Mass Transit!)



APPENDIX E.

NEW YORK CITY SUBWAY MAP

(example of well-developed Mass Transit!)



Key

-  Local service only
-  All trains stop (local and express service)
-  Station served by one of two lines
-  Free subway transfer
-  Normal service
-  Special rush hour or express service
-  Station Name
-  Terminal
-  Accessible station

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 Design: Michael Hertz Associates, NYC

APPENDIX G.

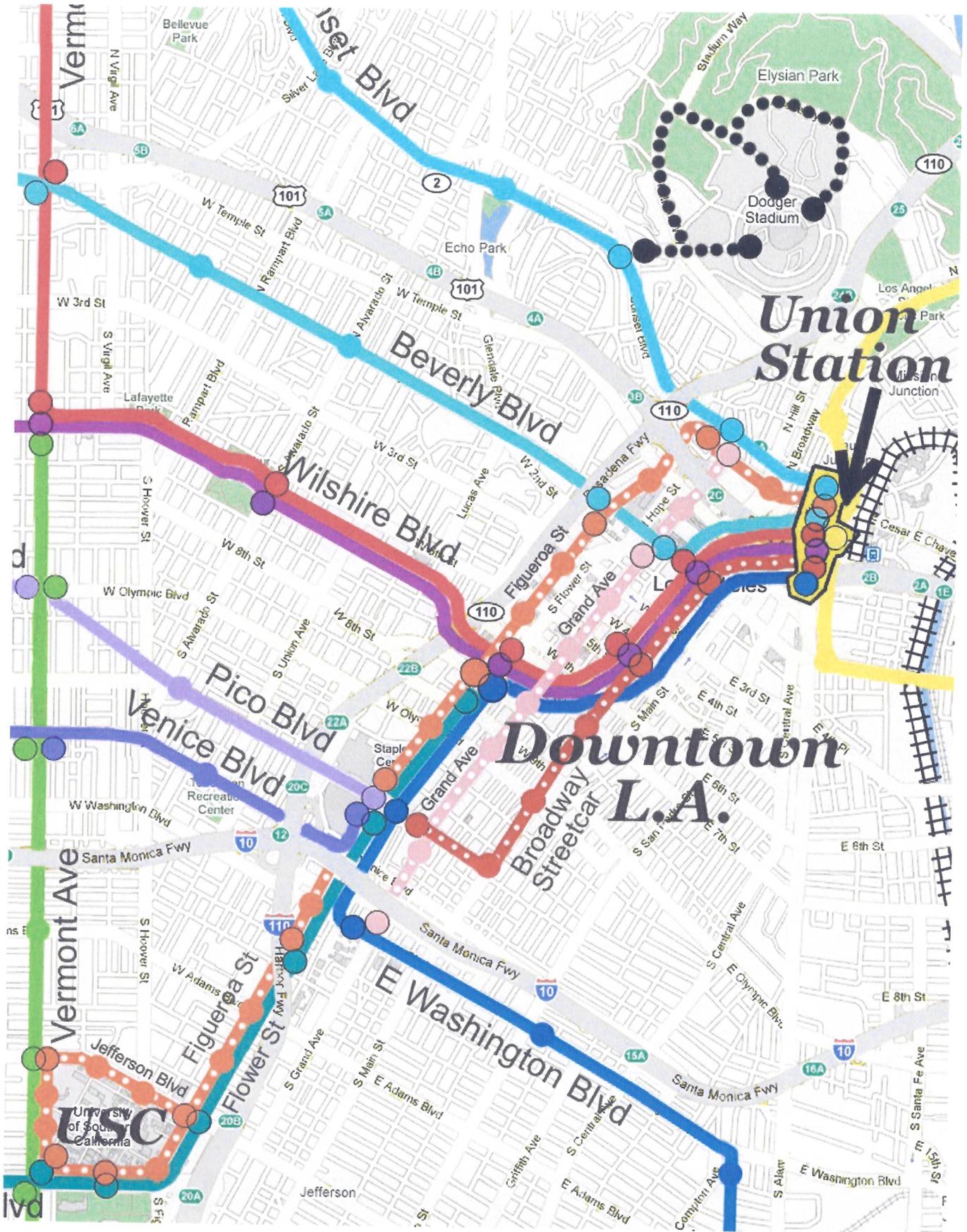
LOS ANGELES METRO-RAIL MAP (what a dull image, comparing to NYC or Moscow)

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APPENDIX A-2.
PROPOSED METRO-RAIL EXPANSION PLAN:
DOWNTOWN L.A. INSERT



APPENDIX A-3.

**PROPOSED METRO-RAIL EXPANSION PLAN:
DOWNTOWN SANTA MONICA INSERT**



APPENDIX B.

L.A. COUNTY METRO-RAIL EXPANSION PLAN – MAP LEGEND

1. SUBWAY AND LRT ROUTES

(In certain areas, depending on density, Subway can also run above-ground, and LRT – below-ground)

-  Purple line **Wilshire Subway** (Downtown LA Union Station — Santa Monica Promenade)
-  Red line **Subway** (LA Union Station — Bob Hope / Burbank Airport)
-  Maroon line **Subway** ext 1 (Hollywood/Highland — Santa Monica Place, via Santa Monica Blvd)
-  Maroon line **Subway** ext 2 (Hollywood/Highland — Santa Monica Place, via Pico Blvd)
-  Green line **LRT** ext 1 (Santa Monica Promenade — LAX — South Bay Galleria)
-  Green line **LRT** ext 2 (Santa Monica Promenade — LAX — Norwalk Metrolink station)
-  Venice line **LRT** or **Streetcar** (Downtown LA — Venice Beach, via Venice Blvd)
-  Expo line **LRT** (Downtown LA — Culver City — Santa Monica Place)
-  Sepulveda/I-405 **LRT** (Van Nuys Metrolink st. — Westwood — LAX, via Sepulveda Pass)
-  Orange line **LRT** (Chatsworth Metrolink station — North Hollywood — Burbank)
-  Ventura line **Subway** (Woodland Hills — Universal City — Burbank)
-  Van Nuys **LRT** (Mission Hills — Van Nuys — Sherman Oaks Galleria)
-  La Cienega **Subway** / **LRT** (West Hollywood — LAX)
-  La Brea **Subway** (Hollywood/Highland — Inglewood, via La Brea Ave.)
-  Crenshaw **LRT** (Mid-Wilshire — LAX)
-  Western **Subway** (Hollywood/Western — Mid-City — South LA @ 105 Fwy)
-  Vermont **Subway** (Wilshire/Vermont — South LA @ 105 Fwy)
-  Blue line **LRT** (Downtown LA — Long Beach), with added Express service
-  Gold line **LRT** (Ontario Airport — Pasadena — LA Union Station — East LA — Whittier)
-  Yellow line **LRT** (Burbank Airport — Downtown Burbank — Glendale — Pasadena)
-  Sunset line **Subway** ext 1 (Sunset Strip / Doheny — Sunset/Vermont — Glendale)
-  Sunset line **Subway** ext 2 (Sunset Strip / Doheny — Sunset/Vermont — LA Union Station)
-  Pico/Olympic line **Subway** (Downtown LA — Century City / 20th Century Fox Studios)

-  Beverly line **Subway** (LA Union Station — Cedars Sinai / Beverly Connection)
-  Florence **LRT** (Inglewood: Western/Florence station — Commerce Metrolink station)
-  Manchester **LRT** (Westchester — Inglewood — South LA / Blue line LRT)
-  South Bay **LRT** ext 1 (South Bay Galleria — Torrance — Downtown San Pedro)
-  South Bay **LRT** ext 2(South Bay Galleria — Torrance — Downtown Long Beach)

2. STREETCAR / CABLE CAR ROUTES

(Modern Streetcar can be used on certain routes, while a Vintage Cable Car – on other routes)

-  Fairfax Streetcar (West Hollywood — Jefferson Blvd Expo line station)
-  Vine Streetcar (Hollywood/Vine — Mid-Wilshire: Wilshire/Crenshaw, via Vine-Rossmore)
-  Lankershim Streetcar (North Hollywood — Theater District — Ventura/Vineland)
-  LA Broadway Streetcar (LA Union Station — Staples Center)
-  Figueroa/USC Streetcar (LA Union Station — USC, via Figueroa, Expo, USC circulator)
-  Grand Avenue Streetcar (Downtown LA: 1st Street/Grand — Washington/Grand Blue line st.)
-  Venice Beach Streetcar (Circulator: Venice Blvd / Lincoln Blvd — Washington Blvd Pier)
-  Pasadena Streetcar (Old Town Pasadena — Pasadena City College, via Colorado Blvd)
-  Melrose Avenue Streetcar (La Brea Avenue — La Cienega Blvd)
-  Hollywood Blvd Streetcar (Highland Ave — Gower St)
-  Long Beach - San Pedro Streetcar or Cable Car (Downtown Long Beach — Downtown San Pedro, connecting with the existing San Pedro Cable Car, potentially into a single line)

3. CONNECTORS AND PEOPLE-MOVERS

(Shuttle bus, Monorail, AirTrain, or other Connector/People-Mover can be used)

-  Van Nuys Airport Connector (Van Nuys Metrolink station — Van Nuys Airport)
-  Forest Lawn Shuttle or DASH Bus (Warner Brothers studios — Forest Lawn Dr — Zoo Dr / LA Zoo — Crystal Springs Dr — Los Feliz Blvd)
-  LA Zoo Connector / People-Mover (West Glendale future LRT station — LA Zoo)
-  Rose Bowl Stadium Shuttle (Memorial Park / S Orange Grove — Rose Bowl Stadium)



Dodger Stadium Shuttle (Sunset Bl / Douglas St future subway station — Dodger Stadium)



The Beach Connector Trolley (Venice Beach — Redondo Beach, via South Bay Galleria)



Manhattan Beach Connector ('Redondo Beach' Green line station — Manhattan beach)



Pacific/Neilson Trolley (Vintage Trolley, Electric Bus, or possibly Streetcar: Venice Beach Pier — Santa Monica Place, via Pacific Ave / Neilson Way / Ocean Ave)



Pacific Coast Hwy Bus (Improved service: Santa Monica Bch — Malibu — Zuma Bch)



The Grove Connector Vintage Trolley (Wilshire/Fairfax Purple line station — The Grove)



Long Beach Airport Connector Shuttle (Blue Line LRT station — Long Beach Airport)



LAX Connector / People-Mover (LAX Transit Center terminal — LAX, all terminals)

4. OTHER MISC. ROUTES



Airports-with-Rail Connector: **Metrolink**, **LRT** or **Sprinter** to connect LAX — with Long Beach airport — with Union Station. Stops in between (with possible connections with future LRT lines) are TBD. Connector to be built mostly on existing old Rail ROW.



Los Feliz-Glendale **Trolleybus** (Hollywood/Western station — Downtown Glendale, via Los Feliz Blvd / Central Ave / Broadway in Glendale)



Culver City **Trolleybus** (West LA Transit Center — Lincoln Blvd, via Washington Blvd)

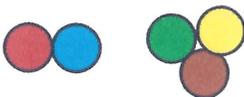


Existing **Metrolink** lines and stations

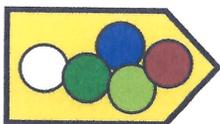
5. MISC. SYMBOLS AND SIGNS



Proposed Lines and Individual Stations



Transfer Stations



Major Terminals and Transfer Centers: 1) **Union Station**, 2) **LAX**, 3) **Santa Monica**



Freeway On-Ramp and Off-Ramp (for LRT Corridor)



LOS ANGELES METRO-RAIL EXPANSION

(c) designed and prepared by Alexander Friedman JANUARY, 2009

APPENDIX C

LEGEND

- Metro Rail (Subway, LRT)
- Airports-with-Rail Express Connector
- Streetcar lines
- Misc. Connectors, Shuttles, Trolleys
- LA Zoo Connector
- Metrolink, Amtrak
- Station (Metro)
- + Transfer Station
- + Major Transfer & Connection Hub
- + Connection to Metrolink, Amtrak
- + LAX People-Mover

***Map not to scale**

Pacific Ocean

Orange County & 91 Lines

APPENDIX D-1.

Detailed Description – PROPOSED RAIL (SUBWAY AND LRT) ROUTES

1) WILSHIRE PURPLE line extension:

- *Mode:* **Subway**
- *Route:* [Wilshire/Western – Westwood – Santa Monica Beach] extension – via Wilshire Blvd
- *Purpose:* Wilshire Blvd is the most congested corridor in the city, and given the density and traffic conditions, Subway is absolutely needed. Serves numerous business districts & office structures, tourist attractions, medical centers, etc.
- *Major Destinations:* Mid-Wilshire, Museum District, Fairfax District (connection to the Grove), Beverly Hills, Beverly Glen (high-density highrise residences), Westwood, UCLA, VA Hospital, West LA, UCLA Medical Ctr, Santa Monica Beach.

2) SANTA MONICA BLVD / PICO BLVD MAROON split line

- *Mode:* **Subway**
- *Route 1:* [Hollywood/Highland – Century City – Santa Monica Beach], via Santa Monica Blvd;
- *Route 2:* [Hollywood/Highland – Century City – Santa Monica Beach], via Pico Blvd deviation.
- *NOTE:* The line splits in Century City, 1st route – continues directly under Santa Monica Blvd to the beach; 2nd route – deviates to Pico Blvd, through 20th Century Fox Studios, and continues west under Pico Blvd towards the beach, where it joins the 1st route, in Santa Monica City.
- *Purpose:* Santa Monica Blvd is one of the highest-ridership bus corridors. Subway extension to West LA and City of Santa Monica is vitally important. Connection with Pico is also essential to allow connection with Santa Monica College and other destinations along Pico Blvd.
- *Major Destinations:* West Hollywood Gateway, Fairfax/Santa Monica transit-dependent area, West Hollywood, Cedars-Sinai Medical Ctr, Beverly Connection, Beverly Hills, Century City, then 1st split line – to West LA, Santa Monica; the 2nd split line – to 20th Century Fox Studios, Westside Pavilion, West LA, Santa Monica College, Santa Monica High-school, Santa Monica Beach.

3) BURBANK AIRPORT RED line extension:

- *Mode:* **Subway**
- *Route:* [North Hollywood – Burbank Airport], short extension from ‘North Hollywood’ station.
- *Purpose:* Burbank Airport is LA’s 2nd busiest airport (after LAX), access via rapid transit is needed.
- *Major Destinations:* Burbank Airport – connecting with North Hollywood

4) SUNSET split line:

- *Mode:* **Subway**
- *Route 1:* [Sunset Strip – Sunset/Vermont – Downtown Glendale], via Los Feliz;
- *Route 2:* [Sunset Strip – Sunset/Vermont – LA Union Station], via Sunset Blvd
- *Purpose:* Sunset Blvd is one of LA’s top congested streets (even more congested than Hollywood Blvd) and is very popular for its numerous attractions. Weekday rush-hours and Friday & Saturday night traffic is so gridlocked that walking is oftentimes faster than driving! During the Awards events in Kodak Theater (and Hollywood Blvd being closed) Sunset Blvd becomes completely jammed, for taking a double load of traffic, and again – walking becomes the only option. Building a subway line under Sunset Blvd is vitally important, to give an alternative to the paralyzed street.
- *Major Destinations:* Sunset Strip (with numerous restaurants, clubs, bars), West Hollywood, Hollywood, East Hollywood, Kaiser-Permanente Hospital / Children’s Hospital, Los Feliz dense residential area, Downtown Glendale / Glendale Galleria / Americana; Echo Park, Downtown LA, Union Station.

5) **BEVERLY line:**

- *Mode:* **Subway**, possibly **above-ground** at certain locations.
- *Route:* [Union Station – Cedars-Sinai / Beverly Connection], via Beverly Blvd.
- *Purpose:* Beverly Blvd is very congested, especially through West Hollywood area, and serves many important destinations; Beverly line will also provides service to many transit-dependend Angelinos who live along many parts of the corridor.
- *Major Destinations:* Downtown LA, Union Station, Mid-City, numerous galleries, shops and restaurants between La Brea & Fairfax, Cedars-Sinai Medical Ctr, Beverly Connection.

6) **PICO / OLYMPIC line:**

- *Mode:* **Subway**
- *Route:* [Downtown LA / Convention Ctr – Century City / 20th Century Fox Studios], via Olympic then Pico Blvd.
- *Purpose:* Pico Blvd (and Olympic – towards downtown) is one of the top congested streets and has very high bus ridership, subway is needed to alleviate those issues, and to connect Downtown LA with West LA and all major destinations in between. Also, many transit-dependend areas are along Pico Blvd and Olympic Blvd, bus service is insufficient to provide reliable service.
- *Major Destinations:* Downtown LA, Convention Ctr, Staples Ctr, Korea-Town, Mid-City, 20th Century Fox Studios.

7) **VENICE line:**

- *Mode:* **LRT or Streetcar**
- *Route:* [Downtown LA – Venice Beach], via Venice Blvd.
- *Purpose:* Venice Blvd serves very many transit-dependend residences and will provide a reliable, fast connection with Venice Beach. The corridor has very strong bus ridership, filled to capacity. Finally, Venice Blvd already has a design very suitable to accommodate LRT/Streetcar: very wide street and wide median, the only thing that's missing is a Tram, and improved landscaping. All in all, Venice Blvd is a perfect candidate for LRT or Streetcars!
- *Major Destinations:* Downtown LA, Mid-City, West LA, Culver City, Mar Vista, Venice Beach.

8) **GREEN / LINCOLN split line:**

- *Mode:* **LRT**
- *Route 1:* [Santa Monica Promenade – LAX – South Bay Galleria];
- *Route 2:* [Santa Monica Promenade – LAX – 'Norwalk' Metrolink station]
- *Purpose:* LA is in urgent need of accessing LAX via mass transit; currently no Rapid transit reaches LAX. Also, a connection to South Bay Galleria is needed. Finally, Lincoln Blvd is one of Santa Monica's top congested streets, where LRT would be a necessary alternative for our mobility.
- *Major Destinations:* Santa Monica, Venice, Marina Del Rey, Loyola Marymount University, LAX, El Segundo, South Bay Galleria, Norwalk.

9) **LA BREA line:**

- *Mode:* **Subway**, possibly **above-ground** south of 10 Fwy / Jefferson Blvd.
- *Route:* [Hollywood/Highland – Inglewood], via La Brea Ave, connecting with Crenshaw LRT.
- *Purpose:* La Brea is a very popular and congested street, serves many transit-dependend communities. Bus service is insufficient to meet passenger demand; a subway line is necessary.
- *Major Destinations:* Hollywood, numerous shops, restaurants and galleries between Melrose & Wilshire, Mid-City, Inglewood.

10) LA CIENEGA line:

- *Mode:* **Subway**, running **above-ground** south of 10 Fwy / Jefferson Blvd.
- *Route:* [Santa Monica Blvd / La Cienega – ‘La Cienega/Jefferson’ Expo line st. – LAX]
- *Purpose:* La Cienega is a highly congested street, serving many businesses, shopping malls, as well as transit-dependent residences along the way. No direct mass transit connection is currently available between West Hollywood and LAX; thus, a reliable, fast Rail link is vital.
- *Major Destinations:* West Hollywood, Beverly Connection, Cedars-Sinai Medical Ctr, Wilshire Blvd business district, Ladera Heights, Kenneth Hahn State Park, Inglewood, LAX.

11) CRENSHAW line:

- *Mode:* **LRT**
- *Route:* [Mid-Wilshire – Inglewood – LAX], via Crenshaw Blvd.
- *Purpose:* To provide reliable service on the busy and transit-dependent Crenshaw corridor.
- *Major Destinations:* Mid-Wilshire, Inglewood, LAX.

12) EXPO line:

- *Mode:* **LRT**
- *Route:* [Downtown LA – Culver City – Santa Monica], under construction.
- *Purpose:* To relieve traffic along the I-10 Fwy and to serve major destinations along the way.
- *Major Destinations:* Downtown LA, Convention Ctr, Staples Ctr, USC, Central LA, Exposition Park, Coliseum stadium, Culver City, West LA, Cheviot Hills, Santa Monica incl. Bergamot galleries.

13) SEPULVEDA / I-405 Transitway:

- *Mode:* **LRT**
- *Short Route:* [‘Van Nuys’ Metrolink station – Sherman Oaks – Westwood], via Sepulveda Pass
- *Long Route:* [‘Van Nuys’ Metrolink station – Sherman Oaks – Westwood – LAX], via Sepulveda Pass
- *Purpose:* To relieve traffic along the 405 Fwy and connect San Fernando Valley with major parts of LA. Currently no reliable transit service exists between the Valley and LA.
- *Major Destinations:* Van Nuys (shuttle connection to Van Nuys Airport), Sherman Oaks Galleria, Sepulveda Pass, J. Paul Getty Museum, Westwood/UCLA, Westside Pavilion, Culver City, West LA College, Fox Hills Mall, Howard Hughes Center, LAX.

14) WESTERN line:

- *Mode:* **Subway**, possibly **above-ground** at certain locations south of 10 Fwy.
- *Route:* [‘Hollywood/Western’ station – ‘Western/105 Fwy’ Green line station], via Western Ave.
- *Purpose:* Western Ave is a highly congested street, serving many businesses and transit-dependent residences. Subway will create a reliable service between Hollywood and South LA
- *Major Destinations:* East Hollywood, Central LA, South LA, connection with Green line LRT.

15) VERMONT line:

- *Mode:* **Subway**, possibly **above-ground** at certain locations south of 10 Fwy.
- *Route:* [‘Wilshire/Vermont’ station – ‘Vermont/105 Fwy’ Green line station], via Vermont Ave.
- *Purpose:* Vermont Ave is a congested street, serving many businesses and transit-dependent residences. Subway will create a reliable service between mid-city, South LA, and USC.
- *Major Destinations:* Korea-town, USC, Central LA, South LA, connection with Green line LRT.

16) **VENTURA / BURBANK line:**

- *Mode:* **Subway**
- *Route:* [Warner Ctr – Universal City – Burbank] via Ventura Blvd, then via Olive Ave.
- *Purpose:* Ventura Blvd is the most congested, as well as the densest, corridor in the Valley, thus Subway is essential; other modes (i.e. Rapid Buses) have proved to be ineffective. Ventura corridor serves numerous business districts and office structures, as well as restaurants and shopping centers. Transit access to world-famous production studios (e.g. Warner Brothers) is also vital. Finally, no reliable mass transit serves Burbank; Metrolink service is very infrequent, and may be too expensive for many; and current public transit to/from Burbank is very poor. It's obvious: the successful Orange line alone is insufficient to serve as the only dedicated line through the valley.
- *Major Destinations:* Warner Ctr, Westfield / Topanga Cyn Mall, Encino-Tarzana Medial Ctr, Sherman Oaks Galleria, numerous restaurants and shopping centers along Ventura Bl, Studio City, Universal City & Universal Studios, Warner Brothers Studios, Providence St Joseph Medical Ctr, shops and restaurants along Olive Ave, 'Burbank' Metrolink station, Downtown Burbank with shopping ctr.

17) **VAN NUYS line:**

- *Mode:* **LRT**
- *Route:* [Sherman Oaks Galleria – Van Nuys – Mission Hills]
- *Purpose:* Van Nuys Blvd is a highly popular and often congested corridor, serving many local businesses, shops, and transit-dependended residences. LRT will create a great link between Sherman Oaks and Mission Hills, serving major communities in between.
- *Major Destinations:* Sherman Oaks Galleria, Van Nuys' Community Hospital, Northridge Hospital Medical Ctr, 'Van Nuys' Metrolink station, Panorama City mall, Mission Hills.

18) **GOLD line:**

- *Mode:* **LRT**
- *Route:* [Ontario – Claremont – Azusa – Pasadena – LA Union Station – East LA – Whittier]
- *Purpose:* To serve numerous communities in need of mass transit connection with Los Angeles.
- *Major Destinations:* Ontario Airport, Old Town Pasadena, Pasadena City College, China Town, LA Union Station, East LA, Whittier.

19) **YELLOW line:**

- *Mode:* **LRT**
- *Route:* [Burbank Airport – Burbank – Glendale – Pasadena] via mostly San Fernando Rd.
- *Purpose:* Currently no direct mass transit connection exists between the three major areas. Burbank, Glendale, and Pasadena are among the top LA County destinations, and include numerous tourist attractions, getaway centers, clubs, restaurants, entertainment centers, and business districts.
- *Major Destinations:* Burbank Airport (including Metrolink station), Downtown Burbank with shopping center, 'Burbank' Metrolink station, 'Glendale' Metrolink station, connection to LA Zoo, Downtown Glendale / Glendale Galleria / Americana, Old Town Pasadena, Pasadena City College.

20) **FLORENCE line:**

- *Mode:* **LRT**
- *Route:* [Western/Florence – South LA – 'Commerce' Metrolink station] via Florence Ave.
- *Purpose:* To provide reliable service to many transit-dependended communities along the route.
- *Major Destinations:* Inglewood, South LA, Blue line LRT, 'Commerce' Metrolink station.

21) **MANCHESTER line:**

- *Mode:* **LRT**
- *Route:* [Westchester – Inglewood – South LA / Blue line LRT], via Manchester Ave.
- *Purpose:* To provide reliable service to many transit-dependent communities along the route.
- *Major Destinations:* Westchester, Inglewood, South LA, Blue line LRT.



22) **SOUTH BAY split line:**

- *Mode:* **LRT**
- *Route 1:* [South Bay Galleria – Torrance – San Pedro];
- *Route 2:* [South Bay Galleria – Torrance – Long Beach / Blue line LRT terminal]
- *Purpose:* To provide direct connection of So. Bay Galleria with Torrance, San Pedro, and Long Beach, and to connect those regions with the Metro-Rail network.
- *Major Destinations:* So. Bay Galleria, Torrance, San Pedro, Long Beach & Queen Mary.



23) **ORANGE line:**

- *Mode:* **LRT** – upgrade from BRT
- *Route:* [‘Chatsworth’ Metrolink station – Warner Center – North Hollywood – Burbank]
- *Purpose:* Current BRT should be upgraded to LRT, as the busway has shown serious drawbacks. Also, an east extension from North Hollywood to Burbank is needed, for better access to Burbank.
- *Major Destinations:* ‘Chatsworth’ Metrolink station, Warner Center, Blue Cross headquarters, Woodland Hills, entire San Fernando Valley, North Hollywood Theater district, downtown Burbank.



24) **BLUE line:**

- *Mode:* **LRT** – add **Express** service
- *Route:* [Downtown LA – Long Beach]
- *Purpose:* Current Blue line travel is very long, taking even longer than driving in traffic! Too many stops in between, and slow speeds within city of LA and city of Long Beach. Adding Express service, and increasing speeds within the city limits, will make the Blue line much more efficient.
- *Major Destinations:* Downtown LA, South LA, Downtown Long Beach, Queen Mary.



APPENDIX D-2.

Detailed Description – PROPOSED STREETCAR (TRAMS, CABLE CAR) ROUTES

1) **FAIRFAX Streetcar:**

- 
- *Route:* [Sunset/Fairfax – ‘La Cienega/Jefferson’ Expo line station], via Fairfax Ave.
 - *Purpose:* Fairfax Ave is a highly congested street, serving many businesses, shops, markets, and tourist attractions along the way. Current traffic conditions are horrendous, bus service is inadequate, thus a reliable rapid Rail alternative is vital. In West Hollywood, Fairfax Ave is very unattractive; it’s no more than a concrete-filled street, with no landscaping and poor sidewalks. Streetcar service will significantly beautify Fairfax Ave and would give a strong boost to our pedestrian environment.
 - *Major Destinations:* West Hollywood, Fairfax High-School, numerous shops and theaters between Melrose and Beverly, The Grove, LACMA / Museum District.

2) **VINE Streetcar:**

- 
- *Route:* [Hollywood/Vine – Wilshire/Crenshaw] via Vine/Rossmore
 - *Purpose:* Vine Street is a famous historic landmark, serving as a major tourist attraction, business district, and entertainment center. Streetcar will greatly compliment the new Hollywood/Vine mixed-use project when completed, adding urban look to the beautiful Hollywood! Further south, past Melrose, dense apartment complexes are located, currently out of Metro-Rail reach. Streetcar will improve add mobility and access to those dense residential areas. And more south, streetcar will add charm to prestige residences in Hancock Park, while greatly improving mobility.
 - *Major Destinations:* Hollywood/Vine historic landmark, Sunset/Vine, Hancock Park, Mid-Wilshire.

3) **LANKERSHIM Streetcar:**

- 
- *Route:* [‘North Hollywood’ station – Ventura Blvd] via Lankershim Blvd, then Vineland Ave.
 - *Purpose:* To provide mobility for the famous Theater District on Lankershim, and connect residences & businesses between North Hollywood and Studio City. Streetcar will greatly compliment the new North Hollywood mixed-use projects when completed, and will add charm and beautiful urban feeling, greatly improving the overall appearance of North Hollywood.
 - *Major Destinations:* North Hollywood / Theater District, Studio City, Ventura Blvd.

4) **L.A. BROADWAY Streetcar:**

- 
- *Route:* [Downtown LA Union Station – Staples Ctr] via Broadway.
 - *Purpose:* To enhance urban life and mobility along the to-be revitalized Broadway. Under study.
 - *Major Destinations:* Union Station, Broadway Theater District, numerous Downtown LA attractions, including theaters, clubs, shopping centers, businesses, residential complexes, hotels, etc.

5) **FIGUEROA / USC Streetcar:**

- 
- *Route:* [Downtown LA Union Station – USC/Expo line] via Figueroa St., Exposition, Vermont.
 - *Purpose:* To enhance mobility along Figueroa St, and improve access to (and within) USC campus, as well as – to Convention Ctr, Staples Str, etc. Great landscaping and wide alignment of Figueroa is perfect for streetcars, and will strongly enhance the appearance of Figueroa and surrounding areas.
 - *Major Destinations:* Union Station, Downtown LA attractions incl. Convention Ctr, Staples Ctr, businesses, residences, federal buildings, hotels, USC campus, the Coliseum, etc.

6) **GRAND AVENUE Streetcar:**

- *Route:* [Downtown LA 1st/Grand – Washington/Grand Blue line station] via Grand Ave.
- *Purpose:* To enhance urban life and mobility along Grand Ave.
- *Major Destinations:* Numerous Downtown LA attractions, shopping centers, businesses, residences, federal buildings, courthouses, hotels, etc.



7) **VENICE BEACH Circulator:**

- *Route:* [Venice Blvd / Lincoln Blvd – Washington Blvd Pier] circulator.
- *Purpose:* To provide connection to/from Venice line LRT, Green line LRT and to improve access to/from the beaches, residences, and businesses along the route.
- *Major Destinations:* Venice Beach, numerous restaurants, businesses and residences.



8) **PASADENA Streetcar:**

- *Route:* [Old Town Pasadena – Pasadena City College] via Colorado Blvd.
- *Purpose:* To enhance urban environment and mobility along the famous Colorado Blvd.
- *Major Destinations:* Old Town Pasadena, Downtown Pasadena, Pasadena City College.



9) **MELROSE Streetcar:**

- *Route:* [La Brea Ave – La Cienega Blvd] via Melrose Ave.
- *Purpose:* To enhance urban life and mobility to the famous Melrose Ave. Currently Melrose lacks landscaping and bus service is inadequate, making Melrose Avenue very unattractive, albeit its numerous shops & restaurants. Adding streetcar will greatly improve quality of life along Melrose.
- *Major Destinations:* Pink's Hot Dogs on La Brea, numerous shops & restaurants, Fairfax High-School, numerous galleries west of Fairfax.



10) **HOLLYWOOD BLVD Streetcar:**

- *Route:* [Highland Ave – Gower St] via Hollywood Blvd.
- *Purpose:* To enhance urban life and mobility to the famous Hollywood Blvd. Currently Hollywood lacks landscaping and bus service is inadequate and unappealing. Also, east of Highland – Hollywood Blvd is purely ugly and has been unmaintained for decades, making the boulevard very unattractive, albeit its numerous shops & restaurants. Adding streetcar and improving the landscaping will greatly enhance quality of life along Hollywood Blvd.
- *Major Destinations:* Hollywood/Highland complex, numerous shops & restaurants, Hollywood/Vine



11) **LONG BEACH / SAN PEDRO Streetcar:**

- *Route:* [Downtown Long Beach – Downtown San Pedro] via Ocean Blvd, to connect with the existing San Pedro Cable Car, potentially into a single, continuous line
- *Purpose:* To improve mobility between famous Long Beach and San Pedro. Both cities are known for their harbor, as well as business districts, dense residences, restaurants, etc., thus a Streetcar link is not only vital between the two cities, but it will also add an urban feel and improve quality of life.
- *Major Destinations:* Downtown Long Beach, Queen Mary, Long Beach Harbor, high-rise residential complexes on Ocean Blvd., restaurants & shops, Downtown San Pedro, San Pedro Harbor.



APPENDIX D-3.

Detailed Description – PROPOSED CONNECTORS, PEOPLE-MOVER, AND OTHER ROUTES (Shuttle bus, DASH, Trolleybus, Monorail, AirTrain, or other Connector/People-Mover)

- 1) **VAN NUYS AIRPORT Connector:** 
 - *Route:* [‘Van Nuys’ Metrolink station – Van Nuys Airport]

- 2) **FOREST LAWN Shuttle / DASH Bus:** 
 - *Route:* [Olive/Barham – Forest Lawn Dr – LA Zoo – Crystal Springs Dr — Los Feliz Blvd]
 - *Purpose:* To provide mass transit access along route. Currently (and shamefully!) no mass transit exists along Forest Lawn Drive, thus no other choice but driving.
 - *Major Destinations:* Warner Brothers Studios, Forest Lawn Memorial Cemetery, Mt Sinai Memorial Cemetery, Travel Town park, Griffith Park, LA Zoo, Harding & Wilson Golf Course, Los Feliz.

- 3) **L.A. ZOO Connector / People-Mover:** 
 - *Route:* [‘West Glendale’ future LRT station: W Broadway / San Fernando Rd – LA Zoo]

- 4) **ROSE BOWL STADIUM Shuttle:** 
 - *Route:* [Memorial Park / S Orange Grove – Rose Bowl Stadium]

- 5) **DODGER STADIUM Shuttle:** 
 - *Route:* [‘Sunset Blvd / Douglas St’ future subway station – Dodger Stadium]

- 6) **THE BEACH CONNECTOR - Vintage Trolley:** 
 - *Route:* [Venice Bch – Marina Del Rey – Manhattan Bch – So. Bay Galleria – Redondo Bch]
 - *Purpose:* To provide mass transit connection within beach areas. Need to establish regular and frequent service to attract riders; current mass transit service is inadequate, forcing people to drive!
 - *Major Destinations:* Marina Del Rey, Playa Del Rey, Manhattan Beach (Pier), Hermosa Beach (Pier), So. Bay Galleria, Redondo Beach (Pier).

- 7) **MANHATTAN BEACH CONNECTOR - Shuttle:** 
 - *Route:* [‘Redondo Beach’ Green line LRT station – Manhattan Beach] via Manhattan Bch Blvd.
 - *Purpose:* To provide direct mass transit connection between the beach and Green line LRT.

- 8) **PACIFIC/NEILSON Beach Trolley or Electric Bus or Trolleybus:** 
 - *Route:* [Venice Beach – Santa Monica Place] via Pacific Ave / Neilson Way / Ocean Ave.
 - *Purpose:* To provide direct mass transit connection along the beach areas. Currently a few lines travel via Pacific Ave (e.g. Culver City Bus #1), but only to Windward & Main, or nearby, thus no adequate connection exists. Need to establish regular and frequent trolley service to attract riders.
 - *Major Destinations:* Venice Beach, Ocean Park, Santa Monica Place – connection to major Rail routes.

- 9) **THE GROVE CONNECTOR Trolley:** 
 - *Route:* [‘Wilshire/Fairfax’ future Purple line subway st. – The Grove] via Fairfax Ave.
 - *Purpose:* To provide direct, fast & frequent, service between the subway station and The Grove.

10) **PACIFIC COAST HWY LRT or Bus:**



- *Mode:* LRT or improved **Bus Service** or **Vintage Trolley**
- *Route:* [Santa Monica Place – Malibu – Zuma Beach], via PCH
- *Purpose:* Current bus service is very inadequate, infrequent, unappealing to most people, thus PCH is often gridlocked since most travelers prefer autos. To attract mass transit usage along PCH, current service (MTA line #534) needs an overhaul. LRT would be ideal; however, there may be heavy opposition from numerous local NIMBY residences. Thus, the only option remaining would be improved Bus service, which is suggested to improve as follows: (1) increase frequencies 7 days a week, especially during weekends – to 10-15 minute headways; and (2) implement more attractive buses, e.g. double-decker vehicles similar to Las Vegas Strip buses, or vintage trolley.
- *Major Destinations:* Santa Monica Pier, Malibu (with numerous restaurants and the Pier), Zuma Beach.

11) **LONG BEACH AIRPORT Connector:**



- *Mode:* Shuttle bus or DASH bus
- *Route:* [‘Willow’ or ‘Wardlow’ Blue line LRT st. – Long Beach Airport]

12) **LAX Connector / People-Mover:**



- *Mode:* Monorail or AirTrain (similar to New York JFK connector)
- *Route:* [‘LAX Transit Ctr’ future Metro-Rail hub – LAX, all terminals]

13) **AIRPORT-WITH-RAIL CONNECTOR / LAX Fly-Away:**



- *Mode:* Metrolink-type train, Sprinter train, or LRT, mostly via existing rail right-of-way (with possible new rail construction on certain segments). To replace current “Fly-Away” bus service.
- *Route:* [LAX – Union Station – Long Beach Airport – Downtown Long Beach] express.

14) **LOS FELIZ – GLENDALE Electric Trolleybus:**



- *Mode:* Trolleybus, possibly Škoda model (used in San Francisco) – see Appendix H-2.
- *Route:* [Hollywood/Western – Downtown Glendale] via Los Feliz, Central Ave, Broadway.
- *Purpose:* To establish Trolleybus service in Los Angeles (a plan that was suspended in early 1990’s), to attract more ridership, enhance mass transit service, and use zero-emissions vehicles.

15) **CULVER CITY Electric Trolleybus:**



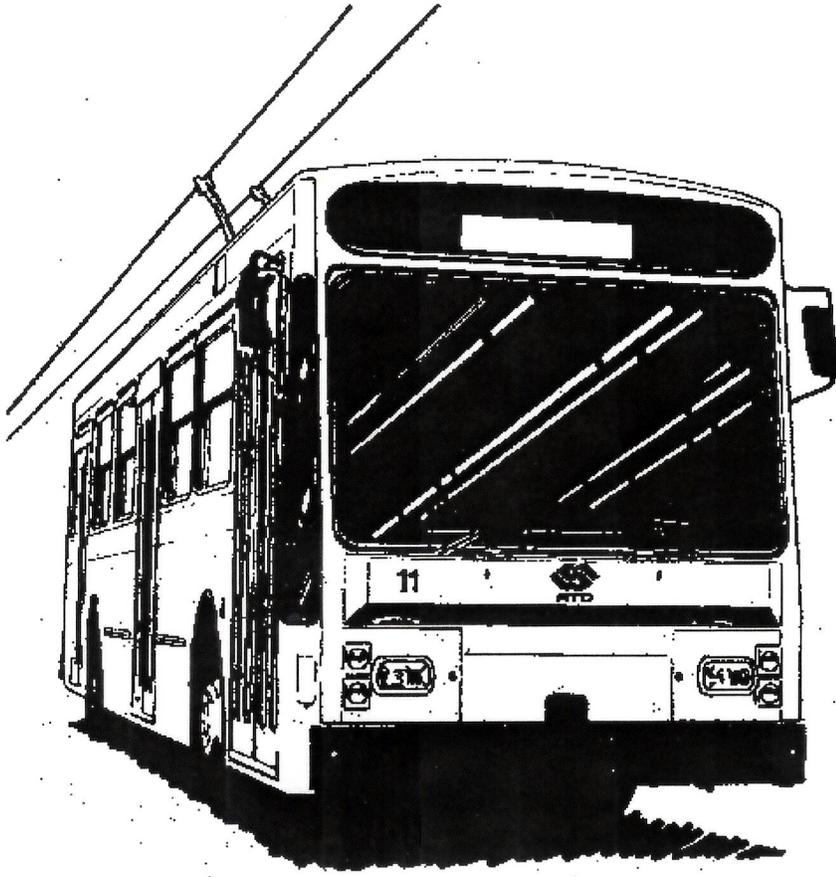
- *Mode:* Trolleybus possibly Škoda model (used in San Francisco) – see Appendix H-2.
- *Route:* [West LA Transit Ctr – Lincoln Blvd] via Washington Blvd.
- *Purpose:* To establish Trolleybus service in Culver City, to ultimately attract more ridership, enhance mass transit service, and improve air quality by using zero-emissions vehicles.

APPENDIX H-1**OFFICIAL 1990's PLAN BY LOS ANGELES R.T.D.
FOR TROLLEYBUS IMPLEMENTATION**

(sadly, the ETB project got suspended. We need to reinstate it!)

**Rapid Transit District**

Throughout 1992, the Los Angeles County Transit Commission and the RTD held hearings and public forums to bring the electric trolleybus (back to Los Angeles. (see also [Los Angeles Transit Lines](#)) Cited as a partial solution to solving the air quality problem in Southern California, (80% of pollution annually), the meetings resulted in identifying twelve existing lines that the RTD hoped to have electrified and in service by 1995.

**Routes:**

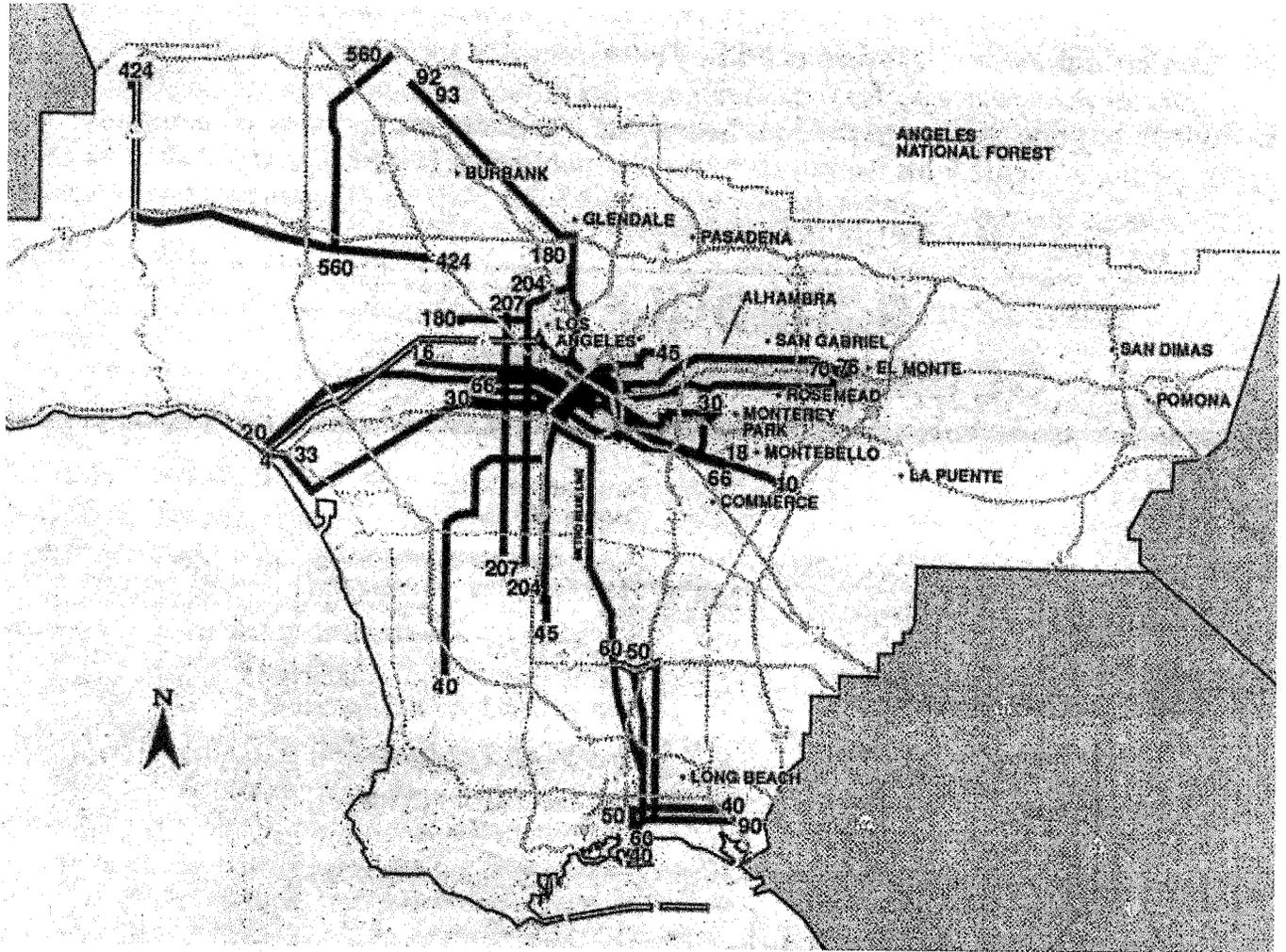
- West 3rd Street
- West 6th Street-Whittier Boulevard
- West Pico Boulevard-East 1st Street
- Broadway
- West 8th Street-East Olympic Boulevard
- Garvey Avenue
- Vermont Avenue
- Van Nuys Boulevard
- a new Burbank-Glendale-Pasadena "cross-town" line
- a new Hollywood-Pasadena
- a new South Bay-Downtown Los Angeles
- Montebello Municipal Bus line along Whittier Boulevard
- Long Beach Transit routes along Long Beach Boulevard, Atlantic Avenue, Seventh Street and Anaheim Street

The first three or four candidate lines were to have been chosen in the beginning of 1993.

To further "sell" the public on the ETB concept, the version of the trolleybus would have featured on-board batteries to allow the coaches to run without wires in visually sensitive areas and to turn corners and end-of-loops without expensive overhead construction.

Eleven routes were ultimately chosen and the engineering and real estate work was done for the lines' substations. Several manufacturers submitted preliminary bids on coaches, but trolleybuses were not to be. The first chosen to be electrified would have run through a residential neighborhood in the Los Feliz district. Neighborhood opposition to the imagined danger of Electro-Magnetic Field emissions (EMFs) plus supposed unsightly overhead wires created foes with political connections and the ETB project was withdrawn entirely.

Potential ETB Routes, 02/10/92



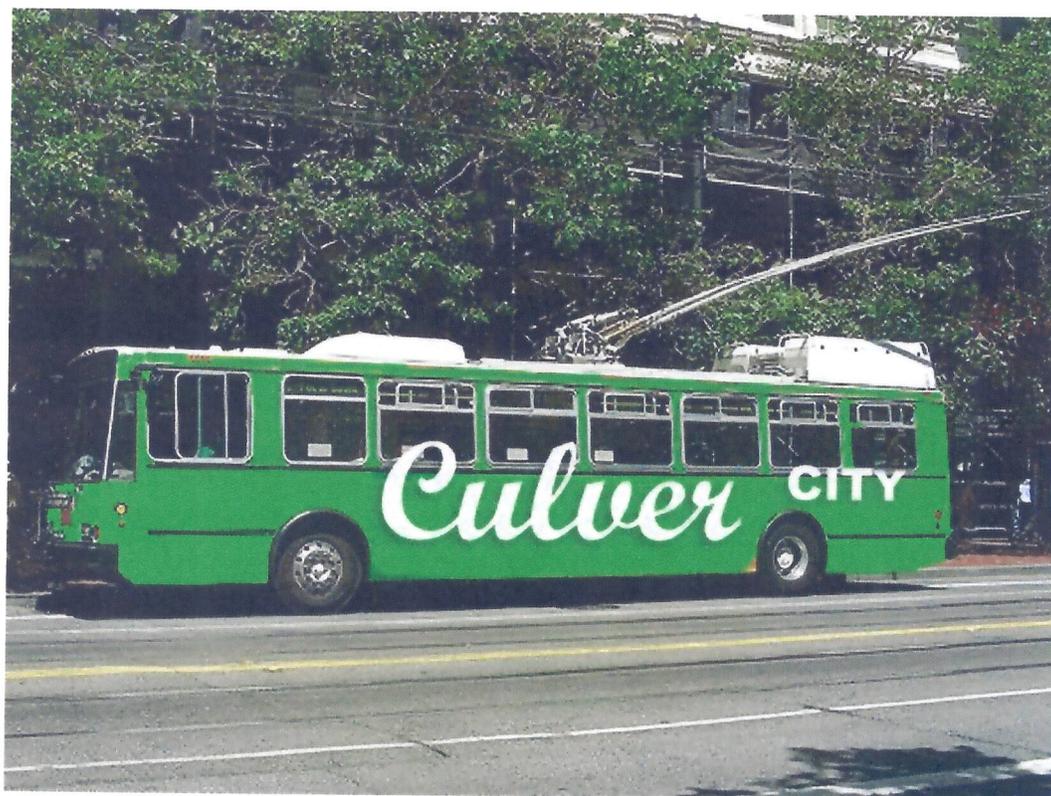
[Return to ERHA homepage](#)



APPENDIX H-3.
IMPLEMENTING TROLLEYBUSES IN LOS ANGELES



Rendering of a proposed MTA Trolleybus
(graphic design by Alexander Friedman)



Rendering of a proposed Culver City Trolleybus
(graphic design by Alexander Friedman)

APPENDIX H-4.

EXAMPLES OF SAN FRANCISCO ŠKODA TROLLEYBUSES



San Francisco's Muni
Škoda trolleybus

**would be perfectly suitable
for Los Angeles streets, e.g.
3rd Street, La Brea Ave., etc.*



San Francisco's Muni
Škoda trolleybus

**would be perfectly suitable
for Los Angeles*



San Francisco's Muni
Articulated Škoda trolleybus

**would be very beneficial
for high-capacity Los Angeles
bus lines, e.g. Wilshire Blvd., etc.*

Modern bike racks. Meet current standards, and are highly recommended:



Outdated bike racks. They do not meet current standards, and are NOT recommended:



Those are new standards for bicycle parking. Those should continue being implemented statewide, including Los Angeles!

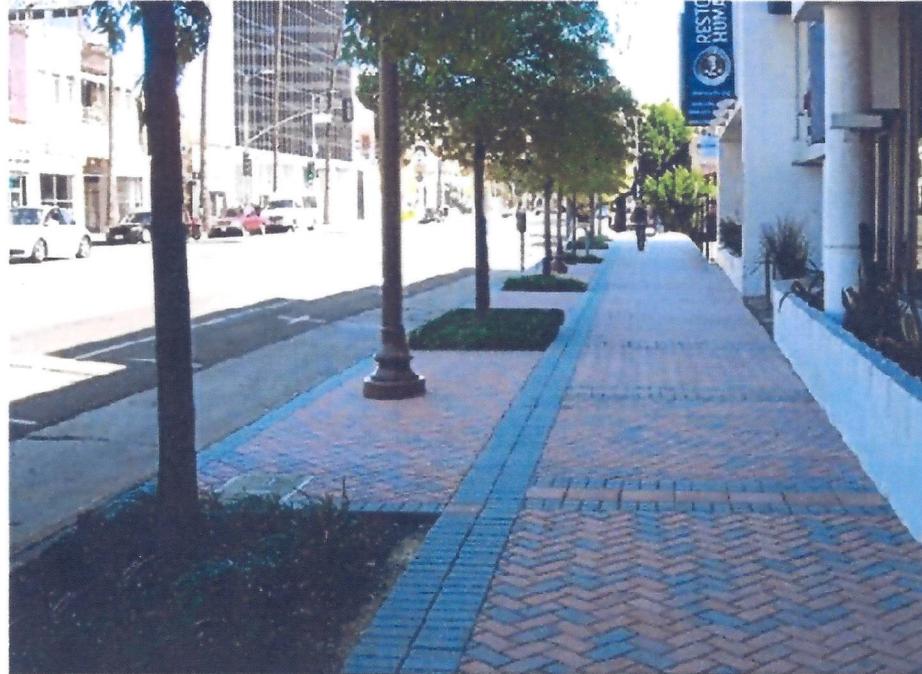
PRESENT STATE:



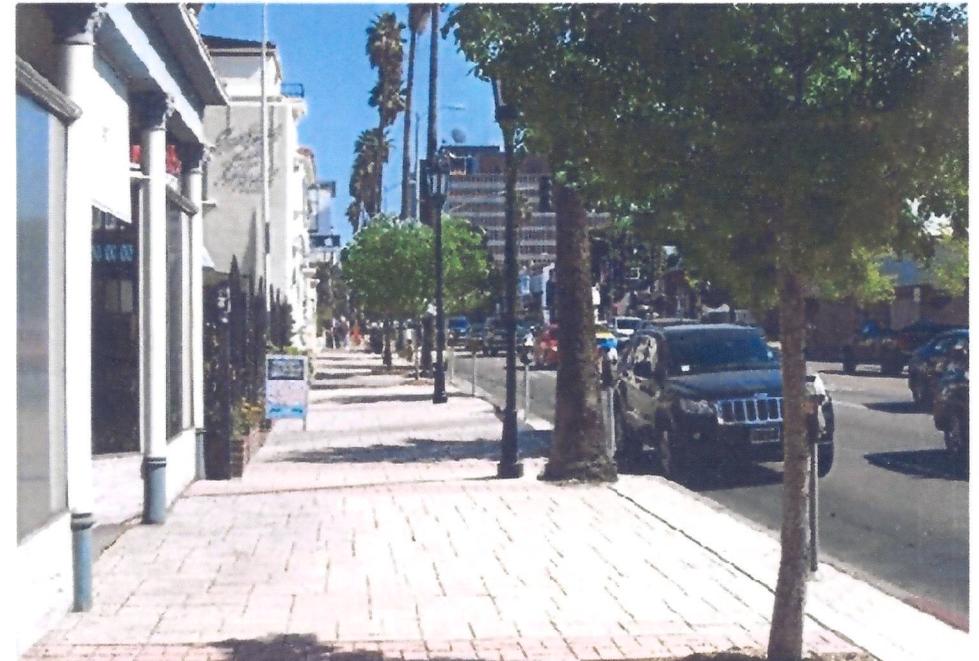
PRESENT STATE:



SUGGESTED IMPROVEMENT:



SUGGESTED IMPROVEMENT:



Pedestrian infrastructure should also be a part of the plan to improve mobility in California, especially Los Angeles. The "Suggested Improvement" should be the type of sidewalks - to be implemented in Los Angeles.

PRESENT STATE:



PRESENT STATE:



SUGGESTED IMPROVEMENT:



SUGGESTED IMPROVEMENT:

