



# Westside Mobility Study



*West Hollywood*

*Beverly Hills*

**Westside Cities**



*Santa Monica*

*Presented to:*

*Culver City*



**WESTSIDE CITIES**

- BEVERLY HILLS
- CULVER CITY
- SANTA MONICA
- WEST HOLLYWOOD

## Report Summary and Update

*OCTOBER, 2004*

## Westside Mobility Study

Mobility Study takes a multijurisdictional approach to addressing regional transportation needs. The study is focused on practical short-term and longer-term transportation solutions ranging from improved transit stops and improved arterial efficiency to construction of up to two regional rail lines as well as funding considerations. **Table 1** lists projects that the Westside Cities have agreed to work on jointly. The study highlighted the following observations concerning the large price tag:

- *With present fiscal constraints, it will be a challenge even to maintain current funding levels for street maintenance and bus systems. Any expansion would require new revenue sources to be developed countywide, regionwide or statewide.*
- *Significant improvements to transportation require large capital outlays preceded by analytical/technical studies and years of concerted effort to secure a share of limited public funds or the Westside will continue to lose ground to communities who are ready to go when funding becomes available.*
- *The Westside should advocate for creation of new revenue sources to meet unmet needs and for its fair share of the limited transportation funding, making the argument that major regional transit improvements are warranted by the levels of congestion, employment generation, economic contribution, and inequity in past regional investments on the Westside compared to other sub-regions in the County.*

Transportation and mobility improvements outlined in the Mobility Study will benefit communities far beyond the Westside. Several considerations identified are:

- *Improvements to roadways (e.g., traffic signals) and transit systems will help traffic flow but will not solve the traffic congestion problems or have enough impact to maintain the economic viability of the Westside.*
- *The Westside economy produces over 10% of the jobs in the County and has some the regions highest employment densities (**Figure A**).*
- *The Westside is a “net donator” in terms of the regional transportation projects, i.e. there is a large net outflow of sales tax funds to support projects in other parts of the county (**Figure B**.)*

## Westside Mobility Study Update:

The Westside Cities are moving forward with activity on a number of mobility improvements:

- **Exposition Light Rail:** The Metropolitan Transportation Agency (Metro) is finalizing the environmental review and preliminary engineering on the adopted first phase of the Exposition light rail line to Venice/Robertson in Culver City. The current schedule anticipates completion of environmental clearance in early 2005. Metro recently adopted a funding plan allowing construction of the first phase to be completed as early as 2010. The Metro Board has also stated the “vision and intent to construct light rail to Santa Monica and actively work to accelerate the flow of federal, state and local funds to complete this project as soon as possible without compromising other funding sources for the MTA adopted projects.”
- **Exposition Light Rail Connectivity:** The Westside Cities (including Los Angeles) have secured a Southern California Association of Governments grant to develop concept plans for circulation and interface improvements at the Venice/Robertson temporary end-point. The approach is multi-modal and will consider auto, transit, pedestrian and bicycle interface issues.
- **Major Interchange Configuration on I-10 Freeway at Robertson and Venice:** The City of Culver City has taken the lead in the formation of a working group to assess this potential project. The group includes Caltrans, MTA, LADOT, and Culver City staff. Staff from Los Angeles City Council Districts 5 and 10 has also attended meetings. Several draft preliminary designs have been discussed and an effort is underway to secure funding for an area traffic study.
- **Rapid Bus Corridors:** Implementation of additional rapid bus corridors is underway on the Westside.
- **Context Sensitive Planning:** The City of West Hollywood has taken the lead in applying for a Caltrans Transportation Planning Grant, in the area of Environmental Justice: Context Sensitive Planning, to conduct Red Line extension outreach through West Hollywood.

Table 1: Ideas for Significant Transportation Improvements

IMPROVEMENT TIERS	PARTNERS
<b><u>TIER ONE-\$2.63 billion</u></b>	
Light rail on the Exposition right-of-way from downtown LA through Culver City to downtown Santa Monica <i>(cost estimated for MTA: \$1 billion for 15.5 miles)</i>	Federal / State / MTA / Los Angeles
Rail line through West Hollywood connected to the regional rail system and other areas of the Westside <i>(5 miles @ \$300M per mile = \$1.5 billion)</i>	Federal / State / MTA / Los Angeles
Major interchange reconfiguration on I-10 at Robertson and Venice; explore other possible reconfigurations along I-10 and I-405 <i>(\$125M + \$5M=\$130M)</i>	Federal / State
<b><u>TIER TWO-\$1.56 billion</u></b>	
Express bus improvements (e.g., peak-period shoulder lane) on Santa Monica Freeway <i>(12 miles @ \$25M = \$300M)</i>	Federal / State
Major transportation hubs (clean mobility centers) in strategic locations on the Westside to link Metro, pedestrian, bicycle, parking and car-sharing resources <i>(5 centers @ \$20M = \$100M)</i>	Federal / State
Regional street corridor capacity enhancement where appropriate, e.g., intersection of Wilshire/Santa Monica Boulevards in Beverly Hills where relief is needed from through traffic <i>(e.g., \$200M)</i>	MTA
Added multimodal capacity in Lincoln Blvd corridor, Venice Blvd corridor and Robertson/LaCienega/Fairfax corridors (subject to detailed consideration of major investment possibilities) <i>(16 miles @ \$60M = \$960M)</i>	Los Angeles
Land use and parking incentives coordinated among the Cities in selected areas of Westside along “grand boulevards” <i>(cost not estimated)</i>	Los Angeles
<b><u>TIER THREE-\$9.58 billion</u></b>	
Extensive local public transit circulators on fixed or flexible routes to move people between neighborhoods and major bus and rail transit lines without use of private vehicles <i>(100 buses @ \$330,000 to purchase and \$250,000 per year to operate for 12 years = \$333M)</i>	MTA
Added HOV capacity in San Diego Freeway corridor and Santa Monica Freeway corridor (subject to detailed consideration of major investment in concepts such as tunneling or elevated construction) <i>(27 miles @ \$150M = \$4 billion)</i>	Federal / State
Rail line in San Diego Freeway corridor from LAX to Westside and San Fernando Valley <i>(15 miles @ \$150M = \$2.25 billion)</i>	MTA
An alternative multimodal linkage from the Westside to the San Fernando Valley and LAX, taking pressure off the I-405 <i>(15 miles @ \$200M = \$3 billion)</i>	MTA

**Figure A: Westside Employment Densities**



