



US 101 FREEWAY CORRIDOR IMPROVEMENT STUDY PUBLIC OUTREACH

ROUNDTABLE DISCUSSIONS ON FEASIBLE STRATEGIES MEETING REPORTS

East Region
(Universal City to Downtown)

Tuesday, March 26, 2002
Hollywood Chamber of Commerce

Major Property Owners	Page 2
Business Interests	Page 5
Community Groups/Institutions	Page 7
Homeowners and Residents	Page 9

US 101 Freeway Corridor Improvement Study

Meeting Notes

Meeting With: Major Property Owners – East Region
Meeting Date: March 26, 2002

Attendance: Joel M. Fisher, Hollywood Palace
Jose Malagon, Resident
Philip Hart, Hart Communications
Bob Hill, Resident
Michael Morgan, R.J. Design
Merle M. Singer, YCC
Juanita Dellomes, Los Angeles City Library
Chris Curry, Westfield Corporation

Location: Hollywood Chamber of Commerce

Notes By: Suzanne Ngo-Tran

Team Members Attendance:
Linda Taira, Caltrans
Lorenzo Garrido, Parsons Brinckerhoff
Sam Alameddine, Caltrans
Abdollah Ansari, MTA
John Kulpa, HNTB
Josh Gertler, Consensus Planning Group
Andrea Rodriguez, Consensus Planning Group
Suzanne Ngo-Tran, Consensus Planning Group

Introduction:

Major Property Owners in the East Region were invited to attend the roundtable meeting to discuss factors pertaining to the 101 Freeway and Strategies for the improvement of traffic conditions.

Format

The roundtable discussion began with introductions of the project team and attendees. Following the introductions, the project team provided an overview of the Study, which included details of current and projected conditions of the 101 Freeway, to allow the participants to better understand the purpose and need of the Study. Various informational boards were displayed, depicting the Study goals and objectives, the Study schedule and public participation opportunities, and the current improvements planned up to year 2025. With the overview of the Study serving as a backdrop, the project team presented and explained the 12 Feasible Strategies that are under consideration. Following the presentation, a discussion was initiated by the project team to gain feedback on the Strategies.

Questions Asked

- How come improvements have not been made when land acquisition occurred?
- Why is an elevated structure being opposed by most residents?
- Has this Study focused on mobility patterns?
- How is the Red Line functioning?
- Will the Study evolve into any development of the Strategies?
- If you adopt one of the Build Strategies, during which hours will you construct an elevated structure Which Build is the most ideal to reduce congestion?
- Will the project be politically feasible?

Summary of Comments

Build Strategies

Attendees inquired as to which Strategy achieved the highest capacity. The Study team explained that the Build 6 Strategy, would carry the highest volume of people. Although many neighborhoods may be affected, some of the participants encouraged development of an elevated structure for improvement of traffic conditions. One of the participants mentioned that the Harbor Freeway (Interstate 110) had positive outcomes with the implementation of an elevated structure. Some of the attendees were concerned for the safety of commuters with trucks on the elevated structure. One attendee voiced his support for an elevated structure since he believed that action needs to occur and the Study needs to incorporate a “bite the bullet” approach, that looks forward toward planning for future generations.

Public Transportation

The majority of the group was in favor of investing in public transportation. The group believed that an accessible, reliable and convenient transportation source would be favored among the residents. Tourism was one of the major themes that was discussed in the meeting. Many participants agreed that Los Angeles is a tourist destination and needs accessible public transportation. A few of the participants explained that many tourists use the Red Line to travel to various destinations. In addition to public transportation and the tourist industry, some of the participants stated that there was a correlation between gas prices and public transportation use. Many believed that the increase in gas prices will lead to the increase in transit use. A few of the attendees stated that the government should focus on the needs of public transportation users rather than focusing on the needs of vehicle users.

Potential Impacts Raised

- An elevated structure may lead to an increase in noise for those neighborhoods located further from the corridor due to the effect of noise bouncing.

Suggestions for Improvement

- Create exclusive truck lanes on the Corridor to increase safety.
- Invest in public transportation.
- Build an underground subway route from Ventura County to Universal.

Other Concerns and Comments

Throughout the discussion of the Strategies, participants voiced their concerns and questions, which are listed below.

- The intersection at Hollywood and Highland Avenue is a problematic area that needs to be studied.
- The Study needs to focus on arterial streets as well as the freeway.
- A property owner on the corner of Highland and Franklin Avenue is concerned about his property and whether the Study will evolve into any development. Part of his property was taken by Caltrans in 1972, but nothing has been built to date.
- An attendee noted that Caltrans has not incorporated the concerns of the

community in the past.

- From past experiences, Caltrans has not worked well with communities
- The Study should focus on traffic congestion on Ventura Blvd., since it runs parallel to the 101 Freeway
- The Warner Center Transit Hub at Owensmouth Rd. should be incorporated into the Study

US 101 Freeway Corridor Improvement Study Meeting Notes

Meeting With:	Business Organizations/Interests – East Region	Meeting Date:	March 26, 2002
Attendance:	Corrine Shin, Vivendi Universal Darnell Tyler, Universal Studios Sharon Keyser, Latham & Watkins/ Universal Studios Clare Look-Jaeger, LLG Engineers Leron Gubler, Hollywood Chamber of Commerce	Location:	Hollywood Chamber of Commerce
		Notes By:	Andrea Rodriguez

Team Members Attendance:
Linda Taira, Caltrans
Lorenzo Garrido, Parsons Brinckerhoff
Abdollah Ansari, MTA
John Kulpa, HNTB
Josh Gertler, Consensus Planning Group
Andrea Rodriguez, Consensus Planning Group
Suzanne Ngo-Tran, Consensus Planning Group

Introduction:

Business Organizations/Interests in the East region were invited to attend a roundtable meeting to discuss factors and suggestions pertaining to the improvement of the 101 Freeway in their region. Five representatives from Business Organizations/Interests attended and provided specific input on the Strategies presented to them by the Study team.

Format

The roundtable discussion began with introductions of the project team and attendees. Following the introductions, the project team provided an overview of the Study, which included details of current and projected conditions of the 101 Freeway, to allow the participants to better understand the purpose and need of the Study. Various informational boards were displayed, depicting the Study goals and objectives, the Study schedule and public participation opportunities, and the current improvements planned up to year 2025. With the overview of the Study serving as a backdrop, the project team presented and explained the 12 Feasible Strategies that are under consideration. Following the presentation, a discussion was initiated by the project team to gain feedback on the Strategies.

Questions Asked

- Is \$4.5 million sufficient to complete the Study?
- When does cost become a factor?
- Does the team expect by May 2002 to be looking at actual on/off ramps?

Summary of Comments

Build Strategies

One of the disadvantages to the 101 Freeway is that a driver cannot see the traffic congestion until they are already on the freeway and by then it is too late to exit and take an alternate route. Consider signage that conveys the level of congestion, with suggestions for alternate routes.

The Hollywood area and eastern portion of the Study is constrained by the density around the Freeway. An HOV or Carpool lane would benefit commuters by alleviating congestion. However, many business organizations are opposed to widening of the freeway due to the potential right-of-way impacts.

Public Transportation

The Red Line has been a major benefit to the Hollywood area and moving to downtown Los Angeles. There are still needs for extending transit for east and west travel, and improving north and south movement as well. Specifically, commuters traveling north in the Wilshire area are confronted with severe congestion in the Hollywood area. The east/ west movement to Santa Monica from Hollywood does not have direct connectors.

Suggestions for Improvement

- Look at Sunset as an alternate.
- There is a need to fix the 134-101 interchange and missing movement at this location.
- Consider the abandoned ramps not currently in use at Cahuenga Blvd., Regal Place, and Bennett.
- There needs to be freeway access for those traveling south on Wilshire (?)

Potential Impacts Raised

- Any right-of-way taking will greatly affect the eastern region of the Study area.
- An HOV terminus at the 110 interchange will cause a bottleneck effect without proper connections.

Other Concerns and Comments

Throughout the discussion of the Strategies, participants commented on the following issues:

- Universal is interested in knowing where the HOV lane would cut off into the downtown Los Angeles area.
- The business representatives urged the team to look at politically realistic strategies that would be likely to earn public support.
- The intersection of Highland and Franklin is very heavily congested.

US 101 Freeway Corridor Improvement Study Meeting Notes

Meeting With:	Community Organizations/Institutions – East Region	Meeting Date:	March 26, 2002
Attendance:	Charles Suhayda, First Presbyterian Church of Hollywood Angela Fasudhani, (Assemblymember Jackie Goldberg)	Location:	Hollywood Chamber of Commerce
Team Members Attendance:	Linda Taira, Caltrans Lorenzo Garrido, Parsons Brinckerhoff John Kulpa, HNTB Josh Gertler, Consensus Planning Group Andrea Rodriguez, Consensus Planning Group Suzanne Ngo-Tran, Consensus Planning Group	Notes By:	Suzanne Ngo-Tran

Introduction

Community Organizations/Institutions in the East region were invited to attend a roundtable meeting to discuss factors pertaining to the 101 freeway and Strategies for improvement of traffic conditions. The Community Organizations/Institutions representatives shared their perspectives on the current traffic conditions in the East region. One of the main concerns shared among the participants was the traffic on the freeway spreading onto local arterial streets. The attendees agreed that the East region is the most congested of the Corridor and is in need of improvement.

Format

The roundtable discussion began with introductions of the project team and attendees. Following the introductions, the project team provided an overview of the Study, which included details of current and projected conditions of the 101 Freeway, to allow the participants to better understand the purpose and need of the Study. Various informational boards were displayed, depicting the Study goals and objectives, the Study schedule and public participation opportunities, and the current improvements planned up to year 2025. With the overview of the Study serving as a backdrop, the project team presented and explained the 12 Feasible Strategies that are under consideration. Following the presentation, a discussion was initiated by the project team to gain feedback on the Strategies.

Questions Asked

- Will the Study incorporate a further Study on problematic areas on surface streets?
- What is the time frame of the Study?
- How will local businesses and residents be affected by the Study?

Summary of Comments

Build Strategies

After reviewing the various diagrams presented by the team, attendees shared their perspectives on the following elements of the Strategies:

- participants will consider double-decking construction, although there was concern regarding the negative impact on aesthetics in the region
- a powerful solution must be implemented to mitigate traffic conditions
- adding exclusive bus lanes may improve current conditions
- participants agreed that focusing on trouble-shooting traffic on surface streets, as well as the freeway, will lead to positive outcomes
- it was mentioned that there is an unsafe Cahuenga off-ramp that could be improved by installing a stop sign

Public Transportation

Attendees noted that promoting the use of transit can be a solution to alleviating traffic. The participants felt that the state government should encourage public transportation by implementing state subsidies for individuals who rideshare. A participant also added that public parking prices should be raised as an incentive to use public transportation. The group believed that the Red Line's success should be a catalyst for extension. There is a need for developing an adequate number of bus stations along the Corridor to be accessible and convenient. The need for sufficient parking was another issue discussed by the participants. There needs to be park-n-ride facilities that provide enough parking to encourage commuters. Partnerships with private lots could be examined as a cost-effective approach to building new structures.

Suggestions For Improvement

- Consider toll lanes as an alternative for single occupant vehicles
- Plan future construction to be convenient to the "9-5" work schedule
- The Cahuenga off-ramp is dangerous and outdated

Other Concerns and Comments

- Gower Street and Franklin Avenue are congested all day
- There is an abundance of density in Hollywood

US 101 Freeway Corridor Study

Meeting Notes

Meeting With: Homeowners Groups/Residents – East Region

Meeting Date: March 26, 2002

Attendance: Gerald Chernick, NSMA
Rudy Clark
Judith Raskin, Echo Park CAC
John Freund
Tom Grant
Scott Hutton
Nancy Randak, AVT
Frank Randak, AVT
Sheldon Walter, LA Rail Transit
Isa-Kae Menski, Echo Park CAC
Wes Joe, Silverlake Improvement Association
Art & Cara Schultz
Gamil Sabbagn, Lemon Grove Neighborhood Watch
Peter Lassen, Echo Park CAC
Tony Di Leo, AVT
Susan Nelson, Sierra Club

Location: Hollywood Chamber of Commerce

Notes By: Andrea Rodriguez

Team Members Attendance:

Linda Taira, Caltrans
Laurie Newman, Office of Senator Sheila Kuehl
Josh Gertler, Consensus Planning Group
Andrea Rodriguez, Consensus Planning Group
Suzanne Ngo-Tran, Consensus Planning Group
Karin Hodin, MTA

Introduction

Homeowners Groups/Residents in the East region participated in the roundtable meeting to present their input on the various Strategies to enhance traffic conditions on the 101 freeway, particularly as it relates to this area. After a brief introduction to the project, the Strategies were presented by the Study team.

The Los Angeles Times newspaper published an article a day before the meeting that primarily focused on the elevated Strategies. The article by Catlin Liu of the Los Angeles Times included illustrations of the elevated Strategies and did not discuss the other strategies being presented by the Study team at the community meeting.

Format

The roundtable discussion began with introductions of the project team and attendees. Following the introductions, the project team provided an overview of the Study, which included details of current and projected conditions of the 101 Freeway, to allow the participants to better understand the purpose and need of the Study. Various informational boards were displayed, depicting the Study goals and objectives, the Study schedule and public participation opportunities, and the current improvements planned up to year 2025. With the overview of the Study serving as a backdrop, the project team presented and explained the 12 Feasible Strategies that are under consideration. Following the presentation, a discussion was initiated by the project team to gain feedback on the Strategies.

Questions Asked

- How will building the improvements to the 101 justify the cost versus cost to improve transit?

Summary of Comments

The residents and homeowners were very adamant in their opposition to widening the freeway or building an elevated structure. The communities at the eastern end of the corridor are dense and would be impacted, more so than benefited by improvements. Their overall feeling was to improve mass transit in the area. The comments also address the following issues:

Build Strategies

Although, most were opposed to any build strategies they discussed:

- Arterials need to be improved to accommodate the maximum capacity.
- Build Strategy 9 seems possible from State Route 23 to State Route 170
- Build Strategy 5 is good to have as an extension of the Red Line
- Caltrans needs to look at the effects of the improvements on the whole corridor and not just in their usual segmented improvements that shift congestion from one area to another.
- That all transportation and transit must connect to be successful.
- Solutions for the State Route 170 to US 101 portion would be to extend the Red Line to Thousand Oaks and provide Metrolink into Palmdale.

Public Transportation

The majority of the group was in favor of promoting public transportation. The homeowners agreed that providing public transportation is an excellent long-term solution.

Additional comments included:

- A concern about the parking availability at the stations in and around the Los Angeles area.
- Many believed that developing accessible and reliable transit would be very convenient for residents and beneficial to the city.
- A suggestion was made to have Metrolink extend into the Santa Barbara area.
- A rail option must be grade-separated in order not to interfere with traffic.

Other Comments and Concerns Addressed

- Movement of congestion will only be pushed up to the 110 interchange, where the project stops. It is a concern that traffic will overflow into the dense communities adjacent to the freeway creating worse problems for residents.
- Outreach need to be done in ethnic communities, such as Spanish and Armenian
- On-ramp meters can be better regulated by city to control flow of traffic.