



# West Side Arteries to Ease Motoring

## Two Major Freeways Will Link Area With L.A., Four Counties

BY NORMAN DASH

Not since Roman chariots armed with hooks and scythes raced up and down Italian highways will there be so many wheels turning over so many lanes in one concentrated area as when the Santa Monica and San Diego freeways are completed to their full lengths.

As soon as the east-west and north-south freeways are open to West Side residents, more than 100,000 cars are expected to use the modern highways each day.

No longer will frustrated motorists have to push bumper to bumper on overcrowded Venice, Pico, Olympic, Santa Monica and Sepulveda Blvds.

### Major Arteries

When completed sometime during the next 13 years, the freeways will be able to carry cars from this area swiftly and safely into the heart of Los Angeles and beyond to Orange, San Bernardino, San Diego and Ventura Counties.

"The Santa Monica Freeway will relieve the traffic load on Santa Monica, Pico and Olympic Blvds. by providing a direct route to and from the central Los Angeles area," Edward A. Telford, assistant State highway engineer, said.

"The San Diego Freeway will aid in this traffic relief by providing a way in from north of the Santa Monica Mountains to Culver City and it will also serve as a collecting road so that residents in the coastal area can use the freeway to get to the Santa

Monica Freeway when it is built.

"Since the San Diego Freeway will roughly parallel the coast, people will be able to drift directly on to the Santa Monica Freeway," Telford added.

The San Diego Freeway, a whopping 93.7 miles in length, runs from the Golden State Freeway near the city of San Fernando in the Valley, across the Santa Monica Mountains through the West Los Angeles area, and eventually will wind up in San Diego County.

Now that a two-mile section from Ohio St. to Casiano Road has been completed at a cost of \$8,000,000, plans are being made for constructing another link that will stretch from Ohio St. south to Venice Blvd. in Culver City.

### Allocation on Budget

"The California Highway Commission allocated \$6,025,000 for this southerly extension in its 1957-58 budget," A. D. Griffin, assistant district engineer, said.

"With right of way acquisition and clearing just about completed, it is anticipated that this unit of construction will get under way this summer," he continued.

"However," Griffin said, "subsequent units of construction on the San Diego Freeway in the Los Angeles metropolitan area will be required to await future allocations of construction funds by the California Highway Commission."

The Santa Monica Freeway, formerly called the Olympic Freeway, stretches 16.6 miles from the Santa Ana Freeway in Boyle Heights, through downtown Los Angeles, west between Washington and W Adams Blvds., crosses Venice near Exposition Blvd., cuts over the San Diego Freeway north of National Blvd., near Richland Ave., and continues west to Lincoln Blvd. in Santa Monica.

### Initial Work

This summer initial work on the Santa Monica Freeway will get under way when \$8,400,000 worth of bridges at the Los Angeles River and Santa Fe Railroad yard crossings, and an interchange structure for the Harbor Freeway is constructed.

Meanwhile, detailed surveys, preparations, appraisals and acquisition of property is continually progressing, according to Griffin.

"So far we've acquired 489 parcels of land at a cost of \$16,324,715, between the Santa Ana Freeway to La Cienega Blvd.," he said. "We'll start acquiring property from La Cienega west to Lincoln Blvd. just as soon as plans are completed and property is appraised."

A third freeway, to run west from the Hollywood

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**MOTOR MAZE**—Major arteries of future planned by State Highways Division tie West Side communities to present freeways. San

Diego and Pacific Coast Freeways will connect Mexico with Northern California. Local construction starting dates are unsettled. Map based on L.A. City Planning Sketch



**SUPERHIGHWAY PLANNERS** — Edward T. Telford, assistant State highway engineer, left, consults with Robert E. McClure, State Highway Commissioner, on routing of Santa Monica and San Diego Freeways which will serve West Side. Times photo

# FREEWAYS

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Freeway at Vermont Ave. through Beverly Hills, paralleling Santa Monica Blvd., and connecting with the San Diego Freeway, is being considered for future planning.

"It is still regarded as an important route and will ultimately be developed," Telford said. "However, until we get the Santa Monica and San Diego Freeways into operation we won't know exactly how much relief Beverly Hills will get from its traffic situation."

"Our route through Beverly Hills, when constructed, must connect with the Glendale Freeway in order to relieve pressure on the already overloaded Hollywood Freeway," he added. "Also, by carrying it through to the Glendale and Pasadena area it will relieve the traffic situation in West Los Angeles."

## Benefit to City

"In the long run, a freeway through Beverly Hills would benefit the city," Telford added. "But first we've got to build the southerly one first. This way, we can offer the people a route around the central Los Angeles area, instead of pouring them into the Hollywood Freeway from a freeway cutting through Beverly Hills."

Another factor Telford discussed in regard to the freeways was whether or not the thoroughfares would be obsolete by the time they're completed.

"The standards we're applying to them now will make them retain their capacity to serve traffic permanently," he said. "We're designing freeways for operating speeds of approximately 60 m.p.h."

## May Be Obsolete

"If at the end of 15 years, people want to operate at 100 miles an hour, then the freeways will be obsolete."

"But, if you had a business that was attracting customers at the rate that the freeways are attracting traffic, would you consider that the business was obsolete or merely just not large enough to handle the business?" Telford asked.

"That's our problem," he explained. "In the next five years we'll have enough freeways built so that the people will have a system of freeway operations, instead of scattered ones here and there that are unconnected."