APPENDIX 3.16-A **KNE TRANSPORTATION TECHNICAL REPORT**

Los Angeles County
Metropolitan Transportation Authority

TRANSPORTATION TECHNICAL REPORT

K LINE NORTHERN EXTENSION

Metro

JULY 2024

K LINE NORTHERN EXTENSION TRANSIT CORRIDOR PROJECT

Transportation Technical Report

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

Prepared by:

CONNECT
LOS ANGELES PARTNERS
Creating Connected Communities

515 S. Figueroa Street, Suite 1400
Los Angeles, California 90071

JULY 2024

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ABBREVIATIONS/ACRONYMS

ACRONYM	DEFINITION
AA	Alternatives Analysis
ADA	Americans with Disabilities Act
ADT	average daily traffic
Advanced AA	Advanced Alternatives Analysis
ATSP	Active Transportation Strategic Plan
BFS	Bicycle Friendly Streets
BMP	best management practice
BRT	bus rapid transit
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CTC	California Transportation Commission
Division 16	Division 16 Southwestern Maintenance Yard
ECAP	Energy and Climate Action Plan
EIR	environmental impact report
GHG	greenhouse gas
HRT	heavy rail transit
LADOT	Los Angeles Department of Transportation
LAPD	Los Angeles Police Department
LAX	Los Angeles International Airport
LOS	level-of-service
LRSP	Local Road Safety Plan
LRT	light rail transit
LRTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSF	maintenance and storage facility

ACRONYM	DEFINITION
MUTCD	Manual on Uniform Traffic Control Devices
OSHA	Occupational Safety and Health Administration
Project	K Line Northern Extension Project
ROW	right-of-way
RSA	Resource Study Area
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SEM	sequential excavation method
SHSP	Strategic Highway Safety Plan
SRTP	Short Range Transportation Plan
STIP	Statewide Transportation Improvement Program
TBM	tunnel boring machine
TDM	Transportation Demand Management
TMP	Traffic Management Plan
TOC	transit-oriented communities
VA	Veterans Affairs
VMT	vehicle miles traveled

CHAPTER 1 INTRODUCTION

1.1 PROJECT OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) is preparing a Draft Environmental Impact Report (EIR) for the K Line Northern Extension Transit Corridor Project (the Project) (Figure 2-1). The Project would provide a northern extension of the Metro light rail transit (LRT) K Line from the Metro E Line (Expo) to the Metro D Line (Purple) and B Line (Red) heavy rail transit lines. The Project would serve as a critical regional connection, linking the South Bay, the Los Angeles International Airport (LAX) area, South Los Angeles, Inglewood, and Crenshaw corridor to Mid-City, Central Los Angeles, West Hollywood, and Hollywood, allowing for further connections to points north in the San Fernando Valley via the Metro B Line. The Project would also connect major activity centers and areas of high population and employment density.

1.1 TECHNICAL REPORT SUMMARY

This technical report evaluates the Project's environmental impacts as they relate to transportation. It describes existing conditions, the current applicable regulatory setting, potential impacts from construction and operation of the alignment alternatives, stations, design option, and maintenance and storage facility (MSF), as well as mitigation measures where applicable. This technical report was conducted in compliance with the California Environmental Quality Act (CEQA) (Sections 21000 et seq.) and the CEQA Guidelines (Section 15000 et seq.), which require state and local agencies to identify the significant environmental impacts of their actions, including significant impacts associated with transportation, and to avoid or mitigate those impacts, when feasible.

The technical report is organized into eight chapters:

- Chapter 1 – Introduction, provides an overview of the Project and a summary of the technical report's contents.
- Chapter 2 – Project Description, provides a description of the Project's alignment alternatives, stations, design option, and MSF. This section also describes the construction approach for the Project.
- Chapter 3 – Regulatory Framework, discusses applicable federal, state, and local regulatory requirements, including plans and policies relevant to Project jurisdictions.
- Chapter 4 – Methodology and Significance Thresholds, describes the analysis methodologies applied for this Project and provides a summary of CEQA significance thresholds adopted by state and local jurisdictions.
- Chapter 5 – Existing Setting, describes the existing conditions as relevant to the Project's alignment alternatives, stations, design option, and MSF.
- Chapter 6 – Impacts and Mitigation Measures, discusses the impact analyses conducted for the Project's alignment alternatives, stations, design option, and MSF, and discusses applicable mitigation measures. It also discusses any project measures that would be implemented as part of design and construction of the Project.

- Chapter 7 – Cumulative Impacts, discusses the cumulative impacts for the Project's alignment alternatives, stations, design option, and MSF.
- Chapter 8 – References, lists the references used to prepare this technical report.

CHAPTER 2 PROJECT DESCRIPTION

This section provides information pertinent to the components of the Project as evaluated in the technical report. The Project components for evaluation in this technical report include three light rail alignment alternatives with 12 stations, one design option, and one MSF.

2.1 ALIGNMENT ALTERNATIVES

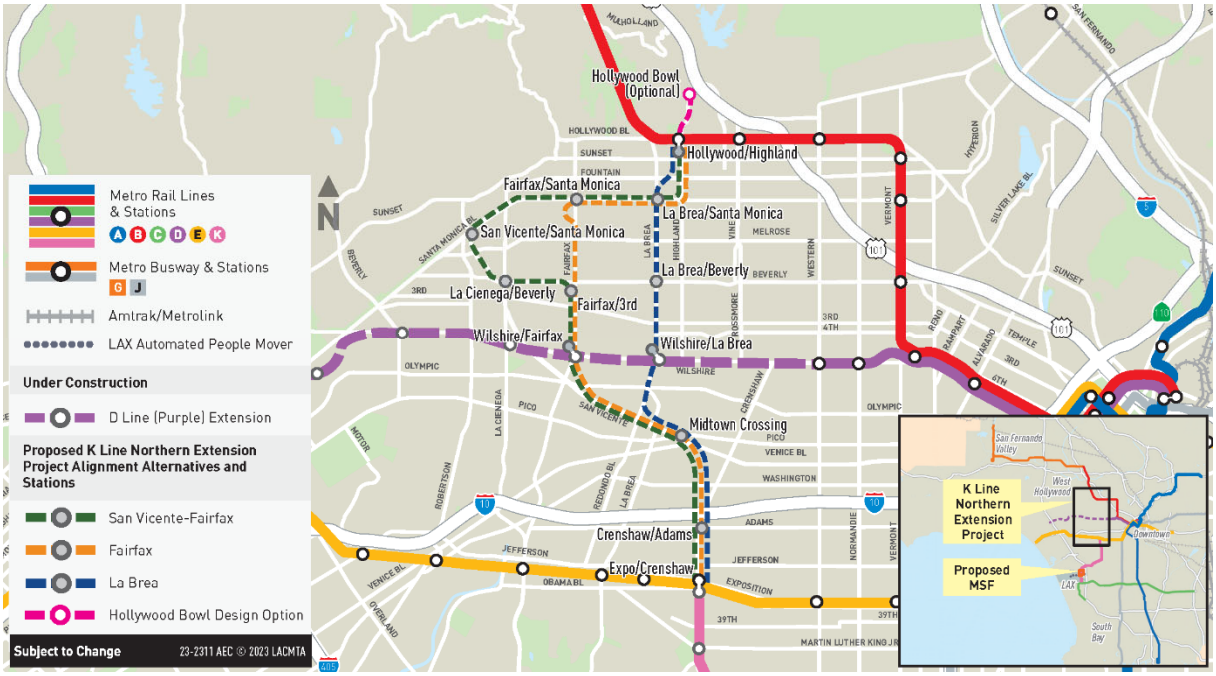
As shown in Figure 2-1, each of the three alignment alternatives would provide a northern extension of the Metro K Line from its current terminus at the Expo/Crenshaw Station to the Metro B Line Hollywood/Highland Station. All three alignment alternatives would operate entirely underground in parallel twin-bore tunnels with some station elements at the surface, including the station entrance and ventilation structures. Due to the project length and pending funding availability, the alignment alternatives would likely be constructed sequentially in sections.

The alignment alternatives are as follows:

- Alignment Alternative 1: San Vicente–Fairfax. This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard, with a connection to the future Metro D Line Wilshire/Fairfax Station. It would continue north under Fairfax Avenue before turning west under Beverly Boulevard to rejoin San Vicente Boulevard. The alignment would then turn east under Santa Monica Boulevard, and then turn north just east of La Brea Avenue to follow Highland Avenue north to connect to the Metro B Line at the Hollywood/Highland Station.
- Alignment Alternative 2: Fairfax. This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard and north under Fairfax Avenue, where it would connect with the future Metro D Line Wilshire/Fairfax Station. It would continue north under Fairfax Avenue and turn east under Santa Monica Boulevard. The alignment would then turn north just east of La Brea Avenue to follow Highland Avenue north to connect to the Metro B Line at the Hollywood/Highland Station.
- Alignment Alternative 3: La Brea. This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard and north under La Brea Avenue, where it would connect with the future Metro D Line Wilshire/La Brea Station. From there, it would continue north under La Brea Avenue and turn northeast north of Fountain Avenue to follow Highland Avenue to connect with the Metro B Line at the Hollywood/Highland Station.

Table 2-1 provides a summary of the characteristics of each of the alignment alternatives and Table 2-2 identifies which stations would be constructed under each alignment alternative. In total, 12 station areas are identified, including the option to extend to the Hollywood Bowl.

FIGURE 2-1. K LINE NORTHERN EXTENSION ALIGNMENT ALTERNATIVES



Source: Connect Los Angeles Partners 2023

TABLE 2-1. CHARACTERISTICS OF THE ALIGNMENT ALTERNATIVES AND DESIGN OPTION

PROJECT COMPONENTS	ALIGNMENT ALTERNATIVES			DESIGN OPTION
	1. SAN VICENTE–FAIRFAX	2. FAIRFAX	3. LA BREA	HOLLYWOOD BOWL EXTENSION
Alignment Length	9.7 miles underground	7.9 miles underground	6.2 miles underground	+ 0.8 mile underground
Stations	9 underground	7 underground	6 underground	+1 underground
Travel time from Expo/Crenshaw to Hollywood/Highland Stations	19 minutes	15 minutes	12 minutes	+2 minutes (from Hollywood/Highland)

Source: Connect Los Angeles Partners 2023

TABLE 2-2. STATIONS BY ALIGNMENT ALTERNATIVE

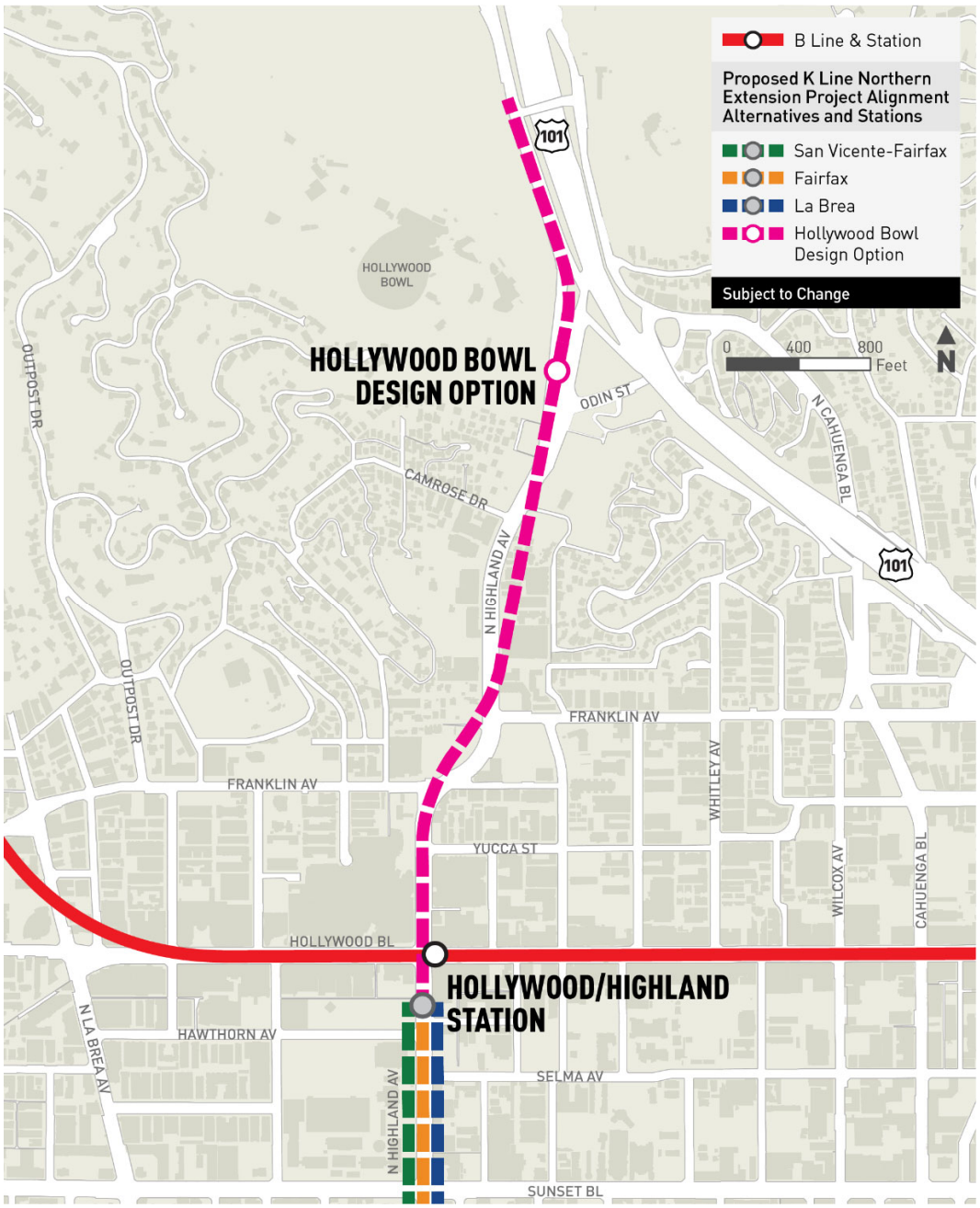
STATION	SAN VICENTE–FAIRFAX	FAIRFAX	LA BREA
Crenshaw/Adams (City of Los Angeles)	●	●	●
Midtown Crossing (City of Los Angeles)	●	●	●
Wilshire/Fairfax (City of Los Angeles)	●	●	
Fairfax/3rd (City of Los Angeles)	●	●	
La Cienega/Beverly (City of Los Angeles)	●		
San Vicente/Santa Monica (City of West Hollywood)	●		
Fairfax/Santa Monica (City of West Hollywood)	●	●	
La Brea/Santa Monica (City of West Hollywood)	●	●	●
Hollywood/Highland (City of Los Angeles)	●	●	●
Wilshire/La Brea (City of Los Angeles)			●
La Brea/Beverly (City of Los Angeles)			●
Hollywood Bowl (City of Los Angeles)	●	●	●

Source: Connect Los Angeles Partners 2023

2.2 HOLLYWOOD BOWL DESIGN OPTION

For every alignment alternative, there is one design option under consideration. The Hollywood Bowl Design Option includes an alternate terminus station at the Hollywood Bowl, north of the proposed Hollywood/Highland Station, as shown in Figure 2-2.

FIGURE 2-2. HOLLYWOOD BOWL DESIGN OPTION



Source: Connect Los Angeles Partners 2023

2.3 MAINTENANCE AND STORAGE FACILITY

An MSF would be constructed that would expand the Division 16 Maintenance Yard (Division 16), the existing MSF for the Metro K Line near LAX, as shown in Figure 2-3. The MSF would provide equipment and facilities to accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles that are not in service. The MSF would be the primary physical employment center for rail operation employees, including train operators, maintenance workers, supervisors, administrators, security personnel, and other roles. If the Project is opened in sections, operation of the extended K Line from the Expo/Crenshaw Station to the Metro D Line could be accommodated within the existing Division 16 site with four new storage tracks.

FIGURE 2-3. MAINTENANCE AND STORAGE FACILITY

Source: Connect Los Angeles Partners 2023

2.4 CONSTRUCTION APPROACH

The Project would be constructed in sections that would be built sequentially, depending on available funding. The development of the Project would employ conventional construction methods, techniques, and equipment similar to other Metro projects that require underground tunneling. Detailed information on construction techniques can be found in the KNE Construction Approach Report. Major construction activities for the Project include surveys and preconstruction, which consist of local business surveys, building and utility assessments, and site preparations; right-of-way (ROW) acquisition; tunnel construction, including tunnel boring machine (TBM) excavation and segmental lining and installation; utility relocation and installation work; station, crossover, and connection box construction; MSF construction, including site grading, maintenance building construction, and storage and access track construction; street restorations, including paving and sidewalks; ventilation and emergency egress construction; systems installation and facilities, including trackbed, rail, overhead contact system, conduit, electrical substation, and communications and signaling construction; and construction of other ancillary facilities.

The tunnels would be bored with TBMs, and the stations and track crossover boxes would be constructed via cut-and-cover methods, which entail excavating down from the ground surface and stabilizing the ground with an excavation support, then placing temporary decking surfaces above the excavation and conducting all excavation inside the supported area. The tunnel and station associated with the Hollywood Bowl Design Option would be constructed by sequential excavation method (SEM), which entails conventional mining techniques and equipment for hard rock excavation, which would reduce surface impacts.

Construction staging areas have been identified at each of the station locations, which are described and illustrated in Appendix A of the KNE Construction Approach Report. In order to construct a station, a minimum of one to two acres of construction staging sites would be needed for the duration of the station construction period. A larger construction staging site of three to four acres would be required if the site is also used to launch the TBMs and support tunneling activities. The TBM launch sites have been identified at the Midtown Crossing, San Vicente/Santa Monica, and La Brea/Santa Monica Stations. Temporary street, lane, sidewalk and bike lane closures as well as street reconfigurations will be part of construction activities. Construction and operational impacts on transportation are identified and discussed in this technical report.

CHAPTER 3 REGULATORY FRAMEWORK

3.1 FEDERAL REGULATIONS

There are no federal regulations applicable to this Project regarding transportation.

3.2 STATE REGULATIONS

3.2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA is a state statute that was signed into law in 1970 (Public Resources Code 1970). CEQA ensures public agencies consider the environmental impacts of proposed projects and activities in order to prevent environmental damage that could have otherwise been avoided. CEQA requires that public agencies disclose the environmental impacts of proposed projects to the public and take on all feasible actions to reduce said impacts.

CEQA Guidelines were updated in 2018, following the implementation of Senate Bill (SB) 743, which changes how transportation impacts are evaluated under CEQA, moving from level-of-service (LOS) analysis to vehicle miles traveled (VMT) metrics. VMT calculates transportation impacts by measuring the change in overall auto travel miles that would result from a proposed project. The goal of SB 743 is to ensure new development projects support the reduction of car use and thus reduce greenhouse gas (GHG) emissions and combat climate change.

3.2.2 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

The California Transportation Commission (CTC) was established in 1978 to provide a single, unified California transportation policy. The CTC is responsible for prioritizing projects and allocating funds for transportation improvements throughout California. The Statewide Transportation Improvement Program (STIP) (CTC 2022), adopted by the CTC, is a multiyear capital improvement program for state highway improvements, intercity rail, and regional highway and transit improvements. The STIP programming generally occurs every two years, in which fund estimates identify the amount of new funds available for the programming of transportation projects. Programming occurs in even years, with the most recent STIP being adopted in March 2022.

3.2.3 COMPLETE STREETS (ASSEMBLY BILL 1358)

In 2008 Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act, into law. Beginning on January 1, 2011, this law requires that cities and counties, when making substantial changes to the circulation/mobility elements of their general plans, modify their circulation/mobility element to accommodate for the needs of all roadway users, specifically, pedestrians, bicyclists, children, persons with disabilities, movers of commercial goods, users of public transportation, and motorists. This legislation seeks to shift the transportation mode share away from single-occupancy vehicles and toward public transit, bicycling, and walking.

3.2.4 COMPLETE STREETS DIRECTIVE

The California Department of Transportation (Caltrans) enacted *Complete Streets – Integrating the Transportation System* in 2008. Caltrans defines "Complete Street" as "A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility" (Caltrans 2008). This directive ensures that Caltrans develops multimodal transportation projects that address the safety and mobility needs of all travelers in an effort to facilitate increased bicycling, walking, and transit use.

3.2.5 LOCAL ROADWAY SAFETY PLAN

Federal regulations require each state to have a Strategic Highway Safety Plan (SHSP). An SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis (or challenge) areas. The SHSP address the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) can be a means to provide local and rural road owners with an opportunity to address unique highway safety needs in their jurisdictions while contributing to the success of the SHSP. The process of preparing an LRSP creates a framework to systematically identify and analyze safety problems and recommend safety improvements. Preparation of an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges. An LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues. The City of Los Angeles has adopted a Vision Zero Plan, similar to a LSRP, as described in Section 3.3.4.3 of this report.

3.3 LOCAL REGULATIONS

3.3.1 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

3.3.1.1 CONNECT SOCAL – REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

SCAG is the Metropolitan Planning Organization for the Southern California region. Connect SoCal is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020), which is a long-range visioning plan that addresses transportation, housing, and GHG emissions, among other issues. To comply with SB 375, SCAG needed to prove to the California Air Resources Board that its plan could achieve a 19 percent reduction in GHG emissions by 2035. Connect SoCal

includes more than 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and bridges. The Project is included in the SCAG 2020-2045 RTP/SCS (RTP ID S1160294) as a strategic project. A key priority is encouraging both new jobs and new housing in high-quality transit areas. While much of the region is already within high-quality transit areas, the Project would significantly increase accessibility by providing a faster north-south connection to several key employment centers, as well as connections to several existing transit lines.

Of the 10 goals presented in the SCAG 2020-2045 RTP/SCS, the following five are applicable to transportation:

- Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.
- Goal 4: Increase person and goods movement and travel choices within the transportation system.
- Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

3.3.2 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

3.3.2.1 LONG RANGE TRANSPORTATION PLAN

Metro's Long Range Transportation Plan (LRTP) (Metro 2020a), adopted by the Metro Board in September 2020, provides the framework for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP details how Metro will spend anticipated revenues in the coming decades to operate and maintain the current and planned system, and identify new projects, programs, and initiatives in partnership with local, state, and federal agencies, as well as local stakeholders. The plans, strategies, and actions of the LRTP are organized around the four priority areas of better transit, less congestion, complete streets, and access to opportunity. Each aspect of the LRTP also considers equity and sustainability in order to ensure affordable access to transportation choices and a healthy future for Los Angeles County.

The 2020 LRTP outlines Metro's investment of over $80 billion to improve, expand, and upgrade Los Angeles County's public transit system, adding more than 100 miles of rail and the construction or improvement of 22 corridors. $68 billion of this investment is allocated for major transit projects, including $4.7 billion for the Project, with an opening year of 2047.

3.3.2.2 SHORT RANGE TRANSPORTATION PLAN

Metro's 2014 Short Range Transportation Plan (SRTP) (Metro 2014a), adopted by the Metro Board in July 2014, is a 10-year action plan that guides Metro programs and projects through 2024. It advances toward the long-term goals identified in the 2009 LRTP, a 30-year vision for addressing growth and traffic in Los Angeles County.

The 2014 SRTP identifies the short-term challenges, provides an analysis of financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. In addition, it addresses sustainability and future funding strategies, as well as measures the 2014 SRTP's performance.

3.3.2.3 VISION 2028

Metro's Vision 2028 Plan (Metro 2018a) is the agency's framework for improving mobility in Los Angeles County over the course of a decade and serves as the foundation for all other Metro plans, programs, and services. Vision 2028 seeks to enhance mobility for all users and all modes, including walking, biking, transit, and driving.

The Plan includes an Action Matrix that summarizes the goals, initiatives, and actions that Metro will implement, including measures of success and a timeline for completion. Metro will issue periodic reports to the public on the progress toward these goals and initiatives, and the Plan will be reviewed every five years to ensure Metro's vision is advancing.

All transit corridors under study, including the Project, will reflect the Vision 2028 goals. This will include factors such as developing strategic transit-oriented communities (TOC) recommendations; plans to create clear, comfortable, and user-friendly transfers at all major connection points; and delivering quality transit infrastructure.

3.3.2.4 METRO COMPLETE STREETS POLICY

The State of California enacted the California Complete Streets Act of 2008 (Assembly Bill 1358), which requires cities or counties to make substantive revisions to the circulation elements of their general plans and identify how they will provide for the mobility needs of all users of the roadway. In response to Assembly Bill 1358, Metro developed its Complete Streets Policy (Metro 2014b) to help advance state, regional, and local efforts to create a more "complete" and integrated transportation network that serves all users and supports environmental sustainability. The Policy demonstrates Metro's ongoing commitment to improving mobility in the region and ensuring that streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices. This Policy also advances the vision provided in Metro's Countywide Sustainability Planning Policy and Implementation Plan (Metro 2012) and the Metro Board's Active Transportation Agenda.

3.3.2.5 COUNTYWIDE SUSTAINABILITY PLANNING POLICY AND IMPLEMENTATION PLAN (COUNTYWIDE SUSTAINABILITY PLANNING PROGRAM 2012)

Metro's Countywide Sustainability Planning Policy and Implementation Plan (Metro 2012) provides a framework to integrate sustainability into the agency's planning functions and complement existing federal, state, regional, and local sustainability policies and plans. Implementation of the policy would require projects, including this Project, to lead in sustainability efforts; minimize environmental impacts from design, construction, operation, and maintenance of Metro's facilities and operations; and plan and implement a regional transportation system that increases mobility while minimizing environmental impacts.

3.3.2.6 FIRST LAST MILE STRATEGIC PLAN AND PLANNING GUIDELINES

The First Last Mile Strategic Plan and Planning Guidelines (Metro 2014c) put forth by Metro and SCAG and the First/Last Mile Guidelines put forth by Metro (Metro 2021a) outline strategies to facilitate easy, safe, and efficient access to transit stations. According to the First Last Mile Strategic Plan, the goal of the plan and guidelines is to better coordinate infrastructure investments in station areas to extend the reach of transit and ultimately increase transit ridership.

The five categories of improvements as part of the pathway concept are relevant to the Project and potential station location areas: (1) crossing enhancements and connections; (2) signage and wayfinding; (3) safety and comfort; (4) allocation of street space; and (5) plug-in components.

3.3.2.7 ACTIVE TRANSPORTATION STRATEGIC PLAN

Metro's Active Transportation Strategic Plan (ATSP) (Metro 2016) combines local and subregional plans and presents a cohesive strategy to establish active transportation as an integral element for Los Angeles County. According to the ATSP, effective walking and bicycling infrastructure are critical elements that facilitate first and last mile connectivity to stations. The overall vision of the ATSP is to enhance the environment for all road users and balance future policies and investments to reflect local values and conditions. The ATSP serves as a roadmap for stakeholders and partners to identify transportation concepts and changes they would like to see in their community and strategies for collaboration and implementation.

3.3.2.8 TRANSIT SERVICE POLICY

The Transit Service Policy (Metro 2020b) document establishes the policies, principles, and requirements of the design or modification of the current service network in order to better serve Metro customers and optimize the use of available operating resources. The aim of the policy is to develop a high-frequency network of sustainable services that provide a quality ride to Metro customers through the following goals:

- Improve bus and rail transit services
- Provide excellent customer service
- Deliver Metro's bus and rail projects

- Ensure civil rights compliance
- Deliver Metro's highway and freeway projects
- Increase emphasis on safety and security

3.3.2.9 TRANSFERS DESIGN GUIDE

Metro's Transfers Design Guide (Metro 2018b) was developed as a tool to help Metro, cities, and local transit agencies improve the transfer experience for all transit users. The guiding principles presented in the Guide are safety and security, efficiency, accessibility, clarity, comfort, and consistency. These principles can serve as the framework for evaluating transfer improvements and will inform the development of future Metro transit projects. New corridors, including the Project, will be planned for a convenient and well-connected transportation network, including designing new stations per updated guidelines and standards to accommodate easy transfers.

3.3.2.10 SYSTEMWIDE STATION DESIGN STANDARDS POLICY

The Systemwide Station Design Standards Policy (Metro 2018c), adopted by the Metro Board in January 2018, establishes an approach to ensure that existing and future station facilities for Metro Rail and bus follow a consistent integrated systemwide design. This consistency will allow for the creation of stations that are safer for all riders and operators, and designed with intuitive layouts to make stations easier to access and navigate. Stations will use design and materials that are simpler and more cost-effective to clean and maintain, and more sustainable in terms of architectural materials, energy usage, and landscaping.

3.3.2.11 JOINT DEVELOPMENT POLICY

The Metro Joint Development Policy (Metro 2021b) outlines the objectives and policies that will guide the Metro Joint Development Program as it develops Metro-owned properties. The Joint Development Program is a real estate development program through which Metro collaborates with qualified developers to build transit-oriented developments on Metro-owned properties. Metro's joint-development sites are a gateway to the Metro transit system and hold unique potential to advance community development goals while attracting new riders to the Metro system. Collaboration between joint development and Metro's transit corridor projects, such as the Project, can lead to enhanced neighborhoods adjacent to transit and improved access to station sites. The Joint Development Program is centered around the main goals of transit prioritization, community integration, engagement, affordable housing and design, and fiscal responsibility.

3.3.2.12 TRANSIT-ORIENTED COMMUNITIES POLICY

The Metro TOC Policy (Metro 2018d) was developed in collaboration with the Measure M Policy Advisory Committee to establish activities eligible for transportation funds, formalize Metro's goals and objectives in the approach to enabling TOCs, and establish a set of criteria to determine which TOC activities Metro will fund and implement directly and which activities Metro will allow, enable, and incentivize local partners to fund and implement. The TOC Policy recognizes the potential for

opportunities to enhance communities, as well as impacts on issues of equity and equitable opportunity in the communities affected by Metro's transportation investment. With this in mind, the policy links local projects to Metro's regional transit investments to achieve five key goals:

- Increase transit ridership and choice
- Stabilize and strengthen communities around transit
- Engage organizations, jurisdictions, and the public
- Distribute transit benefits to all
- Capture value created by transit

3.3.2.13 TRANSIT-ORIENTED COMMUNITIES IMPLEMENTATION PLAN

Following the adoption of the TOC Policy, the TOC Implementation Plan (Metro 2020d) establishes the activities that Metro will undertake directly or in partnership with others to implement the TOC Policy and realize equitable TOCs in Los Angeles County. The TOC Implementation Plan is organized under four initiatives: Near-term implementation is focused on creating TOC Corridor Baseline Assessments, continual improvements to TOC Programmatic areas, enhancing Metro's internal coordination, and strengthening coordination and collaboration with Metro's partners.

3.3.2.14 EQUITY PLATFORM

Metro's Equity Platform was approved by the Board in February 2018 (Metro 2018e), setting the stage for Metro to become a leader and partner to address and overcome the disparities in access to opportunity across Los Angeles County. The development of this platform builds on Metro's previous efforts to better approach the subject of equity, including performance measures tied to disadvantaged communities in Measure M, and the LRTP's commitment to incorporating equity.

The Equity Platform is made up of four strategic pillars:

- Define and Measure
- Listen and Learn
- Focus
- Train and Grow

3.3.2.15 MEASURE M GUIDELINES

The Measure M Guidelines (Metro 2017) were prepared following the approval of Measure M in the November 2016 election. The Measure M Guidelines provide the overarching framework for the management and oversight of Measure M and its components. The primary topics of the guidelines include administration and oversight; audits, assessments, and amendments; cashflow, transit operations, and other designated operational funding; multiyear subregional programs; local return; and state of good repair. Metro will complete a comprehensive program review every five years coordinated with the SRTP and a 10-year assessment coordinated with the LRTP.

3.3.3 LOS ANGELES COUNTY

3.3.3.1 LOS ANGELES COUNTY BICYCLE MASTER PLAN

In 2012, the Los Angeles County Department of Public Works (Los Angeles County 2012) created an update to its Bicycle Master Plan first written in 1975. Los Angeles County has already implemented 144 miles of its proposed bicycle system; however, this does not match the growing needs of the Los Angeles region, especially since Los Angeles County consists of several unincorporated areas that cannot sufficiently fund bicycle infrastructure by themselves. Because of this, Los Angeles County has proposed an additional 831 miles of Class I, II, and III bicycle facilities to the 4,083 square miles that encompasses Los Angeles County. Relevant policies from this plan include:

- Policy IA 1.1.1: Propose and prioritize bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks, and other important activity centers within each unincorporated area and promote bicycling to these destinations.
- Policy IA 1.3.2: Require bicycle parking at key locations, such as employments centers, parks, transit, schools, and shopping centers.

3.3.4 CITY OF LOS ANGELES

3.3.4.1 LOS ANGELES DEPARTMENT OF CITY PLANNING 2010 BICYCLE PLAN

The Los Angeles Department of City Planning 2010 Bicycle Plan (City of Los Angeles 2011) outlines a plan to expand the existing 334 miles of bicycle lanes, paths, and routes into a 1,684-mile Citywide Bikeway System through the build-out of three networks—Backbone, Neighborhood, and Green—and the introduction of Bicycle Friendly Streets. To support development, the Los Angeles City Bicycle Plan recommends policies and programs to encourage bicycle ridership and enhance access and safety.

3.3.4.2 CITY OF LOS ANGELES COMPLETE STREETS DESIGN GUIDE

The City of Los Angeles Complete Streets Design Guide (City of Los Angeles 2014) is a draft set of best practices for physical and operational enhancements within the existing roadway and/or ROW that safely and conveniently accommodate all transport modes. The Complete Streets are intended to supersede existing city regulations and policies until such manuals or plans are modified. The Los Angeles Complete Streets Guide provides street classifications by roadway, ROW, and sidewalk widths, target operating speed, typical number of lanes, and land use type. For each street type, the manual provides sample cross-sections that describe bicycle, bus transit, and vehicle enhancements. In addition, design guidelines for bus rapid transit (BRT), intersections, landscaping, parking, path, sidewalks, signalization, and traffic calming are outlined.

3.3.4.3 VISION ZERO LOS ANGELES 2015 – 2025

Vision Zero Los Angeles 2015-2025 (City of Los Angeles 2015a) provides a comprehensive overview of an initiative to reduce transportation-related deaths to zero and minimize the likelihood of severe injury from traffic collisions in the City of Los Angeles by 2025. To meet these objectives, Vision Zero

calls for a collaborative and multifaceted approach between engineering and planning agencies, law enforcement, emergency services, and community members.

3.3.4.4 CRENSHAW BOULEVARD STREETSCAPE PLAN

The Crenshaw Boulevard Streetscape Plan (City of Los Angeles 2015b) provides a blueprint for the future of the Crenshaw Corridor in the city of Los Angeles south of I-10 and aims to direct the corridor toward a more pedestrian-friendly environment conducive to both walking and transit use. The Streetscape Plan proposed a palette of streetscape elements such as street trees, street furniture, lighting, and other features to improve the quality and safety of the street while maintaining and reinforcing its unique character.

Relevant goals of the Crenshaw Boulevard Streetscape Plan include the following:

- Create an environment that encourages the use of transit and active transportation, in addition to the automobile.
- Position Crenshaw Boulevard as a "complete street" that provides a variety of mobility options.

In addition to the overarching goal of creating a more pedestrian-friendly environment, the Streetscape Plan provides a set of guiding principles that highlights consistency, safety, beauty, simplicity, comfort, maintenance, and durability as crucial elements to enhance the livability of roadways and sidewalks along the corridor.

3.3.4.5 LOS ANGELES DEPARTMENT OF CITY PLANNING MOBILITY PLAN 2035

The Los Angeles Department of City Planning Mobility Plan 2035 (City of Los Angeles 2016) is an element of the General Plan written to serve as the policy foundation for balancing the needs of all road users in a multimodal network. The Mobility Plan 2035 defines the following five mobility goals for the City of Los Angeles to provide measurable objectives and broad strategies to achieve a balanced transportation system:

- Safety first
- World-class infrastructure
- Access for all Angelenos
- Collaboration
- Communication and informed choices; and clean environments and healthy communities

Relevant policies from this plan include:

- Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.
- Policy 1.7 Regularly Maintained Streets: Enhance roadway safety by maintaining the street, alley, tunnel, and bridge system in good to excellent condition.

- Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public ROW modifications to provide a safe and comfortable walking environment.
- Policy 2.5 Transit Network: Improve the performance and reliability of existing and future bus service.
- Policy 2.9 Multiple Networks: Consider the role of each enhanced network when designing a street that includes multiple modes.
- Policy 2.11 Transit Right-of-Way Design: Set high standards in designing public transit rights-of-way that considers user experience and supports active transportation infrastructure.
- Policy 2.12 Walkway and Bikeway Accommodations: Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit ROW.
- Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.
- Policy 3.4 Transit Services: Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.
- Policy 3.5 Multimodal Features: Support "first-mile, last-mile solutions" such as multimodal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.
- Policy 3.7 Regional Transit Connections: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.
- Policy 3.2 People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public ROW.
- Policy 3.6 Regional Transportation and Union Station: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.

Pertinent networks for the Project include the Transit Enhanced Network and the Neighborhood Enhanced Network. The Transit Enhanced Network is a set of streets, designated through a data-driven analysis of factors, such as ridership, destinations, employment, and population, to provide reliable and frequent transit service that is convenient and safe, and strives to fulfill the following goals: increase transit mode share, reduce single-occupancy vehicle trips, and integrate transit infrastructure with the identity of the surrounding street. The Neighborhood Enhanced Network is an 800-mile system of collector and local streets designed to facilitate pedestrian and bicycle activity.

3.3.4.6 LOS ANGELES DEPARTMENT OF CITY PLANNING SAFETY ELEMENT

The Safety Element is part of the Los Angeles General Plan and was updated in 2021 (City of Los Angeles 2021). The Safety Element offers a high-level overview of how the City plans for disasters, and refers readers to other implementation documents where they can find more detailed information.

Objectives and policies in the Safety Element that are relevant to construction and implementation of the Project include:

- Objective 2.1: Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.
- Policy 2.1.5: Develop, implement, and continue to improve the City's ability to respond to emergency events. Participate in regularly scheduled disaster exercises to better prepare Police, Fire, Public Works, and other City employees with disaster responsibilities.

3.3.4.7 LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT) TRANSPORTATION ASSESSMENT GUIDELINES

The City of Los Angeles has adopted the new CEQA Guidelines to comply with SB 743 requirements. The updated Transportation Analysis Guidelines (City of Los Angeles 2020a), prepared by LADOT, provides instructions and sets standards for preparation of a transportation assessment in the City of Los Angeles. These guidelines provide screening criteria for CEQA analysis of transportation impacts and set significance criteria for transportation impacts based on VMT for land use and transportation projects.

3.3.4.8 GREEN NEW DEAL

In 2019, the City of Los Angeles created a Green New Deal (City of Los Angeles 2019a) to combat the effects of climate change. The City of Los Angeles has prioritized a balance of equity and climate resilience in its Green New Deal. For example, Los Angeles is home to many disadvantaged communities that suffer disproportionately from the effects of climate change. Disadvantaged communities located near industrial sites have been identified in the Plan to mitigate the effects of emissions on poorer communities, especially those composed of non-white individuals.

Transportation was recognized as one of the largest contributors to climate change in the Los Angeles region and efforts to reduce the demand for environmentally detrimental modes of transportation are critical for the success of Los Angeles' Green New Deal. This document signals the City's commitment to GHG reduction and to curb the devastating effects of climate change for future generations.

3.3.4.9 EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

The Exposition Corridor Transit Neighborhood Plan (City of Los Angeles 2019b) establishes guidelines for future development around each station on the Metro E Line transit corridor. The plan encourages infill development and a mix of uses within identified areas to promote greater transit ridership, reduce automobile reliance, and create vibrant transit stations. The plan intends to promote transit ridership along the corridor through improved active transportation facilities and to encourage walking and bicycling as a means to safely and conveniently circulate within and between neighborhoods along the corridor. The corridor runs through the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans.

3.3.4.10 HOLLYWOOD WALK OF FAME MASTER PLAN

The Hollywood Walk of Fame Master Plan (2020b) seeks to modernize the iconic Hollywood Walk of Fame corridor, respect its rich history, and establish a holistic and long-lasting vision. The Master Plan project envisions "a street for everyone," particularly the residents and businesses that call this area home. It aims to create an inclusive space with wider sidewalks, additional shade trees, a protected mobility lane, and pedestrian safety enhancements.

3.3.5 CITY OF WEST HOLLYWOOD

3.3.5.1 CITY OF WEST HOLLYWOOD MOBILITY ELEMENT

The City of West Hollywood Mobility Element (City of West Hollywood 2011a) is a component of the City of West Hollywood General Plan 2035. The City of West Hollywood's mobility strategy is to create a balanced and multimodal transportation system that meets the needs of the community and to improve the quality of life within West Hollywood while also serving as an active participant in regional strategies to address regional transportation issues.

Relevant policies from the Mobility Element include:

- M-1.1: Encourage the expansion of local and regional transit systems which serve or have alignments and stops within the city.
- M-1.2: Work with transit providers to improve the quality of transit stations, transit stops, and transfer points by enhancing the following passenger amenities, among others, as appropriate: way-finding and clear signage; bus shelters and shade structures; clean and comfortable waiting areas; attractive landscaping, art, and paving materials; user-friendly system and route maps; updated and current schedules; real-time arrival times via GPS updates (i.e., "NextBus"); adequate seating areas based on passenger volumes and typical wait times; adequate pedestrian walkways; convenient pay stations; bicycle storage; and public restrooms.
- M-1.4: As feasible, expand locally provided transit services and work with regional transit providers to increase frequency, including extending frequent bus service into the evenings and on weekends.
- M-1.5: As appropriate, work with regional transit providers to improve access to local and regional transit services, particularly for the following populations: seniors and persons with disabilities; persons with low and moderate income; students; the temporarily disabled; transit-dependent populations.
- M-5.2: Prioritize property access to promote transit, walking, and bicycling over auto access.

3.3.5.2 CITY OF WEST HOLLYWOOD SAFETY AND NOISE ELEMENT

The City of West Hollywood Safety and Noise Element (City of West Hollywood 2011b) is a component of the City of West Hollywood General Plan 2035. Protecting the public health, safety, and welfare is one of the City's most basic responsibilities and is the legal and historical basis for its police power and

planning authority. The City's tools for protecting public safety include regulating land use planning and other activities; providing police and emergency services, research, and monitoring; preparing for potential natural disasters and threats to residents' well-being; community engagement; and enacting other policies that promote public safety and welfare.

Relevant policies from the Safety and Noise Element include:

- SN-4.1: Require new development and/or modifications to existing development to include sound-reducing design measures, where needed, to maintain compatibility with adjacent and surrounding uses.
- SN-1.7: Maintain the West Hollywood Emergency Plan (2009), including plans for police and fire services, vulnerable populations, and sensitive facilities, as well as plans for the continuity of the community and important networks following a significant disaster.

3.3.5.3 CITY OF WEST HOLLYWOOD BICYCLE AND PEDESTRIAN MOBILITY PLAN

The Bicycle and Pedestrian Mobility Plan (City of West Hollywood 2017a) updates the previous Pedestrian and Bicycle Mobility Plan adopted in 2003. The plan provides a vision and set of prioritized strategies and tools to enhance the City of West Hollywood's streets to be more comfortable, safe, and inviting to pedestrians and bicyclists of all ages and abilities. The plan uses a complete network approach, which prioritizes some streets for certain modes and other streets for other modes.

3.3.5.4 SANTA MONICA BOULEVARD MASTER PLAN

The Santa Monica Boulevard Master Plan (1999) provides a comprehensive vision and long-range plan for the 2.7 miles of boulevard between Doheny Drive and La Brea Avenue in West Hollywood. According to the Master Plan, the relinquishment of Santa Monica Boulevard from Caltrans to the City of West Hollywood provided a unique opportunity to redesign the main street and enhance the streetscape. The goal of the Santa Monica Boulevard Master Plan is to unify the boulevard while enhancing the pedestrian experience through landscaping, lighting, water elements, public art installations, signage, street furnishings, and special sidewalk and crosswalk paving. These elements are in place to achieve the overarching objective of a beautiful, vibrant, urban boulevard that embodies West Hollywood's identity.

3.3.5.5 CITY OF WEST HOLLYWOOD DESIGN TOOLBOX

The Design Toolbox (City of West Hollywood 2017a) is appended to the Bicycle and Pedestrian Mobility Plan and profiles street enhancements to improve access for bicyclists in the city of West Hollywood. The Design Toolbox identifies several intersections and arterial segments for potential improvements, including Santa Monica Boulevard/Holloway Drive and Santa Monica Boulevard/La Brea Avenue, which coincide with the alignment alternatives included for the Project. Each tool features a description of the enhancement, a summary of potential benefits, considerations for optimal design, and possible locations for installation.

3.3.5.6 TRANSPORTATION DEMAND MANAGEMENT ORDINANCE

In 2018, the City of West Hollywood updated its Transportation Demand Management (TDM) Ordinance (City of West Hollywood 2018) with the goals of managing congestion, reducing drive-alone trips, and reducing GHG emissions through requiring certain developments to provide physical improvements and incentives to create more travel options for their employees, residents, and visitors. The ordinance was updated to provide a point system that would allow for greater flexibility in implementation of the TDM strategies and apply those strategies to a broader array of developments and businesses. All applicable projects will also be required to engage in TDM marketing to help educate residents, employees, and visitors on their choices in transportation.

3.3.5.7 CITY OF WEST HOLLYWOOD CLIMATE ACTION PLAN

The City of West Hollywood Climate Action Plan (City of West Hollywood 2011c) provides strategies to address climate change at the local level. The Climate Action Plan addresses major GHG sources, including transportation and mobility, which may be important to the Project. In the Climate Action Plan, the City of West Hollywood establishes a goal of reducing emissions by 20 to 25 percent (2008 levels) by 2035. The plan outlines the course of action for the community to limit its contribution to climate change and aligns with state policies to reduce GHG emissions. The measures to achieve its stated goal are wide-ranging and include community leadership and engagement, land use and community design, transportation and mobility, energy use and efficiency, water use and efficiency, waste reduction and recycling, and green space strategy. Within its transportation measures section, the plan calls for increasing walking, biking, and transit use while reducing vehicle trips, encouraging mixed-use development in transit overlay zones, and improving transit.

3.3.5.8 EASTSIDE COMMUNITY PRIORITIES PLAN

The Eastside Community Priorities Plan (City of West Hollywood 2017b) is a collaborative effort between the Eastside Working Group, the City of West Hollywood, and the community. It was adopted by the West Hollywood City Council in October 2017, and its purpose is to describe the shared community vision; list tools and strategies to implement the vision; focus on program and actions to improve the physical, social, and economic character of the area; identify a statement of priorities for implementation (short- and long-term); and help prioritize improvements and service needs to be included in the annual work plan. It also includes an implementation strategy that lists the key priorities for the Eastside for short- and long-term implementation, outlines the responsible divisions and department to oversee work, and establishes a magnitude of cost for completion. The plan is supported by a State of the Eastside Report, which documents the existing demographics, market and economics, urban design and public spaces, mobility, and housing of the community.

The Eastside Vision looks toward the dynamic opportunities of the future while retaining the neighborhood charm of the Eastside. It also embraces a diverse, eclectic, and unique character while remaining integrated and unified with the city of West Hollywood community. This is achieved by having shared values, including sense of place and neighborhoods, economic diversity, mobility, and creativity and community connections.

3.3.5.9 CITY OF WEST HOLLYWOOD DESIGN DISTRICT STREETSCAPE MASTER PLAN

The West Hollywood Design District Streetscape Master Plan (City of West Hollywood 2014) was designed to improve the overall aesthetics and mobility of the commercial district known as the West Hollywood Design District. The goal of this master plan is to strengthen the economic vitality of the district by improving the pedestrian environment and adding bicycle infrastructure, public gathering spaces, and landscaping, while improving the overall aesthetics and utility of the streets.

CHAPTER 4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

4.1 METHODOLOGY

The purpose of this assessment is to evaluate the Project against thresholds of significance as the basis for determining the level of impacts related to transportation.

This section describes the methodologies that were used to assess the potential CEQA impacts to regional transportation, transit, pedestrian and bicycle facilities, and emergency access for the Project. The transportation analysis for transit, pedestrian and bicycle facilities, and emergency access focused on the area within a quarter mile of the proposed stations and the MSF, which is defined as the resource study area (RSA) as discussed further in detail in Section 5.2 The regional transportation metrics were evaluated for Los Angeles County and the entire SCAG region to adequately capture the effect of the proposed alignment alternatives, design option, and MSF on regional traffic patterns.

The year 2019 was used as the base year for the existing conditions analysis as it represents the most recent conditions prior to the COVID-19 pandemic. During the pandemic, Los Angeles County and the state of California experienced significantly reduced traffic demand on the roadway network and decreased ridership throughout transit networks. Therefore, 2019 conditions were considered the most conservative for existing conditions analysis.

In addition, to account for background growth that would occur regardless of the Project, a future baseline condition was established for 2045 to provide a comparison to the proposed alignment alternatives, the design option, and the MSF. The 2045 without Project condition consists of the reasonably foreseeable transportation network in 2045, against which impacts of the Project's alignment alternatives are identified and evaluated. Specifically, this includes the existing (year 2019) transportation network and planned transportation improvements that have been committed to and identified in the constrained Metro 2020 LRTP (Metro 2020) and the SCAG 2020-2045 RTP/SCS (SCAG 2020), as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. In addition, this condition includes bus restructuring such as NextGen and other transit improvements such as quick build bus lanes, better transit signal priority, and curb extensions. Under the 2045 without Project condition, no new infrastructure would be built within the RSA aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2045, and identified in the adopted Metro LRTP. A more detailed description of the 2045 without Project condition is provided in Appendix A.

4.1.1 VMT ANALYSIS

This Project adopted VMT as the metric to evaluate the potential significant transportation impacts of the alignment alternatives and design option in compliance with the CEQA Guidelines, as described in Section 3.2.1. VMT is a measure of total travel that accounts for the number and length of trips in a region over a period. A quantitative VMT analysis was conducted using the Metro travel demand

model (CBM18C). The regional VMT generated for the 2045 without Project condition was compared to the regional VMT in 2045 for the alignment alternatives and design option. For the purposes of the VMT analysis, the MSF was considered with the alignment alternatives. Data for VMT and vehicle hours traveled was analyzed for Los Angeles County and the SCAG region. This methodology is consistent with the guidelines of the City of Los Angeles and City of West Hollywood for evaluating transportation impacts under CEQA.

4.1.2 TRANSIT ANALYSIS

Existing transit service data was obtained from transit providers in the region, including Metro, LADOT, the City of West Hollywood, and Santa Monica Big Blue Bus. Information such as hours of operation, headways, and transit facility locations was summarized for existing (2019) conditions. Anticipated future transit conditions in the 2045 without Project condition were also summarized per the applicable SRTP and LRTP, including the Measure M Expenditure Plan.

The Metro CBM18C model was used to obtain ridership forecasts for future conditions with both the 2045 without Project and Project conditions and station mode of access, which includes projected pedestrian, transit, and passenger pickup/drop-off trips to the proposed stations for each alignment alternative and the design option. For the purposes of the transit analysis, the MSF was considered with the alignment alternatives.

4.1.3 PEDESTRIAN AND BICYCLE ANALYSIS

Existing year (2019) conditions for pedestrian and bicycle facilities within the RSA were obtained via City of Los Angeles, City of West Hollywood, and Los Angeles County plans and policies and verified through field visits, literature review, and aerial photography review within a quarter mile of the proposed stations and the MSF. The potential impacts of construction and operation within a quarter mile of the proposed alignment alternatives, design option, and MSF on pedestrian and bicycle facilities were determined based on the Project's design.

4.1.4 EMERGENCY ACCESS ANALYSIS

The locations of police and fire stations within the RSA were identified to address the potential impacts of the alignment alternatives, design option, and MSF on emergency response time. The analysis considered whether the alignment alternatives, design option, and MSF would substantially degrade emergency access due to new construction or operations.

4.2 CEQA SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the 2022 CEQA Guidelines, the Project would have a significant impact related to transportation if it would:

- Impact TRA-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities.
- Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).[1]
- Impact TRA-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Impact TRA-4: Result in inadequate emergency access.

[1] CEQA Guidelines § 15064.3, subdivision (b) is the Criteria for Analyzing Transportation Impacts.

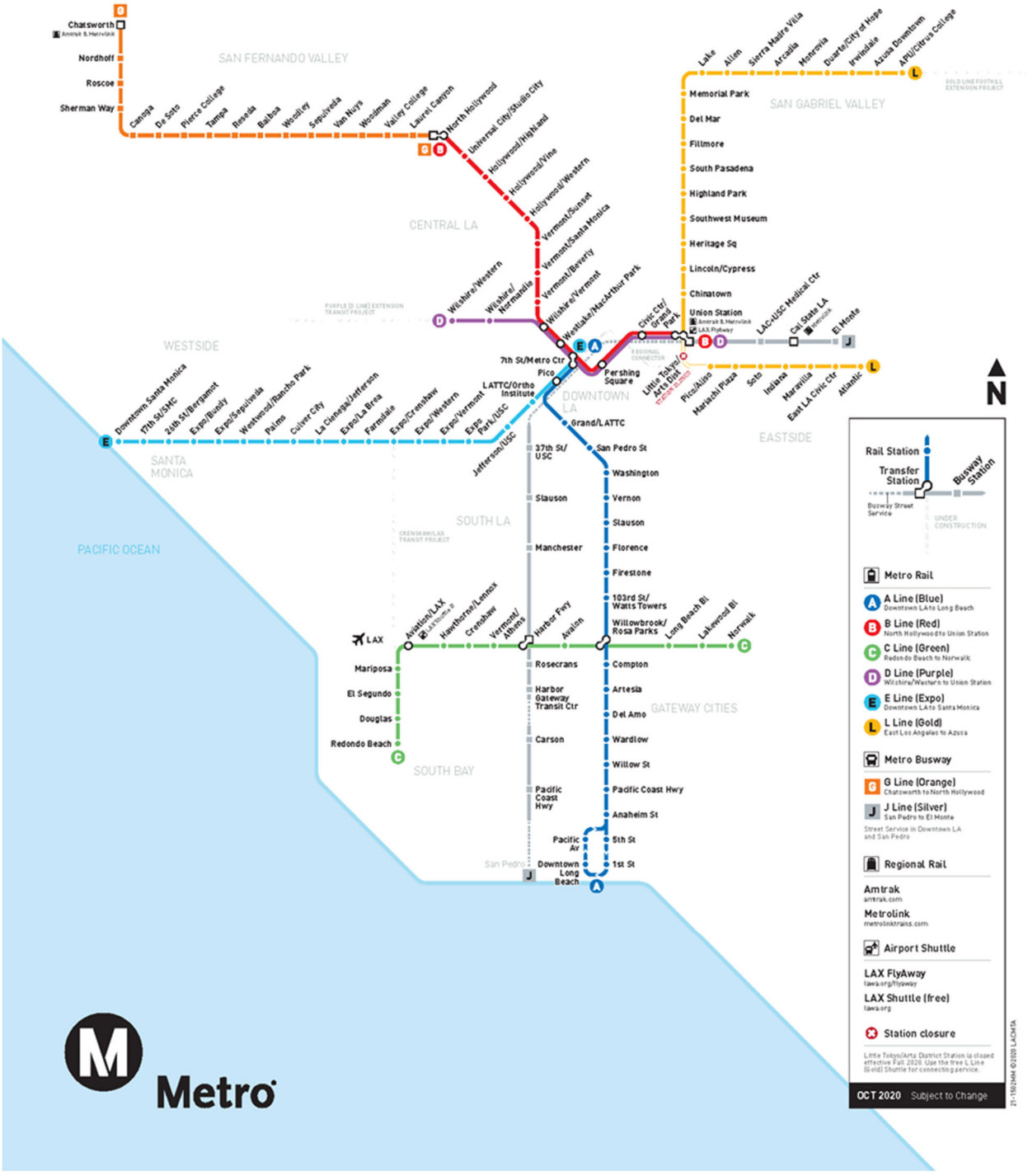
CHAPTER 5 EXISTING SETTING

5.1 REGIONAL SETTING

The Project is located in the cities of Los Angeles and West Hollywood in Los Angeles County. Local and regional transit agencies, including Metro, provide multiple types of transit service in the area. The Metro Rail and BRT system for year 2020, which is consistent with existing year 2019 conditions, is shown in Figure 5-1. In addition, Los Angeles County voters approved Measure M, which expands on the number of transit projects funded and provides additional funding for bus and rail operations, local street improvements, state of good repair, bike and pedestrian connections, and regional rail, among other improvements. A rail connection is lacking in the vicinity of the Project, which is primarily served by bus routes that have limited reliability and convenience due to roadway congestion.

An extensive freeway and arterial network serves the region. Many arterials in the vicinity of the Project are generally heavily congested in the peak commute periods. Much of the existing and planned transit service in the county is bus service that operates in mixed traffic and is delayed by heavy traffic congestion along arterials.

FIGURE 5-1. METRO RAIL AND BRT NETWORK (2020)



Source: Metro 2020
Note: Metro 2020 map is consistent with 2019 rail service.

5.2 RESOURCE STUDY AREA

The transportation resource study area (RSA) for analysis of transit, pedestrian and bicycle facilities, and emergency access is the area in a quarter-mile radius around the proposed stations, design option, and MSF.

5.2.1 TRANSIT SYSTEM

Transit services within the RSA are provided by Metro, LADOT, Santa Monica Big Blue Bus, and West Hollywood Cityline Shuttles. Transit service types include LRT, heavy rail transit (HRT), rapid bus, express bus, limited bus, and local bus lines.

The transit conditions for 2019 are used because that year represents the most recent available dataset prior to the COVID-19 pandemic that began in 2020, and which dramatically affected ridership as well as service of the transit network. Data from 2019 is more representative of actual conditions than either 2020 or 2021 ridership data. It should be noted that since 2019, Metro has implemented its NextGen Bus Plan (Metro 2020b), approved in October 2020, that increased the frequency of bus service, and improved and expanded midday, evening, and weekend service. This section describes the transit service in the existing conditions year of 2019, which is prior to the implementation of NextGen Bus Plan. However, the Project will build upon a NextGen network.

Metro operates the Los Angeles Metro Rail, HRT, LRT, and BRT network that serves Los Angeles County, consisting of seven LRT and HRT lines that connect 111 stations over 138 miles of track. The existing Metro Rail and BRT Lines are shown in Figure 5-1. The Metro B, C, D, and E Lines operate within the RSA and are described below and shown in Table 5-1. The Metro K Line began operations in 2022 and is described below, but not shown in Table 5-1.

- Metro B (Red) Line, Union Station to North Hollywood: The HRT Metro B Line runs for 16 miles and combined with the Metro D Line served 41,775,490 riders in 2019 at an average of 131,696 weekday riders (Metro 2019a). The B Line has a peak-hour headway of 10 minutes. The B Line is within the RSA, and a transfer with the Project is planned at the Hollywood/Highland Station.
- Metro C (Green) Line, Norwalk to Redondo Beach: The 20-mile LRT Metro C Line served 9,131,806 riders in 2019 at an average of 30,236 weekday riders and has a peak-hour headway of 7.5 minutes (Metro 2019a). The Metro C Line has a planned extension from the Redondo Beach Station terminus to Torrance (anticipated opening in 2030-2033) and integration with the Metro K Line. The C Line is not within the RSA, but a portion will operate as an extension of the Project.
- Metro D (Purple) Line, Union Station to Wilshire/Western: The underground HRT Metro D Line runs for six miles and combined with the Metro B Line served 41,775,490 riders in 2019 at an average of 131,696 weekday riders. The D Line has a peak-hour headway of 10 minutes (Metro 2019a). An extension to the Metro D Line to continue west to Westwood is currently under construction. The D Line extension would open in three phases. Section 1 with stations at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega is slated to open in 2024.

Section 2 with stations at Wilshire/Rodeo and Century City/Constellation is expected to open in 2025. Section 3 with stations at Westwood/UCLA and Westwood/VA Hospital Station is anticipated to open in 2027. The existing D Line is not within the RSA, but the D Line Extension will be within the RSA, and a transfer with the Project is anticipated at either the Wilshire/La Brea or Wilshire/Fairfax Station.

- **Metro E (Expo) Line, Downtown to Santa Monica:** The 15-mile LRT Metro E Line served 18,269,068 riders in 2019 at an average of 53,242 weekday riders and has a peak-hour headway of six minutes (Metro 2019a). The E Line is within the RSA and a transfer to the Project is planned at the Expo/Crenshaw Station.
- **Metro K Line (Crenshaw/LAX):** In addition to the rail and BRT network that was in place in 2019, a portion of the K Line opened in 2022, with the remaining two stations scheduled to open in 2024. When complete, the Metro K Line will extend eight miles north from the Metro C Line to the Metro E Line. The Metro K Line has a peak-hour headway of 10 minutes (Metro n.d.). The K Line is within the RSA and the Project would be a northern extension of the K Line from the Expo/Crenshaw Station.

TABLE 5-1. METRO RAIL AND BRT LINES WITHIN RSA – OPERATING AND RIDERSHIP CHARACTERISTICS (2019)

TRANSIT LINE	OPERATING ROUTE	STATIONS	HEADWAY (MINUTES)		ANNUAL RIDERSHIP (2019)
			PEAK	OFF-PEAK	
B (Red)	LA Union Station to North Hollywood	14	10	12	41,775,490
C (Green)	Norwalk to Redondo Beach	14	7.5	15	9,131,806
D (Purple)	LA Union Station to Wilshire/Western	8	10	12	41,775,490
E (Expo)	7th Street/Metro Center to Downtown Santa Monica	19	6	12	18,269,068

Source: Metro 2019a
Note: Ridership counts for the B (Red) Line and D (Purple) Line are combined.

Metro also operates an extensive bus network within the RSA. In addition to Metro, several other transit providers operate within the RSA, including LADOT, Big Blue Bus, and shuttle services. Transit service types in the RSA include rapid, express, limited, and local lines. Bus services within the RSA for existing year (2019) conditions are summarized below and are shown in Figure 5-2. The bus routes in the RSA are described in more detail in Table 5-2.

Metro Local Bus Routes: Metro operates over 100 bus routes around the region with local stops to serve communities around the county. In 2019, Metro had an estimated 277,308,845 systemwide riders. Many of these routes are being adjusted through the NextGen Bus Plan through rerouting and/or changing the service frequency. As of 2019, NextGen had not yet been implemented, with service changes beginning in 2020. The NextGen service changes are reflected in the 2045 without Project condition assumptions, which are described in Appendix A.

Metro Rapid Bus Routes: Metro has developed a predominantly non-fixed-guideway rapid bus system in Los Angeles County that uses signal priority and additional features of BRT to create an arterial-based, limited-stop transit network. With the implementation of the NextGen Bus Plan, most of the Metro Rapid Routes are planned to be discontinued and combined with local routes with the remaining lines eliminated once planned rail lines are operational.

LADOT DASH: LADOT provides local circulator bus service in downtown Los Angeles and 27 neighborhoods across the city to provide access to neighborhoods and to connect to other regional transit services.

Santa Monica Big Blue Bus: Big Blue Bus operates 18 local and rapid bus service routes around Santa Monica and the western region of Los Angeles County. Big Blue Bus had an annual ridership of over 12 million in 2019 (Big Blue Bus 2019).[2]

West Hollywood Cityline Shuttle: The Cityline Shuttle operates a free local and commuter shuttle across West Hollywood that connects the Cedars-Sinai Medical Center area to Hollywood along the San Vicente and Santa Monica Boulevard corridors.

Hollywood Bowl Shuttle: The Hollywood Bowl Shuttle is a shuttle service near the Hollywood Bowl that provides transportation from designated parking lots to the venue and connection from the Metro B Line Hollywood/Highland Station.

Antelope Valley Transit Authority (AVTA) Route 786: The Antelope Valley Transit Authority operates a commuter bus service (Route 786) (AVTA 2023) from Lancaster to West Los Angeles, which includes a stop at Santa Monica Boulevard and La Brea Avenue in West Hollywood.

[2] https://www.bigbluebus.com/uploadedFiles/Content/About_BBB/2019-2020%20Performance%20Report.pdf

FIGURE 5-2. BUS NETWORK IN THE RESOURCE STUDY AREA (2019)

Source: Connect Los Angeles Partners 2023

TABLE 5-2. BUS ROUTES IN THE RESOURCE STUDY AREA (2019)

OPERATOR	ROUTE	DESCRIPTION	HEADWAY (MINUTES)	DAILY RIDERSHIP*
Metro	2/302	Downtown Los Angeles - Pacific Palisades via Sunset Blvd	7	13,100
Metro	4	Downtown Los Angeles - Santa Monica via Santa Monica Blvd	14	15,595
Metro	10	Downtown Los Angeles - West Hollywood via Melrose Ave	4	12,887
Metro	14	Downtown Los Angeles - Beverly Hills via Beverly Blvd	6.5	18,429
Metro	16/316	Downtown Los Angeles - Century City via 3rd St	3	22,080
Metro	20	Santa Monica - Commerce via Wilshire Blvd	7	13,512
Metro	28	Downtown Los Angeles - Century City via West Olympic Blvd	12	8,574
Metro	30	Downtown Los Angeles - Pico/Rimpau via Pico Blvd	6	12,655
Metro	33	Downtown Los Angeles - Santa Monica via Venice Blvd	10	10,916
Metro	105	West Hollywood - Vernon via La Cienega Blvd - Vernon Ave	18	10,599
Metro	209	Wilshire Center to Athens via Arlington/Wilton	45	911
Metro	210/710	Wilshire Center - South Bay Galleria via Crenshaw Blvd	14	10,785
Metro	212/312	Hollywood/Vine Station to Hawthorne/Lennox Station via La Brea Ave	9	11,603
Metro	217	Vermont/Sunset Station to Howard Hughes Center	7.5	6,955
Metro	218	Studio City - Beverly Hills via Laurel Canyon Blvd	90	966
Metro	222	Sunland to Hollywood via Hollywood Way, Barham Blvd and Cahuenga Blvd	90	1,412
Metro	237	Encino-Granada Hill – Mission Hills – North Hollywood	60	2,134
Metro	704	Downtown Los Angeles - Santa Monica via Santa Monica Blvd	5	11,029
Metro	705	West Hollywood - Vernon via La Cienega Blvd - Vernon Ave	12.5	5,866
Metro	710/210	Wilshire Center - South Bay Galleria via Crenshaw Blvd	14	6,804
Metro	720	Santa Monica - Commerce via Wilshire Blvd	9	28,937
Metro	728	Downtown Los Angeles - Century City via West Olympic Blvd	12.5	5,937
Metro	730	Downtown Los Angeles - Pico/Rimpau via Pico Blvd	10	Data unavailable
Metro	733	Downtown Los Angeles - Santa Monica via Venice Blvd	15	8,154

OPERATOR	ROUTE	DESCRIPTION	HEADWAY (MINUTES)	DAILY RIDERSHIP*
Metro	780	Washington/Fairfax – Pasadena via Fairfax Ave and Hollywood and Colorado Blvds	13	6,976
Big Blue Bus	7	Santa Monica – Wilshire/Western	15	6,000
Big Blue Bus	Rapid	Santa Monica – Wilshire/Western	20	4,667
LADOT DASH	Fairfax	3rd/ Sherbourne, La Cienega/Melrose, Fairfax/Melrose, 3rd/Fairfax	15	190
LADOT DASH	Midtown	MLK Jr. Blvd/Magic Johnson Theater - Redondo Blvd/Packard St	30	428
LADOT DASH	Hollywood/ Wilshire	Western Ave/Wilshire Blvd - Hollywood Blvd/Argyle Ave	25	497
Cityline Shuttle	Local	Cedars-Sinai to La Brea, La Brea to Cedars-Sinai	30	160
Cityline Shuttle	Commuter	West Hollywood Library to Hollywood/Highland, Hollywood/Highland to West Hollywood Library	15-20	251

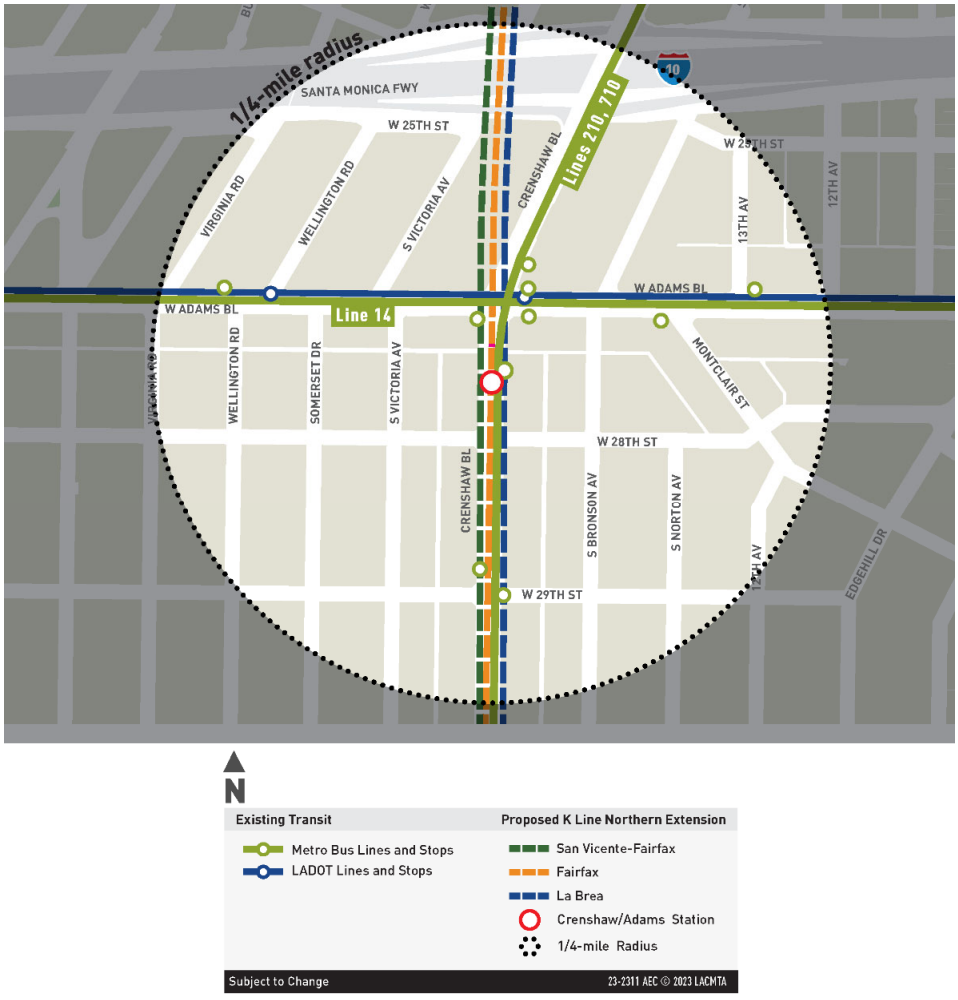
Source: Metro, LADOT, Big Blue Bus counts from 2019
LADOT = Los Angeles Department of Transportation
* Count includes riders outside the RSA.

5.2.1.1 ALIGNMENT AND STATIONS

ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

Crenshaw/Adams Station: As of 2019, the area near the Crenshaw/Adams Station was served by Metro Lines 210 and 710 along Crenshaw Boulevard and Metro Line 14 and LADOT Midtown DASH along Adams Boulevard. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and line 710 operations were discontinued. Nine bus stops are near the Crenshaw/Adams Station. The stops closest to the Crenshaw/Adams intersection have significantly higher ridership numbers than the other stations in the area. The southeast corner of Crenshaw/Adams has the only bus stop with real time signage in the area. Most bus stops in the area have seating, with the exception of the easternmost bus stops on Adams Boulevard. At the intersection of Crenshaw/Adams, the two bus stops north of Adams Boulevard lack shelter. The locations of transit service near the Crenshaw/Adams Station are shown in Figure 5-3.

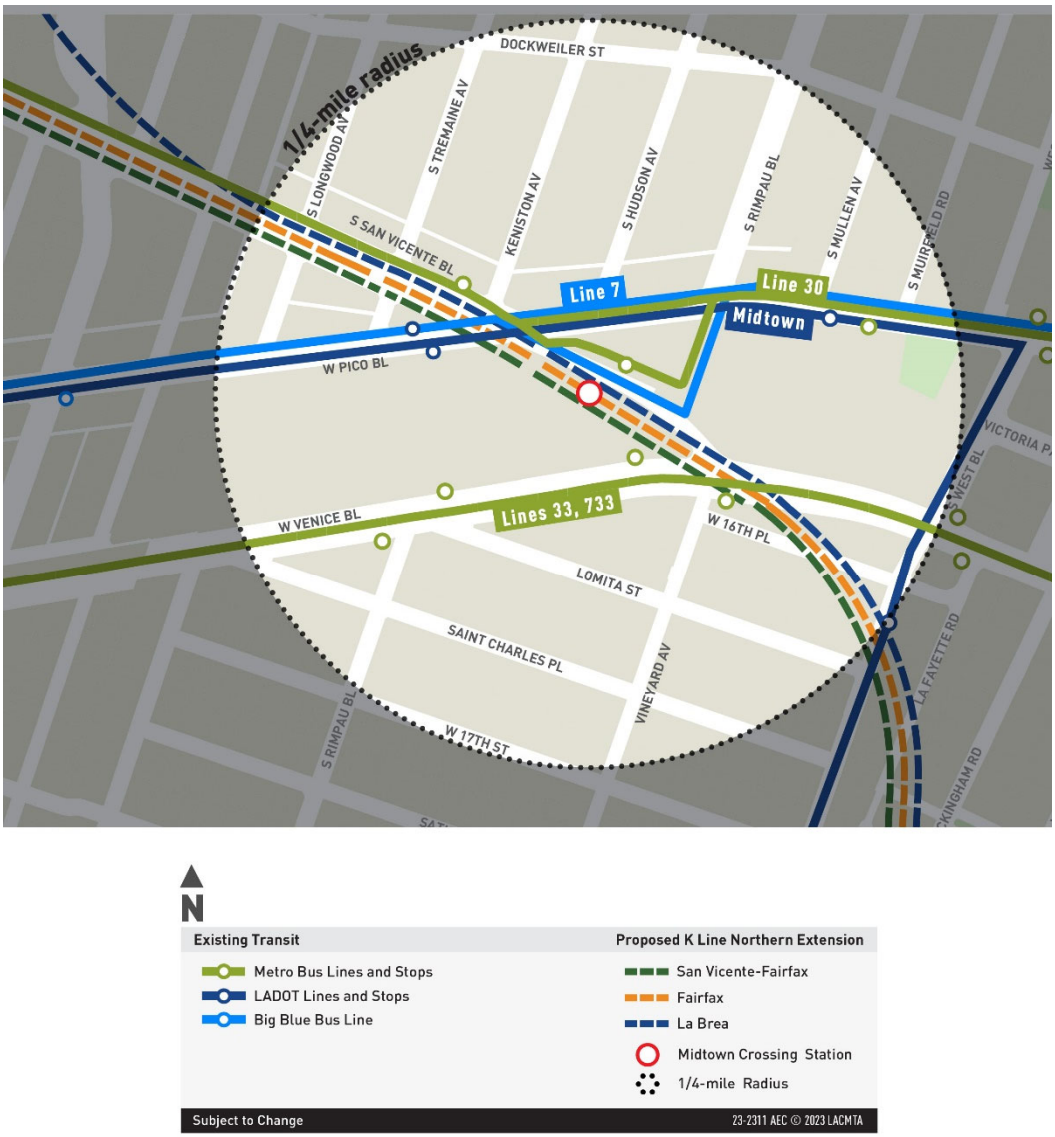
FIGURE 5-3. CRENSHAW/ADAMS STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)



Source: Connect Los Angeles Partners 2023

Midtown Crossing Station: As of 2019, the area near the Midtown Crossing Station was served by Metro Lines 33 and 733 along Venice Boulevard, Metro Lines 30 and 212, Big Blue Bus 7 and Rapid 7, and LADOT Midtown DASH along Pico Boulevard. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and line 733 operations were discontinued. There are 12 bus stops within the quarter-mile RSA of the Midtown Crossing Station. The bus stop with the highest ridership numbers in the area is at the Pico/Rimpau Transit Center located on San Vicente Boulevard. The Pico/Rimpau Transit Center is the only stop in the area with real time signage and is the only bus stop location with shelter besides the stop at Pico Boulevard and Mullen Avenue. A few bus stops have seating, but most lack any amenities. Bus transit service in the vicinity of the proposed Midtown Crossing Station is shown in Figure 5-4.

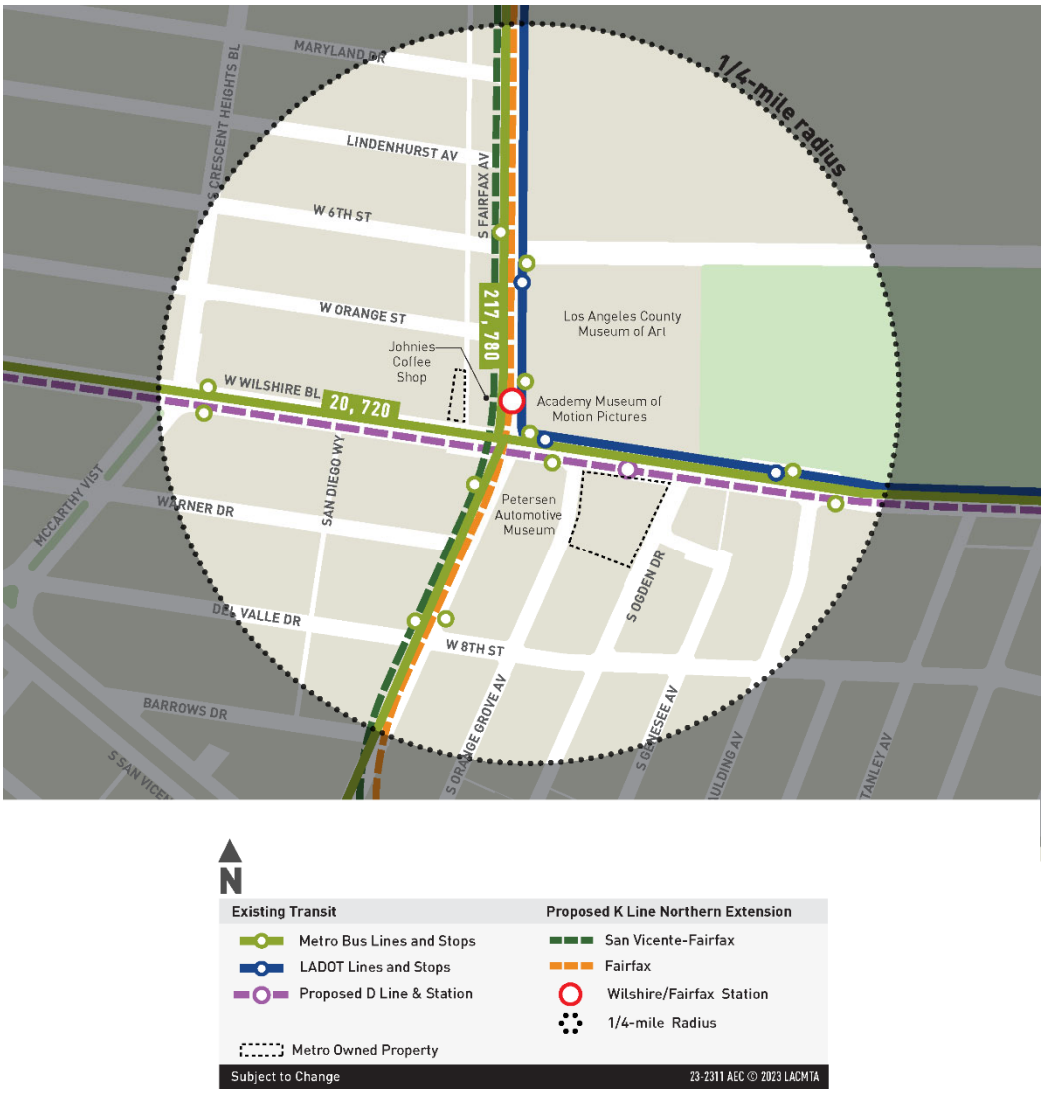
FIGURE 5-4. MIDTOWN CROSSING STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)



Source: Connect Los Angeles Partners 2023

Wilshire/Fairfax Station: As of 2019, the area near the Wilshire/Fairfax Station was served by Metro Lines 20 and 720 along Wilshire Boulevard, and Metro Lines 28, 217, and 780 along Fairfax Avenue. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and line 780 operations were discontinued. Rapid Line 720 will be discontinued when the Metro D Line station opens. LADOT Fairfax DASH runs along both Wilshire Boulevard and Fairfax Avenue. Fifteen bus stops are within the quarter-mile RSA of the Wilshire/Fairfax Station. The bus stops located along Wilshire Boulevard and Fairfax Avenue have high ridership. No bus stops in this area have real time signage, and most bus stops near the station lack shelter. Bus transit service for the Wilshire/Fairfax Station is shown in Figure 5-5. In addition to existing service, this station would be served by the future Metro D Line Station on the southeast corner of Wilshire Boulevard and Orange Grove Avenue, which is currently under construction.

FIGURE 5-5. WILSHIRE/FAIRFAX STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)



Source: Connect Los Angeles Partners 2023

Fairfax/3rd Station: As of 2019, the area near the Fairfax/3rd Station was served by Metro Lines 217 and 780 along Fairfax Avenue and Metro Lines 16 and 218 along 3rd Street. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and line 780 operations were discontinued. The LADOT Fairfax DASH runs along both 3rd Street and Fairfax Avenue. There are 17 bus stops within the quarter-mile RSA of the Fairfax/3rd Station. Numerous bus tops with high ridership are located at the 3rd Street and Fairfax Avenue intersection. The only bus stop with real time signage is located at 3rd Street and Ogden Drive. Most bus stops around the station lack shelter, and other bus stops lack all amenities. Bus transit service for the Fairfax/3rd Station is shown in Figure 5-6.

FIGURE 5-6. FAIRFAX/3RD STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)

Source: Connect Los Angeles Partners 2023

La Cienega/Beverly Station: As of 2019, the area near the La Cienega/Beverly Station was served by Metro Lines 14 and 105 along La Cienega Boulevard, Metro Lines 14 and 16 along Beverly Boulevard, Metro Line 30 along San Vicente Boulevard, and Metro Lines 14, 16, and 218 along 3rd Street. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and Metro Line 617 was added along La Cienega Boulevard. The LADOT Fairfax DASH also serves this station area. There are a total of 27 bus stops within the quarter-mile RSA of the La Cienega/Beverly station. The highest transit ridership is from the bus stops closest to the intersection of La Cienega Boulevard and 3rd Street. No bus stop locations in this area have real time signage. Around the station some bus stops have no amenities, and many bus stops in the area lack shelter. Bus transit service for the La Cienega/Beverly Station is shown in Figure 5-7.

FIGURE 5-7. LA CIENEGA/BEVERLY STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)

Source: Connect Los Angeles Partners 2023

San Vicente/Santa Monica Station: As of 2019, the area near the San Vicente/Santa Monica Station was served by Metro Lines 2, 4, 10, 30, 704, and 705 along Santa Monica Boulevard. Metro Lines 10, 30, and 705 turned south down San Vicente Boulevard. Metro Lines 2, 30, and 105 turned north up San Vicente Boulevard. Metro Lines 4 and 704 continued west along Santa Monica Boulevard. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and Santa Monica Boulevard is now served by Lines 2, 10, 16, and 105. Additionally, Line 704 and Line 705 operations were discontinued. This station is also served by West Hollywood's Cityline Orange and Blue Shuttles. There are a total of 16 bus stops near the San Vicente/Santa Monica Station. The intersection of San Vicente Boulevard and Santa Monica Boulevard is a transit transfer node and serves seven Metro bus lines. There is only one bus stop with real time signage at the San Vicente Boulevard and Santa Monica Boulevard intersection. Several bus stops have no amenities around the station and many lack shelter. Bus transit service for the San Vicente/Santa Monica Station is shown in Figure 5-8.

FIGURE 5-8. SAN VICENTE/SANTA MONICA STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)

Source: Connect Los Angeles Partners 2023

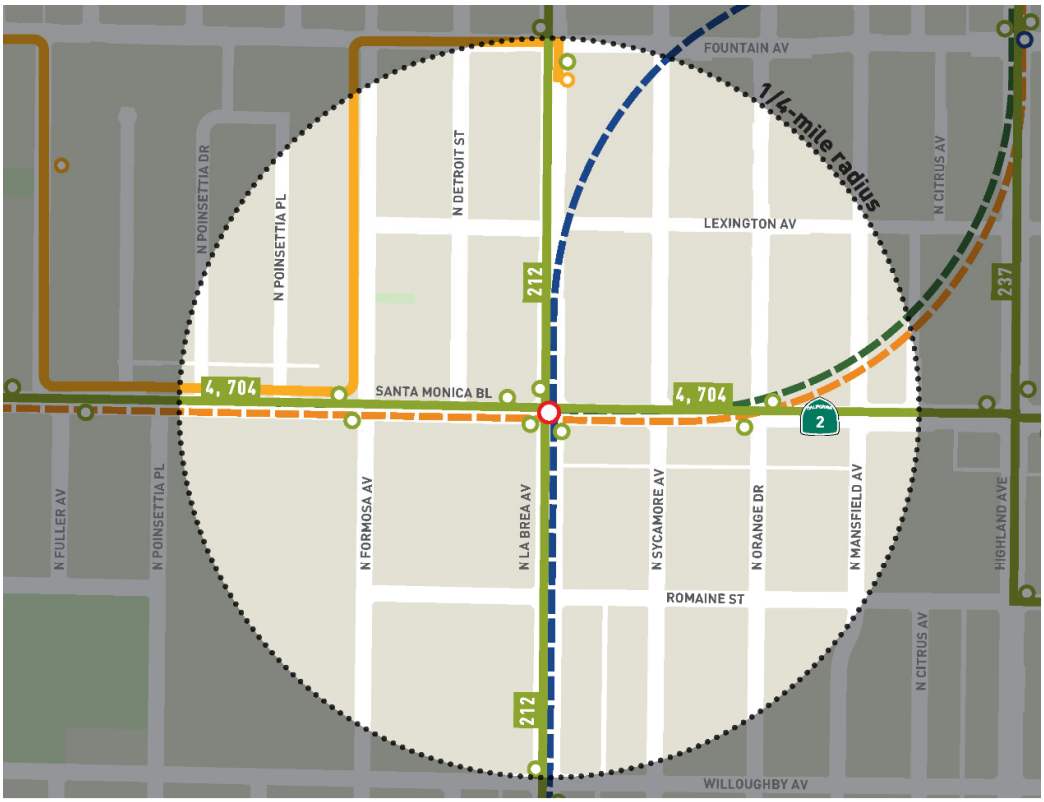
Fairfax/Santa Monica Station: As of 2019, the area near the Fairfax/Santa Monica Station was served by Metro Lines 4, 218, and 704 along Santa Monica Boulevard, and Metro Lines 217, 218, and 780 along Fairfax Avenue. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and Line 704 and Line 780 operations were discontinued. Eleven bus stops are near the Fairfax/Santa Monica Station. In addition, this station is served by West Hollywood's Cityline Orange and Blue Shuttles. The bus stops located nearest the Fairfax Avenue and Santa Monica Boulevard intersection have notably high ridership. No bus stops in the area have real time signage. Nearly all stations have seating, but several along Santa Monica Boulevard have no shelter. Bus transit service for the Fairfax/Santa Monica Station is shown in Figure 5-9.

FIGURE 5-9. FAIRFAX/SANTA MONICA STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)

Source: Connect Los Angeles Partners 2023

La Brea/Santa Monica Station: As of 2019, the area near the La Brea/Santa Monica Station was served by Metro Lines 4 and 704 along Santa Monica Boulevard and Metro Line 212 along La Brea Avenue. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and Line 704 operations were discontinued. Ten bus stops are near the La Brea/Santa Monica Station. In addition, this station is served by West Hollywood's Cityline Orange and Blue Shuttles. Bus stops surrounding the intersection of La Brea Avenue and Santa Monica Boulevard have very high ridership. Nearly all bus stops near the station have seating and shelter but none have real time signage. Bus transit service for the La Brea/Santa Monica Station is shown in Figure 5-10.

FIGURE 5-10. LA BREA/SANTA MONICA STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)



Source: Connect Los Angeles Partners 2023

Hollywood/Highland Station: The Hollywood/Highland Station would provide a direct connection to the Metro B Line Hollywood/Highland Station and as of 2019, the area near the station was served by Metro Line 237 and LADOT Hollywood DASH along Highland Avenue, and Metro Lines 212, 217, 222, and 780 along Hollywood Boulevard. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and Hollywood Boulevard is now served by Line 212 and Line 224. Additionally, Line 780 operations were discontinued. The Hollywood Bowl provides shuttle service that connects to the Hollywood/Highland Station. There are 16 bus stops near the Hollywood/Highland Station. The Hollywood Boulevard bus stops at the intersection with Highland Avenue have the highest ridership. No bus stops in the area have real time signage. Around the intersection of Hollywood Boulevard and Highland Avenue, half of the bus stops have shelter and half have no amenities. Farther from the intersection, most bus stops lack any amenities. Bus transit ridership for the Hollywood/Highland Station is shown in Figure 5-11.

FIGURE 5-11. HOLLYWOOD/HIGHLAND STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)

Source: Connect Los Angeles Partners 2023

ALIGNMENT ALTERNATIVE 2: FAIRFAX

Crenshaw/Adams Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-3) and complete description of the station area.

Midtown Crossing Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-4) and complete description of the station area.

Wilshire/Fairfax Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-5) and complete description of the station area.

Fairfax/3rd Station: Refer to Figure 5-6 for a map and complete description of the station area.

Fairfax/Santa Monica Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-9) and complete description of the station area.

La Brea/Santa Monica Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-10) and complete description of the station area.

Hollywood/Highland Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-11) and complete description of the station area.

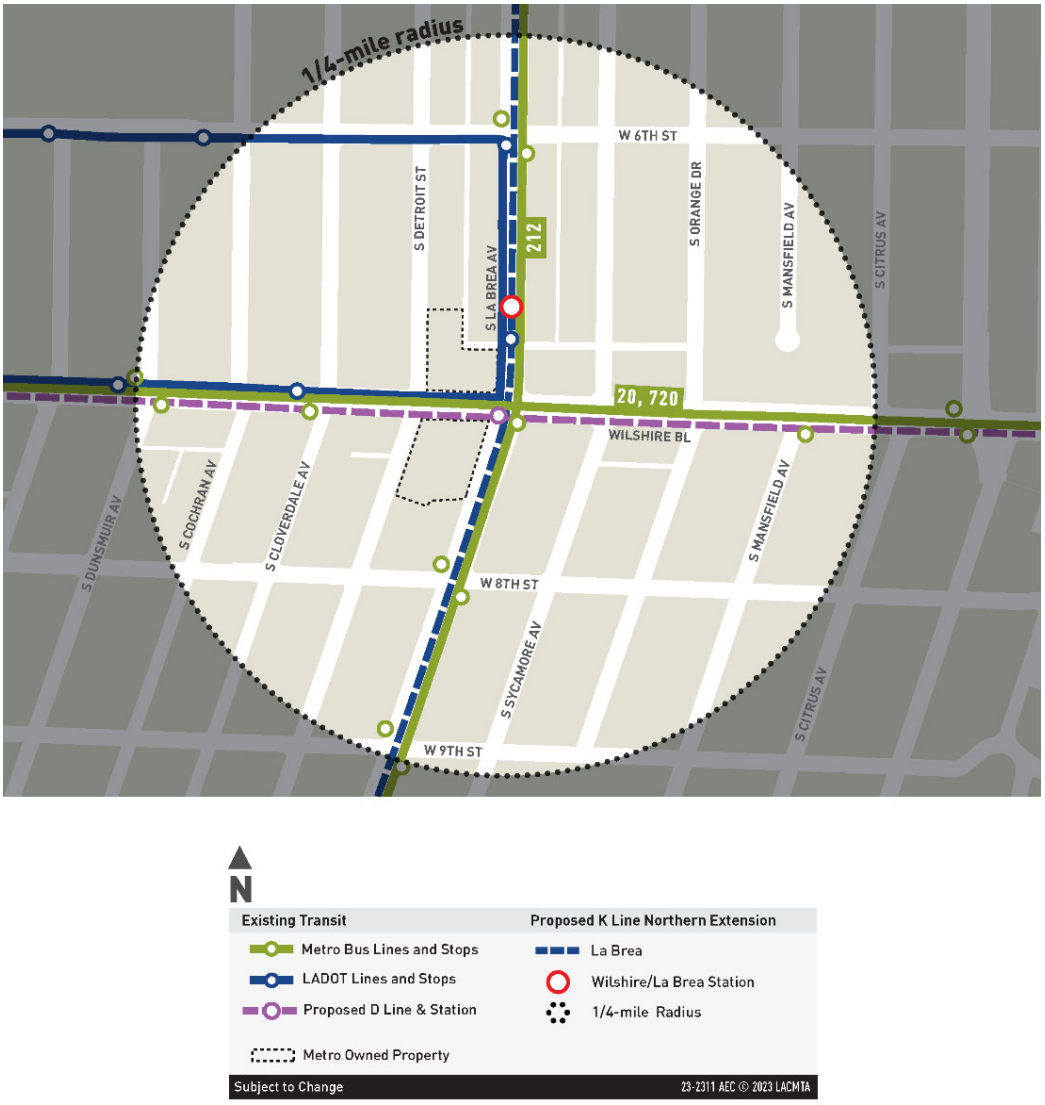
ALIGNMENT ALTERNATIVE 3: LA BREA

Crenshaw/Adams Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-3) and complete description of the station area.

Midtown Crossing Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-4) for a map and complete description of the station area.

Wilshire/La Brea Station: As of 2019, the area near the Wilshire/La Brea Station was served by Metro Lines 20 and 720 along Wilshire Boulevard and Metro Line 212 along La Brea Avenue. Thirteen bus stops are near the Wilshire/La Brea Station. This area has fairly low ridership except for bus stops at the intersection of Wilshire Boulevard and Cloverdale Avenue. The only bus stop with real time signage is at the intersection of Wilshire Boulevard and La Brea Avenue. No bus stops on La Brea Avenue have shelter and some of the Wilshire Boulevard stops lack amenities. Bus transit service for the Wilshire/La Brea Station is shown in Figure 5-12. In addition, the future Metro D Line Wilshire/La Brea Station would provide a direct connection to the planned station for the Project. When the Metro D Line opens, Rapid Line 720 will be discontinued.

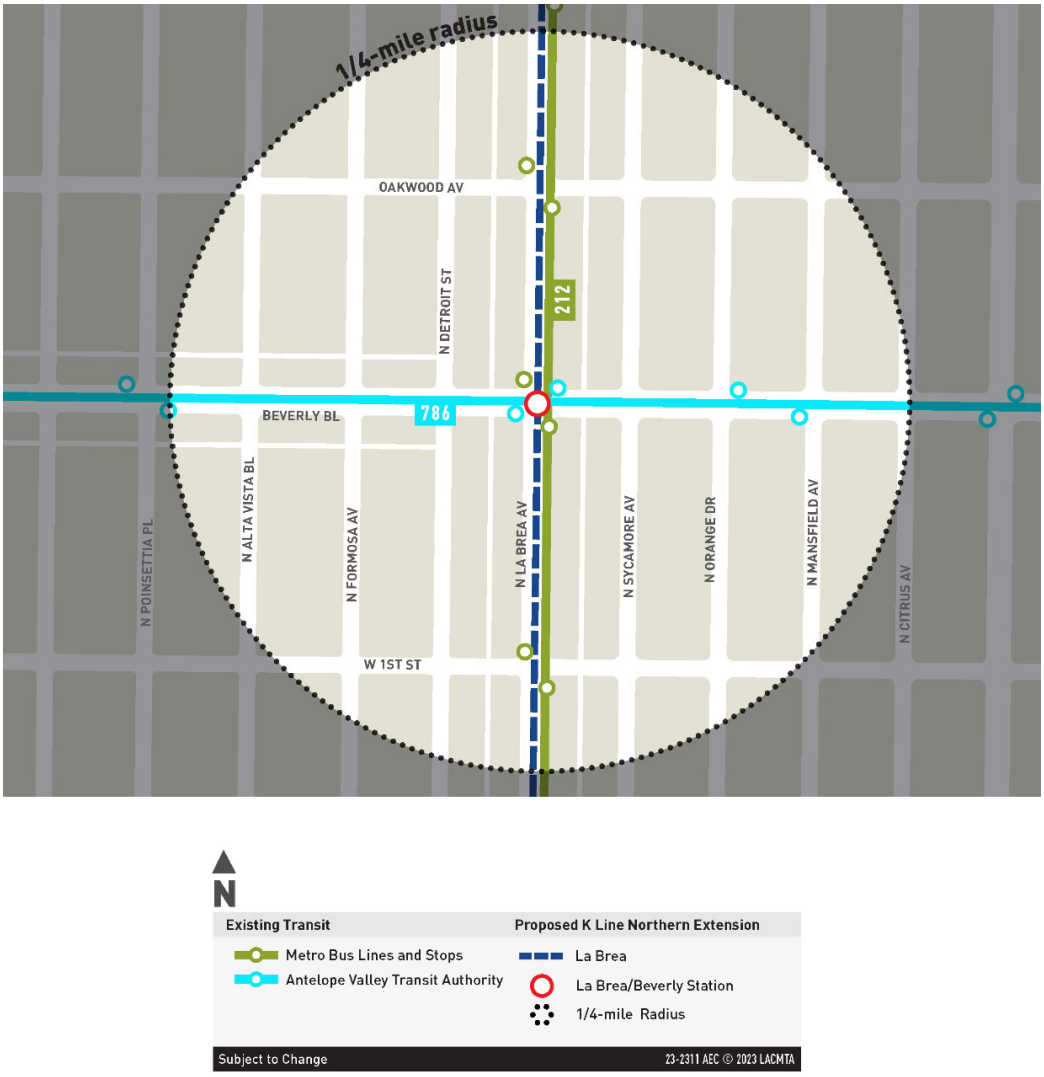
FIGURE 5-12. WILSHIRE/LA BREA RESOURCE STUDY AREA STATION – TRANSIT SERVICE (2019)



Source: Connect Los Angeles Partners 2023

La Brea/Beverly Station: As of 2019, the area near the La Brea/Beverly Station was served by Metro Line 14 along Beverly Boulevard and Metro Line 212 along La Brea Avenue. Antelope Valley Transit Authority provides services via line 786 on Beverly Boulevard. Ten bus stops are near the La Brea/Beverly Station. Bus stops surrounding the intersection of La Brea Avenue and Beverly Boulevard have the highest ridership. No bus stops in the area have real time signage and only one has shelter. Bus transit service for the La Brea/Beverly Station is shown in Figure 5-13.

FIGURE 5-13. LA BREA/BEVERLY RESOURCE STUDY AREA STATION – TRANSIT SERVICE (2019)



Source: Connect Los Angeles Partners 2023

La Brea/Santa Monica Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-10) and complete description of the station area.

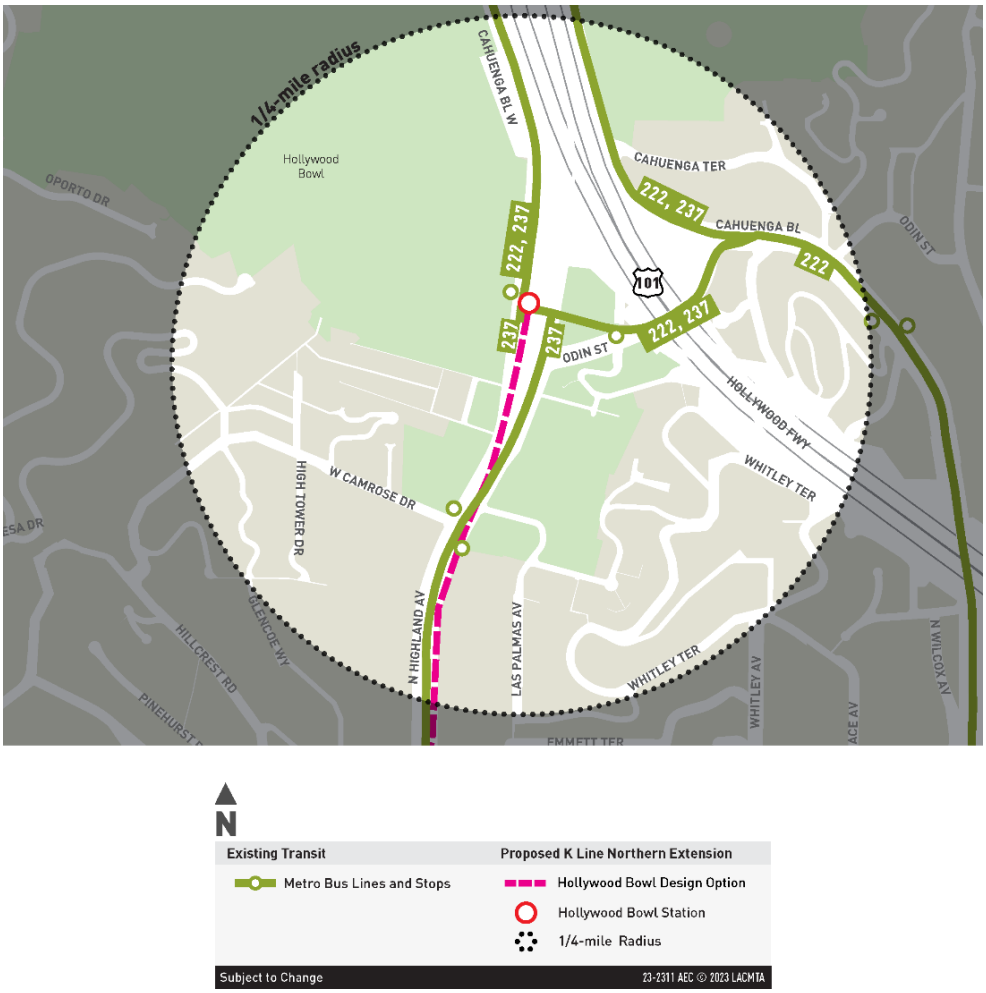
Hollywood/Highland Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-11) and complete description of the station area.

5.2.1.2 HOLLYWOOD BOWL DESIGN OPTION

As of 2019, Metro Lines 222 and 237 provided service along Highland Avenue. The implementation of Metro's NextGen Bus Plan in 2020 restructured transit services and Highland Avenue is now served by lines 222 and 224. Four bus stops are near the Hollywood Bowl Station. This area has low daily ridership. Bus transit service for the Hollywood Bowl Station is shown in Figure 5-14.

The Hollywood Bowl also operates a shuttle service for its events. The shuttles drop off passengers in Parking Lot A (adjacent to the Hollywood Bowl on the west side of Highland Avenue) and pick up passengers in the median of Highland Avenue. Shuttles are provided to/from the Metro B Line Universal/Studio City Station, Los Angeles Zoo, and Metro B Line Hollywood/Highland Station. Park & ride shuttles, which run less frequently on event evenings, are provided to/from Sherman Oaks Fashion Square, Westwood Federal Building, Chatsworth Station, Sepulveda Boulevard, Downtown Pasadena, El Monte Station, Torrance, Santa Monica, East Los Angeles Community College, Lakewood, Culver City, Arcadia, and Puente Hills.

FIGURE 5-14. HOLLYWOOD BOWL STATION RESOURCE STUDY AREA – TRANSIT SERVICE (2019)



Source: Connect Los Angeles Partners 2022

5.2.1.3 MAINTENANCE AND STORAGE FACILITY

As of 2019, the transit services near the MSF included routes provided by Metro 102, Metro 111, and Metro 115. In addition to the existing bus service, the Metro K Line and the LAX Automated People Mover are both currently under construction and will be open prior to the Project. Transit service under construction near the MSF and existing transit service in the area are shown in Figure 5-15 and Figure 5-16.

FIGURE 5-15. TRANSIT SERVICE UNDER CONSTRUCTION NEAR THE MSF

Source: Connect Los Angeles Partners 2023

FIGURE 5-16. MSF EXISTING TRANSIT SERVICE (2019)

Source: Connect Los Angeles Partners 2023

5.2.2 ROADWAY FACILITIES

The RSA is served by a network of roadway facilities that includes interstate highways, state highways, and roadway arterials. The key freeway and roadway facilities are summarized in Table 5-3 and described in detail below. The roadway network that exists within the RSAs is shown in Figure 5-17.

Interstate Highway 10 (I-10) is an east-west freeway that spans the region. This freeway connects downtown Los Angeles with Santa Monica and Culver City to the west, and West Covina and Pomona to the east. Based on the annual counts conducted by Caltrans (Caltrans 2019), the existing (2019) average daily traffic (ADT) on I-10 ranges from 260,000 to 347,000 in the vicinity of the Project.

U.S. Route 101 (US-101) is a north-south freeway in the region. The US-101 connects downtown Los Angeles to the Hollywood Hills and Sherman Oaks and continues to Thousand Oaks. Based on the annual counts conducted by Caltrans (Caltrans 2019), the existing (2019) ADT on US-101 ranges from 200,000 to 269,000 in the vicinity of the Project.

FIGURE 5-17. FREEWAY AND ARTERIAL NETWORKS IN THE STATION RESOURCE STUDY AREAS

Source: Connect Los Angeles Partners 2023

The characteristics of key roadways within the RSA are listed in Table 5-3. These arterials were considered key due in part to their proximity to the specific location of individual proposed stations and would function as major transitways to move people to and from the proposed stations. Data on individual street designation/functional classification was populated using information from the City of Los Angeles Mobility Plan 2035 and the City of West Hollywood General Plan 2035.

The City of Los Angeles Mobility Plan 2035 classifies streets into five arterial road types: Boulevard I and II and Avenue I, II, and III based on the available ROW and roadway width:

- Boulevard I – 136 feet ROW and 100 feet width
- Boulevard II – 110 feet ROW and 80 feet width
- Avenue I – 100 feet ROW and 70 feet width
- Avenue II – 86 feet ROW and 56 feet width
- Avenue III – 72 feet ROW and 46 feet width

The Mobility Chapter of the City of West Hollywood General Plan 2035 states that streets in the city are classified by the primary function they serve for motorized traffic and are defined as follows:

- Arterial – Primarily serves regional and local traffic along commercial corridors
- Collector – Carries traffic to/from residential neighborhoods
- Local – Serves residential neighborhoods

TABLE 5-3. CHARACTERISTICS OF KEY ROADWAYS IN RESOURCE STUDY AREA

ROADWAY NAME	ORIENTATION	JURISDICTION	LIMITS	ROADWAY DESIGNATION	LANES (EITHER SIDE)
Robertson Blvd	North-South	City of West Hollywood	Santa Monica Blvd to Beverly Blvd	Collector	1
San Vicente Blvd	North-South	City of West Hollywood	Sunset Blvd to Santa Monica Blvd	Collector	2
San Vicente Blvd	North-South	City of West Hollywood	Santa Monica Blvd to Beverly Blvd	Arterial	2
San Vicente Blvd	North-South	City of Los Angeles	Beverly Blvd to Venice Blvd	Boulevard II	2-3
La Cienega Blvd	North-South	City of Los Angeles	Santa Monica Blvd to San Vicente Blvd	Avenue I	3
Fairfax Ave	North-South	City of West Hollywood	Sunset Blvd to Willoughby Ave	Arterial	2
Fairfax Ave	North-South	City of Los Angeles	Willoughby Ave to Pico Blvd	Avenue II	2
La Brea Ave	North-South	City of Los Angeles	Hollywood Blvd to Fountain Ave	Avenue I	2-3
La Brea Ave	North-South	City of West Hollywood	Fountain Ave to Romaine Ave	Arterial	2-3

ROADWAY NAME	ORIENTATION	JURISDICTION	LIMITS	ROADWAY DESIGNATION	LANES (EITHER SIDE)
La Brea Ave	North-South	City of Los Angeles	Romaine Ave to Washington Blvd	Avenue I	3
Highland Ave	North-South	City of Los Angeles	US-101 to Franklin Ave	Blvd II	3
Highland Ave	North-South	City of Los Angeles	Franklin Ave to Olympic Blvd	Avenue I	2-3
Cahuenga Blvd	North-South	City of Los Angeles	US-101 Ramps to Yucca Street	Avenue I	2
Cahuenga Blvd	North-South	City of Los Angeles	Yucca Street to Willoughby Ave	Avenue II	2
Crenshaw Blvd	North-South	City of Los Angels	Wilshire Blvd to Martin Luther King Jr. Blvd	Avenue I	2-3
Hollywood Blvd	East-West	City of Los Angeles	La Brea Ave to Vine Street	Avenue I	2
Sunset Blvd	East-West	City of Los Angeles	Fairfax Ave to Gower Street	Avenue I	2-3
Santa Monica Blvd	East-West	City of West Hollywood	Doheny Drive to La Brea Ave	Arterial	2
Santa Monica Blvd	East-West	Caltrans	La Brea Ave to Gower Street	Avenue I	2
Beverly Blvd	East-West	City of West Hollywood	Doheny Drive to San Vicente Blvd	Arterial	2
Beverly Blvd	East-West	City of Los Angeles	San Vicente Blvd to Larchmont Blvd	Avenue I	2
3rd Street	East-West	City of Los Angeles	Doheny Drive to Larchmont Blvd	Avenue II	2
Wilshire Blvd	East-West	City of Los Angeles	San Vicente Blvd to Crenshaw Blvd	Avenue I	2
Pico Blvd	East-West	City of Los Angeles	La Cienega Blvd to Crenshaw Blvd	Avenue I	2
Venice Blvd	East-West	City of Los Angeles	Clyde Ave to Arlington Ave	Avenue II	2-3
Adams Blvd	East-West	City of Los Angeles	Vineyard Ave to Edgehill Dr	Avenue I	2
Jefferson Blvd	East-West	City of Los Angeles	Farmdale Ave to 10th Ave	Avenue II	2
Exposition Blvd	East-West	City of Los Angeles	Farmdale Ave to 9th Ave	Collector	1
Obama Blvd	East-West	City of Los Angeles	Farmdale Ave to Westside Ave	Avenue II	2
Airport Blvd	North-South	City of Los Angeles	Manchester Ave to Century Blvd	Boulevard II	2

ROADWAY NAME	ORIENTATION	JURISDICTION	LIMITS	ROADWAY DESIGNATION	LANES (EITHER SIDE)
Aviation Blvd	North-South	City of Los Angeles	Arbor Vitae Street to Century Blvd	Boulevard II	2
Manchester Ave	East-West	City of Los Angeles	Airport Blvd to Osage Ave	Boulevard II	2
Arbor Vitae Street	East-West	City of Los Angeles	Airport Blvd to Aviation Blvd	Boulevard II	2
Century Blvd	East-West	City of Los Angeles	Airport Blvd to La Cienega Blvd	Boulevard I	4

Source: Connect Los Angeles Partners 2023

5.2.2.1 ALIGNMENT AND STATIONS

This section describes the freeway and roadway network within the quarter-mile RSA of each proposed station, the design option, and the MSF.

ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

Crenshaw/Adams Station: Crenshaw Boulevard runs north-south and has three lanes in each direction. There is a channelized turn lane in the center of the roadway, and on-street parking is permitted along the roadway near the station area in each direction.

Adams Boulevard runs east-west and has two lanes in each direction. There is a two-way left turn lane in the center of the roadway to the west of Crenshaw Boulevard and a double solid yellow to the east. On-street parking is permitted along the roadway near the station area in each direction.

Midtown Crossing Station: San Vicente Boulevard runs northwest-southeast and has two lanes in each direction, with a solid double yellow in the center of the roadway and no on-street parking. North of Pico Boulevard, San Vicente Boulevard expands to three lanes in each direction, with a large median crossover in the center of the roadway, and on-street parking in each direction.

Pico Boulevard runs east-west and generally has two lanes in each direction, except for the intersection with San Vicente Boulevard where there is one eastbound lane. In the center of the roadway is a median crossover to the east of San Vicente Boulevard and a channelized turn lane to the west. On-street parking is permitted along the roadway near the station area in each direction.

Venice Boulevard runs east-west and has three lanes in each direction. A channelized median is in the center of the roadway. On-street parking is provided west of Rimpau Boulevard, but no on-street parking is permitted along the roadway near the station area.

Wilshire/Fairfax Station: Wilshire Boulevard runs east-west and has two lanes in each direction. A channelized turn lane is in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction.

Fairfax Avenue runs north-south and has two lanes in each direction. A channelized turn lane is in the center of the roadway. North of 6th Street and south of 8th Street, on-street parking is permitted.

6th Street runs east-west and has one lane in each direction, on-street parking, and a solid double yellow in the center of the roadway, west of Fairfax Avenue. East of Fairfax Avenue, 6th Street has one eastbound and two westbound lanes with a channelized turn lane in the center of the roadway and on-street parking in each direction.

Fairfax/3rd Station: Fairfax Avenue runs north-south and has two lanes in each direction. A channelized turn lane is in the center of the roadway. On-street parking is permitted along the southbound roadway near the station area.

3rd Street runs east-west and has two lanes in each direction. A channelized turn lane is in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction.

Beverly Boulevard runs east-west and has two lanes in each direction. A channelized turn lane is in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction.

La Cienega/Beverly Station: La Cienega Boulevard runs north-south and has three lanes in each direction, no on-street parking, and a channelized turn lane in the center of the roadway south of Beverly Boulevard. North of Beverly Boulevard, La Cienega Boulevard has two lanes in each direction, on-street parking, and a channelized turn lane in the center of the roadway.

Beverly Boulevard runs east-west and has two lanes in each direction. A channelized turn lane is in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction.

San Vicente/Santa Monica Station: San Vicente Boulevard runs north-south and has two lanes in each direction. A channelized turn lane is provided south of Santa Monica Boulevard and a solid double yellow to the north. North of Santa Monica Boulevard, on-street parking is permitted; south of Santa Monica Boulevard, no on-street parking is permitted.

Santa Monica Boulevard runs east-west and has two lanes in each direction. A median crossover is provided in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction.

Fairfax/Santa Monica Station: Fairfax Avenue runs north-south and has two lanes in each direction. A channelized turn lane is provided north of Santa Monica Boulevard and a median crossover south. On-street parking is permitted along the roadway near the station in each direction.

Santa Monica Boulevard runs east-west and has two lanes in each direction. A median crossover is provided in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction.

La Brea/Santa Monica Station: La Brea Avenue runs north-south and has three lanes in each direction. A channelized turn lane is provided in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction. Bus-only lanes are currently being planned for La Brea Avenue, which could affect parking.

Santa Monica Boulevard runs east-west and has two lanes in each direction. A channelized turn lane is provided in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction.

Hollywood/Highland Station: Hollywood Boulevard runs east-west and has two lanes in each direction. A channelized turn lane is provided in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction.

Highland Avenue runs north-south and has three lanes in each direction. A channelized turn lane is provided in the center of the roadway. No on-street parking is permitted along the roadway near the station area in either direction.

ALIGNMENT ALTERNATIVE 2: FAIRFAX

Crenshaw/Adams Station: Refer to previous description in Section 5.2.2.1.

Midtown Crossing Station: Refer to previous description in Section 5.2.2.1.

Wilshire/Fairfax Station: Refer to previous description in Section 5.2.2.1.

Fairfax/3rd Station: Refer to previous description in Section 5.2.2.1.

Fairfax/Santa Monica Station: Refer to previous description in Section 5.2.2.1.

La Brea/Santa Monica Station: Refer to previous description in Section 5.2.2.1.

Hollywood/Highland Station: Refer to previous description in Section 5.2.2.1.

ALIGNMENT ALTERNATIVE 3: LA BREA

Crenshaw/Adams Station: Refer to previous description in Section 5.2.2.1.

Midtown Crossing Station: Refer to previous description in Section 5.2.2.1.

Wilshire/La Brea Station: Wilshire Boulevard runs east-west and has two lanes in each direction. A channelized turn lane is provided in the center of the roadway. No on-street parking is permitted along the roadway near the station area in either direction.

La Brea Avenue runs north-south and has three lanes in each direction. A channelized turn lane is provided in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction. Bus-only lanes are currently being planned for La Brea Avenue, which could affect parking.

La Brea/Beverly Station: La Brea Avenue runs north-south and has three lanes in each direction. A channelized turn lane is provided in the center of the roadway. On-street parking is permitted along

the roadway near the station area in each direction. Bus-only lanes are currently being planned for La Brea Avenue, which could affect parking.

Beverly Boulevard runs east-west and has two lanes in each direction. A channelized turn lane is provided in the center of the roadway. On-street parking is permitted along the roadway near the station area in each direction.

La Brea/Santa Monica Station: Refer to previous description in Section 5.2.2.1.

Hollywood/Highland Station: Refer to previous description in Section 5.2.2.1.

5.2.2.2 HOLLYWOOD BOWL DESIGN OPTION

Hollywood Bowl Station. Highland Avenue runs north-south and has three lanes in each direction. A channelized turn lane is provided in the center of the roadway. Between Odin Street and the I-101 entrance ramp, there is an island in the center of Highland Avenue for Hollywood Bowl buses to load and unload passengers. No on-street parking is permitted along the roadway near the station area in either direction.

The I-101 freeway runs north-south, east of the proposed station location. The entrance ramp to I-101 South connects Highland Avenue to I-101 to the east.

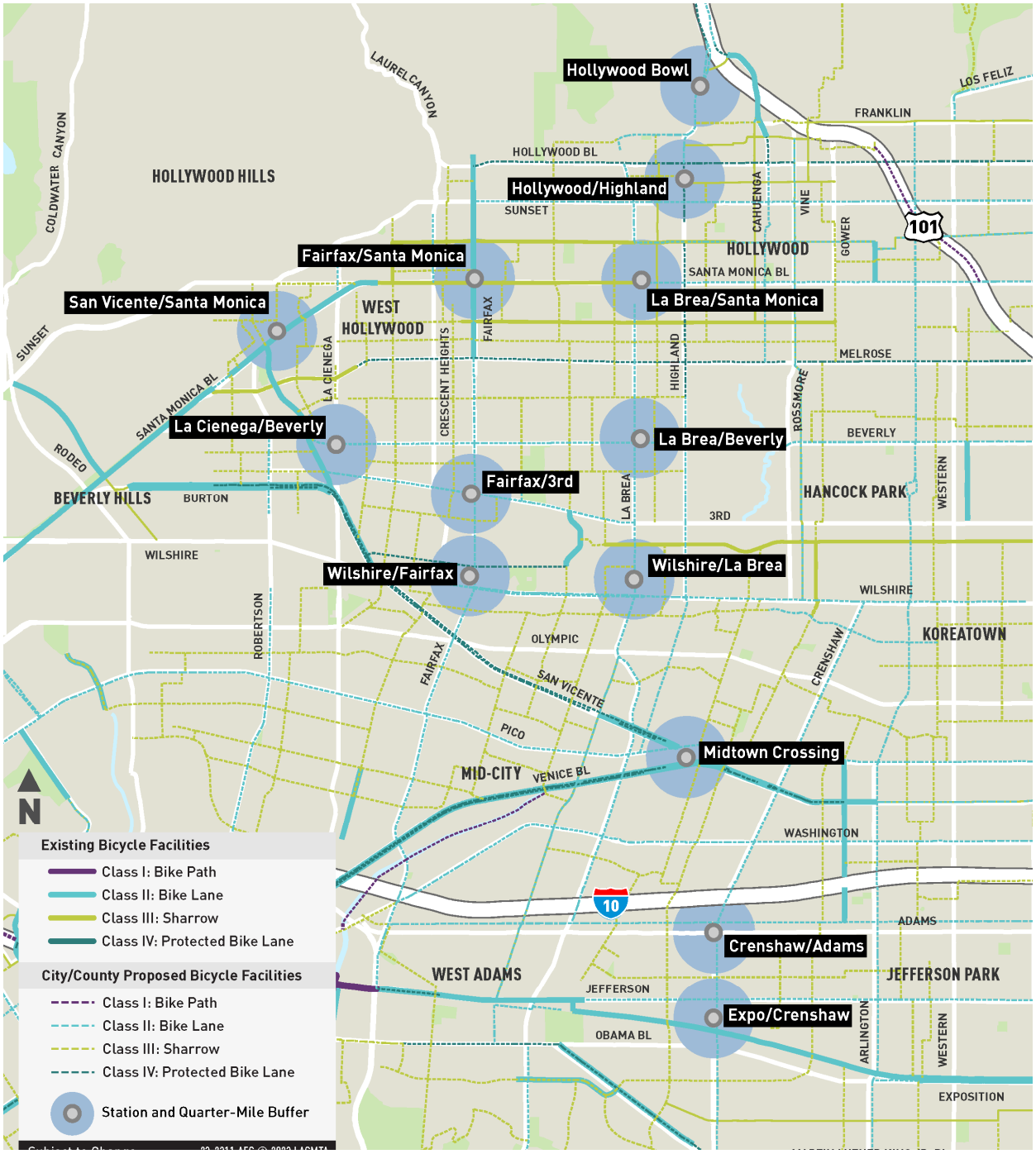
5.2.2.3 MAINTENANCE AND STORAGE FACILITY

Arbor Vitae Street runs east-west and has two lanes in each direction. On-street parking is not permitted in the vicinity of the MSF. The K Line tracks cross Arbor Vitae Street at-grade east of the MSF. Aviation Boulevard runs north-south with one or two lanes in each direction, with a center turn lane.

5.2.3 BICYCLE FACILITIES

The existing and planned bicycle network around the station RSAs is shown in Figure 5-18, and the relevant facilities identified in the cities of Los Angeles and West Hollywood are listed in Table 5-4 and Table 5-5, respectively. Table 5-6 provides bicycle facility class descriptions.

FIGURE 5-18. BICYCLE FACILITIES RELEVANT TO THE STATION RESOURCE STUDY AREAS



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2010) and City of West Hollywood Existing Bicycle Network (City of West Hollywood 2016)

TABLE 5-4. CITY OF LOS ANGELES 2010 BICYCLE PLAN – BICYCLE FACILITIES RELEVANT TO THE RESOURCE STUDY AREAS

STREET NAME	FROM	TO	MILES	NETWORK	STATUS
3rd St	San Vicente Blvd	La Brea Ave	1.96	Backbone	Lane: Future
4th Ave	Pico Blvd	9th St	0.63	Neighborhood	BFS
4th St	La Brea Ave	Hoover St	3.74	Neighborhood	Route: Existing
4th St	Hauser Blvd	Hoover St	3.83	Neighborhood	BFS
7th St	Rampart Blvd	Figueroa St	1.50	Backbone	Lane: Future
Arden Blvd	Wilshire Blvd	Arden Pl	1.43	Backbone	Route: Existing
Beverly Blvd	San Vicente Blvd	Glendale Blvd	7.15	Backbone	Lane: Future
Burton Way	Doheny Dr	San Vicente Blvd	0.82	Backbone	Lane: Future
Cahuenga Blvd	Cole Ave	Yucca St	0.56	Neighborhood	Lane: Future
Crenshaw Blvd	Wilshire Blvd	79th St	6.91	Backbone	Lane: Future
Exposition Blvd	Harcourt Ave	Catalina St	3.27	Backbone	Lane: Existing
Fairfax Ave	Hollywood Blvd	La Cienega Blvd	4.60	Backbone	Lane: Future
Fairfax-Hauser Power Line Right-of-Way	Adams Blvd	La Brea Ave	1.72	Neighborhood	BFS
La Brea Ave	Romaine St	Adams Blvd	4.01	Backbone	Lane: Future
San Vicente Blvd	Burton Way	Pico Blvd	2.77	Backbone	Lane: Future
San Vicente Blvd	Beverly Blvd	La Cienega Blvd	0.36	Backbone	Route: Future
San Vicente Blvd	Pico Blvd	Venice Blvd	0.17	Backbone	Route: Future
Santa Monica Blvd	La Brea Ave	Sunset Blvd	3.65	Backbone	Lane: Future

Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2010)
BFS = Bicycle Friendly Street

TABLE 5-5. CITY OF WEST HOLLYWOOD BICYCLE NETWORK

FAIRFAX AVENUE – EXISTING
Route: (Northbound and Southbound) Santa Monica Blvd to Willoughby Ave (Share the Road)
SAN VICENTE BOULEVARD – EXISTING
Route 1: (Eastbound and Westbound) Santa Monica Blvd to Pacific Design Center (Share the Road)
Route 2: (Eastbound and Westbound) Pacific Design Center to Beverly Blvd (Bicycle Lane)
SANTA MONICA BOULEVARD – EXISTING
Route 1: (Eastbound and Westbound) San Vicente Blvd to Kings Rd (Bicycle Lane)
Route 2: (Eastbound and Westbound) Sweetzer Ave to La Brea Ave (Share the Road)

Source: City of West Hollywood Existing Bicycle Network (City of West Hollywood 2016)

TABLE 5-6. BICYCLE FACILITIES DESCRIPTIONS

BICYCLE FACILITY	DESCRIPTION [1]
Class I: Bike Path	• A paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment
Class II: Bike Lane	• A striped lane for one-way bicycle travel on a street or highway.
Class III: Sharrow[2]	• A shared roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only. Caltrans refers to this facility as a Class III Bikeway – "Provides for shared use with pedestrian or motor vehicle traffic." • Road markings used to indicate a shared lane environment for bicycles and automobiles.
Class IV: Protected Bike Lane	• Bicycle lanes that provide further protection from other travel lanes by the use of a physical roadway intervention

[1] LADOT Mobility Plan 2035
[2] NACTO Design Guide

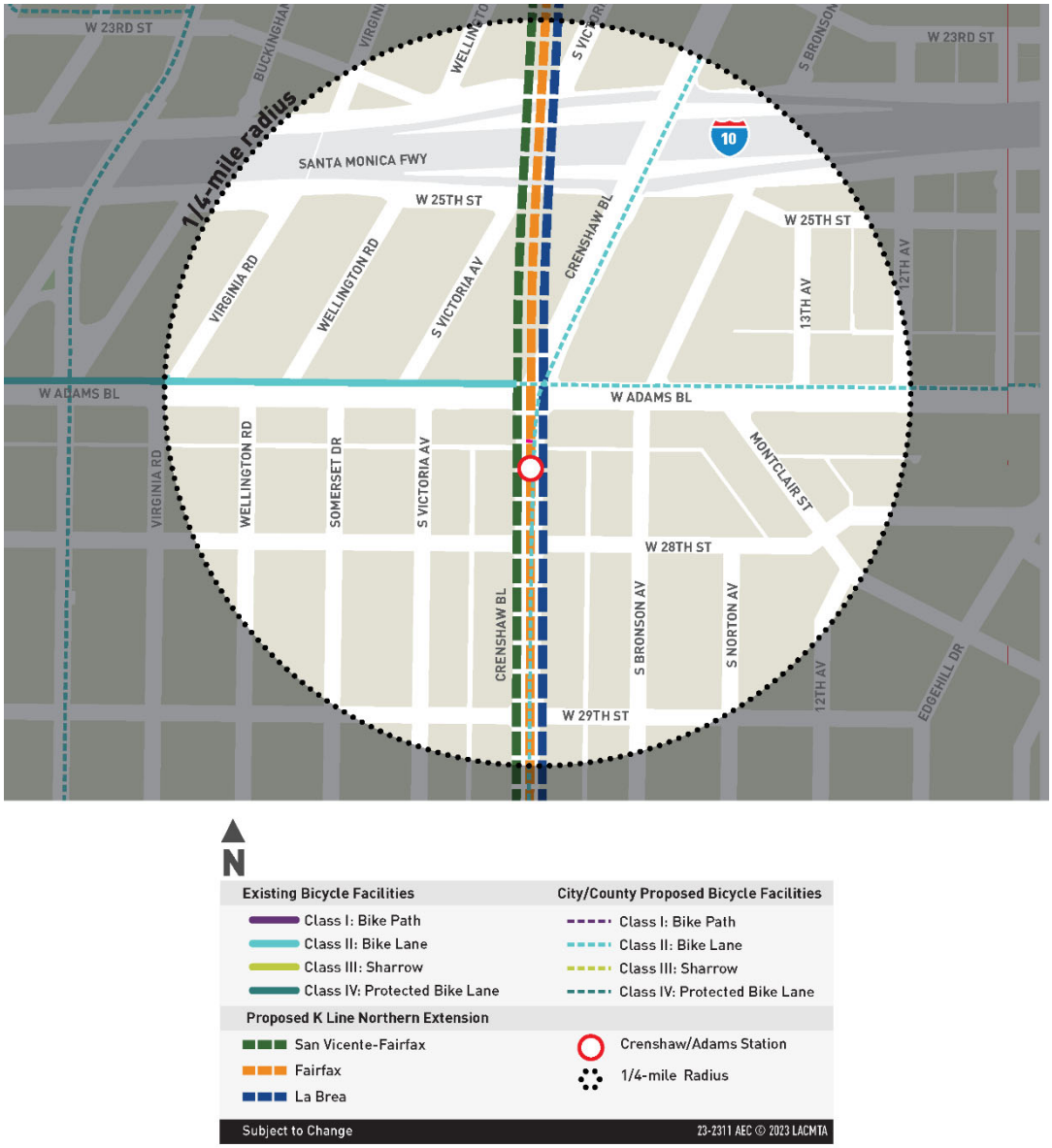
5.2.3.1 ALIGNMENTS AND STATIONS

This section describes the bicycle facilities within the RSA of each proposed station, the design option, and the MSF.

ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

Crenshaw/Adams Station: A Class II bike lane is striped along Adams Boulevard west of Crenshaw Boulevard. The bicycle facilities located around the proposed station are shown in Figure 5-19.

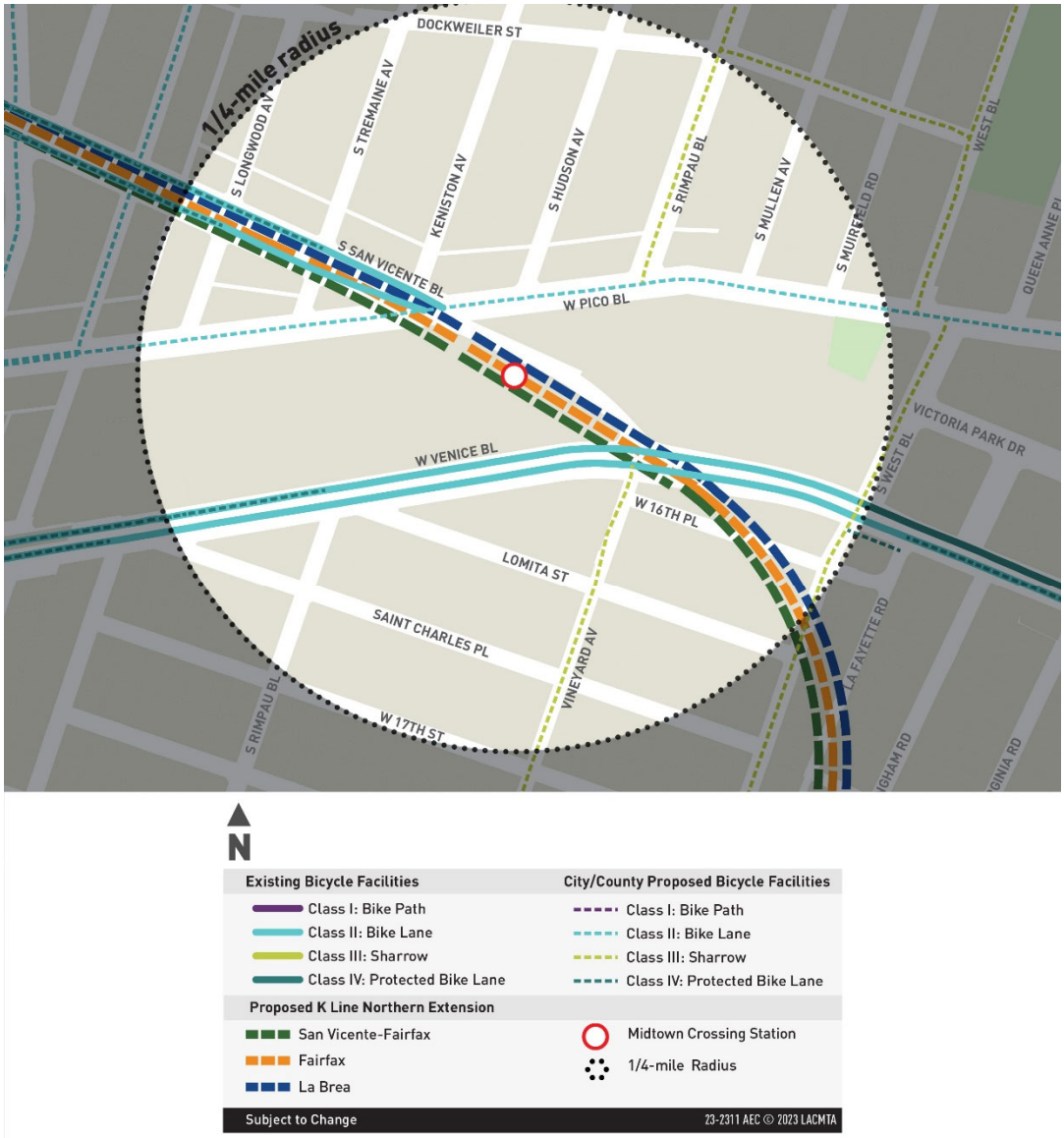
FIGURE 5-19. BICYCLE FACILITIES IN THE CRENSHAW/ADAMS STATION RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011)

Midtown Crossing Station: Multiple bicycle facilities are located in the quarter-mile station RSA. A Class II bike lane on San Vicente Boulevard begins at Pico Boulevard and continues west. An additional Class II bike lane runs along Venice Boulevard. The Venice Boulevard facilities become a Class IV protected bike lane east of West Boulevard, in the westbound lane. The bicycle facilities around the proposed station are shown in Figure 5-20.

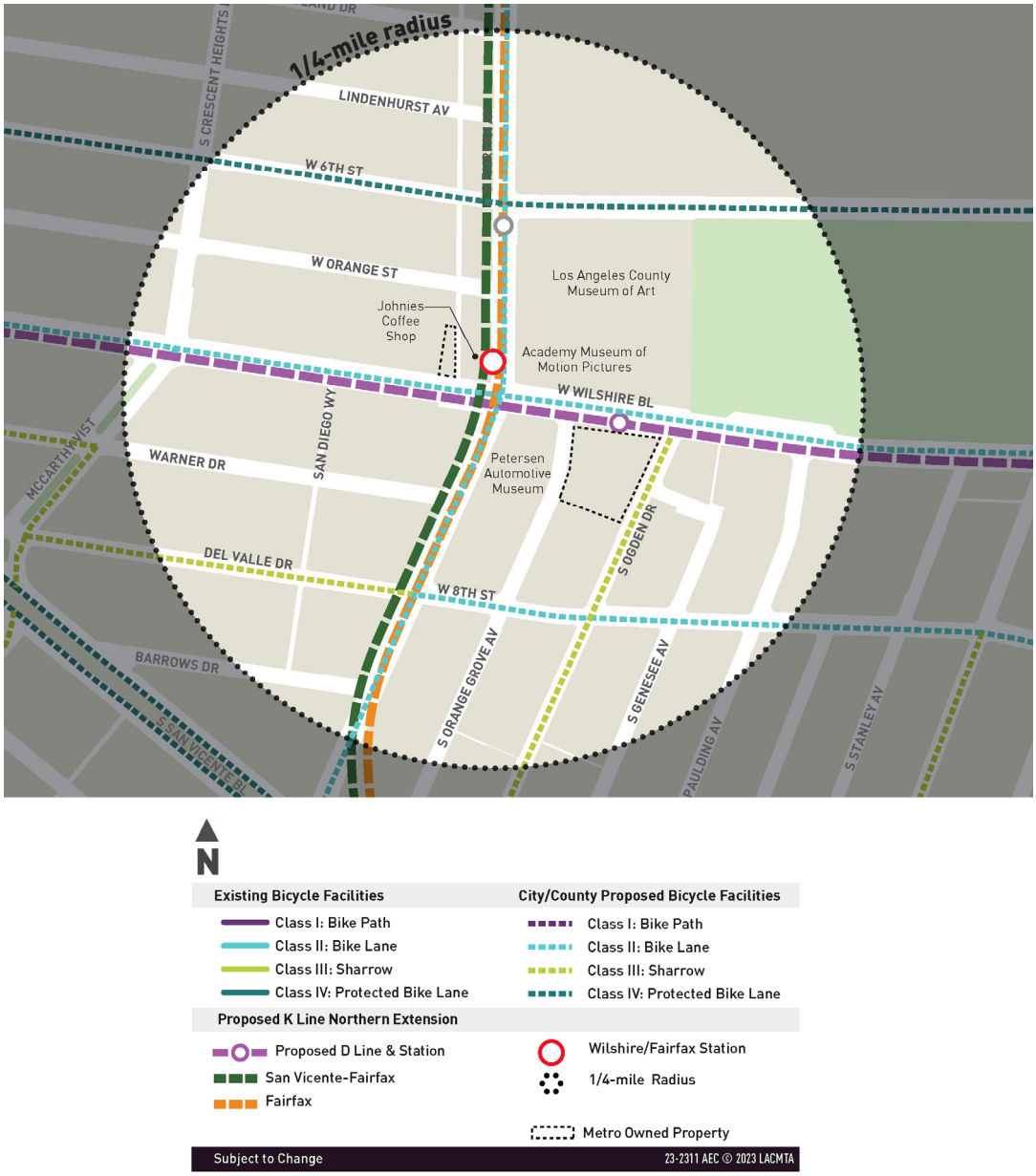
FIGURE 5-20. BICYCLE FACILITIES IN THE MIDTOWN CROSSING STATION RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011)

Wilshire/Fairfax Station: No existing bicycle facilities are within the quarter-mile station RSA. The planned bicycle facilities around the proposed station are shown in Figure 5-21.

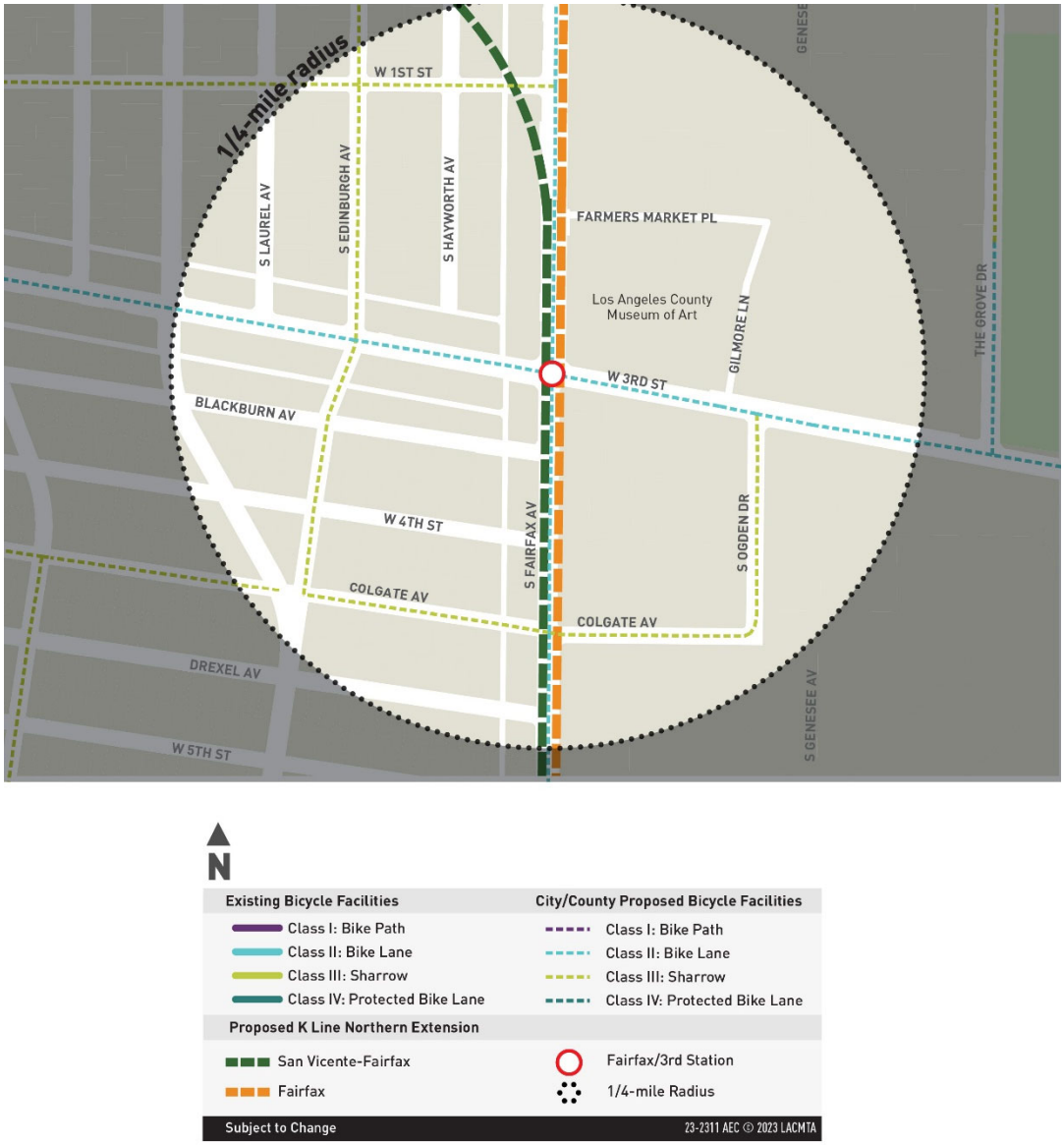
FIGURE 5-21. BICYCLE FACILITIES IN THE WILSHIRE/FAIRFAX STATION RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011)

Fairfax/3rd Station: No existing bicycle facilities are within the station area. The planned bicycle facilities in the Fairfax/3rd Station RSA are shown in Figure 5-22.

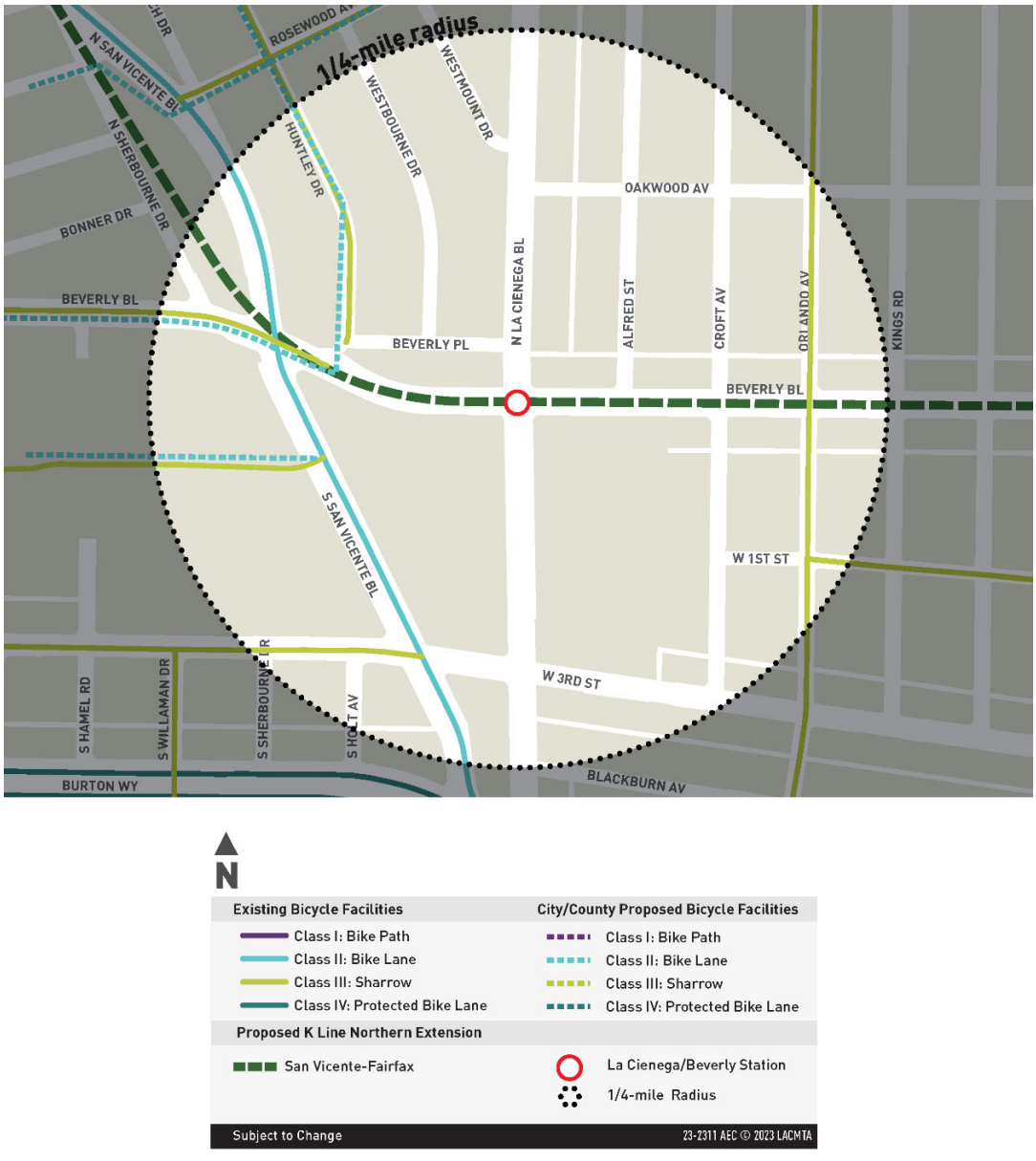
FIGURE 5-22. BICYCLE FACILITIES IN THE FAIRFAX/3RD STATION RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011)

La Cienega/Beverly Station: Numerous existing bicycle facilities are within the quarter-mile RSA of the station. A Class II bike lane is provided on San Vicente Boulevard, and Class III facilities exist on various streets around the station area, including 1st Street, 3rd Street, Orlando Avenue, Huntley Drive, and Beverly Boulevard. The bicycle facilities around the proposed station are shown in Figure 5-23.

FIGURE 5-23. BICYCLE FACILITIES IN THE LA CIENEGA/BEVERLY STATION RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011) and City of West Hollywood Existing Bicycle Network (City of West Hollywood 2016)

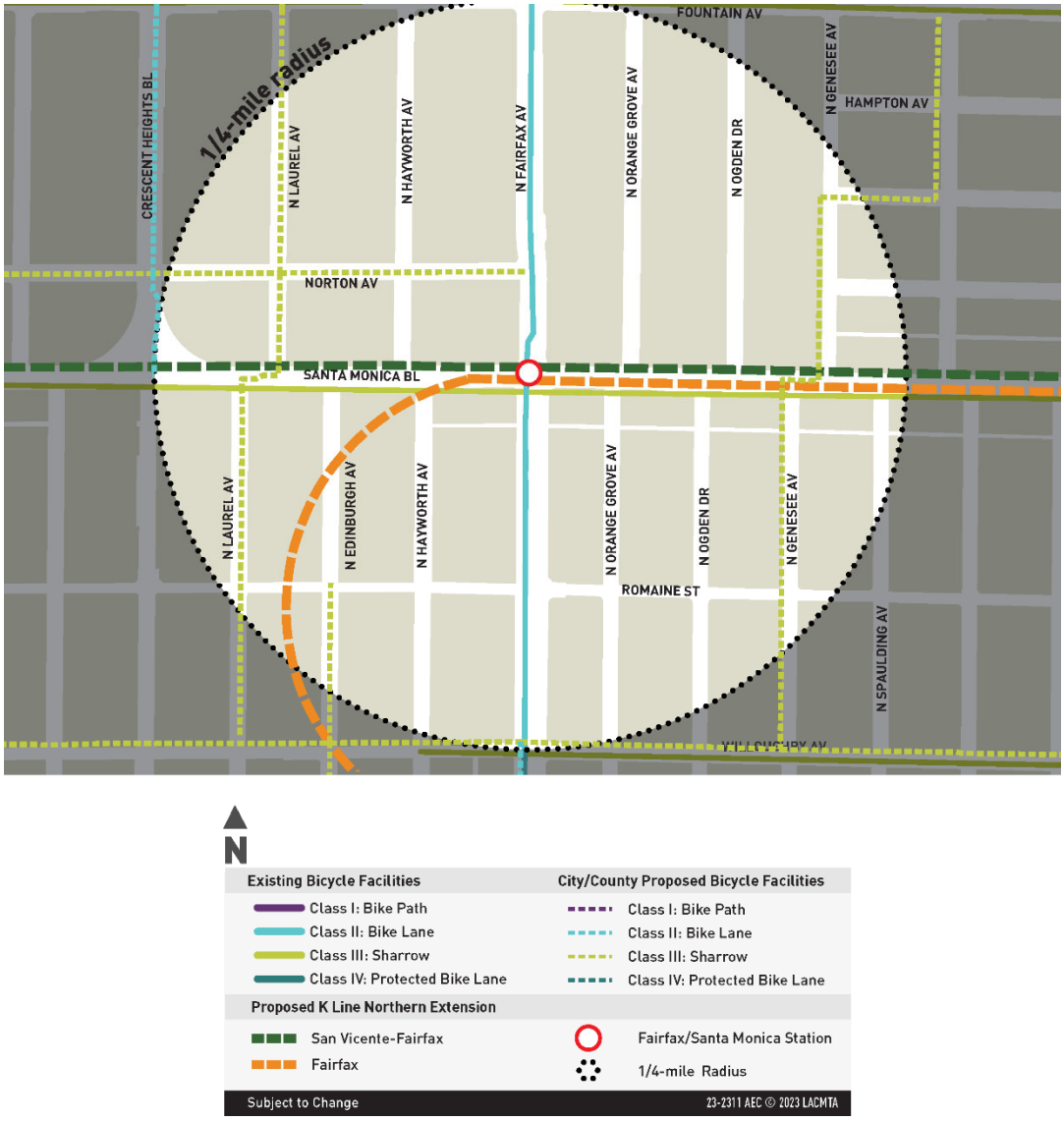
San Vicente/Santa Monica Station: Existing Class II bicycle lanes are located on Santa Monica Boulevard and San Vicente Boulevard. An existing Class III bicycle facility is provided along Melrose Avenue. The bicycle facilities around in the San Vicente/Santa Monica Station RSA are shown in Figure 5-24.

FIGURE 5-24. BICYCLE FACILITIES IN THE SAN VICENTE/SANTA MONICA STATION RESOURCE STUDY AREA

Source: City of West Hollywood Existing Bicycle Network (City of West Hollywood 2016)

Fairfax/Santa Monica Station: A Class II bike lane is provided on Fairfax Avenue, and Class III facilities are located on Santa Monica Boulevard within the quarter-mile RSA of the proposed station. Additional Class III facilities are located along Fountain Avenue to the north and Willoughby Avenue to the south. The bicycle facilities located in the Fairfax/Santa Monica Station RSA are shown in Figure 5-25.

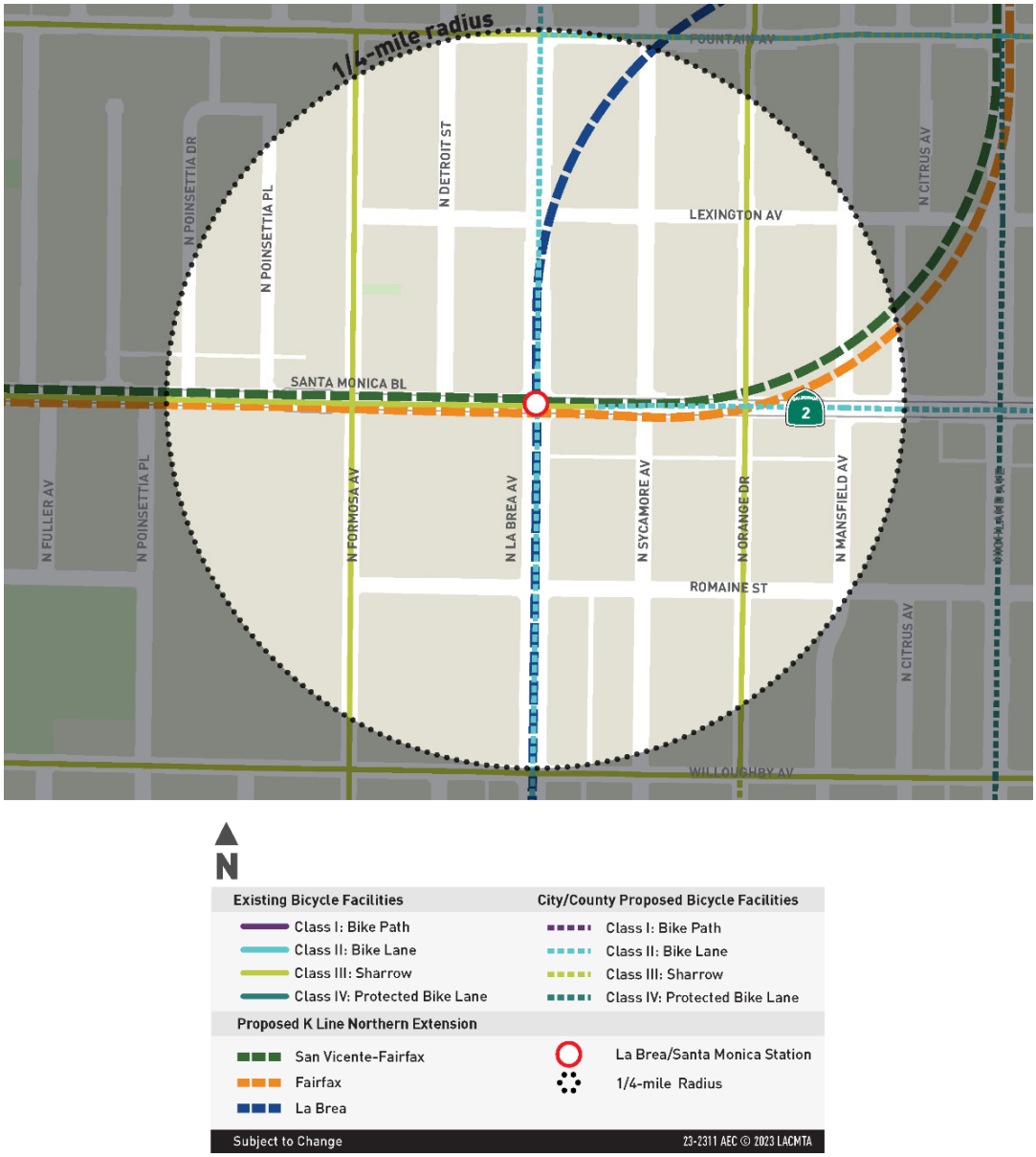
FIGURE 5-25. BICYCLE FACILITIES IN THE FAIRFAX/SANTA MONICA STATION RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011) and City of West Hollywood Existing Bicycle Network (City of West Hollywood 2016)

La Brea/Santa Monica Station: Numerous Class III facilities are in the station area along Santa Monica Boulevard, Formosa Avenue, and Orange Drive. Class III facilities are located just beyond the quarter-mile radius along Fountain and Willoughby Avenues. The bicycle facilities in the La Brea/Santa Monica Station RSA are shown in Figure 5-26.

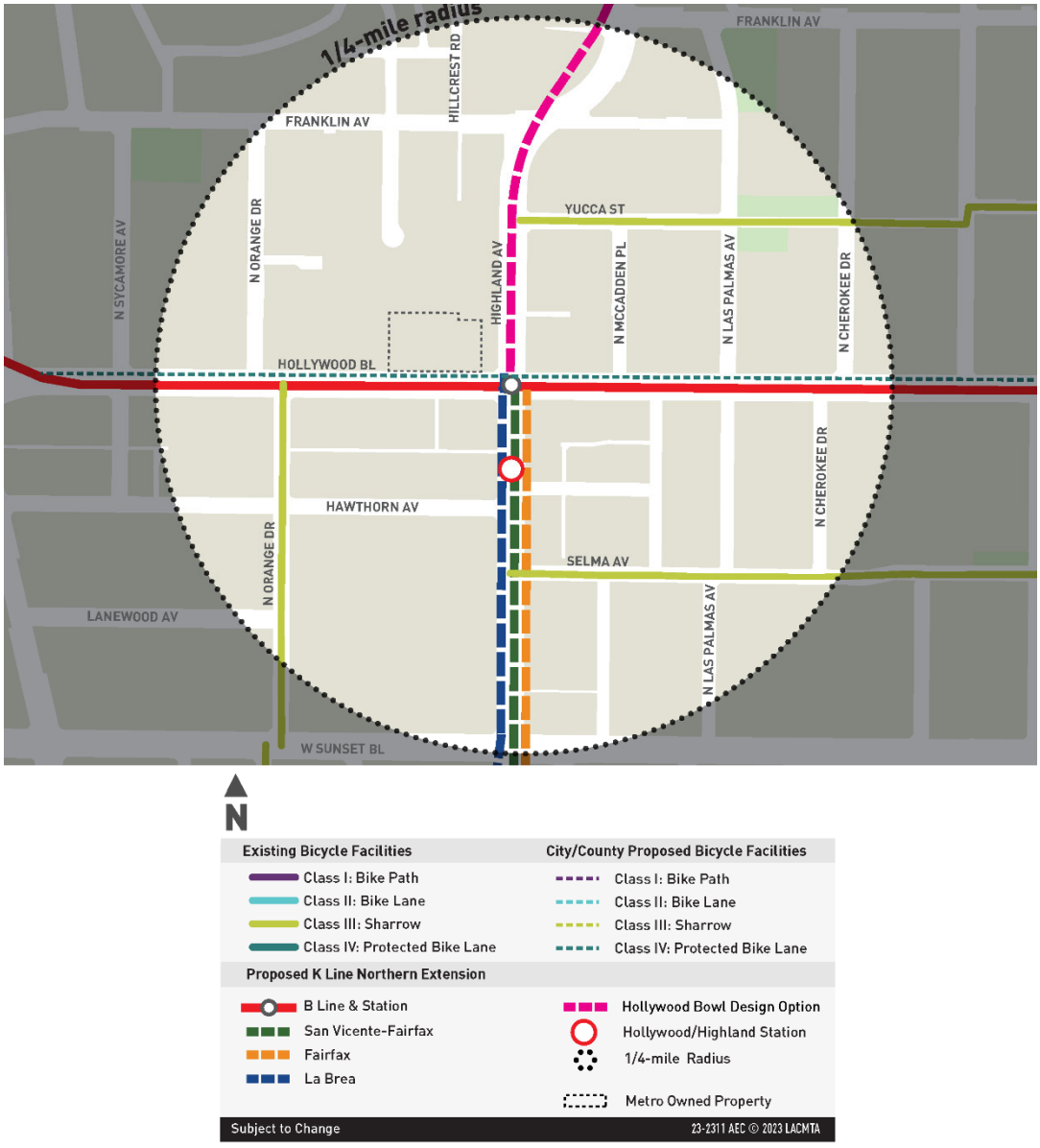
FIGURE 5-26. BICYCLE FACILITIES IN THE LA BREA/MONICA STATION RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011) and City of West Hollywood Existing Bicycle Network (City of West Hollywood 2016)

Hollywood/Highland Station: Existing Class III facilities are located in the station area on Orange Drive, Selma Avenue, and Yucca Street. The bicycle facilities around the Hollywood/Highland Station RSA are shown in Figure 5-27.

FIGURE 5-27. BICYCLE FACILITIES IN THE HOLLYWOOD/HIGHLAND STATION RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011)

ALIGNMENT ALTERNATIVE 2: FAIRFAX

Crenshaw/Adams Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-19) and complete description of the station area.

Midtown Crossing Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-20) and complete description of the station area.

Wilshire/Fairfax Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-21) and complete description of the station area.

Fairfax/3rd Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-22) and complete description of the station area.

Fairfax/Santa Monica Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-25) and complete description of the station area.

La Brea/Santa Monica Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-26) and complete description of the station area.

Hollywood/Highland Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-27) and complete description of the station area.

ALIGNMENT ALTERNATIVE 3: LA BREA

Crenshaw/Adams Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-19) and complete description of the station area.

Midtown Crossing Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-20) and complete description of the station area.

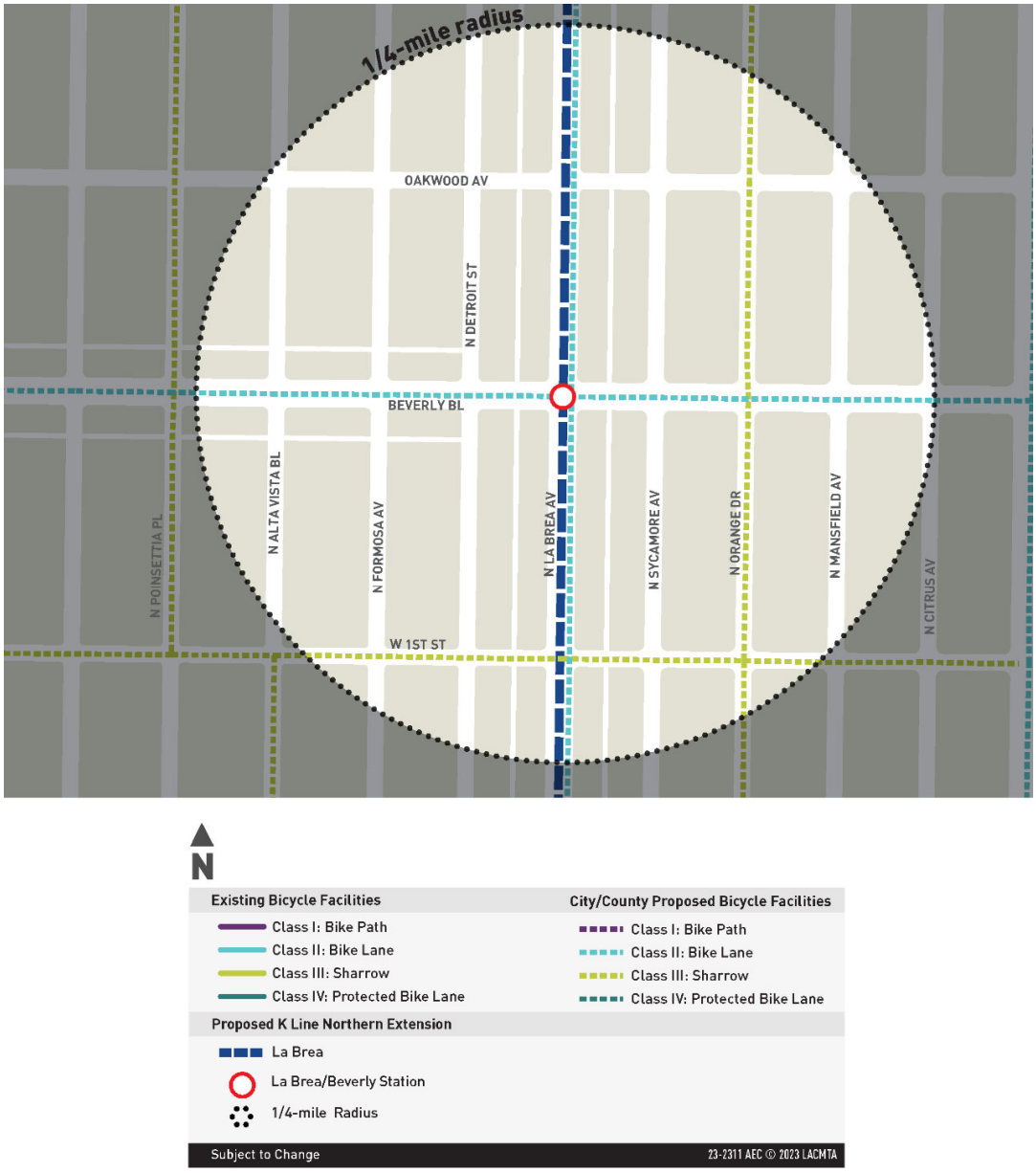
Wilshire/La Brea Station: No existing bicycle facilities are within the station area. The planned bicycle facilities in the Wilshire/La Brea Station RSA shown in Figure 5-28.

FIGURE 5-28. BICYCLE FACILITIES IN THE WILSHIRE/LA BREA STATION RESOURCE STUDY AREA

Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011)

La Brea/Beverly Station: No existing bicycle facilities are within the station area. The planned bicycle facilities in the La Brea/Beverly Station RSA are shown in Figure 5-29.

FIGURE 5-29. BICYCLE FACILITIES AT THE LA BREA/BEVERLY STATION RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011)

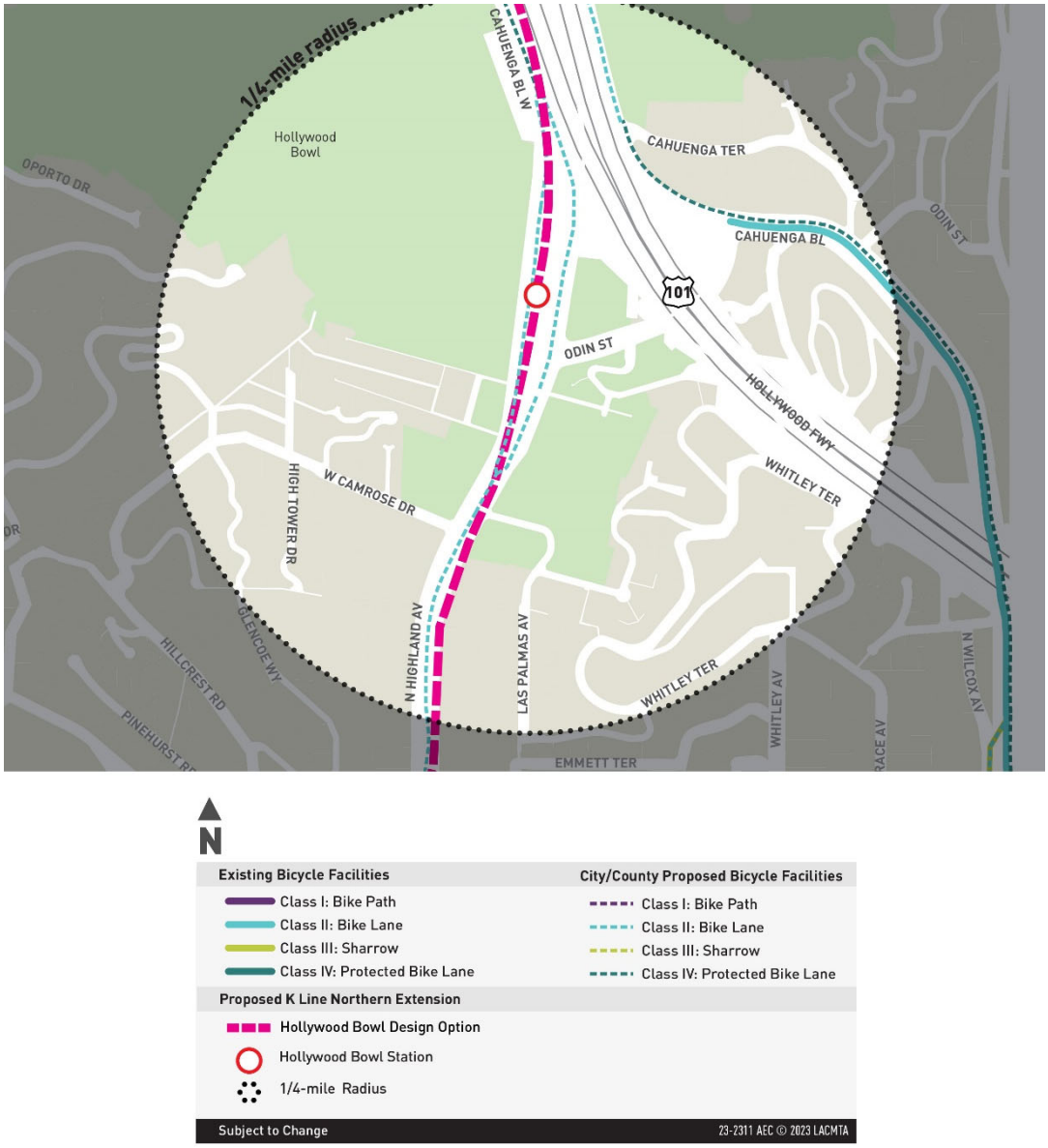
La Brea/Santa Monica Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-26) and complete description of the station area.

Hollywood/Highland Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-27) and complete description of the station area.

5.2.3.2 HOLLYWOOD BOWL DESIGN OPTION

Hollywood Bowl Station. No existing bicycle facilities are located within the station area. The planned bicycle facilities in the Hollywood Bowl Station RSA are shown in Figure 5-30.

FIGURE 5-30. BICYCLE FACILITIES IN THE HOLLYWOOD BOWL STATION RESOURCE STUDY AREA

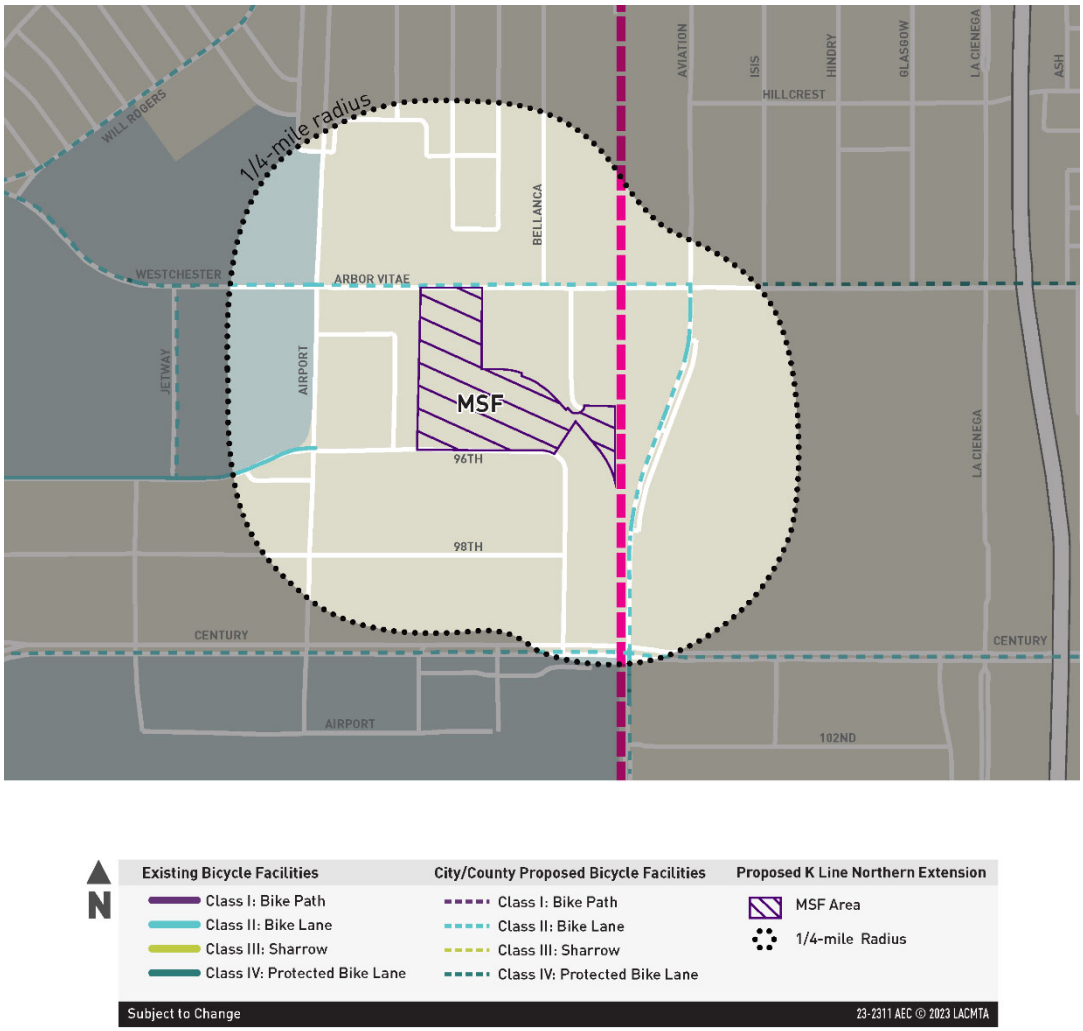


Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011)

5.2.3.3 MAINTENANCE AND STORAGE FACILITY

Figure 5-31 illustrates the bicycle facilities within the quarter-mile RSA of the MSF. The only existing bicycle facility in the RSA is a Class II facility along 96th Avenue.

FIGURE 5-31. BICYCLE FACILITIES IN THE MSF RESOURCE STUDY AREA



Source: City of Los Angeles Bicycle Plan (City of Los Angeles 2011)

5.2.4 PEDESTRIAN FACILITIES

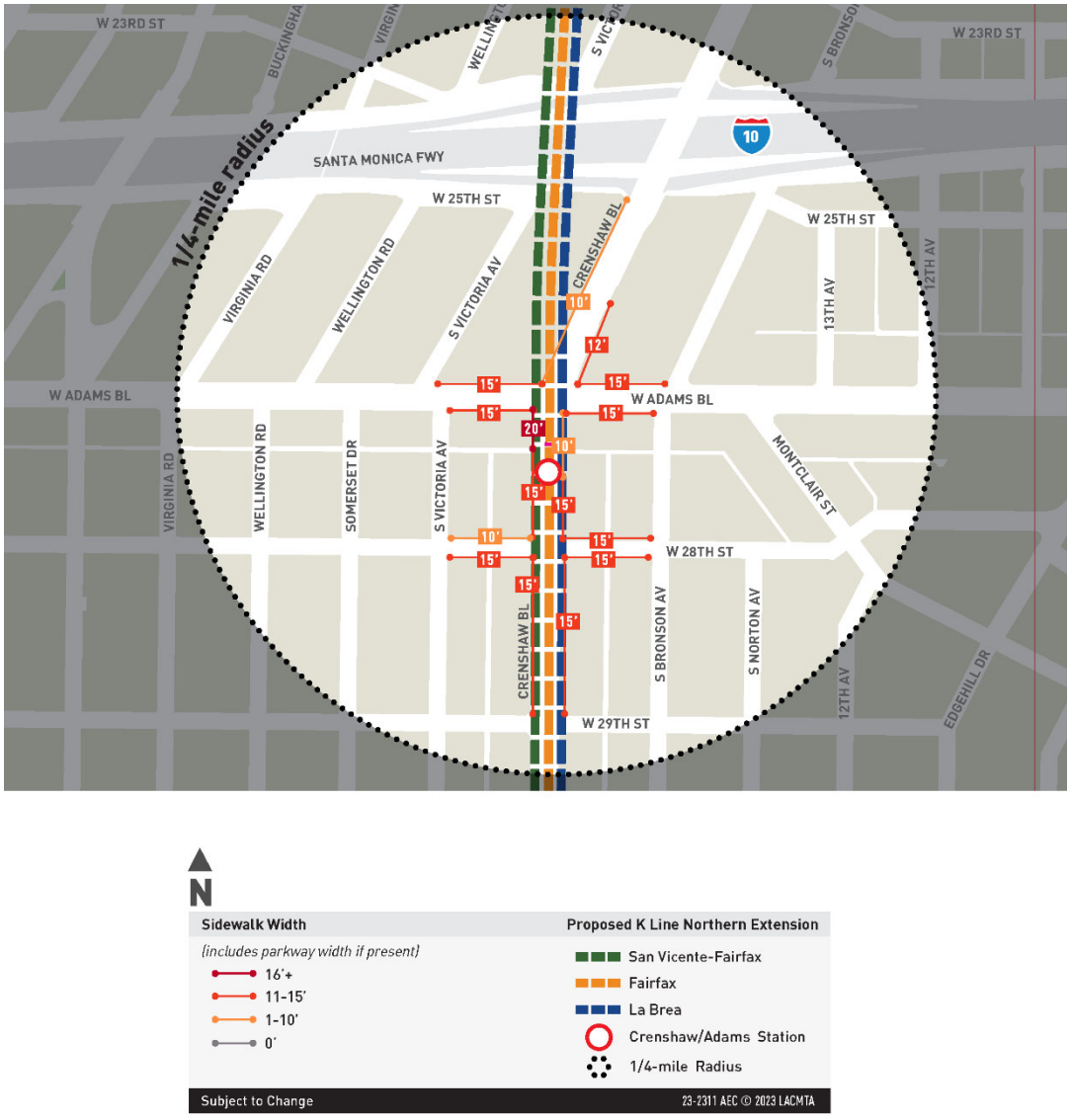
This section describes the key pedestrian facilities around each proposed station, the design option, and the MSF.

5.2.4.1 ALIGNMENTS AND STATIONS

ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

Crenshaw/Adams Station: The I-10 Freeway to the north of the station is a physical barrier between north-south movement. Crenshaw Boulevard and Adams Boulevard have long blocks without crossings. Striping and signalized crosswalks are on all corners at the intersection of Crenshaw Boulevard and Adams Boulevard and the intersection of Crenshaw Boulevard and 28th Street, which are the intersections surrounding the proposed station. The sidewalks in the quarter-mile RSA are mostly 15 feet wide and are on both sides of the surrounding streets. Information on sidewalk widths around the proposed station are provided in Figure 5-32.

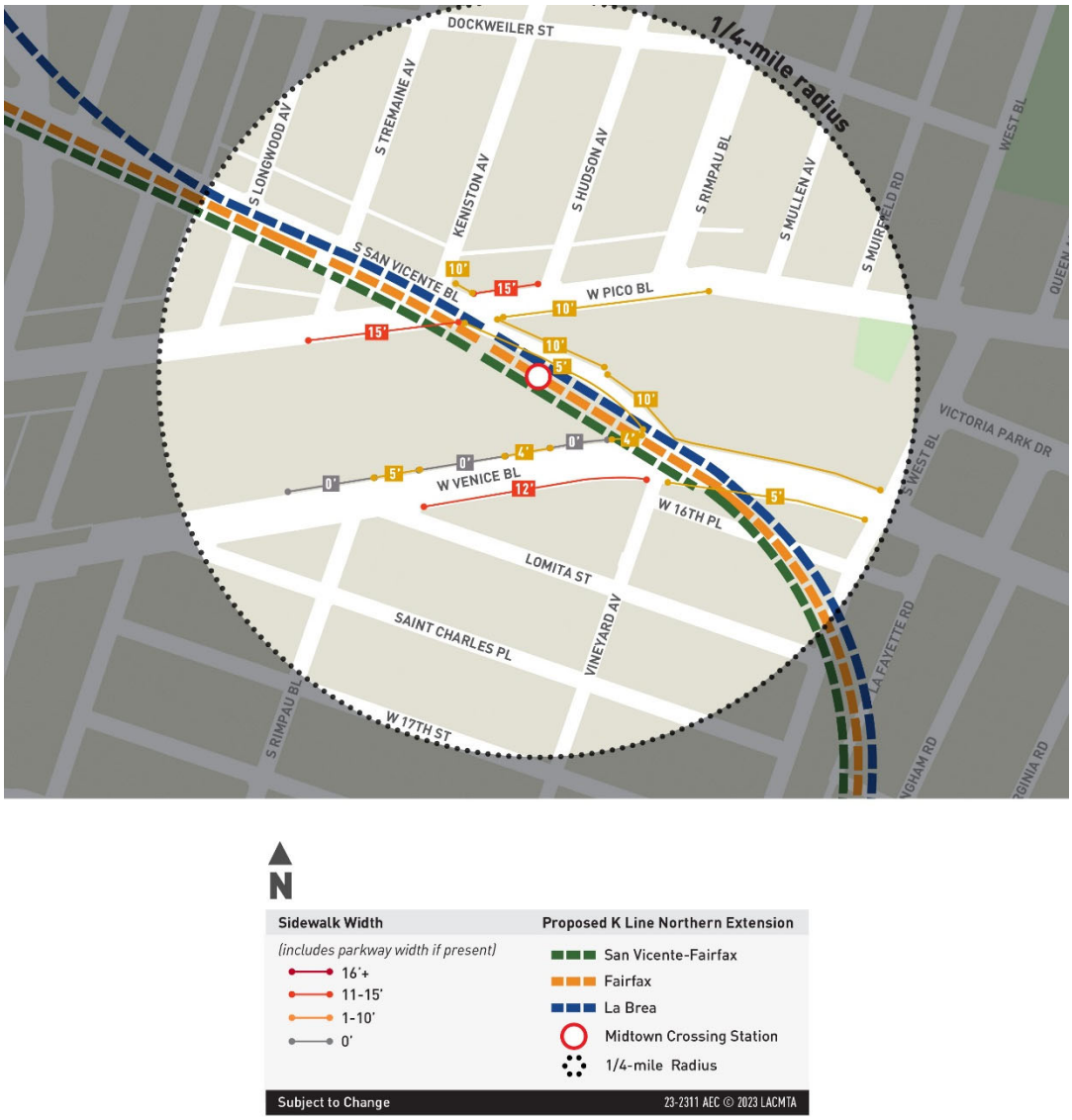
FIGURE 5-32. PEDESTRIAN SIDEWALK WIDTH AT CRENSHAW/ADAMS STATION



Source: Google Earth 2022

Midtown Crossing Station: There are multiple pedestrian barriers in this area, including long blocks, sidewalk obstacles, street inclines, and empty street edges. Striping and signalized crosswalks are provided on all corners at the intersection of San Vicente Boulevard and Pico Boulevard. At the intersection of San Vicente Boulevard and Venice Boulevard, three of the four directions have crosswalks, with a section of Venice Boulevard being a barrier. Sidewalks near the station vary between four and 15 feet wide, and in some sections of Venice Boulevard are non-existent. Information on sidewalk widths around the proposed station area is provided in Figure 5-33.

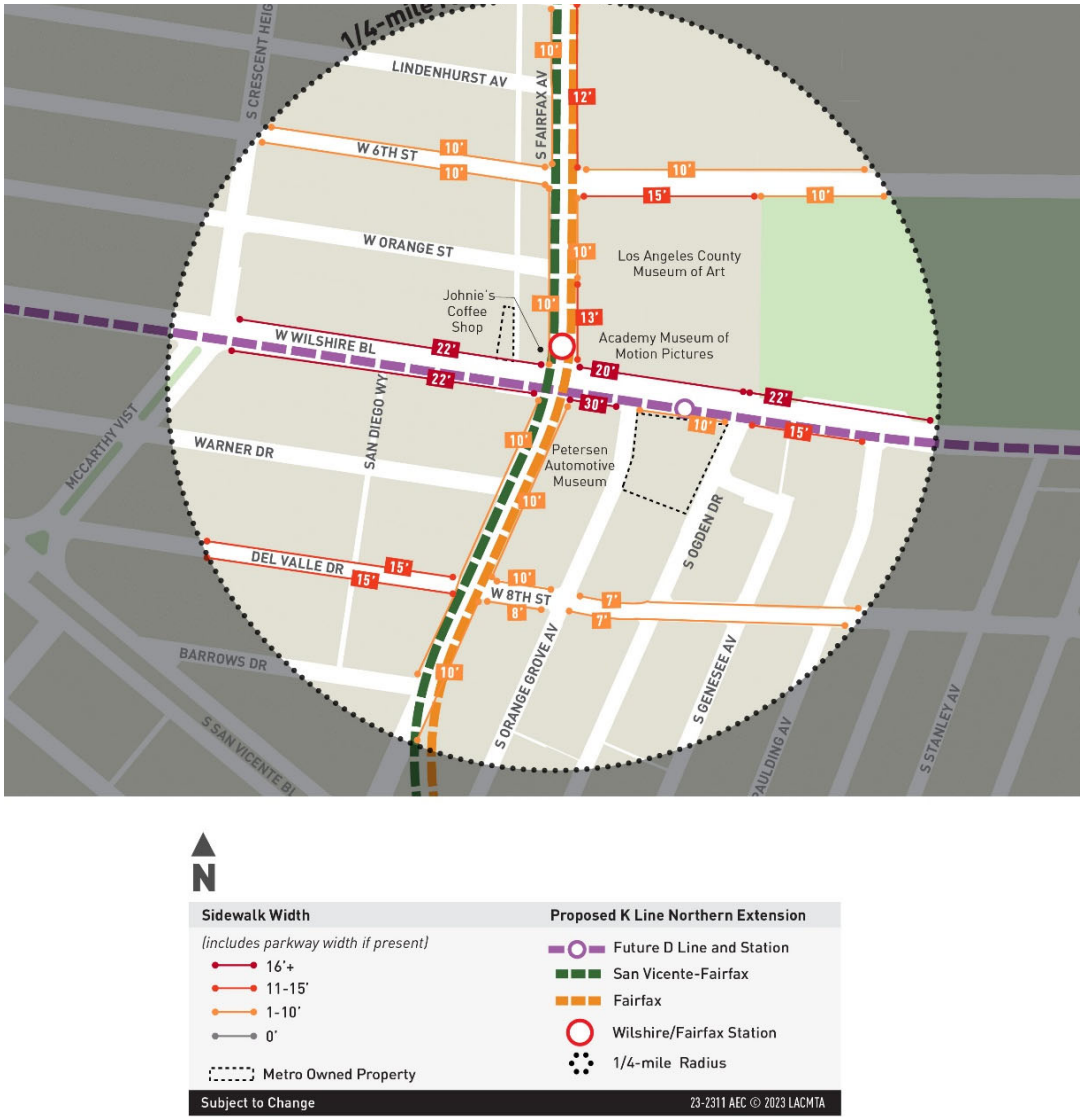
FIGURE 5-33. PEDESTRIAN SIDEWALK WIDTH AT MIDTOWN CROSSING STATION



Source: Google Earth 2022

Wilshire/Fairfax Station: The pedestrian crossings along Wilshire Boulevard and Fairfax Avenue are more than 500 feet apart. Striping and signalized crosswalks are provided on all corners at the intersection of Fairfax Avenue and Wilshire Boulevard. At the intersection of Fairfax Avenue and 6th Street, three of the four directions have crosswalks, with a section of Fairfax Avenue being a barrier. At the intersection of Fairfax Avenue and 8th Street, three of the four directions have crosswalks, with a section of Fairfax Avenue being a barrier. The sidewalks near the station are wide, ranging in width from 10 to 30 feet, and exist on both sides of the surrounding streets. Information on sidewalk widths around the proposed station area is provided in Figure 5-34.

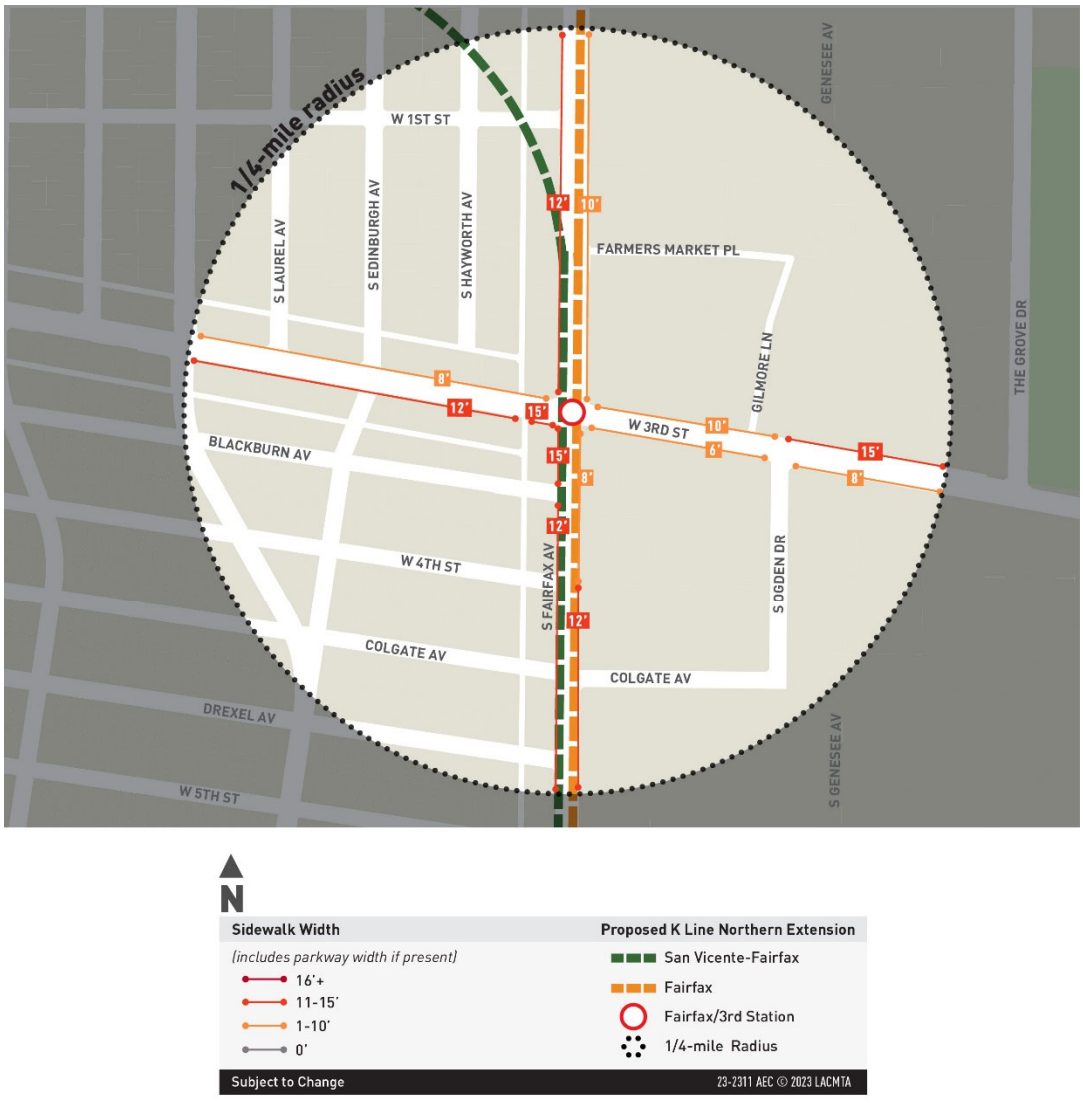
FIGURE 5-34. PEDESTRIAN SIDEWALK WIDTH AT WILSHIRE/FAIRFAX STATION



Source: Google Earth 2022

Fairfax/3rd Station: Pedestrian crossing locations along 3rd Street and Fairfax Avenue are infrequent. Striping and signalized crosswalks are provided on all corners at the intersection of Fairfax Avenue and 3rd Street and at the intersection of Fairfax Avenue and Beverly Boulevard. Sidewalks near the station on both sides of the surrounding street range between eight and 15 feet wide along Fairfax Avenue and six to 15 feet wide along 3rd Street. Information on sidewalk widths around the proposed station area is provided in Figure 5-35.

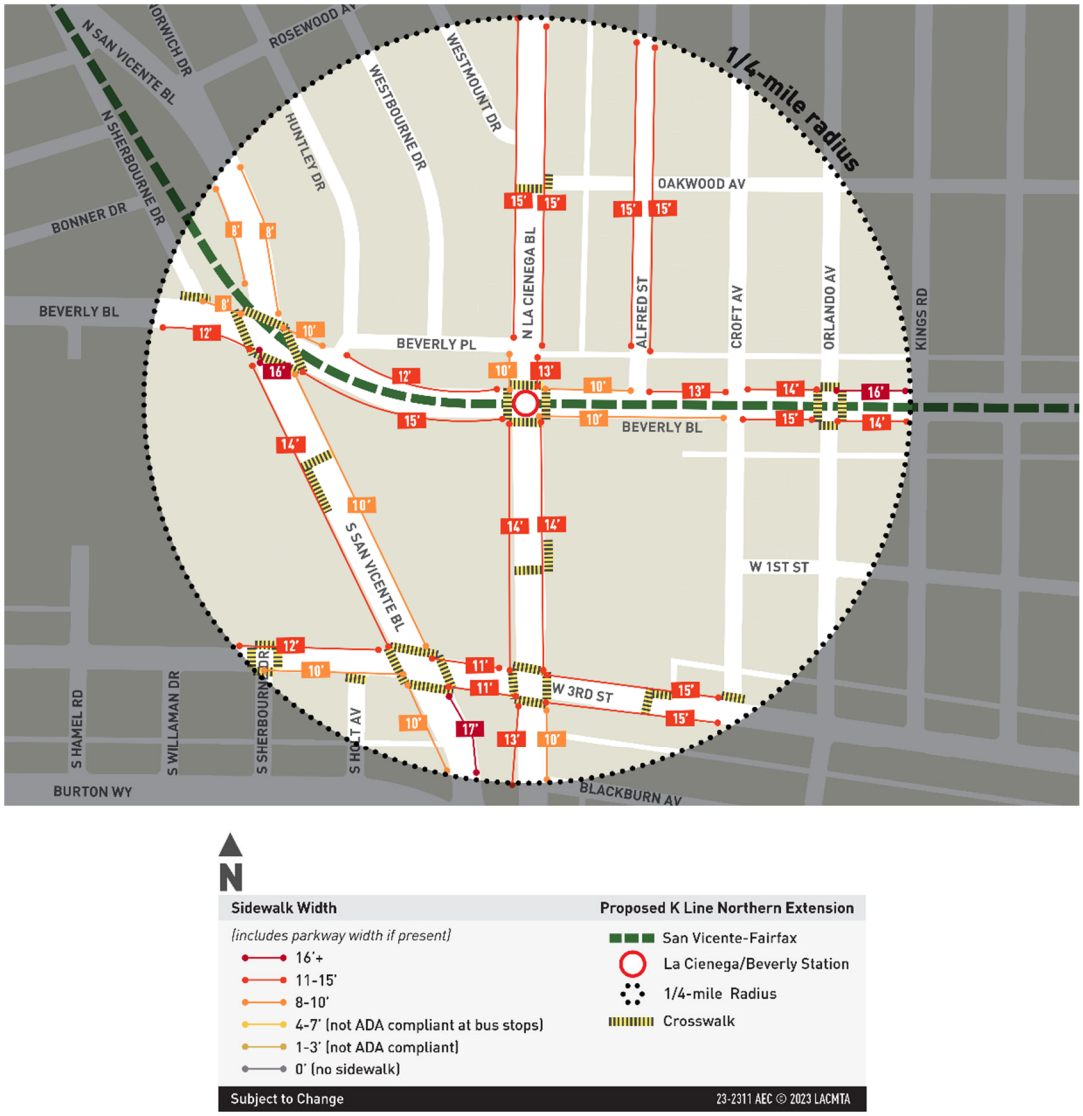
FIGURE 5-35. PEDESTRIAN SIDEWALK WIDTH AT FAIRFAX/3RD STATION



Source: Google Earth 2022

La Cienega/Beverly Station: San Vicente Boulevard and La Cienega Boulevard have long blocks without crossings. Striping and signalized crosswalks are provided on all corners at the intersection of La Cienega Boulevard and Beverly Boulevard and at the intersection of Beverly Boulevard and Orlando Avenue. Sidewalks near the station are wide, ranging from 10 to 15 feet and are located on both sides of the surrounding streets. Information on sidewalk widths around the proposed station area is provided in Figure 5-36.

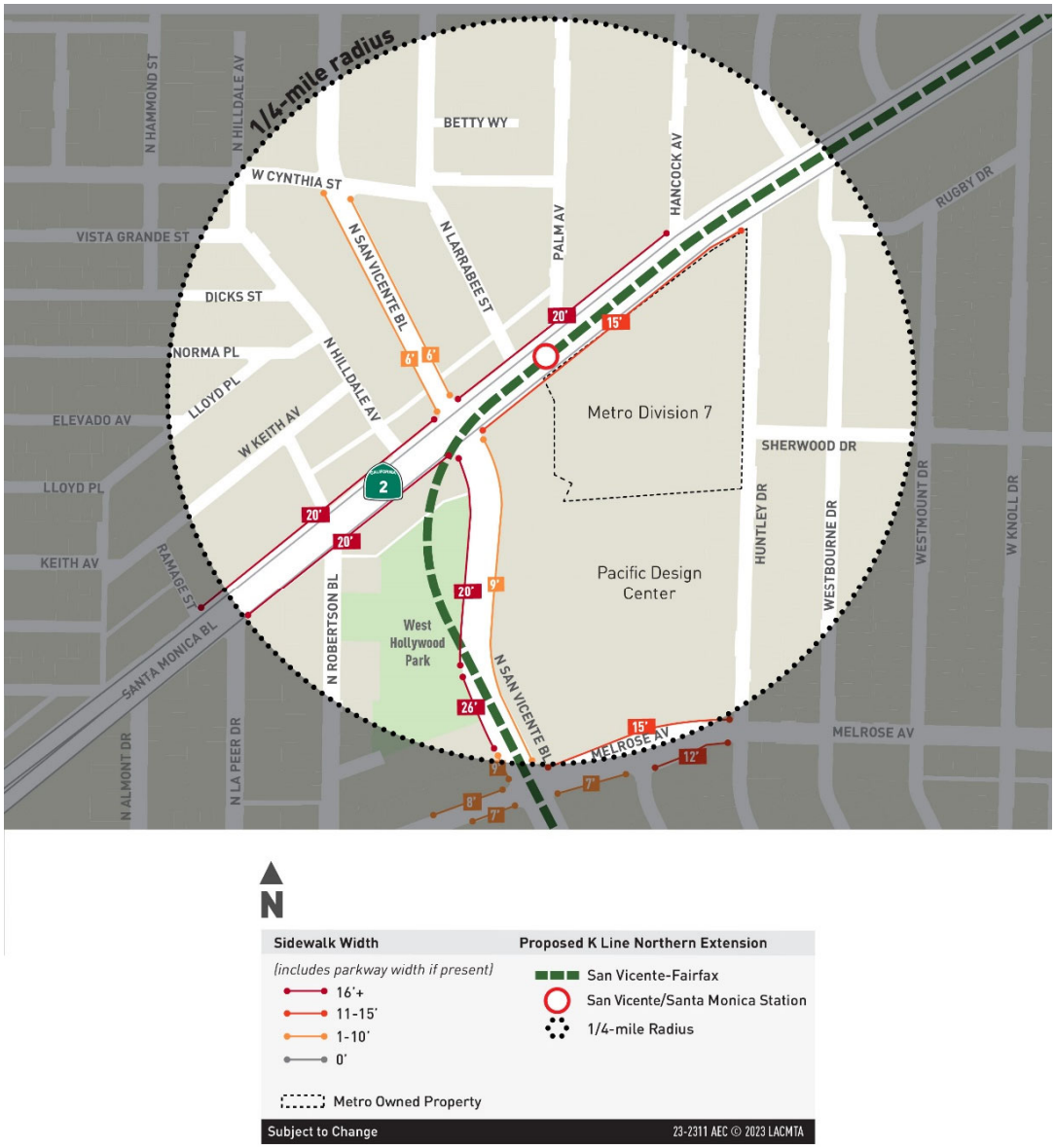
FIGURE 5-36. PEDESTRIAN SIDEWALK WIDTH AT LA CIENEGA/BEVERLY STATION



Source: Google Earth 2022

San Vicente/Santa Monica Station: Multiple mid-block crossings are provided along San Vicente Boulevard and Santa Monica Boulevard, notably at Palm Avenue, Hancock Avenue, and Westbourne Drive. Striping and signalized crosswalks are on all corners at the intersection of San Vicente Boulevard and Santa Monica Boulevard. Sidewalks near the station area are mostly wide and exist on both sides of the surrounding street, apart from the six-foot-wide sidewalks on each side of San Vicente Avenue, north of Santa Monica Boulevard. Information on sidewalk widths around the station area is provided in Figure 5-37.

FIGURE 5-37. PEDESTRIAN SIDEWALK WIDTH AT SAN VICENTE/SANTA MONICA STATION



Source: Google Earth 2022

Fairfax/Santa Monica Station: Santa Monica Boulevard has shorter distances than Fairfax Avenue between crossings. Striping and signalized crosswalks are provided on all corners at the intersection of Fairfax Avenue and Santa Monica Boulevard. The intersection of Fairfax Avenue and Romaine Street provides an unprotected and unsignalized pedestrian crossing. Multiple signalized mid-block crosswalks are located on Santa Monica Boulevard between Orange Grove Avenue, Ogden Drive, and Genesee Avenue. Sidewalks near the station area are mostly nine feet wide and occur on both sides of the surrounding streets. Information on sidewalk widths around the proposed station area is provided in Figure 5-38.

FIGURE 5-38. PEDESTRIAN SIDEWALK WIDTH AT FAIRFAX/SANTA MONICA STATION

Source: Google Earth 2022

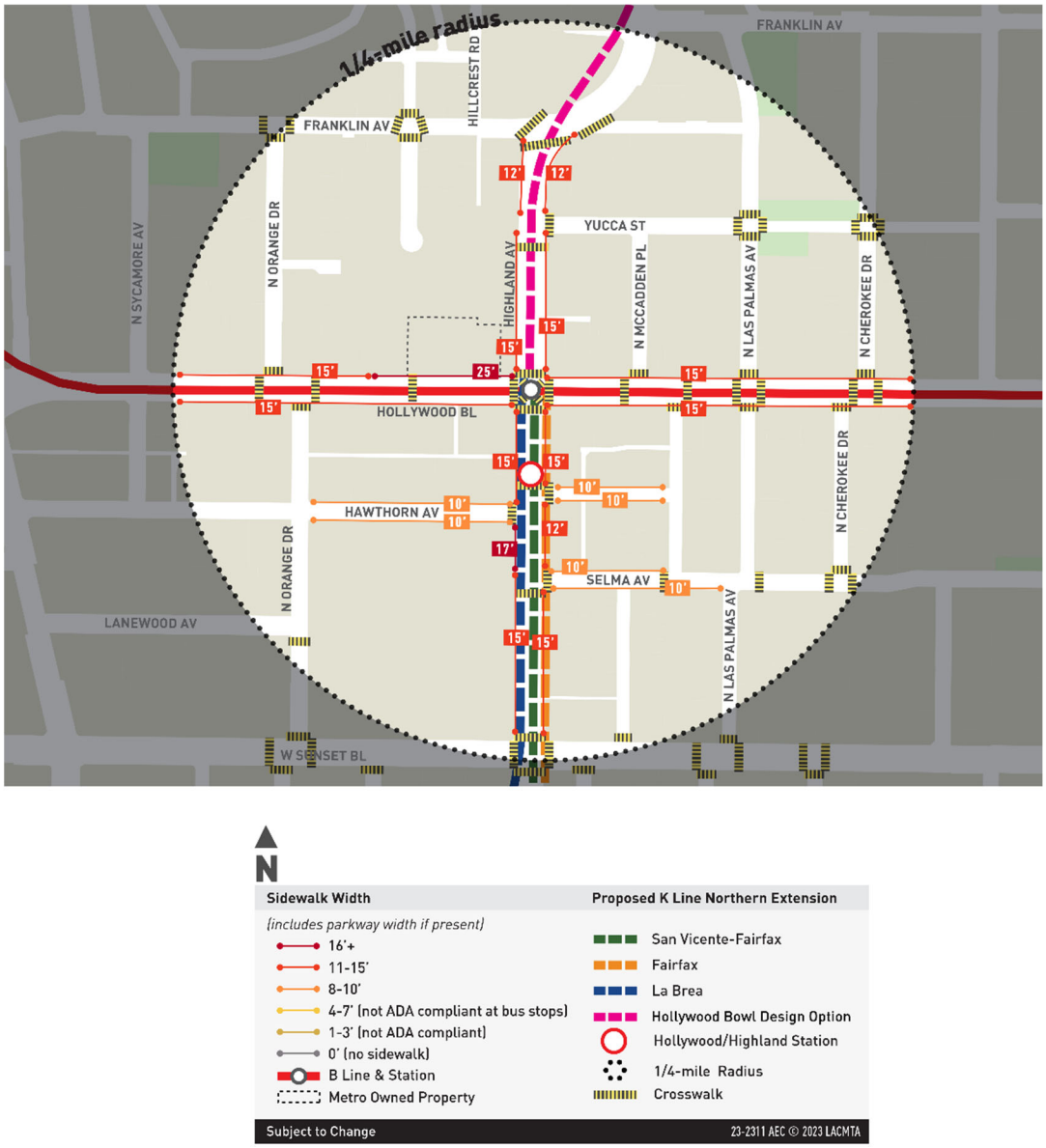
La Brea/Santa Monica Station: This area has relatively large distances between crossings on La Brea Avenue. Striping and signalized crosswalks are provided on all corners at the intersection of La Brea Avenue and Santa Monica Boulevard, La Brea Avenue and Lexington Avenue, and Santa Monica Boulevard and Orange Drive. An unprotected and unsignalized mid-block crosswalk for Santa Monica Boulevard is located at the intersection with Sycamore Avenue. Sidewalks near the station are adequate, ranging from nine to 15 feet wide, and occur on both sides of the surrounding streets. Information on sidewalk widths around the proposed station area is provided in Figure 5-39.

FIGURE 5-39. PEDESTRIAN SIDEWALK WIDTH AT LA BREA/SANTA MONICA STATION

Source: Google Earth 2022

Hollywood/Highland Station: Striping and signalized crosswalks are provided on all corners at the intersection of Hollywood Boulevard and Highland Avenue. Numerous signalized mid-block crosswalks are located on Hollywood Boulevard around the station, and the block lengths are pedestrian-friendly. At the intersection of Highland Avenue and Selma Avenue, two of the three directions have crosswalks, with a section of Highland Avenue being a barrier. A signalized mid-block crosswalk is provided at the intersection of Highland Avenue and Hawthorn Avenue. Sidewalks near the station area are mostly 15 feet wide and occur on both sides of the surrounding streets. Information on sidewalk widths around the proposed station area is provided in Figure 5-40.

FIGURE 5-40. PEDESTRIAN SIDEWALK WIDTH AT HOLLYWOOD/HIGHLAND STATION



Source: Google Earth 2022

ALIGNMENT ALTERNATIVE 2: FAIRFAX

Crenshaw/Adams Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-32) and complete description of the station area.

Midtown Crossing Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-33) and complete description of the station area.

Wilshire/Fairfax Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-34) and complete description of the station area.

Fairfax/3rd Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-35) and complete description of the station area.

Fairfax/Santa Monica Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-38) and complete description of the station area.

La Brea/Santa Monica Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-39) and complete description of the station area.

Hollywood/Highland Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-40) and complete description of the station area.

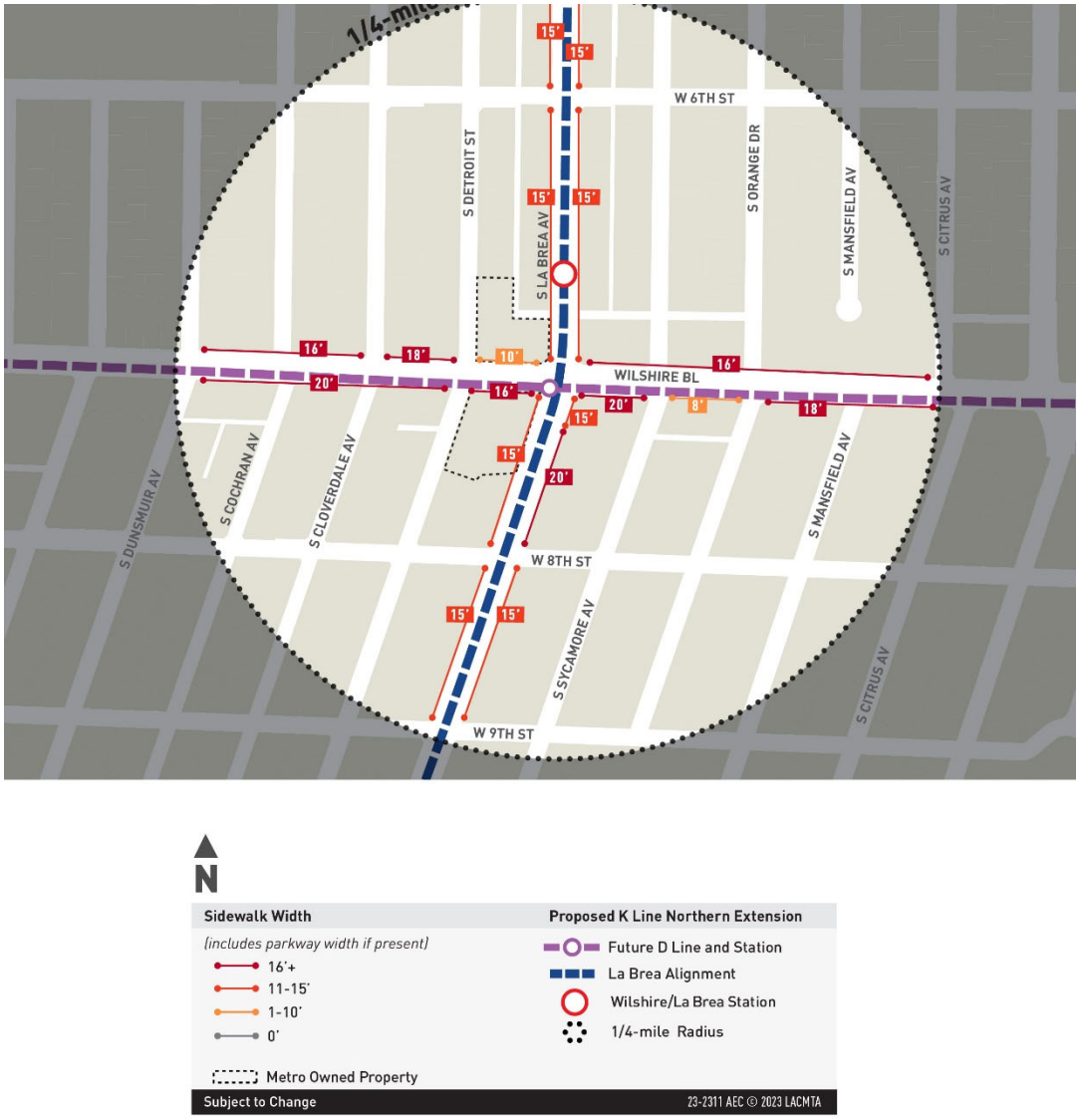
ALIGNMENT ALTERNATIVE 3: LA BREA

Crenshaw/Adams: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-32) and complete description of the station area.

Midtown Crossing: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-33) and complete description of the station area.

Wilshire/La Brea Station: Striping and signalized crosswalks are provided on all corners at the intersection of La Brea Avenue and Wilshire Boulevard, the intersection of La Brea Avenue and 6th Street, and the intersection of La Brea Avenue and 8th Street. Sidewalks near the station are generally wide and occur on both sides of the surrounding streets. Information on sidewalk widths around the proposed station area is provided in Figure 5-41.

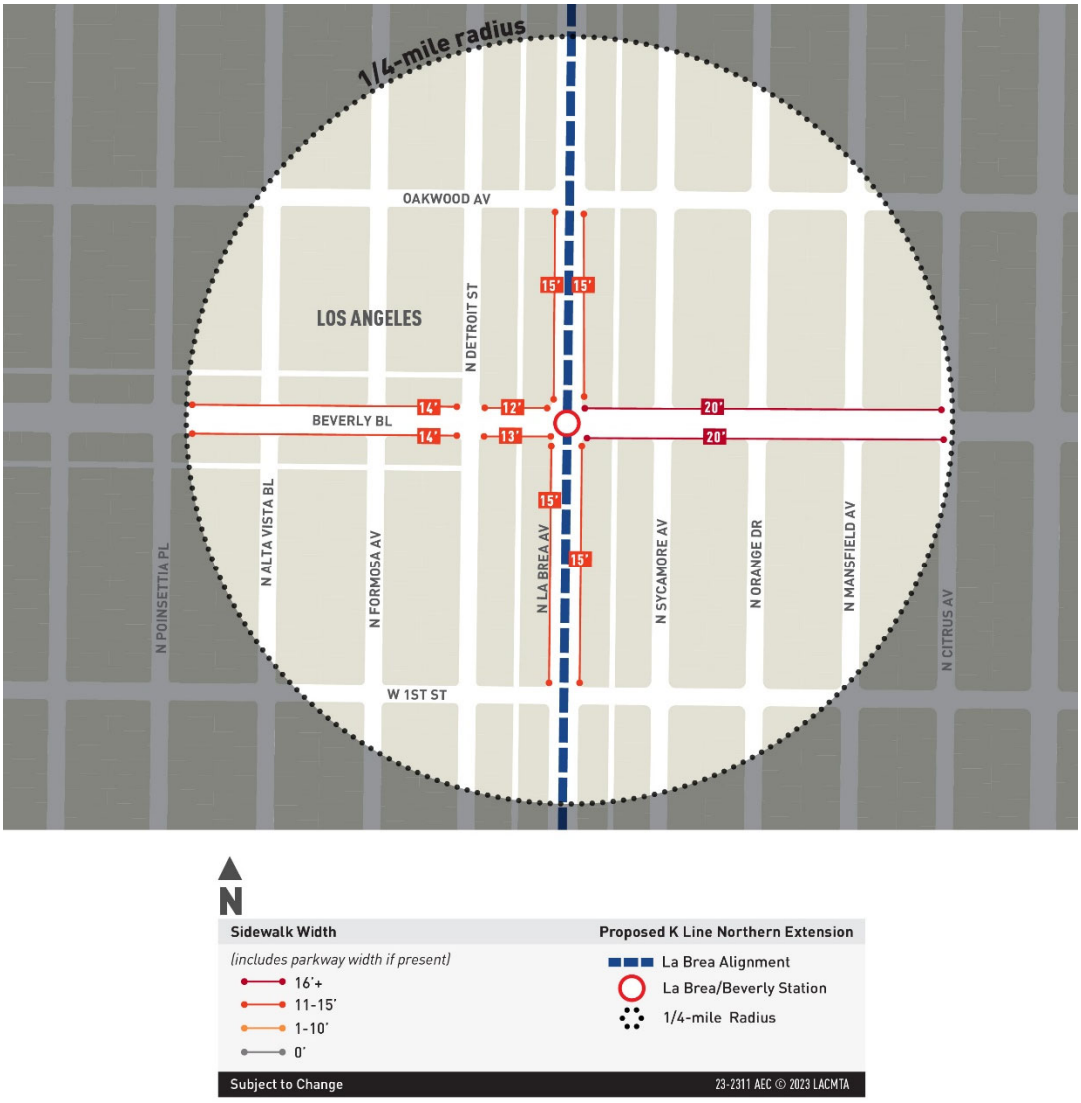
FIGURE 5-41. PEDESTRIAN SIDEWALK WIDTH AT WILSHIRE/LA BREA STATION



Source: Google Earth 2022

La Brea/Beverly Station: La Brea Avenue and Beverly Boulevard both have large gaps between pedestrian crossings. Striping and signalized crosswalks are provided on all corners at the intersection of La Brea Avenue and Beverly Boulevard and the intersection of La Brea Avenue and Oakwood Avenue. Sidewalks near the station are all more than 12 feet wide and occur on both sides of the surrounding streets. Information on sidewalk widths around the proposed station area is provided in Figure 5-42.

FIGURE 5-42. PEDESTRIAN SIDEWALK WIDTH AT LA BREA/BEVERLY STATION



Source: Google Earth 2022

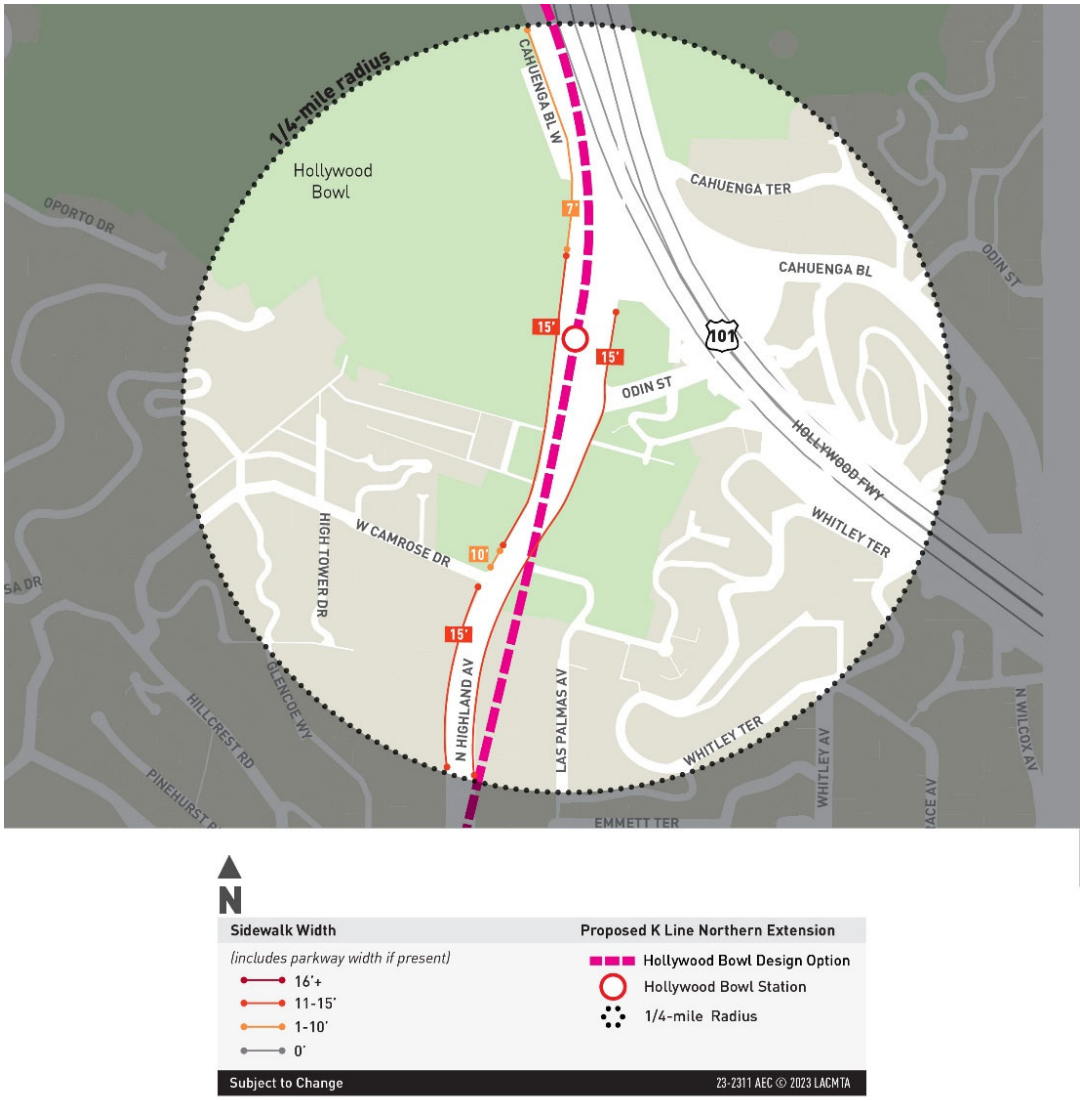
La Brea/Santa Monica Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-39) and complete description of the station area.

Hollywood/Highland Station: Refer to the San Vicente-Fairfax subsection above for a map (Figure 5-40) and complete description of the station area.

5.2.4.2 HOLLYWOOD BOWL DESIGN OPTION

Hollywood Bowl Station: The US-101 freeway is a physical barrier north of Odin Street. Striping and signalized crosswalks are provided on all corners at the intersection of Highland Avenue and Camrose Drive/Milner Road. A pedestrian tunnel is located near the entrance of the Hollywood Bowl/US-101 entrance ramp that allows for travel across Highland Avenue. A signalized crosswalk with striping is provided on Cahuenga Boulevard that provides access to Odin Street from the east. Sidewalks near the station range from seven to 15 feet wide. No sidewalks are provided on the east side of Highland Avenue north of Odin Street or on Cahuenga Boulevard northwest of Odin Street. Information on sidewalk widths around the proposed station area is provided in Figure 5-43.

FIGURE 5-43. PEDESTRIAN SIDEWALK WIDTH AT THE HOLLYWOOD BOWL STATION

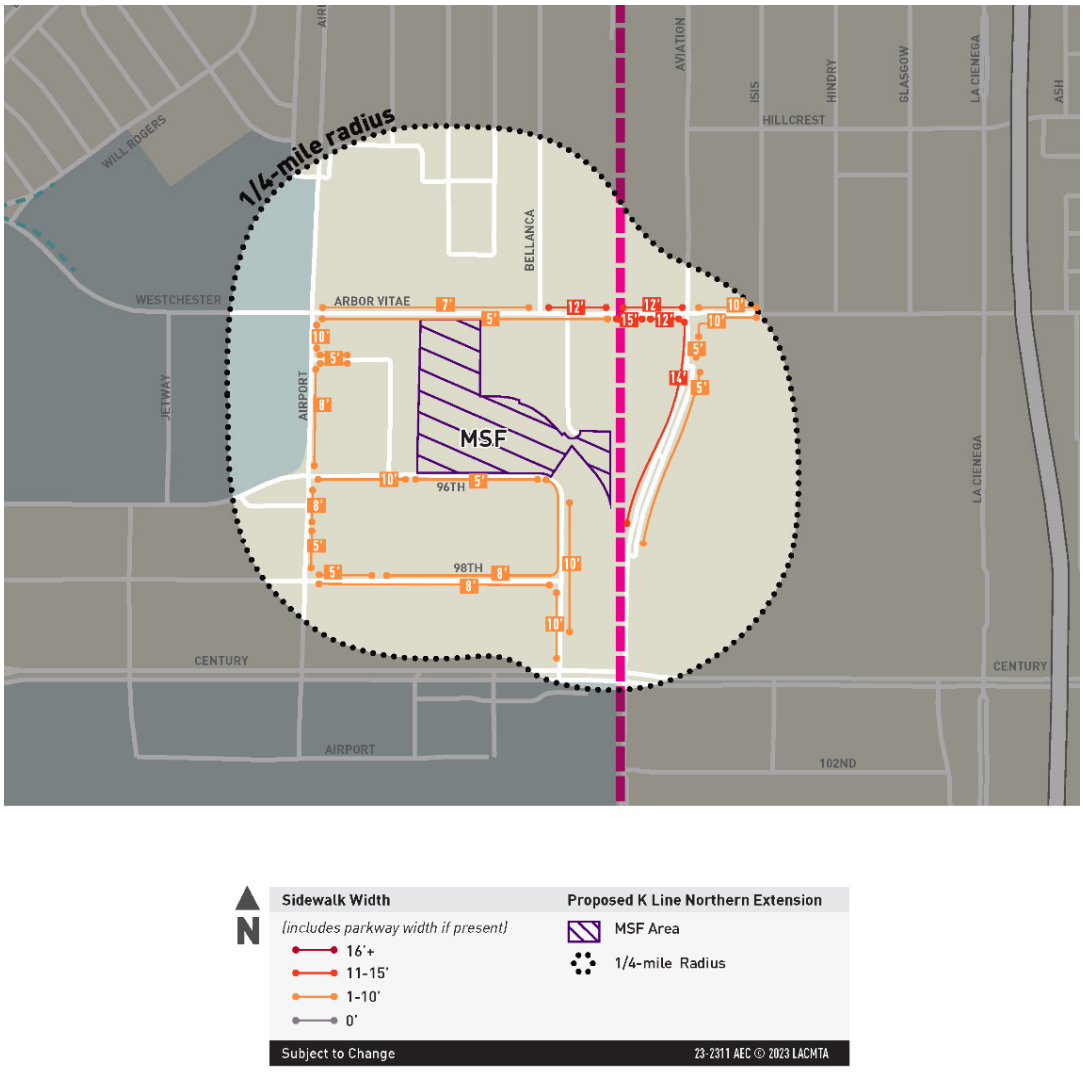


Source: Google Earth 2022

5.2.4.3 MAINTENANCE AND STORAGE FACILITY

The MSF is located in an industrial area with a poor pedestrian environment and long block lengths. Sidewalk widths surrounding the MSF range from five to 10 feet. Signalized crosswalks are provided at Arbor Vitae Street/Airport Boulevard, Arbor Vitae Street/Bellanca Avenue, Arbor Vitae Street/Aviation Boulevard, Aviation Boulevard/Century Boulevard, 98th Street/Airport Boulevard, and 96th Street/Airport Boulevard. Figure 5-44 illustrates the key pedestrian facilities within the one-quarter-mile RSA of the MSF.

FIGURE 5-44. PEDESTRIAN FACILITIES IN THE MSF RESOURCE STUDY AREA



Source: Google Earth 2022

5.2.5 EMERGENCY ACCESS

Emergency access facilities within the RSAs include police, fire, and medical facilities. The emergency access service stations are listed in Table 5-7 and the service providers are listed in Table 5-8.

TABLE 5-7. EMERGENCY ACCESS SERVICE STATIONS IN RESOURCE STUDY AREAS

SERVICE	FACILITY	ADDRESS	LOCATION/JURISDICTION
Police	Los Angeles Police Department – Wilshire Community Police Station	4861 W Venice Blvd	Los Angeles
Police	West Hollywood Sheriff Station	780 N San Vicente Blvd	West Hollywood
Fire	Los Angeles County Fire Department - Station 8	7643 Santa Monica Blvd	Los Angeles County
Fire	Los Angeles County Fire Department - Station 7 (Battalion 1 Headquarters)	864 N San Vicente Blvd	Los Angeles County
Medical	Cedars-Sinai Medical Center	8700 Beverly Blvd	Los Angeles

Source: Los Angeles County Sheriff's Department 2023; Los Angeles County Fire Department 2023; City of Los Angeles Police Department 2023

TABLE 5-8. EMERGENCY ACCESS SERVICE PROVIDERS BY STATION

SERVICE	STATION	SERVICE PROVIDER
Police	Crenshaw/Adams	LAPD Southwest Division
Fire		LAFD Battalion 18
Police	Midtown Crossing	LAPD Wilshire Division
Fire		LAFD Battalion 18
Police	Wilshire/Fairfax	LAPD Wilshire Division
Fire		LAFD Battalion 18
Police	Fairfax/3rd	LAPD Wilshire Division
Fire		LAFD Battalion 18
Police	La Cienega/Beverly	LAPD Wilshire Division West Hollywood Sheriff
Fire		LAFD Battalion 18 LACFD Battalion 1
Police	San Vicente/Santa Monica	West Hollywood Sheriff
Fire		LACFD Battalion 1
Police	Fairfax/Santa Monica	West Hollywood Sheriff
Fire		LACFD Battalion 1 LAFD Battalion 5
Police	Wilshire/La Brea	LAPD Wilshire Division
Fire		LAFD Battalion 18

SERVICE	STATION	SERVICE PROVIDER
Police	La Brea/Beverly	LAPD Wilshire Division
Fire		LAFD Battalion 18
Police	La Brea/Santa Monica	West Hollywood Sheriff LAPD Hollywood Division
Fire		LAFD Battalion 5
Police	Hollywood/Highland	LAPD Hollywood Division
Fire		LAFD Battalion 5
Police	Hollywood Bowl	LAPD Hollywood Division
Fire		LAFD Battalion 5

Source: Los Angeles County Sheriff's Department; Los Angeles Police Department; Los Angeles County Fire Department; Los Angeles Fire Department, 2023
LACFD = Los Angeles County Fire Department; LAFD = Los Angels Fire Department; LAPD = Los Angeles Police Department

Police services in the RSAs are provided by the Los Angeles Police Department (LAPD) and West Hollywood Sheriff Station. The facilities in proximity to the station are shown in Figure 5-45. Police facilities are located in the RSAs of the Midtown Crossing Station and the San Vicente/Santa Monica Station.

Fire services in the RSAs are provided by the North and South Division Fire Battalion, Los Angeles County Fire, and Los Angeles County West Hollywood Central. The facilities in in the station RSAs are shown in Figure 5-46. Fire stations are located in the RSAs of the San Vicente/Santa Monica and Fairfax/Santa Monica Stations.

Medical facilities providing emergency service in the station RSAs are shown in Figure 5-47. Cedars-Sinai Hospital is located in the La Cienega/Beverly Station RSA.

As shown in Figure 5-48, no police facilities are located in the MSF RSA.

As shown in Figure 5-49, no fire stations are located in the MSF RSA.

FIGURE 5-45. POLICE FACILITIES EMERGENCY ACCESS IN THE STATION RESOURCE STUDY AREAS

Source: Los Angeles County Sheriff's Department 2023; Los Angeles Police Department 2023

FIGURE 5-46. FIRE FACILITIES EMERGENCY ACCESS IN THE STATION RESOURCE STUDY AREAS

Source: Los Angeles County Fire Department 2023; Los Angeles Fire Department 2023

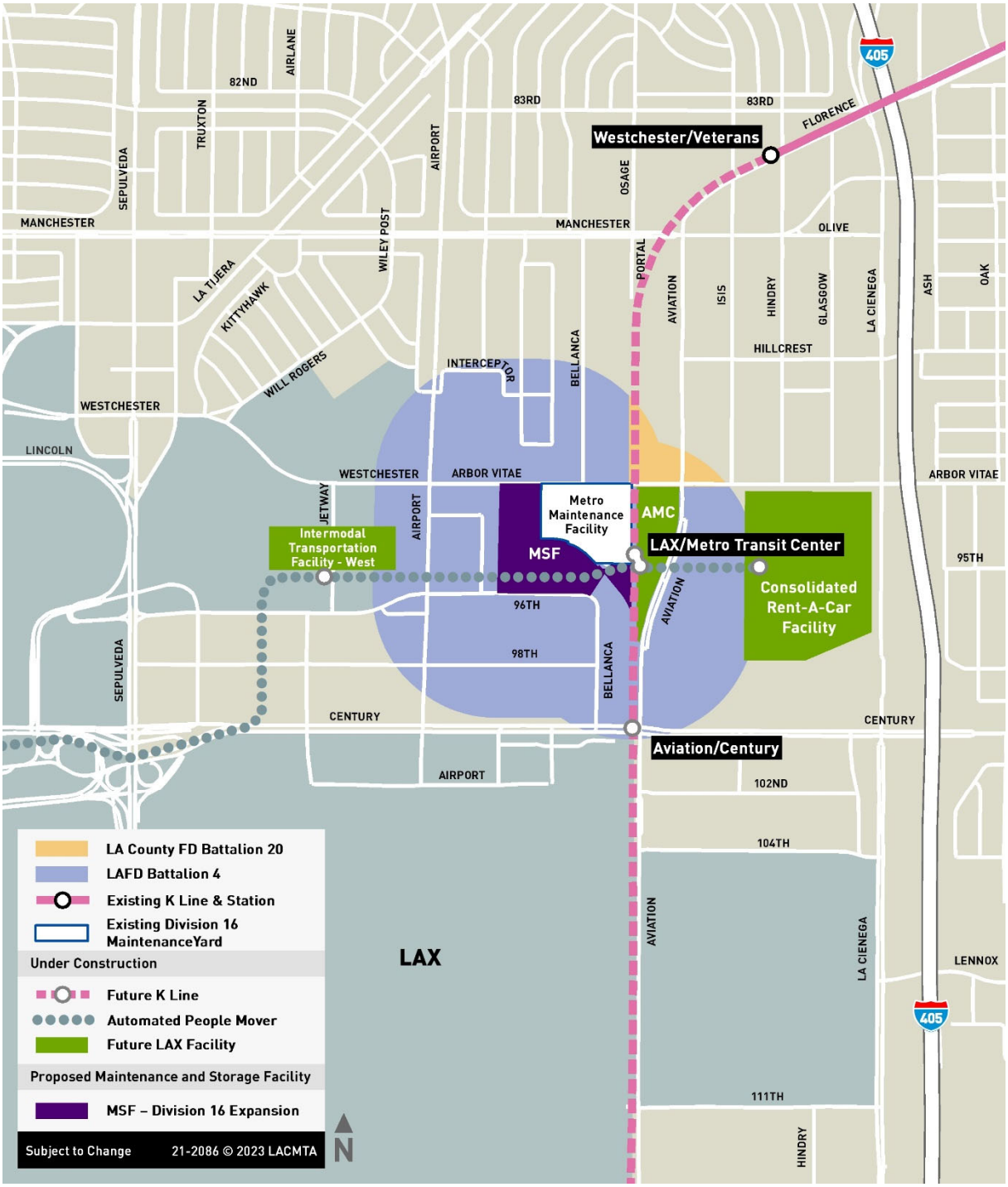
FIGURE 5-47. MEDICAL FACILITIES EMERGENCY ACCESS IN THE STATION RESOURCE STUDY AREAS

Source: City of Los Angeles GeoHub, datasets: hospitals-and-medical-centers, 2023

FIGURE 5-48. POLICE FACILITIES IN THE MSF RESOURCE STUDY AREA

Source: Los Angeles County Sheriff's Department 2023; Los Angeles Police Department 2023

FIGURE 5-49. FIRE FACILITIES IN THE MSF RESOURCE STUDY AREA



Source: Los Angeles County Fire Department 2023

CHAPTER 6 IMPACTS AND MITIGATION MEASURES

6.1 IMPACT ANALYSIS

This section presents the evaluation of impacts related to transportation, as well as the corresponding mitigation measures, where applicable. Both construction and operational impacts are evaluated. Table 6-15 in Section 6.1.7 provides a summary of the impact conclusions.

Project measures are design features, best management practices, or other commitments that Metro implements as part of all alignment alternatives and stations, the design option, and the MSF to reduce or avoid environmental effects associated with the Project. Project measures are not the same as mitigation measures that are used to reduce an environmental impact's significance level. Where applicable, project measures are identified here as part of the evaluation of environmental impacts in this chapter.

The following resource-specific Metro project measures are applicable to all alignment alternatives, the design option, and the MSF and would be implemented to minimize Project impacts related to transportation, transit, pedestrian and bicycle facilities, and emergency access.

6.1.1 PM TRA-1 OPERATIONAL BEST MANAGEMENT PRACTICES

Operational best management practices (BMPs) for the alignment alternatives, the design option, and the MSF shall include the following:

- Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of Americans with Disabilities Act (ADA) standards.
- Metro shall engage in first/last mile planning with local jurisdictions to improve the safety of station access for pedestrians and bicyclists. Examples of first/last mile improvements could include:
  - Signal timing for pedestrians and cyclists
  - Bike facilities and bike parking
  - Wayfinding signage to key destinations and transit connections
  - New or improved sidewalks and crosswalks
- Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions.
- Stations shall be designed in accordance with the Metro Rail Design Criteria (MRDC), including fire/life safety design criteria, to ensure safety and to minimize potential hazards at all locations.
- The Project shall be operated per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California OSHA, California Public Utilities Commission, and

Metro safety and security programs and standards (i.e., MRDC, Metro Systemwide Station Design Standards Policy, and Metro Transit Service Policy).

- Any station curbside passenger pick-up/drop-off areas shall be designed according to applicable state, Metro, and city design criteria and standards.
- Driveway access to the MSF shall be designed according to applicable state, Metro, and city design criteria and standards.

6.1.2 PM TRA-2 CONSTRUCTION BEST MANAGEMENT PRACTICES

Transportation BMPs during construction of the alignment alternatives, the design option, and the MSF shall include the following:

- Cooperation with the corridor cities and Caltrans shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements.
- Pedestrian access to adjacent properties along the alignment alternatives, the design option, and the MSF shall be maintained during construction.
- Construction activities shall comply with OSHA, California OSHA, and Metro safety and security programs.
- Safety for pedestrians, bicyclists, and motorists shall be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites.
- Metro shall prepare a Traffic Management Plan (TMP) in coordination with Caltrans, cities, and local fire and police departments prior to initiating construction activities that includes the following:
  - Standard practices shall be followed that include scheduling of lane and/or road closures to minimize disruptions.
  - Detour plans shall be prepared for any streets requiring a full closure to provide safe alternate routes to vehicular traffic, pedestrians, and bicyclists during these closures.
  - Traffic control plans shall be prepared to route vehicles, bicyclists, and pedestrians around any partial closures of streets, bicycle facilities, and sidewalks.
  - Information on bus stop relocation and modification to bus routes shall be provided, as applicable. Signs shall be posted to inform transit users in advance of street closures.
  - Construction timings and street closure information shall be available to the public through media alerts, the Project's website, and changeable message signs.
  - The nearest local first responders shall be notified, as appropriate, of traffic control measures in the TMP during construction to coordinate emergency response routing.
  - The delivery and pick up of construction material during non-peak travel periods shall be scheduled to the extent possible to reduce the potential of conflicts between construction trucks and commuter traffic.

  - ► Coordination shall occur with other construction projects in the vicinity.
- The Project shall be designed and constructed per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, California OSHA, California Public Utilities Commission, California Manual on Uniform Traffic Control Devices (MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy).The construction TMP will be prepared in compliance with these standards.
- Financial assistance may be provided to small businesses along the proposed alignment alternatives, the design option, and the MSF that are directly affected by construction activities through grants to cover certain fixed operating expenses such as utilities, rent or mortgage, and insurance.
- Metro shall coordinate with the Hollywood Bowl to maintain circulation and access to the Hollywood Bowl during construction of the optional Hollywood Bowl Station.

6.1.3 IMPACT TRA-1: CONSISTENCY WITH POLICIES

Impact TRA-1: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Table B-1 in Appendix B summarizes the regional and local transportation policies by jurisdiction and evaluates the consistency of the proposed alignment alternatives and design option with the relevant plans and policies; Table B-2 in Appendix B summarizes the regional and local transportation policies by jurisdiction near the MSF and evaluates the consistency of the proposed MSF with these plans and policies. The regulatory framework presented in Chapter 3 summarizes the local plans and policies analyzed in this section. Relevant transportation policies from SCAG, Metro, the City of Los Angeles, and the City of West Hollywood were included in this analysis. The impact analysis for each alignment alternative, the design option, and the MSF is summarized below.

6.1.3.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

CONSTRUCTION IMPACTS

Construction of the San Vicente–Fairfax Alignment Alternative would involve temporary transit, roadway, bicycle, and pedestrian circulation changes due to street and sidewalk closures, and possible relocation of bus stops in the RSA. As described under PM TRA-2, a construction TMP would be prepared in advance of initiating the construction activities and warning signs would be installed to inform users of the detours and relocated bus stops.

CONSTRUCTION ACTIVITIES SUMMARY

Table 6-1 summarizes the anticipated street closures for the San Vicente–Fairfax Alignment Alternative. Street closures would be concentrated in areas that would require cut-and-cover construction, including station boxes, crossover structures, connection boxes, and TBM retrieval sites. Street closures, especially full street closures, could disrupt transit service, roadway circulation, and bicycle facilities. To the extent feasible, full street closures would be limited to weekends, while partial closures may occur for several months at a time. Refer to the KNE Construction Approach Report (Metro 2023) for a detailed discussion of construction methods.

TABLE 6-1. SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE – STREET CLOSURES DURING CONSTRUCTION

APPROXIMATE LOCATIONS	CONSTRUCTION ACTIVITIES	TYPE OF CLOSURE	CONSTRUCTION DURATION (AT EACH SITE)
Stations, Crossovers, and Connection Structures • Crenshaw/Adams Station (Crenshaw Boulevard between Adams Boulevard and 29th Street) • Midtown Crossing Station (Pico Boulevard west of San Vicente Boulevard) • Wilshire/Fairfax (Fairfax Avenue between Wilshire Boulevard and Lindenhurst Avenue) • Fairfax/3rd (Fairfax Avenue between 3rd Street and Farmer's Market Place) • La Cienega/Beverly Station (Beverly Boulevard between La Cienega Boulevard and Orange Avenue) • San Vicente/Santa Monica (Santa Monica Boulevard between Larrabee Street and Westbourne Drive) • Fairfax/Santa Monica (Santa Monica Boulevard between Fairfax Avenue and Genesee Avenue) • La Brea/Santa Monica (Santa Monica Boulevard between La Brea Avenue and Sycamore Avenue) • Hollywood/Highland (Highland Avenue between Sunset Boulevard and Franklin Avenue) • Expo/Crenshaw Connection Box (Crenshaw Boulevard south of Expo Boulevard) – duration of full street closures for connection box would be shorter than for station boxes	Utility Relocation and Preparation	Partial Street Closures	Intermittent over a one- to two-year period
	Pile Installation	Partial Street Closures	Six to 12 months
	Initial Street Excavation and Street Decking Installation	Full Street Closures, Full or Partial Intersection Closures	Approximately three to 12 weekends (56 hours, Friday evening through Monday morning)
	Street Decking Removal	Full Street Closures	Approximately three-12 weekends (56 hours, Friday evening through Monday morning)
	Surface Restoration	Full Street Closures, Full or Partial Intersection Closures	Approximately 20 weekends (56 hours, Friday evening through Monday morning)

APPROXIMATE LOCATIONS	CONSTRUCTION ACTIVITIES	TYPE OF CLOSURE	CONSTRUCTION DURATION (AT EACH SITE)
Cross-passages • Various locations along alignment spaced approximately every 800 feet	Ground Improvement	Partial	Three to four weeks
• San Vicente/Santa Monica Station (Santa Monica Boulevard) • La Brea/Santa Monica (Santa Monica Boulevard)	TBM Launch	Full Street Closures	Approximately two weekends (56 hours, Friday evening through Monday morning)
• Expo/Crenshaw (Crenshaw Boulevard) • Wilshire/Fairfax (Fairfax Avenue) • San Vicente/Santa Monica (Santa Monica Boulevard) • Wilshire/La Brea (Santa Monica Boulevard) • Hollywood/Highland (Highland Avenue)	TBM Retrieval	Full Street Closures	Approximately two weekends (56 hours, Friday evening through Monday morning)

Source: Connect Los Angeles Partners 2023

The detailed evaluation of the potential impacts of the alignment alternative on the RSA circulation system, including transit facilities, roadways, and bicycle and pedestrian circulation, is provided in the sections below.

CONSTRUCTION IMPACTS ON TRANSIT FACILITIES

Less Than Significant Impact. During construction of the San Vicente–Fairfax Alignment Alternative, possible street closures might require temporarily relocating existing bus stops and rerouting buses. Possible delays and increased travel times could occur due to construction zones and temporary lane closures. Based on the 2019 existing setting, the following bus stops could be temporarily relocated under this alignment alternative:

- Crenshaw/Adams Stop serving Line 210 (southbound)
- Venice/San Vicente Stop serving Line 33 (westbound)
- Fairfax/Wilshire Stop serving Line 217 (northbound)
- Fairfax/6th Stop serving Line 217 (northbound)
- Fairfax/6th Stop serving Line 217 (southbound)
- Fairfax/3rd Stop serving Lines 217, 16, 218, and Fairfax (southbound)
- Fairfax/3rd Stop serving Line 217 (southbound)
- Fairfax/3rd Stop serving Line 217 (northbound)
- Fairfax/3rd Stop serving Line 16 (eastbound)
- Fairfax/3rd Stop serving Line 16 (westbound)
- Beverly/Orlando Stop serving Line 14 (eastbound)

- Beverly/La Cienega Stop serving Line 14 (eastbound)
- Santa Monica/Larrabee Stop serving Lines 4, 10, and 18 (eastbound)
- Santa Monica/Hancock Stop serving Line 4, Cityline Local-West, and The Pickup (westbound)
- Santa Monica/Hancock Stop serving Line 4, and The Pickup (eastbound)
- Fairfax/Santa Monica Stop serving Line 217 (northbound)
- Fairfax/Santa Monica Stop serving Line 4 and Cityline Commuter (westbound)
- Santa Monica/Genesee Stop serving Line 4 and Cityline Local-West (westbound)
- La Brea/Santa Monica Stop serving Line 212 (southbound)
- Highland/Sunset Stop serving Line 224 and Hollywood Counterclockwise (southbound)
- Highland/Hawthorne Stop serving Line 224 (southbound)
- Hollywood/Highland Stop serving Line 212 (southbound)
- Hollywood/Highland Stop serving Line 212 and Hollywood Clockwise (northbound)
- Hollywood/Franklin Stop serving Line 224 (southbound)

In addition to street closures, service along the Metro E, B, D, and K Lines would be temporarily affected while the Project's connections are being constructed. Table 6-2 summarizes the effects of construction on Metro B, D, E, and K Line stations.

TABLE 6-2. SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE – CONSTRUCTION EFFECTS ON METRO B, D, AND K LINE STATIONS

STATION	EFFECT	DURATION
B Line Hollywood/Highland Entrance 1 (Southwest)	Partial station mezzanine closure; access to platform, entrance, and tracks not affected	Occasional night and weekend closures over the course of six months
B Line Hollywood/Highland Entrance 2 (Southeast)	Partial platform closure; access to mezzanine, entrance, and tracks not affected	Occasional night and weekend closures over the course of six months
D Line Wilshire/Fairfax	Train access only (no passengers) with single tracking	Occasional night and weekend closures over the course of two years
	Train and limited passenger access (east end of station) with single tracking	Two years
K Line Expo/Crenshaw	Single tracking from MLK Station or Leimert Park Station to Expo/Crenshaw Station	Up to 20 weekends
E Line Expo/Crenshaw	E Line track closure across Crenshaw Boulevard between the westbound and eastbound Expo/Crenshaw Station platforms. Passengers would disembark the train and cross Crenshaw Boulevard on foot to transfer to a train at the other platform.	23 weeks plus intermittent closures over the course of two years

Source: Connect Los Angeles Partners 2023

As shown in Table 6-2, partial closures would occur at the Metro B, D, E, and K Line stations, tracks, and access to entrances would be limited during construction. These partial closures would mostly occur during nights and weekends. The Metro B, D, E, and K Lines would remain operational during construction of the alignment alternative. Construction of the alignment alternative is not anticipated to affect operation of the Metro Bus Division located near the San Vicente/Santa Monica Station.

As described in PM TRA-2, a construction TMP would be prepared in coordination with all local jurisdictions affected by the construction. The TMP would include information on bus detours and relocated stops and about the partial closures and limited access at the affected Metro B, D, E, and K Line stations. Warning signs would also be installed to inform transit users of the upcoming closures and the duration of such closures. The San Vicente-Fairfax Alignment Alternative would be constructed per applicable state, Metro, and city design criteria and standards. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address transit.

CONSTRUCTION IMPACTS ON ROADWAYS

Less Than Significant Impact. During construction of the San Vicente–Fairfax Alignment Alternative, detours associated with the temporary street and lane closures described above would change the vehicular circulation in the RSA and would result in temporary access limitations.

The additional construction-related traffic could result in queuing issues at the I-10/Crenshaw Boulevard interchange exit ramps. Construction activities at selected areas such as the Crenshaw/Adams Station and the La Brea/Santa Monica Station, which are near Caltrans facilities, would require coordination with Caltrans.

The Construction Approach Memorandum (Metro 2023) prepared for this Project identifies the truck haul routes to transport excavated material from the construction zone to disposal sites. The proposed haul routes would access freeways through I-10/Crenshaw Boulevard, I-10/La Brea Avenue, I-10/La Cienega Boulevard, US-101/Santa Monica Boulevard, US-101/Western Avenue, US-101/Cahuenga Boulevard, and US-101/Highland Avenue/Cahuenga Boulevard interchanges. The proposed haul routes and truck freeway access locations would be finalized in coordination with Caltrans. It is anticipated that, due to the nature of the construction activity, the road network near the TBM launch sites would experience higher levels of construction-related traffic.

As summarized in PM TRA-2, a construction TMP would be prepared in advance of any construction activity. The TMP would include information on street and lane closures, duration of these closures, and detour routes. Motorists would be informed about these closures and detours through signage and media alerts. The San Vicente-Fairfax Alignment Alternative would be constructed per applicable state, Metro, and city design criteria and standards. The alignment alternative would be consistent with Policy 1.6 from the City of Los Angeles Mobility Plan 2035 that states, “Design detour facilities to provide safe passage for all modes of travel during construction.” As described in PM TRA-2, Metro would provide financial assistance to small businesses affected by the proposed construction activities through the Business Interruption Fund. Therefore, the San Vicente–Fairfax Alignment Alternative

would have a less than significant impact to programs, plans, ordinances, or policies that address roadway circulation during construction.

CONSTRUCTION IMPACTS ON BICYCLE AND PEDESTRIAN CIRCULATION

Less Than Significant Impact. Construction of the San Vicente–Fairfax Alignment Alternative would not conflict with the plans and policies that prioritize bicycle and pedestrian access and would not preclude expansion and improvement of bicycle and pedestrian facilities in the RSA. However, construction activities would temporarily restrict access to bicycle and pedestrian facilities in the RSA. Sidewalks in the RSA would be affected by either full or partial street closures. Construction of the alignment alternative would potentially affect the following bicycle facilities in the RSA:

- Class II bike lane on San Vicente Boulevard (running southeast) approaching Pico Boulevard
- Class II bike lanes on Santa Monica Boulevard (running eastbound and westbound)

As summarized in PM TRA-2, alternative routes would be identified in the construction TMP, and bicyclists and pedestrians would be informed of such closures and detours through signage. The San Vicente-Fairfax Alignment Alternative would be constructed per applicable state, Metro, and city design criteria and standards. The alignment alternative would be consistent with Policy 1.6 from the City of Los Angeles Mobility Plan 2035 that states, “Design detour facilities to provide safe passage for all modes of travel during construction.” Therefore, the San Vicente–Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address bicycle and pedestrian facilities during construction.

CONSTRUCTION IMPACTS CONCLUSION

Based on the street closures and the impacts described in the above sections, construction of the San Vicente–Fairfax Alignment Alternative would not conflict with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, this alignment alternative would have a less than significant impact during construction.

OPERATIONAL IMPACTS

The San Vicente–Fairfax Alignment Alternative would create a new transit connection and would increase mobility to communities in the region. As shown in Table B-1 in Appendix B, the alternative is not in conflict with any regional or local jurisdictions’ policies and the Project is included in the Metro LRTP.

The detailed evaluation of the potential operational impacts on the RSA circulation system, including transit facilities, roadways, and bicycle and pedestrian circulation, is provided in the sections below.

OPERATIONAL IMPACTS ON TRANSIT FACILITIES

Less Than Significant Impact. Jurisdictions in the region have set goals to improve mobility, encourage the use of transit, and provide affordable and efficient transit services through their plans and policies. The San Vicente–Fairfax Alignment Alternative would extend the Metro K Line from the E Line to the D

and B Lines, enhancing transit connectivity. The estimated ridership for the San Vicente-Fairfax Alignment Alternative is forecasted to be 59,700 daily project trips in the year 2045. Forecasted ridership demonstrates that operation of the alignment alternative would provide a measurable benefit to transit riders in the corridor.

As detailed in Table B-1 in Appendix B, the alignment alternative would be consistent with all the programs and policies addressing transit circulation in the RSA, including the following:

- 2020-2045 SCAG RTP/SCS
- City of Los Angeles Mobility Plan 2035
- City of West Hollywood General Plan Mobility Element

In addition, the San Vicente–Fairfax Alignment Alternative is consistent with Metro plans and policies that address transit development and operations, including the 2020 LRTP, Vision 2028, and Measure M guidelines.

Therefore, operation of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address transit.

OPERATIONAL IMPACTS ON ROADWAYS

Less Than Significant Impact. The goals of the jurisdictions related to roadways in the region include implementing complete streets features, improving mobility for all modes of transportation, and reducing VMT. As detailed in Table B-1 in Appendix B, the San Vicente–Fairfax Alignment Alternative would not conflict with those goals and would advance the goals pertaining to reduction of VMT, as demonstrated in Table 6-11. The alignment alternative would operate primarily underground, and train operations would not change vehicular circulation on roadways in the RSA. Parking facilities would not be provided at stations, and the majority of riders are anticipated to access stations via transit, walking, or bicycling (Table 6-3). While some passengers would access stations via vehicular pick-up or drop-off, it is anticipated to be a small percentage of overall access, and curbside drop-off/pick-up would be managed in accordance with local plans and policies per PM TRA-2. Therefore, operation of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address roadway access and circulation.

TABLE 6-3. SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE – DAILY MODE OF ACCESS BY STATION (RIDERS)

STATION	WALK ACCESS/EGRESS	BUS ACCESS/EGRESS	PICK UP/DROP OFF	RAIL TRANSFER	TOTAL
Crenshaw/Adams	1,574	522	58	-	2,154
Midtown Crossing	1,350	1,489	44	-	2,883
Wilshire/Fairfax	1,634	97	21	12,478	14,230
Fairfax/3rd	1,669	869	31	-	2,569
La Cienega/Beverly	2,859	1,386	26	-	4,271
Santa Monica/San Vicente	2,860	340	26	-	3,226
Fairfax/Santa Monica	2,802	669	58	-	3,529
La Brea/Santa Monica	1,980	1,179	44	-	3,203
Hollywood/Highland	1,526	92	37	3,770	5,425

Source: Connect Los Angeles Partners 2023

OPERATIONAL IMPACTS ON BICYCLE AND PEDESTRIAN CIRCULATION

Less Than Significant Impact. Jurisdictions in the region have set goals to expand, improve, and provide an interconnected system of bikeways and support facilities, to provide and maintain high-quality pedestrian access, and to implement a balanced transportation system through their plans and policies. As summarized in Table B-1 in Appendix B, the San Vicente–Fairfax Alignment Alternative would not conflict with the plans and policies that prioritize bicycle and pedestrian access and would not preclude expansion and improvement of bicycle and pedestrian facilities in the RSA, including those identified in the following plans:

- 2012 Los Angeles County Bicycle Master Plan
- City of Los Angeles Mobility Plan 2035
- 2010 City of Los Angeles Bicycle Plan
- City of West Hollywood General Plan Mobility Element
- City of West Hollywood Bicycle and Pedestrian Mobility Plan

In addition, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance safety of pedestrian and bicyclist station access. Therefore, operation of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address bicycle and pedestrian circulation.

OPERATIONAL IMPACTS CONCLUSION

Based on the impact evaluation described in the above sections, operation of the San Vicente–Fairfax Alignment Alternative would not conflict with programs, plans, ordinances, or policies addressing the

circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the San Vicente–Fairfax Alignment Alternative would have a less than significant impact during operation.

6.1.3.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

CONSTRUCTION IMPACTS

Construction of the Fairfax Alignment Alternative would involve temporary transit and roadway circulation changes due to street and sidewalk closures, and possible relocation of bus stops in the RSA. As described under PM TRA-2, a construction TMP would be prepared in advance of initiating the construction activities, and warning signs would be installed to inform users of the detours and relocated bus stops.

CONSTRUCTION ACTIVITIES SUMMARY

Table 6-4 summarizes the anticipated street closures for the Fairfax Alignment Alternative. Street closures would be concentrated in areas that would require cut-and-cover construction, including station boxes, crossover structures, connection boxes, and TBM retrieval sites. Street closures, especially full street closures, could disrupt transit service, roadway circulation, and bicycle facilities. To the extent feasible, full street closures would be limited to weekends while partial closures may occur for several months at a time. Refer to the KNE Construction Approach Memorandum (Metro 2023) for a detailed discussion of construction methods.

TABLE 6-4. FAIRFAX ALIGNMENT ALTERNATIVE – STREET CLOSURES DURING CONSTRUCTION

APPROXIMATE LOCATIONS	CONSTRUCTION ACTIVITIES	TYPE OF CLOSURE	CONSTRUCTION DURATION (AT EACH SITE)
Stations and Crossovers • Crenshaw/Adams Station (Crenshaw Boulevard between Adams Boulevard and 29th Street) • Midtown Crossing Station (Pico Boulevard west of San Vicente Boulevard) • Wilshire/Fairfax (Fairfax Avenue between Wilshire Boulevard and Lindenhurst Avenue) • Fairfax/3rd (Fairfax Avenue between 3rd Street and Farmer's Market Place) • Fairfax/Santa Monica (Santa Monica Blvd between Fairfax Avenue and Genesee Avenue) • La Brea/Santa Monica (Santa Monica between La Brea Avenue and Sycamore Avenue) • Hollywood/Highland (Highland Avenue between Sunset Boulevard and Franklin Avenue) • Expo/Crenshaw Connection Box (Crenshaw Boulevard south of Expo) – duration of full street closures for connection box would be shorter than for station boxes	Utility Relocation and Preparation	Partial Street Closures	Intermittent over a one- to two-year period
	Pile Installation	Partial Street Closures	Six to 12 months
	Initial Street Excavation and Street Decking Installation	Full Street Closures, Full or Partial Intersection Closures	Approximately three to 12 weekends (56 hours, Friday evening through Monday morning)
	Street Decking Removal	Full Street Closures	Approximately three-12 weekends (56 hours, Friday evening through Monday morning)
	Surface Restoration	Full Street Closures, Full or Partial Intersection Closures	Approximately 20 weekends (56 hours, Friday evening through Monday morning)
Cross-passages • Various locations along alignment spaced approximately every 800 feet	Ground Improvement	Partial	Three to four weeks
• La Brea/Santa Monica (Santa Monica Boulevard)	TBM Launch	Full Street Closures	Approximately two weekends (56 hours, Friday evening through Monday morning)
• Expo/Crenshaw (Crenshaw Boulevard) • Wilshire/Fairfax (Fairfax Avenue) • Hollywood/Highland (Highland Avenue)	TBM Retrieval	Full Street Closures	Approximately two weekends (56 hours, Friday evening through Monday morning)

Source: Connect Los Angeles Partners 2023

The detailed evaluation of the potential impacts of the alignment alternative on the RSA circulation system, including transit facilities, roadways, and bicycle and pedestrian circulation, is provided below.

CONSTRUCTION IMPACTS ON TRANSIT FACILITIES

Less Than Significant Impact. During construction of the Fairfax Alignment Alternative, possible street closures might require temporarily relocating existing bus stops and rerouting buses. Possible delays and increased travel times could occur due to construction zones and temporary lane closures. Based on 2019 existing settings, the following bus stops could be temporarily relocated under this alternative:

- Crenshaw/Adams Stop serving Line 210 (southbound)
- Venice/San Vicente Stop serving Line 33 (westbound)
- Fairfax/Wilshire Stop serving Line 217 (northbound)
- Fairfax/6th Stop serving Line 217 (northbound)
- Fairfax/6th Stop serving Line 217 (southbound)
- Fairfax/3rd Stop serving Lines 217, 16, 218, and Fairfax (southbound)
- Fairfax/3rd Stop serving Line 217 (southbound)
- Fairfax/3rd Stop serving Line 217 (northbound)
- Fairfax/3rd Stop serving Line 16 (eastbound)
- Fairfax/3rd Stop serving Line 16 (westbound)
- Fairfax/Santa Monica Stop serving Line 217 (northbound)
- Fairfax/Santa Monica Stop serving Line 4 and Cityline Commuter (westbound)
- Santa Monica/Genesee Stop serving Line 4 and Cityline Local-West (westbound)
- La Brea/Santa Monica Stop serving Line 212 (southbound)
- Highland/Sunset Stop serving Line 224 and Hollywood counterclockwise (southbound)
- Highland/Hawthorne Stop serving Line 224 (southbound)
- Hollywood/Highland Stop serving Line 212 (southbound)
- Hollywood/Highland Stop serving Line 212 and Hollywood Clockwise (northbound)
- Hollywood/Franklin Stop serving Line 224 (southbound)

In addition to street closures, service along the Metro B, D, E, and K Lines would be temporarily affected while the Project's connections are being constructed. Table 6-5 summarizes the effects of construction on Metro's B, D, E, and K Line stations.

TABLE 6-5. FAIRFAX ALIGNMENT ALTERNATIVE – CONSTRUCTION EFFECTS ON METRO B, D, E, AND K LINE STATIONS

STATION	EFFECT	DURATION
B Line Hollywood/Highland Entrance 1 (Southwest)	Partial station mezzanine closure; access to platform, entrance, and tracks not affected	Occasional night and weekend closures over the course of six months
B Line Hollywood/Highland Entrance 2 (Southeast)	Partial platform closure; access to mezzanine, entrance, and tracks not affected	Occasional night and weekend closures over the course of six months
D Line Wilshire/Fairfax	Train access only (no passengers) with single tracking	Occasional night and weekend closures over the course of two years
	Train and limited passenger access (east end of station) with single tracking	Two years
K Line Expo/Crenshaw	Single tracking from MLK Station or Leimert Park Station to Expo/Crenshaw Station	Up to 20 weekends
E Line Expo/Crenshaw	E Line track closure across Crenshaw Boulevard between the westbound and eastbound Expo/Crenshaw Station platforms. Passengers would disembark the train and cross Crenshaw Boulevard on foot to transfer to a train at the other platform.	23 weeks plus intermittent closures over the course of two years

Source: Connect Los Angeles Partners 2023

As shown in Table 6-5, partial closures would occur at the Metro B, D, E, and K Line stations, tracks, and access to entrances would be limited during construction. These partial closures would mostly occur during nights and weekends. The Metro B, D, E, and K Lines would remain operational during construction of the alignment alternative.

As described in PM TRA-2, a construction TMP would be prepared in coordination with all local jurisdictions affected by construction. The TMP would include information on bus detours and relocated stops and about the partial closures and limited access at the affected Metro B, D, E, and K Line stations. Warning signs would also be installed to inform transit users of the upcoming closures and the duration of such closures. The Fairfax Alignment Alternative would be constructed per applicable state, Metro, and city design criteria and standards. Therefore, construction of the Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address transit.

CONSTRUCTION IMPACTS ON ROADWAYS

Less Than Significant Impact. During construction of the Fairfax Alignment Alternative, detours associated with temporary street and lane closures would change the vehicular circulation in the RSA and would result in temporary access limitations.

The additional construction-related traffic could result in queuing issues at the I-10/Crenshaw Boulevard interchange exit ramps. Construction activities at selected areas, such as the

Crenshaw/Adams and La Brea/Santa Monica Stations, which are near Caltrans facilities, would require coordination with Caltrans.

The Construction Approach Memorandum (Metro 2023) prepared for this Project identifies truck haul routes to transport excavated material from the construction zone to disposal sites. The proposed haul routes would access freeways through I-10/Crenshaw Boulevard, I-10/La Brea Avenue, I-10/La Cienega Boulevard, US-101/Santa Monica Boulevard, US-101/Western Avenue, US-101/Cahuenga Boulevard, and US-101/Highland Avenue/Cahuenga Boulevard interchanges. The proposed haul routes and truck freeway access locations would be finalized in coordination with Caltrans. It is anticipated that due to the nature of the construction activity, the road network near the TBM launch sites would experience higher levels of construction-related traffic.

As summarized in PM TRA-2, a construction TMP would be prepared in advance of any construction activity. The TMP would include information on street and lane closures, duration of these closures, and detour routes. Motorists would be informed about these closures and detours through signage. The Fairfax Alignment Alternative would be constructed per applicable state, Metro, and city design criteria and standards. The alignment alternative also would be consistent with Policy 1.6 from the City of Los Angeles Mobility Plan 2035 that states, "Design detour facilities to provide safe passage for all modes of travel during construction." As described in PM TRA-2, Metro would provide financial assistance to small businesses affected by the proposed construction activities through the Business Interruption Fund. Therefore, the Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address roadway circulation during construction.

CONSTRUCTION IMPACTS ON BICYCLE AND PEDESTRIAN CIRCULATION

Less Than Significant Impact. Construction of the Fairfax Alignment Alternative would not conflict with the plans and policies that prioritize bicycle and pedestrian access and would not preclude expansion and improvement of bicycle and pedestrian facilities in the RSA. However, construction activity could temporarily restrict access to bicycle and pedestrian facilities in the RSA. Sidewalks in the RSA would be affected by either full or partial street closures. Construction of the alignment alternative could affect the following bicycle facilities in the RSA:

- Class II bike lane on San Vicente Boulevard (running southeast) approaching Pico Boulevard
- Class II bike lanes on Santa Monica Boulevard (running eastbound and westbound)

As summarized in PM TRA-2, alternative routes would be identified in the construction TMP, and bicyclists and pedestrians would be informed of such closures and detours through signage. The Fairfax Alignment Alternative would be constructed per applicable state, Metro, and city design criteria and standards. The alignment alternative would be consistent with Policy 1.6 from the City of Los Angeles Mobility Plan 2035 that states, "Design detour facilities to provide safe passage for all modes of travel during construction." Therefore, the Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address bicycle and pedestrian facilities during construction.

CONSTRUCTION IMPACTS CONCLUSION

Based on the street closures and the impacts described in the above sections, construction of the Fairfax Alignment Alternative would not conflict with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, this alignment alternative would have a less than significant impact during construction.

OPERATIONAL IMPACTS

The Fairfax Alignment Alternative would create a new transit connection and would increase mobility to communities in the region. As shown in Table B-1 in Appendix B, the Fairfax Alignment Alternative is not in conflict with any regional or local jurisdictions' policies and the Project is included in the Metro LRTP.

The detailed evaluation of potential impacts on the RSA circulation system, including transit facilities, roadways, and bicycle and pedestrian circulation, is provided in the sections below.

OPERATIONAL IMPACTS ON TRANSIT FACILITIES

Less Than Significant Impact. Jurisdictions in the region have set goals to improve mobility, encourage the use of transit, and provide affordable and efficient transit services through their plans and policies. The Fairfax Alignment Alternative would extend the Metro K Line from the E Line to the D and B Lines, enhancing transit connectivity. The estimated ridership for the Fairfax Alignment Alternative is forecasted to be 52,900 daily project trips in year 2045. The forecasted ridership demonstrates that operation of the Fairfax Alignment Alternative would provide a measurable benefit to transit riders in the corridor.

As detailed in Table B-1 in Appendix B, the Fairfax Alignment Alternative would be consistent with all programs and policies addressing transit circulation in the RSA, including the following:

- 2020-2045 SCAG RTP/SCS
- City of Los Angeles Mobility Plan 2035
- City of West Hollywood General Plan Mobility Element

In addition, the Fairfax Alignment Alternative is consistent with Metro plans and policies that address transit development and operations, including the 2020 LRTP, Vision 2028, and Measure M Guidelines.

Therefore, operation of the Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address transit facilities.

OPERATIONAL IMPACTS ON ROADWAYS

Less Than Significant Impact. The goals of jurisdictions in the region related to roadways include implementing complete streets features, improving mobility for all modes of transportation, and reducing VMT. As detailed in Table B-1 in Appendix B, the Fairfax Alignment Alternative would not conflict with those goals and would advance the goals pertaining to reduction of VMT, as demonstrated in Table 6-12. The Fairfax Alignment Alternative would operate primarily underground,

and operation of the trains would not change vehicular circulation on roadways in the RSA. Parking facilities would not be provided at stations, and the majority of riders are anticipated to access the stations via transit, walking, or bicycling (Table 6-6). While some passengers would access the station via vehicular pick-up or drop-off, it is anticipated to be a small percentage of overall access. Curbside drop-off/pick-up will be managed in accordance with local plans and policies per PM TRA-2. Therefore, operation of the Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address roadway access and circulation.

TABLE 6-6. FAIRFAX ALIGNMENT ALTERNATIVE – DAILY MODE OF ACCESS BY STATION (RIDERS)

STATION	WALK ACCESS/EGRESS	BUS ACCESS/EGRESS	PICK UP/DROP OFF	RAIL TRANSFER	TOTAL
Crenshaw/Adams	1,513	515	55	-	2,083
Midtown Crossing	1,287	1,525	41	-	2,853
Wilshire/Fairfax	1,873	161	26	12,365	14,425
Fairfax/3rd	2,134	1,564	25	-	3,723
Fairfax/Santa Monica	2,876	646	43	-	3,565
La Brea/Santa Monica	2,134	1,255	40	-	3,429
Hollywood/Highland	1,462	107	31	3,405	5,005

Source: Connect Los Angeles Partners 2023

OPERATIONAL IMPACTS ON BICYCLE AND PEDESTRIAN CIRCULATION

Less Than Significant Impact. Jurisdictions in the region have set goals to expand, improve, and provide an interconnected system of bikeways and support facilities, to provide and maintain high-quality pedestrian access, and to implement a balanced transportation system through their plans and policies. As summarized in Table B-1 in Appendix B, the Fairfax Alignment Alternative would not conflict with the plans and policies that prioritize bicycle and pedestrian access and would not preclude expansion and improvement of bicycle and pedestrian facilities in the RSA, including those identified in the following plans:

- 2012 Los Angeles County Bicycle Master Plan
- City of Los Angeles Mobility Plan 2035
- 2010 City of Los Angeles Bicycle Plan
- City of West Hollywood General Plan Mobility Element
- City of West Hollywood Bicycle and Pedestrian Mobility Plan

In addition, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance the safety of station access for pedestrians and bicyclists. Therefore, operation of the Fairfax Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address bicycle and pedestrian circulation.

OPERATIONAL IMPACTS CONCLUSION

Based on the impact evaluation described in the above sections, operation of the Fairfax Alignment Alternative would not conflict with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Fairfax Alignment Alternative would have a less than significant impact during operation.

6.1.3.3 ALIGNMENT ALTERNATIVE 3: LA BREA

CONSTRUCTION IMPACTS

Construction of the La Brea Alignment Alternative would involve temporary transit, roadway, bicycle, and pedestrian circulation changes due to street and sidewalk closures, and possible relocation of bus stops in the RSA. As described under PM TRA-2, a construction TMP would be prepared in advance of initiating construction activities, and warning signs would be installed to inform users of the detours and relocated bus stops.

CONSTRUCTION ACTIVITIES SUMMARY

Table 6-7 summarizes the anticipated street closures for the La Brea Alignment Alternative. Street closures would be concentrated in areas that would require cut-and-cover construction, including station boxes, crossover structures, connection boxes, and TBM retrieval sites. Street closures, especially full street closures, could disrupt transit service, roadway circulation, and bicycle facilities. To the extent feasible, full street closures would be limited to weekends while partial closures may occur for several months at a time. Refer to the KNE Construction Approach Report (Metro 2023) for a detailed discussion of construction methods.

TABLE 6-7. LA BREA ALIGNMENT ALTERNATIVE – STREET CLOSURES DURING CONSTRUCTION

APPROXIMATE LOCATIONS	CONSTRUCTION ACTIVITIES	TYPE OF CLOSURE	CONSTRUCTION DURATION (AT EACH SITE)
Stations and Crossovers • Crenshaw/Adams Station (Crenshaw Boulevard between Adams Boulevard and 29th Street) • Midtown Crossing Station (Pico Boulevard west of San Vicente Boulevard) • Wilshire/La Brea (La Brea Avenue between 8th Street and 6th Street) • La Brea/Beverly (La Brea Avenue between Beverly Boulevard and Oakwood Avenue) • La Brea/Santa Monica (Santa Monica between La Brea and Sycamore Avenue) • Hollywood/Highland (Highland Avenue between Sunset Boulevard and Franklin Avenue) • Expo/Crenshaw Connection Box (Crenshaw Boulevard south of Expo) – duration of full street closures for connection box would be shorter than for station boxes	Utility Relocation and Preparation	Partial Street Closures	Intermittent over a one- to two-year period
	Pile Installation	Partial Street Closures	Six to 12 months
	Initial Street Excavation and Street Decking Installation	Full Street Closures, Full or Partial Intersection Closures	Approximately three to 12 weekends (56 hours, Friday evening through Monday morning)
	Street Decking Removal	Full Street Closures	Approximately three-12 weekends (56 hours, Friday evening through Monday morning)
	Surface Restoration	Full Street Closures, Full or Partial Intersection Closures	Approximately 20 weekends (56 hours, Friday evening through Monday morning)
Cross-passages • Various locations along alignment spaced approximately every 800 feet	Ground Improvement	Partial	Three to four weeks
• La Brea/Santa Monica (La Brea Avenue)	TBM Launch	Full Street Closures	Approximately two weekends (56 hours, Friday evening through Monday morning)
• Expo/Crenshaw (Crenshaw Boulevard) • Wilshire/La Brea (La Brea Avenue) • Hollywood/Highland (Highland Avenue)	TBM Retrieval	Full Street Closures	Approximately two weekends (56 hours, Friday evening through Monday morning)

Source: Connect Los Angeles Partners 2023

The detailed evaluation of the potential impacts of the alignment alternative on the RSA circulation system, including transit facilities, roadways, and bicycle and pedestrian circulation, is provided in the sections below.

CONSTRUCTION IMPACTS ON TRANSIT FACILITIES

Less Than Significant Impact. During construction of the La Brea Alignment Alternative, possible street closures could require temporarily relocating existing bus stops and rerouting buses. Possible delays and increased travel times could occur due to construction zones and temporary lane closures. Based on 2019 existing settings, the following bus stops could be temporarily relocated under this alternative:

- Crenshaw/Adams Stop serving Line 210 (southbound)
- Venice/San Vicente Stop serving Line 33 (westbound)
- La Brea/8th Stop serving Line 212 (northbound)
- La Brea/8th Stop serving Line 212 (southbound)
- La Brea/Wilshire Stop serving Line 212 (northbound)
- La Brea/6th Stop serving Lines 212 and 786 (northbound)
- La Brea/6th Stop serving Line 212 (southbound)
- La Brea/Beverly Stop serving Lines 212 and 786 (southbound)
- La Brea/Oakwood Stop serving Line 212 (northbound)
- La Brea/Oakwood Stop serving Line 212 (southbound)
- La Brea/Santa Monica Stop serving Line 212 (southbound)
- Highland/Sunset Stop serving Line 224 and Hollywood counterclockwise (southbound)
- Highland/Hawthorne Stop serving Line 224 (southbound)
- Hollywood/Highland Stop serving Line 212 (southbound)
- Hollywood/Highland Stop serving Line 212 and Hollywood Clockwise (northbound)
- Hollywood/Franklin Stop serving Line 224 (southbound)

In addition to the bus services listed in Section 5.2.1.1, in September 2023 Metro began operation of bus priority lanes on La Brea Avenue between Sunset Boulevard and Olympic Boulevard during weekday peak commute hours, with service from Olympic Boulevard to Coliseum Street expected later in 2023. Construction of the La Brea Alignment Alternative could temporarily result in delays, increased travel times, relocation of bus stops, and rerouting of buses associated with these new bus priority lanes.

In addition to street closures, service along the Metro B, D, E, and K Lines would be temporarily affected while the Project's connections are being constructed. Table 6-8 summarizes the effects of construction on Metro B, D, E, and K Line stations.

TABLE 6-8. LA BREA ALIGNMENT ALTERNATIVE – CONSTRUCTION EFFECTS ON METRO B, D, E, AND K LINE STATIONS

STATION	EFFECT	DURATION
B Line Hollywood/Highland Entrance 1 (Southwest)	Partial station mezzanine closure; access to platform, entrance, and tracks not affected	Occasional night and weekend closures over the course of six months
B Line Hollywood/Highland Entrance 2 (Southeast)	Partial platform closure; access to mezzanine, entrance, and tracks not affected	Occasional night and weekend closures over the course of six months
D Line Wilshire/La Brea	Limited access to D Line entrance	Occasional night and weekend closures over the course of six months
K Line Expo/Crenshaw	Single tracking from MLK Station or Leimert Park Station to Expo/Crenshaw Station	Up to 20 weekends
E Line Expo/Crenshaw	E Line track closure across Crenshaw Boulevard between the westbound and eastbound Expo/Crenshaw Station platforms. Passengers would disembark the train and cross Crenshaw Boulevard on foot to transfer to a train at the other platform.	23 weeks plus intermittent closures over the course of two years

Source: Connect Los Angeles Partners 2023

As shown in Table 6-8, partial closures would occur at the Metro B, D, E, and K Line stations, tracks, and access to entrances would be limited during construction. These partial closures would mostly occur during nights and weekends. The Metro B, D, and K Lines would remain operational during construction of the alignment alternative.

As described in PM TRA-2, a construction TMP would be prepared in coordination with all local jurisdictions affected by construction. The TMP would include BMPs requiring information to be posted regarding bus detours and relocated stops and about the partial closures and limited access at the affected Metro B, D, E, and K Line stations. Warning signs would also be installed to inform transit users of upcoming closures and the duration of such closures. The La Brea Alignment Alternative would be constructed per applicable state, Metro, and city design criteria and standards. Therefore, construction of the La Brea Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address transit.

CONSTRUCTION IMPACTS ON ROADWAYS

Less Than Significant Impact. During construction of the La Brea Alignment Alternative, detours associated with temporary street and lane closures would change the vehicular circulation in the RSA and would result in temporary access limitations.

The additional construction-related traffic could result in queuing issues at the I-10/Crenshaw Boulevard interchange exit ramps. The construction activities at selected areas such as Crenshaw/Adams Station and La Brea/Santa Monica Station, which are near Caltrans facilities, would require coordination with Caltrans.

The Construction Approach Memorandum (Metro 2023) prepared for this project identifies the truck haul routes to transport excavated materials from the construction zone to disposal sites. The proposed haul routes would access freeways through I-10/Crenshaw Boulevard, I-10/La Brea Avenue, I-10/La Cienega Boulevard, US-101/Santa Monica Boulevard, US-101/Western Avenue, US-101/Cahuenga Boulevard, and US-101/Highland Avenue/Cahuenga Boulevard interchanges. The proposed haul routes and truck freeway access locations would be finalized in coordination with Caltrans. It is anticipated that, due to the nature of the construction activity, the road network near the TBM launch sites would experience higher levels of construction-related traffic.

As summarized in PM TRA-2, a construction TMP would be prepared in advance of any construction activity. The TMP would include information on street and lane closures, duration of these closures, and detour routes. Motorists would be informed about these closures and detours through signage. The La Brea Alignment Alternative would be constructed per applicable state, Metro, and city design criteria and standards. The La Brea Alignment Alternative would be consistent with Policy 1.6 from the City of Los Angeles Mobility Plan 2035 that states, "Design detour facilities to provide safe passage for all modes of travel during construction." As described in PM TRA-2, Metro would provide financial assistance to small businesses affected by the proposed construction activities through the Business Interruption Fund. Therefore, the La Brea Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address roadway circulation during construction.

CONSTRUCTION IMPACTS ON BICYCLE AND PEDESTRIAN CIRCULATION

Less Than Significant Impact. Construction of the La Brea Alignment Alternative would not conflict with the plans and policies that prioritize bicycle and pedestrian access and would not preclude expansion and improvement of bicycle and pedestrian facilities in the RSA. However, construction activity could temporarily restrict access to bicycle and pedestrian facilities in the RSA. Sidewalks in the RSA would be affected by either full or partial street closures. Construction of the La Brea Alignment Alternative could affect the following bicycle facility in the RSA:

- Class II bike lane on San Vicente Boulevard (running southeast) approaching Pico Boulevard

As summarized in PM TRA-2, alternative routes would be identified in the construction TMP, and bicyclists and pedestrians would be informed of such closures and detours through signage. The La Brea Alignment Alternative would be constructed per applicable state, Metro, and city design criteria and standards. The La Brea Alignment Alternative would be consistent with Policy 1.6 from the City of Los Angeles Mobility Plan 2035 that states, "Design detour facilities to provide safe passage for all modes of travel during construction." Therefore, the La Brea Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address bicycle and pedestrian facilities during construction.

CONSTRUCTION IMPACTS CONCLUSION

Based on the street closures and the impacts described in the above sections, construction of the La Brea Alignment Alternative would not conflict with programs, plans, ordinances, or policies addressing

the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the La Brea Alignment Alternative would have a less than significant impact during construction.

OPERATIONAL IMPACTS

The La Brea Alignment Alternative would create a new transit connection and would increase mobility to communities in the region. As shown in Table B-1 in Appendix B, the alternative is not in conflict with any regional or local jurisdictions' policies and the Project is included in the Metro LRTP.

The detailed evaluation of potential impacts on the RSA circulation system, including transit facilities, roadways, and bicycle and pedestrian circulation, is provided in the sections below.

OPERATIONAL IMPACTS ON TRANSIT FACILITIES

Less Than Significant Impact. Jurisdictions in the region have set goals to improve mobility, encourage the use of transit, and provide affordable and efficient transit services through their plans and policies. The La Brea Alignment Alternative would extend the Metro K Line from the E Line to the D and B Lines, enhancing transit connectivity. The estimated ridership for the La Brea Alignment Alternative is forecasted to be 47,200 daily project trips in year 2045. The forecasted ridership demonstrates that operation of the La Brea Alignment Alternative would provide a measurable benefit to transit riders in the corridor.

As detailed in Table B-1 in Appendix B, the La Brea Alignment Alternative would be consistent with all the programs and policies addressing transit circulation in the RSA, including the following:

- 2020-2045 SCAG RTP/SCS
- City of Los Angeles Mobility Plan 2035
- City of West Hollywood General Plan Mobility Element

In addition, the La Brea Alignment Alternative is consistent with Metro plans and policies that address transit development and operations, including the 2020 LRTP, Vision 2028, and Measure M Guidelines.

Therefore, operation of the La Brea Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address transit.

OPERATIONAL IMPACTS ON ROADWAYS

Less Than Significant Impact. The goals of jurisdictions in the region related to roadways include implementing complete streets features, improving mobility for all modes of transportation, and reducing VMT. As detailed Table B-1 in Appendix B, the La Brea Alignment Alternative would not conflict with those goals and would advance the goals pertaining to reduction of VMT, as demonstrated in Table 6-13. The La Brea Alignment Alternative would operate primarily underground, and operation of trains would not change vehicular circulation on roadways in the RSA. Parking facilities would not be provided at stations, and the majority of riders are anticipated to access stations via transit, walking, or bicycling (Table 6-9). While some passengers would access stations via vehicular pick-up or drop-off, it is anticipated to be a small percentage of overall access, and curbside

drop-off/pick-up would be managed in accordance with local plans and policies per PM TRA-2. Therefore, operation of the La Brea Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address roadway access and circulation.

TABLE 6-9. LA BREA ALIGNMENT ALTERNATIVE – DAILY MODE OF ACCESS BY STATION (RIDERS)

STATION	WALK ACCESS/EGRESS	BUS ACCESS/EGRESS	PICK UP/DROP OFF	RAIL TRANSFER	TOTAL
Crenshaw/Adams	1,462	516	52	-	2,030
Midtown Crossing	1,228	1,458	41	-	2,727
Wilshire/La Brea	1,281	351	13	12,665	14,309
La Brea/Beverly	1,573	216	24	-	1,812
La Brea/Santa Monica	2,099	1,337	36	-	3,472
Hollywood/Highland	1,576	179	25	3,308	5,088

Source: Connect Los Angeles Partners 2023

OPERATIONAL IMPACTS ON BICYCLE AND PEDESTRIAN CIRCULATION

Less Than Significant Impact. Jurisdictions in the region have set goals to expand, improve, and provide an interconnected system of bikeways and support facilities, to provide and maintain high-quality pedestrian access, and to implement a balanced transportation system through their plans and policies. As summarized in Table B-1 in Appendix B, the La Brea Alignment Alternative would not conflict with plans and policies that prioritize bicycle and pedestrian access and would not preclude expansion and improvement of bicycle and pedestrian facilities in the RSA, including those identified in the following plans:

- 2012 Los Angeles County Bicycle Master Plan
- City of Los Angeles Mobility Plan 2035
- 2010 City of Los Angeles Bicycle Plan
- City of West Hollywood General Plan Mobility Element
- City of West Hollywood Bicycle and Pedestrian Mobility Plan

In addition, as described in PM TRA-1, Metro would engage in first/last mile planning with local jurisdictions to enhance safety of pedestrian and bicyclist station access. Therefore, operation of the La Brea Alignment Alternative would have a less than significant impact to programs, plans, ordinances, or policies that address bicycle and pedestrian circulation.

OPERATIONAL IMPACTS CONCLUSION

Based on the impact evaluation described in the above sections, operation of the La Brea Alignment Alternative would not conflict with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the La Brea Alignment Alternative would have a less than significant impact during operation.

6.1.3.4 HOLLYWOOD BOWL DESIGN OPTION

CONSTRUCTION IMPACTS

Less Than Significant Impact. Similar to the alignment alternatives, construction of the Hollywood Bowl Design Option would include temporary street or lane closures, possible relocation of bus stops, and restricted access to bicycle and pedestrian facilities. The potential street closures required for construction of the design option are summarized in Table 6-10. The design option would result in fewer street closures than other proposed stations because it would be constructed using SEM, which would avoid cut-and-cover methods in the street.

TABLE 6-10. HOLLYWOOD BOWL DESIGN OPTION – STREET CLOSURES DURING CONSTRUCTION

APPROXIMATE LOCATIONS	CONSTRUCTION ACTIVITIES	TYPE OF CLOSURE	CONSTRUCTION DURATION (AT EACH SITE)
• Cahuenga End Shaft (Cahuenga Boulevard near Pilgrimage Bridge)	Pile Installation	Partial Street Closures	One to two months
	Initial Street Excavation and Street Decking Installation	Full Street Closures, Full or Partial Intersection Closures	Approximately three weekends (56 hours, Friday evening through Monday morning)
	Street Decking Removal	Full Street Closures	Approximately three weekends (56 hours, Friday evening through Monday morning)
	Surface Restoration	Full Street Closures, Full or Partial Intersection Closures	Approximately five weekends (56, hours Friday evening through Monday morning)
Cross-passages • South of Hollywood Fault	Ground Improvement	Partial	Three to four weeks

Source: Connect Los Angeles Partners 2023

As summarized in PM TRA-2, the construction TMP would identify alternate routes and safe access for all users. Construction activities at the Hollywood Bowl Station would be near Caltrans facilities and would require coordination with Caltrans. The Construction Approach Memorandum (Metro 2023) prepared for this Project identifies the truck haul routes to transport excavated material from the construction zone to disposal sites. The proposed haul routes would access freeways through the interchanges identified for the alignment alternatives. The proposed haul routes and truck freeway access locations would be finalized in coordination with Caltrans. Construction staging activities would not be directly located at the current Hollywood Bowl shuttle drop-off sites; however, because of the size of the proposed construction areas and the anticipated activity, Metro would need to coordinate with the Hollywood Bowl on circulation and access during construction of the design option.

Per PM TRA-2, a construction TMP would be prepared in coordination with all local jurisdictions affected by construction. The TMP would include information on bus detours and relocated stops. Warning signs would also be installed to inform transit users of upcoming closures and the duration of such closures. The design option would be constructed per applicable state, Metro, and city design criteria and standards. Therefore, construction of the Hollywood Bowl Design Option would not

potentially conflict with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and the design option would have a less than significant impact during construction.

OPERATIONAL IMPACTS

Less Than Significant Impact. The Hollywood Bowl Design Option, like the alignment alternatives, would create a new transit connection, increasing mobility to communities in the region and providing an additional station at the Hollywood Bowl. As shown in Table B-1 in Appendix B, the design option would not conflict with any regional or local jurisdictions' policies; therefore, would have a less than significant impact related to consistency with transportation policies.

6.1.3.5 MAINTENANCE AND STORAGE FACILITY

Table B-2 in Appendix B summarizes the regional and local transportation policies by jurisdiction near the MSF and evaluates the consistency of the MSF with these plans and policies.

CONSTRUCTION IMPACTS

Less Than Significant Impact. The MSF would be located adjacent to the existing Metro Division 16. Construction of the MSF would involve temporary partial street closures, possible relocation of bus stops, and temporary restriction of access to bicycle and pedestrian facilities. The KNE Construction Approach Report (Metro 2023) prepared for this Project identifies the truck haul routes that would be used to transport excavated material from the construction zone to disposal sites. The proposed haul routes would access the regional freeway system through the I-405/Century Boulevard interchange. The proposed haul routes and truck freeway access locations would be finalized in coordination with Caltrans. The Los Angeles World Airports Automated People Mover will operate in the vicinity of the MSF; however, construction of the MSF is not anticipated to interfere with Automated People Mover operations.

Per PM TRA-2, a construction TMP would be developed by the contractor before initiating construction activity, and the TMP would be submitted to Metro and other reviewing agencies for approval. The TMP would identify alternate routes and safe access for all users. Therefore, construction of the MSF would not conflict with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and the MSF would have a less than significant impact during construction.

OPERATIONAL IMPACTS

Less Than Significant Impact. As shown in Table B-2 in Appendix B, operation of the MSF would not conflict with any regional or local jurisdictions' policies. As set forth in PM TRA-1, any driveway associated with the MSF would be designed according to applicable state, Metro, and city design criteria and standards. Operation of the MSF is not anticipated to interfere with the Los Angeles World Airports Automated People Mover operations. Based upon the analysis described above, operation of the MSF would have a less than significant impact related to consistency with transportation policies.

6.1.4 IMPACT TRA-2: CONSISTENCY WITH CEQA GUIDELINES

Impact TRA-2: Would the Project conflict or be inconsistent with CEQA Guidelines Section § 15064.3, subdivision (b)?

CEQA Guidelines state that VMT should be used as a quantitative measure to determine significant impacts for transportation projects. The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published in December 2018 by the Governor's Office of Planning and Research states the following:

> Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed-use development.

6.1.4.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE-FAIRFAX

CONSTRUCTION IMPACTS

Less Than Significant Impact. During construction, the San Vicente–Fairfax Alignment Alternative would generate additional VMT related to construction activities. The additional employee trips associated with the construction activity would be temporary, and the additional VMT would be insignificant compared to the 2045 without Project condition. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

OPERATIONAL IMPACTS

Less Than Significant Impact. As described previously, per the Office of Planning and Research's technical advisory, transit projects are presumed to cause a less than significant impact on transportation. A quantitative VMT analysis was conducted using the Metro travel demand model to evaluate the potential impact of the San Vicente–Fairfax Alignment Alternative. A comparison of total daily VMT between the 2045 without Project condition and the San Vicente–Fairfax Alignment Alternative in year 2045 is summarized in Table 6-11. As shown in the table, the San Vicente–Fairfax Alignment Alternative would result in reduced VMT when compared to the 2045 without Project condition. Therefore, operation of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

TABLE 6-11. SAN VICENTE–FAIRFAX ALIGNMENT ALTERNATIVE – DAILY VMT REDUCTION

REGION	2045 WITHOUT PROJECT	2045 SAN VICENTE–FAIRFAX ALTERNATIVE	DIFFERENCE
Los Angeles County	263,676,685	263,541,206	-135,479
SCAG Region	586,683,502	586,548,027	-135,475

Source: Connect Los Angeles Partners 2023

6.1.4.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

CONSTRUCTION IMPACTS

Less Than Significant Impact. During construction, the Fairfax Alignment Alternative would generate additional VMT related to construction activities. The additional employee trips associated with the construction activity would be temporary, and the additional VMT would be insignificant compared to the 2045 without Project condition. Therefore, construction of the Fairfax Alignment Alternative would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

OPERATIONAL IMPACTS

Less Than Significant Impact. As described previously, per the Office of Planning and Research's technical advisory, transit projects are presumed to cause a less than significant impact on transportation. A quantitative VMT analysis was conducted using the Metro model to evaluate the potential impact of the Fairfax Alignment Alternative. A comparison of total daily VMT between the 2045 without Project condition and Fairfax Alignment Alternative in year 2045 is summarized in Table 6-12. As shown in the table, the Fairfax Alignment Alternative would result in reduced VMT when compared to the 2045 without Project condition. Therefore, operation of the Fairfax Alignment Alternative would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

TABLE 6-12. FAIRFAX ALIGNMENT ALTERNATIVE – DAILY VMT REDUCTION

REGION	2045 WITHOUT PROJECT	2045 FAIRFAX ALTERNATIVE	DIFFERENCE
Los Angeles County	263,676,685	263,549,218	-127,467
SCAG Region	586,683,502	586,556,053	-127,449

Source: Connect Los Angeles Partners 2023

6.1.4.3 ALIGNMENT ALTERNATIVE 3: LA BREA

CONSTRUCTION IMPACTS

Less Than Significant Impact. During construction, the La Brea Alignment Alternative would generate additional VMT related to construction activities. The additional employee trips associated with the construction activity would be temporary, and the additional VMT would be insignificant compared to the 2045 without Project condition. Therefore, construction of the La Brea Alignment Alternative would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

OPERATIONAL IMPACTS

Less Than Significant Impact. As described previously, per the Office of Planning and Research's technical advisory, transit projects are presumed to cause a less than significant impact on transportation. A quantitative VMT analysis was conducted using the Metro model to evaluate the potential impact of the La Brea Alignment Alternative. A comparison of total daily VMT between the 2045 without Project condition and the La Brea Alignment Alternative in year 2045 is summarized in Table 6-13. As shown in the table, the La Brea Alignment Alternative would result in reduced VMT when compared to the 2045 without Project condition. Therefore, operation of the La Brea Alignment Alternative would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

TABLE 6-13. LA BREA ALIGNMENT ALTERNATIVE – DAILY VMT REDUCTION

REGION	2045 WITHOUT PROJECT	2045 LA BREA ALTERNATIVE	DIFFERENCE
Los Angeles County	263,676,685	263,541,193	-135,492
SCAG Region	586,683,502	586,548,004	-135,498

Source: Connect Los Angeles Partners 2023

6.1.4.4 HOLLYWOOD BOWL DESIGN OPTION

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the Hollywood Bowl Design Option would involve construction of an additional station compared to the alignment alternatives and would generate additional VMT related to construction activities. However, as discussed previously, this additional VMT would be temporary and considered insignificant compared to the 2045 without Project condition. Therefore, construction of the Hollywood Bowl Design Option would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

OPERATIONAL IMPACTS

Less Than Significant Impact. The Hollywood Bowl Design Option would extend the alignment to the north by approximately 1.0 mile. A comparison of total daily VMT between the 2045 without Project condition and the Fairfax Alignment Alternative with the Hollywood Bowl Design Option in year 2045 is summarized in Table 6-14. As shown in the table, the design option would result in reduced VMT when compared to the 2045 without Project condition. Therefore, operation of the Hollywood Bowl Design Option would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

TABLE 6-14. HOLLYWOOD BOWL DESIGN OPTION – DAILY VMT REDUCTION

REGION	2045 WITHOUT PROJECT	2045 FAIRFAX ALIGNMENT ALTERNATIVE WITH DESIGN OPTION	DIFFERENCE
Los Angeles County	263,676,685	263,549,091	-127,594
SCAG Region	586,683,502	586,555,925	-127,577

Source: Connect Los Angeles Partners 2023

6.1.4.5 MAINTENANCE AND STORAGE FACILITY

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the MSF would involve construction of trackwork, buildings, and fences, which would generate additional VMT related to construction activities. This additional VMT would be temporary and considered insignificant compared to the 2045 without Project condition. Therefore, construction of the MSF would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

OPERATIONAL IMPACTS

Less Than Significant Impact. The MSF would provide equipment and facilities to accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles that are not in service. The MSF would be the primary physical employment center for rail operation employees, including train operators, maintenance workers, supervisors, administrators, security personnel, and other roles. The employee trips generated by the MSF would result in additional VMT. However, the MSF would be considered a part of the proposed transit extension project and not a standalone project. As discussed previously, transit projects are presumed to cause a less than significant impact on transportation per the Office of Planning and Research's technical advisory. In addition, the VMT reductions resulting from any of the alignment alternatives would offset the operational VMT associated with the MSF. Therefore, operation of the MSF would have a less than significant impact related to consistency with CEQA Guidelines Section §15064.3, subdivision (b).

6.1.5 IMPACT TRA-3: GEOMETRIC DESIGN HAZARDS AND INCOMPATIBLE USES

Impact TRA-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

This impact threshold refers to the potential increase of hazards caused by either the construction or operation of the Project. In general, the potential hazards relate to safety concerns for pedestrians, bicycles, and vehicles.

6.1.5.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

CONSTRUCTION IMPACTS

Less Than Significant Impacts. Construction of the San Vicente–Fairfax Alignment Alternative would involve partial or full temporary street closures, possible temporary closures of sidewalks, and increased heavy vehicle and equipment operations on public streets in the proximity of pedestrians and passenger vehicles. Per PM TRA-2, a construction TMP would be developed in coordination with local jurisdictions before initiating construction activity. The TMP would include street closure information, detour plans, haul routes, staging information, and traffic control strategies. Working areas would be fenced, barricaded, and monitored. Temporary advance warning signs and detour signs would be installed per the latest California MUTCD standards and as approved in the TMP. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact related to geometric design hazards and incompatible uses.

OPERATIONAL IMPACTS

Less Than Significant Impacts. The San Vicente–Fairfax Alignment Alternative would operate in a primarily underground alignment with stations providing access to the surface. The stations and the alignment would be designed, constructed, and operated consistent with all applicable standards and design criteria, as set forth under PM TRA-1. Therefore, operation of the San Vicente–Fairfax Alignment Alternative would not substantially increase hazards due to a geometric design feature or incompatible use and would have a less than significant impact.

6.1.5.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the Fairfax Alignment Alternative would involve partial or full temporary street closures, possible temporary closures of sidewalks, and increased heavy vehicle and equipment operations on public streets in the proximity of pedestrians and passenger vehicles. As set forth in PM TRA-2, a construction TMP would be developed in coordination with local jurisdictions before initiation of construction activity. The TMP would include street closure information, detour plans, haul routes, staging information, and traffic control strategies. Working areas would be fenced, barricaded, and monitored. Temporary advance warning signs and detour signs would be installed per the latest California MUTCD standards and as approved in the TMP. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs. Therefore, construction of the Fairfax Alignment Alternative would have a less than significant impact related to geometric design hazards and incompatible uses.

OPERATIONAL IMPACTS

Less Than Significant Impact. The Fairfax Alignment Alternative would operate in a primarily underground alignment with stations providing surface access. The stations and the alignment would be designed, constructed, and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1. Therefore, operation of the Fairfax Alignment Alternative would not substantially increase hazards due to a geometric design feature or incompatible use and would have a less than significant impact.

6.1.5.3 ALIGNMENT ALTERNATIVE 3: LA BREA

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the La Brea Alignment Alternative would involve partial or full temporary street closures, possible temporary closures of sidewalks, and increased heavy vehicle and equipment operations on public streets in the proximity of pedestrians and passenger vehicles. As set forth in PM TRA-2, a construction TMP would be developed in coordination with local jurisdictions before initiation of construction activity. The TMP would include street closure information, detour plans, haul routes, staging information, and traffic control strategies. Working areas would be fenced, barricaded, and monitored. Temporary advance warning signs and detour signs would be installed per the latest California MUTCD standards and as approved in the TMP. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs. Therefore, construction of the La Brea Alignment Alternative would have a less than significant impact related to geometric design hazards and incompatible uses.

OPERATIONAL IMPACTS

Less Than Significant Impact. The La Brea Alignment Alternative would operate in a primarily underground alignment with stations providing surface access. The stations and the alignment would be designed, constructed, and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1. Therefore, operation of the La Brea Alignment Alternative would not substantially increase hazards due to a geometric design feature or incompatible use and would have a less than significant impact.

6.1.5.4 HOLLYWOOD BOWL DESIGN OPTION

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the Hollywood Bowl Design Option would likely involve slightly different construction methods and techniques compared to the proposed alignment alternatives. However, similar to the alignment alternatives, they would involve partial or full temporary street closures, possible temporary closures of sidewalks, and increased heavy vehicle and equipment operations on public streets in the proximity of pedestrians and passenger vehicles. As set forth in PM TRA-2, a construction TMP would be developed by the contractor before initiation of construction activity, and it would be submitted to Metro and other reviewing agencies for approval.

The TMP would include street closure information, detour plans, haul routes, staging information, and traffic control strategies. Working areas would be fenced, barricaded, and monitored. Temporary advance warning signs and detour signs would be installed per the latest California MUTCD standards and as approved in the TMP. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs. Therefore, construction of the Hollywood Bowl Design Option would have a less than significant impact related to geometric design hazards and incompatible uses.

OPERATIONAL IMPACTS

Less Than Significant Impact. The Hollywood Bowl Design Option would operate in a primarily underground alignment. The stations and the alignment would be designed, constructed, and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1. Therefore, operation of the Hollywood Bowl Design Option would not substantially increase hazards due to a geometric design feature or incompatible use and would have a less than significant impact.

6.1.5.5 MAINTENANCE AND STORAGE FACILITY

CONSTRUCTION IMPACTS

Less Than Significant Impact. The MSF would be located adjacent to the existing Metro Division 16, and the connection with the existing tracks would not require crossing or permanent closure of streets. Construction of the MSF would involve partial or full temporary street closures, possible temporary closures of sidewalks, and increased heavy vehicle and equipment operations on public streets in the proximity of pedestrians and passenger vehicles. Per PM TRA-2, a construction TMP would be developed by the contractor before initiating construction activity, and it would be submitted to Metro and other reviewing agencies for approval. The TMP would include street closure information, detour plans, haul routes, staging information, and traffic control strategies. Working areas would be fenced, barricaded, and monitored. Temporary advance warning signs and detour signs would be installed per the latest California MUTCD standards and as approved in the TMP. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs. Therefore, construction of the MSF would have a less than significant impact related to geometric design hazards and incompatible uses.

OPERATIONAL IMPACTS

Less Than Significant Impact. The MSF would be located adjacent to the existing rail yard. The MSF would be designed and operated consistently with all applicable standards and design criteria as set forth under PM TRA-1. Therefore, operation of the MSF would not substantially increase hazards due to a geometric design feature or incompatible use and would have a less than significant impact.

6.1.6 IMPACT TRA-4: EMERGENCY ACCESS

Impact TRA-4: Would the Project result in inadequate emergency access?

This impact threshold refers to the potential decrease in access to emergency facilities and increase in fire and police response times due to construction or operation of the Project.

6.1.6.1 ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the San Vicente–Fairfax Alignment Alternative would involve temporary street closures, as summarized in Table 6-1. As shown in Figure 5-47, Cedars-Sinai Medical Center and Emergency Room are located near the La Cienega/Beverly Station. As illustrated in Figure 5-46, Los Angeles County Fire Department Station #7 is near the San Vicente/Santa Monica Station, and Station #8 is located near the Fairfax/Santa Monica Station. As shown in Figure 5-45, the Los Angeles Police Department Wilshire Station is located near the Midtown Crossing Station and the Los Angeles County Sheriff Department West Hollywood Station is located where construction for the San Vicente/Santa Monica Station is planned. As discussed in the KNE Public Services and Recreation Technical Report, the relocation of the West Hollywood Sheriff's Station would occur prior to construction of the San Vicente/Santa Monica Station. As a result of the construction-related street closures, traffic congestion could increase on the detour routes and could result in delayed police and fire response times and decreased access to emergency services. However, the construction TMP, as set forth in PM TRA-2, would provide advance notification of such closures and identify potential detour routes so emergency service providers in the area could avoid the closures, as possible. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs, which would ensure that adequate emergency access around the construction sites is maintained. Therefore, construction of the San Vicente–Fairfax Alignment Alternative would have a less than significant impact on emergency access.

OPERATIONAL IMPACTS

Less Than Significant Impact. The San Vicente–Fairfax Alignment Alternative would operate in a primarily underground alignment and would not interfere with the emergency services in the area. The stations and the alignment would be designed and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1. Therefore, operation of the San Vicente–Fairfax Alignment Alternative would not result in inadequate emergency access and would have a less than significant impact.

6.1.6.2 ALIGNMENT ALTERNATIVE 2: FAIRFAX

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the Fairfax Alignment Alternative would involve temporary street closures, as summarized in Table 6-4. As shown in Figure 5-46, Los Angeles County Fire Department Station #8 is located near the Fairfax/Santa Monica Station, and as shown in Figure 5-45, the Los Angeles Police Department Wilshire Station is located near the Midtown Crossing Station. As a result of the construction-related street closures, traffic congestion could increase on the detour routes and could result in delayed police and fire response times and decreased access to emergency services. However, the construction TMP, as set forth in PM TRA-2, would provide advance notification of such closures and identify potential detour routes so emergency service providers in the area could avoid the closures, if possible. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs, which would ensure that adequate emergency access around the construction sites is maintained. Therefore, construction of the Fairfax Alignment Alternative would have a less than significant impact on emergency access.

OPERATIONAL IMPACTS

Less Than Significant Impact. The Fairfax Alignment Alternative would operate in a primarily underground alignment and would not interfere with the emergency services in the area. The stations and the alignment would be designed and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1. Therefore, operation of the Fairfax Alignment Alternative would not result in inadequate emergency access and would have a less than significant impact.

6.1.6.3 ALIGNMENT ALTERNATIVE 2: LA BREA

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the La Brea Alignment Alternative would involve temporary street closures, as summarized in Table 6-7. As shown in Figure 5-46, Los Angeles County Fire Department Station #8 is located west of the La Brea/Santa Monica Station, and as shown in Figure 5-45, the Los Angeles Police Department Wilshire Station is located near the Midtown Crossing Station. As a result of the construction-related street closures, traffic congestion could increase on the detour routes and could result in delayed police and fire response times and decreased access to emergency services. However, the construction TMP, as set forth in PM TRA-2, would provide advance notification of such closures and identify potential detour routes so emergency service providers in the area could avoid the closures, if possible. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs, which would ensure that adequate emergency access around the construction sites is maintained. Therefore, construction of the La Brea Alignment Alternative would have a less than significant impact on emergency access.

OPERATIONAL IMPACTS

Less Than Significant Impact. The La Brea Alignment Alternative would operate in a primarily underground alignment and would not interfere with the emergency services in the area. The stations and the alignment would be designed and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1. Therefore, operation of the La Brea Alignment Alternative would not result in inadequate emergency access and would have a less than significant impact.

6.1.6.4 HOLLYWOOD BOWL DESIGN OPTION

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the Hollywood Bowl Design Option would involve temporary street closures, as summarized in Table 6-10 and Table 6-14. As a result, traffic congestion could increase on the detour routes and could result in delayed police and fire response times and decreased access to emergency services. However, the construction TMP, as set forth in PM TRA-2, would provide advance notification of such closures and identify potential detour routes so emergency service providers in the area could avoid the closures, if possible. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs, which would ensure that adequate emergency access around the construction sites is maintained. Therefore, construction of the Hollywood Bowl Design Option would have a less than significant impact on emergency access.

OPERATIONAL IMPACTS

Less Than Significant Impact. The Hollywood Bowl Design Option would operate in a primarily underground alignment and would not interfere with the emergency services in the area. The stations and the alignment would be designed and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1. Therefore, operation of the Hollywood Bowl Design Option would not result in inadequate emergency access and would have a less than significant impact.

6.1.6.5 MAINTENANCE AND STORAGE FACILITY

CONSTRUCTION IMPACTS

Less Than Significant Impact. Construction of the MSF would involve temporary street closures. As a result, traffic congestion could increase on the detour routes and could result in delayed police and fire response times and decreased access to emergency services. However, the construction TMP, as set forth in PM TRA-2, would provide advance notification of such closures and identify potential detour routes so emergency service providers in the area could avoid the closures, if possible. All construction work activities would be conducted in compliance with OSHA, California OSHA, and Metro safety and security programs, which would ensure that adequate emergency access around the construction sites is maintained. Therefore, construction of the MSF would have a less than significant impact on emergency access.

OPERATIONAL IMPACTS

Less Than Significant Impact. The MSF would be located adjacent to the existing rail yard. Operation of the MSF would not interfere with the emergency services in the RSA. Additional KNE light rail vehicles would enter and exit service at the MSF via the existing grade crossing for Division 16, consistent with how the current K Line light rail vehicles enter and exit service. The increase of trains using at-grade crossings in the vicinity of the MSF would be spread over time periods when light rail vehicles enter and exit service, but could occur during an emergency service response. Any traffic delays would be short, taking only the time for the train to make the roadway crossing. Emergency service dispatch has real-time traffic conditions, so the potential for emergency service response delay is small. In addition, as set forth in PM TRA-1, any driveway access associated with the MSF would be designed according to applicable state, Metro, and city design criteria and standards as set forth in PM TRA-1. Therefore, operation of the MSF would not result in inadequate emergency access and would have a less than significant impact.

6.1.7 SUMMARY OF IMPACT CONCLUSIONS

Table 6-15 provides a summary of the impact conclusions discussed in this section.

TABLE 6-15. IMPACT CONCLUSION SUMMARY TABLE

IMPACT SIGNIFICANCE THRESHOLD	IMPACT CONCLUSION				
	ALIGNMENT ALTERNATIVE 1: SAN VICENTE–FAIRFAX	ALIGNMENT ALTERNATIVE 2: FAIRFAX	ALIGNMENT ALTERNATIVE 3: LA BREA	HOLLYWOOD BOWL DESIGN OPTION	MAINTENANCE AND STORAGE FACILITY
Impact TRA-1: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities?	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact
Impact TRA-2: Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact
Impact TRA-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact
Impact TRA-4: Would the Project result in inadequate emergency access?	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact	Construction: Less than Significant Impact Operations: Less than Significant Impact

Source: Connect Los Angeles Partners 2023

6.2 MITIGATION MEASURES

As the impact analysis in Section 6.1 demonstrates, construction and operation of any of the alignment alternatives and stations, the design option, and the MSF would result in a less than significant impact related to transportation. Therefore, no mitigation is required under CEQA.

CHAPTER 7 CUMULATIVE IMPACTS

7.1 INTRODUCTION

Under the state CEQA Guidelines, cumulative impacts are defined as two or more individual impacts that, when considered together, are considerable or would compound and increase other environmental impacts (Section 15355). These cumulative impacts must be discussed in an EIR when the project's incremental effect is "cumulatively considerable" (Section 15130). "Cumulatively considerable" is defined as when the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Section 15065(a)(3)).

CEQA Guidelines Section 15130(b)(1) includes two methodology approaches for assessing cumulative impacts. One approach is a "list of past, present, and probable future projects producing related or cumulative impacts" (CEQA Guidelines Section 15130(b)(1)(A)). The other approach is a "summary of projections contained in an adopted local, regional, or statewide plan, or related document, that describes or evaluates conditions contributing to the cumulative effect" (CEQA Guidelines Section 15030 (b)(1)(B)). For the purposes of this analysis, the latter approach is used due to the long Project implementation time. The forecasted Project completion timeframe is in the mid- to late-2040s based on Metro Measure M funding. Due to the long-term nature of the Project's implementation, a list of land use and transportation projects is insufficient for the cumulative analysis since the currently known projects would be completed and operational by the Project's forecasted completion. In addition, it is highly likely many additional projects will be proposed and constructed between now and project implementation in 20 years; therefore, any project list developed now would be incomplete and incorrect.

The SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan is the adopted long-range forecast for population, households, and employment within the six-county Southern California region, which includes all Project elements. The Project is also included in the SCAG 2020 RTP/SCS Plan, as well as Metro's 2020 Long Range Transportation Plan. The RTP/SCS was adopted in 2020 and proposes land use and transportation strategies to improve mobility options and achieve a more sustainable growth pattern (SCAG 2020). SCAG worked in close coordination with decision-makers and the public across multiple jurisdictions throughout the SCAG region to create the plan. The population, household, and employment growth projections from this plan are used to assess regional growth and its cumulative impact within the vicinity of the Project.

For the cumulative analysis, the RSA is defined as a half-mile radius from the stations, the design option, and the MSF. The half-mile radius is used for all resources to ensure consistency in evaluating cumulative effects. Table 7-1 shows the projected net growth in population, households, and employment between 2019 and 2045 for a half-mile radius from all Project stations, the design option, and the MSF. The data in the table were calculated by merging the SCAG 2020 RTP/SCS growth projections with the SCAG Tier 2 Transportation Analysis Zone boundaries for Los Angeles County, then assessed for a half-mile radius around the stations, the design option, and the MSF. The data show the projected growth from transportation and development projects, as well as associated infrastructure, that when combined with the Project's construction and operation, could result in cumulative effects.

TABLE 7-1. SCAG PROJECTED PERCENT GROWTH FOR HALF-MILE BUFFER AREAS, 2019-2045

HALF-MILE BUFFER AREA	POPULATION % GROWTH	HOUSEHOLD % GROWTH	EMPLOYMENT % GROWTH
STATIONS			
Expo/Crenshaw	46.0	65.9	26.4
Crenshaw/Adams	35.6	56.3	19.6
Midtown Crossing	20.2	33.1	21.1
Wilshire/Fairfax	19.8	21.2	6.2
Fairfax/3rd	21.9	23.1	6.5
La Cienega/Beverly	30.7	31.3	6.1
San Vicente/Santa Monica	11.5	11.4	46.2
Fairfax/Santa Monica	7.2	7.7	49.5
La Brea/Santa Monica	16.0	17.2	42.6
Hollywood/Highland	16.2	15.0	3.0
Wilshire/La Brea	22.8	24.3	9.4
La Brea/Beverly	17.9	24.5	14.5
DESIGN OPTION			
Hollywood Bowl Design Option	30.4	29.0	17.4
MAINTENANCE AND STORAGE FACILITY			
MSF	14.0	15.9	9.9

Source: SCAG 2020 RTP/SCS Growth Forecast
Note: MSF = maintenance and storage facility

7.2 CUMULATIVE IMPACTS

7.2.1 ALIGNMENTS AND STATIONS

7.2.1.1 CONSTRUCTION IMPACTS

The Project would be located in a heavily urbanized area that is rapidly developing, as projected in the SCAG 2020-2045 RTP/SCS. Although the precise locations and design of other proposed projects are unknown at this time due to the long-term time frame, it is possible that other projects will be under construction at the same time as the Project and in the same vicinity. Therefore, the potential exists for Project construction activities, including temporary street closures, to result in cumulatively considerable impacts to the transit, roadway, bicycle, and pedestrian network. However, as described in PM TRA-2, Metro would develop a TMP in coordination with local jurisdictions, which would provide the opportunity to coordinate street closures with other current construction projects in the vicinity of the alignment alternatives. Construction of the alignment alternatives would not result in a substantial increase to VMT, create geometric design hazards, or have an impact on emergency access. Therefore, construction of any of the alignment alternatives would not be cumulatively considerable and the cumulative impact related to transportation would be less than significant.

7.2.1.2 OPERATIONAL IMPACTS

As shown in Table B-1 in Appendix B, operation of any of the alignment alternatives would be consistent with the regional and local transportation programs, plans, ordinances, and policies and would advance goals pertaining to expansion of the transit network; therefore, Project operation would not contribute to a cumulative impact conflicting with programs, plans, ordinances, or policies. Operation of any of the alignment alternatives would not contribute to a cumulatively considerable increase in VMT because they would decrease VMT compared to the 2045 without Project condition. Furthermore, the regional travel demand model that produced the VMT projections accounts for population and employment growth consistent with the 2045 projections in the 2020-2045 SCAG RTP/SCS. Therefore, any cumulative impacts pertaining to VMT would have been identified as part of the model projections. Given the Project would be designed and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1, operation of the any of the alignment alternatives would not have a cumulative impact related to hazards due to a geometric design features or incompatible uses. In addition, operation of the alignment alternatives would not result in inadequate emergency access; therefore, would not have a cumulative impact. As a result, operation of any of the alignment alternatives would not be cumulatively considerable and the cumulative impact related to transportation would be less than significant.

7.2.2 HOLLYWOOD BOWL DESIGN OPTION

7.2.2.1 CONSTRUCTION IMPACTS

As with the alignment alternatives, the Hollywood Bowl Design Option would be located in a heavily urbanized area that is rapidly developing, as projected in the SCAG 2020-2045 RTP/SCS. Although the precise locations and design of other proposed projects are unknown at this time due to the long-term time frame, it is possible that other projects will be under construction at the same time as the Project and in the same vicinity. Therefore, the potential exists for construction activities associated with the design option, including temporary street closures, to result in cumulatively considerable impacts to the transit, roadway, bicycle, and pedestrian network. However, as described in PM TRA-2, Metro would develop a TMP in coordination with local jurisdictions that would provide the opportunity to coordinate street closures with other current construction projects in the vicinity of the Project. Construction of the Project would not result in a substantial increase to VMT, create geometric design hazards, or have an impact on emergency access. Therefore, construction of the Hollywood Bowl Design Option would not be cumulatively considerable and the cumulative impact related to transportation would be less than significant.

7.2.2.2 OPERATIONAL IMPACTS

As with the alignment alternatives, operation of the Hollywood Bowl Design Option would be consistent with the regional and local transportation programs, plans, ordinances, and policies and would advance goals pertaining to expansion of the transit network; therefore, operation of the design option would not contribute to a cumulative impact conflicting with programs, plans, ordinances, or policies. Operation of the design option would not contribute to a cumulatively considerable increase in VMT because it would result in a decrease in VMT compared to the 2045 without Project condition. Furthermore, the regional

travel demand model projections that produced the VMT projections account for population and employment growth consistent with the 2045 SCAG projections in the 2020-2045 SCAG RTP/SCS. Therefore, any cumulative impacts pertaining to VMT would have been identified as part of the model projections. Given the Project would be designed and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1, operation of the design option would not have a cumulative impact related to hazards due to a geometric design feature or incompatible use. In addition, operations of the design option would not result in inadequate emergency access; therefore, would not have a cumulative impact. As a result, operation of the Hollywood Bowl Design Option would not be cumulatively considerable and the cumulative impact related to transportation would be less than significant.

7.2.3 MAINTENANCE AND STORAGE FACILITY

7.2.3.1 CONSTRUCTION IMPACTS

The MSF would be located in a heavily urbanized area that is rapidly developing, as projected in the SCAG 2020-2045 RTP/SCS. Although the precise locations and design of other proposed projects are unknown at this time due to the long-term time frame, it is possible that other projects will be under construction at the same time as the MSF and in the same vicinity. The MSF would not result in long-term street closures during construction; therefore, would have a minimal impact to the transportation network. As described in PM TRA-2, Metro would develop a TMP in coordination with local jurisdictions, which would provide the opportunity to coordinate construction activities with other current construction projects in the vicinity of the MSF. The construction of the MSF would not be cumulatively considerable and the cumulative impact related to transportation would be less than significant.

7.2.3.2 OPERATIONAL IMPACTS

As with the alignment alternatives, the MSF would be consistent with the regional and local transportation programs, plans, ordinances, and policies and would advance goals pertaining to expansion of the transit network; therefore, operation of the MSF would not contribute to a cumulative impact conflicting with programs, plans, ordinances, or policies. The MSF would not contribute to a cumulatively considerable increase in VMT because the overall Project would result in a decrease in VMT compared to the 2045 without Project condition. Furthermore, the regional travel demand model projections that produced the VMT projections account for population and employment growth consistent with the 2045 SCAG projections in the 2020-2045 SCAG RTP/SCS. Therefore, any cumulative impacts pertaining to VMT would have been identified as part of the model projections. Given the MSF would be designed and operated consistent with all applicable standards and design criteria as set forth in PM TRA-1, operation of the MSF would not have a cumulative impact related to hazards due to a geometric design feature or incompatible use. In addition, operation of the MSF would not result in inadequate emergency access and therefore would not have a cumulative impact. As a result, operation of the MSF would not be cumulatively considerable and the cumulative impact related to transportation would be less than significant.

7.3 CUMULATIVE MITIGATION MEASURES

The Project's effects on transportation for the alignment alternatives and stations, design option, and MSF would not be cumulatively considerable. Therefore, no mitigation is required under CEQA.

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APPENDIX A **2045 WITHOUT PROJECT CONDITION**

APPENDIX A: 2045 WITHOUT PROJECT CONDITION

The 2045 without Project condition provides a baseline for evaluating potential impacts of the Project. To account for background growth that would occur regardless of the Project, a future baseline was established for 2045 to provide a comparison to the proposed alignment alternatives, the design option, and the MSF. The 2045 without Project condition consists of the reasonably foreseeable transportation network in 2045, against which the impacts of the Project are identified and evaluated. Specifically, the 2045 without Project condition includes the existing (year 2019) transportation network and planned transportation improvements that have been committed to and identified in the constrained Metro 2020 Long Range Transportation Plan (LRTP) (Metro 2020) and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020), as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. Under the 2045 without Project condition, no new infrastructure would be built within the RSA, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2045, and identified in the adopted Metro LRTP. Table A-1 lists the transit and freeway projects assumed in the 2045 without Project condition. Figure A-1 illustrates the assumed transit projects in the region.

TABLE A-1. 2045 WITHOUT PROJECT CONDITION – EXISTING TRANSPORTATION NETWORK AND PLANNED IMPROVEMENTS (2045)

PROJECT TYPE	PROJECT	TO/FROM
Rail (Existing)	Metro Rail System (Light Rail Transit and Heavy Rail Transit)	Various locations
	Metrolink System (Southern California Regional Rail Authority)	Various locations
Rail (Under Construction/ Planned)[1, 5]	Metro Westside D Line Extension Project	Wilshire/Western to Westwood/Veterans Affairs Hospital
	Metro C Line Extension Project[2]	Redondo Beach to Torrance
	Metro K Line[3]	Westchester/Veterans to Aviation/LAX
	Metro Eastside Transit Corridor Phase 2	Santa Monica to Lambert
	Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B (aka Gold Line Foothill Extension 2B)	Long Beach to Claremont
	Metro Sepulveda Transit Corridor Project	Van Nuys Metrolink Station to Metro E Line
	Metro East San Fernando Valley Light Rail Transit Project	Sylmar to Metro G Line
	Metro West Santa Ana Branch Transit Corridor Project	Slauson to Pioneer
	Los Angeles World Airport Automated People Mover	Consolidated Rental Car Facility to LAX Terminals

PROJECT TYPE	PROJECT	TO/FROM
Bus (Existing)	Metro Bus System (including Bus Rapid Transit, Express, and local)	Various locations
	Municipality Bus System[4]	Various locations
Bus and Bus Rapid Transit (Under Construction/ Planned)[5]	Metro G Line Bus Rapid Transit Improvement Project	North Hollywood to Chatsworth North Hollywood to Canoga Canoga to Chatsworth
	Metro Vermont Transit Corridor	120th St to Hollywood Blvd
	Metro North San Fernando Valley Transit Corridor Project	Northridge to North Hollywood
	Metro North Hollywood to Pasadena Bus Rapid Transit Corridor Project	North Hollywood to Pasadena
	Lincoln Boulevard Bus Rapid Transit	Santa Monica to LAX
	La Brea Bus Peak Period Only Lanes	Coliseum St to Sunset Blvd
	NextGen Bus Network	Various locations
Freeway (Existing)	Freeway System	Various locations
Freeway (Under Construction/ Planned)[5]	I-5 North Capacity Enhancements	SR 14 to Lake Hughes Rd
	I-405 (Sepulveda Pass) Express Lanes Project	I-10 to US-101
	SR 57/SR-60 Interchange Improvements	SR-70/SR-60
	I-105 Express Lane	I-405 to I-605
	I-5 Corridor Improvements	I-605 to I-710

Source: Connect Los Angeles Partners 2022
[1] Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.
[2] The Metro C Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the operating pattern of the line has not yet been determined.
[3] The operating pattern of the K Line has not yet been determined.
[4] The municipality bus system network is based on service patterns for Los Angeles Department of Transportation DASH and Commuter Express, West Hollywood CityLine, Santa Monica Big Blue Bus, and Culver CityBus.
[5] Planned projects may be subject to change.

A.1 FREEWAY SYSTEM

The 2045 without Project condition includes all existing and planned improvements on the freeway system within the region. The primary freeways serving the region are the US-101 and I-10. US-101 is a north-south freeway serving the northern portion of the Project, and I-10 is an east-west freeway that serves the southern end of the Project.

A.2 TRANSIT SYSTEM

The 2045 without Project condition includes all existing and planned bus service provided by Metro and other transit agencies, including the Los Angeles Department of Transportation Commuter Express and DASH, the City of West Hollywood Cityline Local and Commuter, the Santa Monica Big

Blue Bus, and the Antelope Valley Transit Authority. In addition, this Alternative includes bus restructuring such as NextGen and other transit improvements such as quick build bus lanes, better transit signal priority, and curb extensions.

Metro's A, B, C, D, E, K, and L Lines serve Los Angeles County. Of these, the Metro B, D, K, and E Lines serve the Project in the north and south. The Metro B Line Hollywood/Highland and Hollywood/Vine Stations, the Metro E Line Expo/Crenshaw and Farmdale Stations, and the Metro K Line Expo/Crenshaw Station are within the RSA. The planned LAX/Metro Transit Center Station is adjacent to the proposed MSF. The planned Metro transit improvements under the 2045 without Project condition are shown in Figure A-1.

Additionally, the following projects are under construction within the region and are assumed in the 2045 without Project condition:

- The Metro K Line between Expo/Crenshaw and Westchester/Veterans Stations began operation in 2022. The southern portion of the K Line, including the Aviation/Century and LAX/Metro Transit Center Stations, is anticipated to open in 2025.
- The Metro D Line Extension Project will extend the D Line nine miles to the west with seven new stations, from the current western terminus at Wilshire/Western to the West Los Angeles VA Medical Center west of I-405. The project is expected to open in phases. Phase 1 to Wilshire/La Cienega will open in early 2025; Phase 2 to Century City/Constellation will open in 2026; and Phase 3 to Westwood/VA Hospital will open in 2027.

FIGURE A-1. 2045 WITHOUT PROJECT CONDITION PLANNED METRO TRANSIT MAP

Source: Connect Los Angeles Partners 2022

APPENDIX B **TRANSPORTATION POLICY EVALUATION**

APPENDIX B: TRANSPORTATION POLICY EVALUATION

Section B1 below provides the transportation policy evaluation for the alignment alternatives and design option; Section B2 provides it for the Maintenance and Storage Facility (MSF).

B.1 ALIGNMENT ALTERNATIVES AND DESIGN OPTION

Table B-1 summarizes the regional and local transportation policies by jurisdiction and evaluates the consistency of the proposed alignment alternatives and the design option with the relevant plans and policies.

TABLE B-1. TRANSPORTATION POLICY ANALYSIS SUMMARY FOR ALIGNMENT ALTERNATIVES AND DESIGN OPTION

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
2020-2045 SCAG RTP/SCS			
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives would create new connections and increase mobility to communities in the station RSAs, as well as in neighboring communities. The alignment alternatives are consistent with SCAG RTP/SCS Goal 2.			The Hollywood Bowl Design Option is consistent with this goal. The design option improves mobility for people because it includes an additional northernmost station at the Hollywood Bowl.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives, as well as the Hollywood Bowl Design Option, are consistent with this goal. The alignment alternatives and design option increase transit options, thereby decreasing the need for vehicular travel and enhancing the resilience of the regional transportation system.			
Goal 4: Increase person and goods movement and travel choices within the transportation system.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives, as well as the Hollywood Bowl Design Option are consistent with this goal. The alignment alternatives and design option support this goal by increasing personal travel choices within the transportation system.			
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives, as well as the Hollywood Bowl Design Option, are consistent with this goal. The alignment alternatives and design option support this goal by adding to the transportation network and creating a more sustainable mobility option.			

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives, as well as the Hollywood Bowl Design Option, are consistent with this goal. The alignment alternatives and design option would not prohibit other projects from leveraging new transportation technologies and therefore do not conflict with this goal.			
2012 LOS ANGELES COUNTY BICYCLE MASTER PLAN			
Goal 1 – Bikeway System: Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles. **Policy IA 1.1.1 Propose and prioritize bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks, and other important activity centers within each unincorporated area and promote bicycling to these destinations.** **Policy IA 1.3.2 Require bicycle parking at key locations, such as employments centers, parks, transit, schools, and shopping centers.**			
Refer to Figure 5-18 for a map of bicycle facilities in the RSA. Refer to Section 5.2.3 for details on bicycle facilities along the San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives. The alignment alternatives and design option are consistent with the county's ability to propose and prioritize bikeways and bicycle facilities and would introduce new transit service along the bike network.			
2015 CRENSHAW BOULEVARD STREETSCAPE PLAN			
Goal: Create an environment that encourages the use of transit and active transportation, in addition to the automobile. **Goal: Position Crenshaw Boulevard as a "complete street" that provides a variety of mobility options.**			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives, which include a one-mile-long segment of this Streetscape Plan, are consistent with these goals. The alignment alternatives would add a transit line through the corridor, encouraging transit use and adding mobility options.			The Hollywood Bowl Design Option is not applicable here because it does not intersect the Crenshaw Boulevard Corridor.
LOS ANGELES DEPARTMENT OF CITY PLANNING MOBILITY PLAN 2035			
Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users. **Policy 1.7 Regularly Maintained Streets: Enhance roadway safety by maintaining the street, alley, tunnel, and bridge system in good to excellent condition.**			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives as well as the Hollywood Bowl Design Option, would provide another transportation option while ensuring the safety and mobility of all users. Therefore, the alignment alternatives and design option are consistent with Policy 1.2 and 1.7.			

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. **Policy 2.5 Transit Network: Improve the performance and reliability of existing and future bus service.** **Policy 2.9 Multiple Networks: Consider the role of each enhanced network when designing a street that includes multiple modes.** **Policy 2.11 Transit Right-of-Way Design: Set high standards in designing public transit rights-of-way that consider user experience and support active transportation infrastructure.** **Policy 2.12 Walkway and Bikeway Accommodations: Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way.**			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives, as well as the Hollywood Bowl Design Option, are consistent with Policy 2.3, Policy 2.5, Policy 2.9, Policy 2.11, and Policy 2.12. The alignment alternatives and design option do not conflict with the Los Angeles Mobility Element policies regarding infrastructure, specifically pedestrian infrastructure, transit networks, right-of-way designs, and walkability and bikeway accommodations. The Project would improve the transit network in Los Angeles and would give users more transit options. Furthermore, La Brea is identified as a "Comprehensive Transit Enhanced Street" and the La Brea Alignment Alternative would further this objective.			
Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system. **Policy 3.4 Transit Services: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.** **Policy 3.5 Multimodal Features: Support "first-mile, last-mile solutions" such as multimodal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.** **Policy 3.7 Regional Transit Connections: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.**			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with Policy 3.1, Policy 3.4, Policy 3.5, and Policy 3.7. The alignment alternatives do not conflict with the Los Angeles Mobility Element policies regarding accessibility. The Project would provide more access to transit and greater mobility as well as improving access to regions of the city that do not currently have transit options. The Project would support "first-mile, last-mile solutions."			The Hollywood Bowl Design Option is consistent with Policy 3.1, Policy 3.4, Policy 3.5, and Policy 3.7. The design option does not differ from the alignment alternatives in supporting accessibility policies in the Los Angeles Mobility Element. The Project would provide more access to transit and greater mobility as well as improve access to regions of the city that do not currently have transit options. The Project would support "first-mile, last-mile solutions." Additionally, the Hollywood Bowl Design Option improves transit access to a major regional destination, the Hollywood Bowl.

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
Policy 3.2 People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives as well as the Hollywood Bowl Design Option would accommodate the needs of people with disabilities during construction and operation as all designs would be compliant with the Americans with Disabilities Act. Therefore, they are consistent with Policy 3.2 People with Disabilities.			
Policy 3.6 Regional Transportation & Union Station: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.			
The Proposed San Vicente-Fairfax Alignment Alternative is consistent with this policy in promoting Union Station as the major regional transportation hub. This alignment alternative would intersect the D Line extension, currently under construction, at the Wilshire/Fairfax Station. The D Line has a Union Station stop. Additionally, this alignment alternative would share a station with the B Line at Hollywood/Highland. The B Line has a Union Station stop.	The Proposed Fairfax Alignment Alternative is consistent with this policy in promoting Union Station as the major regional transportation hub. This alignment alternative would intersect the D Line extension, currently under construction, at the Wilshire/Fairfax Station. The D Line has a Union Station stop. Additionally, this alignment alternative would share a station with the B Line at Hollywood/Highland. The B Line has a Union Station stop.	The Proposed La Brea Alignment Alternative is consistent with this policy in promoting Union Station as the major regional transportation hub. This alignment alternative would intersect the D Line extension, currently under construction, at the Wilshire/La Brea Station. The D Line has a Union Station stop. Additionally, this alignment alternative would share a station with the B Line at Hollywood/Highland. The B Line has a Union Station stop.	The Hollywood Bowl Design Option is consistent with this policy as it does not alter how the alignment alternatives would create a rail network that supports Union Station as its hub.
Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health. **Policy 5.2 Vehicle Miles Traveled: Support ways to reduce VMT per capita.**			
The Proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives as well as the Hollywood Bowl Design Option, are consistent with Policy 5.1 and Policy 5.2. This Project is in line with the City's sustainability goals and policies. The Project supports sustainable transportation and gives people another mobility option, reducing vehicle miles traveled (VMT).			

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
2021 CITY OF LOS ANGELES – GENERAL PLAN SAFETY ELEMENT			
Objective 2.1: Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs. **Policy 2.1.5: Develop, implement, and continue to improve the City's ability to respond to emergency events. Participate in regularly scheduled disaster exercises to better prepare Police, Fire, Public Works, and other City employees with disaster responsibilities.**			
Based on the information in Section 5.2.5 of this report in regard to access to emergency facilities, the proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives as well as the Hollywood Bowl Design Option do not conflict with the City of Los Angeles' ability to respond to emergency events and therefore are consistent with Objective 2.1 and Policy 2.1.5.			
2020 HOLLYWOOD WALK OF FAME MASTER PLAN The Hollywood Walk of Fame Master Plan seeks to modernize the iconic Hollywood Walk of Fame corridor, respect its rich history, and establish a holistic and long-lasting vision. This plan has six project principles intended to modernize this iconic corridor and establish a long-lasting vision.			
Principle 2: Establish a forward-looking framework to address present-day challenges and to anticipate future needs.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with Principle 2 because they would address challenges and needs and create a more modern boulevard.			The Hollywood Bowl Design Option is consistent with this principle. The design option includes a new station near Hollywood Boulevard that would help modernize the area.
Principle 3: Provide an exemplary experience for pedestrians, bicyclists, and transit riders, and enhance safety for all users.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with Principle 3 because they would improve the transit experience and safety for all users.			The Hollywood Bowl Design Option is consistent with this principle. The design option includes a new station near Hollywood Boulevard that would improve the transit experience and safety for all users.
Principle 4: Catalyze economic development throughout the Walk of Fame corridor.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with Principle 4 because they would create easier access to the corridor.			The Hollywood Bowl Design Option is consistent with Principle 4. The design option includes a new station near Hollywood Boulevard that would boost economic development in the area.

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
2010 LOS ANGELES DEPARTMENT OF CITY PLANNING BICYCLE PLAN The Los Angeles Department of City Planning Bicycle Plan (Los Angeles City Bicycle Plan) outlines a plan to expand the existing 334 miles of bicycle lanes, paths, and routes into a 1,684-mile citywide bikeway system.			
Transit Objective 1.3: Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system. **Policy 1.3.1: Incorporate bikeways into transit projects that include an exclusive right-of-way.** **Policy 1.3.2: Maximize Bicycle Amenities at Transit Stops and Stations.**			
Refer to Figure 5-18 for a map of bicycle facilities in the RSA. Refer to Section 5.2.3 for details on bicycle facilities near stations along the San Vicente-Fairfax Alignment Alternative. The San Vicente-Fairfax Alignment Alternative will not preclude expansion and improvement of bicycle facilities. The addition of transit stations would improve mobility options for bicyclists. This alignment alternative does not conflict with the city's ability to expand the bicycle network and integrate bicycling into the region's transit system.	Refer to Figure 5-18 for a map of bicycle facilities in the RSA. Refer to Section 5.2.3 for details on bicycle facilities near the stations along the Fairfax Alignment Alternative. The Fairfax Alignment Alternative will not preclude expansion and improvement of bicycle facilities. The addition of transit stations would improve mobility options for bicyclists. This alignment alternative does not conflict with the city's ability to expand the bicycle network and integrate bicycling into the region's transit system.	Refer to Figure 5-18 for a map of bicycle facilities in the RSA. Refer to Section 5.2.3 for details on bicycle facilities near the stations along the La Brea Alignment Alternative. The La Brea Alignment Alternative will not preclude expansion and improvement of bicycle facilities. The addition of transit stations would improve mobility options for bicyclists. This alignment alternative does not conflict with the city's ability to expand the bicycle network and integrate bicycling into the region's transit system.	The Hollywood Bowl Design Option does not differ from the alignment alternatives and does not conflict with bikeway systems objectives and policies.
2019 LOS ANGELES CITY PLANNING EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN The Exposition Corridor Transit Neighborhood Plan establishes guidelines for future development around each station on the E Line transit corridor.			
A. Direct growth and accommodate new residential, mixed use, commercial, and industrial development near transit stations.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with this goal. They support the Exposition Corridor Transit Neighborhood Plan in providing more opportunity for future transit-oriented development.			The Hollywood Bowl Design Option is not in the applicable area.

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
B. Retain existing industrial land around transit stations for job-generating uses to accommodate future demand for jobs.			
The proposed San Vicente-Fairfax Alignment Alternative does not conflict with the ability to retain existing industrial land around Expo Line transit stations as no private properties along the Expo Line would be acquired as part of this Project.	The proposed Fairfax Alignment Alternative does not conflict with the ability to retain existing industrial land around Expo Line transit stations as no private properties along the Expo Line would be acquired as part of this Project.	The proposed La Brea Alignment Alternative does not conflict with the ability to retain existing industrial land around Expo Line transit stations as no private properties along the Expo Line would be acquired as part of this Project.	The Hollywood Bowl Design Option is not applicable in this neighborhood plan.
J. Reduce greenhouse gas emissions by facilitating alternative modes of transportation and decreasing automobile dependence.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with this goal. The alignment alternatives support the Exposition Corridor Transit Neighborhood Plan in reducing greenhouse gas emissions by providing a transportation mode alternative to the automobile.			The Hollywood Bowl Design Option is not in the applicable area.
2019 LOS ANGELES GREEN NEW DEAL			
Target: Reduce VMT per capita by at least 13% by 2025, 39% by 2035, and 45% by 2050.			
The proposed San Vicente-Fairfax Alignment Alternative supports the Los Angeles Green New Deal target of reducing VMT per capita by providing an alternate form of transportation and reducing regional VMT, as documented in Table 6-8.	The proposed Fairfax Alignment Alternative supports the Los Angeles Green New Deal target of reducing VMT per capita by providing an alternate form of transportation and reducing regional VMT, as documented in Table 6-11.	The proposed La Brea Alignment Alternative supports the Los Angeles Green New Deal target of reducing VMT per capita by providing an alternate form of transportation and reducing regional VMT, as documented in Table 6-9.	The Hollywood Bowl Design Option does not differ from the Project in supporting this target.
Target: Reduce municipal GHG emissions 55% by 2025 and 65% by 2035 from 2008 baseline levels, reaching carbon neutral by 2045.			
The San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives as well as the Hollywood Bowl Design Option consistent with this goal. The alignment alternatives and design option support the Los Angeles Green New Deal target of reducing GHG emissions by providing a more sustainable mode of transportation in the city.			

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
2016 CITY OF WEST HOLLYWOOD – GENERAL PLAN MOBILITY ELEMENT			
M- 1.1 Encourage the expansion of local and regional transit systems which serve or have alignments and stops within the city.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives would expand or add stations and transit options in the City of Hollywood, and therefore are consistent with the city's goal to encourage expansion of local and regional transit systems.			The Hollywood Bowl Design Option is not in the applicable area.
M- 1.2 Work with transit providers to improve the quality of transit stations, transit stops, and transfer points by enhancing the following passenger amenities, among others, as appropriate: way-finding and clear signage; bus shelters and shade structures; clean and comfortable waiting areas; attractive landscaping, art, and paving materials; user-friendly system and route maps; updated and current schedules; real-time arrival times via GPS updates (i.e., "NextBus"); adequate seating areas based on passenger volumes and typical wait times; adequate pedestrian walkways; convenient pay stations; bicycle storage; and public restrooms.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with this policy because they support the provision and improvement of transit by providing new, high-quality facilities that meet the criteria of the General Plan mobility policies.			The Hollywood Bowl Design Option is not in the applicable area.
M- 1.4 As feasible, expand locally provided transit services and work with regional transit providers to increase frequency, including extending frequent bus service into the evenings and on weekends. **M- 1.5 As appropriate, work with regional transit providers to improve access to local and regional transit services, particularly for the following populations: seniors and persons with disabilities; persons with low and moderate income; students; the temporarily disabled; and transit-dependent populations.**			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with these policies because they would improve transit access for seniors and persons with disabilities, persons with low and moderate income, and other transit-dependent populations.			The Hollywood Bowl Design Option is not in the applicable area.
M- 5.2 Prioritize property access to promote transit, walking, and bicycling over auto access.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives would add transit options in the City of West Hollywood and are therefore consistent with the General Plan's policy to prioritize access to transit.			The Hollywood Bowl Design Option is not in the applicable area.
CITY OF WEST HOLLYWOOD – GENERAL PLAN SAFETY ELEMENT			
SN-4.1 Require new development and/or modifications to existing development to include sound-reducing design measures, where needed, to maintain compatibility with adjacent and surrounding uses.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with this policy as the alignment alternative's design includes noise-reduction features and it would contribute to the decrease of vehicles on surface roads.			The Hollywood Bowl Design Option is not in the applicable area.

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
SN-1.7 Maintain the West Hollywood Emergency Plan (2009), including plans for police and fire services, vulnerable populations, and sensitive facilities, as well as plans for the continuity of the community and important networks following a significant disaster.			
Refer to Section 5.2.5 of this report for details on access to emergency facilities. Based on this information, the proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives do not conflict with the City of West Hollywood's ability to respond or plan for emergency events and are therefore consistent with this policy.			The Hollywood Bowl Design Option is not in the applicable area.
2011 CITY OF WEST HOLLYWOOD CLIMATE ACTION PLAN			
CL-1.4: Reduce single-occupancy vehicle commuting by City employees.			
The proposed San Vicente-Fairfax, Fairfax, and La Brea Alignment Alternatives are consistent with this policy because they provide greater access to an alternate mode of transportation for city employees			The Hollywood Bowl Design Option is not in the applicable area.
1999 SANTA MONICA BOULEVARD MASTER PLAN The Santa Monica Boulevard Master Plan (1999) provides a comprehensive vision and long-range plan for the 2.7 miles of boulevard between Doheny Drive and La Brea Avenue in West Hollywood; the extent of Santa Monica Boulevard included in this Master Plan is fully contained in the RSA.			
A primary objective of redesigning Santa Monica Boulevard has been to improve how it functions as a street that serves both regional travel and local community use. This objective has led to the development of strategies that accommodate all modes of transportation: bicycling, walking, bus transit, in addition to autos and people with disabilities.			
The proposed San Vicente-Fairfax Alignment Alternative supports this policy by providing additional transportation options with a new transit station at San Vicente/Santa Monica, Fairfax/Santa Monica, and La Brea/Santa Monica.	The proposed Fairfax Alignment Alternative supports this policy by providing additional transportation options with a new transit station at Fairfax/Santa Monica, and La Brea/Santa Monica.	The proposed La Brea Alignment Alternative supports this policy by providing additional transportation options with a new transit station at La Brea/Santa Monica.	The Hollywood Bowl Design Option is not applicable in the City of West Hollywood.
Focus on pedestrian and transit improvements that will unify the four corners of the intersection.			
The proposed San Vicente-Fairfax Alignment Alternative supports the provision of transit improvements and does not detract from the pedestrian experience.	The proposed Fairfax Alignment Alternative supports the provision of transit improvements and does not detract from the pedestrian experience.	The proposed La Brea Alignment Alternative supports the provision of transit improvements and does not detract from the pedestrian experience.	The Hollywood Bowl Design Option is not applicable in the City of West Hollywood.

SAN VICENTE-FAIRFAX ALIGNMENT ALTERNATIVE	FAIRFAX ALIGNMENT ALTERNATIVE	LA BREA ALIGNMENT ALTERNATIVE	DESIGN OPTION
Bus stop gardens are special places on the boulevard to be enjoyed by transit patrons and boulevard pedestrians.			
The proposed San Vicente-Fairfax Alignment Alternative supports the provision of transit improvements and would not detract from the experience of pedestrians at the Bus Stop Gardens.	The Fairfax Alignment Alternative supports the provision of transit improvements and would not detract from the experience of pedestrians at the Bus Stop Gardens.	The La Brea Alignment Alternative supports the provision of transit improvements and would not detract from the experience of pedestrians at the Bus Stop Gardens.	The Hollywood Bowl Design Option is not applicable in the City of West Hollywood.
2017 CITY OF WEST HOLLYWOOD BICYCLE AND PEDESTRIAN MOBILITY PLAN The Plan provides a vision and set of prioritized strategies and tools to enhance the City of West Hollywood's streets to be more comfortable, safe, and inviting to pedestrians and bicyclists of all ages and abilities.			
Objective: Support multimodal transportation options to reduce greenhouse gases, congestion, and pollution.			
The proposed San Vicente-Fairfax Alignment supports multimodal transportation options that would reduce greenhouse gases, congestion, and pollution by reducing VMT, as documented in Table 6-8.	The proposed Fairfax Alignment Alternative supports multimodal transportation options that would reduce greenhouse gases, congestion, and pollution by reducing VMT, as documented in Table 6-11.	The proposed La Brea Alignment Alternative supports multimodal transportation options that would reduce greenhouse gases, congestion, and pollution by reducing VMT, as documented in Table 6-9.	The Hollywood Bowl Design Option is not applicable in the City of West Hollywood.
Objective: Coordinate with neighboring jurisdictions to connect West Hollywood to regional destinations.			
The proposed San Vicente-Fairfax Alignment supports connecting West Hollywood to regional destinations by providing a high-quality transit line that would connect to the regional transit system.	The proposed Fairfax Alignment Alternative supports connecting West Hollywood to regional destinations by providing a high-quality transit line that would connect to the regional transit system.	The proposed La Brea Alignment Alternative supports connecting West Hollywood to regional destinations by providing a high-quality transit line that would connect to the regional transit system.	The Hollywood Bowl Design Option is not applicable in the City of West Hollywood.

B.2 MAINTENANCE AND STORAGE FACILITIES

Table B-2 summarizes the regional and local transportation policies by jurisdiction within the RSA for the MSF and evaluates the consistency of the proposed MSF with these plans and policies.

TABLE B-2. TRANSPORTATION POLICY ANALYSIS SUMMARY FOR MAINTENANCE AND STORAGE FACILITY

MSF
2020-2045 SCAG RTP/SCS
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.
The proposed MSF supports this goal by creating the necessary infrastructure to support the operation for an accessible, reliable, and safe transit system.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.
The proposed MSF supports this goal by ensuring there is the necessary maintenance and storage facilities to support the operation of the K Line.
Goal 4: Increase person and goods movement and travel choices within the transportation system
The proposed MSF supports this goal by creating the infrastructure that maintains and supports the movement of goods and people within the transportation system.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network
The proposed MSF does not conflict with this goal. The MSF is a necessary element to support an expanding transit network that supports the planned regional development.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
The proposed MSF does not conflict with this goal. The MSF will use the latest technologies for maintaining vehicles.
2016 CITY OF LOS ANGELES – GENERAL PLAN MOBILITY ELEMENT
Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.
Policy 1.7 Regularly Maintained Streets: Enhance roadway safety by maintaining the street, alley, tunnel, and bridge system in good to excellent condition.
The proposed MSF does not conflict with the City of Los Angeles Mobility Element policies relating to safety. Per PM TRA-2, all vehicular driveways that would access the MSF would be designed in accordance with relevant design guidelines.
Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
Policy 2.5 Transit Network: Improve the performance and reliability of existing and future bus service.
Policy 2.9 Multiple Networks: Consider the role of each enhanced network when designing a street that includes multiple modes.
Policy 2.11 Transit Right-of-Way Design: Set high standards in designing public transit rights-of-way that considers user experience and supports active transportation infrastructure.
Policy 2.12 Walkway and Bikeway Accommodations: Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way.
The proposed MSF supports these policies. The MSF creates the necessary infrastructure to support the expansion of the transit network in Los Angeles.

MSF
Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system.
Policy 3.2 People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.
Policy 3.4 Transit Services: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.
Policy 3.5 Multimodal Features: Support "first-mile, last-mile solutions" such as multimodal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.
Policy 3.6 Regional Transportation & Union Station: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.
Policy 3.7 Regional Transit Connections: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.
The proposed MSF does not conflict with the City of Los Angeles Mobility Element policies relating to access. The MSF supports the expansion of transit services in Los Angeles.
Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.
Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce VMT per capita.
The proposed MSF does not conflict with the City of Los Angeles Mobility Element policies relating to clean environments and healthy communities. Expansion of the K Line would be supported by operational activities conducted at the MSF, and K Line operation would result in a decrease in regional VMT, as documented in Table 6-11 through Table 6-13.
2021 CITY OF LOS ANGELES – GENERAL PLAN SAFETY ELEMENT.
Objective 2.1: Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.
Policy 2.1.5: Develop, implement and continue to improve the City's ability to respond to emergency events. Participate in regularly scheduled disaster exercises to better prepare Police, Fire, Public Works and other City employees with disaster responsibilities.
The proposed MSF does not conflict with the City's ability to respond to emergency events as the MSF facility would operate outside of the public right-of-way.
2015 CRENSHAW BOULEVARD STREETSCAPE PLAN
Goal: Create an environment that encourages the use of transit and active transportation, in addition to the automobile. **Goal: Position Crenshaw Boulevard as a "complete street" that provides a variety of mobility options.**
The proposed MSF does not conflict with the Crenshaw Boulevard Streetscape Plan goals. The MSF supports the expansion of transit.
2019 LOS ANGELES GREEN NEW DEAL
Target: Reduce Vehicle Miles Traveled per capita by at least 13% by 2025, 39% by 2035, and 45% by 2050.
The proposed MSF would help reach the Los Angeles Green New Deal target of reducing VMT per capita. The MSF would provide the infrastructure necessary to support transit options and reduce VMT, as documented in Table 6-11 through Table 6-13.
Target: Reduce municipal GHG emissions 55% by 2025 and 65% by 2035 from 2008 baseline levels, reaching carbon neutral by 2045.
The proposed MSF would help reach the Los Angeles Green New Deal target of reducing GHG emissions by supporting the expansion of transit that would reduce regional VMT, as documented in Table 6-11 through Table 6-13.

MSF
2010 LOS ANGELES DEPARTMENT OF CITY PLANNING BICYCLE PLAN
Transit Objective 1.3: Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system. **Policy 1.3.1: Incorporate bikeways into transit projects that include an exclusive right-of-way.** **Policy 1.3.2: Maximize Bicycle Amenities at Transit Stops and Stations.**
The proposed MSF does not conflict with the City of Los Angeles Bicycle Plan objectives and policies regarding transit.
LOS ANGELES WORLD AIRPORTS (LAWA) - TRANSFORMING LAX
Midfield Satellite Concourse (MSC) South **Airfield & Terminal Modernization Project (ATMP)** **Northside Development**
The proposed MSF does not conflict with the upcoming LAWA Projects. The LAWA APM would be located on the southern edge of the MSF and the APM MSF would be located immediately to the west of the MSF.