

3.15 Transportation

This section is based on the *Sepulveda Transit Corridor Project Transportation Technical Report*, incorporated into this DEIR as Appendix S.

3.15.1 Regulatory and Policy Framework

The federal, state, regional, and local regulations and policies concerning transportation are discussed in the following section.

3.15.1.1 Federal

Americans with Disability Act

The Americans with Disabilities Act (ADA) prohibits discrimination on the basis of disability in public spaces and establishes minimum standards for accessibility when designing and constructing new public facilities. Public transit providers must meet ADA requirements set by the U.S. Department of Transportation for transit facilities, rail stations, intermodal centers, vehicles, and platforms. Accessibility standards regulate paths of travel, boarding ramps, bus stops and shelters, curb ramps, doors, elevators, escalators, emergency alarms, fare collection box placement, gates and turnstiles, parking areas, passenger drop-off areas, platform edges, rescue assistance areas, restrooms, signs, stairs, public telephones, water fountains, and wheelchair spaces. ADA requires fixed-route services to provide accessible vehicles, including lifts and ramps so that a passenger using a wheelchair or mobility device can reach a securement location onboard; illuminations, contrast, and slip-resistant surfaces at doorways and stepwells; turning and maneuvering room for wheelchairs; accessible handrails, stanchions, and stop controls (such as pull cords); stop announcements; and legible destination information on vehicles in large font. Additionally, public transit providers must provide rider information in multiple formats, such as large print or braille, assistance equipment and accessible features, adequate boarding time, priority seating and signs, and training for operators on how to assist individuals with disabilities and allowing service animals on board.

U.S. Department of Veterans Affairs West Los Angeles Campus Master Plan

The 2022 U.S. Department of Veterans Affairs (VA) *West Los Angeles Campus Master Plan* completes a decades-long planning effort by the VA Greater Los Angeles Healthcare System to reshape facilities and capital assets on its 388+ acre campus in West Los Angeles, covering a variety of construction, redevelopment, and leasing activities (U.S. Department of Veterans Affairs, 2022). The master plan's Circulation & Access Element evaluates opportunities and constraints for various mobility modes and facilities both within the campus and in the surrounding area. The plan promotes cooperation with public transit agencies, including the Los Angeles County Metropolitan Transportation Authority (Metro), to create accessible and efficient public transportation to and from the campus. The master plan's mobility strategies strive to transform its multimodal transportation network toward more active transportation modes in an effort to reduce greenhouse gas emissions.

3.15.1.2 State

Senate Bill 375, Section 4 – Sustainable Communities Environmental Assessment Criteria and Transit Priority Project Consistency Analysis

Section 4 of California Senate Bill 375 (codified in Public Resources Code Section 21155 in 2008) establishes specific criteria for projects to be eligible for the Sustainable Communities Environmental Assessment, or as transit priority projects, both of which streamline the CEQA environmental review

process. Projects that qualify for Sustainable Communities Environmental Assessment are consistent with a region's Sustainable Communities Strategy or Alternative Planning Strategy that outline how a region will meet its greenhouse gas reduction targets set by the California Air Resources Board. For projects to qualify as transit priority projects, they must meet certain criteria, such as being in proximity to major transit stops, providing a certain percent of affordable housing, or meeting specific density requirements. These classifications promote transit-oriented development and support California's broader climate and environmental goals, such as reducing greenhouse gas emissions.

Senate Bill 743 – CEQA Transportation Impacts

California Senate Bill 743 (codified in Public Resources Code Section 21099 in 2013) and Section 15604.3 of the CEQA Guidelines establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts rather than vehicle delay and level of service. The overall guidance for transit and active transportation projects is that they generally reduce VMT and therefore are presumed to have a less than significant impact on transportation (OPR, 2018). The presumption applies to bus and bus rapid transit (BRT) projects, bicycle and pedestrian infrastructure projects, and passenger rail projects, which would include the Project. Section 3.15.2 describes the methodology for assessing VMT for the Project.

Assembly Bill 1358 – Complete Streets Act

As of January 1, 2011, Assembly Bill 1358 requires cities and counties updating the circulation element of their General Plan to ensure that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, elderly, disabled people, and motorists. The California Department of Transportation (Caltrans) enacted a supporting Complete Streets directive in October 2008 (Deputy Directive 64) directing agency staff to fully consider the needs of non-motorized travelers in all programming, planning, maintenance, construction, operations and project development activities and products (Caltrans, 2008).

California Transportation Plan

The *California Transportation Plan* (Caltrans, 2021) provides a common framework and set of recommendations for guiding transportation decisions and investments by all levels of government and the private sector in California. This plan also provides analysis and policy recommendations regarding transportation issues and future trends, which include:

- Expand access to safe and convenient active transportation options.
- Improve transit, rail, and shared mobility options.
- Expand access to jobs, goods, services, and education.
- Advance transportation equity.
- Enhance transportation system resiliency.
- Enhance transportation safety and security.
- Expand protection of natural resources and ecosystems.

California Manual on Uniform Traffic Control Devices

The *California Manual on Uniform Traffic Control Devices* (CA MUTCD) (Caltrans, 2024a) provides guidelines and standards for traffic control devices (such as signs, signals, and pavement markings) used on California roads and highways. The CA MUTCD is based on the Federal Highway Administration MUTCD but includes specific provisions tailored to California's traffic laws and regulations. The CA MUTCD ensures consistency in traffic control devices across the state, thereby enhancing safety on California roadways.

California Highway Design Manual

The 7th Edition Caltrans *Highway Design Manual* (Caltrans, 2022a) establishes uniform standards for roadways in the state. The *Highway Design Manual* aims to ensure safe, efficient, and environmentally sensitive design of highways while considering factors such as traffic flow, accessibility, and sustainability.

UCLA Long Range Development Plan

The 2002 University of California, Los Angeles (UCLA) *Long Range Development Plan* is the comprehensive land use plan that guides the physical development of the UCLA campus to support its teaching, research, and public service mission (UCLA, 2002). Relevant policies include maintaining parking and vehicle trip caps set in the 1990 *Long Range Development Plan* (UCLA, 1990) and enhancing wayfinding to strengthen pedestrian and vehicle circulation and promote safety.

UCLA Sustainable Transportation Plan

Completed in January 2014, the UCLA *Sustainable Transportation Plan* describes the goals and objectives of the university's efforts to maintain sustainable transportation programs and reduce greenhouse gas emissions from mobile sources (UCLA, 2014). Relevant policies include working with local agencies and municipalities to align transit near campus, promote first/last mile (FLM) improvements near campus, and improve safety on bike and walk pathways proximate to campus and UCLA health facilities.

UCLA Active Transportation Plan

The 2019 *UCLA Active Transportation Plan* provides a framework to improve campus livability and safety by detailing policy and infrastructure initiatives that increase walking, biking, and other forms of active transportation (UCLA, 2019). Relevant policies include prioritizing the safety of active transportation users and developing the campus to become more people-centric and less vehicle-centric to enhance the health and wellness of UCLA students, employees, and visitors.

California Green Building Standards Code

The California Green Building Standards Code (Title 24, Part 11) includes regulations for energy, water, and resource efficiency and conservation, mandatory provisions for residential and other buildings, and additional voluntary provisions for hospitals, schools, and residential and commercial buildings.

3.15.1.3 Regional

Southern California Association of Governments RTP/SCS

As the metropolitan planning organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial) and 191 cities, the Southern California Association of Governments (SCAG) is responsible for developing plans for regional transportation, land use and growth management, and air quality. SCAG adopted the *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS)* (SCAG, 2024) as the tool used for identifying the transportation priorities in the SCAG region. Only projects and programs included in the RTP/SCS are eligible for federal funding. The Project is included in the 2024-2050 RTP/SCS as the "Sepulveda Pass Transit Corridor (Phase 2)."

The 2024-2050 RTP/SCS goals are divided into four core categories to help achieve SCAG's overall vision of further investment in the transportation system and development of communities to meet the needs of the region both today and in the future. These goals include the following:

- **Mobility:** Build and maintain an integrated multimodal transportation network.
- **Communities:** Develop, connect, and sustain communities that are livable and thriving.
- **Environment:** Create a healthy region for the people of today and tomorrow.
- **Economy:** Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents.

OurCounty – Los Angeles Countywide Sustainability Plan

OurCounty is a regional sustainability plan for Los Angeles, and an effort to outline an inclusive vision for the future that balances values of environment, equity, and economy (Los Angeles County Chief Sustainability Office, 2019). The plan is organized around 12 cross-cutting goals that describe a shared vision for a sustainable Los Angeles County. Goal 8 of the plan calls for “a convenient, safe, clean and affordable transportation system that expands mobility while reducing car dependency.” By developing programs that reduce the number of miles people travel in private vehicles, the County of Los Angeles aims to expand residents’ mobility, especially for residents whose limited automobile access translates to stifled economic opportunity.

Los Angeles County Metropolitan Transportation Authority Plans

Long Range Transportation Plan

Metro’s *2020 Long Range Transportation Plan* (LRTP) (Metro, 2020a) provides a detailed road map for how Metro will plan, build, operate, maintain, and partner towards improved mobility through the year 2047. The Project is included in Metro’s 2020 LRTP as a major project for Westside cities and the San Fernando Valley with operations beginning in 2033.

Measure M Expenditure Plan

Los Angeles County voters passed sales tax Measure M in 2016 to improve regional transportation and fund transit infrastructure expansion throughout Los Angeles County. Metro prepared the *Measure M Expenditure Plan* (Metro, 2016) to specify the projects and programs to be implemented by the sales tax fund. The Project is included in the *Measure M Expenditure Plan* as the “Sepulveda Pass Transit Corridor” and provides for operations of the Project between the San Fernando Valley and the Westside to begin in 2033-2035.

Transit Oriented Communities Implementation Plan

Metro’s *Transit Oriented Communities Policy* in 2018 (Metro, 2018a) and *Transit Oriented Communities Implementation Plan* in 2020 (Metro, 2020b) promote land use planning and community development policies that maximize access to transit as a key organizing principle and acknowledge mobility as an integral part of the urban fabric. The *Transit Oriented Communities Implementation Plan* seeks to build partnerships with the community to realize five goals, which include:

1. Increase transit ridership and choice.
2. Stabilize and strengthen communities around transit.
3. Engage communities and partners in visioning.
4. Distribute transit benefits to all.
5. Capture value created by transit.

Metro Rail Design Criteria

The Metro Rail Design Criteria (MRDC) outline standards and guidelines for the construction and operation of a Metro rail project. This document ensures consistency and quality across rail projects by

providing detailed specifications for various aspects of rail operation. The MRDC identifies Metro's recommended methods to construct, maintain, and monitor the relative safety of fixed-rail facilities. Alternative 6 would utilize the MRDC as the basis of design. Alternatives 1, 3, 4, and 5 would use equivalent criteria appropriate for the technological and operational differences of each alternative. Each alternative would adhere to the Adjacent Construction Design Manual component of the MRDC. Section 2 of the MRDC on Environmental Considerations establishes the environmental compliance requirements for the designer of Metro projects to take into consideration unique environmental conditions of Los Angeles County, including the targets and measurements outlined in Metro's Board-approved *Moving Beyond Sustainability* (Metro, 2020c). Section 9 of the MRDC on Systems describes the general requirements and standards for systems such as fare collection, train control and communications, emergency systems, and traction power and distribution systems, among others.

I-405 Comprehensive Multimodal Corridor Plan

Adopted in September 2022, the *I-405 Comprehensive Multimodal Corridor Plan* (Metro, 2022a) creates a guiding vision for getting around one of the most congested corridors in the country. The plan's study area covers the entire length of Interstate 405 (I-405) in Los Angeles County from the San Fernando Valley to the Orange County Line. The Project is listed under "Key Existing Projects" with significant potential to improve multimodal mobility across the I-405 corridor. Relevant strategies from the plan include investing in high-quality transit options, connecting communities along the corridor, reducing racial and economic disparities in transportation benefits and burdens, leveraging emerging technologies, and providing a safe, resilient, and well-maintained multimodal transportation system.

NextGen Bus Plan

Adopted in October 2020, Metro's *NextGen Bus Plan* (Metro, 2020d) proposes major bus service changes across the Metro service area to provide more fast, frequent, reliable, and accessible service to meet the needs of current and future riders. The *NextGen Bus Plan* was rolled out in phases from December 2020 through December 2021.

First/Last Mile Plans and Guidelines

The 2014 *Metro First Last Mile Strategic Plan* (Metro, 2014a) promotes an infrastructure improvement strategy to improve access, safety, and user experience for people on foot, bike, or other rolling modes. The Metro Board adopted Motions 14.1 and 14.2 in 2016 to create a Countywide FLM Priority Network to facilitate the build-out of infrastructure for this network and specify a process framework for local contribution to FLM supportive projects. To further integrate FLM planning, the 2021 *First/Last Mile Guidelines* (Metro, 2021b) serve as a key resource for Metro staff when undertaking FLM planning and design efforts and provide a coordination tool and resource for Metro, Los Angeles County, municipalities, community groups, and private institutions.

In addition to the 2014 *Metro First Last Mile Strategic Plan* (Metro, 2014a) and 2021 *First/Last Mile Guidelines* (Metro, 2021b), Metro has established FLM plans for existing and planned rail and BRT stations that guide station access and safety improvements. The relevant FLM plans for the Study Area include:

- *Purple Line Extension First/Last Mile Plan, Sections 2 & 3* (Metro, 2020e)
- *G Line (Orange) Sepulveda Station First/Last Mile Plan* (Metro, 2021c)
- *East San Fernando Valley Light Rail Transit First/Last Mile Plan* (Metro, 2020f)

Active Transportation Strategic Plan

Metro's 2023 *Active Transportation Strategic Plan* sets goals and objectives for implementing active transportation improvements across Los Angeles County (Metro, 2023a). Relevant goals of the plan include the following:

- Improve access to transit.
- Establish active transportation modes as integral elements of the countywide transportation system.
- Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activity.
- Promote multiple clean transportation options to reduce criteria pollutants, greenhouse gas emissions, and improve air quality.
- Improve public health through traffic safety, reduced exposure to pollutants, design and infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives.
- Foster healthy, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destinations, such as jobs, medical facilities, schools, and recreation.

Vision 2028 Plan

The *Metro Vision 2028 Strategic Plan* lays the foundation for transforming mobility across the county over the 10-year period ending in 2028 (Metro, 2018b). The plan seeks to increase mobility across Los Angeles County by reducing the number of people who drive alone and increasing the number of trips people take by transit, walking, rolling modes such as biking and scootering, shared rides, and carpooling. It also seeks to improve the customer experience by reducing maximum wait times for any transit trip to 15 minutes or less, even during off-peak periods, improving bus travel speeds by 30 percent, and providing reliable, convenient options for users to bypass congestion.

Moving Beyond Sustainability – Sustainability Strategic Plan 2020

Metro's 2020 *Moving Beyond Sustainability Plan* (MBS Plan) (Metro, 2020c) outlines a comprehensive sustainability strategy for the next 10 years that addresses environmental, social, and economic considerations in Metro's decision-making and operations, while also prioritizing community resilience and equity. The MBS Plan includes quantitative targets across seven categories to achieve its sustainability goals: Water Quality and Conservation, Solid Waste, Emissions and Pollution Control, Resilience and Climate Adaptation, Materials, Construction and Operations, Energy Resource Management, and Economic and Workforce Development. The MBS Plan will be updated every five years.

Relevant guiding principles from Metro's MBS Plan include:

- Implement sustainable practices and initiatives that advance and enhance the goals of Metro's *Vision 2028 Strategic Plan* (Metro, 2018b).
- Align sustainability projects and initiatives to support Metro's LRTP.
- Achieve our sustainability goals through transparent and authentic engagement with our stakeholders and community members.

- Encourage innovation in strategic planning and sustainable practice through adaptation and resilience.
- Strengthen sustainability efforts through leadership and collaboration with regional partners and agencies.

Equity Platform Framework and Equity Focus Communities

In February 2018, Metro adopted the Equity Platform Framework to guide how the agency will work to address disparities in access to opportunities, including jobs, housing, community resources, healthy communities, and mobility options (Metro, 2018c). The platform is not a singular task or process that will be complete, but rather is designed to inform, shape, and guide every facet of the agency's business on a continuing basis. The platform includes four main pillars of action, including:

- **Define and Measure:** Define equity and develop performance metrics that allow us to determine whether equity, as defined, is being meaningfully achieved as part of Metro's actions.
- **Listen and Learn:** Establish the crucial connection and communication between Metro and the larger Los Angeles County community in carrying out and determining Metro's actions.
- **Focus and Deliver:** Implement actions and programs that achieve measurable, equitable outcomes and carry out Equity Platform Framework objectives and principles.
- **Train and Grow:** Recognize that significant commitments will be needed from within the Metro organization to understand, embrace and maximize equity advancements.

In June 2019, the Metro Board adopted Equity Focus Communities (EFC) as a working definition under the first pillar of the Equity Platform Framework to address a lack of clear performance metrics (Metro, 2019b). EFCs establish where transportation needs are greatest based on the concentration of low-income households, non-white residents, and households with no access to a car.

In 2022, Metro updated EFC designations by implementing a new Metro Equity Need Index that allows for a more nuanced understanding of equity needs across the county. It includes five tiers of equity need (Very High Need, High Need, Moderate Need, Low Need, and Very Low Need). Within this index, the top two tiers (High Need and Very High Need) are designated as EFCs.

Complete Streets Policy

Metro's *Complete Streets Policy* (Metro, 2014b) lays the groundwork for better multimodal street design that considers all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, movers of commercial goods, and others. The *Complete Streets Policy* is a high-level direction that helps redefine streets and highways through incremental changes in capital projects, regular maintenance, and operations work, so that the transportation system becomes safer and more accessible for travelers of all ages and abilities.

Metro Transit Service Policy

Metro's *Transit Service Policy* (Metro, 2022c) establishes criteria and guidelines to ensure that the transit system is developed and managed consistent with directives from the Metro Board of Directors, including a formal process for evaluating services, service design guidelines, and a process for implementing service charges. The following three goals outlined in the *Transit Service Policy* particularly relate to the Project:

- **Goal 1:** Provide high-quality mobility options that enable people to spend less time traveling

- Goal 2: Deliver outstanding trip experiences for all users of the transportation system
- Goal 3: Enhance communities and lives through mobility and access to opportunity

Rail Fleet Management Plan

Metro’s *Rail Fleet Management Plan FY2025-2042* (Metro, 2024b) includes information regarding vehicle requirements and service requirements for long-term financial and operational planning. The *Rail Fleet Management Plan* describes existing Metro rail services and facilities, identifies rail vehicle fleet and facility requirements, and includes information required for rail budget preparation. This plan only applies to alternatives developed by Metro.

County of Los Angeles Bicycle Master Plan

In 2012, the Los Angeles County Department of Public Works (LADPW) adopted an update to its *Bicycle Master Plan* (LADPW, 2012) originally published in 1975. The purpose of the *Bicycle Master Plan* is to 1) guide the development of countywide bicycle infrastructure, policies, and programs that improve the bicycle network; 2) reduce the number of bicycle related collisions; 3) provide a safe, equitable, and accessible bicycle network; and 4) provide a system of bikeways that is consistent with the *Los Angeles County General Plan*. The *Bicycle Master Plan* provides a framework for enhancing countywide bicycle infrastructure and encouraging bicycle ridership within the county by expanding the existing bikeway network, improving safety, and providing improved local and regional connectivity. The plan proposes to install approximately 831 miles of new bikeways over the next 20 years. The goals of the *Bicycle Master Plan* were incorporated into the Mobility Element of the *Los Angeles County General Plan*.

3.15.1.4 Local

City of Los Angeles Mobility Plan 2035

The City of Los Angeles *Mobility Plan 2035 – An Element of the General Plan* (Mobility Plan 2035) lays out a policy foundation for achieving a transportation system that balances the needs of all users (DCP, 2016). The plan establishes land use and transportation considerations that reflect the City of Los Angeles Department of City Planning’s (DCP) commitment to equity and environmental justice and strive toward improved safety, public health, and access. Relevant priorities of *Mobility Plan 2035* include:

- Focusing on safety, education, and enforcement
- Increasing access through greater community connections
- Investing in the construction of Complete Streets Networks
- Tackling issues related to the overall health and sustainability of Los Angeles’ neighborhoods

City of Los Angeles 2010 Bicycle Plan

In March 2011, the Los Angeles City Council adopted the *2010 Bicycle Plan – A Component of the City of Los Angeles Transportation Element* (2010 Bicycle Plan) (DCP, 2011). Developed after years of community meetings throughout Los Angeles, the plan designates an ambitious 1,684-mile network of bicycle facilities made up of backbone, neighborhood, and greenway facilities throughout the city. Policies and programs in the plan are organized around the “Six E’s” of bicycle planning – equity, engineering, education, enforcement, encouragement, and evaluation – with two additional E’s added – environment and economics. The goals, objectives, policies, and programs of the 2010 Bicycle Plan were incorporated into the *Mobility Plan 2035*, with a few modifications to reflect the latest community input, as well as further refinements of the bikeway system.

City of Los Angeles Community Plans

The City of Los Angeles has 35 Community Plans that make up the General Plan's Land Use Element, which plays an important role in bolstering housing and job opportunities and conserving open space and natural resources. While General Plans are traditionally the primary guide for growth and development of a city, Community Plans focus on the unique characteristics of a smaller area and establish neighborhood-specific goals and implementation strategies. The following Community Plans in the Study Area are currently undergoing updates:

- Palms-Mar Vista-Del Rey (DCP, 1997b)
- West Los Angeles (DCP, 1999b)
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass (DCP, 1998c)
- Encino-Tarzana (DCP, 1998b)
- Reseda-West Van Nuys (DCP, 1999e)
- Van Nuys-North Sherman Oaks Community Plan (DCP, 1998d)
- North Hollywood-Valley Village Community Plan (DCP, 1996a)

The following community plans were last updated between 1995 and 1999:

- Westwood (DCP, 1999c)
- Brentwood-Pacific Palisades (DCP, 1998a)
- Bel Air-Beverly Crest (DCP, 1996b)
- Sun Valley-La Tuna Canyon Community Plan (DCP, 1999d)
- Mission Hills-Panorama City-North Hills Community Plan (DCP, 1999a)

Bureau of Engineering Standard Plans and Street Design Manual

The City of Los Angeles' Bureau of Engineering (LABOE) *Standard Plans* (LABOE, n.d.(a)) and *Street Design Manual* (LABOE, n.d.(b)) provide design guidelines for structures that are built repeatedly where design and construction do not vary greatly from site to site. These documents are relevant for any new construction or modification of pedestrian and roadway facilities. LABOE Sidewalks Standard Plan S-444-0 (LABOE, 2014) states that sidewalk widths of less than 5 feet shall require approval by the City Engineer. A minimum 5-foot by 5-foot square passing space is required at intervals of no greater than 200 feet.

City of Los Angeles Complete Streets Design Guide

The City of Los Angeles *Complete Streets Design Guide* (DCP, 2010) provides design concepts and best practices for achieving safe, accessible, and vibrant streets in Los Angeles. City departments overseeing the implementation of street improvement projects use this guide to ensure all projects are designed with Complete Streets principles in mind.

City of Los Angeles Supplemental Street Design Guide

The *Supplemental Street Design Guide* (LABOE, 2020) is meant to build upon LABOE *Standard Plans* (LABOE, n.d.(a)), *Street Design Manual* (LABOE, n.d.(b)), and the City of Los Angeles *Complete Streets Design Guide* (DCP, 2010) to provide guidance on treatments not covered by these previous documents. Such treatments include raised crosswalks, crossing islands, bus bulbs, and neighborhood traffic circles, among others.

City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code establishes regulations and laws pertaining to several aspects of city governance, including zoning, building and safety, transportation, and more. Sections 62.105, 62.106, and 62.107 of the Los Angeles Municipal Code establish permitting requirements for modifications to streets, sidewalks, and other improvements, as well as standards for construction and traffic control.

West Los Angeles Transportation Improvement and Mitigation Specific Plan

Adopted in 1997, the *West Los Angeles Transportation Improvement and Mitigation Specific Plan* (WLA TIMP) established a transportation impact assessment fee on new developments within the WLA TIMP area to fund transportation improvements stemming from the projected transportation impacts of new developments (DCP, 1997a). While the WLA TIMP mostly establishes the mechanisms for the transportation impact assessment fee, relevant policies listed in the WLA TIMP include:

- Encourage Caltrans to widen the San Diego Freeway for high-occupancy vehicle (HOV) lanes.
- Promote areawide transit enhancement through additional transit lines, shuttles, transit centers and facilities which expedite transit flow.

City of Santa Monica Land Use & Circulation Element

The *Santa Monica Land Use & Circulation Element* reflects the City of Santa Monica community's vision for the future (City of Santa Monica, 2010). The plan is designed to maintain the City of Santa Monica's character, protect its neighborhoods, manage its transportation systems, and encourage additional housing to ensure a high quality of life for all Santa Monicans now and in the future. Among the major goals of the Santa Monica Land Use & Circulation Element, "Manage Transportation and Reduce Congestion" can be achieved by treating the city as an integrated transportation management sphere, leveraging a combination of transit enhancements, pedestrian and bike improvements, and transportation demand management programs that reduce automobile travel demand.

Antelope Valley Transit Authority Service Standards and Policies

As part of Antelope Valley Transit Authority's (AVTA) Title VI Program Update for FY2021 (AVTA, 2020), which supports the equitable distribution of transit required under Title VI of the Civil Right Act of 1964, the agency has established quantitative standards for fixed bus routes to relieve potential overcrowding. For commuter bus routes, vehicle loads are not to exceed "75% of seated capacity."

City of Santa Monica Bike Action Plan

The City of Santa Monica *Bike Action Plan* (City of Santa Monica, 2011) was originally adopted in 2011. A technical amendment to the *Bike Action Plan* with a limited scope of introducing a new facility type into the plan was adopted in 2020 (City of Santa Monica, 2020). The amendment to the plan does not revisit the baseline policy and bike network established by the 2011 *Bike Action Plan*. This plan serves as a guide for implementation of programs, policies, and infrastructure supportive of cycling in the City of Santa Monica. The *Bike Action Plan Amendment* prioritizes the expansion of the existing bike network and provides more information regarding the addition of protected bike lanes to Santa Monica's cycling infrastructure network.

City of Santa Monica Pedestrian Action Plan

In 2016, the City of Santa Monica published the *Pedestrian Action Plan* (City of Santa Monica, 2016) to provide a comprehensive strategy for improving pedestrian safety and accessibility within the City of

Santa Monica. The *Pedestrian Action Plan* is modeled after the city's successful *Bike Action Plan* and incorporates lessons learned from it to enhance pedestrian infrastructure and safety measures. The implementation of the plan is ongoing, with opportunities for community input as specific projects are developed and executed.

3.15.2 Methodology

This section describes the impact evaluation methodologies for VMT, transit, roadway, active transportation, and construction. Consistent with CEQA, local policies, and industry practices, the following impact criteria and thresholds of significance were developed.

3.15.2.1 Vehicle Miles Traveled

In accordance with Senate Bill 743, CEQA requires projects to be analyzed based on their impacts to VMT rather than vehicle delay and level of service. The Office of Planning and Research (OPR) has developed a *Technical Advisory on Evaluating Transportation Impacts in CEQA* that contains recommendations on VMT calculation methodology, thresholds of significance, and mitigation measures (OPR, 2018). Section F of OPR's Technical Advisory specifies that "transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation."

VMT forecasts for the No Project Alternative and the project alternatives are extracted from Metro's Transportation Analysis Model 2018 (CBM18B). The model represents the six-county SCAG region (Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties), which was used as the basis for the evaluation of VMT. CBM18B uses demographic data and projections, and assumptions regarding regional socioeconomic and transportation network characteristics to develop trip estimates occurring between different locations in the region, the market share of each transportation mode, and the routing of these trips over the highway and transit networks. To calculate the No Project Alternative VMT, the length of each roadway segment in the Study Area was multiplied by the forecast daily volume on that segment. VMT reduction for each project alternative was calculated by multiplying the number of trips on the project for each alternative by the length of each trip.

3.15.2.2 Transit

Future transit ridership is based on output from Metro's CBM18B travel demand model. Transit networks in CBM18B reflect proposed bus and rail transit services operating in Los Angeles County and neighboring jurisdictions in the year 2045, including Metro's *NextGen Bus Plan* (Metro, 2020d). In addition to anticipated 2045 services, coordination with transit agencies as part of the development of the Project led to the identification of further changes to local and regional transit services that would be expected to be implemented with each alternative. The proposed changes, which are described in Section 3.15.3 were incorporated into CBM18B. For more information on the transit network changes in the Metro Transportation Analysis Model, refer to the *Transit Network Assumptions* in Attachment 1 of the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025). Implementation of the transit service recommendations will be subject to each transit agency's standard review and approval process, including the Federal Transit Administration's Title VI equity analyses (FTA, 2012).

The following indicators derived from CBM18B are presented to compare the performance of the Project under each alternative:

- Daily trips on the Project – the total number of people using any part of the Project

- Daily new transit trips – the number of new systemwide linked transit trips compared to the No Project Alternative
- Total daily boardings by station and mode

Vehicle Loading Standards

A peak load analysis was completed to compare the greatest number of passengers expected on a transit route against vehicle capacities and agency loading standards. The analysis was completed for rail and BRT lines in the Study Area, as well as for Metro and municipal bus routes. For rail and BRT, the greatest number of passengers carried between two stations during the peak hour was evaluated against the specific transit modes' vehicle capacity. For bus routes, expected daily passenger trips were evaluated against vehicle loading standards.

Transit Queueing at Stations on Connecting Lines

A queueing analysis was completed to evaluate the safety of transferring passengers at the fare gates of Metro stations on other fixed-guideway transit lines where the available queueing area is limited. The queueing analysis considers the length of the queue of transit riders transferring from a project station to another Metro line, including the Metro D Line, E Line, G Line, and East San Fernando Valley Light Rail Transit (ESFV LRT) Line. The analysis has been applied to all cases where a project station would provide a connection to another fixed-guideway transit station outside the fare-paid zone, meaning that passengers must travel through fare gates to reach the transfer station platform.

Although Alternative 6 is the only project alternative to use the MRDC as the basis of design, the transit queueing standards in the MRDC are relevant to the analysis of all project alternatives since the transit queueing analysis evaluates conditions at other Metro stations to which the MRDC is applicable. Consistent with MRDC Section 9.2.6, the queueing analysis has been performed for the 2-minute “peak surge demand,” with the assumption that all passengers transferring from a project train to another station will arrive at the fare gates of the transfer station within 2 minutes of each other. To find the maximum number of non-project passengers arriving in the two busiest minutes of the peak hour, forecasts of the number of passengers accessing the transfer station during the peak hour by all modes except rail (walk, bus, park & ride, kiss & ride) were divided by 30. This number was added to the number of passengers arriving per peak-hour train for connecting rail modes, including the Project, ESFV LRT Line, and Metrolink Ventura County Line trains. In cases where transferring passengers would be expected to use multiple different entrances at the transfer station, transfer volumes were assigned to each entrance based on the proximity of each station entrance to the exits of the project stations. The total number of passengers in the busiest 2-minute surge was divided by the number of fare gates at the transfer station to calculate the number of passengers expected to queue at each fare gate. MRDC Section 9.2.6 assumes that queueing passengers take up 3 feet of queueing space. These assumptions were used to develop forecast maximum queue lengths.

Since the Project's evaluation of impacts relies on a future operational condition – the transfer of passengers from a project station to another Metro station at which comparable transfers do not currently occur – comparing future conditions to a baseline of existing physical conditions was determined to not be appropriate for the transit queueing analysis. The determination of a transit queueing impact relies on whether a safety hazard is created when passengers transfer from a project station to another Metro line, which does not depend on existing conditions at the station. The Project would result in a potentially significant impact due to a safety hazard if the forecast maximum physical queue length exceeds the available queueing area at the fare gates of a transfer station resulting in transit riders standing in an unsafe area.

3.15.2.3 Roadway

The methodology for assessing impacts to roadways involves a review of roadway modifications proposed by the project alternatives for potential conflicts with programs, plans, policies, and ordinances related to the roadway network. A potentially significant impact to roadways would occur if the Project would conflict with the designation of an existing or planned roadway facility in a local program, plan, policy, or ordinance. The Resource Study Area (RSA) used to assess roadway impacts relied on the Project Study Area defined in Section 1.3.

3.15.2.4 Active Transportation

The Project would have a potentially significant impact if it would conflict with a program, plan, ordinance, or policy addressing the circulation system. A potentially significant impact to active transportation would occur if the Project would conflict with an existing or planned active transportation facility. Active transportation facilities refer to infrastructure that allows for the movement of people and goods via non-motorized modes, such as walking and cycling. Additionally, a potentially significant impact would occur if the Project were to create potentially hazardous conditions for bicyclists or pedestrians or otherwise interfere or create unsafe conditions for active transportation accessibility in the Study Area.

The methodology for assessing impacts to active transportation involves a qualitative assessment of the project alternatives' designs, roadway improvement plans, and local active transportation plans, including *Mobility Plan 2035* and Metro FLM plans. The RSA used to assess active transportation impacts relied on the Project Study Area defined in Section 1.3. Project improvements were compared with existing and planned active transportation networks to determine if an alternative would preclude planned facilities and/or impact existing facilities.

3.15.2.5 Construction

Impacts to the transportation system could result during the construction of the project alternatives. Construction impacts could include lane reductions, full or partial road closures, increased traffic from workers and equipment accessing construction sites, and issues related to traffic diversion, transit operation, and disruptions to pedestrian and bicycle circulation. Construction impacts are temporary in nature and would occur only during the time of Project construction.

The methodology for assessing impacts from construction involves a qualitative assessment of affected streets and active transportation facilities, including high-level descriptions of workers relative to total traffic volume. The RSA used to assess construction impacts relied on the Project Study Area defined in Section 1.3. Temporary changes to traffic circulation, haul truck routes, as well as parking and transit detours are discussed. The impacts of construction activities are evaluated using the significance criteria related to each transportation topic discussed in this section.

3.15.2.6 California Environmental Quality Act Thresholds of Significance

For the purposes of the Environmental Impact Report, impacts are considered significant if the Project would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- Result in inadequate emergency access.

3.15.3 Existing Conditions in the Project Study Area

3.15.3.1 Vehicle Miles Traveled

Table 3.15-1 shows the regional VMT under existing conditions for the base year and under the No Project Alternative for the forecast horizon year. Ambient population and employment growth would occur in the Study Area between the base year and horizon year.

Table 3.15-1. Existing and No Project Alternative Vehicle Miles Traveled

Project Alternative	Total Vehicle Miles Traveled
Existing Conditions (2019 Base Year)	456,869,300
No Project Alternative (2045 Horizon Year)	568,557,200

Source: HTA, 2024

Note: 2019 is used as the base year for the VMT analysis because it is the most recent year for which Metro’s CBM18B Transportation Analysis Model has been calibrated.

3.15.3.2 Roadway Conditions

The roadway network within the Study Area includes a wide range of facilities, including three freeways that provide regional access throughout Los Angeles County and Southern California, as well as multiple arterials, local roads, and intersections.

Freeways

The freeways within the Study Area include:

- **Interstate 405 (I-405) (San Diego Freeway):** I-405 is the major north-south freeway traversing the Study Area in its entirety between Sylmar in the northern San Fernando Valley and Irvine in Orange County. This freeway provides regional access between San Fernando and Irvine. Within the Study Area, I-405 provides five to seven lanes in each direction, including carpool lanes and auxiliary lanes. The direction of peak traffic demand varies over the course of the day, with the greatest travel occurring from the San Fernando Valley to the Westside during the morning commute period and the reverse pattern during the evening commute period. This freeway connects with the US-101 and I-10 freeways inside the Study Area that provide regional east-west access. On an average weekday, I-405 carries 353,000 vehicles on the Westside, 301,000 in the Sepulveda Pass, and 209,000 in the San Fernando Valley (Caltrans, 2022b).
- **I-10 (Santa Monica Freeway):** I-10 is an east-west freeway that crosses the southern end of the Study Area for 3.5 miles. Within the Study Area, I-10 consists of four general-purpose lanes in each direction, with no HOV lanes. Ramps within the Study Area include the Cloverfield Boulevard, Centinela Avenue, Bundy Drive, and Overland Avenue on- and off-ramps. I-10 connects to State Route (SR) 1 in the City of Santa Monica, I-405 in West Los Angeles, and I-110/SR-110, US-101, and Interstate 5 (I-5) near downtown Los Angeles. On an average weekday, I-10 carries 215,000 vehicles through the Study Area (Caltrans, 2022b).

- US-101 (Hollywood Freeway):** US-101 is an east-west freeway within the Study Area that crosses the northern end of the Study Area for 5 miles. US-101 has five general-purpose lanes in each direction, with auxiliary lanes near the I-405 interchange and does not have any HOV lanes in either direction within the Study Area. Ramps within the Study Area include the Woodman Avenue, Van Nuys Boulevard, Sepulveda Boulevard, Haskell Avenue, Hayvenhurst Avenue, and Balboa Boulevard on- and off-ramps, and the White Oak Avenue off-ramp. US-101 connects with SR-134 and SR-170 in the San Fernando Valley and I-10, SR-110, and I-5 near downtown Los Angeles. On an average weekday, US-101 carries 323,000 vehicles through the Study Area (Caltrans, 2022b).

Major Arterial Network

The major roadways in the Study Area are shown on Figure 3.15-1 and their classification under *Mobility Plan 2035* are listed in Table 3.15-2. Classifications are based on roadway and right-of-way (ROW) widths and include the following types in the Study Area:

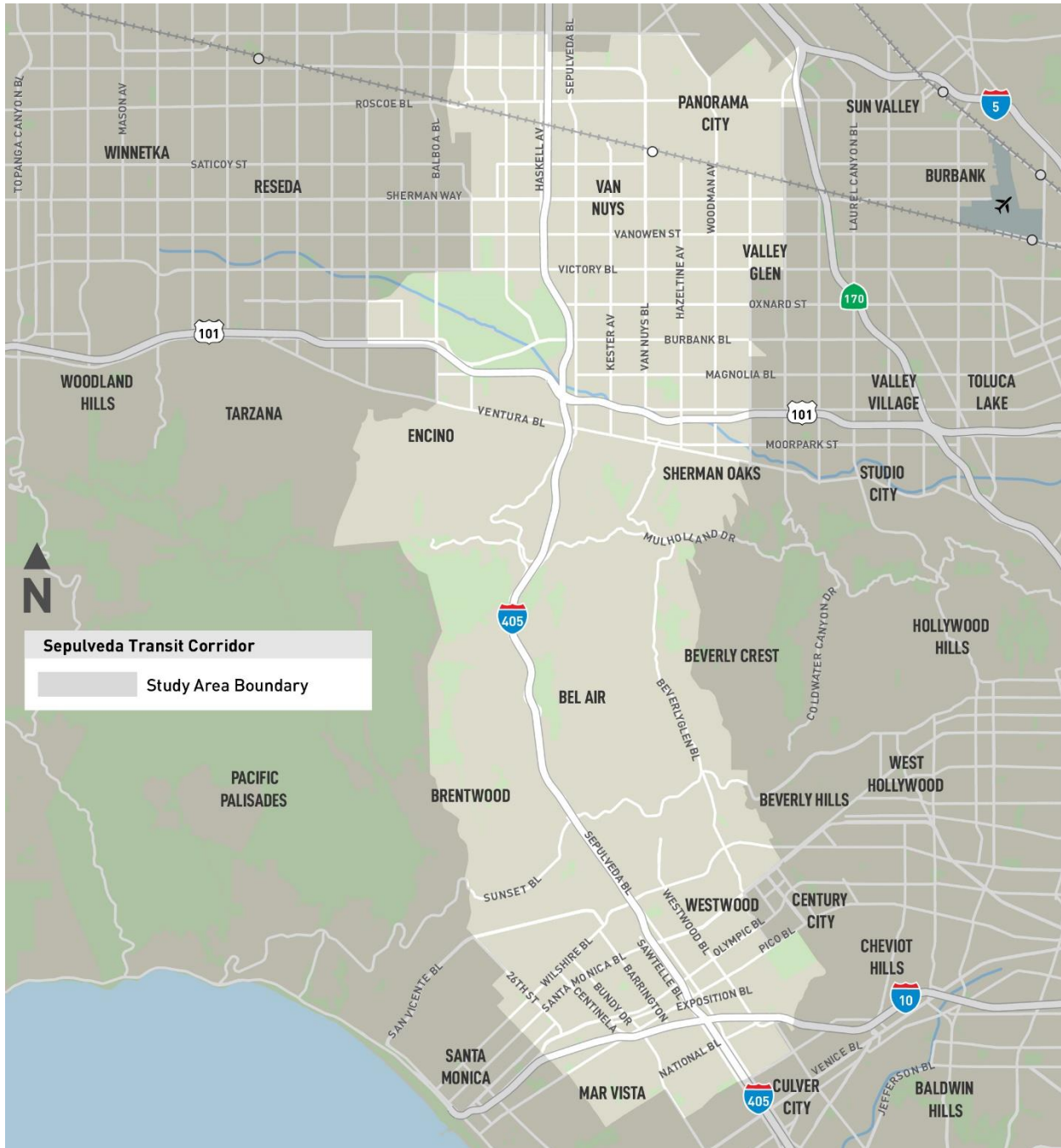
- Boulevard II facilities have roadway widths of 80 feet and total ROW widths of 110 feet.
- Avenue I facilities have roadway widths of 70 feet and total ROW widths of 100 feet.
- Avenue II facilities have roadway widths of 56 feet and total ROW widths of 86 feet.
- Collector streets have roadway widths of 40 feet and total ROW widths of 66 feet.
- Local streets have roadway widths between 30 and 36 feet and total ROW widths between 50 and 60 feet.

Table 3.15-2. Existing Major Arterials within the Study Area

Name	Mobility Plan 2035 Classification
<i>Major North/South Arterials (listed from west to east)</i>	
Centinela Avenue	Avenue I
Bundy Drive	Avenue I
Barrington Avenue	Avenue I (south of Pico Boulevard) Avenue II (north of Pico Boulevard)
Haskell Avenue	Avenue II
Sawtelle Boulevard	Avenue I
Sepulveda Boulevard	Boulevard II
Kester Avenue	Avenue II
Van Nuys Boulevard	Boulevard II
Westwood Boulevard	Avenue II (south of Wilshire Boulevard) Boulevard II (north of Wilshire Boulevard) Avenue I (between Le Conte Avenue and Wilshire Boulevard)
Beverly Glen Boulevard	Avenue I (south of Wilshire Boulevard) Avenue II (between Sunset Boulevard and Wilshire Boulevard, and between Ventura Boulevard and Mulholland Drive)
Hazeltine Avenue	Avenue II
Woodman Avenue	Avenue I
<i>Major East/West Arterials (listed from south to north)</i>	
National Boulevard	Avenue I
Exposition Boulevard	Collector Street (east of Sepulveda Boulevard) Local/Other Street (west of I-405)
Pico Boulevard	Avenue I
Olympic Boulevard	Boulevard II
Santa Monica Boulevard	Boulevard II

Name	Mobility Plan 2035 Classification
Wilshire Boulevard	Boulevard II
San Vicente Boulevard	Avenue II
Sunset Boulevard	Avenue I
Mulholland Drive	Local/Other Street
Ventura Boulevard	Boulevard II
Magnolia Boulevard	Avenue II
Burbank Boulevard	Boulevard II
Oxnard Street	Avenue II
Victory Boulevard	Boulevard II
Vanowen Street	Avenue II
Sherman Way	Boulevard II
Saticoy Street	Avenue II
Roscoe Boulevard	Boulevard II

Source: DCP, 2016; HTA, 2024

Figure 3.15-1. Existing Freeway and Arterial Network


Source: HTA, 2024

3.15.3.3 Transit Conditions

The Study Area is served by several local and regional transit agencies, including Metro, Los Angeles Department of Transportation (LADOT), Metrolink commuter rail, Amtrak intercity rail, Santa Monica Big Blue Bus (BBB), Culver CityBus (CCB), Santa Clarita Transit (SCT), AVTA, and UCLA BruinBus. Transit service types within the Study Area include rapid bus, express/commuter bus, commuter rail, intercity rail, light rail transit (LRT), BRT, shuttles and circulators, and local bus lines. In addition, nine Metro bus routes operate 24 hours a day and offer half-hour or hour headways during owl service hours (12:00am to 4:00am).

Public transit lines that serve the Study Area are summarized in Table 3.15-3.

Table 3.15-3. Existing Fixed-Route Transit Service within the Study Area

Operator	Route	Span of Service	Weekday Headways (in minutes)	
			Peak	Off-Peak
<i>Rail</i>				
Metro	E	3:43am – 12:46am	10	12
Metrolink	Ventura County	5:02am – 8:15pm	30 (in peak direction)	4 off-peak trains
Amtrak	Pacific Surfliner	7:47am – 9:09pm	Five daily trains in each direction	
Amtrak	Coast Starlight	NA	One daily train in each direction	
<i>BRT</i>				
Metro	901 (G Line)	24 hours	6	10
<i>Rapid Bus</i>				
BBB	Rapid 7	6:05am – 8:09pm	20	20
BBB	Rapid 12	5:30am – 10:00pm	10 – 12	12
CCB	6R	6:28am – 7:56pm	15	15
Metro	720	5:00am – 1:00am	8	11
Metro	761	3:57am – 11:13pm	15	15
<i>Local Bus</i>				
BBB	1	5:20am – 10:20pm	10 – 12	10 – 12
BBB	2	6:50am – 10:42pm	20	20
BBB	5	7:20am – 7:00pm	30	30
BBB	Local 7	4:50am – 11:58pm	15	15
BBB	Express 7	6:05am – 8:09pm	20	20
BBB	8	6:30am – 10:34pm	25 – 27	25 – 27
BBB	14	5:15am – 8:20pm	12 – 15	12 – 15
BBB	15	6:45am – 7:00pm	20	20
BBB	16	6:20am – 7:04pm	25	30
BBB	17	5:45am – 8:00pm	15	20
BBB	18	6:45am – 8:30pm	30	30
BBB	43	6:25am – 5:50pm	30	NA
CCB	3	6:00am – 9:45pm	20 – 30	30 – 40
CCB	6	5:00am – 12:07am	15 – 20	15 – 20
Metro	2	24 Hours (Hourly owl service)	7.5	10
Metro	4	24 hours (Half-hourly owl service)	7.5	7.5
Metro	20	24 Hours (Half-hourly owl service)	10 – 15	12

Operator	Route	Span of Service	Weekday Headways (in minutes)	
			Peak	Off-Peak
Metro	150	24 Hours (Hourly owl service)	20	20
Metro	152	3:41am – 1:46am	15	15
Metro	154	5:11am – 8:25pm	60	60
Metro	155	4:18am – 9:29pm	60	60
Metro	158	5:20am – 9:02pm	60	60
Metro	162	24 Hours (Hourly owl service)	15	15
Metro	164	4:41am – 10:54pm	15	15
Metro	165	4:29am – 11:35pm	15	15
Metro	166	4:36am – 10:34pm	15	15
Metro	167	4:36am – 10:44pm	50 – 60	50
Metro	169	4:53am – 7:46pm	60	60
Metro	233	24 Hours (Hourly owl service)	10	10
Metro	234	24 Hours (Hourly owl service)	10	10
Metro	236	4:55am – 10:25pm	60	60
Metro	237	5:09am – 10:17pm	60	60
Metro	240	24 hours (Half-hourly owl service)	10	10
Metro	602	5:31am – 1:23am	45	45
<i>Express/Commuter Bus</i>				
AVTA	786	4:00am – 5:20am, 2:50pm – 4:05pm	4 one-way trips	NA
BBB	R10	6:00am – 8:04am, 3:35pm – 6:05pm	3 one-way trips	NA
LADOT	422	4:55am – 8:00am, 1:55pm – 6:00pm	12 one-way trips	NA
LADOT	423	5:00am – 6:45am, 3:30pm – 6:35pm	9 one-way trips (AM), 10 one-way trips (PM)	NA
LADOT	431	6:15am – 7:35am, 4:25pm – 5:55pm	4 one-way trips	NA
LADOT	534	6:50am – 8:10am, 3:43pm – 5:13pm	4 one-way trips	NA
LADOT	549	5:55am – 7:45am, 3:45pm – 6:05pm	5 one-way trips in both directions (AM), 5 one-way trips in both directions (PM)	NA
LADOT	573	5:30am – 9:30am, 2:10pm – 6:45pm	15 southbound and 1 northbound trip (AM), 14 northbound and 1 southbound trip (PM)	NA
LADOT	574	5:20am – 7:10am, 3:35pm – 6:00pm	5 one-way trips	NA
LBT	405	5:17am – 6:50am, 3:30pm – 5:30pm	3 one-way trips	NA

Operator	Route	Span of Service	Weekday Headways (in minutes)	
			Peak	Off-Peak
SCT	792	6:50am – 7:47am, 2:59pm – 5:25pm	3 one-way trips	NA
SCT	797	5:00am – 6:46am, 3:45pm – 7:45pm	5 one-way trips	NA
<i>Shuttles and Circulators</i>				
LADOT	PC/VN DASH	6:00am – 8:00pm	15	20
LADOT	VN/SC DASH	6:00am – 7:30pm	15	20
BruinBus	U1	7:25am – 5:55pm	15	15
BruinBus	U2	7:00am – 6:15pm	15 – 30	15 – 30
BruinBus	U3	10:00am – 5:00pm	30	30
BruinBus	U5	6:45am – 10:10pm	25	25

Source: HTA, 2024

AVTA = Antelope Valley Transit Authority
 BBB = Big Blue Bus
 CCB = Culver CityBus
 LADOT = Los Angeles Department of Transportation
 LBT = Long Beach Transit
 NA = not applicable
 PC/VN DASH = Panorama City/Van Nuys DASH
 SCT = Santa Clarita Transit
 VN/SC DASH = Van Nuys/Studio City DASH

Metrolink/Amtrak

Metrolink operates commuter rail service in Southern California with seven routes serving an average of 12,900 weekday riders (Metrolink, 2022). Metrolink directly serves the Study Area at the Van Nuys Metrolink/Amtrak Station on the Ventura County Line. With 20 weekday trains serving an average of 1,100 daily riders, the Ventura Line provides rail service from Ventura to Los Angeles Union Station (Metrolink, 2022).

The Van Nuys Metrolink/Amtrak Station is also served by Amtrak’s Coast Starlight and Pacific Surfliner routes, which have daily trains that provide service up and down the West Coast.

Metro Rail

As of October 2022, Metro operates seven rail transit lines in Los Angeles County serving an average of 183,000 weekday riders (Metro, 2022b). The Metro E Line serves the Study Area with four stations: Westwood/Rancho, Expo/Sepulveda, Expo/Bundy, and 26th St/Bergamot. The Metro E Line provides LRT service between downtown Los Angeles¹ and the City of Santa Monica and serves an average of 30,400 weekday riders (Metro, 2022b). Four other Metro lines (A, B, D, and K Lines) provide direct transfers to the Metro E Line for access to the Study Area.

Generally, existing rail lines run at 10-minute headways during peak hours and 12-minute headways during off-peak hours.

Metro is currently planning and building several additional rail lines scheduled to be in operation by the 2045 horizon year. Within the Study Area, the Metro D Line Extension Project and ESFV LRT Line will

¹ After the opening of the Regional Connector in 2023, the Metro E Line provides service past downtown Los Angeles to East Los Angeles.

provide new rail service. Planned stations along the Metro D Line within the Study Area include Westwood/UCLA and Westwood/VA Hospital. Planned stations along the ESFV LRT Line within the Study Area include Nordhoff, Roscoe, Van Nuys/Metrolink, Sherman Way, Vanowen, Victory, and Van Nuys/G Line. Existing and planned fixed guideway service (including Metrolink/Amtrak) within the Study Area is shown on Figure 3.15-2.

Figure 3.15-2. Existing and Planned Rail Service within the Study Area



Source: HTA, 2024

Metro Bus

Metro operates several types of bus services throughout its service area, including BRT, rapid bus, and local bus lines. The Metro bus system serves an average of 687,000 weekday riders (Metro, 2022b).

Table 3.15-4 summarizes the Metro bus routes serving the Study Area along with ridership data for the entire route.

Table 3.15-4. Existing Metro Bus Routes within the Study Area

Route	Description	Weekday Ridership (October 2022)
<i>BRT</i>		
901 (G Line)	Chatsworth – Canoga Park – North Hollywood	14,392
<i>Rapid Bus</i>		
720	Santa Monica – Downtown Los Angeles via Wilshire Boulevard	20,846
761	Sylmar Station – E Line via Van Nuys Boulevard – Sepulveda Boulevard	6,695
<i>Local Bus</i>		
2	University of Southern California (USC) – Westwood via Sunset Boulevard	18,662
4	Downtown Los Angeles – Santa Monica via Santa Monica Boulevard	21,124
20	Downtown Los Angeles – Westwood/Santa Monica via Wilshire Boulevard	6,773
150	Chatsworth – Canoga Park – Tarzana via Topanga Canyon Boulevard – Ventura Boulevard	2,579
152	West Hills Medical Center – North Hollywood Station via Roscoe Boulevard	8,416
154	Sepulveda Boulevard – Burbank Station via Oxnard Street – Burbank Boulevard	549
155	Sherman Oaks – Burbank Station via Riverside Drive – Olive Street	1,061
158	Chatsworth Station – Sherman Oaks via Devonshire – Woodman	1,392
162	Woodland Hills – West Hills – North Hollywood via Sherman Way – Vineland	8,422
164	West Hills – Burbank via Victory Boulevard	4,895
165	West Hills – Burbank via Vanowen Street	7,766
166	Canoga Avenue – Sun Valley via Nordhoff Street – Osborne Street	5,272
167	Chatsworth Station – Studio City via Plummer-Coldwater Canyon	1,649
169	Warner Center – Burbank Airport via Valley Circle – Saticoy Street	2,153
233	Lake View Terrace – Sherman Oaks via Van Nuys Boulevard (+ Westside Owl Service)	11,823
234	Mission College – Sylmar Station – Sherman Oaks via Sepulveda Boulevard	7,804
236	Sylmar – Encino via Balboa Boulevard – Glenoaks Boulevard	1,826
237	Encino – Granada Hill – Mission Hills – North Hollywood via White Oak Avenue – Woodley Avenue – Chandler	1,565
240	Northridge – Universal City via Reseda Boulevard – Ventura Boulevard	9,881
602	Westwood – Pacific Palisades via Sunset Boulevard	1,099

Source: Metro, 2023b

Municipal and Local Operators

Apart from Metro, seven transit providers operate bus service within the Study Area, including LADOT, BBB, CCB, SCT, AVTA, Long Beach Transit, and BruinBus. Transit service types by these operators include rapid bus, express/commuter bus, shuttles and circulators, and local bus lines. Table 3.15-5 summarizes municipal operator bus routes in the Study Area along with ridership data. Figure 3.15-3 shows existing bus services — including Metro, municipal, and local operators — that provide service to the Study Area.

Table 3.15-5. Existing Municipal and Local Operator Bus Routes within the Study Area

Operator	Route	Description	Weekday Ridership (October 2022)
<i>Rapid Bus</i>			
BBB	R7	Pico Boulevard Rapid	1,956
BBB	R12	UCLA/Westwood to Expo Rapid	2,267
CCB	6R	Sepulveda Boulevard Rapid	976
<i>Express/Commuter Bus</i>			
AVTA	786	Century City/West Los Angeles	160
BBB	R10	Downtown Los Angeles Freeway Express	85
LADOT	422	Downtown/Hollywood/San Fernando Valley/Agoura Hills/Thousand Oaks	495
LADOT	423	Encino/Calabasas and/or Agoura Hills/Thousand Oaks	172
LADOT	431	Downtown Los Angeles – Westwood	45
LADOT	534	Downtown Los Angeles – West Los Angeles	105
LADOT	549	Burbank/Glendale Pasadena to Glendale/Burbank/Encino	196
LADOT	573	Encino/Mission Hills – Westwood/Century City	511
LADOT	574	Encino/Granada Hills – LAX/El Segundo	111
LBT	405	UCLA/Westwood Commuter Express	160
SCT	792/797	Century City, UCLA, and Westwood	175
<i>Shuttles and Circulators</i>			
LADOT	DASH Van Nuys/ Studio City	Van Nuys/Studio City	748
LADOT	DASH Panorama City/ Van Nuys	Panorama City/Van Nuys	1,627
BruinBus	U1	Weyburn Terrace – Wyton	1,246
BruinBus	U2	Wilshire Center – Wyton	818
BruinBus	U3	Weyburn Terrace – Gateway Plaza	214
BruinBus	U5	Evening/SafeRide Loop	127
<i>Local Bus</i>			
BBB	1	Maine Street and Santa Monica Boulevard	4,202
BBB	2	Wilshire Boulevard	1,178
BBB	5	Olympic Boulevard	190
BBB	7	Pico Boulevard	4,333
BBB	8	Ocean Park Boulevard	1,282
BBB	14	Bundy Drive Centinela Avenue	1,715
BBB	15	Barrington Avenue	156
BBB	16	Wilshire Boulevard/Bundy Drive – Marina del Rey	405
BBB	17	UCLA – VA Medical Center – Palms	1,475
BBB	18	UCLA – Abbott Kinney – Marina del Rey	850
BBB	43	San Vicente Boulevard and 26th Street	220
CCB	3	Crosstown – Overland Avenue	913
CCB	6	Sepulveda Boulevard	4,386

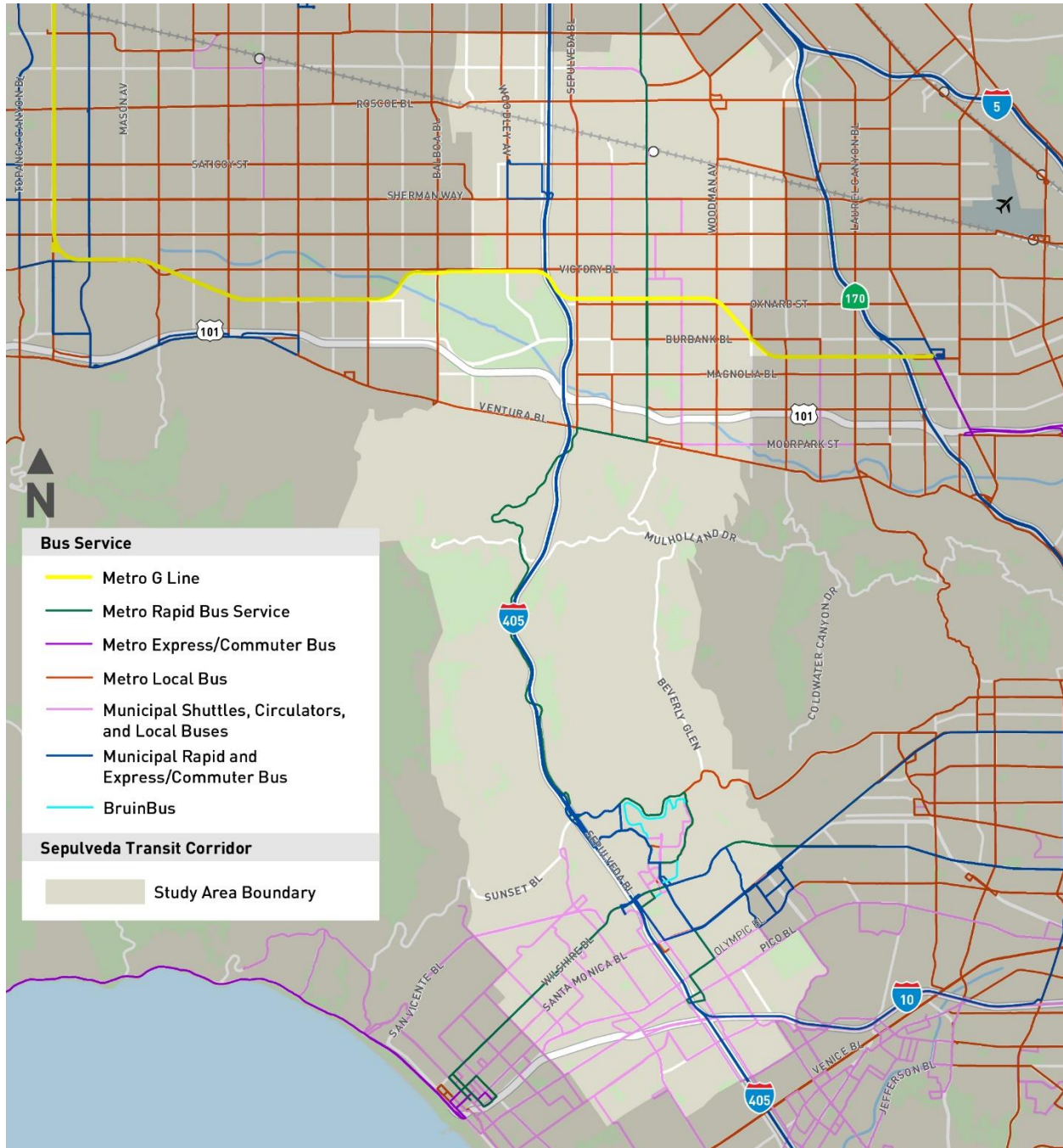
Source: HTA, 2024

AVTA = Antelope Valley Transit Authority

BBB = Big Blue Bus

CBC = Culver City Bus
LADOT = Los Angeles Department of Transportation
LBT = Long Beach Transit
SCT = Santa Clarita Transit

Figure 3.15-3. Existing Bus Service within the Study Area



Source: HTA, 2024

3.15.3.4 Active Transportation

Pedestrian Facilities

Pedestrian facilities vary across the Study Area, depending on the density, mix of land uses and roadway facilities. In the San Fernando Valley and on the Westside, sidewalks are well-connected and follow the grid pattern of roadway facilities. In the Bel Air and Brentwood neighborhoods adjacent to the Sepulveda Pass, sidewalks are sparse and disconnected given roadway slopes and topography. Figure 3.15-4 shows the distribution of sidewalks across the Study Area.

Figure 3.15-4. Existing Sidewalks in the Study Area



Source: HTA, 2024

Bicycle Facilities

Existing bicycle facilities in the Study Area consist of a network of approximately 123 miles of Class I, II, and III bicycle facilities, including 29.4 miles of Class I bicycle paths. Planned bicycle facilities in the Study Area include 180 miles of additional bicycle facilities, including 21.1 miles of Class I paths (SCAG, 2024).

Existing and planned bicycle facilities are shown on Figure 3.15-5 and are classified using the Caltrans *Highway Design Manual* (Caltrans, 2022a). These facility classifications include the following:

- Class I Bikeways are also known as bicycle paths, shared-use paths, or bicycle trails. They provide a completely separated travel facility for the exclusive use of bicycles and pedestrians with cross flow by vehicles minimized.
- Class II Bikeways are also known as bicycle lanes. These facilities provide a striped lane for one-way bike travel on a street or highway.
- Class III Bikeways are also known as bicycle routes. They provide for shared use with pedestrian or motor vehicle traffic typically demarcated by signage or surface markings such as Sharrows.
- Class IV Bikeways are protected bike lanes that are physically separated from the vehicle travel lane by more than the white stripe. Separation may be accomplished with flexible bollards or permanent barriers.

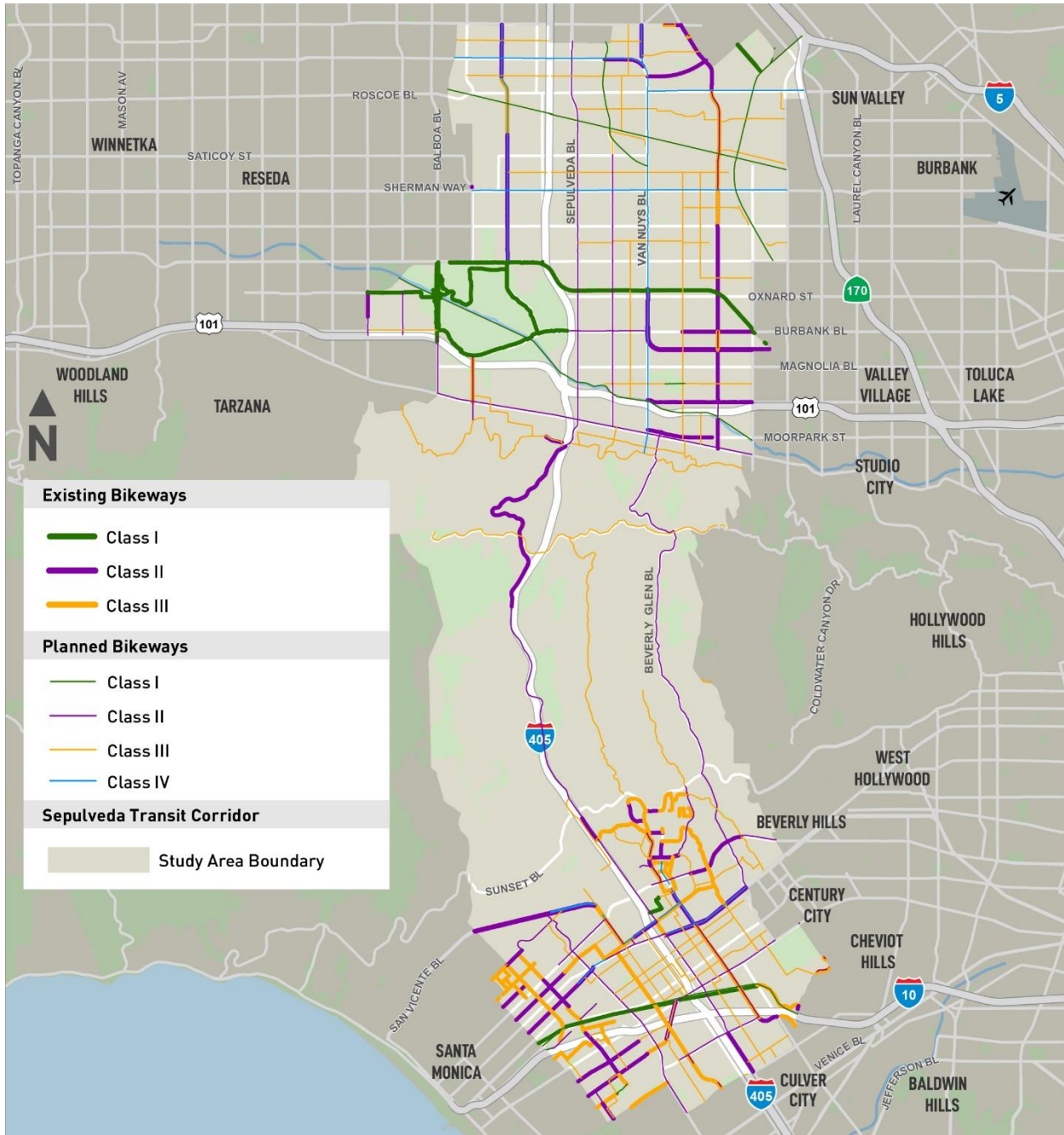
Table 3.15-6 lists the lengths of existing bicycle facilities in miles by classification within the Study Area. There are no existing Class IV bicycle facilities in the Study Area.

Table 3.15-6. Existing and Planned Bicycle Facility Miles within the Study Area

Class	Existing Facility Miles	Planned Facility Miles
I	29.4	21.1
II	53.2	51.3
III	40.7	80.6
IV	0	26.9
Total	123.3	179.4

Source: SCAG 2022; HTA, 2024

Figure 3.15-5. Existing and Planned Bicycle Facilities within the Study Area



Source: SCAG, 2022; HTA, 2024

3.15.4 Environmental Impacts

3.15.4.1 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?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: Significant and Unavoidable

Construction Impact: No Impact

Operational Impacts

Transit Policies

The Project is included in Metro’s 2020 *Long Range Transportation Plan* (Metro, 2020c), with funding programmed through Measure M (Metro, 2016), and in SCAG’s *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (SCAG, 2020) as the “Sepulveda Pass Transit Corridor (Phase 2).” Under the No Project Alternative, the Project would not be constructed. Therefore, this conflict with an adopted plan is considered a significant and unavoidable impact.

Transit Ridership

Table 3.15-7 shows the daily number of bus transit, fixed guideway, and total transit trips in the region. The total regional transit mode share under the No Project Alternative would be 2.20 percent of all trips.

Table 3.15-7. No Project Alternative: 2045 Regional Transit Performance Metrics

Performance Metric	No Project
Daily Project Trips	NA
Daily New Transit Trips (Regional)	NA
Daily Fixed Guideway Trips (Rail + Bus Rapid Transit)	746,604
Daily Bus Trips	969,689
Daily Transit Trips (All Transit Trips)	1,716,293
Daily Trips (Total All Modes)	78,175,000
Total Transit Mode Share (Daily Transit Trips/Daily Trips)	2.20%

Source: HTA, 2024

NA = not applicable

Table 3.15-8 shows the projected number of daily boardings (total ridership on the entire line) for urban rail and BRT lines in 2045 under the No Project Alternative.

Table 3.15-8. No Project Alternative: Daily Boardings on Urban Rail and Bus Rapid Transit Lines in the Study Area

Line	Daily Boardings
Metro E Line	110,578
Metro D Line	221,766
Metro G Line (BRT)	53,599

Line	Daily Boardings
East San Fernando Valley Light Rail Transit Line	49,988
Total	435,931

Source: HTA, 2024

Table 3.15-9 shows the peak-hour load on rail and BRT lines in the Study Area under the No Project Alternative. The capacities of heavy rail (Metro D Line) and light rail modes (Metro E Line and ESFV) are approximately 12,000 and 4,800 passengers per hour, respectively, based on design headways and vehicle capacity. Capacity on the Metrolink Ventura County Line is approximately 2,240 passengers per hour, assuming 8-car trains at 30-minute headways. Metro G Line capacity is approximately 960 passengers per hour assuming 5-minute headways. It is expected that Metro would accommodate the additional demand on the Metro G Line by implementing operational improvements and would also update its short- and long-range transit plans and increase service on parallel routes as needed, consistent with its usual service planning processes. Therefore, the No Project Alternative would not conflict with a program, plan, ordinance, or policy related to transit ridership and would result in no impact.

Table 3.15-9. No Project Alternative: Peak Loads on Rail and Bus Rapid Transit Lines in the Study Area

Line	Peak Load	Location
Metro E Line	2,530	Between Expo/La Brea and La Cienega/Jefferson
Metro D Line	11,870	Between Wilshire/La Brea and Wilshire/Fairfax
Metro G Line (BRT)	2,500	Between Van Nuys and Sepulveda
East San Fernando Valley Light Rail Transit Line	2,470	Between Vanowen and Victory
Metrolink Ventura County Line	1,760	Between Union Station and Glendale

Source: HTA, 2024

Table 3.15-10 shows the projected ridership for bus routes serving the Study Area aggregated by transit operator under No Project Alternative conditions. Under the No Project Alternative, the forecast ridership on AVTA 786 would exceed the existing capacity of the route. This would constitute a conflict with an existing policy because AVTA has a passenger loading standard not to exceed 75 percent of seated capacity on commuter bus routes (AVTA, 2020). Conflicts with loading standards can generally be avoided via modifications to the relevant transit operator’s service plans without a physical impact on the environment and are typically considered a less than significant impact. Therefore, this conflict with an existing loading standard under the No Project Alternative is considered a less than significant impact.

The No Project Alternative includes development that would reasonably be expected to occur in the foreseeable future if the Project were not approved. Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass and is forecast to see increased demand in the absence of the Project. The forecast ridership on Metro Line 761 would exceed the existing capacity of the route under the No Project Alternative. Conflicts with loading standards can generally be avoided via modifications to the relevant transit operator’s service plans without a physical impact on the environment and are typically considered a less than significant impact. Therefore, this is considered a less than significant impact.

Table 3.15-10. No Project Alternative: Projected Bus Ridership Change by Transit Operator

Operator	Route(s) ^a	Projected Total Daily Boardings ^b
Metro	2, 4, 20, 150, 152, 154, 155, 158, 164, 165, 166, 167, 169, 233, 234, 236, 602, 761, G Line	237,137
AVTA	786	4,981
BBB	1, 2, 5, Local 7, Rapid 7, 8, 10, Rapid 12, 14/15, 16, 17, 18	45,404
CCB	3, 6/6R	24,685
LADOT	422, 423, 431, 534, 549, 573, 574, PC/VN DASH, VN/SC DASH	12,516
SCT	792/797	<250
BruinBus	U1, U2, U3, U5	9,380

Source: HTA, 2024

^aRoutes listed intersect the Study Area.

^bDaily boardings represent total ridership on all routes listed.

AVTA = Antelope Valley Transit Authority

BBB = Big Blue Bus

CCB = Culver CityBus

LADOT = Los Angeles Department of Transportation

PC/VN DASH = Panorama City/Van Nuys DASH

SCT = Santa Clarita Transit

VN/SC DASH = Van Nuys/Studio City DASH

Roadways

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Operation of Metro Line 761 would not require the removal or modification to a roadway facility that is addressed in a program, plan, ordinance, or policy. Therefore, operation of Metro Line 761 under the No Project Alternative would not conflict with a program, plan, ordinance or policy and would result in no impact.

Bicycle and Pedestrian Circulation

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Operation of Metro Line 761 would not require the removal or modification to a bicycle or pedestrian facility that is addressed in a program, plan, ordinance, or policy. Therefore, operation of Metro Line 761 under the No Project Alternative would not conflict with a program, plan, ordinance or policy and would result in no impact.

Construction Impacts

Transit Facilities

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Additional bus stops for Metro Line 761 may be constructed to facilitate route changes under the No Project Alternative. Future construction activities would be temporary and may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane closures, and use of temporary easements. Construction of Metro Line 761 service improvements would

occur in accordance with applicable ADA, LABOE, and Metro design standards. Therefore, construction of Metro Line 761 under the No Project Alternative would not conflict with a program, plan, ordinance, or policy related to transit facilities and would result in no impact.

Roadways

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Additional bus stops for Metro Line 761 may be constructed to facilitate route changes under the No Project Alternative. Future construction activities would be temporary and may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane closures, and use of temporary easements. Construction of Metro Line 761 service improvements would occur in accordance with applicable ADA, LABOE, and Metro design standards. Therefore, construction of Metro Line 761 under the No Project Alternative would not conflict with a program, plan, ordinance, or policy related to roadway facilities and would result in no impact.

Bicycle and Pedestrian Circulation

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Additional bus stops for Metro Line 761 may be constructed to facilitate route changes under the No Project Alternative. Future construction activities would be temporary and may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane closures, and use of temporary easements. Construction of Metro Line 761 service improvements would occur in accordance with applicable ADA, LABOE, and Metro design standards. Therefore, construction of Metro Line 761 under the No Project Alternative would not conflict with a program, plan, ordinance, or policy related to bicycle and pedestrian facilities and would result in no impact.

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Transit Policies

Attachment 2 of the *Sepulveda Transit Corridor Project Transportation Technical Report* identifies the relevant plans, goals, policies, and/or objectives that affect transportation and mobility within and around the Study Area that the alternative was evaluated against for consistency (Metro, 2025). Alternative 1 would support regional and local programs, plans, ordinances, and policies related to transit. Therefore, operation of Alternative 1 would not conflict with a program, plan, ordinance, or policy and would result in no impact.

Transit Ridership

Table 3.15-11 presents the projected number of regional transit trips for the No Project Alternative and for Alternative 1. The total regional transit mode share would increase by 0.02 percent with Alternative 1. A total of 62,510 daily project trips are forecast for Alternative 1, which would increase regional transit travel by 20,051 daily new transit trips in the horizon year 2045 compared to the No Project Alternative.

Table 3.15-11. Alternative 1: 2045 Regional Transit Performance Metrics

Performance Metric	No Project Alternative	Alternative 1	Change from No Project Alternative
Daily Project Trips	NA	62,510	NA
Daily New Transit Trips (Regional)	NA	20,051	NA
Daily Fixed Guideway Trips (Rail + BRT)	746,604	780,471	4.54%
Daily Bus Trips	969,689	955,873	-1.42%
Daily Transit Trips (All Transit Trips)	1,716,293	1,736,344	1.17%
Daily Trips (Total All Modes)	78,175,000	78,175,000	0.0%
Total Transit Mode Share (Daily Transit Trips/Daily Trips)	2.20%	2.22%	0.02%

Source: HTA, 2024

NA = not applicable

Table 3.15-12 and Table 3.15-13 summarize ridership and mode of access by station for Alternative 1. Mode of access data illustrates how passengers access project stations, whether via bus, rail, walking/biking, driving and parking, or being dropped off (kiss & ride). As listed in Table 3.15-12 and Table 3.15-13, Alternative 1 is forecast to have 61,590 weekday boardings on the monorail and 3,164 on the electric bus. Since some passengers would ride both the monorail and the electric bus, the total number of riders (project trips) on Alternative 1 would be less than the sum of the riders on each of its components. For Alternative 1, rail would comprise the highest mode share for station access followed by bus transit, walking/biking, park & ride, and kiss & ride.

Table 3.15-12. Alternative 1: Average Weekday Station Boardings by Mode

Station	Walk/Bike	Bus	Park & Ride	Kiss & Ride	Rail	Total Station Boardings
Metro E Line Expo/Sepulveda	1,193 (11%)	1,251 (12%)	104 (1%)	59 (1%)	7,767 (75%)	10,374
Santa Monica Boulevard	2,895 (91%)	254 (8%)	0 (0%)	42 (1%)	0 (0%)	3,190
Wilshire Boulevard/Metro D Line	747 (4%)	1,012 (6%)	0 (0%)	38 (1%)	16,404 (89%)	18,200
Getty Center	1,349 (99%)	0 (0%)	0 (0%)	18 (1%)	0 (0%)	1,366
Ventura Boulevard/Sepulveda Boulevard	3,812 (66%)	1,690 (30%)	0 (0%)	225 (4%)	0 (0%)	5,727
Metro G Line Sepulveda	1,525 (17%)	6,624 (74%)	672 (8%)	100 (1%)	0 (0%)	8,920
Sherman Way	1,358 (87%)	0 (0%)	0 (0%)	195 (13%)	0 (0%)	1,553
Van Nuys Metrolink	901 (7%)	2,605 (21%)	0 (0%)	73 (1%)	8,684 (71%)	12,262
Total	13,778 (22%)	13,436 (22%)	776 (1%)	747 (1%)	32,855 (54%)	61,590

Source: HTA, 2024

Table 3.15-13. Alternative 1: Electric Bus Stop Boardings

Station	Daily Boardings
Wilshire Boulevard/VA Medical Center	1,439
Westwood Village	1,501
UCLA Gateway Plaza	224
Total	3,164

Source: HTA, 2024

Table 3.15-14 compares the projected number of daily boardings (total ridership on the entire line) for urban rail and BRT lines in 2045 under Alternative 1 to No Project Alternative conditions.

Table 3.15-14. Alternative 1: Daily Boardings on Urban Rail and Bus Rapid Transit Lines Serving the Study Area

Line	Daily Boardings		Change from No Project Alternative
	No Project Alternative	Alternative 1	
Metro E Line	110,578	118,452	7.1%
Metro D Line	221,766	240,948	8.6%
Metro G Line (BRT)	53,599	56,275	5.0%
East San Fernando Valley Light Rail Transit Line	49,988	62,192	24.4%
Total	435,931	477,867	9.6%

Source: HTA, 2024

Table 3.15-15 shows the peak-hour load on rail and BRT lines in the Study Area under Alternative 1 compared to the No Project Alternative. The capacities of heavy rail (Metro D Line) and light rail modes (Metro E Line and East San Fernando Valley) are approximately 12,000 and 4,800 passengers per hour, respectively, based on design headways and vehicle capacity. Capacity on the Metrolink Ventura County Line is approximately 2,240 passengers per hour, assuming 8-car trains at 30-minute headways. Metro G Line capacity is approximately 960 passengers per hour at 5-minute headways. While Alternative 1 would increase peak loads on the Metro E Line and East San Fernando Valley Light Rail Transit Line, peak loads would remain under capacity. For the Metro G Line, peak loads would exceed capacity under Alternative 1 similar to the No Project Alternative. It is expected that Metro would accommodate the additional demand on the Metro G Line by implementing operational improvements and would also update its short- and long-range transit plans and increase service on parallel routes as needed, consistent with its usual service planning processes. Therefore, operation of Alternative 1 would not conflict with a program, plan, ordinance, or policy related to transit ridership and would result in no impact.

Table 3.15-15. Alternative 1: Peak Loads on Rail and Bus Rapid Transit Lines in the Study Area

Line	No Project Alternative		Alternative 1	
	Peak Load (Passengers)	Location	Peak Load (Passengers)	Location
Sepulveda Transit Corridor	NA	NA	3,430	Between Ventura Boulevard and Getty Center

Line	No Project Alternative		Alternative 1	
	Peak Load (Passengers)	Location	Peak Load (Passengers)	Location
Metro E Line	2,530	Between Expo/La Brea and La Cienega/Jefferson	2,990	Between La Cienega/Jefferson and Culver City
Metro D Line	11,870	Between Wilshire/La Brea and Wilshire/Fairfax	11,800	Between Wilshire/La Brea and Wilshire/Fairfax
Metro G Line (BRT)	2,500	Between Van Nuys and Sepulveda	2,510	Between Proposed New Sepulveda Station and Woodley
East San Fernando Valley Light Rail Transit Line	2,470	Between Vanowen and Victory	2,680	Between Roscoe and Van Nuys/MetroLink
MetroLink Ventura County Line	1,760	Between Union Station and Glendale	1,600	Between Union Station and Glendale

Source: HTA, 2024

NA = not applicable

Table 3.15-16 compares the projected ridership under Alternative 1 to No Project Alternative conditions for bus routes serving the Study Area, aggregated by transit operator. For all agencies, including Metro, bus ridership would decrease because passengers would have the option to use the Project with faster and more reliable service. Ridership on AVTA 786 would decrease by the greatest proportion because the combination of MetroLink, the East San Fernando Valley Light Rail Transit Line, and the Project would provide a faster travel time to the Westside from Antelope Valley. Therefore, operation of Alternative 1 would not conflict with an existing loading standard and would result in no impact.

Table 3.15-16. Alternative 1: Projected Bus Ridership Change by Transit Operator

Operator	Route(s) ^a	Daily Boardings ^b		Change from No Project Alternative
		No Project Alternative	Alternative 1	
Metro	2, 4, 20, 150, 152, 154, 155, 158, 164, 165, 166, 167, 169, 233, 234, 236, 602, 761, G Line	237,137	228,340	-3.7%
AVTA	786	4,981	3,381	-32.1%
BBB	1, 2, 5, Local 7, Rapid 7, 8, 10, Rapid 12, 14/15, 16, 17, 18	45,404	44,310	-2.4%
CCB	3, 6/6R	24,685	23,810	-3.5%
LADOT	422, 423, 431, 534, 549, 573, 574, PC/VN DASH, VN/SC DASH	12,516	12,043	-3.8%
SCT	792/797	<250	<250	NA
BruinBus	U1, U2, U3, U5	9,380	9,230	-1.6%

Source: HTA, 2024

^aRoutes listed intersect the Study Area.

^bDaily boardings represent total ridership on all routes listed.

AVTA = Antelope Valley Transit Authority

BBB = Big Blue Bus

CCB = Culver CityBus

LADOT = Los Angeles Department of Transportation
NA = not applicable
PC/VN DASH = Panorama City/Van Nuys DASH
SCT = Santa Clarita Transit
VN/SC DASH = Van Nuys/Studio City DASH

Roadways

Alternative 1 would include various changes to roadway facilities, including widening of I-405 and realignment of some adjacent roadways. Roadway segments that would be removed are not included in the City of Los Angeles *Mobility Plan 2035 – An Element of the General Plan* (Mobility Plan 2035) circulation system since they are classified as collector or local streets (DCP, 2016). Therefore, modifications to these roadways would not conflict with *Mobility Plan 2035*. The modifications to I-405 and adjacent roadways would not preclude the construction of Metro’s I-405 Sepulveda Pass ExpressLanes project (ExpressLanes project), which is also included in the *Measure M Expenditure Plan* (Metro, 2016). Metro is currently preparing a Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the I-405 ExpressLanes project with an anticipated release in 2025. Any non-standard features proposed by Alternative 1 within Caltrans ROW, such as reduced lane or shoulder widths, would be approved in accordance with Caltrans’ *Project Development Procedures Manual* (Caltrans, 2024b). Therefore, the operation of Alternative 1 would not conflict with a program, plan, ordinance, or policy related to roadway facilities and would result in no impact.

Bicycle and Pedestrian Circulation

Alternative 1 would enhance bicycle and pedestrian access in the immediate station areas, such as bike parking and connections to existing nearby bike facilities, for improved bicycle-to-transit connections. At some locations along the alignment, sidewalks would be widened or replaced where needed to accommodate the aerial guideway and station infrastructure. Design of Alternative 1 would ensure that adequate sidewalk widths are maintained at station locations and along the aerial alignment. Additional enhancements, including crosswalk and ADA-compliant sidewalk improvements, would further improve pedestrian circulation and non-motorized access to transit stations.

A majority of the Alternative 1 alignment would be located within or adjacent to the I-405 corridor and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, which would reduce the need for modifications to existing City of Los Angeles roadways where active transportation facilities exist or are planned. Aerial stations within the West Los Angeles, Sherman Oaks, and Van Nuys communities would be located adjacent to major roadway intersections. Generally, Alternative 1 would be supportive of adopted active transportation plans and policies set forth by *Mobility Plan 2035* (DCP, 2016), the City of Los Angeles *2010 Bicycle Plan* (DCP, 2011), Metro’s *First/Last Mile Guidelines* (Metro, 2021b), the 2019 *UCLA Active Transportation Plan* (UCLA, 2019), and City of Los Angeles community plans (DCP, 1996a, 1996b, 1997b, 1998a, 1998b, 1998c, 1998d, 1999a, 1999b, 1999c, 1999d, 1999e) described in Section 3.15.1. Station area improvement elements — including increased sidewalk widths, improved pedestrian crossings, bicycle parking, wayfinding signs, and implementation of planned bicycle facilities — would align with Metro’s *First/Last Mile Guidelines* (Metro, 2021b) and facilitate pedestrian and cyclist accessibility to the Alternative 1 stations.

Along the Alternative 1 alignment, pedestrian and bicycle circulation would be maintained where the aerial guideway would cross roadways that serve as I-405 or LOSSAN rail corridor underpasses. The height of the aerial guideway would provide sufficient vertical clearance so that pedestrian and bicycle movement would not be inhibited underneath the structure. Additionally, the supporting columns

would have sufficient horizontal span (distance between column to column) so that columns would generally be located outside of the sidewalk. Pedestrian mobility at signalized intersections would be maintained via crosswalks.

While Alternative 1 would be generally supportive of adopted plans and policies, some potential conflicts with the existing and planned bicycle facilities identified in *Mobility Plan 2035* (DCP, 2016) would occur due to roadway improvements as a result of station construction. Within the San Fernando Valley, columns supporting aerial stations would be constructed outside of the existing roadway and sidewalks which would not preclude any planned bicycle or pedestrian facilities nor alter any existing bicycle facilities at station areas. However, the Alternative 1 Ventura Boulevard Station would reconfigure Dickens Street from a through street into a kiss & ride facility. The reconfiguration of Dickens Street would eliminate an existing through street that connects Sepulveda Boulevard to Ventura Boulevard and would alter existing pedestrian circulation. However, due to station area improvements, these modifications would ultimately benefit pedestrian and cyclist circulation.

Additionally, potential conflicts with existing and planned bicycle facilities identified in *Mobility Plan 2035* (DCP, 2016) would occur due to roadway improvements as a result of guideway construction. Alternative 1 would install supporting columns along Raymer Street and necessitate roadway reconfigurations for the aerial guideway. Columns would be placed in proposed curb extensions within the westbound parking lane and within an extended sidewalk on the southern side of Raymer Street. The City of Los Angeles *Mobility Plan 2035* identifies Raymer Street as a Class III bicycle route. Roadway improvements under Alternative 1 along Raymer Street would maintain this Class III bicycle route and would not conflict with *Mobility Plan 2035*. The sidewalk on the southern side of Raymer Street between Kester Avenue and Ventura Boulevard would be extended to accommodate the aerial guideway columns. In compliance with minimum sidewalk width requirements under the ADA, LABOE Standard Plans (LABOE, n.d.(a)), and California Building Code 11B-403.5.1, the supporting aerial guideway columns would be located in areas with adequate sidewalk width. Therefore, operation of Alternative 1 would not conflict with a program, plan, ordinance, or policy for bicycle and pedestrian facilities and would result in no impact.

Construction Impacts

Given the temporary nature of construction, it is not expected that construction of Alternative 1 would preclude or conflict with any programs, plan ordinances, or policies addressing the circulation system. The following sections describe construction impacts on transit facilities, roadways, and active transportation.

Transit Facilities

Temporary full or partial closures of some intersections, lanes, or sidewalks may be necessary during construction, which may result in disruptions to bus service. Temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro Routes 4, 155, 162, 169, 233, 234, 240, 602, and 761
- AVTA 786
- BBB 1, 7/7R, 17
- CCB 6/R6
- LADOT 549 and DASH Panorama City/Van Nuys
- Amtrak Thruway

In addition to impacts to on-street bus service, construction at existing fixed guideway stations would temporarily impact rail and BRT service operations. At the existing Metro E Line Expo/Sepulveda Station, the construction of tail tracks and a pedestrian bridge connecting to the project station would result in temporary nighttime and weekend service impacts on the Metro E Line. The construction of a pedestrian bridge connecting the Metro G Line project station with new Metro G Line platforms would result in temporary nighttime and weekend service impacts to the Metro G Line. In addition, construction of the guideway would require temporary nighttime Metro G Line Busway closures. Temporary impacts to Amtrak and Metrolink rail operations and passenger experience at the Van Nuys Metrolink/Amtrak Station would also occur as a result of the construction of a new pedestrian bridge crossing the LOSSAN rail corridor at the station. Construction activities would occur within the vicinity of the ESFV LRT Van Nuys Metrolink Station for the construction of the aerial alignment and Alternative 1 Van Nuys Metrolink Station which may temporarily affect passenger experience; however, disruptions to rail service or MSF operations are not anticipated.

Construction of a new entrance at the east end of the Metro D Line Westwood/VA Hospital Station and a new concourse over the Metro D Line tracks and platform within the station would result in temporary impacts to Metro D Line rail operations and passenger experience. Metro D Line trains would operate between Union Station and the Metro D Line Century City Station during this period of construction as there would be no crossovers on the Metro D Line that would allow for service to operate past that station.

Although temporary, the potential disruptions to the transit network under Alternative 1 is considered a potentially significant impact to transit facilities due to temporary road or lane closures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4, to provide a Transportation Management Plan (TMP) that specifies measures to limit disruption during construction, and MM TRA-5, to provide temporary bus service at rail stations taken out of passenger service, would reduce impacts to less than significant during construction of Alternative 1.

Roadways

Construction vehicles would primarily use major arterials and freeways to comply with Policy 1.8 from *Mobility Plan 2035* that “truck movement should be limited to the arterial street network as much as possible since these streets have the lanes and wider turning radii to accommodate these heavy large vehicles” (DCP, 2016). Table 3.15-17 identifies construction staging locations and roadway facilities that would be used for construction haul routes.

Table 3.15-17. Alternative 1: Construction Staging Locations and Haul Routes

No.	Construction Staging Location Description	Haul Route
1	Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405	Pico Boulevard, Cotner Avenue, I-405
2	South of Dowlen Drive and east of Greater LA Fisher House	Dowlen Drive, Sawtelle Boulevard, Santa Monica Boulevard, I-405
3	At 1400 N Sepulveda Boulevard	Sepulveda Boulevard, I-405
4	At 1760 N Sepulveda Boulevard	Sepulveda Boulevard, I-405
5	East of I-405 and north of Mulholland Drive Bridge	Mulholland Drive, Skirball Center Drive, I-405
6	Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101	I-405 or US-101
7	ElectroRent Building south of Metro G Line Busway, east of I-405	Oxnard Street, Sepulveda Boulevard, Burbank Boulevard, I-405
8	Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard	Victory Boulevard, I-405
9	Along Cabrito Road east of Van Nuys Boulevard	Cabrito Road, N Van Nuys Boulevard W, Arminta Street, Van Nuys Boulevard, Roscoe Boulevard, I-405

Source: LASRE, 2024; HTA, 2024

Guideway construction along I-405 would require limited duration off-peak median lane closures. Nighttime lane closures may be necessary to accommodate the movement of construction equipment and transportation of guideway components into the median work areas. Additional nighttime freeway ramp closures may be necessary where modifications to existing ramps are proposed. Temporary lane and ramp closures on I-405 would be coordinated and permitted through Caltrans in coordination with LADOT, Los Angeles County, and the California Highway Patrol. Guideway construction and traction power substation (TPSS) transformer installation affecting local streets on the Westside, along Raymer Street and the I-405 northbound on-ramp at Burbank Boulevard in the San Fernando Valley would be coordinated and permitted through Caltrans and LADOT's Citywide Temporary Traffic Control Division. Traffic control measures necessary to complete construction of Alternative 1 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes, informing the traveling public, and coordinating with local business owners to maintain customer and delivery access) — would further reduce temporary impacts due traffic control measures. Therefore, construction of Alternative 1 is considered a less than significant impact related to a conflict with a program, plan, ordinance, for policy on roadway facilities.

Bicycle and Pedestrian Circulation

Construction of the aerial guideway, retaining walls, I-405 ramps, and local street improvements would require temporary roadway and sidewalk detours that would temporarily impact bicycle and pedestrian circulation. A majority of the aerial guideway would be constructed within the I-405 median where bicycle and pedestrian circulation does not exist and would not be impacted. However, in locations where the alignment is adjacent to I-405 or the LOSSAN rail corridor and where the I-405 corridor widening or local street improvements would be necessitated, temporary roadway detours and sidewalk closures would inhibit the circulation of pedestrian and bicycle facilities.

Temporary sidewalk closures would be required during construction in areas where sidewalk improvements or construction access and staging activities occur. Construction activities requiring temporary sidewalk closures would include installation of temporary falsework and replacement of

sidewalk sections surrounding Alternative 1 stations. Additionally, temporary sidewalk closures would be required in areas where roadway reconfiguration or local street improvements require replacement of the existing sidewalk. Construction of the aerial guideway would temporarily impact underpasses that serve I-405 and the LOSSAN rail corridor (e.g., Santa Monica Boulevard, Constitution Avenue, Montana Avenue, Church Lane, Getty Center Drive, Bel Air Crest Road, Sepulveda Boulevard, Sherman Way, and Ventura Boulevard), thus temporarily impacting pedestrian and bicycle sidewalk access at each underpass.

In addition, Alternative 1 would require temporary lane or road closures during construction that would affect existing and planned bicycle facilities. Bicycle through-access underneath existing underpasses and within areas of local street improvements or construction staging where existing bike facilities are present would require detours for the affected bike facilities, thereby inhibiting the flow of active transportation users. Additionally, roadway reconfiguration locations, would require temporary closure of existing bicycle facilities to complete construction. As a result, affected bicycle facilities would be temporarily decommissioned and bicycle movements would require temporary detours.

Although temporary, the potential disruptions to bicycle and pedestrian circulation would result in a potentially significant impact during project construction. In addition to compliance with all local, state, and federal standards on construction, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes, informing the traveling public, and coordinating with local business owners to maintain customer and delivery access) — would minimize temporary impacts due to traffic control measures. Alternative 1 detour routes would be identified in the TMP, and bicyclists and pedestrians would be informed of such closures and detours through signage and online postings that would be consistent with Policy 1.6 from *Mobility Plan 2035* that states, “Design detour facilities to provide safe passage for all modes of travel during construction” (DCP, 2016). Therefore, implementation of MM TRA-4 would reduce impacts to less than significant during construction of Alternative 1.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Transit Policies

Attachment 2 of the *Sepulveda Transit Corridor Project Transportation Technical Report* identifies the relevant plans, goals, policies, and/or objectives that affect transportation and mobility within and around the Study Area that the alternative was evaluated against for consistency (Metro, 2025). Alternative 3 would support regional and local plans and policies and would not conflict with adopted policies or plans related to transit. Operation of Alternative 3 would result in no impact related to transit facilities. Therefore, operation of Alternative 3 would not conflict with a program, plan, ordinance, or policy and would result in no impact.

Transit Ridership

Table 3.15-18 presents the projected number of regional trips for the No Project Alternative and Alternative 3. The total regional transit mode share would increase by 0.03 percent with Alternative 3. A

total of 81,842 daily trips are forecast for Alternative 3, which would increase regional transit travel by 26,071 new transit trips daily in horizon year 2045 compared to the No Project Alternative.

Table 3.15-18. Alternative 3: 2045 Regional Transit Performance Metrics

Performance Metric	No Project Alternative	Alternative 3	Change from No Project Alternative
Daily Project Trips	NA	81,842	NA
Daily New Transit Trips (Regional)	NA	26,071	NA
Daily Fixed Guideway Trips (Rail + BRT)	746,604	787,635	5.50%
Daily Bus Trips	969,689	954,729	-1.51%
Daily Transit Trips (All Transit Trips)	1,716,293	1,742,364	1.52%
Daily Trips (Total All Modes)	78,175,000	78,175,000	0%
Total Transit Mode Share (Daily Transit Trips/Daily Trips)	2.20%	2.23%	0.03%

Source: HTA, 2024

Table 3.15-19 summarizes ridership and mode of access by station for Alternative 3. Mode of access data illustrates how passengers would access project stations, whether via bus, rail, walking/biking, driving and parking, or being dropped off (kiss & ride). As listed in Table 3.15-19, Alternative 3 is forecast to have 81,842 total weekday boardings. For Alternative 3, rail would comprise the highest mode share for station access followed by bus transit, walking/biking, kiss & ride, and park & ride.

Table 3.15-19. Alternative 3: Average Weekday Station Boardings by Mode

Station	Walk/Bike	Bus	Park & Ride	Kiss & Ride	Rail	Total Station Boardings
Metro E Line Expo/Sepulveda	1,181 (10%)	1,086 (10%)	104 (1%)	74 (1%)	8,517 (78%)	10,962
Santa Monica Boulevard	3,130 (92%)	227 (7%)	0 (0%)	49 (1%)	0 (0%)	3,405
Wilshire Boulevard/Metro D Line	1,752 (8%)	1,1 (6%)	0 (0%)	70 (1%)	16,813 (85%)	19,812
UCLA Gateway Plaza	15,988 (91%)	1,452 (8%)	0 (0%)	19 (1%)	0 (0%)	17,459
Getty Center	1,282 (99%)	0 (0%)	0 (0%)	19 (1%)	0 (0%)	1,301
Ventura Boulevard/Sepulveda Boulevard	3,885 (65%)	1,804 (31%)	0 (0%)	249 (4%)	0 (0%)	5,937
Metro G Line Sepulveda	1,477 (17%)	6,477 (75%)	629 (7%)	100 (1%)	0 (0%)	8,683
Sherman Way	1,330 (87%)	0 (0%)	0 (0%)	194 (13%)	0 (0%)	1,523
Van Nuys Metrolink	909 (7%)	2,750 (21%)	0 (0%)	75 (1%)	9,029 (71%)	12,762
Total	30,932 (38%)	14,972 (18%)	733 (1%)	846 (1%)	34,359 (42%)	81,842

Source: HTA, 2024

Table 3.15-20 presents the projected number of daily boardings (total ridership on the entire line) for urban rail and BRT lines in 2045 under Alternative 3 with a comparison to No Project Alternative ridership.

Table 3.15-20. Alternative 3: Daily Boardings on Urban Rail and Bus Rapid Transit Lines Serving the Study Area

Line	Daily Boardings		Change from No Project Alternative
	No Project	Alternative 3	
Metro E Line	110,578	120,623	9.1%
Metro D Line	221,766	228,116	2.9%
Metro G Line (BRT)	53,599	56,565	5.5%
East San Fernando Valley Light Rail Transit Line	49,988	62,980	26.0%
Total	435,931	468,284	7.4%

Source: HTA, 2024

Table 3.15-21 shows the peak-hour load on rail and BRT lines in the Study Area under Alternative 3 compared to the No Project Alternative. The capacities of heavy rail (Metro D Line) and light rail modes (Metro E Line and ESFV) are approximately 12,000 and 4,800 passengers per hour, respectively, based on design headways and vehicle capacity. Capacity on the Metrolink Ventura County Line is approximately 2,240 passengers per hour, assuming 8-car trains at 30-minute headways. Metro G Line capacity is approximately 960 passengers per hour at 5-minute headways. While Alternative 3 would increase peak loads on the Metro E Line, D Line, and ESFV LRT Line, peak loads would remain under capacity. For the Metro G Line, peak loads would exceed capacity under Alternative 3 similar to the No Project Alternative. It is expected that Metro would accommodate the additional demand on the Metro G Line by implementing operational improvements and would also update its short- and long-range transit plans and increase service on parallel routes as needed, consistent with its usual service planning processes. Therefore, operation of Alternative 3 would not conflict with a program, plan, ordinance, or policy related to transit ridership and would result in no impact.

Table 3.15-21. Alternative 3: Peak Loads on Rail and Bus Rapid Transit Lines in the Study Area

Line	No Project Alternative		Alternative 3	
	Peak Load (Passengers)	Location	Peak Load (Passengers)	Location
Sepulveda Transit Corridor	NA	NA	3,410	Between Metro G Line and Ventura Boulevard
Metro E Line	2,530	Between Expo/La Brea and La Cienega/Jefferson	3,140	Between Rancho Park and Expo/Sepulveda
Metro D Line	11,870	Between Wilshire/La Brea and Wilshire/Fairfax	11,960	Between Wilshire/La Brea and Wilshire/Fairfax
Metro G Line (BRT)	2,500	Between Van Nuys and Sepulveda	2,480	Between Proposed New Sepulveda Station and Woodley
East San Fernando Valley Light Rail Transit Line	2,470	Between Vanowen and Victory	2,720	Between Roscoe and Van Nuys/Metrolink

Line	No Project Alternative		Alternative 3	
	Peak Load (Passengers)	Location	Peak Load (Passengers)	Location
Metrolink Ventura County Line	1,760	Between Union Station and Glendale	1,630	Between Union Station and Glendale

Source: HTA, 2024

NA = not applicable

Table 3.15-22 compares the projected ridership under Alternative 3 to No Project Alternative conditions for bus routes serving the Study Area, aggregated by transit operator. For all agencies, except UCLA BruinBus, bus ridership would decrease because passengers would have the option to use the Alternative 3 with faster and more reliable service. Ridership on AVTA 786 would decrease by the greatest proportion because the combination of Metrolink, the ESFV LRT Line, and the Project would provide a faster travel time to the Westside from the Antelope Valley. Because ridership on AVTA 786 would decrease significantly from the No Project Alternative and there would be minor changes to other operators, operation of Alternative 3 would not conflict with an existing loading standard and would result in no impact.

Table 3.15-22. Alternative 3: Projected Bus Ridership Change by Transit Operator

Operator	Route(s) ^a	Daily Boardings ^b		Change from No Project Alternative
		No Project Alternative	Alternative 3	
Metro	2, 4, 20, 150, 152, 154, 155, 158, 164, 165, 166, 167, 169, 233, 234, 236, 602, 761, G Line	237,137	228,642	-3.6%
AVTA	786	4,981	3,344	-32.9%
BBB	1, 2, 5, Local 7, Rapid 7, 8, 10, Rapid 12, 14/15, 16, 17, 18	45,404	45,149	-0.6%
CCB	3, 6/6R	24,685	24,625	-0.2%
LADOT	422, 423, 431, 534, 549, 573, 574, PC/VN DASH, VN/SC DASH	12,516	12,040	-3.8%
SCT	792/797	<250	<250	NA
BruinBus	U1, U2, U3, U5	9,380	9,956	6.1%

Source: HTA, 2024

^aRoutes listed intersect the Study Area.

^bDaily boardings represent total ridership on all routes listed.

AVTA = Antelope Valley Transit Authority

BBB = Big Blue Bus

CCB = Culver CityBus

LADOT = Los Angeles Department of Transportation

NA = not applicable

PC/VN DASH = Panorama City/Van Nuys DASH

SCT = Santa Clarita Transit

VN/SC DASH = Van Nuys/Studio City DASH

Roadways

Alternative 3 would include various changes to roadway facilities, including widening of I-405 and realignment of some adjacent roadways. Roadway segments that would be removed are not included in

the *Mobility Plan 2035* circulation system since they are classified as collector or local streets (DCP, 2016). The modifications to I-405 and adjacent roadways would not preclude the construction of Metro's I-405 ExpressLanes project, which is also included in the *Measure M Expenditure Plan* (Metro, 2016). Metro is currently preparing a DEIR/EIS for the I-405 ExpressLanes project with an anticipated release in 2025. Any non-standard features proposed by Alternative 3, such as reduced lane or shoulder widths, would be approved in accordance with Caltrans' *Project Development Procedures Manual* (Caltrans, 2024b). Therefore, the operation of Alternative 3 would not conflict with a program, plan, ordinance, or policy related to roadway facilities and would result in no impact.

Bicycle and Pedestrian Circulation

Alternative 3 would enhance bicycle and pedestrian access in the immediate station areas, such as bike parking and connections to existing nearby bike facilities, for improved bicycle-to-transit connections. At some locations along the alignment, sidewalks would be widened or replaced where needed to accommodate the aerial guideway and station infrastructure. The design of Alternative 3 would ensure that adequate sidewalk widths are maintained at station locations and along the aerial alignment. Additional enhancements, including crosswalk and ADA-compliant sidewalk improvements, would further improve pedestrian circulation and non-motorized access to transit stations.

A majority of the Alternative 3 alignment would be located within or adjacent to the I-405 corridor and the LOSSAN rail corridor, which would reduce the need for modifications to existing City of Los Angeles roadways where active transportation facilities exist or are planned. Aerial stations within the West Los Angeles, Sherman Oaks, and Van Nuys communities would be located adjacent to major roadway intersections. Generally, Alternative 3 would be supportive of adopted active transportation plans and policies set forth by *Mobility Plan 2035* (DCP, 2016), the City of Los Angeles *2010 Bicycle Plan* (DCP, 2011), Metro's *First/Last Mile Guidelines* (Metro, 2021b), the *2019 UCLA Active Transportation Plan* (UCLA, 2019), and City of Los Angeles community plans (DCP, 1996a, 1996b, 1997b, 1998a, 1998b, 1998c, 1998d, 1999a, 1999b, 1999c, 1999d, 1999e) described in Section 3.15.1. Station area improvement elements — including increased sidewalk widths, improved pedestrian crossings, bicycle parking, wayfinding signs, and implementation of planned bicycle facilities — would align with Metro's *First/Last Mile Guidelines* (Metro, 2021b) and facilitate pedestrian and cyclist accessibility to the Alternative 3 stations.

Along the Alternative 3 alignment, pedestrian and bicycle circulation would be maintained where the aerial viaduct would cross I-405 and LOSSAN rail corridor underpasses. The height of the aerial guideway would provide sufficient vertical clearance so that pedestrian and bicycle movement would not be inhibited underneath the structure. Additionally, the supporting columns would have sufficient horizontal span (distance between columns) so that columns would generally be located outside of the sidewalk. Pedestrian mobility at signalized intersections would be maintained via crosswalks.

While Alternative 3 would be generally supportive of adopted plans and policies, some potential conflicts with the existing and planned bicycle facilities identified in *Mobility Plan 2035* (DCP, 2016) would occur due to roadway improvements as a result of station construction. Within the San Fernando Valley, supporting columns for the aerial stations would be constructed outside of the existing roadway and sidewalks which would not preclude any planned bicycle or pedestrian facilities nor alter any existing bicycle facilities at station areas. However, the Alternative 3 Ventura Boulevard Station would reconfigure Dickens Street from a through street into a kiss & ride facility. The reconfiguration of Dickens Street would eliminate an existing through street that connects Sepulveda Boulevard to Ventura

Boulevard and therefore would alter existing pedestrian circulation. However, due to station area improvements, pedestrian and cyclist circulation would ultimately benefit from these modifications.

Additionally, potential conflicts with existing and planned bicycle facilities identified in *Mobility Plan 2035* (DCP, 2016) would occur due to roadway improvements as a result of guideway construction. Alternative 3 would install supporting columns along Raymer Street and necessitate roadway reconfigurations for the aerial guideway. Columns would be placed in proposed curb extensions within the southern parking lane and within an extended sidewalk on the southern side of Raymer Street. The City of Los Angeles *Mobility Plan 2035* identifies Raymer Street as a Class III bicycle route. Alternative 3's roadway improvements along Raymer Street would maintain this Class III bicycle route and would not conflict with *Mobility Plan 2035*. The sidewalk on the southern side of Raymer Street between Kester Avenue and Ventura Boulevard would be extended to accommodate the aerial guideway columns. In compliance with minimum sidewalk width requirements under ADA, LABOE Standard Plans (LABOE, n.d.(a)), and California Building Code 11B-403.5.1, the supporting aerial guideway columns would be located in areas with adequate sidewalk width. The elimination of existing buildings for the Ventura Boulevard Station would add to the pedestrian circulation underneath the aerial station and guideway. Therefore, operation of Alternative 3 would not conflict with a program, plan, ordinance, or policy for bicycle and pedestrian facilities and would result in no impact.

Construction Impacts

Given the temporary nature of construction, it is not expected that construction of Alternative 3 would preclude or conflict with any programs, plan ordinances, or policies addressing the circulation system. The following sections describe construction impacts on transit facilities, roadways, and active transportation.

Transit Facilities

Temporary full or partial closures of some intersections, lanes, or sidewalks may be necessary during construction, which may result in disruptions to bus service. Temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro Routes 4, 155, 162, 169, 233, 234, 240, and 761
- BBB 1, 2, 7/R7, R12, 17, and 18
- CCB 6/R6
- LADOT 549 and DASH Panorama City/Van Nuys
- LBT 405
- Amtrak Thruway
- BruinBus U1, U2, U3, U5

In addition to impacts to on-street bus service, construction at existing fixed guideway stations would temporarily impact rail and BRT service operations. At the existing Metro E Line Expo/Sepulveda Station, the construction of tail tracks and a pedestrian bridge connecting to the new project station would result in temporary nighttime and weekend service impacts on the Metro E Line. The construction of a new entrance and concourse level connection at the Metro D Line Westwood/UCLA Station would result in temporary impacts to Metro D Line rail operations and passenger experience. The construction of a pedestrian bridge connecting the Metro G Line project station with new Metro G Line platforms would result in temporary nighttime and weekend service impacts to the Metro G Line. In addition, construction of the guideway would require temporary nighttime Metro G Line Busway closures. Temporary impacts to Amtrak and Metrolink rail operations and passenger experience at the Van Nuys

Metrolink/Amtrak Station would also occur as a result of the construction of a new pedestrian bridge crossing the LOSSAN rail corridor at the station. Construction activities would occur within the vicinity of the ESFV LRT Van Nuys Metrolink Station for the construction of the aerial alignment and Alternative 3 Van Nuys Metrolink Station which may temporarily affect passenger experience; however, disruptions to rail service or MSF operations are not anticipated.

Although temporary, the potential disruptions to the transit network under Alternative 3 would result in a potentially significant impact to transit facilities due to temporary road or lane closures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4, to provide a TMP that specifies measures to limit disruption during construction, and MM TRA-5, to provide temporary bus service at rail stations taken out of passenger service, would reduce impacts to less than significant during construction of Alternative 3.

Roadways

Construction vehicles would primarily use major arterials and freeways to comply with Policy 1.8 from *Mobility Plan 2035* that “truck movement should be limited to the arterial street network as much as possible since these streets have the lanes and wider turning radii to accommodate these heavy large vehicles” (DCP, 2016). Table 3.15-23 identifies construction staging locations and roadway facilities that would be used for construction haul routes.

Table 3.15-23. Alternative 3: Construction Staging Locations and Haul Routes

No.	Construction Staging Location Description	Haul Route
1	Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405	Pico Boulevard, Cotner Avenue, I-405
2	South of Dowlen Drive and east of Greater LA Fisher House	Dowlen Drive, Sawtelle Boulevard, Santa Monica Boulevard, I-405
3	Federal Building Parking Lot	Veteran Avenue, Wilshire Boulevard, I-405
4	Kinross Recreation Center and UCLA Lot 36	Veteran Avenue, Wilshire Boulevard, I-405
5	North end of the Leo Baeck Temple Parking Lot (tunnel boring machine retrieval)	Sepulveda Boulevard, I-405
6	At 1400 N Sepulveda Boulevard	Sepulveda Boulevard, I-405
7	At 1760 N Sepulveda Boulevard	Sepulveda Boulevard, I-405
8	East of I-405 and north of Mulholland Drive Bridge	Mulholland Drive, Skirball Center Drive, I-405
9	Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101	I-405 or US-101
10	ElectroRent Building south of Metro G Line Busway, east of I-405	Oxnard Street, Sepulveda Boulevard, Burbank Boulevard, I-405
11	Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard	Victory Boulevard, I-405
12	Along Cabrito Road east of Van Nuys Boulevard	Cabrito Road, N Van Nuys Boulevard W, Arminta Street, Van Nuys Boulevard, Roscoe Boulevard, I-405

Source: LASRE, 2024; HTA, 2024

Guideway construction along I-405 would require limited duration off-peak median lane closures. Additional nighttime lane closures may be necessary to accommodate the movement of construction equipment and transportation of guideway components into the median work areas. Lane closures on I-405 would be coordinated and permitted through Caltrans in coordination with LADOT, Los Angeles County, and the California Highway Patrol. Guideway construction and TPSS transformer installation impacting local streets on the Westside, along Raymer Street and the I-405 northbound on-ramp at

Burbank Boulevard in the San Fernando Valley would be coordinated and permitted through Caltrans and LADOT's Citywide Temporary Traffic Control Division. Traffic control measures necessary to complete construction of Alternative 3 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes, informing the traveling public, and coordinating with local business owners to maintain customer and delivery access) — would further reduce temporary impacts due traffic control measures. Therefore, construction of Alternative 3 is considered a less than significant impact related to a conflict with a program, plan, ordinance, for policy on roadway facilities.

Bicycle and Pedestrian Circulation

Construction of the aerial guideway, retaining walls, I-405 ramps, and local street improvements would require roadway detours that would temporarily impact bicycle and pedestrian circulation. A majority of the aerial guideway would be constructed within the I-405 median where bicycle and pedestrian circulation does not exist and would not be impacted. However, in locations where the alignment would be adjacent to I-405 or the LOSSAN rail corridor and where the I-405 corridor widening or local street improvements would be necessitated, temporary roadway detours and sidewalk closures would inhibit the circulation of pedestrian and bicycle facilities.

Temporary sidewalk closures would be required during construction in areas where sidewalk improvements or construction access and staging activities occur. Construction activities requiring temporary sidewalk closures would include installation of temporary falsework and replacement of sidewalk sections surrounding Alternative 3 stations. Additionally, temporary sidewalk closures would be required in areas where roadway reconfiguration or local street improvements require replacement of the existing sidewalk. Construction of the aerial guideway would temporarily impact underpasses that serve I-405 or the LOSSAN rail corridor underpass, (e.g., Sepulveda Boulevard, Bel Air Crest, Sherman Way, Ventura Boulevard), thus temporarily impacting pedestrian and bicycle sidewalk access at each underpass.

In addition, Alternative 3 would require temporary lane or road closures during construction that would affect existing and planned bicycle facilities. Bicycle through-access underneath existing underpasses and within areas of local street improvements or construction staging where existing bike facilities are present would require detours for the affected bike facilities, thereby inhibiting the flow of active transportation users. As the Alternative 3 alignment approaches the proposed Wilshire Boulevard/Metro D Line Station, sidewalks and bicycle movements surrounding the Federal Building would require detours during the construction of the aerial guideway and proposed station. Furthermore, bicycle facility detours would be anticipated at the proposed Wilshire Boulevard/Metro D Line and UCLA Gateway Plaza Stations to support cut-and-cover cast-in-drilled-hole installation and decking. Additionally, roadway reconfiguration locations, as defined in Chapter 2, Project Description, would require temporary closure of existing bicycle facilities to complete construction. As a result, affected bicycle facilities would be temporarily decommissioned and bicycle movements would require temporary detours.

Although temporary, the potential disruptions to bicycle and pedestrian circulation would result in a potentially significant impact during project construction. In addition to compliance with all local, state, and federal standards on construction, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes, informing the traveling public, and coordinating with local business owners to maintain customer and delivery access)

— would minimize temporary impacts due to traffic control measures. Alternative 3 detour routes would be identified in the TMP, and bicyclists and pedestrians would be informed of such closures and detours through signage and online postings that would be consistent with Policy 1.6 from *Mobility Plan 2035* that states, “Design detour facilities to provide safe passage for all modes of travel during construction” (DCP, 2016). Therefore, implementation of MM TRA-4 would reduce impacts to less than significant during construction of Alternative 3.

Alternative 4

Impact Statement

Operational Impact: Less than Significant with Mitigation

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Transit Policies

Attachment 2 of the *Sepulveda Transit Corridor Project Transportation Technical Report* identifies the relevant plans, goals, policies, and/or objectives that affect transportation and mobility within and around the Study Area that the alternative was evaluated against for consistency (Metro, 2025). Alternative 4 would support regional and local programs, plans, ordinances, and policies related to transit. Therefore, operation of Alternative 4 would not conflict with a program, plan, ordinance, or policy and would result in no impact.

Transit Ridership

Table 3.15-24 presents the projected number of regional trips for the No Project Alternative and Alternative 4. The total regional transit mode share would increase by 0.05 percent with Alternative 4. A total of 122,775 daily projected trips are forecast for Alternative 4, which would increase regional transit travel by 41,659 daily new transit trips in the horizon year 2045 compared to the No Project Alternative.

Table 3.15-24. Alternative 4: 2045 Regional Transit Performance Metrics

Performance Metric	No Project	Alternative 4	Change from No Project Alternative
Daily Project Trips	NA	122,775	NA
Daily New Transit Trips (Regional)	NA	41,659	NA
Daily Fixed Guideway Trips (Rail + BRT)	746,604	804,325	7.73%
Daily Bus Trips	969,689	953,627	-1.66%
Daily Transit Trips (All Transit Trips)	1,716,293	1,757,952	2.43%
Daily Trips (Total All Modes)	78,175,000	78,175,000	0%
Total Transit Mode Share (Daily Transit Trips/Daily Trips)	2.20%	2.25%	0.05%

Source: HTA, 2024

NA = not applicable

Table 3.15-25 summarizes ridership and mode of access by station for Alternative 4. Mode of access data illustrates how passengers access project stations, whether via bus, rail, walking/biking, driving and parking, or being dropped off (kiss & ride). As listed in Table 3.15-25, Alternative 4 is forecast to have 122,775 total weekday boardings. For Alternative 4, rail would comprise the highest mode of share for station access followed by bus transit, walking/biking, park & ride, and kiss & ride.

Table 3.15-25. Alternative 4: Average Weekday Station Boardings by Mode

Station	Walk/Bike	Bus	Park & Ride	Kiss & Ride	Rail	Total Station Boardings
Metro E Line Expo/Sepulveda	1,459 (8%)	1,164 (6%)	56 (0%)	33 (0%)	15,673 (86%)	18,384
Santa Monica Boulevard	3,333 (65%)	1,665 (33%)	0 (0%)	79 (2%)	0 (0%)	5,077
Wilshire Boulevard/Metro D Line	8,256 (25%)	618 (2%)	0 (0%)	65 (0%)	24,445 (73%)	33,384
UCLA Gateway Plaza	17,974 (97%)	397 (2%)	0 (0%)	41 (1%)	0 (0%)	18,411
Ventura Boulevard/Sepulveda Boulevard	4,456 (62%)	2,320 (32%)	95 (1%)	339 (5%)	0 (0%)	7,209
Metro G Line Sepulveda	1,929 (13%)	12,398 (82%)	670 (4%)	152 (1%)	0 (0%)	15,148
Sherman Way	2,372 (36%)	3,906 (58%)	129 (2%)	272 (4%)	0 (0%)	6,678
Van Nuys Metrolink	1,808 (10%)	7,251 (39%)	0 (0%)	171 (1%)	9,255 (50%)	18,485
Total	41,585 (34%)	29,718 (24%)	950 (1%)	1,150 (1%)	49,373 (40%)	122,775

Source: HTA, 2024

Table 3.15-26 presents the projected number of daily boardings (total ridership on the entire line) for urban rail and BRT lines in 2045 under Alternative 4 with a comparison to No Project Alternative ridership.

Table 3.15-26. Alternative 4: Daily Boardings on Urban Rail and Bus Rapid Transit Lines in the Study Area

Line	Daily Boardings		Change from No Project Alternative
	No Project Alternative	Alternative 4	
Metro E Line	110,578	131,550	19.0%
Metro D Line	221,766	233,869	5.5%
Metro G Line (BRT)	53,599	59,460	10.9%
East San Fernando Valley Light Rail Transit Line	49,988	58,129	16.3%
Total	435,931	483,008	10.8%

Source: HTA, 2024

Table 3.15-27 shows the peak-hour load on rail and BRT lines in the Study Area under Alternative 4 compared to the No Project Alternative. The capacities of heavy rail (Metro D Line) and light rail modes (Metro E Line and ESFV) are approximately 12,000 and 4,800 passengers per hour, respectively, based on design headways and vehicle capacity. Capacity on the Metrolink Ventura County Line is approximately 2,240 passengers per hour, assuming 8-car trains at 30-minute headways. Metro G Line capacity is approximately 960 passengers per hour at 5-minute headways. While Alternative 4 would increase peak loads on the Metro E Line, D Line, and ESFV LRT Line, peak loads would remain under capacity. For the Metro G Line, peak loads would exceed capacity under Alternative 4 similar to the No

Project Alternative. It is expected that Metro would accommodate the additional demand on the Metro G Line by implementing operational improvements and would also update its short- and long-range transit plans and increase service on parallel routes as needed, consistent with its usual service planning processes. Therefore, operation of Alternative 4 would not conflict with a program, plan, ordinance, or policy related to transit ridership and would result in no impact.

Table 3.15-27. Alternative 4: Peak Loads on Rail and Bus Rapid Transit Lines in the Study Area

Line	No Project		Alternative 4	
	Peak Load (Passengers)	Location	Peak Load (Passengers)	Location
Sepulveda Transit Corridor	NA	NA	5,190	Between Ventura Boulevard and UCLA
Metro E Line	2,530	Between Expo/La Brea and La Cienega/Jefferson	3,800	Between Rancho Park and Expo/Sepulveda
Metro D Line	11,870	Between Wilshire/La Brea and Wilshire/Fairfax	11,920	Between Wilshire/La Brea and Wilshire/Fairfax
Metro G Line (BRT)	2,500	Between Van Nuys and Sepulveda	2,670	Between Sepulveda and Woodley
East San Fernando Valley Light Rail Transit Line	2,470	Between Vanowen and Victory	2,790	Between Roscoe and Van Nuys/Metrolink
Metrolink Ventura County Line	1,760	Between Union Station and Glendale	1,540	Between Union Station and Glendale

Source: HTA, 2024

NA = not applicable

Table 3.15-28 compares the projected ridership under Alternative 4 to No Project Alternative conditions for bus routes serving the Study Area, aggregated by transit operator. For most agencies, bus ridership would fluctuate slightly because passengers would have the option to use Alternative 4 with faster and more reliable service. Since the combination of AVTA 786 and Alternative 4 would provide the fastest transit travel time from the Antelope Valley to the Westside, ridership on AVTA 786 would increase significantly. Although Alternative 4 would result in a 27.9 percent increase in ridership on AVTA 786, the truncation of the route from Century City to Van Nuys Metrolink Station would allow AVTA to run additional service on the truncated route to meet the increased demand without exceeding the passenger loading standard of 75 percent of seated capacity on commuter bus routes (AVTA, 2020). Therefore, operation of Alternative 4 would not conflict with an existing loading standard and would result in no impact.

Table 3.15-28. Alternative 4: Projected Bus Ridership Change by Transit Operator

Operator	Route(s) ^a	Daily Boardings ^b		Change from No Project Alternative
		No Project Alternative	Alternative 4	
Metro	2, 4, 20, 150, 152, 154, 155, 158, 164, 165, 166, 167, 169, 233, 234, 236, 602, 761, G Line	237,137	232,891	-1.8%
AVTA	786	4,981	6,371	27.9%
BBB	1, 2, 5, Local 7, Rapid 7, 8, 10, Rapid 12, 14/15, 16, 17, 18	45,404	42,644	-6.1%

Operator	Route(s) ^a	Daily Boardings ^b		Change from No Project Alternative
		No Project Alternative	Alternative 4	
CCB	3, 6/6R	24,685	24,905	0.9%
LADOT	422, 423, 431, 534, 549, 573, 574, PC/VN DASH, VN/SC DASH	12,516	12,174	-2.7%
SCT	792/797	<250	<250	NA
BruinBus	U1, U2, U3, U5	9,380	9,393	0.1%

Source: HTA, 2024

^aRoutes listed intersect the Study Area.

^bDaily boardings represent total ridership on all routes listed.

AVTA = Antelope Valley Transit Authority

BBB = Big Blue Bus

CCB = Culver CityBus

LADOT = Los Angeles Department of Transportation

NA = not applicable

PC/VN DASH = Panorama City/Van Nuys DASH

SCT = Santa Clarita Transit

VN/SC DASH = Van Nuys/Studio City DASH

Roadways

Alternative 4 would include various changes to roadway facilities, including a proposed raised median along Sepulveda Boulevard between Ventura Boulevard and Raymer Street, which would prohibit left-turn movements at driveways between intersections and at La Maida Street, Valleyheart Drive South, Hesby Street, Hartsook Street, Archwood Street, Hart Street, Leadwell Street, and Covello Street. These roadways are not included in the *Mobility Plan 2035* circulation system since they are classified as collector or local streets. Therefore, the operation of Alternative 4 would not conflict with a program, plan, ordinance, or policy related to roadway facilities and would result in no impact.

Bicycle and Pedestrian Circulation

Generally, Alternative 4 would be supportive of adopted active transportation plans and policies set forth by *Mobility Plan 2035* (DCP, 2016), the City of Los Angeles *2010 Bicycle Plan* (DCP, 2011), Metro's *First/Last Mile Guidelines* (Metro, 2021b), the 2019 *UCLA Active Transportation Plan* (UCLA, 2019), and City of Los Angeles community plans (DCP, 1996a, 1996b, 1997b, 1998a, 1998b, 1998c, 1998d, 1999a, 1999b, 1999c, 1999d, 1999e) described in Section 3.15.1. Station area improvement elements — including increased sidewalk widths, improved pedestrian crossings, bicycle parking, wayfinding signs, and implementation of planned bicycle facilities — would align with Metro's *First/Last Mile Guidelines* (Metro, 2021b) and facilitate pedestrian and cyclist accessibility to the Alternative 4 stations.

Because Alternative 4 would approach the Sherman Oaks community from the Santa Monica Mountains, the guideway would transition from an underground configuration to an aerial viaduct in the San Fernando Valley. The height of the aerial guideway would provide sufficient vertical clearance so that pedestrian and bicycle movement would not be inhibited underneath the structure. However, introduction of the aerial viaduct would require physical changes to existing roadways and sidewalks along Sepulveda Boulevard between Valley Vista Boulevard and Raymer Street. To reduce potential impacts related to vehicle traffic at intersections, two supporting straddle bent columns would be placed within or behind the sidewalk to support the aerial viaduct and aerial stations. In compliance

with minimum sidewalk width requirements under the ADA, LABOE Standard Plans (LABOE, n.d.-a), and California Building Code 11B-403.5.1, supporting straddle bent columns would be located in areas with adequate sidewalk width.

Because the Alternative 4 alignment would run adjacent to the existing LOSSAN rail corridor ROW, the Alternative 4 aerial viaduct would be in physical conflict with an existing pedestrian bridge over the rail corridor and would require the bridge's removal. The existing pedestrian bridge (the "Willis Avenue Pedestrian Overhead," Federal Railroad Administration crossing ID 921721T) is west of Van Nuys Boulevard and connects Willis Avenue to Raymer Street. The removal of the pedestrian bridge would conflict with *Mobility Plan 2035*. The plan includes a Neighborhood Enhanced Network (NEN), which highlights a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow-speed motorized means of travel. The Willis Avenue Pedestrian Bridge directly connects Willis Avenue and Raymer Street, which are identified as part of the NEN. The NEN identifies a system of local streets that are slow moving and safe enough to "connect neighborhoods through active transportation" (DCP, 2016). The City of Los Angeles *Mobility Plan 2035* calls for NEN-type improvements, including active transportation facilities and traffic calming devices, to be incorporated into any street serving a school, park, or community gathering place. Therefore, the removal of the pedestrian bridge would conflict with *Mobility Plan 2035* and is considered a potentially significant impact. Implementation of MM TRA-7 would require the existing pedestrian bridge to be replaced with another pedestrian bridge or undercrossing. The replacement structure must be completed and operational before the existing bridge is removed. Therefore, implementation of MM TRA-7 would reduce impacts to less than significant during operation of Alternative 4.

Construction Impacts

Given the temporary nature of construction, it is not expected that construction of Alternative 4 would preclude or conflict with any programs, plan ordinances, or policies addressing the circulation system. The following sections describe construction impacts on transit facilities, roadways, and active transportation.

Transit Facilities

Temporary full or partial closures of some intersections, lanes, or sidewalks may be necessary during construction, which may result in disruptions to bus service. Temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro 4, 20, 155, 162, 169, 233, 234, 240, 602, and 761
- BBB 1, 2, 7, R7, R12, 17, and 18
- CCB 6 and R6
- LADOT 431, 534, 549 and DASH PC/VN
- Amtrak Thruway
- BruinBus U1, U2, U3, U5

In addition to impacts to on-street bus service, construction at existing fixed guideway stations would temporarily impact rail and BRT service operations. Construction of the Alternative 4 Metro G Line Sepulveda Station and connecting walkways would temporarily impact service on the Metro G Line. Temporary impacts to Amtrak and Metrolink rail operations would occur as a result of demolishing the existing Willis Avenue Pedestrian Bridge. The construction of the aerial Van Nuys Metrolink Station would temporarily impact Amtrak and Metrolink rail operations and passenger experience at the Van

Nuys Metrolink/Amtrak Station. Construction activities would occur within the vicinity of the ESFV LRT Van Nuys Metrolink Station for the construction of the aerial alignment and Alternative 4 Van Nuys Metrolink Station which may temporarily affect passenger experience; however, disruptions to rail service or MSF operations are not anticipated.

Construction of a mezzanine extension over the Metro D Line tracks and platform at the Metro D Line Westwood/UCLA Station would result in temporary impacts to Metro D Line rail operations and passenger experience. Metro D Line trains would operate between Union Station and the Metro D Line Century City Station while temporary falsework is constructed over the Metro D Line tracks. The Metro D Line Westwood/UCLA Station would then be temporarily closed to passengers during the construction of the mezzanine extension. However, Metro D Line trains would be able to pass through the station to the Westwood/VA Hospital Station.

Although temporary, the potential disruptions to the transit network under Alternative 4 is considered a potentially significant impact to transit facilities due to temporary road or lane closures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4, to provide a TMP that specifies measures to limit disruption during construction, and MM TRA-5, to provide temporary bus service at rail stations taken out of passenger service, would reduce impacts to less than significant during construction of Alternative 4.

Roadways

Construction vehicles would primarily use major arterials and freeways to comply with Policy 1.8 from *Mobility Plan 2035* that “truck movement should be limited to the arterial street network as much as possible since these streets have the lanes and wider turning radii to accommodate these heavy large vehicles” (DCP, 2016). Table 3.15-29 identifies construction staging locations and roadway facilities that would be used for construction haul routes.

Table 3.15-29. Alternative 4: Construction Staging Locations and Haul Routes

No.	Construction Staging Location Description	Haul Route
<i>On-Site Construction Staging Areas</i>		
1	Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard	National Boulevard and I-405 or I-10
2	North side of Wilshire Boulevard between Veteran Avenue and Gayley Avenue	Wilshire Boulevard, I-405
3	UCLA Gateway Plaza	Westwood Boulevard, Wilshire Boulevard, I-405
4	Residential properties on both sides of Del Gado Drive and south side of Sepulveda Boulevard adjacent to I-405	Sepulveda Boulevard, I-405
5	West of Sepulveda Boulevard between Valley Vista Boulevard and Sutton Street	Sepulveda Boulevard, I-405
6	West of Sepulveda Boulevard between US-101 and the Los Angeles River	Sepulveda Boulevard, I-405
7	Lot behind Los Angeles Fire Department Station 88	Sepulveda Boulevard and US-101 or I-405
8	Commercial property on southeast corner of Sepulveda Boulevard and Raymer Street	Sepulveda Boulevard, Roscoe Boulevard, I-405
9	South of the LOSSAN rail corridor east of Van Nuys Metrolink Station, west of Woodman Avenue	Woodman Avenue, Sherman Way, and I-405 or SR-170

No.	Construction Staging Location Description	Haul Route
<i>Off-Site Construction Staging Areas</i>		
S1	East of Santa Monica Airport Runway	Bundy Drive, I-10, I-405
S2	Ralphs Parking Lot in Westwood Village	Le Conte Avenue, Westwood Boulevard, Wilshire Boulevard, I-405
N1	West of Sepulveda Basin Sports Complex, south of the Los Angeles River	Orange Line Busway, White Oak Avenue, US-101
N2	West of Sepulveda Basin Sports Complex, north of the Los Angeles River	Orange Line Busway, Balboa Boulevard, Victory Boulevard, I-405
N3	Metro G Line Sepulveda Station Park and Ride Lot	Erwin Street, Sepulveda Boulevard, Victory Boulevard, Haskell Avenue, I-405
N4	North of Roscoe Boulevard and Hayvenhurst Avenue	Hayvenhurst Avenue, Roscoe Boulevard, I-405
N5	LADWP Property south of the LOSSAN rail corridor, east of Van Nuys Metrolink Station	Hazeltine Avenue, Sherman Way, and I-405 or SR-170

Source: STCP, 2024; HTA, 2024

LADWP = City of Los Angeles Department of Water and Power
SR = State Route

Truck movement near Staging Area No. 6 has the potential to temporarily impact pick-up and drop-off at the nearby Ivy Bound Sherman Oaks Charter School, which is expected to remain open during project construction. Although temporary, the potential disruptions to the Ivy Bound Sherman Oaks Charter School under Alternative 4 is considered a potentially significant impact due to construction vehicle operations near pick-up and drop-off areas. Implementation of MM TRA-8 — to prohibit trucks or other construction vehicles from operating or parking on Morrison Street during school pick-up and drop-off times — would reduce impacts to less than significant during construction of Alternative 4.

For the aerial guideway, foundation and column construction would require the establishment of temporary longitudinal work zones along Sepulveda Boulevard in the San Fernando Valley via the use of temporary lateral lane shifts, supplemented with additional short-term lane closures to allow construction of multiple foundations in one work zone. At aerial stations — including Ventura Boulevard, Sherman Way, Metro G Line, and Van Nuys Metrolink — construction would be executed in stages to allow for maintenance of traffic on Sepulveda Boulevard or Van Nuys Boulevard. Full road closures at aerial stations would be utilized on select weekend and night-shift operations to erect portions of the structure, including outrigger bents and superstructure elements. Traffic control measures necessary to complete construction of Alternative 4 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes, informing the traveling public, and coordinating with local business owners to maintain customer and delivery access) — would further reduce temporary impacts due traffic control measures. Therefore, construction of Alternative 4 is considered a less than significant impact related to a conflict with a program, plan, ordinance, for policy on roadway facilities.

Underground station construction at Santa Monica Boulevard and Metro D Line Stations would result in temporary lane closures to through traffic on Gayley Avenue for the duration of station box excavation and other construction activities. Deliveries to businesses along Santa Monica Boulevard near South Bentley Avenue would be affected during construction if access is unable to be maintained during construction. Therefore, potential disruption of delivery access to these properties is considered a potentially significant impact. Implementation of MM TRA-4 — to provide a TMP that specifies measures

to limit disruption during construction (such as establishing detour routes and coordinating with local business owners to maintain customer and delivery access) — would minimize temporary impacts to delivery access. Therefore, construction of Alternative 4 is considered a less than significant impact related to a conflict with a program, plan, ordinance, for policy on roadway facilities.

Bicycle and Pedestrian Circulation

Alternative 4 would require temporary roadway and sidewalk detours at proposed underground stations during cut-and-cover construction activities. Additionally, construction of the aerial guideway in the San Fernando Valley would require roadway detours that would limit sidewalk access. Pedestrian through-access and access to adjacent properties and businesses along this segment would need to be maintained during construction. Bicycle traffic movements would be maintained during construction, but lane reductions and road closures would inhibit the flow of bicycle traffic and may require detours. At the underground segments of the Alternative 4 alignment, roadway detours would be concentrated at areas surrounding proposed underground station boxes, which would require cut-and-cover construction. Street detours associated with cut-and-cover activities within the active roadway would disrupt bicycle and pedestrian circulation.

Although temporary, the potential disruptions to bicycle and pedestrian circulation would result in a potentially significant impact during project construction. In addition to compliance with all local, state, and federal standards on construction, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes, informing the traveling public, and coordinating with local business owners to maintain customer and delivery access) — would minimize temporary impacts due to traffic control measures. Alternative 4 detour routes would be identified in the TMP, and bicyclists and pedestrians would be informed of such closures and detours through signage and online postings that would be consistent with Policy 1.6 from *Mobility Plan 2035* that states, “Design detour facilities to provide safe passage for all modes of travel during construction” (DCP, 2016). Therefore, implementation of MM TRA-4 would reduce impacts to less than significant during construction of Alternative 4.

Alternative 5

Impact Statement

Operational Impact: Less than Significant with Mitigation

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Transit Policies

Attachment 2 of the *Sepulveda Transit Corridor Project Transportation Technical Report* identifies the relevant plans, goals, policies, and/or objectives that affect transportation and mobility within and around the Study Area that the alternative was evaluated against for consistency (Metro, 2025). Alternative 5 would support regional and local plans and policies and would not conflict with adopted policies or plans related to transit facilities. Therefore, operation of Alternative 5 would not conflict with a program, plan, ordinance, or policy and would result in no impact.

Transit Ridership

Table 3.15-30 presents the projected number of regional trips for the No Project Alternative and Alternative 5. The total regional transit mode share would increase by 0.05 percent with Alternative 5. A

total of 123,551 daily project trips are forecast for Alternative 5, which would increase regional transit travel by 42,043 daily new transit trips in the horizon year 2045 compared to the No Project Alternative.

Table 3.15-30. Alternative 5: 2045 Regional Transit Performance Metrics

Performance Metric	No Project Alternative	Alternative 5	Change from No Project Alternative
Daily Project Trips	NA	123,551	NA
Daily New Transit Trips (Regional)	NA	42,043	NA
Daily Fixed Guideway Trips (Rail + BRT)	746,604	804,688	7.78%
Daily Bus Trips	969,689	953,648	-1.65%
Daily Transit Trips (All Transit Trips)	1,716,293	1,758,336	2.45%
Daily Trips (Total All Modes)	78,175,000	78,175,000	0%
Total Transit Mode Share (Daily Transit Trips/Daily Trips)	2.20%	2.25%	0.05%

Source: HTA, 2024

NA = not applicable

Table 3.15-31 summarizes ridership and mode of access by station for Alternative 5. Mode of access data illustrates how passengers would access project stations, whether via bus, rail, walking/biking, driving and parking, or being dropped off (kiss & ride). As listed in Table 3.15-31, Alternative 5 is forecast to have 123,550 total weekday boardings. For Alternative 5, rail would comprise the highest mode share for station access followed by bus transit, walking/biking, kiss & ride, and park & ride.

Table 3.15-31. Alternative 5: Average Weekday Station Boardings by Mode

Station	Walk/Bike	Bus	Park & Ride	Kiss & Ride	Rail	Total Station Boardings
Metro E Line Expo/Sepulveda	1,469 (8%)	1,186 (7%)	57 (0%)	33 (0%)	15,468 (85%)	18,212
Santa Monica Boulevard	3,298 (64%)	1,731 (34%)	0 (0%)	79 (2%)	0 (0%)	5,107
Wilshire Boulevard/Metro D Line	8,320 (25%)	617 (2%)	0 (0%)	64 (0%)	24,447 (73%)	33,448
UCLA Gateway Plaza	17,975 (97%)	400 (2%)	0 (0%)	41 (1%)	0 (0%)	18,416
Ventura Boulevard/Sepulveda Boulevard	4,475 (62%)	2,325 (32%)	95 (1%)	338 (5%)	0 (0%)	7,232
Metro G Line Sepulveda	1,956 (13%)	12,219 (82%)	667 (4%)	149 (1%)	0 (0%)	14,990
Sherman Way	2,366 (36%)	3,849 (58%)	127 (2%)	256 (4%)	0 (0%)	6,598
Van Nuys Metrolink	1,925 (10%)	7,621 (39%)	0 (0%)	189 (1%)	9,815 (50%)	19,549
Total	41,782 (34%)	29,947 (24%)	945 (1%)	1,148 (1%)	49,730 (40%)	123,550

Source: HTA, 2024

Table 3.15-32 presents the projected number of daily boardings (total ridership on the entire line) for urban rail and BRT lines in 2045 for Alternative 5 with a comparison to No Project Alternative ridership.

Table 3.15-32. Alternative 5: Daily Boardings on Urban Rail and Bus Rapid Transit Lines in the Study Area

Line	Daily Boardings		Change from No Project Alternative
	No Project Alternative	Alternative 5	
Metro E Line	110,578	131,213	18.7%
Metro D Line	221,766	233,598	5.3%
Metro G Line (BRT)	53,599	58,961	10.0%
East San Fernando Valley Light Rail Transit Line	49,988	58,860	17.7%
Total	435,931	482,632	10.7%

Source: HTA, 2024

Table 3.15-33 shows the peak-hour load on rail and BRT lines in the Study Area under Alternative 5 compared to the No Project Alternative. The capacities of heavy rail (Metro D Line) and light rail modes (Metro E Line and ESFV) are approximately 12,000 and 4,800 passengers per hour, respectively, based on design headways and vehicle capacity. Capacity on the Metrolink Ventura County Line is approximately 2,240 passengers per hour assuming 8-car trains at 30-minute headways. Metro G Line capacity is approximately 960 passengers per hour at 5-minute headways. While Alternative 5 would increase peak loads on the Metro E Line, D Line, and ESFV LRT Line, peak loads would remain under capacity. For the Metro G Line, peak loads would exceed capacity for Alternative 5 similar to the No Project Alternative. It is expected that Metro would accommodate the additional demand on the Metro G Line by implementing operational improvements and would also update its short- and long-range transit plans and increase service on parallel routes as needed, consistent with its usual service planning processes. Therefore, operation of Alternative 5 would not conflict with a program, plan, ordinance, or policy related to transit ridership and would result in no impact.

Table 3.15-33. Alternative 5: Peak Loads on Rail and Bus Rapid Transit Lines in the Study Area

Line	No Project Alternative		Alternative 5	
	Peak Load (Passengers)	Location	Peak Load (Passengers)	Location
Sepulveda Transit Corridor	NA	NA	5,340	Between Ventura Boulevard and UCLA
Metro E Line	2,530	Between Expo/La Brea and La Cienega/Jefferson	3,780	Between Rancho Park and Expo/Sepulveda
Metro D Line	11,870	Between Wilshire/La Brea and Wilshire/Fairfax	11,820	Between Wilshire/La Brea and Wilshire/Fairfax
Metro G Line (BRT)	2,500	Between Van Nuys and Sepulveda	2,610	Between Sepulveda and Woodley
East San Fernando Valley Light Rail Transit Line	2,470	Between Vanowen and Victory	2,860	Between Roscoe and Van Nuys/Metrolink
Metrolink Ventura County Line	1,760	Between Union Station and Glendale	1,560	Between Union Station and Glendale

Source: HTA, 2024

NA = not applicable

Table 3.15-34 compares the projected ridership under Alternative 5 to No Project Alternative conditions for bus routes serving the Study Area, aggregated by transit operator. For most agencies, bus ridership would fluctuate slightly because passengers would have the option to use the Project with faster and more reliable service. Because the combination of AVTA 786 and Alternative 5 would provide the fastest transit travel time from the Antelope Valley to the Westside, ridership on AVTA 786 would increase significantly. Although Alternative 5 would result in a 32.4 percent increase in ridership on AVTA 786, the truncation of the route from Century City to Van Nuys Metrolink Station would allow AVTA to run additional service on the truncated route to meet the increased demand without exceeding the passenger loading standard of 75 percent of seated capacity on commuter bus routes (AVTA, 2020). Therefore, operation of Alternative 5 would not conflict with an existing loading standard and would result in no impact.

Table 3.15-34. Alternative 5: Projected Bus Ridership Change by Transit Operator

Operator	Route(s) ^a	Daily Boardings ^b		Change from No Project Alternative
		No Project Alternative	Alternative 5	
Metro	2, 4, 20, 150, 152, 154, 155, 158, 164, 165, 166, 167, 169, 233, 234, 236, 602, 761, G Line	237,137	232,726	-1.9%
AVTA	786	4,981	6,596	32.4%
BBB	1, 2, 5, Local 7, Rapid 7, 8, 10, Rapid 12, 14/15, 16, 17, 18	45,404	42,734	-5.9%
CCB	3, 6/6R	24,685	24,995	1.3%
LADOT	422, 423, 431, 534, 549, 573, 574, PC/VN DASH, VN/SC DASH	12,516	12,180	-2.7%
SCT	792/797	<250	<250	NA
BruinBus	U1, U2, U3, U5	9,380	9,390	0.1%

Source: HTA, 2024

^aRoutes listed intersect the Study Area

^bDaily boardings represent total ridership on all routes listed.

AVTA = Antelope Valley Transit Authority

BBB = Big Blue Bus

CCB = Culver CityBus

LADOT = Los Angeles Department of Transportation

NA = not applicable

PC/VN DASH = Panorama City/Van Nuys DASH

SCT = Santa Clarita Transit

VN/SC DASH = Van Nuys/Studio City DASH

Roadways

Alternative 5 would include various modifications to roadway facilities surrounding project stations, including reconstruction of portions of Bentley Avenue, Wilshire Boulevard, Gayley Avenue, Lindbrook Drive, and Westwood Plaza in the Westside, and Saugus Avenue, Dickens Street, Sepulveda Boulevard, Metro G Line Busway, Raymer Street, and Van Nuys Boulevard in the San Fernando Valley. Wilshire Boulevard, Sepulveda Boulevard, and Van Nuys Boulevard are identified in the *Mobility Plan 2035* circulation system; however, modifications to these roadways would not be inconsistent with *Mobility*

Plan 2035. Therefore, the operation of Alternative 5 would not conflict with a program, plan, ordinance, or policy related to roadway facilities and would result in no impact.

Bicycle and Pedestrian Circulation

Generally, Alternative 5 would be supportive of adopted active transportation plans and policies set forth by *Mobility Plan 2035* (DCP, 2016), the City of Los Angeles *2010 Bicycle Plan* (DCP, 2011), Metro's *First/Last Mile Guidelines* (Metro, 2021b), the 2019 *UCLA Active Transportation Plan* (UCLA, 2019), and City of Los Angeles community plans (DCP, 1996a, 1996b, 1997b, 1998a, 1998b, 1998c, 1998d, 1999a, 1999b, 1999c, 1999d, 1999e) described in Section 3.15.1. Station area improvement elements — including increased sidewalk widths, improved pedestrian crossings, bicycle parking, wayfinding signs, and implementation of planned bicycle facilities — would align with Metro's *First/Last Mile Guidelines* (Metro, 2021b) and facilitate pedestrian and cyclist accessibility to the Alternative 5 stations.

Where Alternative 5 would transition from an underground configuration to an aerial viaduct along Raymer Street, the height of the aerial guideway would provide sufficient vertical clearance so that pedestrian and bicycle movement would not be inhibited underneath the structure. However, the Alternative 5 aerial viaduct would be in physical conflict with an existing pedestrian bridge over the rail corridor and would require the bridge's removal. The Willis Avenue Pedestrian Bridge is west of Van Nuys Boulevard and connects Willis Avenue to Raymer Street. The removal of the pedestrian bridge would conflict with *Mobility Plan 2035*. The plan includes an NEN, which highlights a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes, such as walking, bicycling, or other slow-speed motorized means of travel. The Willis Avenue Pedestrian Bridge directly connects Willis Avenue and Raymer Street, which are identified as part of the NEN. The NEN identifies a system of local streets that are slow moving and safe enough to "connect neighborhoods through active transportation" (DCP, 2016). The City of Los Angeles *Mobility Plan 2035* calls for NEN-type improvements, including active transportation facilities and traffic calming devices, to be incorporated to any street serving a school, park, or community gathering place. Therefore, the removal of the pedestrian bridge would conflict with in *Mobility Plan 2035* and is considered a potentially significant impact. Implementation of MM TRA-7 would require the existing pedestrian bridge to be replaced with another pedestrian bridge or undercrossing. The replacement structure must be completed and operational before the existing bridge is removed. Therefore, implementation of MM TRA-7 would reduce impacts to less than significant during operation of Alternative 5.

Construction Impacts

Given the temporary nature of construction, it is not expected that construction of Alternative 5 would preclude or conflict with any programs, plan ordinances, or policies addressing the circulation system. The following sections describe construction impacts on transit facilities, roadways, and active transportation.

Transit Facilities

Temporary full or partial closures of some intersections, lanes, or sidewalks may be necessary during construction, which may result in disruptions to bus service. Temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro 4, 20, 155, 162, 169, 233, 234, 240, 602, and 761
- BBB 1, 2, 7, R7, R12, 17, and 18
- CCB 6 and R6
- LADOT 431, 534, 549 and DASH PC/VN

- Amtrak Thruway
- BruinBus U1, U2, U3, U5

In addition to impacts to on-street bus service, construction at existing fixed guideway stations would temporarily impact rail operations. Temporary impacts to Amtrak and Metrolink rail operations would occur as a result of demolishing the existing Willis Avenue Pedestrian Bridge. The construction of the aerial Van Nuys Metrolink Station would temporarily impact Amtrak and Metrolink rail operations and passenger experience at the Van Nuys Metrolink/Amtrak Station. Construction activities would occur within the vicinity of the ESFV LRT Van Nuys Metrolink Station for the construction of the aerial alignment and Alternative 5 Van Nuys Metrolink Station which may temporarily affect passenger experience; however, disruptions to rail service or MSF operations are not anticipated.

Construction of a mezzanine extension over the Metro D Line tracks and platform at the Metro D Line Westwood/UCLA Station would result in temporary impacts to Metro D Line rail operations and passenger experience. Metro D Line trains would operate between Union Station and the Metro D Line Century City Station while temporary falsework is constructed over the Metro D Line tracks. The Metro D Line Westwood/UCLA Station would then be temporarily closed to passengers during construction of the mezzanine extension. However, Metro D Line trains would be able to pass through the station to the Westwood/VA Hospital Station.

Although temporary, the potential disruptions to the transit network under Alternative 5 is considered a potentially significant impact to transit facilities due to temporary road or lane closures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4, to provide a TMP that specifies measures to limit disruption during construction, and MM TRA-5, to provide temporary bus service at rail stations taken out of passenger service, would reduce impacts to less than significant during construction of Alternative 5.

Roadways

Construction vehicles would primarily use major arterials and freeways to comply with Policy 1.8 from *Mobility Plan 2035* that “truck movement should be limited to the arterial street network as much as possible since these streets have the lanes and wider turning radii to accommodate these heavy large vehicles” (DCP, 2016). Table 3.15-35 identifies construction staging locations and roadway facilities that would be used for construction haul routes.

Table 3.15-35. Alternative 5: Construction Staging Locations and Haul Routes

No.	Construction Staging Location Description	Haul Route
<i>On-Site Construction Staging Areas</i>		
1	Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard	National Boulevard and I-405 or I-10
2	North side of Wilshire Boulevard between Veteran Avenue and Gayley Avenue	Wilshire Boulevard, I-405
3	UCLA Gateway Plaza	Westwood Boulevard, Wilshire Boulevard, I-405
4	Commercial property on southwest corner of Sepulveda Boulevard and Dickens Street	Dickens Street, Sepulveda Boulevard, I-405
5	West of Sepulveda Boulevard between US-101 and the Los Angeles River	Sepulveda Boulevard, I-405
6	Property on the west side of Sepulveda Boulevard between Sherman Way and Gault Street	Sepulveda Boulevard, Sherman Way, I-405

No.	Construction Staging Location Description	Haul Route
7	Industrial property on both sides of Raymer Street, west of Burnet Avenue	Raymer Street, Sepulveda Boulevard, Roscoe Boulevard, I-405
8	South of the LOSSAN rail corridor east of Van Nuys Metrolink Station, west of Woodman Avenue	Woodman Avenue, Sherman Way, and I-405 or SR-170
<i>Off-Site Construction Staging Areas</i>		
S1	East of Santa Monica Airport Runway	Bundy Drive, I-10, I-405
S2	Ralphs Parking Lot in Westwood Village	Le Conte Avenue, Westwood Boulevard, Wilshire Boulevard, I-405
N1	West of Sepulveda Basin Sports Complex, south of the Los Angeles River	Orange Line Busway, White Oak Avenue, US-101
N2	West of Sepulveda Basin Sports Complex, north of the Los Angeles River	Orange Line Busway, Balboa Boulevard, Victory Boulevard, I-405
N3	Metro G Line Sepulveda Station Park and Ride Lot	Erwin Street, Sepulveda Boulevard, Victory Boulevard, Haskell Avenue, I-405
N4	North of Roscoe Boulevard and Hayvenhurst Avenue	Hayvenhurst Avenue, Roscoe Boulevard, I-405
N5	LADWP Property south of the LOSSAN rail corridor, east of Van Nuys Metrolink Station	Hazeltine Avenue, Sherman Way, and I-405 or SR-170

Source: STCP, 2024; HTA, 2024

LADWP = Los Angeles Department of Water and Power
 SR = State Route

Truck movement near Staging Area No. 5 has the potential to temporarily impact pick-up and drop-off at the nearby Ivy Bound Sherman Oaks Charter School, which is expected to remain open during project construction. Although temporary, the potential disruptions to the Ivy Bound Sherman Oaks Charter School under Alternative 5 is considered a potentially significant impact due to construction vehicle operations near pick-up and drop-off areas. Implementation of MM TRA-8 — to prohibit trucks or other construction vehicles from operating or parking on Morrison Street during school pick-up and drop-off times — would reduce impacts to less than significant during construction of Alternative 5.

Underground station construction at Santa Monica Boulevard and Metro D Line Stations would result in temporary lane closures to through traffic on Gayley Avenue for the duration of station box excavation and other construction activities. Deliveries to businesses along Santa Monica Boulevard near South Bentley Avenue would be affected during project construction if access is unable to be maintained during construction. Therefore, potential disruption of delivery access to these properties is considered a potentially significant impact. Implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes and coordinating with local business owners to maintain customer and delivery access) — would minimize temporary impacts to delivery access. Therefore, construction of Alternative 5 is considered a less than significant impact related to a conflict with a program, plan, ordinance, for policy on roadway facilities.

Bicycle and Pedestrian Circulation

Alternative 5 would require temporary roadway detours at proposed underground stations during cut-and-cover activities. Street detours would be concentrated at areas surrounding proposed underground station boxes that would require cut-and-cover construction. Street detours would disrupt bicycle and pedestrian circulation. The underground guideway would be constructed using a tunnel boring machine (TBM); therefore, construction of the guideway would not disrupt bicycle or pedestrian circulation.

Although temporary, the potential disruptions to bicycle and pedestrian circulation would result in a potentially significant impact during project construction. In addition to compliance with all local, state, and federal standards on construction, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes, informing the traveling public, and coordinating with local business owners to maintain customer and delivery access) — would minimize temporary impacts due to traffic control measures. Alternative 5 detour routes would be identified in the TMP, and bicyclists and pedestrians would be informed of such closures and detours through signage and online postings that would be consistent with Policy 1.6 from *Mobility Plan 2035* that states, “Design detour facilities to provide safe passage for all modes of travel during construction” (DCP, 2016). Therefore, implementation of MM TRA-4 would reduce impacts to less than significant during construction of Alternative 5.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

Transit Policies

Attachment 2 of the *Sepulveda Transit Corridor Project Transportation Technical Report* identifies the relevant plans, goals, policies, and/or objectives that affect transportation and mobility within and around the Study Area that the alternative was evaluated against for consistency (Metro, 2025). Alternative 6 would support regional and local programs, plans, ordinances, and policies related to transit. Therefore, operation of Alternative 6 would not conflict with a program, plan, ordinance, or policy and would result in no impact.

Transit Ridership

Table 3.15-36 presents the projected number of regional trips for the No Project Alternative and Alternative 6. The total regional transit mode share would increase by 0.04 percent with Alternative 6. A total of 107,092 daily trips are forecast for Alternative 6, which would increase regional transit travel by 37,078 daily new transit trips in the horizon year 2045 compared to the No Project Alternative.

Table 3.15-36. Alternative 6: 2045 Regional Transit Performance Metrics

Performance Metric	No Project Alternative	Alternative 6	Change from No Project Alternative
Daily Project Trips	NA	107,092	NA
Daily New Transit Trips (Regional)	NA	37,078	NA
Daily Fixed Guideway Trips (Rail + BRT)	746,604	797,764	6.85%
Daily Bus Trips	969,689	955,607	-1.45%
Daily Transit Trips (All Transit Trips)	1,716,293	1,753,371	2.16%
Daily Trips (Total All Modes)	78,175,000	78,175,000	0.0%
Total Transit Mode Share (Daily Transit Trips/Daily Trips)	2.20%	2.24%	0.04%

Source: HTA, 2024

NA = not applicable

Table 3.15-37 summarizes ridership and mode of access by station for Alternative 6. Mode of access data illustrates how passengers would access project stations, whether via bus, rail, walking/biking, driving and parking, or being dropped off (kiss & ride). As listed in Table 3.15-37, Alternative 6 is forecast to have 107,092 total weekday boardings. For Alternative 6, rail would comprise the highest mode share for station access followed by bus transit, walking/biking, kiss & ride, and park & ride.

Table 3.15-37. Alternative 6: Average Weekday Station Boardings by Mode

Station	Walk/Bike	Bus	Park & Ride	Kiss & Ride	Rail	Total Station Boardings
Metro E Line Expo/Bundy	2,553 (16%)	929 (6%)	99 (1%)	94 (1%)	11,844 (76%)	15,518
Santa Monica Boulevard	4,373 (78%)	1,183 (21%)	0 (0%)	69 (1%)	0 (0%)	5,625
Wilshire Boulevard/Metro D Line	7,286 (24%)	1,148 (4%)	0 (0%)	51 (0%)	22,434 (73%)	30,918
UCLA Gateway Plaza	15,872 (96%)	417 (3%)	0 (0%)	31 (1%)	0 (0%)	16,320
Ventura Boulevard/Van Nuys Boulevard	3,638 (51%)	2,992 (42%)	189 (3%)	345 (5%)	0 (0%)	7,163
Metro G Line Van Nuys	2,175 (16%)	6,122 (45%)	323 (2%)	196 (1%)	4,754 (35%)	13,569
Van Nuys Metrolink	1,666 (9%)	7,224 (40%)	0 (0%)	158 (1%)	8,934 (50%)	17,981
Total	37,562 (35%)	20,013 (19%)	610 (1%)	943 (1%)	47,966 (45%)	107,092

Source: HTA, 2024

Table 3.15-38 presents the projected number of daily boardings (total ridership on the entire line) for urban rail and BRT lines in 2045 for Alternative 6 with a comparison to No Project Alternative ridership.

Table 3.15-38. Alternative 6: Daily Boardings on Urban Rail and Bus Rapid Transit Lines in the Study Area

Line	Daily Boardings		Change from No Project Alternative
	No Project Alternative	Alternative 6	
Metro E Line	110,578	123,991	12.1%
Metro D Line	221,766	231,300	4.3%
Metro G Line (BRT)	53,599	56,159	4.8%
East San Fernando Valley Light Rail Transit Line	49,988	70,162	40.4%
Total	435,931	481,612	10.5%

Source: HTA, 2024

Table 3.15-39 shows the peak-hour load on rail and BRT lines in the Study Area under Alternative 6 compared to the No Project Alternative. The capacities of heavy rail (Metro D Line) and light rail modes (Metro E Line and ESFV) are approximately 12,000 and 4,800 passengers per hour, respectively, based on design headways and vehicle capacity. Capacity on the Metrolink Ventura County Line is approximately 2,240 passengers per hour assuming 8-car trains at 30-minute headways. Metro G Line

capacity is approximately 960 passengers per hour at 5-minute headways. While Alternative 6 would increase peak loads on the Metro E Line and ESFV LRT Line, peak loads would remain under capacity. For the Metro G Line, peak loads would exceed capacity for Alternative 6 similar to the No Project Alternative. It is expected that Metro would accommodate the additional demand on the Metro G Line by implementing operational improvements and would also update its short- and long-range transit plans and increase service on parallel routes as needed, consistent with its usual service planning processes. Therefore, operation of Alternative 6 would not conflict with a program, plan, ordinance, or policy related to transit ridership and would result in no impact.

Table 3.15-39. Alternative 6: Peak Loads on Rail and Bus Rapid Transit Lines in the Study Area

Line	No Project Alternative		Alternative 6	
	Peak Load (Passengers)	Location	Peak Load (Passengers)	Location
Sepulveda Transit Corridor	NA	NA	5,490	Between Ventura Boulevard and UCLA
Metro E Line	2,530	Between Expo/La Brea and La Cienega/Jefferson	3,080	Between Expo/Sepulveda and Expo/Bundy
Metro D Line	11,870	Between Wilshire/La Brea and Wilshire/Fairfax	11,700	Between Wilshire/La Brea and Wilshire/Fairfax
Metro G Line (BRT)	2,500	Between Van Nuys and Sepulveda	2,640	Between Van Nuys and Sepulveda
East San Fernando Valley Light Rail Transit Line	2,470	Between Vanowen and Victory	3,230	Between Roscoe and Van Nuys/Metrolink
Metrolink Ventura County Line	1,760	Between Union Station and Glendale	1,540	Between Union Station and Glendale

Source: HTA, 2024

NA = not applicable

Table 3.15-40 compares the projected ridership under Alternative 6 to No Project Alternative conditions for bus routes serving the Study Area, aggregated by transit operator. For most agencies, bus ridership would fluctuate slightly because passengers would have the option to use Alternative 6 with faster and more reliable service. Because the combination of AVTA 786 and Alternative 6 would provide the fastest transit travel time from the Antelope Valley to the Westside, ridership on AVTA 786 would increase significantly. Although Alternative 6 would result in a 28.2 percent increase in ridership on AVTA 786, the truncation of the route from Century City to Van Nuys Metrolink Station would allow AVTA to run additional service on the truncated route to meet the increased demand without exceeding the passenger loading standard of 75 percent of seated capacity on commuter bus routes (AVTA, 2020). Therefore, operation of Alternative 6 would not conflict with an existing loading standard and would result in no impact.

Table 3.15-40. Alternative 6: Projected Bus Ridership Change by Transit Operator

Operator	Route(s) ^a	Daily Boardings ^b		Change from No Project Alternative
		No Project Alternative	Alternative 6	
Metro	2, 4, 20, 150, 152, 154, 155, 158, 164, 165, 166, 167, 169, 233, 234, 236, 602, 761, G Line	237,137	229,353	-3.3%
AVTA	786	4,981	6,387	28.2%
BBB	1, 2, 5, Local 7, Rapid 7, 8, Rapid 10, Rapid 12, 14/15, 16, 17, 18	45,404	46,141	1.6%
CCB	3, 6/6R	24,685	24,399	-1.2%
LADOT	422, 423, 431, 534, 549, 573, 574, PC/VN DASH, VN/SC DASH	12,516	11,807	-5.7%
SCT	792/797	<250	<250	NA
BruinBus	U1, U2, U3, U5	9,380	9,301	-0.8%

Source: HTA, 2024

^aRoutes listed intersect the Study Area

^bDaily boardings represent total ridership on all routes listed.

AVTA = Antelope Valley Transit Authority

BBB = Big Blue Bus

CCB = Culver CityBus

LADOT = Los Angeles Department of Transportation

NA = not applicable

PC/VN DASH = Panorama City/Van Nuys DASH

SCT = Santa Clarita Transit

VN/SC DASH = Van Nuys/Studio City DASH

Roadways

Alternative 6 would not require changes to roadway facilities other than a new access road east of Stone Canyon Reservoir in the Santa Monica Mountains. This roadway is not included in the *Mobility Plan 2035* circulation system since it is classified as an access road. Therefore, operation of Alternative 6 would not conflict with a program, plan, ordinance, or policy related to roadway facilities and would result in no impact.

Bicycle and Pedestrian Circulation

Alternative 6 would be supportive of adopted active transportation plans and policies set forth by *Mobility Plan 2035* (DCP, 2016), the City of Los Angeles *2010 Bicycle Plan* (DCP, 2011), Metro's *First/Last Mile Guidelines* (Metro, 2021b), the 2019 *UCLA Active Transportation Plan* (UCLA, 2019), and City of Los Angeles community plans (DCP, 1996a, 1996b, 1997b, 1998a, 1998b, 1998c, 1998d, 1999a, 1999b, 1999c, 1999d, 1999e) described in Section 3.15.1. Station area improvement elements — including increased sidewalk widths, improved pedestrian crossings, bicycle parking, wayfinding signs, and implementation of planned bicycle facilities — would align with Metro's *First/Last Mile Guidelines* (Metro, 2021b) and facilitate pedestrian and cyclist accessibility to the Alternative 6 stations. Operation of Alternative 6 would not preclude any planned or existing bicycle or pedestrian facilities since it is fully underground. Therefore, operation of Alternative 6 would not conflict with a program, plan, ordinance, or policy related to bicycle and pedestrian circulation and would result in no impact.

Construction Impacts

Given the temporary nature of construction, it is not expected that construction of Alternative 6 would preclude or conflict with any programs, plan ordinances, or policies addressing the circulation system. The following sections describe construction impacts on transit facilities, roadways, and active transportation.

Transit Facilities

Temporary full or partial closures of some intersections, lanes, or sidewalks may be necessary during construction, which may result in disruptions to bus service. Temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro 4, 20, 155, 158, 169, 233, 240, 602, and 761
- BBB 1, 2, 5, R10, R12, 14, 15, and 18
- CCB 6 and R6
- LADOT 431, 534, and DASH PC/VN
- Amtrak Thruway
- BruinBus U1, U2, U3, U5

In addition to impacts to on-street bus service, construction at existing fixed guideway stations would impact rail and BRT service operations. Construction of new escalators at the existing Metro E Line Expo/Bundy Station connecting the plaza and platform levels would result in temporary impacts to the passenger experience at the station. Excavation of the Alternative 6 tunnel segment underneath the existing Metro E Line Expo/Bundy Station and the Alternative 6 station underneath the Metro D Line Westwood/UCLA Station would result in temporary impacts to service on the Metro E Line and D Line. In addition, temporary impacts to Amtrak and Metrolink rail operations and passenger experience at the Van Nuys Metrolink/Amtrak Station would also occur as a result of the construction of the underground Van Nuys Metrolink Station. Construction activities would occur within the vicinity of the ESFV LRT Van Nuys Metrolink Station for the cut-and-cover construction of the Alternative 6 Van Nuys Metrolink Station which may temporarily affect passenger experience; however, disruptions to rail service or MSF operations are not anticipated.

Construction of a mezzanine extension over the Metro D Line tracks and new escalators connecting the mezzanine level to the platform at the Metro D Line Westwood/UCLA Station would result in temporary impacts to Metro D Line rail operations and passenger experience. Metro D Line trains would operate between Union Station and the Metro D Line Century City Station while temporary falsework is constructed over the Metro D Line tracks. The Metro D Line Westwood/UCLA Station would then be temporarily closed to passengers during construction of the mezzanine extension. However, Metro D Line trains would be able to pass through the station to the Westwood/VA Hospital Station.

Although temporary, the potential disruptions to the transit network under Alternative 6 is considered a potentially significant impact to transit facilities due to temporary road or lane closures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4, to provide a TMP that specifies measures to limit disruption during construction, and MM TRA-5, to provide temporary bus service at rail stations taken out of passenger service, would reduce impacts to less than significant during construction of Alternative 6.

Roadways

Construction vehicles would primarily use major arterials and freeways to comply with Policy 1.8 from *Mobility Plan 2035* that “truck movement should be limited to the arterial street network as much as possible since these streets have the lanes and wider turning radii to accommodate these heavy large vehicles” (DCP, 2016). Table 3.15-41 identifies construction staging locations and roadway facilities that would be used for construction haul routes.

Table 3.15-41. Alternative 6: Construction Staging Locations and Haul Routes

No.	Construction Staging Location Description	Haul Route
1	Bundy Drive and Olympic Boulevard	Bundy Drive, I-10, I-405
2	Along Santa Monica Boulevard between Barrington Avenue and Federal Avenue	Santa Monica Boulevard, I-405
3	Along Gayley Avenue between Wilshire Boulevard and Ashton Avenue	Wilshire Boulevard, I-405
4	UCLA Gateway Plaza	Westwood Boulevard, Wilshire Boulevard, I-405
5	Northeast of Upper Stone Canyon Reservoir	Stone Canyon Road, Mulholland Drive, Skirball Center Drive, Sepulveda Boulevard, I-405
6	Van Nuys Boulevard and Moorpark Street	Van Nuys Boulevard, US-101, I-405
7	Van Nuys Boulevard and Oxnard Street	Van Nuys Boulevard, Burbank Boulevard or Victory Boulevard, I-405
8	East of Van Nuys Boulevard between Saticoy Street and Keswick Street	Van Nuys Boulevard, Sherman Way or Roscoe Boulevard, I-405
9	West of Woodman Avenue and south of the Los Angeles-San Diego-San Luis Obispo rail corridor	Woodman Avenue, Sherman Way, and I-405 or SR-170

Source: HTA, 2024

SR = State Route

Alternative 6 would require closures and detours of roadways, lanes, and I-10 freeway ramps during construction. Table 3.15-42 presents the locations of proposed traffic detours to support station cut-and-cover activities. Most road closures and detours would last between 18 and 24 months, but I-10 ramp detours at Bundy Drive would last for the duration of Alternative 6 construction. Traffic control measures necessary to complete construction of Alternative 6 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes, informing the traveling public, and coordinating with local business owners to maintain customer and delivery access) — would further reduce temporary impacts due traffic control measures. Therefore, construction of Alternative 6 is considered a less than significant impact related to a conflict with a program, plan, ordinance, for policy on roadway facilities.

Table 3.15-42. Alternative 6: Projected Roadway Detours

Station	Proposed Roadway Detours
Metro E Line Expo/Bundy	Bundy Drive, Exposition Boulevard, Olympic Boulevard, Pico Boulevard, Mississippi Avenue; I-10 On- and Off-Ramps at Bundy Drive
Santa Monica Boulevard	Santa Monica Boulevard, Barrington Avenue, Barry Avenue, Federal Avenue
Wilshire Boulevard/Metro D Line	Gayley Avenue, Wilshire Boulevard, Lindbrook Drive
UCLA Gateway Plaza	Westwood Plaza, Strathmore Place
Ventura Boulevard/Van Nuys Boulevard	Van Nuys Boulevard, Ventura Boulevard, Moorpark Street
Metro G Line/Van Nuys	Van Nuys Boulevard, Tiara Street, Emelita Street, Califa Street, Oxnard Street
Van Nuys Metrolink	Lane reduction on Van Nuys Boulevard between Covello Street to Cabrito Road

Source: HTA, 2024

Bicycle and Pedestrian Circulation

Alternative 6 would require temporary roadway detours at proposed underground stations during cut-and-cover activities. Street detours would be concentrated at areas surrounding proposed underground station boxes that would require cut-and-cover construction. Street detours would disrupt bicycle and pedestrian circulation. The underground guideway would be constructed using a TBM; therefore, construction of the guideway would not disrupt bicycle and pedestrian circulation.

Although temporary, the potential disruptions to bicycle and pedestrian circulation would result in a potentially significant impact during project construction. In addition to compliance with all local, state, and federal standards on construction, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction (such as establishing detour routes, informing the traveling public, and coordinating with local business owners to maintain customer and delivery access) — would minimize temporary impacts due to traffic control measures. Alternative 6 detour routes would be identified in the TMP, and bicyclists and pedestrians would be informed of such closures and detours through signage and online postings that would be consistent with Policy 1.6 from *Mobility Plan 2035* that states, “Design detour facilities to provide safe passage for all modes of travel during construction” (DCP, 2016). Therefore, implementation of MM TRA-4 would reduce impacts to less than significant during construction of Alternative 6.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

The MSF Base Design for Alternative 1 and Alternative 3 would be located on LADWP property east of the Van Nuys Boulevard and south of the LOSSAN rail corridor. Operation and construction of the MSF Base Design would not require the removal or modification of an element of the circulation system that is addressed in a program, plan, ordinance, or policy. Therefore, operation and construction of the MSF Base Design for Alternative 1 and Alternative 3 would not conflict with a program, plan, ordinance or policy and would result in no impact.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)**Impact Statement****Operational Impact: No Impact****Construction Impact: No Impact**

The MSF Base Design Option 1 for Alternative 1 and Alternative 3 would be located on LADWP property east of the Van Nuys Boulevard and south of the LOSSAN rail corridor. Operation and construction of the MSF Base Design Option 1 would not require the removal or modification of an element of the circulation system that is addressed in a program, plan, ordinance, or policy. Therefore, operation and construction of the MSF Base Design for Alternative 1 and Alternative 3 would not conflict with a program, plan, ordinance or policy and would result in no impact.

Electric Bus Maintenance and Storage Facility (Alternative 1)**Impact Statement****Operational Impact: No Impact****Construction Impact: No Impact**

The electric bus MSF for Alternative 1 would be located on the northwest corner of Pico Boulevard and Cotner Avenue. Operation and construction of the electric bus MSF would not require the removal or modification of an element of the circulation system that is addressed in a program, plan, ordinance, or policy. Therefore, operation and construction of the electric bus MSF for Alternative 1 would not conflict with a program, plan, ordinance or policy and would result in no impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)**Impact Statement****Operational Impact: No Impact****Construction Impact: No Impact**

The MSF for Alternative 4 and Alternative 5 would be located on a parcel immediately west of Woodman Avenue and south of the LOSSAN rail corridor. Operation and construction of the MSF would not require the removal or modification of an element of the circulation system that is addressed in a program, plan, ordinance, or policy. Therefore, operation and construction of the MSF for Alternative 4 and Alternative 5 would not conflict with a program, plan, ordinance or policy and would result in no impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)**Impact Statement****Operational Impact: No Impact****Construction Impact: No Impact**

The MSF for Alternative 6 would be located on a parcel immediately west of Woodman Avenue and south of the LOSSAN rail corridor. Operation and construction of the MSF would not require the removal or modification of an element of the circulation system that is addressed in a program, plan, ordinance, or policy. Therefore, operation and construction of the MSF for Alternative 6 would not conflict with a program, plan, ordinance or policy and would result in no impact.

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

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Metro Line 761 would operate between the Metro E Line Expo/Sepulveda Station and the Metro G Line Van Nuys Station with improved peak-period headways of 10 minutes in the peak direction and 15 minutes in the other direction to connect with the ESFV LRT Line, rather than maintaining its current northern terminus at the Sylmar Metrolink Station. Additional bus stops for Metro Line 761 may be constructed to facilitate route changes under the No Project Alternative. Under CEQA Guidelines Section 15064.3, subdivision (b), transportation projects that reduce, or have no impact on, VMT are presumed to cause a less than significant impact on transportation. OPR’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, 2018) states that transit and active transportation projects generally reduce VMT. Therefore, operation of Metro Line 761 under the No Project Alternative would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Ambient population and employment growth would occur between the base year and horizon year. This ambient growth would result in increased VMT compared to existing conditions, as listed in Table 3.15-43. However, this growth would not be the result of the additional transit service included in the No Project Alternative. Therefore, operation of the No Project Alternative would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Table 3.15-43. No Project Alternative: Vehicle Miles Traveled

Project Alternative	Total Vehicle Miles Traveled
Existing Conditions (2019 Base Year)	456,869,300
No Project Alternative (2045 Horizon Year)	568,557,200

Source: HTA, 2024

Note: 2019 is used as the base year for the VMT analysis because it is the most recent year for which Metro’s CBM18B Transportation Analysis Model has been calibrated.

Construction Impacts

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Metro Line 761 would operate between the Metro E Line Expo/Sepulveda Station and the Metro G Line Van Nuys Station with improved peak-period headways of 10 minutes in the peak direction and 15 minutes in the other direction to connect with the ESFV LRT Line, rather than

maintaining its current northern terminus at the Sylmar Metrolink Station. Additional bus stops for Metro Line 761 may be constructed to facilitate route changes under the No Project Alternative. Construction activities associated with Metro Line 761 improvements would be temporary and may include construction staging, materials stockpiling, hauling of dirt and materials, temporary roadway and lane closures, and use of temporary easements. These construction activities would temporarily generate additional VMT. This additional VMT would terminate upon completion of construction. The temporary nature of construction-related VMT and construction-related traffic circulation changes (e.g., detours) would generally be localized to the work areas and construction staging locations. As a result, construction activities would not result in a substantial or long-term change in regional travel patterns. Therefore, construction of Metro Line 761 under the No Project Alternative would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Under CEQA Guidelines Section 15064.3, subdivision (b), transportation projects that reduce, or have no impact on, VMT are presumed to cause a less than significant impact on transportation. OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, 2018) states that transit and active transportation projects generally reduce VMT. As listed in Table 3.15-44, Alternative 1 would result in reduced VMT (341,800 daily) compared to the No Project Alternative. Therefore, operation of Alternative 1 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Table 3.15-44. Alternative 1: Vehicle Miles Traveled

Project Alternative	Total VMT	Change in VMT Relative to the No Project Alternative
No Project Alternative (2045 Horizon Year)	568,557,200	NA
Alternative 1 (2045 Horizon Year)	568,215,400	-341,800

Source: HTA, 2024

NA = not applicable

Construction Impacts

Construction of Alternative 1 would temporarily generate additional VMT related to construction workers commuting to the construction site, construction work activities, construction labor trips, and the transport of excavated materials, construction equipment, and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 1. The temporary nature of construction-related VMT and construction-related traffic circulation changes (e.g., detours) would generally be localized to the work areas and construction staging locations listed in Table 3.15-17.

In addition, there would be minor impacts to traffic operations associated with construction staging areas and haul routes. Vehicles and trucks related to construction activities entering and exiting these

areas would increase traffic and VMT on local streets. All construction trucks would use designated haul routes, as listed in Table 3.15-17, to access the regional freeway system. The construction-related traffic volumes would be minimal compared to overall background traffic volumes, and generally would occur during the off-peak periods when volumes and congestion are lower. Increased traffic generated by construction-related vehicle operations would be temporary in nature. As a result, construction would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of Alternative 1 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Under CEQA Guidelines Section 15064.3, subdivision (b), transportation projects that reduce, or have no impact on, VMT are presumed to cause a less than significant impact on transportation. OPR’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, 2018) states that transit and active transportation projects generally reduce VMT. As listed in Table 3.15-45, Alternative 3 would result in reduced VMT (451,100 daily) compared to the No Project Alternative. Therefore, operation of Alternative 3 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Table 3.15-45. Alternative 3: Vehicle Miles Traveled

Project Alternative	Total VMT	Change in VMT Relative to the No Project Alternative
No Project Alternative (2045 Horizon Year)	568,557,200	NA
Alternative 3 (2045 Horizon Year)	568,106,100	-451,100

Source: HTA, 2024

NA = not applicable

Construction Impacts

Construction of Alternative 3 would temporarily generate additional VMT related to construction workers commuting to the construction site, construction work activities, construction labor trips, and the transport of excavated materials, construction equipment, and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 3. The temporary nature of construction-related VMT and construction-related traffic circulation changes (e.g., detours) would generally be localized to the work areas and construction staging locations listed in Table 3.15-23.

In addition, there would be minor impacts to traffic operations associated with construction staging areas and haul routes. Vehicles and trucks related to construction activities entering and exiting these areas would increase traffic and VMT on local streets. All construction trucks would use designated haul

routes, as listed in Table 3.15-23, to access the regional freeway system. The construction-related traffic volumes would be minimal compared to overall background traffic volumes, and generally would occur during the off-peak periods when volumes and congestion are lower. Increased traffic generated by construction-related vehicle operations would be temporary in nature. As a result, construction would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of Alternative 3 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Under CEQA Guidelines Section 15064.3, subdivision (b), transportation projects that reduce, or have no impact on, VMT are presumed to cause a less than significant impact on transportation. OPR’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, 2018) states that transit and active transportation projects generally reduce VMT. As listed in Table 3.15-46, Alternative 4 would result in reduced VMT (767,800 daily) compared to the No Project Alternative. Therefore, operation of Alternative 4 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Table 3.15-46. Alternative 4: Vehicle Miles Traveled

Project Alternative	Total VMT	Change in VMT Relative to the No Project Alternative
No Project Alternative (2045 Horizon Year)	568,557,200	NA
Alternative 4 (2045 Horizon Year)	567,789,400	-767,800

Source: HTA, 2024

NA = not applicable

Construction Impacts

Construction of Alternative 4 would temporarily generate additional VMT related to construction workers commuting to the construction site, construction work activities, construction labor trips, and the transport of excavated materials, construction equipment, and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 4. The temporary nature of construction-related VMT and construction-related traffic circulation changes (e.g., detours) would generally be localized to the work areas and construction staging locations listed in Table 3.15-29.

In addition, there would be minor impacts to traffic operations associated with construction staging areas and haul routes. Vehicles and trucks related to construction activities entering and exiting these areas would increase traffic and VMT on local streets. All construction trucks would use designated haul routes, as listed in Table 3.15-29, to access the regional freeway system. The construction-related traffic

volumes would be minimal compared to overall background traffic volumes, and generally would occur during the off-peak periods when volumes and congestion are lower. Increased traffic generated by construction-related vehicle operations would be temporary in nature. As a result, construction would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of Alternative 4 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Under CEQA Guidelines Section 15064.3, subdivision (b), transportation projects that reduce, or have no impact on, VMT are presumed to cause a less than significant impact on transportation. OPR’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, 2018) states that transit and active transportation projects generally reduce VMT. As listed in Table 3.15-47, Alternative 5 would result in reduced VMT (775,100 daily) compared to the No Project Alternative. Therefore, operation of Alternative 5 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Table 3.15-47. Alternative 5: Vehicle Miles Traveled

Project Alternative	Total VMT	Change in VMT Relative to the No Project Alternative
No Project Alternative (2045 Horizon Year)	568,557,200	NA
Alternative 5 (2045 Horizon Year)	567,782,100	-775,100

Source: HTA, 2024

NA = not applicable

Construction Impacts

Construction of Alternative 5 would temporarily generate additional VMT related to construction workers commuting to the construction site, construction work activities, construction labor trips, and the transport of excavated materials, construction equipment, and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 5. The temporary nature of construction-related VMT and construction-related traffic circulation changes (e.g., detours) would generally be localized to the work areas and construction staging locations listed in Table 3.15-35.

In addition, there would be minor impacts to traffic operations associated with construction staging areas and haul routes. Vehicles and trucks related to construction activities entering and exiting these areas would increase traffic and VMT on local streets. All construction trucks would use designated haul routes, as listed in Table 3.15-35, to access the regional freeway system. The construction-related traffic volumes would be minimal compared to overall background traffic volumes, and generally would occur

during the off-peak periods when volumes and congestion are lower. Increased traffic generated by construction-related vehicle operations would be temporary in nature. As a result, construction would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of Alternative 5 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Under CEQA Guidelines Section 15064.3, subdivision (b), transportation projects that reduce, or have no impact on, VMT are presumed to cause a less than significant impact on transportation. OPR’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, 2018) states that transit and active transportation projects generally reduce VMT. As listed in Table 3.15-48, Alternative 6 would result in reduced VMT (695,400 daily) compared to the No Project Alternative. Therefore, operation of Alternative 6 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Table 3.15-48. Alternative 6: Vehicle Miles Traveled

Project Alternative	Total VMT	Change in VMT Relative to the No Project Alternative
No Project Alternative (2045 Horizon Year)	568,557,200	NA
Alternative 6 (2045 Horizon Year)	567,861,800	-695,400

Source: HTA, 2024

NA = not applicable

Construction Impacts

Construction of Alternative 6 would temporarily generate additional VMT related to construction workers commuting to the construction site, construction work activities, construction labor trips, and the transport of excavated materials, construction equipment, and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 6. The temporary nature of construction-related VMT and construction-related traffic circulation changes (e.g., detours) would generally be localized to the work areas and construction staging locations listed in Table 3.15-41.

In addition, there would be minor impacts to traffic operations associated with construction staging areas and haul routes. Vehicles and trucks related to construction activities entering and exiting these areas would increase traffic and VMT on local streets. All construction trucks would use designated haul routes, as listed in Table 3.15-41, to access the regional freeway system. The construction-related traffic volumes would be minimal compared to overall background traffic volumes, and generally would occur during the off-peak periods when volumes and congestion are lower. Increased traffic generated by

construction-related vehicle operations would be temporary in nature. As a result, construction would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of Alternative 6 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

The MSF Base Design for Alternative 1 and Alternative 3 would be part of a transit project that is presumed to have a less than significant impact on VMT (OPR, 2018). Therefore, operation of the MSF Base Design would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Construction of the MSF Base Design would result in a minor increase in traffic volumes as construction vehicles enter and exit the site. Construction vehicles entering and exiting the construction site would temporarily increase VMT on local streets. The construction-related traffic volumes would be minimal compared to overall background traffic volumes, and generally would occur during the off-peak periods when volumes and congestion are lower. Increased traffic generated by construction-related vehicle operations would be temporary in nature. As a result, construction-related traffic would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of the MSF Base Design for Alternative 1 and Alternative 3 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

The MSF Design Option 1 for Alternative 1 and Alternative 3 would be part of a transit project that is presumed to have a less than significant impact on VMT (OPR, 2018). Therefore, operation of MSF Design Option 1 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Construction of the MSF Design Option 1 would result in a minor increase in traffic volumes as construction vehicles enter and exit the site. Construction vehicles entering and exiting the construction site would temporarily increase VMT on local streets. The construction-related traffic volumes would be minimal compared to overall background traffic volumes, and generally would occur during the off-peak periods when volumes and congestion are lower. Increased traffic generated by construction-related

vehicle operations would be temporary in nature. As a result, construction-related traffic would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of MSF Design Option 1 for Alternative 1 and Alternative 3 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

The electric bus MSF for Alternative 1 would be part of a transit project that is presumed to have a less than significant impact on VMT (OPR, 2018). Therefore, operation of the electric bus MSF would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Construction of the electric bus MSF would result in a minor increase in traffic volumes as construction vehicles enter and exit the site. Construction vehicles entering and exiting the construction site would temporarily increase VMT on local streets. The construction-related traffic volumes would be minimal compared to overall background traffic volumes, and generally would occur during the off-peak periods when volumes and congestion are lower. Increased traffic generated by construction-related vehicle operations would be temporary in nature. As a result, construction-related traffic would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of electric bus MSF for Alternative 1 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

The MSF for Alternative 4 and Alternative 5 would be part of a transit project that is presumed to have a less than significant impact on VMT (OPR, 2018). Therefore, operation of the MSF would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Construction of the MSF would result in a minor increase in traffic volumes as construction vehicles enter and exit the site. Construction vehicles entering and exiting the construction site would temporarily increase VMT on local streets. The construction-related traffic volumes would be minimal compared to overall background traffic volumes, and generally would occur during the off-peak periods when volumes and congestion are lower. Increased traffic generated by construction-related vehicle operations would be temporary in nature. As a result, construction-related traffic would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than

significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of the MSF for Alternative 4 and Alternative 5 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

The MSF for Alternative 6 would be part of a transit project that is presumed to have a less than significant impact on VMT (OPR, 2018). Therefore, operation of the MSF would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

Construction of the MSF would result in a minor increase in traffic volumes as construction vehicles enter and exit the site. Construction vehicles entering and exiting the construction site would temporarily increase VMT on local streets. The construction-related traffic volumes would be minimal compared to overall background traffic volumes, and generally would occur during the off-peak periods when volumes and congestion are lower. Increased traffic generated by construction-related vehicle operations would be temporary in nature. As a result, construction-related traffic would not result in a substantial or long-term change in regional travel patterns related to VMT and is considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic. Therefore, construction of the MSF for Alternative 6 would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and is considered a less than significant impact.

3.15.4.3 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)?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Metro Line 761 would operate between the Metro E Line Expo/Sepulveda Station and the Metro G Line Van Nuys Station with improved peak-period headways of 10 minutes in the peak direction and 15 minutes in the other direction to connect with the ESFV LRT Line, rather than maintaining its current northern terminus at the Sylmar Metrolink Station. Additional bus stops for

Metro Line 761 may be constructed to facilitate route changes under the No Project Alternative. Construction of additional bus stops would occur in accordance with applicable ADA, LABOE, and Metro design standards and would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, operation of Metro Line 761 under the No Project Alternative would result in no impact.

Construction Impacts

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Additional bus stops for Metro Line 761 may be constructed to facilitate route changes under the No Project Alternative. Construction activities associated with Metro Line 761 improvements would be temporary and may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane reductions, and use of temporary easements. Construction activities would meet all relevant and applicable safety standards, including Occupational Safety and Health Administration (OSHA), California OSHA (Cal/OSHA), and CA MUTCD (Caltrans, 2024a) to ensure that no significant geometric design hazards or incompatible uses are introduced during construction. Therefore, construction of Metro Line 761 under the No Project Alternative would result in no impact.

Alternative 1

Impact Statement

Operational Impact: Less than Significant with Mitigation

Construction Impact: Less than Significant

Operational Impacts

Alternative 1 — including its guideway, vehicles, stations, MSFs, TPSSs, and fire/life safety systems — would be designed to meet all relevant and applicable standards including ADA, LABOE, and Metro safety design standards. Modifications within the Caltrans ROW would be designed in accordance with Caltrans standards. Any non-standard features, such as reduced lane or shoulder widths, would be approved in accordance with Caltrans' *Project Development Procedures Manual* (Caltrans, 2024b).

Alternative 1 proposes a new passenger pick-up/drop-off area located on the east side of the Metro E Line Expo/Sepulveda Station. This area would be accessed via a new driveway off Pico Boulevard. The proximity of the driveway to the intersection of Pico Boulevard and Cotner Avenue would not allow for a westbound left-turn lane into the driveway, creating a risk of rear-end collisions if left-turning vehicles are queueing in the westbound through lane, resulting in a potentially significant impact due to a safety hazard. Implementation of MM TRA-2 — to design the driveway access as right-in/right-out only — would minimize impacts related to safety on Pico Boulevard by preventing vehicles from queueing in the westbound through lane. The driveway would be designed in coordination and with approval of LADOT. Therefore, implementation of MM TRA-2 would reduce impacts to less than significant during operation of Alternative 1.

Alternative 1 also proposes a passenger pick-up/drop-off location on the north side of Sherman Way just west of the proposed Sherman Way Station. The pick-up/drop-off area would use part of an existing travel lane, creating a risk of rear-end collisions resulting in a potentially significant impact due to a safety hazard. Implementation of MM TRA-3 — to provide advanced warning signage to ensure pedestrian safety and facilitate traffic flow on Sherman Way — would minimize impacts related to safety on Sherman Way by notifying drivers of the pick-up/drop-off area to reduce the potential for rear-end

collisions. Therefore, implementation of MM TRA-3 would reduce impacts to less than significant during operation of Alternative 1.

An analysis of passenger queues at fare gates was conducted to evaluate the safety of transferring passengers as described in Section 3.15.2. As shown on Figure 3.15-6, under Alternative 1, passengers would have the ability to transfer to the ESFV LRT Line from the Alternative 1 Van Nuys Metrolink Station via a sidewalk connection on the east side of Van Nuys Boulevard. Passengers transferring to the ESFV LRT Line are anticipated to enter the station from the north entrance because the north entrance would be the closest ESFV LRT Line station entrance to the Alternative 1 Van Nuys Metrolink Station.

Figure 3.15-6. Alternative 1: Transfer Paths at the Van Nuys Metrolink Station



Source: LASRE, 2024; HTA, 2024

Table 3.15-49 presents the results of the peak-hour queueing analysis at the ESFV LRT Van Nuys Metrolink Station north entrance fare gates. During the busiest 2 minutes of the peak hour, 99 passengers are forecast to transfer to the ESFV LRT Line across all station modes of access. The queues resulting from the peak-hour passenger flow into the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing area at the fare gates. Based on the results of the peak-hour queueing analysis in Table 3.15-49, the maximum forecast queue length in the peak hour at the ESFV LRT Van Nuys Metrolink Station under Alternative 1 would be 148 feet, while the available queueing area between the fare gates and the crosswalk used to access the station would be 30 feet. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length exceeding the available queueing area would create a safety hazard to passengers. Therefore, operation of Alternative 1 would result in a potentially significant impact due to the queue length exceeding the available queueing area creating a safety hazard as described in Section 3.15.2. Implementation of MM TRA-1 would require a pedestrian flow microsimulation analysis to evaluate passenger movements when transferring to the ESFV LRT Van Nuys Metrolink Station from the Alternative 1 Van Nuys Metrolink Station. This analysis shall evaluate passenger flows into the ESFV LRT Van Nuys Metrolink Station from other modes, including Amtrak, Metrolink, bus, active transportation, park & ride, and kiss & ride. The results of this analysis shall inform design to determine necessary measures, such as replacement of fare gates with stand-alone validators (SAV), at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street. Therefore, implementation of MM TRA-1 would reduce impacts to less than significant during operation of Alternative 1.

Table 3.15-49. Alternative 1: Queueing Analysis at the East San Fernando Valley Light Rail Transit Line Van Nuys Metrolink Station

Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into North Entrance	Peak 2-minute Passenger Flow into North Entrance
Walk/bus/park & ride/kiss & ride	718	359	12
Metrolink	6	6	3
Alternative 1	1,816	1,816	84
Total 2-minute Passenger Flow into North Entrance			99
2-minute Passenger Flow per Fare Gate			49
Maximum Peak-Hour Queue Length (feet)			148
Available Queueing Distance at Station (feet)			30

Source: HTA, 2024

Note: Analysis assumed half of walk/bus/park & ride/kiss & ride passengers would use this entrance, all Metrolink and Alternative 1 transfers would use this entrance, walk/bus/park & ride/kiss & ride passengers would be evenly distributed throughout the peak hour, Metrolink trains would arrive every 30 minutes (2 trains per hour), and project trains would arrive every 2.77 minutes (22 trains per hour).

Construction Impacts

Temporary modifications of existing transportation facilities under Alternative 1 would include full or partial road closures, lane reductions or modifications, and detour routes. Beyond the I-405 ROW, construction of Alternative 1 would include temporary modifications to segments of Cotner Avenue, Beloit Avenue, and Dowlen Drive in the Westside, Sepulveda Boulevard in the Sepulveda Pass, and Dickens Street and Raymer Street in the San Fernando Valley. Construction worksites would be fenced,

and lane closures and associated lane tapers, temporary advance warning signs, and detour signs would be implemented in accordance with OSHA, Cal/OSHA, and CA MUTCD (Caltrans, 2024a) standards to ensure that no significant geometric design hazards or incompatible uses are introduced during construction. Safety for pedestrians, bicyclists, and motorists would 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. Traffic control measures necessary to complete construction of Alternative 1 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic control measures to ensure hazards are not introduced during construction. Therefore, construction of Alternative 1 would not substantially increase hazards due to a geometric design feature or incompatible use and is considered a less than significant impact.

Alternative 3

Impact Statement

Operational Impact: Less than Significant with Mitigation

Construction Impact: Less than Significant

Operational Impacts

Alternative 3 — including its guideway, vehicles, stations, MSF, TPSSs, and fire/life safety systems — would be designed to meet all relevant and applicable standards including ADA, LABOE, and Metro safety design standards. Modifications within the Caltrans ROW would be designed in accordance with Caltrans standards. Any non-standard features, such as reduced lane or shoulder widths, would be approved in accordance with Caltrans' *Project Development Procedures Manual* (Caltrans, 2024b).

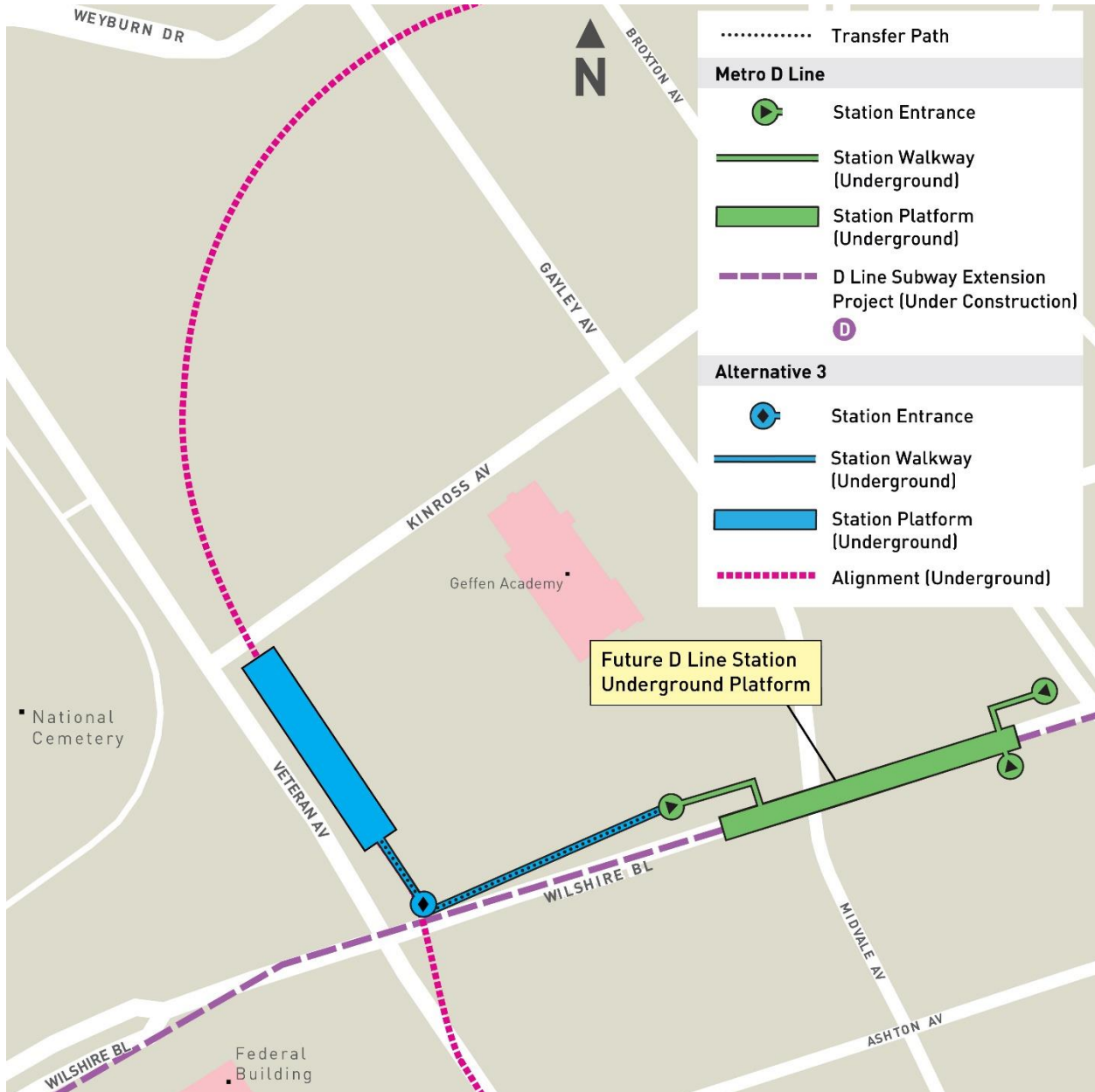
Alternative 3 proposes a new passenger pick-up/drop-off area located on the east side of the Metro E Line Expo/Sepulveda Station. This area would be accessed via a new driveway off Pico Boulevard. The proximity of the driveway to the intersection of Pico Boulevard and Cotner Avenue would not allow for a westbound left-turn lane into the driveway, creating a risk of rear-end collisions if left-turning vehicles are queueing in the westbound through lane, resulting in a potentially significant impact due to a safety hazard. Implementation of MM TRA-2 — to design the driveway access as right-in/right-out only — would minimize impacts related to safety on Pico Boulevard by preventing vehicles from queueing in the westbound through lane. The driveway would be designed in coordination and with approval of LADOT. Therefore, implementation of MM TRA-2 would reduce impacts to less than significant during operation of Alternative 3.

Alternative 3 also proposes a passenger pick-up/drop-off location on the north side of Sherman Way just west of the proposed Sherman Way Station. The pick-up/drop-off area would use part of an existing travel lane, creating a risk of rear-end collisions, resulting in a potentially significant impact due to a safety hazard. Implementation of MM TRA-3 — to provide advanced warning signage to ensure pedestrian safety and facilitate traffic flow on Sherman Way — would minimize impacts related to safety on Sherman Way by notifying drivers of the pick-up/drop-off area to reduce the potential for rear-end collisions. Therefore, implementation of MM TRA-3 would reduce impacts to less than significant during operation of Alternative 3.

An analysis of passenger queues at fare gates was conducted to evaluate the safety of transferring passengers as described in Section 3.15.2. As shown on Figure 3.15-7, under Alternative 3, passengers

would have the ability to transfer to the Metro D Line Westwood/UCLA Station from the Alternative 3 Wilshire Boulevard/Metro D Line Station via a direct underground connection. Passengers transferring to the Metro D Line are anticipated to enter the station at the west station entrance via the direct underground connection from the Alternative 3 Wilshire Boulevard/Metro D Line Station.

Figure 3.15-7. Alternative 3: Transfer Paths at Metro D Line Westwood/UCLA Station



Source: LASRE, 2024; HTA, 2024

Table 3.15-50 presents the results of the peak-hour queuing analysis at the Metro D Line Westwood/UCLA Station west entrance fare gates. During the busiest 2 minutes of the peak hour, 139 passengers are forecast to transfer to the Metro D Line across all station modes of access. Based on the results of the peak-hour queuing analysis in Table 3.15-50, the queues resulting from the peak-hour

passenger flow into the Metro D Line Westwood/UCLA Station are not forecast to exceed the available queueing area at the fare gates as the maximum forecast queue length of 52 feet would be below the available queueing area of 570 feet. Therefore, the peak-hour passenger flow into the Metro D Line Westwood/UCLA Station under Alternative 3 would not increase hazards due to a geometric design feature and would result in no impact.

Table 3.15-50. Alternative 3: Queuing Analysis at Metro D Line Westwood/UCLA Station

Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into West Entrance	Peak 2-minute Passenger Flow into West Entrance
Walk/bus/park & ride/ kiss & ride	3,192	1,053	35
Alternative 3	2,241	2,241	103
Total 2-minute Passenger Flow into Gayley (West) Entrance			139
2-minute Passenger Flow per Fare Gate			17
Maximum Peak-Hour Queue Length (feet)			52
Available Queueing Distance at Station (feet)			570

Source: HTA, 2024

Note: Analysis assumed one-third of walk/bus/park & ride/kiss & ride passengers would use this entrance, all Alternative 3 transfers would use this entrance, walk/bus/park & ride/kiss & ride passengers would be evenly distributed throughout the peak hour, and project trains would arrive every 2.77 minutes (22 trains per hour).

As shown on Figure 3.15-8, under Alternative 3, passengers would have the ability to transfer to the ESFV LRT Line from the Alternative 3 Van Nuys Metrolink Station via a sidewalk connection on the east side of Van Nuys Boulevard. Passengers transferring to the ESFV LRT Line are anticipated to enter the station from the north entrance because the north entrance would be the closest ESFV LRT station entrance to the Alternative 3 station exit.

Figure 3.15-8. Alternative 3: Transfer Paths at the Van Nuys Metrolink Station



Source: LASRE, 2024; HTA, 2024

Table 3.15-51 presents the results of the peak-hour queuing analysis at the ESFV LRT Van Nuys Metrolink Station north entrance fare gates. During the busiest 2 minutes of the peak hour, 101 passengers are forecast to transfer to the ESFV LRT Line across all station modes of access. The queues resulting from the peak-hour passenger flow into the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queuing area at the fare gates. Based on the results of the peak-hour queuing analysis in Table 3.15-51, the maximum forecast queue length in the peak hour at the ESFV LRT Van Nuys Metrolink Station under Alternative 3 would be 151 feet long, while the available queuing area between the fare gates and the crosswalk used to access the station would be 30 feet. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length

exceeding the available queueing area would create a safety hazard to passengers. Therefore, operation of Alternative 3 would result in a potentially significant impact due to the queue length exceeding the available queueing area creating a safety hazard as described in Section 3.15.2. Implementation of MM TRA-1 would require a pedestrian flow microsimulation analysis to evaluate passenger movements when transferring to the ESFV LRT Van Nuys Metrolink Station from the Alternative 3 Van Nuys Metrolink Station. This analysis shall evaluate passenger flows into the ESFV LRT Van Nuys Metrolink Station from other modes including, Amtrak, Metrolink, bus, active transportation, park & ride, and kiss & ride. The results of this analysis shall inform design to determine necessary measures, such as replacement of fare gates with SAVs, at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street. Therefore, implementation of MM TRA-1 would reduce impacts to less than significant during operation of Alternative 3.

Table 3.15-51. Alternative 3: Queueing Analysis at East San Fernando Valley Light Rail Transit Line Van Nuys Metrolink Station

Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into North Entrance	Peak 2-minute Passenger Flow into North Entrance
Walk/bus/park & ride/kiss & ride	732	366	12
Metrolink	6	6	3
Alternative 3	1,848	1,848	85
Total 2-minute Passenger Flow into North Entrance			101
2-minute Passenger Flow per Fare Gate			50
Maximum Peak-Hour Queue Length (feet)			151
Available Queueing Distance at Station (feet)			30

Source: HTA, 2024

Note: Analysis assumed half of walk/bus/park & ride/kiss & ride passengers would use this entrance, all Metrolink and Sepulveda Transit Corridor transfers would use this entrance, walk/bus/park & ride/kiss & ride passengers would be evenly distributed throughout the peak hour, Metrolink trains would arrive every 30 minutes (2 trains per hour), and Alternative 3 trains would arrive every 2.77 minutes (22 trains per hour).

Construction Impacts

Temporary modifications of existing transportation facilities under Alternative 3 would include full or partial road closures, lane reductions or modifications, and detour routes. Beyond the I-405 ROW, construction of Alternative 3 would include temporary modifications to segments of Cotner Avenue, Beloit Avenue, Dowlen Drive, Wilshire Boulevard, Veteran Avenue, and Westwood Plaza in the Westside, Sepulveda Boulevard in the Sepulveda Pass, and Dickens Street and Raymer Street in the San Fernando Valley. Construction worksites would be fenced, and lane closures, associated lane tapers, temporary advance warning signs, and detour signs would be implemented in accordance with OSHA, Cal/OSHA, and CA MUTCD (Caltrans, 2024a) standards to ensure that no significant geometric design hazards or incompatible uses are introduced during construction. Safety for pedestrians, bicyclists, and motorists would 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. Traffic control measures necessary to complete construction of Alternative 3 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice,

implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic control measures to ensure hazards are not introduced during construction. Therefore, construction of Alternative 3 would not substantially increase hazards due to a geometric design feature or incompatible use and is considered a less than significant impact.

Alternative 4

Impact Statement

Operational Impact: Less than Significant with Mitigation

Construction Impact: Less than Significant

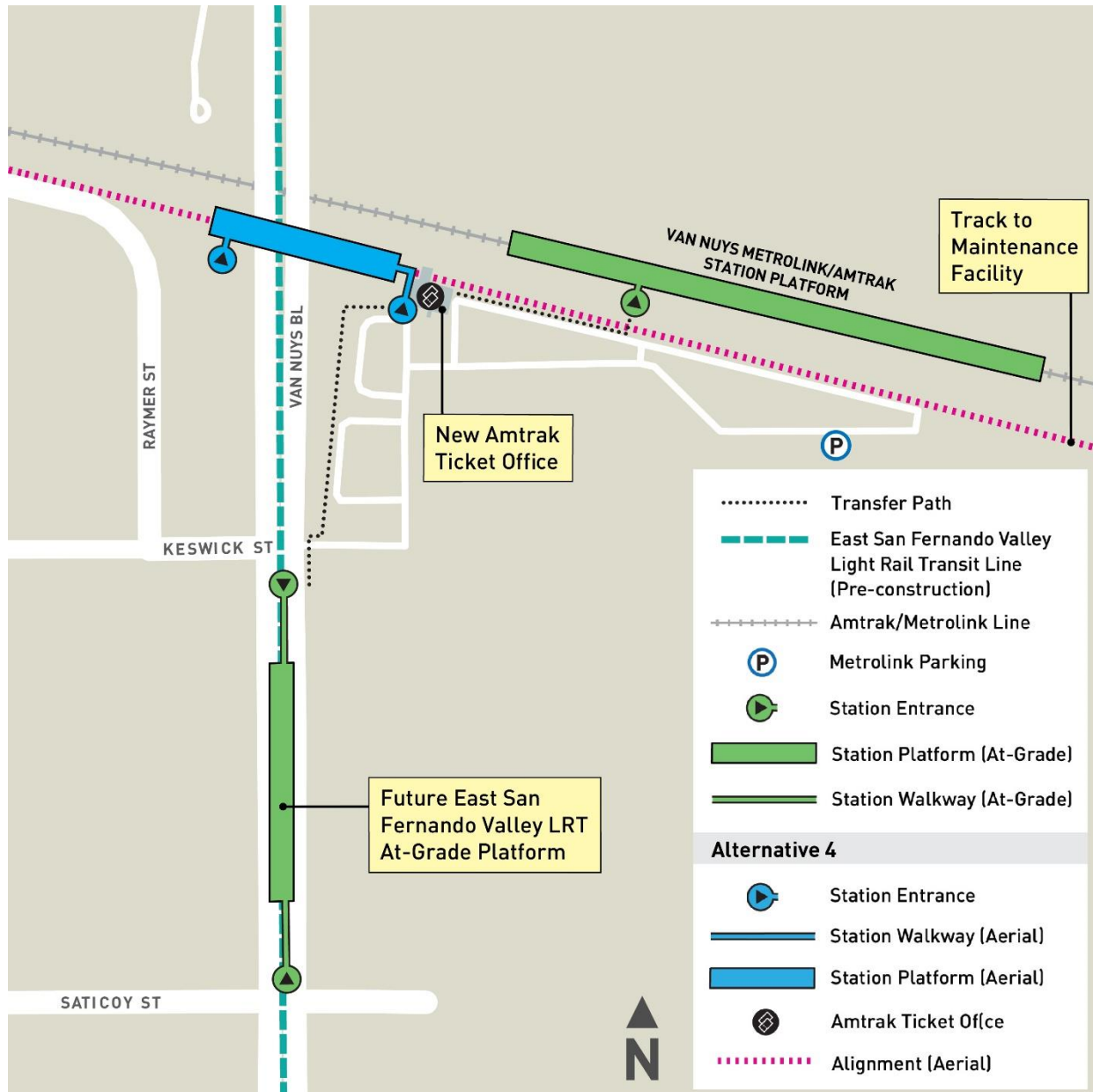
Operational Impacts

Alternative 4 — including its guideway, vehicles, stations, MSF, TPSSs, and fire/life safety systems — would be designed to meet all relevant and applicable standards including ADA, LABOE, and Metro safety design standards.

The Willis Avenue Pedestrian Bridge is located west of Van Nuys Boulevard and connects Willis Avenue to Raymer Street. According to the agenda from the June 1995 meeting of the Metro Board of Directors, the pedestrian bridge was constructed to “provide a safe pedestrian route at a location with a history of unsafe crossings by students seeking a convenient route to school” (Metro, 1995). Panorama High School, Robert Fulton College Preparatory School, and Vista Middle School are all located approximately 0.5 mile from this bridge. Panorama High School and Robert Fulton College Preparatory School have attendance boundaries that cross the LOSSAN rail corridor tracks (City of Los Angeles, 2018). Furthermore, all three schools have magnet programs, drawing students from beyond their fixed attendance area. Observations of the bridge in October 2023 confirmed students using the pedestrian bridge around school bell times. Prior to construction of the bridge, the Los Angeles Unified School District operated a shuttle bus to provide a safe crossing for students at Robert Fulton College Preparatory School who needed to cross the railroad tracks to reach the school. The removal of the Willis Avenue Pedestrian Bridge would substantially increase the pedestrian crossing distance by forcing pedestrians to walk an additional mile via Arminta Street, Van Nuys Boulevard, and Raymer Street to make the same crossing. This would tempt pedestrians to cross the LOSSAN rail corridor at an unsafe location out of convenience. Therefore, removal of the Willis Avenue Pedestrian Bridge would result in a potentially significant impact. Implementation of MM TRA-7 would require the existing pedestrian bridge to be replaced with another pedestrian bridge or undercrossing. The replacement structure must be completed and operational before the existing bridge is removed. Therefore, implementation of MM TRA-7 would reduce impacts to less than significant during operation of Alternative 4.

An analysis of passenger queues at fare gates was conducted to evaluate the safety of transferring passengers as described in Section 3.15.2. As shown on Figure 3.15-9, under Alternative 4, passengers would have the ability to transfer to the ESFV LRT Line from the Alternative 4 Van Nuys Metrolink Station via a sidewalk connection on the east side of Van Nuys Boulevard. Passengers transferring to the ESFV LRT Line are anticipated to enter the station from the north entrance because the north entrance is the closest ESFV LRT station entrance to the Alternative 4 Van Nuys Metrolink Station.

Figure 3.15-9. Alternative 4: Transfer Paths at the Van Nuys Metrolink Station



Source: STCP, 2024; HTA, 2024

Table 3.15-52 presents the results of the peak-hour queuing analysis at the ESFV LRT Van Nuys Metrolink Station north entrance fare gates. During the busiest 2 minutes of the peak hour, 85 passengers are forecast to transfer to the ESFV LRT Line across all station modes of access. The queues resulting from the peak-hour passenger flow into the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queuing area at the fare gates. Based on the results of the peak-hour queuing analysis in Table 3.15-52, the maximum forecast queue length in the peak hour at the ESFV LRT Van Nuys Metrolink Station for Alternative 4 would be 128 feet long, while the available queuing area between the fare gates and the crosswalk used to access the station would be 30 feet. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length

exceeding the available queueing area would create a hazard to passengers. Therefore, operation of Alternative 4 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area, creating a safety hazard as described in Section 3.15.2. Implementation of MM TRA-1 would require a pedestrian flow microsimulation analysis to evaluate passenger movements when transferring to the ESFV LRT Van Nuys Metrolink Station from the Alternative 4 Van Nuys Metrolink Station. This analysis shall evaluate passenger flows into the ESFV LRT Van Nuys Metrolink Station from other modes, including Amtrak, Metrolink, bus, active transportation, park & ride, and kiss & ride. The results of this analysis shall inform design to determine necessary measures, such as replacement of fare gates with SAVs, at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street. Therefore, implementation of MM TRA-1 would reduce impacts to less than significant during operation of Alternative 4.

Table 3.15-52. Alternative 4: Queueing Analysis at the East San Fernando Valley Light Rail Transit Line Van Nuys Metrolink Station

Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into North Entrance	Peak 2-minute Passenger Flow into North Entrance
Walk/bus/ park & ride/kiss & ride	353	176	6
Metrolink	4	4	2
Alternative 4	1,856	1,856	77
Total 2-minute Passenger Flow into North Entrance			85
2-minute Passenger Flow per Fare Gate			43
Maximum Peak-Hour Queue Length (feet)			128
Available Queueing Distance at Station (feet)			30

Source: HTA, 2024

Note: Analysis assumes half of walk/bus/ park & ride/kiss & ride passengers would use this entrance, all Metrolink and Alternative 4 transfers would use this entrance, walk/bus/ park & ride/kiss & ride passengers would be evenly distributed throughout the peak hour, Metrolink trains would arrive every 30 minutes (2 trains per hour), and Alternative 4 trains would arrive every 2.5 minutes (24 trains per hour).

Construction Impacts

Temporary modifications of existing transportation facilities under Alternative 4 would include full or partial road closures, lane reductions or modifications, and detour routes. Construction of Alternative 4 would include temporary modifications to segments of Bentley Avenue, Wilshire Boulevard, Gayley Avenue, Lindbrook Drive, and Westwood Plaza in the Westside, and Del Gado Drive, Sepulveda Boulevard, Dickens Street, Metro G Line Busway, Raymer Street, and Van Nuys Boulevard in the San Fernando Valley. Construction worksites would be fenced, and lane closures and associated lane tapers, temporary advance warning signs, and detour signs would be implemented in accordance with OSHA, Cal/OSHA, and CA MUTCD (Caltrans, 2024a) standards to ensure that no significant geometric design hazards or incompatible uses would be introduced during construction. Safety for pedestrians, bicyclists, and motorists would 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. Traffic control measures necessary to complete construction of Alternative 4 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit

disruption during construction — would further reduce temporary impacts due to construction-related traffic control measures and would ensure hazards are not introduced during construction. Therefore, construction of Alternative 4 would not substantially increase hazards due to a geometric design feature or incompatible use and is considered a less than significant impact.

Alternative 5

Impact Statement

Operational Impact: Less than Significant with Mitigation

Construction Impact: Less than Significant

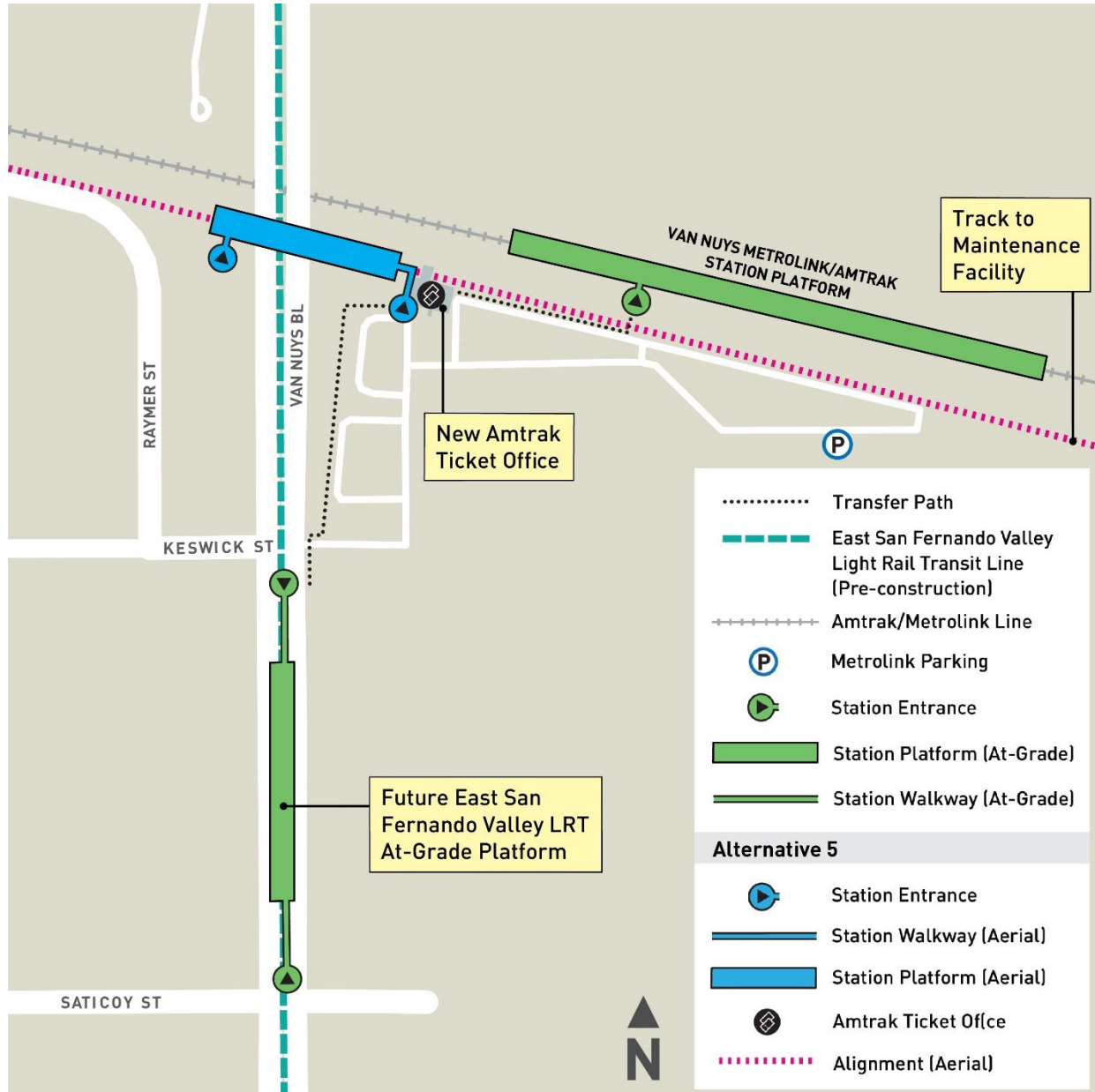
Operational Impacts

Alternative 5 — including its guideway, vehicles, stations, MSF, TPSSs, and fire/life safety systems — would be designed to meet all relevant and applicable standards including ADA, LABOE, and Metro safety design standards.

The Willis Avenue Pedestrian Bridge is located west of Van Nuys Boulevard and connects Willis Avenue to Raymer Street. According to the agenda from the June 1995 meeting of the Metro Board of Directors, the pedestrian bridge was constructed to “provide a safe pedestrian route at a location with a history of unsafe crossings by students seeking a convenient route to school” (Metro, 1995). Panorama High School, Robert Fulton College Preparatory School, and Vista Middle School are all located approximately 0.5 mile from this bridge. Panorama High School and Robert Fulton College Preparatory School have attendance boundaries that cross the LOSSAN rail corridor tracks (City of Los Angeles, 2018). Furthermore, all three schools have magnet programs, drawing students from beyond their fixed attendance area. Observations of the bridge in October 2023 confirmed students using the pedestrian bridge around school bell times. Prior to construction of the bridge, the Los Angeles Unified School District operated a shuttle bus to provide a safe crossing for students at Robert Fulton College Preparatory School who needed to cross the railroad tracks to reach the school. The removal of the Willis Avenue Pedestrian Bridge would substantially increase the pedestrian crossing distance by forcing pedestrians to walk an additional mile via Arminta Street, Van Nuys Boulevard, and Raymer Street to make the same crossing. This would tempt pedestrians to cross the LOSSAN rail corridor at an unsafe location out of convenience. Therefore, removal of the Willis Avenue Pedestrian Bridge would result in a potentially significant impact due to a safety hazard. Implementation of MM TRA-7 would require the existing pedestrian bridge to be replaced with another pedestrian bridge or undercrossing. The replacement structure must be completed and operational before the existing bridge is removed. Therefore, implementation of MM TRA-7 would reduce impacts to less than significant during operation of Alternative 5.

An analysis of passenger queues at fare gates was conducted to evaluate the safety of transferring passengers as described in Section 3.15.2. As shown on Figure 3.15-10, under Alternative 5, passengers would have the ability to transfer to the ESFV LRT Line from the Alternative 5 Van Nuys Metrolink Station via a sidewalk connection on the east side of Van Nuys Boulevard. Passengers transferring to the ESFV LRT Line are anticipated to enter the station from the north entrance because the north entrance would be the closest ESFV LRT Line station entrance to the Alternative 5 Van Nuys Metrolink Station.

Figure 3.15-10. Alternative 5: Transfer Paths at the Van Nuys Metrolink Station



Source: STCP, 2024; HTA, 2024

Table 3.15-53 presents the results of the peak-hour queuing analysis at the ESFV LRT Van Nuys Metrolink Station north entrance fare gates. During the busiest 2 minutes of the peak hour, 89 passengers are forecast to transfer to the ESFV LRT Line across all station modes of access. The queues resulting from the peak-hour passenger flow into the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queuing area at the fare gates. Based on the results of the peak-hour queuing analysis in Table 3.15-53, the maximum forecast queue length in the peak hour at the ESFV LRT Van Nuys Metrolink Station for Alternative 5 would be 133 feet long, while the available queuing area between the fare gates and the crosswalk used to access the station would be 30 feet. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length

exceeding the available queueing area would create a hazard to passengers. Therefore, operation of Alternative 5 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area creating a safety hazard as described in Section 3.15.2. Implementation of MM TRA-1 would require a pedestrian flow microsimulation analysis to evaluate passenger movements when transferring to the ESFV LRT Van Nuys Metrolink Station from the Alternative 5 Van Nuys Metrolink Station. This analysis shall evaluate passenger flows into the ESFV LRT Van Nuys Metrolink Station from other modes, including Amtrak, Metrolink, bus, active transportation, park & ride, and kiss & ride. The results of this analysis shall inform design to determine necessary measures, such as replacement of fare gates with SAVs, at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street. Therefore, implementation of MM TRA-1 would reduce impacts to less than significant during operation of Alternative 5.

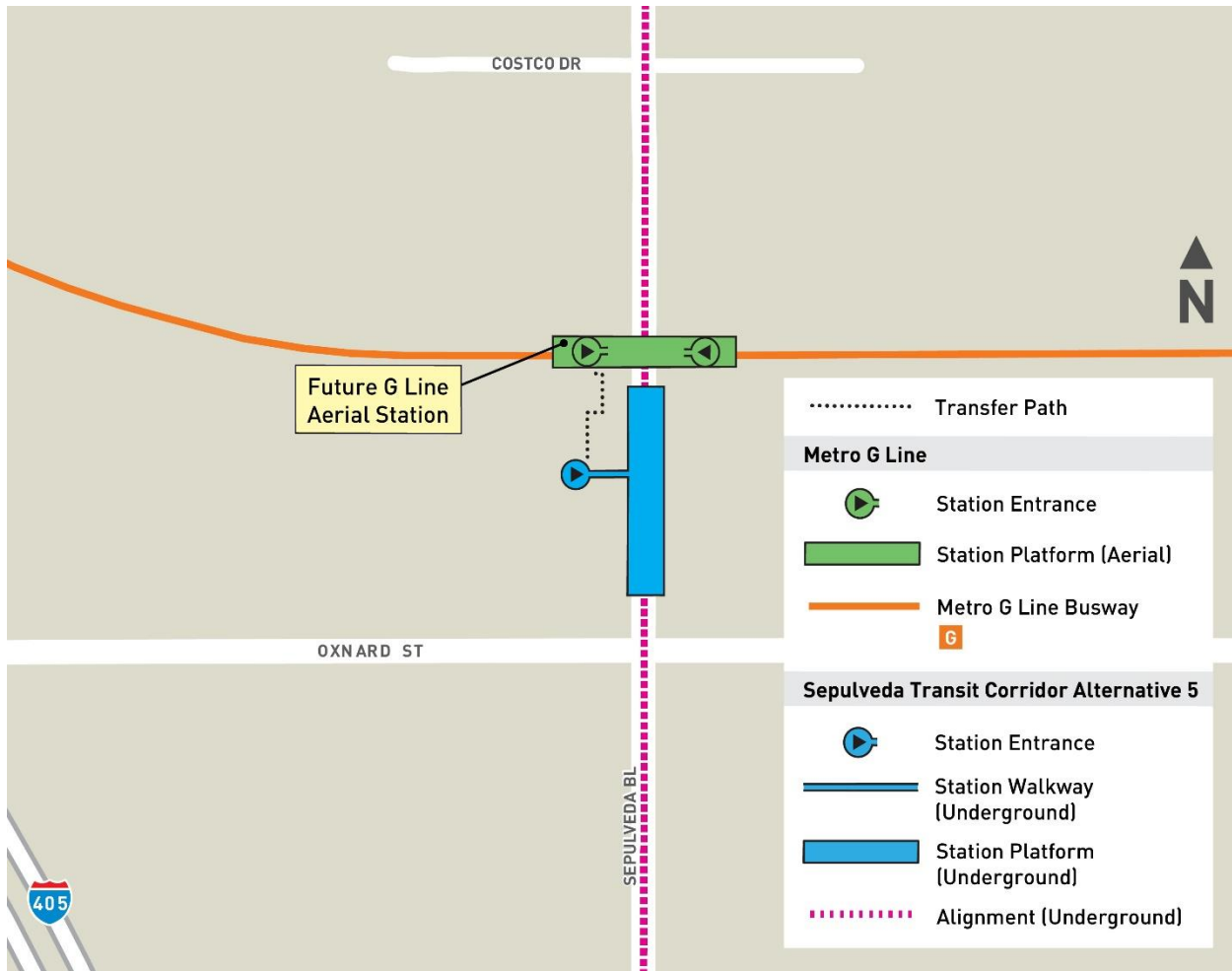
Table 3.15-53. Alternative 5: Queueing Analysis at East San Fernando Valley Light Rail Transit Line Van Nuys Metrolink Station

Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into North Entrance	Peak 2-minute Passenger Flow into North Entrance
Walk/bus/ park & ride/kiss & ride	345	173	6
Metrolink	2	2	1
Alternative 5	1,972	1,972	82
Total 2-minute Passenger Flow into North Entrance			89
2-minute Passenger Flow per Fare Gate			44
Maximum Peak-Hour Queue Length (feet)			133
Available Queueing Distance at Station (feet)			30

Source: HTA, 2024

Note: Analysis assumed half of walk/bus/ park & ride/kiss & ride passengers would use this entrance, all Metrolink and Alternative 5 transfers would use this entrance, walk/bus/park & ride/kiss & ride passengers would be evenly distributed throughout the peak hour, Metrolink trains would arrive every 30 minutes (2 trains per hour), and Alternative 5 trains would arrive every 2.5 minutes (24 trains per hour).

As shown on Figure 3.15-11, under Alternative 5, passengers would have the ability to transfer to the Metro G Line from the Alternative 5 Metro G Line Sepulveda Station via a sidewalk connection on the west side of Sepulveda Boulevard. Passengers transferring to the Metro G Line are anticipated to enter the station from the west entrance because the west entrance is the closest Metro G Line station entrance to the Alternative 5 Metro G Line Sepulveda Station.

Figure 3.15-11. Alternative 5: Transfer Paths at the Metro G Line Sepulveda Station


Source: STCP, 2024; HTA, 2024

Table 3.15-54 presents the results of the peak-hour queuing analysis at the Metro G Line Sepulveda Station west entrance fare gates. During the busiest 2 minutes of the peak hour, 97 passengers are forecast to transfer to the Metro G Line across all station modes of access. Based on the results of the peak-hour queuing analysis in Table 3.15-54, the queues resulting from the peak-hour passenger flow into the Metro G Line Sepulveda Station are not forecast to exceed the available queuing area at the fare gates as the maximum forecast queue length of 52 feet would be below the available queuing area of 100 feet. Therefore, the peak-hour passenger flow into the Metro G Line Sepulveda Station under Alternative 5 would not increase hazards due to a geometric design feature and would result in no impact.

Table 3.15-54. Alternative 5: Queueing Analysis at the Future Metro G Line Sepulveda Station

Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into West Entrance	Peak 2-minute Passenger Flow into West Entrance
Walk/bus/park & ride/kiss & ride	1,750	875	29
Alternative 5	1,616	1,616	67
Total 2-minute Passenger Flow into West Entrance			97
2-minute Passenger Flow per Fare Gate			32
Maximum Peak-Hour Queue Length (feet)			97
Available Queueing Distance at Station (feet)			100

Source: HTA, 2024

Note: Analysis assumes half of walk/bus/park & ride/kiss & ride passengers would use this entrance, all Alternative 5 transfers would use this entrance, walk/bus/park & ride/kiss & ride passengers would be evenly distributed throughout the peak hour, and Alternative 5 trains would arrive every 2.5 minutes (24 trains per hour).

Construction Impacts

Temporary modifications of existing transportation facilities under Alternative 5 would include full or partial road closures, lane reductions or modifications, and detour routes. Construction of Alternative 5 would include temporary modifications to segments of Bentley Avenue, Wilshire Boulevard, Gayley Avenue, Lindbrook Drive, and Westwood Plaza on the Westside, and Saugus Avenue, Dickens Street, Sepulveda Boulevard, G Line Busway, Raymer Street, and Van Nuys Boulevard in the San Fernando Valley. Construction worksites would be fenced, and lane closures and associated lane tapers, temporary advance warning signs, detour signs, etc., would be implemented in accordance with OSHA, Cal/OSHA, and the CA MUTCD standards to ensure that no significant geometric design hazards or incompatible uses are introduced during construction. Safety for pedestrians, bicyclists, and motorists would 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. Traffic control measures necessary to complete construction of Alternative 5 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic control measures and would ensure hazards are not introduced during construction. Therefore, construction of Alternative 5 would not substantially increase hazards due to a geometric design feature or incompatible use and is considered a less than significant impact.

Alternative 6

Impact Statement

Operational Impact: Less than Significant with Mitigation

Construction Impact: Less than Significant

Operational Impacts

Alternative 6 — including its guideway, vehicles, stations, MSF, TPSSs, and fire/life safety systems — would be designed to meet all relevant and applicable standards including ADA, LABOE, and Metro safety design standards.

An analysis of passenger queues at fare gates was conducted to evaluate the safety of transferring passengers as described in Section 3.15.2. As shown on Figure 3.15-12, under Alternative 6, passengers would have the ability to transfer to the ESFV LRT Line from the Van Nuys Metrolink/Amtrak Station or Alternative 6 Van Nuys Metrolink Station via a sidewalk connection on the east side of Van Nuys Boulevard. Passengers transferring to the ESFV LRT Line from the Van Nuys Metrolink/Amtrak Station are anticipated to enter the station from the north entrance because the north entrance is the closest ESFV LRT station entrance to the Van Nuys Metrolink/Amtrak Station exit. Passengers transferring to the ESFV LRT Line from the Alternative 6 Van Nuys Metrolink Station are anticipated to enter the station from the south entrance because the south entrance is the closest ESFV LRT station entrance to the Alternative 6 Van Nuys Metrolink Station.

Figure 3.15-12. Alternative 6: Transfer Paths at the Van Nuys Metrolink Station



Source: HTA, 2024

Table 3.15-55 presents the results of the peak-hour queueing analysis at the ESFV LRT Van Nuys Metrolink Station south entrance fare gates. During the busiest 2 minutes of the peak hour, 127 passengers are forecast to transfer to the ESFV LRT Line across all station modes of access. The queues resulting from the peak-hour passenger flow into the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing area at the fare gates. Based on the results of the peak-hour queueing analysis in Table 3.15-55, the maximum forecast queue length in the peak hour at the ESFV LRT Line Van Nuys Metrolink Station for Alternative 6 would be 190 feet long, while the available queueing area between the fare gates and the crosswalk used to access the station would be 80 feet. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length

exceeding the available queueing area would create a hazard to passengers. Therefore, operation of Alternative 6 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area creating a safety hazard as described in Section 3.15.2. Implementation of MM TRA-1 would require a pedestrian flow microsimulation analysis to evaluate passenger movements when transferring to the ESFV LRT Van Nuys Metrolink Station from the Alternative 6 Van Nuys Metrolink Station. This analysis shall evaluate passenger flows into the ESFV LRT Van Nuys Metrolink Station from other modes, including Amtrak, Metrolink, bus, active transportation, park & ride, and kiss & ride. The results of this analysis shall inform design to determine necessary measures, such as replacement of fare gates with SAVs, at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street. Therefore, implementation of MM TRA-1 would reduce impacts to less than significant during operation of Alternative 6.

Table 3.15-55. Alternative 6: Queueing Analysis at East San Fernando Valley Light Rail Transit Line Van Nuys Metrolink Station

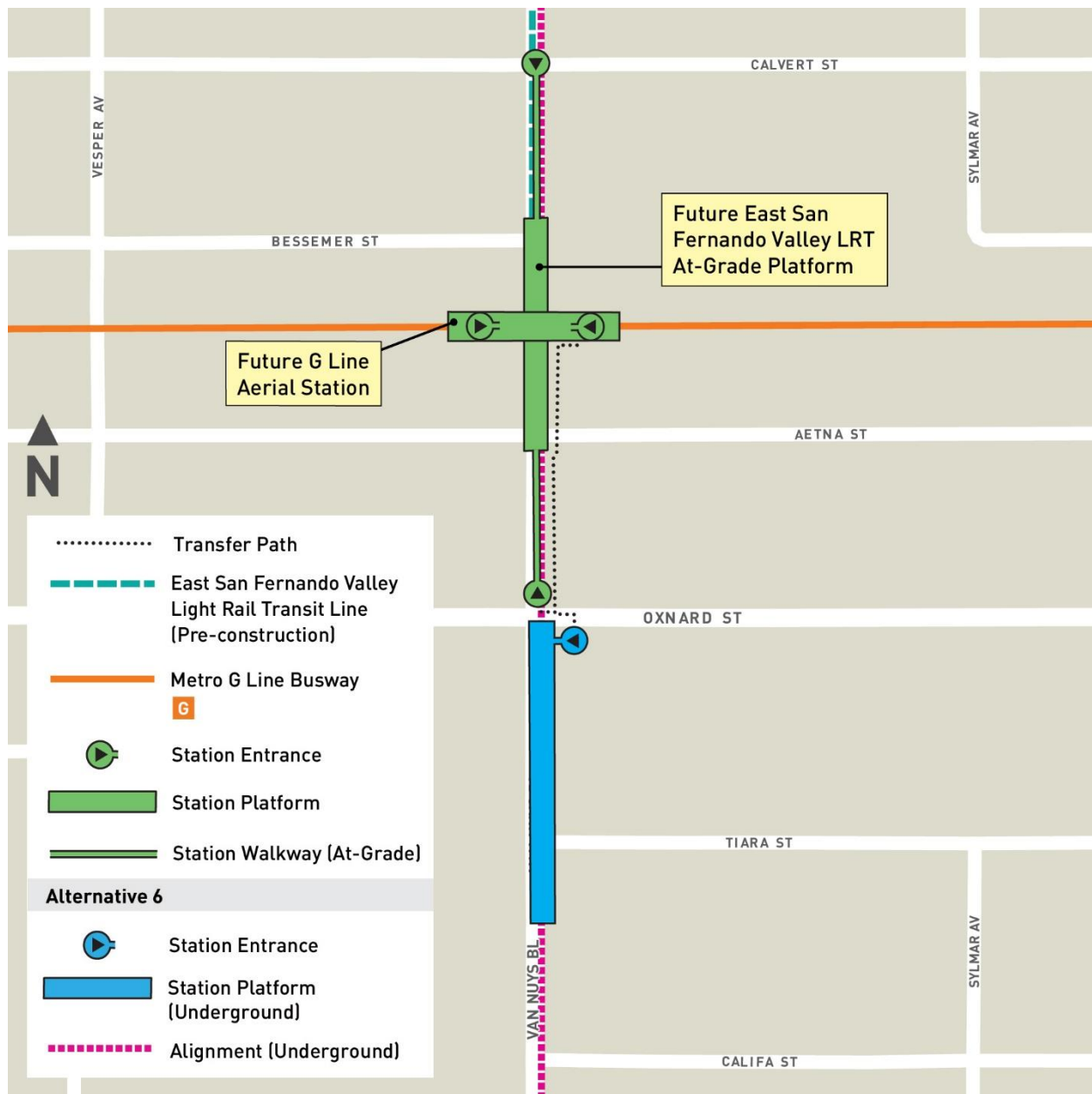
Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into North Entrance	Peak 2-minute Passenger Flow into North Entrance
Walk/bus/park & ride/kiss & ride	497	248	8
Metrolink	4	0	0
Alternative 6	1,975	1,778	119
Total 2-minute Passenger Flow into South Entrance			127
2-minute Passenger Flow per Fare Gate			63
Maximum Peak-Hour Queue Length (feet)			190
Available Queueing Distance at Station (feet)			80

Source: HTA, 2024

Note: Analysis assumes half of walk/bus/park & ride/kiss & ride passengers would use this entrance, zero Metrolink and all Alternative 6 transfers would use this entrance, walk/bus/park & ride/kiss & ride passengers would be evenly distributed throughout the peak hour, Metrolink trains would arrive every 30 minutes (2 trains per hour), and Alternative 6 trains would arrive every 4 minutes (15 trains per hour).

As shown on Figure 3.15-13, under Alternative 6, passengers would have the ability to transfer to the ESFV LRT Line from the Alternative 6 Metro G Line Van Nuys Station via a sidewalk connection on Oxnard Street and Van Nuys Boulevard. Passengers transferring to the ESFV LRT Line are anticipated to enter the station from the south entrance because the south entrance would be the closest ESFV LRT Line station entrance to the Alternative 6 Metro G Line Van Nuys Station. Figure 3.15-13 also displays the passenger transfer path between the Metro G Line and the Alternative 6 Metro G Line Van Nuys Station. Under Alternative 6, passengers would have the ability to transfer to the Metro G Line from the Alternative 6 Metro G Line Van Nuys Station via a sidewalk connection on the east side of Van Nuys Boulevard. Passengers transferring to the Metro G Line are anticipated to enter the station from the east entrance because the east entrance would be the closest Metro G Line Van Nuys Station entrance to the Alternative 6 Metro G Line Van Nuys Station.

Figure 3.15-13. Alternative 6: Transfer Paths at the East San Fernando Valley Light Rail Transit Line G Line Station



Source: HTA, 2024

Table 3.15-56 presents the results of the peak-hour queueing analysis at the ESFV LRT G Line Station south entrance fare gates. During the busiest 2 minutes of the peak hour, 85 passengers are forecast to transfer to the ESFV LRT Line across all station modes of access. Based on the results of the peak-hour queueing analysis in Table 3.15-56, the queues resulting from the peak-hour passenger flow into the ESFV LRT G Line Station are not forecast to exceed the available queueing area at the fare gates as the maximum forecast queue length of 64 feet would be below the available queueing area of 170 feet. Therefore, the peak-hour passenger flow into the ESFV LRT G Line Station under Alternative 6 would not increase hazards due to a geometric design feature and would result in no impact.

Table 3.15-56. Alternative 6: Queueing Analysis at East San Fernando Valley Light Rail Transit Line G Line Station

Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into South Entrance	Peak 2-minute Passenger Flow into South Entrance
Walk/bus/park & ride/kiss & ride	1,795	897	30
Alternative 6	827	827	55
Total 2-minute Passenger Flow into South Entrance			85
2-minute Passenger Flow per Fare Gate			21
Maximum Peak-Hour Queue Length (feet)			64
Available Queueing Distance at Station (feet)			170

Source: HTA, 2024

Note: Analysis assumed half of walk/bus/park & ride/kiss & ride passengers would use this entrance, all Alternative 6 transfers would use this entrance, walk/bus/park & ride/kiss & ride passengers would be evenly distributed throughout the peak hour, and Alternative 6 trains would arrive every 4 minutes (15 trains per hour).

Table 3.15-57 presents the results of the peak-hour queueing analysis at the Metro G Line Van Nuys Station east entrance fare gates. During the busiest 2 minutes of the peak hour, 87 passengers are forecast to transfer to the Metro G Line across all station modes of access. The forecast station queueing would result in 87-second-long queues of 87 feet at the north entrance of the Metro G Line Van Nuys Station. Based on the results of the peak-hour queueing analysis in Table 3.15-57, the queues resulting from the peak-hour passenger flow into the Metro G Line Van Nuys Station are not forecast to exceed the available queueing area at the fare gates as the maximum forecast queue length of 87 feet would be below the available queueing area of 150 feet. Therefore, the peak-hour passenger flow into the Metro G Line Van Nuys Station under Alternative 6 would not increase hazards due to a geometric design feature and would result in no impact.

Table 3.15-57. Alternative 6: Queueing Analysis at Metro G Line Van Nuys Station

Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into East Entrance	Peak 2-minute Passenger Flow into East Entrance
Walk/bus/park & ride/kiss & ride/ESFV LRT	2,111	1,055	35
Alternative 6	779	779	52
Total 2-minute Passenger Flow into East Entrance			87
2-minute Passenger Flow per Fare Gate			29
Maximum Peak-Hour Queue Length (feet)			87
Available Queueing Distance at Station (feet)			150

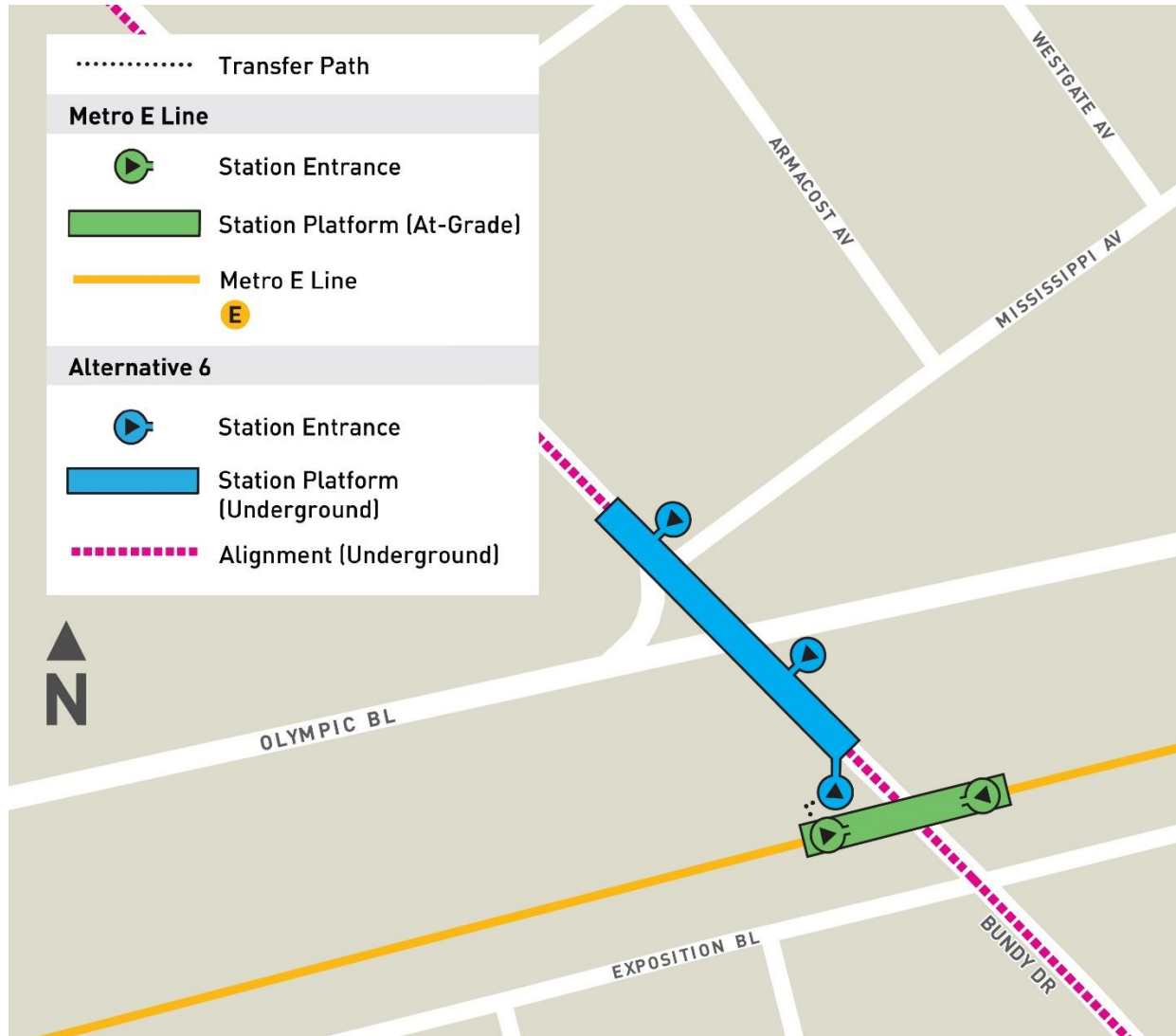
Source: HTA, 2024

Note: Analysis assumed half of walk/bus/park & ride/kiss & ride/ESFV LRT passengers would use this entrance, all Alternative 6 transfers would use this entrance, walk/bus/park & ride/kiss & ride/ESFV LRT passengers would be evenly distributed throughout the peak hour, and Alternative 6 trains would arrive every 4 minutes (15 trains per hour).

As shown on Figure 3.15-14, under Alternative 6, passengers would have the ability to transfer from the Alternative 6 Metro E Line Expo/Bundy Station to the existing Metro E Line Expo/Bundy Station by exiting the project station at the south entrance before traveling up an escalator to the existing Metro E

Line Expo/Bundy Station fare gates. Passengers transferring to the Metro E Line are forecast to enter the Metro E Line Expo/Bundy Station at the northwest entrance because the northwest entrance would be the closest Metro E Line Expo/Bundy Station entrance to the Alternative 6 Metro E Line Expo/Bundy Station exit.

Figure 3.15-14. Alternative 6: Transfer Paths at Metro E Line Expo/Bundy Station



Source: HTA, 2024

Table 3.15-58 presents the results of the peak-hour queueing analysis at the existing Metro E Line Expo/Bundy Station northwest entrance fare gates. During the busiest 2 minutes of the peak hour, 122 passengers are forecast to transfer to the Metro E Line across all station modes of access. The queues resulting from the peak-hour passenger flow into the existing Metro E Line Expo/Bundy Station are forecast to exceed the available queueing area at the fare gates. Based on the results of the peak-hour queueing analysis in Table 3.15-58, the maximum forecast queue length at the existing Metro E Line Expo/Bundy Station for Alternative 6 would be 183 feet long, while the available queueing distance between the existing Metro E Line Expo/Bundy Station fare gates and the top of the escalator would be

35 feet. A queue length exceeding the available queueing area would create a safety hazard for passengers as the queue would interfere with passengers' ability to exit a moving escalator. Therefore, operation of Alternative 6 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area creating a safety hazard as described in Section 3.15.2. Implementation of MM TRA-10 would require the redesign of the west entrance of the existing Metro E Line Expo/Bundy Station to allow for transfers to the project station within a single-fare-paid zone. The existing fare gates would be removed, and four new fare gates would be constructed to provide access to both stations within the single-fare-paid zone. Therefore, implementation of MM TRA-10 would reduce impacts to less than significant during operation of Alternative 6.

Table 3.15-58. Alternative 6: Queueing Analysis at Metro E Line Expo/Bundy Station

Station Mode of Access	Peak-Hour Passenger Flow into Station	Peak-Hour Passenger Flow into Northwest Entrance	Peak 2-minute Passenger Flow into Northwest Entrance
Walk/bus/ park & ride/kiss & ride	166	42	1
Alternative 6	1,809	1,809	121
Total 2-minute Passenger Flow into Northwest Entrance			122
2-minute Passenger Flow per Fare Gate			61
Maximum Peak Hour Queue Length (feet)			183
Available Queueing Distance at Station (feet)			40

Source: HTA, 2024

Note: Analysis assumed half of walk/bus/park & ride/kiss & ride passengers would use this entrance, all Alternative 6 transfers would use this entrance, walk/bus park & ride/kiss & ride passengers would be evenly distributed throughout the peak hour, and Alternative 6 trains would arrive every 4 minutes (15 trains per hour).

Construction Impacts

Temporary modifications of existing transportation facilities under Alternative 6 would include full or partial road closures, lane reductions or modifications, and detour routes. Construction of Alternative 6 would include temporary modifications to segments of Bundy Drive, Olympic Boulevard, Mississippi Avenue, Santa Monica Boulevard, Barrington Avenue, Barry Avenue, Federal Avenue, Wilshire Boulevard, Gayley Avenue, Lindbrook Drive, Westwood Plaza, and Strathmore Place in the Westside, and Van Nuys Boulevard, Ventura Boulevard, Moorpark Street, Tiara Street, and Oxnard Street in the San Fernando Valley. Construction worksites would be fenced, and lane closures and associated lane tapers, temporary advance warning signs, and detour signs would be implemented in accordance with OSHA, Cal/OSHA, and CA MUTCD (Caltrans, 2024a) standards to ensure that no significant geometric design hazards or incompatible uses would be introduced during construction. Safety for pedestrians, bicyclists, and motorists would 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. Traffic control measures necessary to complete construction of Alternative 6 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 — to provide a TMP that specifies measures to limit disruption during construction — would further reduce temporary impacts due to construction-related traffic control measures and would ensure hazards are not introduced during construction. Therefore, construction of Alternative 6 would not substantially increase hazards due to a geometric design feature or incompatible use and is considered a less than significant impact.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

The MSF Base Design for Alternative 1 and Alternative 3 would be designed to meet all relevant and applicable standards, including ADA, LABOE, and Metro safety design standards. Operation of the MSF Base Design would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, operation of the MSF Base Design for Alternative 1 and Alternative 3 would result in no impact.

Construction of the MSF Base Design may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane reductions, and use of temporary easements. Construction activities would meet all relevant and applicable safety standards, including OSHA, Cal/OSHA, and CA MUTCD (Caltrans, 2024a) standards to ensure that no significant geometric design hazards or incompatible uses are introduced during construction. Thus, construction of the MSF Base Design would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, construction of the MSF Base Design for Alternative 1 and Alternative 3 would result in no impact.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

The MSF Design Option 1 for Alternative 1 and Alternative 3 would be designed to meet all relevant and applicable standards, including ADA, LABOE, and Metro safety design standards. Operation of MSF Design Option 1 would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, operation of MSF Design Option 1 for Alternative 1 and Alternative 3 would result in no impact.

Construction of MSF Design Option 1 may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane reductions, and use of temporary easements. Construction activities would meet all relevant and applicable safety standards, including OSHA, Cal/OSHA, and CA MUTCD (Caltrans, 2024a) standards to ensure that no significant geometric design hazards or incompatible uses are introduced during construction. Thus, construction of MSF Design Option 1 would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, construction of MSF Design Option 1 for Alternative 1 and Alternative 3 would result in no impact.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

The electric bus MSF for Alternative 1 would be designed to meet all relevant and applicable standards, including ADA, LABOE, and Metro safety design standards. Operation of the electric bus MSF would not

result in an increase in hazards or incompatible uses due to a design feature. Therefore, operation of the electric bus MSF for Alternative 1 would result in no impact.

Construction of the electric bus MSF may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane reductions, and use of temporary easements. Construction activities would meet all relevant and applicable safety standards, including OSHA, Cal/OSHA, and CA MUTCD (Caltrans, 2024a) standards to ensure that no significant geometric design hazards or incompatible uses are introduced during construction. Thus, construction of the electric bus MSF under Alternative 1 would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, construction of the electric bus MSF for Alternative 1 would result in no impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

The MSF for Alternative 4 and Alternative 5 would be designed to meet all relevant and applicable standards, including ADA, LABOE, and Metro safety design standards. Operation of the MSF would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, operation of the MSF for Alternative 4 and Alternative 5 would result in no impact.

Construction of the MSF may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane reductions, and use of temporary easements. Construction activities would meet all relevant and applicable safety standards, including OSHA, Cal/OSHA, and CA MUTCD (Caltrans, 2024a) standards to ensure that no significant geometric design hazards or incompatible uses are introduced during construction. Thus, construction of the MSF would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, construction of the MSF for Alternative 4 and Alternative 5 would result in no impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

The MSF for Alternative 6 would be designed to meet all relevant and applicable standards, including ADA, LABOE, and Metro safety design standards. Operation of the MSF would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, operation of the MSF for Alternative 6 would result in no impact.

Construction of the MSF may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane reductions, and use of temporary easements. Construction activities would meet all relevant and applicable safety standards, including OSHA, Cal/OSHA, and CA MUTCD (Caltrans, 2024a) standards to ensure that no significant geometric design hazards or incompatible uses are introduced during construction. Thus, construction of the MSF would not result in an increase in hazards or incompatible uses due to a design feature. Therefore, construction of the MSF for Alternative 6 would result in no impact.

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

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Metro Line 761 would operate between the Metro E Line Expo/Sepulveda Station and the Metro G Line Van Nuys Station with improved peak-period headways of 10 minutes in the peak direction and 15 minutes in the other direction to connect with the ESFV LRT Line, rather than maintaining its current northern terminus at the Sylmar Metrolink Station. Additional bus stops for Metro Line 761 may be constructed to facilitate route changes under the No Project Alternative. Service improvements to Metro Line 761 would not create inadequate emergency access and would operate in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. Therefore, operation of Metro Line 761 under the No Project Alternative would result in no impact.

Construction Impacts

Service improvements to Metro Line 761 would be the only reasonably foreseeable transit improvement under the No Project Alternative. Metro Line 761 would continue serving as the primary transit option through the Sepulveda Pass. Additional bus stops for Metro Line 761 may be constructed to facilitate route changes under the No Project Alternative. Construction activities associated with Metro Line 761 improvements would be temporary and may include construction staging, materials stockpiling, hauling of dirt and materials, temporary lane reductions, and use of temporary easements. Construction activities would maintain adequate emergency access in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. Therefore, construction of Metro Line 761 under the No Project Alternative would result in no impact.

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

All project facilities — including the guideway, stations, and transit vehicles — would include emergency evacuation routes, emergency systems, and emergency service access in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. Permanent road closures or alterations would modify roadway geometry while maintaining adequate emergency service access. The permanent closure of Dickens Street between Sepulveda Boulevard and Ventura Boulevard would not create inadequate emergency access for emergency response vehicles as alternative routes exist within the vicinity of the closure. In addition, roadway improvements under Alternative 1 would allow for emergency access to

the Alternative 1 Ventura Boulevard Station. Therefore, operation of Alternative 1 is considered to have a less than significant impact on emergency access.

Construction Impacts

Project construction would include temporary lane reductions, road closures, and detours affecting local roadways and I-405. Construction on Dowlen Drive near the VA Medical Center would result in inadequate access for emergency service vehicles due to increased construction traffic and road closures during construction, resulting in a potentially significant impact. Implementation of MM TRA-6 would require coordination with the VA Medical Center to ensure adequate emergency access is maintained during construction. In addition, MM TRA-4 would be implemented in accordance with Metro standard practice, to require coordination with first responders during final design to further reduce temporary impacts on emergency access during construction. Therefore, implementation of MM TRA-4 and MM TRA-6 would reduce impacts to less than significant during construction of Alternative 1.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant with Mitigation

Operational Impacts

All project facilities — including the guideway, stations, and transit vehicles — would include emergency evacuation routes, emergency systems, and emergency service access in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. Permanent road closures or alterations would modify roadway geometry while maintaining adequate emergency service access. The permanent closure of Dickens Street between Sepulveda Boulevard and Ventura Boulevard would not create inadequate emergency access for emergency response vehicles as alternative routes exist within the vicinity of the closure. In addition, roadway improvements under Alternative 3 would allow for emergency access to the Alternative 3 Ventura Boulevard Station. Therefore, operation of Alternative 3 is considered to have a less than significant impact on emergency access.

Construction Impacts

Project construction would include temporary lane reductions, road closures, and detours affecting local roadways and I-405. Construction on Dowlen Drive near the VA Medical Center and on Gayley Avenue and Westwood Plaza near the Ronald Reagan UCLA Medical Center would result in inadequate access for emergency service vehicles due to increased construction traffic and road closures during construction, resulting in a potentially significant impact. Implementation of MM TRA-6 would require coordination with the VA Medical Center and Ronald Reagan UCLA Medical Center to ensure adequate emergency access is maintained during construction. In addition, MM TRA-4 would be implemented in accordance with Metro standard practice, to require coordination with first responders during final design to further reduce temporary impacts on emergency access during construction. Therefore, implementation of MM TRA-4 and MM TRA-6 would reduce impacts to less than significant during construction of Alternative 3.

Alternative 4

Impact Statement

Operational Impact: Less than Significant with Mitigation

Construction Impact: Less than Significant

Operational Impacts

All project facilities — including the guideway, stations, and transit vehicles — would include emergency evacuation routes, emergency systems, and emergency service access in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. However, the proposed raised median along Sepulveda Boulevard between Ventura Boulevard and Raymer Street would prohibit left-turn movements between intersections and at La Maida Street, Valleyheart Drive South, Hesby Street, Hartsook Street, Archwood Street, Hart Street, Leadwell Street, and Covello Street, which could limit access for emergency service vehicles, resulting in a potentially significant impact. Implementation of MM TRA-9 would require coordination with first responders and emergency service providers to design median breaks, mountable curbs, or another design solution that would allow emergency service vehicles to make left-turn movements at each intersection along Sepulveda Boulevard, thus ensuring adequate emergency service response times. Therefore, implementation of MM TRA-9 would reduce impacts to less than significant during construction of Alternative 4.

Construction Impacts

Project construction would include temporary lane reductions, road closures, and detours that would affect local roadways. As a result, traffic congestion associated with temporary traffic control measures could result in delayed emergency response times or limited access by emergency services. Construction of the aerial guideway along Sepulveda Boulevard would occur in front of the Los Angeles Fire Department Station 88; however, access to this station would be maintained during construction. Traffic control measures necessary to complete construction of Alternative 4 would be temporary in nature and are considered a less than significant. In accordance with Metro standard practice, implementation of MM TRA-4 would require coordination with first responders during final design to further reduce temporary impacts on emergency access. Therefore, construction of Alternative 4 is considered to have a less than significant impact on emergency access.

Alternative 5

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant

Operational Impacts

All Alternative 5 facilities — including the guideway, stations, and transit vehicles — would include emergency evacuation routes, emergency systems, and emergency service access in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. In addition, roadway configuration changes identified in Section 2.5.3.3 would not create physical access constraints or significantly increase emergency vehicle response times that would result in inadequate emergency service access during operation. Therefore, operation of Alternative 5 would result in no impact to emergency access.

Construction Impacts

Project construction would include temporary lane reductions, road closures, and detours that would affect local roadways. As a result, traffic congestion associated with temporary traffic control measures could result in delayed emergency response times or limited access by emergency services. Traffic control measures necessary to complete construction of Alternative 5 would be temporary in nature and

are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 would require coordination with first responders during final design to further reduce temporary impacts on emergency access. Therefore, construction of Alternative 5 is considered to have a less than significant impact on emergency access.

Alternative 6

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant

Operational Impacts

All Alternative 6 facilities — including the guideway, stations, and transit vehicles — would include emergency evacuation routes, emergency systems, and emergency service access in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. As identified in Section 2.5.4.2, the only roadway configuration change associated with Alternative 6 is a new access road east of Stone Canyon Reservoir in the Santa Monica Mountains. This roadway configuration change would not create physical access constraints or significantly increase emergency vehicle response times that would result in inadequate emergency service access during operation. Therefore, operation of Alternative 6 would result in no impact to emergency access.

Construction Impacts

Project construction would include temporary lane reductions, road closures, and detours that would affect local roadways. As a result, traffic congestion associated with temporary traffic control measures could result in delayed emergency response times or limited access by emergency services. Traffic control measures necessary to complete construction of Alternative 6 would be temporary in nature and are considered a less than significant impact. In accordance with Metro standard practice, implementation of MM TRA-4 would require coordination with first responders during final design to further reduce temporary impacts on emergency access. Therefore, construction of Alternative 6 is considered to have a less than significant impact on emergency access.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant

The MSF Base Design for Alternative 1 and Alternative 3 would include emergency evacuation routes and systems during operation in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. The MSF Base Design would be constructed in accordance with applicable Metro standards and design criteria for providing adequate emergency service access during operation. Therefore, operation of the MSF Base Design for Alternative 1 and Alternative 3 would result in no impact.

Construction of the MSF Base Design would result in temporary impacts to traffic operations due to a minor increase in traffic volumes as construction vehicles enter and exit the site. Traffic control measures necessary to complete construction of the MSF Base Design would be temporary in nature and are considered a less than significant impact. In accordance with standard Metro practice,

implementation of MM TRA-4 would ensure adequate emergency access is maintained within and surrounding the site during construction to further reduce temporary impacts. Therefore, construction of the MSF Base Design for Alternative 1 and Alternative 3 is considered to have a less than significant impact.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant

The MSF Design Option 1 for Alternative 1 and Alternative 3 would include emergency evacuation routes and systems during operation in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. The MSF Design Option 1 would be constructed in accordance with applicable Metro standards and design criteria for providing adequate emergency service access during operation. Therefore, operation of MSF Design Option 1 for Alternative 1 and Alternative 3 would result in no impact.

Construction of MSF Design Option 1 would result in temporary impacts to traffic operations due to a minor increase in traffic volumes as construction vehicles enter and exit the site. Traffic control measures necessary to complete construction of MSF Design Option 1 would be temporary in nature and are considered a less than significant impact. In accordance with standard Metro practice, implementation of MM TRA-4 would ensure adequate emergency access is maintained within and surrounding the site during construction to further reduce temporary impacts. Therefore, construction of MSF Design Option 1 for Alternative 1 and Alternative 3 is considered to have a less than significant impact.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant

The electric bus MSF for Alternative 1 would include emergency evacuation routes and systems during operation in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. The electric bus MSF would be constructed in accordance with applicable Metro standards and design criteria for providing adequate emergency service access during operation. Therefore, operation of the electric bus MSF for Alternative 1 would result in no impact.

Construction of the electric bus MSF would result in temporary impacts to traffic operations due to a minor increase in traffic volumes as construction vehicles enter and exit the site. Traffic control measures necessary to complete construction of the electric bus MSF would be temporary in nature and are considered a less than significant impact. In accordance with standard Metro practice, implementation of MM TRA-4 would ensure adequate emergency access is maintained within and surrounding the site during construction to further reduce temporary impacts. Therefore, construction of the electric bus MSF for Alternative 1 is considered to have a less than significant impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: No Impact

Construction Impact: Less than Significant

The MSF for Alternative 4 and Alternative 5 would include emergency evacuation routes and systems during operation in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. The MSF would be constructed in accordance with applicable Metro standards and design criteria for providing adequate emergency service access during operation. Therefore, operation of the MSF for Alternative 4 and Alternative 5 would result in no impact.

Construction of the MSF would result in temporary impacts to traffic operations due to a minor increase in traffic volumes as construction vehicles enter and exit the site. Traffic control measures necessary to complete construction of the MSF would be temporary in nature and are considered a less than significant impact. In accordance with standard Metro practice, implementation of MM TRA-4 would ensure adequate emergency access is maintained within and surrounding the site during construction to further reduce temporary impacts. Therefore, construction of the MSF for Alternative 4 and Alternative 5 is considered a less than significant impact.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)**Impact Statement****Operational Impact: No Impact****Construction Impact: Less than Significant**

The MSF for Alternative 6 would include emergency evacuation routes and systems during operation in accordance with relevant Metro, ADA, OSHA, and Cal/OSHA standards. The MSF would be constructed in accordance with applicable Metro standards and design criteria for providing adequate emergency service access during operation. Therefore, operation of the MSF for Alternative 6 would result in no impact.

Construction of the MSF would result in temporary impacts to traffic operations due to a minor increase in traffic volumes as construction vehicles enter and exit the site. Traffic control measures necessary to complete construction of the MSF would be temporary in nature and are considered a less than significant impact. In accordance with standard Metro practice, implementation of MM TRA-4 would ensure adequate emergency access is maintained within and surrounding the site during construction to further reduce temporary impacts. Therefore, construction of the MSF for Alternative 6 is considered a less than significant impact.

3.15.5 Mitigation Measures

Under each of the project alternatives, there would be potential construction and operational impacts on transit, roadways, and/or bicycle and pedestrian circulation. Therefore, the following 10 mitigation measures were developed. Table 3.15-59 and Table 3.15-60 summarize impacts before mitigation, applicable mitigation measures, and impacts after implementation of applicable mitigation measures for each project alternative and MSF site.

MM TRA-1: *During final design, Metro shall complete a detailed pedestrian flow microsimulation analysis to evaluate passenger movements when transferring between the Project Van Nuys Metrolink Station and the East San Fernando Valley (ESFV) Light Rail Transit (LRT) Van Nuys Metrolink Station. This analysis shall assess passenger flow into the ESFV LRT Van Nuys Metrolink Station and potential areas of congestion at the fare gates during peak and off-peak hours. In addition to passengers transferring from the*

Project Van Nuys Metrolink Station, this analysis shall include passengers arriving at the ESFV LRT Van Nuys Metrolink Station via Amtrak, Metrolink, bus, active transportation, park and ride, and kiss and ride. The results of this analysis shall inform design to determine necessary measures, such as removal of fare gates or installation of stand-alone validators at the ESFV LRT Van Nuys Metrolink Station, to eliminate the safety concern of passengers queueing into the street. Any necessary adjustments to station layouts, signage, pedestrian transfer paths, or fare gate configurations shall be incorporated into final design prior to commencement of operations.

MM TRA-2: *During final design, the project contractor shall coordinate with the Los Angeles Department of Transportation to limit vehicular access to the pick-up/drop-off area at the Metro E Line Expo/Sepulveda Station to only right-in/right-out traffic.*

MM TRA-3: *Before commencing revenue service, advance warning signs, in accordance with the California Manual on Uniform Traffic Control Devices standards, shall be installed at the pick-up/drop-off location on Sherman Way to facilitate traffic flow and ensure pedestrian safety.*

MM TRA-4: *The project contractor shall prepare a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at a minimum, the following measures:*

- *Where feasible, schedule construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible.*
- *Designated routes for project haul trucks shall primarily utilize the I-405, I-10, and US-101 corridors. Throughout the construction process, these routes shall be coordinated with the City of Los Angeles and U.S. Department of Veterans Affairs to ensure consistency with land use and mobility plans. Additionally, the routes shall be situated to minimize noise, vibration, and other possible impacts.*
- *Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas.*
- *Where construction encroaches on the Los Angeles-San Diego-San Luis Obispo rail corridor right-of-way, coordinate construction activities with Union Pacific, Metrolink, and Amtrak to limit disruptions to service and coordinate on outreach to inform passengers of service impacts. Provide temporary parking and drop-off facilities at the Van Nuys Metrolink/Amtrak Station to minimize passenger impacts.*
- *Develop and implement an outreach program and public awareness campaign in coordination with Caltrans, the City of Los Angeles, the City of Santa Monica, and the County of Los Angeles to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.*

- *Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.*
- *Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.*
- *Where construction encroaches on pedestrian facilities, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.*
- *Where construction encroaches onto the University of California, Los Angeles campus, the project contractor shall ensure that access to campus buildings is maintained through temporary decking and the construction of temporary stairs and ramps.*
- *During final design, the project contractor shall coordinate with Metro Operations to minimize construction impacts on existing Metro rail operations in and around existing stations. Where construction results in the interruption of Metro rail operations, buses shall provide temporary service between rail stations.*
- *Provide on-street bicycle detour routes and signage to address temporary effects to bicycle circulation and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted.*
- *During final design, the project contractor shall coordinate with first responders and emergency service providers to minimize impacts on emergency response. Coordination efforts shall include the development of detour routes and notification procedures to facilitate and ensure safe and efficient traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing.*
- *Maintain customer and delivery access to all operating businesses near construction work areas. Access shall be maintained to allow for reasonable business operations, including clear signage for alternate routes, temporary driveways, or entry points as necessary. Coordination with businesses shall be conducted to address specific access needs and limit disruptions, ensuring that any restrictions are communicated in advance and alternative arrangements are provided as appropriate.*

MM TRA-5:

Where construction results in the interruption of Metro rail operations, the Project shall provide temporary bus service at rail stations taken out of passenger service. Temporary bus service may consist of either dedicated bus shuttles or extensions of other Metro bus service. Temporary bus service during closures of the Metro D Line Westwood/UCLA Station and/or Metro D Line Westwood/VA Hospital Station shall operate on Bonsall Avenue, Wilshire Boulevard, Santa Monica Boulevard, Century Park East, Avenue of the Stars, Century Park West, and/or Constellation Drive.

- MM TRA-6:** *During final design, the project contractor shall coordinate with University of California, Los Angeles (UCLA) and the Veterans Affairs (VA) Medical Center to ensure adequate emergency access to the Ronald Reagan UCLA Medical Center and the VA Medical Center during construction.*
- MM TRA-7:** *The Project shall replace the Willis Avenue Pedestrian Bridge with another pedestrian bridge or pedestrian undercrossing. The replacement structure must be completed and operational before the existing bridge is removed.*
- MM TRA-8:** *To maintain safe and convenient access to the Ivy Bound Sherman Oaks Charter School, the project contractor shall not operate or park large trucks or other construction vehicles on Morrison Street between 6:30am and 9:00am or 1:30pm and 4:00pm on school days, or at such other times that the school informs the contractor that a large amount of student pick-up or drop-off activity will occur.*
- MM TRA-9:** *During final design, the project contractor shall coordinate with first responders and emergency service providers on the design of the raised median along Sepulveda Boulevard to ensure adequate emergency response times are maintained following construction.*
- MM TRA-10** *The Project shall redesign the west entrance of the existing Metro E Line Expo/Bundy Station to allow for transfers from the project station to the Metro E Line within a single fare-paid zone.*

Impacts After Mitigation

Alternative 1

Operation of Alternative 1 would result in a potentially significant impact under Impact TRA-3 due to a safety hazard. Alternative 1 proposes a new passenger pick-up/drop off area located on the east side of the Metro E Line Expo/Sepulveda Station that would be accessed by a new driveway off of Pico Boulevard. The proximity of the driveway to the intersection of Pico Boulevard and Cotner Avenue would not allow for a westbound left-turn lane into the driveway, creating a risk of rear-end collisions. With implementation of MM TRA-2, the driveway would be designed as a right-in/right-out only to minimize the risk of rear-end collisions, thus reducing this impact to less than significant.

Operation of Alternative 1 would result in an additional potentially significant impact under Impact TRA-3 due to a safety hazard. Alternative 1 proposes a new passenger pick-up/drop off area located on the north side of Sherman Way just west of the proposed Sherman Way Station. The pick-up/drop-off area would use part of an existing travel lane, creating a risk of rear-end collisions. With implementation of MM TRA-3, advanced warning signage would be provided to ensure pedestrian safety and facilitate traffic flow on Sherman Way to minimize the risk of rear-end collisions, thus reducing this impact to less than significant.

Operation of Alternative 1 would result in an additional potentially significant impact under Impact TRA-3 due to a safety hazard. Under Alternative 1, the queues resulting from the peak-hour passenger flow from the Alternative 1 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing area at the fare gates. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length exceeding the available queueing area would create a safety hazard as passenger queues would extend into Van Nuys Boulevard. Therefore, operation of Alternative 1 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area creating a safety hazard. With

implementation of MM TRA-1, a pedestrian flow microsimulation analysis would be required to evaluate passenger movements from the Alternative 1 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station. The results of this analysis shall inform design to determine necessary measures, such as replacement of fare gates with SAVs, at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street, thus reducing this impact to less than significant.

Construction of Alternative 1 would result in a potentially significant impact under Impact TRA-1 due to temporary traffic control measures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4 would reduce impacts to less than significant by requiring a TMP to minimize temporary disruptions associated with construction activities. Implementation of MM TRA-5 would reduce this impact to less than significant by providing temporary bus service at rail stations taken out of passenger service during construction.

Construction of Alternative 1 would result in a potentially significant impact under Impact TRA-4 due to temporary traffic control measures that would result in inadequate emergency access during construction. Implementation of MM TRA-4 and MM TRA-6 would reduce this impact to less than significant by requiring coordination with first responders and the VA Medical Center during final design to maintain adequate emergency access during construction.

Alternative 3

Operation of Alternative 3 would result in a potentially significant impact under Impact TRA-3 due to a safety hazard. Alternative 3 proposes a new passenger pick-up/drop off area located on the east side of the Metro E Line Expo/Sepulveda Station that would be accessed by a new driveway off of Pico Boulevard. The proximity of the driveway to the intersection of Pico Boulevard and Cotner Avenue would not allow for a westbound left-turn lane into the driveway, creating a risk of rear-end collisions. With implementation of MM TRA-2, the driveway would be designed as a right-in/right-out only to minimize the risk of rear-end collisions, thus reducing this impact to less than significant.

Operation of Alternative 3 would result in an additional potentially significant impact under Impact TRA-3 due to a safety hazard. Alternative 3 proposes a new passenger pick-up/drop off area located on the north side of Sherman Way just west of the proposed Sherman Way Station. The pick-up/drop-off area would use part of an existing travel lane, creating a risk of rear-end collisions. With implementation of MM TRA-3, advanced warning signage would be provided to ensure pedestrian safety and facilitate traffic flow on Sherman Way to minimize the risk of rear-end collisions, thus reducing this impact to less than significant.

Operation of Alternative 3 would result in an additional potentially significant impact under Impact TRA-3 due to a safety hazard. Under Alternative 3, the queues resulting from the peak-hour passenger flow from the Alternative 3 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing area at the fare gates. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length exceeding the available queueing area would create a safety hazard as passenger queues would extend into Van Nuys Boulevard. Therefore, operation of Alternative 3 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area creating a safety hazard. With implementation of MM TRA-1, a pedestrian flow microsimulation analysis would be required to evaluate passenger movements from the Alternative 3 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station. The results of this analysis shall inform design to determine necessary measures, such

as replacement of fare gates with SAVs, at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street, thus reducing this impact to less than significant.

Construction of Alternative 3 would result in a potentially significant impact under Impact TRA-1 due to temporary traffic control measures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4 would reduce impacts to less than significant by requiring a TMP to minimize temporary disruptions associated with construction activities. Implementation of MM TRA-5 would reduce this impact to less than significant by providing temporary bus service at rail stations taken out of passenger service during construction.

Construction of Alternative 3 would result in a potentially significant impact under Impact TRA-4 due to temporary traffic control measures that would result in inadequate emergency access during construction. Implementation of MM TRA-4 and MM TRA-6 would reduce this impact to less than significant by requiring coordination with first responders and the VA Medical Center during final design to maintain adequate emergency access during construction.

Alternative 4

Operation of Alternative 4 would result in a potentially significant impact under Impact TRA-1 and Impact TRA-3 due to the removal of the Willis Avenue Pedestrian Bridge. The Willis Avenue Pedestrian Bridge connects Willis Avenue and Raymer Street, which are identified as part of the NEN included in *Mobility Plan 2035*. Additionally, removal of the pedestrian bridge would substantially increase the pedestrian crossing distance and would tempt pedestrians to cross the LOSSAN rail corridor at an unsafe location out of convenience. With implementation of MM TRA-7, the existing pedestrian bridge would be required to be replaced with another pedestrian bridge or undercrossing prior to removal of the existing pedestrian bridge, thus reducing this impact to less than significant.

Operation of Alternative 4 would result in a potentially significant impact under Impact TRA-3 due to a safety hazard. Under Alternative 4, the queues resulting from the peak-hour passenger flow from the Alternative 4 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing area at the fare gates. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length exceeding the available queueing area would create a safety hazard as passenger queues would extend into Van Nuys Boulevard. Therefore, operation of Alternative 4 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area creating a safety hazard. With implementation of MM TRA-1, a pedestrian flow microsimulation analysis would be required to evaluate passenger movements from the Alternative 4 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station. The results of this analysis shall inform design to determine necessary measures, such as replacement of fare gates with SAVs, at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street, thus reducing this impact to less than significant.

Operation of Alternative 4 would result in a potentially significant impact under Impact TRA-4 due to inadequate emergency access. The proposed raised median along Sepulveda Boulevard between Ventura Boulevard and Raymer Street would prohibit left-turn movements between intersections and at La Maida Street, Valleyheart Drive South, Hesby Street, Hartsook Street, Archwood Street, Hart Street, Leadwell Street, and Covello Street, which could limit access for emergency service vehicles. With

implementation of MM TRA-9, coordination with first responders and emergency service providers would be required to design median breaks, mountable curbs, or another design solution that would allow emergency service vehicles to make left-turn movements at each intersection to ensure adequate emergency service response times, thus reducing this impact to less than significant.

Construction of Alternative 4 would result in a potentially significant impact under Impact TRA-1 due to temporary traffic control measures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4 would reduce impacts to less than significant by requiring a TMP to minimize temporary disruptions associated with construction activities. Implementation of MM TRA-5 would reduce this impact to less than significant by providing temporary bus service at rail stations taken out of passenger service during construction.

Construction of Alternative 4 would result in an additional potentially significant impact under Impact TRA-1 due to truck movement near Staging Area No. 6. Construction truck movement surrounding Staging Area No. 6 has the potential to temporarily impact pick-up and drop-off at the nearby Ivy Bound Sherman Oaks Charter School, which is expected to remain open during project construction. The potential disruptions to the Ivy Bound Sherman Oaks Charter School under Alternative 4 is considered a potentially significant impact due to construction vehicle operations near pick-up and drop-off areas. Implementation of MM TRA-8 — to prohibit trucks or other construction vehicles from operating or parking on Morrison Street during school pick-up and drop-off times — would reduce impacts to less than significant during construction of Alternative 4.

Alternative 5

Operation of Alternative 5 would result in a potentially significant impact under Impact TRA-1 and Impact TRA-3 due to the removal of the Willis Avenue Pedestrian Bridge. The Willis Avenue Pedestrian Bridge connects Willis Avenue and Raymer Street, which are identified as part of the NEN included in *Mobility Plan 2035*. Additionally, removal of the pedestrian bridge would substantially increase the pedestrian crossing distance and would tempt pedestrians to cross the LOSSAN rail corridor at an unsafe location out of convenience. With implementation of MM TRA-7, the existing pedestrian bridge would be required to be replaced with another pedestrian bridge or undercrossing prior to removal of the existing pedestrian bridge, thus reducing this impact to less than significant.

Operation of Alternative 5 would result in a potentially significant impact under Impact TRA-3 due to a safety hazard. Under Alternative 5, the queues resulting from the peak-hour passenger flow from the Alternative 5 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing area at the fare gates. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length exceeding the available queueing area would create a safety hazard as passenger queues would extend into Van Nuys Boulevard. Therefore, operation of Alternative 5 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area creating a safety hazard. With implementation of MM TRA-1, a pedestrian flow microsimulation analysis would be required to evaluate passenger movements from the Alternative 5 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station. The results of this analysis shall inform design to determine necessary measures, such as replacement of fare gates with SAVs, at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street, thus reducing this impact to less than significant.

Construction of Alternative 5 would result in a potentially significant impact under Impact TRA-1 due to temporary traffic control measures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4 would reduce impacts to less than significant by requiring a TMP to minimize temporary disruptions associated with construction activities. Implementation of MM TRA-5 would reduce this impact to less than significant by providing temporary bus service at rail stations taken out of passenger service during construction.

Construction of Alternative 5 would result in an additional potentially significant impact under Impact TRA-1 due to truck movement near Staging Area No. 5. Construction truck movement surrounding Staging Area No. 5 has the potential to temporarily impact pick-up and drop-off at the nearby Ivy Bound Sherman Oaks Charter School, which is expected to remain open during project construction. The potential disruptions to the Ivy Bound Sherman Oaks Charter School under Alternative 5 is considered a potentially significant impact due to construction vehicle operations near pick-up and drop-off areas. Implementation of MM TRA-8 — to prohibit trucks or other construction vehicles from operating or parking on Morrison Street during school pick-up and drop-off times — would reduce impacts to less than significant during construction of Alternative 5.

Alternative 6

Operation of Alternative 6 would result in a potentially significant impact under Impact TRA-3 due to a safety hazard. Under Alternative 6, the queues resulting from the peak-hour passenger flow from the Alternative 6 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing area at the fare gates. Since the ESFV LRT Van Nuys Metrolink Station will be located within the center of Van Nuys Boulevard, a queue length exceeding the available queueing area would create a safety hazard as passenger queues would extend into Van Nuys Boulevard. Therefore, operation of Alternative 6 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area creating a safety hazard. With implementation of MM TRA-1, a pedestrian flow microsimulation analysis would be required to evaluate passenger movements from the Alternative 6 Van Nuys Metrolink Station to the ESFV LRT Van Nuys Metrolink Station. The results of this analysis shall inform design to determine necessary measures, such as replacement of fare gates with SAVs, at the ESFV LRT Van Nuys Metrolink Station. Since SAVs would not require passengers to queue at the station entrance, this would eliminate the safety concern of passengers exceeding the available queueing area and queueing into the street, thus reducing this impact to less than significant.

Operation of Alternative 6 would result in an additional potentially significant impact under Impact TRA-3 due to a safety hazard. Under Alternative 6, the queues resulting from the peak-hour passenger flow from the Alternative 6 Metro E Line Expo/Bundy Station to the existing Metro E Line Expo/Bundy Station are forecast to exceed the available queueing area at the fare gates. Passengers transferring to the existing Metro E Line Expo/Bundy Station would travel up an escalator before reaching the fare gates. A queue length exceeding the available queueing area would create a safety hazard for passengers as the queue would interfere with passengers' ability to exit a moving escalator. Therefore, operation of Alternative 6 would result in a potentially significant impact related to safety due to the queue length exceeding the available queueing area creating a safety hazard. With implementation of MM TRA-10, the west entrance of the existing Metro E Line Expo/Bundy Station would be redesigned to allow for transfers to the project station within a single-fare-paid zone. The existing fare gates would be removed, and four new fare gates would be constructed to provide access to both stations within the single-fare-paid zone, thus reducing this impact to less than significant.

Construction of Alternative 6 would result in a potentially significant impact under Impact TRA-1 due to temporary traffic control measures, rail service interruptions during station improvements, and sidewalk closures. Implementation of MM TRA-4 would reduce impacts to less than significant by requiring a TMP to minimize temporary disruptions associated with construction activities. Implementation of MM TRA-5 would reduce this impact to less than significant by providing temporary bus service at rail stations taken out of passenger service during construction.

Table 3.15-59. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Project Alternatives

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
<i>Operational</i>							
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?	Impacts Before Mitigation	PS	LTS	LTS	PS	PS	LTS
	Applicable Mitigation	NA	NA	NA	MM TRA-7	MM TRA-7	NA
	Impacts After Mitigation	SU	LTS	LTS	LTS	LTS	LTS
Impact TRA-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
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)?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM TRA-1 through MM TRA-3	MM TRA-1 through MM TRA-3	MM TRA-1 MM TRA-7	MM TRA-1 MM TRA-7	MM TRA-1 MM TRA-10
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact TRA-4: Would the project result in inadequate emergency access?	Impacts Before Mitigation	NI	LTS	LTS	PS	NI	NI
	Applicable Mitigation	NA	NA	NA	TRA-9	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	NI	NI
<i>Construction</i>							
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?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM TRA-4 MM TRA-5	MM TRA-4 MM TRA-5	MM TRA-4 MM TRA-5 MM TRA-8	MM TRA-4 MM TRA-5 MM TRA-8	MM TRA-4 MM TRA-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Impact TRA-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
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)?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact TRA-4: Would the project result in inadequate emergency access?	Impacts Before Mitigation	NI	PS	PS	LTS	LTS	LTS
	Applicable Mitigation	NA	MM TRA-4 MMTRA-6	MM TRA-4 MM TRA-6	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

LTS = less than significant

MM = mitigation measure

NA = not applicable

PS = potentially significant

SU = significant and unavoidable

TRA = transportation

Table 3.15-60. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Maintenance and Storage Facilities

CEQA Impact Topic		Monorail MSF Base Design (Alts 1 and 3)	Monorail MSF Design Option 1 (Alts 1 and 3)	Electric MSF (Alt 1)	HRT MSF (Alt 4 and 5)	HRT MSF (Alt 6)
<i>Operational</i>						
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?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI
Impact TRA-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
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)?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI
Impact TRA-4: Would the project result in inadequate emergency access?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI
<i>Construction</i>						
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?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI

CEQA Impact Topic		Monorail MSF Base Design (Alts 1 and 3)	Monorail MSF Design Option 1 (Alts 1 and 3)	Electric MSF (Alt 1)	HRT MSF (Alt 4 and 5)	HRT MSF (Alt 6)
Impact TRA-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
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)?	Impacts Before Mitigation	NI	NI	NI	NI	NI
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI
Impact TRA-4: Would the project result in inadequate emergency access?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS

Source: HTA, 2024

LTS = less than significant

NA = not applicable

NI = no impact

PS = potentially significant

SU = significant and unavoidable

TRA = transportation