

## CHAPTER 3—TRANSPORTATION

This chapter presents information on transportation impacts of Section 2 of the Project that have changed from those identified in the published *Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report* (Final EIS/EIR) (Metro 2012j).

### 3.1 Introduction

This chapter addresses impacts related to changes in the transportation conditions along Section 2 of the Project that have occurred since the certification of the Final EIS/EIR for the Westside Purple Line Extension. This chapter incorporates detail on construction-related traffic impacts at the Century City Constellation Station based on the revised construction staging scenario. Further Level-of-Service (LOS) traffic operation analysis was conducted specifically for the closure of approximately 200 feet of Constellation Boulevard between the entrance of the parking garage at 10100 Constellation Boulevard and Century Park East. This analysis was conducted to reflect traffic volumes in 2016 based on land use changes since the certification of the Final EIS/EIR. The detailed analysis is documented in the *Westside Purple Line Extension Century City Station Updated Traffic Analysis Technical Memorandum* (Metro 2017a) (Appendix G) and summarized in this chapter. The changes analyzed in this chapter consist of the following:

- Relocation of construction staging activities at the Century City Constellation Station as described in Chapter 2 of this Supplemental EIS (SEIS)
- Review of changes to land uses adjacent to the construction staging areas in Century City, including the opening of a rehabilitation facility along Century Park East and the planned and approved modernization of Beverly Hills High School (BHHS), which are described in further detail in Section 3.2.1

The relocation of construction staging activities for the Century City Constellation Station described in Chapter 2 and the proposed land use changes adjacent to the site would not change the long-term operational transportation impacts discussed and identified in the Final EIS/EIR. Relocation of the construction staging activities at the Century City Constellation Station would only affect transportation operations within the immediate vicinity of the Century City Constellation Station during the construction period, which would end with the Section 2 opening in 2026. Following the Section 2 opening, the construction staging activities would no longer affect traffic demand or alter traffic patterns. As a result, the long-term transportation impacts remain unchanged from those described in the Final EIS/EIR and operational impacts related to transportation are not discussed in this Draft SEIS.

Similarly, the proposed BHHS campus improvements do not include campus expansion or an increase in student enrollment, faculty, or staff. Accordingly, travel demand and traffic patterns are not anticipated to change in the long term. Because the traffic

operational parameters do not change from those identified in the Final EIS/EIR, the long-term operational transportation impacts remain unchanged from those described in the Final EIS/EIR.

The changes in construction staging locations and the BHHS modernization do warrant further analysis to identify potential transportation impacts during construction that may have changed since the Final EIS/EIR was published. The construction impacts on the following transportation areas are considered in this Draft SEIS:

- Public Transit
- Streets and Highways
- Parking
- Bicycle and Pedestrian Network

Cumulative transportation impacts are considered in Section 4.6 of this Draft SEIS.

## 3.2 Construction-related Transportation Impacts

### 3.2.1 Construction Approach

The construction activities associated with the Century City Constellation Station and tunneling of Section 2 will require a series of street closures for the Tunnel Boring Machine (TBM) launch box and the Century City Constellation Station box. The activities and street closures associated with the construction stages of each of these elements are detailed in this section. General traffic control activities that apply to all stages of the construction include:

- Elimination of parking on both sides of Constellation Boulevard within the work area limits
- Relocation of bus stops within work areas
- Maintenance of local access to businesses at all times

The construction approach described in this chapter is conceptual and will be finalized in Traffic Management Plans, which are subject to the approval of the City of Los Angeles. The Traffic Management Plans will also need to be coordinated with other construction projects that could be underway concurrently with elements of Section 2 construction. The final approved Traffic Management Plans may change to reflect City requirements and coordination needs with other projects.

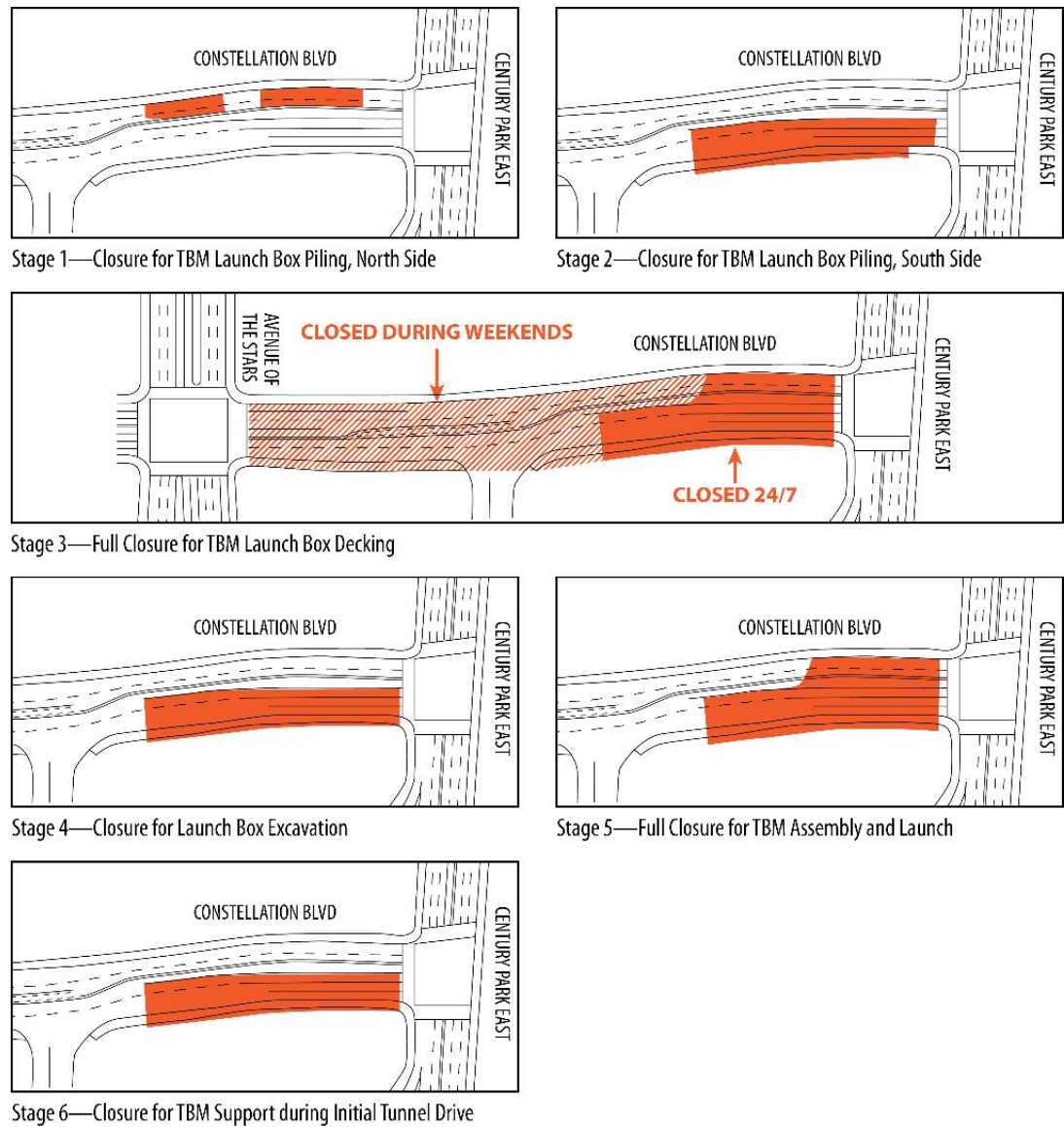
#### **TBM Launch Box Construction**

As part of the change in construction staging areas, the TBM would be launched from the station excavation along Constellation Boulevard rather than from the site on the northeast corner of Constellation Boulevard and Avenue of the Stars. This would require the full closure of approximately 200 feet of Constellation Boulevard between Century Park East and the alley west of Century Park East on the north side of the street for approximately nine months for assembly and launch of the TBMs. Table 3-1 describes the construction activities, and Figure 3-1 shows the construction areas during each stage of the TBM Launch Box construction. The details of each construction stage are described below.

**Table 3-1. TBM Launch Box Construction Activities**

Stage	Traffic Control Activities	Duration
1. TBM Launch Box Piling – North Side	<ul style="list-style-type: none"> <li>• Reconfiguration of travel lanes to one lane each direction along the east end of Constellation Blvd., with a left-turn pocket to northbound Century Park East. This will occur during weekdays.</li> <li>• Weekend closures of Constellation Blvd. entrance to the Watt Plaza alley from Friday 9:00 p.m. to Monday 6:00 a.m.</li> <li>• Maintenance of pedestrian access on north and south sides of the street at all times.</li> </ul>	1 to 2 months
2. TBM Launch Box Piling – South Side	<ul style="list-style-type: none"> <li>• Reconfiguration of travel lanes to one lane each direction along Constellation Blvd. between Avenue of the Stars and Century Park East.</li> <li>• Relocation of valet parking for Craft Restaurant at 10100 Constellation Blvd. to Avenue of the Stars.</li> <li>• Maintenance of pedestrian access on north side of street at all times.</li> </ul>	1 to 2 months
3. TBM Launch Box Decking	<ul style="list-style-type: none"> <li>• Full closure of Constellation Blvd. between Century Park East and Watt Plaza Alley for a period of approximately six weeks. During weekdays, access to Watt Plaza Alley and to the underground parking garage at 10100 Constellation Blvd. will be maintained</li> <li>• Full weekend closures of Constellation Blvd. between Avenue of the Stars and Century Park East from Friday 9:00 p.m. to Monday 6:00 a.m. This requires the closure of the Constellation Boulevard entrances to the Watt Plaza alley and the underground parking garage at 10100 Constellation Blvd.</li> <li>• Prohibition of turns onto Constellation Blvd. from Century Park East.</li> <li>• Maintenance of pedestrian access on the north side of Constellation Blvd. at all times.</li> </ul>	4 to 6 weekends
4. TBM Launch Box Excavation	<ul style="list-style-type: none"> <li>• Closure of the south side of Constellation Blvd between Century Park East and the entrance to the underground parking garage at 10100 Constellation Blvd. for the duration of this stage.</li> <li>• Reconfiguration of travel lanes to one lane each direction along the north side of Constellation Blvd. between Avenue of the Stars and Century Park East.</li> <li>• Relocation of valet parking for Craft Restaurant at 10100 Constellation Blvd. to Avenue of the Stars.</li> <li>• Maintenance of pedestrian access on north and south sides of the street at all times, except for the south sidewalk on Constellation Blvd. between 10100 Constellation Blvd. and Century Park East, which will be closed during this stage.</li> </ul>	5 to 6 months

Stage	Traffic Control Activities	Duration
5. TBM Assembly and Launch	<ul style="list-style-type: none"> <li>• Full closure of Constellation Blvd. east of the alley adjacent to Watt Plaza.</li> <li>• Reconfiguration of travel lanes to one lane each direction along Constellation Blvd. between Avenue of the Stars and the alley west of Century Park East and adjacent to Watt Plaza.</li> <li>• Prohibition of turns onto Constellation Blvd. from Century Park East.</li> <li>• Relocation of valet parking for Craft Restaurant at 10100 Constellation Blvd. to Avenue of the Stars.</li> <li>• Maintenance of pedestrian access on both sides of the street at all times except for the south sidewalk on Constellation Blvd. between 10100 Constellation Blvd. and Century Park East, which will be closed.</li> <li>• Full nighttime closures of Constellation Blvd. between Avenue of the Stars and Century Park East for the delivery of oversize loads.</li> </ul>	9 months
6. TBM Support	<ul style="list-style-type: none"> <li>• Reconfiguration of travel lanes to one lane each direction along Constellation Blvd. between Avenue of the Stars and Century Park East.</li> <li>• Relocation of valet parking for Craft Restaurant at 10100 Constellation Blvd. to Avenue of the Stars.</li> <li>• Maintenance of pedestrian access on the north side of Constellation Blvd. at all times.</li> <li>• TBM support work performed during this stage will be 24 hours per day, seven days per week. Metro will request a nighttime noise variance for work beyond regular work hours.</li> </ul>	5 months



**Figure 3-1. Construction Area (TBM Launch Box Construction)**

### Station Box Construction

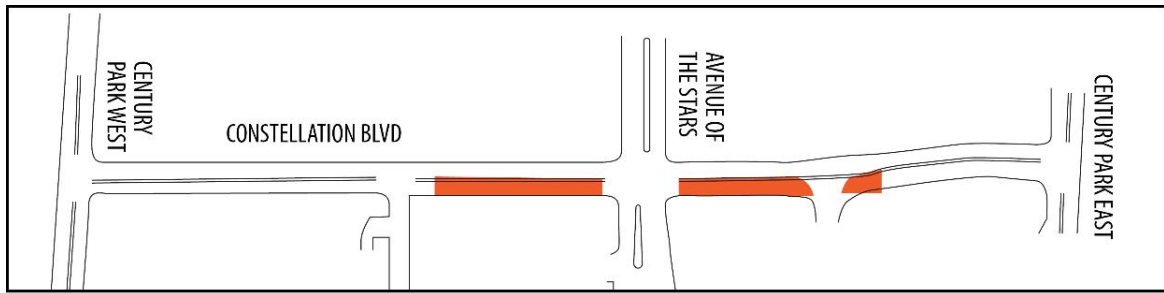
For the remainder of station construction, temporary lane closures on the north and south sides of Constellation Boulevard would be required for the installation of soldier piles. Then a series of consecutive, 56-hour weekend full street closures (22 are estimated to be required) would be needed to install decking spanning the full width of Constellation Boulevard along the length of the station box, which is consistent with the assumptions in the Final EIS/EIR and with construction plans for other stations along the Project. Once decking is installed, Constellation Boulevard would be closed except for one traffic lane in each direction, ensuring access to all driveways along that stretch of Constellation Boulevard, for approximately four years for station excavation and construction. Table 3-2 summarizes and Figure 3-2 shows the construction areas during each stage of the station box construction. The four remaining stages for station construction after the TBM Launch stage are as follows:

- Station Box Piling – South Side
- Station Box Piling – North Side
- Station Box Decking
- Station Box Excavation and Construction

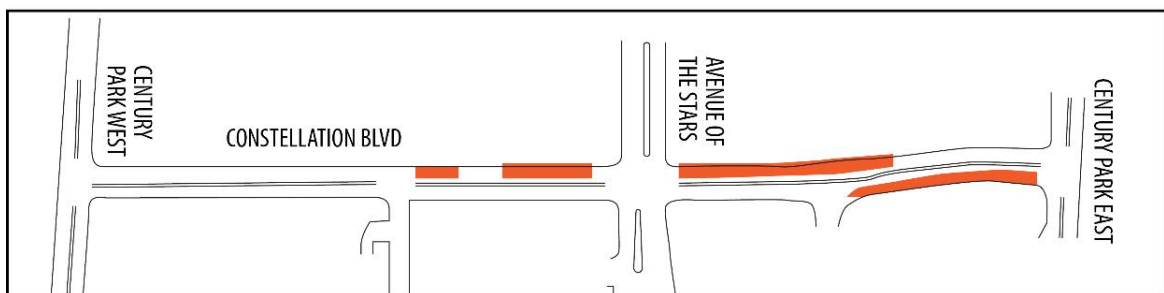
**Table 3-2. Century City Constellation Station Box Excavation Activities**

Stage	Traffic Control Activities	Duration
1. Station Box Piling – South Side	<ul style="list-style-type: none"> <li>• Reconfiguration of travel lanes to one lane each direction along Constellation Blvd. between Century Park West and Century Park East.</li> <li>• Relocation of valet parking for Craft Restaurant at 10100 Constellation Blvd. to Avenue of the Stars.</li> <li>• Staged closure of the Constellation Blvd. vehicle entrance to the Century Plaza Hotel.</li> <li>• Staged closures of the garage entrance for the new Century Plaza Towers development.</li> <li>• Maintenance of pedestrian access on north side of the street at all times.</li> <li>• Pedestrian access on the south sidewalk of Constellation Blvd. between Solar Way and Avenue of the Stars will be closed.</li> <li>• Weekend closures within the intersection of Avenue of the Stars and Constellation Blvd.</li> </ul>	4 to 5 months

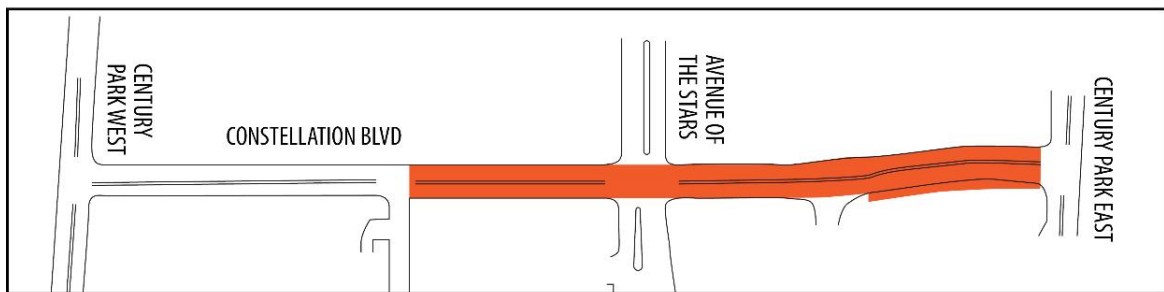
Stage	Traffic Control Activities	Duration
2. Station Box Piling – North Side	<ul style="list-style-type: none"> <li>• Reconfiguration of travel lanes to one lane each direction along Constellation Blvd. between Century Park East and Solar Way.</li> <li>• Relocation of valet parking for Craft Restaurant at 10100 Constellation Blvd. to Avenue of the Stars.</li> <li>• Maintenance of pedestrian access on south side of the street at all times.</li> <li>• With the exception of the sidewalk section between Avenue of the Stars and the alley west of Century Park East and adjacent to Watt Plaza and the sidewalk between Solar Way and Avenue of the Stars, maintain pedestrian access on north side of the street at all times. Pedestrian access to the affected sections of sidewalk will be restored upon completion of pile construction work.</li> <li>• Weekend closures within the intersection of Avenue of the Stars and Constellation Blvd.</li> <li>• Staged construction across driveways to parking garages.</li> </ul>	3 to 4 months
3. Station Box Decking	<ul style="list-style-type: none"> <li>• Full weekend closures of Constellation Blvd. between Solar Way and Century Park East.</li> <li>• Prohibition of turns onto Constellation Blvd. from Century Park East, Avenue of the Stars, and Solar Way for the duration of the full closure.</li> <li>• Maintenance of local access to businesses at all times, except those in the full street closure zone.</li> <li>• Maintenance of pedestrian access on both sides of the street at all times except near the work area.</li> </ul>	5 to 6 months
4. Station Box Excavation and Construction	<ul style="list-style-type: none"> <li>• Reconfiguration of travel lanes to one lane each direction along Constellation Blvd. between Century Park East and Solar Way.</li> <li>• Left turns from westbound Constellation Blvd. onto southbound Avenue of the Stars will be restricted.</li> <li>• Relocation of valet parking for Craft Restaurant at 10100 Constellation Blvd. to Avenue of the Stars.</li> <li>• Pedestrian access will be maintained along the north and south sides of Constellation Blvd. at all times, except for that section of the south sidewalk east of the parking garage entrance to 10100 Constellation Blvd. to Century Park East.</li> </ul>	4 years



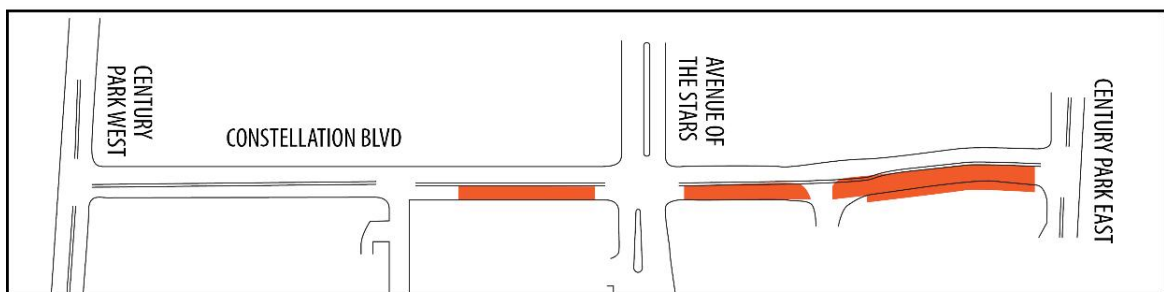
Stage 1—Closure for Station Box Piling, South Side



Stage 2—Closure for Station Box Piling, North Side



Stage 3—Closure for Station Box Decking



Stage 4—Closure for Station Box Excavation & Construction

Figure 3-2. Construction Area (Station Box Construction)



### 3.2.2 Public Transit

#### Affected Environment/Existing Conditions

The affected environment/existing conditions for the public transit system along Section 2 of the Project has not changed from what was described in Section 3.4.1 of the Final EIS/EIR. Metro is the principal public transit provider in Section 2, which is also served by Santa Monica's Big Blue Bus, Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH), LADOT Commuter Express, Santa Clarita Transit Commuter Express Service, Culver CityBus, and Antelope Valley Transit Authority Commuter Services.

The following bus routes currently serve the Wilshire/Rodeo area:

- Metro 14/37
- Metro 20
- Metro 720
- Antelope Valley 786

The following bus routes currently serve the Century City area:

- Metro 4
- Metro 16
- Metro 17
- Metro 28
- Metro 316
- Metro 704
- Metro 728
- Big Blue Bus 5
- Culver CityBus 3
- Commuter Express 534
- Commuter Express 573
- Santa Clarita 792/797
- Antelope Valley 786

#### Construction-related Environmental Impacts/Environmental Consequences

In general, the transit operation impacts associated with the temporary construction activities of the Century City Constellation Station and related tunneling activities would be the same as those identified in the Final EIS/EIR, as described below.

Temporary street closures would require temporary rerouting of bus lines and bus stop locations, which would add transit travel time for bus riders. Transit providers would be contacted at least 100 days in advance of changes that would affect bus operations and/or stop locations. In addition, the materials handling corridor along a portion of the northbound side of Century Park East would require temporary relocation of a bus stop serving Metro line 28 and City of Los Angeles Department of Transportation Commuter Express line 534.

The use of the existing bus layover site at Century Park West/Constellation Boulevard would require Metro bus lines 16, 316, and 728/28 to use the temporary bus layover that would be constructed in the median of Santa Monica Boulevard and would not affect existing traffic lanes. The change in bus layover location would require minor rerouting of each of the affected bus lines. Since the proposed terminal would be located near the existing layover location, the impact on existing bus operations would be minimal and patrons would still be able to use a number of existing bus stops in the area.

### Mitigation Measures

Section 3.8.3 of the Final EIS/EIR states that construction period public transit impacts would remain as temporary adverse impacts even with the implementation of mitigation. With the changes to the Century City Constellation Station construction areas, the level of impacts to public transit during construction would be similar to those impacts identified in Section 3.8.3 of the Final EIS/EIR even with the implementation of the mitigation measure. The proposed mitigation measure would allow transit services to continue to serve the transit users near the Century City Constellation Station construction areas. However, the relocation of the bus stops might require additional walk time for the transit users, and the temporary route diversions might increase overall transit travel time for the affected transit services.

- **TCON-6—Temporary Bus Stops and Route Diversions:** Construction impacts to local and regional transit operations (e.g., Metro Bus, Santa Monica Big Blue Bus, Culver CityBus, LAX Flyaway, DASH, and UCLA Campus Shuttle) will be mitigated to minimize impacts to the degree possible at each station construction location. Impacts to local and regional transit will be mitigated through, but not be limited to, the use of temporary relocated bus stops and temporary route diversions. Impacts to local and regional transit operations will be coordinated with each transit agency and/or provider. In addition, the Final Design-level mitigation proposals will be approved by the transit agency and/or provider and the local jurisdictions and incorporated into the TMP.

### 3.2.3 Streets and Highways

#### Affected Environment/Existing Conditions

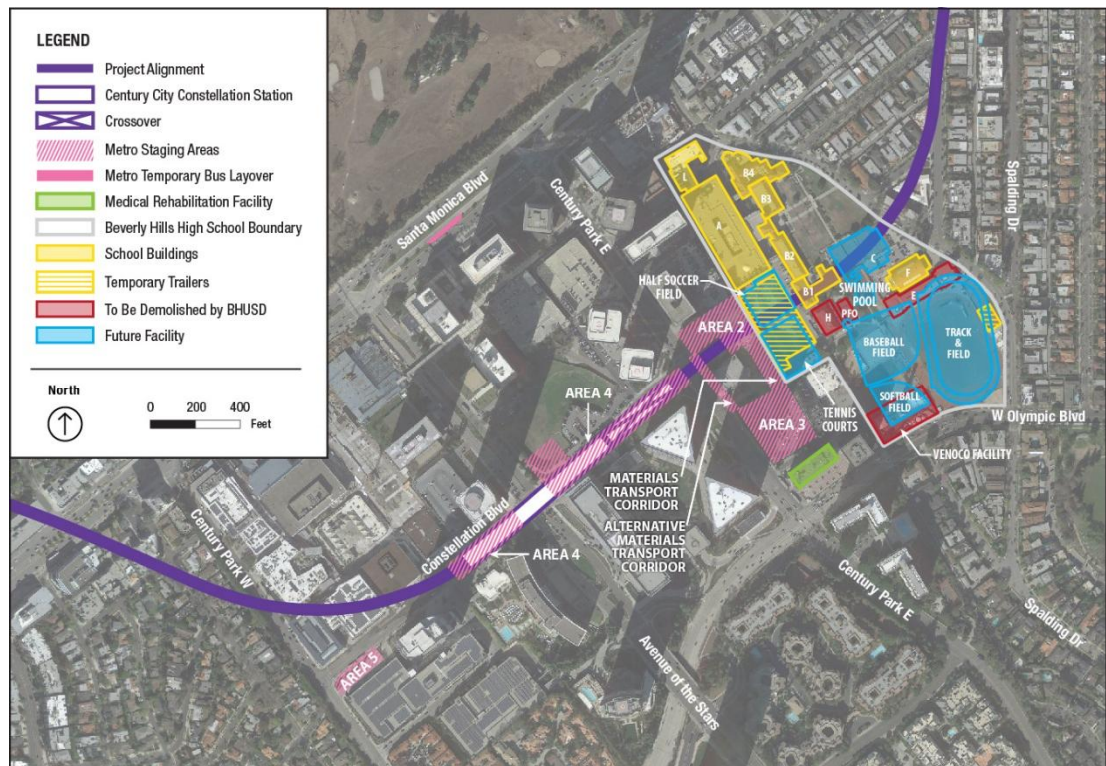
Section 2 of the Project is generally served by a mature roadway network of arterial streets and freeways, which provide options for north/south and east/west travel. Key arterials along Section 2 include:

- **Wilshire Boulevard** – Wilshire Boulevard is a major east/west arterial that is classified as a Major Class II Highway. It extends from Ocean Avenue in Santa Monica on the west to Grand Avenue in Downtown Los Angeles on the east. In the Study Area, it generally has two full-time travel lanes in each direction, with the parking lane used as a travel lane during peak periods in many locations. Dedicated left-turn lanes are provided at most major intersections.
- **Santa Monica Boulevard** – Santa Monica Boulevard is a major east/west arterial that is classified as a Major Class II Highway. It extends from Ocean Avenue in Santa Monica on the west to Sunset Boulevard in the Silver Lake neighborhood on the east.

In the Study Area, it generally has two travel lanes in each direction. Dedicated left-turn lanes are provided at most major intersections.

- Olympic Boulevard** – Olympic Boulevard is a major east/west arterial that is classified as a Major Class II Highway. It extends from 5<sup>th</sup> Street in Santa Monica on the west to Downtown Los Angeles and farther on the east. In the Study Area, it generally has two to three full-time travel lanes in each direction, with the parking lane used as a travel lane during peak periods in some locations. Dedicated left-turn lanes are provided at most major intersections.

The affected environment/existing conditions for the roadway system and traffic conditions in the Study Area remain unchanged from those described in Section 3.5.1 of the Final EIS/EIR, with the exception of the opening of the medical rehabilitation facility on Century Park East and the approved BHHS modernization program, described below and shown in Figure 3-3.



**Figure 3-3. Century City Station Construction Staging, Beverly Hills High School Modernization Program and the Medical Rehabilitation Facility**

A former physician-run hospital at 2080 Century Park East that was closed in 2008 was remodeled to become a new 138-bed medical rehabilitation facility. This facility is adjacent to and immediately south of the Century City Constellation construction staging site on Century Park East. The nine-story rehabilitation facility was not in operation at the time of the Final EIS/EIR studies; therefore, the analysis of the adjacent construction staging area did not assess potential impacts to the facility. This rehabilitation facility opened for business in June 2016.

The BHHS campus, which is immediately east of the Century City Constellation construction staging area, will be undergoing a modernization, and some BHHS construction activities are scheduled to coincide with construction activities for Section 2. In 2008, the Beverly Hills Unified School District (BHUSD) issued the Draft Master Plan that was accepted by the California Board of Education in 2010. The *Beverly Hills High School, Hawthorne K-8 School, and El Rodeo K-8 School Improvement Project Final EIR* (BHUSD 2015) was completed in 2015. Construction within the campus began in 2016 and is expected to be completed by 2020, with the peak construction period occurring between February 2016 and April 2016. Based on this schedule, the peak construction period for the BHHS campus improvements would not coincide with major construction activities for Section 2 of the Project, which would begin in January 2018. However, some construction activities for the BHHS improvements were already underway when the traffic counts were conducted, and therefore, the construction traffic related to the BHHS campus improvements was considered and analyzed as part of the background baseline traffic under existing 2016 traffic conditions. Between January 2018 and 2020, the construction activities from the Project and BHHS campus improvements would overlap, and therefore, the cumulative impacts of both activities were also considered and discussed in further details in Section 4.6 of this Draft SEIS.

An intersection LOS analysis was conducted based on existing 2016 traffic conditions, taking into account the rehabilitation facility being operational, and the ongoing construction activities for the BHHS campus modernization. LOS is a qualitative measure used to describe the condition of traffic flow, ranging from LOS A (free flow conditions) to LOS F (congested conditions), with LOS E representing the theoretical maximum capacity of a link or intersection before gridlock occurs. Generally, the minimum acceptable LOS for any intersection in an urbanized area is LOS D. The existing LOS at key intersections around Century City is provided below in Table 3-3. As shown, many intersections already operate at deficient LOS during peak hours. All three intersections along Santa Monica Boulevard are currently operating at LOS F during both the AM and PM peak hours. The intersection of Century Park West and Olympic Boulevard is operating at LOS F in the AM peak and LOS E in the PM peak hour. The intersection of Century Park East and Olympic Boulevard is operating at LOS E in the AM and PM peak hours. The intersection of Century Park West and Constellation Boulevard is operating at LOS E in the PM peak hour. The remaining four study intersections are operating at LOS D or better during both the peak hours.

**Table 3-3. Existing Intersection LOS in Century City**

Intersection	Existing Conditions (2016)			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
Century Park East/ Santa Monica Blvd	F	125.6	F	130.0
Century Park East/ Constellation Blvd	C	30.6	D	40.0
Century Park East/ Olympic Blvd	E	59.3	E	55.0
Avenue of the Stars/ Santa Monica Blvd	F	129.6	F	114.9
Avenue of the Stars/ Constellation Blvd	C	30.5	C	29.2
Avenue of the Stars/ WB Olympic Blvd	B	16.1	A	9.1
Avenue of the Stars/ EB Olympic Blvd	C	29.8	D	36.3
Century Park West/ Santa Monica Blvd	F	151.8	F	152.7
Century Park West/ Constellation Blvd	A	7.7	E	55.8
Century Park West/ Olympic Blvd	F	89.0	E	77.9

Source: *Westside Purple Line Extension Century City Station Updated Traffic Analysis Technical Memorandum* (Metro 2017a) (Appendix G)

### Construction-related Environmental Impacts/Environmental Consequences

The traffic analysis presented in Chapter 3 of the Final EIS/EIR concluded that traffic impacts associated with the Section 2 Project construction include reduced roadway traffic lanes and temporary street closures, which could result in traffic disruptions and bottlenecks. During construction, full street closures would generally be limited to nighttime and weekends. Partial street closure will remain in place during the entire construction period during station piling, excavation, construction, and tunneling.

As described in the Final EIS/EIR, under 2035 project conditions, 24 of the 83 analyzed intersections (29 percent) in Section 2 would operate at an acceptable LOS D or better in the AM peak hour. The remaining 59 intersections (71 percent) would operate at LOS E or F (deficient LOS) during the AM peak hour. Twenty-four of the 83 Section 2 analyzed intersections (29 percent) would operate at an acceptable LOS D or better in the PM peak hour. The remaining 59 intersections (71 percent) would operate at LOS E or F (deficient LOS) during the PM peak hour. By 2035, the majority of the study intersections would operate under congested conditions (LOS F) during peak hours, both with and without Section 2 of the Project.

In general, the traffic-related impacts associated with construction of the Century City Constellation Station and related tunneling activities would be the same as those identified in the Final EIS/EIR, with the exceptions as indicated below.

During construction, driveway entrances and exits will be maintained during regular business hours. When construction activity affects existing business driveways, maintenance of traffic plans will be prepared by the construction contractor showing how vehicular access will be maintained to businesses. If acceptable, alternative access points approved by LADOT and/or City of Los Angeles Department of Public Works,

Bureau of Engineering (BOE) will be provided. The construction activity must be coordinated with each affected property representative and the plans approved by the agency having jurisdiction. The local agency may restrict the left-turn and/or right-turn vehicular movements entering and/or exiting driveways during construction.

The following section provides an LOS analysis for the construction elements requiring street closures for the construction of the TBM launch box, specifically the nine-month period that the eastern portion of Constellation Boulevard would be fully closed to all through traffic. Construction period traffic impacts within the Study Area are expected to be the highest during the nine-month full closure as all east/west through traffic at the eastern portion of Constellation Boulevard would have to be rerouted around the closure. Traffic analysis conducted for this phase of the construction represents the “worst-case” scenario through the construction period.

### **TBM Launch Box Construction LOS Analysis**

This section analyzes the potential traffic impacts resulting from the nine-month full closure along the eastern portion of Constellation Boulevard during the assembly and launch of the TBMs, as described in Section 3.2.1. During this phase of the construction, northbound and southbound traffic turning westbound onto Constellation Boulevard from Century Park East would be diverted around the construction area and use Avenue of the Stars to get to their destination. Similarly, eastbound traffic on Constellation Boulevard would be detoured before crossing Avenue of the Stars, with the exception of local access traffic destined for the buildings along the full closure segment. Using existing 2016 traffic volumes as the baseline, traffic diversions for the construction were applied and intersection LOS analysis was conducted at the study intersections. Table 3-4 summarizes the expected changes from the existing 2016 LOS at key intersections around the Century City Constellation Station during the nine-month period that the eastern portion of Constellation Boulevard would be closed to traffic. The key intersections analyzed around the Century City Constellation Station are shown in Figure 3-4.

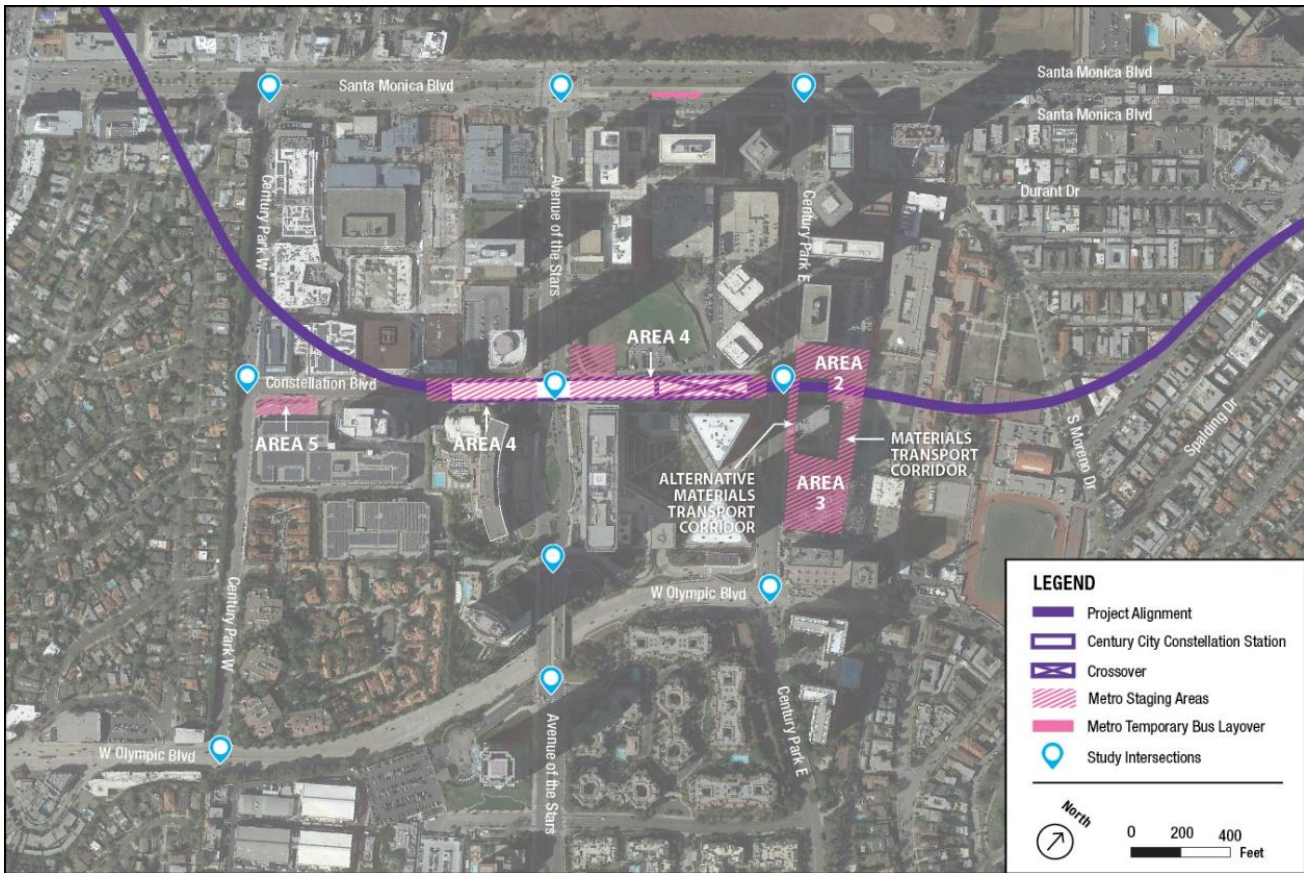
**Table 3-4. LOS Changes at Key Intersections during TBM Launch Box Full Closure (200 Feet Full Closure)**

Intersection	Existing Conditions (2016)				200 Feet Full Closure of Constellation Boulevard			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Century Park East/ Santa Monica Blvd	F	125.6	F	130.0	E	79.9	F	201.0
Century Park East/ Constellation Blvd	C	30.6	D	40.0	A	8.3	A	7.3
Century Park East/ Olympic Blvd	E	59.3	E	55.0	D	49.1	D	46.6
Avenue of the Stars/ Santa Monica Blvd	F	129.6	F	114.9	F	144.6	F	100.6
Avenue of the Stars/ Constellation Blvd	C	30.5	C	29.2	E	56.6	D	44.5
Avenue of the Stars/ WB Olympic Blvd	B	16.1	A	9.1	C	28.6	A	9.2
Avenue of the Stars/ EB Olympic Blvd	C	29.8	D	36.3	C	28.1	D	41.4
Century Park West/ Santa Monica Blvd	F	151.8	F	152.7	F	135.0	F	155.9
Century Park West/ Constellation Blvd	A	7.7	E	55.8	A	7.8	D	49.7
Century Park West/ Olympic Blvd	F	89.0	E	77.9	E	79.9	E	78.7

Source: *Westside Purple Line Extension Century City Station Updated Traffic Analysis Technical Memorandum* (Metro 2017a) (Appendix G)

Note: Green denotes LOS improvement, and orange denotes LOS deterioration

The temporary closure and diversion of traffic from the eastern end of Constellation Boulevard would result in two intersections along Santa Monica Boulevard (at Avenue of the Stars, and Century Park West) continuing to operate at LOS F during both the AM and PM peak hours. Intersection LOS would worsen at two of the intersections, with two intersections (Avenue of the Stars/Constellation Boulevard and Avenue of the Stars/westbound Olympic Boulevard) worsening in the AM peak hour and one intersection (Avenue of the Stars/Constellation Boulevard) worsening in the PM peak hour. Intersection LOS would improve at five of the intersections. Two intersections (Century Park East/Santa Monica Boulevard and Century Park West/Olympic Boulevard) would improve during the AM peak hour, and one intersection (Century Park West/Constellation Boulevard) would improve during the PM peak hour. The LOS at Century Park East/Olympic Boulevard would improve in both the AM and PM peak hours. The LOS at Century Park East/Constellation Boulevard would improve in both the AM and PM peak hours with turn restrictions from Century Park East to Constellation Boulevard, and from Constellation Boulevard to Century Park East.



**Figure 3-4. Key Intersections around Century City Constellation Station**

### Haul Routes

As described in Section 3.8.2 of the Final EIS/EIR, anticipated truck haul routes related to the construction of Section 2 would include arterial and local streets within City of Los Angeles and Beverly Hills. The haul routes identified for the construction of the Wilshire/Rodeo have not changed from what was described in Section 3.8.2 of the Final EIS/EIR. The haul routes identified for construction of the Century City Constellation Station and the Section 2 tunnel would be located to the west of the BHHS campus and would not overlap with construction activities for the BHHS construction activities. The construction haul truck routes for the Century City Constellation Station and the Section 2 tunnel include Santa Monica Boulevard, Constellation Boulevard, Century Park East, Century Park West, and Avenue of the Stars. The haul trucks would use these routes to transport spoils, muck, material, and equipment between construction laydown site locations, station entrance locations, and the off-site disposal location using the nearest freeway interchange. To minimize peak period traffic disruptions, haul truck activity is anticipated to take place during off-peak and nighttime periods. Land use along the haul routes is mainly commercial, with the exception of residential areas to the west side of Century Park West. The estimated daily haul truck trips differ depending on the type of construction activity. Table 3-5 summarizes the daily haul truck trips generated for the construction of the Century City Constellation station and Section 2 tunneling activities.



**Table 3-5. Estimated Daily Haul Truck Trips**

Location	Station Box Construction	Tunnel Boring Machine Activity	Station and Other Related Construction
Constellation Station and TMB launch location	80-120	90-130	80-120

Source: *Westside Purple Line Extension Century City Constellation Station Air Quality Technical Memorandum—Revision 1* (Metro 2017g) (Appendix F)

Even with the relocation of construction staging activities for the Century City Constellation Station as described in Chapter 2, haul truck routes to support construction staging would be along street segments that were identified in Section 3.8.2 of the Final EIS/EIR. However, the haul truck routes immediate to the construction site are modified based on the relocation of the construction staging activities.

The haul routes along Santa Monica Boulevard between I-405 and Century Park West identified in Section 3.8.2 of the Final EIS/EIR are not expected to change based on the relocation of the construction staging and laydown areas described in Chapter 2 of this SEIS.

Figure 3-5 illustrates the proposed new haul routes. For the proposed new haul routes, inbound trips would split to three different routes from Santa Monica Boulevard. The first route would turn right at Century Park West and left at Constellation Boulevard to access Area 5 before exiting via Avenue of the Stars and Santa Monica Boulevard. This route would be adjacent to residential areas west of Century Park West between Santa Monica Boulevard and Constellation Boulevard. As noted, the haul trucks would operate during off-peak hours, and therefore would not increase traffic impact at this segment.

The second route would turn right at Avenue of the Stars and left on Constellation Boulevard to access Area 4 before exiting via Century Park East and Santa Monica Boulevard. The third route would turn right at Century Park East to access Area 2 and Area 3 before exiting via Century Park East in reverse direction.

The proposed new haul truck routes would not affect additional roadway segments other than those identified in Chapter 3 of the Final EIS/EIR, and transportation-related impacts associated with the proposed new haul truck routes would be the same as those identified in Section 3.8.2 of the Final EIS/EIR.



**Figure 3-5. Proposed Construction Truck Haul Routes**

### Mitigation Measures

With the changes to the Century City Constellation Station construction areas, the construction period traffic impacts would remain as a temporary adverse impact even with the implementation of the mitigation measures as specified in Section 3.8.6 of the Final EIS/EIR. The level of construction period traffic impacts with the implementation of the mitigation measure would be similar to the impacts identified in the Final EIS/EIR, but over a longer duration due to the required full closure of approximately 200 feet of Constellation Boulevard for approximately nine months for assembly and launch of the TBMs.

- **TCON-1—Traffic Control Plans:** Site-specific traffic control plans will be developed to minimize construction impacts for each work zone location. These locations will include, but not be limited to, utility relocations, stations, crossovers, laydown areas, TBM launch and removal locations, emergency exit shafts, station entrances, drop pipes, and grout injection. Traffic control plans will follow state and local jurisdiction guidelines and standards. Traffic control plans will be developed for Wilshire, Santa Monica, and Constellation Boulevards and north–south streets including, but not limited to, La Brea Avenue, Fairfax Avenue, La Cienega Boulevard, Rodeo Drive, Beverly Drive, Canon Drive, Century Park East, Avenue of the Stars, Westwood Boulevard, Veteran Avenue, Sepulveda Boulevard, I-405 ramps to/from eastbound Wilshire Boulevard, and Bonsall Avenue. Traffic control plans will encompass the following:
  - ▶ Minimum lane widths
  - ▶ Number of available travel lanes (two lanes minimum in each direction during peak periods)

- ▶ Number, length, and location of temporary right- and left-turn lanes
- ▶ Temporary street closures and detour routes
- ▶ Traffic-control devices (signing and striping)
- ▶ Temporary traffic signals and street lighting
- ▶ Temporary pedestrian access and routes
- ▶ Temporary bicycle routes
- ▶ Temporary driveway access
- ▶ Temporary business access
- ▶ Construction site phasing

To facilitate traffic flow and mitigate major disruption and bottlenecks due to construction, advanced traffic control will extend beyond one arterial street on each side of each station construction location. This will help disperse peak-hour traffic flows onto the adjacent arterial street network. Business owners will be interviewed to identify the type of business, delivery and shipping schedules, and critical days/times of years for the business. Traffic-control plans will incorporate this information. Specific street closures will be developed in close coordination with the local jurisdictions during the Final Design phase.

- **TCON-2—Designated Haul Routes:** Designated truck haul routes using arterial streets are intended to minimize noise, vibration, and other possible impacts to adjacent businesses, schools, major commercial developments, and residential neighborhoods. Metro will incorporate the following objectives into its truck haul route plans:
  - ▶ Establish nighttime truck haul operations times/days for each route. Truck haul operations will not be allowed during AM and PM peak hours, in residential neighborhoods (where feasible), during noise restriction hours and special events, during holiday season restrictions, and as restricted by State and local jurisdictional mandates.
  - ▶ Establish truck haul headways to avoid platoons of trucks on local arterial streets and freeways. Establish a vehicle dispatching system at construction laydown areas and off-site locations to monitor and address truck headway issues as they arise.
  - ▶ Develop truck haul routes for each site in coordination with and approved by State and local jurisdictions.
  - ▶ Incorporate comments and issues from State and local jurisdictions into the final approved truck haul routes and truck haul operation schedules.
- **TCON-3—Emergency Vehicle Access:** Emergency vehicle access will be maintained at all times to the construction work site, adjacent businesses, and residential neighborhoods. In addition, emergency vehicle access will be maintained at all times to and from fire stations, hospitals, and medical facilities near the construction sites and along the haul routes. LPA construction activities and haul route operations will be coordinated with local law enforcement representatives and fire department officials during the Final Design phase.

- **TCON-4—Transportation Management Plan:** Once subway construction sequencing/phasing and the truck haul routes have been concurred upon by Metro and reviewed by local jurisdictions and the California Department of Transportation, a Transportation Management Plan (TMP) will be developed and approved by Metro and other appropriate agencies. The TMP will include the following:
  - ▶ Public information (e.g., media alerts, website)
  - ▶ Traveler information (e.g., traffic advisory radio, changeable message signs [CMS])
  - ▶ Incident management (e.g., TMP coordination, tow truck services)
  - ▶ Construction (e.g., detour routes, haul routes, mitigation, construction times)
  - ▶ Demand management (e.g., carpooling, express bus service, variable work hours, parking management)
  - ▶ Coordination with concurrent Locally Preferred Alternatives

### 3.2.4 Parking

#### Affected Environment/Existing Conditions

Existing parking in the Century City vicinity has not changed from what was identified in Section 3.6.1 of the Final EIS/EIR.

No unrestricted parking is located within one-half mile of the Wilshire/Rodeo and Century City Constellation Stations. Unrestricted on-street parking spaces are those that are not metered nor have restrictions on use by time of day or day of week.

Several off-street parking facilities are within one-half mile of primary station entrances, as shown in Table 3-6.

**Table 3-6. Station Area Off-street Parking Supply within One-half Mile of Primary Station Entrance**

Station	Retail (spaces)	Office (spaces)	Hotel (spaces)	Food Services (spaces)	Publicly Accessible Parking Facilities (spaces)	Total (spaces)
Wilshire/Rodeo	4,420	10,410	1,320	30	6,770	22,950
Century City Constellation	2,600	23,710	250	260	0	26,820

#### Construction-related Environmental Impacts/Environmental Consequences

Impacts to parking during construction of the Century City Constellation Station would remain the same as those identified in Section 3.8.4 of the Final EIS/EIR because the changes in construction staging at the Century City Constellation Station do not include areas with on-street parking.

As stated in the Final EIS/EIR, during construction, existing taxi zones will be temporarily removed for the duration of specific construction stages in accordance with

approved traffic control plans. In addition, contractors will be required to have all employees park off-street at Metro-approved locations.

Additional parking impacts associated with the temporary construction activities of the Century City Constellation Station and related tunneling activities include an approximately 11,000-square-foot temporary construction easement that may be used along the eastern portion of the property at 2010 Century Park East (AT&T building) for placement of the conveyor system between staging Areas 2 and 3, which would result in a loss of parking. Due to structural safety issues, only a dozen spaces on the ground floor of the garage are currently used. If the conveyor belt is located on the top floor of the garage, no parking will be displaced. If AT&T should agree to remove the parking structure, the parking will be temporarily displaced during demolition of the structure, but ground level parking will be available during the remainder of construction.

When construction activity affects the curb-side passenger loading or commercial loading zones, loading zone circulation plans will be prepared by the construction contractor in association with Metro and approved by the local agency having jurisdiction. The loading zone plan must be coordinated with each affected property representative.

### **Mitigation Measures**

The changes to the Century City Constellation Station construction areas would not cause additional parking impact compared to those identified in the Final EIS/EIR. With the changes to the Century City Constellation Station construction areas, the construction period parking impacts would remain as a temporary adverse impact even with the implementation of the mitigation measures as specified in the Final EIS/EIR. The level of construction period parking impacts with the implementation of the mitigation measure would be similar to the impacts identified in the Final EIS/EIR.

- **TCON-7—Parking Management:** A parking management program will be developed to minimize impacts due to temporary removal of on- and off-street parking within the construction work area(?). The program will incorporate appropriate parking-control measures; replacement parking within a reasonable distance from the affected parking locations, if available; or other transportation demand management (TDM) strategies. Development of the parking management program will be coordinated with the appropriate local jurisdictions and affected communities or property owners and be incorporated into the TMP.
- **TCON-9—Construction Worker Parking:** Metro will require that all construction contractors identify adequate off-street parking for construction workers at Metro-approved locations. This will occur for each construction site to minimize additional loss of parking. Metro will work with construction contractors on implementation of adequate off-street parking for construction workers.

### 3.2.5 Pedestrian and Bicycle Network

#### Affected Environment/Existing Conditions

The affected environment and existing conditions for pedestrian facilities and bicycle networks have not changed from what was described in Section 3.7.1 of the Final EIS/EIR.

There are high levels of pedestrian accessibility within the Study Area. A continuous network of facilities connects every neighborhood and destination within the Cities of Los Angeles and Beverly Hills. Pedestrian network variations, such as sidewalk widths, landscaping, and sidewalk amenities vary by location, depending on the density and mix of land uses within the built environment and the circulation patterns of the vehicular transportation system. High volumes of existing pedestrian activity (established as 500 or more pedestrians crossing at a study intersection during a peak hour) occur at the Wilshire/Rodeo and Century City Constellation Station locations.

There are few existing bicycle facilities within the City of Los Angeles and the City of Beverly Hills. There is currently a Class II bicycle lane along Santa Monica Boulevard, west of Avenue of the Stars. The City of Los Angeles *Mobility Plan 2035* (LADOT 2016) proposes Tier I protected bicycle lanes along Santa Monica Boulevard in Century City as well as bicycle lanes along Avenue of the Stars. No bicycle lanes exist along Wilshire Boulevard in the City of Beverly Hills.

#### Construction-related Environmental Impacts/Environmental Consequences

As indicated in the Final EIS/EIR, in general, sidewalk access will be maintained on both sides of the street at Metro construction sites throughout the construction period with temporary sidewalk closures during specific construction staging activities. Pedestrian access to all business will be maintained during essential business operating hours without any requirements for businesses to make such a request. Under certain circumstances, sidewalks will be closed following approval by the LADOT and/or City of Los Angeles Department of Public Works, BOE.

The closest bicycle facility includes a Class II Bike Lane along Santa Monica Boulevard, which is part of the proposed construction haul truck routes. During construction, this segment along Santa Monica Boulevard would not be affected by street closures. Hence this bike lane would not be subject to closure or re-routing. There is no other designated bike route/lane within the vicinity of the construction areas.

In general, the pedestrian and bicycle impacts associated with the temporary construction activities of the Century City Constellation Station and related tunneling activities would be the same as those identified in the Final EIS/EIR, with the exceptions indicated below.

To accommodate one of the materials handling corridor options between construction areas, one northbound lane on Century Park East may be closed for five years. During this time, pedestrian traffic will be detoured around the closed portion.

The proposed street closures for the temporary construction activities of the Century City Constellation Station and related tunneling activities would affect bicycle access on regular arterials.

The construction activities proposed for the BHHS campus modernization project would not impact the existing pedestrian and bicycle facilities because the construction activity is contained within the BHHS campus.

### **Mitigation Measures**

With the changes to the Century City Constellation Station construction areas, the construction period pedestrian and bicycle access impacts would remain as a temporary adverse impact even with the implementation of the mitigation measures as specified in Section 3.8.6 of the Final EIS/EIR. The level of construction period pedestrian and bicycle access impacts with the implementation of the mitigation measures would be similar to the impacts identified in the Final EIS/EIR.

- **TCON-10—Pedestrian Routes and Access:** Safe pedestrian routes and access will be provided through and/or adjacent to construction work areas. Pedestrian routes and access, including temporary pedestrian facilities, will comply with the requirements of the ADA and must be properly signed and lighted. Special facilities, such as handrails, fences, and walkways, will be provided for pedestrian safety. Temporary pedestrian routes and access concerns will be addressed with, but not limited to, local residents, the VA Hospital, schools, and businesses and approved by the local jurisdiction. Pedestrian routes and access will be monitored and maintained throughout construction.
- **TCON-11—Bicycle Paths and Access:** Bicycle traffic (e.g., paths, lanes, and routes) will be maintained safely through and adjacent to construction work areas. If bicycle traffic cannot be maintained, then alternative temporary bicycle routes will be identified, signed, and lighted. These alternative routes should be on adjacent streets that can safely accommodate bicycle traffic. Development of these routes will be coordinated with bicycle groups and local jurisdictions. Temporary routes will require approval by the local jurisdiction. Bicycle access will be monitored and maintained throughout construction.

