3.5.4 Bicycle and Pedestrian Network

Impacts in Station Areas—Bicycle and Pedestrian Network

This section describes potential impacts involving Westside Subway Extension stations and transportation modes that interface with them. The interfacing transportation modes include bus transit (specifically, the location of bus stops), and pedestrian and bicycle facilities (pedestrian crossings and bicycle lanes). The interface between the Westside Subway Extension and other modes is important because no trip begins or ends directly at a station. Subway riders will walk, bicycle, take a bus, or be picked up or dropped off in private vehicles to continue or complete their trips. Providing efficient and safe connections between the Westside Subway Extension and the transportation modes that interface with it would ensure the best possible service for subway riders. Comparing the effectiveness of this interface provides an understanding of how each alternative would best meet the transportation goals established in the Purpose and Need.

Impacts in station areas are expected involving interface between bus riders, bicyclists, pedestrians, and riders who access the subway service. For each impact, mitigation has been identified, including alternative approaches.

For the transit impact analysis, the evaluation of impacts under NEPA and significance under CEQA was conducted at the station-area level, where the potential for localized impacts could occur. Figure 3-18 through Figure 3-39 show how interface was identified involving station access, bus stops, bicycle lanes/paths, and pedestrian flows in order to conduct the analysis. Key information items, such as marked crosswalks, existing bus stops, and station entrances, are identified for each station, including optional ones.

In some station areas, there are physical barriers that would affect overall access to subway service. One example is I-405 and associated ramps in the vicinity of the Westwood/VA Hospital Station. However, for all stations, sidewalk access is available and major barriers would not be present between travel generators and subway station entrances. The potential barriers would not affect the approach for evaluation of impacts presented below.

Two criteria were developed and applied at the station-area level for determination of impacts for each of the alternatives:

- Would the location of project station entrances lead to excessive delays for riders transferring to interfacing bus transit lines? For the purposes of this analysis, excessive delay is defined as the need to cross more than one roadway or walk at least one full block to transfer between the subway and bus.
- Would the location of project station entrances increase pedestrian/bicycle safety hazards? For the purposes of this analysis, safety hazards have been defined as the need for pedestrians and bicyclists to cross roadways of more than two lanes at unsignalized locations or at locations where marked crosswalks are not installed.

Table 3-16 summarizes the impact determination for each Build Alternative. Because Alternative 5 has the most stations of any alternative, it is projected to affect the most station areas.

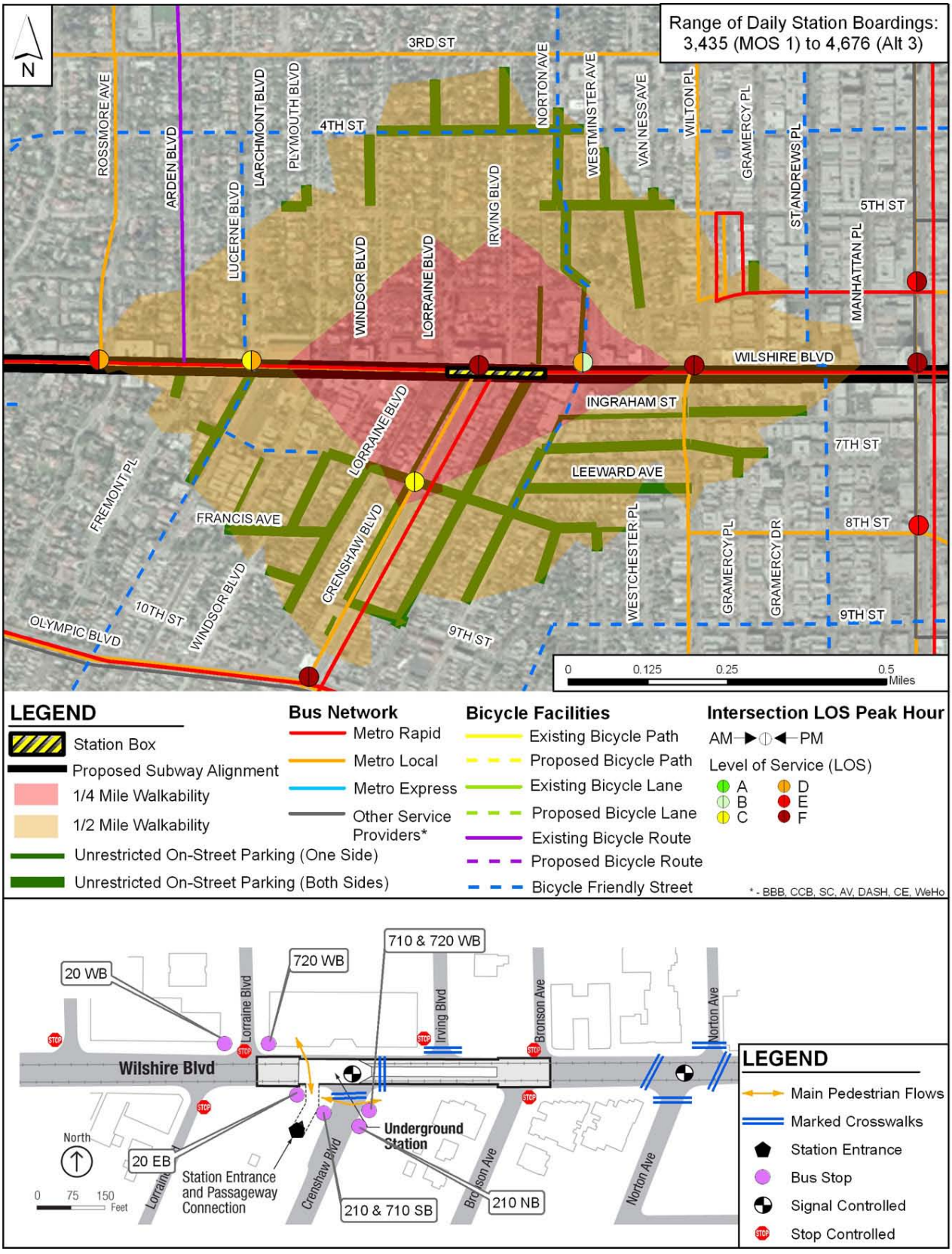

Figure 3-18. Station/Bus/Pedestrian-Bicycle Impact Analysis—Wilshire/Crenshaw Station

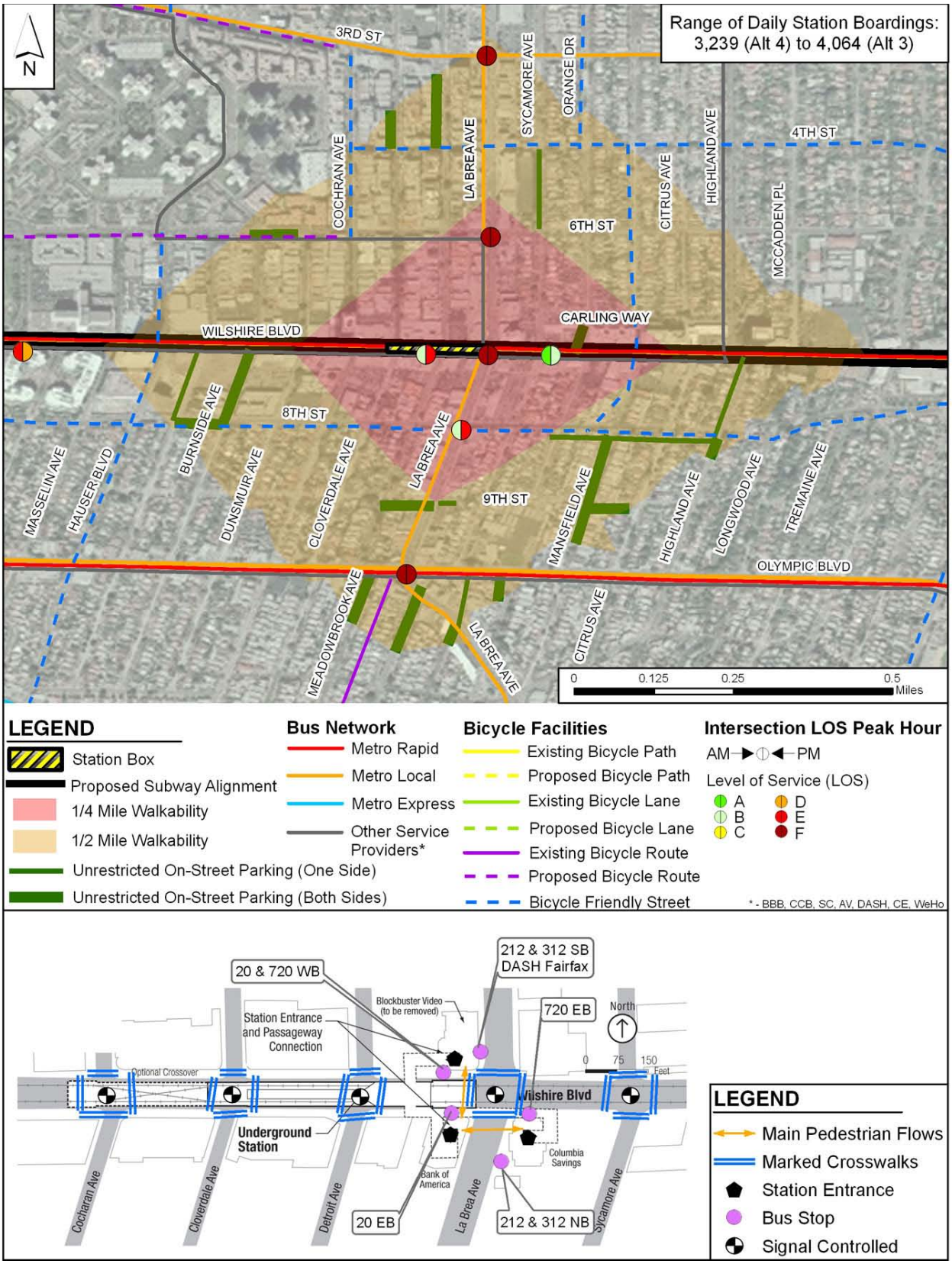

Figure 3-19. Station/Bus/Pedestrian-Bicycle Impact Analysis—Wilshire/La Brea Station

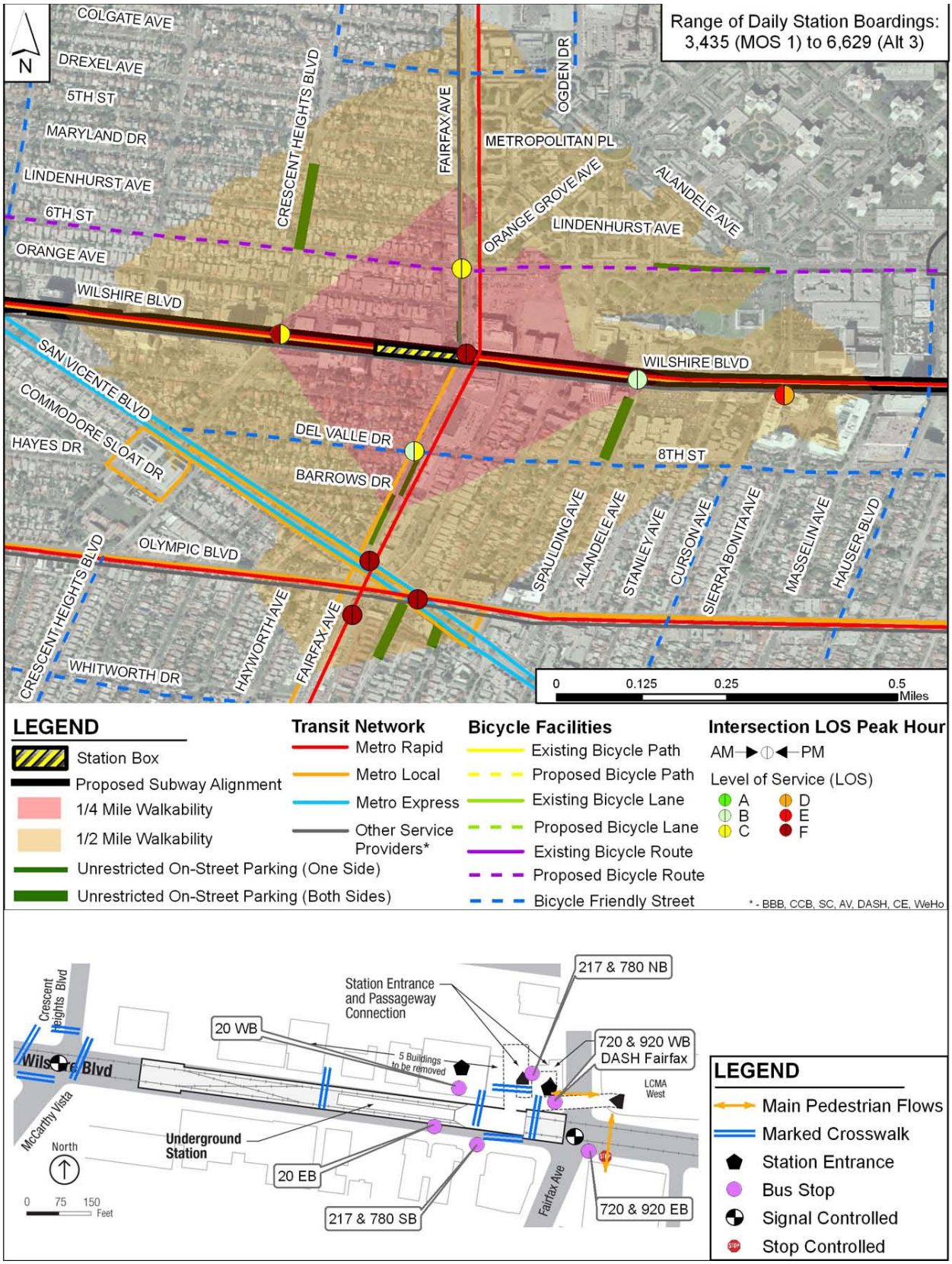

Figure 3-20. Station/Bus/Pedestrian-Bicycle Impact Analysis—Wilshire/Fairfax Station

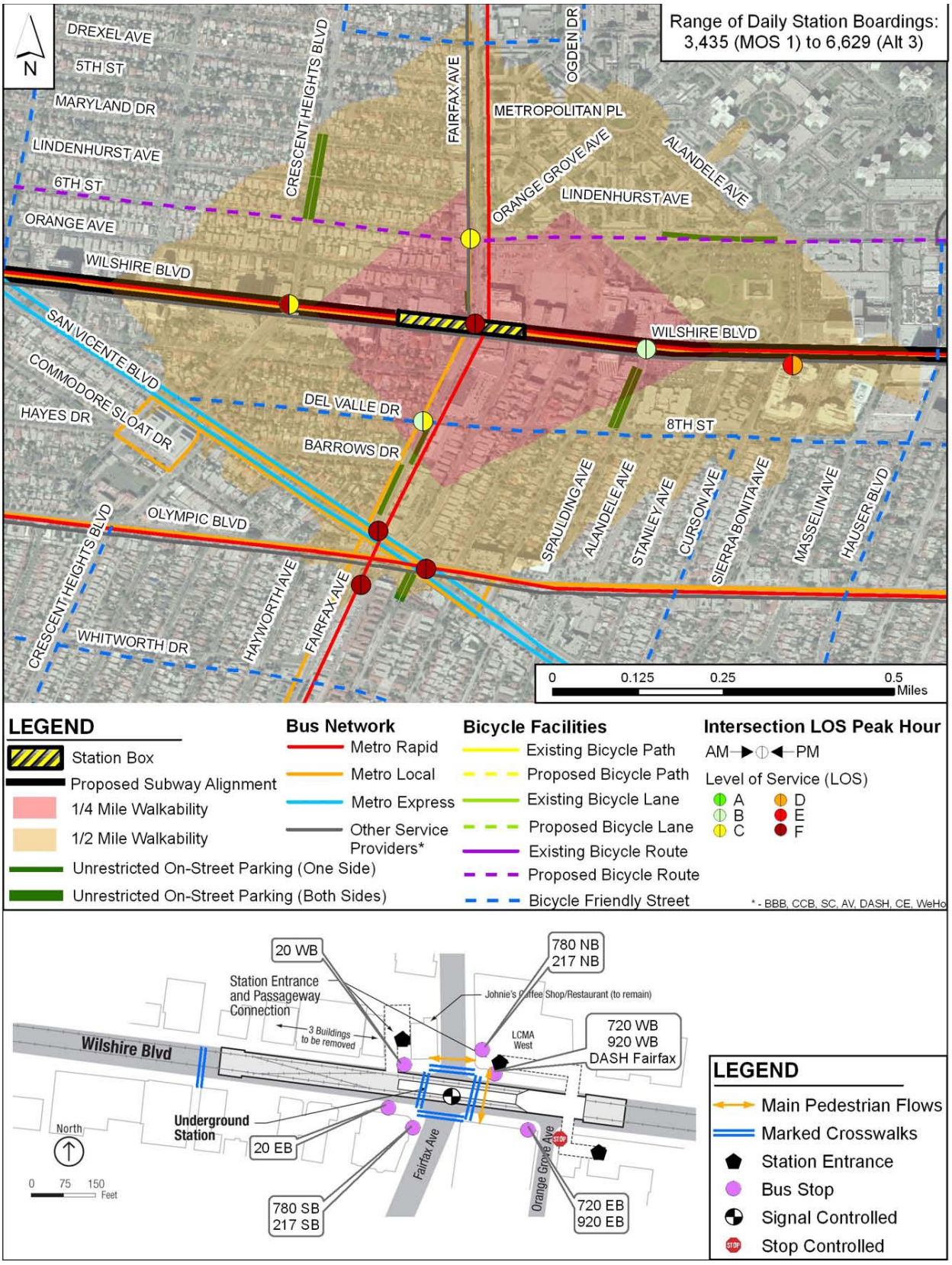

Figure 3-21. Station/Bus/Pedestrian-Bicycle Impact Analysis—Wilshire/Fairfax (East) Optional Station

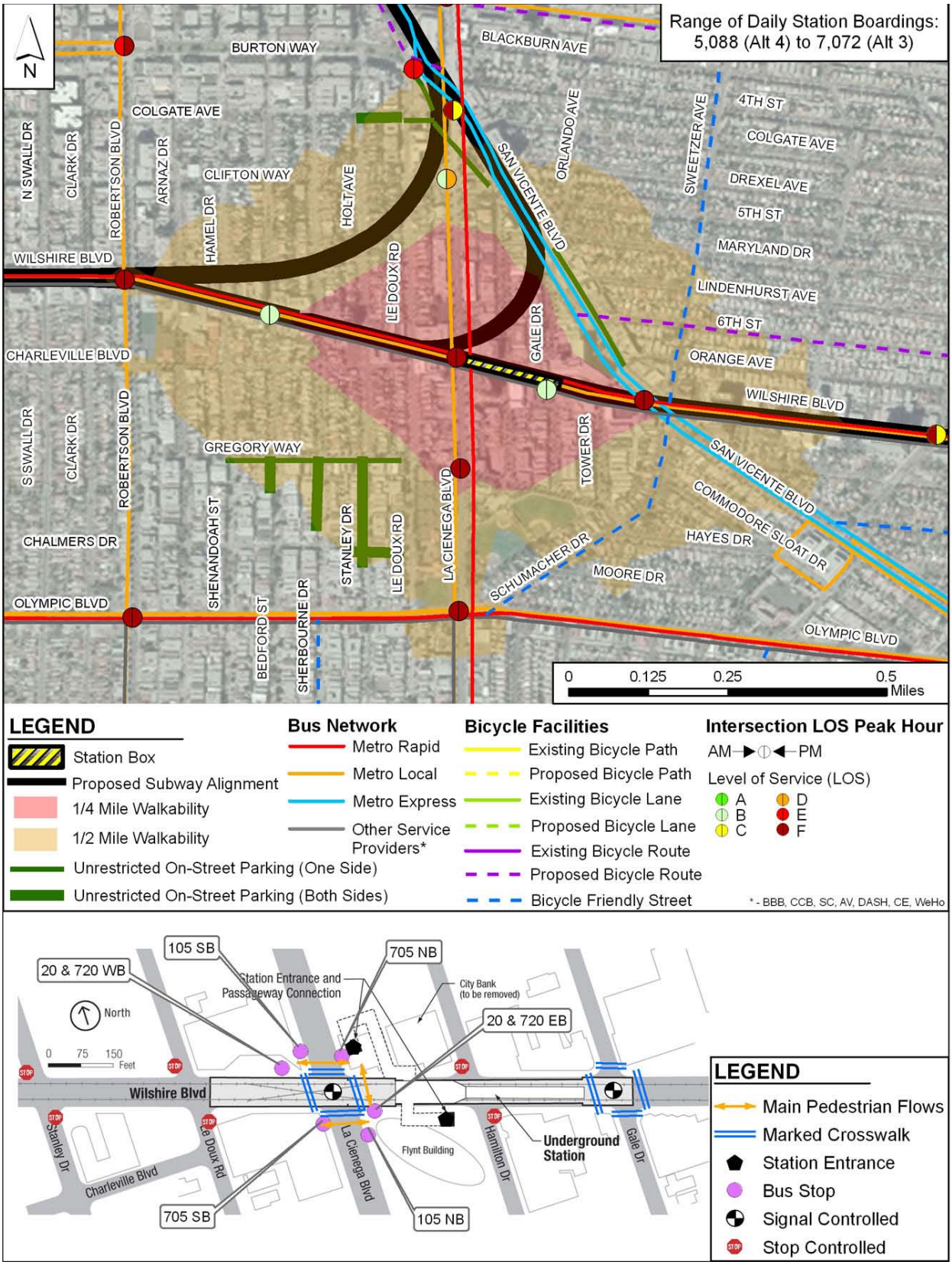

Figure 3-22. Station/Bus/Pedestrian-Bicycle Impact Analysis—Wilshire/La Cienega Station

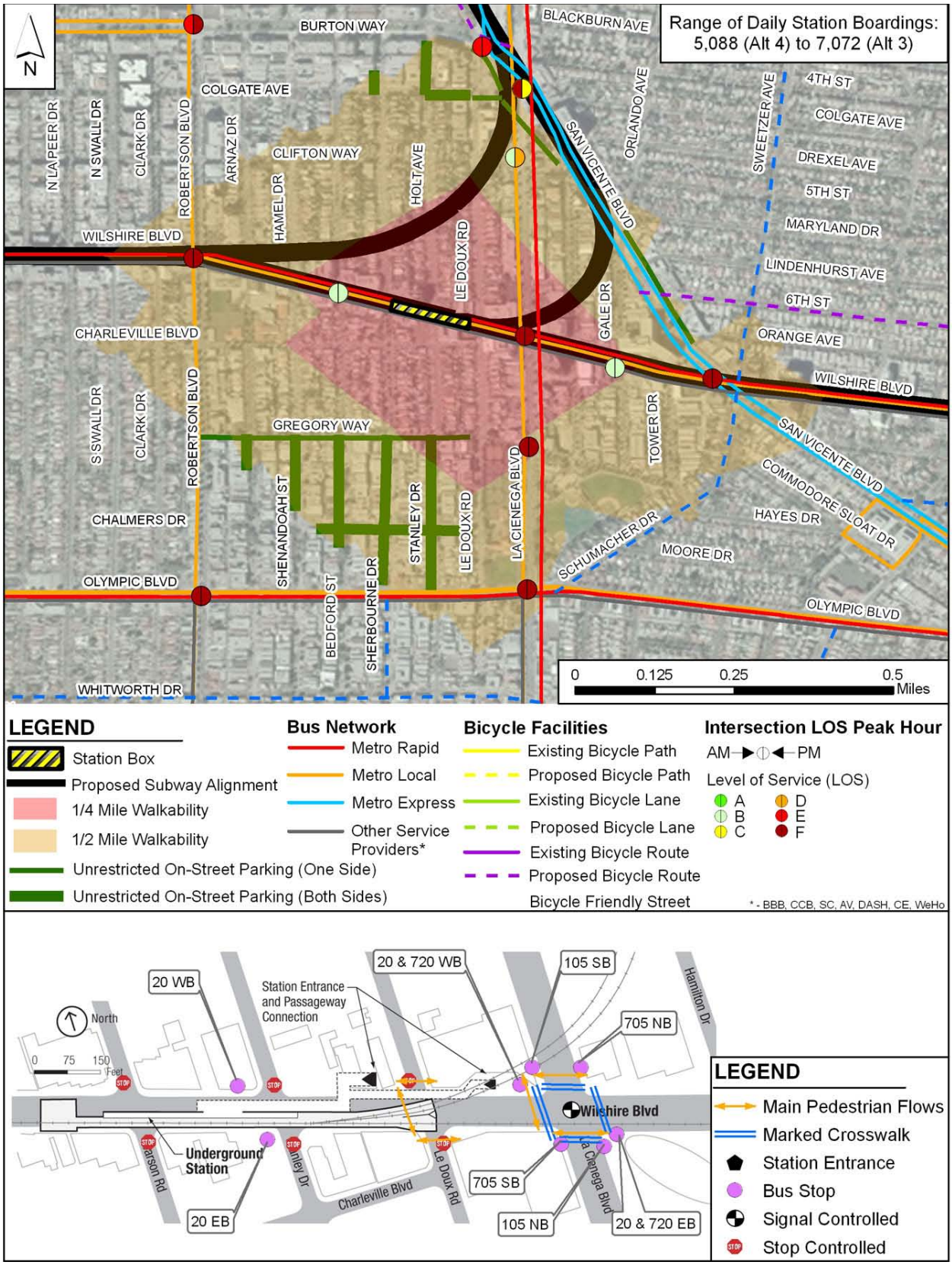

Figure 3-23. Station/Bus/Pedestrian-Bicycle Impact Analysis—Wilshire/La Cienega Optional Station

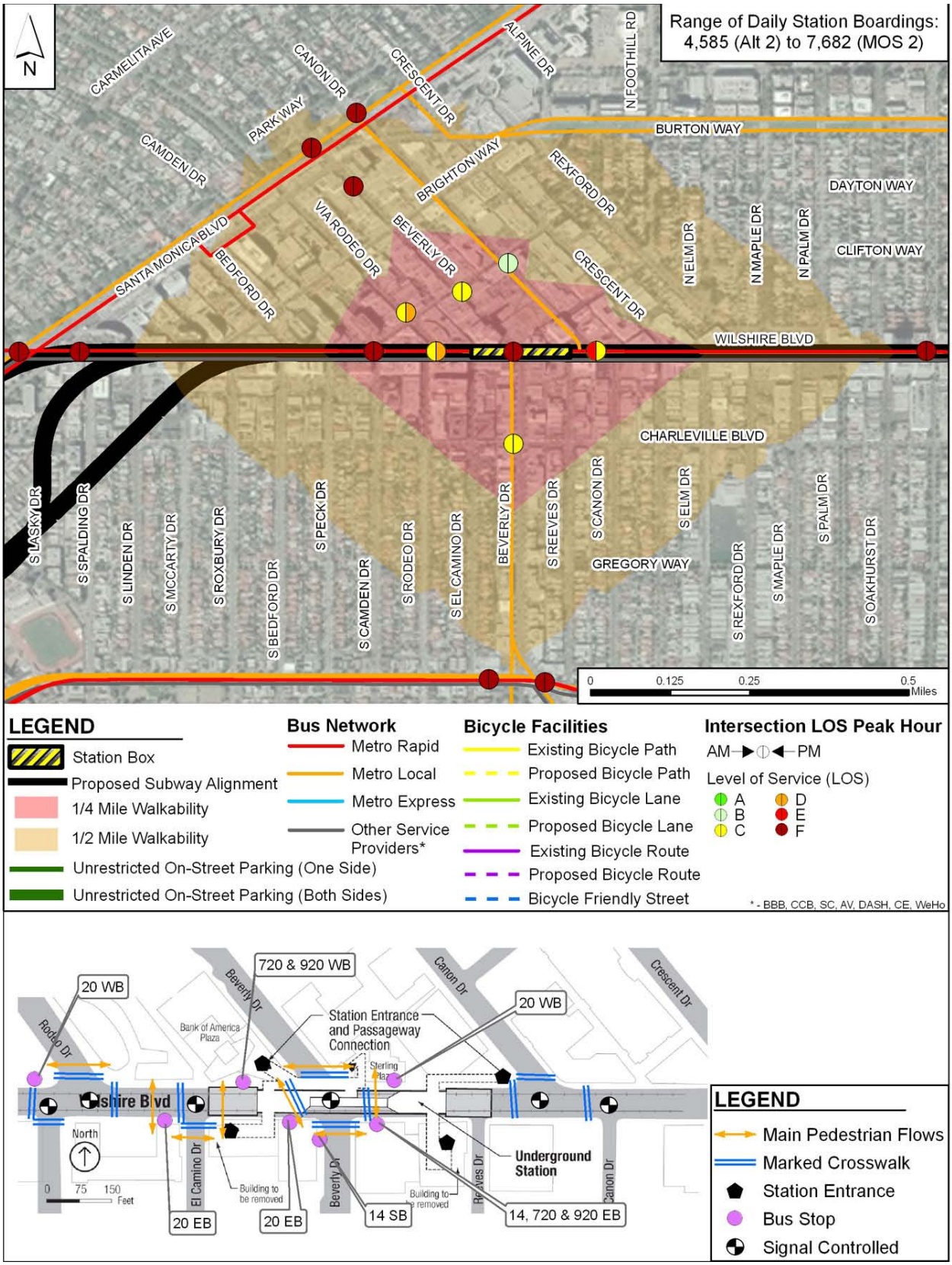

Figure 3-24. Station/Bus/Pedestrian-Bicycle Impact Analysis—Wilshire/Rodeo Station

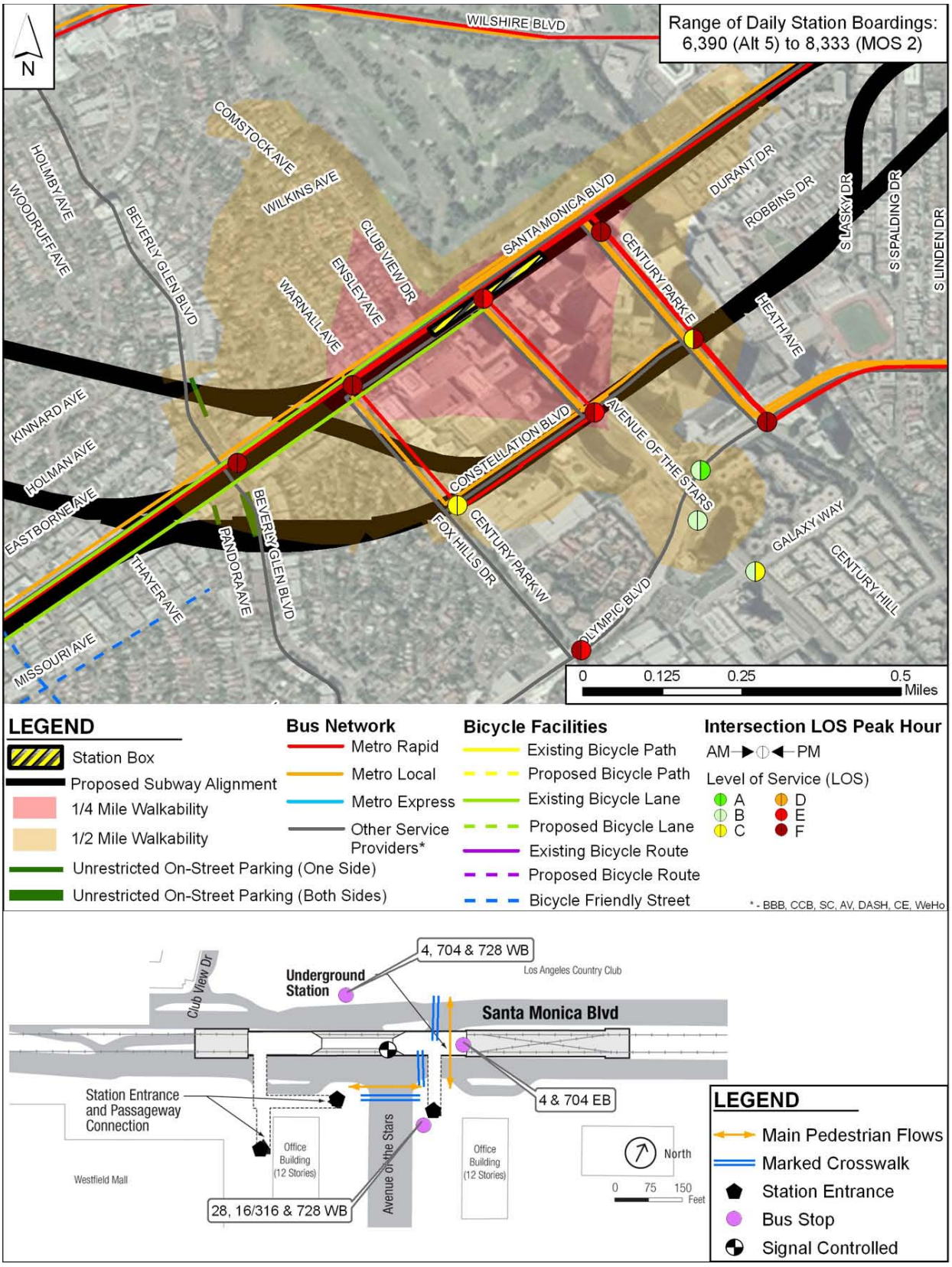

Figure 3-25. Station/Bus/Pedestrian-Bicycle Impact Analysis—Century City Station

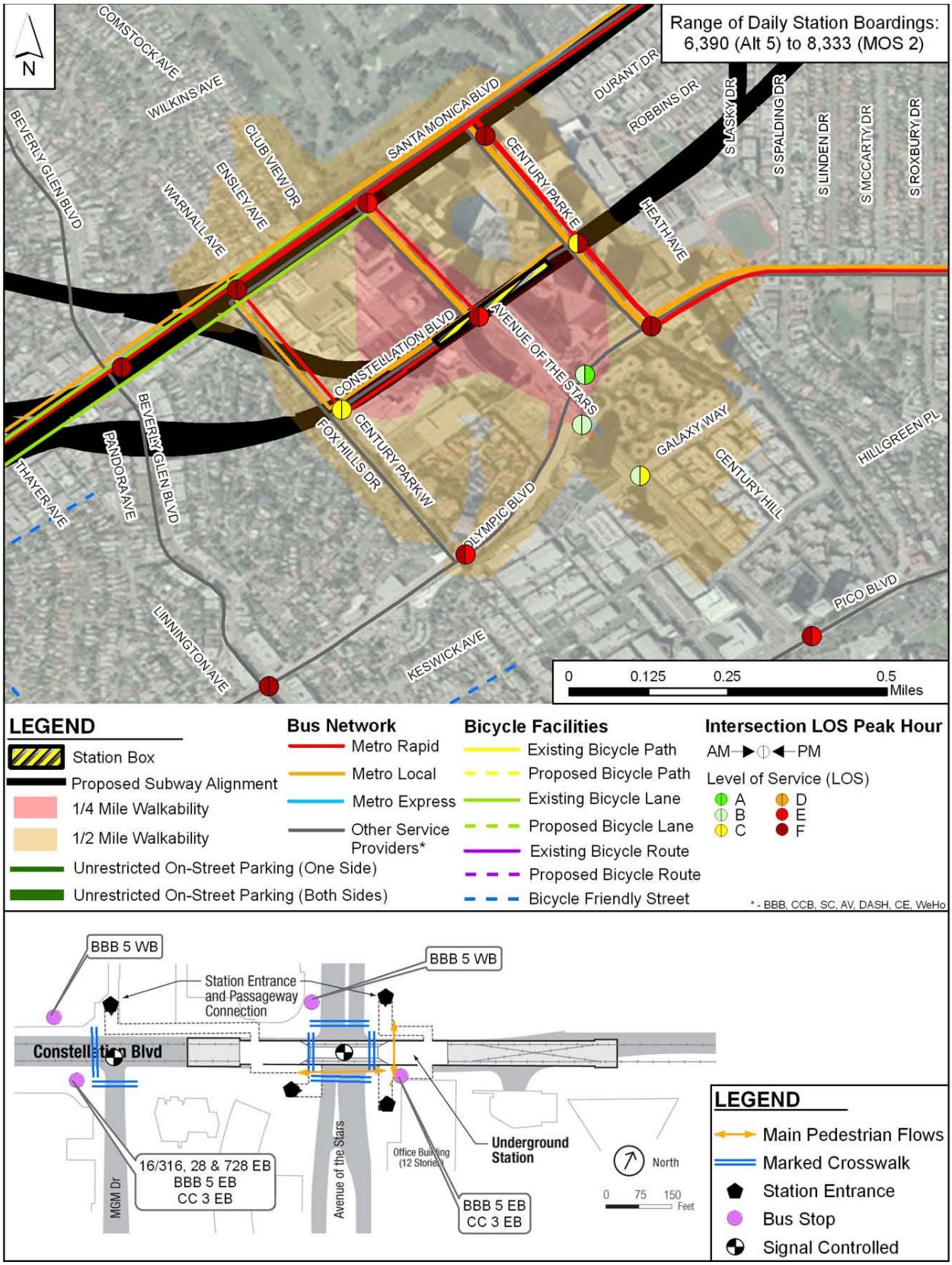

Figure 3-26. Station/Bus/Pedestrian-Bicycle Impact Analysis—Century City Constellation Optional Station

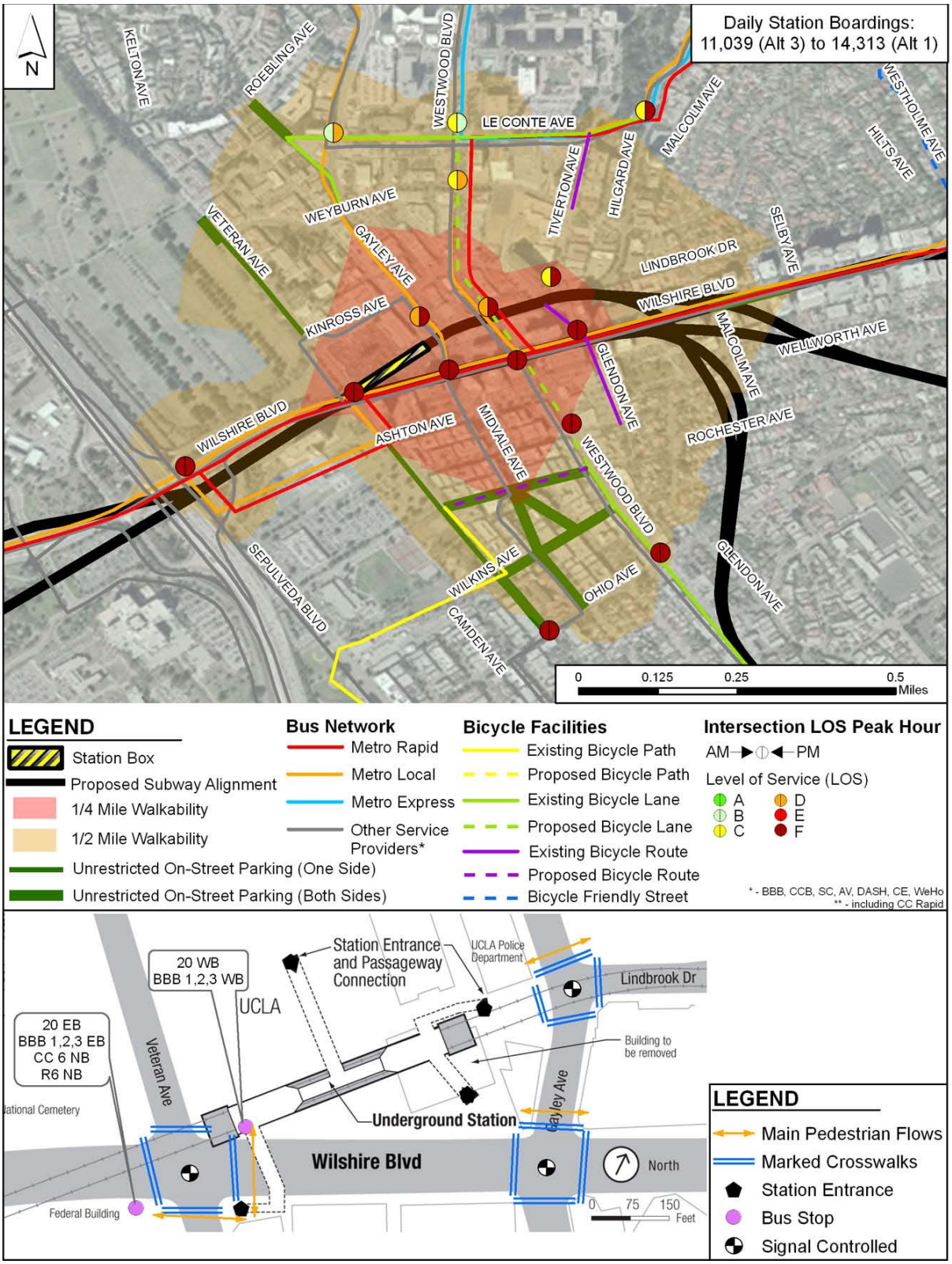

Figure 3-27. Station/Bus/Pedestrian-Bicycle Impact Analysis—Westwood/UCLA Off-Street Optional Station