



Los Angeles County  
Metropolitan  
Transportation  
Authority

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May 1, 1997

TO: BOARD OF DIRECTORS

FROM: LINDA BOHLINGER *Linda Bohlinger*  
INTERIM CHIEF EXECUTIVE OFFICER

SUBJECT: HOLLYWOOD/VINE METRO RED LINE STATION  
TRANSIT CENTER DESIGN CHANGES

RECOMMENDATION

- (1) Authorize design changes to improve transit service and land use by relocating bus stops and layover areas.
- (2) Authorize environmental studies to comply with federal and state guidelines prior to final project decisions.

BUDGET IMPACT

It is proposed that the contemplated changes be designed within the budget and schedule of the current B281 Contract. Additional funding, primarily for the design services to implement this recommendation, was budgeted in the 1995 Call For Projects.

ALTERNATIVES CONSIDERED

Staff has considered the alternative of making the changes in transit operations without attendant changes in the current design of the station site and adjacent street restoration. Whereas the proposed changes are expected to be within the budget of the current station contract, deferred changes would require a future phase of redesign and reconstruction which are unfunded. This would also result in the creation of bus stops and pedestrian circulation which is inconsistent with the design of the station plaza and adjacent sidewalks. A second alternative would adopt the proposed changes and defer implementation until a future date that is concurrent with joint development of the MTA property.

BACKGROUND/DISCUSSION

The Hollywood/Vine Station includes a Transit Center that provides important bus-rail patron connections for both terminating and local bus lines. It is also a key development opportunity for destination oriented uses beneficial to transit ridership and the Hollywood Community. Beginning with its station area planning assessments in 1992, the MTA has recognized that the current station design (Contract B281) does not adequately accommodate these two important objectives. Under the 1995 Call For Projects, a \$185,000 grant was awarded to develop alternative plans that could be implemented by changes to the current station design and in subsequent phases concurrent with joint development.

MTA staff has taken a fresh look at transit service needs and design criteria. It has been determined that a relocation of bus stops and the layover area will be more responsive to both transit and land use needs. The objectives of the proposed redesign process are:

- Provide sufficient transit patron loading and operations layover capacity for four bus lines which currently terminate in the vicinity of Hollywood and Vine. In addition, for an interim period of up to two years until the Universal and North Hollywood stations are operational, loading and layover capacity is required for four express buses which are planned to short line at Vine.
- Enhance transit patron convenience and services.
- Develop MTA real estate assets with a destination entertainment and retail development that enhances the transit plaza and the surrounding entertainment district. This would increase ridership and create a source of long term ground lease revenue.
- Achieve the above goals while maintaining efficient transit operations and avoiding adverse traffic impacts.
- Implement the proposed redesign within the budgeted cost and schedule parameters of the current station contract (B281) and without adverse impact on either cost or schedule.

The current design of the station plaza and transit center is indicated in Attachment A-1. The proposed redesign is illustrated in the attached conceptual diagram (Attachment A-2). Whereas the current station contract design occupies all of the MTA property with a transit center, the proposed redesign would locate patron oriented bus zones at curbsides, both adjacent to the plaza and at other corners of the Hollywood and Argyle intersection. Transit service and operational assumptions behind these recommended changes are summarized in Attachment B.

The contemplated changes are tied into the street and plaza restoration milestones of the B281 contract which is scheduled to commence in the summer of 1997. On the basis of the authority granted by the recommended MTA Board action, staff will return to the Board with changes to the Engineering Management Consultant (EMC) and B281 station contracts required to prepare design documentation and issue change notices.

#### DBE PARTICIPATION

DBE participation will comply with the goals established in the current contracts.

#### ATTACHMENTS

|                 |                             |
|-----------------|-----------------------------|
| Attachment A-1: | Current station site plan   |
| Attachment A-2: | Proposed redesign site plan |
| Attachment B:   | Proposed bus-rail interface |

Prepared by:

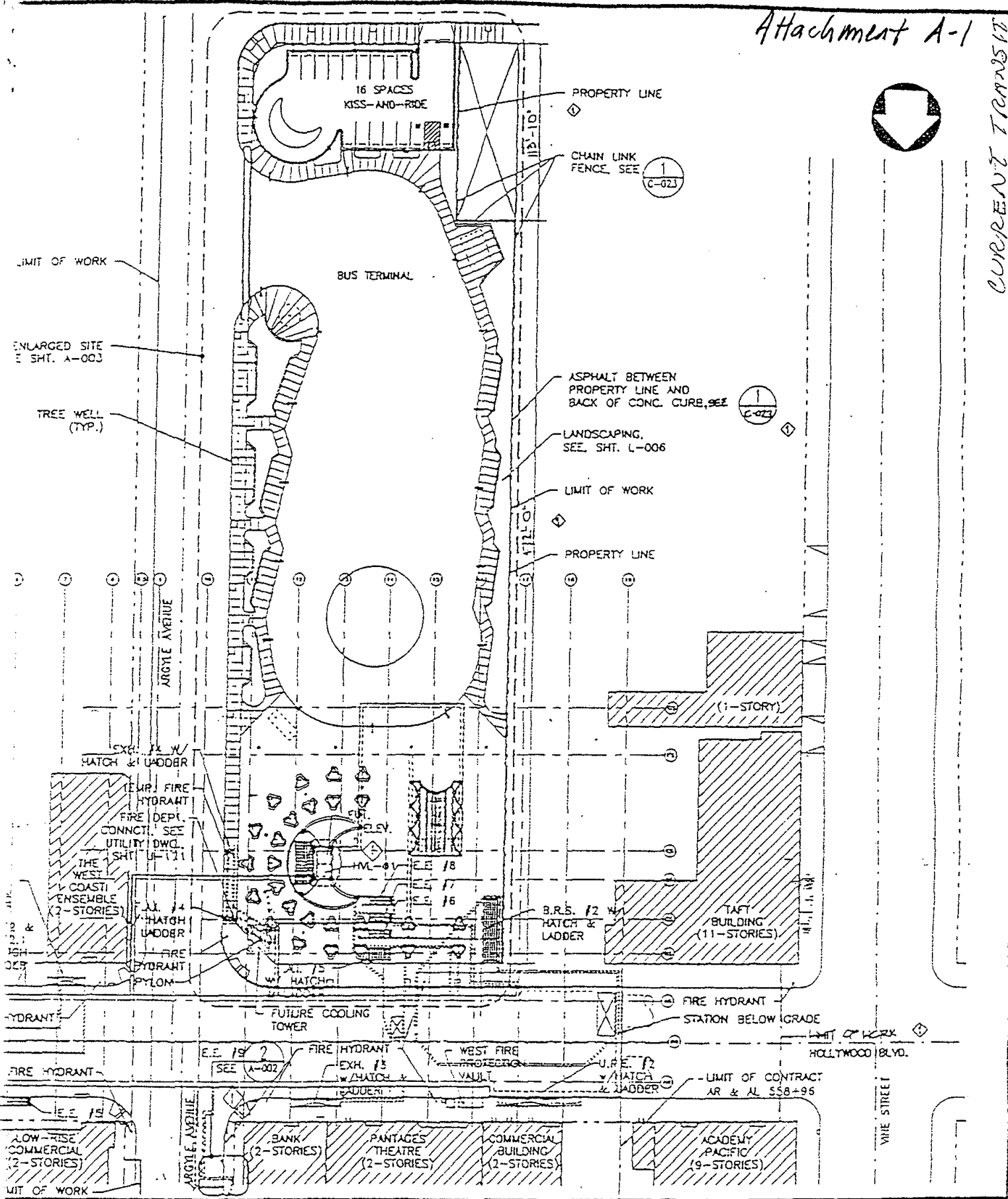
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CURRENT TRANSIT



**Rail Construction Corporation**  
**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTANT

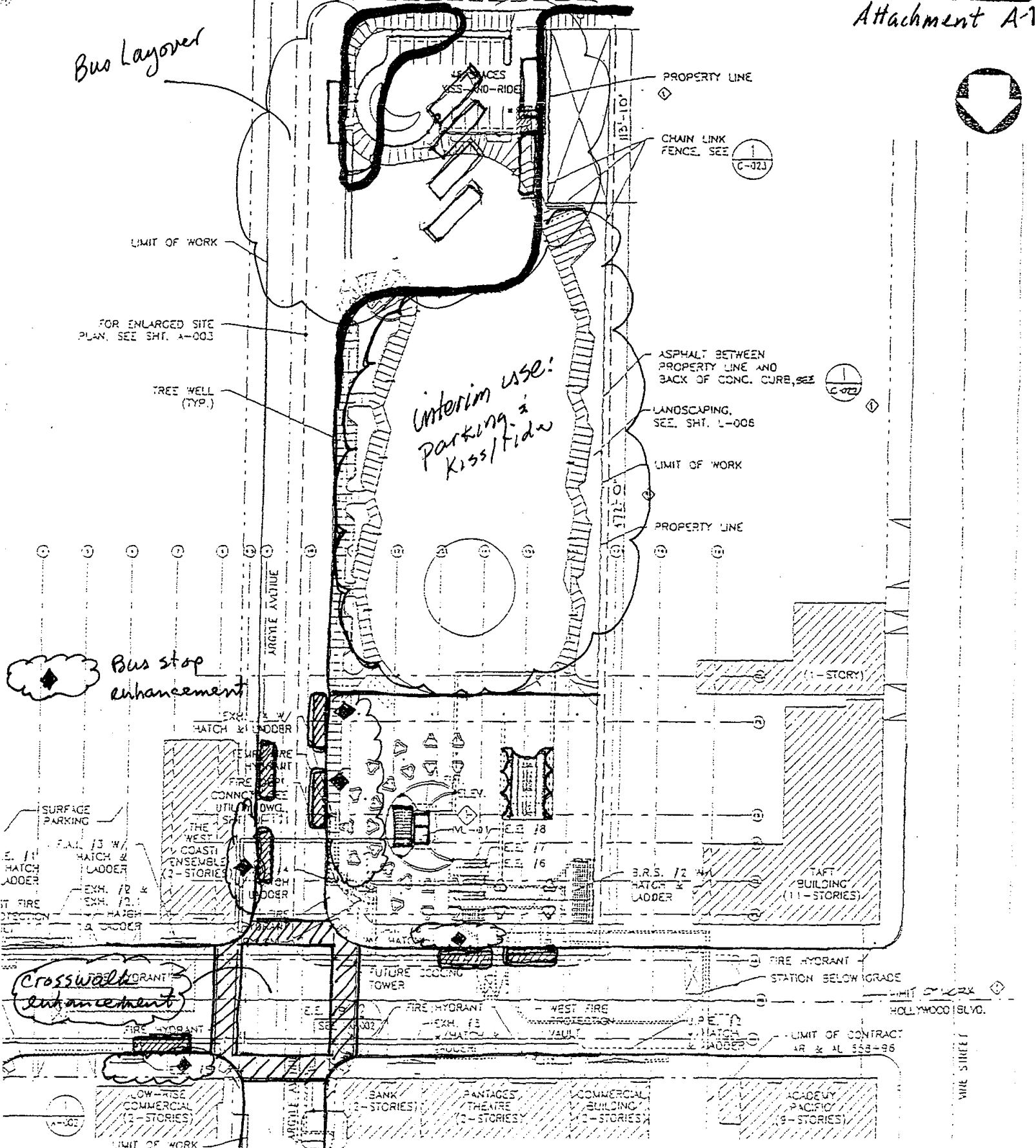
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LA CBD TO NORTH HOLLYWOOD  
 HOLLYWOOD/VINE STATION

- SITE PLAN

|             |             |
|-------------|-------------|
| CONTRACT NO | B 281       |
| DRAWING NO  | A-002       |
| SCALE       | 1" = 40'-0" |
| SHEET NO    | 313         |

Bus Layover



Bus stop enhancement

Crosswalk enhancement

|   |  |                         |
|---|--|-------------------------|
| <p>Rail Construction Corporation<br/>METRO RED LINE</p> | <p>ENGINEERING MANAGEMENT CONSULTANT</p> | <p>CONTRACT NO. B-2</p> |
|   |  | <p>DRAWING NO. A-C</p>  |
| <p>SCALE 1"=40'</p>                                     | <p>SHEET NO.</p>                         | <p>SITE PLAN</p>        |

## Proposed Hollywood/Vine Station Bus/Rail Interface Concept

### Original Concept

The Hollywood/Vine Station was originally scheduled to open two to three years before the Universal Station. The original bus/rail interface concept for the Vine Station called for a 16-space facility with nine interior bays (one of which was for unloading only), four interior layover spaces and three adjacent on-street spaces since the lengthy time between station openings seemed to justify a larger investment in bus terminal facilities.

As part of this process, the bus/rail interface plan implementation schedule included two phases; a pre-and-post Universal Station opening. Concurrent with the Universal Station opening, most buses would be removed from the Vine Station to end at Universal, greatly reducing the amount of space needed in the Vine Station area.

### Revised Concept

Station completion assumptions have changed, and it is forecast that the Vine Station will open in 1998, and one to two years later, the Universal Station will open. MTA Joint Development has requested that the Vine Station be re-evaluated to consider the close sequencing of the station openings and the need for the long term, large scale bus facility originally designed. Therefore, a reconsideration of bus services in the area of the Vine Station, and how they can best serve the station while reducing the size of or eliminating the bus plaza, has been completed based on a plan offered by Joint Development.

The new station design assumes on-street boarding and alighting, limited on-street layovers adjacent to the station portal, and an off-street five or six bus bay layover terminal. Patrons will be required to cross the street and board buses at a bus stop that accommodates a single bus, or to utilize existing stops on Hollywood Boulevard. Joint Development's view is that the original plaza design should be changed to better match the post-Universal interface needs. In order to accomplish this, some existing area on-street layover zones would be maintained, and some turnaround loops would be modified to better serve the Vine Station portal during the interim period between the Vine and Universal Station openings. In reviewing the turnaround loops of existing lines in the Hollywood Boulevard/Vine Street area, the following is proposed as a pre-Universal Station plan with assumptions that address conditions when the Universal Station is opened.

The following is a revised list of lines that would serve the Vine Station.

| <u>Pre-Universal</u> | <u>Post-Universal</u> |
|----------------------|-----------------------|
| <u>Lines</u>         | <u>Lines</u>          |
| 163                  | 163                   |
| 208 (LADOT)          | 208 (LADOT)           |
| 212                  | 212                   |
| 423 (LADOT)          | 429                   |
| 424-425-522          |                       |
| 427                  |                       |
| 429                  |                       |

The above list does not include existing LADOT Dash lines or Hollywood Hills shuttles that might be rerouted or implemented.

The following key points should be noted.

- Line 163- Maintain existing route to the layover zone on Hawthorn Blvd. at Orange Dr.
- Line 212- Retain existing layover zone on Selma/El Centro and slightly modify the turnaround loop. This change will not affect patrons on either Line 212 or Line 163 desiring to transfer between the two lines.
- Line 429- This line operates during peak periods only. It is proposed that Selma/El Centro be used as a staging area for pull-outs.

With this strategy, the pre-Universal bus layover space needs can be reduced to approximately seven layover spaces, which the Joint Development design accommodates. Lines 423, 424, 425, 427, 429, and 522 will utilize the new proposed layover design, and Lines 163, 208, and 212 will utilize existing on-street layover zones. At the time of the opening of Universal Station, Lines 163, 208 and 212 will move from their existing on street layover zones to the Vine Station layover zone while Lines 423, 424, 425, 427, 429, and 522, will end at the Universal Station.