



Westside Purple Line Extension Project

The Purple Line Extension is a project of the Los Angeles County Metropolitan Transit District (Metro). Most of your questions likely will be answered on their extensive website at <https://www.metro.net/projects/westside/>.

The Frequently Asked Questions (FAQs) below are intended to supplement Metro's website with information focused on the City of Beverly Hills, such as additional safeguards to minimize impacts to the community. The FAQs will continue to be updated as the project proceeds.

Contact Information

1) Who do I contact if I have a question about the Purple Line Extension project?

You can email your questions or concerns to purplelineext@metro.net or contact the Metro's 24-hour hotline at (213)922-6934.

You may also contact the City at PurpleLine@beverlyhills.org or call at (310) 285-2467.

Metro has an email notification list that gives advance notice of construction activity and how it will affect traffic and parking in the area. Go to <https://app.e2ma.net/app2/audience/signup/1806729/1766861> to sign up to receive current information.

2) Who do I contact in the case of an emergency?

Dial 911 or call the Beverly Hills Police Department at (310) 550-4951.

Construction Impacts

3) What is the City of Beverly Hills doing to reduce traffic impacts?

As part of the Final EIS/ELR, Metro produced a Mitigation Monitoring & Reporting Plan that outlines the steps that will be used to avoid or reduce significant impacts of project construction on businesses, residents and property owners. Examples include setting construction times to reduce specific impacts or shorten the overall duration of certain construction activities; road signage to inform and direct drivers; locating earth removal locations near major streets and freeways, specifying haul routes, etc.



4) When will Wilshire Blvd. be completely closed and for how long?

Once the Memorandum of Agreement for Section 1 (Wilshire/La Cienega) has been approved between Metro and the City of Beverly Hills more information about the schedule will be available.

5) Will traffic signal timing be adjusted on Wilshire Boulevard?

Traffic signal timing along Wilshire Boulevard will be adjusted during construction to optimize through traffic flow when possible, but also to account for side street closures or changes in turning movements allowable at key intersections as a result of construction. The traffic engineers at Metro are working closely with the traffic engineers at the City of Beverly Hills and the City of Los Angeles in an effort to minimize construction impacts on traffic flow and to maintain a safe environment for motorists, pedestrians and construction workers.

6) What will the City do to minimize noise impacts?

As part of the agreement with the City of Beverly Hills, Metro will install fencing and sound walls around staging areas, and maintain noise monitoring equipment in areas where heavy equipment is in use.

7) Where will the earth removal occur and what haul routes will be used to dispose of the material?

Earth from station excavation will be removed at each of the station sites. Earth that is excavated for the tunnels between the stations using the tunnel boring machines (TBMs) will be removed at three locations: Wilshire just west of Western Blvd., Century City and the Westwood VA Hospital—not in Beverly Hills.

As much as possible, haul routes are planned for major thoroughfares and freeways in order to avoid residential areas. The proposed truck haul routes for earth removal identified in the Final EIS/EIR are preliminary and may be updated and revised. In addition, the proposed routes will be subject to the approval of Metro and appropriate federal, state, and local agencies. To minimize peak-period traffic disruption, haul truck activity is anticipated to take place during off-peak and nighttime periods. See Chapter 3 of the Final EIS/EIR for more information.

<https://www.metro.net/projects/westside/final-eis-eir/>



8) There is considerable traffic on the roadways in Beverly Hills, especially during peak commute periods. What is being done to minimize the impacts of subway construction activities on traffic?

A comprehensive traffic study of traffic conditions during subway construction was undertaken to better understand the potential magnitude of traffic impacts, particularly during peak hours. As a result of that study, construction activities and work hours are planned to minimize impacts during peak traffic hours. Traffic control plans are being developed using strategies similar to those used in the recent 405 improvements and previously for the 1984 Summer Olympics.

These plans include an active public education campaign including:

- media announcements (local newspapers, radio, TV) to inform motorists of the construction activities, and streets and times to avoid;
- the use of changeable message signs to inform motorists in advance of entering the construction area while they still have alternative options;
- traffic control measures within the areas to divert traffic, where possible, to alternative routes, and manage the traffic that must move through, into and out of the area.

Some improvements will be made in advance of the start of construction to eliminate existing bottlenecks and improve existing traffic flow through intersection widening and modifications to traffic control to better accommodate traffic during construction.

9) What is being done to protect neighborhoods along the subway alignment from traffic intrusion and cut-through traffic?

Working with the City of Beverly Hills and the City of Los Angeles, Metro develops traffic control plans which will be implemented during the various phases of construction to minimize traffic intrusion and cut-through traffic in local neighborhoods along the Purple Line Extension alignment. Each plan is submitted to the City for approval prior to beginning work.

The plan includes modifying traffic control at key intersections to facilitate traffic flow around neighborhoods, turn prohibitions and restrictions to reduce opportunities for non-local traffic to enter neighborhoods, changeable message signs instructing motorists of alternative routes around the construction areas, and an informational campaign to keep motorists informed of traffic conditions, impacted routes and alternatives paths through the construction areas. Additional, at key locations, traffic control officers may also be used to better manage traffic flow.



10) How will neighborhood access and access to local businesses be affected by subway construction?

During the construction of the stations at Wilshire/La Cienega and at Wilshire/Rodeo, traffic lanes on Wilshire may be reduced or Wilshire Boulevard may be closed to traffic altogether. During those periods, traffic will not be able to access Wilshire Boulevard to/from the side streets. Residents will be notified well in advance of the closures and their duration.

Alternative routes will be identified for neighborhood residents. Most of the local businesses along Wilshire Boulevard within Section 1 have parking areas that are accessible from side streets. This access will be maintained. For the businesses along Wilshire Boulevard between Tower Drive and San Vicente Boulevard, Metro will maintain access to/from their parking lot via Wilshire Boulevard.

Additionally, pedestrian access and circulation along Wilshire Boulevard will be maintained throughout construction.

11) My street is closed. How do I get into my neighborhood?

Look for construction signage directing you to open streets. Signs may provide detour information and open routes. Take note of portable changeable message signs which announce detours and closures due to construction activities. You may also find detour information on Metro's website [here](#).

(See [Construction Impacts](#) for Metro's comprehensive list of FAQs for the Purple Line Extension Project.)

Parking

12) How will parking be impacted?

During construction there will be times when on-street parking spaces are temporarily eliminated. Metro will provide alternative parking in nearby parking structures for limited durations at their expense. The alternative parking locations will be posted on signs throughout the areas where on-street parking has been eliminated. They will also be depicted on maps on the City's website.



13) Will local parking be impacted by construction vehicles using available spaces?

Construction-related vehicles are prohibited from parking on-street in the construction areas per the Memorandum of Agreement executed between the City of Beverly Hills and Metro prior to the start of construction. An Independent Compliance Monitor as well as Field Monitors from the City ensure that construction vehicles are not parked within the construction areas, taking away otherwise available parking spaces.

14) What number should I call if my car was towed?

Please contact Public Works Customer Service at 310-285-2467.

Safety

15) Will emergency (e.g. police, fire) access be impacted during construction?

No. The Beverly Hills Police Department and the Beverly Hills Fire Department are actively engaged with City staff and Metro in the development and approval of construction traffic control plans to maintain emergency access through and across the construction areas to minimize impacts to emergency vehicle response time.

16) Is it safe to have a subway tunnel run under my property?

The extension of the Purple Line will operate mostly under Wilshire Boulevard - however, there are segments where the tunnel will pass below homes and businesses in southwest Beverly Hills as well as below Beverly Hills High School in order to reach the Century City station. For the third section of the subway, the tunnel will also travel beneath residential and commercial property between Century City and Westwood. The tunnels are generally 50 - 70 feet deep though in some areas extend to depths of greater than 100 feet. Few if any surface impacts are anticipated from tunnel construction between the stations. Unlike the stations which are excavated from the surface, tunnels are bored completely below ground utilizing the latest tunneling technology. All tunnels are engineered to withstand the weight of soil and structures as well as anticipated seismic events.

17) What precautions will be taken to ensure that tunneling is safe in gassy soil?

Subway tunnels will be built using closed-face, pressurized tunnel boring machines (TBMs). During construction, these TBMs reduce gas exposure for workers and the public, while gassy soil and tar sands are treated and disposed of. Enhanced ventilation systems will be used where



necessary to ensure tunnel and station safety and, if necessary, double gaskets for the tunnel lining or other measures may also be installed.

General Information

18) Was the Purple Line Extension project subject to the environmental clearance or environmental impact report process?

Yes. The project was required to meet requirements set forth by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). In April and May 2012, the Metro Board of Directors approved the project and certified its Final Environmental Impact Statement/Report (FEIS/FEIR). A Record of Decision (ROD) was then issued by the Federal Transit Administration. By issuance of the ROD, the FTA has determined that the requirements of NEPA and CEQA have been satisfied. For more information on this see Metro's website:

<https://www.metro.net/projects/westside/westside-reports/>

19) How are the Wilshire/Rodeo Station and North Santa Monica Boulevard projects coordinated?

The City has developed a project coordination team to facilitate any and all issues related to these two projects. The City has also implemented a project mapping program which provides regular construction updates.

<http://beverlyhills.org/living/constructionprojects/currentprojectmap/>

20) When will the Wilshire/La Cienega and Wilshire/Rodeo stations be ready for public use?

Wilshire/La Cienega Station will begin service Fall of 2023. Wilshire/Rodeo Station will begin service Fall of 2025.

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