

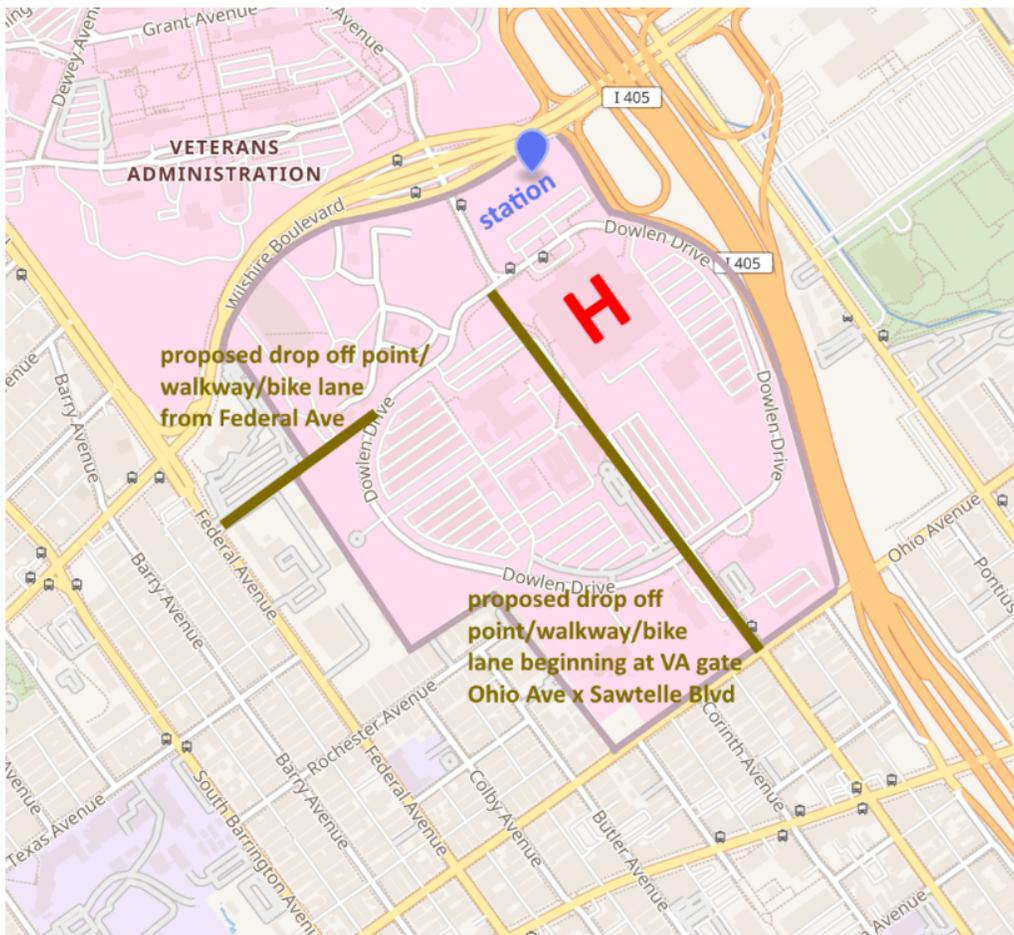
Support the Development of a First Mile/Last Mile Plan for the D Line WLA VA Station Before the Installation of the Ohio Ave. Safety and Mobility Project

WRAC MTC Motion proposed on February 18, 2025
Lauren Cole/Barbara Broide
Passed 8-1-1

The _____ CC/NC, a member of the Westside Regional Alliance of Councils, supports the development of a First Mile /Last Mile Plan for the D Line WLA VA Station before the installation of the Ohio Ave. Safety and Mobility Project.

Background

Metro is currently building the D Line (formerly the Purple Line) subway from Downtown Los Angeles, through Koreatown, Mid-Wilshire, Beverly Hills, and Westwood, ending at the West Los Angeles (WLA) Veterans Administration (VA) Hospital. The station is currently under construction and scheduled to open in late 2027. The station is located immediately south of Wilshire Blvd., west of the 405 Freeway, and within ½ of a mile of Ohio Ave to the south, and Federal Ave. to the west. The station has a limited number of public access roads because it is within the VA campus.



The [D Line's final Environmental Impact Report \(FEIR\)](#) projected 8,010 daily boardings at the VA station. Transit riders will include people working on the VA campus, veterans accessing the VA Hospital and other facilities on the campus, and local area residents from West LA and Brentwood. However, because the station is the terminus of the line, significant demand is also likely from commuters and residents from further west and south of the VA campus, such as Santa Monica, Mar Vista, Del Rey and Venice, much like commuters who drive in from other areas and park at the Red Line station in Universal City. Unlike that station, the VA station will have no public parking. There transit users will be able to use the D Line to travel Wilshire Blvd. and connect to other train lines at the 7th Street/ Metro Center, allowing them to travel all over LA County significantly faster than they can drive.

Based on recent conversations with Metro, a First/Last Mile (FLM) plan that maps out how people will access the VA station has yet to be developed. The FLM plan needs to consider all modes of transportation, including walking, biking and rideshare/private vehicle drop-off/pick-up. It will also need to determine how people will access the VA station from the north, south, and west. (Transit users east of the VA campus and I-405 can board at the Westwood station.)

Metro has stated that an FLM plan needs to be developed by "local agencies." For this station, that includes the representatives from the VA, LA City Council District 11, the City of Los Angeles Department of Transportation (LADOT), and LA County. The VA owns the land on which the WLA VA campus sits, which includes a lot of the land within a 0.5 mile radius around the station. LA County owns Wilshire Blvd. from Federal Ave to Sepulveda Blvd.

In addition, local area residents in West LA and Brentwood and Westside transit users should all be able to give input into the FLM plan too.

Metro issued a [preliminary FLM plan in 2020](#), but said that this was very preliminary work and is not the official FLM plan for the station.

VA Station Access from the South and West

Ohio Ave. runs along the south side of the VA property and there is a gated entrance to the VA campus at the intersection of Ohio Ave. and Sawtelle Blvd. Federal Ave. is the west border of the VA campus. Both locations are within 0.5 miles of the D Line VA Station and have been proposed by community members as access points for walking trails and bike lanes. Rideshare / private vehicle drop-off/pick-up sites for the station have not been determined other than from the Wilshire Blvd entrance on the north side. Due to the limited number of east-west streets that go through the VA or under the 405 freeway the east-west streets from the 405 west to Santa Monica and from Sunset Blvd to the I-10 are routinely gridlocked during afternoon peak hours.

In prior talks with administrators at the WLA VA, it was made clear that only VA staff, patients, visitors and campus vehicles can use the parking lots on the VA campus. In addition, the VA administrators need to approve any plans for using existing walking paths or roadways for pedestrian and bike access. At this time, there is no entrance to the VA campus from Federal Ave., and there are No Stopping at Any Time signs along the segment of Wilshire Blvd. that borders the VA campus.

Coordinating Mobility and Transportation Planning Around the VA Station

LADOT's Ohio Ave Safety and Mobility Project (<https://ladotlivablestreets.org/projects/ohio>) is planning to install a two-way protected cycle track on the north side of Ohio Ave. from Westgate Ave. (approximately 1 mile west of the VA campus) to Westwood Blvd. As part of this project, **LADOT proposes eliminating most left turns at intersections with traffic signals on eastbound Ohio Ave. LADOT advises that between Westgate Ave. and Westwood Blvd., vehicles will no longer be able to turn left at Barrington Ave., Federal Ave. and Sawtelle Blvd. and Veteran Ave.** And with the installation of the two-way cycle track, there will be no curb-side drop-offs available for rideshare or private vehicles on the north side of Ohio Ave.

The Ohio Ave. Safety and Mobility Project was developed based on existing conditions. It could not take into account how people are expected to access the D Line VA station because no FLM plan exists yet.

At this time, we do not know where the designated walking, biking, or preferred vehicular driving routes on the VA campus to the D Line station will be. A drop-off site for rideshare/private vehicles is designated from the north at Wilshire Blvd. but given the gridlock on Wilshire Blvd. near the VA campus during peak hours, this location may not be practical. Additional drop-off locations at the southern entrance to the VA campus at the intersection of Ohio Ave. and Sawtelle Blvd., and along Federal Ave to the west, are needed.

Let's Put First Things First

Without a FLM plan in hand, the City of Los Angeles could spend a lot of money in 2026 building a permanent two-way cycle track and erecting signs prohibiting left turns near the VA property, only to find out that the final FLM plan requires different uses for the streets surrounding the VA. A heavy volume of transit riders accessing the station may require left turns on Federal Ave. and Sawtelle Blvd, or a different bike lane configuration to accommodate transit riders being dropped off.

It doesn't make sense to build the Ohio Ave. Project now before a FLM plan for the VA station even exists. The City shouldn't spend money on a project it will just have to tear up or fix later, and the local community shouldn't have to endure multiple rounds of unnecessary construction on the same street.

To avoid wasting public funds, a FLM plan must be developed first to determine the exact ingress and egress routes required for pedestrians, cyclists, and vehicles around the new D Line VA Station. Only after those requirements are set can LADOT determine if their current plans for Ohio Ave. actually fit the station's needs. Proceeding in the wrong order risks that the Ohio Ave. Project will be poorly integrated with the station and likely need expensive corrections.

*Prepared by Selena Inouye, WRAC MTC Chair
and Lauren Cole, BCC rep to the MTC,
in connection with the 2/23/26 WRAC Board meeting*