



The History of Full Street Closures and LA County Metro

Since the nineties, the City of Los Angeles and government agencies have supported full street closures as a means of shortening the cumulative impacts on residents, businesses and commuters during construction of rail and transportation projects. The first major closure was a 30 day continuous closure of the intersection of Hollywood Bl. and Vine Ave during construction of the Metro Red Line subway. Since then Metro has implemented full street closures of various lengths throughout Los Angeles County.

Before the first full street closure in Hollywood in 1994, Metro presented the concept of implementing a full street closure as a way to minimize the overall impact to residents, businesses, commuters, and the community as a whole. The precursor was a detailed comparison of the standard three-day closure on multiple weekends, (the approach typically allowed by LADOT at the time) versus a continuous full street closure that have a much shorter overall duration and impact than multiple weekend closures.

The decking operation at Hollywood Bl. and Vine Ave was broken into a detailed sequence of events from the initial placement of traffic control measures to the re-opening of all of the surrounding streets and Hollywood Bl. The plan included a detailed step by step schedule of the events planned to occur in real-time using the standard three day weekend closure. Everything from the staging of the equipment to the removal of the asphalt, trucking of materials, unloading of the cap beams, installation of support, welding in place, support of utilities etc.

By timing each event and laying out the work plan using the standard three day weekend closure, the contractor was able to demonstrate that this approach would impact the area for 15 consecutive weekends. The result would be a protracted, negative impact on tourists, businesses, residents and commuters.

Furthermore, the contractor was able to demonstrate that, with everyone working together as a team, the entire street could be removed and decking could be installed within a 30 day continuous full street closure. The conclusion was that, overall, this would be a win-win for everyone.

Since then this approach has been adopted for the installation of decking on Metro projects across the county after extensive discussions with each community.



The matrix below provides information on past Metro rail projects and the Crenshaw/LAX project. Note that by comparison, the Crenshaw/LAX stations at MLK and Vernon are 400-feet long, the Exposition Station is approximately 800-feet long, and the UG #4 tunnel segment is approximately 1200-feet long.

Project	Location	Continuous Closure (total days) **Implemented**	Length of Station (feet)
Metro Gold Line Eastside (2009)	East Portal	8	n/a
	Boyle Station	20	400
	Soto Station	20	400
	West Station (includes Street)	10	n/a
Red Line (1998)	Hollywood & Highland	30	700
	Hollywood & Vine	30	700
Crenshaw/LAX (Current)	Expo Decking *	30	800
	MLK Decking *	20	400
	Vernon Decking*	20	400
	UG 4 Decking	40	1,200

*Completed

