

On December 4, 2023, Metro released the Final Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit (LA ART), an unsolicited proposal initiated by Frank McCourt, the current part-owner of the parking lots surrounding Dodger Stadium. LA ART is a first/last mile proposal to connect Dodger Stadium to Union Station and Chinatown at the Los Angeles State Historic Park using an aerial transit system over a 1.2-mile stretch, primarily in Council District 1. Proponents of the project claim it will be a panacea to mitigate game day and event traffic, however, the EIR exclusively studies an aerial transit system without seriously studying any potential alternatives.

The last time a traffic mitigation study on Dodger Stadium was conducted was in 1990. Since then, the communities surrounding the Stadium have experienced major changes: the construction of the A and E light rails and Regional Connector, reorganization of the Metro bus network under NextGen, increased proliferation of rideshare services, leasing of Dodger Stadium for massive private events, increased local housing and infrastructure density, increased regional sprawl, and other significant changes. Traffic concerns and innovative solutions have not been reevaluated in over 30 years. Meanwhile the crushing impacts of pollution and traffic congestion have unremittingly weighed on the Solano Canyon, Elysian Valley, Echo Park, Chinatown, Angelino Heights, Lincoln Heights and other nearby communities near Dodger Stadium. It is troublesome to prioritize a single, unsolicited project without a comprehensive understanding of all potential traffic mitigation measures available to the City and Metro that best serves the local community while reducing regional dependency on automobiles to arrive at the stadium, especially given the everlasting impact of a fixed aerial transit system amongst shifting dynamics of these neighborhoods.

Before the City uses fiscal and staff resources to advance the Aerial Rapid Transit project, a robust, holistic, and unbiased study must be conducted. All potential traffic mitigation measures, including but not limited to: developing a zero emission targeted regional bus solution to provide options for transferless and direct transportation; enhancing existing regional transportation opportunities; and improving first/last mile solutions inclusive of bus rapid transit and active transit such as enhancing pedestrian and bicycle networks leading to the Stadium. Together these targeted regional and local zero emissions improvements – along with investments from the Dodgers – would modernize and improve pedestrian and vehicular loading at entrances and exits, and circulation within the stadium's radius. This could reduce traffic in the parking lots, enhancing the venue experience and boosting tourism to the area, reducing other negative traffic impacts in the surrounding communities, and potentially revitalizing the economies of local business districts. Targeting a comprehensive solution on game days could bolster transit ridership and increase foot traffic, emulating transit ridership rates similar to the Hollywood Bowl at 25% to 33% with a lower overall cost to Metro, the City, and the Community.

The residents of Council District 1 and the Council deserve to understand the full scope of options available to mitigate the longstanding issues of the traffic caused by Dodger Stadium and events before considering the LA ART project. The project would have profound ramifications on the lives of residents, prospectively removing the use of public open space, native wildlife, residents' privacy, noise and light pollution, and accelerating gentrification, among other concerns. Initiating a thorough traffic assessment around the stadium will shed light on all the potential options available to mitigate traffic impacts. The Metro Board is currently pending certification of the EIR and approval of the project; the City must take all the necessary steps to fully analyze the multifaceted impacts and potential solutions to alleviate traffic around Dodger Stadium.


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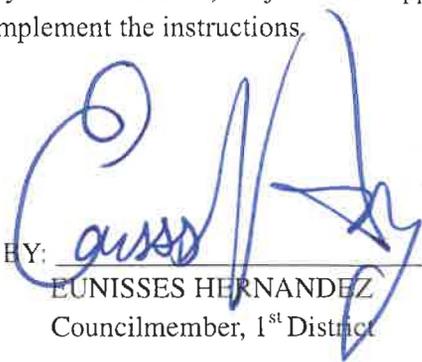
I THEREFORE MOVE that **\$50,000** in the Council District One portion of the Street Revenue Fund No. 43D Dept. 50 AND **\$450,000** in the Council District One portion of the Neighborhood Service Enhancement line item in the General City Purpose Fund 100-56 (TOTAL **\$500,000**) be transferred /appropriated to the Department of Transportation Neighborhood Traffic Management Trust Fund 47H, with a new account number to be determined titled "Dodger Stadium Traffic Assessment" to contract a consultant and conduct a traffic assessment on "community impact zones" around Dodger Stadium, including but not limited to Solano Canyon, Elysian Valley, Chinatown, Angelino Heights, and Echo Park;

I FURTHER MOVE that the City Council suspend any action on approving advancements to the LA ART project contingent upon the results and recommendations of the updated Dodger Stadium Traffic Assessment;

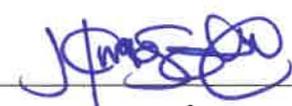
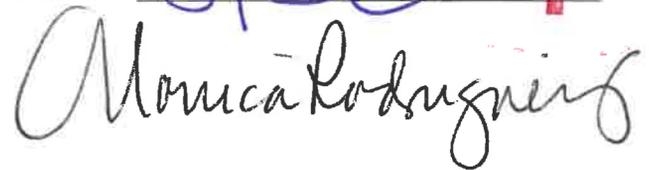
I FURTHER MOVE that the Department of Transportation (LADOT), in conjunction with the Chief Legislative Analyst (CLA) and other relevant Departments, report back on traffic policies for events at other venues and stadiums, such as the Rose Bowl, Hollywood Bowl, SoFi, BMO, Universal Studios and the Coliseum, and provide recommendations for policies that affect surrounding traffic, community queuing, local parking impacts, and options to compel private entities to invest in traffic mitigation measures to reduce the adverse impacts to communities caused by their operations; and

I FURTHER MOVE to authorize the General Manager of LADOT or designee, to prepare Controller instructions and any necessary technical adjustments consistent with Mayor and City Council actions, subject to the approval of the City Administrative Officer (CAO), and instruct the Controller to implement the instructions.

PRESENTED BY: _____


EUNISSES HERNANDEZ
Councilmember, 1st District

SECONDED BY: _____

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