

7.0 POTENTIAL CAPITAL PROJECTS



This chapter covers the following topics:

- Introduction to improvements
- Proposed projects
- Proposed amenities
- Other proposed components of the bicycle and pedestrian network

The projects described in this chapter are potential projects that may be implemented depending upon timing, funding, and project feasibility. The implementation of any given project may be subject to further feasibility analysis at the time of its implementation. The implementation of projects identified in this Plan is subject to the discretion of the City Council. The prioritization of projects in this chapter is based upon several criteria described herein and is the result of the timing of the document. Funding constraints over the next few years may delay the implementation or change the prioritization of the projects identified here. Project prioritization is also at the discretion of the City Council.

The goals and objectives, public outreach, data analysis, and field reconnaissance described in the first three chapters of this document set the stage for the capital improvement proposals contained in this chapter. This chapter includes phased improvements that will lead to a complete and seamless network to maximize the utilization of existing rights-of-way. The public outreach effort highlighted community needs and priorities. The data analysis and field investigations formed the basis for the development of specific recommendations at locations throughout the city.

Sections 7.1 and 7.2 of this chapter provide an introduction to bicycle and pedestrian improvements. Specific projects are prioritized according to community needs, opportunities for enhanced safety, connectivity, ease of implementation, and access. All capital projects are prioritized into the following four categories.

- Short-term projects (Section 7.2),
- High priority intermediate-term projects (Section 7.3),
- Low priority intermediate term projects (Section 7.4),
- Long-term concepts (Section 7.5).

Bicycle and pedestrian projects are listed together in each category, and many projects have both bicycle and pedestrian components. This categorical organization of proposed projects is intended to serve as a phasing plan for Mobility Plan implementation through the year 2020. The long-term project concepts are meant to serve as long-term visions beyond the 2020 horizon of this Plan.

4.1 Improvements Introduction

The improvements proposed in this Plan have been selected and ranked by priority using several criteria. These include the following.

- Community input
- Opportunities to enhance bicyclist and pedestrian safety
- Closing gaps in the bikeway and pedestrian mobility network
- Connections with commercial establishments and other key destinations, such as the Pacific Design Center, West Hollywood Park, Plummer Park, the Beverly Center, and other retail areas
- Cost
- Availability of street width or right-of-way
- Pedestrian and bicycle use (counts)
- Pedestrian and bicycle crash data
- Field observation
- Regional connectivity
- Opportunities for the reallocation of public right-of-way

Sections 7.2 through 7.5 include tables and project description sheets for each project proposed as part of this Plan. These projects are not necessarily segregated as specifically bicycle or pedestrian projects, and many are a combination of different bicycle and pedestrian improvement components for enhanced bicycle and pedestrian mobility in the City.

7.1.1 Bicycle Improvements

This Bicycle and Pedestrian Mobility Plan recognizes that bicyclists are permitted to and will use all City roadways and that enhancing the bicycling environment is a critical part of perpetuating West Hollywood as a more mobile community. Under the California Vehicle Code, bicyclists have all of the rights and responsibilities as motorists. The development of an

expanded bikeway system is meant to facilitate bicycle use for cyclists of all levels of ability and enhance the environment for cycling.



In an attempt to enhance bicycle mobility and safety, the consulting team has used its best judgment on how to employ individual treatments at specific locations. Caltrans design guidelines have been utilized and should be followed in the future for all proposed bicycle improvements. These guidelines can be found in Chapter 4. Recommendations for the blue bike lane treatments are not covered by Caltrans guidelines and may require a Caltrans design exception.

Project costs for bikeway improvements are based on past expenditures for bikeways in Southern California. Costs for individual projects will vary by location and complexity of the project. Class II (Bike Lane) projects are estimated at \$50,000 per mile, and Class III (Bike Route) projects are estimated at \$15,000 per mile.

7.1.2 Pedestrian Improvements

Pedestrians are the lifeblood of the community. Pedestrian facilities are a critical part of the City's infrastructure and necessary to ensure a vibrant community. The enhancement of the pedestrian mobility network is meant to make walking easier, more convenient with enhanced safety for all people, including those with disabilities.

Some of the recommended pedestrian features are new and have not been researched to the extent needed to become approved traffic control devices and treatments. In an attempt to enhance pedestrian mobility and increase pedestrian safety, the consulting team has used its best judgment on how best to employ individual treatments at specific locations. Implementation of some of the features of these proposed pedestrian projects may require design exceptions from Caltrans because they are not official treatments. Please refer to the glossary of pedestrian improvements located in Appendix H.

The recommended improvements can be found in a toolbox that is used by other cities in Southern California to enhance the safety and mobility of bicyclists and pedestrians. Some of the items in this toolbox are defined as the following.

- Improved Pedestrian Crossing Signage - This improvement would install or replace pedestrian crossing signage with high visibility crossing signage. Signage to be installed would include both advance warning and crossing location pedestrian signage as described by the Manual of Uniform Traffic Control Devices (MUTCD). Additional warning signs and perimeter flashing lights may also be considered on a case-by-case basis.
- High Visibility Crosswalk Markings - This improvement would replace existing crosswalks with high visibility markings to alert drivers of a pedestrian crossing.

- **Advanced Stop Bars** - This improvement would be installed at signalized intersections in advance of the crosswalk. The purpose of this improvement is to have motorists come to a stop prior to the crosswalk/crossing area in order to increase the margin of safety for pedestrians.
- **Mid-block Crossings** - This includes the installation of new or an enhancement of existing mid-block crosswalks. Improvements could include a median pedestrian refuge, signage, lighting, striping, curb extensions, and landscaping treatments.
- **Traffic Signal Modifications** - The improvements under this item include changes in the operation of traffic signals to reduce the opportunities for pedestrian-vehicular conflicts. This could include countdown signals, setting signals at high volume locations to automatically display a “walk” phase, adding a time delay between the start of the pedestrian walk signal and the end of a left turn phase, or other signal modifications.
- **Enhanced Street Lighting** - This improvement includes the installation of additional streetlights or supplemental (architecturally enhanced) lighting at locations where there is insufficient lighting or high pedestrian volumes. The lighting improvements would increase motorist visibility of the crosswalk and pedestrians.
- **Bulbouts** - These are traffic-calming techniques that extend the curb and shorten the crossing distance for pedestrians. Bulbouts have been installed at various locations in West Hollywood, most recently along Santa Monica Boulevard.
- **In-Pavement Flashers/Signalized Pedestrian Crossing Devices** - These improvements range from in-pavement flashers similar to those found on Sunset Boulevard to flashing signals or other pedestrian traffic signals.

Project costs for pedestrian improvements contained in this Plan are based on current unit costs employed by the City of West Hollywood and other cities in the region as well as construction bids for similar projects in Southern California. Actual costs may vary with each individual project. Please refer to Appendix F for an itemized list of costs associated with pedestrian improvements described in this chapter.



7.2 Short-Term Projects

Short-term projects are identified in this Plan as those that can be easily and relatively quickly implemented with a low amount of financial investment. In short, these projects can be implemented with little outside funding over the next 1-3 years. The primary criteria for proposing the projects listed in Table 7.1 as short-term include the following.

- Cost of implementation
- Expected completion timeline
- Safety and mobility enhancement
- Community input
- Maximum benefits

Short-term projects summarized in Table 7.1 are described in more detail in the subsequent project sheets. Such items as specific improvements, rationale for the improvements, estimated cost of implementation, and potential impacts are discussed.

Map 7.1 on page 7.6 shows the locations of the proposed projects identified as short-term in Table 7.1.

Table 7.1 Short-Term Projects

Project No.	Project	Limits/Location	Project Type	Estimated Project Cost
1	Advanced Stop Bar Installation	Various Signalized Intersections	Pedestrian Safety Enhancement	\$17,400
2	Parking Lane Striping	Various segments of arterial roadways	Traffic calming, Bicycle mobility and safety enhancement	\$65,000
3	Crosswalk Visibility and Enhancement Phase 1	Various Crosswalk Locations	Pedestrian Safety Enhancement	\$51,200
4	Share the Road Signage Program	Along Sunset Blvd, Fountain Ave, La Brea Ave	Bicycle safety enhancement	\$37,440
5	Santa Monica Blvd Bikeway Extension	Santa Monica Blvd Kings Rd to La Brea Ave	Class III Bicycle route, signage, stencils	\$26,250
6	Installation of In-Pavement Flashers	La Brea Ave/Lexington Ave, Crescent Heights/Norton, La Cienega/Rosewood Ave	Pedestrian Mobility and Safety Enhancement	\$120,900
SHORT TERM PROJECTS TOTAL				\$318,190

Map 7.1 Short-term projects

Project 1: Advanced Stop Bar Installation

- **Project Limits - At signalized crosswalks in the City**
- **Existing Issue - Motorists often stop ahead of the stop bar and sometimes inhibit pedestrian movement in crosswalks when stop bars are not separated.**

This project would install and/or relocate stop bars in advance of signalized and unsignalized crosswalks in the City. Implementation of this project would provide a wider buffer between stopped motorists and pedestrians in crosswalks. The width of this buffer depends on the specific location, but the recommended distance in West Hollywood is 5 feet at signalized locations and 10 feet at unsignalized crosswalks.

There are two options for implementation of advanced stop bars. One would be to grind down existing stop bars and replace them with those that are proposed here. Another option is to adopt a policy by the City to have all new stop bars replaced at the new buffer distance every time a new stop bar were to be replaced as a routine maintenance item. Advanced stop bars are recommended at all crosswalks within West Hollywood. A list of them is shown below, and they may also be found on Map 7.1 on page 7.6.

Signalized crosswalks located along Santa Monica Boulevard have not been included in this project because advanced stop bars have been installed at all signalized intersections. A 10-foot advanced stop bar is recommended at unsignalized crosswalks along Santa Monica Boulevard. Fountain Avenue will be undergoing a resurfacing project in the coming year, and advanced stop bars will be installed at all crosswalks as part of that project.

- **Sunset Blvd**
 - Doheny Rd/Cory Ave
 - Cory Ave
 - Doheny Dr
 - Hammond St
 - San Vicente Blvd/Clark St
 - Larrabee St
 - Holloway Dr/Horn Ave
 - Wetherly Dr
 - Sherbourne Dr
 - west of Sunset Plaza Dr
 - Sunset Plaza Dr
 - Alta Loma Rd
 - La Cienega Blvd/Miller Dr
 - Kings Rd
 - Sweetzer Ave
 - Roxbury Rd
- **Holloway Dr**
 - Alta Loma Rd
 - La Cienega Blvd
 - Palm Ave
 - Hancock Ave
- **Santa Monica Blvd**
 - Ramage St
 - Palm Ave
 - Hancock Ave
 - Westmount Dr
 - West Knoll Dr
 - Hayworth Ave
 - Orange Grove Ave
 - Greenacre Ave
 - Poinsettia Pl

- Fountain Ave
 - Hayworth Ave
- Melrose Ave
 - Robertson Blvd
 - San Vicente Blvd
 - Westbourne Dr
 - Westmount Dr
 - Huntley Dr
 - La Cienega Blvd
- Beverly Blvd
 - Doheny Dr
 - Wetherly Dr
 - Robertson Blvd
 - George Burns Rd
 - San Vicente Blvd
 - Almont Dr
 - La Peer Dr
 - Swall Dr
- San Vicente Blvd
 - Harratt St
 - Cynthia St
 - Pacific Design Center
 - West Hollywood Park/
Pacific Design Center
- Fairfax Ave
 - Norton Ave
 - Willoughby Ave
 - Romaine St
- La Brea Ave
 - Romaine St
- Robertson Blvd
 - Rosewood Ave
 - Dorrington Ave
 - Rangely Ave
- La Cienega Blvd
 - Rosewood Ave
- Crescent Heights Blvd
 - North of Fountain Ave
 - Norton Ave

Item	Number	Estimated Cost
Advanced Stop Bar Installation	58	\$17,400

Potential Impacts

It is anticipated that the installation of advanced stop bars at each signalized intersection will have no impact on traffic operations or on-street parking accommodation.

This project is not likely to require CEQA evaluation.

Project 2: Parking Lane Striping and Motor Vehicle Channelization

- **Project Limits** - Along arterial street segments with 24-hour on-street parking
- **Existing Issue** - Parking stall striping would help to channelize traffic, reduce speeding, and enhance bicycle travel

This project would stripe the outside of the on-street parking zone on arterial street segments where on-street parking is allowed all day without peak-hour restrictions. The stripe is a low-cost item that can help channelize and calm traffic. It will also provide a demarcation for where bicyclists should ride, which is outside the on-street parking zone. The stripe shall be placed 7 or 8 feet from the curb where on-street parking is permitted. A parking stripe was installed along Santa Monica Boulevard as part of the reconstruction project that was completed last year. The segments of arterial roadway that would have the stripe added include the following:

- Sunset Blvd - Doheny Rd/Cory Ave to Los Angeles city limit
- Fountain Ave - along street segments where on-street parking is allowed with no peak-hour restriction
- Holloway Dr - Sunset Blvd to Santa Monica Blvd
- Beverly Blvd - Doheny Dr to San Vicente Blvd
- Robertson Blvd - Santa Monica Blvd to Beverly Blvd
- San Vicente Blvd - Sunset Blvd to Santa Monica Blvd
- Crescent Heights Blvd - north city limit to Santa Monica Blvd
- Fairfax Ave - north city limit to Willoughby Ave

Item	Estimated Mileage	Estimated Cost
Parking Lane Striping	6.5	\$65,000

Potential Impacts

The installation of parking lane striping is anticipated to have no impact on the availability of on-street parking or on the operation of traffic on streets where they are proposed.

This project is not likely to require CEQA evaluation.

Project 3: Crosswalk Visibility Enhancement Phase 1

- **Project Limits - At unsignalized crosswalks in the City**
- **Existing Issue - Lack of adequate visibility for pedestrians and motorists at unsignalized crosswalks**

This project would implement relatively inexpensive improvements to enhance the visibility of unsignalized crosswalks for both pedestrians and motorists. Perceived safety can become a barrier to mobility at these locations where motorists may not be able to see clearly when a pedestrian is in the crosswalk or when pedestrians are unable to see on-coming traffic clearly. Records of traffic citations issued in these areas shows this pattern. There have been many occasions when a motorist was stopped for a crossing pedestrian and the motorist in an adjacent lane did not properly yield at the crosswalk. Other situations have occurred where rear-end collisions were the result of an unexpected slowing of traffic in the vicinity of unsignalized crosswalks. The components of this project will attempt to enhance the safety of both pedestrians and motorists near unsignalized crosswalks.

The specific improvements in this project include the following.

- Ensure that proper signage has been erected and is clearly visible at the locations of existing unsignalized crosswalks.
- Ensure that there is an adequate provision of high visibility crosswalk markings, often consisting of reflective paint or thermoplastic, to make crosswalks more visible on the pavement, especially at night.
- Trim trees and other foliage that may block visibility of crosswalks and signage.
- Ensure that adequate advanced warning signage for motorists is displayed in advance of an unsignalized crosswalk. The proper signage to be used includes the following. Perimeter flashing lights may be added to the sign at additional cost as an option for greater visibility.



Figure 7.1 Pedestrian Crossing Signage

- The locations of the 31 unsignalized crosswalks in this project include the following. These locations are shown on Map 7.1 on page 7.6.
 - Sunset Blvd/Cory Ave
 - Sunset Blvd/Wetherly Dr

- Sunset Blvd/Sherbourne Dr
- Sunset Blvd/west of Sunset Plaza Dr
- Fountain Ave/Hayworth Ave
- Holloway Dr/Palm Ave
- Holloway Dr/Hancock Ave
- Santa Monica Blvd/Ramage St
- Santa Monica Blvd/Palm Ave
- Santa Monica Blvd/Hancock Ave
- Santa Monica Blvd/Westmount Dr
- Santa Monica Blvd/West Knoll Dr
- Santa Monica Blvd/Hayworth Ave
- Santa Monica Blvd/Orange Grove Ave
- Santa Monica Blvd/Greenacre Ave
- Santa Monica Blvd/Poinsettia Pl
- Melrose Ave/Westbourne Dr
- Melrose Ave/Westmount Dr
- Beverly Blvd/Almont Dr
- Beverly Blvd/La Peer Dr
- Beverly Blvd/Swall Dr
- Robertson Blvd/Rosewood Ave
- Robertson Blvd/Dorrington Ave
- Robertson Blvd/Rangely Ave
- San Vicente Blvd/Harratt St
- San Vicente Blvd/West Hollywood Park/Pacific Design Center
- La Cienega Blvd/Rosewood Ave
- Crescent Heights Blvd/north of Fountain Ave
- Crescent Heights Blvd/Norton Ave
- Fairfax Ave/Romaine St
- La Brea Ave/Romaine St
- Doheny Dr/Cynthia St

Item	Estimated Cost
High visibility crosswalk markings	\$32,000
Pedestrian Signage	\$19,200
TOTAL ESTIMATED COST	\$51,200

Potential Impacts

It is anticipated that the installation of high visibility crosswalk markings, the trimming of foliage, and the installation and cleaning up of appropriate pedestrian crossing signage will not have a negative impact on the availability of on-street parking or on the level of traffic congestion. It is expected that this project will have a positive impact on pedestrian accessibility and safety as well as on motorist safety.

This project is not likely to require CEQA evaluation.

Project 4: Share-the-Road Signage Program

- **Project Limits** - Sunset Boulevard, Fountain Avenue, and La Brea Avenue
- **Existing Problem** - Lack of recognition on the part of motorists to the presence of bicyclists on non-bikeway arterial roadways
- **Length** - Approximately 3.9 miles

A Share-the-Road signage program is recommended for implementation on streets where there is not enough space for bicycle lanes and where there are also high volumes of traffic. Sunset Boulevard, La Brea Avenue, and Fountain Avenue are three streets that have been selected. This program would consist of installing MUTCD-approved “share the road” signs along the entire lengths of these streets within the City. These signs would alert motorists to the presence of bicyclists and to advise them to share the road with them due to the limited roadway space available. Typical signage to be used for this project is shown in Figure 7.2. Signage should be installed every ¼ mile in each direction of travel along these corridors.

Item	Length (mi)	Estimated Cost
Share-the-Road Signage	3.9	\$37,440

Potential Impacts

It is anticipated that the implementation of share-the-road signage will have no impact on the availability of on-street parking or the level of traffic congestion.

This project is not likely to require CEQA evaluation.



Figure 7.2 Share-the-Road Signage

Project 5: Santa Monica Boulevard Class III Bikeway Project

- **Project Limits - Kings Road to La Brea Avenue**
- **Existing Problem - Lack of a continuous bikeway along Santa Monica Boulevard to the eastern city limit**
- **Classification - Class III**
- **Length - Approximately 1.75 miles**

The bike lanes that were implemented along Santa Monica Boulevard as part of its reconstruction project completed last year currently end at Kings Road near City Hall. There have been many local residents who have expressed a desire to have eastward continuity of the current bikeway facility. Although there is no extra width on Santa Monica Boulevard east of Kings Road with which to create Class II bike lanes, it is proposed that an enhanced Class III bike route be implemented as a way of better accommodating bicycle travel in this corridor. A Class III facility would also be implemented as part of this project along Santa Monica Boulevard between Almont Drive and Doheny Drive in the western portion of the City. This project would serve the many stores and restaurants on Santa Monica Boulevard and provide a link with points in Hollywood to the east and west of the current bike lane facility.

- Paint stencils in the number two lanes on Santa Monica Boulevard. The stencil to be used is found in Figure 4.6 on page 4.5. Proper signage can also be identified in Table 4.1 on page 4.7 as well as in Figure 4.5 on page 4.5.
 - The use of the stencil is currently under study, and frequency of application is recommended every 1/8 to 1/4 mile for this project.
- Provide bikeway and destination signage as described in Section 4.3 on page 4.4.

Item	Length (mi)	Estimated Cost
Signs, Striping, Stencils	1.75	\$26,250

Potential Impacts

It is anticipated that the implementation of a Class III bike route along Santa Monica Boulevard will have no impact on the availability of on-street parking. Implementation of a Class III bicycle route should not have a significant impact on vehicular traffic. With enhanced visibility, motorists would be more aware of bicyclists and safety may be increased. This corridor would become more multi-modal and would serve to integrate all modes of travel within the corridor in a respectful and coherent way.

This project is not likely to require CEQA evaluation.

Project 6: Installation of In-Pavement Flashers

- **Project Locations - La Brea Avenue/Lexington Avenue, La Cienega Boulevard/Rosewood Avenue, Crescent Heights Boulevard/Norton Avenue**
- **Existing Problem - Lack of a safe method of crossing at these locations**
- **Classification - Pedestrian Enhancement**

The three intersections are currently unsignalized intersections with marked crosswalks. Although pedestrians have the right to cross at this location, the nearest signals to provide protected crossings are located ¼ to ½ mile away, each of which is an inconvenient walk. It is challenging for pedestrians to cross because of the width of La Brea, La Cienega, and Crescent Heights. Several members of the community as well as members of the City Council had requested that these intersections be examined for pedestrian mobility improvement. This proposed project would make this crossing more convenient and improve safety. It would include the following improvements.

- Install in-pavement flashers at the edge of the existing crosswalk
- Provide enhanced warning signage for a pedestrian crossing across San Vicente Boulevard
- Install a new zebra-stripe crosswalk

Item	Estimated Cost
Signage and Striping	\$600
Advanced Stop Bar	\$300
Install In-Pavement Flashers	\$120,000
TOTAL ESTIMATED COST	\$120,900

Potential Impacts

. Installation of in-pavement flashers on La Brea Avenue, La Cienega Boulevard, and Crescent Heights Boulevard may increase vehicle delay. It is estimated that vehicular delay may be increased by 5 to 10 seconds during peak periods. The amount of delay will depend on the pedestrian volume at this location. Low pedestrian volumes will result in delays of about 5 seconds while higher pedestrian volumes will result in delays approaching 10 seconds. It should be noted the signal would only produce delay when it is activated by a bicyclist or pedestrian.

This project may require CEQA evaluation at the time of design and implementation.

7.3 High-Priority Intermediate-Term Projects

These high priority projects have been designated as intermediate-term because they would require additional outside funding for implementation. As part of this phasing plan, it is proposed that grant applications for the funding of these projects be undertaken during the implementation of the short-term projects identified in Section 7.2. As part of the overall phasing of this Mobility Plan, it is anticipated that these high priority projects would have an implementation time frame of approximately 3-8 years. The projects are listed in Table 7.2 and described in more detail in the following project sheets. Map 7.2 on page 7.19 shows the locations of these projects in the City.

Table 7.2 High-Priority Intermediate-Term Projects

Project No.	Project	Limits/Location	Project Type	Estimated Project Cost
7	Citywide Bicycle Parking Program	Citywide	Bicycle Mobility Enhancement	\$75,000
8	Crosswalk Visibility and Enhancement Phase 2	Unsignalized Crosswalks	Pedestrian Safety and Mobility Enhancement	\$50,000
9	Median Refuge Island Installation	Beverly Blvd/Swall Dr, Beverly Blvd/La Peer Dr, Crescent Heights Blvd/north of Fountain Ave	Pedestrian Safety and Mobility Enhancement	\$135,000
10	Cynthia-Palm-Holloway Class III Bikeway	Doheny Dr/Cynthia St to Santa Monica Blvd/Holloway Dr	Class III Bicycle route, signage, stencils	\$16,500
11	Sweetzer-Rosewood-Ashcroft Class III Bikeway	Sunset Blvd/Sweetzer Ave to Doheny Dr/Ashcroft Ave	Class III Bicycle route, signage, stencils, pedestrian-activated traffic signal	\$260,200
12	San Vicente Blvd Bikeway, Pedestrian Enhancement, and Traffic Calming Phase 1	Beverly Blvd to Santa Monica Blvd, at Harrat St	Class II Bikeway, signage, stencils, pedestrian safety enhancement	\$92,500
13	Sunset Blvd Pedestrian Enhancements Phase 1	Various Locations along Sunset Blvd	Pedestrian Safety and Mobility Enhancement	\$392,600
14	Westmount-Huntley-Beverly Center Neighborhood Bikeway	Holloway Dr/Westmount Dr to Beverly Blvd/Beverly Pl	Class III Bicycle route, signage, stencils, Traffic Calming	\$15,150
HIGH PRIORITY INTERMEDIATE TERM PROJECTS TOTAL				\$1,036,950

Map 7.2 High priority intermediate-term projects

Project 7: Citywide Bicycle Parking Program

- **Project Limits - Citywide**
- **Existing Issue - Lack of adequate bicycle parking accommodations in many parts of the City**

A comprehensive bicycle parking program is one of the most important strategies that jurisdictions can employ to enhance the bicycling environment. The program can improve the bicycling environment and increase the visibility of bicycling in a relatively short time by providing more bike racks and lockers for bicyclists. Within one or two years, bike parking facilities can be located throughout the City.

The City should apply for funds to retrofit existing establishments with bike parking and expand existing parking accommodations. A public bike parking program typically purchases large numbers of racks and bike lockers and places them in public locations such as:

- On sidewalks in front of retail establishments along commercial streets
 - Sunset Blvd
 - Holloway Dr
 - Fountain Ave
 - Santa Monica Blvd
 - Melrose Ave
 - Beverly Blvd
 - Doheny Dr
 - Robertson Blvd
 - San Vicente Blvd
 - La Cienega Blvd
 - Crescent Heights Blvd
 - Fairfax Ave
 - La Brea Ave
- At schools
- At Plummer and West Hollywood Parks
- In front of libraries, city offices, and other civic locations
- At the Pacific Design Center

Public bicycle parking programs can also be coordinated with property owners of commercial buildings to supply parking for employees and visitors.

Bicycle lockers should be provided where long-term secure parking is needed, such as at employment sites, schools, and parks. Bicycle racks should be installed where bicyclists require short-term parking, such as at markets, retail establishments, parks, and transit stops. Bicycle lockers should have instructions posted on them in order to advise bicyclists on how to obtain one for their regular use. Such information as a contact department/name and number, hours of availability, cost (if any), and instructions on how to use bicycle lockers should be included at each locker location. This information will make secure bicycle parking more readily available and convenient to bicyclists and will provide them useful information that will encourage more people to use them.

The City should consider and seek funding for attended parking and enhanced parking services during significant community events that attract large amount so traffic to the City. A bicycle valet type of service could attract people to bicycling and thereby reduce the amount of congestion created by the event. Some of these events may include the Christopher Street West festival, the Halloween Carnaval festivities, and the AIDS Walk.

The cost of the program varies according to the number of parking devices desired. The City should apply for a grant of \$75,000, which would provide a supply of lockers for approximately 50 bicycles and racks for approximately 350 bicycles.

In addition, bicycle parking requirements specified in the Municipal Code Section 19.28.150 and any other applicable regulations are imposed upon all new development projects. Chapter 4 recommends modifications to this code.

Map 7.2 on page 7.20 shows some of the locations of proposed bicycle parking accommodation as well as those that exist currently.

Design guidelines for bicycle parking facilities are discussed in Chapter 4 in Section 4.6 on page 4.7.

Item	Estimated Cost
Lockers for 50 bicycles	\$40,000
Racks for 350 bicycles	\$35,000
TOTAL ESTIMATED COST	\$75,000

Potential Impacts

The installation of bicycle parking facilities in the City of West Hollywood will have no impact on the availability of on-street vehicle parking or on the level of traffic congestion in the City.

This project is not likely to require CEQA evaluation.

Project 8: Crosswalk Visibility Enhancement Phase 2

- **Project Limits - At unsignalized crosswalks in the City**
- **Existing Issue - Lack of adequate visibility for pedestrians and motorists at unsignalized crosswalks**

This project would build upon Project 3 and implement additional items associated with enhancing pedestrian visibility at crosswalks in West Hollywood that are not controlled by a traffic signal. The improvements identified in this project are meant to further enhance safety and mobility at locations where there is a high level of pedestrian activity during nighttime hours, especially along Sunset and Santa Monica Boulevards. The components of this project include the following.

- Enhanced street lighting around selected existing unsignalized crosswalk locations, including exploration of crosswalk overhead lights to shine directly on crosswalks (see Figure 7.3) at night in combination with or instead of the installation of in-pavement flashers. These locations are listed below and are shown on Map 7.2 on page 7.20.
 - Sunset Blvd/Cory Ave
 - Sunset Blvd/Wetherly Dr
 - Sunset Blvd/Sherbourne Dr
 - Sunset Blvd/west of Sunset Plaza Dr
 - Santa Monica Blvd/Ramage St
 - Santa Monica Blvd/Palm Ave
 - Santa Monica Blvd/Hancock Ave
 - Santa Monica Blvd/Westmount Dr
 - Santa Monica Blvd/West Knoll Dr
 - San Vicente Blvd/West Hollywood Park/Pacific Design Center
- Install a new zebra-stripe crosswalk that will include the above improvements at the following location.
 - Doheny Dr/Cynthia St

Item	Locations	Estimated Cost
Install new crosswalk	1	\$1,300
Enhanced street lighting	11	\$55,000
TOTAL ESTIMATED COST		\$56,300

Potential Impacts

The installation of enhanced lighting for nighttime visibility will not have an impact on the availability of on-street parking or the level of traffic congestion. It is expected that this project will have a positive impact on pedestrian accessibility and safety as well as on motorist safety.

This project is not likely to require CEQA evaluation.



Figure 7.3
Example of an Overhead Crosswalk Lighting System

Project 9: Installation and Upgrade of Median Refuge Islands

- **Project Limits - Four Locations in the City**
- **Existing Issue - Lack of adequate visibility, safety, and mobility for pedestrians and motorists at these specific locations**

The purpose of the improvements in this project is to enhance the visibility, safety, and mobility of pedestrians while crossing two wide arterial streets in the City, Crescent Heights Beverly boulevards. Pedestrian median refuge islands serve an important function in providing refuge for pedestrians as they cross a wide street where it is necessary to cross one travelway at a time. These refuge islands should be easy to see and should provide a more aesthetically pleasing environment for pedestrians in the often-uncomfortable median of a busy arterial.

This project would upgrade the existing median refuge islands at the intersection of Beverly Boulevard/Swall Drive and at the mid-block crosswalk on Crescent Heights Boulevard north of Fountain Avenue. The project would also install two new pedestrian median refuge islands at Clark Drive and Le Peer Drive on Beverly Boulevard. The refuge islands on Beverly would be accompanied by curb extensions on either side of the arterial. The crosswalk at La Peer Drive would also be relocated from the east side to the west side of the intersection. This relocation is required in order to maintain left turn access to La Peer Drive.

Install and/or upgrade a pedestrian median refuge island and curb extensions at the following locations:

- Beverly Blvd/La Peer Drive
- Beverly Blvd/Swall Drive
- Crescent Heights Blvd/north of Fountain Ave (refuge island only, no curb extensions)

Item	Number	Estimated Cost
Median Refuge Island	4	\$60,000
Bulbouts	6	\$75,000
TOTAL ESTIMATED COST		\$135,000

Potential Impacts

The installation of bulbouts associated with the median refuge islands would result in the relocation of one parking space from the southwest corner of Beverly Blvd/La Peer Ave to the southeastern corner. This parking space relocation is associated with the relocation of the crosswalk to the west side of this intersection. The net parking loss is zero at this location. There are no parking impacts at Swall Drive or at the mid-block crosswalk on Crescent Heights Boulevard.

Installation of median islands and bulbouts will result in an enhanced channelization of vehicle traffic at the bulbout locations. Depending on the final design of the bulbouts, there may be a slight reduction in the capacity of the intersections.

This project is not likely to require CEQA evaluation.

Project 10: Cynthia-Palm-Holloway Neighborhood Bikeway/Safe Routes to School Project

- **Project Limits - Doheny Drive/Cynthia Street to Santa Monica Boulevard/Holloway Drive**
- **Existing Problem - Lack of a low-volume route that is geared toward those who do not ride bicycles on arterial roadways.**
- **Classification - Class III**
- **Length - 1.1 miles**

This proposed project would provide a route for residents in the northwest part of the community to bicycle on relatively quiet streets to access commercial areas on Sunset and Santa Monica Boulevards, as well as West Hollywood Elementary School and Pacific Hills High School. This neighborhood bikeway would include the following elements.

- Provide Class III bikeway signage and stencils along the following street segments.
 - Cynthia Street between Doheny Drive and Palm Avenue
 - Palm Avenue between Cynthia Street and Holloway Drive
 - Holloway Drive between Palm Avenue and Santa Monica Boulevard.
- Provide stencils and bikeway and destination signage and pavement markings as described in Section 4.3 on page 4.4.

Item	Length (mi)	Estimated Cost
Signs, Striping, Stencils	1.1	\$16,500

Potential Impacts

The implementation of a Class III bike route along these streets would not have an impact on the availability of on-street parking. Significant impacts to vehicular traffic are not anticipated.

This project is not likely to require CEQA evaluation.

Project 11: Ashcroft-Rosewood-Sweetzer Neighborhood Bikeway/Safe Routes to School Project

- **Project Limits - Doheny Drive/Ashcroft Avenue to Sunset Boulevard/Sweetzer Avenue**
- **Existing Problem - Lack of a low-volume route that is geared toward those who do not ride bicycles on arterial roadways.**
- **Classification - Class III**
- **Length - Approximately 2.2 miles**

This proposed project would enhance bicycle travel on streets with low traffic volumes from residential neighborhoods between the southwestern and central portions of West Hollywood to City Hall, commercial areas along Santa Monica and Sunset Boulevards, as well as to Rosewood Elementary School and Maimonides School. This neighborhood bikeway would include the following elements.

- Provide Class III bikeway signage and stencils along the following street segments
 - Sweetzer Avenue - Sunset Boulevard to Rosewood Avenue
 - Rosewood Avenue - Sweetzer Avenue to San Vicente Boulevard
 - Ashcroft Avenue - San Vicente Boulevard to Doheny Drive
- Seek cooperation from the City of Los Angeles on portions of this project that are not completely within the City of West Hollywood.
- Install a bicyclist- and pedestrian-activated traffic signal at the intersection of San Vicente Boulevard and Rosewood Avenue.
- Provide bikeway and destination signage and pavement markings as described in Section 4.3 on page 4.4.

Item	Length (mi.)/ number	Cost
Signs, Striping and Stencils	2.2	\$33,000
Bicycle-/Pedestrian- Actuated Signal	1	\$150,000
TOTAL ESTIMATED COST		\$183,000

Potential Impacts

The implementation of a Class III bike route along these streets would not have an impact on the availability of on-street parking. Significant impacts to vehicular traffic are not anticipated.

This project is not likely to require CEQA evaluation.

Project 12: San Vicente Boulevard Class II Bikeway and Pedestrian Enhancement Project Phase 1

- **Project Limits - Sunset Boulevard to Beverly Boulevard**
- **Existing Problem: Lack of an enhanced bike lane facility to serve West Hollywood Park, the Pacific Design Center, the Beverly Center, and regional bicycle travel for the western neighborhoods of West Hollywood**
- **Classification - Class II Bikeway**
- **Length - 0.65 miles**

This project would attempt to enhance pedestrian access and upgrade the existing Class III bikeway to provide a Class II bike lane facility between Santa Monica and Beverly Boulevards. The bike lanes would connect several activity areas in West Hollywood, including Santa Monica Boulevard, West Hollywood Park, the Pacific Design Center, and the Beverly Center. It would also link with a planned bikeway along San Vicente Boulevard in the City of Los Angeles. San Vicente is a relatively low-volume arterial (compared to other in the City) that is a major north-south route for bicycle travel in West Hollywood. This proposed bikeway project would intersect the existing Santa Monica Boulevard Class II bike lanes and the existing Class III routes along Melrose Avenue and Beverly Boulevard. It would also intersect other proposed bikeway projects along Ashcroft and Rosewood Avenues.

- Add bulbouts and curb ramps at Harratt Street (southwest and southeast corner bulbouts)

[From Santa Monica Boulevard to Melrose Avenue](#)

This portion of San Vicente Boulevard is presently under redesign as part of the West Hollywood Park Master Plan. The Park Plan will incorporate bike lanes as part of the redesign. It will include bikeway and destination signage and pavement markings.

[From Melrose Avenue to Beverly Boulevard](#)

This stretch of San Vicente Boulevard will include the following as part of a Class II bikeway facility:

- Stripe bike lanes
- Add bikeway and destination signage and pavement markings as described in Section 4.2 on page 4.2.
- Figure 7.5 illustrates this portion of San Vicente Boulevard

Item	Length (mi)/ Number	Total Cost
Signs, Striping, Stencils, Class II Bikeway	0.65	\$32,500
Curb Ramp Installation	2	\$30,000
Bulbouts	2	\$30,000
TOTAL ESTIMATED COST		\$92,500

Potential Impacts

The implementation of bike lanes along San Vicente Boulevard will have no impact on the availability of on-street parking. The bike lane facility is also not expected to have an impact on traffic.

This project is not likely to require CEQA evaluation.

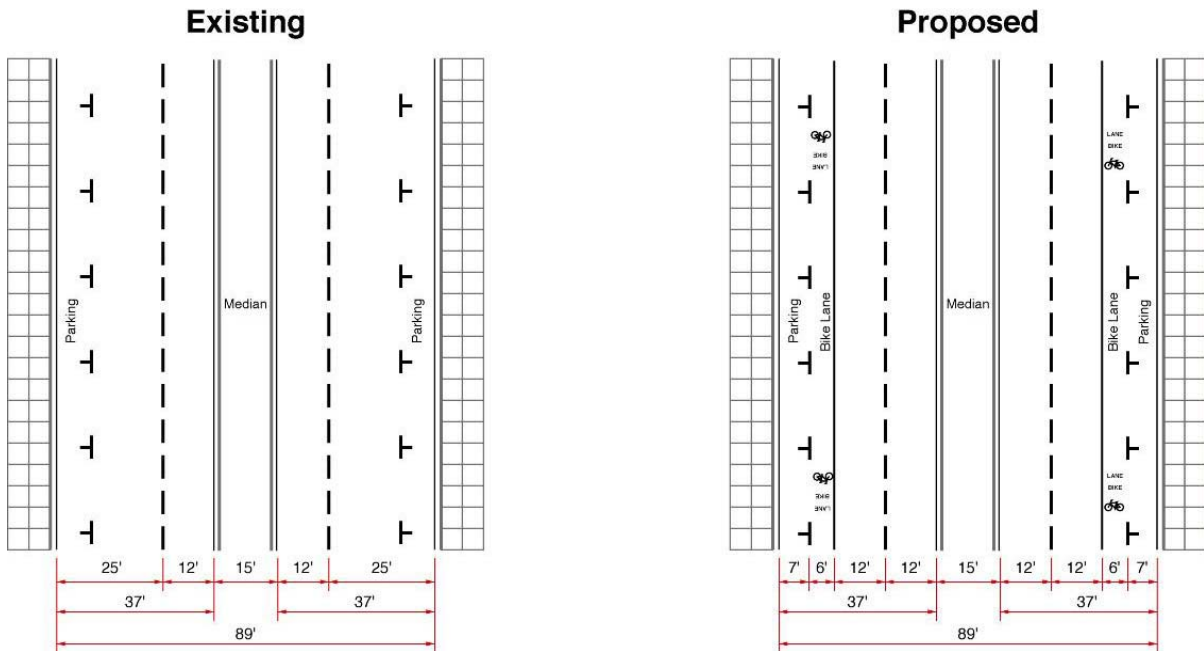


Figure 7.4
San Vicente Blvd Cross Section: Melrose Ave to Beverly Blvd

Project 13: Sunset Boulevard Pedestrian Mobility Improvement Project Phase 1

- **Project Limits - Sunset Blvd within the City of West Hollywood**
- **Existing Problem - High pedestrian activity areas with safety issues at crossings.**
This corridor has the highest number of pedestrian crashes of any street in the City.

Sunset Boulevard is one of the two busiest corridors for pedestrians in West Hollywood. Santa Monica Boulevard had its pedestrian realm aesthetically and functionally enhanced as part of its reconstruction project completed in 2001. A resurfacing project is slated to be commenced along Sunset Boulevard over the next couple of years, and many of the improvements outlined in Project 13 may be able to be incorporated into this capital improvement project. There are some significant improvements that can be made to enhance the safety and mobility of the pedestrian environment.

Sunset Boulevard had the highest number of pedestrian crashes of any street in the City, and it has some of the highest pedestrian volumes, especially during nighttime hours when thousands of people flock to the corridor to enjoy its many entertainment venues. This proposed project would enhance the pedestrian environment by adding bulbouts at 11 intersections and improving crosswalk visibility and enhancing safety. Bulbouts enhance the pedestrian realm by providing more sidewalk space in which to maneuver, and they also shorten the distance pedestrians are required to cover when crossing a wide and busy arterial street like Sunset Boulevard.

In addition to adding bulbouts at specific locations, it is proposed that bus bulbs be implemented as well at selected bus stop locations. Bus bulbs are similar to bulbouts in that they are extensions of the curb, but they are located at bus stops where they provide more space for passengers waiting for buses. They increase the width of the sidewalk to accommodate increased pedestrian sidewalk capacity and comfort. This feature also improves the operation and efficiency of transit service along the street. Bus bulbs will be an enhancement of the multi-modal linkage between the pedestrian and transit modes of travel along Sunset Boulevard.

Many of the improvements outlined in this project may also be implemented as the street is resurfaced at some future date.

Project improvements are listed below.

- Add curb ramps at the following intersection corner:
 - Doheny Road - northeast
- Add bulbouts at the following intersection corners:
 - Sweetzer Avenue - northwest
 - Kings Road - northwest
 - La Cienega Boulevard - northeast
 - Sunset Plaza Drive - northwest, southwest
 - Sherbourne Drive - northwest, southwest
 - Holloway Drive/Horn Avenue - northwest, southwest
 - San Vicente Boulevard - northwest
 - Hammond Street - northwest, southeast

- Wetherly Drive - northeast
- Doheny Drive - northwest
- Cory Ave - northeast, southeast
- Add bus bulbs at the following intersection corner bus stops:
 - Sweetzer Avenue - southwest, northwest
 - Kings Road - southwest
 - La Cienega Boulevard - northwest
 - San Vicente Boulevard - northeast
 - Hammond Street - northeast, southwest
 - Doheny Drive - northeast
- Miscellaneous improvements at the following intersection:
 - Sunset Plaza Drive
 - ❖ Extend curb to narrow southbound right-turn pocket (bulbout)
 - ❖ Move west leg crosswalk 6 feet to the east, widen crosswalk
 - ❖ Move east leg crosswalk 4 feet to the west, widen crosswalk

Item	Length (mi)/ Number	Total Cost
Curb Ramp	1	\$15,000
Bulbouts	16	\$255,000
Bus Bulbs	8	\$120,000
Crosswalk relocation	2	\$2,600
TOTAL ESTIMATED COST		\$392,600

Potential Impacts

The bulbout and bus bulb improvements have been planned with on-street parking issues at the forefront. This Plan recognizes the importance of on-street parking in the City, especially on Sunset Boulevard. No on-street parking spaces have been proposed to be removed as part of the installation of either improvement.

The use of bulbouts on a busy roadway, such as Sunset Boulevard, may reduce vehicular travel speeds and therefore may reduce capacity. The implementation of bulbouts and bus bulbs on Sunset Boulevard may increase vehicular delay during peak periods. Although they may increase delay by a small degree, it is important to note that bus bulbs have been successfully implemented along Santa Monica Boulevard east of Holloway Drive as part of the Boulevard’s renovation completed in 2001.

This project may require CEQA evaluation at the time of design and implementation.

Project 14: Westmount-Huntley-Beverly Center Neighborhood Bikeway/Safe Routes to School Project

- **Project Limits - Westmount Drive/Holloway Drive to Beverly Boulevard/Beverly Place**
- **Existing Problem - Lack of a low-volume route that is geared toward those who do not ride bicycles on arterial roadways**
- **Classification - Class III**
- **Length - Approximately 1.1 miles**

This proposed project would provide for enhanced bicycle travel on streets with low traffic volumes from residential neighborhoods in the western portions of West Hollywood to commercial areas along Santa Monica Boulevard and Melrose Avenue, to the Beverly Center, and to Maimonides School, Pacific Hills High School, and Cedars-Sinai Medical Plaza. This neighborhood bikeway would include the following elements.

- Provide Class III bikeway signage and stencils along the following street segments:
 - Westmount Drive - Holloway Drive to West Knoll Drive
 - West Knoll Drive - Westmount Drive to Westbourne Drive
 - Westbourne Drive - West Knoll Drive to Sherwood Drive
 - Sherwood Drive - Westbourne Drive to Huntley Drive
 - Huntley Drive - Sherwood Drive to Beverly Place/Beverly Boulevard
- Provide bikeway and destination signage and pavement markings as described in Section 4.3 on page 4.4.

Item	Length (mi)/ Number	Total Cost
Signs, Striping, Stencils	1.1	\$15,150

Potential Impacts

The implementation of a Class III bike route along these streets would not have an impact on the availability of on-street parking. Significant impacts to vehicular traffic are not anticipated.

This project is not likely to require CEQA evaluation.

7.4 Low Priority Intermediate-Term Projects

These projects have been designated as low-priority intermediate-term and would require additional outside funding for implementation. As part of the overall phasing of this Mobility Plan, it is anticipated that these low priority projects would have an implementation time frame of approximately 8-20 years. The projects are listed in Table 7.3 and described in more detail in the following project sheets. Map 7.3 on page 7.33 shows the locations of these projects in the City.

Table 7.3 Low Priority Intermediate-Term Projects

Project No.	Project	Limits/Location	Project Type	Estimated Project Cost
15	Fairfax Ave Bicycle and Pedestrian Improvement Project	Willoughby Ave to north city limit	Class II/III Bikeway, Traffic Calming, Pedestrian Enhancement	\$717,917
16	Fountain Ave/ La Cienega Class II/III Bikeway and Pedestrian Enhancement	La Cienega Blvd/ Santa Monica Blvd to Fountain Ave/La Brea Ave	Class II/III Bikeway, signage, stencils, Pedestrian Enhancement	\$1,120,000
17	San Vicente Blvd/ Rosewood Ave/ Ashcroft Ave Pedestrian Enhancement	San Vicente Blvd from Rosewood Ave to Ashcroft Ave	Pedestrian and Bicycle Crossing Enhancement	\$167,600
18	San Vicente Blvd Bikeway, Pedestrian Enhancement, and Traffic Calming Phase 2	Sunset Blvd to Santa Monica Blvd	Widened sidewalks, Traffic calming	\$91,710
19	Robertson Blvd Bikeway and Pedestrian Enhancements	Keith Ave to Beverly Blvd	Class II/III Bikeway, Pedestrian Safety and Mobility Enhancement	\$126,100
20	Almont-Keith-Hilldale Neighborhood Bikeway	Almont Dr/Beverly Blvd to West Hollywood Elementary	Class III Bike Route	\$45,000
21	Genesee Ave Neighborhood Bikeway	Fountain Ave/Spaulding Ave to Willoughby Ave/ Genesee Ave	Class III Bike Route	\$9,000
LOW PRIORITY INTERMEDIATE TERM PROJECTS TOTAL				\$2,277,327

Map 7.3 Low Priority Intermediate-Term Projects

Project 15: Fairfax Avenue Bikeway and Pedestrian Enhancement Project

- **Project Limits - North City Limit to Willoughby Avenue**
- **Existing Issue - The street could be reconfigured in order to create bicycle lanes and a pedestrian-friendly streetscape**
- **Bikeway Classification - Classes II and III**
- **Length - 0.7 mile**

This proposed project would attempt to calm traffic on Fairfax Avenue and create a more enhanced pedestrian realm. It would redesign Fairfax Avenue south of Santa Monica Boulevard in order to provide Class II bike lanes, widened sidewalks, and bulbouts as part of an overall bicycle and pedestrian improvement project. One travel lane would be removed in each direction in order to provide space for bike lanes and widened sidewalks between Santa Monica Boulevard and Willoughby Avenue. Two lanes in each direction would remain for vehicular travel. On-street parking would be retained. Figure 7.5 shows the proposed configuration of Fairfax Avenue in this area. Figure 7.6 illustrates proposed restriping from Santa Monica Boulevard to the north city limit to accommodate a widened curb lane for enhanced bicycle mobility.

This project would enhance the environment for pedestrian and bicycle travel along a major north-south arterial. Coordination should be made with the City of Los Angeles to continue this project south of Willoughby Avenue to Melrose Avenue. Bike lanes would be an upgrade of the current Class III facility on Fairfax, which connects with the Fairfax district and the business districts along Melrose Avenue and Santa Monica Boulevard. Fairfax Avenue itself is a commercial street that could build upon the pedestrian enhancement as part of an overall business improvement program at a later date along the corridor. This project would extend the zone of pedestrian-friendly retail along pedestrian-enhanced Santa Monica Boulevard.

The removal of travel lanes in the recommended option should not present significant issues regarding traffic flow. Fairfax Avenue has six lanes only for the stretch between Melrose Avenue and Santa Monica Boulevard. This recommendation maintains the four-lane configuration that exists on either side of those streets. An engineering review of the proposal will be required at the time of design. A secondary option is provided that maintains the current number of travel lanes.

Recommended Project

From Willoughby Avenue to Santa Monica Boulevard

- Remove one travel lane in each direction
- Maintain northbound right-turn lane approaching Santa Monica Blvd
- Add bike lanes
- Widen sidewalks by 4 feet on each side of the street
- Add new streetscape/landscape improvements on the street side of the widened sidewalks
- Add bikeway and destination signage and pavement markings

From Santa Monica Boulevard to the north city limit

- Maintain the Class III bike route and restripe to widen the curb lane

- Add enhanced bikeway signage as described in Section 4.3 on page 4.4.

Add bulbouts at the following corners

- Willoughby Avenue - northwest and northeast corners
- Romaine Street - southwest and southeast corners
- Norton Avenue - southwest and southeast corners

Item	Length (mi)/ Number	Total Cost
Signs, Striping, Stencils, Class II Bikeway	0.25	\$12,500
Signs, Stencils, Class III Bikeway	0.45	\$6,750
Sidewalk Construction	-	\$278,667
Landscaping, Streetscape	-	\$330,000
Bulbouts	6	\$90,000
TOTAL ESTIMATED COST		\$717,917

Secondary Option

For the entire length of Fairfax Avenue in West Hollywood:

- Maintain the existing Class III bike route and restripe to widen the curb lane
- Add enhanced bikeway signage as described in Section 4.3 on page 4.4.
- Add bulbouts at intersections, except where they would conflict with bus stops

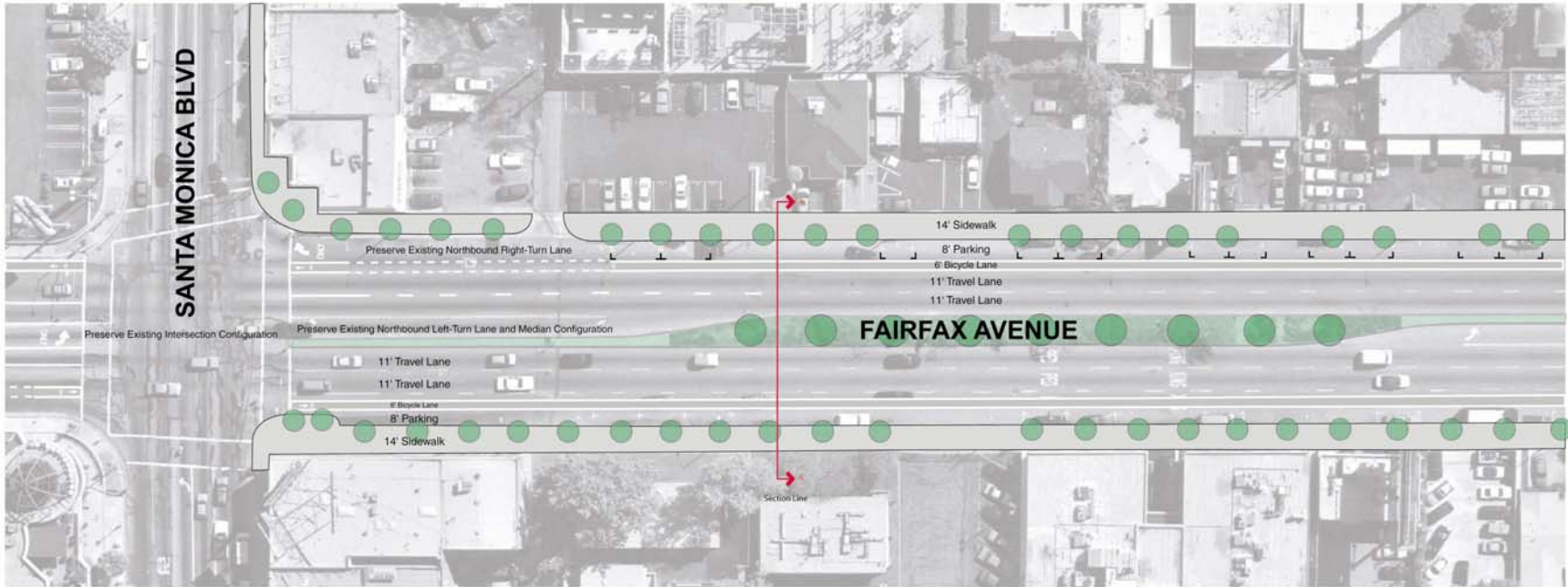
Item	Length (mi)/ Number	Total Cost
Signs, Striping, Stencils	0.7	\$10,500
Bulbouts	6	\$90,000
TOTAL ESTIMATED COST		\$100,500

Potential Traffic Impacts

The implementation of a Class III bike route along these streets would not have an impact on the availability of on-street parking. The proposed restriping of Fairfax Avenue within the project limits may reduce vehicle capacity within the project limits.

It should be noted that Fairfax Avenue currently only has two travel lanes in each direction north of Santa Monica Boulevard and south of Melrose Avenue. Removing travel lanes with the cooperation of the City of Los Angeles would introduce continuity to the street through the area and may in fact decrease delays associated with merging traffic.

This project may require CEQA evaluation at the time of design and implementation.



Plan View: Sketch Concept Overlay on Existing Aerial



Figure 7.5
Fairfax Avenue Plan View
Santa Monica Boulevard to Willoughby Avenue

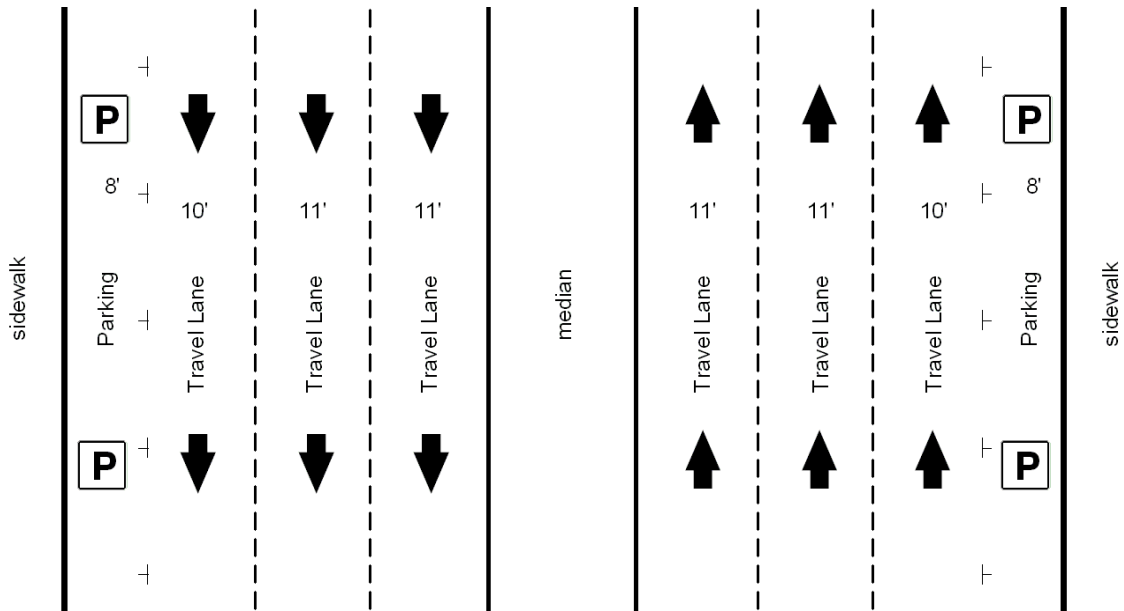


Figure 7.6
Fairfax Avenue Existing Typical Cross Section
Santa Monica Boulevard to Willoughby Avenue

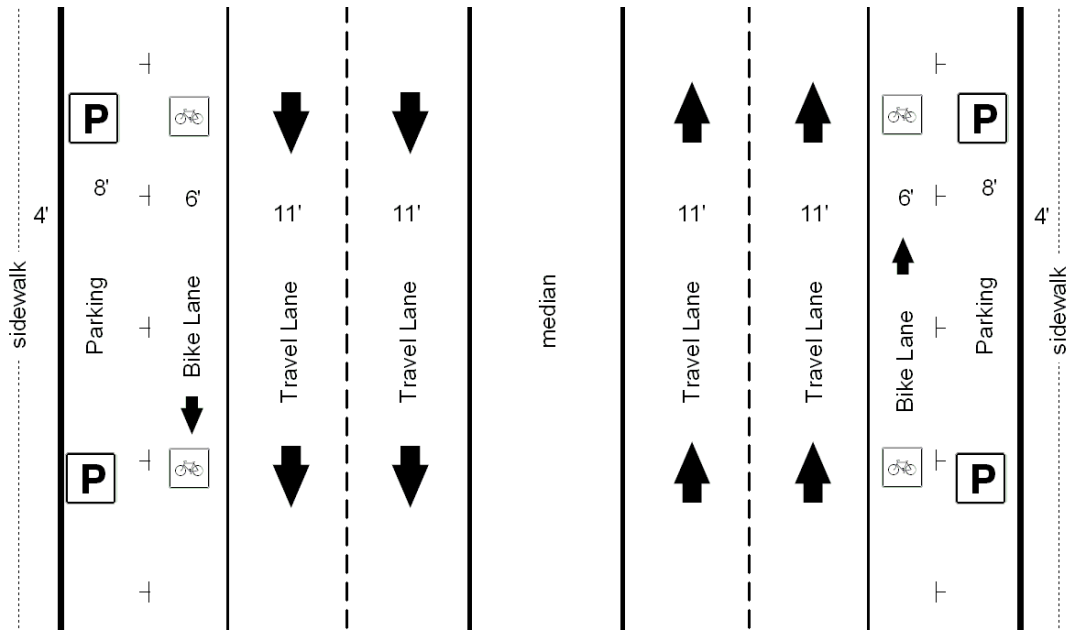


Figure 7.7
Fairfax Avenue Proposed Typical Cross Section
Santa Monica Boulevard to Willoughby Avenue

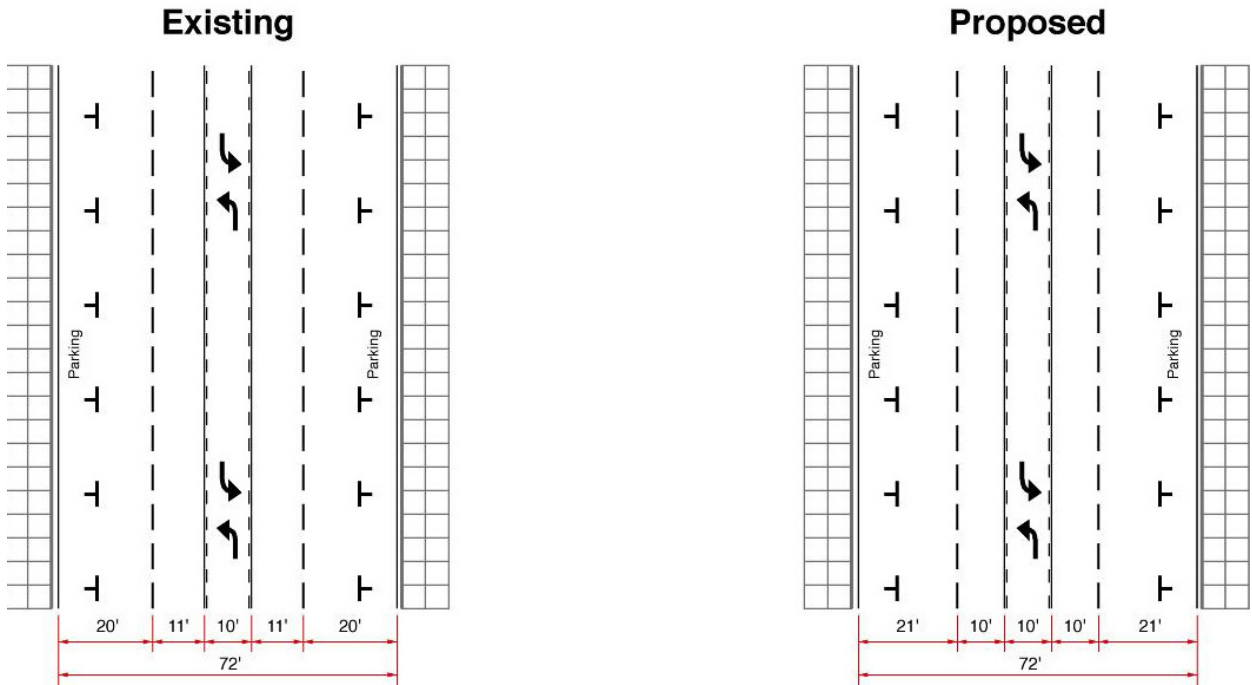


Figure 7.8
Fairfax Avenue Typical Cross Section
Santa Monica Boulevard to North City Limit

Project 16: Fountain Avenue/La Cienega Boulevard Bikeway and Pedestrian Enhancement Project

- **Project Limits** - La Cienega Boulevard from Santa Monica Boulevard to Fountain Avenue, Fountain Avenue from La Cienega Boulevard to La Brea Avenue
- **Existing Problem** - Need regional east-west connectivity and improvement of an existing bikeway facility.
- **Bikeway Classification** - Class II (La Cienega) and Class III (Fountain)
- **Length** - 2.1 miles

This recommended project would enhance and extend the existing Class III bike route along Fountain Avenue. It would better accommodate bicycle travel and enhance the safety and convenience of walking in this corridor. The installation of bulbouts will shorten the distance needed for pedestrians to cross the street and will enhance the visibility of pedestrians and motorists at intersections. The design of the bulbouts will take into consideration peak hour parking restrictions, and no bulbout will be designed to block or inhibit peak hour traffic flow. A study may be undertaken in order to ascertain the engineering feasibility of the bulbouts at these locations.

- Stripe and sign a Class II bikeway along La Cienega Boulevard between Santa Monica Boulevard and Fountain Avenue
- Maintain and extend the Class III bike route along Fountain Avenue between La Cienega Boulevard and La Brea Avenue
- Paint bicycle stencils in curb lane to enhance bicyclist visibility
- Add enhanced bikeway signage as described in Section 4.2 on page 4.2.
- Add a pedestrian-activated right-turn signal phase at the intersection of La Cienega Boulevard and Fountain Avenue in order to provide a signalized pedestrian crossing across the north-east bound turn from La Cienega to Fountain. This signal would be activated only by pedestrian activation.
- Install a specified number of bulbouts (per corner) at the following intersections:
 - Olive Dr (4)
 - DeLongpre Ave (2)
 - Kings Rd (2)
 - Flores St (2)
 - Sweetzer Ave (4)
 - Harper Ave (2)
 - Havenhurst Dr (2)
 - Crescent Heights Blvd (4)
 - Laurel Ave (4)
 - Hayworth Ave (2)
 - Fairfax Ave (4)
 - Orange Grove Ave (2)
 - Ogden Dr (2)
 - Genesee Ave (4)
 - Spaulding Ave (2)
 - Stanley Ave (2)
 - Curson Ave (4)
 - Gardner St (4)
 - Vista St (4)
 - Martel Ave (2)
 - Fuller Ave (4)
 - Poinsettia Pl (4)
 - Alta Vista Blvd (2)
 - Formosa Ave (2)
 - Detroit St (2)

- Part of this route is along a segment of Fountain Avenue that is shared by and would require cooperation with the City of Los Angeles.

Item	Length (mi)/ Number	Total Cost
Signs, Striping, Stencils, Class II Bikeway	0.2	\$10,000
Signs, Stencils, Class III Bikeway	1.9	\$28,500
Right-turn Signal Phase Adjustment	1	\$1,500
Bulbouts	72	\$1,080,000
TOTAL ESTIMATED COST		\$1,120,000

Potential Impacts

This project will not have an impact in the availability of on-street parking.

Installation of median islands and bulbouts may result in the slowing of vehicle traffic at the bulbout locations. Depending on the final design of the bulbouts, there may be a slight reduction in the capacity of the intersections. Any reduction in lane widths that occur as part of striping of a Class II bikeway along La Cienega Boulevard may also decrease vehicle capacity within the project limits, depending on the final design.

The installation of an additional signal phase at the intersection of La Cienega Boulevard and Fountain Avenue will increase vehicular delay at the intersection. The amount of delay will depend on the pedestrian volume at this location. Low pedestrian volumes will result in delays of about 5 seconds while higher pedestrian volumes will result in delays approaching 10 seconds. During the AM and PM peak periods, this will impact the level of service (LOS) at this intersection through an increase in delay, which, depending on future vehicular and pedestrian volumes could be significant. During peak periods, additional delays could be realized along the corridor. If this occurs signal retiming at other intersections will be required.

This project may require CEQA evaluation at the time of design and implementation.

Project 17: Ashcroft Avenue and Rosewood Avenue Linkage Project

- **Project Location - From Ashcroft Avenue to Rosewood Avenue along San Vicente Boulevard**
- **Existing Problem - Lack of a convenient method of crossing San Vicente Boulevard and linking Ashcroft Avenue and Rosewood Avenue**
- **Classification - Bikeway and Pedestrian Enhancement**

The residential streets of Ashcroft Avenue and Rosewood Avenue are located midway between Melrose Avenue and Beverly Boulevard at San Vicente Boulevard. No signalized crossing currently exists between these two arterial streets across San Vicente. Project 17 will attempt to provide an enhanced crossing scheme for pedestrians and low-skilled bicyclists that may be traveling along the proposed Class III bikeway along Rosewood and Ashcroft Avenues identified in Project 11. The improvements for the enhancement of this segment of San Vicente Boulevard are presented below.

- Add a pedestrian-activated signalized crosswalk at the intersection of San Vicente Boulevard and Ashcroft Avenue
- Paint two blue bike lanes with bicycle arrows to identify the proper path of a crossing bicyclist across San Vicente Boulevard at its intersections with Rosewood Avenue and Ashcroft Avenue
- Add bulbouts at the following intersection locations
 - San Vicente Blvd/Rosewood Ave - southeast, southwest, and northwest corners
 - San Vicente Blvd/Ashcroft Ave - northeast, southeast, and southwest corners

Item	Length (mi)/ Number	Estimated Cost
Bicycle/Pedestrian Actuated Signal	-	\$75,000
Bulbouts	6	\$90,000
Blue bike lane stencil/paint	-	\$2,600
TOTAL ESTIMATED COST		\$167,600

Potential Impacts

The implementation of this project will result in the removal of approximately 4 on-street parking spaces on San Vicente Boulevard. Field observation revealed the relatively little use of these spaces. However, a parking utilization study should be conducted to evaluate this impact when this project is considered for implementation.

Installation of new traffic signals on San Vicente Boulevard will increase travel times and as well as introduce new vehicle delay on San Vicente Boulevard. Depending on the signal timing, operation and clearance intervals, it is estimated that vehicular delay would be increased by approximately 10 percent.

This project may require CEQA evaluation at the time of design and implementation.

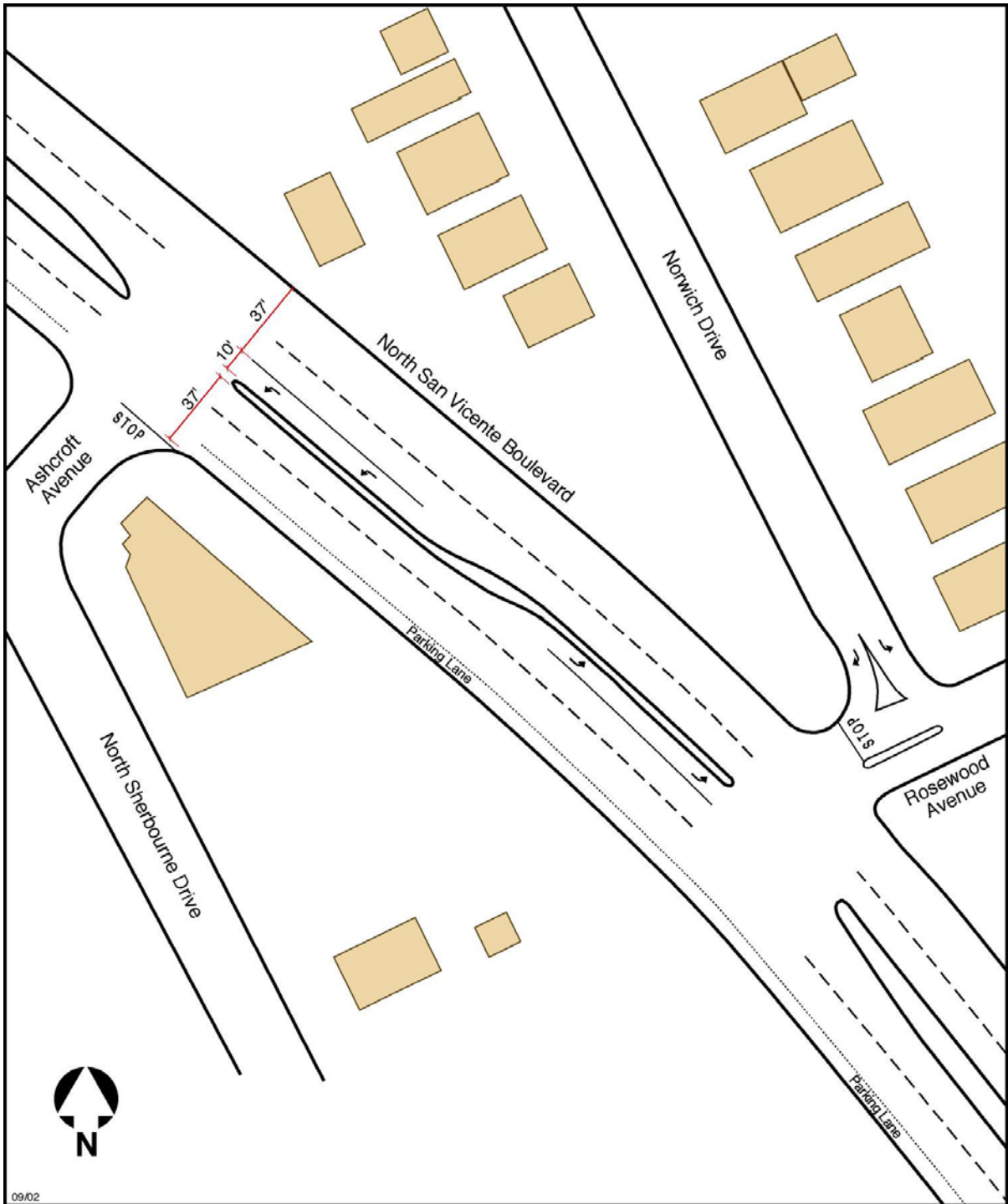


Figure 7.9
Ashcroft Avenue and Rosewood Avenue Existing Condition

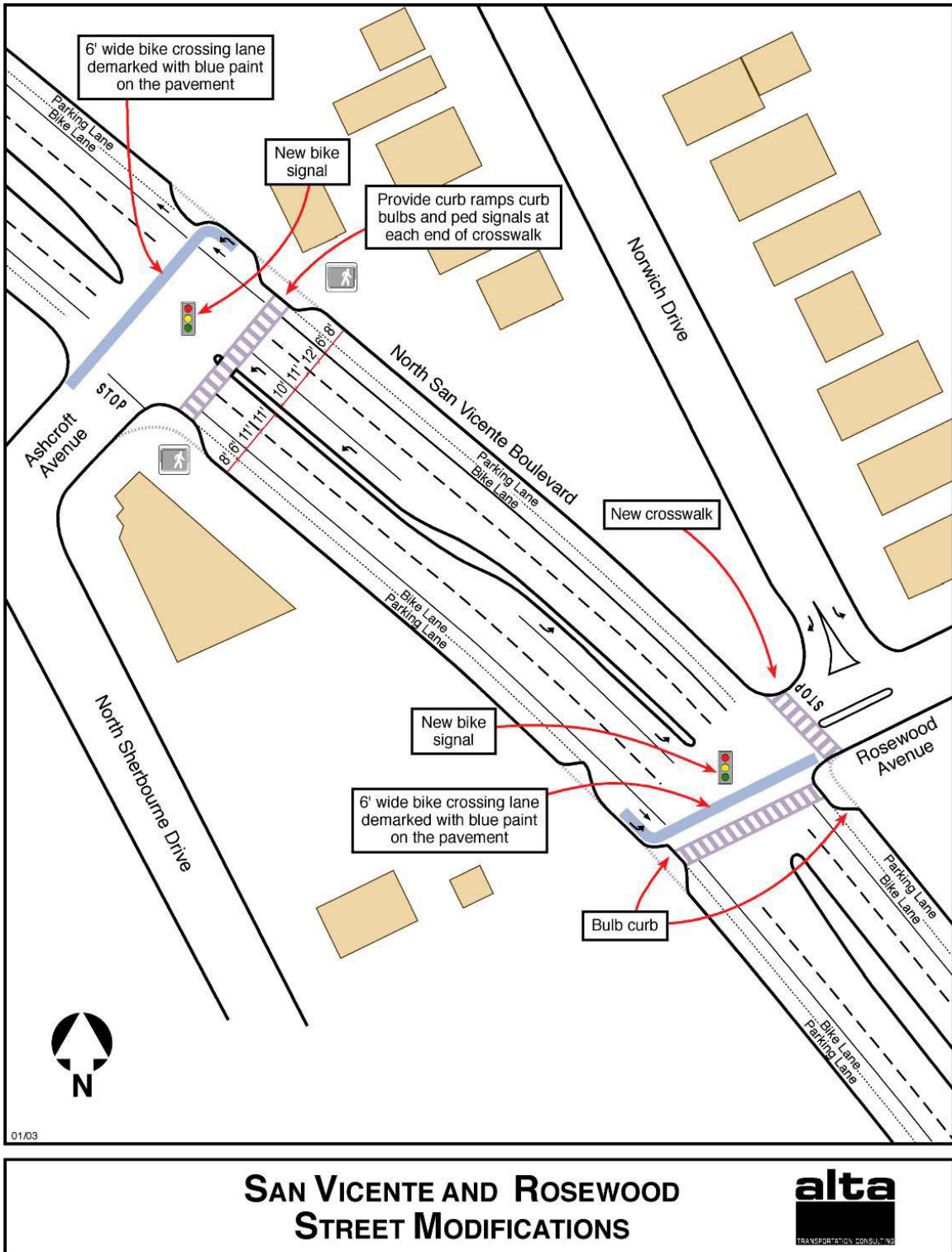


Figure 7.10
Ashcroft Avenue and Rosewood Avenue Proposed Linkage

Project 18: San Vicente Boulevard Bikeway Enhancement and Sidewalk Widening

- **Project Limits - Sunset Boulevard to Santa Monica Boulevard**
- **Existing Problem: Need for wider sidewalks for enhanced mobility and safety**
- **Classification - Combination Class II/III Bikeway and Pedestrian Enhancement**
- **Length - Approximately 0.3 miles**

This recommended project would enhance pedestrian access and enhance the existing Class III bikeway to provide better bikeway signage and stencils between Sunset and Santa Monica Boulevards. Bike lanes would be provided in the northbound direction to provide for bicyclists traveling slowly in the uphill direction. A Class III designation would be maintained in the southbound direction. It would connect with the planned Class II bike lanes along San Vicente Boulevard as described in Project 12 on page 7.25. San Vicente Boulevard is a relatively low-volume arterial (compared to others in the City) that is a major north-south route for bicycle travel in the city. This bikeway enhancement would intersect the existing Santa Monica Boulevard Class II bike lanes and would serve the Sunset Strip. It would also intersect the proposed Class III bikeway facility along Cynthia Street.

- Restripe to reduce the number of travel lanes to one in each direction plus a continuous center turn lane
- Stripe bike lanes in the northbound direction of travel
- Widen the sidewalks on each side of the street by 3 feet.
- Maintain the current lane configurations at the approaches to Sunset and Santa Monica Boulevards
- Install pavement markings and signage as described in Section 4.2 on page 4.2.
- Add bulbouts at the following intersection corners
 - Cynthia Street - northwest and southwest corners
- Figures 7.11 and 7.12 illustrate this proposed segment of San Vicente Boulevard

Item	Length (mi)/ Number	Total Cost
Signs, Striping, Stencils	0.3	\$24,750
Sidewalk Construction	0.3	\$36,960
Bulbouts	2	\$30,000
TOTAL ESTIMATED COST		\$91,710

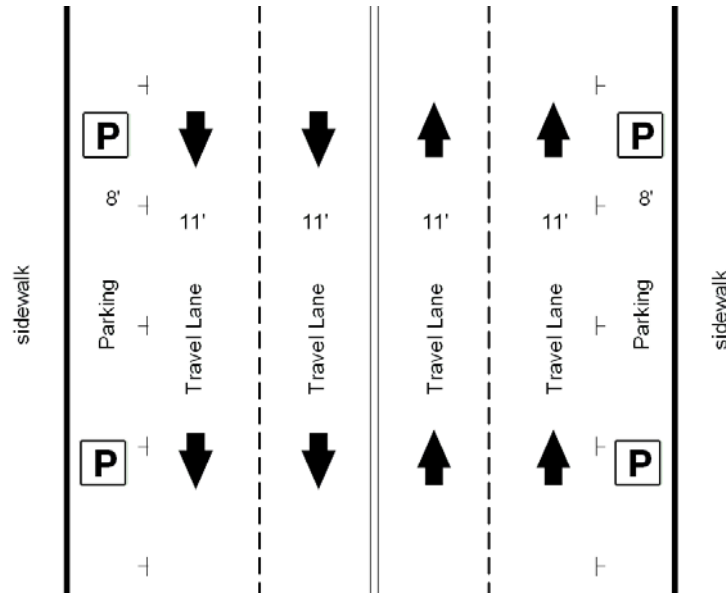


Figure 7.11
San Vicente Boulevard Existing Cross Section
Sunset Boulevard to Santa Monica Boulevard

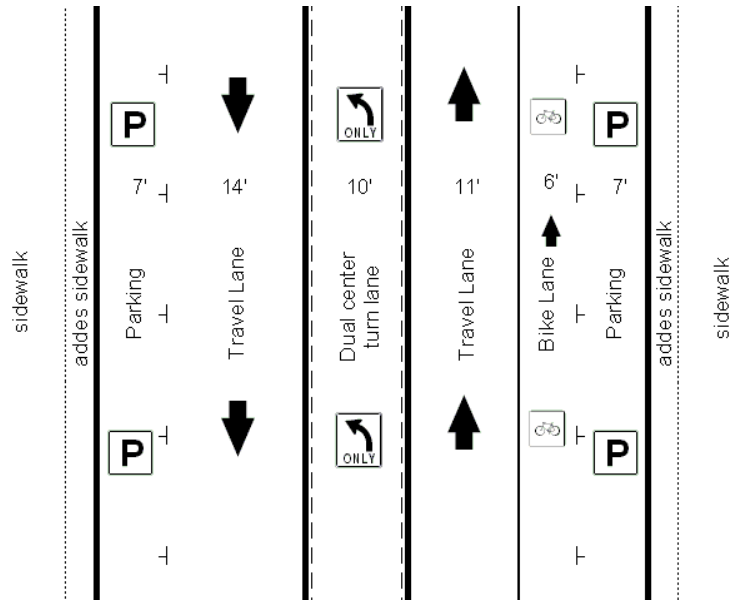


Figure 7.12
San Vicente Boulevard Proposed Cross Section
Sunset Boulevard to Santa Monica Boulevard

Potential Impacts

The implementation of a new lane configuration along this segment of San Vicente Boulevard will increase the number of available on-street parking spaces in the vicinity of Cynthia Street where parking is currently prohibited due to the inclusion of a 5-lane cross-section of roadway near the intersection. Parking prohibitions in the fire zone adjacent to the fire station in this area will be maintained. The number of additional parking spaces is anticipated to be between 8 and 12. No negative parking impacts are anticipated.

The widened sidewalks along this portion of San Vicente Boulevard will enhance the safety and mobility of pedestrian movement and will facilitate more walking trips to the post office and to both Sunset and Santa Monica Boulevards.

The proposed restriping of San Vicente Boulevard would reduce vehicle capacity and cause added vehicular delay within the project limits. This is because the proposed project would result in the reduction of two travel lanes to one in each direction. A traffic study should be conducted to ascertain level of service (LOS) impacts when this project is considered for implementation.

This project may require CEQA evaluation at the time of design and implementation.

Project 19: Robertson Boulevard Bikeway and Pedestrian Enhancement Project

- **Project Limits - Robertson Boulevard/Keith Avenue to Robertson Boulevard/Beverly Boulevard**
- **Existing Problem - Opportunity for enhanced bikeway access in this corridor and the pedestrian retail district lacks enhanced mobility and safety for pedestrians crossing Robertson Boulevard.**
- **Classification - Classes II and III Bikeway**
- **Length - Approximately 0.6 miles**

This proposed project would provide for a combination Class II bike lane/Class III bike route facility along Robertson Boulevard in the western portion of the City. It would provide enhanced access for bicycles to entertainment and commercial establishments along Melrose Avenue and Santa Monica Boulevard as well as provide for a north-south bikeway facility in this area. It would intersect bike lanes along Santa Monica Boulevard and would connect with proposed bikeways in this Plan along Keith Avenue and Ashcroft Avenue.

The Robertson retail corridor between Melrose Avenue and Beverly Boulevard has many unsignalized crosswalks. It is a segment of roadway along which it can be difficult for pedestrians to cross. This project would seek to enhance opportunities to cross Robertson at these crosswalk locations safely and in a way that would provide increased mobility. One new crosswalk would be installed, and bulbouts would accompany the existing and new crosswalks. Bulbouts will be designed in a way that does not obstruct the ability of motor vehicles to make turns.

- Provide Class II striping, stencils, and bikeway signage along the following street segment as described in Section 4.2 on page 4.2:
 - Robertson Boulevard - Melrose Avenue to Beverly Boulevard
- Provide Class III stencils and bikeway signage along the following street segment as described in Section 4.3 on page 4.4:
 - Robertson Boulevard - Keith Avenue to Melrose Avenue
- Provide bikeway and destination signage and pavement markings
- Add a new crosswalk and appropriate signage at the following intersection.
 - Robertson Blvd/Ashcroft Ave
- Install a specified number of bulbouts at the following intersections where crosswalks exist and are proposed.
 - Robertson Blvd/Rangely Ave (2)
 - Robertson Blvd/Dorrington Ave (2)
 - Robertson Blvd/Ashcroft Ave (2)
 - Robertson Blvd/Rosewood Ave (1)

Figures 7.13 and 7.14 on page 7.48 show the typical cross section for Robertson Boulevard between Melrose Avenue and Beverly Boulevard.

Item	Length (mi)/ Number	Total Cost
Signs, Striping, Stencils, Class II Bikeway	0.3	\$15,000
Signs, Stencils, Class III Bikeway	0.3	\$4,500
Install new crosswalk	1	\$1,300
Install crosswalk signage	-	\$300
Bulbouts	7	\$105,000
TOTAL ESTIMATED COST		\$126,100

Potential Impacts

The implementation of a Class III bike route along these streets would not have an impact on the availability of on-street parking. This project will likely require the removal of a total of 2 metered parking spaces and one loading zone space on Robertson Boulevard. The exact locations are listed below.

- Robertson Blvd/Rangely Ave - 1 metered space on the southwest corner
- Robertson Blvd/Dorrington Ave - 1 metered space on the southwest corner
- Robertson Blvd/Ashcroft Ave - 1 loading zone (yellow) space on the southwest corner

Installation of bulbouts may result in the slowing of vehicle traffic at the bulbout locations. Depending on the final design of the bulbouts, there may be a slight reduction in the capacity of the intersections.

This project is not likely to require CEQA evaluation.

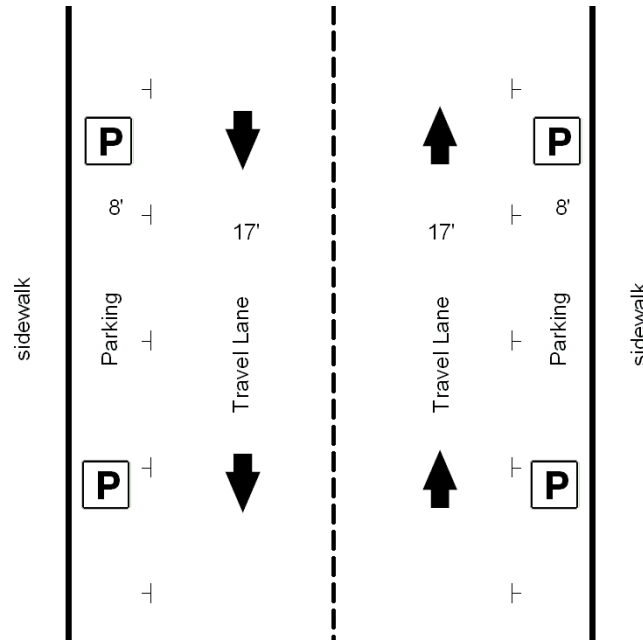


Figure 7.13
Robertson Boulevard Existing Cross Section
Melrose Avenue to Beverly Boulevard

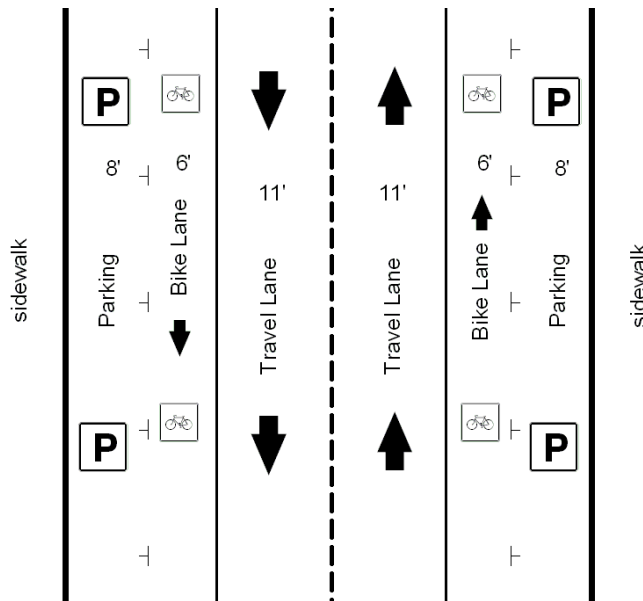


Figure 7.14
Robertson Boulevard Proposed Cross Section
Melrose Avenue to Beverly Boulevard

Project 20: Almont-Keith-Hilldale Neighborhood Bikeway/Safe Routes to School Project

- **Project Limits - West Hollywood Elementary School/Hilldale Avenue to Beverly Boulevard/Almont Drive**
- **Existing Problem - Lack of a low-volume route that is geared toward those who do not ride bicycles on arterial roadways.**
- **Classification - Class III**
- **Length - Approximately 1.0 miles**

This proposed project would provide for enhanced bicycle travel on streets with low traffic volumes from residential neighborhoods in the western portions of West Hollywood to commercial areas along Santa Monica Boulevard and Melrose Avenue, and to West Hollywood Elementary School. It would connect with existing bike lanes along Santa Monica Boulevard and proposed bikeways in this Plan along Robertson Boulevard and Ashcroft Avenue. This neighborhood bikeway would include the following elements.

- Provide Class III stencils and bikeway signage along the following street segments:
 - Hilldale Avenue - Cynthia Street to Keith Avenue
 - Keith Avenue - Hilldale Avenue to Wiley Lane
 - Ramage Street - Keith Avenue to Santa Monica Boulevard
 - Wiley Lane - Keith Avenue to Santa Monica Boulevard
 - Almont Drive - Santa Monica Boulevard to Beverly Boulevard
- Provide bikeway and destination signage and pavement markings as described in Section 4.3 on page 4.4
- Upgrade the existing street closure on Almont Drive south of Melrose Avenue to allow for convenient bicycle access

Item	Length (mi)/ Number	Total Cost
Signs, Striping, Stencils	1.0	\$15,000
Street Closure Upgrade for Bicycle Access	-	\$30,000
TOTAL ESTIMATED COST		\$45,000

Potential Impacts

The implementation of a Class III bike route along these streets would not have an impact on the availability of on-street parking. The proposed project should not have a significant impact on vehicular traffic.

This project is not likely to require CEQA evaluation.

Project 21: Genesee Avenue Neighborhood Bikeway/Safe Routes to School Project

- **Project Limits - Fountain Avenue/Spaulding Avenue to Willoughby Avenue/Genesee Avenue**
- **Existing Problem - Lack of a low-volume north-south route that is geared toward those who do not ride bicycles on arterial roadways.**
- **Classification - Class III**
- **Length - Approximately 0.60 miles**

This proposed project would provide for enhanced bicycle travel on streets with low traffic volumes from residential neighborhoods in the eastern portion of West Hollywood to commercial areas along Santa Monica Boulevard and with cooperation from the City of Los Angeles to Sunset Boulevard, Melrose Avenue, and Fairfax High School. This neighborhood bikeway would include the following elements.

- Provide Class III stencils and bikeway signage along the following street segments:
 - Spaulding Avenue - Fountain Avenue to Lexington Avenue
 - Lexington Avenue - Genesee Avenue to Spaulding Avenue
 - Genesee Avenue - Lexington Avenue to Willoughby Avenue
- Provide bikeway and destination signage and pavement markings as described in Section 4.3 on page 4.4.

Item	Length (mi)/ Number	Total Cost
Signs, Striping, Stencils	0.6	\$9,000

Potential Impacts

The implementation of a Class III bike route along these streets would not have an impact on the availability of on-street parking. The proposed project should not have a significant impact on vehicular traffic

This project is not likely to require CEQA evaluation.

7.5 Long-Term Project Concepts

These concepts are those that may be considered infeasible at this time. As the City progresses over the life of this Plan, it may decide to consider these concepts at a future date, at which time they would be developed as projects and would require further study. The project concept sheets following Table 7.4 describe a vision for these potential future projects in West Hollywood. Map 7.4 on page 7.54 shows the locations of these project concepts.

Table 7.4 Long-Term Project Concepts

Project No.	Project	Limits/Location	Project Type
1	Romaine St Neighborhood Bikeway	Sweetzer Ave/Romaine St to Poinsettia Pl/Romaine St	Class III Bike Route
2	Santa Monica Blvd Class II Extension	Doheny Dr to Almont Dr	Class II Bike Lanes
3	Fountain Ave Class II Bikeway and Traffic Calming	Fountain Ave/ La Cienega Blvd to Fountain Ave/La Brea Ave	Class II Bike Lanes, Traffic Calming
4	Sunset Blvd Pedestrian Enhancements Phase 2	Sunset Blvd Corridor	Pedestrian Safety and Mobility Enhancement

Map 7.4 Long-term Project Concepts

Project Concept 1: Romaine Street Neighborhood Bikeway

- **Project Limits - Sweetzer Avenue/Romaine Street to Martel Avenue/Santa Monica Boulevard**
- **Existing Problem - Lack of a low-volume east-west route in the eastern part of the City that is geared toward those who do not ride bicycles on arterial roadways**
- **Classification - Class III**

This proposed project concept would provide for enhanced bicycle travel on streets with low traffic volumes from residential neighborhoods in the eastern portion of West Hollywood as an alternative to Santa Monica Boulevard and its high traffic volumes. It would serve residential neighborhoods and the Poinsettia Recreation Center and Plummer Park as well as provide connections with other existing and proposed bikeways along Fairfax Avenue, Genesee Avenue, and Sweetzer Avenue. This neighborhood bikeway would include the following elements.

- Provide Class III bikeway signage and stencils along the following street segments:
 - Romaine Street - Sweetzer Avenue to Martel Avenue
 - Martel Avenue - Romaine Street to Santa Monica Boulevard
- Provide bikeway and destination signage and pavement markings as described in Section 4.3 on page 4.4
- Install two pedestrian- and bicycle-activated traffic signals at the following locations:
 - Romaine Street/Crescent Heights Boulevard
 - Romaine Street/Fairfax Avenue
- Replace several four-way stop sign intersections with two-way stop signs for cross-streets or traffic circles in order to enhance the bicycle mobility of Romaine Street
- Seek cooperation from the City of Los Angeles to complete portions of this route that are within Los Angeles

Project Concept 2: Santa Monica Boulevard Bikeway Westward Extension

- **Project Limits - Doheny Drive to Almont Drive**
- **Existing Problem - Long-term need for bikeway continuity with Beverly Hills**
- **Classification - Class II**

For long-term planning purposes, The City should consider making a Class II connection with the City of Beverly Hills in the event that a more regional facility is developed through the adjacent city. This proposed project concept would install bike lanes along the extreme western portion of Santa Monica Boulevard where they currently do not exist. This would likely entail a reduction in the width of the median in this location.

- Provide Class II striping, stencils, and bikeway signage along the following street segment:
 - Santa Monica Blvd - Doheny Dr to Almont Dr
- Provide bikeway and destination signage and pavement markings as described in Section 4.2 on page 4.2.

Project Concept 3: Fountain Avenue Class II Bikeway and Traffic Calming

- **Project Limits - La Cienega Boulevard to La Brea Avenue**

This project concept would introduce Class II bike lanes to Fountain Avenue as well as implement a traffic calming strategy along this corridor. This corridor has seen an increase in traffic volumes with high vehicle speeds during many parts of the day. A long-term concept for this corridor might include a conversion from a four-lane to a three-lane configuration in order to calm traffic, install Class II bike lanes, and make the street more accessible to pedestrians. Residents in this part of the City would have enhanced access to such destinations as Plummer Park and the small retail district near Hayworth Avenue. This concept would augment the efforts of Project 15, which would implement more short-term solutions to the greater problem of diminished multi-modal mobility along Fountain Avenue. It is anticipated that this concept would have traffic impacts, and the City would study this in the future at such time that it may be interested in its implementation.

Portions of Fountain Avenue are shared by and would require cooperation with the City of Los Angeles.

Project Concept 4: Sunset Boulevard Pedestrian Mobility and Safety Enhancement Phase 2

- **Project Location - Sunset Boulevard Corridor from Beverly Hills city limit to Los Angeles city limit**

A long-term strategy for the improvement of Sunset Boulevard may be to encourage the construction of public parking structures and the removal of on-street parking in order to widen sidewalks along the street. A planter strip may be included as a way to create a buffer between the sidewalk and moving traffic. Strategically placed parking structures could potentially serve the parking needs of the corridor by adding to the number of on-street spaces that would be replaced under such a long-term vision. As redevelopment and growth occur along Sunset in the future, sidewalk widening and other improvements should be required as part of all construction projects. Coupled with an intense effort to refurbish the corridor, such a concept as this would enhance the pedestrian environment along a corridor that currently is the destination for large number of pedestrians at night on weekends. This concept may also have beneficial impacts to traffic flow along the corridor by removing on-street parking, which can be a source of delay for vehicular traffic.

7.6 Other Facilities

7.6.1 Proposed Bicycle Amenities

The City will continue to implement its requirements for showers and lockers specified in the Municipal Code Section 19.28.150, and these shall be imposed upon all new development projects. Map 7.2 on page 7.21 shows the locations of proposed bicycle amenities, which includes shower and locker facilities. Future amenities locations will be identified as the municipal code is enforced on individual development projects. Section 4.8 on page 4.10 in Chapter 4 includes recommended modifications to this code.

7.6.2 Proposed Multi-Modal Connections

As part of the proposed public parking program outlined in the following chapter as Project 1, bicycle parking facilities will be established at major transit stops and transfer points. Map 7.5 on page 7.60 shows existing and proposed bicycle parking facilities and their locations relative to the transit network. The current transit network in West Hollywood consists of the following bus lines:

- LACMTA 2 Pacific Palisades-Downtown Los Angeles (Sunset Blvd)
- LACMTA 3 Beverly Hills-Downtown Los Angeles (Sunset Blvd)
- LACMTA 302 Pacific Palisades-Downtown Los Angeles (Sunset Blvd Limited)
- LACMTA 4 Santa Monica-Downtown Los Angeles (Santa Monica Blvd)
- LACMTA 304 Santa Monica-Downtown Los Angeles (Santa Monica Blvd Limited)
- LACMTA 10 West Hollywood-Downtown Los Angeles (Melrose Ave)
- LACMTA 11 West Hollywood-Downtown Los Angeles (Melrose Ave)
- LACMTA 14 Beverly Hills-Downtown Los Angeles (Beverly Blvd)
- LACMTA 105 West Hollywood-Vernon (La Cienega Blvd/Holloway Dr/San Vicente Blvd)
- LACMTA 220 West Hollywood-Westchester (Robertson Blvd)
- LACMTA 305 Westwood-Rosa Parks Station (San Vicente Blvd/Sunset Blvd Limited)
- LACMTA 550 West Hollywood-San Pedro (San Vicente Blvd Express)
- LACMTA 218 Studio City-Beverly Center (Crescent Heights Blvd/Santa Monica Blvd/Fairfax Ave)
- LACMTA 217 Hollywood-West Los Angeles (Fairfax Ave)
- LACMTA 212 Hollywood-Redondo Beach (La Brea Ave)
- LADOT DASH Fairfax (Melrose Ave/La Cienega Blvd)
- LADOT DASH Hollywood-West Hollywood (Sunset Blvd/La Cienega Blvd)
- West Hollywood CityLine Routes A and B

Currently, most MTA buses are equipped with bike racks. In the near future, all will be equipped. No LADOT or Cityline shuttle buses are currently equipped with bike racks. The City should encourage the Los Angeles Department of Transportation (LADOT) to equip their buses with bike racks.

Map 7.5 Multi-Modal connections



Two additional LACMTA bus lines will be established in the coming years similar to those that are currently operating on Wilshire and Ventura boulevards, Vermont Avenue, and Broadway. These are the Metro Rapid Bus lines that make limited stops and provide faster service than local or other limited-stop bus services. New Rapid Bus routes will be established by the MTA along Santa Monica Boulevard and Fairfax Avenue at an unknown later date. Bicycle parking will be provided in coordination with the implementation of Rapid Bus lines along these streets in West Hollywood.

7.6.3 Drainage Grates

Most of West Hollywood's water runoff drains into curb inlets. However, there are between 75 and 100 drainage grates with a linear bar design that should be replaced with those that are more bike-friendly. The cost of replacing these drainage grates falls in the range of \$1,000 to \$1,500 each including installation. Chapter 4 identifies specific guidelines for the management of drainage grates in the City.



Figure 7.15
Improper Drainage Grate Design

7.6.4 Wheelchair Ramps

Most of West Hollywood's intersections have wheelchair ramps that include one ramp per corner, which is meant to serve two crosswalks. Although this treatment for wheelchair accessibility is acceptable as a retrofit measure, it is recommended that these eventually be replaced with dual ramps at each corner. This is desirable for wheelchair users so that they do not enter the street at an angle that points them into the middle of the intersection. Dual ramps direct users into the crosswalk and, therefore, improve safety and mobility.

Dual wheelchair ramps should be installed with new construction. This is recommended as a long-term project that may be implemented over time as opportunities arise. Priority should be given to signalized intersections and areas where there is a high level of pedestrian activity. Dual wheelchair ramps should be incorporated into any new bulbout treatments proposed as part of this Plan. The typical cost for installation of a dual wheelchair ramp (at one corner of an intersection) is \$15,000.



Figure 7.16
Dual Wheelchair Ramps

7.6.5 Accessible Pedestrian Signals

Devices for the visually impaired are an important component of pedestrian accessibility. Audible and tactile devices should be installed at all signalized intersections as part of new construction and as funding becomes available. Priority should be given to installation of these devices in areas with high pedestrian activity. The cost of installation of accessible pedestrian signals is approximately \$600 per indication.

7.6.6 Animated Eye Pedestrian Signal

The animated eye pedestrian signal is an enhancement of the conventional pedestrian signal that increases pedestrian awareness at signalized crosswalks. The animated eye display adds animated eyes to the pedestrian signal head that scan left to right at the rate of one cycle per second. This animated movement is meant to encourage pedestrians to look both ways when crossing the street. The cost of installation of animated eye pedestrian signals is approximately \$500-\$800 per indication.



Figure 7.17
Animated Eye Pedestrian Signal

7.6.7 Pedestrian Countdown Signal

The countdown signal is also used in conjunction with conventional pedestrian signals to provide information to pedestrians on the amount of time remaining to safely cross the intersection. At the end of the countdown is when the solid “don’t walk” display is shown. This improvement should be considered for implementation in the future on a case-by-case basis.

The pedestrian countdown signal has been installed at the intersection of Santa Monica Boulevard and Fairfax Avenue. Although a number of cities have installed these devices, research is inconclusive as to whether they provide a significant benefit to pedestrians. The same is true for the animated eye pedestrian signal. These improvements can be implemented on a case-by-case basis in the future as opportunities arise. The cost of installation of pedestrian countdown signals is approximately \$500-\$800 per indication.



Figure 7.18
Pedestrian Countdown Signal