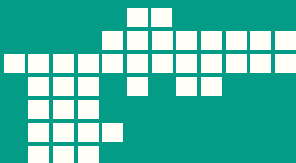


WORKSHOP #1 SUMMARY REPORT

JUNE 15TH, 2013 – WEST HOLLYWOOD LIBRARY



PEDESTRIAN AND BICYCLE
MOBILITY PLAN UPDATE

PREPARED BY:
MELÉNDREZ

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The following report summarizes the community input gathered from the West Hollywood Pedestrian and Bicycle Mobility Plan Update Workshop.

WORKSHOP OUTLINE

The workshop opened with a brief introduction by Mayor Abbe Land who welcomed the workshop attendees and voiced support for the project. Team members from the City of West Hollywood, along with the consultant team (full team; Meléndrez, Fehr & Peers, and Leslie Scott Consulting) then introduced the project, describing the City’s decision to update the Pedestrian and Bicycle Mobility Plan. The team described improvements that have been implemented as a result of the existing Plan (2003) and outlined a sample toolbox of pedestrian and bicycle improvements for the community to consider as additions to the Plan. The toolbox included elements that would benefit users of varying modes such as sidewalk extensions, pedestrian-oriented lighting, signage, and various types of bike lanes and amenities. The team followed with a summary of existing conditions analysis of West Hollywood presenting bicycle volumes, collision statistics, and demographic characteristics. This summary highlighted Santa Monica Blvd as an existing key corridor for cyclists, and depicted challenging intersections for both pedestrians and cyclists. A brief question and answer session was held. Following this discussion, community members broke into two groups to discuss goals and priorities to update the Plan.

GROUP EXERCISE

During the group exercise, participants were asked to introduce themselves and to briefly describe their motivations for attending the meeting. Attendees were then asked to identify a vision and a set of planning priorities for the project by rating and revising sample themes presented by the project team. Both groups provided fairly consistent opinions regarding the direction of the update. Following this exercise, attendees participated in an interactive mapping exercise of locations in need of pedestrian and bicycle improvements. All of this feedback was annotated on the vision sheets, a map of the city, and by project team note-takers. Summaries of this input are included below and later in this report.

COMMENT SUMMARY

Overall, attendees were supportive of an updated Plan that promotes a harmonious relationship between pedestrians and cyclists and that improves safety for all modes. Many respondents pointed to specific locations as “hot spots” for improvements, such as enhancing pedestrian crossings at the heavily trafficked intersections along Santa Monica Blvd. at La Brea Ave., Fairfax Ave., and San Vicente Blvd. Several attendees also described the need to focus on improvements for bicyclists of all ages, abilities, and comfort levels through the introduction of new bike lanes and bikeway facilities. Many people voiced the opinion that the Plan should also be accompanied by a creative educational outreach campaign to encourage new riders and to raise awareness of bicycle and pedestrian safety. The information that follows summarizes the comments made by each group.

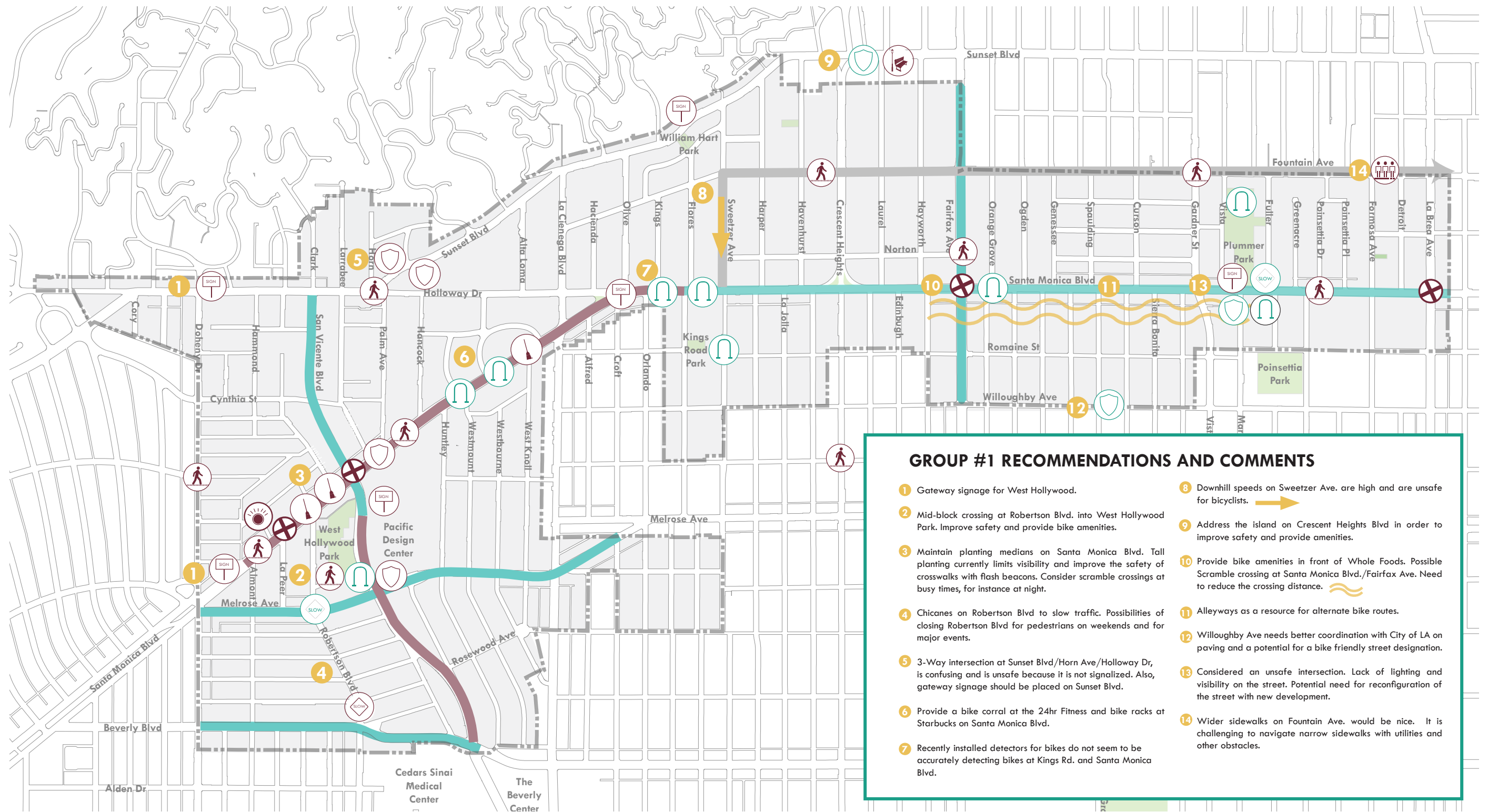


VISIONING & MAP EXERCISE (GROUP 1)

Participants in Group 1 represented many standpoints, from avid bike riders, to pedestrians, to people who only walked when necessary. Participants live in all over the city, from the western to the eastern portions of the city. The top three goals chosen by the group related to: safety for bicyclists, better connections for pedestrians, and educational campaigns to inform residents about safety and walking and bicycling rights.

Ideas and visions presented by Group 1:

- Enhance crosswalks, especially crossings that integrate flashing beacons in streets and on signs that would help make crossings more visible to vehicles.
- Improve safety for bicyclists using bike boxes, adding bike lanes and sharrows, and calming traffic.
- Foster educational campaigns, which are central to the success of the new Plan. Past campaigns have not been completely successful.
- Use pedestrian scramble crosswalks at major intersections such as along Santa Monica Blvd and along Sunset Blvd at night or during key times.
- Coordinate with City of LA so facilities that cross city boundaries can be linked.
- Utilize traffic slowing and calming to allow West Hollywood to function as a “village”.
- Identify challenging intersections for bicycle navigation and areas where bike parking could be added to make bicycling easier.
- Support bike share program in the future. However, city facilities are not ready for a bike share currently; city needs to add more bike lanes first.
- Provide free branded bike bells to promote bicycling.
- Include identity signage at the key entrances to the city.
- Choose realistic priorities for the Plan. Although enhancing ADA accessibility and creating themed walking routes are important and noteworthy ideas, the Plan should address priorities that can not be covered elsewhere with different sources of funding.



GROUP #1 RECOMMENDATIONS AND COMMENTS

- 1 Gateway signage for West Hollywood.
- 2 Mid-block crossing at Robertson Blvd. into West Hollywood Park. Improve safety and provide bike amenities.
- 3 Maintain planting medians on Santa Monica Blvd. Tall planting currently limits visibility and improve the safety of crosswalks with flash beacons. Consider scramble crossings at busy times, for instance at night.
- 4 Chicanes on Robertson Blvd to slow traffic. Possibilities of closing Robertson Blvd for pedestrians on weekends and for major events.
- 5 3-Way intersection at Sunset Blvd/Horn Ave/Holloway Dr, is confusing and is unsafe because it is not signalized. Also, gateway signage should be placed on Sunset Blvd.
- 6 Provide a bike corral at the 24hr Fitness and bike racks at Starbucks on Santa Monica Blvd.
- 7 Recently installed detectors for bikes do not seem to be accurately detecting bikes at Kings Rd. and Santa Monica Blvd.
- 8 Downhill speeds on Sweetzer Ave. are high and are unsafe for bicyclists. →
- 9 Address the island on Crescent Heights Blvd in order to improve safety and provide amenities.
- 10 Provide bike amenities in front of Whole Foods. Possible Scramble crossing at Santa Monica Blvd./Fairfax Ave. Need to reduce the crossing distance. ~~~
- 11 Alleyways as a resource for alternate bike routes.
- 12 Willoughby Ave needs better coordination with City of LA on paving and a potential for a bike friendly street designation.
- 13 Considered an unsafe intersection. Lack of lighting and visibility on the street. Potential need for reconfiguration of the street with new development.
- 14 Wider sidewalks on Fountain Ave. would be nice. It is challenging to navigate narrow sidewalks with utilities and other obstacles.

- Map Legend**
- Bike lane
 - Bike sharrows
 - Bike route
 - West Hollywood city boundary

- I would walk more if there was/were...**
- A crosswalk
 - Improved safety
 - Slower traffic
 - Pedestrian amenities
 - Scramble crossing
 - Wayfinding signage
 - Better maintenance
 - Wider sidewalks
 - Flashing Beacons

- I would bike more if there was/were...**
- A bike lane
 - A bike sharrow
 - Slower traffic
 - Better maintenance
 - Bike amenities
 - A safer bike environment

- Alleyway alternative routes
- High downhill bike speeds
- Not to Scale

THEMES

RANK

High Priority Low Priority

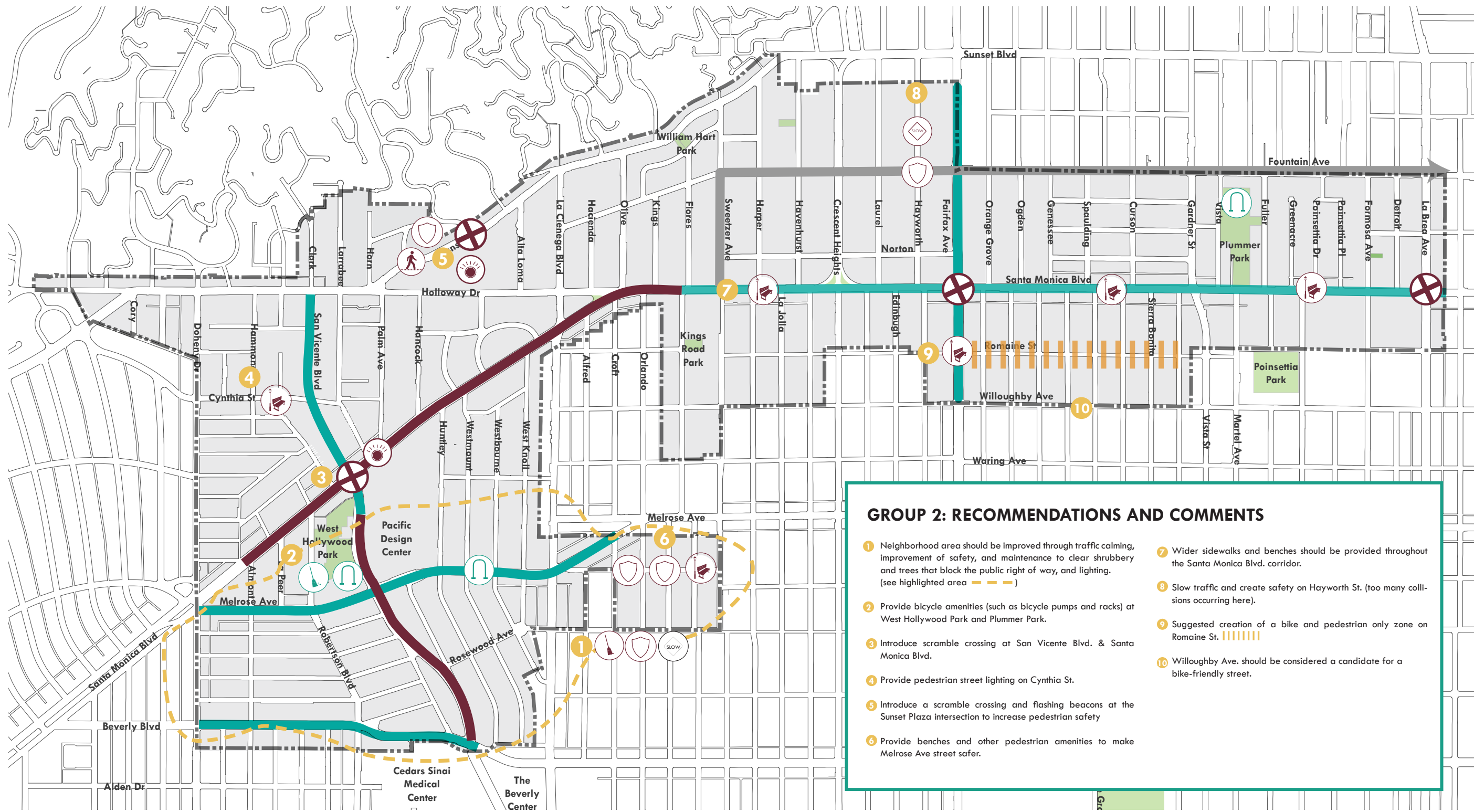
| | | |
|---|---|---|
| <p>Make Connections!</p> <ul style="list-style-type: none"> • Smooth sidewalks • Wider sidewalks • Crosswalks (more stripes) • Bulbouts <ul style="list-style-type: none"> • Flashing beacons • Connections to adjacent cities |  | |
| <p>Provide Better ADA Access</p> <ul style="list-style-type: none"> • Curb ramps • Longer crossing time • Shorter crossing distances | |  |
| <p>Make Great Walking Routes</p> <ul style="list-style-type: none"> • Themed walking routes with points of interest • Wayfinding signage <ul style="list-style-type: none"> • For tourists | |  |
| <p>Enhance the “Look” of our Streets</p> <ul style="list-style-type: none"> • Street trees and landscaping • Street furniture • Outdoor dining • Public art, lighting, etc | |  |
| <p>Improve Bicycle Safety</p> <ul style="list-style-type: none"> • Bike lanes • Bike boulevards • Sharrows and share the road signage • Bike boxes, bike signals • Slower traffic speeds - in some locations/smoothing paving surface <ul style="list-style-type: none"> • Willoughby - bike friendly street |  | |
| <p>Improve the “End of Trip” Experience for Cyclists</p> <ul style="list-style-type: none"> • Bike lockers, showers, tune-up stations at developments • Bike parking • Bike valet parking <ul style="list-style-type: none"> • Better visibility of bike parking | |  |
| <p>Promote Walking and Biking as Transportation (Needs to be more effective)</p> <ul style="list-style-type: none"> • Employer incentives for walking and bicycle commutes • Bike share program • Neighborhood walking groups • Part of safety and education |  | |
| <p>Educate and Inform! (Needs to be more effective)</p> <ul style="list-style-type: none"> • Bike safety classes • Driver safety awareness campaigns • Safety handouts, web resources, etc |  | |
| <p>Other priorities</p> <ul style="list-style-type: none"> • Fill in YOUR answers! <ul style="list-style-type: none"> • Regional/Inter-agency coordination • Bike loop detectors • Slow the whole city (vehicular) | | |

VISIONING & MAP EXERCISE (GROUP 2)

Participants in Group 2 represented a diverse range of the West Hollywood community. Among the group were experienced bike commuters, every-day pedestrians, and residents that represented a broad geographical cross section of the city. Enthused by the potential to update the Pedestrian and Bicycle Mobility Plan, group members discussed and ranked priorities for the vision and mission of the new Plan. Pedestrian-oriented goals strongly centered around the themes of accessibility and connections.

Ideas and visions presented by Group 2:

- Create new and more accessible crossings at major intersections within the city through wider and more frequent crosswalks, scramble crossings, and maintenance.
- Enhance the function of the sidewalks through increased landscaping, pedestrian benches, pedestrian-oriented lighting, and increased ADA access.
- Improve bicycle safety, through the introduction of dedicated bicycle lanes, sharrows, and bicycle friendly streets.
- Introduce City-led bicycle safety classes for both children and adults and city-wide events that encourage bicycling.
- Increase ticketing for all users of the road to better enforce traffic laws.
- Do not prioritize the provision of additional signage/wayfinding in the Plan.
- Do not prioritize the provision of additional bicycle lockers, showers, and tune-up stations in the Plan.
- Increase bicycle parking in particular locations throughout the city.
- Create fewer conflicts for bicyclists wherever possible. This includes bicycle and pedestrian conflicts, as well as bicycle and vehicular conflicts.
- Consider ways to slow vehicular traffic without requiring cyclists to stop at every intersection.
- Incorporate bicycle lanes along main east-west thoroughfares. Ensure north-south connections at multiple points throughout the city.
- Install flashing beacons to increase pedestrian safety throughout the east-west corridor.



GROUP 2: RECOMMENDATIONS AND COMMENTS

- 1 Neighborhood area should be improved through traffic calming, improvement of safety, and maintenance to clear shrubbery and trees that block the public right of way, and lighting. (see highlighted area - - - -)
- 2 Provide bicycle amenities (such as bicycle pumps and racks) at West Hollywood Park and Plummer Park.
- 3 Introduce scramble crossing at San Vicente Blvd. & Santa Monica Blvd.
- 4 Provide pedestrian street lighting on Cynthia St.
- 5 Introduce a scramble crossing and flashing beacons at the Sunset Plaza intersection to increase pedestrian safety
- 6 Provide benches and other pedestrian amenities to make Melrose Ave street safer.
- 7 Wider sidewalks and benches should be provided throughout the Santa Monica Blvd. corridor.
- 8 Slow traffic and create safety on Hayworth St. (too many collisions occurring here).
- 9 Suggested creation of a bike and pedestrian only zone on Romaine St. |||||
- 10 Willoughby Ave. should be considered a candidate for a bike-friendly street.

- Map Legend**
- Bike lane
 - Bike sharrows
 - Bike route
 - West Hollywood city boundary

- I would walk more if there was/were...**
- A crosswalk
 - Improved safety
 - Slower traffic
 - Pedestrian amenities
 - Scramble Crossing
 - Wayfinding signage
 - Better maintenance
 - Wider sidewalks
 - Flashing Beacons

- I would bike more if there was/were...**
- A bike lane
 - A bike sharrow
 - Slower traffic
 - Better maintenance
 - Bike amenities
 - A safer bike environment

- Neighborhood to be maintained
- Bike/Ped only zone

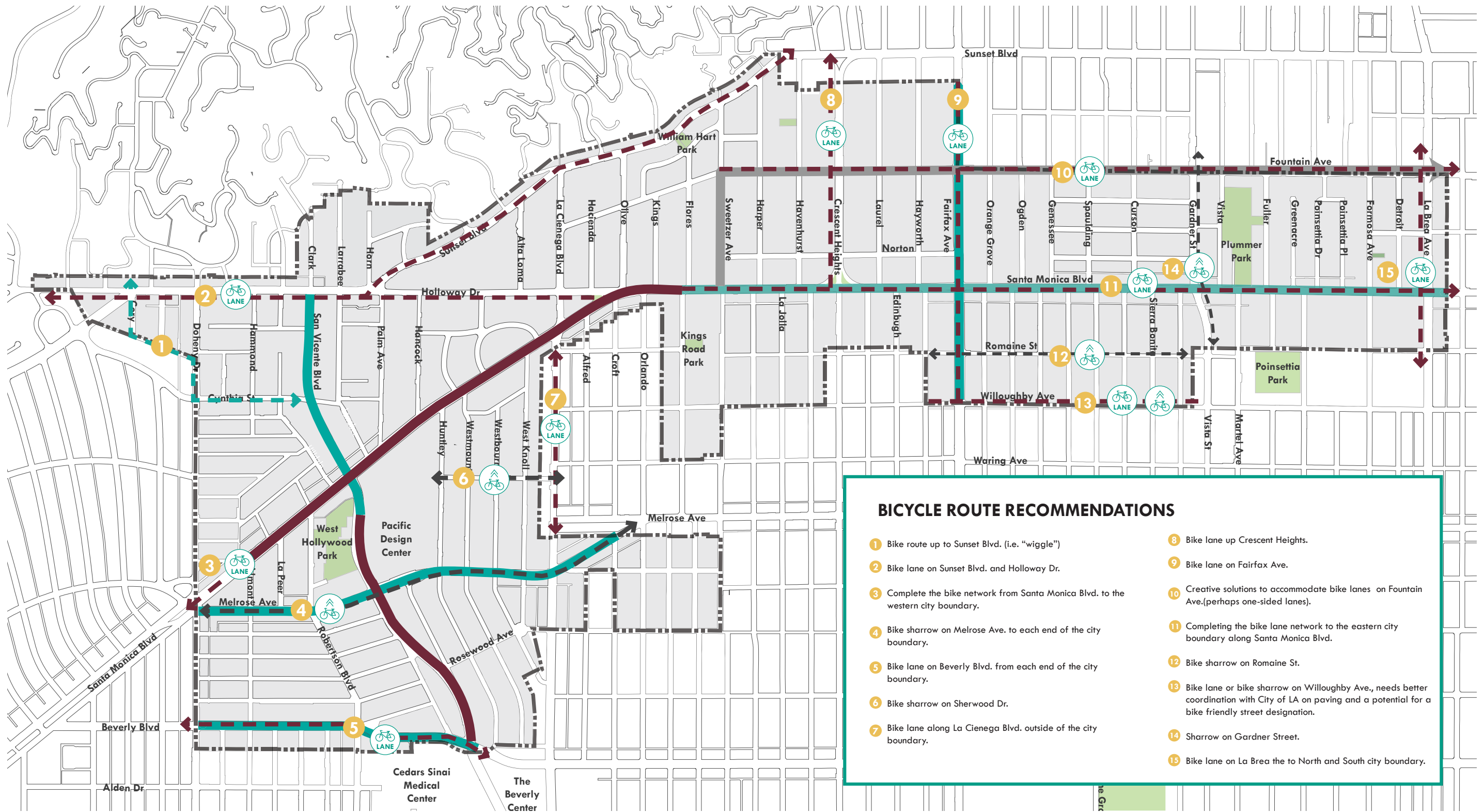


THEMES

RANK

High Priority Low Priority

| | | |
|--|---|---|
| <p>Make Connections!</p> <ul style="list-style-type: none"> • Smooth sidewalks • Wider sidewalks • Crosswalks • Bulbouts <ul style="list-style-type: none"> • Fix sidewalks broken by tree roots • Make connections for other wheeled modes (e.g. skateboards) • Introduce scramble crossings |  | |
| <p>Provide Better ADA Access</p> <ul style="list-style-type: none"> • Curb ramps • Longer crossing time • Shorter crossing distances |  | |
| <p>Make Great Walking Routes</p> <ul style="list-style-type: none"> • Themed walking routes with points of interest • Wayfinding signage <ul style="list-style-type: none"> • Weho already has this • Too much signage already in the city, need for clarity | |  |
| <p>Enhance the “Look” Function of our Streets Sidewalks</p> <ul style="list-style-type: none"> • Street trees and <u>landscaping</u> • Street <u>furniture</u> (include benches for everyone not only transit users) • Outdoor dining • Public art, <u>lighting</u>, safety etc |  | |
| <p>Improve Bicycle Safety</p> <ul style="list-style-type: none"> • Bike lanes • Bike boulevards • Sharrows and share the road signage • Slower traffic speeds • Bike boxes, bike signals <ul style="list-style-type: none"> • Incorporate green bike lanes |  | |
| <p>Improve the “End of Trip” Experience for Cyclists</p> <ul style="list-style-type: none"> • Bike lockers, showers, tune-up stations at developments • Bike parking • Bike valet parking <ul style="list-style-type: none"> • Visibility of bicycle parking within parking garages is important | |  |
| <p>Promote Walking and Biking as Transportation (Needs to be more effective)</p> <ul style="list-style-type: none"> • Employer incentives for walking and bicycle commutes • Bike share program • Neighborhood walking groups • Ped Incentives <ul style="list-style-type: none"> • Decoupling parking requirements • Use Metro/regional agencies • Consider commuters vs. visitors • More bike racks |  | |
| <p>Educate and Inform!</p> <ul style="list-style-type: none"> • Bike safety classes • Driver safety awareness campaigns • Safety handouts, web resources, etc • Adult bike classes/WeHo Elementary <ul style="list-style-type: none"> • Promote through events like Kidical mass/etc. |  | |
| <p>Other priorities</p> <ul style="list-style-type: none"> • Fill in YOUR answers! <ul style="list-style-type: none"> • Skateboarders/Safety on sidewalks. How do we address this in the plan? • Ticketing/enforcement (for ped&bikers) • Encourage both modes so as not to make them competing interests | | |



- ### BICYCLE ROUTE RECOMMENDATIONS
- 1 Bike route up to Sunset Blvd. (i.e. "wiggle")
 - 2 Bike lane on Sunset Blvd. and Holloway Dr.
 - 3 Complete the bike network from Santa Monica Blvd. to the western city boundary.
 - 4 Bike sharrow on Melrose Ave. to each end of the city boundary.
 - 5 Bike lane on Beverly Blvd. from each end of the city boundary.
 - 6 Bike sharrow on Sherwood Dr.
 - 7 Bike lane along La Cienega Blvd. outside of the city boundary.
 - 8 Bike lane up Crescent Heights.
 - 9 Bike lane on Fairfax Ave.
 - 10 Creative solutions to accommodate bike lanes on Fountain Ave. (perhaps one-sided lanes).
 - 11 Completing the bike lane network to the eastern city boundary along Santa Monica Blvd.
 - 12 Bike sharrow on Romaine St.
 - 13 Bike lane or bike sharrow on Willoughby Ave., needs better coordination with City of LA on paving and a potential for a bike friendly street designation.
 - 14 Sharrow on Gardner Street.
 - 15 Bike lane on La Brea the to North and South city boundary.

Map Legend

- Bike lane
- Bike sharrow
- Bike route
- West Hollywood city boundary

Proposed by Workshop Participants

- Bike lane
- Bike sharrow
- Bike route

Not to Scale