WEST HOLLYWOOD

PEDESTRIAN & BICYCLE MOBILITY PLAN

BIKE LANE
BEGIN

City of West Hollywood
California 1984

ACKNOWLEDGMENTS

February 2017

City Council

Lauren Meister, Mayor

John Heilman, Mayor Pro Tempore

John D'Amico, Councilmember

John J. Duran, Councilmember

Lindsey P. Horvath, Councilmember

Commissions and Boards

Transportation Commission

Planning Commission

Public Facilities Commission

Public Safety Commission

Senior Advisory Board

Russian Advisory Board

Disabilities Advisory Board

Community Development Department

Stephanie DeWolfe, Director

John Keho, Assistant Director

Bianca Siegl, Long Range Mobility & Planning Manager

Bob Cheung, Senior Transportation Planner

Tara Worden, Assistant Planner

Sharon Perlstein, City Engineer

Consultants

Fehr & Peers

Meléndrez

Here Los Angeles

Leslie Scott Consulting

With Special Thanks To
West Hollywood Bicycle Coalition

TABLE OF CONTENTS

EXECUTIVE SUMMARY

What is this Plan?

This West Hollywood ***Pedestrian & Bicycle Mobility Plan*** (Plan) provides a vision and set of prioritized strategies and tools to enhance the City's streets to be more comfortable, safe, and inviting to pedestrians and bicyclists of all ages and abilities. The Plan offers a balanced strategy for multi-modal activities (walking, bicycling, transit riding, driving, etc.) in the public realm, by using a "Complete Network Approach."

What is a "Complete Network Approach"?

Given the built-out nature of West Hollywood (hereafter referred to as the City), not all streets can optimally serve all modes. Instead, this Plan achieves a network, prioritizing some streets for certain modes and other streets for other modes. This ensures that all people have comfortable, safe, and efficient options for travel. Recommendations provided in Chapter 3 are described using this **Complete Network Approach**.

How Was This Plan Generated?

As a Plan for the people, the project included significant public input. Proposed improvements are community-based and community-generated. See Chapter 2 for more information about the Plan's process and technical backing.

Why Update the Mobility Plan?

This Plan updates the 2003 ***Bicycle and Pedestrian Master Plan***. Pedestrian access, safety, and connectivity have been an integral component of both community development planning and transportation planning in West Hollywood. In 2011, the City was rated as the most walkable City in California, with an average Walkscore of 89 out of 100.

City staff consistently reviews development projects and policies to ensure integration of pedestrian and circulation considerations into planning approvals. Supporting multi-modal transportation has been a goal of the City's ***General Plan, Climate Action Plan***, as well as various federal and state regulations. City staff are working on making bicycle improvements, testing innovative strategies to improve pedestrian safety, and increasing awareness through pedestrian, bicycle, and motorist education campaigns.

In the years leading up to the development of the Plan, the City demonstrated its commitment to increasing mobility and safety, reducing congestion and pollutants, and achieving social equity, for example through its adoption of ***2035 General Plan*** and ***Climate Action Plan***, and the development of the ***Bicycle Task Force Report*** (2011) that provides objectives, policies, and actions for this Plan.

The push to compile an updated P***edestrian & Bicycle Mobility Plan*** comes out of this pattern of supportive policies and reflects the community's need and demand for a Plan that introduces innovative planning techniques to improve bicycle and pedestrian safety throughout the City.

How is this Plan Organized?

This Plan is organized into four chapters:

Chapter 1: Lays out the guiding vision & context

Chapter 2: Analyzes the state of walking & biking

Chapter 3: Summarizes proposed improvements

Chapter 4: Discusses implementation

Context: A New Transportation Planning Paradigm

A guiding principle of this Plan is that our city streets (often referred to as the public right-of-way) should provide safe connections for residents and visitors, regardless of their mode of transportation. Each public right-of-way should be designed to emphasize the mode(s) that are determined to be most relevant to that particular corridor.

More people in the City are using non-auto forms of transportation compared to national averages and adjacent areas. According to the US Census, in 2015, the number of workers in households without a vehicle available was 20% higher in West Hollywood than in LA County, suggesting there is a need for infrastructure that supports walking and biking (***American Community Survey, 2015 5-Year Estimates***). In addition, countywide, Measure M passed in 2016, providing a long-term, dedicated revenue stream to support multi-modal infrastructure investment in LA County.

The Vision

This Plan will create the foundation for a pedestrian- and bicycle-friendly West Hollywood that provides comfortable, safe, healthy, and convenient places to walk and bicycle in the context of a balanced, multi-modal transportation network serving pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. Policies and programs that support walking and bicycling will:

- Further enhance mobility
- Improve West Hollywood residents' quality of life
- Create a more sustainable environment
- Reduce traffic congestion, vehicle exhaust emissions, noise, and energy consumption associated with the use of single occupancy vehicles on city streets
- Enhance public health by providing opportunities to be physically active on a regular basis

The Pedestrian Environment

City residents walk to work over twice as much as county, state, or national averages. To match this trend, the City has made considerable upgrades to pedestrian infrastructure since the adoption of the original 2003 ***Bicycle and Pedestrian Master Plan***. On major commercial streets, pedestrian crossing improvements have included new continental marked crosswalks, mid-block crosswalks, pedestrian countdown signals, and rectangular rapid flashing beacons (RRFBs). Other improvements have included an array of traffic calming devices and pedestrian safety measures on neighborhood streets in the City's residential areas.

Rainbow crosswalk on San Vicente Blvd

While West Hollywood is one of the most friendly cities for pedestrians in the region, there are some areas for improvement. Some streets within the City have narrow sidewalks with utility poles or other obstacles blocking the pedestrian flow. Opportunities for enhancements in the pedestrian realm include addressing these issues along with protecting, adding, and improving street crossings and lighting.

The Bicycle Environment

The City currently has three types of on-street bike facilities: bike lanes, signed bike routes, and bike sharrows. However, there are gaps in this network - especially east/west connectors - that need to be addressed in order to provide an effective bicycle network. Bike parking is provided throughout the City on public rights-of-way and additional bike parking is provided by private development. Major constraints for cyclists include narrow street widths that bring cyclists close to vehicles, high-traffic corridors with regional pass-through traffic, a steep incline north of Santa Monica Blvd, and large intersections that can be difficult to cross comfortably.

Nearly 43% of cyclists ride on the sidewalk in the City (based on counts taken at selected locations, as part of this Plan). While this may reduce the danger of collisions between cyclists and motorists, it puts strain on the sidewalk and frustrates pedestrians. Opportunities include:

- Creating attractive and safe alternatives to riding on the sidewalk by closing gaps and enhancing east/west connections
- Linking to regional routes in adjacent cities
- Calming traffic to make for a more pleasant biking experience
- Providing enhanced bicycle facilities

Summary of Key Issues from the Community

Pedestrian Issues

- Unsignalized crosswalks
- Crosswalks with limited lighting
- Not enough pedestrian crossing time
- Pedestrians failing to push crossing buttons
- Unsafe crossing behavoir
- Pedestrian/bike conflicts on sidewalks
- Need for comfortable walking routes
- Narrow sidewalks w/ obstacles on Fountain

Bicycle Issues

- Gaps in the regional network
- Lack of a comfortable east/west local route
- Lack of bicycle wayfinding
- Driver education for safe use of streets
- Need for more bike parking at key spots

Enforcement Issues

- Jaywalking
- Wrong-way riding
- Vehicular loading in bike lanes
- Failure to yield
- Need greater enforcement of rules
- Driver education for shared streets

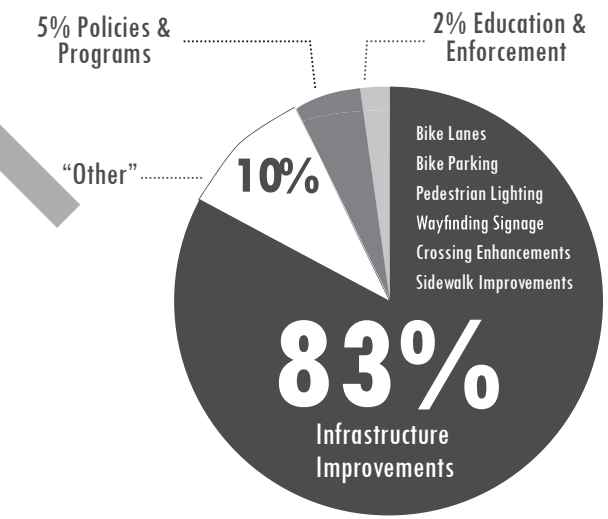
Process: Key Issues From the Community

As part of the visioning process for the *Pedestrian & Bicycle Mobility Plan*, the City hosted two public workshops, a variety of smaller pop-up events, a robust online survey, an interactive feedback map tool, focused stakeholder meetings, and a community walkabout and bikeabout to discuss the walking and biking experience.

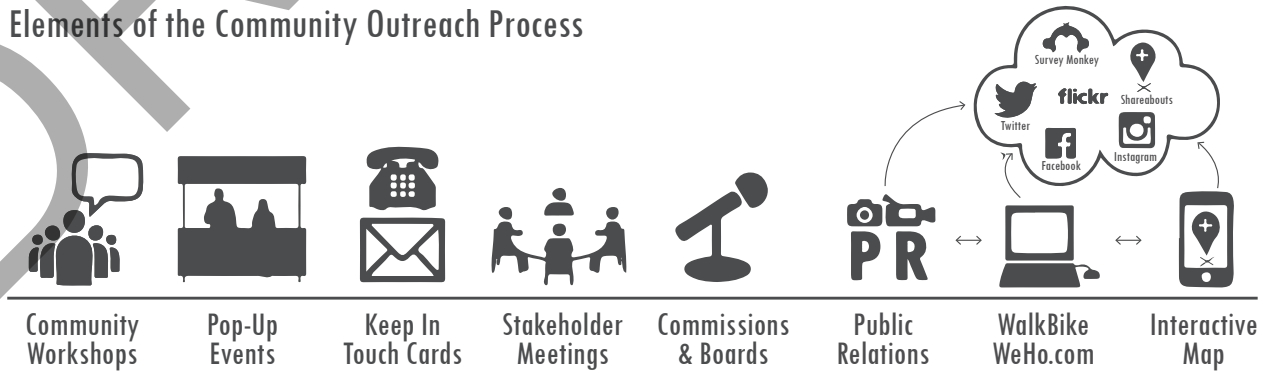
The first workshop aimed to define community priorities and issues, the walkabout and bikeabout helped gather real-time input from community members while walking and biking, and the second workshop allowed the community to provide input on draft recommendations. An open-house style community meeting was also held to showcase the final Plan.

Overall, the community thought that infrastructure improvements, such as bicycle lanes, pedestrian lighting, wayfinding signage, and crossing and sidewalk improvements, should be the key focus of the Plan.

Community Vision Priorities



Elements of the Community Outreach Process



Recommendations

The *Pedestrian & Bicycle Mobility Plan* introduces multi-modal improvements to both the pedestrian and bicycle networks around West Hollywood. The map below summarizes the recommendations that are described in detail in Chapter 3.

Proposed Network Overview Map

Design Toolkit

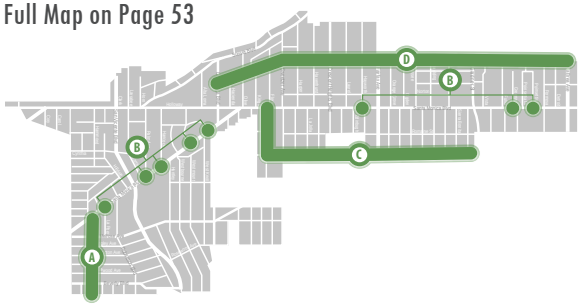
The Plan presents a "Design Toolkit" that showcases the full range of bicycle and pedestrian improvements appropriate for West Hollywood. The Toolkit defines each tool, describes its benefits, and identifies possible locations for implementation. Each of the tools found in the Design Toolkit in Chapter 3 results in one or more of the following benefits for pedestrians or bicyclists.

- **Increases the Visibility of Pedestrians, Bicyclists, or Vehicles**
- **Enhances the Safety, Comfort, or Beauty/ Decreases the Potential for Conflict**
- **Improves Wayfinding/ Heightens the Awareness of the Pedestrian or Bicyclist**
- **Allows Pedestrian or Bicyclist to Maintain Momentum/ Increases Convenience**
- **Potential for Positive Economic Benefits**
- **Less Costly (See Appendix A)**
- **Supports Public Transit Use**

Plan Components: Priority Projects

Four priority projects are included in this Plan, which respond to key issues raised by the community. These projects seek to address the most crucial gaps in the City's pedestrian and bicycle network. Each priority project will require its own community process to design and construct the recommended infrastructure improvements. The Plan recommends that the City pursue the priority projects within the next five years.

Full Map on Page 53



Project A: Almont Dr- North/South Greenway

Project B: Santa Monica Blvd- Pedestrian Crossing Improvements

Project C: Willoughby Ave- East/West Neighborhood Greenway

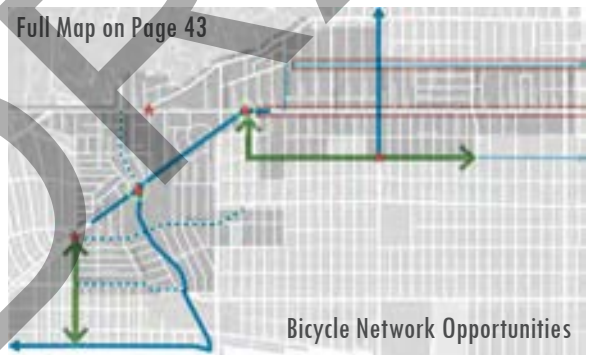
Project D: Fountain Ave- Pedestrian Improvements

Additional Network Improvements

Recommendations for the citywide network of pedestrian and bicycle infrastructure look beyond the four priority projects, and recommend enhancements to the larger city network. These improvements would be implemented as funding becomes available, through development projects, street improvements, and other opportunistic means. See diagrams, below.

Full Map on Page 29

Full Map on Page 43



Programs and Policies

Education and training for the community is a critical aspect of mobility planning for the City. Recommended programs and policies include: education and outreach campaigns, pedestrian and bicycle events, new City policies, and internal City and external intra-city coordination, and enforcement.

Education & Outreach Campaigns

- Education is a critical element for a complete and balanced approach to improving both bicycling and walking safety for all road users.

Pedestrian & Bicycle Events

- Local and regional events provide opportunities to promote walking and biking.

Policies

- City policies shape development of the City and provide the framework for continued enhancements to the pedestrian and bicycle environment.
- The City is committed to making safety a priority policy by developing guidance relating to safety for all users. A Vision Zero policy is needed, along with a policy to address bicyclists riding on sidewalks.

Enforcement, Programs & Coordination

- Education and enforcement is a critical element for a complete and balanced approach to improving both bicycling and walking safety for all road users.

Implementation

The implementation of the Plan's proposed projects provides a step-by-step approach to realizing the Plan's visions, with a clear definition of what needs to be done, who is responsible, when it should be done, and how much it may cost.

CHAPTER 1

INTRODUCTION: THE NETWORK APPROACH

This page is intentionally blank.

PLAN PURPOSE, VISION & GOALS

Purpose — Focus on Implementation

This Plan updates the 2003 ***Bicycle and Pedestrian Mobility Plan*** (BPMP) by building upon recent planning efforts and employing the latest planning knowledge and design expertise to improve pedestrian and bicyclist comfort, safety, and mobility in the City of West Hollywood. In previous planning efforts, including the 2003 ***BPMP***, the 2011 ***Bicycle Task Force Report***, the ***2035 General Plan***, and the ***Climate Action Plan,*** the City of West Hollywood has developed an extensive list of pedestrian and bicycle improvement projects.

This Plan brings new ideas to the list of projects previously developed and identifies top-priority projects that best support the Plan's vision and goal. The result is an implementation strategy that identifies priority projects and network improvements to enhance the walking and bicycling environment, and provides concrete steps for implementing them.

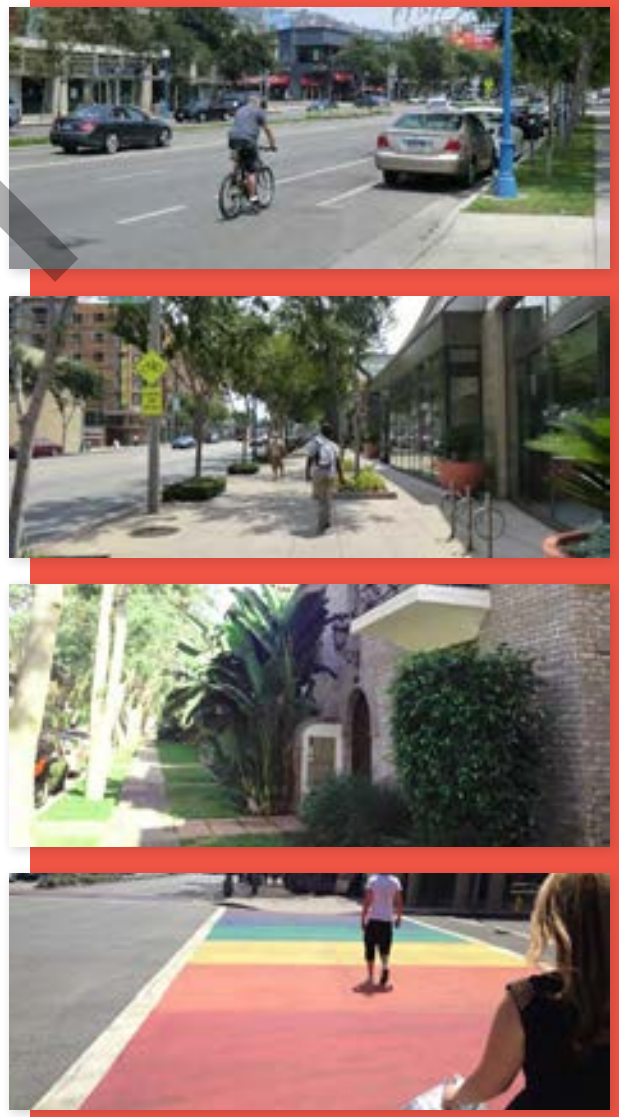
This implementation-focused Plan will help the City compete for funding opportunities and foster an attractive environment for more people to walk and bicycle.

A guiding principle of this Plan is that our public rights-of-way should be designed to suit their desired function. Under the traditional paradigm, the function of our roadways is defined almost entirely by auto-oriented policies, funding requirements and engineering norms established decades ago, with local modifications forced to accommodate existing patterns of use. As a result, transportation decisions trap us in an outdated system that no longer serves the long-term interests of our residents and stakeholders.

A new mode of thinking posits that the function of the public right-of-way should instead be established according to a vision that reflects the desires of the people who, live, work, recreate, and travel along them, emphasizing the mode(s) they determine to be most relevant to each corridor. This Plan and other recent planning efforts within West Hollywood and neighboring cities represent a collective step in the direction of the new transportation planning paradigm that promotes multi-modal choices.

How to use this Plan

This Plan guides the City's upcoming efforts to improve the pedestrian and bicycle environment. This Plan can be used to understand the current bicycling and walking conditions in West Hollywood, to learn more about the benefits of improving bicycling and walking conditions, and to become informed about upcoming pedestrian and bicycle projects.



Pictured Cyclist on Santa Monica Boulevard, wide sidewalk with commercial frontage, residential sidewalk (Vista Street), rainbow crosswalk at San Vicente Boulevard

Pictured: Community workshops where community members gave input to the plan (above, middle, top)

Vision – Serving Pedestrians and Bicyclists within a Multi-Modal Transportation System

This Plan will create the foundation for a pedestrian- and bicycle-friendly West Hollywood that provides comfortable, safe, healthy, and convenient places to walk and bicycle within the context of a balanced, multi-modal transportation network serving pedestrians, bicyclists, transit riders, and motorists.

The City has been improving sidewalks, crosswalks, and bike facilities since its cityhood in 1984. In 2011 and 2013, West Hollywood was rated one of the most walkable cities in California by Walk Score. However, residents and visitors to West Hollywood have differing ideas on what type of environment they feel is comfortable for walking and biking. This Plan aims to improve the comfort and safety for all users from children to seniors, beginner cyclists to experienced riders, home town locals, workers, and visitors.

Policies and programs that support walking and bicycling will further enhance mobility, improve West Hollywood residents' quality of life, create a more sustainable environment, and reduce the traffic congestion, vehicle exhaust emissions, noise, and energy consumption associated with the use of single occupancy vehicles on City streets.

Goal & Objectives

The goal of this Plan is to enhance the City's street network to be comfortable, safe, and inviting to pedestrians and bicycles of all ages and abilities. This goal builds upon and supports the goals of the City's General Plan. Objectives have been developed to help focus the City's actions to attain the Mobility Plan's goal and are supported by community input. The objectives are to:

- Implement the *West Hollywood General Plan* & *Climate Action Plan*
- Comply with federal and state regulations
- Support multi-modal transportation options to reduce greenhouse gases, congestion, and pollution
- Eliminate barriers along pedestrian routes and enhance sidewalks and crossings
- Provide a convenient and connected walking network
- Eliminate gaps in existing bicycle network and provide high-quality bicycle infrastructure to improve bicyclist comfort and safety
- Strengthen regional bicycle network connections
- Coordinate with neighboring jurisdictions to connect West Hollywood to regional destinations
- Improve City streets and sidewalks to provide enjoyable community living spaces
- Improve the end-of-trip experience for bicyclists with lockers, showers, changing areas and secure parking
- Foster educational programs to encourage safety and knowledge of rights and responsibilities
- Support the enforcement of traffic laws for all users of City streets
- Promote the City's identity as a walkable and bikeable place

Using a Complete Network Approach

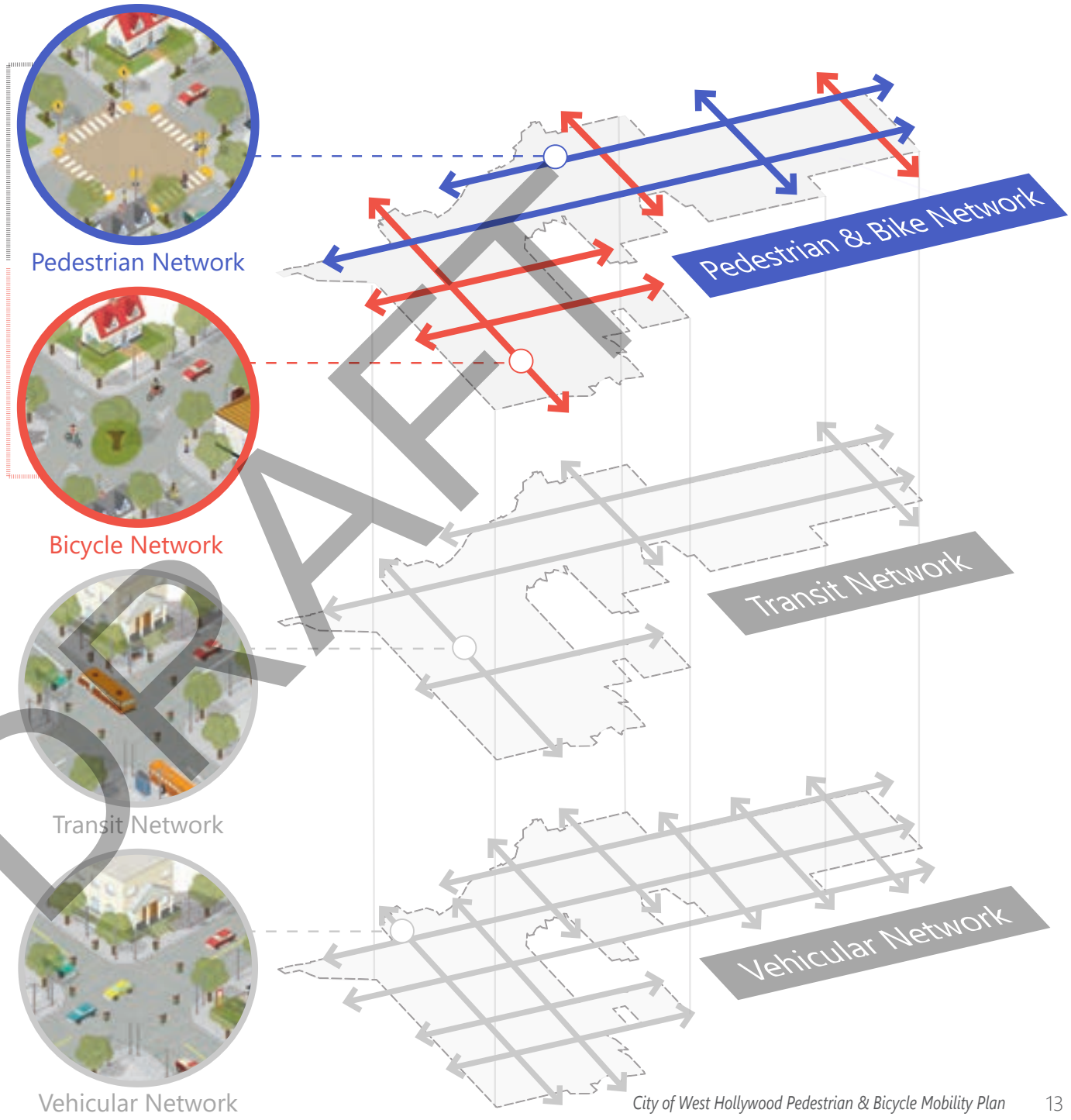
The principle of a "Complete Network" guides this Plan. Given the built-out urban context of West Hollywood, not all streets can optimally serve all modes of transit such as walking and bicycling. Instead, this Plan is designed to achieve an optimal complete network, prioritizing some streets for certain modes and other streets for other modes. This ensures that all modes have safe and efficient options to travel within the City.

This Plan focuses on the Pedestrian Network and the Bicycle Network, two important "layers" that make up a component of the City's larger Complete Network.

Throughout this Plan bicycle conditions and improvements are indicated with a bicycle wheel, while pedestrian-related conditions and improvements are indicated with two feet (see below).

Pedestrian-Related Plan Content

Bicycle-Related Plan Content



Mayor's Challenge for Safer People and Safer Streets

Source: transportation.gov

The City of West Hollywood has joined former U.S. Transportation Secretary Anthony Foxx's "Mayors' Challenge for Safer People and Safer Streets." In March 2015, the USDOT challenged participating cities to take part in a year-long effort to implement at least one of seven challenge activities to create safer streets for safer cities. The *Pedestrian & Bicycle Mobility Plan* proudly takes action on all seven challenge activities:

1. Take a Complete Streets approach
2. Identify and address barriers to make streets safe and convenient for all road users, including people of all ages and abilities and those using assistive mobility devices
3. Gather and track biking and walking data
4. Use designs that are appropriate to the context of the street and its uses
5. Take advantage of opportunities to create and complete ped-bike networks through maintenance
6. Improve walking and biking safety laws and regulations
7. Educate and enforce proper road use behavior by all

PROJECT CONTEXT

The Pedestrian and Bicycle Planning Field

There is a growing interest in active transportation, including pedestrian and bicycle mobility, in communities of all sizes across the United States. Rising rates of obesity and related diseases, increasing fuel prices, and a renewed interest in enjoying shopping, recreation and employment opportunities close to home all contribute to the importance of safe, comfortable, and convenient spaces for walking and bicycling. Planning for active transportation supports multiple goals, including:

Economic Development

- Increased access to employment opportunities and exposure to local businesses
- Increased attractiveness to prospective residents, businesses, employees, and visitors
- Decreased personal transportation costs from automobile ownership, including fuel, maintenance, parking, and insurance
- Decreased need for parking facilities, which frees resources for more engaging land uses

Public Health

- Increased physical activity
- Decreased incidence of obesity, heart disease, stroke, high blood pressure, diabetes, and related diseases
- Decreased risk of pedestrian and bicyclist injuries and fatalities

Environmental Quality

- Decreased levels of congestion
- Decreased emission of greenhouse gases, including CO2

Statutory Requirements for Complete Streets and Greenhouse Gas (GHG) Reductions

Recent state laws establish a new legal framework for designing streets for all users. The ***California Complete Streets Act of 2008 (Assembly Bill 1358)*** requires municipalities to provide for a "balanced, multi-modal transportation network [that] meets the needs of all users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation...." This Plan supports the goals of the City's 2011 ***General Plan***, in compliance with the *California Complete Streets Act of 2008*.

Furthermore, ***Assembly Bill 32*** requires the reduction of GHGs by 28% by the year 2020 and by 50% by the year 2050. ***Senate Bill 375*** tasks planning agencies with achieving GHG reductions through their Transportation Plans. The reduction of automobile use is one method for reducing GHG emissions, which can be achieved by encouraging walking, bicycling, or using transit through improved pedestrian and bicycle infrastructure and programs.

State and Federal Design Standards

In the State of California, the ***California Manual of Uniform Traffic Control Devices (CA MUTCD)*** and the ***Caltrans Highway Design Manual (HDM)*** establish the design standards for bicycle and pedestrian facilities. These guides, along with the American ***Association of State Highway*** and ***Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities*** provide standards for basic bicycle and traffic calming techniques. However, standard bicycle facility treatments do not always provide enough options when developing bikeways to retrofit the existing built environment.

West Hollywood's narrow rights-of-way, busy intersections and unique conditions may warrant the use of non-standard treatments. The ***National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide*** provides guidance for bicycle design treatments that are seeing increasing acceptance in the United States but are not yet adopted by CA MUTCD or the HDM. In August 2013, the Federal Highway Administration (FHWA) released a memo supporting the NACTO Urban Bikeway Design Guide. However, any application of design treatments not contained within the standards set forth by the California MUTCD or the Caltrans HDM should follow the processes outlined by the California Traffic Control Devices Committee (CTCDC) and FHWA for pilot project experimentation.

Source: greatergreaterwashington.org

Figure 1.1 Policy Framework

This Plan builds on the momentum of the General Plan Mobility Element and other successful pedestrian and bicycle planning efforts in West Hollywood, the greater Los Angeles area, and the latest thinking in the pedestrian and bicycle planning field.

2003
Bicycle and Pedestrian Mobility Plan

Responds to resident concerns about walking and bicycling safety, traffic congestion, alternative transportation modes, and using public rights-of-ways - including streets and sidewalks - more efficiently

2011
The General Plan & Climate Action Plan

Establishes vision/blueprint for growth of City over next 20 years related to transportation and multi-modal mobility

2011
Bike Task Force Report

Provides recommendations to improve bicycle mobility by addressing facilities, safety, and connectivity with locations for specific enhancements

TODAY
Ped + Bike Mobility Plan Update

Reaffirms the community's needs and desires relating to safety, comfort, ease, and accessibility of walking and biking in the City, and provides specific attainable projects to improve the bicycle and pedestrian environment

Regional Planning Efforts

Regional plans aim to facilitate coordinated planning across jurisdictional boundaries and set regional priorities for funding of transportation infrastructure, including bicycle and pedestrian projects. The Southern California Association of Governments (SCAG) and the Los Angeles County Metropolitan Transportation Authority (Metro) have plans that support active transportation.

SCAG Regional Transportation Plan/ Sustainable Communities Strategy

SCAG adopted the 2016 *Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)*, which is intended to reduce greenhouse gas emissions from transportation and includes significant investments in multi-modal transportation. The non-motorized transportation section identifies implementation priorities for local jurisdictions and serves as an active transportation policy guide for the region.

Metro's Long Range Transportation Plan

Metro's *Long Range Transportation Plan (LRTP)* supports active transportation by promoting the development of bicycle and pedestrian facilities throughout the County. In 2011, Metro established short- and long-term strategies for promoting walking and biking and hosts a bicycle roundtable to discuss bicycle-related issues, continually working with the 89 local jurisdictions in the County to improve bicycle access in future transit facility designs. The 2006 *Metro Bicycle Transportation Strategic Plan* and the 2016 *Metro Active Transportation Strategic Plan* are intended to be used by local cities and Los Angeles County Transit agencies in setting pedestrian and bicycle-related priorities that lead to regional improvements. Metro also funds active transportation projects. In 2016, Metro implemented bike share, with pilot locations in Downtown Los Angeles and is tentatively slated for expansion to Pasadena, Central Los Angeles, and Hollywood.

Inter-Jurisdictional Coordination

The perception of street design is changing in the Los Angeles region, with a greater emphasis on designing streets for multiple users and modes. West Hollywood's neighboring communities have increased investment in active transportation in recent years.

The City of Los Angeles, which surrounds most of West Hollywood, has recently updated its General Plan Mobility Element, titled *LA Mobility Plan 2035*. This Plan designates "enhanced networks" for pedestrians, bicycles, transit vehicles, and motor vehicle use. Los Angeles has installed 593 miles of new bike facilities identified in their 2010 Bicycle Plan, as of September 2016. Locally, Los Angeles has installed bike sharrows on Willoughby Ave and Fountain Ave, east of City limits and is planning on extending the San Vicente Blvd bike lanes south to Burton Way. Los Angeles has also installed a bike lane on Fairfax Ave north of the City of West Hollywood.

West Hollywood's neighbor to the west, Beverly Hills, has implemented bicycle facilities on Burton Way and is embarking on a major redesign of Santa Monica Blvd between Wilshire Blvd and Doheny Dr, which may include pedestrian enhancements.

In addition, bike share is gaining traction in the region. Systems have been implemented in West Hollywood, Beverly Hills, Santa Monica, and Downtown Los Angeles, and are comprised of automated stations that allow individuals to pick up and drop off bicycles for short-term use.

The successful implementation of this Plan requires ongoing coordination with Los Angeles and Beverly Hills, both individually and through the Westside Cities Council of Governments. Bikeway improvements in the vicinity of West Hollywood provide opportunities for broader regional connectivity beyond city borders.

West Hollywood Planning Efforts

This section summarizes key planning efforts in the City of West Hollywood that address pedestrian and bicycle planning issues. Figure 1.1 on the previous page provides a timeline of major pedestrian and bicycle planning efforts in the City.

General Plan

As expressed in the ***General Plan 2035***, the City of West Hollywood's mobility strategy is to create a balanced and multi-modal transportation system that meets the needs of the community, and to improve the quality of life within West Hollywood, while also serving as an active participant in regional strategies to address regional transportation issues. The General Plan seeks to increase the number of non-motorized trips by improving the approximately 87 miles of sidewalks, 5.4 miles of bike lanes and sharrows that were existing at the time the General Plan was adopted and creating better connections to regional transit hubs. A summary of General Plan Actions is listed in Figure 1.2.

Bicycle Task Force

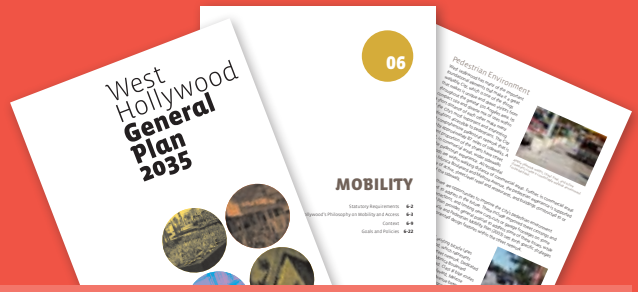
In 2011, a ***Bicycle Task Force Report*** provided recommendations to improve bicycle mobility as part of the General Plan update. The report laid the groundwork for the formation of the West Hollywood Bicycle Coalition, and set the following goals for the community:

- Enhance cycling as a safe, healthy and enjoyable form of transportation and recreation
- Increase the number and types of cyclists who commute in and through the City
- Reduce auto congestion throughout the City
- Provide infrastructure improvements to increase safety and connectivity

Pictured above: West Hollywood Bicycle Task Force Report (2011)

Figure 1.2 General Plan Checklist

The City of West Hollywood *General Plan 2035* proposes actions that create better connections to regional transit hubs. The following table presents these General Plan actions and how they are addressed in this Plan.



GP Action	Action Name	How Addressed
LU-A.8	**Temporary Pedestrian Streets**	Programs & Policies (p. 81)
M-A.19	**Pedestrian Obstacle and Gap Survey**	Pedestrian constraints are identified on p. 28.
M-A.20	**Priority List for Enhanced Crossings**	Priority enhanced crossings are identified as part of the Priority Projects (p. 52). List of locations for signalized and unsignalized crossing enhancements (p. 72 - 75).
M-A.24	**Bicycle System Quality Survey**	This Plan identifies areas where the bicycle network could be improved and proposes top-priority infrastructure improvements.
M-A.25	**Bicycle Priority Streets**	Proposed neighborhood greenways including the Almont Dr and Willoughby Ave Neighborhood Greenways use traffic management infrastructure to reduce traffic volumes and improve cyclist comfort (p. 53).
M-A.26	**Bicycle and Pedestrian Master Plan Update**	This Plan updates the 2003 *Bicycle and Pedestrian Mobility Plan*.
M-A.27	**Bicycle Parking Analysis**	Existing bike parking is identified on p. 37.

Design District Streetscape Master Plan

The *West Hollywood Design District Streetscape Master Plan* (2014) seeks to strengthen the economic vitality of the West Hollywood segments of Beverly Blvd, Robertson Blvd, Melrose Ave, and segments of Almont Dr and La Peer Dr by improving the pedestrian environment and adding bicycle infrastructure, public gathering spaces, and landscaping, while improving the overall aesthetics and functionality of the streets. The Plan calls for shared lane markings for bicyclists on Melrose Ave and Robertson Blvd, a dedicated bicycle lane on Beverly Blvd, and significant pedestrian improvements along all three streets. This Plan was approved by City Council in 2014 and is moving ahead into Plan implementation for Melrose Ave between San Vicente Blvd and the City's eastern boundary.

Pictured above: West Hollywood Design District Streetscape Master Plan (2014)

CHAPTER 2

STATE OF WALKING & BIKING IN WEHO

This page is intentionally blank.

INTRODUCTION

Purpose — Focus on Implementation

This Chapter evaluates the existing walking and biking conditions, identifies opportunities and constraints for new pedestrian and bike facilities, and summarizes public input gathered during the Plan's extensive community engagement efforts.

Figure 2.1 Approach to Assessing Existing Conditions and Needs

Existing Conditions

The project team collected data from the City of West Hollywood to provide an analysis of existing facilities. This data included information such as traffic volumes, bicycle facilities, and crossing and traffic calming locations. In addition the team collected and analyzed pedestrian and bicycle collision data to identify collision trends. The team conducted bike counts in Fall 2015 at 23 locations in the City, which provide a look into the predominant cycling patterns in West Hollywood. The team also collected pedestrian counts throughout 2015 as part of separate crosswalk studies, which can be found in Appendix D. Finally, the team conducted field reviews with City staff during weekday, weekend and nighttime periods for on-the ground evaluation of existing conditions. This Chapter also presents a summary of the community input process; much of the detailed findings can be found in Appendix C.

Opportunities

Opportunity areas have been identified where under utilized roadway space can be repurposed to improve the pedestrian and bicycle experience.

- **Opportunity to work with new development to provide uses on ground floor that activate the pedestrian experience**

Constraints

Obstacles, gaps, and missing links to existing or planned bikeways in neighboring cities have also been indicated. The primary obstacles to implementation of pedestrian and bicycle facilities include:

- **Narrow sidewalks on commercial corridors with front setbacks, limiting space for pedestrian amenities (e.g. cafe dining, seating, and landscaping)**
- **Limited public right-of-way**
- **Heavy vehicular traffic on major arterials and collectors**
- **Cut-through traffic on neighborhood streets trying to avoid congestion on commercial streets**
- **Lack of continuity (physical and jurisdictional) on parallel local streets**
- **Disruption of the street grid west of La Cienega Blvd**
- **Conflicting opinions on the best use of the public right-of-way**

Community Engagement

Key issues from the community were a guiding force to understanding how to improve the walking and bicycling environment for residents and visitors.

Pictured above: Participants share their ideas at one of the Mobility Plan's public workshops.

Land Use and Transportation Overview

What makes West Hollywood a good place to walk and bike?

A Mix of Land Uses

With nearly 19,000 people per square mile, West Hollywood is one of the most densely populated cities in the United States. Nearly 90% of residents are within a quarter mile of Sunset Blvd or Santa Monica Blvd. Although much of the city's commercial activity is concentrated along these two corridors, a mix of community- and neighborhood-serving commercial establishments place every point in the City within comfortable walking or biking distance of a variety of destinations.

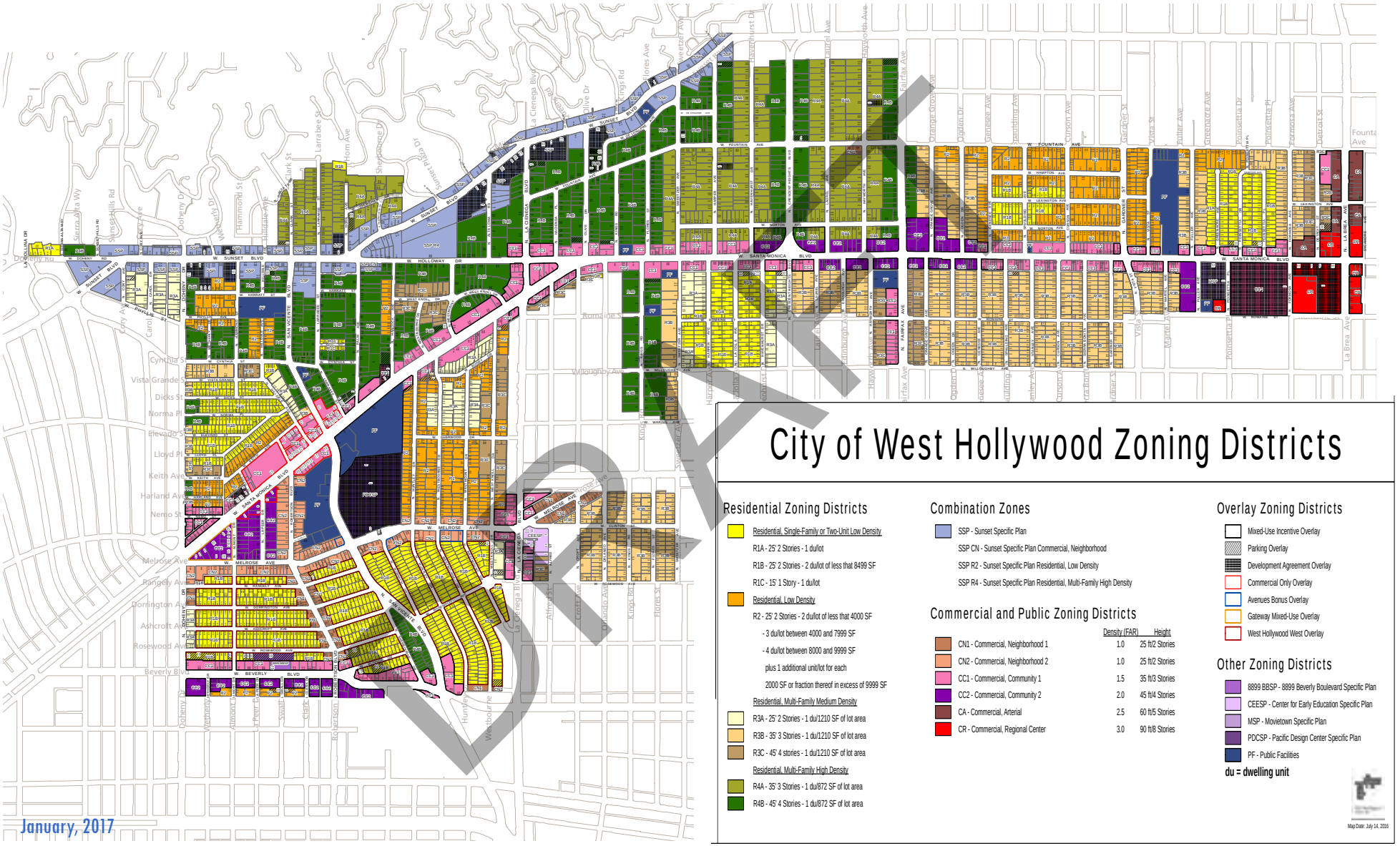
In fact, West Hollywood has a Walk Score of 89 out of 100 and is ranked "very walkable [where] most errands can be accomplished on foot," making West Hollywood the most walkable city in California in 2013. Walk Score is an index that measures the "walkability" of a neighborhood by evaluating the proximity of an address to nearby amenities such as businesses, schools, parks and other destinations.

Single-family residential neighborhoods can be found south of Melrose Ave and pockets in the western and far eastern ends of the City. Between Melrose Ave and Santa Monica Blvd lie multi-family residential neighborhoods, while additional high-density housing is located north of Santa Monica Blvd. The City has six parks: West Hollywood Park located in the western end, Plummer Park and Formosa Pocket Park in the eastern end of West Hollywood, Hart Park and Havenhurst Pocket Park near Sunset Blvd and Sweetzer Ave, and Kings Rd Park in the central part of West Hollywood. Figure 2.2 shows the existing zoning districts in West Hollywood.

Fun Destinations & Major Activity Centers

With over 15 hotels, 150 restaurants, 300 shops, and numerous musical venues, clubs, and nightlife destinations in just 1.9 square miles, West Hollywood attracts significant numbers of local and long-distance visitors. On weekend evenings, nightlife destinations along the western portions of Sunset Blvd and particularly Santa Monica Blvd, as well as the northern portion of Robertson Blvd attract large crowds, the weekend population can swell to 80,000. The Rainbow District, an area centered along the stretch of Santa Monica Blvd between La Cienega Blvd and North Robertson Blvd, is a highly visited destination. Though most of these visitors arrive from points beyond walking or biking distance, many visitors will patronize multiple nearby businesses on a single trip to West Hollywood, making a well-connected pedestrian environment an important part of their experience.

Figure 2.2 Zoning Districts



January, 2017

Bicycle Ridership

Bicycle ridership estimates have been calculated using data from the 2010 American Community Survey. These estimates reflect the number of commute trips by bike and other trips by bike, made by West Hollywood residents.

Number of daily bicycle commute trips:

548

Daily bicycle trips for non-commute purposes:

954

How do people move through West Hollywood?

Circulation Patterns

The predominant travel patterns in the City of West Hollywood were established long before its incorporation. Its east/west orientation and location roughly mid-way between U.S. 101 and I-10 (four miles away from either) make the city a conduit for through traffic. The combination of a meandering city boundary in the east and topographical changes that skew the street grid in the west leave few options for continuous east/west travel beyond Sunset Blvd, Fountain Ave, Beverly Blvd, Melrose Ave, and Santa Monica Blvd.

Santa Monica Blvd is the City's key commercial corridor and most traveled east/west route for cyclists, pedestrians, buses, and cars, with between 46,000 and 53,000 vehicles a day. Sunset Blvd, host to many of the City's hotels, restaurants, clubs, and shopping, also receives very high traffic volumes (around 51,000 vehicles a day). Fountain Ave, a residential street, also is a popular east/west commuter corridor with an average of 35,000 vehicles a day. Accommodating high traffic volumes, while making streets inviting, comfortable spaces for pedestrians and bicyclists is a challenging balancing act for this Plan.

Based upon daytime and evening field observations and discussions with the Sheriff's Department, pedestrian activity centers have shifted since the 2003 Plan, from the Sunset Strip to the Rainbow District. This shift is a result of new development and the opening of new nightlife destinations on Santa Monica and Robertson Blvds.

An uptick of new development on the east side of the City along Santa Monica Blvd could shift and/or expand pedestrian activity yet again.

Commuting Patterns

Over time, more people in West Hollywood are using alternative forms of transportation. The number of households in West Hollywood without vehicles is nearly 70% higher than the surrounding county, suggesting that there is demand for active transportation. In addition 11% of residents did some or all of their work from home in West Hollywood, more than twice the percent seen in LA County, California, or the United States overall.

Only 1% of West Hollywood residents bike to work (the same rate as residents of the county, state and nation). However, 7% of residents walk to work (a rate that is more than ***double*** the county, state or national averages (see Figure 2.3). This may be partially explained by the infrastructure and the recent trend of creative professionals working close to home. The City's network of bicycle facilities is relatively underdeveloped, but the City has generally high-quality pedestrian infrastructure. Favorable land use patterns, poor freeway access and heavy congestion may also explain why a higher than average number of West Hollywood residents have chosen to live and work within a walkable distance.

Figure 2.3 Commuting by Mode of Transport

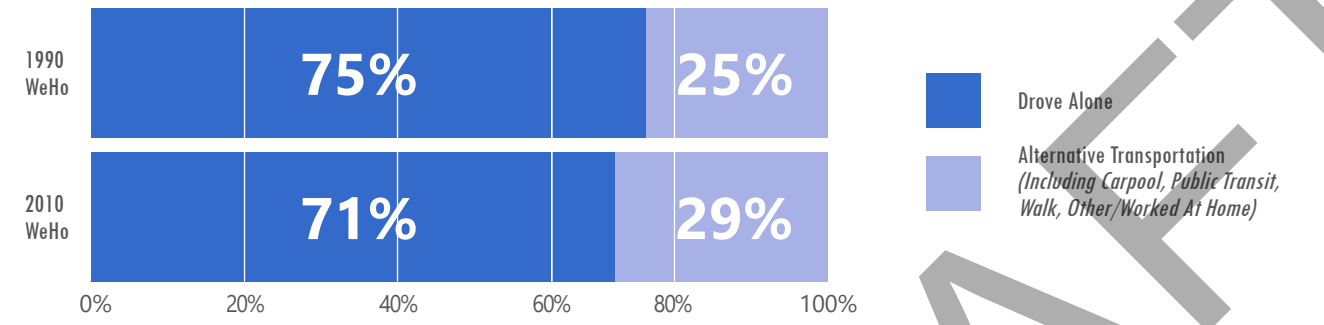
Mode of Travel	United States	California	Los Angeles County	City of West Hollywood
Drive Alone	76%	73%	72%	71%
Carpool	10%	12%	11%	4%
Transit	5%	5%	7%	5%
Bike	1%	1%	1%	1%
Walk	3%	3%	3%	7%
Other	5%	6%	6%	11%
Work from Home	4%	5%	5%	11%

Source: American Community Survey 2006-2010
Note: Totals may not add to 100%

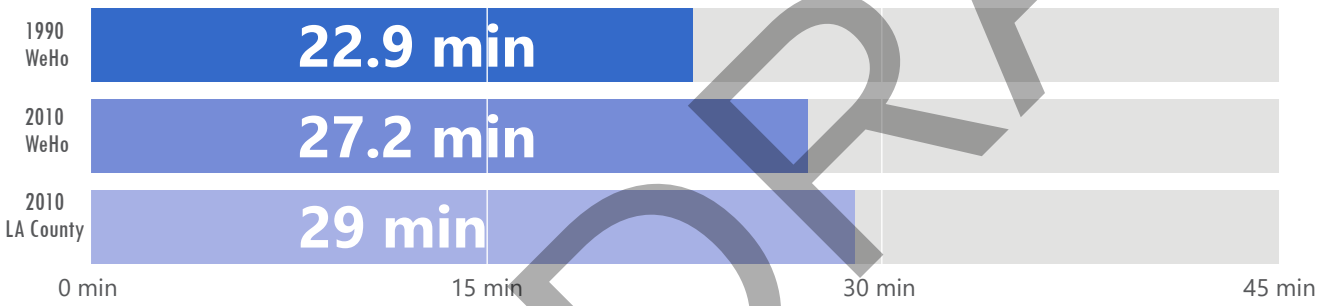
Figure 2.4 West Hollywood Community Commuting Behavior

Source: US Census, 1990, 2010

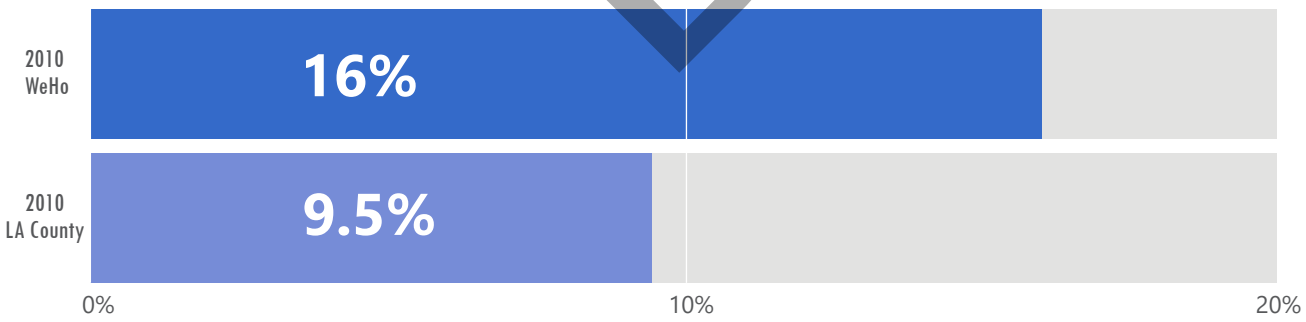
Means of Transportation to Work



Average Travel Time to Work (Minutes)



Households Without Vehicles



Mobility Facts

WeHo Residents that walk to work

7%

Households without cars

70% higher

than surrounding community

Existing Bike Lanes

2.4 mi

Existing Bike Sharrows

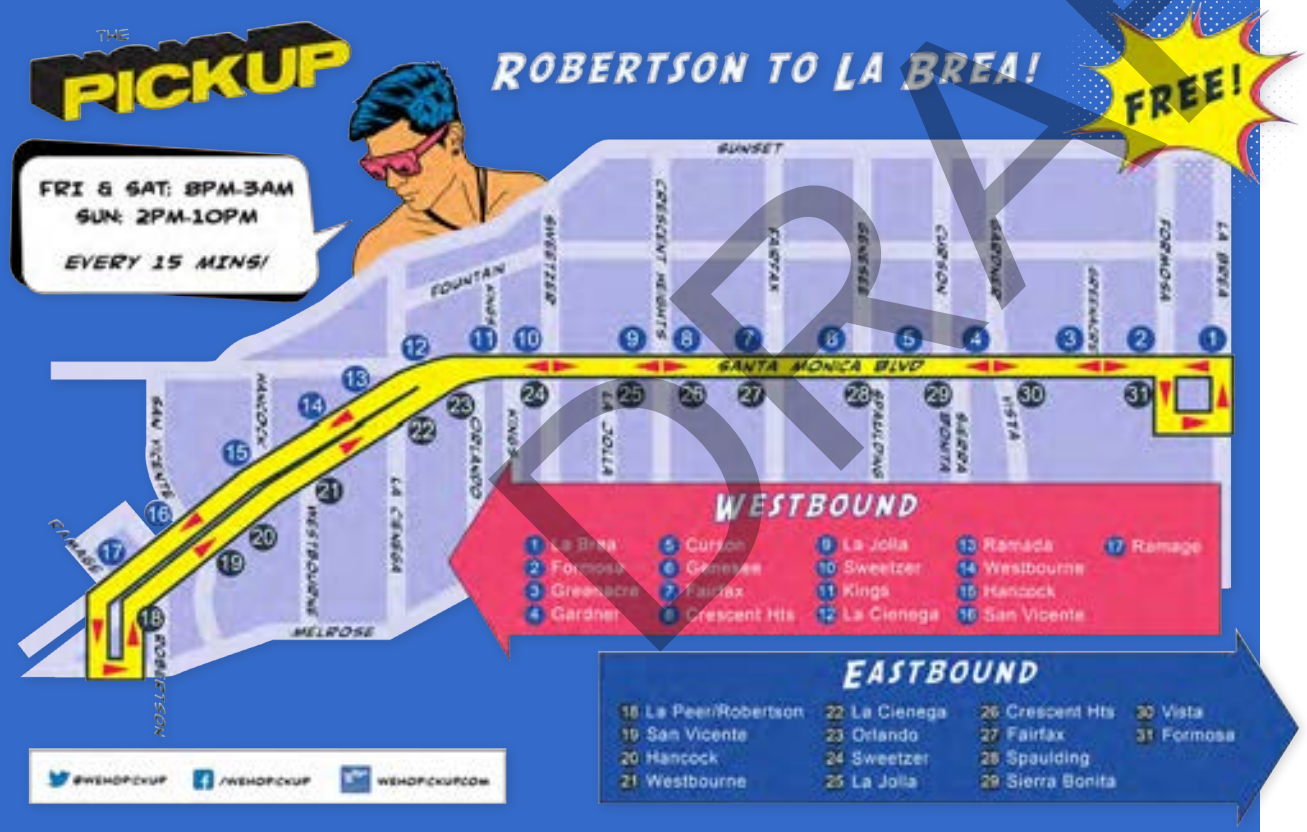
1.75 mi

Multi-Modal Connections

West Hollywood is well served by Metro buses for local and regional transit trips. Metro Rapid and local bus lines run on Santa Monica, Fairfax, and La Cienega. Metro local bus services run on Sunset, Melrose, Beverly, Robertson, San Vicente, and La Brea.

In addition, West Hollywood's own local bus service supplements the larger Metro bus system and run along local routes throughout the City, as shown in the map on the facing page. On evenings and weekends, West Hollywood operates the Pickup, a shuttle between the Rainbow District on the westside to the eastern boundary at La Brea Avenue. (see below). The Cityline route provides service throughout the day and extends from Cedars Sinai Hospital to the intersection of Fountain and La Brea. The City also recently launched CitylineX, a rush hour linkage to the Hollywood/Highland Red Line Station.

Improving pedestrian comfort and linking bicycles with mass transit overcome such barriers as lengthy trips, personal security concerns, and riding at night, in poor weather, or up hills. Three key elements to promote biking and transit include providing bicycle parking facilities at bus stops, bike racks on buses, and connected bikeways that link with transit facilities and stops.

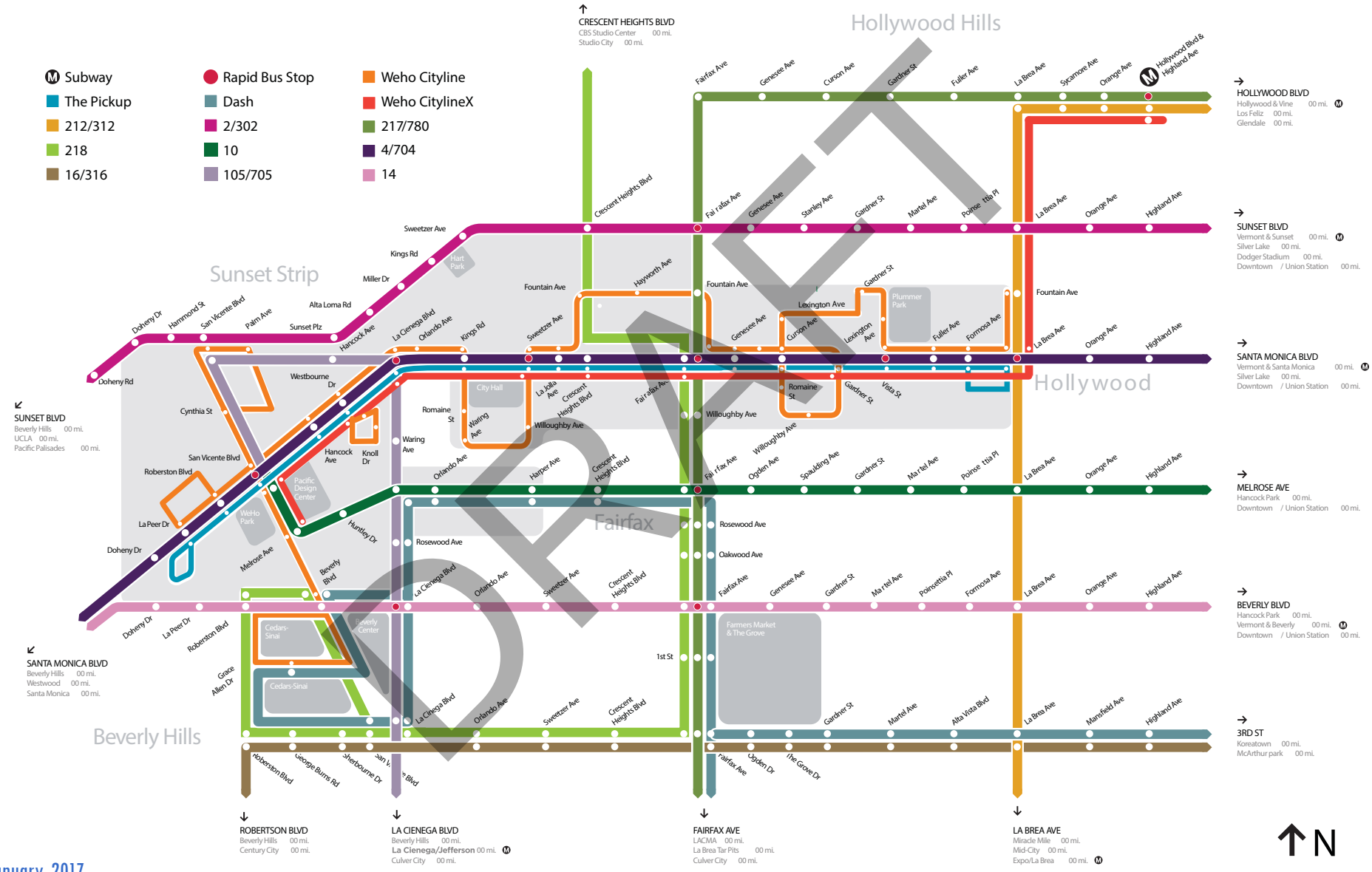


Existing and Ongoing City Programs

Bicycle and pedestrian programs include:

- Community outreach regarding bicycle and pedestrian safety, including different groups such as children, seniors, and non-native English speakers
- City organized walking and riding events put on as a part of this effort
- Collaboration with West Hollywood Bicycle Coalition for events
- Bicycle education classes (West Hollywood Pedals Learn to Ride classes)
- Regular pursuit of grant funding for planning and implementation
- Coordination with regional agencies and Westside Cities
- Continued implementation of infrastructure per 2003 *West Hollywood Bicycle and Pedestrian Mobility Plan* and 2011 Bicycle Task Force
- Promote bicycling events, information, and updates on the City's website
- Participation in regional Bike to Work Day activities
- Bike light giveaways (Operation Firefly)
- Pilot employee bike share program
- Alternate mode incentive program for City Hall employees
- Citywide bikeshare program (launched August 2016)

Figure 2.5 West Hollywood Transit Map



January, 2017

Snapshot of the WeHo Pedestrian Environment

Pictured: Unsignalized crossing on Santa Monica Boulevard with RRFB and pedestrian refuge median island (top), Signalized intersection crossing on La Brea Boulevard (middle), Rainbow crosswalk on San Vicente Boulevard in the LGBT/Rainbow District (bottom)

PEDESTRIAN ENVIRONMENT

Existing Pedestrian Facilities

Crossings

Since the 2003 ***Bicycle and Pedestrian Mobility Plan***, West Hollywood has made significant upgrades to the City's pedestrian crossings. West Hollywood has four types of crossings:

- Marked crosswalks at signalized intersections
- Marked crosswalks at unsignalized intersections
- Marked unsignalized mid-block crosswalks
- Unmarked crossings at stop-controlled intersections

Figure 2.6 shows the City's marked crosswalks. The majority of crosswalks in West Hollywood occur at intersections. The mid-block crosswalks occurring on Sunset Blvd, Santa Monica Blvd, and Crescent Heights Blvd are designed with industry best practices and have median islands, high visibility markings, advanced yield lines, and warning signs.

Most of West Hollywood's signalized intersections have pedestrian countdown signals that display the amount of time remaining during the pedestrian clearance interval. Audible "walk" and "wait" sounds are installed at intersections along Santa Monica Blvd. Many intersections also have high visibility continental markings with advanced stop bars. Pedestrians must actuate the pedestrian signal by pushing the button at the crosswalk. During the community outreach period, pedestrians indicated frustration at long wait times, or when other pedestrians forgot to push the crosswalk button.

The marked unsignalized crosswalks occur across arterial and collector streets. At minimum, the existing crosswalks are marked with continental markings and warning signs. Pedestrians must wait for a clearing in traffic and proceed into the crosswalk. Drivers must yield to pedestrians in the crosswalk. In 2012, the City installed three Rectangular Rapid Flashing Beacons (RRFBs) which are user-actuated flashing light warning devices. RRFBs are a visibility enhancement intended to increase driver awareness of a potential pedestrian in the crosswalk and ultimately reduce crashes. A 2013 study of three pilot RRFBs in West Hollywood demonstrated that the device has been successful in improving safety at crosswalks. Comments at Commission meetings reflect this, as the public stated that they like the RRFBs and would like more installed in the City at unsignalized crossings. In the Summer of 2015, the City approved the consolidation and signalization of several pedestrian crossings on Santa Monica Blvd.

Crosswalks also provide an opportunity to enhance the urban design of an intersection and add to the character of a district or neighborhood. The rainbow crosswalks on San Vicente Blvd at Santa Monica Blvd are unique to the Rainbow District and add a fun element to the neighborhood.

Figure 2.6 Pedestrian Crossing Locations

Traffic Calming Devices in WeHo

Pictured: Landscaped neighborhood traffic circle (top), Curb extension at Norwhich Dr. (middle), A splitter island preceding a landscaped traffic circle at Detroit St. & Lexington Ave. doubles as a pedestrian refuge (bottom)

Neighborhood Traffic Calming

West Hollywood has a neighborhood traffic calming program to work with residents on developing design treatments to improve safety and reduce cut-through traffic and speeding in residential areas. Traffic calming measures improve the pedestrian and bicycling experience because they slow traffic speeds and decrease traffic volumes on neighborhood streets.

Figure 2.7 shows the locations of existing traffic calming devices in West Hollywood:

A **No Through Traffic Device** is a traffic diverter that prevents motor vehicles from entering the street and is used to reduce cut-through traffic. The design of some of these devices includes locked chains and gates that prevent passage of bicycles or pedestrians on non-motorized wheeled devices such as scooters.

Device Zones indicate painted or raised curb extensions. Curb extensions create a narrowing of the street to increase driver's visibility of pedestrians, reduce crossing distance, and reduce traffic speeds.

Median Zones slow traffic by narrowing the road and reducing travel lane widths.

Landscaped Traffic Circles are circular intersections where traffic must travel counter-clockwise around a central planter island. Traffic circles force motorists to drive in a non-linear route that makes them slow down as they enter the intersection. Some traffic circles include splitter islands or curb extensions to slow or deflect traffic entering the intersection, and are referred to as mini-roundabouts.

Speed Humps are rounded raised areas that create a vertical-deflection to slow traffic. Speed humps are the most common speed control measure in the United States.

Street Parking Markings define parallel parking spaces on the street, which reduces travel lane widths on wide streets and encourage cars to park close to the curb on narrow streets.

Figure 2.7 Traffic Calming Locations

October, 2015

Figure 2.8 Pedestrian Collisions Over the Day (2009-2014)

* Pedestrian collisions shown in shaded blue. Bicycle collisions shown with dotted line for reference.

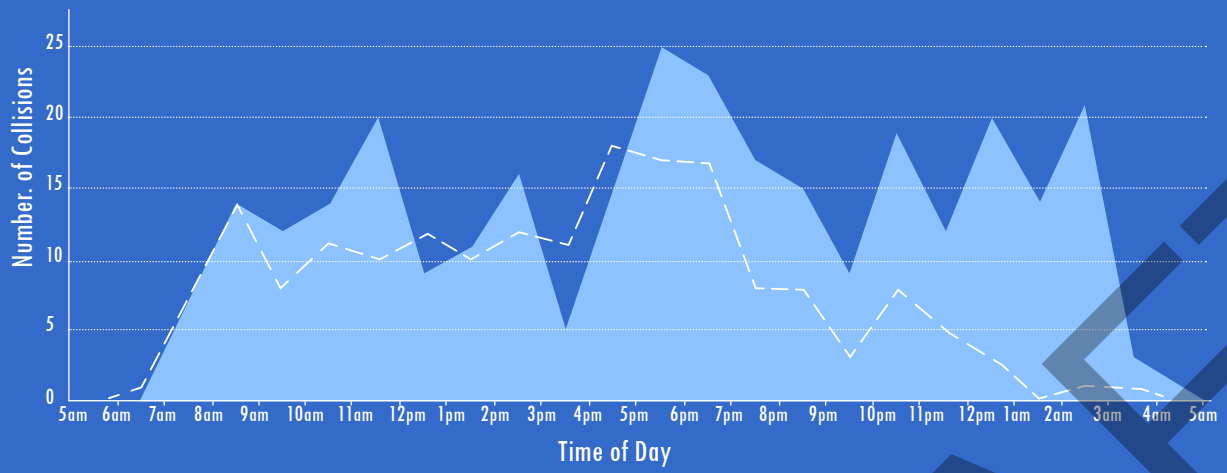
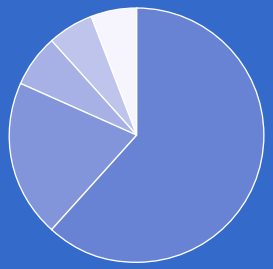


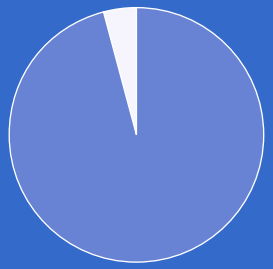
Figure 2.9 Cause of Pedestrian Collision

Motorists at Fault

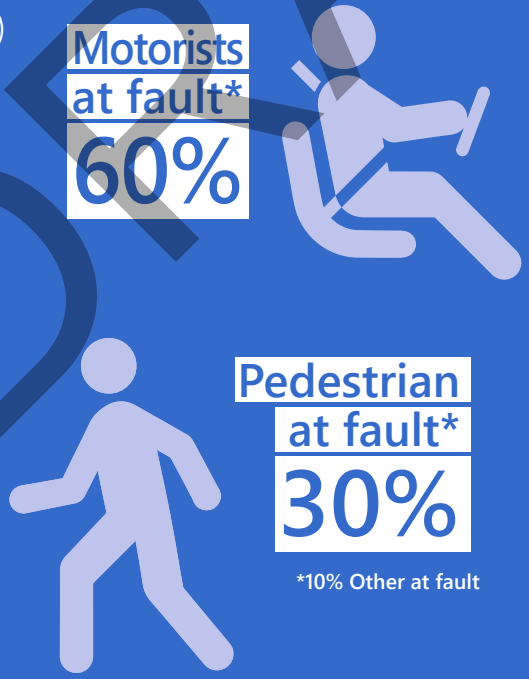


- Violation of ped right-of-way (65%)
- Unsafe starting/backing (7%)
- Improper turning (6%)
- Driving under the influence (6%)
- Other (21%)

Pedestrian at Fault



- Pedestrian violation (96%)
- Other (4%)



Pedestrian Collisions

Figure 2.10 shows the locations of all collisions involving pedestrians in West Hollywood, between 2009 and 2014. Two-thirds of all pedestrian collisions occurred on either Santa Monica or Sunset Blvds as the Primary or Secondary street. Since the 2003 BPMP, Santa Monica Blvd has taken over as the street with the highest number of pedestrian collisions from Sunset Blvd.

This shift is concurrent with greater nightlife activity on Santa Monica Blvd and is further supported when looking at collisions by time of day. These nightlife activities also result in more pedestrians out during the weekends. Overall, Santa Monica Blvd accounts for 52% of the total pedestrian-involved crashes in West Hollywood. During the hours of 7 pm to 3 am, that shifts to 56% of all crashes. Between the hours of 3 am and 11 am, in contrast, 47% of all crashes occur on Santa Monica Blvd.

Figure 2.8 shows collision patterns by time of day in West Hollywood. For pedestrian-involved collisions, three peaks can be seen: the 11 am to 12 pm hour, the 5 pm to 6 pm hour, and the 2 am to 3 am hour. These times likely correspond to the lunch hour, the after-work hour, and the hour after bars and nightclubs close.

In addition to Santa Monica and Sunset Blvds, San Vicente Blvd, Fountain Ave and Holloway Dr experience the most pedestrian collisions.

Primary Collision Factors in Pedestrian Collisions

The motorist is at fault in approximately 60% of all pedestrian-involved collisions in West Hollywood, usually resulting from a violation of the pedestrian right-of-way, such as a crosswalk or a sidewalk. The pedestrian is at fault approximately 30% of the time and it is almost always the result of a traffic violation on the part of the pedestrian (10%, other) (Figure 2.9).

Figure 2.10 Pedestrian Collisions

Source: SWITRS, 2009-2014; At the time of analysis, 2013 and 2014 data were provisional and may be incomplete.

Summary of Pedestrian Conditions

West Hollywood's density, grid street system, temperate weather and commercial corridors have contributed to a vibrant street life and high quality of life for residents. While existing infrastructure meets all state standards, it does not fully satisfy pedestrian comfort. The Plan seeks to address comfort and safety for all ages and abilities.

Opportunity: Channelizing lines/gore striping and red curbs may serve as indicators of underutilized road space that could be replaced with curb extensions, landscaping or other urban design elements (top).

Figure 2.11 Pedestrian Conditions Analysis

	High-Pedestrian Activity Corridors	Example Locations for Improvements
Opportunities	Wider sidewalks to accommodate large pedestrian flows	Sunset Blvd, Robertson Blvd, Fairfax Ave, & La Brea Ave
	Overall improvements to pedestrian safety and comfort in high pedestrian activity zones at transit centers	Santa Monica Blvd
	Crossings	
	Shorten crossing distances	Fountain Ave
	Improve crossings at unsignalized locations	Sunset Blvd, Melrose Ave
	Improve overhead lighting at crosswalks	City-wide
	Amenities	
	Seating areas at transit stops	Fairfax Ave
	Directional signage, pedestrian maps, directory signage	Santa Monica Blvd
	Pet waste stations and trash bins	Residential streets

	General	Example Locations for Improvements
Challenges / Constraints	Narrow sidewalks (e.g. no room to widen, no setbacks, etc.)	Fountain Ave
	Obstacles on the sidewalk (e.g. utility boxes and illegally parked cars)	Fountain Ave
	Many sidewalks without landscaped buffer / planted area, or trees	Fountain Ave
	Bicycle riding on sidewalks (permitted where there is not a dedicated bike lane)	Santa Monica Blvd
	Intersections	
	Large auto-dominated intersections hard / unpleasant to cross	Santa Monica Blvd, Crescent Heights Blvd, & La Cienega Blvd
	Pedestrian signals have to be pushed by a crossing pedestrian	Fountain Ave & La Cienega Blvd

Figure 2.12 Pedestrian Activity Zones, Opportunities, and Constraints

Snapshot of the WeHo Bicycling Environment

Pictured: Bike lane on San Vicente Blvd, (top), Bicycle sharrows on Sweetzer Ave (middle), and "Bike WeHo" branded bike racks (bottom).

BICYCLE ENVIRONMENT

Existing Bicycle Facilities

West Hollywood currently has three types of on-street bike facilities: bike lanes, signed bike routes, and bike sharrows. These existing bikeways can be improved upon to provide routes for all levels of cyclists to navigate to destinations within and outside of the City. Improvements can include closing gaps in the bike lane network and enhance the riding conditions of sharing a lane with motor vehicles on bike routes. Riding a bicycle on the sidewalk is permitted by the City's Bicycles on Sidewalks ordinance, but can degrade the level of comfort for pedestrians. This ordinance is described in more detail on page 40

Bike Lanes

PROS: Bike lanes on Santa Monica Blvd and San Vicente Blvd provide an exclusive space for cyclists to ride. They offer a good user experience for skilled cyclists and connect local destinations along the routes.

CONS: Bike lanes do not provide the physical separation from adjacent high-volume travel lanes desired by many potential bicyclists.

Signed Bike Routes

Bike routes are signed routes where cyclists share the road with vehicle traffic.

PROS: Bike routes can fit in more narrow areas and are helpful for low traffic streets.

CONS: Bike routes on busy arterials, such as on Santa Monica Blvd east of Kings Rd, have high traffic volumes appealing only to experienced riders who feel comfortable sharing a lane with motor vehicles.

Bike Sharrows

Bike Sharrows or shared lane markings are placed in a travel lane to indicate where people should preferably cycle.

PROS: Sharrows may reinforce the legitimacy of bicycle traffic on the street, can tell bicyclists where in the road they should ride, and can be designed to point riders in a certain direction along a route. In 2013 shared lane markings were installed along Fountain and Sweetzer Aves. The sharrows indicate optimal lane position for bicyclists riding adjacent to parallel on-street parking.

CONS: Bike sharrows do not provide any traffic calming effects to make the road a more comfortable place for cyclists and are often misunderstood by motorists and law enforcement.

Bike Parking

West Hollywood has two types of secure bike parking: racks and lockers. The City has a bicycle parking program that provides racks at various locations along sidewalks, in parks, and at public buildings. Since 2012, the City has installed over 100 bike racks in public spaces. Staff has been working with local businesses to identify locations for bike parking. Public bicycle lockers are also provided in West Hollywood to serve people who require all-day storage for work trips or enhanced parking security. The City assigns users and issues keys without charge. Figure 2.13 provides the general locations of bicycle parking and amenities in the City. The zoning code requires both short- and long-term parking in new development projects.

Figure 2.13 Existing Bicycle Facilities

Figure 2.14 Top Bicycle Collision Streets (2009-2014)

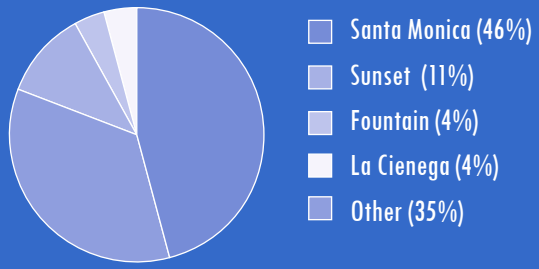


Figure 2.15 Bicycle Collisions Over the Years (2009-2014)

* Bicycle collisions shown in shaded blue. Pedestrian collisions shown with dotted line for reference.

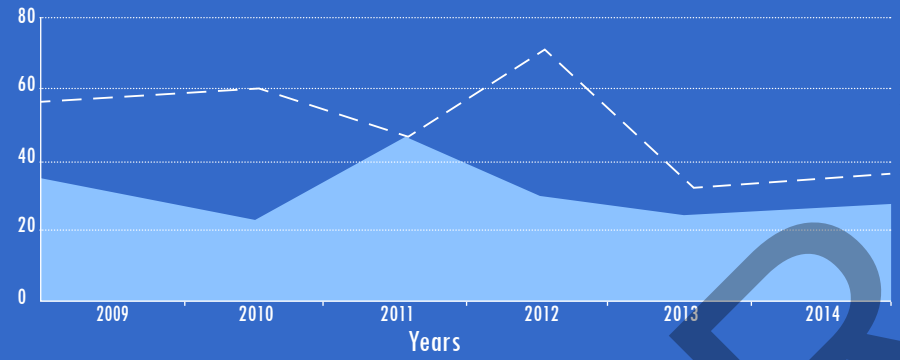
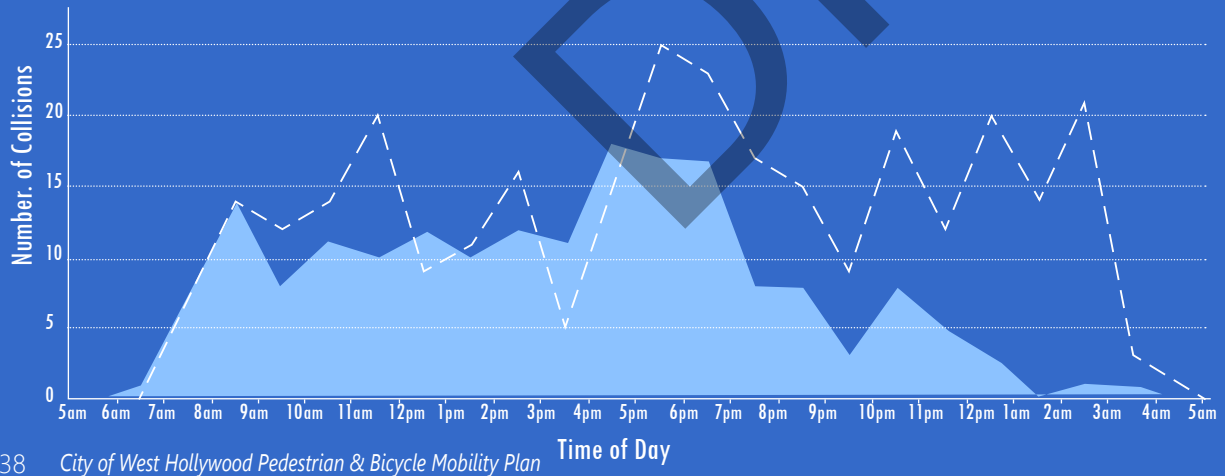


Figure 2.16 Bicycle Collisions Over the Day (2009-2014)

* Bicycle collisions shown in shaded blue. Pedestrian collisions shown with dotted line for reference.



Bicycle-Involved Collisions

Nearly half of all bicycle collisions in West Hollywood occur along Santa Monica Blvd. Another 15% of bicycle collisions occur along Sunset Blvd and Fountain Ave. Although pedestrian collisions peak several times a day, bicycle collisions are most frequent during commuting hours from 8:30 am to 5:30 pm (Figure 2.16).

Since 2009, bicycle collisions have fluctuated, with a peak of 46 collisions occurring in 2011 (Figure 2.15). Figure 2.17 shows the locations of all collisions involving bicyclists in West Hollywood, between 2009 and 2014.

Primary Collision Factors in Bicycle Collisions

The motorist is at fault in approximately 60% of all bicycle involved collisions in West Hollywood, usually resulting from improper turning or a violation of the right-of-way. The bicyclist is at fault approximately 30% of the time and the most common violations include riding against traffic or the failure to obey traffic signs or signals.

Motorist at Fault (60% of Collisions)

- Improper turning – 36%
- Violation of right-of-way – 30%
- Other motorist violations - 34%

Bicyclist at Fault (30% of Collisions)

- Riding against traffic – 38%
- Failure to obey traffic signs or signals – 19%
- Other bicyclist violations - 43%

Figure 2.17 Bicycle Collisions

Source: SWITRS, 2009-2014; At the time of analysis, 2013 and 2014 data were provisional and may be incomplete.

Sidewalk Bicycle Riding Policy

West Hollywood's bicycles on sidewalks policy (Sec. 15.53.010) allows bicyclists to ride on sidewalks where there are no bike lanes and as long as cyclists are riding in the same direction as vehicle traffic. The policy also requires cyclists to yield to pedestrians. This policy was put in place to improve cyclists' safety on busy corridors. However, the unintended consequence is that pedestrians feel less safe walking in these areas.

The key area of conflict is along the east side of Santa Monica Blvd where there is no bike lane and the sidewalks are narrow. The Willoughby Greenway (Priority Project C) seeks to reduce the number of cyclists riding on sidewalks by providing an alternative route on Willoughby Ave. As part of these alternative routes, the City recommends placing wayfinding signage on Santa Monica Blvd to direct cyclists to alternative routes.

Following the implementation of alternative routes, the City should revisit the 'bikes on sidewalks' policy. However, this would not be appropriate until major infrastructure improvements are made to create a comfortable east/west bike route for riders that are not comfortable riding along Santa Monica Blvd, a busy commercial street with heavy vehicular traffic and buses.

Bicycle Counts

Existing Bicycle Activity Levels

Bicycle counts were conducted in Fall 2015 at 22 locations throughout the City. Figure 2.18 provides a summary of the counts and observed behaviors. Figure 2.19 displays the average number of bicyclists per hour at each counted intersection. The summary is based on six hours of counts, including two hours during the AM peak period, midday peak period, and PM peak period. Santa Monica Blvd is the highest traveled bike route in the City with about 20 cyclists per intersection, per hour traveling east/west. La Brea Ave also has a high number of cyclists traveling north/south on the City's eastern border.

Sidewalk and Wrong-Way Riding

In addition to counting the number of bicyclists at each intersection, the number of cyclists who rode on the sidewalk or against vehicle traffic were counted. Approximately 30% of cyclists counted were riding on the sidewalk. Overall, approximately 12% of cyclists counted were riding against traffic; 34% of sidewalk riders were riding against vehicle traffic and 2% of on-street cyclists were riding against traffic.

A cyclist was considered to be sidewalk riding if they approached or departed an intersection on the sidewalk. An exception to sidewalk riding was included for bicyclists who rode on the sidewalk, when departing the intersection, to park their bicycles at a destination within approximately 100 feet of the intersection. Although crosswalks are considered an extension of the sidewalk per the California Vehicle Code, riding in a crosswalk without riding up onto the sidewalk was not considered sidewalk riding.

A cyclist was considered to be riding against traffic if they were traveling on the sidewalk or on-street in the opposite direction of the adjacent travel lane. This behavior is particularly dangerous because left-turning vehicles at intersections may not anticipate faster-traveling bicyclists coming from over their shoulder (behind them).

Figure 2.18 Summary of WeHo Fall 2015 Bicycle Counts

Bicycle Observations	Number	% of Total
Bicyclists Observed	1,904	100%
Average Bicyclists per Intersection	87	N/A
Bicyclists on Sidewalk	572	30%
Riding Against Traffic (on-street)	30	2%
Riding Against Traffic (on sidewalk)	195	34%

Figure 2.19 Average Hourly Bicycle Volumes

Source: NDS and Fehr & Peers, 2015

Number of Bicyclists Entering Each Intersection

Note: Counts were conducted 7AM-9AM, 12PM-2PM, and 4PM-6PM. Total volumes were averaged over 6 hours.

Summary of Bicycle Conditions

Opportunity: Tree-lined neighborhood streets, such as Willoughby Ave, pictured, provide an opportunity for creating more comfortable bikeways (top).

Constraint: Santa Monica Blvd is a high traffic corridor (bottom). Large and busy intersections can be challenging for bicyclists to negotiate, such as San Vicente Blvd at Santa Monica Blvd.

Figure 2.20 Bicycle Conditions Analysis

	High-Bicycle Activity Corridors	Example Locations for Improvements
Opportunities	Close gaps and enhance east/west connections (predominant direction of bicycle travel)	Willoughby Ave, Almont Dr
	Connect to existing regional routes	Fountain Ave, Willoughby Ave & Burton Way
	Create parallel bike routes on lower traffic volume streets (so that everyone feels comfortable riding)	Willoughby Ave
	Calm traffic on neighborhood streets	Residential streets
	Reduce cut-through traffic	Almont Dr
		Example Locations for Improvements
Challenges / Constraints	Constrained Right-of-way	Fountain Ave
	High-traffic corridors	Santa Monica Blvd
	Steep inclines in places	Between Santa Monica & Sunset Blvds
	Discontinuous street grid	Rosewood Ave, Sherwood Dr
	Challenging intersections	San Vicente Blvd, Santa Monica Blvd
	Need for on-streetreet vehicle parking	Santa Monica Blvd

Figure 2.21 Bicycle Opportunities and Constraints

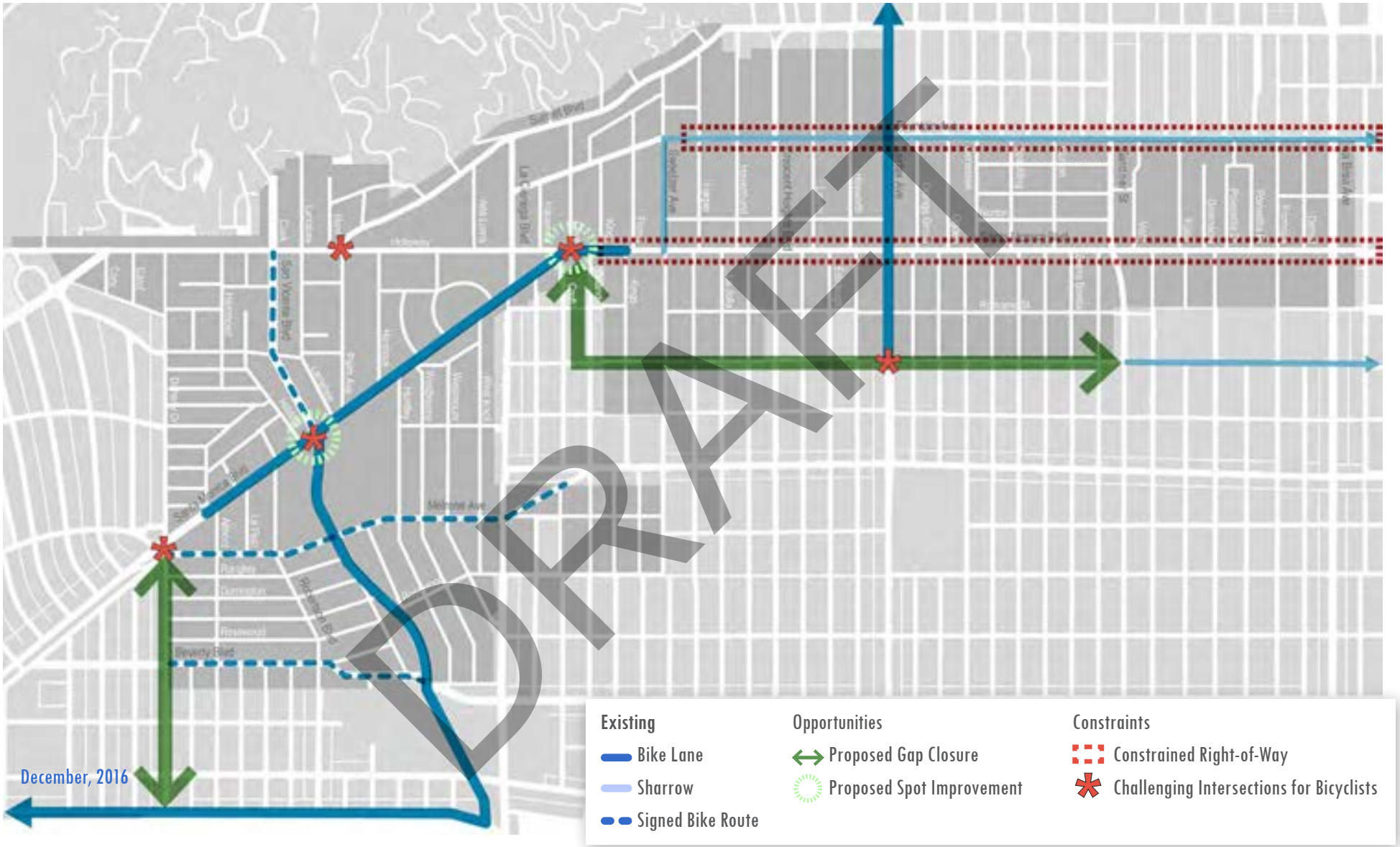


Figure 2.20 Overview of the Community Outreach Effort

COMMUNITY INPUT

West Hollywood residents and stakeholders have expressed a keen interest in improving conditions for pedestrians and bicyclists in the City. One of the greatest challenges of this Plan is striking the appropriate balance between the goals of an improved environment for bicycling and walking and other major concerns such as traffic congestion and parking availability. Even pedestrian- and bicycle-oriented objectives can conflict, as seen in the comments from pedestrians regarding the bicycles on sidewalks ordinance.

Community outreach for the Plan included a project website, user surveys, targeted news media spots, public workshops, a community walkabout and bikeabout, a nighttime audit of walking conditions, and a series of focused stakeholder meetings. Key takeaways from these efforts are summarized below and details are provided in Appendix C.

When asked how pedestrian-friendly the City is, the pedestrian environment was highly rated with 86% of the respondents ranking the City as super-friendly or friendly. This speaks to the investment the City has put toward walkable development, crosswalks, and streetscape improvements. The "bike-friendly" scores are lower, which could reflect the gaps in the current bikeway network and lack of bike lanes on the east side.

Respondents ranking the City as super-friendly or friendly for pedestrians:

86%

Figure 2.22 Perceptions of Comfort in West Hollywood (Survey Results)

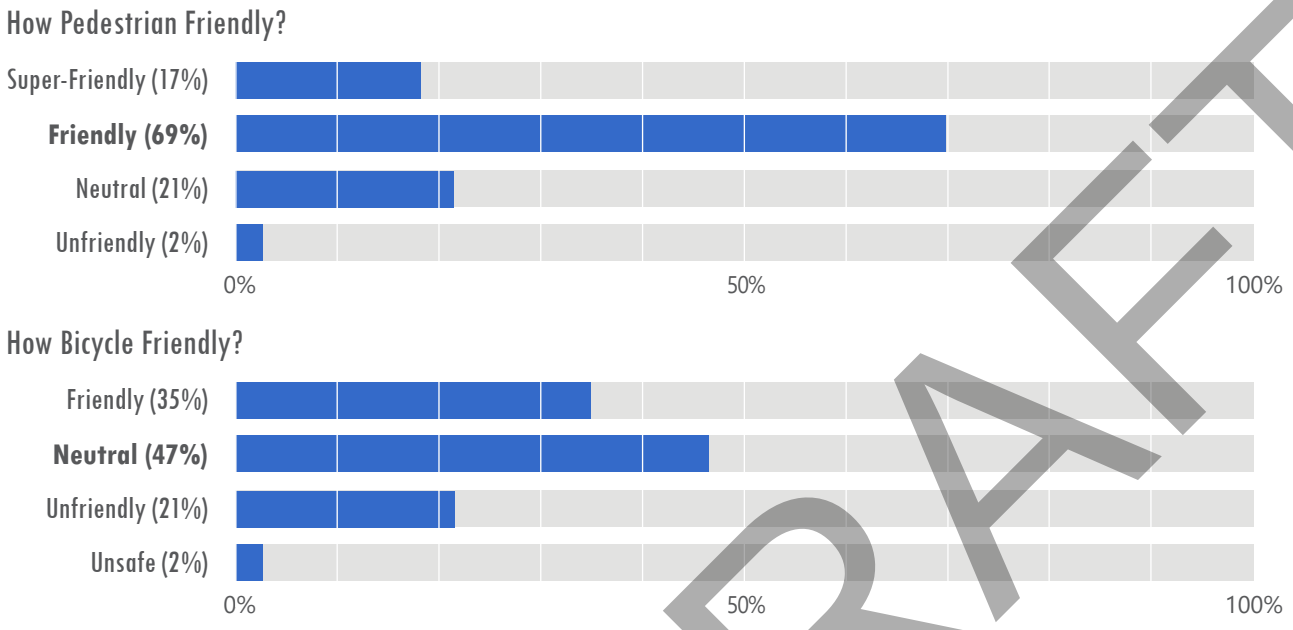
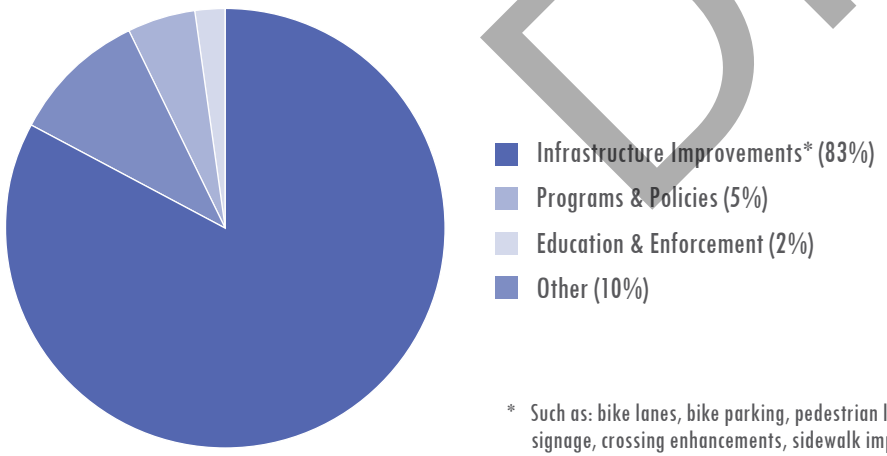


Figure 2.23 Community Suggestion Topics (Survey Results)



* Such as: bike lanes, bike parking, pedestrian lighting, wayfinding signage, crossing enhancements, sidewalk improvements

Photo Gallery: Community Workshops

Pictured: Participants in the bikeabout took a group ride to discuss the biking experience in the City (top), community members provided input on proposed recommendations during the second public workshop (middle & bottom).

Summary of Key Issues from the Community

In addition to the issues identified by the community, the evaluation of existing conditions, collision data, and bicycle counts allowed the project team to identify issues and barriers to pedestrian and bicycling activity in West Hollywood. These issues were supported and expanded upon during stakeholder interviews, through the walk and bikeabouts, on the shareabout website and during the two public workshops. The following lists provide a summary of the key issues from the community that shape the recommendations of the Plan.

Figure 2.24 Pedestrian & Bicycle Key Issues & Barriers

Pedestrian Issues

- Unsignalized crosswalks on streets with high volumes of traffic (without existing RRFBs) are not comfortable for pedestrians.
- Unsignalized crosswalks along the west side of Santa Monica Blvd are highly used and could use additional lighting to improve nighttime visibility.
- Major intersections along Santa Monica Blvd do not always provide enough time for pedestrian crossings. The countdown signals are too fast for slower walking pedestrians.
- Jaywalking is a problem along Santa Monica Blvd west (particularly at night) and parts of Sunset Blvd (usually corresponding with major events).
- Pedestrians feel unsafe with bikes on sidewalks, particularly seniors. Sidewalk pedestrian and bicycle collisions are rarely reported, but mentioned often in discussions with community.
- Pedestrians would like some continuous walking routes in parks to avoid walking on streets.
- Sidewalks along Fountain Ave are substandard and pathway is blocked with poles, curb cuts, and other obstructions.

Bicycle Issues

- Gaps in regional network.
- Need wayfinding to understand network connections.
- Lack of a low-stress east/west route. The existing bike network does not accommodate all types of users and comfort levels. Residents do not feel it is a safe place to bike with kids.
- Local streets with a "No Through Traffic" device do not allow for bike access.
- Many bikes on the east side of Santa Monica Blvd are riding on sidewalks.
- Share-the-road signage and "Bikes Yield to Peds" can be confusing along Santa Monica Blvd.
- Lack of understanding about how to drive and ride on roads with sharrows (need education).
- Public places (parks, public buildings, activity centers, etc.) could use more bike parking, as well as businesses along key commercial corridors.

Education & Enforcement

- All users of the street (motorists, bus drivers, pedestrians, and bicyclists) are guilty of traffic violations (i.e., crossing unsafely, riding against traffic, loading in bike lanes, failing to yield, etc.). Need education to let people know how to share the road safely.
- Need greater enforcement of existing traffic rules.
- Lack of understanding about how to drive and ride on roads with sharrows (need education).
- Pedestrians often fail to push button at intersections and need education.

CHAPTER 3

THE NETWORK ENVISIONED

INTRODUCTION

Developing the Network

Building upon the key issues identified through site analysis and the community engagement process, recommendations to improve walking and bicycling are identified in this Chapter. These recommendations are described using a Complete Network Approach. Some streets are prioritized for cyclists, while others are prioritized for pedestrians.

Figure 3.1 shows the proposed Complete Network, which includes both **Priority Projects** and **Additional Network Improvements**. Bicycle Network Improvements are shown in shades of blue, while Pedestrian Network Improvements are shown in shades of red and orange. Proposed improvements include:

- **Four Priority Projects** will be along Almont Dr, Santa Monica Blvd, Willoughby Ave, and Fountain Ave.
- **Pedestrian enhancements** along Santa Monica Blvd and Fountain Ave.
- **Bicycle enhancements** along Almont Dr and Willoughby Ave.
- **Improvements to signalized and unsignalized intersections** throughout the City.
- **Proposed bicycle facilities** to connect through the City and to the regional network.

The Complete Network

Pedestrian and Bicycle Complete Network recommendations are split into four sections:

1. Design Toolkit Matrix

The design toolkit provides a list of design treatments appropriate for West Hollywood and identifies descriptions, benefits, considerations, and possible locations for each.

2. Priority Projects

Following the Plan's purpose to "focus on implementation," four priority projects have been identified because they close major gaps in the bikeway network, improve the pedestrian environment as well as improve some of the most highly used crosswalks and increase access for bicycles. The priority projects are intended to be approved and designed within 5 years following the adoption of the Plan.

3. Additional Network Improvements

In addition to the priority projects, recommendations for a city-wide network of pedestrian and bicycle infrastructure is provided. Network improvements have a longer-term outlook and would be implemented as funding becomes available and/or in coordination with development and street maintenance projects. Network improvements include new bike lanes, sharrows, intersection enhancements, and crossing improvements.

4. Programs and Policies

The programs and policies section provides recommendations for education and outreach campaigns, events, policies, and programs intended to help encourage, educate, and create a more walkable and bikeable city.

Figure 3.1 Proposed Network Overview

DESIGN TOOLS MATRIX

Equipped with Best Practices

The Design Toolbox provides an overview of the proposed "tools" that will help create a more comfortable walking and biking environment in West Hollywood. Below is an abbreviated version of the Design Toolbox, which presents the tool name, type (pedestrian or bicycle), benefits, and recommended locations where the tool can be implemented.

For the full Design Toolbox with extended descriptions, considerations, detailed recommendations, and photographs of each of these tools, refer to Appendix A.

Figure 3.2 Design Tools Matrix

	Design Tool	Type	Benefit	Locations
Pedestrian Improvements	Leading Pedestrian Interval			Major intersections at arterial streets per City Engineer review such as: Santa Monica Blvd/San Vicente Blvd and Santa Monica Blvd/Robertson Blvd where there are no dual left turns and no protected permissive turn arrow
	Rapid Rectangular Flashing Beacon			Currently marked unsignalized pedestrian crossings
	Overhead Crosswalk Lighting			Unsignalized marked crosswalks
	Curb Extension			Crosswalks at "T" intersections and Fountain Ave Complete Street. Other crossing locations with on-street parallel or angled parking
	Advance Yield Line			Currently marked, but unsignalized pedestrian crossings
	Median Pedestrian Refuge Island			Signalized or unsignalzed crossings at mid-block or intersection locations
	In-Street Pedestrian Crossing Sign			Currently marked, but unsignalized pedestrian crossings
	In-Road Warning Lights			Currently marked, signalized or unsignalized pedestrian crossings, and in areas where traffic calming is needed
	Crossing Prohibitions			Currently unmarked, unsignalized crossings with unsafe crossing behavior prevalent
Bicycle Facilities	Bike Lane			Gardner St, Holloway Dr, Cynthia St, and Beverly Blvd
	Colored Bike Lane			Gardner St, Holloway Dr, Cynthia St, and Beverly Blvd
	Neighborhood Greenway			Almont Dr, Willoughby Ave, Rosewood Ave, Westbourne Dr, Waring Ave, Palm Ave, Norton Ave, Formosa Ave, Sweetzer Ave, and Croft Ave
	Bike Sharrow			Doheny Dr, Robertson Blvd, Melrose Ave, Sweetzer Ave, and Crescent Heights Blvd
	Super Sharrow			Potential future treatment for Santa Monica Blvd
	Uphill Bike Lane/Downhill Sharrow			Doheny Dr (north of Cynthia St), Crescent Heights Blvd (north of Santa Monica Blvd), San Vicente Blvd (north of Santa Monica Blvd)

	Design Tool	Type	Benefit	Locations
Bicycle Crossing Enhancements	Intersection Bike Crossing Markings			Santa Monica Blvd at Olive Dr/Holloway Dr (westbound)
	Bicycle Box			Almont Dr at Santa Monica Blvd, Croft Ave or Kings Rd at Santa Monica Blvd (south
	Two-Stage Bicycle Left-Turn Box			Santa Monica Blvd at Almont Dr
	Combined Bike Lane/Turn Lane			San Vicente Blvd at Santa Monica Blvd; needs approval for experimental use
Traffic Calming	Neighborhood Traffic Circle/Mini Roundabout			Almont Dr and Willoughby Ave
	Diverter (Partial Closure)			Almont Dr (south of Melrose Ave) and Willoughby Ave at Kings Rd or Croft Ave
	Bike Access Improvement (at Existing Full Closure)			Almont Dr, Huntley Dr, Westmont Dr, Hilldale Ave, Alta Loma Rd, and Olive Dr
	Median Barrier			Almont Dr at Beverly Blvd and Willoughby Ave
	Speed Lump/Cushion			Almont Dr and Willoughby Ave
Parking	Back-in (Reverse) Angle Parking			Vista St and Gardner St
	Bike Corrals			Corridors with high demand; in front of interested businesses
Signs	Wayfinding Signage			Along the existing bike network and in conjunction with the installation of new bike routes

Benefits for the Design Tools

The icons below represent the following benefits:

Increases the Visibility of Pedestrians, Bicyclists, or Vehicles

Enhances the Safety, Comfort, or Beauty/ Decreases the Potential for Conflict

Improves Wayfinding/ Heightens Awareness of the Pedestrian or Bicyclist

Allows Pedestrian or Bicyclist to Maintain Momentum/ Increases Convenience

Potential for Positive Economic Benefits

Less Costly (See Appendix A)

Supports Public Transit Use

Figure 3.3 Progress Report

Below is an active transportation progress report that helps identify the required steps for project implementation.

Step	Task	Status
Concept Development	Analyze alternatives, confirm routing and selected improvements	☐
Plan Adoption / Policy Implementation	Council adoption of *Pedestrian & Bicycle Mobility Plan* (PBMP), policy changes (revisions to municipal code, ordinances and other policies as required for project implementation)	☐
Coordination	City departments, adjacent jurisdictions, submit request to experiment,if applicable	☐
Funding	Planning level cost estimates, targeted funding sources / grant cycles	☐
Community Design Process	Required studies, public outreach, detailed design plans	☐
Installation	Permitting / design approval, construction	☐
Education/ Enforcement and Promotion	Awareness campaigns (publicize improvements), Programs (intent and safe use of new facilities), trainings (implications for law enforcement), stings (encouraging good behavior, discouraging bad behavior)	☐
Monitor and Refine	Stakeholder interviews / surveys, before and after studies (counts, collisions)	☐

PRIORITY PROJECTS

Comprehensive Planning Process

The project team arrived at the priority projects described in this section after a comprehensive planning process including:

- A review of relevant local and regional plans
- An extensive community outreach process (described in previous Chapter)
- Discussions with City staff, law enforcement, and representatives from neighboring cities
- Multiple field visits
- An extensive analysis of bicycle and pedestrian collision and count data

The priority projects are designed to address the most significant gaps in pedestrian and bicycle comfort and connectivity in West Hollywood.

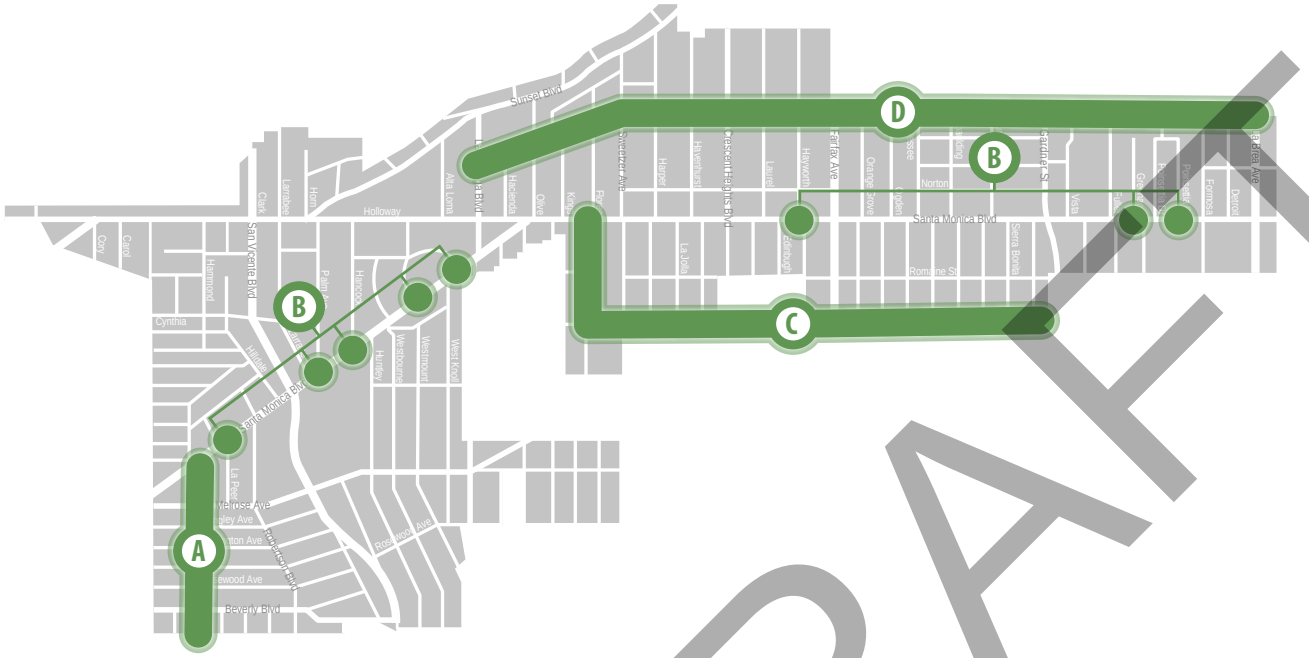
By designating some streets to prioritize bikes while others prioritize pedestrians or vehicles, the City seeks to create a complete network, which serves all modes of travel, recognizing that not every street can serve all modes.

Focus on Implementation

The priority projects are conceptual and would each require separate City Council approval to implement, as well as a community and design process before any installation or construction could occur. The goal is to plan and budget for one to two priority projects, along with overall network improvements for each budget cycle (every two years).

To help the City track the projects, an active transportation progress report identifies the key steps toward implementation (Figure 3.3). First, a project must go through "Concept Development," which identifies alternatives and selects a preferred route and design approach. The "Plan Adoption / Policy Implementation" step is necessary for updating relevant city ordinances or policies and for obtaining City Council approval. All projects require "Coordination" within West Hollywood's city departments, and some projects require coordination with adjacent jurisdictions. "Funding" must be secured to implement a project so that it can move into the "Community Design Process" phase where required studies and public outreach may be needed in order to develop the final design. Permitting, construction, and monitoring occur during the "Installation" step, during which improvements are installed in the City. "Education/Enforcement and Promotion" is a critical step to a successful project and may occur at all stages of project implementation. Evaluation of the project's effectiveness occurs during the "Monitor and Refine" stage and may lead to modifications to the project, if necessary.

Figure 3.4 Priority Projects Key Map



Project A Almont Drive: North / South Neighborhood Greenway

Create a north/south regional bikeway connecting West Hollywood to Los Angeles and Beverly Hills.

Project B Santa Monica Boulevard Pedestrian Crossing Improvements

Improve safety at heavily-used unsignalized pedestrian crossings along the corridor.

Project C Willoughby Avenue East / West Neighborhood Greenway

Provide comfortable and safe east/west alternative to Santa Monica Blvd.

Project D Fountain Avenue: Pedestrian Improvements

Improve safety and comfort for pedestrians along Fountain Ave in the near-term by slowing and regularizing vehicle traffic, while allowing for long-term changes to the corridor.

Pictured: Pedestrian signal between Orange Grove Ave and Ogden Dr allows people on foot to request a cycle that provides a crossing signal for pedestrians and a red light to both directions of traffic.

Key Map

Key Design Tools

- [x] Neighborhood Greenway
- [x] Bike Sharrows
- [x] Wayfinding Signs
- [x] Bike Box
- [x] Median Island Diverter
- [x] Speed Lumps
- [x] Neighborhood Traffic Circle

Benefits

Refer to page 51 for description of benefits.

PROJECT A ALMONT DRIVE: NORTH/SOUTH NEIGHBORHOOD GREENWAY

Figure 3.5 Almont Dr Overview

Goals & Purpose	
Provide a low-stress bikeway - a "Neighborhood Greenway" on Almont Dr - to make an easy connection from the bike lanes on Santa Monica Blvd to the bike lanes on Burton Way, for a robust regional network.	
Number of Alternatives Considered	3
Preferred Alternative	Almont Dr Neighborhood Greenway
Segment Length	0.7 miles (0.35 in West Hollywood)
Agencies Involved	2 (West Hollywood and City of Los Angeles)
Improved Intersections	7
Improved Non-Signalized Crossings	1
On-Street Parking Impacts	Minor* (approximately 0-4 parking spaces may be impacted)
Traffic Impacts	Minor* (no change to curb-to-curb width)
Multi-Modal Benefits	Pedestrian - Moderate (improved crossing at Beverly Blvd) Bike - High (adds low-stress north/south route)
Right-of-Way Impacts	None
Estimated Project Cost	$440,000* (In West Hollywood)

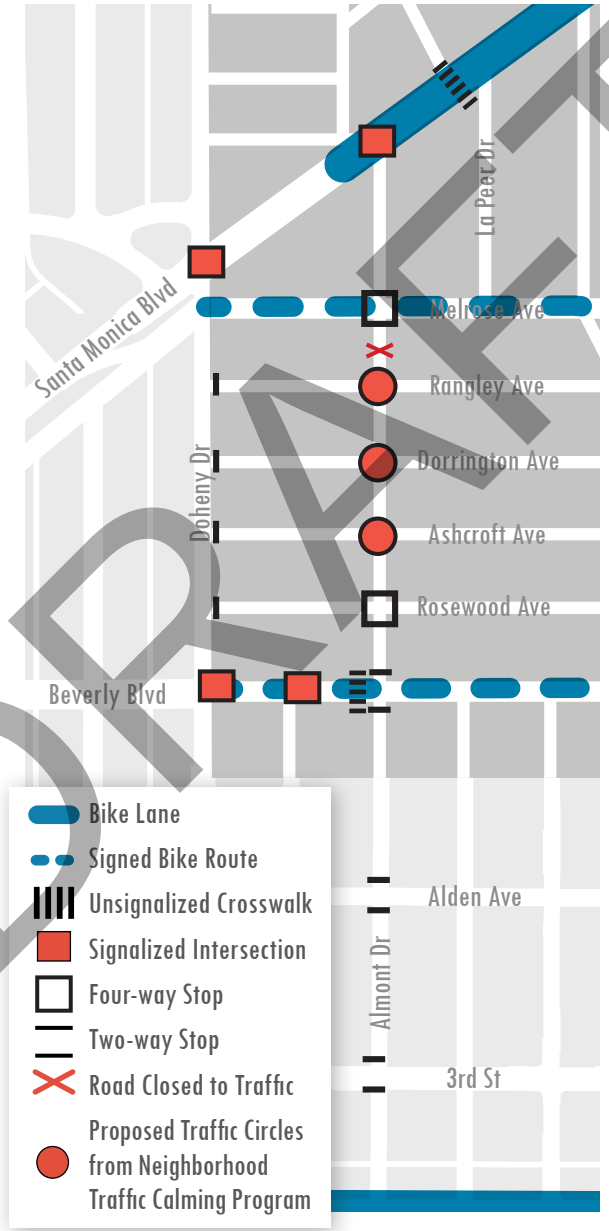
* Proposed improvements are conceptual and represent one approach for traffic calming on Almont Dr.

Existing Conditions

- Almont Dr is closed to through traffic south of Melrose Ave, making it a prime candidate for traffic calming improvements to create a Neighborhood Greenway.
- Existing bike lanes on Santa Monica Blvd begin/ end at the intersection at Almont Dr.
- Current closure design does not allow easy through-access for bicycles.
- Residential neighborhoods adjacent to street.
- On-street parking along street, except at intersections where there are red curbs.
- South of Beverly Blvd, street is in the jurisdiction of City of Los Angeles.
- Per the Neighborhood Traffic Calming Program, there are traffic circles proposed currently at Rangley Ave, Dorrington Ave, and Ashcroft Ave.

Pictured: Existing bike lanes on Santa Monica Blvd begin/ end at the signalized intersection with Almont Dr.

Figure 3.6 Almont Dr Existing Conditions



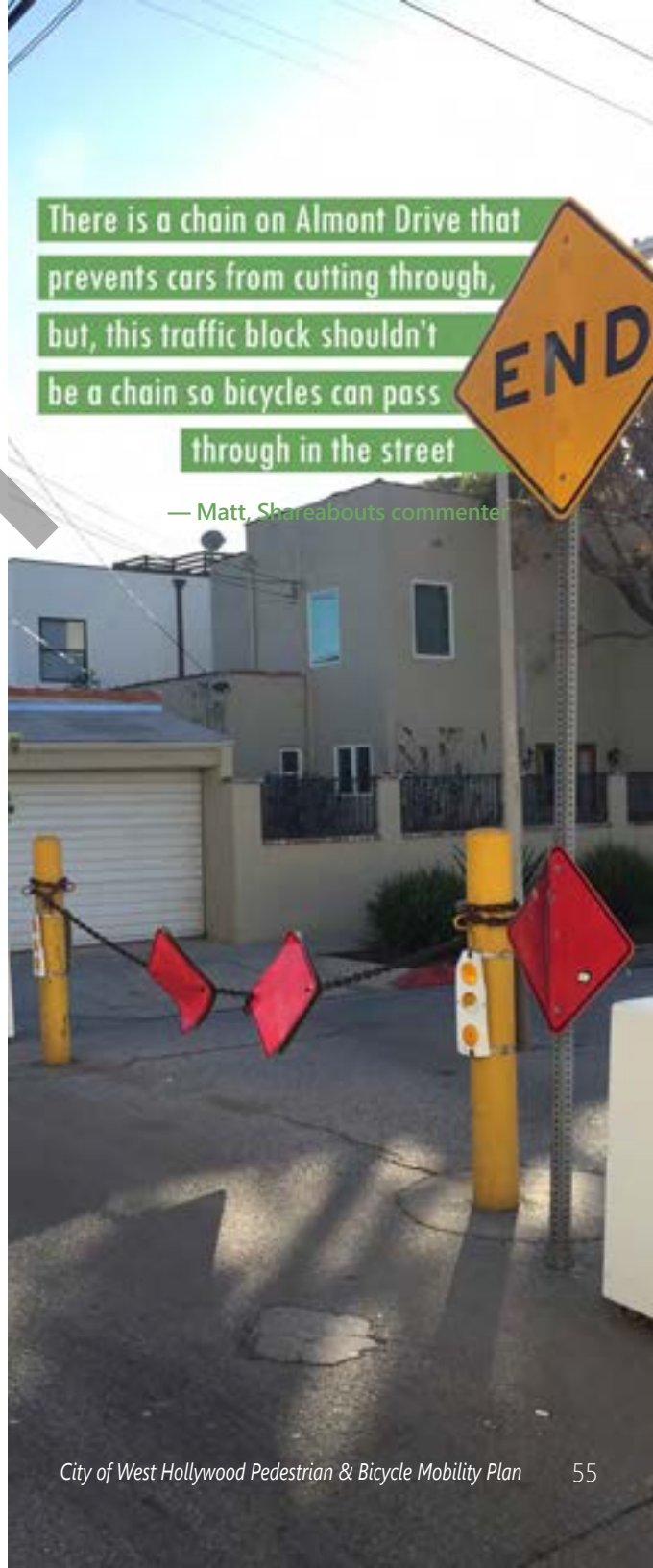
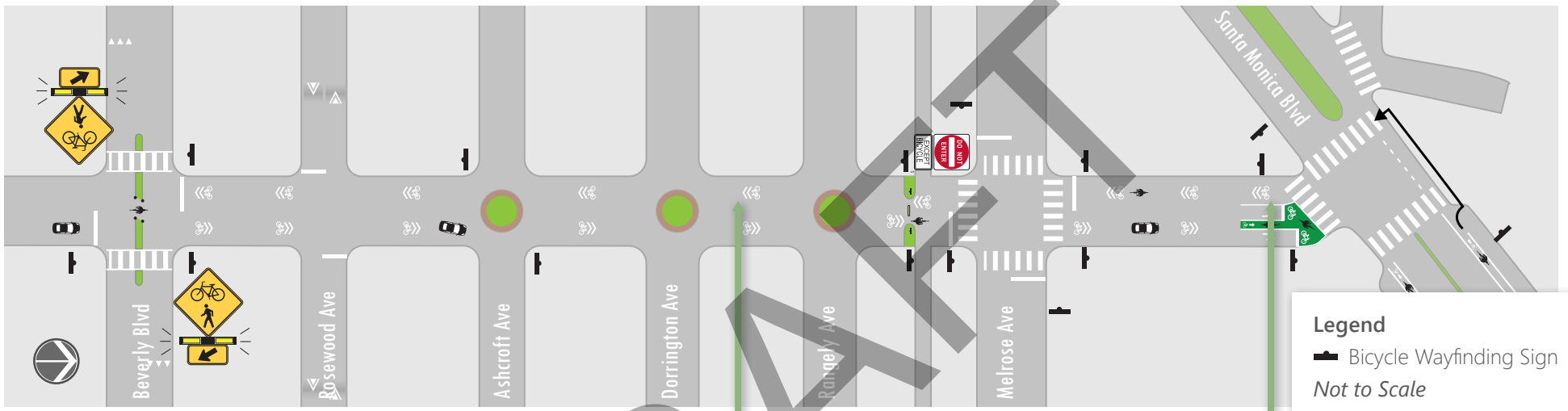


Figure 3.7 Almont Drive Proposed Improvements



Beverly Blvd Crossing Improvements

Option 1: Raised median (prohibiting vehicular left turns from Beverly Blvd onto Almont Dr) and RRFB.
Option 2: Traffic signal.
Option 3: Raised median and bike signal. Crosswalks could potentially be consolidated following a traffic study.

Rosewood Ave

Installation of bicycle-friendly speed humps.

Ashcroft Ave and Dorrington Ave

Removal of stop sign along Almont Dr and installation of traffic calming measures, such as traffic circles.

Alley Between Melrose Ave and Rangely Ave

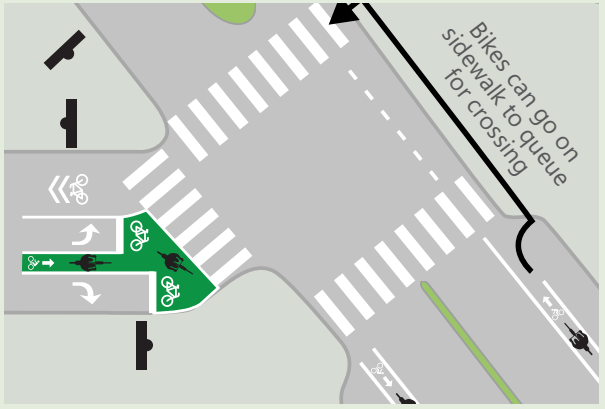
Existing traffic diverter upgraded to provide adequate space for bicycles with potential landscaping.

Corridor Improvements

Sharrow pavement markings and wayfinding signs along the corridor.

Almont Dr at Santa Monica Blvd Intersection

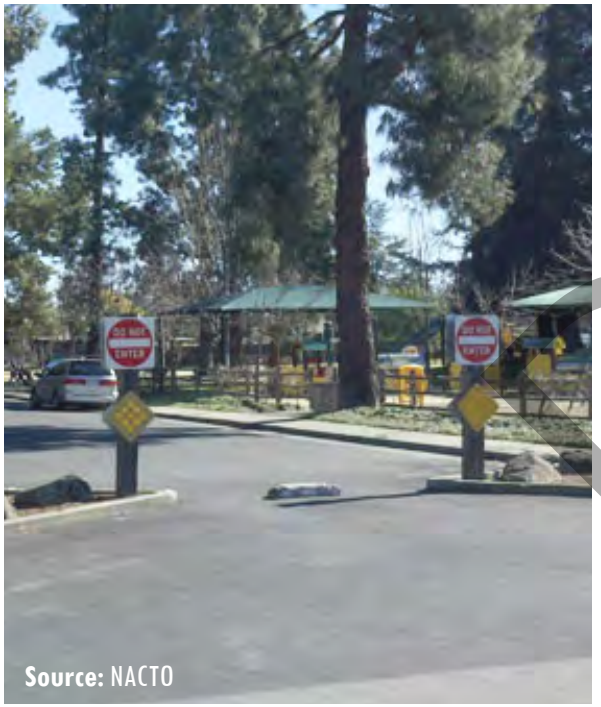
Westbound cyclists: Two-stage left-turn box
Northbound cyclists: Bike box with a short bike lane leading up to it. Right turns on red prohibited by motorists (from Almont Dr to Santa Monica Blvd).



Proposed Improvements

Almont Neighborhood Greenway

- Neighborhood street with low traffic volumes and travel speeds
- Street segment controlled by West Hollywood
- Provides direct facility connections that requires no out-of-direction travel
- Minor on-street parking impacts
- Calms traffic on a neighborhood street if diversion is used at Beverly Blvd



Source: NACTO

Pictured: Example of a full closure designed to allow for emergency vehicle access in Palo Alto, CA

Key Map

Key Design Tools

- [x] Rectangular Rapid Flashing Beacon
- [x] Improved Overhead Lighting
- [x] Median Refuge Islands
- [x] Curb Extensions
- [x] Traffic Signals

Benefits

Refer to page 51 for description of benefits.

PROJECT B SANTA MONICA BOULEVARD: PEDESTRIAN CROSSING IMPROVEMENTS

Figure 3.9 Santa Monica Overview

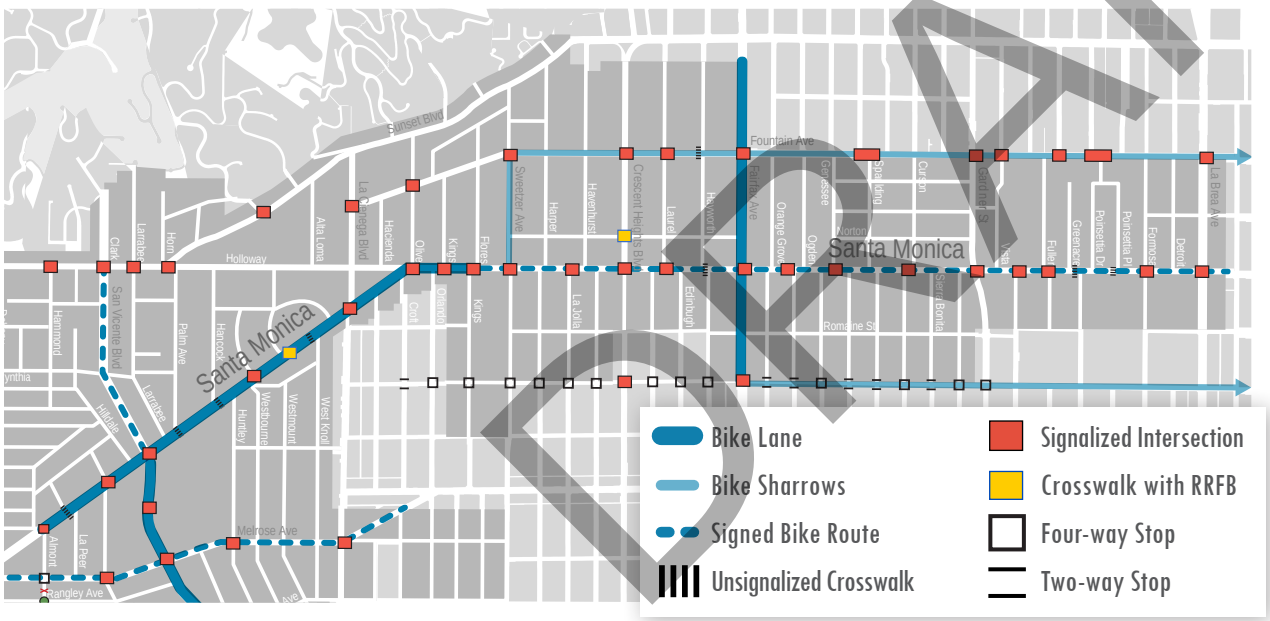
Goals & Purpose	
Improve safety at unsignalized pedestrian crossings on Santa Monica Blvd, a major hub of activity during the day and evening.	
Number of Alternatives Considered	6
Preferred Alternative	New traffic signals at four locations, and safety and lighting improvements at four intersections
Segment Length	0.8 miles
Agencies Involved	1 (West Hollywood)
Improved Non-Signalized Crossings	10 (New traffic signals at Palm Ave, Hancock Ave, Westmount Dr, and West Knoll Dr. Safety and lighting improvements at La Peer Dr, Hayworth Ave, Greenacre Ave, and Poinsettia Pl.
On-street Parking Impacts	None*
Traffic Impacts	Moderate
Multi-Modal Benefits	Improved pedestrian safety
Right-of-Way Impacts	None
Estimated Project Cost	$3,760,000

*An associated study related to development along Santa Monica Blvd identified minimal parking impacts, but not as a direct result of the safety improvements.

Existing Conditions

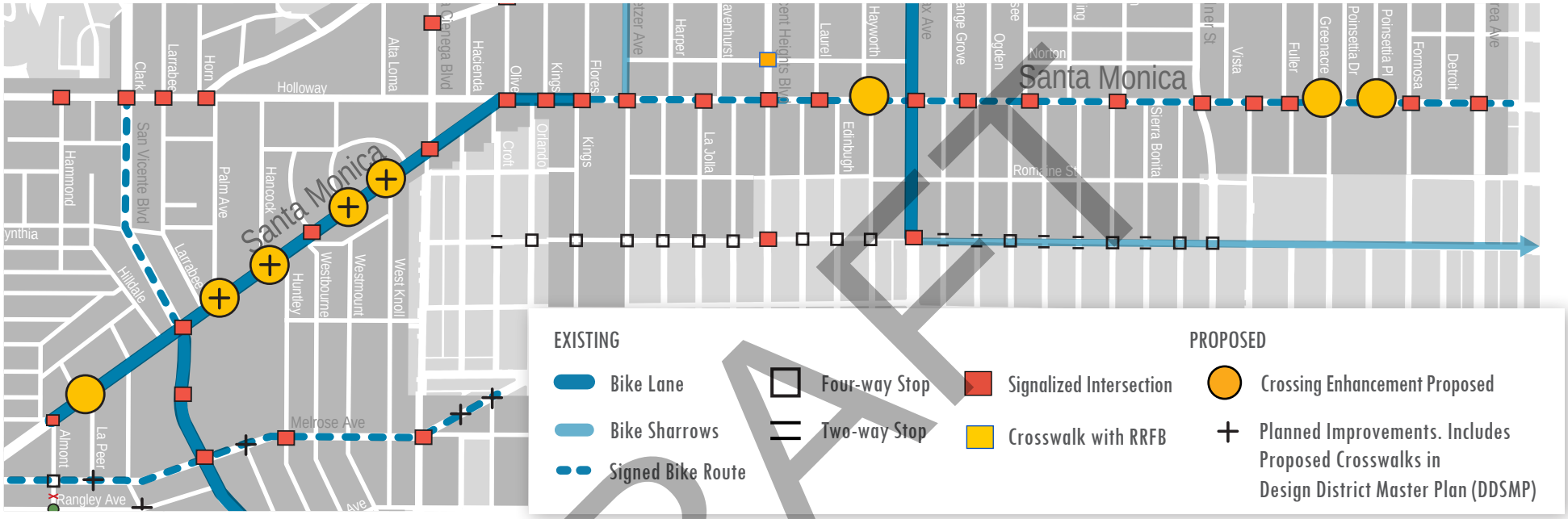
- Major commercial corridor in City with high vehicle, bike, and pedestrian volumes.
- Major nightlife destination in City with high pedestrian activity.
- Unsignalized crosswalks are painted with high-visibility continental markings, fluorescent yellow warning signs, and post covers.
- Low lighting at crosswalks was a concern of the community and law enforcement.
- Rectangular Rapid Flashing Beacons (RRFB) at Westmount Dr crossing, a busy crossing near Trader Joe's and Starbucks.
- Vehicular overhead lighting and pedestrian-scale lighting along sidewalks throughout the corridor.

Figure 3.10 Santa Monica Existing Conditions



Pictured: Existing unsignalized crosswalks are painted with high-visibility continental markings, fluorescent yellow warning signs and post covers.

Figure 3.11 Santa Monica Blvd Proposed Improvements



Proposed Improvements

Santa Monica Crossing Enhancements

Pedestrian crossing enhancements are planned at 8 locations:

- Santa Monica Blvd & La Peer Dr - recommended for near-term improvements
- Santa Monica Blvd & Palm Ave - signalize
- Santa Monica Blvd & Hancock Ave - signalize
- Santa Monica Blvd & Westmount Dr - signalize
- Santa Monica Blvd & West Knoll Dr - signalize
- Santa Monica Blvd & Hayworth Ave - recommended for near-term improvements
- Santa Monica Blvd & Greenacre Ave - recommended for near-term improvements
- Santa Monica Blvd & Poinsettia Pl - recommended for near-term improvements

These intersection improvements are also included in Figure 3.21 (page 72), which lists all unsignalized crossing improvements, city-wide.

West Hollywood's Crosswalk Study And Policy Guidance

Beginning in 2014, the City of West Hollywood undertook a pedestrian safety study first along Santa Monica Blvd and then as a citywide policy initiative to improve unsignalized crosswalks. The study first identified priority locations based on traffic and pedestrian volumes and activity centers.

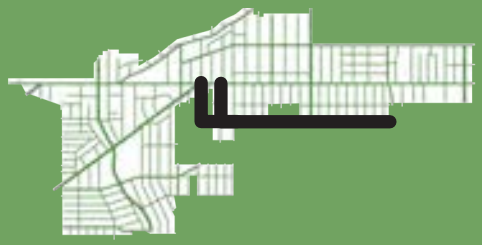
The priority locations included:

- **Santa Monica Blvd at Palm Ave, Hancock Ave, Westmount Dr, West Knoll Dr, Orange Grove Ave / Ogden Dr**
- **San Vicente Blvd / Library**
- **Fountain Ave / Hayworth Ave**

Examples of crosswalk treatments for uncontrolled locations are shown below.

Pictured: Uncontrolled crosswalks throughout West Hollywood

Key Map



Key Design Tools

- [x] Neighborhood Greenway
- [x] Bike Sharrows
- [x] Wayfinding Signs
- [x] Traffic Diverter
- [x] Bike Box
- [x] Bike Signal
- [x] Speed Lumps
- [x] Neighborhood Traffic Circle
- [x] Curb Extension

Benefits

Refer to page 51 for description of benefits.

PROJECT C WILLOUGHBY AVENUE: EAST/WEST NEIGHBORHOOD GREENWAY

Figure 3.12 Willoughby Ave Overview

Goals & Purpose	
Provide a low stress east/west bike corridor as an alternative to Santa Monica Blvd.	
Number of Alternatives Considered	4
Preferred Alternative	Neighborhood Greenway on Willoughby Ave
Segment Length	1.1 miles
Agencies Involved	2 (West Hollywood and City of Los Angeles)
Improved Intersections	2 (Crescent Heights Blvd and Fairfax Ave)
Improved Non-Signalized Crossings	9 (King, Sweetzer Ave, La Jolla Ave, Havenhurst Dr, Laurel Ave, Edinburgh Ave, Hayworth Ave, Gardner St)
On-street Parking Impacts	Minor (0-6 parking spaces may be impacted if diverters are installed)
Traffic Impacts	Moderate - Proposed traffic calming measures may reduce average daily traffic by 1,200 to 1,900 cars
Multi-Modal Benefits	Significant - Elimination of cut-through traffic. Reduced stress and stopping/ delay for bicyclists.
Right-of-Way Impacts	None
Estimated Project Cost	$370,000

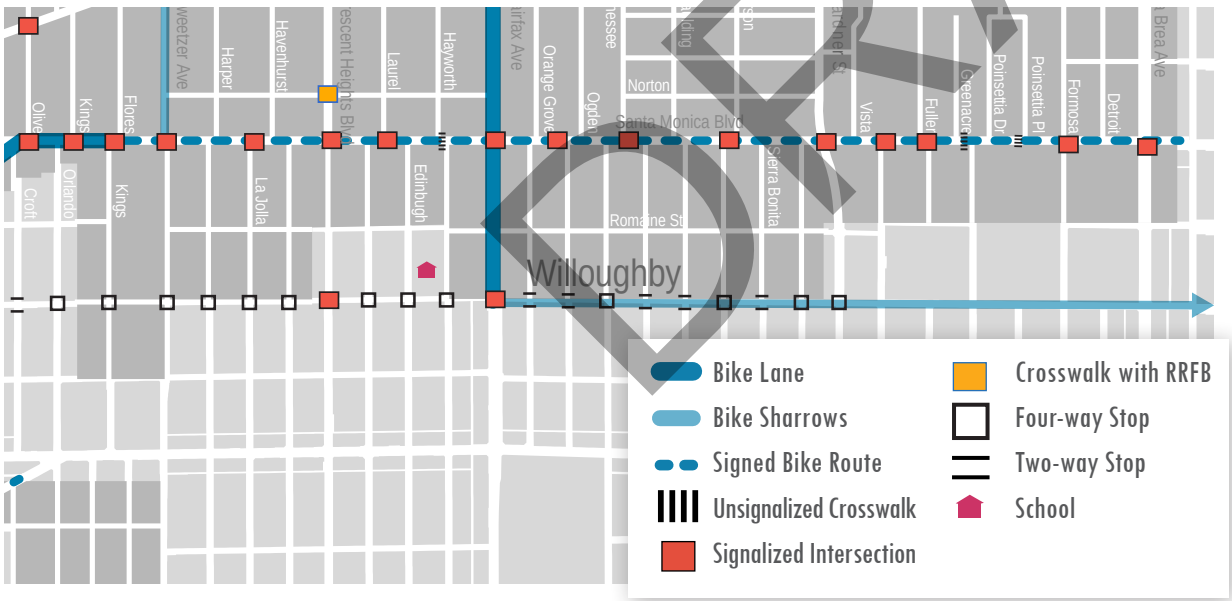
*Proposed improvements are conceptual and represent one approach for traffic calming on Willoughby Ave.

Existing Conditions

- Residential street, parallel to Santa Monica Blvd.
- Control of street is split between West Hollywood and City of Los Angeles (South).
- Sharrows recently installed by City of Los Angeles, east of Vista St.
- Narrow street (approximately 30', width varies) with on-street parking and narrow sidewalks (5'6").
- Signalized intersections enable morning and evening commuter cut-through traffic.
- Many cyclists already use Willoughby Ave as an alternative to Santa Monica Blvd.

Pictured: Existing sharrows on Willoughby Ave in the City of Los Angeles.

Figure 3.13 Willoughby Ave Existing Conditions



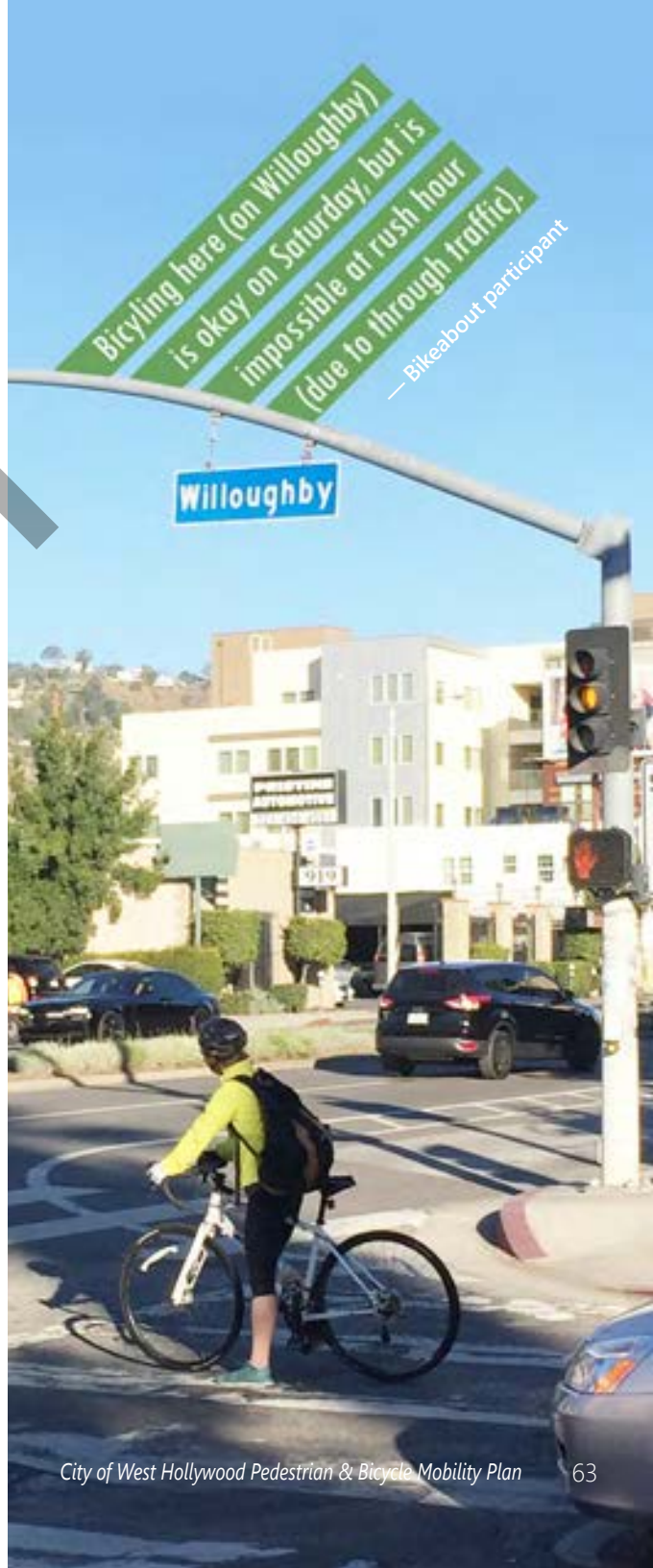
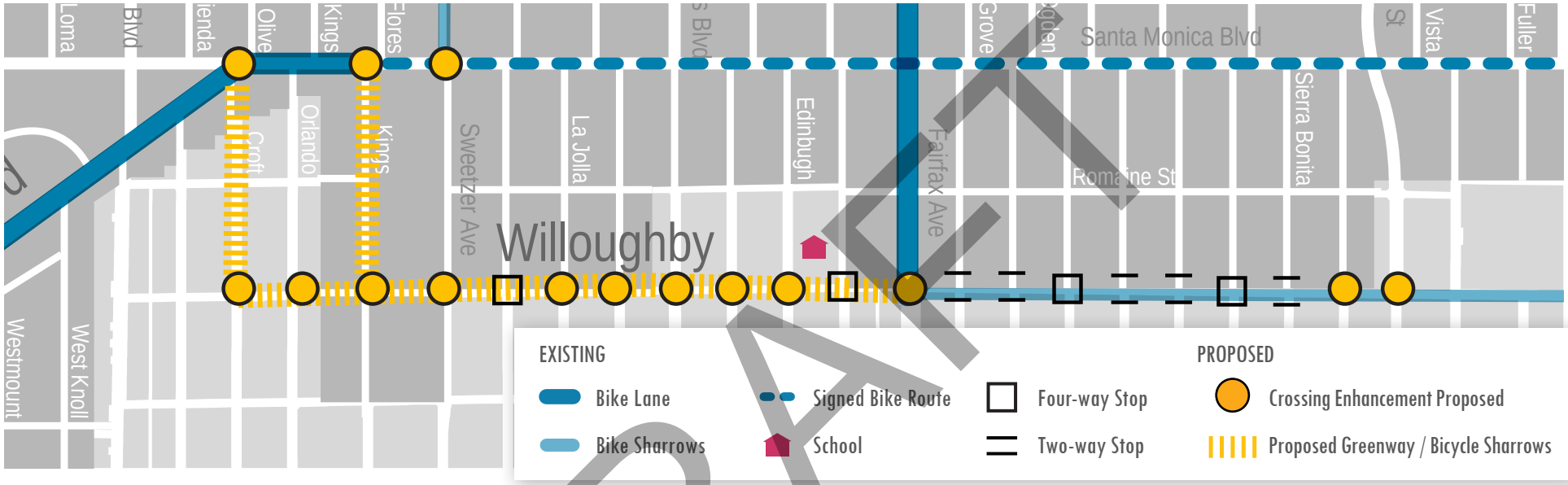


Figure 3.14 Willoughby Ave Proposed Improvements



Proposed Improvements

Willoughby Neighborhood Greenway

The intersection improvements identified at the locations above could include treatments such as bike signals and bike boxes at signalized intersections, reorientation of stop signs to give priority to bicycles and vehicles traveling along Willoughby Ave, traffic diverters or neighborhood traffic circles to reduce cut-through traffic, wayfinding signs to direct bicyclists to and from nearby bicycle facilities, and curb extensions to slow traffic and provide safe crossing facilities for pedestrians. These improvements help connect bicyclists to local and regional routes, provide east-west connections that are currently lacking, and connect to the Santa Monica Blvd bike lanes.

Additional improvements along the corridor could include sharrows and speed lumps, which provide priority for bicyclists while slowing and/or deterring vehicle traffic from using the facility as a cut-through. More information is available in the detailed analysis, included in Appendix F.

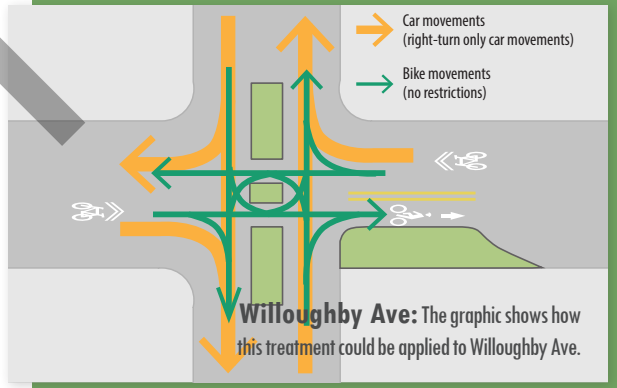
This design scheme is conceptual and implementation would require a design study and targeted community engagement process.

Proposed Improvements

- Would introduce a low-stress east/west bikeway that connects to regional bike facilities
- Design would discourage cut-through traffic and divert to arterials
- Traffic calming devices provide opportunity for neighborhood greening
- Minor loss of on-streetreet parking
- Requires coordination between two jurisdictions (WeHo and LA)
- City of Los Angeles indicated support

Figure 3.15 Case Study: Traffic Diverters on Neighborhood Greenways

A median island prevents vehicular-through traffic and left turns onto the bike boulevard and a curb extension creates a partial closure to prevent right turns. Bicycles are allowed all through and turning movements.



Willoughby Ave: The graphic shows how this treatment could be applied to Willoughby Ave.

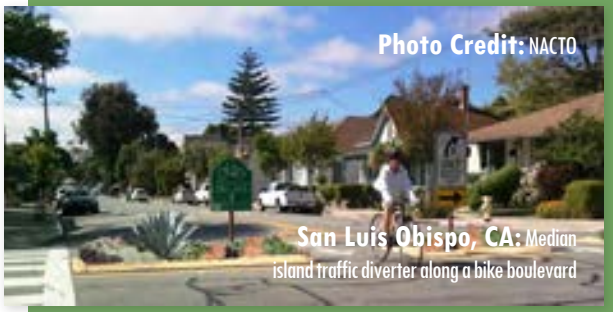


Photo Credit: NACTO

San Luis Obispo, CA: Median island traffic diverter along a bike boulevard

Portland, OR: Traffic diversion along a bike boulevard

Key Map

Key Design Tools

- [x] High-Visibility Crosswalks
- [x] Curb Extensions
- [x] Landscaping
- [x] Rectangular Rapid Flashing Beacon
- [x] Sidewalk Widening
- [x] Bike Lane

Benefits

Refer to page 51 for description of benefits.

PROJECT D FOUNTAIN AVENUE: PEDESTRIAN IMPROVEMENTS

Figure 3.16 Fountain Overview

Goals & Purpose	
Improve the pedestrian and/or bicycle conditions on Fountain Ave by removing a vehicle travel lane or on-street parking.	
Number of Alternatives Considered	4
Preferred Alternative	Short-term, mid-term, and long-term corridor improvements
Segment Length	1.85 miles
Agencies Involved	2 (West Hollywood, Los Angeles)
Improved Intersections	25 short-term improvements; 28 mid-term improvements; 2 long-term improvements (See Appendix E for details)
Improved Non-Signalized Crossings	2 short-term planned improvements (Hayworth Ave and Havenhurst Dr)
On-street Parking Impacts	Long-term only; removal of some off-peak hour parking required in all options. Permanent parking removal ranges from removing zero spaces to removing one side of parking depending on design option.
Traffic Impacts	Long-term only; a reduction of travel lanes from two in each direction to one through lane in each direction would result in a 8%-13% decrease in average daily traffic volumes and an increase in volume-to-capacity ratio (a measure of traffic congestion).
Multi-Modal Benefits	Short-term and mid-term improves pedestrian safety and comfort; long-term improves pedestrian and bicycle safety, comfort, and connectivity.
Right-of-Way Impacts	Long-term only; possible changes to curb lines within City owned right of way.
Estimated Project Cost	Short-term treatments: $90,000 Mid-term treatments: $860,000 Long-term treatments: Up to $9,130,000

Existing Conditions

Fountain Ave is an east/west collector street running from La Cienega Blvd in West Hollywood to Hyperion Ave in the City of Los Angeles. The segment of Fountain Ave in West Hollywood is designated as a "secondary/ collector" street defined in West Hollywood's ***General Plan 2035*** as "a roadway that generally carries vehicular traffic to and from the residential neighborhood." The segment of Fountain Ave within the City of Los Angeles typically provides one lane in each direction and parking on both sides for residents and local businesses and is designated as part of the "Neighborhood Network" in the recently-adopted ***Mobility Plan 2035***.

The 1.8-mile stretch of Fountain Ave within the City of West Hollywood provides two travel lanes in each direction with intermittent parking and peak hour restrictions, allowing it to regularly maintain higher traffic speeds than parallel arterials (Sunset and Santa Monica Blvds) during peak hours. As a result, it has become a popular route for local and regional through traffic, and supports high traffic volumes.

Along Fountain Ave, sidewalks are very narrow, with many obstructions and buildings built to the property line. Street trees and landscaping are limited along the corridor, and overgrown in some areas, producing an even narrower available sidewalk width.

Most signalized intersections accommodate left-turn lanes by restricting parking. Bicycle sharrows exist between La Brea Ave and Sweetzer Ave. Roadway width and lane configuration vary throughout the corridor. Some areas have four travel lanes with dedicated on-street parking or no on-street parking; other segments have two travel lanes with peak-hour restricted on-street parking. Fountain Ave is currently a designated bicycle route with signage and sharrows. Sidewalks are narrow and obstructed periodically by utility poles and interrupted by cross-sloping driveways. Marked pedestrian crossings are infrequent.

These characteristics have also made it a target for suggested pedestrian and bicycle improvements by residents and stakeholders during the planning process for this Plan, the 2010 ***Bicycle Task Force Study,*** and the 2003 ***Bicycle and Pedestrian Mobility Plan***.

Significant improvement to the pedestrian and bicycle environment on Fountain Ave would require the conversion of travel and/or parking lanes to bicycle lanes or sidewalk. The City's traffic model was used to evaluate how car traffic would be affected by the implementation of major pedestrian and bicycle improvements along Fountain Ave. The results indicated that traffic would be displaced from Fountain Ave, shifting to parallel arterials or avoiding the area altogether. Due to concerns about traffic congestion, any major improvements to Fountain Ave will require further study after the adoption of this Plan, and have been included as a long-term option only.

Photo Gallery: Fountain Pedestrian Environment

Pictured: Overgrown bushes narrow the pedestrian space and sight-lines around the corner (top & middle), sidewalk conditions are often sloping and uneven (bottom).

Figure 3.17 Fountain Ave Existing Conditions

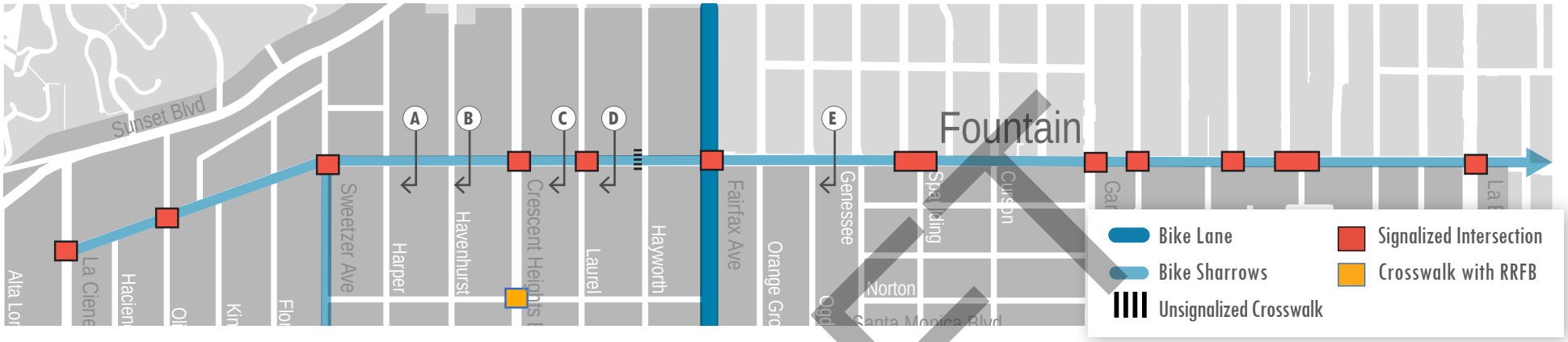
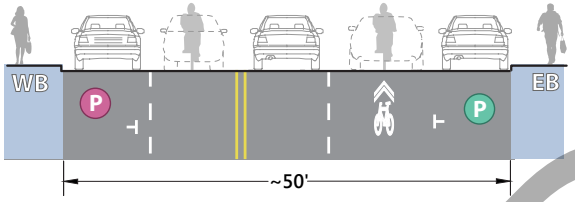


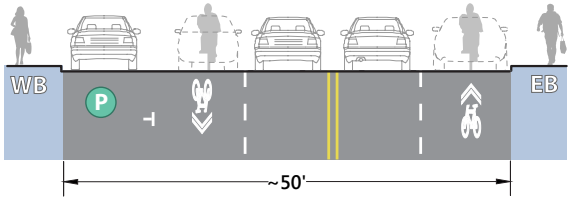
Figure 3.18 Existing Typical Roadway Cross Sections*

(A) Asymmetrical North Approx 50' curb-to-curb width; Two westbound travel lanes with parking and one eastbound travel lane with peak hour parking restrictions.



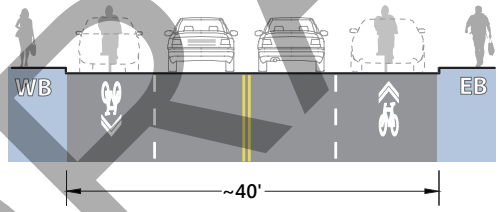
Harper Ave / Havenhurst Dr

(B) Asymmetrical South Approx 50' curb-to-curb width; One westbound travel lane with peak hour parking restrictions and two eastbound travel lanes with parking.



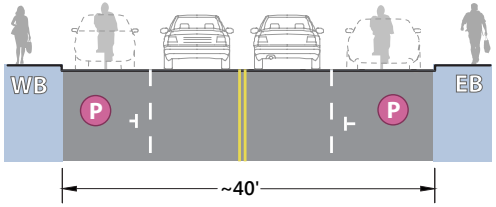
Havenhurst Dr / Crescent Heights Blvd

(C) Symmetrical No Parking Approx 40' curb-to-curb; Two travel lanes in each direction, no parking.



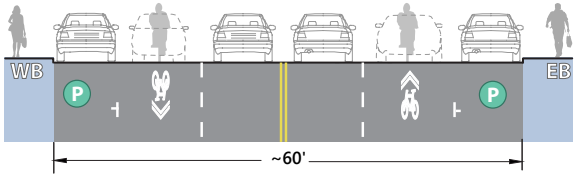
Crescent Heights Blvd / Laurel Ave

(D) Symmetrical With Parking Approx 40' curb-to-curb; One travel lane in each direction with peak hour parking restrictions



Laurel Ave / Hayworth Ave

(E) Symmetrical Approx 60' curb-to-curb; Two travel lanes in each direction with parking



Ogden Dr / Genessee Ave

*Cross section varies along corridor.

P Parallel parking

P Parallel parking with peak hour restrictions

Proposed Improvements:

Short-Term Improvements

Low-cost, easy-to-implement changes to Fountain Ave can provide a more comfortable environment for pedestrians while leaving the right-of-way unchanged, allowing more time for the traffic studies needed to determine the best long-term course of action. These pedestrian enhancements include:

- High visibility crosswalks across minor streets along Fountain Ave
- Enhancement of existing crosswalks across Fountain Ave and streets intersecting Fountain Ave
- Additional landscaping and streetscaping, including landscaping maintenance of existing trees and bushes
- Planned crossing improvements to Hayworth Ave (RRFB and lighting) and Havenhurst Dr (left turn prohibition)
- Signal timing adjustments such as leading pedestrian intervals or protected left turn phases
- Other traffic calming elements that delineate vehicle space from pedestrian space (such as buffer striping)

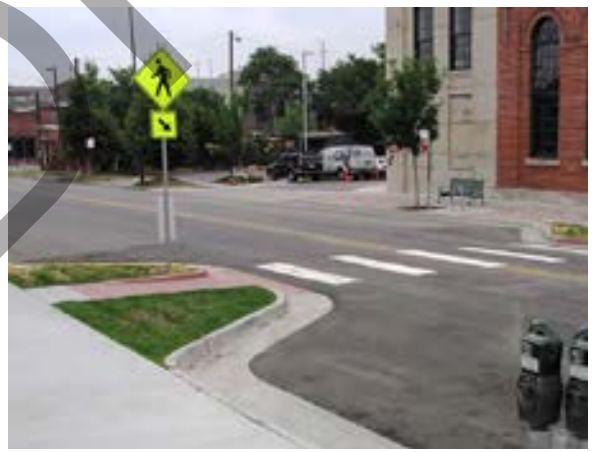
Short-term intersection improvements are identified for each intersection along Fountain Ave in Appendix E.

Mid-Term Improvements

The mid-term improvements recommended for Fountain Ave encompass changes that require additional study before implementation, and have higher costs associated with changing curbs and ramps. These improvements do not change the right-of-way and would not substantially alter vehicle capacity, and would have significant comfort and safety improvements for pedestrians. These enhancements include:

- Curb extensions across minor streets intersecting Fountain Ave to slow turning vehicles, reduce the crossing distance, and enhance pedestrian safety
- Curb extensions, crosswalks, and RRFBs across Fountain Ave at key locations
- Other traffic calming elements that add green space to the pedestrian environment (such as parking lane planters)

Mid-term intersection improvements are identified for each intersection along Fountain Ave in Appendix E.



Long-Term Improvements

To further enhance facilities for pedestrians or bicycles, providing more space, comfort, and connectivity, the roadway would need to be reconfigured to remove parking and/or travel lanes through a "road diet." These changes would necessitate further study to understand what the operational impact would be on Fountain Ave and adjacent streets. Some preliminary analysis has been done, and can be found in Appendix E.

Long Term Alternatives Explored & Trade-offs

The three long-term alternatives explored each have trade-offs for people on foot, people on bike, and people in cars. These trade-offs are summarized below and shown in Figure 3.20.

- Options 1, 2, and 3 provide more space for pedestrian and bicycle facilities, improving safety and comfort for all users
- Options 2 and 3 would require reconstruction of roadway to move existing curb
- Removal of travel lanes would impact traffic in surrounding area
- Analysis shows a deterioration of Level of Service for vehicles under Options 1, 2, and 3

Figure 3.19 Fountain's Character: Los Angeles & West Hollywood

Los Angeles

- **Length: 1.5 miles**
- **Extents: La Brea Ave to Bronson Ave**
- **Character: Slower residential street with wider sidewalks and two travel lanes**

West Hollywood

- **Length: 1.8 miles**
- **Extents: La Cienega Blvd to La Brea Ave**
- **Character: Faster, auto-oriented street with narrow sidewalks, two to four travel lanes with peak hour on-street parking.**

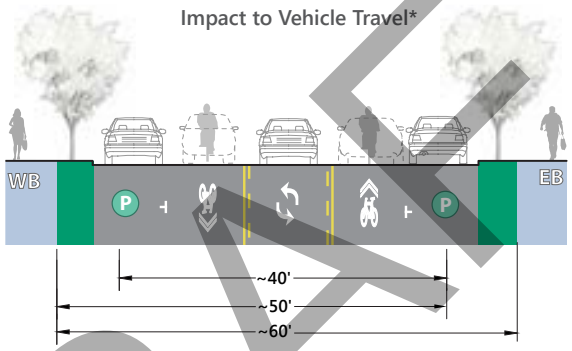
Pictured: Fountain Ave through Los Angeles (top) and West Hollywood (bottom).

Figure 3.20 Long-Term Fountain Ave Proposed Alternatives

Option 1: Sidewalk Improvements

Add 10' to sidewalk. Reduce travel lanes to one through lane in each direction with a continuous two-way left turn lane and removal of some parking.

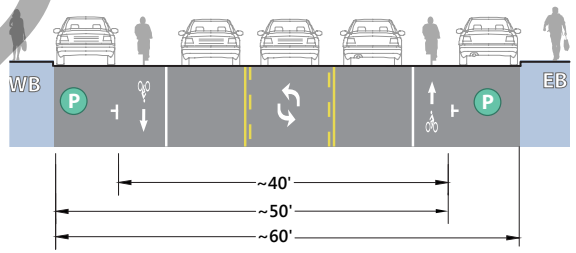
Bike LOS – E to D
Ped LOS – E to C
Impact to Vehicle Travel*



Option 2: Bike Lanes

Add bike lanes. Reduce travel lanes to one through lane in each direction with a dedicated turn lane and removal of some parking.

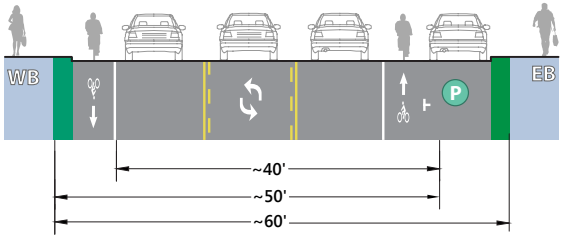
Bike LOS – E to C
Ped LOS – E to D
Impact to Vehicle Travel*



Option 3: Sidewalk Improvements & Bike Lanes

Add bike lanes. Reduce travel lanes in each direction, with a turn lane. **Widen sidewalks and pedestrian area** by removing some on-street parking.

Bike LOS – E to C
Ped LOS – E to C
Impact to Vehicle Travel*



* For Options 1, 2, and 3, pedestrian and bicycle level of service improves. Analysis shows that vehicles will likely shift to other streets and that the volume-to-capacity ratio (a method of measuring vehicle level of service) will increase, producing increased vehicle delay during peak periods. More information can be found in Appendix E.

ADDITIONAL CITYWIDE NETWORK IMPROVEMENTS

Introduction

In addition to the pedestrian and bicycle improvements included among the priority projects, further crossing and bikeway network improvements, shown in Figures 3.21 through 3.26, are recommended to improve pedestrian and cyclist visibility, connectivity, comfort, convenience, and safety. Beyond the projects listed here, the City also evaluated prominent unsignalized crosswalks along busy streets in 2015 to determine if the current treatment was appropriate.

Locations of the recommended pedestrian improvements are provided in Figures 3.21 - 3.24. Locations of bicycle network and intersection improvements are located in Figures 3.25 - 3.26 on the following pages. The network improvements will be implemented through:

- Ongoing street repairs and maintenance projects
- As part of future development projects at or adjacent to improvement locations
- Grant funding (as available)
- In coordination with infrastructure projects initiated by the City of West Hollywood or its neighboring jurisdictions

Network Improvements include:

- 5 miles of proposed bike lanes
- 4 miles of proposed sharrows
- 6 miles of proposed neighborhood greenways
- Intersection enhancements at 13 signalized intersections
- Crossing improvements at all unsignalized crosswalks

Future Facilities

The City of West Hollywood will attempt to preserve right-of-way along streets identified in the region as future mobility corridors. For example, the City of Los Angeles has designated La Brea Ave, Fairfax Ave, La Cienega Blvd, and Santa Monica Blvd as future transit priority streets (i.e., where bus shelters, bus priority lanes and other transit enhancements will be considered). West Hollywood will plan for both transit and bicycle needs by preserving street width, where possible, should these improvements occur.

For more information on implementation see the implementation matrix in the following Chapter.

Pedestrian Improvements: Unsignalized Crossings

Unsignalized Crossing Enhancements are recommended for all unsignalized crossing locations (depicted in Figures 3.21 - 3.22 on the following pages). Improvements include:

- Converting to a signalized intersection
- Rectangular Rapid Flashing Beacons (RRFBs)
- Improved overhead lighting
- Restripe worn markings to improve visibility

Recommendations and prioritization of these crossings are based on the City of West Hollywood's Crosswalk Policy, included in Appendix G.

Improvements in Group A and B are planned or recommended for near-term improvements. These groups include the unsignalized intersections described in the priority projects above, along with other unsignalized crossings.

Improvements in Group C and D are recommended for improvements along a medium-term and long-term timeline, based on considerations described in the City's Crosswalk Policy.

Figure 3.21 Proposed Unsignalized Crossings to Improve

Group A: Proposed Improvements	Improvements
Santa Monica Blvd & Palm Ave	Signalize
Santa Monica Blvd & Hancock Ave	Signalize
Santa Monica Blvd & Westmount Dr	Signalize
Santa Monica Blvd & West Knoll Dr	Signalize
San Vicente Blvd & Library/PDC	Upgrade with rectangular rapid flashing beacon
San Vicente Blvd & Harratt St	Upgrade with rectangular rapid flashing beacon
Fountain Ave & Hayworth Ave	Pilot test with in-pavement warning lights and signs
Fountain Ave & Havenhurst Ave	Restrict left-turns during peak hours
La Cienega Blvd & Rosewood Ave	To be upgraded by City of Los Angeles
Group B: Near-Term Improvements	**Improvements**
Santa Monica Blvd & Greenacre Ave*	Refer to the list of improvements described in Priority Project B
Santa Monica Blvd & Poinsettia Pl*	Refer to the list of improvements described in Priority Project B
Santa Monica Blvd & La Peer Dr	Refer to the list of improvements described in Priority Project B
Santa Monica Blvd & Hayworth Ave	Refer to the list of improvements described in Priority Project B
Melrose Ave & Westmount Dr	To be determined at time of project development
Melrose Ave & Westbourne Dr	To be determined at time of project development
Beverly Blvd & Almont Dr	To be determined at time of project development
Beverly Blvd & Swall Dr	To be determined at time of project development
Sunset Blvd & Sherbourne Dr	To be determined at time of project development
Fairfax Ave & Romaine St	To be determined at time of project development
Sunset Blvd between Sunset Plaza Dr/Sherbourne Dr	To be determined at time of project development
Crescent Heights Blvd s/o Sunset Blvd	To be determined at time of project development

Group C: Mid-Term Improvements
Sunset Blvd & Wetherly Dr
Fuller Ave between Fountain Ave/Santa Monica Blvd
Harratt St & Hilldale Ave
Hammond St & Phyllis Ave
Robertson Blvd & Dorrington Ave
Group D: Long-Term Improvements
Robertson Blvd & Rangely Ave
Beverly Blvd & La Peer Dr
Doheny Rd & Sierra Alta Wy
Robertson Blvd & Rosewood Ave
Crescent Heights Blvd & Norton Ave

Benefits

Refer to page 51 for description of benefits.

* Pedestrian volumes are expected to increase due to new development (Movietown).

Figure 3.22 Proposed Unsignalized Crossings to Improve

Figure 3.23 Proposed Signalized Crossings to Improve

Sts	Improvements
Beverly Blvd & San Vicente Blvd	Crosswalk enhancement
Fountain Ave & La Cienega Blvd	Crosswalk enhancement; overhead lights
Fountain Ave & Vista St	Crosswalk enhancement; overhead lights
Melrose Ave & Doheny Dr	Crosswalk enhancement; traffic diversion
Melrose Ave & La Cienega Blvd	Crosswalk enhancement
Melrose Ave & Robertson Blvd	LPI; crosswalk enhancement
Melrose Ave & San Vicente Blvd	LPI; crosswalk enhancement
Santa Monica Blvd & Almont Dr	Bike box; 2-stage left turn
Santa Monica Blvd & Crescent Heights Blvd	LPI; crosswalk enhancement
Santa Monica Blvd & Fairfax Ave	LPI; automatic pedestrian signal; bike signal
Santa Monica Blvd & La Brea Ave	LPI; automatic pedestrian signal; bike signal
Santa Monica Blvd & La Cienega Blvd	LPI; crosswalk enhancement; bike box
Santa Monica Blvd & Robertson Blvd	LPI; automatic pedestrian signal; crosswalk enhancement
Santa Monica Blvd & San Vicente Blvd	LPI; automatic pedestrian signal

Benefits

Refer to page 51 for description of benefits.

Pedestrian Improvements: Signalized Crossings

Signalized Intersection Enhancements identify intersections where improvements should be made to improve pedestrian crossings through signal timing, shortening crossing distance and improving visibility (locations listed in Figure 3.23). Examples of improvements include:

- Retiming signals to allow for leading pedestrian intervals (LPI). LPIs provide pedestrians with a few second head start before vehicles are given a green light.
- Protected left-turn phasing.
- Reprogramming existing pedestrian signals to turn on automatically without requiring a person to actuate the crossing signal by pushing the button.
- Curb extensions to shorten crossing distances and improve visibility of pedestrians.

Criteria for Implementation

Determining which enhancement is appropriate for the intersection will require evaluation by Transportation Staff and the City Engineer, as well as a review of any traffic impact studies pertaining to the location (often included as part of development project review).

The approximate costs and time frame for implementation are outlined in the implementation matrix.

Figure 3.24 Proposed Signalized Crossings to Improve

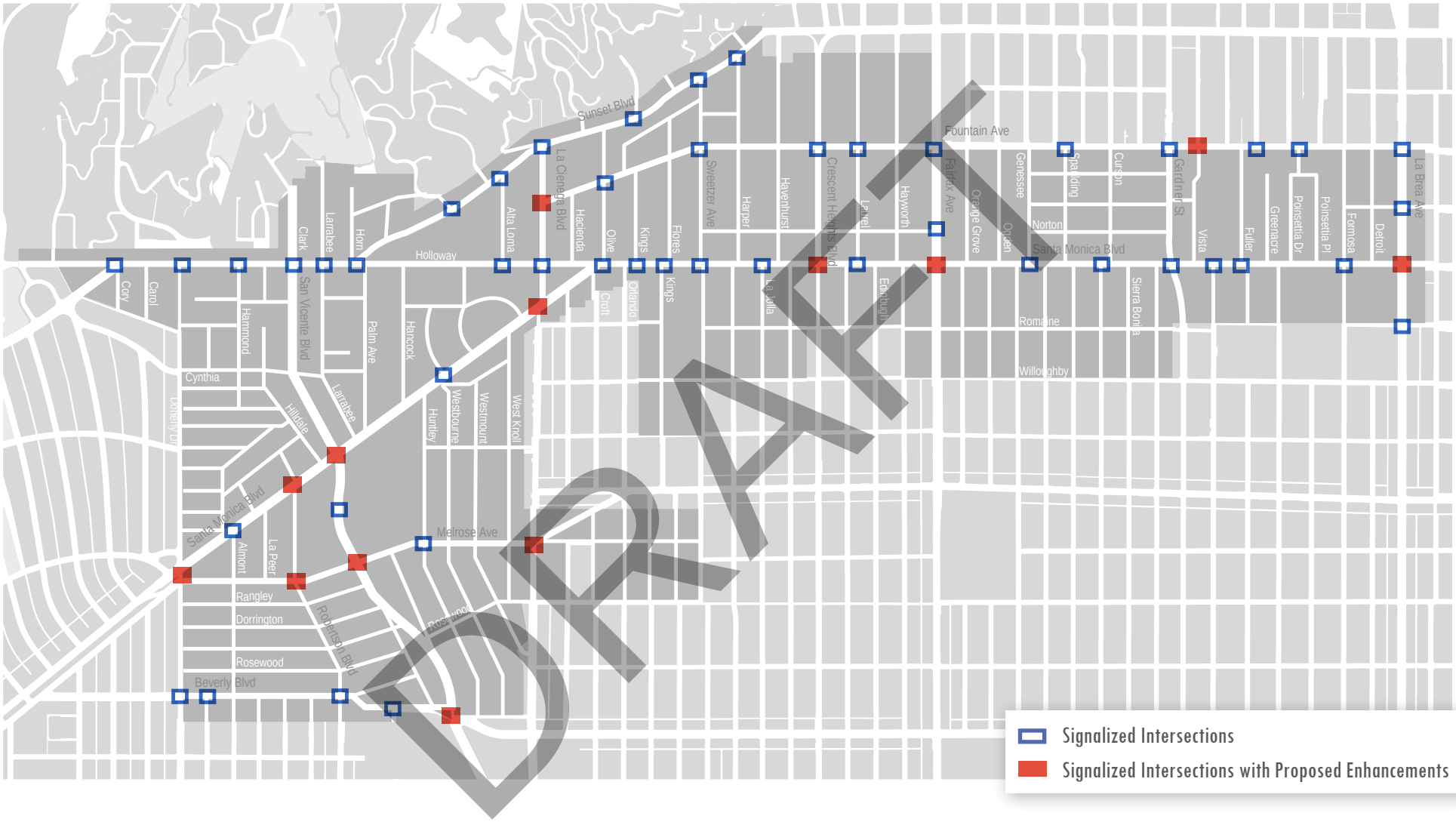


Figure 3.25 Proposed Bicycle Facilities & Infrastructure To Improve

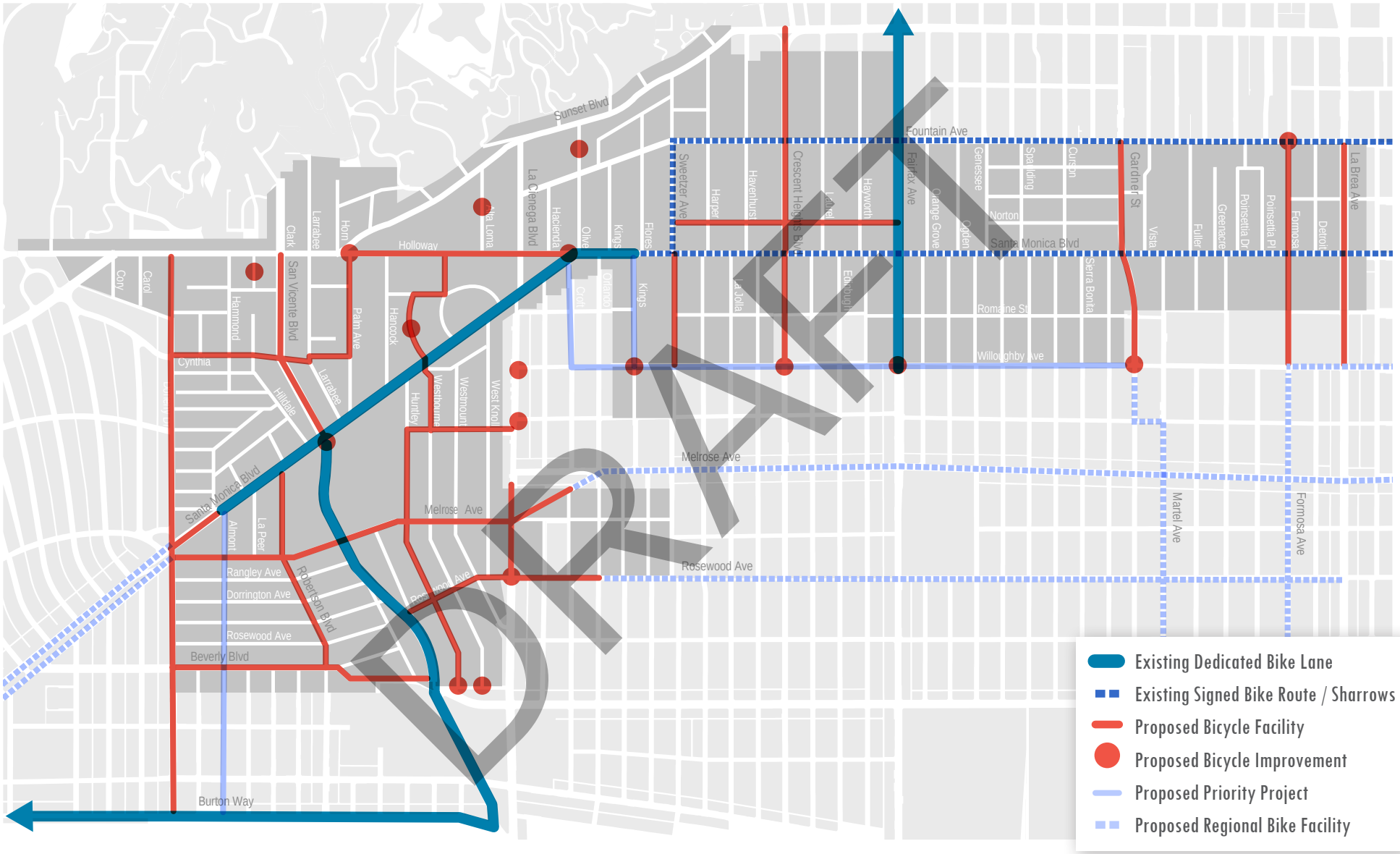
East/West Streets	Improvements
Beverly Blvd	Bike lane (identified in Design District Streetscape Master Plan)
Cynthia St	Bike lane (between Doheny Dr/San Vicente Blvd); neighborhood greenway (between San Vicente/Palm Ave)
Holloway Dr	Bike lane; bike crossing improvements at Palm Ave and Croft Ave
Melrose Ave	Sharrows (identified in Design District Streetscape Master Plan)
Norton Ave	Neighborhood greenway (between Sweetzer Ave/Fairfax Ave)
Rosewood Ave	Neighborhood greenway
Santa Monica Blvd	Extend bike lane (between Almont Dr/Doheny Dr); wayfinding signage to alternative routes; conflict striping at transition to Holloway Dr near Olive Dr
Sherwood Dr	Neighborhood greenway

North/South Streets	Improvements
Almont Dr	Neighborhood greenway
Alta Loma Rd	Bike-friendly traffic diverter (between Sunset Blvd/Holloway Dr)
Crescent Heights Blvd	Uphill Bike lane/downhill sharrows (north of Santa Monica Blvd); neighborhood greenway (south of Santa Monica Blvd)
Croft Ave	Neighborhood greenway (between Santa Monica Blvd/Willoughby Ave)
Doheny Dr	Uphill bike lane/downhill sharrows (north of Cynthia St); sharrows (south of Cynthia St)
Fairfax Ave	Bike crossing improvement at Willoughby Ave
Formosa Ave	Neighborhood greenway; bike crossing improvement at Fountain Ave
Gardner St/Vista St	Bike lane; bike crossing improvement at Willoughby Ave
Hilldale Ave	Bike-friendly traffic diverter (between Sunset Blvd/Harratt St)
Huntley Dr	Neighborhood greenway; bike-friendly traffic diverter at Beverly Blvd
Kings Rd	Neighborhood greenway; crossing improvement at Willoughby Ave
La Brea Ave	Shared bus/bike lane
La Cienega Blvd	Shared bus/Bike lane; bike crossing enhancement at Willoughby Ave, Waring Ave & Rosewood Ave
Olive Dr	Bike-friendly traffic diverter (between Sunset Blvd/Fountain Ave)
Palm Ave	Neighborhood greenway
Robertson Blvd	Sharrows (identified in Design District Streetscape Master Plan)
Sweetzer Ave	Neighborhood greenway
San Vicente Blvd	Uphill bike lane/downhill sharrows (between Sunset Blvd/Santa Monica Blvd); extend bike lane to eliminate small gap (just south of Santa Monica Blvd)
Westbourne Dr	Neighborhood greenway; bike-friendly traffic diverters (north of Santa Monica and Beverly Blvd)
Willoughby Ave	Neighborhood greenway

Bicycle Network Improvements

The following bicycle improvements are proposed to create a complete network over time that serves local and regional bicycle trips. These improvements are discussed in the design toolkit. The cost and implementation time frame for these projects is outlined in the implementation matrix. The map at right shows the locations of all corridor and intersection improvements that are described in the list of Proposed Bicycle Facilities & Infrastructure to Improve, left.

Figure 3.26 Proposed Bicycle Facilities & Infrastructure to Improve



* The following streets are identified by neighboring jurisdictions as future bicycle facilities. West Hollywood will continue to look for opportunities to partner with neighboring cities to develop a complete regional bicycle network. 1. City of Beverly Hills: Santa Monica Blvd (west of Doheny Rd in Beverly Hills). 2. City of Los Angeles: San Vicente Blvd (south of Beverly Blvd), Orlando Ave, Melrose Ave, Vista St/ Martel Ave, Fountain Ave (east of La Brea Ave), Willoughby Ave, Rosewood Ave, Formosa Ave.

Pictured: Newly installed bicycle lane on Fairfax Ave.

OTHER MAJOR CORRIDORS: FUTURE CONDITIONS

Introduction

While many corridors have bicycle and/or pedestrian improvements identified, other major corridors within the City have not been identified at this time for active transportation improvements due to the expressed desire and need to retain existing capacity for motor vehicles, or because improvements are addressed in other plans, such as the 2013 ***Design District Streetscape Master Plan*** for Melrose Ave and Beverly Blvd.

This section includes brief discussions of other major corridors that have not been thoroughly discussed in the Plan up until this point. These corridors include: Sunset Blvd, La Brea Ave, Fairfax Ave, La Cienega Blvd, Melrose Ave, and Beverly Blvd.

These corridors all adjoin the City of West Hollywood to neighboring cities including the City of Beverly Hills and the City of Los Angeles. In the City of Los Angeles' recently-adopted ***Mobility Plan 2035***, the corridors each are designated as part of either the Bicycle Enhanced Network, the Vehicle Enhanced Network, or the Transit Enhanced Network. Ongoing coordination with the City of Los Angeles will be critical to align the vision for each corridor and the types of infrastructure planned in the future.

Sunset Blvd

Future Potential Proposed Enhancements: West Hollywood will look for opportunities to enhance bike infrastructure on Sunset Blvd, where possible, in coordination with the City of Los Angeles and the City of Beverly Hills.

Discussion: Sunset Blvd is an iconic street. The Sunset Strip is known for its billboards and nightlife. The vehicular-oriented nature of the Sunset Strip proposes challenges to enhancements in bike and pedestrian infrastructure improvements. However, the steep slopes between Sunset Blvd and the neighborhoods south would make challenging to connect in both directions, and would likely require additional support for rebalancing the bicycles between the stations south of Sunset Blvd and the stations along Sunset Blvd.

La Brea Ave

Future Potential Proposed Enhancements: West Hollywood will look for opportunities to enhance bike infrastructure on La Brea Ave, where possible, in coordination with City of Los Angeles.

Discussion: La Brea Ave is a key north/south corridor through the City of Los Angeles, with a 0.4-mile segment through the City of West Hollywood. No bicycle or pedestrian projects are currently proposed for La Brea Ave.

Fairfax Ave

Future Potential Proposed Enhancements: West Hollywood will look for opportunities to enhance bike infrastructure on Fairfax Ave in coordination with City of Los Angeles, beyond the bicycle lane that already exists.

Discussion: Fairfax Ave is a key north/south corridor that bisects West Hollywood for 0.7 miles and continues north and south into the City of Los Angeles.

La Cienega Blvd

Future Potential Proposed Enhancements: West Hollywood will look for opportunities to enhance bike and pedestrian infrastructure on La Cienega Blvd, where possible, in coordination with City of Los Angeles.

Discussion: La Cienega Blvd is a key north/south corridor that bisects West Hollywood for 0.4 miles, then spans 0.4 miles through the City of Los Angeles, and then continues another 0.2 miles before reentering the City of West Hollywood.

Pictured: Typical pedestrian environment on Santa Monica Blvd.

Melrose Ave

Future Potential Proposed Enhancements: This Plan supports the designs and vision presented in the ***Design District Streetscape Master Plan*** (2013) and West Hollywood will look for opportunities to enhance bicycle and pedestrian infrastructure in coordination with the City of Los Angeles, where possible.

Discussion: Melrose Ave is a key east/west corridor that runs through West Hollywood and the City of Los Angeles. The City of West Hollywood adopted the ***Design District Streetscape Master Plan*** in 2013, which includes improved conditions for walking and biking, providing an easy-to-navigate and cohesive corridor.

Beverly Blvd

Future Potential Proposed Enhancements: This Plan supports the designs and vision presented in the ***Design District Streetscape Master Plan*** (2013) and West Hollywood will look for opportunities to enhance bicycle and pedestrian infrastructure in coordination with the City of Los Angeles, where possible.

Discussion: Beverly Blvd is a key east/west corridor that runs through West Hollywood, Los Angeles, and Beverly Hills. The City of West Hollywood's ***Design District Streetscape Master Plan*** (2013) provides guidance that relates to Beverly Blvd, including improvements for pedestrians and bicyclists while retaining the Street's function as a thoroughfare with a high vehicle capacity and high daily volumes.

PROGRAMS AND POLICIES

Introduction

While the previous sections focused on specific engineering/infrastructure enhancements to improve safety and improve comfort of walking and bicycling in West Hollywood, this section presents recommendations for complementary, and essential, education, encouragement, policies, and programs in support of active transportation.

Education & Outreach Campaigns

Education is a critical element for a complete and balanced approach to improving both bicycling and walking safety for all road users.

Pedestrian & Bicycle Events

Local and regional events provide opportunities to promote walking and biking.

Policies

City policies shape development of the City and provide the framework for continued enhancements to the pedestrian and bicycle environment.

Enforcement

Enforcement of traffic laws for all modes of travel creates safer environment for everyone.

Programs & Coordination

Coordinating with internal city departments and surrounding jurisdictions is important to increase the utility and viability of infrastructure projects.

Case Study: West Hollywood Bike To Work Day + Bike WeHo

Pictured: West Hollywood Bike to Work day pit stop (top, middle); Metro Bike Safety workshop in West Hollywood (bottom)

Pictured: The City of Glendale's Bicycle Safety and Skills Workshop (top); Bicycle Education in West Hollywood (middle); Metro's free bike safety classes (bottom).

Education & Outreach Campaigns

When a new or unfamiliar traffic control device or other piece of infrastructure is implemented in the City, consider a parallel education effort targeted toward the user group(s) most likely to be impacted. General education on the intended function and appropriate behavior around the new infrastructure should be the primary focus of the campaign. A secondary focus could be related to the benefits of the new infrastructure and how it helps the City to fulfill broader public safety, mobility and/or sustainability goals.

Implementation of the priority projects will require an educational campaign to inform community members of the goals and benefits of the projects, as well as how to properly use the new facilities. The following educational strategies should be considered:

- **Project Website**: to provide overview and updates on implementation of major projects and their related goals, design features, schedule of approval, design and construction, impacts to neighborhood, etc.
- **Flyers/Postcards**: to be distributed to residents and businesses along the major streets impacted by projects, and made available at public buildings, public meetings, and other major activity centers.
- **Videos**: to be shown before Council Meetings, on WEHOTV, and uploaded to YouTube to promote the priority projects and explain new design concepts for West Hollywood's streets (i.e., super sharrows, neighborhood greenway).
- **Billboards/Bus Shelters**: to feature simple, large print ads to promote pedestrian and bicycle safety and/or explain new design treatments in the public right of way (i.e., super sharrows, bike boxes, etc).
- **Social Media**: to promote and provide updates on project via major social media outlets, such as Facebook, Flickr, Instagram.
- **Staff/Agency Training**: to provide city staff and enforcement staff with training on new design treatments in right of way.
- **Safety Device Giveaway**: to provide community members with safety equipment (i.e., bicycle bells, bike helmets, bike lights, walking/jogging reflectors). These giveaways could be coordinated with major events (see section on Events).
- **Safe Night Out**: to encourage pedestrian activity by organizing public safety division walks commercial streets and hands out safety information and give aways.

Pedestrian & Bicycle Events

Throughout the year, the City should look for opportunities to promote walking and bicycling at local and regional events.

- **Bike to Work Day/Month**: City should continue to promote and participate in Bike to Work Day/ Month, a regional event sponsored by Metro during the month of May. This is a good opportunity to give away safety equipment, raise the visibility of cycling in the City, and partner with local community groups and businesses to create a bike advocacy community. Key Departments: Community Development Department, Public Safety, Human Resources and Administrative Services.
- **Rideshare Week**: City should promote and participate in Rideshare Week, a regional event sponsored by Metro in the month of October. This is a good opportunity to distribute bike maps and work with local businesses to sponsor bike commuting competitions with prizes. Key Departments: CDD, Human Resources and Administrative Services.
- **National Night Out**: City should pass out pedestrian and safety education materials and/or equipment at the neighborhood block parties during National Night Out, typically held in the month of August. Key Departments: CDD, Public Safety.
- **Bike Valet**: City should work with the West Hollywood Bicycle Coalition to sponsor bike valet at community events with high visibility in the City, such as the AIDS Walk, Christopher West Street Festival, LA Marathon, Book Fair, and regular, local events, such as the Farmer's Market on Sunset Blvd and at Plummer Park.
- **Bicycle Safety Classes**: City should continue to host and promote bicycle safety classes sponsored by Metro, and look for opportunities to partner with local bicycle advocacy groups for group bike rides. It is often beneficial for agency staff to attend these classes, particularly the bicycle safety classes as they cover elements of bicycle safety and vehicle code compliance that are often unknown to or misunderstood by transportation professionals and law enforcement officers.
- **Pop-up Neighborhood Event**: During the design development phase, City should host a "pop-up" event with temporary in-street installations at the site of approved improvements. These events allow community members to try out, touch, and see the potential improvements in their future location. The event helps residents understand the benefits of unusual or untraditional neighborhood greenway treatments, such as traffic diverters, pavement markings and signage, etc. Key Departments: CDD, Public Safety, Public Works.
- **Open Streets Program/Event**: The City should support regional events such as CicLAvia and explore opportunities to host an open streets event. The City has been provided funding by Metro to pursue a CicLAvia in the future.
- **Micro Park Program**: The City should promote an ongoing micro park program to encourage people to walk and to activate the sidewalk space.

Pictured: Santa Monica's MANGo festival was a pop-up neighborhood event that tested out potential street improvements (top); CicLAvia opens city streets to bicyclists and pedestrians and has become so popular it is held several times throughout the year (bottom).

Policies

To support the projects and programs recommended in the Plan, the City should consider reviewing the following policies.

Developer Impact Fees

Study the potential for a Transportation Impact Fee policy that would direct revenue towards pedestrian and bicycle improvements. Santa Monica, San Francisco, and Portland are examples of local governments that have used impact fees to build pedestrian, bicycle and transit infrastructure.

Unsignalized Crosswalk Policy

The City has an Unsignalized Crosswalk Policy, which can be found in Appendix G. This policy is used to evaluate requests for crosswalks at unsignalized locations. In addition, the City conducted an analysis of unsignalized crosswalks along busy streets in 2015 to determine if the existing treatments were appropriate. As part of this analysis, supplemental guidance was provided for considerations such as the posted speed limit, average daily traffic and street configuration. This guidance may be integrated into the official Crosswalk Policy in the future.

Bikes on Sidewalks

Municipal Code Section 15.53.010 on the Operation of Bicycles and Other Wheeled Vehicles on Sidewalks allows bicyclists to use sidewalks when there is NOT a "designated bicycle lane in the adjoining street." This ordinance has been the subject of some concern, particularly among elderly pedestrians using the sidewalks along Santa Monica Blvd east of Kings Rd. Consider modifying the ordinance to exclude bicycles from sidewalks along this stretch of Santa Monica Blvd once sufficient bicycle accommodations have been provided on Santa Monica Blvd and parallel streets. The City could modify the Municipal Code in a way that allows it to make a determination (at its discretion) that, although a dedicated bicycle lane is not provided along the adjoining sidewalk, sufficient accommodations have been provided to justify the prohibition of bicycles on sidewalks in this area.

Bicycle Parking Requirements

West Hollywood's Bicycle Parking and Support Facilities Ordinance was adopted in 2007. Bicycle parking is required for both residential and non-residential land uses. Showers, dressing areas and clothing lockers are required for non-residential projects over 10,000 square feet. The ordinance is general with regards to design, siting and the appropriate levels of bicycle parking at different land uses. The recently adopted City of Los Angeles bicycle parking ordinance is one of the most comprehensive in the region. The ***Model California Bicycle Parking Ordinance***—developed by ChangeLab Solutions—is another good source for model language. West Hollywood should consider the following modifications to the bicycle parking ordinance:

- **Bicycle Corrals**: Update definitions in the Municipal Code to include a definition for Bicycle Corral (also known as "in-street" or "on-street" bicycle parking). Bicycle Corrals are created by converting on-street parking spaces or other underutilized roadway space to bicycle parking areas. The City of Los Angeles incentivises the use of bicycle corrals in their Municipal Code by allowing all bicycle parking spaces in a bike corral to count toward the required bicycle parking spaces of the business or property owner requesting the bicycle corral.

Bike Siting & Design: Include detailed design standards and siting requirements for bicycle parking in the Municipal Code. This will ensure that installed bicycle parking is accessible and functional. Both the City of Los Angeles Ordinance and the Model California Bicycle Parking Ordinance have good design and siting language. The Association of Pedestrian and Bicycle Professionals' (APBP) ***Bicycle Parking Design Guidelines*** also provide good siting language along with accompanying photos and graphics. The APBP guide can be provided as a companion reference to developers and City design review staff.

- **Bike Facilities**: Update the bicycle parking standards to include other relevant bicycle-specific facilities such as: Bicycle Cage; Bicycle Parking Space; Bicycle Room; Bike Locker; Bike Rack; and Long-Term Bicycle Parking.

Experimental Bike Facilities

Bicycle facilities not included in the ***California Highway Design Manual*** (i.e., green bike box, super sharrows, etc) or require a formal request for experiment and approval by the California Traffic Control Devices Committee.

Vision Zero Initiative

The City should consider the potential of a Vision Zero initiative that would prioritize the safety of all users of the street, specifically older adults and children who walk or bike, as a pledge to eliminate all traffic fatalities in the city. The City of West Hollywood is committed to ensuring the safety of its residents and visitors alike. The Vision Zero initiative has a proven track record for decreasing traffic caused deaths in major cities and countries throughout the world and would be a meaningful strategy if applied in West Hollywood.

Enforcement

Enforcement tools have been demonstrated to be very effective in improving safety for road users. Move resources for Sheriff staff time to enforce the rules of the road related to:

- **Pedestrian Crossing Behavior**
- **Riding Against Traffic**
- **Failure to Yield at Crosswalks**

Program Opportunity: Bicycle Education & Enforcement

Pictured: Over one thousand students have graduated from BEAR Cub classes (offered in nearly a dozen local cities). The Program takes confiscated bikes that can't be returned, refurbishes them and provides them to youth (along with helmets) who complete a two-day safety / maintenance training program .

While the Sheriff's Department is tasked with enforcement of traffic rules, there is also an opportunity to partner with the Sheriff on pedestrian and bicycle safety materials and training programs for both adults and youth. This Plan calls for greater coordination between the City and Sheriff on education, and greater city resources dedicated to manage and oversee these programs. Coordinate with the Los Angeles County Sheriff's Department and the Sheriff's Youth Foundation to implement appropriate elements from their existing Bicycle Education and Registration (BEAR) suite of programs. Programs include bicycle-related safety, education and enforcement programs including:

- **Adult/Teen education classes (The BEAR Essentials)**
- **Youth bicycle maintenance and safety + free bikes and helmets (The Bear Cub Class)**
- **Enforcement of the rules of the road**
- **Proactive bike theft stings using bait bikes, tracking devices and a bike theft "tip line"**
- **Regular dissemination of statistics to track issues over time**

Bridging the gap between the sheriff as more than an enforcer, but an ally and resource to pedestrians and bicyclists is important for a safe community.

Programs & Coordination

Coordinating with internal city departments and surrounding jurisdictions is important to increase the utility and viability of projects.

- **Pedals Ambassadors Program:** Continue to coordinate with the Pedals Ambassadors Program. The WeHo Pedals Ambassadors program recruits WeHo Pedals members to perform outreach in the community and spread the word about bike share as a sustainable transit choice. Ambassadors are trained by the WeHo Pedals team to answer questions about the program, educate community members through face-to-face conversations about the program, and help grow bike share through membership sign-ups. In lieu of payment, volunteers accrue free WeHo Pedals ride time credit in exchange for their volunteer hours.
- **Bike Share:** Continue to coordinate with the Westside Cities Council of Governments and Metro on West Hollywood's recently-implemented bike share program.
- **Bike Network Connections:** Organize quarterly check-in meetings with the Cities of Los Angeles and Beverly Hills to update on network connections and facilities.
- **Inter-modal connections:** Coordinate with Metro on placement of bus stops and transit enhancements, such as additional bike racks on buses and bikeshare program.
- **Bike Racks/Parking in Right of way:** Continue to work with local businesses and development projects to identify locations for bike parking along the public right-of-way.
- **Walking Route Program:** Coordinate with Facilities Department and Senior Advisory Board to identify and establish walking routes in City. Seniors expressed interest in having clearly identified walking routes that provide a safer walking environment. Residential streets with tree cover, low traffic volumes, and absence of bicyclists on sidewalks make good candidate routes. Walking routes could be connected to one or multiple parks within the City. Routes could be supported by sidewalk and landscaping improvements, signage, educational pamphlets and/or scheduled walking programs.

CHAPTER 4

NEXT STEPS

This page is intentionally blank.

IMPLEMENTATION STRATEGY

Project Types

The implementation matrix is organized into the following categories:

- Priority Projects
- Additional Network Improvements
- Programs & Policies

Planning Level Cost Estimates

Cost estimates are based on average per-mile or per-project costs experienced on similar projects. Because the Priority Projects have more developed conceptual designs the cost estimates for these projects are based on the estimated cost for each recommended intervention. The cost estimates are intended to inform the funding strategy and preparation of grant applications.

Funding Sources

The following funding sources have been targeted for implementation of the recommendations in this Plan.

California State Active Transportation Program

The California Transportation Commission has developed program guidelines and project selection criteria for the statewide Active Transportation Program (ATP). The program combines funding from federal and state programs, including the Transportation Alternatives Program, the Safe Routes to School Program, the Bicycle Transportation Account, the Recreational Trails Program, and the Environmental Enhancement and Mitigation Program. The applications for the third cycle of funding were accepted in Spring of 2016 for a total of approximately $240 million. The ATP provides funding for infrastructure improvements and non-infrastructure programs.

Caltrans Community Based Transportation Planning Grant Program (CBTP)

Caltrans provides Transportation Planning Grants on a yearly basis. These grants are available to jurisdictions focusing on improving mobility by innovatively addressing problems or deficiencies in the transportation system. Community outreach is a key component of successful grant applications.

Caltrans Highway Safety Improvement Grants (HSIP)

The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. HSIP funds can be used for projects such as bike lane or sidewalk projects on local roadways, improvements to Class I multi-use paths, or for traffic calming measures. Applications that identify a history of incidents and demonstrate their project's improvement to safety are most competitive for funding.

Environmental Enhancement & Mitigation Program (EEMP)

This Caltrans funding source is intended to fund projects that mitigate the environmental impact of new or modified public transportation facilities. EEMP provides $10 million annually and awards grants in three categories: Highway Landscape and Urban Forestry, Resource Lands, and Roadside Recreational.

Air Quality Management District (AQMD)

This State funding source is intended to help local governments meet requirements of the Federal and State Clean Air Acts. The goal of these funds is to reduce single occupancy vehicle trips through increasing bicycle ridership. The funds can be used on bicycle or pedestrian projects.

Metro Call for Projects

The biannual Metro Call for Projects is the largest local source of transportation funding. The Pedestrian Improvements, Bicycle Improvements, and Transportation Demand Management (TDM) modal categories are most directly relevant to the recommendations in this Plan. In cases where a project covers multiple categories, the mode receiving the greatest level of improvement (on a cost basis) should typically be targeted.

Metro Local Return Programs

Proposition C, Proposition A, and Measure R funds are administered through the Metro Local Return Program. Funds are distributed on a "per capita" basis and can be used toward pedestrian and bicycle infrastructure improvements.

Measure M

Measure M, a county-wide transportation ballot measure passed in November 2016, authorizes a ½ cent sales tax in order to support transportation system investment. Measure M is expected to generate an estimated $860 million per year, with an estimated $509,000 in local return per year to West Hollywood. Additionally, key Westside Cities projects such as the Crenshaw Line extension will also impact the pedestrian and bicycle environment in West Hollywood.

Metro's Open Streets Program

The Open Streets Program will provide approximately $4 million through a second cycle of funding for events held in 2017 and 2018 in Los Angeles County. The funds are distributed through a competitive grant process.

Public Health Funding

The Los Angeles County Department of Public Health administers funding that can be used for programmatic or small infrastructure enhancements that promote physical activity.

West Hollywood General Fund

For some lower cost projects or programs, the use of general fund monies may be an appropriate funding strategy.

Developer Fees

The use of developer fees may be appropriate when there is a link between a development project and the proposed improvement.

Other Project Development Tools

Mechanisms like development agreements, transportation sustainability impact fees, and special funds can be used to implement specific improvements as new developments are built. These mechanisms are currently under consideration by the City.

Figure 4.1 Implementation Matrix - Priority Projects

No.	Project	Proposed Treatment	Segment / Intersection	Size	Est. Cost	Time Frame
A	**Almont Dr: North/ South Greenway**	Neighborhood Greenway	Between Santa Monica/Beverly Blvds	0.7 mi	$440,000	S
B	**Santa Monica Blvd: Pedestrian Crossing Enhancements**	Signalization, consolidation, overhead lighting, RRFBs	Palm Ave, Hancock Ave, Westmount Dr, West Knoll Dr, La Peer Dr, Hayworth Ave, Greenacre Ave, Poinsettia Pl	8 count	$3,067,000	S
C	**Willoughby Ave: East/West Greenway**	Traffic calming, sharrows, diverters, signal upgrades	Willoughby Ave btwn La Cienega Blvd/La Brea Ave	1.1 mi	$370,000	M
		Linkage to Greenway with sharrows, signage, traffic calming	Sweetzer Ave btwn Santa Monica Blvd and Willoughby Ave	0.5 mi	$120,000	M
		Linkage to Greenway with sharrows, signage, traffic calming	Croft Ave btwn Santa Monica Blvd/ Willoughby Ave	0.2 mi	$55,200	M
D	**Fountain Ave: Pedestrian Improvements**	Phased pedestrian improvements along Fountain Ave	Between Blvd and La Brea Ave	1.85 mi	Short-term treatments: $90,000 Mid-term treatments: $860,000 Long-term treatments: Up to $9,130,000	S / M / L
			Total Estimated Cost for Priority Projects:		**$3,597,000 (S) - $14,132,200 (S-M-L)**	

KEY

S = Short Term: less than 3 years

M = Medium Term: 3 - 5 years

L = Long Term: over 5 years

Figure 4.2: Implementation Matrix - Additional Network Improvements

Project Type	No.	Proposed Treatment/Location	Location	Size	Est. Cost	Time Frame
Pedestrian Network Improvements	1.1	Enhance Unsignalized crossings to RRFB in City	San Vicente Blvd & Library/PDC San Vicente Blvd & Harratt St La Cienega Blvd & Rosewood Ave	per criteria	$41,000/ crossing	M
	1.2	Upgrade to continental crosswalks on major streets	See Pedestrian Network Map	ongoing	$2,000/ crossing	M
	1.3	Install signal improvements for pedestrians	See Pedestrian Network Map	13 count	$3,000 -$30,000/ intersection	S / M
Bike Lane Improvements	2.1	Beverly Blvd (per Design District Plan)	City limits	0.6 mi	$54,000	M
	2.2	Cynthia St	Doheny Dr - San Vicente Blvd	0.25 mi	$22,500	M / L
	2.3	Holloway Dr	City limits	0.5 mi	$45,000	M / L
	2.4	Gardner St/Vista St	City limits	0.5 mi	$45,000	M / L
	2.5	Santa Monica Blvd (coordinate with Beverly Hills bike lanes)	Almont Dr - Doheny Dr	0.15 mi	$13,500	M / L
Uphill Bike Lane/ Downhill Sharrow	3.1	Crescent Heights Blvd	Santa Monica Blvd - Sunset Blvd	0.6 mi	$31,000	M / L
	3.2	Doheny Dr	Cynthia St - Sunset Blvd	0.22 mi	$13,640	M / L
	3.3	San Vicente Blvd	Santa Monica Blvd - Sunset Blvd	0.41 mi	$25,420	M / L
Sharrows	4.1	Crescent Heights Blvd	South of Santa Monica Blvd	0.25 mi	$8,500	M / L
	4.2	Doheny Dr (coordinate with City of LA and Beverly Hills)	Cynthia St - Santa Monica Blvd	0.7 mi	$23,800	M / L
	4.3	Melrose Ave (per Design District Plan)	City limits	1.0 mi	$34,000	M
	4.4	Robertson Blvd (per Design District Plan)	City limits	0.5 mi	$17,000	M

KEY

S = Short Term: less than 3 years

M = Medium Term: 3 - 5 years

L = Long Term: over 5 years

Implementation Matrix - Additional Network Improvements (Continued)

Project Type	No.	Proposed Treatment/Location	Location	Size	Est. Cost	Time Frame
Neighborhood Greenway/Bike-Friendly Street	5.1	Formosa Ave	City limits	0.75 mi	$180,000	M / L
	5.2	Huntley Dr	City limits	0.65 mi	$156,000	M / L
	5.3	Norton Ave	Sweetzer Ave - Fairfax Ave	0.51 mi	$122,400	M / L
	5.4	Palm Ave	City limits	0.38 mi	$91,200	M / L
	5.5	Rosewood Ave	City limits	0.46 mi	$110,400	M / L
	5.6	Sherwood	La Cienega Blvd - Huntley Dr	0.25 mi	$61,200	M / L
	5.7	Westbourne Dr	City limits	0.48 mi	$115,200	M / L
Shared Bus/ Bike Lane	6.1	La Brea Ave	City limits (coordinate w/City of LA)	0.5 mi	$45,000	L
	6.2	La Cienega Blvd	City limits (coordinate w/City of LA)	0.36 mi	$32,400	L
Bike-Friendly Traffic Diverter	7.1	Alta Loma Rd	Between Sunset Blvd & Holloway Dr	6 count	$2,000 - $25,000 per diverter upgrade	S
	7.2	Hilldale Ave	Just south of Sunset Blvd			S
	7.3	Huntley Dr	Beverly Blvd			S
	7.4	Olive Dr	Between Sunset Blvd & Fountain Ave			S
	7.5	Westbourne Dr	North of Santa Monica & Beverly Blvds			S
Bike Crossing Improvement	8.1	Holloway Dr / Palm Ave		6 count	$5,000-$50,000 per intersection	M / L
	8.2	Fairfax Ave / Willoughby Ave				M
	8.3	Fountain Ave / Formosa Ave				M
	8.4	La Cienega Blvd / Willoughby Ave				M
	8.5	La Cienega Blvd / Waring Ave				M / L
	8.6	La Cienega Blvd / Rosewood Ave				M / L
Conflict Striping	9.1	Santa Monica Blvd / Holloway Dr	North of Santa Monica Blvd & North of La Brea Ave			S / M
Wayfinding Signage	10.1	Bike route directional signage for local and regional routes	City limits (on key routes)		$20,000-$75,000	M
Park-Based Walking Routes	10.2	Directional signage for pedestrian walking routes in park system	City limits (on key routes)		$5,000-$25,000	M

Figure 4.3 Implementation Matrix - Programs & Policies

Project Type	No.	Description	Key Departments	Magnitude of Cost	Time Frame
Education & Outreach	11.1	Project Website	CDD; PIO	$	Ongoing
	11.2	Outreach Flyers / Postcards	CDD; PIO	$	Ongoing
	11.3	Videos	CDD; PIO; WEHOTV	$ - $$	Ongoing
	11.4	Billboard / Bus Shelter	CDD; PIO; Economic Development	$$ - $$$	S / M
	11.5	Social Media	CDD; PIO	$	Ongoing
	11.6	Staff / Agency Training	CDD; Public Safety	$ - $$	S / M
	11.7	Safety Device Giveaway	CDD; Public Safety; Sherrif's Dept.	$	Ongoing
Events	12.1	Bike to Work Day / Month	CDD; Public Safety; Sherrif's Dept.	$	Ongoing
	12.2	Rideshare Week	CDD; Economic Development; Local Businesses	$	Ongoing
Programs & Coordination	13.1	National Night Out	Public Safety	$	Ongoing
	13.2	Bike Valet	CDD; Economic Development	$	S
	13.3	Pop-up Neighborhood Event	CDD	$ - $$	M
	13.4	Bike Safety Classes	CDD; Public Safety; Sheriff's Dept.	$ - $$	Ongoing
	13.5	Open Streets Event / CicLAvia	CDD; Economic Development	$$ - $$$	S
	13.6	Pedestrian Safety Event	CDD; Public Safety	$ - $$	S
Policies	14.1	Bikes on Sidewalks	CDD; Current Planning	$	M / L
	14.2	Bike Parking	CDD; Current Planning	$	S
	14.3	Traffic Safety Enforcement	Sherrif's Department	$$ - $$$	S
	14.4	Intermodal Connections	CDD; Metro; City of LA; Beverly Hills	$	Ongoing
	14.5	Bike Racks for Businesses	CDD; Economic Development	$	Ongoing
	14.6	Walking Route Program	CDD; Health & Human Services	$	S / M

KEY

S = Short Term: less than 3 years

M = Medium Term: 3 - 5 years

L = Long Term: over 5 years

$ = less than $50K

$$ = $50K to $100K

$$$ = over $100K

APPENDICES

APPENDICES

APPENDIX A: DESIGN TOOLBOX

Tool #1: Leading Pedestrian Interval

photo source http://safety.fhwa.dot.gov

Description

Traffic signal timing that provides pedestrians/ bicyclists with a few seconds head start prior to motor vehicles on the parallel roadway being given the green light.

Benefits

Increases pedestrian visibility for turning vehicles and driver yielding compliance for pedestrians.

Helps reduce conflicts between turning vehicles and pedestrians.

Considerations

Can be applied at most signalized intersections especially where there is a high number of turning vehicles and pedestrian conflicts.

May be difficult to accommodate within the signal timing when there is protected left-turn phasing (i.e. Santa Monica Blvd/La Cienega Blvd; Santa Monica Blvd/Fairfax Ave; Santa Monica Blvd/La Brea Ave, etc).

Possible Locations

Major intersections at arterial streets per City Engineer review such as: Santa Monica Blvd/ San Vicente Blvd and Santa Monica Blvd/ Robertson Blvd where there are no dual left turns and no protected permissive turn arrow.

Tool #2: Rapid Rectangular Flashing Beacons

Description

Pedestrian crossing warning signs with rapid flashing LED lights/beacons embedded in the sign. The beacons may be push-button activated or activated with pedestrian detection.

Benefits

Nationwide studies indicate higher effectiveness than signs alone as measured by increased driver yielding compliance (65-80% compliance).

Solar panels may reduce energy costs and installation costs associated with the device, however only applicable where adequate sunlight can reach the panels.

Possible Locations

Currently marked, but unsignalized pedestrian crossings.

Considerations

Appropriate for single and some multi-lane roadways where pedestrian and vehicular traffic volumes are high, coordinated pedestrian signals should be considered.

Effectiveness decreases as the number of travel lanes increases.

Tool #3 Overhead Crosswalk Lighting

Description

Overhead lighting at unsignalized marked crosswalks.

Benefits

Improve visibility of pedestrians in crosswalk to enhance safety.

Considerations

Follow the Federal Highway Administration's lighting design parameters and design criteria for crosswalk lighting.

Urban locations with high ambient light benefit from higher vertical illuminance.

The best lighting solutions are energy-efficient and prevent light pollution and light trespass to the night sky.

Possible Locations

Unsignalized marked crosswalks.

Tool #4: Curb Extensions

photo source: Richard Drdul

Description

Where possible, extend curbs at unsignalized crosswalks. Curbs can also be extended between parking spaces along a parking lane with 24-hour on-street parking, to create pockets of green space in the pedestrian realm.

Benefits

Shortens crossing distance.

Improves visibility of pedestrians waiting to cross to drivers.

Provides elbow room from those waiting to cross.

Possible Locations

Crosswalks at "T" intersections and Fountain Ave Complete Street.

Other pedestrian crossing locations with on-street parallel or angled parking.

Considerations

May only be used on streets with on-street parking or with extra-wide curb lane.

Drainage and debris in the gutter.

St sweepers.

Trucks making right turns off busy corridors.

Possible loss of on-street parking.

Curb and gutter should never extend into bike lane.

Tool #5: Advance Yield Line

Description

Standard white pedestrian yield sign and yield limit lines placed in advance of marked, uncontrolled crosswalks.

Benefits

Increases pedestrian and crosswalk visibility for motorists.

Helps reduce conflicts between vehicles and pedestrians by reducing the number of vehicles encroaching on designated crossing areas.

Considerations

Can be applied at marked, unsignalized crosswalk locations in areas where pedestrian visibility is low and areas with aggressive drivers.

Possible Locations

Currently marked, but unsignalized pedestrian crossings.

Tool #6: Median Pedestrian Refuge Island

Description

A crossing refuge located in the center median of the roadway separating opposing traffic lanes with cutouts for accessibility along the pedestrian crossing path.

Benefits

Allows pedestrians to focus on each direction of traffic separately and provides a better view of oncoming traffic.

Increases visibility of pedestrians to motorists.

May be used to split up a multilane road.

Considerations

Can be installed on multilane roads wide enough to accommodate an ADA accessible median.

Possible Locations

Signalized or unsignalzed pedestrian crossings at mid-block or intersection locations.

Tool #7 In-St Pedestrian Crossing Sign

Description

Regulatory pedestrian signage posted on lane edge lines and road centerlines used to remind motorists of laws regarding right-of-way at unsignalized pedestrian crossings.

Benefits

Highly visible warning for motorists to stop or yield for crossing pedestrians.

Considerations

Appropriate for mid-block crosswalks, unsignalized intersections, low-speed areas, and two-lane roadways.

Higher levels of maintenance may be required, as vehicles may be more likely collide with the signs if they are installed in-street.

Possible Locations

Currently marked, but unsignalized pedestrian crossings.

Tool #8: In-Road Warning Lights

Description

Lights embedded into the pavement alongside a crosswalk to alert drivers to the presence of pedestrians; lights embedded along the centerline or lane lines to encourage drivers to stay in their lane.

Benefits

Improves visibility of crosswalks.

Encourages more predictable driving behavior.

Provides tactile feedback to drivers who driver over the lights.

Considerations

Appropriate for marked crossings along roadways with high vehicle speeds and low pedestrian visibility.

Higher levels of maintenance may be required, depending on the model and placement of lights.

Possible Locations

Currently marked, signalized or unsignalized pedestrian crossings, and in areas where traffic calming is needed.

Tool #9: Crossing Prohibitions

Description

Pedestrian signage posted in high risk crossing areas intended to direct pedestrians to nearest safe crossing locations.

Benefits

Informs pedestrians of high risk crossing locations.

Directs users to nearby marked crossing locations.

Considerations

Appropriate for unmarked crossings in areas where pedestrians may be at higher risk such as roadways with high vehicle speeds and low pedestrian visibility.

Possible Locations

Currently unmarked, unsignalized pedestrian crossings and in areas where dangerous crossing behavior is highly prevalent.

Tool #10: Bike Lane

Description

Portion of the roadway designated for preferential use by bicyclists.

One-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle traffic on the right side of the roadway.

Benefits

Provide dedicated space separated from vehicular traffic.

Reduce stress caused by acceleration and operating speed differentials between bicyclists and motorists.

Considerations

Desirable on collectors and some arterials where traffic volumes and speeds are higher.

Typically installed by reallocating existing street space by narrowing existing lanes, removing travel lanes or parking lanes, and/or reconfiguring parking lanes. Color can be added to enhance the visibility of bike lanes.

Possible Locations

Gardner St, Holloway Dr, Cynthia St, and Beverly Blvd.

Tool #11: Colored Bike Lane

Description

Enhances bicycle lane treatment by improving visibility in high-volume areas and alerting drivers and bicyclists to mixing zones.

Benefits

Improves visibility of dedicated bicycle space separated from vehicular traffic.

Reduces stress caused by potential conflicts in mixing zones.

Considerations

Desirable on collectors and some arterials where traffic volumes and speeds are higher, and in zones where mixing is anticipated.

Possible Locations

Gardner St, Holloway Dr, Cynthia St, and Beverly Blvd.

Tool #12: Neighborhood Greenway

Possible Locations

Almont Dr, Willoughby Ave, Rosewood Ave, Westbourne Dr, Waring Ave, Palm Ave, Norton Ave, Formosa Ave, Sweetzer Ave, and Croft Ave.

Description

Low traffic volume and low speed streets that are designed to provide a safe, comfortable environment for pedestrians and bicyclists.

Use signs, pavement markings, and traffic calming measures to reduce speeds and discourage through trips by motor vehicles and provide cyclists with enhanced crossing of arterial streets.

Could include various levels of treatments, which would be determined on a corridor basis through a community design process.

Benefits

Provide cyclists of all abilities with low stress route.

Enhanced safety due to reduced exposure to moving traffic.

Provides enhanced wayfinding.

Considerations

Installed on streets with low traffic volumes and travel speeds below 25 mph.

Install traffic calming to reduce travel speeds or traffic volumes.

Coordinate with emergency responders on impacts to their response time.

Tool #13: Bike Sharrow

Description

Roadway marking alert road users to the lateral position bicyclists are likely to occupy within the traveled way to be most visible to drivers and to help avoid conflicts with parked cars.

Benefits

Provide guidance to bicyclists and motorists in situations where separate bicycle facilities are not provided.

Encourage safer passing practices (including changing lanes, if necessary).

Considerations

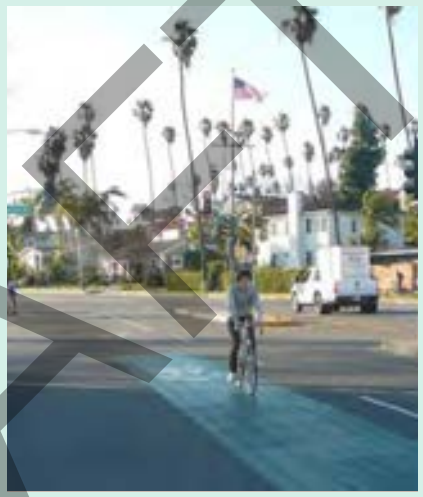
Installed where there is insufficient space to provide a dedicated bicycle facility in the right most through travel lane.

Generally used on collector streets or commercial corridors with speed limits of 35 mph or less.

Possible Locations

Doheny Dr, Robertson Blvd, Melrose Ave, Sweetzer Ave, and Crescent Heights Blvd.

Tool #14: Super Sharrows



Description

A green backed sharrow uses a green background under sharrow markings (top image).

An alternative to the green backed sharrow consists of skip stripes paralleling the sharrow marking, called a Priority Shared Lane Marking (bottom image).

Benefits

Increases visibility of sharrow marking for motorists and cyclists. Continuous green backing encourages cyclists to maintain a consistent lane position.

Considerations

Green backing may be intermittent (only at location of sharrows) or continuous (applied along the length of the corridor).

As of May 2014, the FHWA has discontinued the approval of new experiments using green color paving behind sharrow markings.

Several Cities are currently piloting the Priority Shared Lane Marking.

Possible Locations

Santa Monica Blvd.

Tool #15: Uphill Bike Lane/Downhill Sharrow

Description

Provides bike lane in uphill direction and sharrows in the center of the downhill travel lane.

Benefits

An uphill bike lane provides separation from motor vehicle traffic where speed differential is greatest and the downhill sharrow encourages faster cyclists to move away from the curb and into travel lanes.

Considerations

This is desirable on steep grades to improve downhill lane positioning or on moderate grades where curb-to-curb width is insufficient to provide bike lanes in both directions. Typically used on arterials or collector streets.

Possible Locations

Doheny Dr (north of Cynthia St), Crescent Heights Blvd (north of Santa Monica Blvd), San Vicente Blvd (north of Santa Monica Blvd).

Tool #16: Intersection Bike Crossing Markings

Description

A type of intersection improvement consisting of using colored pavement markings or additional bike symbols within the intersection to increase the visibility of cyclists to drivers, identify areas of potential conflict, and provide guidance to cyclists on the best alignment through the intersection.

Benefits

Increases visibility of cyclists.

Raises driver and cyclist awareness of conflict areas.

Increases driver yielding behavior.

Increases cyclist comfort.

Considerations

Should be used in areas where there is potential for conflict between cyclists and drivers.

Typical application locations include across wide intersections and driveways and along enhanced bikeway facilities.

Some intersection crossing markings are experimental.

Possible Locations

Santa Monica Blvd at
Olive Dr/Holloway Dr (westbound)

Tool #17: Bicycle Box

Possible Locations

Almont Dr at Santa Monica Blvd, Croft Ave or Kings Rd at Santa Monica Blvd (south side)

Description

A type of intersection improvement consisting of green painted space between vehicle stop bar and crosswalk for bicyclists.

Benefits

Improves visibility of cyclists and provides a "head start" at signalized intersections by allowing cyclists to queue in front of motorists.

Considerations

Requires FHWA/CTCDC-approved experiment (currently underway in Long Beach and Santa Monica).

A clear path should be provided to enter the bicycle box, preferably to the left of the right-turn lane. The box needs to be deep enough (10-16') to allow cyclists to turn 90 degrees within it and reposition themselves parallel to the roadway.

Vehicular clearance phase may have to be adjusted to compensate for increased motorist crossing distance. However, the vehicular clearance time is unlikely to exceed the existing pedestrian clearance interval in most cases.

Education of cyclists and motorists on proper use should accompany implementation.

Tool #18: Two-Stage Bicycle Left-Turn Box

photo source NACTO

Description

A type of intersection crossing improvement to assist bicyclists to make a left turn at a signalized intersection. Consists of a green box located in front of crosswalk.

Benefits

Provides a clearly marked waiting area for cyclists who want to make a two-stage left turn rather than moving into a travel lane or left turn lane.

Considerations

Best for streets with bike lanes and on street parking. Ideally, the box should be deep/long enough to allow cyclists to turn 90 degrees within the box similar to bike box, but in some cases a turn box may be shorter based on available space.

Possible Locations

Santa Monica Blvd at Almont Dr

Tool #19: Combined Bike Lane/Turn Lane

photo source: NACTO

Description

A type of intersection crossing improvement suggesting a bike lane marked within a motor vehicle turn lane to help delineate the desired through path for bicyclists.

Benefits

Helps to minimize right-turn conflicts between bicyclists and motorists vehicles at intersections where the bicycle lane would otherwise be dropped.

Encourages motorists to yield to bicyclists when crossing into the right-turn lane.

Considerations

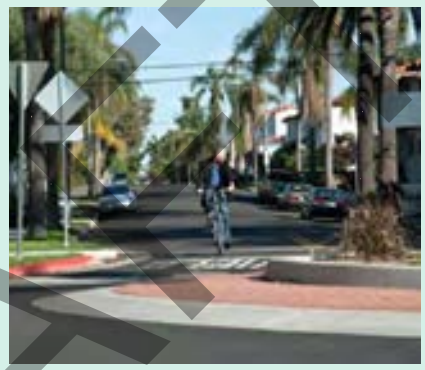
Can be applied at most intersections where there is a right-turn lane but not enough space to maintain a standard-width bicycle lane.

Possible Locations

San Vicente Blvd at Santa Monica Blvd.

Needs approval for experimental use.

Tool #20: Neighborhood Traffic Circles/Mini-Roundabouts



Possible Locations

Almont Dr and Willoughby Ave

Description

Neighborhood traffic circles are typically used at the intersection of two low volume local streets. Traffic circulates around the central island. Mini-roundabouts include the circular central island with splitter islands and yield control on approaches.

Benefits

Can reduce crash frequency and severity.

Can have positive aesthetic value.

Placed at intersections, they calm two streets at once.

Allow cyclists (and motorists) to legally maintain some momentum through intersections.

Considerations

Good for calming residential or local intersections, where large vehicle volumes are relatively low and traffic calming or bicycle through movement is desired.

May require elimination of some on-street parking on approaches if splitter islands or curb extensions are used.

If landscaping is used consideration must be given to maintenance and irrigation.

Tool #21: Diverters (Partial Closures)


photo source NACTO


photo source NACTO

Description

Barriers that block vehicular through traffic or turning movements in one or more directions at an intersection.

Benefits

Effective in reducing traffic volumes.

Able to maintain full pedestrian and bicycle access.

Considerations

Good for locations with non-local traffic volume problems. May cause circuitous routes for local residents and emergency services.

Can displace congestion to another location.

May require reconstruction of corner curbs.

Possible Locations

Almont Dr (south of Melrose Ave) and Willoughby Ave at Kings Rd or Croft Ave

Tool #22: Bike Access Improvement (at Existing Full Closure)

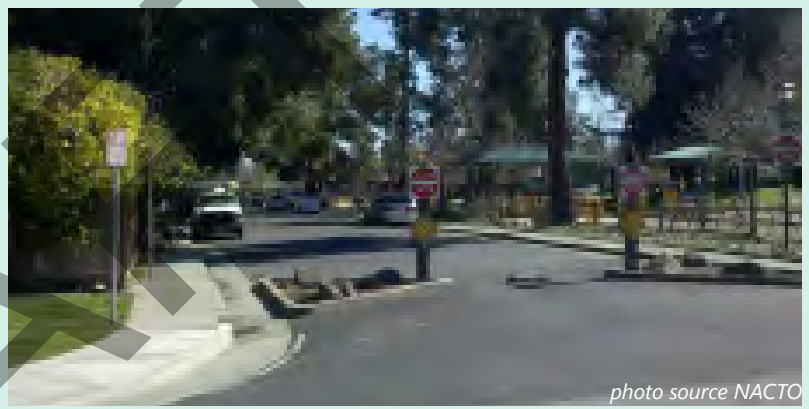


photo source NACTO

Description

Upgrade existing traffic diverters to allow for bicycle access.

Benefits

Maintains pedestrian and bicycle access where vehicular through traffic is restricted.

Barrier can be landscaped.

Considerations

Allow for emergency vehicle access.

Possible Locations

Almont Dr, Huntley Dr, Westmont, Hilldale Ave, Alta Loma Rd, and Olive Dr

Tool #23: Median Barrier

Description

Islands located along the centerline of a street and continuing through an intersection so as to block vehicular through movement and left turns at a cross street.

Benefits

Can improve safety by prohibiting dangerous turning movements.

Can reduce traffic volumes on a cut-through route that crosses a major street.

Considerations

Good for local street connections to main streets where through traffic along the continuing local street is a problem and where left-turns to and/or from the side streets are unsafe or in low demand.

Require available street width on the major street.

Possible Locations

Almont Dr at Beverly Blvd and Willoughby Ave

Tool #24: Speed Lump/Cushion

photo source streetsblog.org

photo source streetswiki.wikispaces.com

Description

Several small speed humps installed in a series across a roadway with spaces in between them.

Benefits

Allow larger vehicles, especially fire trucks, to straddle them without slowing down.

Bicyclists may pass between speed cushions.

Considerations

Cushions should be clearly marked for visibility.

Possible Locations

Almont Dr and Willoughby Ave

Tool #25: Back-in (Reverse) Angle Parking

Description

Reorients traditional head-in parking to allow drivers to back into a diagonal parking space.

Benefits

Improves driver visibility of approaching traffic and cyclists.

Improves vehicle passenger safety, especially for children, as open doors of the vehicle block pedestrian access to the travel lane and guide pedestrians to the sidewalk.

Considerations

Eases loading of cargo into trunk of vehicle.

Highly recommended in locations where diagonal parking is adjacent to bike lane or bike route.

Avoid installing near locations where vehicle overhang would be problematic.

May require outreach to drivers to educate them on the change in parking orientation.

Possible Locations

Vista St/Gardner St

Tool #26: Bike Corrals

photo source SMSpoke.org

Description

Transforms on-street space into bicycle parking for 4 to 12 bikes in areas otherwise used for vehicle loading or parking.

Benefits

High visibility bike parking that allows customers to lock their bikes in a convenient location to local businesses.

Shifting bike racks off the sidewalk and into the street provides more room on the sidewalk for pedestrians, street furniture, and sidewalk dining.

Encourages cyclists to stop and shop at local businesses.

Considerations

Bike corral configuration is flexible and can be designed to fit parallel, diagonal and perpendicular parking spaces.

Pavement markings and barriers such as planters, bollards, or rubber parking blocks are recommended to delineate bike parking area.

Possible Locations

Corridors with high demand for bike parking or in front of interested businesses.

Tool #27: Wayfinding Signage

Description

Signs that identify routes to pedestrians, bicyclists and motorists and provide destination and distance information.

Benefits

Cost-effective and highly visible treatment that can improve the walking and bicycling environment.

Serves as a passive marketing tool to increase awareness of the walking and biking network.

Considerations

Place at key locations leading to and along bicycling routes, including where multiple routes intersect and at key "decision points."

Design can range from custom graphics to standard MUTCD green signage (which can be enhanced with City logo).

Possible Locations

Along the existing bike network and in conjunction with the installation of new bike routes.

APPENDIX B: DESIGN ALTERNATIVES CONSIDERED

Alternatives Explored & Trade-offs for North/ South Bikeway Connection:

1 Almont Dr Neighborhood Greenway

+ Neighborhood street with low traffic volumes and travel speeds
+ Street segment controlled by West Hollywood
+ Provides direct facility connections that requires no out-of-direction travel
+ Minor on-street parking impacts
+ Calms traffic on a neighborhood street if diversion is used at Beverly Blvd

2 Doheny Dr Bike Lanes

+ Existing signalized intersections facilitate bike crossings at major streets
- Gap in bike facility between bike lanes on Santa Monica Blvd and Doheny Dr
- Higher traffic volumes and higher travel speeds reduce comfort for less experienced cyclists
- Dedicated bike lane would require loss of on-street parking or loss of two-way left turn lane
- Changes to street design would require coordination between Beverly Hills for west frontage and City of Los Angeles to south of Beverly Blvd

3 San Vicente Blvd Bike Lanes (south of Beverly Blvd)

+ Existing bike lane between Santa Monica Blvd and Beverly Blvd
+ Major employment center and destinations in area
- Higher traffic volumes and congestion in area

Preferred Alternative

Almont Neighborhood Greenway

Pictured: Example of a full closure designed to allow for emergency vehicle access in Palo Alto, CA

Santa Monica Blvd

Alternatives Explored & Tradeoffs:

1 Conventional Traffic/Pedestrian Signals

+ Can be coordinated to help reduce vehicle delay
+ Provides the highest level of motorist compliance
- Costly device to install
- Must meet required vehicle and pedestrian volumes to implement

2 In-pavement Flashers

+ Provide flash of lighting in pavement to alert drivers
+ Allows protected pedestrian crossings while stopping road traffic only as needed
- Very difficult to maintain on street with high traffic volumes
- Does not regulate flows of pedestrians through the crossing, potentially increasing congestion

3 High-Intensity Activated Crosswalk Beacon (HAWK)

+ Provides flash of lighting to alert drivers
- Costly device to install
- Not currently used locally, would require additional education component
- Must be coordinated with traffic signals

4 Rectangular Rapid Flashing Beacon

+ Provide flash of lighting to alert drivers to pedestrians crossing
+ Working well in other parts of city and familiar to general public
+ Less costly than HAWK or in-pavement flashers
- Does not regulate flows of pedestrians through the crossing, potentially increasing congestion

5 Overhead lighting

+ Enhances visibility of pedestrian crossings at night and dusk

6 Crosswalk Consolidation

+ Reduces pedestrian exposure to vehicles
- Does not honor pedestrian desire lines

Preferred Alternative

Pedestrian crossing enhancements at 8 locations:

- Santa Monica Blvd & Palm Ave - signalize
- Santa Monica Blvd & Hancock Ave - signalize
- Santa Monica Blvd & Westmount Dr - signalize
- Santa Monica Blvd & West Knoll Dr - signalize
- Santa Monica Blvd & Greenacre Ave - recommended for near-term improvements
- Santa Monica Blvd & Poinsettia Pl - recommended for near-term improvements
- Santa Monica Blvd & Hayworth Ave - recommended for near-term improvements
- Santa Monica Blvd & La Peer Dr - recommended for near-term improvements

These intersection improvements are also included on page 72, which lists all unsignalized crossing improvements, city-wide.

Note: Although each of these alternatives is effective in certain contexts, the City of West Hollywood aims to apply these tools in a consistent and predictable manner in order to minimize confusion and improve safety and compliance. See crosswalk policy discussion on page 154.

Willoughby Ave

Alternatives Explored & Tradeoffs:

1 Santa Monica Blvd Bicycle Lane

+ Would provide access to destinations along Santa Monica Blvd
+ Entire corridor is within jurisdiction of WeHo
- Many competing uses on Santa Monica Blvd, including transit, vehicles, and pedestrians
- Would require removal of travel lane, on-street parking, and bulbouts to accommodate bike lane.

2 Willoughby Neighborhood Greenway

+ Would introduce a low-stress east/west bikeway that connects to regional bike facilities
+ Design would discourage cut-through traffic and divert to arterials
+ Traffic calming devices provide opportunity for neighborhood greening
- Minor loss of on-street parking
+ Would shift cut-through traffic to adjacent arterials
- Requires coordination between two jurisdictions (WeHo and LA)
+ Support from City of Los Angeles to create facility

3 Romaine Neighborhood Greenway

+ Would provide a low stress east/west alternative route to Santa Monica Blvd
- Major intersections are not signalized
- Not a continuous route, street ends at Sweetzer Ave, does not directly connect to bike lane on Santa Monica Blvd
- Requires coordination between two jurisdictions (WeHo and LA)

4 Norton Neighborhood Greenway

+ Would provide a low stress east/west alternative route to Santa Monica Blvd
+ Entire street is within jurisdiction of WeHo
- Not a continuous route, street only serves small segment of Santa Monica Blvd without bike lane
- Major intersections are not signalized
- St ends at Sweetzer Ave and would not connect directly to bike lane on Santa Monica Blvd

Preferred Alternative

Willoughby Neighborhood Greenway. Design scheme is conceptual and implementation would require a design study and targeted community engagement process.

APPENDIX C: COMMUNITY FEEDBACK

Focused Stakeholder Meetings

Sheriff's Department	June 24, 2013	Discussed major factors contributing to ped or bike collisions such as distracted drivers and pedestrians.
Senior Advisory Board	June 26, 2013	Board suggested park access, designated walking routes and improved sidewalks as key issues.
Sunset Strip Business Association (SSBA)	June 27, 2013	SSBA suggested better defining the "strip" via gateways/public art, activating "dead zones," and fostering a "park-once" environment where patrons walk to multiple destinations.
Plummer Park Free Lunch for Seniors	July 1, 2013	A key concern was the interaction with bicyclists on sidewalks. Cyclists move too fast or "sneak up" on pedestrians.
Security Ambassadors: Sunset Strip and Santa Monica Blvd	July 22, 2013	Nighttime issues discussed included jaywalking to taxis, distracted pedestrians not pushing crosswalk buttons, and large numbers of pedestrians spilling out onto Robertson Blvd.
Conversation Café (English/Russian dialogue)	August 5, 2013	Key issues included need for a bus stop at Plummer Park, narrow sidewalks on Fountain Ave, the danger of allowing bikes on sidewalks and appreciation for the new flashing beacons at some crosswalks.
Westside Cities Active Transportation Coordination (LA and Beverly Hills)	August 12 & 29, 2013	East/west coordination focused on Santa Monica Blvd bike land connection to Beverly Hills and Willoughby Ave connection to Los Angeles. North/south coordination focused on San Vicente Blvd and Doheny Dr (with Almont Dr as a potential alternative).
Chamber of Commerce	July 11	Presented overview of planning process and encourage members to attend next workshop and send feedback to website or staff.
Russian Advisory Board	August 20	Presented overview of planning process and encourage members to attend next workshop and send feedback to website or staff.
Disabilities Board	Sept 25	Feedback TBD
Public Facilities Commission	November 12, 2013	Provided update on project and overview of 5 proposed priority projects. Commissioners were very supportive of plan and described the need for greater pedestrian crossing enhancements. Commissioners explained that they want to make sure that the attention is paid to the east side of the City.
Sheriff's Dept Bike Deputies	November 20, 2013	Discussed education and enforcement issues with bike deputies from Sheriff's Department. Bike Deputies would like to City to dedicate more resources to bike education programs, particularly the already established BEAR program.
Planning Commission	November 21, 2013	Provided update on project and overview of 5 proposed priority projects. Commissioners were very supportive of plan and discussed importance of education and outreach to residents concurrent with proposed infrastructure improvements.
Facilities Commission	December 11, 2013	Provided update on project and overview of 5 proposed priority projects. Commissioners were overall supportive of the plans goals and strategies. Commissioners had some concern for how the Plan would be funded and how traffic diversion would work on Willoughby Ave. Commissioners want to assure that traffic calming devices are landscaped and attractive. Commissioners were also supportive of the RRBFs and would like upgrades throughout the City. Some commissioners wanted to prioritize the crossings on Sunset Blvd.
Transportation Commission	December 17, 2013	Provided update on project and overview of proposed priority projects. Commissioners had questions about the Plan implementation strategy.

Council Initiatives

During the Plan development, the City Council and the greater community began significant conversations about pedestrian safety, traffic congestion, and bike share. Staff delayed the completion of the Plan to study these issues further. This Plan incorporates the fruits of labor from these mobility discussions and studies, including recommendations regarding the unsignalized crosswalks along Santa Monica Blvd, a citywide crosswalk policy, and a citywide bike share program that will connect to regional bike share programs.

Community Workshops

Public Workshops

The City hosted two public workshops to gather input on pedestrian and bicycle issues and improvements. The first was held early in the process on June 15, 2013. This workshop focused on community priorities (What general themes should the Plan focus on?) as well as identifying specific walking and bicycling issues to be addressed by the Plan. The second public workshop—held in October 2013—presented draft recommendations to the public.

Community Walkabout and Bikeabout

The first public workshop was followed by a Community Walkabout and Bikeabout on July 20, 2013, where a group of community members gathered to talk about the walking and biking experience in West Hollywood—while actually walking and biking in West Hollywood. The walking group looked at the quality and design of pedestrian crossings, sidewalk widths, shade, signage, and other amenities. The bicyclists looked at bike parking, signage, and different types of bike facilities from bike lanes on Santa Monica Blvd and sharrows on Fountain Ave to residential streets like Willoughby Ave and major corridors like Sunset Blvd.

Pop-Up Events and Comment Cards

Shortly after the initiation of this planning effort, City staff conducted a Biking in Weho and Walking in Weho survey at the City's official Bike to Work Day "pit stop." The City also offered an on-line version of the survey that was distributed via a link on the project website.

Stakeholder Meetings

Focused Outreach

In order to reach community members less likely to be represented at public workshops and on-line media (particularly seniors) and other agency stakeholders, City staff organized focused small group meetings and participated in a number of events to obtain from the broader West Hollywood community. Table 2.3 describes these meetings. Furthermore, notes from focused outreach meetings can be found in Appendix C.

Nighttime Tour of Walking Conditions

Because much of the City's pedestrian activity occurs at night, the project team arranged a tour and discussion of pedestrian issues with the Sheriff's Department on the evening of July 20, 2013. Staff and the consultant team participated in the evening briefing/change of shift and discussed pedestrian and bicycle safety issues with officers before participating in a tour of nighttime walking conditions, led by a Sheriff's Detective.

News Media

WeHo TV, LA Streetsblog and the Community Development Department's Cityscape newsletter all ran informational pieces focused on the ***Pedestrian & Bicycle Mobility Plan*** and encouraged participation in the public process.

Innovative Outreach

In addition to holding community workshops and stakeholder meetings, the City tested out new, creative outreach techniques to expand the reach of the project to community members who might not otherwise participate. To do this, the project created a strong online presence with a project website, interactive map, and on-line survey, summarized below.

Project Websites

walkbikeweho.com

The City created a project page on the City's website to post plan documents and also created a standalone project website (walkbikeweho.com) where project specific announcements and other relevant walking and biking information was posted.

Shareabout "Interactive Map"

In addition to the project website, the City also launched a Shareabouts site—an interactive pedestrian and bike idea map, designed to gather input for the Pedestrian & Bicycle Mobility Plan. The Shareabouts platform helped the City collect and organize stakeholder ideas, while allowing the community at large to visualize and react to that input by "liking" or commenting on specific ideas in real time. The Figure, right, shows the locations where users pinned ideas to the interactive map. Figures on the next page show images from the Shareabout site to provide examples of the interactive method for gathering input.

Shareabout Pins

The top streets pinned to the map were:

Santa Monica
San Vicente
Fountain
La Brea
Fairfax
Willoughby
Robertson
Sunset
Sweetzer

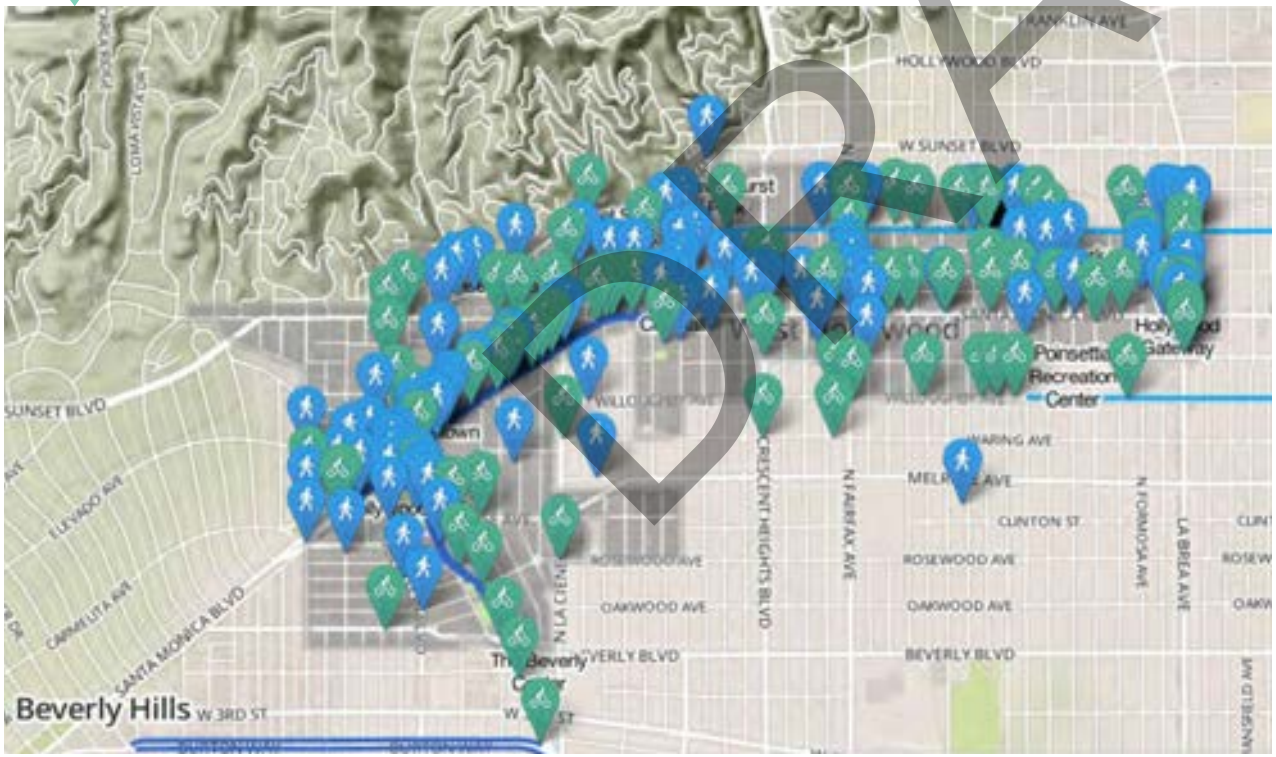
Shareabouts comment summary

BICYCLE RELATED

86 PINS + 247 COMMENTS & SUPPORTS

PEDESTRIAN RELATED

105 PINS + 190 COMMENTS & SUPPORTS

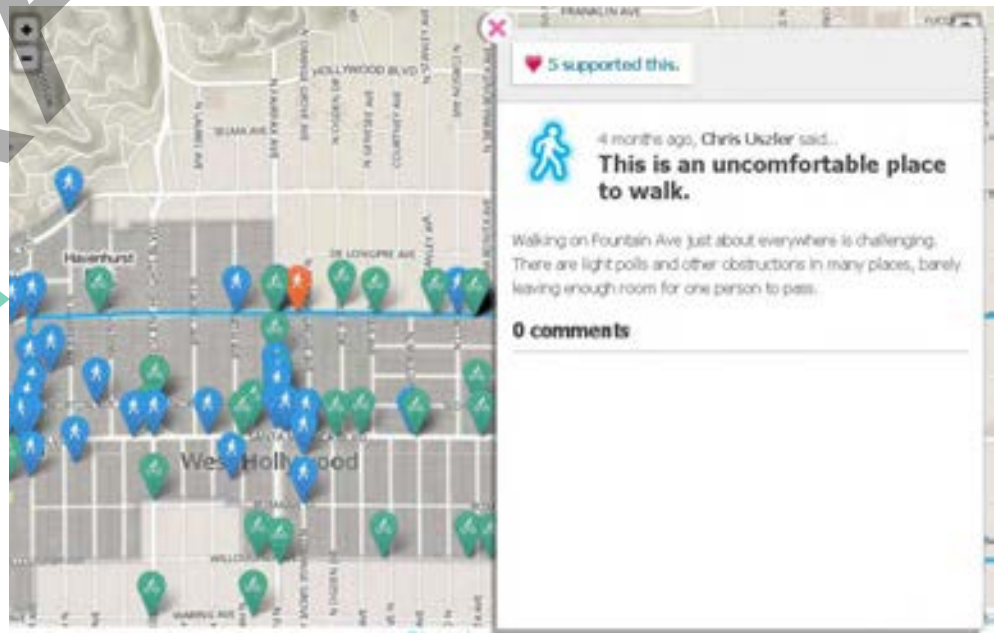


Walking Issues Comment Map

Locations of pinned issues related to walking. The relative size of the bubble indicate the number of people who commented on that location.

Example Walking Comment

After dropping a pin, Shareabout users were prompted to describe the issue. Respondents were invited to support or comment on other users pins. For example, the pin to the right described an uncomfortable place to walk on Fountain Ave. Five other users supported this pin, as shown next to the heart in the upper left corner of the comment box.

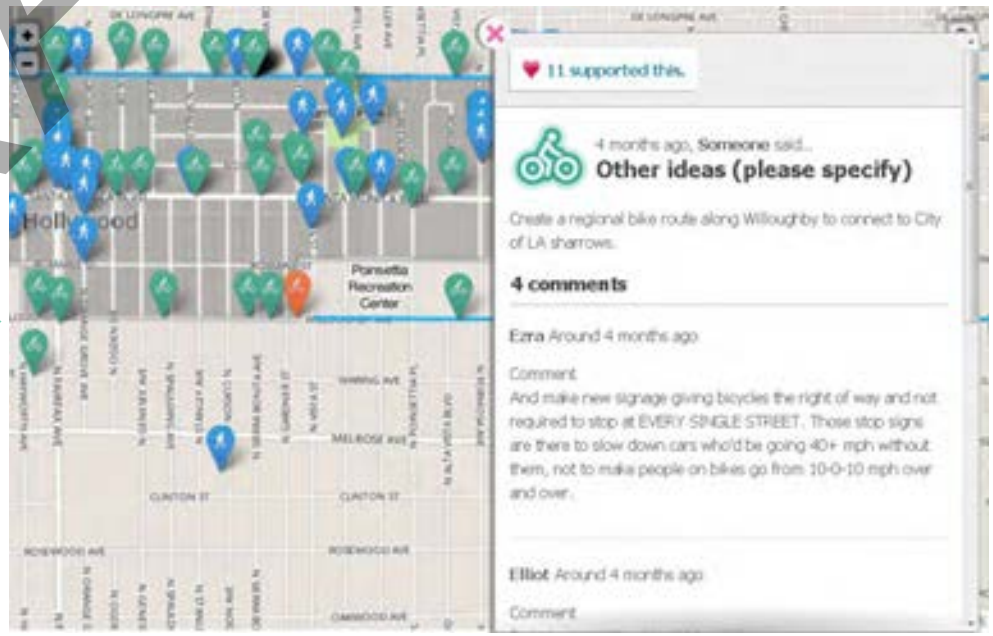


Biking Issues Comment Map

Locations of pinned issues related to biking. The relative size of the bubble indicates the number of people who commented on that locations.

Example Biking Comment

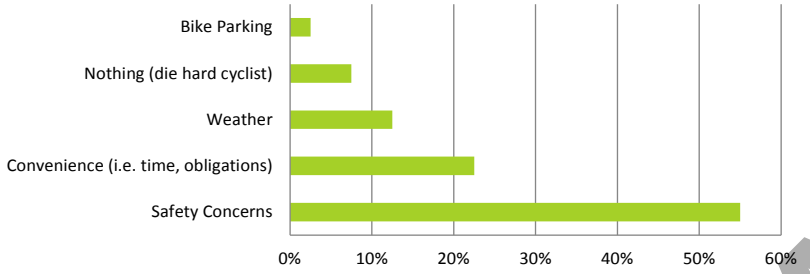
In this example, a user created a pin to recommend a regional bike route on Willoughby Ave. Four other users commented on this pin adding additional ideas and eleven users supported it.



Bike to Work Day Survey Results (2013)

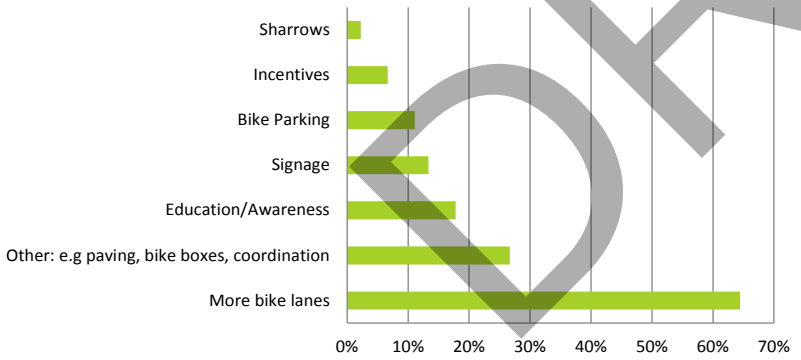
What Prevents you from Bicycling More Often?

Most people say "safety concerns"

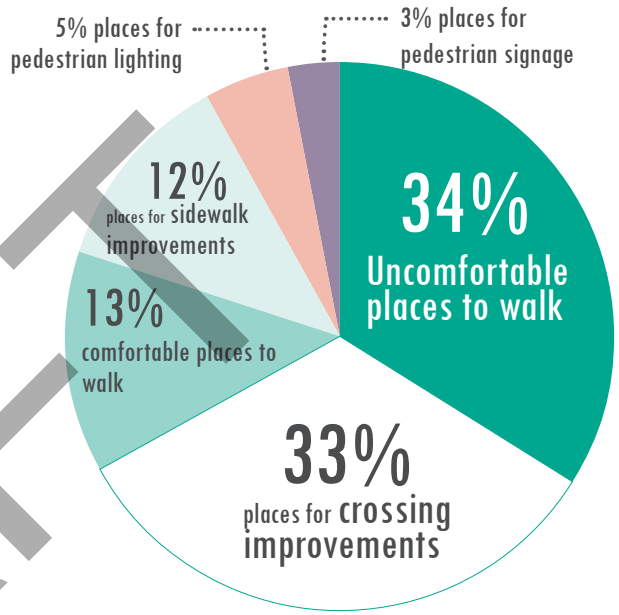


What Improvements Would Encourage you to Bike More Often?

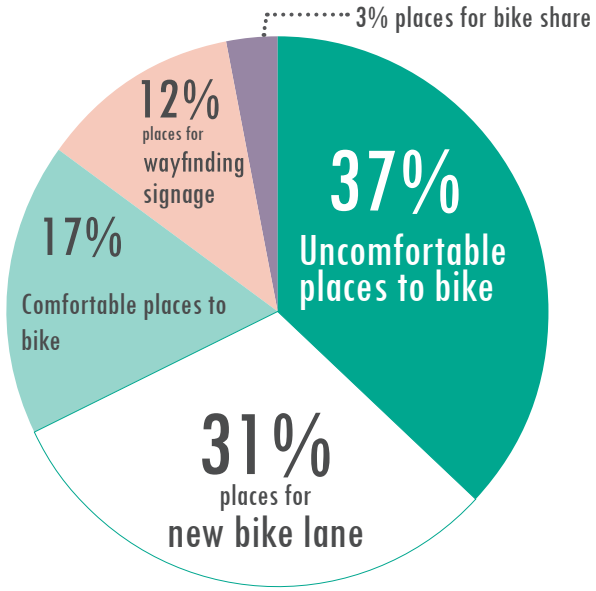
Most people say "more bike lanes"



Pedestrian Map Comments Identified



Bicycle Map Comments Identified



WORKSHOP #2 SUMMARY REPORT

OCTOBER 26TH, 2013 – WEST HOLLYWOOD LIBRARY

The following report summarizes the community input gathered from the West Hollywood Pedestrian and Bicycle Mobility Plan Update Workshop #2 on Saturday, October 26th, 2013.

WORKSHOP OUTLINE & INTRODUCTION

The City of West Hollywood hosted a community workshop on October 26, 2013 to discuss and gather feedback on preliminary recommendations for the Pedestrian and Bicycle Mobility Plan, last updated in 2003.

The workshop opened with a presentation on progress of the project to date. A brief question and answer session was held, followed by an open house, where attendees visited various stations describing the five catalytic projects and the overall network improvements map where all proposed improvements were identified. There were two dozen community members and commissioners in attendance at the workshop.

The Pedestrian and Bicycle Mobility Plan's guiding vision is to enhance the City's streets to be comfortable, safe, and inviting to pedestrians and bicyclists of all ages and abilities. Bike-specific goals include: establishing regional connections and better east-west connections. Pedestrian-specific goals include: improving comfort, visibility and safety of crossings, and night-time pedestrian safety.

THE OPENING PRESENTATION described the project and brought people up to speed about the outreach that had been completed and overall input from the community, including a discussion of findings from: the kick-off workshop (June 15, 2013), community walk and bike audits (July 20, 2013), stakeholder meetings, commission and board meetings, press releases, TV and news announcements, and the project website with an interactive map where input was collected from residents regarding where they would like to see improvements.

Preliminary plan concepts were presented, including the five catalytic projects and the other proposed bicycle and pedestrian facility improvements.

THE OPEN HOUSE had six stations to present the five catalytic projects (1: Almont Greenway; 2: Santa Monica West Crossings; 3: Santa Monica East Green-backed Sharrow; 4: Willoughby Greenway; and 5: Fountain Road Diet) and overall network improvements map & design toolkit. Attendees could visit the stations at their own pace, ask questions and provide comments about the proposed improvements. Feedback was gathered by City staff and members of the consultant team on large note pads at each station.

NEXT STEPS

The design team has been tasked with finalizing the Draft Plan, conducting internal technical review, and presenting the Plan concepts to commissioners for comments. The Plan is expected to go to City Council for consideration in early 2014.

COMMENT SUMMARY

Overall, attendees were supportive of the proposed projects and positive about the focus the Draft Plan puts on safety, comfort, and a balanced transportation system that serves resident populations. Attendees voiced support for the traffic calming strategies proposed, for example along Almont Drive and Willoughby Avenue which are envisioned as potential Neighborhood Greenways. Improvements that slow traffic and create low-stress bicycling and walking routes, were favored by attendees.

Many attendees were also supportive of crossing enhancements along Santa Monica Boulevard, especially relating to night-time visibility and pedestrian safety at crossings. In fact, some attendees wanted to see more locations identified for crossing enhancements.

Attendees encouraged the design team to add green sharrows for bicyclists wherever possible (rather than simple sharrow markings) and to couple installation of green-backed sharrows with educational campaigns and information so that drivers and cyclists understand how to use them.

Some attendees wanted to see more aggressive proposals for adding more and protected bicycle facilities, bicycle parking, and additional enhancements to the sidewalks for pedestrians, such as lighting and special paving.

The visualizations on the following page show the 'hot topics' and key words used by participants at the meeting.

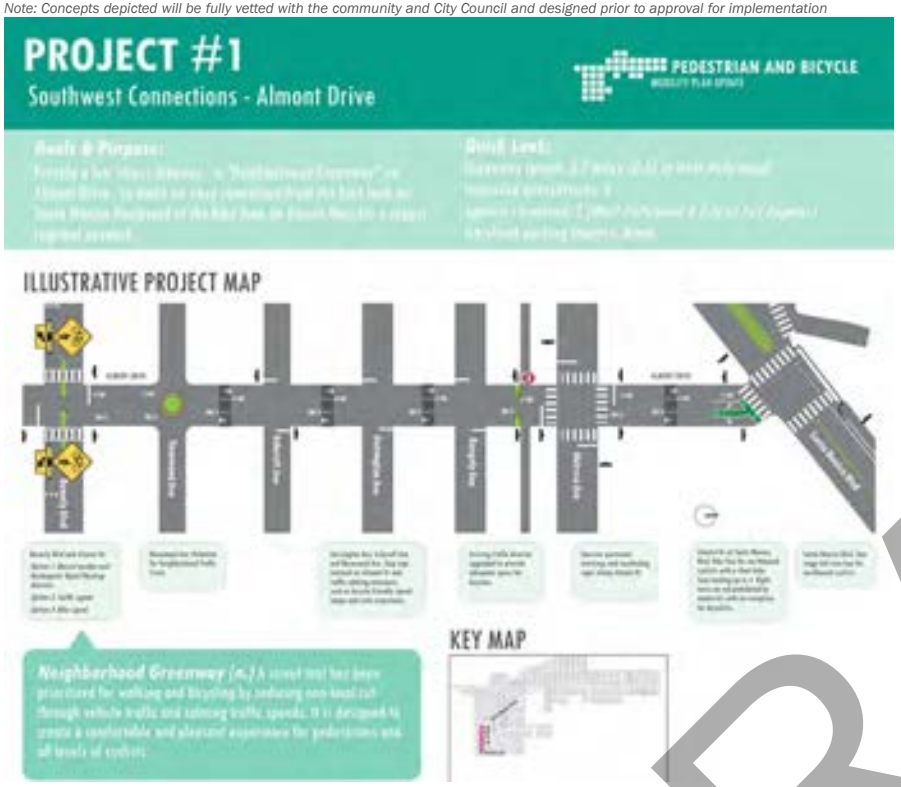
NUMBERS OF REQUESTS & POSITIVE COMMENTS

The following chart depicts the number of supportive comments received relating to the most-discussed topics ("Hot Topics"). Any topic that was supported more than once has been included. Note: this combines feedback for all projects and the facility map.

ALL FEEDBACK RECEIVED, KEY WORDS

The following word cloud depicts key words used by attendees in their comments. All comments received have been included.

Note: Concepts depicted will be fully vetted with the community and City Council and designed prior to approval for implementation



Station 1: Comment Summary

Most people were supportive of improvements. People liked the traffic circle and speed controls. People had questions about how traffic diversion works.

Traffic Calming, Diverting, Turning, and other Related Amenities

- Yes on the bike boxes, diverter, and traffic circle
- Support for bike box. Lots of traffic at intersections.
- Love the 2-stage left turn
- Have residents along Almont requested humps or traffic calming?
- Upgrade all current traffic diverters to allow bike access
- City doesn't like speed bumps
- East side traffic circle is mounted and caused bike pedal to scrape pavement and fall off bike

Place-Specific Comments

- Beverly: there isn't a lot of traffic for biking through here
- Would like bike detection at Beverly with stencil
- Push button on curb at street; RRFB at Beverly and Almont.
- Robertson: temporary street closure at night
- Robertson: sharrows and repave
- 2 left turn lanes needed because of new development on Almont at Santa Monica Boulevard
- Santa Monica Boulevard: continue bike lane to Doheny
- Use green median between Almont and Doheny along Santa Monica Boulevard as a bike path
- Consider bike lanes between Almont and Doheny along Santa Monica Boulevard. Melrose triangle will add more parking.
- Melrose Triangle parking

Crossings

- More painted crosswalks at all intersections
- Bike crossing at RRFB, in compliance with law?

Other

- Hotel patrons request for bike rental. Key is the wayfinding for these visitors.

Note: Concepts depicted will be fully vetted with the community and City Council and designed prior to approval for implementation

Station 2: Comment Summary

Most people are supportive of the proposed improvements, including lighting and the increased visibility on crosswalks. Several people wanted to increase visibility even more than currently proposed.

General / Support

- Yes, like the project
- Like the project
- Yes, like RRFBs
- I like the pedestrian lead signal idea

Crossings, Visibility, and Signage

- All crosswalks should have night-time lights, flashers, etc.
- Add red blinking lights
- Flashing beacons are good, but need even more visibility
- Use in-road flashers for more visibility
- Use in-road flashers
- Want in-road flashers and blinking signals at eye-level
- Need overhead signage at crosswalks AND in-road flashers -- pedestrians need to be more visible
- Crosswalks should be more visible, use signage that tells people there is ped x-ing ahead -- e.g. at Westbourne / Gym Bar
- Want scramble crossings (e.g. San Vicente)
- Want scramble crossings including La Brea
- You shouldn't have to push the button to cross the road at certain times of the day, for example at San Vicente and at Robertson
- Shouldn't have to push the button to cross - it should be automatic
- Put pedestrian signals on automatic recall
- Pedestrian signal is too short; make it longer
- Put the West Knoll crosswalk mid-block
- Need a little bulb-out that people step out onto to show that they want to cross - it's hard for cars to see pedestrians ready to cross

Bike Lanes & Facilities

- Put bike lane between parking and sidewalks instead
- Bike boxes with bike signals / loop detectors
- Double parking here is a major problem for bikes
- Enforcement

Lighting

- Improve street lighting
- Use actuated lights for pedestrians that get brighter when they are needed, but dim when they are not

Sidewalks

- Improve the sidewalks, install decorative pavers instead of concrete and cement
- Bikes on the sidewalk are a problem, even where this is a bike lane - need enforcement

Other

- Look for coordination with development projects that are ongoing, for example at West Knoll
- Don't forget that this corridor has to accommodate cars as well
- Add loading zones near the Pavilions for tour buses

Note: Concepts depicted will be fully vetted with the community and City Council and designed prior to approval for implementation

Station #3: Comment Summary

People generally understood that a green lane is not the perfect solution on Santa Monica Boulevard but they support improving visibility. They are less clear or certain about eliminating the policy allowing sidewalk riding. They seem to fully support pedestrian improvements at intersections, but had questions about the criteria for choosing the intersections.

Bike Lanes and Facilities

- Add green sharrows wherever possible
- Install green sharrows
- Let's make Santa Monica Boulevard east of Gelson's more bike friendly with a dedicated bike lane going east
- Add dedicated bike lanes
- Whether or not the sharrow is part of a continuous green lane or not is important to discuss and decide on at Commission level
- Green backed sharrows are a foreign language so need driver education and should link with DMV for driver's license testing / training
- Bike turn movements should be identified in roadway at end of the bikeway. Install 2 stage left turns.
- Increase bike racks on MTA buses

Crossings

- Flashing beacons, need more than just the ones identified
- All unsignalized crosswalks should have flashing beacons
- Auto walk signals at intersections, not push-buttons; set the walk timing automatically
- Is RRFB intersection actually at Orange Grove now? Is this mis-marked on the map?
- How were the "black" crosswalks picked? Not sure these are the right ones

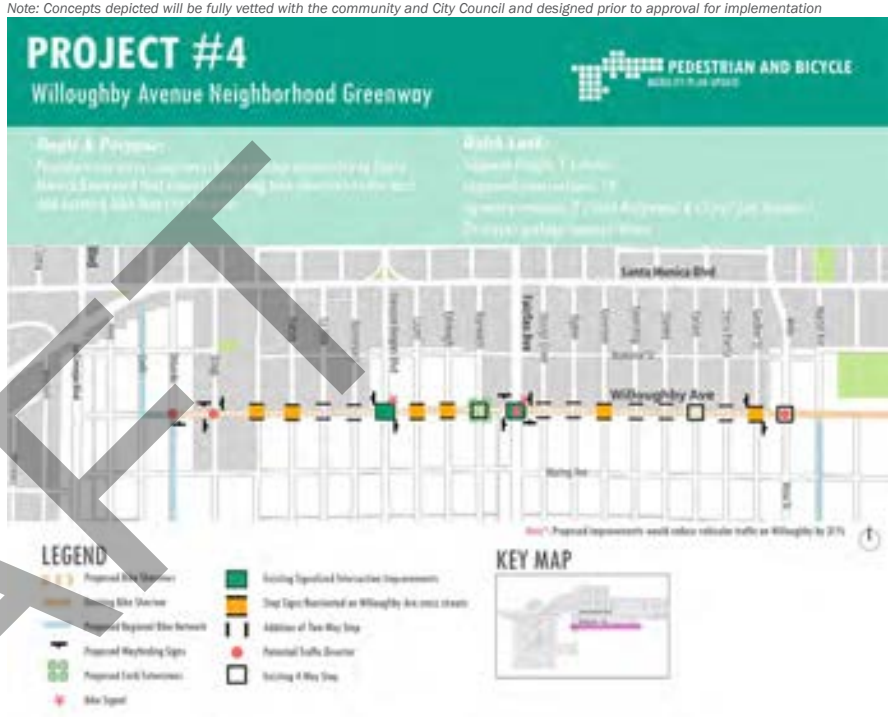
Place Specific Comments

- Crescent Heights needs a wider median and more of a refuge
- Scramble crossing at Fairfax, La Cienega, and Crescent Heights
- Do not reduce Fountain width. Paint sharrows green and add lane on Santa Monica Boulevard instead
- Sharrows on La Brea would help
- Pedestrian flashing beacons on La Brea at Temple Kol Ami
- Continue Pick-Up line down to La Brea - maybe extend to day use as well
- Include bike lanes on La Brea
- Two stacked signals at Fuller and Santa Monica are very hard for cars and bikes to share
- Add green paint in the mixing zone at Crescent Heights where drivers are turning right
- Sweetzer Avenue is being reconfigured per new contract; can there also be bike enhancements to get south to Romaine / Willoughby?
- Kings Road transition to Fountain needs wayfinding to Sweetzer
- Vista north of Santa Monica Boulevard – need more stops and more crosswalks. Traffic circle blocks north where streets don't align

Other

- Consider reorganizing boards to emphasize the preferred alternative more. Hard to tell what is being proposed.
- Share the Road" signs are not clear - should use "Use Full Lane for Cyclist" signage
- Study pedestrian versus bike accidents on sidewalk and enforce rules for riding on sidewalks instead of changing policy
- Improve the east side sidewalks

Note: Concepts depicted will be fully vetted with the community and City Council and designed prior to approval for implementation



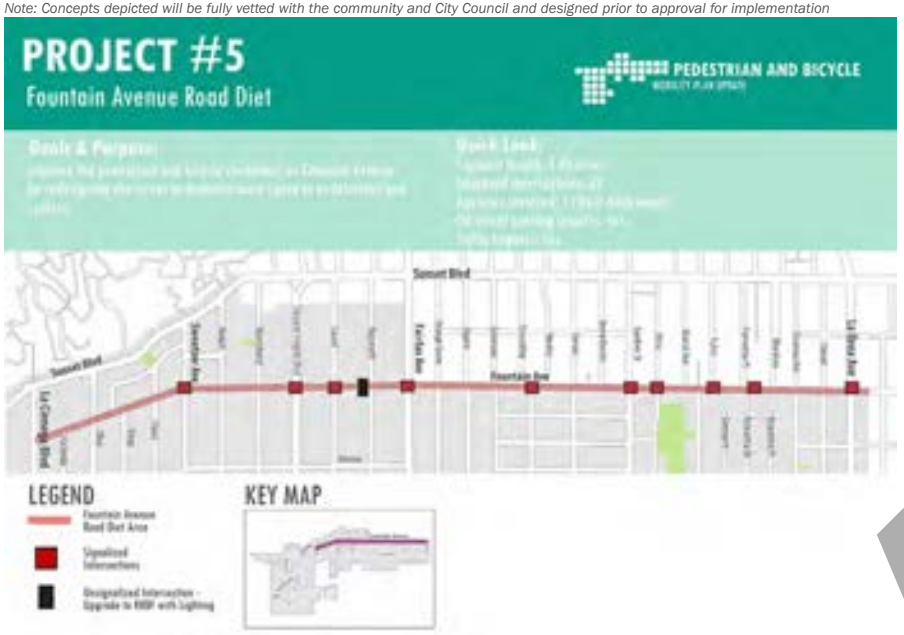
Station #4: Comment Summary

Attendees were generally supportive of the Greenway and about the concept of a low-stress facility. People saw the benefits of this facility but wanted more detail on the diverter, more examples, etc.

All Comments

- Improve pedestrian and bike options, over vehicles
- Upgrade sidewalks
- Consider visibility issues with driveways
- Street is dark; needs more light
- More light needed
- Install green sharrow or diverter
- Want green sharrows
- No to diverters. Already bike friendly. Need east/west connection for cars.
- At signals add bike detectors
- Yes on bike detectors
- Want bike boxes at Fairfax
- How does this facility work? How much would traffic shift?
- Fairfax bike route

Note: Concepts depicted will be fully vetted with the community and City Council and designed prior to approval for implementation



Station #5: Comment Summary

Most people were supportive of the Road Diet concept. Several people felt that if you improve one thing, you should implement the pedestrian improvements first because the pedestrian facilities are currently sub-standard and pedestrian improvements are critical. People seemed to like Option 3 that improves both bike and pedestrian improvements and felt that Option 2A is too much.

Sidewalks & Pedestrian Enhancements, Crossings

- Most critical improvements are sidewalk related and ADA
- Pedestrian crossings need to be improved
- More / better north south crossing options needed
- Makes no sense to spend money on sidewalks - no demand

Traffic Speed / Slowing

- Too many car accidents; scary
- Signal progression should encourage lower speeds
- Road diet will help resolve speeding problem

Bike Facilities & Enhancements

- Sharrows are not enough on Fountain
- Consider green-backed sharrows as a "fall back"
- Install green sharrow
- Bike lanes are constantly blocked; cycle track would be better
- Less concerned about "dooring" on Fountain; drivers are cautious due to high speeds

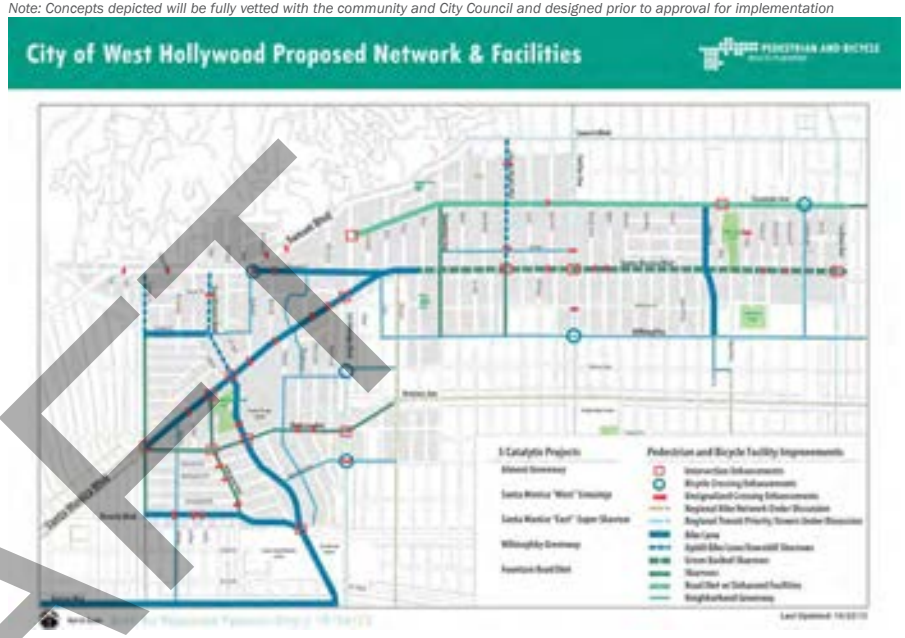
Place-Specific Comments

- Wider sidewalks are needed between Sweetzer and Plummer Park; current sidewalks are too narrow and in disrepair
- Crosswalks are needed on Kings; pedestrians hit the crossing there because of limited parking and it encourages jaywalking
- Add bike racks at CVS (La Cienega) close to the entrance
- Flashing beacons on Kings; save lives
- Stretch between Crescent Heights and Sweetzer is the worst
- Bike racks at library are not conveniently located
- Bike parking at Plummer Park gets bikes sticky from date juice
- Add bike parking at north entrance of Plummer Park

General

- Solution will vary segment by segment
- Remove sidewalk on north side of street only; LA residents
- Add destination and distance to route signs
- Left turning cars are dangerous
- Is there any lighter, non-road diet improvement that can be done?
- Noise impacts to high speeds impact residents
- Do a road diet on Santa Monica Boulevard instead; it already moves slowly anyway and has the highest demand
- There is low demand for walking on Fountain; all destinations are on Santa Monica Blvd
- BEAR Program re-institute education and bike registration program for adults and children; curriculum already exists.

Note: Concepts depicted will be fully vetted with the community and City Council and designed prior to approval for implementation



Station #6: Comment Summary

General

- Use lighting at crossings that is activated by the pedestrian button and gets brighter when someone needs to cross
- Install decorative pavers on sidewalk to replace concrete
- Include La Brea (in the planning and design)

Place-Specific Comments - Bicycle Related

- Install bike racks at Plummer Park
- Move bike racks in Plummer Park at south entrance (gets date juice on it); just move it 5' – 10' north
- Install bike racks at north entrance of park near community building, outside main desk, at Plummer Park
- Parking stripe on San Vicente bike lanes
- The right turn at San Vicente and Melrose is confusing to bikes and cars
- Rosewood: coordinate with Los Angeles; this is a good low traffic bike route throughout, just need to walk it through intersections
- Fountain at King and Flores: people jaywalk to parking
- Elevated bike lanes from Doheny to La Brea, on Santa Monica Boulevard
- Bike lane in front of Ramada needs more warning to cyclists about cars going in and out of parking - perhaps yellow dashes or stripes.

Place-Specific Comments - Pedestrian Related

- Scramble crossings at La Brea and Santa Monica
- Add crosswalks along Fountain. Pedestrians can get hit along Fountain between La Cienega and Crescent Heights.
- Fairfax: sidewalk issues: too narrow and broken pavement

WORKSHOP PHOTOS

Sheriff Department

Meeting Notes – June 24, 2013

Bob Cheung and Georgia Sheridan met with Tom Brooks from the Sheriff's Department to gather information for the Pedestrian and Bicycle Mobility Plan Update. Tom Brooks provided recent accident data for West Hollywood.

The Sheriff's Departments sees the following issues as the **major factors contributing to accidents** in the City –

- Distracted drivers
- Distracted pedestrians (not looking before crossing)
- Pedestrians crossing illegally as they run to catch buses (Fairfax/Santa Monica and San Vicente/Santa Monica are bad intersections for this behavior)

Tom suggested the following concepts to help improve pedestrian safety –

- Rumble strips along roadway before crosswalk to create and "audible" cue for drivers approaching a crosswalk.
- In pavement lighting at crosswalks to warn drivers.
- Rapid flashing beacons at crosswalks to warn drivers (currently being tested by city at key locations)
- Lighting at medians and crosswalks to make pedestrians more visible to drivers
- Warning or reminders signs for pedestrians at midblock crossings (i.e. "look both ways before crossing")
- Warning voice overs at pedestrian crossings/medians to warn pedestrians to pay attention and cross safety.

Re: bike safety, Tom mentioned that "dooring" along Santa Monica Blvd is a problem where drivers hit cyclists in the bike lane. He suggested that special striping or colored (green) paving for bike lanes might help raise driver awareness.

Data

The Sheriff's Department issues about 1700 citations a month in West Hollywood (for all modes). Paul Kashani would be the best person to contact for data.

Next Steps

The Sheriff's Department would be happy to meet with the Project Team during the "night walk audit" to discuss issues in the field. Santa Monica Blvd and the Sunset Strip are the two primary areas for high pedestrian activity at night.

Senior Advisory Board

Meeting Notes – June 26, 2013

Bob Cheung and Georgia Sheridan met with the Senior Advisory Board during their monthly meeting to gather input for the Pedestrian and Bicycle Mobility Plan Update. The board members explained that many seniors walk for exercise and recreation and would like better facilities to do so. The key priorities for the members are –

- **Better access to parks** with clear, unobstructed walkways, wayfinding signage and convenient parking and drop off areas.
- **Walking routes** in the City for recreation and exercise where pedestrians have an uninterrupted loop to walk without having to worry about interactions with cars.
- **Improve sidewalks** to address the following issues: narrow sidewalks, broken pavement due to tree roots, landscaping encroaching into the pathway, not enough seating/benches to rest.

Members of the Board provided the following comments -

- **West Hollywood Park**
  - Library/park area needs better signage to direct pedestrians from parking structure and auto court to the park level (which is raised from the street).
- **Plummer Park**
  - Would prefer a different paving type at the entrance to the Senior Center as the DG (decomposed granite) makes the pathway dirty.
  - Could use a walking route around the park.
- **Kings Road Park**
  - Would like more ADA parking near entrance.
  - Like the concerts in the park. The pathway to the concert area could be improved to be more direct and easy to walk for seniors.
- **Walking Paths**
  - Need more walking paths for seniors. These could be integrated into local parks or schools. One member mentioned the linear park along Santa Monica Blvd in Beverly Hills as a precedent for West Hollywood as it has a continuous walking path that is buffered from traffic, offers landscaping and shade, and has few crossings where pedestrians have to interact with cars.
- **Walking Groups**
  - Create walking groups for seniors at set times/locations – like the walking group that meets at the Beverly Center sponsored by Cedars Sinai.
- **Sidewalks**
  - Need to fix broken sidewalks and remove obstacles in pathways (tree roots, utilities, landscaping from private yards that is encroaching into pathways). The sidewalk along Fuller (north of Santa Monica) needs to clear bushes and landscaping that are encroaching into the pathway.
  - Need more street trees in city as they beautify the city and provide shade.
- **Intersections**
  - Westmount/Santa Monica Blvd area is very dangerous area. Should add a traffic signal to improve safety of pedestrians crossing.
  - La Cienega/Santa Monica is a large, difficult intersection to cross. Should have better timing so that pedestrians have enough time to cross safely.

Sunset Strip Business Association

Meeting Notes – June 27, 2013

Georgia Sheridan asked for input from the Sunset Strip Business Association (SSBA) during their monthly meeting to inform the Pedestrian and Bicycle Mobility Plan Update. Key priorities for the SSBA members include –

- **Activating the street to encourage more walking** with outdoor dining, inviting/open facades that meet the streets, and continuous businesses that support the identity of the Strip.
- **Easier parking along the Strip** to support a "park once" district where patrons recognize that they are parking to see/visit multiple places along the Strip and don't mind walking from place to place.
- **Themed walking routes** (via signage, public art, special paving, etc.) that encourage and invite people walk down the Strip to see famous places, buildings, etc.

Members of the SSBA provided the following comments -

- **Farmers Market on Thursday Nights**
  - Market is heavily patronized by pedestrians. There are lots of families, strollers, and locals walking to the market. It's a great "community event."
- **Walking Routes**
  - Opportunity for a "Walking Museum" like the Walk of Fame with special signage, art, or artistic pavers to denote the history of the area and notable locations along the boulevard.
  - Look at wayfinding effort at Navy Pier in Chicago.
  - Designate walking routes for visitors staying at hotels (i.e. historic home walking tour, jogging loop, design district, etc.)
- **Urban Design and Identity**
  - Urban design should support the unique identity of the Sunset Strip.
  - Need to consider how to better articulate the beginning and end of the Strip (via gateways, signage, large guitars, lighting, trees, etc.).
  - Could use arts funding to help define identity of street.
  - Opportunity for public/private partnership to create amenities with sponsorship to enhance the area.
- **Parking**
  - Need easier parking plan for Strip with parking facilities that anchor the beginning and end of the Strip to encourage more walking.
  - Need better signage for parking.
  - Should encourage self-parking instead of valet parking so that people walk along street to destinations instead of entering/exiting the Strip from rear lots
- **Tours**
  - Need to designate loading/stopping zones for tour buses. Could work with tour companies to have drop off and pick up areas to encourage visitors to walk down parts of the Strip, instead of only seeing it through the car.
- **Bike Parking**
  - Need more bike parking along Sunset. Businesses can request bike racks from City.
- **Improvement Areas**
  - Intersection at Sherbourne and Sunset is very dangerous.
- **Activating the Street**

Sunset Strip Business Association

Meeting Notes – June 27, 2013

- City could incentive outdoor dining to create more animated street life
- Need to address "dead zones" where businesses do not contribute to the life of the street or the identity of the Strip. Members support recent efforts to eliminate banks on the Strip, which close early and create a "dead zone" at night.

Plummer Park Free Lunch for Seniors

Meeting Notes – July 1, 2013

Bob Cheung and Georgia Sheridan visited the free lunch for seniors at Plummer Park to ask for input from community members to inform the Pedestrian and Bicycle Mobility Plan Update.

Key priorities for the seniors include –

- **Improve bicyclists behavior towards pedestrians along sidewalks:** cyclists "sneak up" upon pedestrians and don't give them warning to move along sidewalks.
- **Increase mobility options for seniors:** as seniors give up their cars as they age, they will need better bus service to get around West Hollywood and Los Angeles.

Other comments included -

- **Better Bike Behavior Along Sidewalks**
  - All bikes should have a bell to warn pedestrians along the street. C
  - Cyclists may say "behind you" but the pedestrian doesn't know which way to move.
  - Cyclists bike too fast along the sidewalks and need to be more courteous toward pedestrians.
  - Need a dedicated space for cyclists along the sidewalk.
  - Bikes "fly by", need to be more aware of pedestrians.

- **Pedestrian Concerns**
  - Some sidewalk paving is broken. Easy to trip on broken pavement.

- **"Good" Walking City**
  - City feels safe.
  - Good city to walk in. West Hollywood is better than anywhere else.
  - "All you need is in WeHo"… Trader Joes, Target, etc.

- **Bike Safety Concerns**
  - Streets are too dangerous to bike along
  - Bicyclists need to be on sidewalks for safety.
  - City should make sure cyclists wear helmets

Sheriff Evening Briefing

Meeting Notes – July 20, 2013

Bob Cheung and Georgia Sheridan (City of West Hollywood) and Matt Benjamin and Jeremy Klop (Fehr & Peers) met with Tom Brooks and the Sheriffs on duty for their evening briefing meeting on Saturday night, July 20th to gather information for the Pedestrian and Bicycle Mobility Plan Update. The Sheriff's provided the following comments/suggestions

- Major pedestrian activity is between Robertson and Palms at night on Santa Monica Blvd.
- East side of Santa Monica has problems with valet and taxis darting into traffic, not paying attention to pedestrians
- Patrons of SM Blvd clubs/bars dart out into traffic attempting to catch taxis or stop in travel lanes to valet park.
- Santa Monica and Robertson are a mess of pedestrians when the clubs let out at 2am.
- Need better enforcement of delivery trucks parking along street blocking the visibility of pedestrians in crosswalk
- Pedestrians don't always push the crosswalk signal.
- Better (overhead) lighting needed along Santa Monica, especially at crosswalks. It is hard for drivers to see pedestrians crossing at night. The flashing crosswalks that light up the street would be good.
- The "double threat" conflict is frequent where one car stops for the pedestrian in the crosswalk, but the car in the other lane doesn't see the pedestrian and continues through the crossing.
- Sunset generally has less pedestrian activity and vehicle/ped conflicts than Santa Monica.
- Greatest pedestrian activity on Sunset is around House of Blues after big concerts.
- Closing time (just before and after 2am) is the most chaotic on SM Blvd

- **Problem spots/intersections include:**
    - Santa Monica and Palms (dark)
    - Sunset and Hilldale (no crossing)
    - Sunset and Sherbourne
    - Sunset and Olive (no crossing)
    - Sunset and La Cienega
    - Sunset near Saddle Ranch (jaywalking)
    - Area near Club 11 on Santa Monica (8811 Santa Monica)

Security Ambassadors: Sunset Strip & Santa Monica Blvd

Meeting Notes – July 22, 2013

Bob Cheung and Georgia Sheridan spoke with Security Ambassadors, David Aguilar and Kris Zagyva to gather information for the Pedestrian and Bicycle Mobility Plan Update. Kris Zagyva oversees the security ambassadors on the Sunset Strip. He has worked on the Sunset Strip for over 12 years. The security ambassadors recently expanded the area they patrol to include Santa Monica Blvd, managed by David Aguilar.

The Security Ambassadors listed the following key issues for pedestrian and bicycle the safety -

- Distracted drivers
- Distracted pedestrians (not looking before crossing, or not pushing crosswalk button)
- Jaywalking (pedestrians running to cabs, valet, and parking at night)
- Limited visibility of pedestrians in crosswalks (could use better lighting at night)
- Valet and taxis double parking in bike lane and/or bus zone
- Valet, limos, taxis, creating bottle neck at night waiting for patrons as clubs let out
- Lack of bike lane on east end of Santa Monica is a problem for the bike patrollers who could use a dedicated lane for a safer route

Additional Santa Monica issues

- Santa Monica Blvd has a lot of bar hopping traffic between Robertson and clubs/bars on Santa Monica.
- When clubs let out, pedestrians are spilling into Robertson and creating major traffic issues; pedestrians rarely use the crosswalks.
- Foot traffic is fairly limited on east end of boulevard
- Bicycle traffic is quite limited at night, aside from occasional group rides.

Additional Sunset Strip issues

- Sunset Strip is relatively "tame" in terms of pedestrian hot spots at night, except for occasional special events.
- Most patrons are using taxis or valet parking and are not bar hopping.
- Some hotspot clubs create problems with jaywalking peds to valet and cabs
    - Bootsie Bellows has late night limos blocking traffic between 1am to 2am

Other comments

- City used to hold a "GBGB – good business gone bad" monthly meeting with the sheriff, fire, security ambassadors, code compliance and planning. This meeting was very helpful in keeping the City up to date on which clubs/restaurants are/were creating issues.

Conversation Café

Meeting Notes – August 5, 2013

Bob Cheung and Georgia Sheridan (City of West Hollywood) met with the Conversation Café group that meets at Plummer Park to gather information for the Pedestrian and Bicycle Mobility Plan Update**..** The members gather to practice speaking English and Russian. Most of the members are seniors. The group gave the following feedback -

- **CityLine**:
  - Need to post a schedule of the CityLine bus at bus stops.
  - Add benches at bus stops for seniors.
  - Make sure bus stops have shade.
  - Bus frequency is not as good as Big Blue Bus in Santa Monica. Would like smaller bsus that come more often to hop on and off.
- **Metro bus stop**
  - Need a Metro stop in front of Plummer park.
  - Community members have petitioned for a stop for a long time.
  - Lots of seniors, students, and ESL members coming to Plummer Park that need easy transit access.
- **Sidewalks**:
  - too narrow along Fountain
  - landscaping and hedges are encroaching upon the pedestrian walkway in City and need to be trimmed, especially on Willoughby and Fuller
  - Cracked sidewalks due to tree roots need to be fixed, especially on Sweetzer
- **Flashing Beacons**:
  - New flashing beacon crosswalks help alert drivers and "make a huge difference."
  - City should install flashing beacons at all unsignalized crosswalsk
  - City should add sounds (i.e. wait, go) at crosswalks.
- **Fountain Ave**: sharrows are dangerous on Fountain; there is not enough space for cars and bikes.
- **Bikes on Sidewalks**: Bikes on sidewalks are dangerous for seniors who cannot hear well. They should not be allowed to be on sidewalks.
- **Doheny**: Need a crosswalk between Sunset and Santa Monica. This is a very dangerous place to cross the street and it is close to a mile between signalized crossings.
- **Fairfax/Santa Monica**: Corner plaza at NE corner adjacent to Whole Foods is poorly designed. There is not sufficient space for pedestrians to wait for buses. Trees and poles block space needed for pedestrians. The space is dirty and a gathering spot for homeless.

Notes from Inter-City Coordination Meeting

August 29, 2013

Present:
City of LA: Claire Bowin, Tim Fremaux, Nate Baird
City of Beverly Hills: Aaron Kunz, Martha
City of West Hollywood: Bob Cheung and Georgia Sheridan
Iteris – Michael Meyer

Los Angeles Planning to designate….

- Willoughby – bike friendly street (e/w access to replace Waring)
- San Vicente – bike lane from Beverly to Burton Way (Fall 2013), Burton Way to Wilshire (westbound). LA would like Beverly Hills to install lane on eastbound side
- Hauser – bike friendly street (n/s access)
- Orlando – bike friendly street (n/s access)
- Melrose – bike priority street w/ cycle track (long-term)
- Doheny - bike friendly street (n/s access)
- Santa Monica Blvd – extend bike lane east to Century Park East (currently ends at Ave of the Stars)

Beverly Hills planning to study Santa Monica Blvd redesign…

- City Council is hesitant to lose any green space but would like to add bike facilities
- No sidewalk on street today
- Major projects coming into Wilshire/Santa Monica intersection area, which will redefine gateway to city (Condos by Richard Mier, Hilton redeveloped as Waldorf Astoria, and small parcels on south side adjacent to rail ROW - to be developed as gateway)
- September 10th – City Council meeting to discuss priorities for study
- Recently added bike lanes on Burton Way (between Crescent and San Vicente), Crescent Drive (between Park Lane and Sunset Blvd), and sharrows to connect Burton to Crescent Drive
- Beverly Hills needs to demonstrate the regional network to help justify bike improvements. A bike lane on Santa Monica Blvd to Doheny would help justify lane on BH side.

Group discussed better sharing of information to keep all city maps up to date – and potential to coordinate with Metro on regional bike map.

Disabilities Board

Meeting Notes – September 25, 2013

Bob Cheung and Georgia Sheridan visited the Disabilities Board to ask for input to inform the Pedestrian and Bicycle Mobility Plan Update.

Key priorities for the seniors include –

- **Upgrade crosswalks:** Members appreciate the recent improvements to crosswalks with the Rapid Flashing Beacons, but think there is more that can be done to improve the visibility of peds with better lighting
- **Partner with local cities for regional connectivity:** Members are concerned with how the bike network in WeHo coordinates with the regional network, want to make sure that cyclists are not left at an unsafe space when the lane/route ends outside the city.

Other comments included -

- **Better Bike Behavior Along Sidewalks**
  - Bikes are hazardous to pedestrians along the sidewalk, particularly those with disabilities
- **Bike Share**
  - Members are interested in bike share and want to make sure that a WeHo bike share program would work regionally and connect cyclists to destinations, rather than dropping them at the city's edge.
  - Members also interested in scooters or recumbent bikes as part of the bike share program to accommodate disabled persons.
- **Laws and Enforcement**
  - Members were concerned with bike speeds (do cyclists have speed limits) as some cyclists bike by parked cars so fast that drivers cannot see them coming when they open their door.
  - Members were concerned with skateboarders and bikes on sidewalks and wanted to know the rules.
  - Members are concerned with cyclists and skateboarders in Plummer Park and want to know why the ban on bikes is not being enforced in the park.
  - Members were interested in 3 ft "safe distance" law recently passed.
- **Education**
  - Suggested using billboard space and bus shelter space for promoting new city laws/initiatives on walking and biking

VISIONING & MAP EXERCISE (GROUP 1)

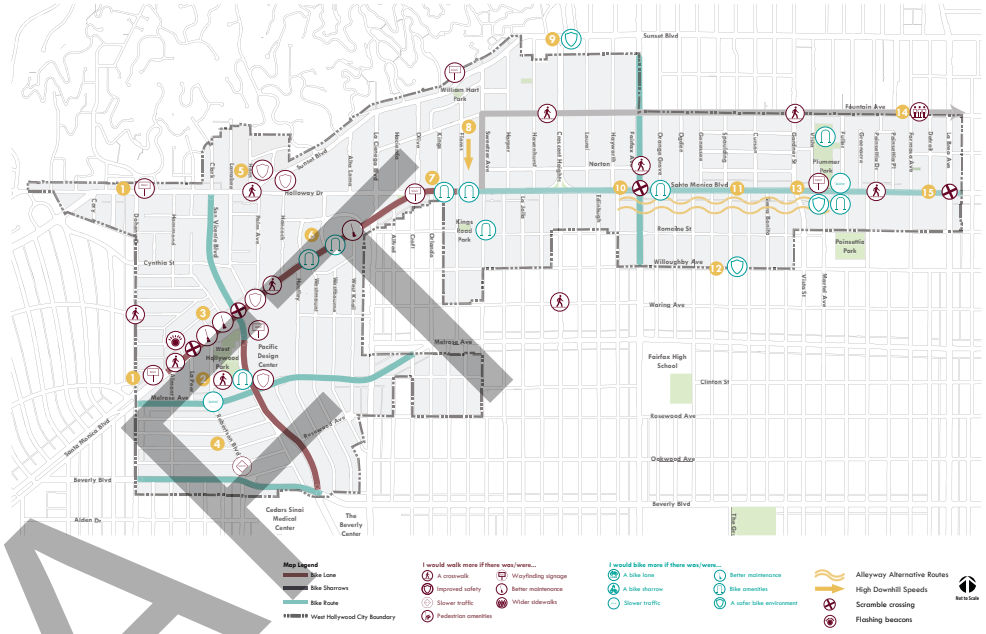
Participants in Group 1 represented many standpoints, from avid bike riders, to pedestrians, to people who only walk when necessary. Participants live all over the City, from the western to the eastern portions of the city. After a round of introductions, each group member gave a statement describing what brought them to the workshop and then we dove into the first exercise to discuss and rank priorities and visions for the updated Mobility Plan. 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. Group members were especially interested in elements that would improve safety for bicyclists, such as slowing traffic, bike boxes, adding bike lanes and sharrows, and coordinating with Los Angeles so that facilities that cross city boundaries can be linked. During the discussion, the idea of West Hollywood as a "village" came up and some members of the group expressed that the city should function as a village rather than a conduit to get vehicles through from one side to the next. To the group, a "village" meant calming and slowing traffic.

Beyond bicyclist safety, the group was supportive of enhanced crosswalks, especially crossings that integrated flashing beacons in streets and on signs that would help make crossings as more visible to vehicles. Most people in the group felt that educational campaigns were central to the success of the new Plan, but pointed out that campaigns done to date have not been completely successful. Free branded bike bells were one idea that came up. Some members of the group felt that while improving / enhancing ADA accessibility and creating themed walking routes that point people to interesting destinations are important and noteworthy ideas, the Mobility Plan itself should pick realistic priorities, priorities that could not be covered elsewhere with different pots of money.

In the second exercise, the group looked at a map of the City to pinpoint specific locations for improvements. The group focused first on pedestrian issues and potential improvements, such as scramble or "all-way" crosswalks, adding crosswalks where blocks are long, and flashing lights at existing crosswalks to make them more visible. The group talked about the importance of identity signage at the key entrances to the city. The group also identified challenging intersections for bicycle navigation and areas where bike parking could be added to make biking easier.

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #1 WORKSHOP SUMMARY



PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #1 MAP

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. 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 is confusing and is unsafe because it is not signalized. Also, a gateway signage should be placed here.

6. Provide a bike corral at the 24hr Fitness and bike racks at Starbucks.

7. Recently installed detectors for bikes do not seem to be accurately detecting bikes.

8. Downhill speeds on Sweetzer are high and are unsafe for bicyclists.

9. Address the island on Crescent Heights.

10. Provide bike amenities in front of Whole Foods. Possible Scramble crossing at Santa Monica Blvd. Reducing the crossing distance.

11. Alleyways as a resource for alternate bike routes.

12. 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 would be nice. It is challenging to navigate narrow sidewalks with utilities and other obstacles.

15. Possible scramble crossing intersection.

GROUP #1 MAP NOTES

THEMES	RANK High Priority	RANK Low Priority
Make Connections! • Smooth sidewalks • Wider sidewalks • Crosswalks (more stripes) • Bulbous • Flashing Beacons • Connections to adjacent cities	4	
Provide Better ADA Access • Curb ramps • Longer crossing time • Shorter crossing distances	2	5
Make Great Walking Routes • Themed walking routes with points of interest • Wayfinding signage • Tourists		5
Enhance the "Look" of our Streets • Street trees and landscaping • Street furniture • outdoor dining • Public art, lighting, etc.	1	5
Improve Bicycle Safety • Bike lanes • Bike boulevards • Sharrows and share the road signage • Slower traffic speeds - in some locations?/smoothing • Bike boxes, bike signals • Wiloughby	7	
Improve the "End of Trip" Experience for Cyclists • Bike lockers, showers, tune-up stations at developments • Bike parking • Bike valet parking • Visibility of bike parking	1 one in the middle	4
Promote Walking and Biking as Transportation • Employer incentives for walking and bicycle commutes • Bike share program • Neighborhood walking groups • Part of Safety and Education (Needs to be more Effective)	3	
Educate and Inform! • Bike safety classes • Driver safety awareness campaigns • Safety handouts, web resources, etc • Sharrows (Needs to be more Effective)	6	
Other priorities • Fill in YOUR answers! • Regional/Inter-agency coodination • Bike Loop Detectors • Slow the Whole City (Vehiculars)	2	

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #1 VISION AND GOALS

GENERAL COMMENTS

- **Jogging Routes to Schindler House**
- **Points of interest maps/routes tourists**
- **Coordinate with Cities/County**
- **Lack of connecting to the beach (thru Beverly hills)**
- **Need for safe routes to parks (not safe for kids)**
- **Coordinate with festivals/events bike valet**
  - Better end of trip experience
  - Bike valet can be $$$
- **Decent end of trip experience now**
- **"Look of streets" – Low Priority**
  - Working on Melrose, Beverly, Robertson
  - City doing well on beautification
  - Beautification – key for getting people out of cars
- **How do we slow cars down? To coexist with other modes?**
- **Lower priority for ADA access for majority**
- **Walking routes/themes = Lower priority**
- **2 Communities: Bridge**
  - North + South
  - East + West
  - Social Interaction with better linkages
- **If you want a "village" - do it slow whole city down if that is what you want**
- **In other cities, motorists know how to look for bikes**
- **Way finding/signage works in other cities**
- **Many Challenges in the City**
- **No license or a bike permit**
- **Slowing traffic is a scary idea on key corridors - ok for residential neighborhoods**
- **The Hollywood Shuffle**

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #1 WORKSHOP COMMENTS

PEDESTRIAN IMPROVEMENTS

- **Melrose/Robertson - Automatic Walk**
- **Ped Scrambles: La Brea + Fairfax/SAMO**
  - What about night scrambles?
- **SAMO/Vicente - People run to bus**
- **Close Robertson @ night to peds only (& bikes) / No CARS**
- **SAMO Medians - Visibility Issues - Maintenance**
- **Fountain: would walk more by**
  - Crosswalks
  - Sidewalks
  - Amenities
  - Bike Lanes
- **Fountain avenue = big problem**
  - sidewalks , not wheelchair accessible
- **La Peer/SAMO: Bad Crosswalks**
- **Norton/Genessee: Bad Intersection**
  - Unsafe and Unclear
- **Holloway/Sunset/Palm Intersection**
- **Malibu/Sunset/Sherbourne - Dangerous Crosswalk --> green circle building**
- **Flashing Beacons/Lighting/Etc.**
- **Close Robertson @ night to peds only (& bikes) / No CARS**
- **Major Midblock Crossing at Robertson Blvd**
  - People jaywalk, make street meander
- **ADA access – Ped requirement**
- **SAMO/Vicente - People run to bus**
- **Fuller: Bad intersection**
  - Lots of ped traffic
  - confusing signals
  - People blow through lights
  - No left turn into trader joes
  - speeding

2 of 5

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #1 WORKSHOP COMMENTS

BIKE IMPROVEMENTS

- **Bike Boxes in WeHo**
  - Confusing
  - Too narrow
  - Weird stencil
  - Unclear layout
- **Bike detectors are not working @ King/SAMO**
- **Sweetzer/Norton = 4 way stop = good!**
- **Bike Alleys behind SAMO = Possible Alt Routes**
- **Fairfax = Scary (Bike on sidewalk)**
  - Fairfax is important north and south bike artery
  - Major connection space with destinations
  - Hard to cross (too wide), lots of seniors
- **Sherwood Sharrows - Connect to Willoughby**
- **La Brea**
  - North + South Bike Lanes
  - Cynthia
  - Dohery
  - Corey
- **Willoughby –** better intra-city coordination
  - City of LA repaved, not WeHo
  - Get together with City of LA
  - Good opportunity for bike friendly
  - Vista to Cole
  - Focus on Willoughby over Romaine or Waring?
  - Waring = Better bike friendly street
  - No light @ vine or Highland
  - Major need for safety for bikes
  - Willoughby could be better
- **Task force talked about Romaine as a bike friendly street**
- **Waring -** Bike Friendly Tom La Bonge Paramount to WeHo
- **9200 Sunset: How do you get north on bike to Sunset - "Need the Wiggle"**
  - Make street meander
- **Vista: very wide, opportunity for reverse angle parking + bike lane**
- **All unsignalized crosswalks: add flashing beacons**

3 of 5

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #1 WORKSHOP COMMENTS

- **Fountain - Fountain Ave should be a priority**
  - Innovative/creative treatments
  - Part-Time Bike Lane
  - floating lanes
  - Widened right of way on fountain big dream
- **Make it easier to go through (remove 4-way stop) vs keep 4 way stops (feel safer)**
  - Oregon has bikes thru and cars stop as precedent
- **How do we slow bikes on sidewalks?**
  - Visibility of bikes/driveway conflicts?
- **Bike theft is signification in WeHo**
- **Bike Share - Great idea, need infrastructure 1st to feel safe need protected bike lanes to get people out only work with regional connectivity**

BIKE PARKING

- **(Placement and Visibility is Key)**
- **Plummer Park**
- **WeHo Park**
- **SAMO/Stanbacks/Westmont**
- **Gelsons bike racks in a better spot (Bike Corral in Parking)**
- **Bike Corral at 24 Fitness**
- **Whole Foods: Bad Racks**
- **Trader Joes + Walmart development: Make sure bike needs are met**
- **Update bike parking regularly**

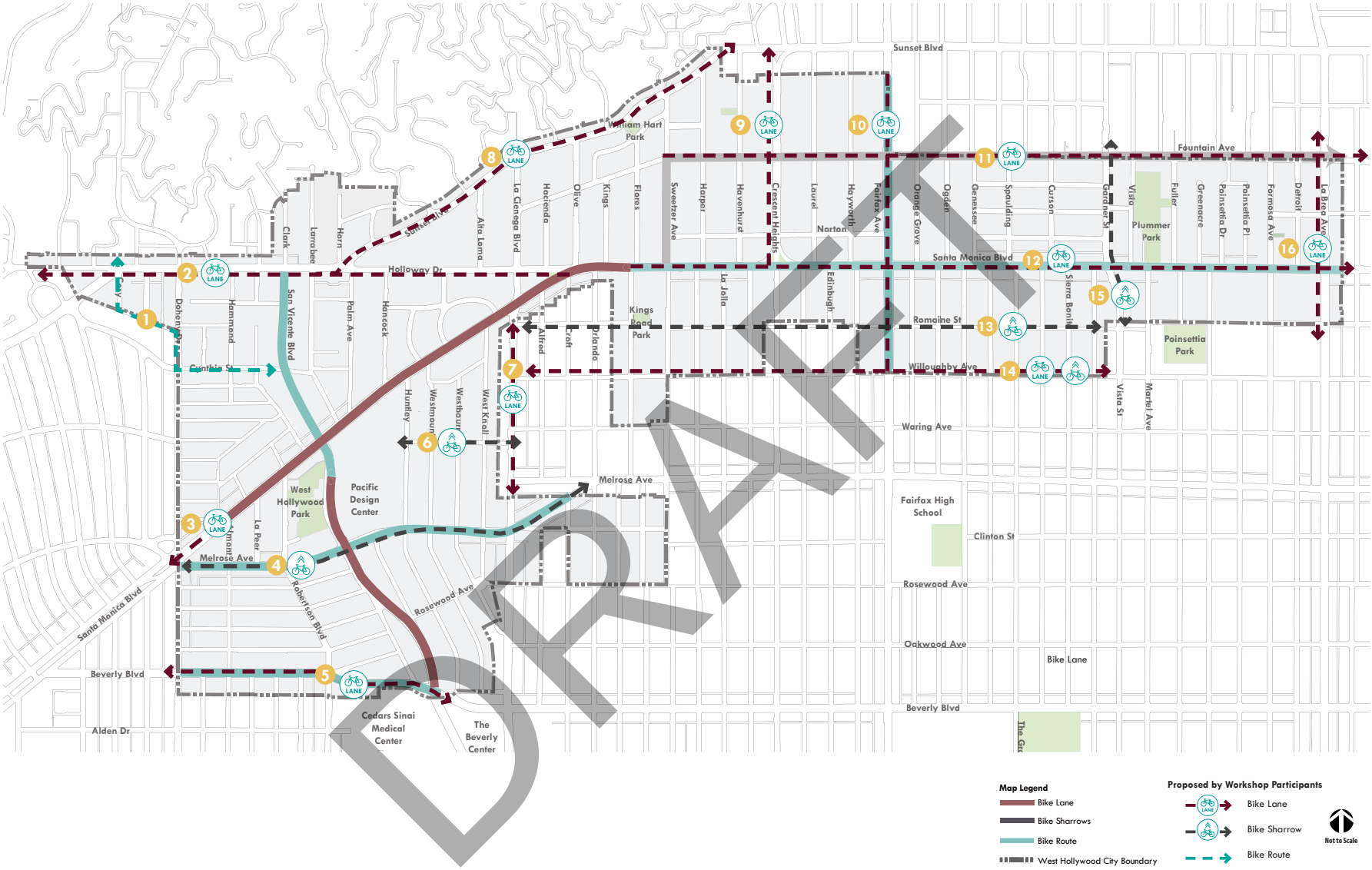
EDUCATION/INFORM

- **Ongoing education = very important**
  - People need to learn rules/facilities
- **Current Approach to education/promo is not working**
  - need better strategies or this theme is throw away
  - Banners/Safety = not enough
  - PLO WeHo = not enough
  - Look critically @ info/education of city
  - Bus Billboard messages = not enough
- **How do we infiltrate/inform city**
  - What do people need to keep informed
- **Much bigger effort to get the word out**
- **Neighborhood Watches + Groups: opportunity to get the word out more**
  - Could be more effective with door to door campaign
  - Bike share: great idea, need infrastructure first to feel safe, needs protected bike lanes to get people out. Only works with regional connectivity
- **Bike safety = high priority, super high!**
  - Education is key
- **Promo programs = important to get people out of cars**
- **How to lock bike**
- **Bike Bells and Bike Light Giveways**

CONCLUDING THOUGHTS

- **Need clever ideas to escape constraints**
- **Need clever ideas from consultants**
- **Learn from city + regional connectivity**
- **Cresecent heights median: Can WeHo take over?**
  - parklet?
  - bike lane?
  - need ped safety
  - need to calm Crescent Heights
- **No crosswalk on Doheny - El Lovato - Flashing Beacon**
- **Beverly Center + Cedars**
  - major employment

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE GROUP #1 WORKSHOP COMMENTS



PEDESTRIAN AND BICYCLE
MOBILITY PLAN UPDATE

GROUPS 1&2 BICYCLE COMMENTS SUMMARY MAP

1. Bike Route up to Sunset Boulevard.
2. Bike Lane on Sunset Boulevard and Holloway Drive.
3. Complete the bike network from Santa Monica Boulevard to the western city boundary.
4. Bike Sharrow on Melrose Avenue to each end of the city boundary.
5. Bike lane on Beverly Boulevard to each end of the city boundary.
6. Bike Sharrow on Sherwood Drive.
7. Bike lane along La Cienaga outside of the city boundary.
8. Bike lane along Sunset Boulevard.
9. Bike lane up Crescent Heights.
10. Bike lane on Fairfax Avenue.
11. Creative solutions to accomodate bike lanes on Fountain Avenue (perhaps one-sided lanes).
12. Completing the bike lane network to the eastern city boundary along Santa Monica Boulevard.
13. Bike sharrow on Romaine Street to La Cienega Boulevard.
14. Bike lane or Bike Sharrow on Willoughby Avenue to La Cienega Boulevard, needs better coordination with city of LA on paving and a potential for a bike friendly street designation.
15. Sharrow on Gardner Street.
16. Bike Lane on La Brea to North and South city boundary.

GROUPS 1&2 BIKE COMMENTS MAP NOTES

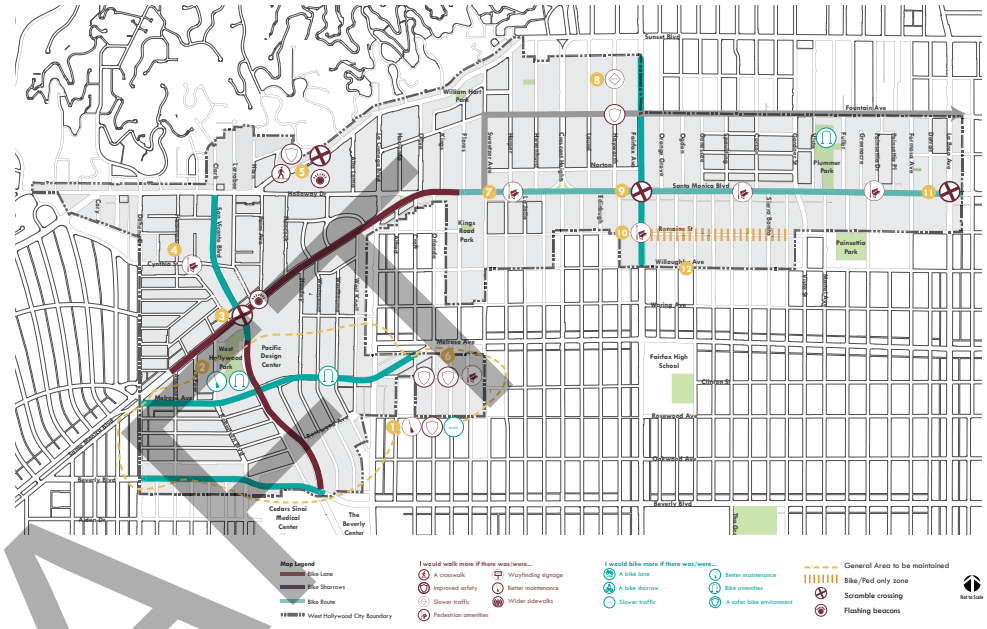
VISIONING & MAP EXERCISE (GROUP 2)

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 update. Pedestrian-oriented goals strongly centered around the themes of accessibility and connections. Participants were supportive of creating new and more accessible crossings at major intersections within the city through wider and more frequent crosswalks, scramble crossings, and maintenance. Of additional priority was the notion of enhancing the function of the sidewalks through increased landscaping, pedestrian benches, pedestrian-oriented lighting, and increased ADA access. All participants advocated for improved bicycle safety, through the introduction of dedicated bike lanes, sharrows, and bike friendly streets. Group 2 also unanimously supported the introduction of City-led bike safety classes for both children and adults and City-wide events that encouraged biking. Individual participants vocalized the need enforce increased ticketing at a policy-level and to consider the balance between cyclists and pedestrians. The group did not feel that West Hollywood should use the update of the Pedestrian and Bicycle Mobility Plan as an avenue to increase wayfinding. Although some participants did advocate for increased bike parking in particular locations throughout the City, the group generally agreed that bike lockers, showers, and tune-up stations were not a priority for the Pedestrian and Bicycle Mobility Plan update.

Following the visioning exercise, the group was provided a map of the City of West Hollywood to pinpoint specific locations for improvements. As a general theme, participants agreed that the update should seek to create fewer conflicts for bicyclists wherever possible. This meant considering ways to slow vehicular traffic without requiring cyclists to stop at every intersection, incorporating bike lanes along main east-west thoroughfares, and ensuring north-south connections at multiple points throughout the city. Additionally, flashing beacons were brought up as a means to increase pedestrian safety throughout the east-west corridor, a technique that the City of West Hollywood has already started to introduce multiple locations. The map summary sheet that follows depicts additional specific spatial proposals for improvement and consideration for the Pedestrian and Bicycle Mobility Plan Update.

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #2 WORKSHOP SUMMARY



PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #2 MAP

1. Indicated 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.

2. Provide bike amenities (such as bike pumps and bike racks) at West Hollywood Park and Plummer Park.

3. Introduce scramble crossing at San Vicente & La Brea.

4. Provide pedestrian street lighting on Cynthia Street.

5. Introduce a scramble crossing and flash beacons at the Sunset Plaza intersection to increase pedestrian safety

6. Provide benches and other pedestrian amenities to make the street safer.

7. Wider sidewalks and benches should be provided throughout the Santa Monica Boulevard corridor.

8. Slow traffic and create safety on Hayworth (too many collisions occuring here).

9. Introduce scramble crossing at Santa Monica & Fairfax.

10. Suggested creation of a bike and pedestrian only zone on Romaine Street.

11. Introduce a scramble crossing at this intersection.

12. Willoughby should be considered a candidate for a bike-friendly street.

GROUP #2 MAP NOTES

THEMES	RANK High Priority	RANK Low Priority
Make Connections! • Smooth sidewalks • Wider sidewalks • Crosswalks • Bulbous • Fix sidewalks broken by tree roots • Make connections for other wheeled modes (e.g. skateboards) • Introduce scramble crossings	6	2
Provide Better ADA Access • Curb ramps • Longer crossing time • Shorter crossing distances	5	2
Make Great Walking Routes • Themed walking routes with points of interest • Wayfinding signage • Weho already has this • Too much signage already in the city, need for clarity	2	5
Enhance the ~~"Look"~~ Function of our ~~Streets~~ Sidewalks • Street trees and landscaping • Street furniture (include benches for everyone not only transit users • Outdoor dining • Public art, lighting, safety etc	7	
Improve Bicycle Safety • Bike lanes • Bike boulevards • Sharrows and share the road signage • Slower traffic speeds • Bike boxes, bike signals • Incorporate green lanes	8	
Improve the "End of Trip" Experience for Cyclists • Bike lockers, showers, tune-up stations at developments • Bike parking • Bike valet parking • Visibility of bike parking within parking garages is important		8
(Needs to be more Effective) **Promote Walking and Biking as Transportation** • Employer incentives for walking and bicycle commutes • Bike share program • Neighborhood walking groups • Ped Incentives • Decoupling parking requirements • Use Metro/regional agencies • Consider commuters vs. visitors • More bike racks	8	
Educate and Inform! • Bike safety classes • Driver safety awareness campaigns • Safety handouts, web resources, etc • Adult bike classes/WeHo Elementary • Promote through events • Kidical mass/etc.	8	
Other priorities • Fill in YOUR answers! • 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		

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #2 VISION AND GOALS

GENERAL COMMENTS

- Too much signage and visual clutter already in the City of West Hollywood
- Enhancing the look of the streets should be more about safety, functionality, and infrastructure
- De-couple parking requirements- some residents would rather have bike parking than car parking
- Don't make peds/bikes competing interests
- Need to be integrated with the region in terms of ped/bike improvements
- Bicycling is a way of life a healthy and money saving lifestyle
- Former Manhattan dweller feels safe riding everywhere, friends don't - need to make it feel safe for all kinds of riders
- How do we accomodate skateboarders as well in this plan?

EDUCATION/INFORM/EVENT COMMENTS

- Education is criticical to make people feel comfortable on the streets
- Begin pedestrian/cycling incentive programs that include prizes, contests, challenges for walkers and bikers
- Suggestion made to increase enforcement of traffic and safety laws
- Increase the amount of bike valet for events (already done for some events)
- More events (i.e. Kidical Mass,Critical Mass & Ciclavia) to encourage novice cyclists
- Group generally approved of a creating a strategy to brand bike culture and aesthetics (approval of Weho new bike racks)
- Set priorities to educate and inform the community through enhanced engagement
- As a non-car owner for 12 years - need bike lanes!
- Something has to be done regarding bike/ped mixing on sidewalk to avoid conflicts
- Include cycletracks within sidewalks instead of in the street?
- Enhance visibility through the use of colored bike lanes, bike boxes, and education about bicycle operation

1 of 2

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #2 WORKSHOP COMMENTS

- Incorporate bike parking at the bottom floor of parking structures to increase awareness and visiblity

BIKE COMMENTS (CONT.)

- More bike racks
- Push for a regional coordination bike share - each city/jurisdiction shouldn't have its own separate program
- Cyclists amenities (i.e. showers) at destinations are great, but not a city priority
- Where does the space for protected bike facilities come from?
- Willoughby - potentially introduce yields east to west and stops north to south in an effort to get cyclists through quickly without having to stop at every stop sign
  - Diverters may be introduced to discourage cut-through
- Possible to narrow Willoughby to one-way to lessen bike/car/ped conflicts?
- Sunset is a good connection from Beverly Hills and is a scenic route
- Along Sunset, incorporate pedestrian safety, lights, overhead beacons
- Along La Brea, cyclists don't feel safe riding on the street
- North-South bike connections should be a priority (Gardner, Fairfax, Crescent Heights)

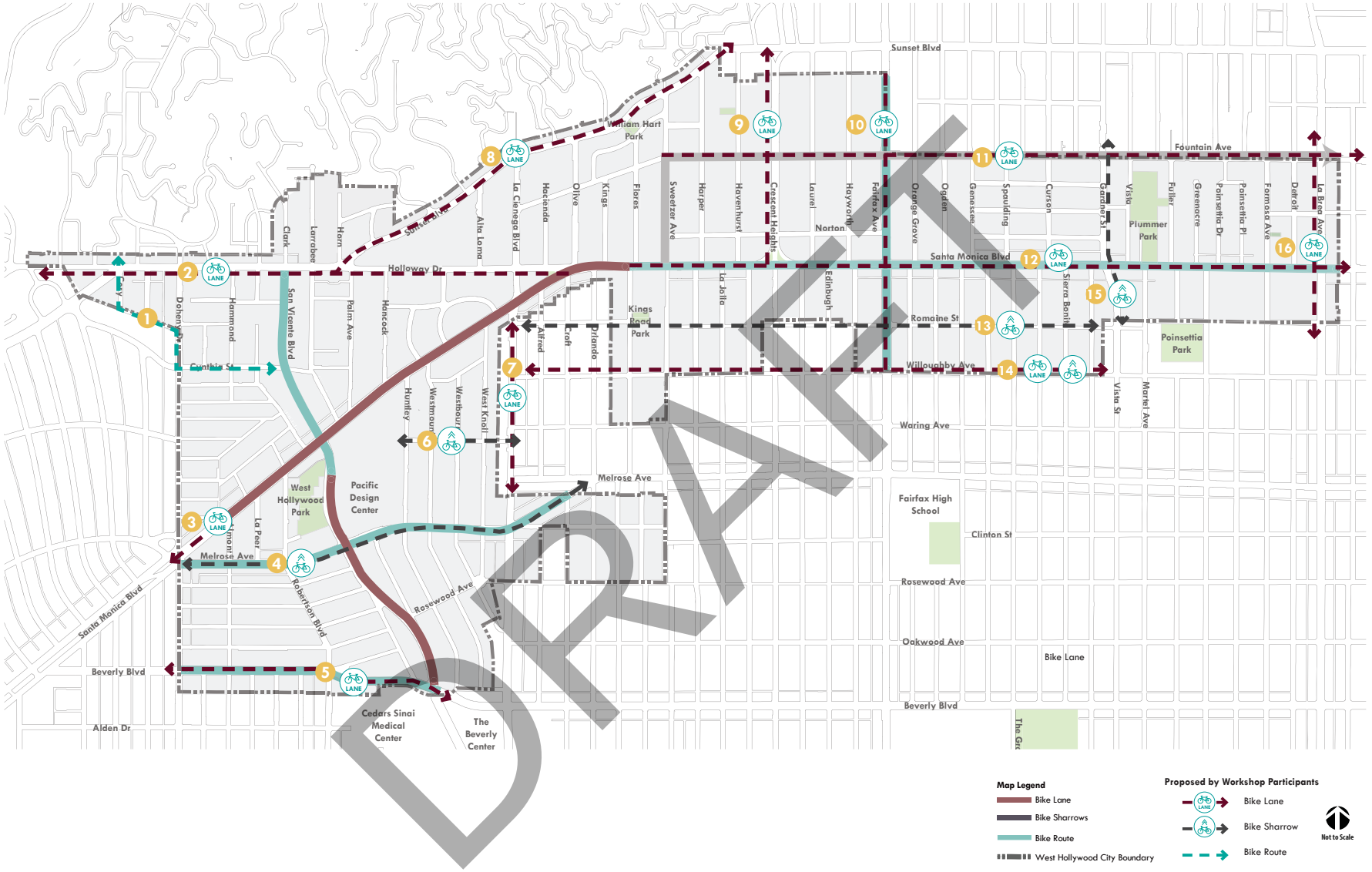
PEDESTRIAN COMMENTS

- Scramble crosswalks could be considered at the following locations:
  - Sunset Plaza
  - Santa Monica/Doheny
  - Santa Monica/Fairfax
  - Santa Monica/La Brea
- Traffic calming on residential streets like roundabouts are helpful, and the City should do more.
- Make Romaine St bike/ped only
- Sunset Plaza area should be made safer for pedestrians

2 of 2

PEDESTRIAN AND BICYCLE MOBILITY PLAN UPDATE

GROUP #2 WORKSHOP COMMENTS



PEDESTRIAN AND BICYCLE
MOBILITY PLAN UPDATE

GROUPS 1&2 BICYCLE COMMENTS SUMMARY MAP

1. Bike Route up to Sunset Boulevard.
2. Bike Lane on Sunset Boulevard and Holloway Drive.
3. Complete the bike network from Santa Monica Boulevard to the western city boundary.
4. Bike Sharrow on Melrose Avenue to each end of the city boundary.
5. Bike lane on Beverly Boulevard to each end of the city boundary.
6. Bike Sharrow on Sherwood Drive.
7. Bike lane along La Cienaga outside of the city boundary.
8. Bike lane along Sunset Boulevard.
9. Bike lane up Crescent Heights.
10. Bike lane on Fairfax Avenue.
11. Creative solutions to accomodate bike lanes on Fountain Avenue (perhaps one-sided lanes).
12. Completing the bike lane network to the eastern city boundary along Santa Monica Boulevard.
13. Bike sharrow on Romaine Street to La Cienega Boulevard.
14. Bike lane or Bike Sharrow on Willoughby Avenue to La Cienega Boulevard, needs better coordination with city of LA on paving and a potential for a bike friendly street designation.
15. Sharrow on Gardner Street.
16. Bike Lane on La Brea to North and South city boundary.

GROUPS 1&2 BIKE COMMENTS MAP NOTES

APPENDIX D: PEDESTRIAN COUNTS AT UNSIGNALIZED INTERSECTIONS

Intersection	Pedestrian Volume (2 hour period)
San Vicente Blvd & Pacific Design Center	40
Sunset Blvd & Queens Ave	174
Fairfax Ave & Romaine St	27
Fountain Ave & Hayworth Ave	26
Sunset Blvd & between Sherbourne Dr/Sunset Plaza Dr	21
Sunset Blvd & Sherbourne Dr	38
La Cienega Blvd & Rosewood Ave	24
Holloway Dr & Palm Ave	84
Santa Monica Blvd & Poinsettia Pl	11
Santa Monica Blvd & Greenacre Ave	10
San Vicente Blvd & Rosewood Ave	22
Doheny Rd & Sierra Alta Wy	13
Santa Monica Blvd & San Vicente Blvd	487
Santa Monica Blvd & Robertson Blvd	567
Beverly Blvd & Almont Dr	219
Beverly Blvd & La Peer Dr	17
Beverly Blvd & Swall Dr	153
Crescent Heights Blvd & Norton Ave	49
Crescent Heights Blvd & S/O Sunset Blvd	32
Fuller Ave & between Fountain Ave/Santa Monica Blvd	20
Hammond St & Phyllis Ave	18
Harratt St & Hilldale Ave	20
Holloway Dr & Hancock Ave	15
Melrose Ave & Westbourne Dr	645
Melrose Ave & Westmount Dr	776
Robertson Blvd & Rangely Ave	48
Robertson Blvd & Dorrington Ave	165
Robertson Blvd & Rosewood Ave	44
Romaine St & Kings Rd	52
San Vicente Blvd & Harratt St	22
Sunset Blvd & Wetherly Dr	31
Sunset Blvd & Cory Ave/Carol Dr	25
Lexington Ave & Vista St	83

APPENDIX E: FOUNTAIN AVE ANALYSIS

Intersection	Existing Conditions	Pedestrian Collision History (2011-2015)	Possible Treatments
La Cienega Blvd	Signalized with uncontrolled slip lane for right-turning vehicles from La Cienega Blvd to Fountain Ave	1	Short-term: Trim landscaping to improve pedestrian sightlines and remove sightline conflict with right-turning vehicles from Fountain Ave to La Cienega Blvd. Long-term: Reconstruct intersection to remove slip lane, add pedestrian crossing to south leg across La Cienega Blvd, widen sidewalk/create plaza on east side of intersection.
Hacienda Pl	Unsignalized	0	Short-term: Trim landscaping to improve pedestrian sight lines and restore sidewalk width. Stripe continental-style crosswalk across Hacienda Place. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Hacienda Place.
Olive Dr	Signalized with existing continental crosswalk on all legs	0	Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Olive Dr. Curb extensions could also be installed on the north corners to shorten crossing distance across Fountain Ave.
De Longpre Ave	Unsignalized	0	Short-term: Stripe continental-style crosswalk across De Longpre Ave. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across De Longpre Ave. Curb extensions are also feasible into Fountain Ave to supplement the sidewalk width along Fountain Ave.
Kings Rd	Unsignalized	0	Short-term: Stripe continental-style crosswalk across Kings Rd. Trim landscaping to improve pedestrian sight-lines and restore sidewalk width. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Kings Rd.
Flores St	Unsignalized	0	Short-term: Stripe continental-style crosswalk across Flores St. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Flores St. Curb extensions are also feasible into Fountain Ave on the north corners to supplement the sidewalk width along Fountain Ave.
Sweetzer Ave	Signalized with existing continental style crosswalks on all legs	0	No short-term or mid-term treatments recommended at this time.

Intersection	Existing Conditions	Pedestrian Collision History (2011-2015)	Possible Treatments
Harper Ave	Unsignalized	0	Short-term: Stripe continental-style crosswalk across Harper Ave. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Harper Ave. Curb extensions are also feasible into Fountain Ave on the north corners to supplement the sidewalk width along Fountain Ave.
Havenhurst Dr	Unsignalized, 450 ft west of Crescent Heights Blvd	3	Short-term: Install left-turn rush hour restriction signs. Stripe continental-style crosswalk across Havenhurst Dr. Reclaim 1 parking space on south side of Fountain Ave east of intersection by removing red-painted curb. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Havenhurst Dr. Curb extensions are also feasible into Fountain Ave on the southeast corner to supplement the sidewalk width along Fountain Ave and improve pedestrian sight lines. Consider installation of crosswalk and RRFB across Fountain Ave based on collision history.
Crescent Heights Blvd	Signalized with existing yellow continental style crosswalks on all legs, bus stop	0	Mid-term: Install curb extension into Fountain Ave on southeast corner to supplement the sidewalk width along Fountain Ave.
Laurel Ave	Signalized with existing continental style crosswalks on all legs	1	Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distance across Laurel Ave.
Hayworth Ave	Unsignalized crosswalk, bus stop; 435 ft from Fairfax Ave and 440 ft from Laurel Ave	4	Short-term: Install RRFB across Fountain Ave. Stripe continental crosswalks across Hayworth Ave. Reclaim 1 parking space by removing red curb west of crosswalk on south side of Fountain Ave. Mid-term: Evaluate performance of RRFB and consider full signalization if warrants are met.
Fairfax Ave	Signalized with existing yellow continental style crosswalks on all legs, bus stop	2	Short-term: Install dedicated left turn phase (protected lefts) or leading pedestrian interval.

Intersection	Existing Conditions	Pedestrian Collision History (2011-2015)	Possible Treatments
Orange Grove Ave	Unsignalized	0	Short-term: Stripe continental-style crosswalk across Orange Grove Ave. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Orange Grove Ave. Curb extensions are also feasible into Fountain Ave on the south corners and the northeast corner to supplement the sidewalk width along Fountain Ave and improve pedestrian sight lines.
Ogden Dr	Unsignalized	0	Short-term: Stripe continental-style crosswalk across Ogden Dr. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Ogden Dr and across Fountain Ave; stripe continental-style crosswalks and install RRFB across Fountain Ave on west side of intersection.
Genessee Ave	Unsignalized; painted curb extension on southwest corner	0	Short-term: Stripe continental-style crosswalk across Genessee Ave. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Genessee Ave. This location could also serve as an alternative to the Ogden Dr treatment described above.
Spaulding Ave (N)	Signalized off-set intersection, standard crosswalk on west side only	0	Short-term: Stripe continental-style crosswalk across Fountain Ave and Spaulding Ave. Mid-term: Install curb extensions that shorten crossing distance across Fountain Ave and reduce the curb radius on north corners.
Spaulding Ave (S)	Signalized off-set intersection, standard crosswalk on east side only	0	Short-term: Stripe continental-style crosswalk across Fountain Ave and Spaulding Ave. Mid-term: Install curb extensions that shorten crossing distance across Fountain Ave and reduce the curb radius on north corners.
Stanley Ave	Unsignalized, left turns prohibited onto Stanley 7-9am and 4-7pm M-F	0	Short-term: Stripe continental-style crosswalk Stanley Ave. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distance across Stanley Ave.

Intersection	Existing Conditions	Pedestrian Collision History (2011-2015)	Possible Treatments
Curson Ave	Unsignalized, left turns prohibited onto Fountain Ave, left turns prohibited onto Curson 7-9am and 4-7pm M-F	1	Short-term: Stripe continental-style crosswalk Curson Ave. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distance across Curson Ave.
Sierra Bonita Ave	Unsignalized	0	Short-term: Stripe continental-style crosswalk Sierra Bonita Ave. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distance across Sierra Bonita Ave.
Gardner St	Signalized intersection, standard crosswalks across Fountain Ave, bus stop	3	Short-term: Stripe continental crosswalks across Fountain Ave and across Gardner St (north leg). Mid-term: Install curb extensions to shorten crossing distance across Gardner St and reduce curb radius. Sufficient space exists to install larger landscaped curb extension on south corners.
Vista St	Signalized intersection, standard crosswalks across Fountain Ave	1	Short-term: Stripe continental crosswalks across Fountain Ave and across Vista St (north leg). Mid-term: Install curb extensions to shorten crossing distance across Vista St and Fountain Ave and reduce curb radius. Curb extensions are feasible on all corners except the southwest corner into Fountain Ave.
Martel Ave	Unsignalized	0	Short-term: Stripe continental crosswalks across Martel Ave. Mid-term: Install curb extensions to shorten crossing distance across Martel Ave and reduce curb radius.
Fuller Ave (S)	Unsignalized	0	Mid-term: Install curb extensions to reduce curb radius and shorten crossing distance across Fuller Ave.
Fuller Ave (N)	Signalized, continental crosswalk only on West side of the intersection, standard crosswalk across Fuller Ave	1	Short-term: Stripe continental crosswalk across Fuller Ave. Mid-term: Install curb extensions to shorten crossing distance across Fuller Ave and reduce curb radius. Consider adding crossing on east side of intersection (or moving existing crossing). Install curb extension on northeast corner.
Poinsettia Pl (N)	Unsignalized	0	Mid-term: Install curb extensions to reduce curb radius and shorten crossing distance across Poinsettia Pl.

Intersection	Existing Conditions	Pedestrian Collision History (2011-2015)	Possible Treatments
Poinsettia Pl (S)	Signalized, standard crosswalk only on East side of the intersection, continental crosswalk across Poinsettia Pl	2	Short-term: Stripe continental crosswalk across Fountain Ave. Mid-term: Install curb extensions to shorten crossing distance across Poinsettia Pl and reduce curb radius. Consider adding crossing on west side of intersection (or moving existing crossing). Install curb extension on southwest corner and north sidewalk along Fountain Ave.
Alta Vista Blvd	Large curb radius; observed high volume of west-bound right turns onto Alta Vista Blvd at fast speed	2	Short-term: Stripe continental crosswalk across Alta Vista Blvd. Mid-term: Install curb extension across Alta Vista Blvd to reduce curb radius and slow turning movements, improve pedestrian visibility and reduce crossing distance.
Formosa Ave	Unsignalized; painted curb extension on southwest corner, 650 ft west of La Brea	0	Short-term: Stripe continental crosswalks across Formosa Ave. Mid-term: Install curb extensions that reduce the curb radius and shorten crossing distances across Formosa Ave and across Fountain Ave; stripe continental-style crosswalks and install RRFB across Fountain Ave on east side of intersection.
Detroit St	Unsignalized	0	Short-term: Strip continental crosswalk across north leg of Detroit St. Mid-term: Install curb extensions to shorten crossing distance across Detroit and reduce curb radius.
La Brea Ave	Signalized with continental crosswalks on all legs, bus stop	2	Short-term: Install dedicated left turn phase (protected lefts) or leading pedestrian interval.

Long-Term Alternatives Explored & Trade-offs

To enhance facilities for pedestrians or bicycles, roadway would need to be reconfigured to remove parking and/or travel lanes through a "road diet."

- \+ Options 1, 2, and 3 (right) provide more space for pedestrian and bicycle facilities, improving safety and comfort for all users.
- \- Options 2 and 3 would require reconstruction of roadway to move existing curb.
- \- Removal of travel lanes would impact traffic in surrounding area.

Table 3.4: Fountain Ave Road Diet Alternatives

Road Diet	Cyclists Comfort	Pedestrian Comfort	Traffic Impacts	Parking Impacts	Ease of Implementation
Alternative 1: Pedestrian corridor enhancements					
+10' Ped Space	Low	High	High	Low	Difficult
Alternative 2: Bike lanes and pedestrian crossing improvements					
Bike Lanes	Moderate	Low	High	Low	Difficult
Buffered Bike Lanes	High	Low	High	High	Very Difficult
Alternative 3: Bike lanes and pedestrian corridor enhancements					
Bike Lanes and Sidewalk widening	Moderate	High	High	High	Very Difficult

Comparison of Alternatives:

Cyclist Comfort is greatest with buffered bike lanes, which provide separation between cyclists and vehicular traffic; on the side of the street without parking, the risk of "dooring" is removed. Bike lanes, deployed in Options 1a and 3, improve cyclist comfort, but place cyclists next to fast-moving traffic and into potential conflict with the opening doors of parked vehicles. Options 2a and 2b, which maintain the existing sharrow treatment, improve cyclist comfort slightly by reducing vehicular travel lanes.

Pedestrian Comfort is greatest with Option 2b, which widens total pedestrian space by a generous 20 to 28 feet. Options 2a and 3, which add 10 feet to pedestrian space still provide a high level of pedestrian comfort and provide space for pedestrian enhancements like a planting strip that buffers pedestrians from moving traffic; in Option 3, the presence of bike lanes provides further separation from moving vehicles. Options 1a and 1b provide curb extensions at selected intersections, but do not address the narrow sidewalk condition that is common along Fountain Ave.

Traffic Impacts are high for all options. Removing a travel lane in each direction will significantly reduce Fountain Ave's vehicle capacity. Through-traffic will likely divert onto Sunset Blvd or Santa Monica Blvd, which are also heavily congested during peak periods.

Parking Impacts are high for Options 1b, 2b, and 3, which remove parking from one side of the street. Options 1a and 2a preserve parking on both sides.

Ease of Implementation is difficult at best. Removing travel lanes will likely meet opposition and removing on-street parking will generate further resistance.

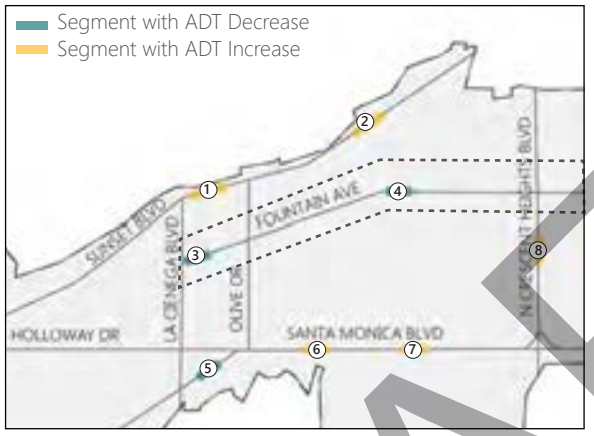
Recommended Alternative: Community design process to determine preferred design of roadway to achieve Plan goals. Following design, the project would be built in multiple phases.

Traffic Model Results:

All proposed alternatives implement the same four-to-three road diet, reducing travel lanes on Fountain Ave from two in each direction to one through lane in each direction with a dedicated turn lane and removal of off-peak parking; the anticipated effect on vehicle traffic operations is similar for each alternative.

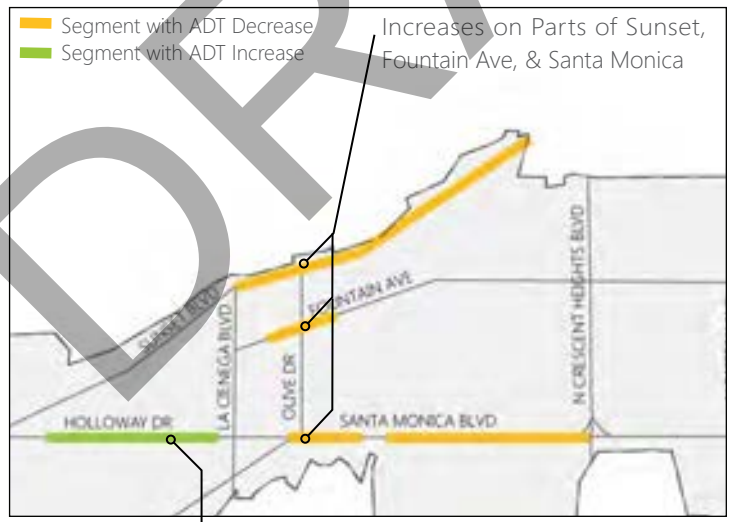
The current average daily traffic volumes on Fountain Ave range between 22,000 to 32,000 cars. The West Hollywood Travel Demand Model predicts that this change in the use of the roadway will result in decreased traffic volumes along Fountain Ave and corresponding (but smaller in magnitude) increases in traffic volumes on Sunset and Santa Monica Blvds. Some regional through traffic would disappear altogether or find other east-west alternatives outside of West Hollywood. These traffic volume changes are consistent with the shift in the character of Fountain Ave from a street that serves primarily motor vehicles to one that better serves bicyclists and pedestrians as well. Although the total volume of vehicular traffic on Fountain Ave decreases, the volume-to-capacity ratio, a measure of vehicle congestion, increases because of the reduced number of travel lanes. Volume-to-capacity ratios also increase on Sunset and Santa Monica Blvds, but decrease on Holloway Dr, where capacity remains unchanged, but fewer vehicles are traveling along the common Holloway-La Cienega-Fountain alternative to Sunset and Santa Monica for east-west travel through West Hollywood.

Average Daily Traffic with Fountain Road Diet



Net Change
Sunset Blvd
① +655
② +1278
Fountain Ave
③ -1674
④ -4289
Santa Monica Blvd
⑤ -179
⑥ +1000
⑦ +956
Crescent Hts Blvd
⑧ +1318

Volume to Capacity Ratios with Fountain Road Diet Sunset, Fountain Ave & Santa Monica (PM Peak Hour)



Multimodal Level of Service (MMLOS)

MMLOS measures the degree to which street design and operations meet the needs of automobile users, transit riders, bicyclists, and pedestrians and assigns a letter grade score. MMLOS provides a systematic way to evaluate and document a roadway's current and proposed conditions by analyzing a number of factors such as traffic volume and speed, outside travel lane width, on-street parking, and width of sidewalk. Pedestrian and Bicycle Level of Service (LOS) was calculated for Fountain Ave. Sidewalk improvements would improve pedestrian LOS from very poor (E) conditions to fair (C) conditions. Adding bike lanes would improve bicycle LOS from very poor (E) conditions to fair (C) conditions.

Crash Reduction

29% (-13 traffic injuries or fatalities/year) **based on 2010 collision rates*

Pedestrian LOS for Alternative 1 Sidewalk Improvements

before E → after C

Bicycle LOS for Alternative 2 Bike Lanes

before E → after C

Level of Traffic Stress

before 4 **suitable for "Strong and fearless" bicyclists, <1% of the population*

→

after
3 (1) **suitable for "Enthused and Confident" bicyclists, up to 8% of the population*
2 (2) **suitable for "Most Adults", up to 68% of the population*

1 = *based on Alternative 1 Sidewalk Improvements*
2 = *based on Alternative 2 Bike Lanes*

APPENDIX F: WILLOUGHBY AVE ANALYSIS

CASE STUDY APPLICATION: TRAFFIC DIVERTERS ON WILLOUGHBY AVE

The current Average Daily Traffic volume on this segment of Willoughby Ave ranges between 1,700 and 7,800 cars. The overall goal of the traffic calming improvements is to create a low-stress bicycle facility by reducing the speed and volume of traffic on the street to create a calmer environment.

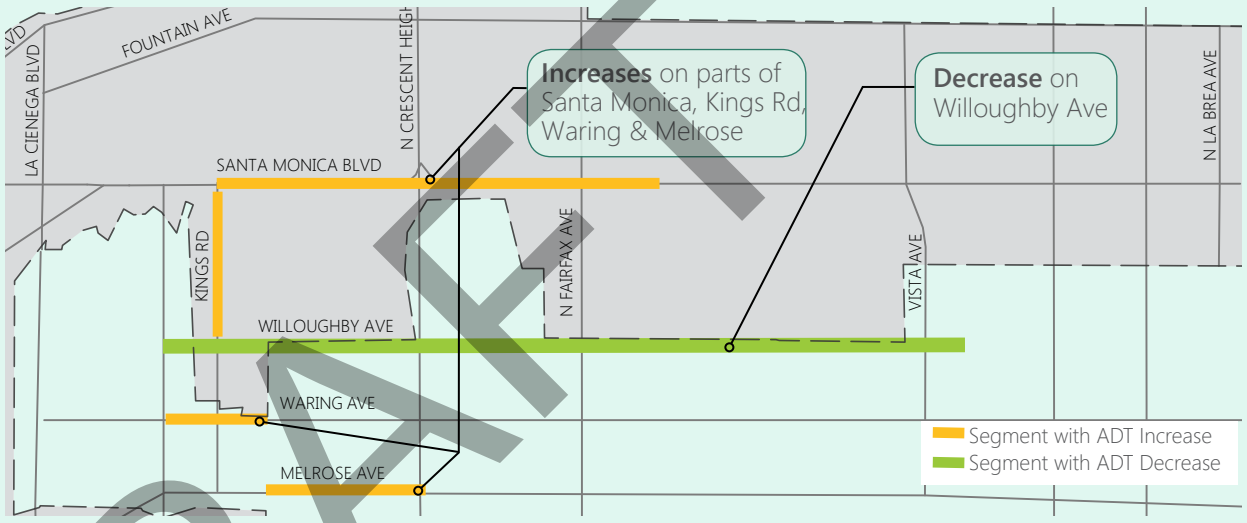
One approach to achieving this goal is to install traffic diverters, as described in the Design Toolbox and in the Case Study on the previous page. These devices restrict vehicle through traffic and left-turning vehicle traffic from cross streets.

Using the West Hollywood Travel Demand Model, a sample application of the traffic diverter concept was applied to Willoughby Ave in order to predict traffic response to three diverters installed along the corridor at Kings Rd, Fairfax Ave, and Vista St.

The results of this scenario showed between 1,200 and 1,900 fewer vehicles along Willoughby Ave, with corresponding increases in traffic along Santa Monica Blvd, Kings Rd, Waring Ave, and Melrose Ave.

Overall, most segments along Willoughby Ave experienced between 30% and 80% reductions in traffic volumes during the PM peak period.

Most segments along Santa Monica Blvd and Melrose Ave experienced about a 1% increase in traffic volumes during the PM peak period. Along Waring Ave and Kings Rd, some segments experienced an increase of up to about 125 vehicles during the PM peak period.



Changes in PM Peak Hour Traffic Patterns along Adjacent Streets

APPENDIX G : CROSSWALK POLICY

CROSSWALKS: POLICY AND PRACTICE

Overview

The need to move both vehicles and pedestrians safely and efficiently at the same locations presents a significant challenge to the City, in view of the high volume of both types of traffic throughout the City. To that end, West Hollywood Community Development Department-Transportation Division in conjunction with the City's Transportation Commission (CDD-T) has assembled this Guide as an aid for assessing the need for installing or removing a marked crosswalk at a specific location. This document also reflects the requirements of the State and Federal Manual on Uniform Traffic Control Devices (MUTCD) laws and guidelines relative to the crosswalks and of the American Association of State Highway and Transportation Officials (AASHTO). This Guide will also discuss the criteria for installing enhanced crosswalk technology, such as in-pavement or overhead pedestrian lighting systems.

This Guideline is divided into the following sections:

Section A - Criteria for a crosswalk installation

Section B - Criteria for the installation of enhanced crosswalk technology

Section C – Criteria for crosswalk removal

Section D – Crosswalk Design, Striping and Signage

Section E – Education and Enforcement

Section F – Special Conditions

Crosswalks are not considered safety devices; they are primarily used to channel pedestrians to the optimal location for crossing a St. Additionally, the marked crosswalk serves to highlight the right-of-way where motorists can most expect pedestrians to cross and the markings designate the vehicles stopping location.

Mid-block marked crosswalks are an especially acute problem in the City. While the California Vehicle Code (CVC) requires motorists to yield to pedestrians in a marked crosswalk, studies have shown that pedestrians are struck by vehicles in a marked crosswalk more often than when crossing outside a crosswalk because they exercise more caution in the latter circumstance. Hence, under certain circumstances, midblock marked intersections serve more to guide pedestrians in the proper path, than protect their safety. This Guide takes into account the observation that pedestrians tend to develop a false sense of security when using marked crosswalks, and concludes that, except in specified circumstances, the City will install new marked crosswalks only at controlled (signalized or stop controlled) intersections which have significant pedestrian volume.

<u>Section A - Criteria for crosswalk installation</u>

To start, it is important to understand that the CVC (Division 1 Section 256) recognizes a crosswalk is implied at all intersections, whether or not it is marked, unless it has been signed indicating crossing is not permitted. A satisfactory and complete marked crosswalk installation should include not only the crosswalk markings but also adequate curb ramp and clearance, advance warning signs and pavement markings, and safety lighting. Deciding where to mark or not mark crosswalks is only one of many possible measures to consider in meeting the objective to create enhanced pedestrian crossings.

Except as provided below, the City will generally install crosswalks only at signalized or stop sign controlled intersections.

The City will install crosswalks at *uncontrolled or mid-block locations*, only if an engineering study supports such a decision and the following criteria are satisfied:

- There is adequate stopping sight distance as defined by Tables III-1 and III-2 in the AASHTO green book.
- The hourly pedestrian volume warrant as established in the MUTCD 4C-5 shall be met for any four hour period.

- The conditions which lead to the pedestrian volumes being present shall be in effect for at least six months of the year.

- Proximity to the closest controlled intersection is greater than 300 feet.

- The marked crosswalk shall be removed if more pedestrian accidents occur after installation than in the three years prior to the installation.

The engineering study must include accident evaluation, pedestrian demand, roadway conditions, direct route, consideration of alternate route, and issues related to the above criteria. Any proposal for a crosswalk at a midblock or uncontrolled intersection location shall be reviewed by the City's Transportation Commission and then forwarded to the City Council for final approval/denial.

Section B – Criteria for the installation of enhanced crosswalk technology

In addition to meeting the MUTCD requirements for installation of enhanced crosswalk technology such as pedestrian signals, overhead flashing beacons and/or in-pavement lighting, a location being considered for these visual enhancements must meet the following criteria:

- The crosswalk is marked and uncontrolled (i.e., not controlled by any traffic control devices such as YIELD, STOP signs or traffic signals) or midblock; and

- Average daily traffic (ADT) volume is greater than 10,000 vehicles.

- Minimum roadway width is 40 feet; and

- No other controlled crosswalks or traffic control devices such as traffic signals are within 300 feet of the proposed location; and

- A minimum of 100 pedestrians use the crosswalk in a four (4) hour period; and

- Consideration of the pedestrian-related accidents occurring at the crosswalk within a 12 month period in compliance with the MUTCD.

Section C – Criteria for marked crosswalk removal

Due to the considerations discussed above, there are circumstances that would justify consideration of removal of existing midblock crosswalks. The following factors may be considered by the City Council in assessing the technical merit of removing a given crosswalk:

- The crosswalk is within 300 feet of a controlled crosswalk;

- The number of pedestrian related accidents has increased at the crosswalk since the installation of crosswalk markings. This removal criteria presumes that a crosswalk with more accidents is a better candidate for removal.

- The crosswalk causes an interruption to traffic flow such that the vehicles are stopped within an intersection causing intermittent or constant intersection gridlock;

- There are visibility issues that cannot be corrected due to permanent issues such as traffic signal placement or St alignment; therefore adequate sight distant is not and can not be provided.

- Pedestrian volumes are less than 40 in the highest peak hour.

Prior to the City Council's consideration of removal of any marked crosswalk, an engineering study will be prepared and a public hearing as required by the California Vehicle Code, preceded by thirty days notice to the residents of the adjacent area, will be conducted by the City's Transportation Commission.

Section D – Crosswalk Design, Striping and Signage

- Standard crosswalks within the City shall be marked with perpendicular lines at a 90 degree angle for added visibility. The City Engineer has provided detail drawings for the typical crosswalk installation and for crosswalk installation at photo enforced intersections in Figure 1.

- A 12 inch wide stop bar will be used in conjunction with marked crosswalks at intersections. The stop bar is normally set five (5) feet back from the crosswalk. A stop bar set 10 feet back shall be used at any mid-block crossings.

- The MUTCD required warning crosswalk signage shall be installed.

- In the areas where the City has installed decorative crosswalks, two white solid lines marking both edges of the crosswalk not less than 6 inches wide shall be installed.

- All crosswalks and adjacent sidewalk ramps and median refuge islands shall be ADA compliant

- Shoulder (or sidewalk/curb) bulbs to decrease the crossing distance may be considered as an option for decreasing the roadway width that a pedestrian has to cross.

- Parking at the approach to the crosswalk shall be prohibited for at least 50 feet in advance of the crosswalk.

- There shall be no visual obstruction for a distance of 20 feet on each side of the crosswalk.

- There shall be no landscaping or landscaping associated items higher than 24 inches within a crosswalk refuge island or adjacent to a crosswalk.

Section E - Education and Enforcement:

Education and enforcement is a key component of this Guide and the City's goal of enhancing pedestrian safety. Although it is widely represented that pedestrians "have the right-of-way" at crosswalks, the following is what is actually provided for in the CVC and enforced by the Sheriff's Department:

CVC 21950. Right-of-Way at Crosswalks:

(a) The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter.

(b) The provisions of this section shall not relieve a pedestrian from the duty of using due care for his or her safety. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard. No pedestrian shall unnecessarily stop or delay traffic while in a marked or unmarked crosswalk.

It is imperative that pedestrians and motorists are reminded of the CVC statutes. Therefore, the CDD-T will work with the City's Transportation Commission, Public Safety Commission and the Advisory Boards representing the Disabled and Senior Citizens of West Hollywood and the West Hollywood Sheriff to implement proactive pedestrian and motorist education programs and enforcement techniques. Education techniques may range from "defensive walking" instructions, helping pedestrians avoid conflicts with motorists to "driver education" programs helping to sensitize motorists to the needs and rights of pedestrians. Enforcement techniques, such as pedestrian stings, are effective in reaching chronic traffic violators among motorists and pedestrians, as well as reminding all of us to obey traffic regulations. Aggressive prosecution of violators will also help to reinforce the respect for the rights and responsibilities of motorists and pedestrians alike.

Section F - Special Conditions:

At any time the City Council may determine that there are special conditions or unique circumstances that justify varying from the criteria established in this Guide when considering whether to install or remove a marked crosswalk. Any such variation must be based upon an engineering study and basic warrants, including pedestrian volume, approach speed, visibility and illumination, and the unique circumstances justifying the variation must be articulated in the record. In making the determination, the following questions should be addressed:

1. Will the proposed crosswalk produce the desired results in terms of safety and mobility for both pedestrians and the drivers?

2. Will the proposed crosswalk have the credibility, acceptance, and compliance of/ from pedestrians and drivers?

3. Will the proposed crosswalk enhance community/neighborhood development goals?

4. Is the crosswalk on a direct route to or from a major generator of pedestrian traffic, such as a school, park, library, transit stop, business district or community center and there is not another marked crosswalk within 300 feet?