

# Willoughby, Vista/Gardner, and Kings

## Street Design Concept Plan

January 2024



  
COUNCILWOMAN  
**KATY YAROSLAVSKY**  
LOS ANGELES COUNCIL DISTRICT 5



City of West Hollywood  
California 1984

**LADOT**

## City of West Hollywood, Community Development Department

Nicholas P. Maricich, Director

Francisco J. Contreras, AICP, Long Range Planning Manager

Bob Cheung, Senior Transportation Planner

Paige Portwood, Associate Planner

## City of Los Angeles

Council District 5, Katy Yaroslavsky, Councilmember

Tim Fremaux, LADOT

Rudy Guevara, LADOT

Joseph Keung, LADOT

Charlie Ho, LADOT

## Consultants

Led by HERE.LA (Design), with:

Fehr & Peers (Mobility)

KPFF (Engineering)

HOK (Landscape)



# ACKNOWLEDGEMENTS

## **01 UNDERSTANDING WHY AND HOW**

- 2** 1.1 - Project Goals
- 3** 1.2 - Project Context
- 4** 1.3 - Project Location
- 5** 1.4 - A Joint Effort
- 6** 1.5 - Project Process
- 7** 1.6 - Existing Conditions
- 9** 1.7 - What We Heard
- 12** 1.8 - Demonstration Project

## **02 ENVISIONING THE FUTURE**

- 16** 2.1 - Defining a Greenway
- 17** 2.2 - Putting It Together
- 18** 2.3 - A Vision for Kings Rd
- 20** 2.4 - A Vision for Willoughby Ave
- 24** 2.5 - A Vision for Vista/Gardner St
- 29** 2.6 - Envisioning the Future
- 30** 2.7 - Toolkit of Improvements
- 32** 2.8 - Landscaping

## **03 GETTING THE PROJECT CONSTRUCTED**

- 38** 3.1 - Next Steps & Inter-Agency Coordination

## **A APPENDIX**

- Appendix A: Preliminary Mapping & Analysis
- Appendix B: Community Outreach Items



# **CONTENTS**

# 1.

**Understanding  
Why and How**

**The city lacks  
a safe and  
comfortable  
East/West  
connection  
for local  
residents who  
are walking  
and biking.**

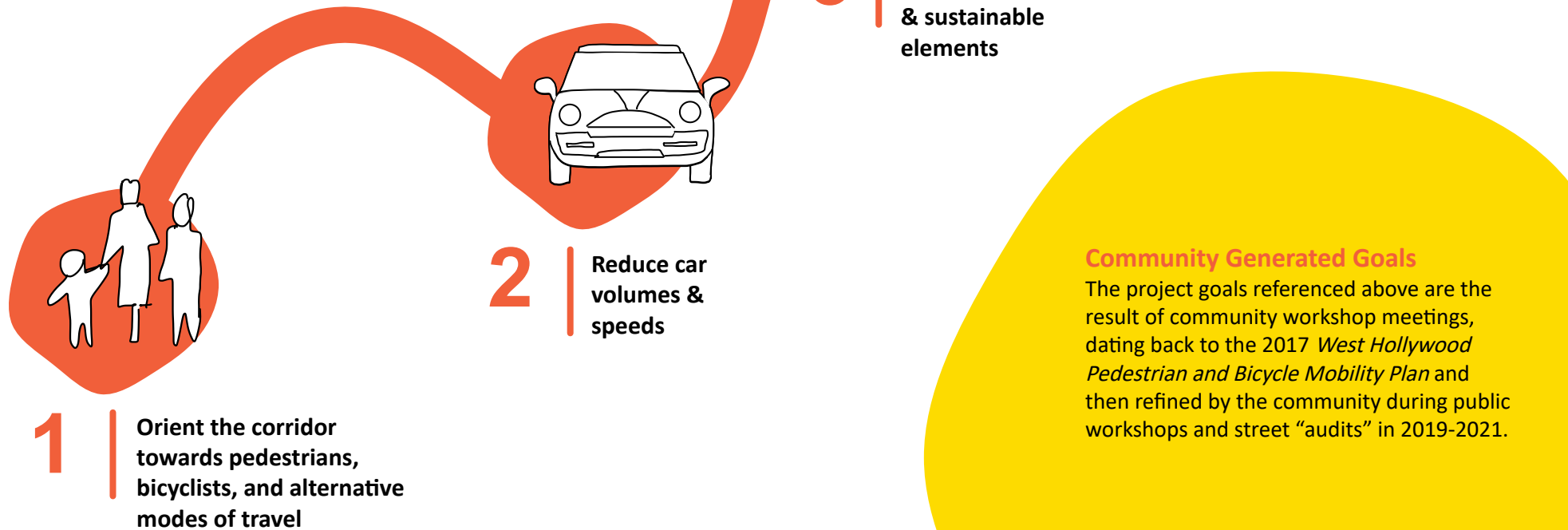
# 1.1 Project Goals



The goal of the *Willoughby, Vista/Gardner, Kings Street Design Concept Plan* is to enhance a key east/west corridor (and related north/south connections), so that they are comfortable, safe, and enjoyable to live, walk, and bike along.

Willoughby Ave is currently used by pedestrians, bicyclists, and motorists moving within the City of West Hollywood. However, the street is also used as a cut-through for motorists, who often are avoiding traffic on more busy east/west corridors, such as Santa Monica Blvd. This cut-through traffic causes the street to be uninviting for local residents who are trying to walk and bike. Kings Rd and Vista/Gardner St are included in the *Concept Plan* to help connect Willoughby Ave, as the main east/west spine, north to destination-rich corridors such as Santa Monica Blvd and Fountain Ave.

The three corridors studied in this Plan should be enhanced to provide safe and comfortable corridors for local residents. The four project goals are listed in the graphic below.



## 1.2 Project Context

For several years, the City of West Hollywood has recognized the need for a safe pedestrian- and bike-friendly corridor east/west through the city. The Willoughby and Kings Rd corridors were identified in the City of West Hollywood's 2017 *Pedestrian and Bicycle Mobility Plan*, and represented an opportunity to close the east/west gap that bicyclists and pedestrians faced.

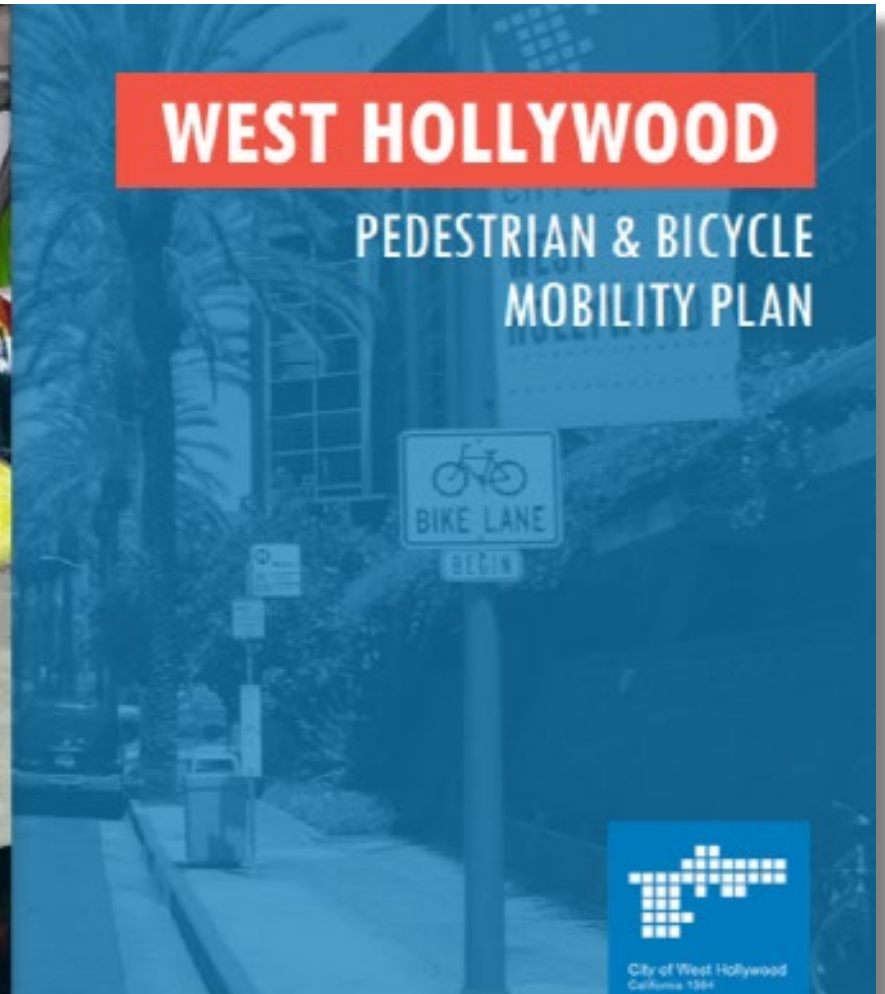
These corridors were included in the Mobility Plan, along with a high-level study of possible roadway treatments that would help to reduce the volume and speed of cars on these streets. During a community outreach meeting for the *Willoughby, Vista/Gardner, Kings Street Design Concept Plan*, a community member summed up the issue facing non-motorized transportation options on Willoughby Ave, stating that *"bicycling here (on Willoughby) is okay on Saturday, but is impossible at rush hour (due to through traffic)."* The goal for Willoughby Ave has been to create a low-stress street for those using the corridor as an alternative to busier streets like Santa Monica Blvd.

Additionally identified in the *Pedestrian and Bicycle Mobility Plan*, is Vista/Gardner St. While this street provides challenges and trade-offs regarding

existing, and well-used angled parking, the north/south connection provides an opportunity to link to other key bicycle and pedestrian backbone streets in the City, such as Fountain Ave to the north. Vista/Gardner is a critical street from a network perspective, because it is the only street between La Brea Ave and Fairfax Ave that provides

an unbroken north/south connection (no off-set intersections) to Franklin Ave and 3rd St.

These two priority corridors were highlighted in the *Mobility Plan* as critical first-step projects that would help address the most significant gaps in pedestrian and bicycle connectivity within the City.



# 1.3 Project Location

The project include Kings Rd, Willoughby Ave, and Vista/Gardner St, as described below.

## Kings Rd

**Extents:** Santa Monica Blvd to Willoughby Ave  
**Length:** 0.25 miles

Kings Rd is a comfortable north/south neighborhood street that connects to Kings Road Park and Santa Monica Blvd. Kings Rd also connects to West Hollywood City Hall, a large grocery store, and provides access to bustling commercial businesses along Santa Monica Blvd. Kings Rd is fairly pleasant for pedestrians and is currently well-covered by continuous street trees on the east side of the street. Transit is available on Kings Rd via the City of West Hollywood’s Cityline buses. Design recommended along Kings Rd should be “acupunctural” (i.e. they are not needed everywhere) and should focus on improving wayfinding for local residents.

## Willoughby Ave

**Extents:** Kings Rd to Vista St  
**Length:** 1.1 miles

Willoughby Ave serves as a main east/west backbone for the City of West Hollywood. Some residential buildings along Willoughby Ave back up to the street and have curb-cuts and driveways along the sidewalk that can conflict with people walking and biking. Parallel parking is provided along the entirety of the corridor, which necks down an already narrow street. Usage of Willoughby Ave varies; west of Fairfax, Average Daily Traffic (ADT) is less than 2,000 vehicles per day, while east of Fairfax, ADT ranged between 4,000-5,000 vehicles per day. Designs for Willoughby Ave should prioritize the reduction of vehicle speed and volumes so that Willoughby can transition from a vehicular cut-through to a Neighborhood Greenway that is safe and friendly for people walking and biking.

## Vista/Gardner St

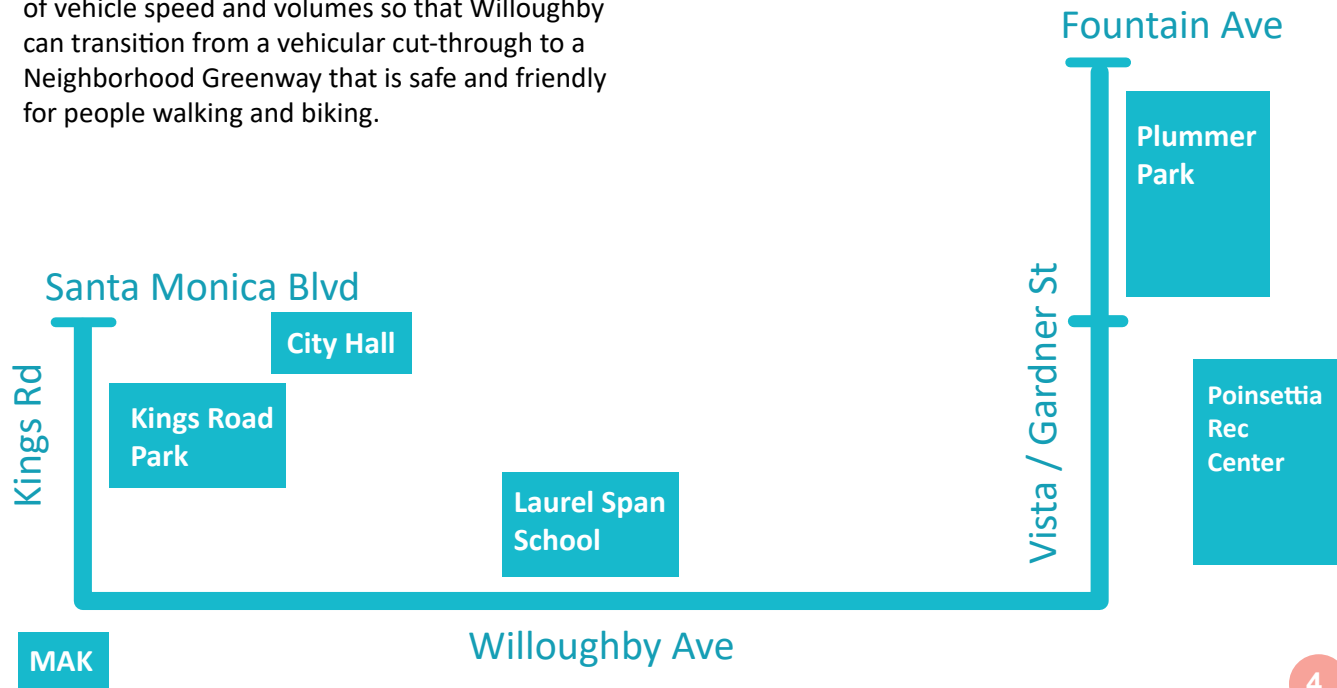
**Extents:** Willoughby Ave to Fountain Ave  
**Length:** 0.5 miles

Vista/Gardner St differs from Kings Rd and Willoughby Ave. It has a much wider right-of-way and is home to more multi-family residential units. Much of this corridor has diagonal parking. Vista/Gardner St also provides direct connection to the City of West Hollywood’s east/west bicycle facility on Fountain Ave and links to Plummer Park. Designs for Vista/Gardner St should take into account the multiple demands along the street and may require trade-offs for vehicular, bike, and pedestrian users.

## Linking Key Destinations

The three streets link several City destinations, including:

- Kings Road Park
- Laurel Span School
- The Schindler House
- Plummer Park
- Poinsettia Recreation Center
- Santa Monica Blvd commercial shops
- West Hollywood City Hall



# 1.4 A Joint Effort

The Willoughby segment of the project sits partially within the City of West Hollywood and partially within the City of Los Angeles.

As the generator of the initial concept, the City of West Hollywood led the development of this plan and the related concepts for the corridors. The City of Los Angeles was a project partner throughout the development of the plan and regular input regarding concept designs and community outreach.

Both cities were actively involved in the design of the demonstration project - a temporary installation to test out some of the street improvement strategies, which was put in place in 2022. Key project partners included the City of West Hollywood's Long Range Planning team, as well as the City of LA's LADOT, BOE, Streets LA, and Council District 5.

In order to execute the designs developed in this plan, continued cooperation and collaboration between the cities will be of paramount importance. See Section 3 for a discussion of next steps, roles, and responsibilities.



City of West Hollywood\*

City of Los Angeles\*

\*Jurisdiction lines shown here are illustrative and are not reflective of the placement of the boundary along the entire Willoughby Ave corridor. See Appendix A for corridor maps that show jurisdiction lines.

# 1.5 Project Process

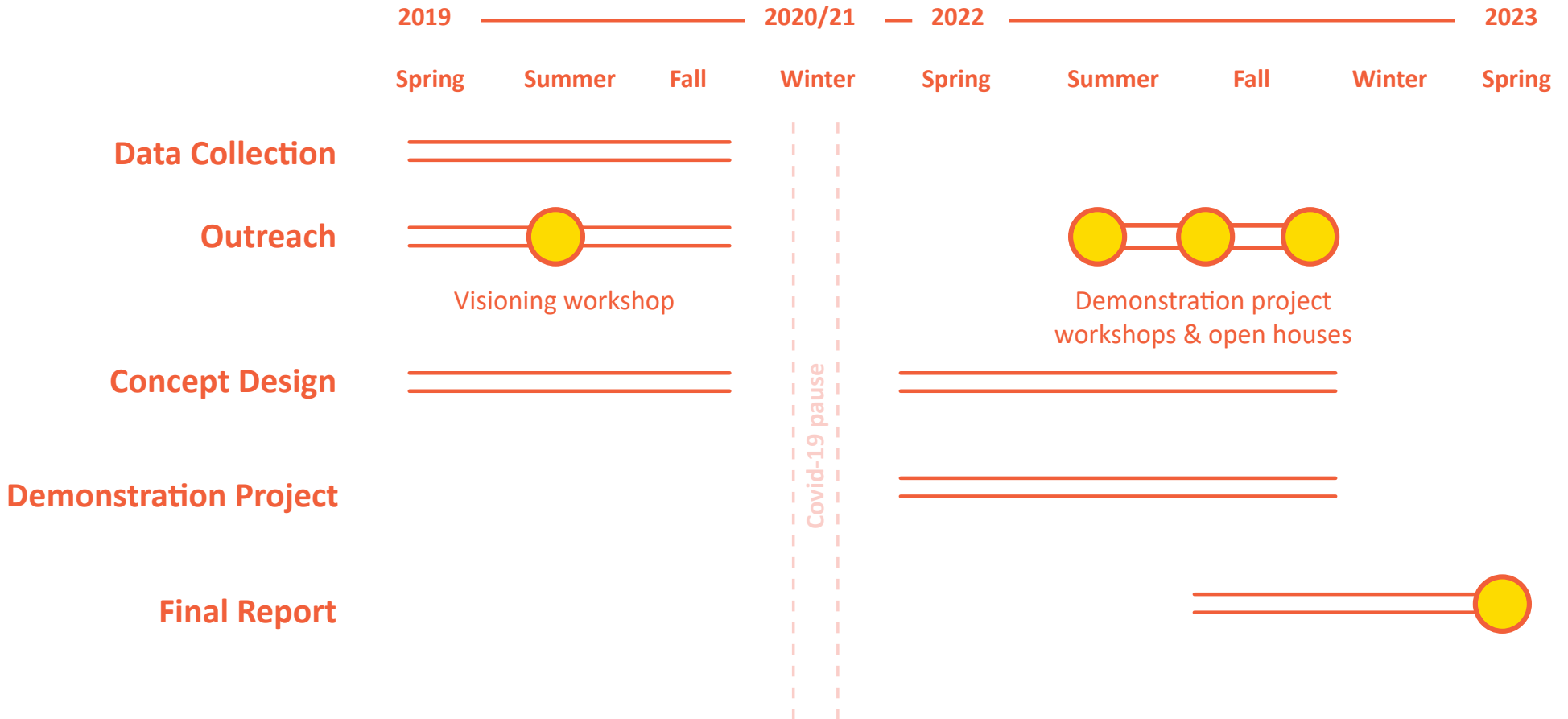
The *Willoughby, Vista/Gardner, Kings Street Design Concept Plan* began in 2019 and was planned to continue through the end of 2020. That year, a community ‘scavenger-hunt’ style audit and workshop was held with the community. Following this initial workshop, the City planned to host a large-scale demonstration of the proposed street improvements during a 4-hour event (complete with temporary traffic circles, bulb-outs, diverters, wayfinding signage, art, and interactive activities).

As a result of the COVID-19 pandemic, however, and due to City mandates, the City pivoted and instead implemented a 6-month demonstration project to demonstrate the recommended improvements in 2022, allowing the community to experience the potential roadway interventions over a longer period of time.

The concept designs were developed early in the process, and were vetted with the community, as well as City staff from both cities.

Following the demonstration project and subsequent gathering of community feedback, the project team developed the final recommended improvements, which are detailed in this plan.

The next step for this project is developing detailed design drawings for the corridors, prioritizing and then installing the improvements. Additional coordination between the City of West Hollywood and the City of Los Angeles will also be required.



# 1.6 Existing Conditions

A series of base maps, traffic counts, and observational analysis were completed to assess the current use, character, and feel of the corridors. Key themes fall under five main categories:

## People

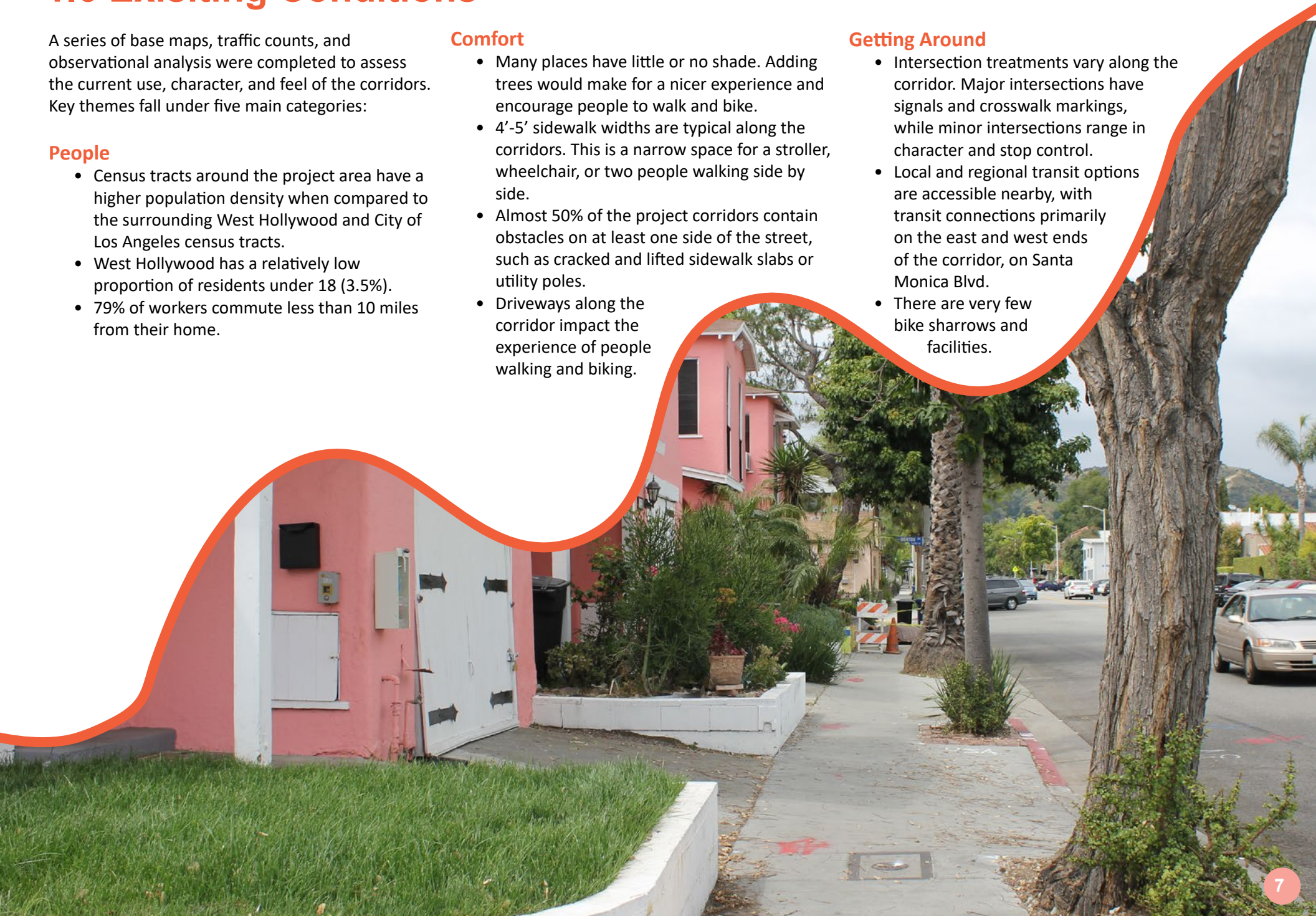
- Census tracts around the project area have a higher population density when compared to the surrounding West Hollywood and City of Los Angeles census tracts.
- West Hollywood has a relatively low proportion of residents under 18 (3.5%).
- 79% of workers commute less than 10 miles from their home.

## Comfort

- Many places have little or no shade. Adding trees would make for a nicer experience and encourage people to walk and bike.
- 4'-5' sidewalk widths are typical along the corridors. This is a narrow space for a stroller, wheelchair, or two people walking side by side.
- Almost 50% of the project corridors contain obstacles on at least one side of the street, such as cracked and lifted sidewalk slabs or utility poles.
- Driveways along the corridor impact the experience of people walking and biking.

## Getting Around

- Intersection treatments vary along the corridor. Major intersections have signals and crosswalk markings, while minor intersections range in character and stop control.
- Local and regional transit options are accessible nearby, with transit connections primarily on the east and west ends of the corridor, on Santa Monica Blvd.
- There are very few bike sharrows and facilities.



### On the road

- On Willoughby Ave, traffic volumes are higher east of Fairfax Ave.
- Motor vehicle collisions are highest at Fountain Ave & Gardner St
- Pedestrian collisions are highest at Willoughby Ave & Fairfax Ave
- Approx. 60% of all trips are “Pass Through & Non-Local Business Trips.”
- Approx. 40% of all trips are Local Trips.

### Character

- Building heights are mostly 1-2 stories on Willoughby Ave and Vista St/Gardner St and 3-4 stories on Kings Rd.
- Kings Rd is very pedestrian friendly, while conditions along Willoughby Ave and Vista St/Gardner St are more varied.

See Appendix A for more detailed information about the existing conditions of the corridor.

**“Approximately 60% of All Trips in the Corridor are Pass Through and Non-Local Trips.”**



# 1.7 What We Heard



## Workshop #1

The first project workshop took place on July 27th, 2019 at Plummer Park in West Hollywood. Thirty-two stakeholders participated in a multi-part workshop.

Attendees “audited” all three corridors, and then participated in a visioning activity, results of which are reflected on this page.

See Appendix B for more detailed information about the findings from Workshop #1.

### Top 3 Vision Responses (for each category)

#### I want the corridor to be...



#### I want to use the corridor to...



#### The corridor has too few...



Workshop #1 Photos



### Workshop #2 & #3

The second and third workshops took place on August 25th and August 27th, 2022 virtually via a webinar. There were approximately 37 participants in the first workshop and 13 participants in the second.

During the meetings, attendees provided different feedback about the demonstration project (see following pages). When discussing the temporary traffic circle, some attendees voiced concern regarding the size of the circle, while others described why they like the installation, and/or recommended moving forward with traffic circles that were smaller. Bulb-outs similarly garnered equal commentary from residents that supported and opposed adding them to the street. The diverter was generally opposed by most community members, although a few attendees did support adding more diverters along the route in order to reduce vehicle volumes.

In addition to these comments, community members expressed a desire for more bike-friendly amenities along the corridor, such as bike buttons and detectors at signalized streets, adding extra large bike sharrows to the roadway to increase visibility of cyclists, and adding a buffer on Gardner St to protect bicycle riders from adjacent vehicular traffic.

**See Appendix A for more detailed takeaways from the workshops.**



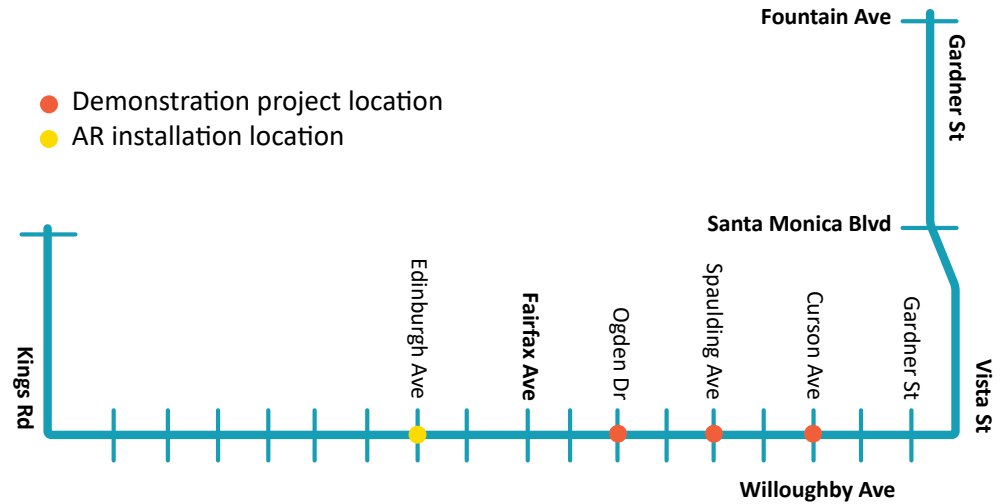
# 1.8 Demonstration Project

## Temporary Installations

To better showcase the potential for the Willoughby Ave streetscape recommendations, the City of West Hollywood and the City of Los Angeles teamed up to install a small selection of the draft infrastructure recommendations in a temporary format. During this phase, the cities tested the designs by installing three elements along Willoughby Ave:

- a diverter at Ogden Dr
- corner bulb-outs at Spaulding Ave
- a mini-traffic circle at Curson Ave

On the sidewalk near each installation there was an informational poster with a survey regarding the installation. Residents were encouraged to participate in the “text-to-respond” activity, to provide input about the improvements. Findings are reflected on the next page.





Temporary installation of a traffic circle on Willoughby Ave and Curson Ave.

## Demonstration Project Responses

Following the installation of the three temporary improvements, community members voted via “text-to-respond” posters along the corridor. These responses were taken into account, and directly influenced the concept designs presented in this Plan.

**TELL US WHAT YOU THINK!**

**TRAFFIC DIVERTER**

- Restricts eastbound movements for vehicles, while allowing bicycles to pass through
- Helps to ease cut-through traffic along Willoughby

**WILLOUGHBY, KINGS, VISTA/GARDNER STREET DESIGN PROJECT**

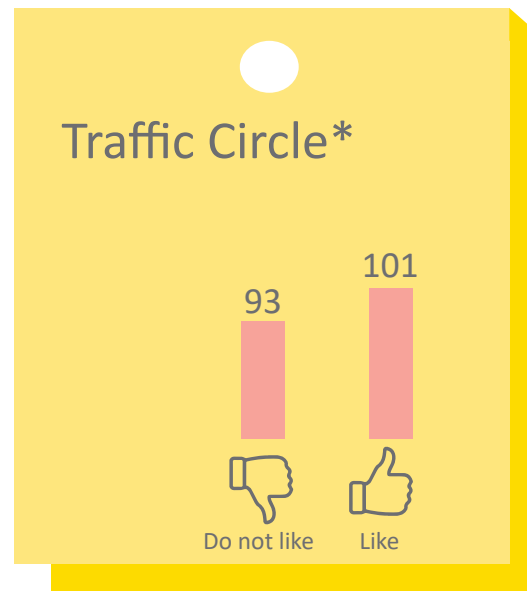
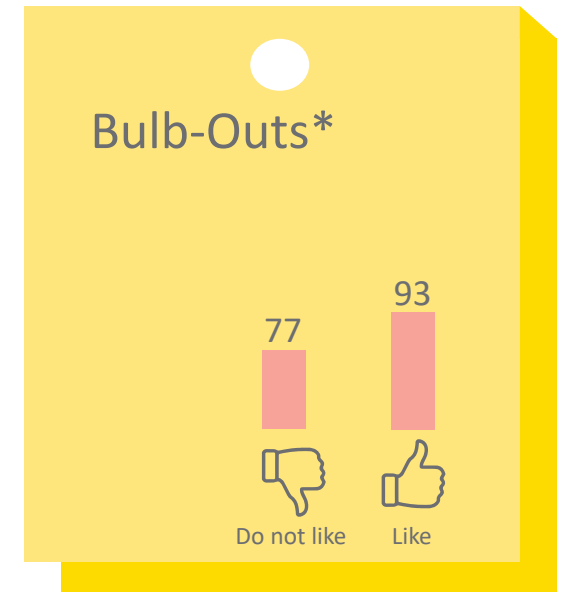
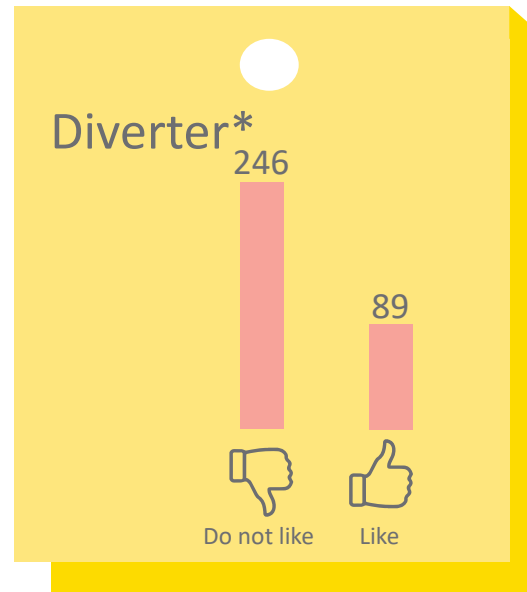
The City of West Hollywood is creating safer and more walkable streets as part of the Willoughby Ave, Kings Rd, and Vista/Gardner Street Design Project. The project will identify street improvements for people of all ages and abilities.

The City is currently testing out improvement strategies along Willoughby using temporary designs - a traffic diverter, mini roundabout, and corner curb extensions. What do you think? Walk to the installations to see for yourself. Would you like to see these improvements permanently installed?

For more information on the project or to leave feedback: <https://tinyurl.com/2mctnny7>.  
Join us June 7th 5:30pm-7pm or June 11th, 2022, 9:30am- 11am for a virtual community workshop.

**LADOT** City of West Hollywood

Installation poster with text-to-respond prompts.



Over 150 comments and over 430 votes were received

# 2.

Envisioning  
the Future

**Slowing down cars will make streets safe and enjoyable for people walking and biking on the corridor.**

# 2.1 Defining a Greenway

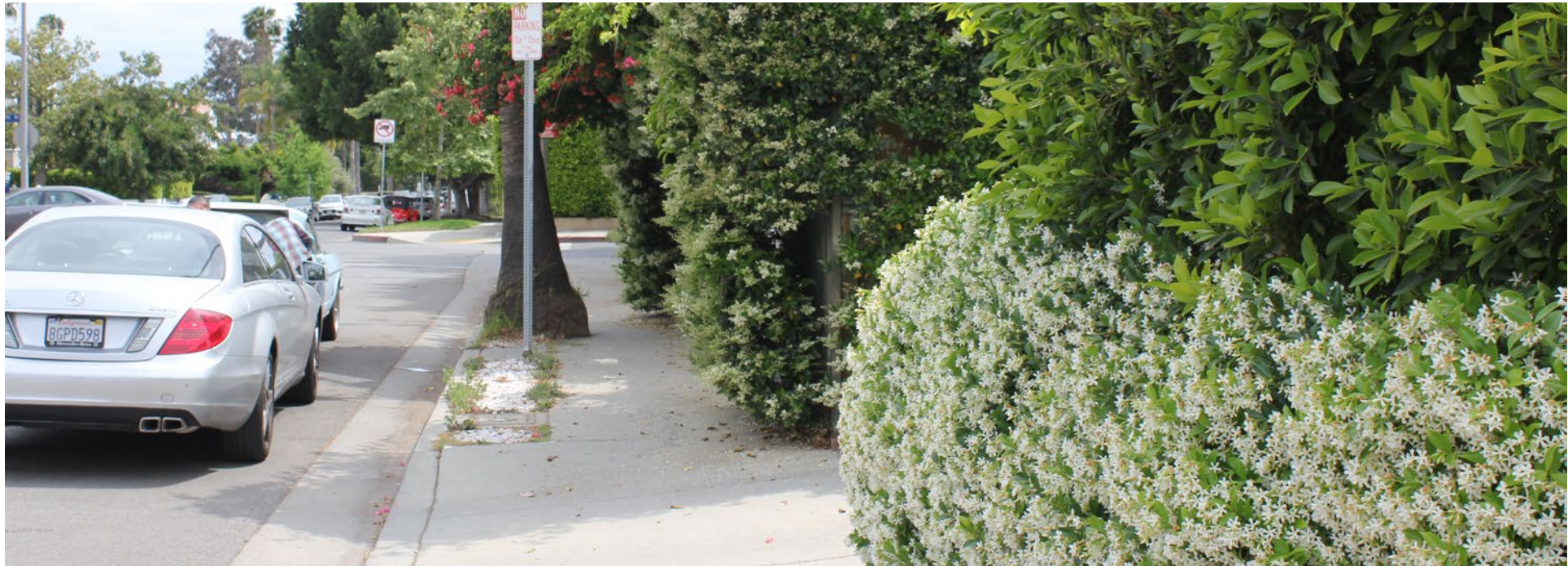
This Plan recommends converting Willoughby Ave into a low-stress Neighborhood Greenway, with north/south connections via Vista/Gardner St and Kings Rd. The Greenway will close significant pedestrian and bicycling gaps in the City of West Hollywood. The goals of the Greenway and its supporting streets are to:

- Reduce Average Daily Traffic (ADT) traffic counts on Willoughby Ave to 2,500 vehicles
- Reduce and enforce maximum traffic speeds of 25 MPH
- Plant new landscaping along the corridor
- Prioritize storm-water capture
- Reduce pedestrian crossing times and increase pedestrian visibility

- Incorporate intuitive wayfinding along the entire greenway network
- Install ‘people-friendly’ spaces (e.g. mini-parks)
- Add bike infrastructure that helps protect bicyclists from motorized vehicles
- Use permeable pavement

**Specific recommendations for each street are detailed in the following pages.**

Street	Enhanced Crosswalks	Speed Humps	Bulb-outs	Traffic Circles	Street Trees	Wayfinding	Mini-Park	Bike Facility (e.g. lane or other)
Willoughby Ave	○	○	○	○	○	○		○
Kings Rd					○	○	○	○
Vista St					○	○	○	○
Gardner St					○	○		○



# 2.2 Demonstration Project

Willoughby Ave will serve as an east/west Neighborhood Greenway, providing a low-stress alternative to Santa Monica Blvd for people walking and biking. Kings Rd and Vista/Gardner St will function as connecting segments that link people walking and biking to Santa Monica Blvd and Fountain Ave.

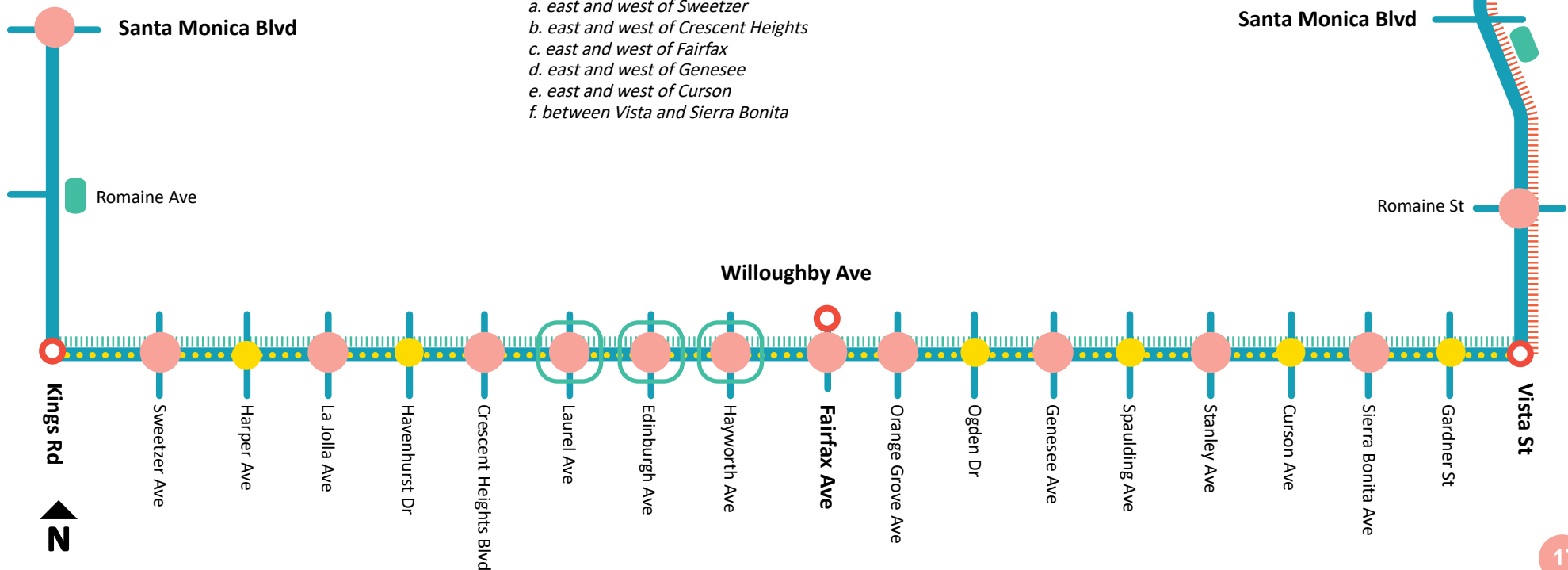
Recommendations include slowing and reducing vehicles with neighborhood-scaled traffic circles, speed humps, and corner bulb-outs, enhancing bicycle infrastructure, improving pedestrian visibility near school campuses, adding trees and greening, and introducing pedestrian- and bicycle-oriented wayfinding at key decision making points. A mini-park is recommended in a high-traffic pedestrian area, which will carve out more space for the community to gather. A more complete street reconfiguration is proposed along Vista/Gardner St.

-  Corner bulb-outs
-  Enhanced school crosswalk
-  Mini-park
-  Sharrow markings (large)
-  Signage/wayfinding
-  Speed humps with bicycle cut-outs\*
-  Street reconfiguration
-  Neighborhood-scaled traffic circle

*Also recommended: Bicycle crossing push buttons and in-ground detectors at signalized intersections. Possible: permeable paving in parking aisles along Willoughby Ave and Kings Rd.*

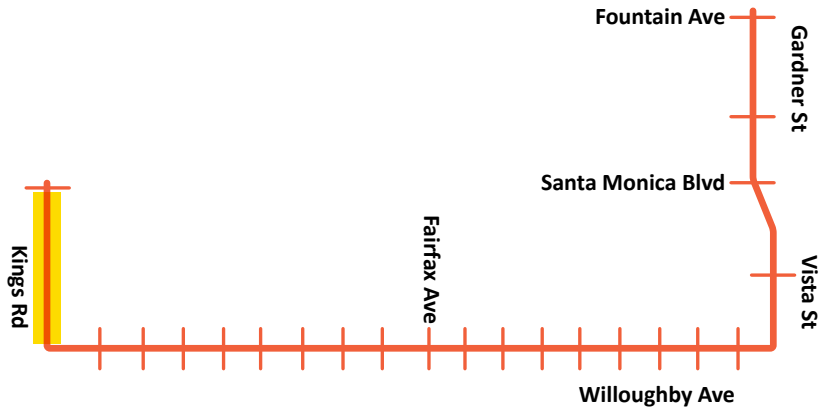
*\* There are existing speed humps in place on Kings Rd, between Willoughby Ave and Santa Monica Blvd. Additionally, speed humps are already proposed by the City of West Hollywood at the following Willoughby locations:*

- a. east and west of Sweetzer
- b. east and west of Crescent Heights
- c. east and west of Fairfax
- d. east and west of Genesee
- e. east and west of Curson
- f. between Vista and Sierra Bonita



## 2.3

# A Vision for Kings Rd



This portion of Kings Rd sits entirely within the City of West Hollywood and provides access to Kings Rd Park. The 38ft average right-of-way width currently includes bicycle sharrows and transit stops for West Hollywood’s Cityline bus. Kings Rd has a consistent tree canopy, providing comfortable shade and cooling for pedestrians.

Kings Rd will benefit from small, “acupuncture” treatments such as additional wayfinding and bulb-outs. In addition, the parking lane could be designed with permeable paving to provide environmental benefit and help “soften” the street. Because Kings Rd currently functions as a “low-stress” north/south street, emphasis should be made on channeling pedestrians and bicyclists to the many destinations that are linked along or adjacent to the corridor, such as West Hollywood City Hall, the commercial shops along Santa Monica Blvd, and Kings Road Park. Successful wayfinding will allow community members to use Kings Rd as an alternative to busier north/south corridors such as Crescent Heights Blvd and La Cienega Blvd. In addition to Kings Rd, people walking and biking can also use parallel adjacent streets like Croft Ave and Orlando Ave.



# Kings Rd: Key Improvements

## Kings Rd should be enhanced through:

- Wayfinding linking to key City destinations
- Corner bulb outs at the Kings Rd/Santa Monica Blvd intersection
- Regularly spaced large sharrow markings
- Permeable paving within the parking aisle
- Sidewalk parkway landscaping
- Bicycle crossing push buttons and in-ground detectors at signalized intersection

### Corridor Details

**Description:** 2 blocks, north/south

**Length:** 0.25 miles

**Typical block length:** 600ft

### Parking Impacts

No loss of parking

### Key Destinations for Wayfinding

Cityline bus stop

Kings Rd Park

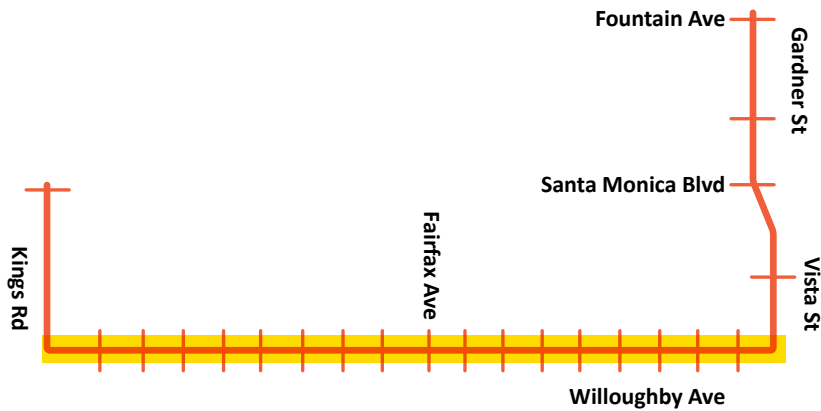
Schindler House/MAK Center for Art  
and Architecture

Santa Monica Blvd shops

West Hollywood City Hall



## 2.4 A Vision for Willoughby Ave



Willoughby Ave is a narrow street that currently functions as a vehicular east/west cut-through. For the majority of its length, the northern half of the street is within the City of West Hollywood and the southern half is within the City of Los Angeles.

To create an experience that is enjoyable for all, Neighborhood Greenway amenities should be introduced along the street. A Greenway will encourage local use and discourage cut-through traffic. Infilling the corridor with street trees and landscaping where space permits, adding neighborhood-scaled traffic circles and corner bulb-outs with planting, using speed humps, adding Greenway-branded wayfinding, improving safety around the school, and ensuring consistent sharrow markings will help create a safe and pleasant corridor. Bicycle crossing push buttons and in-ground detectors at signalized intersections are recommended. Permeable paving can also be added in the parking aisle.



# Willoughby Ave: Key Improvements

## Willoughby Ave should be enhanced through:

- Corner bulb-outs with understory planting (prioritize bulb-outs that reduce crossing distances in the east/west direction)
- Neighborhood-scaled traffic circles with planting
- Regularly spaced speed humps with bicycle cut-outs
- Regularly spaced large sharrow markings
- Greenway branded wayfinding that marks the route
- Infill of street trees and parkway planting
- Permeable paving in the parking aisle
- Bicycle crossing push buttons and in-ground detectors at signalized intersections
- Possible removal of east/west stop signs at traffic circle locations

### Corridor Details

**Description:** 18 blocks, east/west

**Length:** 1.1 miles

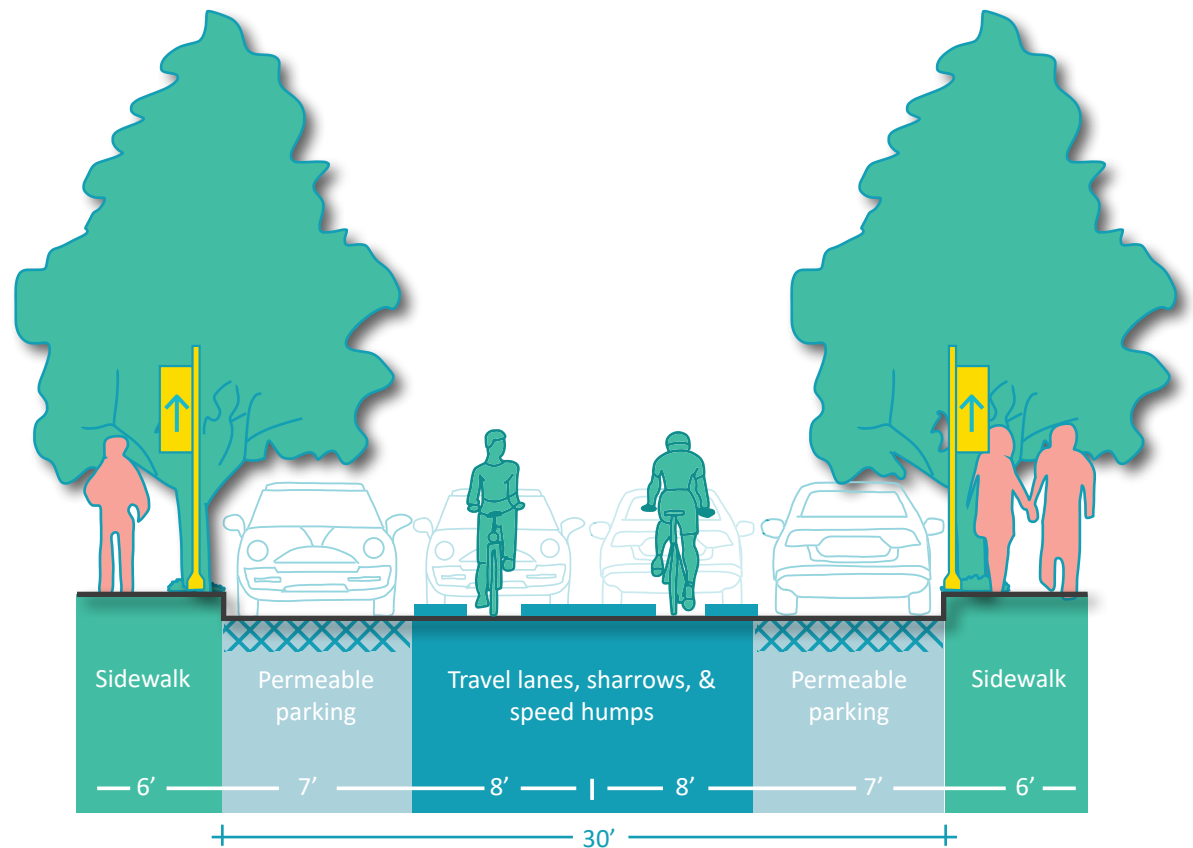
**Typical block length:** 250-300'

### Parking Implications

Possible loss of parking. Will be determined (and minimized) in the next phase of detailed design.

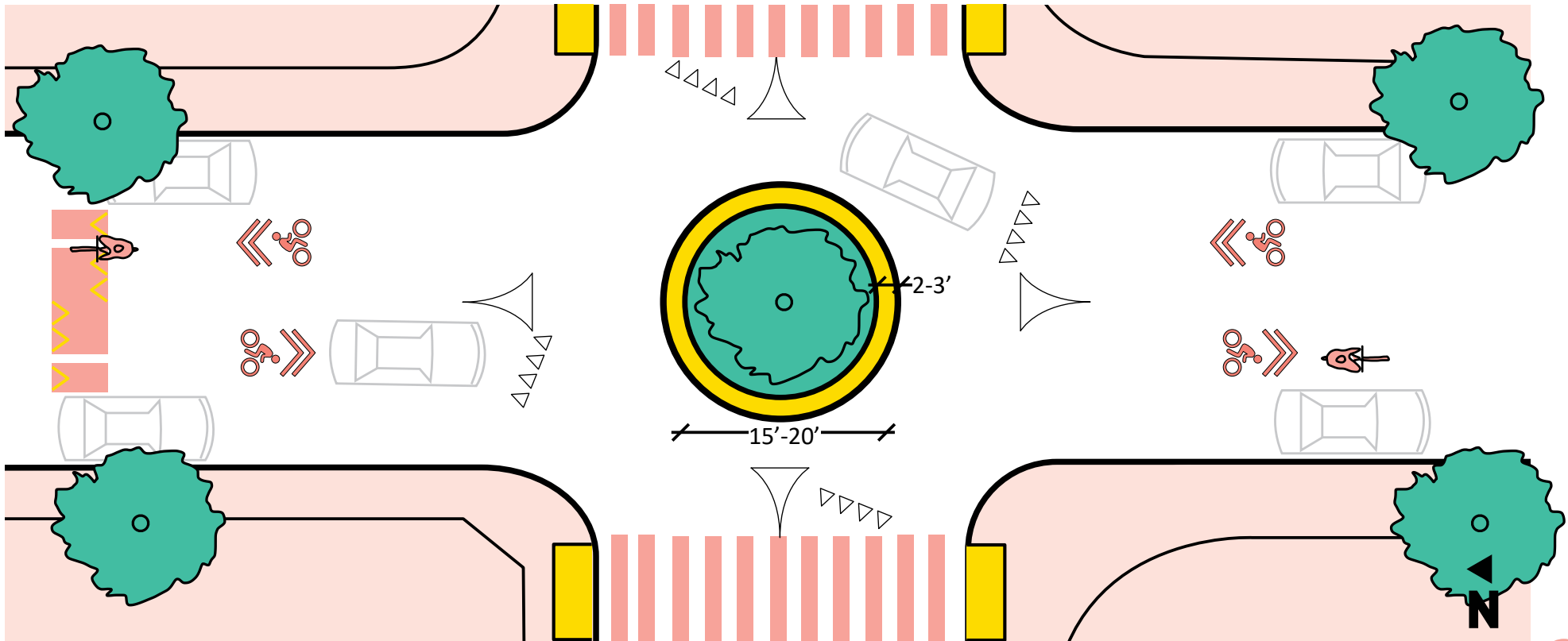
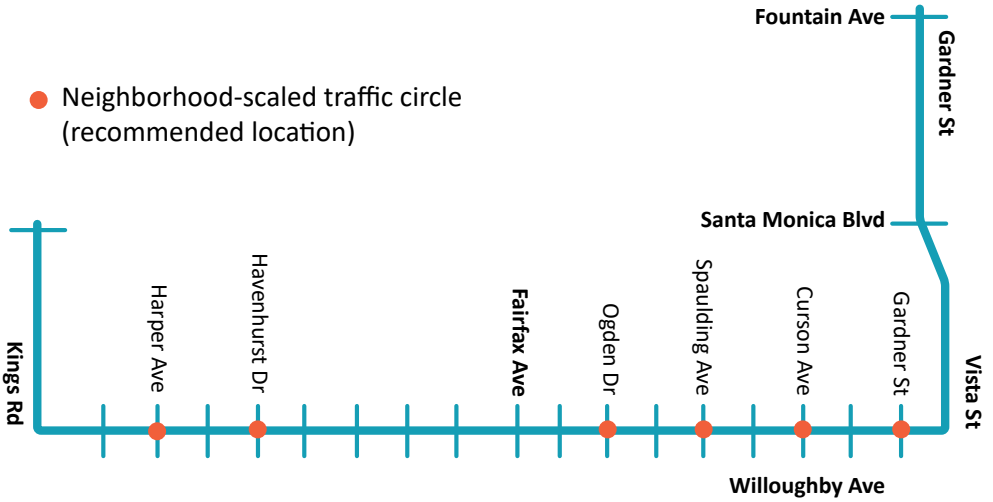
### Key Destinations for Wayfinding

Laurel Span School  
Poinsettia Recreation Center  
Fairfax commercial corridor  
Santa Monica Blvd corridor  
Route 66 Bike Route



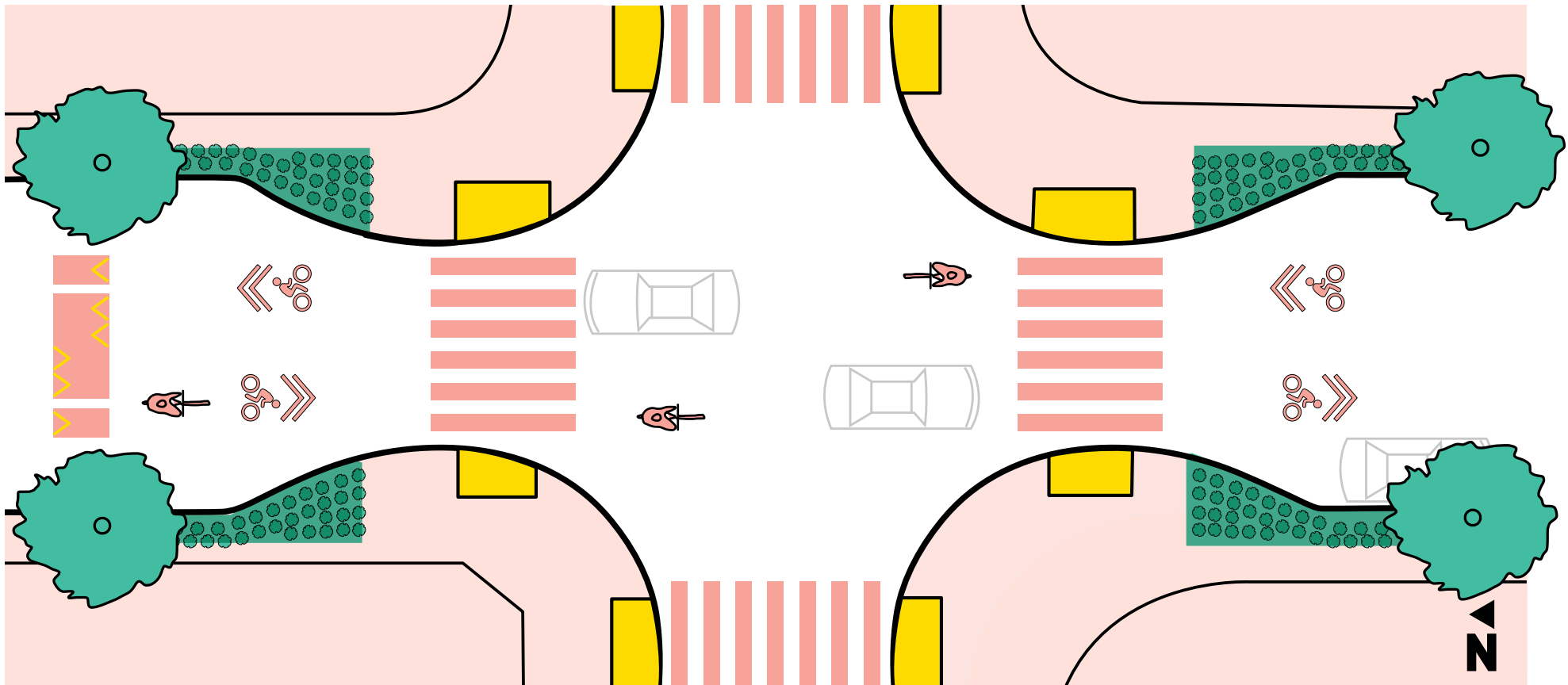
# Typical intersection with Small Traffic Circle

Neighborhood-scaled traffic circles along Willoughby Ave will discourage cut-through vehicular traffic and provide faster, continuous travel for bicyclists. Specific dimensions for traffic circles may vary and will need to be designed in later phases (see example dimension below). The traffic circles should include a mountable outer curb that allows emergency vehicles to drive over the edge of the traffic circle safely. Bicycle cutouts in adjacent speed humps are recommended to facilitate bicycle through movement. Given the short block lengths on Willoughby Ave, one speed hump is recommended every other block (approx. 9). During the next design development phase, care should be taken to minimize parking loss, address intersection sight distance concerns, and evaluate if stop controls would be necessary.

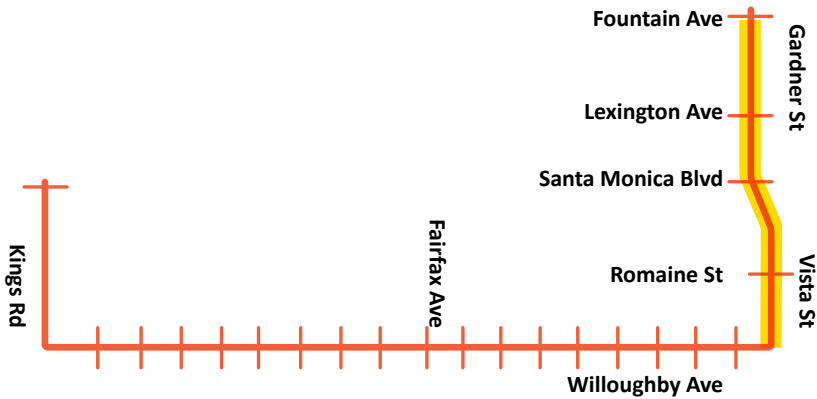


# Typical Intersection with Corner Bulb-Outs

Corner bulb-outs help to narrow intersections. They provide more space and better visibility for pedestrians crossing the street. Where space permits, corner bulb-outs should be planted with low understory, drought-tolerant planting. Bulb-outs should extend east/west as well as north/south, although the priority would be bulb-outs that make it easier to walk along the Greenway, rather than across it. Dual curb ramps are ideal, if crosswalks are provided. The need for stop control will be determined in the next phase.



## 2.5 A Vision for Vista/Gardner St



### **Gardner St: Lexington Ave to Fountain Ave**

This section of Gardner St has diagonal parking on both sides of the street. Either bike sharrows or protected bike lanes could be added to improve bike connectivity between Fountain Ave and Willoughby Ave. In this section of the corridor, converting the existing front-in angled parking to reverse-in angle parking and adding bike push buttons and in-ground detectors at Fountain Ave could provide further protection for bicyclists.

### **Vista/Gardner St: Romaine St to Lexington Ave**

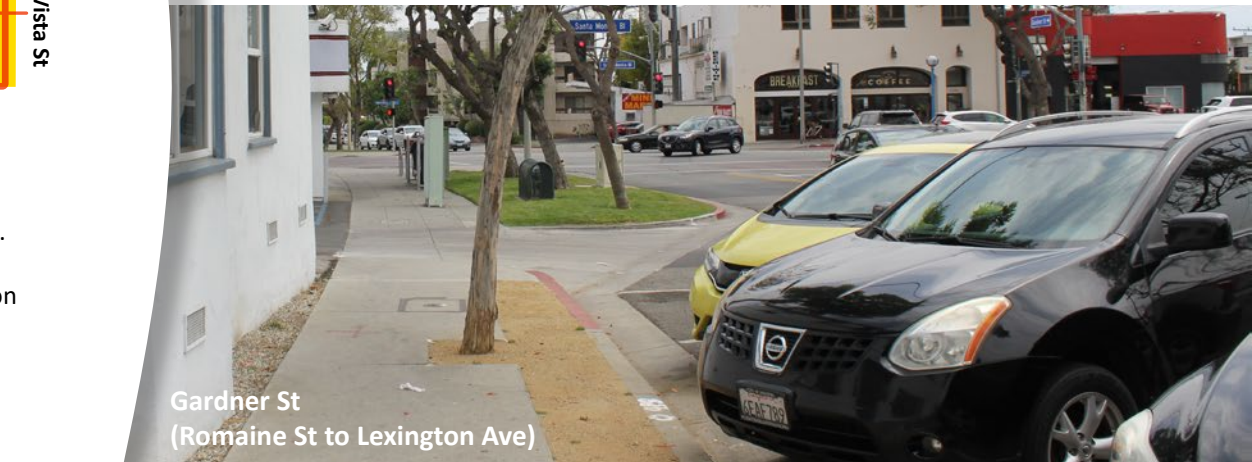
This section of Vista/Gardner St has wide travel lanes and unused roadway space on the west side of the street. Adding a protected bike facility can be achieved by reducing the width of travel lanes and of parking buffers. Converting the existing front-in angled parking to reverse-in angle parking and adding bike push buttons and in-ground detectors at Santa Monica Blvd would further provide protection for bicyclists.

### **Vista St: Willoughby Ave to Romaine St**

The 550ft block from Willoughby Ave to Romaine St is underutilized in terms of the allocation of roadway space. Replacing the center turn lane with a raised, planted median would transform this section of Vista into a green corridor (given that much of the sidewalk is broken up by driveways and curb-cuts, restricting the amount of space available for street trees along the sidewalk). In addition, adding a bike facility that is protected behind parking will allow people on bikes to travel safely north/south.



Gardner St  
(Lexington Ave to Fountain Ave)



Gardner St  
(Romaine St to Lexington Ave)



Vista St  
(Willoughby Ave to Romaine St)

# Vista/Gardner St (Lexington-Fountain): Key Improvements, Option 1a

This portion of Vista St could be enhanced through:

- Buffered bike lanes
- Conversion of angled parking to parallel parking
- Wayfinding for people walking and biking
- Infill of street trees where possible
- Bicycle crossing push buttons and in-ground detectors at signalized intersection

## Corridor Details

Total length: 600ft

Description: 2 blocks

Typical block length: 300ft

## Parking Implications

22 parking spaces lost

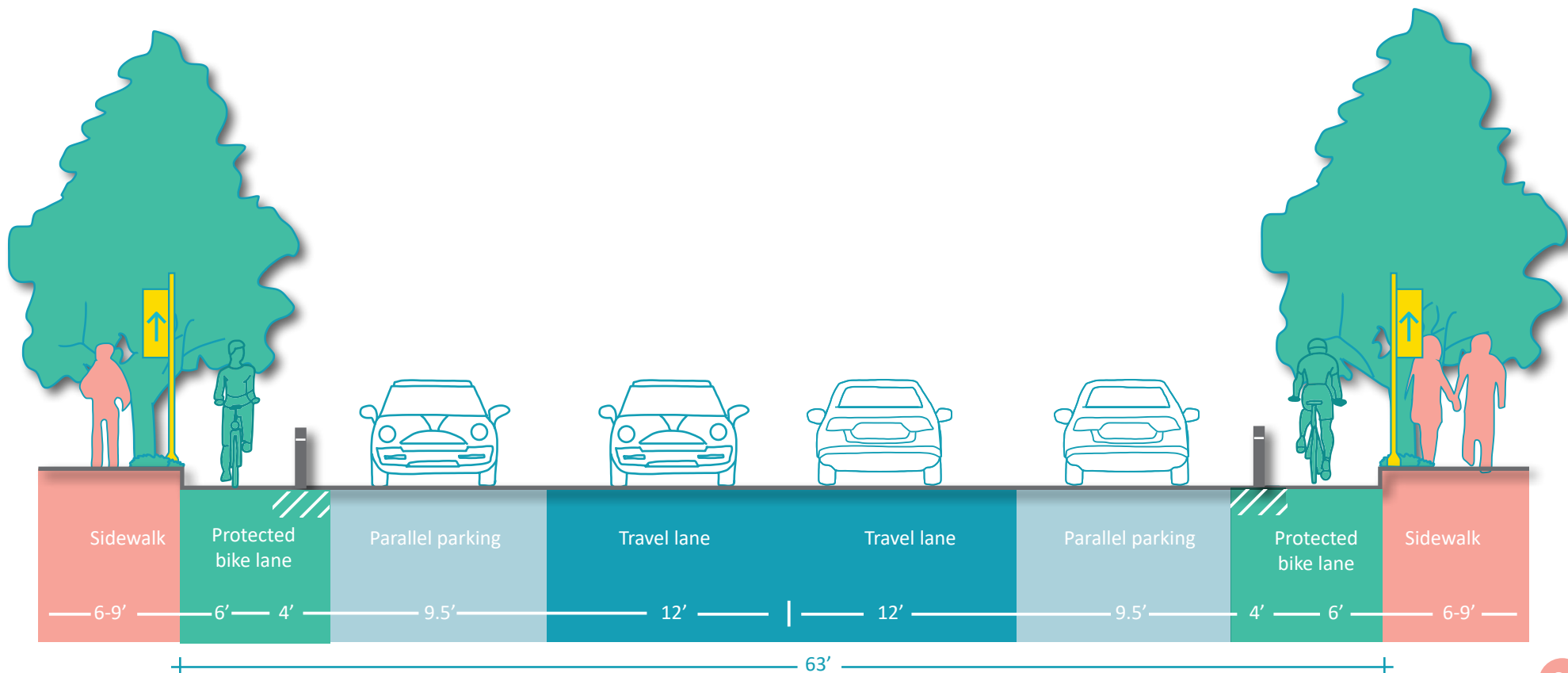
(39 existing diagonal spaces replaced by 17 new parallel spaces)

## Key Destinations for Wayfinding

Plummer Park

Fountain Ave corridor

Santa Monica Blvd corridor



# Vista/Gardner St (Lexington-Fountain): Key Improvements, Option 1B

This portion of Vista St could be enhanced through:

- Regularly spaced, large sharrow markings
- Conversion of front-in angled parking to reverse-in angled parking
- Wayfinding for people walking and biking
- Infill of street trees where possible
- Bicycle in-ground detectors at signalized intersection

## Corridor Details

Total length: 600ft

Description: 2 blocks

Typical block length: 300ft

## Parking Implications

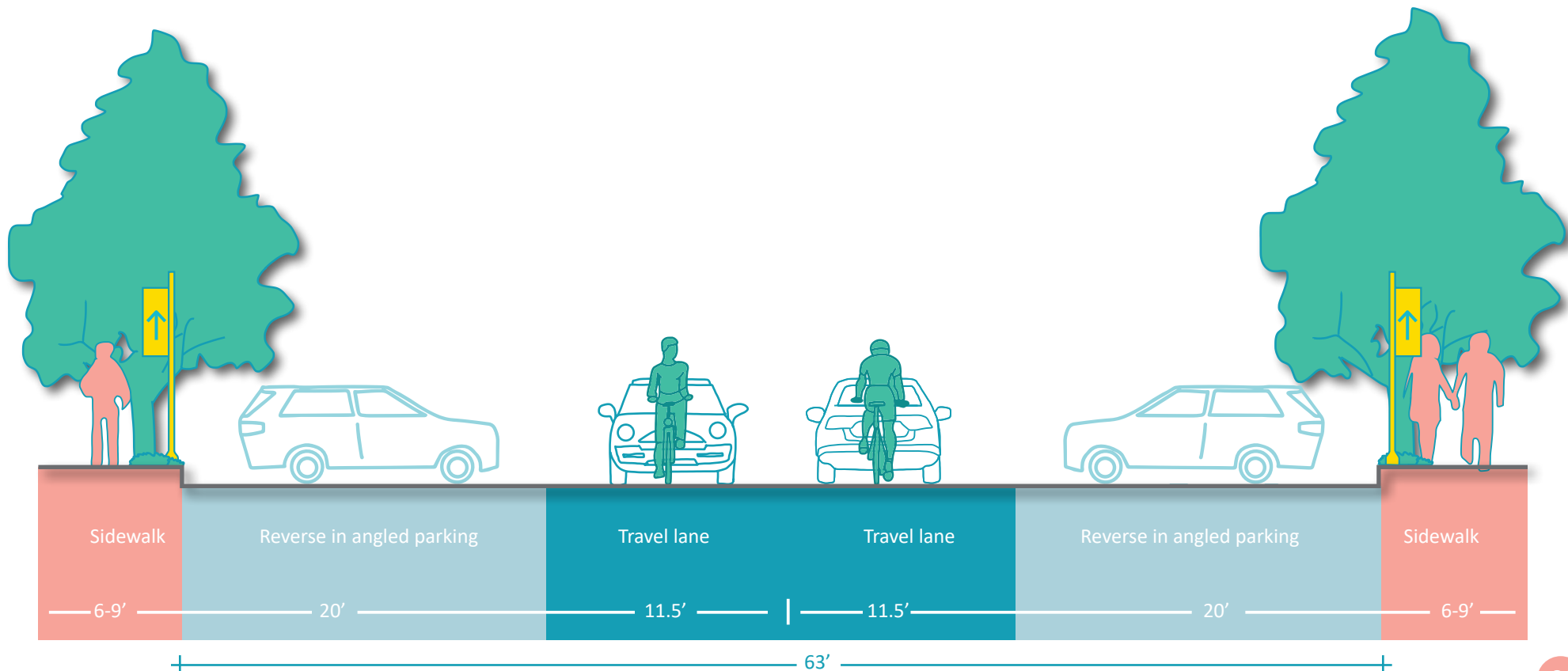
No loss of parking

## Key Destinations for Wayfinding

Plummer Park

Fountain Ave corridor

Santa Monica Blvd corridor



# Vista/Gardner St (Romaine-Lexington): Key Improvements

This portion of Vista St should be enhanced through:

- A protected bicycle lane adjacent to the curb edge (behind parking)
- Conversion of front-in angled parking to reverse-in angled parking on east side of the street\*
- Conversion of angled parking on west side of the street to parallel parking
- Wayfinding for people walking and biking
- Bulb-outs at Romaine St
- Mini-park near Santa Monica Blvd
- Infill of street trees, where possible
- Bicycle crossing push buttons and in-ground detectors at signalized intersections

## Corridor Details

**Description:** 3 blocks  
**Total length:** 0.25 miles  
**Typical block lengths:**  
 275ft (N of Santa Monica)  
 730ft (S of Santa Monica)

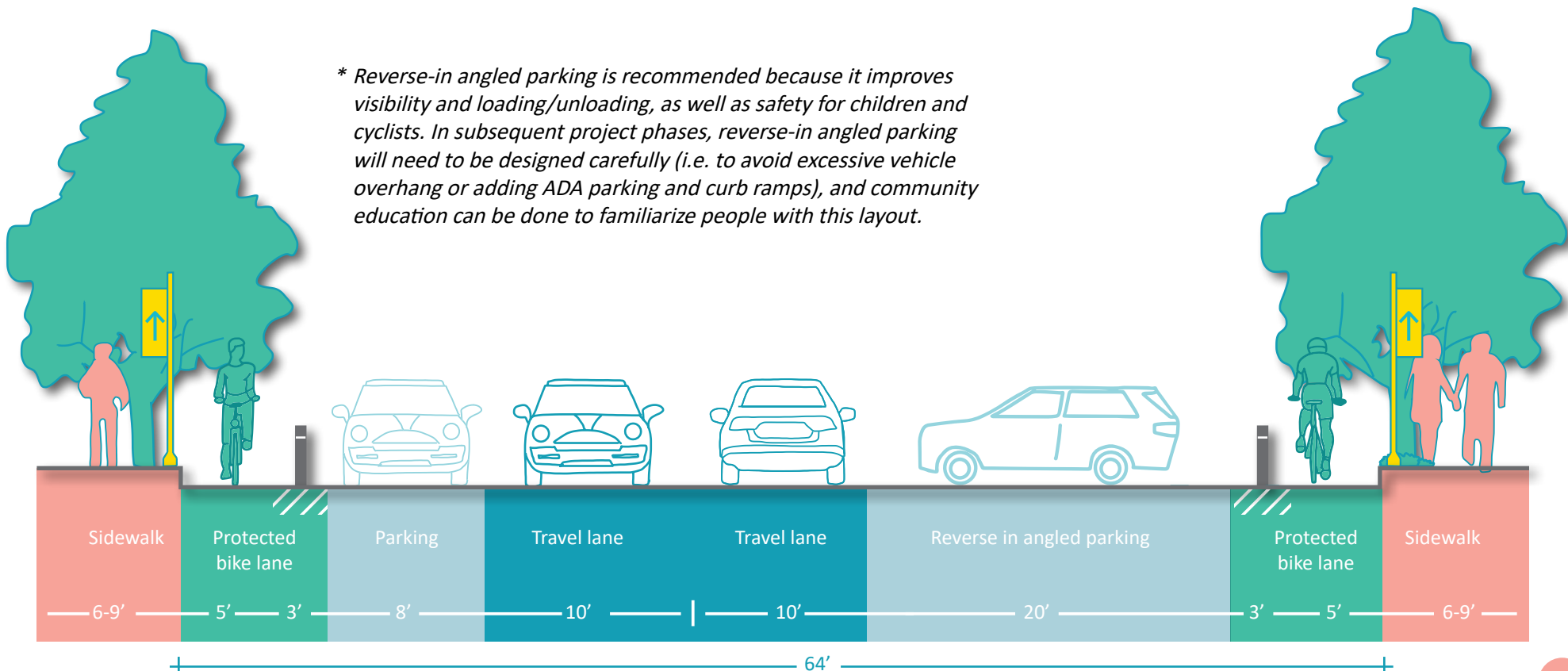
## Parking Implications

Loss of approximately 6 spaces

## Key Destinations for Wayfinding

Plummer Park  
 Poinsettia Recreation Center  
 Santa Monica Blvd Corridor

*\* Reverse-in angled parking is recommended because it improves visibility and loading/unloading, as well as safety for children and cyclists. In subsequent project phases, reverse-in angled parking will need to be designed carefully (i.e. to avoid excessive vehicle overhang or adding ADA parking and curb ramps), and community education can be done to familiarize people with this layout.*



# Vista St (Willoughby-Romaine): Key Improvements

This portion of Vista St should be enhanced through:

- A landscaped, raised median
- A protected bicycle lane adjacent to the curb edge (behind parking)
- Wayfinding for people walking and biking
- Bulb-outs at Romaine St
- Infill of parkway planting

## Corridor Details

Description: 1 block

Total length: 550ft

## Parking Implications

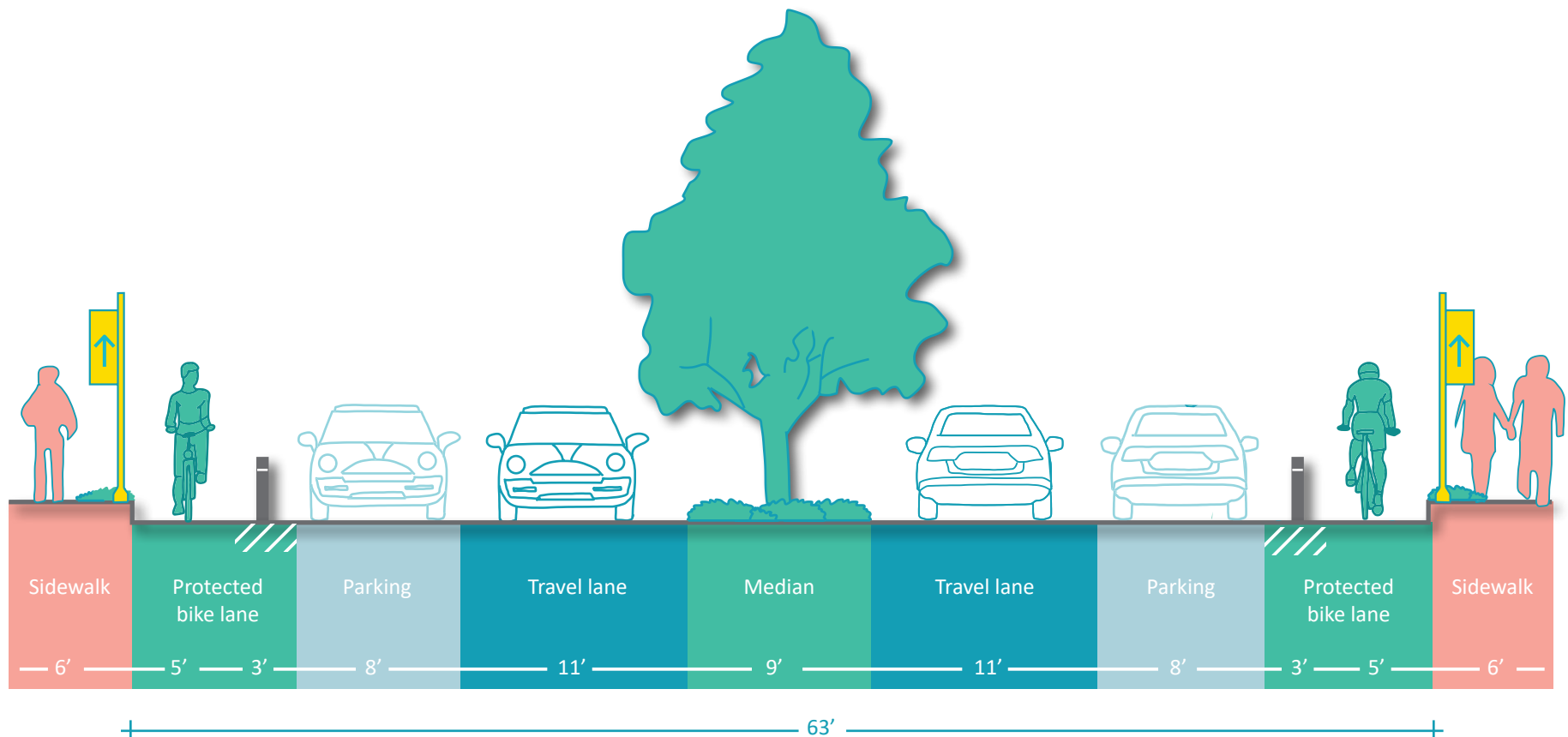
No loss of parking

## Key Destinations for Wayfinding

Plummer Park

Poinsettia Recreation Center

Santa Monica Blvd Corridor




## 2.6 Envisioning the Future

Key Greenway improvements along Willoughby Avenue are depicted, below: Neighborhood-scaled traffic circle with landscaping, speed humps, stop controls, enhanced crosswalks and dual curb ramps, and wayfinding signage.



## 2.7 Toolkit Of Improvements

Images in this sections show examples of recommended improvements. Each image corresponds to the streets listed below.

-  Kings Rd
-  Willoughby Ave
-  Vista St (Willoughby Ave - Romaine St)
-  Vista/Gardner St (Romaine St - Lexington Ave)
-  Gardner St (Lexington Ave - Fountain Ave)

### Bulb-Outs



### Neighborhood-Scaled Traffic Circles



### Speed Humps w/ Bike Cutouts



### Enhanced School Crosswalks



# TOOLKIT OF IMPROVEMENTS

Center Median ●



Mini-Park ● ●



Sharrow Markings (large) ● ●



Bike crossing buttons ● ●



Reverse-Angled Parking ● ●



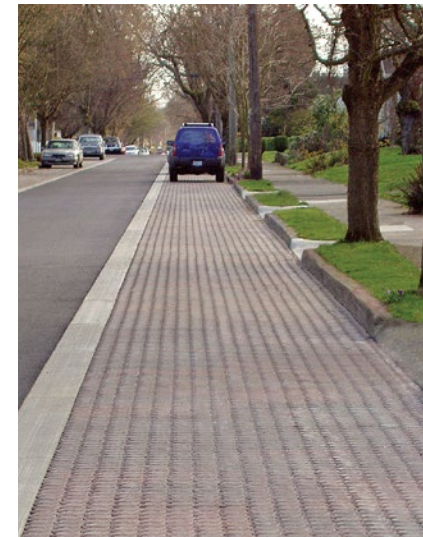
Wayfinding ● ● ● ●



Protected Bike Lane ● ●

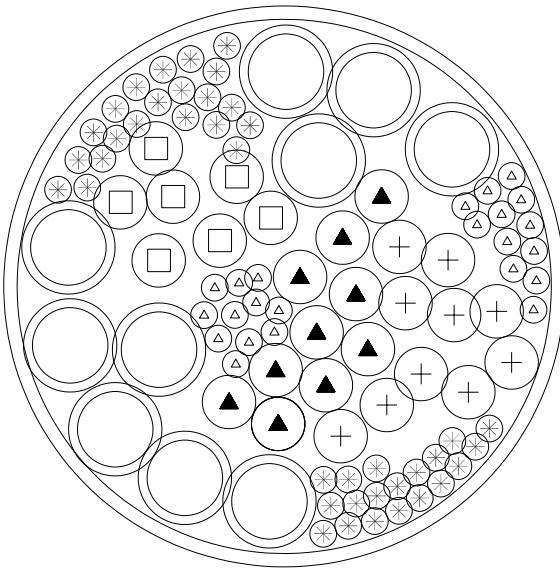


Permeable Parking in Parking Aisle ● ●



## 2.8 Landscaping - Traffic Circle

The neighborhood-scaled traffic circles should be planted with low, water-wise, sturdy planting. A recommended planting plan and palette is included on this page.\*



○ Coral Beauty



▲ Little Rev Lily Flax



△ Yellow Fern Leaf Yarrow



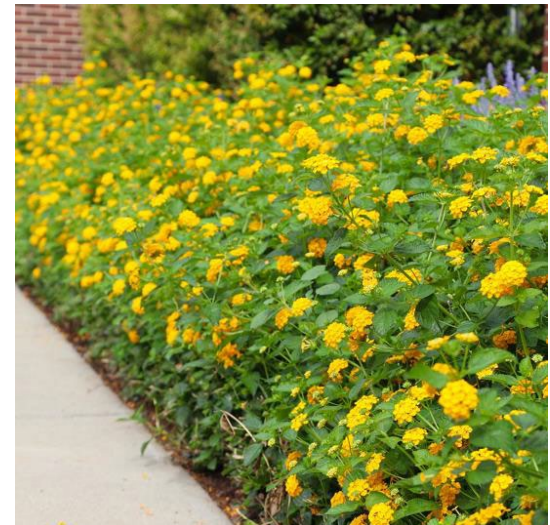
□ Bee's Bliss



✱ Silver Yarrow



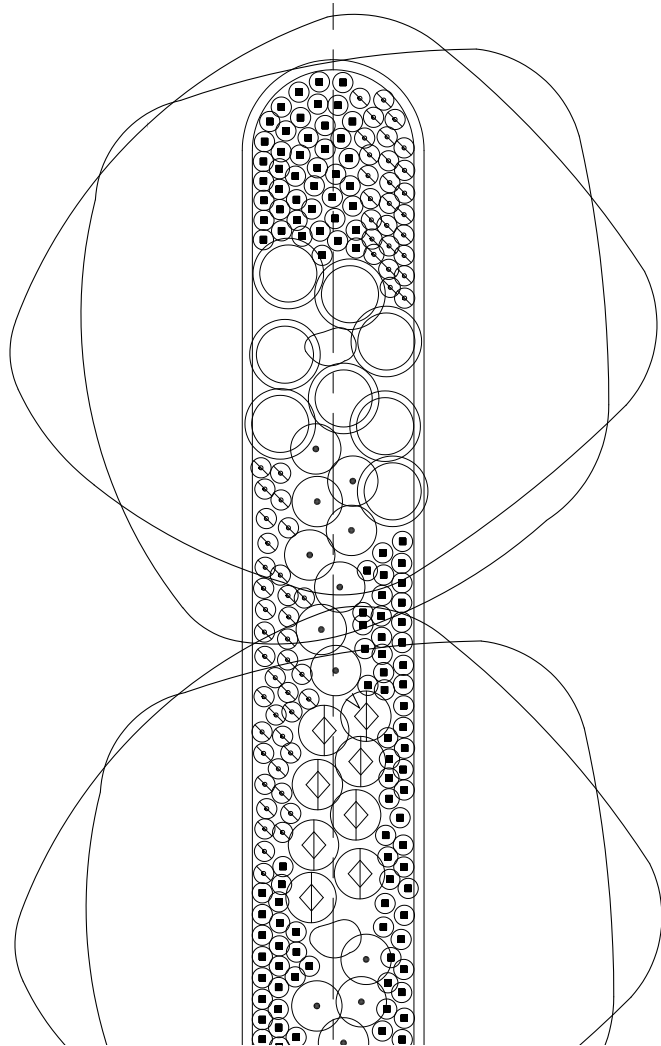
⊕ New Gold Lantana



\* Tree species and plant selections are conceptual only and will be determined in later design phases by the cities of West Hollywood and Los Angeles.

# Landscaping - Median

The proposed median on Vistsa St should be planted with low, water-wise, sturdy planting and new street trees. A recommended planting plan and palette is included on this page.\*



○ Coral Beauty



● Fortnight Lily



⊘ Blue Chalk Sticks



○ Jacaranda Tree



■ Douglas Iris



◊ Coast Rosemary



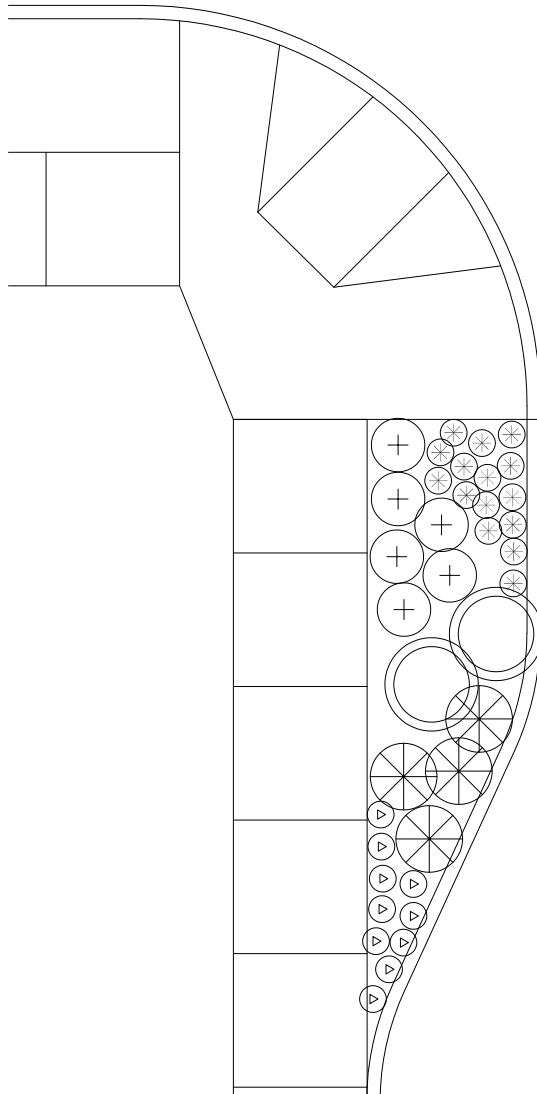
⊕ Bert Johnson Manzanita



\* Tree species and plant selections are conceptual only and will be determined in later design phases by the cities of West Hollywood and Los Angeles.

# Landscaping - Bulb-out

Proposed corner bulb-outs should be planted with low, water-wise, sturdy planting. A recommended planting plan and palette is included on this page.\*



⊙ Coral Beauty



⊗ Huntington Carpet



⊲ Yellow Fern Leaf Yarrow



⊕ New Gold Lantana



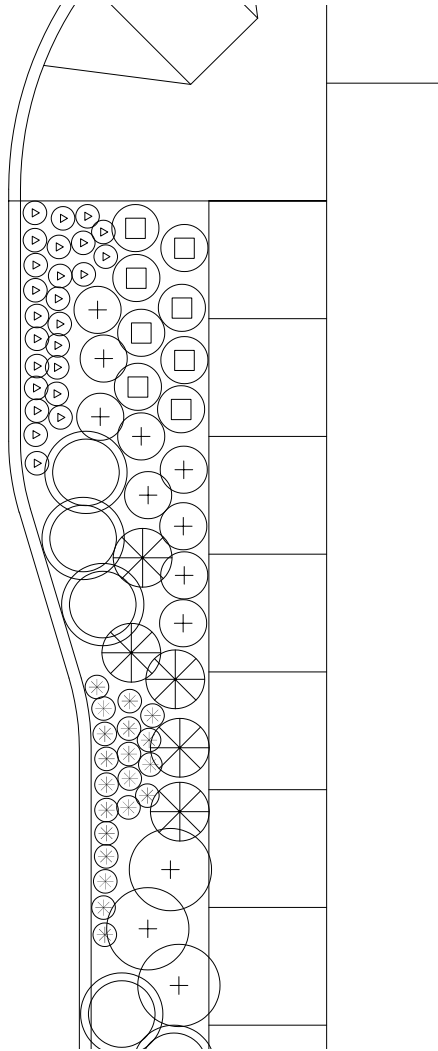
⊗ Silver Yarrow



\* Tree species and plant selections are conceptual only and will be determined in later design phases by the cities of West Hollywood and Los Angeles.

# Landscaping - Parkways (Near Bulbs)

Existing parkways that are adjacent to corner bulb-outs can be planted with low, water-wise, sturdy planting. A recommended planting plan and palette is included on this page.\*



⊙ Coral Beauty



⊗ Huntington Carpet



▷ Yellow Fern Leaf Yarrow



⊕ New Gold Lantana



⊗ Silver Yarrow



⊖ Bee's Bliss



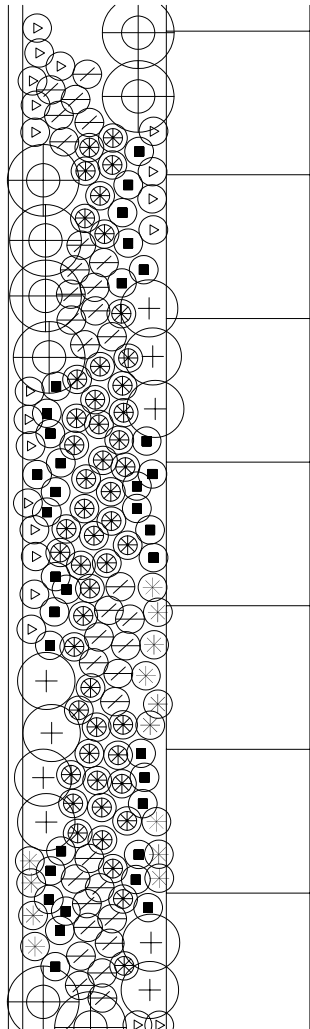
⊕ Bert Johnson Manzanita



\* Tree species and plant selections are conceptual only and will be determined in later design phases by the cities of West Hollywood and Los Angeles.

# Landscaping - Parkway

Existing parkways that need replanting can be planted with low, water-wise, sturdy planting. Where space permits, new street trees can also be added. A recommended planting plan and palette is included on this page.



⊕ Common Rush



⊖ Coral Beauty



▶ Yellow Fern Leaf Yarrow



⊕ New Gold Lantana



⊗ Blue Sedge



■ Douglas Iris



\* Tree species and plant selections are conceptual only and will be determined in later design phases by the cities of West Hollywood and Los Angeles.

# 3.

## Getting the Project Constructed

**This section  
outlines  
roles and  
responsibilities  
for this multi-  
jurisdictional  
project.**

# 3.1 Next Steps and Inter-Agency Coordination

The key to success for this project will be the coordination between the City of West Hollywood and the City of Los Angeles. Following adoption of this Plan by West Hollywood City Council, the Plan should be also adopted by the City of Los Angeles. Both cities should come to an agreement regarding next steps by refining the leadership matrix to the right, and defining a timeline for construction.

### Key City of West Hollywood Departments

Planning and Development Services  
 Long Range Planning Division  
 Department of Public Works  
 Engineering Division  
 Facilities and Field Services

### Key City of Los Angeles Staff

Los Angeles Department of Transportation  
 Bureau of Engineering  
 Streets LA  
 Council District 5

### Leadership Matrix

Action	Responsible Party
West Hollywood City Council review	City of West Hollywood
Los Angeles Departmental approval	City of Los Angeles
Refinement of Leadership Matrix	City of West Hollywood (lead) City of Los Angeles (support)
Develop MOU between cities	City of West Hollywood (lead) City of Los Angeles (support)
Identify next phase PM for each city	City of West Hollywood (lead) City of Los Angeles (support)
Secure funding for next design phase	
Identify priority improvements, first phase improvements	City of West Hollywood (lead) City of Los Angeles (support)
Development of engineering/construction drawings	City of West Hollywood (lead) City of Los Angeles (support)
Secure funding for construction	
Bicycle and pedestrian pre-installation counts	City of West Hollywood
Construction Bids	City of West Hollywood (lead) City of Los Angeles (support)
Installation of selected improvements	City of West Hollywood (lead) City of Los Angeles (support)
Bicycle and pedestrian post-installation counts	City of West Hollywood
Continued outreach	City of West Hollywood (lead) City of Los Angeles (support)

For More Information or to Get Involved:  
**[go.weho.org/willoughby](https://go.weho.org/willoughby)**

