City of West Hollywood
Rail Integration Study

Metro K Line Northern Extension First/Last Mile Early Assessment Plan

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CITY OF WEST HOLLYWOOD

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Executive Summary

1.1 Metro K Line Northern Extension Environmental Study

The Los Angeles County Metropolitan Transportation Authority (Metro) is studying underground rail options through West Hollywood, Mid City and Hollywood and will choose between three routes for the K Line Northern Extension (KNE) in early 2025. They accepted public comments on their Draft Environmental Impact Report until September 20, 2024 to inform that final decision.

Metro began preparing an Environmental Impact Report (EIR), or environmental study, for the KNE project in Spring 2021 to study three major route options: San Vicente-Fairfax, Fairfax, and La Brea. The EIR will determine a Locally Preferred Alternative (LPA) and a maintenance and storage facility to support the eventual rail operations of the project. When the LPA is chosen, the project will advance to the final EIR phase and ultimately be funded and constructed. Per the Measure M Expenditure Plan, this project is slated to begin construction in 2041 and open between 2047-2049. The City of West Hollywood has been working with the City of Los Angeles, County of Los Angeles, and Metro to accelerate delivery of the project in accordance with Metro's board-adopted Early Project Delivery Policy.

The City of West Hollywood has taken the initiative to begin First/Last Mile (FLM) planning (see below 'What is First/Last Mile Planning?') rather than Metro for the following reasons:

- To fast-track Metro's FLM planning processes in support of active transportation and advocacy for the KNE
- To identify potential pedestrian/wheel improvements between West Hollywood's proposed KNE stations and major destinations, which may help Metro identify the LPA
- To maximize eligibility for grant funding to implement FLM projects in line with City Council priorities and to ensure projects are constructed efficiently in advance of or in conjunction with the rail project
- To coordinate related projects identified in proposed station areas across various overlapping existing City planning efforts related to FLM improvements such as the Pedestrian and Bike Mobility Plan (2017), West Hollywood Design District Streetscape Master Plan (2014), and WeHo Target Vision Zero Action Plan (2023)

Though the City of West Hollywood conducted this early assessment, the analysis followed Metro's typical methodology where possible to ensure that findings and recommendations can ultimately be incorporated into Metro's future FLM work on the project as seamlessly as possible. That methodology is detailed on the following pages.

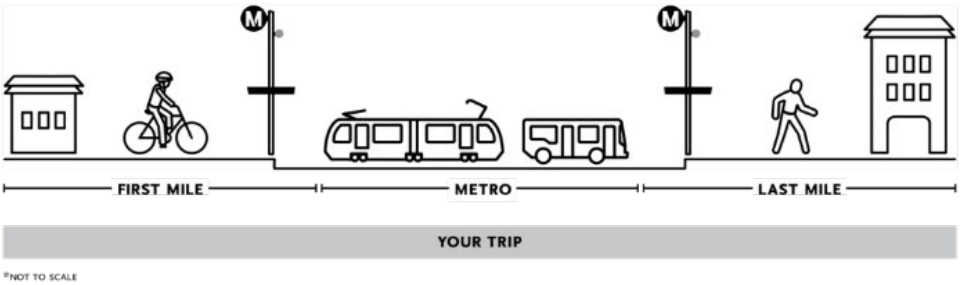
K Line North Extension Project Area

Source: Metro Project Map, 2023

What is First/Last Mile Planning?

Metro performs First/Last Mile (FLM) Planning on all the proposed rail and bus rapid transit corridors after an LPA alignment is selected by the Metro Board of Directors. Potential pedestrian and wheeled projects are identified for each station through analysis that considers technical data, walk audits, and community input. A "walk and wheel zone" is analyzed at up to a half-mile from the station platform for each station. A broader area is also analyzed for longer wheel trips (cyclists, scooters, etc.) up to three miles from the station platform. As stated in Metro's 'First/Last Mile Guidelines,' FLM can best be described as:

> "An individual's trip is understood as the entire journey from origin to destination. For transit riders, bus and rail services often form the core of a trip, but riders complete the first and last portion on their own using another mode. Typically, they must first use "active transportation" —walking, biking or rolling—to reach the nearest station from their home or workplace. This is referred to as the first and last mile of the user's trip, or first/last mile (FLM) for short."



Source: Metro First/Last Mile Planning Guidelines

FLM Pathway Network

Metro's FLM planning process prioritizes the identification of the pathway network (key routes to walk, bike, or roll to the station) and potential improvements along the network to ensure a clear connection between FLM improvements and the transit riders' experience. The pathway network consists of primary pathways that provide a direct route to the station and secondary pathways that function as collectors leading into the primary pathways. The pathway network is what most transit patrons are expected to utilize within a half-mile walking distance of the station, which is why they are evaluated for potential pedestrian and wheel improvements.

Metro's FLM Guidelines do not typically allow for more than a few local streets around each station to be designated as part of the pathway network. Additionally, the FLM Prioritization Methodology does not typically prioritize FLM improvements located beyond the streets included in the pathway network. In fact, improvements identified along primary pathways are often prioritized over those on secondary pathways as they are more likely to be used to get to the station and generally see more pedestrian activity. As such, the City took a conservative and defensible approach to designating a limited number of intuitive and desirable primary and secondary pathways at each proposed station. This will ensure that any potential FLM improvements identified that are not separately constructed by the City prior to rail construction will be competitive in future Metro FLM analysis.

FLM Pedestrian and Wheel Improvements

Metro defines FLM improvements as street and sidewalk infrastructure improvements within the local jurisdictional right-of-way that enhance safety and connectivity for transit riders. Walk improvements benefit sidewalk users including those who rely on mobility aids like walkers and wheelchairs to get around. Metro FLM uses the term "wheels" to include all types of vehicles that are permitted to use bikeways, including bicycles, scooters and skateboards.

In both Metro's typical FLM methodology and the City's analysis documented in this plan, potential pedestrian and wheel improvements are divided into two categories. The Safety category includes infrastructure improvements that increase safety, like traffic calming, crosswalk visibility upgrades, and new/improved sidewalks. The Comfort/Health category includes improvements promoting an accessible and comfortable environment for transit riders, like bus stop enhancements, landscape and shade, and street furniture. Other pedestrian and wheel improvements include but are not limited to those listed on the following page.

FLM Walk and Wheel Improvements

Safety Improvements

Crosswalk Visibility Upgrades

Curb Extensions

Curb Ramps

New/Improved Sidewalks

Pedestrian Lighting

Roundabouts

Signalized Crossing

Traffic Calming

Bike Paths or Shared-Use Paths (Class I)

Protected Bicycle Lane (Class IV)

Bicycle Lane (Class II)

Bicycle-Friendly Street (Includes bicycle-friendly intersections) (Class III)

Comfort/Health Improvements

Bus Stop Enhancements

Landscape & Shade

Plaza/Parklet

Shade Structure

Street Furniture

Streetlights

Wayfinding & Signage

Source: Cityworks Design

1.2 Rail Integration Study (RIS)

In 2020, The City of West Hollywood (City) commissioned a consultant team to conduct a Rail Integration Study (RIS) for the KNE as part of the City's advocacy and preparation for the project. The City is encouraging Metro to consider the San Vicente-Fairfax alignment as the LPA, which includes three proposed stations within the city boundary. Two of these stations are included in Metro's Equity Focus Community designation. Many communities along the KNE, existing K Line, or connecting rail lines would benefit from access to West Hollywood's jobs, resources, and opportunities. By conducting the RIS, the City aims to better understand the potential impact of the proposed stations on future development, mobility within the city, and enhance connections to the larger region.

The proposed underground light rail stations within or adjacent to West Hollywood are:

- Beverly/La Cienega (City of Los Angeles)
- San Vicente/Santa Monica
- Fairfax/Santa Monica
- La Brea/Santa Monica

The RIS consists of a variety of focused technical analyses to inform Metro's station design and city advocacy within Metro's environmental process to ensure it meets local needs, identifies potential First/Last Mile projects for inclusion in Metro's analysis and regional funding programs, and evaluates potential mitigation strategies to address previously identified community concerns (e.g., proactive tenant and small business protections). Conducting these analyses helps West Hollywood advocate effectively for community interests during Metro's environmental process, builds consensus around related local design decisions and priorities, and can reduce the need for expensive retrofits or delays when Metro's engineering and construction phases commence.

Proposed KNE West Hollywood Stations

Station locations proposed and under environmental review by Metro. The proposed Beverly/La Cienega station would be located just south of the West Hollywood City Limits in neighboring Los Angeles.

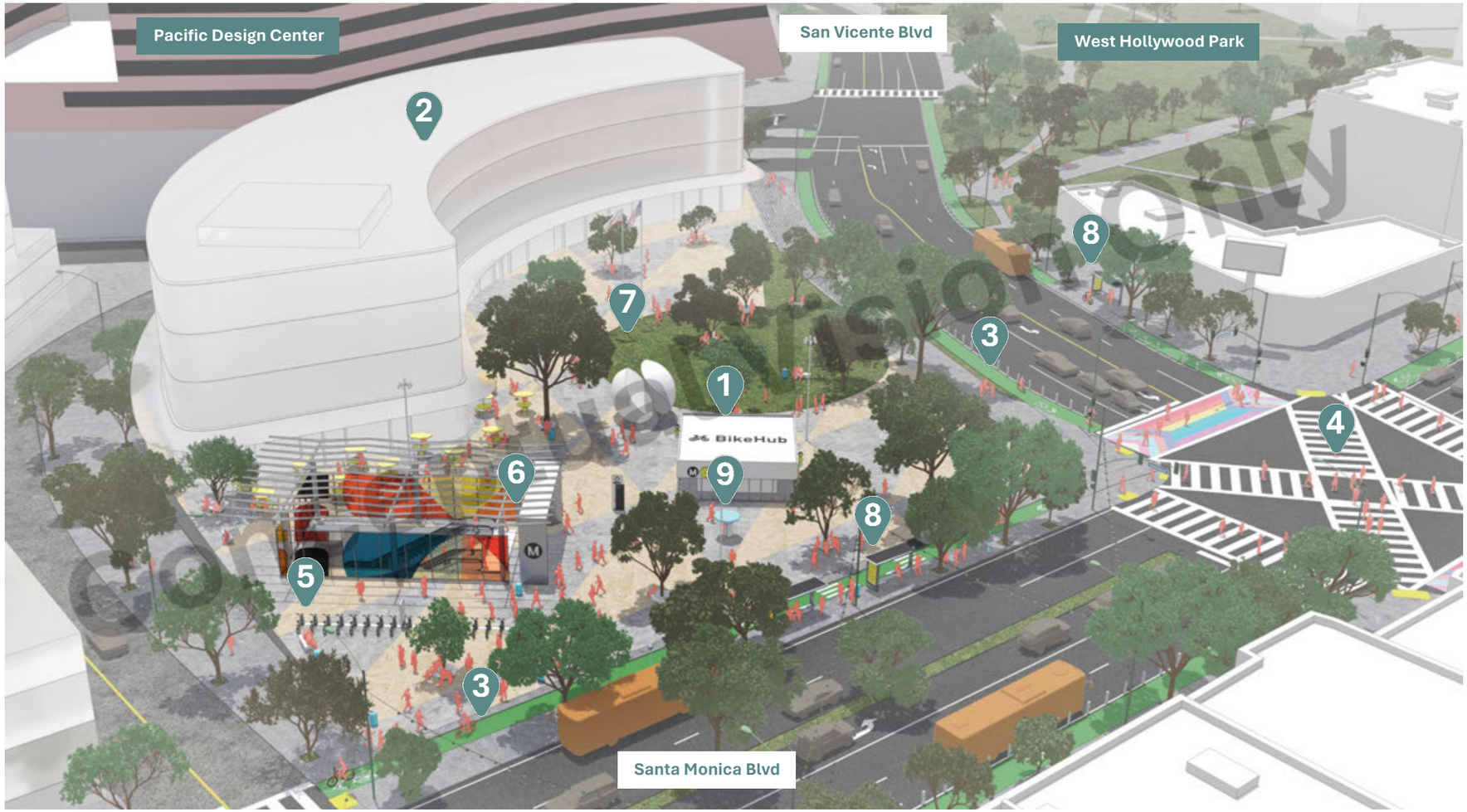
Source: Cityworks Design

Conceptual Station Renderings

Between Fall 2023 and Winter 2024, Consultant team member Grimshaw collaborated with city staff from the Community Development Department and the Urban Design & Architecture Studio to envision future portal locations for the proposed KNE stations within West Hollywood City Limits: San Vicente/Santa Monica, Fairfax/Santa Monica and La Brea/Santa Monica. The following conceptual renderings highlight the potential station-specific and citywide amenities that may present themselves should that station be selected as part of the LPA alignment. The images are designed to be evocative. While amenities and adjacent sites are recognizable, they are conceptual, not a specific proposal or funded project. Specific designs for each station would advance in a future phase of the preliminary engineering with additional community engagement.

San Vicente/Santa Monica Station Conceptual Vision

Looking southwest toward the West Hollywood Library, the station portal could be located at the southeast corner of San Vicente Boulevard and Santa Monica Boulevard. The conceptual vision is meant to suggest what might be possible in the future, not a specific proposal or funded project.



Source: City of West Hollywood (Grimshaw)

STATION SPECIFIC POTENTIAL AMENITIES

1. **Metro Bike Hub**
   Metro Bike Hub services can include bike parking, repair, and rentals to encourage sustainable access to Metro rail stations. While not feasible at all stations, San Vicente/Santa Monica represents a potential bike hub opportunity as it could sit at the intersection of two low-stress, protected bikeways.

2. **Major Joint Development Opportunity**
   With over twelve acres of adjacent Metro and Los Angeles County property the San Vicente/Santa Monica station represents a unique opportunity to meet shared goals like the promotion of transit-oriented development, the activation of streets and the future station plaza, and affordable housing.

3. **Class IV Protected Bike Lanes**
   Wheel facility upgrades can enhance safety and access to the proposed station. Protected bike lanes are already being designed on Santa Monica Boulevard and are included as part of the exploratory San Vicente Streetscape Plaza project.

CITYWIDE POTENTIAL AMENITIES

4. **Pedestrian Scramble Crosswalk**
   Scramble crosswalks can improve safety for pedestrians by separating pedestrian and vehicle movements while reducing the number of crossings needed to access future stations.

5. **Metro Bike Share Station**
   Bike share can help extend the reach of proposed stations beyond the distance riders may be willing to walk. The West Hollywood City Council has formally supported Metro Bike Share expansion within the city.

6. **Station Portal**
   Metro's standard Systemwide Station Design elements create opportunities for the integration of public art panels around station entrances as well as escalators and elevators to ensure accessible station access.

7. **Station Plaza**
   While large areas acquired for construction but unused for the station portal should be reserved for joint development, remaining station plazas can be activated with amenities like outdoor dining, food trucks, vending kiosks, ground floor retail, and/or public art.

8. **Enhanced Bus Stops**
   Bus stop islands with expanded transit shelters and dedicated curb space can improve transfers between rail and both Metro and City operated bus service and reduce conflicts with bicyclists. Enhanced City of West Hollywood transit shelters also ensure that riders have access to real time arrival information, public Wi-Fi, charging ports, and other amenities while they wait.

9. **Security Features**
   While Metro is responsible for security within stations, stakeholders expressed interest in additional security features on the surface like Block-By-Block security kiosks, quality lighting, and emergency phones.

Fairfax/Santa Monica Station Conceptual Vision

The station portal could be located on the northeast corner of Fairfax Avenue and Santa Monica Boulevard.
The conceptual vision is meant to suggest what might be possible in the future, not a specific proposal or funded project.

Source: City of West Hollywood (Grimshaw)

STATION SPECIFIC POTENTIAL AMENITIES

1. **Standard Joint Development Opportunity**
With no public property immediately adjacent to the Fairfax/Santa Monica station, any excess land acquired for construction of the station represents a small but not insignificant opportunity to meet shared goals like the promotion of transit-oriented development, the activation of streets and the future station plaza, and affordable housing production.

2. **Class IV Protected Bike Lanes**
Pending the results of a future detailed corridor study and public outreach process, existing buffered bike lanes on Fairfax Avenue could be upgraded to Class IV Protected Bike Lanes to improve safe and comfortable access to the future station .

CITYWIDE POTENTIAL AMENITIES

3. **Pedestrian Scramble Crosswalk**
Scramble crosswalks can improve safety for pedestrians by separating pedestrian and vehicle movements while reducing the number of crossings needed to access future stations**.**

4. **Metro Bike Share Station**
Bike share can help extend the reach of proposed stations beyond the distance riders may be willing to walk. The West Hollywood City Council has formally supported Metro Bike Share expansion within the city.

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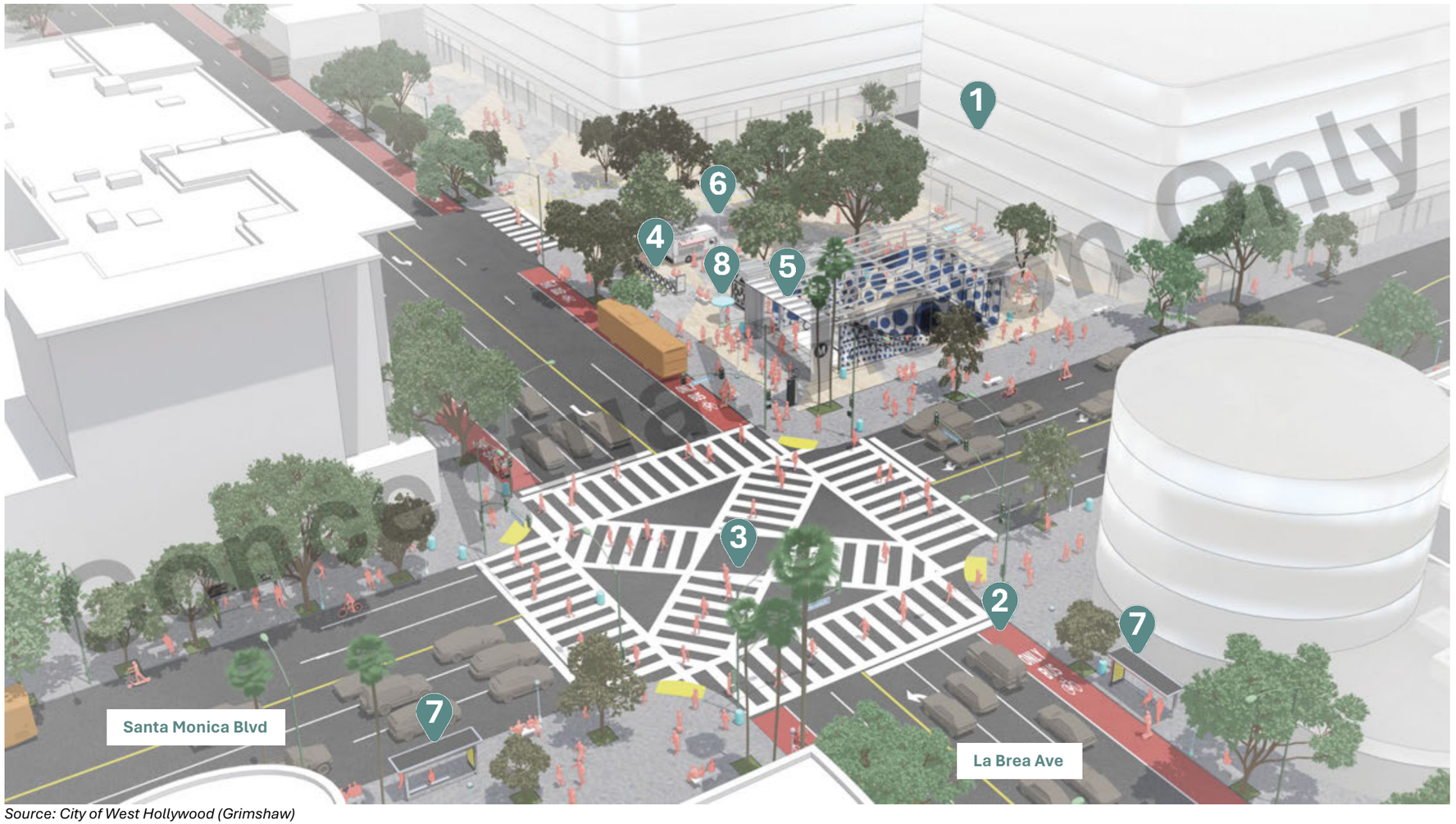
6. **Station Plaza**
While large areas acquired for construction but unused for the station portal should be reserved for joint development, remaining station plazas can be activated with amenities like outdoor dining, station serving retail, vending kiosks, ground floor retail, and/or public art.

7. **Enhanced Bus Stops**
Bus stop islands with expanded transit shelters and dedicated curb space can improve transfers between rail and both Metro and City operated bus service and reduce conflicts with bicyclists. Enhanced City of West Hollywood transit shelters also ensure that riders have access to real time arrival information, public Wi-Fi, charging ports, and other amenities while they wait.

8. **Security Features**
While Metro is responsible for security within stations, stakeholders expressed interest in additional security features on the surface like Block-By-Block security kiosks, quality lighting, and emergency phones.

La Brea/Santa Monica Station Conceptual Vision

The station portal could be located on the northeast corner of La Brea Avenue and Santa Monica Boulevard.
The conceptual vision is meant to suggest what might be possible in the future, not a specific proposal or funded project.



Source: City of West Hollywood (Grimshaw)

STATION SPECIFIC POTENTIAL AMENITIES

1. **Standard Joint Development Opportunity**
With no public property immediately adjacent to the La Brea/Santa Monica station, any excess land acquired for construction of the station represents a small but not insignificant opportunity to meet shared goals like the promotion of transit-oriented development, the activation of streets and the future station plaza, and affordable housing production.

2. **Bus Priority Lanes**
Existing peak hour bus lanes on La Brea Avenue could be converted to high-visibility red bus/bike lanes that would operate 24 hours a day (pending the results of a future detailed corridor study and public outreach process). Metro and the City of Los Angeles recently launched automated bus lane enforcement on two corridors including La Brea Avenue and the West Hollywood City Council has formally indicated their interest in joining the program to enhance operations on the West Hollywood portion of the corridor.

CITYWIDE POTENTIAL AMENITIES

3. **Pedestrian Scramble Crosswalk**
Scramble crosswalks can improve safety for pedestrians by separating pedestrian and vehicle movements while reducing the number of crossings needed to access future stations.

4. **Metro Bike Share Station**
Bike share can help extend the reach of proposed stations beyond the distance riders may be willing to walk. The West Hollywood City Council has formally supported Metro Bike Share expansion within the city.

5. **Station Portal**
Metro's standard Systemwide Station Design elements create opportunities for the integration of public art panels around station entrances as well as escalators and elevators to ensure accessible station access.

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While large areas acquired for construction but unused for the station portal should be reserved for joint development, remaining station plazas can be activated with amenities like outdoor dining, station serving retail, vending kiosks, ground floor retail, and/or public art.

7. **Enhanced Bus Stops**
Enhanced City of West Hollywood transit shelters ensure that riders have access to real time arrival information, public Wi-Fi, charging ports, and other amenities while they wait.

8. **Security Features**
While Metro is responsible for security within stations, stakeholders expressed interest in additional security features on the surface like Block-By-Block security kiosks and emergency phones.

1.3 First/Last Mile Early Assessment

The West Hollywood RIS includes an FLM Early Assessment (FLM RIS) task focused on the proposed KNE stations within West Hollywood City Limits. The FLM RIS is meant to:

- Identify potential FLM improvement projects
- Serve as a tool for seeking grant funding to implement FLM projects
- Integrate FLM projects into the city's local plans where appropriate
- Ensure critical FLM projects are constructed efficiently in advance of or in conjunction with the rail project to reduce the impact of prolonged construction
- Fast-track Metro's FLM planning processes in support of active transportation and advocacy for the KNE.
- Coordinate related existing City plans and programs with mobility recommendations in the proposed station areas.

The consultant team evaluated existing conditions and proposed mobility improvements along the pathway network within the project area leading to/from the proposed stations within West Hollywood City Limits. The Beverly/La Cienega station was not included in the study as it would be located just outside of the West Hollywood City Limits in neighboring Los Angeles. The Metro FLM planning process typically evaluates a 3-mile wheel zone and a half-mile walk zone for proposed stations. However, for this assessment, the consultant team evaluated a 1.5-mile wheel zone and limited the FLM evaluation of the half-mile walk zone to West Hollywood's city limits. The wheel radius encompasses the cities of West Hollywood, Los Angeles, and Beverly Hills. For a more detailed breakdown of the jurisdictions by station area, see Section 3.2 - Half-Mile Pathway Maps.

RIS FLM Project Area

Source: Cityworks Design

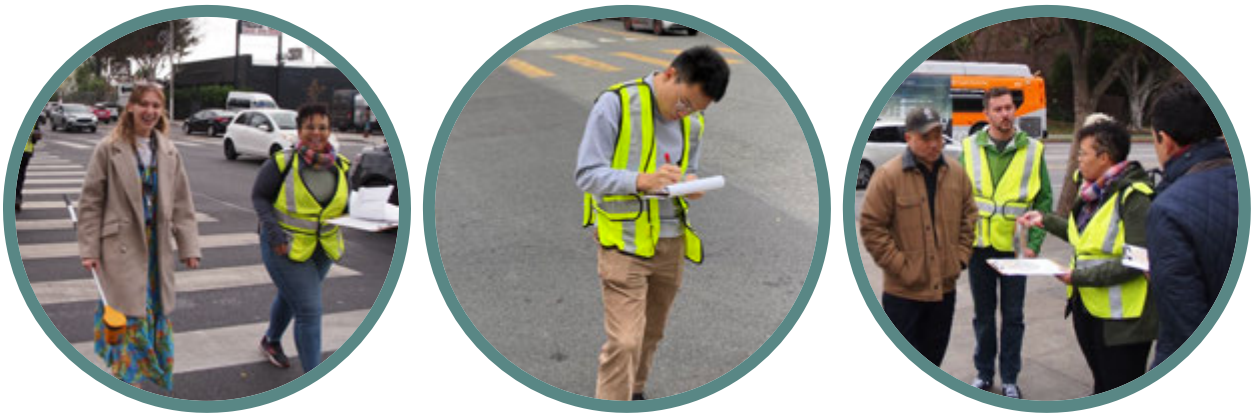
FLM Early Assessment Process

The RIS FLM assessment unfolded over two years (2022-2024). The process was initiated with the technical walk audits and is anticipated to conclude with the City Council's adoption of the 'Metro K Line Northern Extension First/Last Mile Early Assessment Plan.'

Technical Walk Audits

In the Winter of 2022, the consultant team and city staff conducted technical walk audits to understand the existing conditions, challenges, and issues within the project area. Focusing on the pathway network, the team analyzed the half-mile walk zone within city limits of each station, identified access and connectivity barriers, and confirmed pathway network assumptions. In addition, the wheel project zone was analyzed for wheel access and connectivity for bicycles, scooters, and skateboards.

Walk Audit Team Members and City Staff



Source: Cityworks Design

FLM Walk and Wheel Audit Summary

In Spring 2023, the consultant team completed a 40-page summary of the technical walk audit inputs and wheel network analysis. The summary provides a foundation for identifying potential walk and wheel improvements at each station area. For walk conditions, the summary considered walk auditors' survey notes, site photographs, identification of strengths, barriers, and opportunities on primary and secondary pathways, and the resulting walkability rating maps. For the wheel network, the summary consisted of mapping existing wheel facilities, proposed wheel facilities, and other potential wheel facilities (to address gaps in the network) to support wheel access within the city and to/from the stations. See Appendix A - FLM Walk and Wheel Audit Summary Memo for the complete analysis.

Community Outreach Survey

In winter 2023, West Hollywood launched an FLM survey on its online platform, Engage WeHo. The purpose was to confirm the technical walk audit findings and gather focused feedback from community members on their experiences walking or biking in the project area. The survey results revealed a strong preference for implementing safety features like crosswalk visibility upgrades, curb extensions, and traffic calming at each station, as well as a strong preference for Class I Off-Street Paths and Class IV Protected Bicycle Lanes. Additional feedback also included suggestions for upgrading existing bike lanes, such as those on Fairfax Avenue and San Vicente Boulevard. See Section 2.2 - Community Outreach Survey for an overview of the findings.

Priority Improvements for Implementation at Proposed Metro Stations

Participants were asked to prioritize pedestrian safety and comfort/health improvements at each proposed station. The top five priority improvements at each proposed station are shown above.

Source: Cityworks Design

Commission, Board, and Stakeholder Outreach

From Summer 2023 through Summer 2024, presentations on the FLM Walk and Wheel Audit Summary findings were shared with City Commissions, Boards and Stakeholders to provide general information about the RIS FLM process and obtain their input. See Section 2.1 - Commission, Board and Stakeholder Outreach for summary notes from each meeting.

Commissions, Boards, and Stakeholders	Meeting Date
Disabilities Advisory Board	August 2023
Older Adults Advisory Board	August 2023
Public Facilities, Recreation, & Infrastructure Commission	September 2023
Transportation & Mobility Commission	June 2023
West Hollywood Bicycle Coalition	May 2024
Women's Advisory Board	June 2024

FLM-Related Studies

In June 2023, the City authorized two additional FLM-related studies in response to feedback from the City Commissions, Boards, and Stakeholders outreach. Consultant team member Fehr & Peers led the development of the 'Pedestrian Scramble Study' and the 'City-operated Transit Concepts for K Line Northern Extension' analysis, summarized below.

Pedestrian Scramble Study

The existing conditions analysis, technical walk audit findings, and comments from both the Transportation and Mobility and Public Facilities, Recreation, and Infrastructure Commissions confirmed the need to study pedestrian safety features at the intersection of La Brea Avenue and Santa Monica Boulevard. Given the historic collision data of the intersection and that it could be the primary intersection for a proposed station and subject to increased pedestrian and wheel activity, a feasibility study for a scramble crosswalk was conducted.

The consultants found that implementing a scramble crosswalk at La Brea/Santa Monica is technically feasible, with several considerations for the City. These include corridor strategies like signal coordination retiming to coincide with the KNE opening, reconfiguration of roadway stripping, improvements to pedestrian equipment like enhancing audible announcements, and compliance measures for driver safety. Scramble crosswalks could be studied and implemented at the proposed station portal intersections of Fairfax/Santa Monica and San Vicente/Santa Monica. They have relatively similar conditions to La Brea/Santa Monica and are both busy pedestrian and vehicle intersections that could benefit from the reconfiguration.

Additionally, thoughtful consideration of pedestrian activity, daily boardings at stations, and compliance with federal guidelines (e.g., ADA and PROWAG) should guide the implementation of scramble crosswalk phases. To review the findings from the analysis, see Appendix B - Pedestrian Scramble Study.

City-operated Transit Concepts for K Line Northern Extension

Ancillary to the original scope of work and further supported by feedback from the Older Adults Advisory Board, Women's Advisory Board, and the Transportation and Mobility Commission, the consultants evaluated the implications of the KNE alignment on the City's existing fixed-route transit systems. The City's current transit resources include neighborhood circulation (Cityline Local), connections to regional rapid transit (Cityline Commuter), nightlife-oriented service (The Pickup), and other fixed-route transit services like Metro and LADOT bus lines.

The proposed K Line extension may reduce the utility of existing transit services, presenting an opportunity to redeploy future transit services to provide FLM coverage to areas beyond Metro's proposed stations. Three route concepts for future service include serving the eastern and western regions of the City and connecting Sunset Boulevard with Santa Monica Boulevard. Each concept identifies a route terminus close to a proposed KNE station. If operation costs were kept at similar levels to current operations, these routes could operate alone with frequent trips or in pairs at lower frequencies. For an in-depth analysis of the three route concepts, see Appendix C - City-operated Transit Concepts for K Line Northern Extension.

Review of Related Plans and Projects

To avoid duplicating improvements or getting ahead of local efforts, the consultant team reviewed the following plans and projects relevant to FLM access within a half-mile walk and 1.5-mile wheel zones of each proposed station.

- City of West Hollywood Pedestrian and Bicycle Mobility Plan, 2017
- City of Beverly Hills Complete Streets Plan, 2021
- City of Los Angeles Mobility Plan 2035, 2016
- West Hollywood Design District Streetscape Master Plan, 2014 and subsequent construction documents
- City of West Hollywood Willoughby, Vista/Gardner, and Kings Street Design Concept Plan, 2024
- City of West Hollywood Fountain Avenue Streetscape Project, on-going
- City of West Hollywood San Vicente Sky Sanctuaries Project (formally San Vicente Streetscapes Project), on-going
- Various In-Roadway Warning Lights (IRWLs) Projects, on-going
- West Hollywood Target Vision Zero Action Plan, 2023
- Metro Active Transport (MAT) funded projects, on-going
- City of Los Angeles Measure HLA, 2024

1.4 FLM Early Assessment Key Findings

The following section highlights the FLM RIS findings and summarizes the Proposed Walk and Wheel Improvement lists. More detailed analysis and process information can be found in Section 3 - RIS FLM Potential Improvements.

Half-Mile Walk Zone

- The proposed KNE stations in West Hollywood are generally accessible and reasonably walkable - but there are still challenges pedestrians face that can be addressed through FLM improvements (e.g., making intersection crossings safer, adding curb extensions to shorten crossings where feasible, and infilling gaps in shade trees).
- Santa Monica Boulevard serves as West Hollywood's main street. It is also a "backbone" for the KNE (in the San Vicente-Fairfax and Fairfax alignment options). The street has been recognized nationally as one of the most walkable main streets in the U.S. by the American Planning Association (APA Great Street Award, Great Places in America Program, 2011). It will serve as a primary pathway to reach the proposed stations while providing connections between them and an important amenity for all transit patrons.
- Many residential streets serve as secondary pathways and have sidewalks, parkways, and shade trees. They are typically comfortable walking to reach a primary pathway or station entrance. In contrast, segments of primary and secondary pathways that coincide with major arterials (e.g., San Vicente Boulevard, Fairfax Avenue, La Brea Avenue) are relatively challenging for pedestrians to navigate due to traffic volumes, travel speeds, and driveway conflicts.

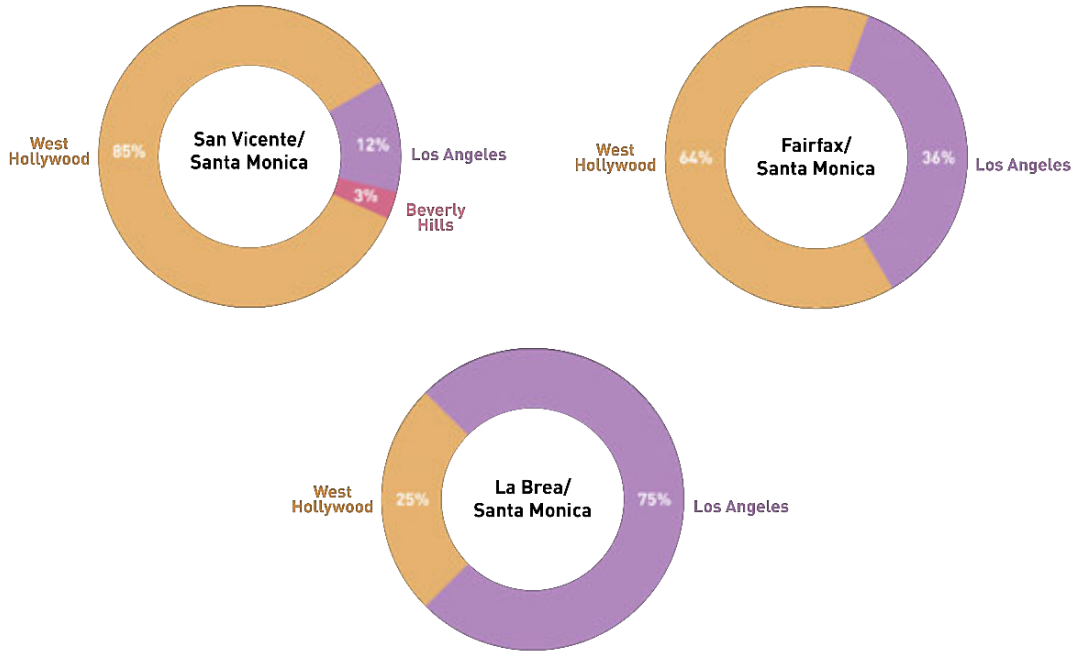
> Street parking, highly valued by residents and businesses, provides a buffer between traffic and pedestrians on the sidewalk. However, its presence can limit potential sidewalk widening or the addition of safer wheel facilities due to right-of-way constraints (see Wheel Improvement findings below).

> San Vicente/Santa Monica Station - Steep and narrow pathways will need to be navigated by KNE patrons who wish to go north to Sunset Boulevard. San Vicente Boulevard was given a "fair to poor" walkability rating due to the lack of shade trees and limited opportunities to cross the street. Other FLM improvements are recommended on Sunset Boulevard and North Palm Avenue, which was one of the more comfortable and convenient north-south pathways connecting the station entrance and Sunset Boulevard. The city may want to consider opportunities for future pathways to be integrated into development projects to create convenient routes for pedestrians to ascend the hill up to Sunset Boulevard.

> Fairfax/Santa Monica Station – Fountain Avenue was given a "poor" walkability rating for its existing conditions however the corridor has been the focus of upcoming streetscape and bike and pedestrian safety improvements in development by the City. Fairfax Avenue, Willoughby Avenue, and N Crescent Heights Boulevard were rated "fair" because of a need for consistent shade and safer pedestrian crossings.

> La Brea/Santa Monica Station – KNE patrons will likely use pathways on quieter residential streets as an alternative to La Brea Avenue to reach Santa Monica Boulevard and the station entrance. As development evolves on La Brea Avenue, opportunities for sidewalk enhancements should be pursued. Fountain Avenue remains challenging for pedestrians, due to sidewalk barriers like utility poles that narrow the path considerably in places, though major streetscape and bike/pedestrian safety improvements are currently being developed by the City.

Half-mile Station Areas by Jurisdiction



Source: Cityworks Design

1.5-Mile Wheel Zone

- Existing wheel facilities provide access directly to the San Vicente/Santa Monica Station from neighborhoods to the southwest of that station and to the Fairfax/Santa Monica Station from neighborhoods along Fairfax Avenue. These two areas represent a small portion of the entire area within 1.5 miles of the three stations.
- The bikeway network proposed by existing City plans in West Hollywood, Los Angeles, and Beverly Hills respectively, if implemented, would provide access to the majority of the 1.5-mile radius wheel zone.
- There are only a few geographic gaps in the cities' planned network, specifically, Class III Bike Boulevards/greenways required to provide access from planned bike lanes on arterial streets to the stations. The potential wheel facilities include segments of Lexington Avenue east of La Brea Avenue, Formosa Avenue, Genesee Avenue, Edinburgh Avenue, and Alden Avenue that will complete access to the stations.
- Some existing and previously planned bikeways are relatively low-quality facilities that do not meet Metro's criteria for an FLM project, in particular, Class III routes on four-lane streets or on high-volume two-lane streets and Class III routes on low-volume local and collector streets that do not include traffic calming measures. In addition, Class II bike lanes on high-volume arterial streets are not comfortable for many users. The enhancement of Class III routes with appropriate traffic calming measures and controlled crossings and the conversion of Class II bike lanes to Class IV protected bikeways where feasible would provide improved all-ages and ability access to future rail stations, effectively expanding their reach.

Walk and Wheel Improvement Lists

The potential walk and wheel improvement lists were developed utilizing the key findings from the technical walk audits, input gathered from outreach, and additional guidance provided by City staff. Lists and maps were created for each proposed station and the 1.5-mile wheel zone. The improvement lists and maps are a snapshot of current City planning efforts and the gaps identified through the RIS FLM process. These lists allow City staff to pursue grant funding to implement FLM and other active transportation projects in anticipation of the KNE, incorporate FLM identified gaps in future updates to the General Plan or Pedestrian and Bicycle Mobility Plan, or facilitate their inclusion in broader future Metro-led FLM planning efforts. When the KNE is approved and funded, the City could potentially request a 3% local contribution credit for these projects from Metro. See Section 3 - RIS FLM Potential Improvements for the potential walk and wheel improvement lists.

Summary of Potential Walk Improvements by Station

This table summarizes (by station) how many walk improvements exist in relevant plans or projects and those identified through the RIS FLM process

KNE Proposed Station	Related Plan or Project Improvement	FLM Identified Improvement	Total Potential Improvements
San Vicente/Santa Monica	34	37	71
Fairfax/ Santa Monica	23	34	57
La Brea/Santa Monica	10	20	30
Total Potential Improvements	**67**	**91**	**158**

If an improvement identified during the RIS FLM process matched in type and location to one in a relevant plan or project, the improvement was not duplicated.

Summary of Miles of Potential Wheel Improvements by Class

This table summarizes (by class) how many miles of potential wheel improvements were previously planned and how many were identified via the RIS FLM process.

Wheel Facility Class	Previously Planned Improvement	FLM Identified Improvement	Total Potential Improvements
Class IV	16	1.5	17.5
Class II	26	0	26
Class III Bike-Friendly Streets/Greenways	33	2	35
Total Potential Improvements	**75**	**3.5**	**78.5**

If an improvement identified during the RIS FLM process matched in type and location to one in a relevant plan or project, the improvement was not duplicated.

1.5 Next Steps

Upon adoption of West Hollywood's 'Rail Integration Study First/Last Mile Early Assessment Plan' city staff can refer to the list of potential walk/wheel improvements to seek grant funding for implementation of individual projects or to conduct additional feasibility work or public outreach on improvements identified in the Plan. Decisions to advance any particular project would be based on City Council and community priorities. Most of the potential walk/wheel improvements would benefit pedestrians and cyclists even before the KNE is realized and regardless of the final route selected for the rail project.

Additionally, the improvements and safety needs identified in the Plan can inform future updates to the City's Pedestrian and Bicycle Mobility Plan, General Plan Mobility Element, and other Citywide planning documents. Any updates to those documents should also consider ongoing efforts on individual protected bike lanes, the WeHo Target Vision Zero Action Plan, and the upcoming Citywide protected bike lane policy.

Improvements identified in the Plan and not advanced by the City independently, would be submitted for further vetting in more expansive future Metro-led FLM analysis with the expectation that some of the identified improvements would be constructed alongside the rail project itself. Following the release of the K Line Northern Extension Draft EIR by Metro, and when the recommended LPA is identified, more detailed FLM planning can commence in collaboration with Metro. This advanced FLM work can include community walk audits, community engagement activities to educate and get broader input, evaluation of specific projects for design and engineering feasibility, development of rough order magnitude costs for future budgeting purposes, a comprehensive FLM Plan developed in coordination with adjacent jurisdictions. The City's early work in this area should serve as a foundation to inform more detailed and expansive analysis to be led by Metro.

Metro's Part in FLM Planning

FLM Planning on Metro's funded rail corridors is currently led by the agency's FLM team, in partnership with local jurisdictions, Metro's technical consultants, community-based organizations and an outreach consultant. More recently, Metro has commenced FLM Planning along their new rail corridors after the LPA is selected. The FLM Plan document is then completed about the same time as the Final EIR is taken to Metro's Board of Directors.

The key to a successful FLM program and creating a seamless walk-wheel experience begins at the station. Metro is typically responsible for programming, designing, and constructing all the above-ground rail project elements that fall within their property (unless the agency utilizes an alternative delivery system). For purposes of this early assessment, it is assumed Metro will be responsible for the following elements during a future phase of the KNE for the LPA stations within the City:

- Station entrances and plazas
- Mobility hubs (bike parking, bike share, dockless parking for scooters)
- Primary intersection crossings (safety enhancements, scramble crossings)
- Bus stop relocation and islands with interface and improvements
- Security & emergency call boxes
- Public restrooms
- Second entrances or knock-out panels to accommodate them in the future
- Programming for peak public events, entrance/exiting plans, and flow management

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2
RIS FLM Community Engagement Summary

2.1 Commission, Board, and Stakeholder Outreach

The following bulleted lists are summary notes from the Commission, Board, and Stakeholder meetings attended by City staff between August 2023 and June 2024.

Disabilities Advisory Board

> Interest in improved pedestrian access to San Vicente/Beverly, given the concentration of jobs at Cedars and the hospital itself
> Interest in the City coordinating with the City of Los Angeles on an improved connection to La Cienega/Beverly
> Interest in making alleyways along Santa Monica Boulevard one-way
> Identified that the East side of Larrabee Street north of Santa Monica Boulevard is very dark
> Support for the City's preferred alignment given high ridership potential and access to jobs and commercial areas
> Noted a lack of compliance with "no stopping any time" signage outside of Supreme on Sunset Boulevard with frequent double parking causing issues

Older Adults Advisory Board

> Interest in FLM analysis of Cityline scenarios looking at getting people to hotels and restaurants on Sunset Boulevard as well as La Cienega Boulevard
> Support for wider proposed stop distances on Metro K Line Northern Extension with removal of optional La Cienega Station given experience of stops close together in New York City
> Confirmed no Metro rail maintenance facility was proposed for Metro's Division 7 facility in West Hollywood
> Interest in the timeline and continued City support for the K Line Northern Extension
> Interest in City exploration of an interim airport connection

Public Facilities, Recreation, and Infrastructure Commission

> Interest in additional walk audits at night
> Interest in why half and quarter-mile distances were determined for the Study (industry best practices)
> Support for scramble crosswalks and upgrades to smaller crosswalks adjacent to major intersections
> Interest in mode of access metrics for proposed stations (ex: how many people might bike)

- > Appreciative of the advanced look at FLM improvements regardless of rail timeline or alternative
- > Interest in the potential for tree root/sidewalk conflicts
- > Support for curb ramp upgrades
- > Confirmed Metro is not considering Monorail mode for K Line Northern Extension
- > Interest in potential construction impacts and timeline from station construction

Transportation and Mobility Commission

- > Support for pedestrian improvements on La Brea Avenue, especially given the crash history
- > Support for a shuttle service up to Sunset Boulevard given the grade up the hill
- > Interest in exploring Formosa Avenue as a potential alternative corridor for bikes
- > Interest in a connection to the Hollywood Bowl
- > Interest in multiple station entrances on either end of stations or at least knockout panels for future expansion
- > Interest in coordination with the City of Los Angeles on access improvements and joint funding
- > Interest in reducing neighborhood impacts such as those from construction
- > Interest in raised crosswalks as a traffic calming strategy on side streets
- > Interest in exploring scramble crosswalks
- > Interest in exploring some of the identified bike and pedestrian improvements regardless of the route Metro selects

West Hollywood Bicycle Coalition

- > Support for early FLM planning
- > Interest in including Holloway Class II from the City's existing adopted Bike/Ped Plan
- > Emphasized the importance of having bike racks on new City shuttles
- > Support for a potential Metro Bike Hub at the proposed Santa/Monica San Vicente Station
- > Support for Leading Pedestrian Intervals (LPIs) Citywide, but especially on pedestrian corridors
- > Interest in a clearer legend for the bike recommendations map
- > Interest in additional walk audits with advocacy groups and commissioners

Women's Advisory Board

- > Interest in exploring Block-by-Block security kiosks and security phones at station plazas
- > Support for a shuttle service up to Sunset Boulevard given the grade up the hill
- > Encouraged staff to incorporate findings from Metro's "How Women Travel" Report
- > Support for expanded traffic calming around proposed stations
- > Interest in exploring curb space management around stations to reserve space for drop off and rideshare areas
- > Support for wheel improvements on Fairfax Avenue and San Vicente Boulevard
- > Interest in ensuring all stations in West Hollywood are accessible to all users
- > Confirmed no parking was being proposed as part of Metro's designs for stations in West Hollywood
- > Interest in extending the hours of the Cityline Commuter shuttle to make service feasible for more users
- > Noted that the Santa Monica/Fairfax area is already perceived as one of the safer areas as it is well-lit

2.2 Community Outreach Survey

West Hollywood residents traverse the project area daily and have a unique and invaluable perspective. Their knowledge of what is or is not working is crucial to any FLM process and can directly influence the potential project lists. From December 2023 to February 2024, the City publicized the RIS FLM survey using its online community engagement platform, Engage WeHo. The purpose of the survey was to confirm the technical team's audit findings and gather focused feedback from community members on their experiences walking or biking in the project area.

The survey was designed to be interactive and user-friendly and received 99 submissions. It included questions to confirm the pedestrian pathway network and walk/wheel improvement preferences at each proposed station. Additionally, the survey featured a map component, enabling wheel-focused respondents to "pin" desired wheel improvements directly onto a map, making their feedback more detailed and actionable.

Key Findings

Residents, workers, and visitors to West Hollywood indicated they would access the stations primarily by walking, bus, and wheels. 81% of the respondents identified as male. This unbalanced input by gender prompted the City to engage the Women's Advisory Board to review the RIS FLM findings and provide detailed input. For a summary of the respondent demographics, see the 'Survey Respondent Demographics' graphic. The analysis also revealed a strong preference for implementing safety features like crosswalk visibility upgrades, curb extensions, and traffic calming at each proposed station. Additionally, respondents identified landscaping and shade trees as a priority to enhance the walkability of the pathway network.

Priority Walk Improvements for Implementation at Proposed Metro Stations

Participants were asked to prioritize pedestrian safety and comfort/health improvements at each proposed station. The top five priority improvements at each proposed station are shown below.

Source: Cityworks Design

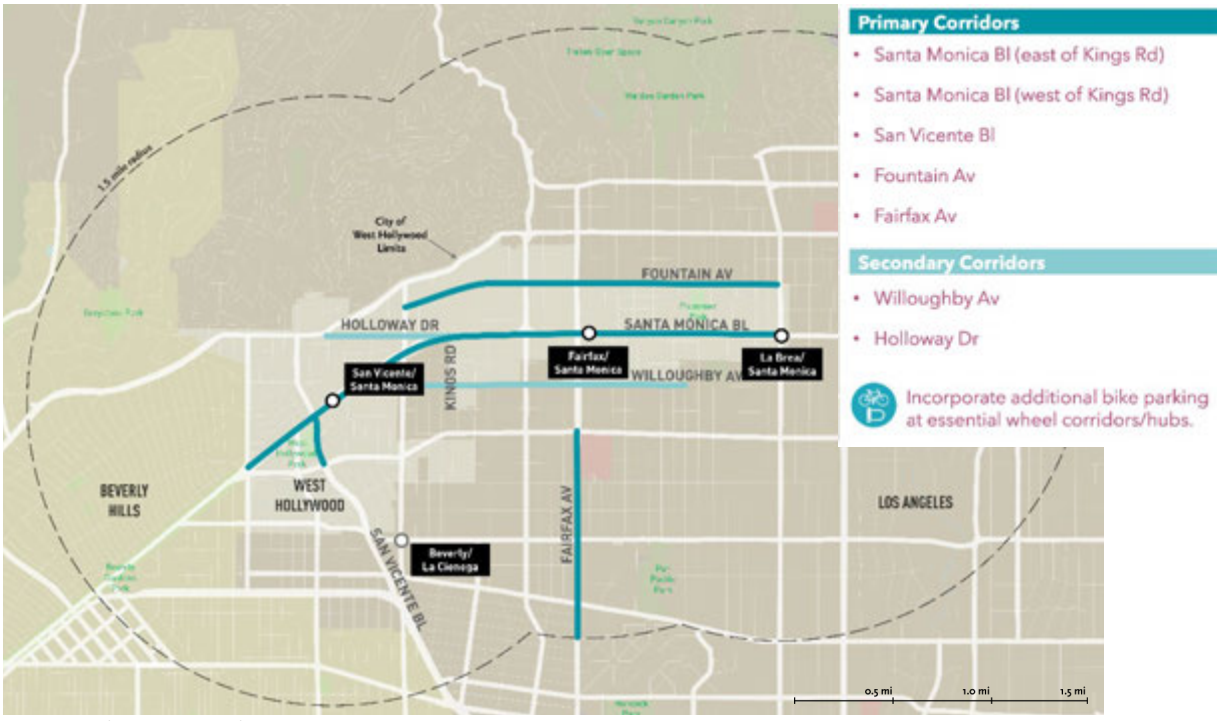
The following comments from the write-in responses provided suggestions for addressing specific concerns and needs of the community.

- > Improve pedestrian access north to Sunset Boulevard in the San Vicente/Santa Monica proposed station area
- > Evaluate the viability of scramble crosswalks at the intersections of Santa Monica Boulevard and San Vicente Boulevard, Fairfax Avenue, and La Brea Avenue
- > Increase the volume of audible pedestrian signals along Santa Monica Boulevard near bars and clubs as they are hard to hear over the nightlife
- > Improve pedestrian access between Santa Monica Boulevard and Melrose Avenue by working with the Pacific Design Center to create a Class I off-street pedestrian/wheel path
- > Incorporate public restrooms at each proposed station
- > Install security call boxes leading up to and at the proposed stations
- > Other comments included concerns about unhoused people and the regulation of scooter parking on sidewalks

Additionally, respondents' strong encouragement for the implementation of Class I Off-Street Paths and Class IV Protected Bicycle Lanes, as well as the incorporation of bike parking at the proposed stations and along essential wheel corridors/hubs, shows the community's commitment to promoting sustainable transportation options. They also identified priority primary and secondary wheel corridors (see graphic below) and contributed wheel improvement suggestions via the mapping exercise shown in the 'Mapped Wheel Improvements" graphic.

Priority Corridors for Wheel Improvement

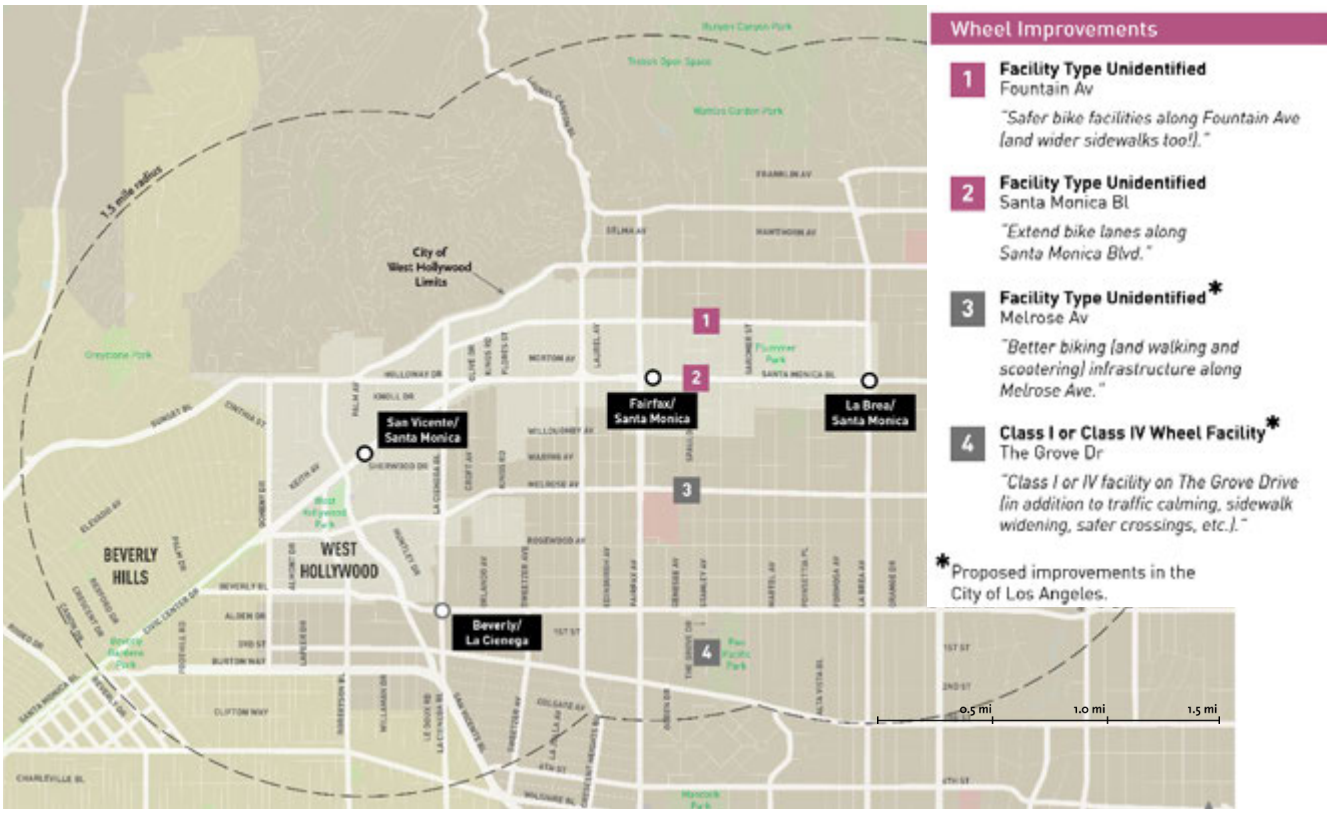
Participants were asked to identify the primary and secondary corridors that should be prioritized for wheel improvements to improve station access. The prioritized corridors are shown on the map below.



Source: Cityworks Design

Mapped Wheel Improvements

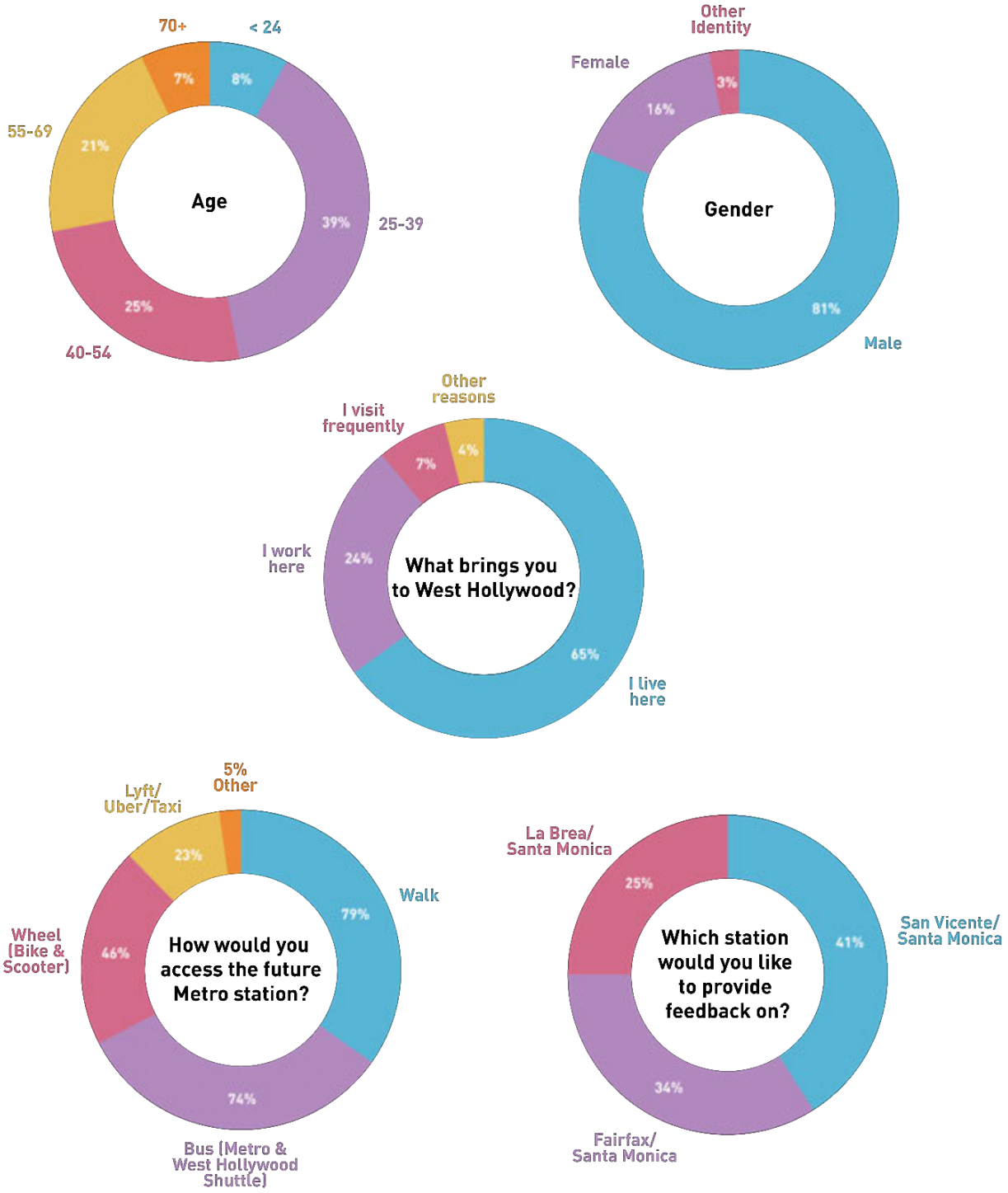
In addition to the narrative survey on Engage WeHo, participants could also "pin" desired wheel improvements directly to a map. These additional suggestions are shown on the map below.



Source: Cityworks Design

Survey Respondent Demographics

The unbalanced survey input by gender prompted the City to engage the Women's Advisory Board to review the RIS FLM findings and provide detailed input.



Source: Cityworks Design

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3
RIS FLM Potential Improvements

3.1 Half-Mile Station Overviews

The proposed KNE stations in West Hollywood are generally accessible and reasonably walkable. Santa Monica Boulevard was redesigned and reconstructed within West Hollywood in the early 2000s to achieve a strong streetscape identity, wider tree-lined sidewalks, and safer pedestrian crossings. Other improvements, added over time, include in-roadway warning lights, wayfinding signage, and designated micro-mobility parking areas. Because of these public realm investments, Santa Monica Boulevard is a prime example of how a well-designed "main street" can support safe and inviting pedestrian access to/from a rail station. However, not all streets in the station pathway networks are as accessible, and those challenges can be addressed through FLM improvements. The RIS FLM Potential Walk Improvements Lists in Section 3.8 were developed to address the opportunities and challenges summarized in this section. See Appendix A - Walk and Wheel Audit Summary Memo for the complete analysis of each station and its pathway network.

San Vicente/Santa Monica

The half-mile walk and wheel zone for the San Vicente/Santa Monica station encompasses the spiritual and historic heart of the West Hollywood. It is often the central location for local festivals and Pride celebrations. It is the hub of regional jobs and development with convenient access to the Rainbow District and iconic LGBTQ+ nightlife, the Pacific Design Center, West Hollywood Design District, West Hollywood Library, West Hollywood Park, boutique retail, restaurants, and hotels. During the evening, the intersection of San Vicente and Santa Monica sees a late-night peak of activity as it lies at the center of West Hollywood's renowned nightlife and club culture.

Primary Pathways

- Santa Monica Boulevard provides a comfortable pathway directly to the station with 8’-10' wide sidewalks, lots of retail and pedestrian activity, and excellent neighborhood character
- San Vicente Boulevard south of Santa Monica Boulevard provides pedestrians a buffered walking experience with landscaped parkways and parked cars but was rated fair because it could benefit from more shade trees, traffic calming measures and high visibility crosswalks at intersections. North of Santa Monica Boulevard was rated poor for its narrow sidewalks, lack of shade trees, and need for traffic calming coupled with a steep incline to Sunset Boulevard. The technical team assessed that a smaller neighborhood street heading north from the station would be a better alternative.
- Palm Avenue was chosen as the main pathway due to its connection to a proposed station portal. Although it is as steep as San Vicente, it offers a more pleasant journey north, featuring shaded areas and reduced traffic volumes.

Secondary Pathways

- Along Sunset Boulevard, there are wide, spacious sidewalks. Still, it lacks street trees and could benefit from crosswalk visibility upgrades to protect pedestrians and patrons of entertainment venues and legacy businesses.
- Walking east on Holloway Drive and heading north on Alta Loma Drive provides a shaded pathway to Sunset Boulevard, buffered from traffic and excess noise. However, plaza/paseo access through the Sunset Plaza Parking lot would be ideal if it could be negotiated with future development as it could provide pedestrians direct access to retail shops and shorten the walk to Sunset Boulevard.
- Cynthia Street, heading east to Palm Avenue, would be a direct, shaded and comfortable neighborhood walk for station access for Beverly Hills residents to the west.
- Portions of Melrose Avenue have and will see sidewalk widening and other pedestrian improvements, such as enhanced landscaping and the installation of new pedestrian lighting and street furniture. These improvements will create a comfortable east-west connection to primary pathways like Huntly Drive and San Vicente Boulevard.
- Robertson Avenue is slated for significant pedestrian safety and walkability improvements as part of the West Hollywood Design District Streetscape Project and will provide pedestrians direct access to lots of retail and pedestrian activity.
- Huntley Drive, headed north to Santa Monica, was chosen for its landscaped parkways, shaded sidewalks and proximity to the proposed station entrance.

Walkability Rating Map

Fairfax/Santa Monica

The Santa Monica Boulevard and Fairfax Avenue intersection marks the western gateway of the City's 'Eastside' with Plummer Park as its neighborhood center. This area is best defined as a "neighborhood crossroad" within West Hollywood. It is well-known for its Russian population and historic single- and multi-family housing neighborhoods. Older residents use local Cityline bus stops at this crossing using Santa Monica Boulevard to do daily errands while transit riders on longer trips often transfer between Metro's route 217 bus line on Fairfax Avenue and route 4 on Santa Monica Boulevard. West of Fairfax Avenue is West Hollywood's Mid City neighborhood, featuring storefront shops, offices, restaurants, and City Hall.

Primary Pathways

- Santa Monica Boulevard has comfortable sidewalks and safe crossing conditions. The street trees appear over-pruned in this section (likely in response to signage visibility concerns by businesses); if allowed to grow to full potential, they could provide a continuous shade canopy for pedestrians.
- While Fairfax Avenue sidewalk widths are ADA-compliant, many obstacles like bus shelters, utility poles/boxes, and refuse can make the pathway feel cramped. Curb extensions and crosswalk visibility upgrades would also enhance pedestrian crossing experiences and safety.

Secondary Pathways

- Sidewalk widening, Class IV Protected Bike Lanes, and pedestrian improvements such as enhanced landscaping, pedestrian lighting, and street furniture are currently being designed for Fountain Avenue as part of the Fountain Avenue Streetscape Project. This project will address longstanding safety, ADA, and walkability issues along the corridor.
- Willoughby Avenue is a safe and reasonably shaded pathway with lower traffic volumes compared to Santa Monica Boulevard for station access. Additionally, traffic calming measures are already planned for Willoughby Avenue to make it more useful as an east-west bicycle connector.
- Genesee Avenue and Spaulding Avenue were chosen as safe north-south connections east of Fairfax Avenue for their convenient access to signalized intersections for safe crossing. Genesee Avenue mirrors the comfort of Orange Grove Avenue and Ogden Drive, but the safest pedestrian crossings north of Fountain Avenue are at Fairfax Avenue and Spaulding Avenue. If the proposed east leg crosswalk at Orange Grove Avenue and Fountain Avenue is installed as part of the Fountain Avenue Streetscapes Project, Orange Grove could be considered as a secondary pathway in future project phases.
- Crescent Heights Boulevard was chosen as a strong north-south connection to the station for its density of multi-family dwelling units. In contrast to more local neighborhood streets like Hayworth Avenue, this pathway is not as comfortable to walk on and could benefit from more shade, sidewalk space, traffic calming and safer crossing conditions.

Walkability Rating Map

La Brea/Santa Monica

The La Brea/Santa Monica station is the easternmost gateway to West Hollywood. The half-mile station area contains fewer residents and households, as 75% of the station area falls within the City of Los Angeles. West Hollywood's Gateway shopping center and newer mixed-use buildings at the intersection of Santa Monica Boulevard and La Brea Avenue complement the small businesses and neighborhoods to the west while trendy Sycamore Avenue has brought significant recent development to neighboring portions of Los Angeles to the East. In addition, sizable employers like The Lot Studios account for most office-based jobs in the area. Most of the residents in this area are aged sixty-five and older, contributing to the heavy use of local bus transit along Santa Monica Blvd to do daily errands. La Brea Avenue hosts the City's only peak hour bus/bike lanes speeding up Metro's route 212 bus as well as the City's Cityline Commuter Shuttle to the Hollywood/Highland Metro B Line Station.

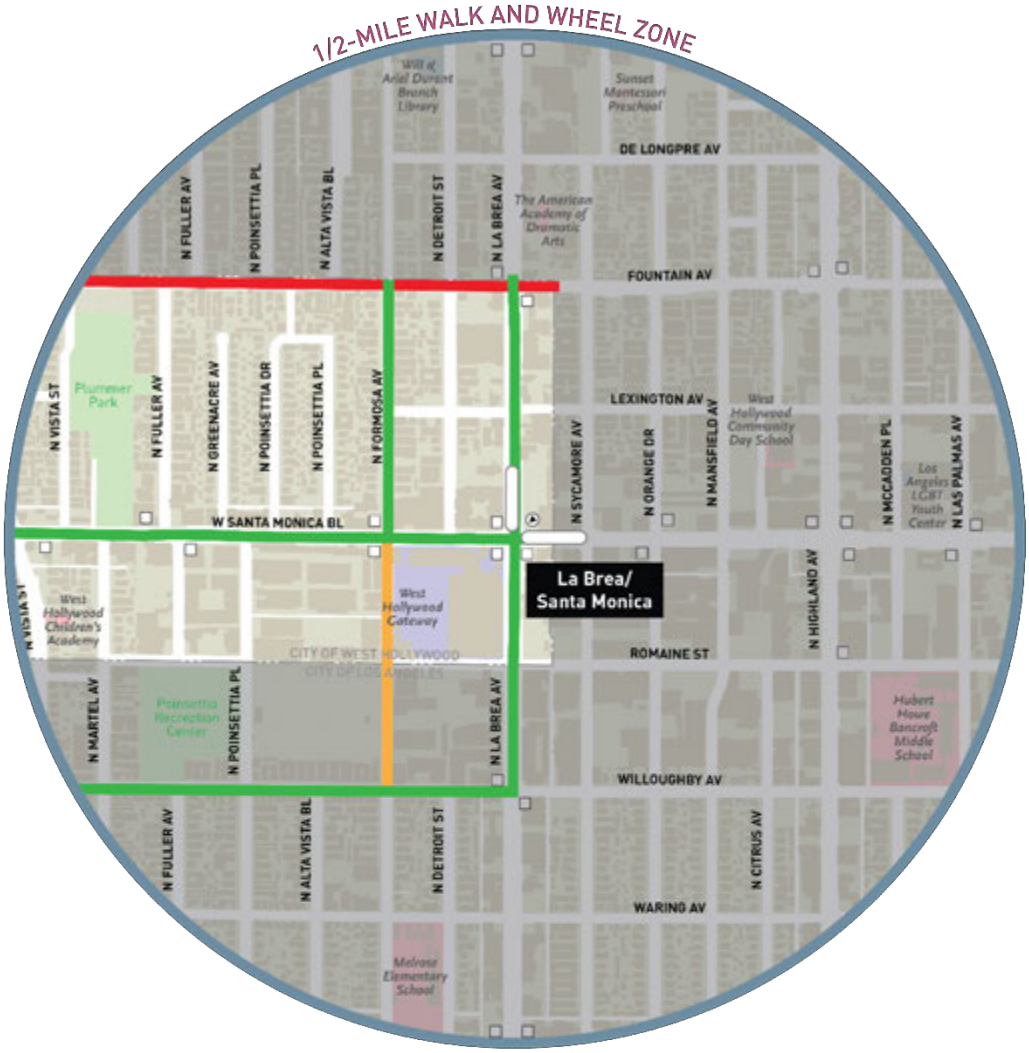
Primary Pathways

- Santa Monica Boulevard is comfortable with wide sidewalks and safe crossing conditions but is less activated with storefronts.
- Historical collision data revealed that the intersection of La Brea Avenue and Santa Monica Boulevard could benefit from enhanced crossing features like a scramble crosswalk.
- La Brea Avenue is generally a comfortable walk. Still, it is less activated with storefronts and is a less improved pedestrian environment than Santa Monica Boulevard. The pathway's prominence as a pedestrian pathway is expected to increase over time as it transitions from remnant industrial parcels and the City's only drive-through fast food restaurant to residential and commercial uses that are more pedestrian-oriented with future development. Additionally, new pedestrian lights are planned in the near term within West Hollywood as part of a Metro Active Transport (MAT) grant the City received.

Secondary Pathways

- Fountain Avenue is a challenging street, with significant sidewalk barriers (like utility poles) that narrow pedestrian pathways to as little as 3' in width at some points. Like in the Fairfax/Santa Monica station, pedestrian and wheel enhancements are planned for Fountain Avenue as part of the Fountain Avenue Streetscape Project.
- As in the Fairfax/Santa Monica station, Willoughby Avenue is a safe and reasonably shaded pathway with lower traffic volumes compared to Santa Monica Boulevard for station access. Auditors observed fast moving cars outside of peak hours and some sidewalk locations needing modest repairs. Traffic calming measures are already planned for Willoughby Avenue to make it more useful as an east-west bicycle connector.
- Community outreach survey participants identified Formosa Avenue as a key pathway to access the station. South of Santa Monica Boulevard needs lighting, landscaping, and shade to improve the walk. North of Santa Monica is a comfortable neighborhood street that could use an infill of shade trees.

Walkability Rating Map



3.2 Half-Mile Pathway Maps

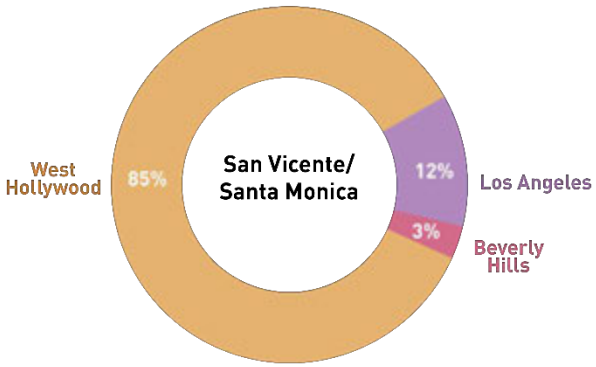
The pathway network is what most transit patrons are expected to utilize within a half-mile walking distance of the proposed station. Each station's pathway network was developed based on research of local plans, technical walk audit observations, outreach survey results, and City staff input. These streets were the focus of the RIS FLM evaluation for potential FLM walk improvements. The following pathway maps show the half-mile walk and wheel zone for the proposed stations. Each of the maps indicates:

Primary Pathways. Pathways leading directly to the proposed station.

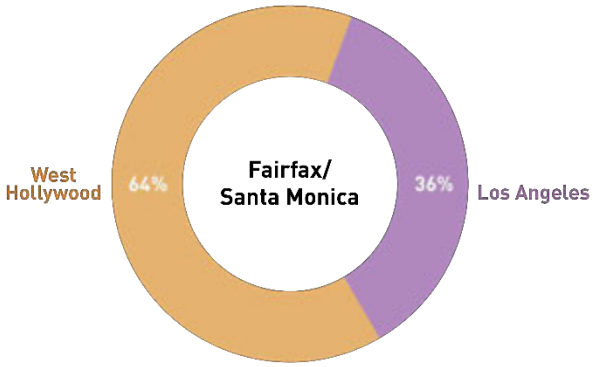
Secondary Pathways. Pathways that connect to a primary path or are considered essential station access routes based on input from community members and city staff.

Station Area by City. Pie chart representing the half-mile station area by city.

San Vicente/Santa Monica Station



Fairfax/Santa Monica Station



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Primary Pathway

Secondary Pathway

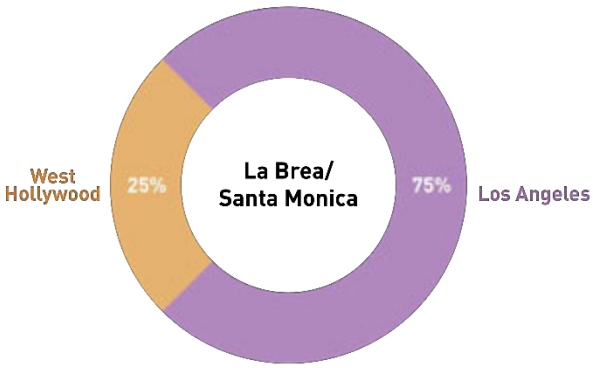
Proposed Metro Station

Proposed Station Entrance

City Boundary

Existing Bus Stop

La Brea/Santa Monica Station



N

Primary Pathway

Secondary Pathway

Proposed Metro Station

Proposed Station Entrance

City Boundary

Existing Bus Stop

3.3 Potential Walk Improvements

Metro defines FLM improvements as street and sidewalk infrastructure improvements within the local jurisdictional right-of-way that enhance safety and connectivity for transit riders. Potential walk improvement lists for the proposed stations serve as a snapshot of current City planning efforts in anticipation of the KNE and the gaps that can be addressed with FLM improvements. For this evaluation, improvements were only identified along pathways within city limits. Improvements are listed by pathway (street name), with primary pathways appearing first and secondary pathways following those. Additionally, pathways are organized north to south and west to east. Each list includes the following information:

Improvement ID. A unique acronym and number for each improvement by station for identification purposes.

Improvement Type. Safety or Comfort/Health improvement as illustrated in the FLM Walk and Wheel Improvements graphic in Section 1.1.

Street. The specific street the improvement is on (with primary or secondary noted in the header).

Cross Streets/Limits. The extent of the improvement by cross street.

Notes. Additional information regarding the improvement.

Improvement Origin. Where the improvement originated or where support was expressed for the improvement is noted by the type and abbreviated alphabetically.

- CBS = Commission, Board, and Stakeholder Outreach
- COS = Community Outreach Survey
- RPP = Related Plan or Project
- TWA = Technical Walk Audit

Related Plan or Project. The local or regional plan, with status noted, in which the improvement or a portion of the improvement was identified.

Walk Improvement Notes

Feasibility. The consultant team reviewed all potential walk improvements for feasibility using professional experience and visual observation with additional support from City staff. Improvements were not design-tested via engineering and will need further study and community outreach before implementation. Additionally, improvements added to the list from related City plans or projects were not reviewed for feasibility.

Related Plans or Projects. The consultant team reviewed related City plans and projects relevant to FLM access within a half-mile walk zone of each proposed station. Those identified in the "Related Plan or Project" column are identical in location and improvement type to the proposed improvement.

High Traffic Speeds and Traffic Calming. The consultant team and outreach efforts confirmed that high traffic speeds on primary pathways near proposed station entrances are the main reason pedestrians feel unsafe and uncomfortable. For arterial streets, traffic speeds can be addressed through local enforcement, reducing posted speed limits, lane width, and quantity (e.g., road diet, sidewalk widening, or accommodating a new bike facility), or making signal modifications. Traffic calming on residential and collector streets has been addressed, with specific enhancements noted.

Scramble Crosswalks. Scramble crosswalks at the intersections of San Vicente Boulevard/Santa Monica Boulevard, Fairfax Avenue/Santa Monica Boulevard and La Brea Avenue/Santa Monica should be considered a corridor project and implemented all at once. Further study of timing modifications will be needed.

Curb Ramp Enhancements. Instances of missing access ramps were included in the list. No further improvements were included where access ramps already exist on collector or residential streets. Locations where curb ramps could be upgraded are generally identified with the improvement note "infill high-visibility tactile warning strips." Tactile warning strips provide a physical texture that alerts visually impaired individuals to potential hazards like curb edges and road crossings. Typically, once an existing access ramp is modified, like adding tactile warning strips, the entire corner/ramp structure may need to be rebuilt to meet the current ADA code. The City should endeavor to add tactile warning strips to existing primary and secondary pathway access ramps that do not have them to maximize accessibility, understanding that other work may be required to comply with current ADA standards or local codes.

Shade Trees and Tree Wells. New infill shade trees and tree wells shall comply with current city policy and guidelines.

Wayfinding. Beyond Metro's station property, it is recommended that the City coordinate new signage leading to and from the station and key destinations and points of interest in the vicinity.

E-Scooters Parking. E-scooters are currently regulated with designated parking locations throughout the city, with penalties for non-compliance. The latest best practices for dockless mobility devices and the City's approach to regulating them will likely change between now and the opening of stations in West Hollywood. Designated space for parking the latest version of mobility devices should be provided at future stations in West Hollywood to reduce conflicts between users and in accordance with the latest technologies, regional providers, and local regulatory requirements.

Emergency Call Boxes. During outreach, some respondents expressed concern about Metro station safety and security, specifically requesting security call features at and leading up to the proposed KNE West Hollywood stations. Metro does not typically provide security systems beyond the immediate station area. While these improvements are not included in the improvement list, the City is interested in conversations with Metro to review additional safety and security measures that can be installed at stations.

Public Restrooms. Historically, Metro has not typically provided public restrooms in stations outside of three locations: Union Station, El Monte Station, and Harbor Gateway. More recently, the City of Beverly Hills successfully advocated for restrooms at the forthcoming Wilshire/Rodeo

station along the D Line Subway Extension. A Metro pilot program[1] of privately managed prefabricated restroom facilities has been rolled out to several stations across the system, and the City of Los Angeles has installed restrooms in several station plazas such as Vermont/Santa Monica[2]. Like Emergency Call Boxes, these improvements are not documented on the list. Still, the City is interested in incorporating public restrooms into future stations and would like to engage Metro further on this topic at later stages of the KNE project.

Bus Stop Enhancements. Metro bus stop relocations to strengthen transfers at the intersections of San Vicente/Santa Monica, Fairfax/Santa Monica, and La Brea/Santa Monica are not documented on the list. The City understands that this process takes further study and coordination with Metro bus operations, and the City's fixed route transit system operator to test viability. The City hopes to work with Metro on this analysis to ensure bus stops are sited to maximize access to station portals and reduce crossings where possible while allowing for adequate curb space to be reserved for future bus services. They intend to address these potential improvements in future phases of the KNE project.

Bus stop enhancements proposed for the City's existing fixed-route transit system stops (Cityline Local, Cityline Commuter, and The Pickup) should be considered if the stop is intended to remain after the construction of the KNE and per the suggested route concepts detailed in Appendix C - City-operated Transit Concepts for K Line Northern Extension. Bus stop enhancements include but are not limited to shade structures, seating, and lighting.

Station Plazas. When the West Hollywood City Council adopted the First Last Mile Early Assessment Plan on February 3, 2025, they expressed an interest in minimizing the amount of open, unprogrammed plaza space around proposed stations in West Hollywood. While Metro will have the final decision-making authority over how their stations are designed, City staff will carry this direction forward into future project development phases and discussions with the Metro project team. The proposed station locations provide opportunities for the City and Metro to meet shared goals in transit-oriented development, affordable housing, and the activation of streets and public spaces. Metro will lead the development of any station plazas based on its Transit-Oriented Communities and Joint Development policies while working with the City, residents, community organizations, and developers to capitalize on opportunities to live and work near transit. Advanced design of the stations, their associated plazas, or integrated development projects will ultimately be conducted through a collaboration of the City and Metro to ensure that the final design meets the needs of residents while supporting City goals and transit use.

Completed Projects. Projects indicated as "(completed)" in the improvement lists were completed during the development of the RIS FLM assessment. They remain on the list as a record of projects the city completed in preparation for the KNE that may be used to request a 3% local contribution credit from Metro during subsequent phases of the Metro FLM process.

[1] LA Metro (2024, September 24). Our popular Throne restroom program has expanded. The Source. https://www.theeastsiderla.com/neighborhoods/east_hollywood/flushed-with-excitement-new-public-toilets/article_4e5fb286-e634-11ed-a6de-87284bc20e80.html

[2] Fink, Berry (2023, May 24). Flushed with excitement: New public toilets. The Eastsider. https://www.theeastsiderla.com/neighborhoods/east_hollywood/flushed-with-excitement-new-public-toilets/article_4e5fb286-e634-11ed-a6de-87284bc20e80.html

3.4 Half-Mile Potential Improvement Maps

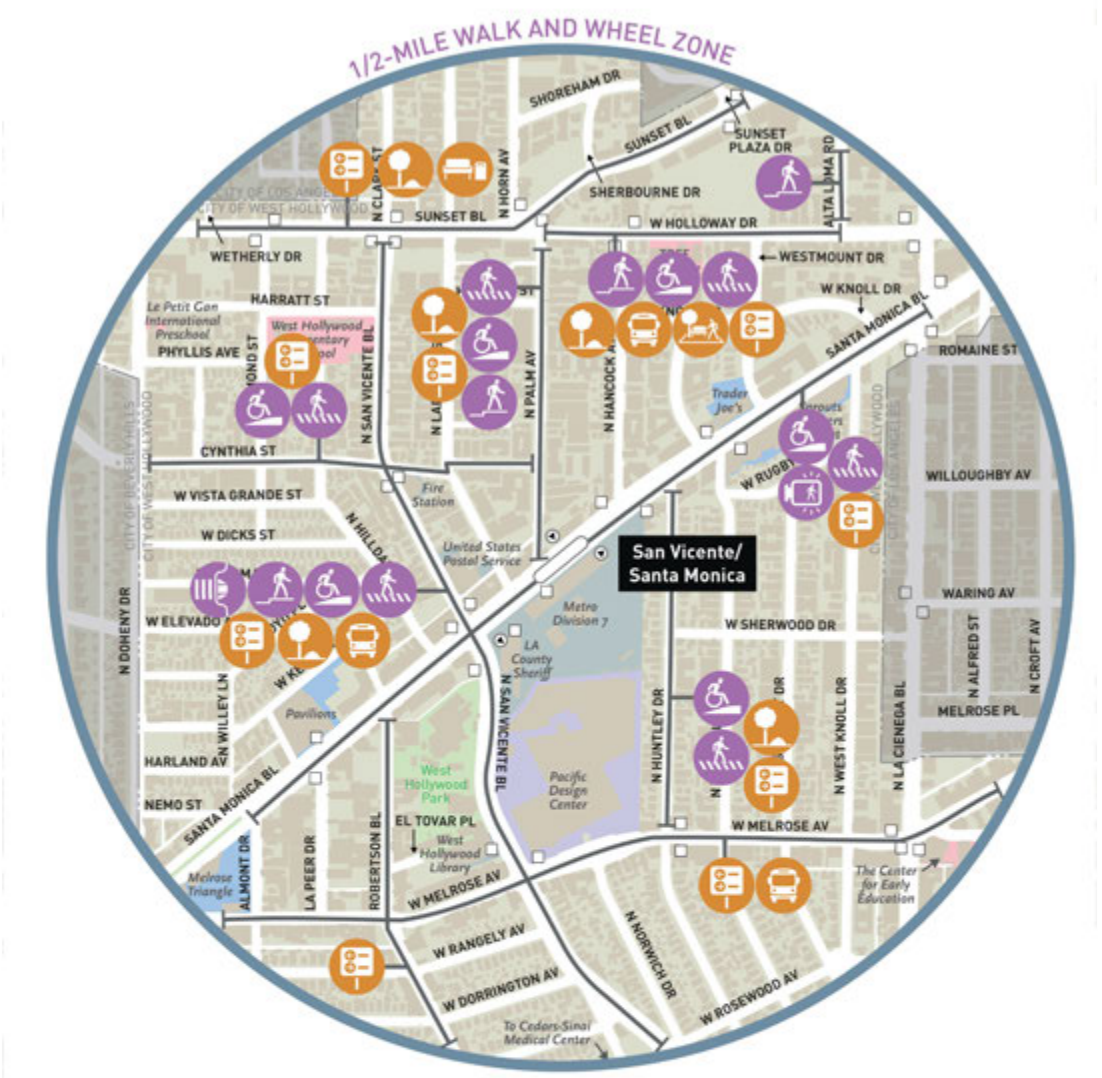
The following maps show potential improvements within the half-mile walk and wheel zone identified during the RIS FLM planning process. FLM walk improvements were identified on streets along the pathway network within the City limits. Each map presents the following:

Potential Improvements. Indicated by safety and comfort/health improvement icons. Solid lines represent the general vicinity of the improvements. See project list for specific improvement locations.

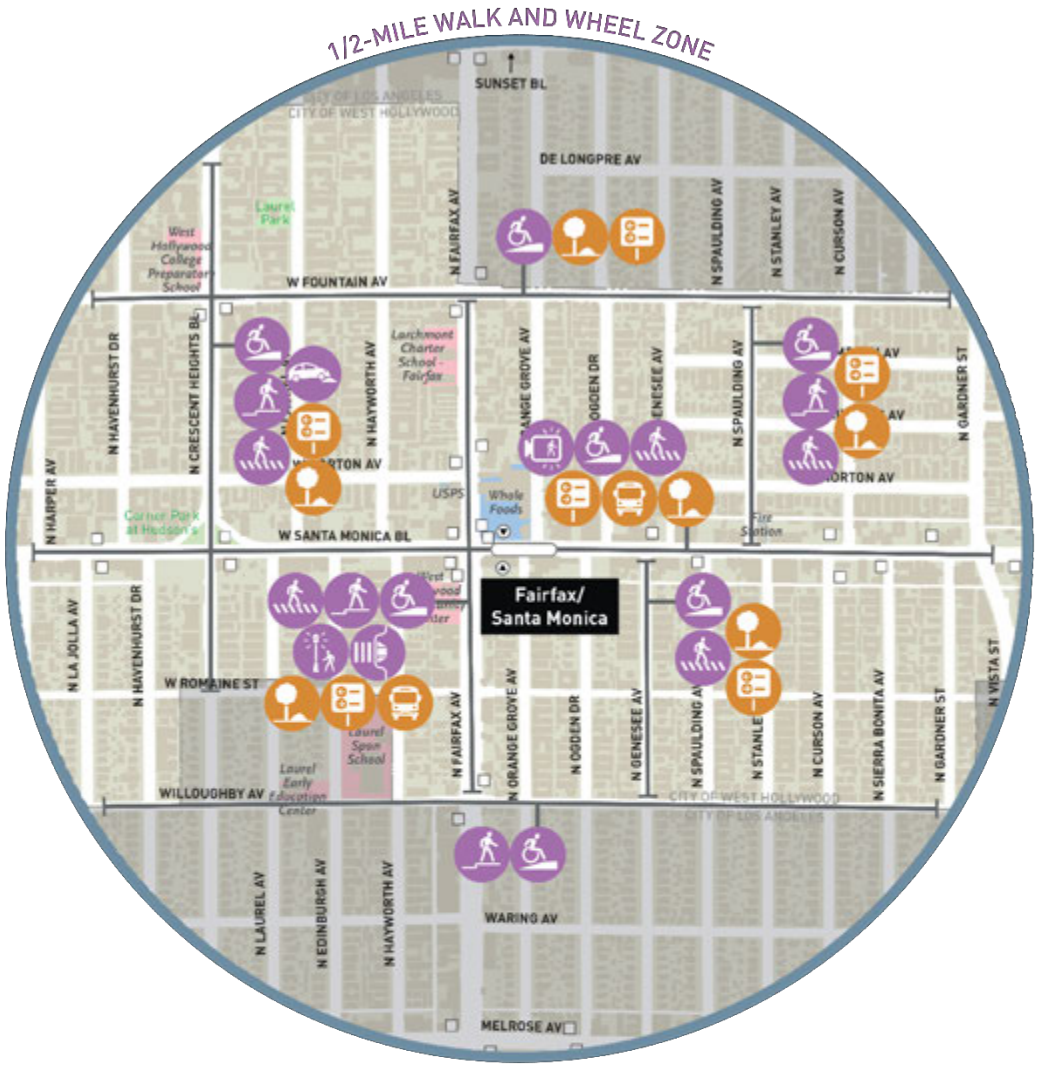
Other Information. City boundaries, proposed Metro stations and entrances, bus stops, and major destinations.

The safety and health/comfort improvements shown on the potential improvement maps correspond with the highlighted improvements on the RIS FLM potential walk improvement lists that follow.

San Vicente/Santa Monica Station



Fairfax/Santa Monica Station



Safety Improvements

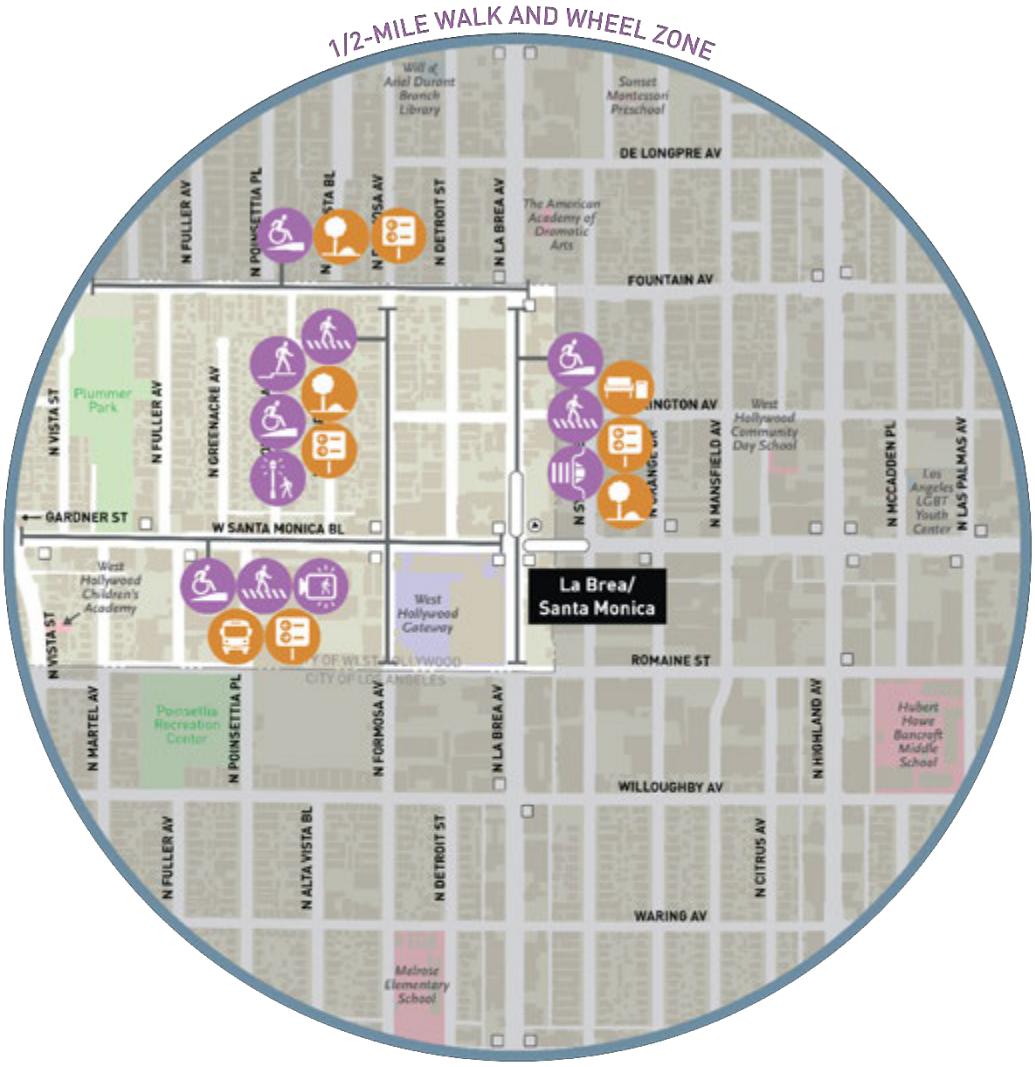
- Crosswalk Visibility Upgrades
- Curb Extension
- Curb Ramps
- New or Improved Sidewalks
- Pedestrian Lighting
- Signalized Crosswalk
- Traffic Calming

Comfort/Health Improvements

- Bus Stop Improvements
- Landscape & Shade
- Wayfinding Signage

- Potential Improvement Vicinity
- Proposed Metro Station
- Proposed Station Entrance
- City Boundary
- Existing Bus Stop

La Brea/Santa Monica Station



Safety Improvements

- Crosswalk Visibility Upgrades
- Curb Extension
- Curb Ramps
- New or Improved Sidewalks
- Pedestrian Lighting
- Signalized Crosswalk

Comfort/Health Improvements

- Bus Stop Improvements
- Landscape & Shade
- Street Furniture
- Wayfinding Signage

- Potential Improvement Vicinity
- Proposed Metro Station
- Proposed Station Entrance
- City Boundary
- Existing Bus Stop

3.5 Wheel Network Overview

Metro FLM uses the term “wheels” to include all types of vehicles that are permitted to use bikeways, including bicycles, scooters and skateboards. Wheel facilities or improvements include bikeways and associated intersection and signalization improvements, as well as parking for bicycles, scooters, and other wheels. The RIS FLM wheel network includes existing, previously planned, and other potential wheel facilities within 1.5 miles of the three West Hollywood stations. While there are few existing wheel facilities in this area, the network of previously planned and other potential wheel facilities would provide access from most of the area to the stations with some minor gaps in coverage and opportunities to explore enhancements to existing facilities to improve safety and comfort.

The Metro FLM planning process typically evaluates a 3-mile radius "wheel zone." However, for this assessment, the consultant team evaluated a 1.5-mile wheel zone due partly to the constrained topography north of Sunset Boulevard and Franklin Avenue and the limited jurisdiction of the City of West Hollywood.

The wheel evaluation consisted of the following steps:

1. Map existing wheel facilities
2. Map previously planned wheel facilities, including bikeways identified in active transportation plans adopted by the Cities of West Hollywood, Beverly Hills, and Los Angeles, as well as other bikeways that have been or are being designed or evaluated
3. Evaluate the extent and quality of wheel access the facilities would provide to the proposed stations
4. Identify other potential wheel facilities to address gaps in the network and to improve the quality of existing and proposed facilities

Key findings of the wheel assessment are as follows:

> Existing wheel facilities provide access directly to the San Vicente/Santa Monica Station from neighborhoods to the southwest of that station and to the Fairfax/Santa Monica Station from neighborhoods along Fairfax Avenue. These two areas represent a small portion of the entire area within 1.5 miles of the three stations.

> The bikeway network proposed by the Cities of West Hollywood, Los Angeles, and Beverly Hills, if implemented, would provide access to the majority of the 1.5-mile radius wheel zone.

> There are only a few geographic gaps in the cities' planned network, specifically, Class III Bike Boulevards/greenways required to provide access from planned bike lanes on arterial streets to the stations. The potential wheel facilities include segments of Lexington Avenue east of La Brea Avenue, Formosa Avenue, Genesee Avenue, Edinburgh Avenue, and Alden Avenue that will complete access to the stations.

> Some existing and previously planned bikeways are relatively low-quality facilities that do not meet Metro's criteria for a FLM project, in particular, Class III routes on four-lane streets or on high-volume two-lane streets and Class III routes on low-volume local and collector streets that do not include traffic calming measures. In addition, Class II bike lanes on high-volume arterial streets are not comfortable for many users. The enhancement of Class III routes with appropriate traffic calming measures and controlled crossings and the

conversion of Class II bike lanes to Class IV protected bikeways where feasible would provide improved all-ages and ability access to future rail stations, effectively expanding their reach.

Class III bicycle-friendly streets designate preferred routes for wheels on streets that are not served by dedicated wheel lanes. Wheels share the roadway with motor vehicles. Class III routes on arterial streets and on high-volume or high-speed collector or local streets are not included in the FLM Network since they do not meet Metro standards for FLM, including adequate safety and comfort for cyclists of all ages and abilities. The FLM Wheel Network includes Class III Bicycle Friendly Streets, which include appropriate traffic control and traffic calming on low-volume collector or local streets (typically less than 2,500 vehicles per day and 25 miles per hour).

Wheel Facility Types

The RIS FLM wheel network includes four primary types of wheel facilities. These wheel facility types are synonymous with bikeway classifications defined by Caltrans and used by local jurisdictions in their adopted active transportation plans. The four wheel facility types are defined as follows and illustrated below:

- Class I bike paths or shared-use paths are facilities with exclusive rights-of-way for wheels and, in the case of shared-use paths, pedestrians. They are located away from the roadway and with appropriate traffic control at intersections with streets, for example, an all-way stop on minor streets or pedestrian/cyclist-activated hybrid beacons (HAWKs), push-button signals or full traffic signals on arterial streets.
- Class IV protected lanes, also called cycle tracks or separated lanes, are located on roadways but are physically separated from motor vehicle traffic by vertical elements, such as grade separation, flexible posts, or inflexible barriers, and ideally by on-street parking as well. Protected lanes can provide one-way or two-way travel. Protected lanes are typically implemented on arterial streets.
- Class II bicycle lanes are located on roadways and are defined by pavement striping and signage to delineate a portion of a roadway for wheel travel. Lanes are one-way facilities, typically striped adjacent to motor traffic traveling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists traveling in the opposite direction. Striped lanes are best suited to streets with one motor vehicle lane in each direction and lower traffic speeds and volumes.
- Class III bicycle-friendly routes designate preferred routes for wheels on streets that are not served by dedicated wheel lanes. Wheels share the roadway with motor vehicles. Class III routes on arterial streets are not included in the FLM Network since they do not provide safety or comfort for cyclists of all ages and abilities. In fact, posted bike route signs or sharrow markings on the roadway may give cyclists a false sense of security and result in more collisions than would otherwise occur. The FLM Wheel Network does include Class III Bicycle Friendly Streets, which include appropriate traffic control and traffic calming, on low-volume minor streets (typically less than 2,500 vehicles per day and 25 miles per hour).

Non-Linear Wheel Improvements
In addition to bikeways, the wheel Improvement list includes two other types of Improvements.

> Signal Timing Optimization is a key strategy to reduce delay and to encourage compliance at signalized intersections. Traditionally, signal timing has focused on the efficient movement of motor vehicles, maximizing motor vehicle throughput, and minimizing motor vehicle delay. Signal timing should be analyzed and optimized to accommodate all modes of transportation including bicyclists, pedestrians, motor vehicles, and transit vehicles. Bicycles have different operating characteristics (i.e., speed, acceleration, and deceleration) than motor vehicles. Improvements included in signal timing optimization include:
  - Minimum green intervals, red clearance time, and extension time to ensure that bicyclists can safely cross intersections, particularly signal timing at locations with high traffic speeds and long crossing distances. At these locations, bicyclists are more likely to have different signal timing needs than motorists.
  - Optimized cycle length to reduce delay and increase compliance for all users. The National Association of City Transportation Officials (NACTO) suggests a 60 to 90 second cycle.
  - Signal coordination to provide a "green wave." In a green wave, signals along a corridor are timed such that vehicles will receive a green indication and not be required to stop if vehicles progress at a certain speed. Signal progression speeds should include considerations for bicyclists' operational characteristics. An additional advantage of coordinating signals using a bicyclist's speed is that motorists' speeds are also reduced, creating a more comfortable environment for all users.
  - Leading bicycle intervals (similar to leading pedestrian intervals) or separating bicyclists from motorists using phasing to maximize visibility and reduce conflicts between modes.
  - Signalized intersections designed to detect bicyclists using cameras or inductive loops to automatically trigger a traffic signal when a bicyclist is present, so bicyclists don't need to access the pedestrian "beg button" on the sidewalk or wait for a car to proceed through the intersection to receive a green light.

> Bicycle and Scooter Parking is essential for bicycles and other wheel travel in urban areas. Bicycle and scooter parking include:
  - Bike racks for short-term parking and designated areas for shared scooters on sidewalks, in public parking lots/structures, private buildings, and at public facilities
  - Bike stations or corrals with security for longer-term parking, particularly near rail stations. Bike stations typically include bike repair. Stand-alone bike repair stations can also be provided.
  - Bike lockers can provide longer-term bike parking in areas not suited to full bike stations
  - Bike share docks provide dedicated spaces for riders to check out or dock shared bikes. The regional Metro Bike Share system operates at many Metro stations around the County and recently expanded into neighboring Hollywood. The West Hollywood City Council has formally expressed interest in joining the system, but expansion is currently on hold pending changes to the Metro Bike Share contract with Metro's service provider. While bike share docks are not considered an FLM improvement, they can be

recommended by community members or city staff during Metro's subsequent and more expansive FLM process and included in the potential improvements list as an opportunity improvement.

3.6 Wheel Network Maps

The maps in Section 3.7 Illustrate the following three components of the wheel network:

Existing Wheel Facilities. This map shows existing wheel facilities.

Previously Planned Wheel Facilities. This map shows wheel facilities that are included in local active transportation plans, as well as those in construction documents, in design, or under consideration in other planning processes.

Other Potential Wheel Facilities. This map includes additional wheel facilities and upgrades to existing or previously planned wheel facilities that were identified during this FLM assessment process to improve access to the three stations. Because the previously planned wheel facilities are extensive, only a few additional facilities are suggested.

3.7 Potential Wheel Improvements

The Potential Wheel Improvements List in Section 3.7 includes all previously planned and other potential wheel facilities. Potential wheel improvements are listed by jurisdiction in the following order: West Hollywood, Beverly Hills, and Los Angeles. Within each jurisdiction improvements are grouped by facility type (Class IV protected bike lanes, Class II bike lanes and Class III bike-friendly streets with traffic control and calming) and listed alphabetically by street. City of West Hollywood improvements are further subdivided by east-west and north-south streets corresponding to their listing in the 2017 Pedestrian and Bicycle Mobility Plan. The list includes the following information:

Improvement ID. A unique number for each improvement for identification purposes.

Jurisdiction. Jurisdiction in which project or project segment is located. Where multiple jurisdictions are listed, implementation of the potential project will require coordination among those jurisdictions.

Location. The street, right-of-way, or other public space in which the improvement is located.

From/To. The extents of the improvement, typically streets or city limits.

Class/Improvement. The class and type of wheel facility proposed. A general description of each improvement is provided in the 'Wheel Facility Types' subsection of Section 3.4.

Improvement Origin. The local plan in which the project was first identified or discussed.

Related Plan or Project. Subsequent plans or projects in which the project was developed.

Notes. Additional information regarding the improvement.

3.8 Potential Improvement Lists and Wheel Network Maps

The following materials are formatted as 11x17:

- Potential Walk Improvement List
- Wheel Network Maps
- Potential Wheel Improvement List

San Vicente/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
Santa Monica Boulevard (Primary) - Almont Drive La Cienega Boulevard						
SV1	Curb Ramps	Santa Monica Blvd	Almont Dr to La Cienega Blvd	Infill high-visibility tactile warning strips	TWA	
SV2	Crosswalk Visibility Upgrades	Santa Monica Blvd	Almont Dr to La Cienega Blvd	Increase the volume of audible pedestrian signals near bars and restaurants	COS	
SV3	Signalized Crosswalk	Santa Monica Blvd	San Vicente Blvd	Install a scramble crossing as part of a corridor project with the intersections of La Brea Ave and Fairfax Ave. Further study of timing modifications needed.	CBS, COS	Considerations for a Pedestrian Scramble Phase at La Brea/Santa Monica Memo (RIS FLM study)
SV4	Wayfinding and Signage	Santa Monica Blvd	Almont Dr to La Cienega Blvd	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
SV5	Crosswalk Visibility Upgrades	Santa Monica Blvd	La Peer Dr	Installation in-roadway warning lights (IRWL) at La Peer Drive (Completed)	COS, RPP	In-Roadway Warning Lights Project (In-process)
SV6	Traffic Calming	Santa Monica Blvd	Almont Dr to La Cienega Blvd	Reduce posted speed limit on Santa Monica Blvd to 30 mph if feasible under expanded authroity granted by the state after June 2024	RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV7	Curb Extensions	Santa Monica Blvd	West Knoll Dr	Pending the final design of the proposed protected bike lanes on Santa Monica Blvd, explore a curb extension or quick-build rubber or plastic treatments to slow cars turning onto West Knoll Dr from Santa Monica Blvd and block illegal parking in the red curb zone preceding the intersection.	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV8	Crosswalk Visibility Upgrades	Santa Monica Blvd	West Knoll Dr	Add a high-visibility crosswalk and pedestrian crossing signage at West Knoll Dr	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV9	Crosswalk Visibility Upgrades	Santa Monica Blvd	La Cienega Blvd	Expand medians on Santa Monica Blvd into pedestrian refuge by removing parking or explore bus boarding islands as part of the upcoming protected bike lane project to reduce crossing distances.	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV10	Traffic Calming	Santa Monica Blvd	Almont Dr to La Cienega Blvd	Install retroreflective backplates for signal heads and speed feedback signs and/or automated speed enforcement cameras if legislative authority granted by the State Legislature.	RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV11	Crosswalk Visibility Upgrades	Santa Monica Blvd	Robertson Blvd	Install Leading Pedestrian Interval or explore expanding the part-time pedestrian scramble to a full-time scramble (if feasible).	RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV12	Traffic Calming	Santa Monica Blvd	Robertson Blvd	Install protected phasing on northbound and southbound left-turns.	RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)

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Project Origin Acronyms
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San Vicente/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
San Vicente Boulevard (Primary) - Sunset Boulevard to Rosewood Avenue						
SV13	Curb Ramps	San Vicente Blvd	Sunset Blvd to Rosewood Ave	Install curb ramp at Harratt St (1), southeast leg of the crosswalk, and infill high-visibility tactile warning strips along the corridor	TWA	
SV14	New/Improved Sidewalk	San Vicente Blvd	Sunset Blvd to Rosewood Ave	Address major cracks or sidewalk obstructions	COS, TWA	
SV15	Landscape and Shade	San Vicente Blvd	Sunset Blvd to Rosewood Ave	Infill shade trees where feasible or consider street tree islands in the roadway at red curbs	COS, TWA	
SV16	Crosswalk Visibility Upgrades	San Vicente Blvd	Rangely Ave, Rosewood Ave	Add high-visibility crosswalks at Rangely Ave (1), Dorrington Ave (1), Ashcroft Ave (1). Striping at Rosewood Ave completed Fall 2024.	COS, TWA	
SV17	Bus Stop Enhancement	San Vicente Blvd	Sunset Blvd	Add shade structure and seating to the northbound and southbound stops	TWA	
SV18	Wayfinding and Signage	San Vicente Blvd	Sunset Blvd to Rosewood Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
SV19	Curb Extension	San Vicente Blvd	Harratt St	Shorten the crossing distance and install curb extensions to the east/west crosswalk on San Vicente Blvd, in addition to the IRWL recently completed.	COS, TWA	In-Roadway Warning Lights Project (Completed)
SV20	Traffic Calming	San Vicente Blvd	Harratt St, Library/PDC (Midblock)	The city has or is in the process of installing in-roadway warning lights (IRWL) at Harratt St (completed) and Dorrington Ave. Along with pole-mounted RRFBs midblock at the West Hollywood Library/Pacific Design Center (completed)	RPP	In-Roadway Warning Lights Project (In-process)
SV21	Traffic Calming	San Vicente Blvd	Rosewood Ave	Traffic Signal upgrades, including bike and pedestrian HAWK signals, enhanced crosswalks, green bike lane markings in the conflict zone, and short segments of protected bike lanes, were installed Fall 2024.	RPP	In-Roadway Warning Lights Project (Completed)
Palm Avenue (Primary) - Holloway Drive to Santa Monica Boulevard						
SV22	Curb Ramps	Palm Ave	Holloway Dr to Santa Monica Blvd	Infill high-visibility tactile warning strips	TWA	
SV23	New/Improved Sidewalk	Palm Ave	Holloway Dr to Santa Monica Blvd	Address major cracks or sidewalk obstructions	COS, TWA	
SV24	Crosswalk Visibility Upgrades	Palm Ave	Cynthia St	Add high-visibility north/south crosswalk (1) on the west side of Palm Ave	COS, TWA	
SV25	Landscape and Shade	Palm Ave	Holloway Dr to Santa Monica Blvd	Infill shade trees and parkway landscaping where feasible	COS, TWA	
SV26	Wayfinding and Signage	Palm Ave	Holloway Dr to Santa Monica Blvd	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
SV27	Traffic Calming	Palm Ave	Holloway Dr (Rocky and Bullwinkle Intersection)	Install curb extensions at the southeast, southwest and northeast corners of Holloway Dr, In-Roadway Warning Lights (IRWL) at Palm Ave and evaluate the intersection for additional pedestrian safety solutions.	COS, TWA, RPP	In-Roadway Warning Lights Project (In-process)

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San Vicente/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
Sunset Boulevard (Secondary) - Doheny Drive to Palm Avenue						
SV28	Landscape and Shade	Sunset Blvd	Doheny Dr to Palm Ave	Infill shade trees where feasible	COS, TWA	
SV29	Street Furniture	Sunset Blvd	Doheny Dr to Palm Ave	Add street furniture where feasible	TWA	
SV30	Wayfinding and Signage	Sunset Blvd	Doheny Dr to Palm Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
SV31	Crosswalk Visibility Upgrades	Sunset Blvd	Wetherly Dr, Sunset Plaza (midblock east of Sherbourne Dr)	The city has or is in the process of installing in-roadway warning lights (IRWL) at Wetherly Dr and at Sunset Plaza (midblock east of Sherbourne Dr.)	COS, RPP	In-Roadway Warning Lights Project (In-process)
SV32	Curb Extension	Sunset Blvd	Doheny Dr to Palm Ave	Install curb extensions at San Vicente Blvd/Clark St, Larabee St, and Sherbourne Ave; install pedestrian refuge at Holloway Dr/Horn Ave	COS, TWA, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV33	Traffic Calming	Sunset Blvd	Doheny Dr to Palm Ave	Reduce posted speed limit on Sunset Blvd to 30 mph if feasible under expanded authroity granted by the sate after June 2024	RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV34	Crosswalk Visibility Upgrades	Sunset Blvd	Sherbourne Drive	Install in-roadway warning lights (IRWL) and convert the pedestrian crossing across Sunset Blvd to a raised crossing if permitted by the Los Angeles County Fire Department	RPP	In-Roadway Warning Lights Project (In-process) West Hollywood Target Vision Zero Plan (Adopted 2023)
Holloway Drive (Secondary) - Palm Avenue to Alta Loma Road						
SV35	Curb Ramp	Holloway Dr	Palm Ave to Alta Loma Rd	Infill high-visibility tactile warning strips	TWA	
SV36	New/Improved Sidewalk	Holloway Dr	Palm Ave to Alta Loma Rd	Candidate for sidewalk widening by reallocating road space	COS, TWA	
SV37	Crosswalk Visibility Upgrades	Holloway Dr	Hancock Ave	Relocate crosswalk from southwest corner of the intersection to the northwest corner to better connect to the bus stop or evaluate the feasibility of moving the east and westbound bus stops closer to Palm Ave for stronger connectivity to the future station	COS, TWA	
SV38	Landscape and Shade	Holloway Dr	Palm Ave to Alta Loma Rd	Infill shade trees and parkway landscaping where feasible	COS, TWA	
SV39	Bus Stop Enhancement	Holloway Dr	Hancock Ave	Add shade structure to the eastbound bus stop, and seating to the westbound stop	TWA	
SV40	Plaza/Parklet	Holloway Dr	Sunset Plaza Parking	Evaluate future development of the Sunset Plaza Parking lot to provide an easement or paseo connection up to Sunset Blvd to improve north-south station access	COS, TWA	
SV41	Wayfinding and Signage	Holloway Dr	Palm Ave to Alta Loma Rd	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
SV42	Crosswalk Visibility Upgrades	Holloway Dr	Hancock Ave, Westmount Dr	The city has or is in the process of installing in-roadway warning lights (IRWL) at Hancock Ave and Westmount Dr	COS, RPP	In-Roadway Warning Lights Project (In-process)

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San Vicente/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
Cynthia Street (Secondary) - Doheny Drive to Palm Avenue						
SV43	Curb Ramp	Cynthia St	Doheny Dr to Palm Ave	Infill high-visibility tactile warning strips	TWA	
SV44	Crosswalk Visibility Upgrades	Cynthia St	Hammond St, Larrabee St	Add high visibility crosswalks at the south leg of the intersection with Hammond St (1). Re-apply high-visibility crosswalks at Larrabee St (3)	COS, TWA	
SV45	Wayfinding and Signage	Cynthia St	Doheny Dr to Palm Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
SV46	Crosswalk Visibility Upgrades	Cynthia St	Doheny Dr	In-roadway warning lights (IRWL) were installed at Cynthia St	TWA	In-Roadway Warning Lights Project (Completed)
Melrose Avenue (Secondary) - Doheny Drive/Santa Monica Boulevard to Croft Avenue						
SV47	Bus Stop Enhancement	Melrose Ave	Huntley Dr and La Cienega Blvd	Install shade structures at Huntley Dr eastbound stop (1) and La Cienega Blvd eastbound stop (1)	COS	
SV48	Wayfinding and Signage	Melrose Ave	Doheny Dr/Santa Monica Blvd to Croft Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
SV49	Curb Ramps	Melrose Ave	Dohney Dr/Santa Monica Blvd to Croft Ave	Curb ramp upgrades are planned for the following intersections as part of the WeHo Design District Streetscapes Project: Doheny Dr/Santa Monica Blvd, Almont Dr, La Peer Dr, Robertson Blvd, San Vicente Blvd, PDC driveways on north side of Melrose, Norwich Dr, Huntley Dr, Westbourne Ave, Westmont Dr, Knoll Dr, La Cienega Blvd, Clinton Ave, and Croft Ave. See existing plans for quantities.	COS, TWA, RPP	WeHo Design District Streetscape Project (In-process)
SV50	Crosswalk Visibility Upgrades	Melrose Ave	Dohney Dr/Santa Monica Blvd to Croft Ave	High-visibility crosswalk upgrades are planned for the following intersections as part of the WeHo Design Districts Streetscapes Project: Doheny Dr/Santa Monica Blvd, Almont Dr, La Peer Dr, Robertson Blvd, San Vicente Blvd, PDC driveways on north side of Melrose, Norwich Dr, Huntley Dr, Westbourne Ave, Westmont Dr, La Cienega Blvd, and Clinton Ave. See existing plans for quantities.	COS, TWA, RPP	WeHo Design District Streetscape Project (In-process)
SV51	Curb Extension	Melrose Ave	Dohney Dr/Santa Monica Blvd to Croft Ave	Curb extension upgrades are planned at the following intersections as part of the WeHo Design Districts Streetscapes Project: Doheny Dr/Santa Monica Blvd, Almont Dr, La Peer Dr, Robertson Blvd, San Vicente Blvd, PDC parking entrance on north side of Melrose, Huntley Dr, Westbourne Ave, Westmont Dr, Knoll Dr, La Cienega Blvd, and Croft Ave. See existing plans for quantities and final locations.	COS, TWA, RPP	WeHo Design District Streetscape Project (In-process)
SV52	Landscape and Shade	Melrose Ave	Dohney Dr/Santa Monica Blvd to Croft Ave	Shade trees and parkway landscaping are planned for the corridor as part of the WeHo Design Districts Streetscapes Project.	COS, TWA, RPP	WeHo Design District Streetscape Project (In-process)
SV53	New/Improved Sidewalk	Melrose Ave	Dohney Dr/Santa Monica Blvd to Croft Ave	Sidewalks will be widened along the corridor as part of the WeHo Design Districts Streetscapes Project.	COS, TWA	WeHo Design District Streetscape Project (In-process)
SV54	Crosswalk Visibility Upgrades	Melrose Ave	Doheny Dr/Santa Monica Blvd to Croft Ave	In-roadway warning lights (IRWL) to be installed at all uncontrolled crosswalks across Melrose Ave	COS, RPP	WeHo Design District Streetscape Project (In-process)

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San Vicente/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
SV55	Street Furniture	Melrose Ave	Dohney Dr/Santa Monica Blvd to Croft Ave	Benches and trash receptacles will be installed along the corridor as part of the WeHo Design Districts Streetscapes Project. See existing plans for quantities and final locations.	RPP	WeHo Design District Streetscape Project (In-process)
SV56	Pedestrian Lighting	Melrose Ave	Dohney Dr/Santa Monica Blvd to Croft Ave	Pedestrian-level lighting will be installed along the corridor as part of the WeHo Design Districts Streetscapes project. See existing plans for quantities and final locations.	RPP	WeHo Design District Streetscape Project (In-process)
Robertson Boulevard (Secondary) - Santa Monica Boulevard to Rosewood Avenue						
SV57	Wayfinding and Signage	Robertson Blvd	Santa Monica Blvd to Rosewood Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
SV58	Traffic Calming	Robertson Blvd	Santa Monica Blvd to Rosewood Ave	Reduce the posted speed limit on Robertson Blvd to 25 mph, add speed feedback signs and/or automated speed enforcement cameras if legislative authority granted by the State Legislature and	RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV59	Traffic Calming	Robertson Blvd	Rangely Ave	Refresh the striping and add 'intersection ahead' warning signs	RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
SV60	Crosswalk Visibiltiy Upgrade	Robertson Blvd	Rangely Ave	The City has or is in the process of installing in-roadway warning lights (IRWL) at Rangely Ave, Dorrington Ave, Ashcroft Ave, and Rosewood Ave	COS, RPP	In-Roadway Warning Lights Project (In-process) West Hollywood Target Vision Zero Plan (Adopted 2023)
SV61	Curb Extensions	Robertson Blvd	Santa Monica Blvd to Rosewood Ave	Curb extension upgrades are planned at the following intersections as part of the WeHo Design Districts Streetscapes Project: El Tovar Pl, Rangely Ave, Dorrington Ave, Ashcroft Ave, and Rosewood Ave.	COS, RPP	WeHo Design District Streetscape Project (In-process) West Hollywood Target Vision Zero Plan (Adopted 2023)
SV62	Landscape and Shade	Robertson Blvd	Santa Monica Blvd to Rosewood Ave	Shade trees and parkway landscaping are planned for the corridor as part of the WeHo Design Districts Streetscapes Project.	COS, TWA, RPP	WeHo Design District Streetscape Project (In-process)
SV63	Crosswalk Visibility Upgrades	Robertson Blvd	Santa Monica Blvd to Rosewood Ave	High-visibility crosswalk upgrades are planned for the following intersections as part of the WeHo Design Districts Streetscapes Project: Rangely Ave, Dorrington Ave, Ashcroft Ave, and Rosewood Ave.	COS, RPP	WeHo Design District Streetscape Project (In-process)
SV64	Curb Ramps	Robertson Blvd	Santa Monica Blvd to Rosewood Ave	Curb ramp upgrades are planned for the following intersections as part of the WeHo Design District Streetscapes Project: El Tovar Pl, Rangely Ave, Dorrington Ave, Ashcroft Ave, and Rosewood Ave.	RPP	WeHo Design District Streetscape Project (In-process)
SV65	Street Furniture	Robertson Blvd	Santa Monica Blvd to Rosewood Ave	Benches and trash receptacles will be installed along the corridor as part of the WeHo Design Districts Streetscapes Project. See existing plans for quantities and final locations.	RPP	WeHo Design District Streetscape Project (In-process)
SV66	Pedestrian Lighting	Melrose Ave	Dohney Dr/Santa Monica Blvd to Croft Ave	Pedestrian-level lighting will be installed along the corridor as part of the WeHo Design Districts Streetscapes project. See existing plans for quantities and final locations.	RPP	WeHo Design District Streetscape Project (In-process)

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San Vicente/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
Huntley Drive (Secondary) - Santa Monica Boulevard to Rosewood Avenue						
SV67	Curb Ramps	Huntley Dr	Rosewood Ave	Infill high-visibility tactile warning strips at Rosewood Ave	TWA	
SV68	Landscape and Shade	Huntley Dr	Santa Monica Blvd to Rosewood Ave	Infill shade trees and parkway landscaping where feasible	COS, TWA	
SV69	Crosswalk Visibility Upgrades	Huntley Dr	Rosewood Ave	Install high visibility crosswalks (4) at Rosewood Ave	COS	
SV70	Wayfinding and Signage	Huntley Dr	Santa Monica Blvd to Rosewood Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
Alta Loma Road (Secondary) - Sunset Boulevard to Holloway Drive						
SV71	New/Improved Sidewalk	Alta Loma Rd	Sunset Blvd	Address narrow sidewalk and major cracks at the northern end of Alta Loma Rd, where the culs-de-sac meet north to Sunset Blvd	COS, TWA	

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Fairfax/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
Santa Monica Boulevard (Primary) - Harper Avenue to Vista/Gardner Street						
FF1	Curb Ramp	Santa Monica Blvd	Harper Ave to Vista/Gardner St	Infill high-visibility tactile warning strips corridor-wide	TWA	
FF2	Landscape and Shade	Santa Monica Blvd	Harper Ave to Vista/Gardner St	Infill shade trees where feasible	COS, TWA	
FF3	Wayfinding and Signage	Santa Monica Blvd	Harper Ave to Vista St	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
FF4	Signalized Crosswalk	Santa Monica Blvd	Fairfax Ave	Install a scramble crossing as part of a corridor project with the intersections of La Brea Ave and San Vicente Blvd. Further study of timing modifications needed.	CBS, COS	Considerations for a Pedestrian Scramble Phase at La Brea/Santa Monica Memo (RIS FLM study)
FF5	Crosswalk Visibility Upgrades	Santa Monica Blvd	Laurel Ave	Re-apply high-visibility crosswalks (3)	COS, TWA	
FF6	Bus Stop Enhancement	Santa Monica Blvd	Harper Ave to Vista/Gardner St	Add shade structures to the bus stops at: Crescent Heights Blvd, eastbound (1); Fairfax Ave, westbound and Cityline eastbound (2); Genesee Ave, westbound (1); Spaulding Ave, eastbound and Cityline/The PickUp westbound (2); Sierra Bonita Ave, eastbound (1); and Gardner St, westbound (1)	TWA	
FF7	Signalized Crosswalk	Santa Monica Blvd	Crescent Heights Blvd	Install Leading Pedestrian Interval (if feasible)	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
FF8	Crosswalk Visibility Upgrades	Santa Monica Blvd	Crescent Heights Blvd	Add raised crossings at uncontrolled crossings on slip lanes. Add left turn hardening treatments to slow vehicles turning left from northbound Crescent Heights Blvd to westbound Santa Monica Blvd (ex: raised rubberized strip and/or flexible plastic bollards along painted centerline).	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
FF9	Traffic Calming	Santa Monica Blvd	Crescent Heights Blvd	Install retroreflective backplates for signal heads	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
FF10	Traffic Calming	Santa Monica Blvd	Hayworth Ave	Add speed feedback signs and/or automated speed enforcement cameras if legislative authority granted by the State Legislature.	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
FF11	Crosswalk Visibility Upgrades	Santa Monica Blvd	Hayworth Ave	Consider removing metered parking space on the south side of Santa Monica Blvd west of and abutting the Hayworth Ave crosswalk with bulb-out to improve pedestrian visibility.	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
FF12	Crosswalk Visibility Upgrades	Santa Monica Blvd	Ogden Dr	Increase signage and visibility of the pedestrian crossings with retroreflective backplates and look at changes to parking on Santa Monica Blvd to improve sight distance issues.	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
FF13	Traffic Calming	Santa Monica Blvd	Ogden Dr	Add speed feedback signs and/or automated speed enforcement cameras if legislative authority is granted by the State Legislature. Study the potential impacts from and conduct public outreach to explore potentially installing signs and centerline bollards prohibiting left turns onto or off of Ogden Dr.	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
FF14	Crosswalk Visibility Upgrades	Santa Monica Blvd	Hayworth Ave	The city has or is in the process of installing in-roadway warning lights (IRWL) at Hayworth Ave	RPP	In-Roadway Warning Lights Project (In-process)

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Fairfax/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
FF15	Plaza/Parklet	Santa Monica Blvd	Vista/Gardner St	Mini-park near Santa Monica Blvd proposed in the Willoughby Greenway Project	RPP	Willoughby/Vista/Gardner Greenway project (Approved by City Council March 2024)
Fairfax Avenue (Primary) - Fountian Avenue to Willoughby Avenue						
FF16	Curb Ramp	Fairfax Ave	Fountain Ave to Willoughby Ave	Infill high-visibility tactile warning strips corridor-wide or upgrade curb ramps at: Fountain Ave (4), Romaine St (4), and Willoughby Ave (4)	TWA	
FF17	Curb Extension	Fairfax Ave	Fountain Ave, Norton Ave	Install curb extension at the southwest corner of Norton Ave.	TWA	
FF18	New/Improved Sidewalk	Fairfax Ave	Fountain Ave to Willoughby Ave	Address major cracks or sidewalk obstructions	COS, TWA	
FF19	Crosswalk Visibility Upgrades	Fairfax Ave	Fountain Ave to Willoughby Ave	Re-apply high-visibility crosswalks at: Norton Ave (2), and Willoughby Ave (4)	COS, TWA	
FF20	Bus Stop Enhancement	Fairfax Ave	Sunset Blvd, Fountain Ave, Norton Ave, Willoughby Ave	Add shade structure and/or seating to the bus stops at: Fountain Ave, southbound (1); and Norton Ave, north and southbound Cityline stops (2)	TWA	
FF21	Landscape and Shade	Fairfax Ave	Fountain Ave to Willoughby Ave	Infill shade trees and parkway landscaping where feasible	COS, TWA	
FF22	Wayfinding and Signage	Fairfax Ave	Fontain Ave to Willoughby Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
FF23	Pedestrian Lighting	Fairfax Ave	Fountain Ave to Willoughby Ave	Install pedestrian level lighting where feasible	COS, TWA	
FF24	Crosswalk Visibility Upgrades	Fairfax Ave	Romaine St	In addition to the planned in-roadway warning lights (IRWL), apply high visibility crosswalks (2) on the east and west sides of Fairfax Ave and reapply crosswalk (1) at the south leg across Fairfax Ave	COS, RPP	In-Roadway Warning Lights Project (In-process)
Fountain Avenue (Secondary) - Harper Avenue to Gardner Street						
FF25	Landscape and Shade	Fountain Ave	Harper Ave to Gardner St	Infill shade trees where feasible; add parkway where feasible	COS, TWA	
FF26	Wayfinding and Signage	Fountain Ave	Harper Ave to Gardner St	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
FF27	Curb Ramps	Fountain Ave	Harper Ave to Gardner St	Infill high-visibility tactile warning strips. Curb ramp upgrades are not currently included in the Fountain Avenue Streetscapes project Phase I. *Inter-jurisdictional coordination will be needed*	TWA	
FF28	New/Improved Sidewalk	Fountain Ave	Harper Ave to Gardner St	Widen sidewalks on the north and south sides of Fountain Ave. See Phase I 30% plans for proposed locations. Phase II will detail permanent improvements. *Inter-jurisdictional coordination is needed*	TWA, RPP	Fountain Avenue Streetscapes Project (Phase I in-process)

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Fairfax/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
FF29	Crosswalk Visibility Upgrades	Fountain Ave	Harper Ave to Gardner St	High-visibility crosswalk upgrades are planned at the following locations as part of the Fountain Avenue Streetscapes project Phase I: Harper Ave, Havenhurst Dr, Crescent Heights Blvd, Laurel Ave, Haworth Ave, Fairfax Ave, Orange Grove Ave, Ogden Dr, Genesee Ave, Spaulding Ave, Curson Ave, Sierra Bonita Ave, and Gardner St. Install new high-visibility crosswalks at: Hayworth, west leg (1); Orange Grove Ave, east leg (1); Curson Ave, west leg (1). See existing plans for quantities. *Inter-jurisdictional coordination is needed*	COS, TWA, RPP	Fountain Avenue Streetscapes Project (Phase I in-process)
FF30	Curb Extension	Fountain Ave	Harper Ave to Gardner St	Curb extensions are planned at the following intersections as part of the Fountain Avenue Streetscapes project Phase I: Harper Ave, Havenhurst Dr, Laurel Ave, Haworth Ave, Orange Grove Ave, Ogden Dr, Genesee Ave, Spaulding Ave, Curson Ave, Sierra Bonita Ave, and Gardner St. See existing plans for quantities. *Inter-jurisdictional coordination is needed*	TWA, RPP	Fountain Avenue Streetscapes Project (Phase I in-process)
FF31	Crosswalk Visibility Upgrades	Fountain Ave	Harper Ave to Gardner St	In-roadway warning lights (IRWL) were installed at Harper Ave, Havenhurst Dr, and Hayworth Ave	RPP	In-Roadway Warning Lights Project (Completed)
Willoughby Avenue (Secondary) - Harper Avenue to Vista Street Street						
FF32	Curb Ramp	Willoughby Ave	Harper Ave to Vista St	Infill high-visibility tactile warning strips. *Inter-jurisdictional coordination is needed.*	TWA	
FF33	New/Improved Sidewalk	Willoughby Ave	Harper Ave to Vista St	Address major cracks or sidewalk obstructions. *Interjurisdictional coordination is needed.*	COS, TWA	
FF34	Curb Extensions	Willoughby Ave	Harper Ave to Vista St	Curb extensions are proposed at the following intersections as per the Willoughby Greenway Project: La Jolla Ave, Crescent Heights Blvd, Laurel Ave, Edinburgh Ave, Hayworth Ave, Fairfax Ave, Orange Grove Ave, Genesee Ave, Stanley Ave, and Sierra Bonita Ave. *Inter-jurisdictional coordination is needed*	TWA, RPP	Willoughby/Vista/Gardner Greenway project (Approved by City Council March 2024)
FF35	Roundabouts	Willoughby Ave	Harper Ave to Vista St	Neighborhood-scaled traffic circles are proposed for the following intersections as per the Willoughby Greenway Project: Harper Ave, Havenhurst Dr, Ogden Dr, Spaulding Ave, Curson Ave, and Gardner St. *Inter-jurisdictional coordination is needed*	TWA, RPP	Willoughby/Vista/Gardner Greenway project (Approved by City Council March 2024)
FF36	Crosswalk Visibility Upgrades	Willoughby Ave	Laurel Av to Hayworth Ave	Enhanced school crosswalks are proposed for the following intersections as per the Willoughby Greenway Project: Laurel Ave, Edinburgh Ave, and Hayworth Ave. *Inter-jurisdictional coordination is needed*	COS, TWA, RPP	Willoughby/Vista/Gardner Greenway project (Approved by City Council March 2024)
FF37	Traffic Calming	Willoughby Ave	Harper Ave to Vista St	Speed humps with bike cutouts are proposed along the corridor per the Willoughby Greenway Project. *Inter-jurisdictional coordination is needed*	COS, RPP	Willoughby/Vista/Gardner Greenway project (Approved by City Council March 2024)
FF38	Landscape and Shade	Willoughby Ave	Harper Ave to Vista St	Shade trees and parkway landscaping are proposed for the corridor as part of the Willoughby Greenway Project. *Inter-jurisdictional coordination is needed*	COS, TWA, RPP	Willoughby/Vista/Gardner Greenway project (Approved by City Council March 2024)

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Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
FF39	Wayfinding and Signage	Willoughby Ave	Harper Ave to Vista St	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development. *Inter-jurisdictional coordination is needed*	TWA, RPP	Willoughby/Vista/Gardner Greenway project (Approved by City Council March 2024)
Crescent Heights Boulevard (Secondary) - Sunset Boulevard to Romaine Avenue *The intersections of Sunset Blvd and Romaine Ave are not within West Hollywood city limits and not included for improvements*						
FF40	Curb Ramp	Crescent Heights Blvd	Sunset Blvd to Romaine Ave	Infill high-visibility tactile warning strips Install curb ramps at: mid-block crossing south of Sunset Blvd (2)	TWA	
FF41	Traffic Calming	Crescent Heights Blvd	Norton Ave	Consider eliminating left turns from Norton Ave onto Crescent Heights Blvd	COS, TWA	
FF42	New/Improved Sidewalk	Crescent Heights Blvd	Sunset Blvd to Willoughby Ave	Address major cracks or sidewalk obstructions	COS, TWA	
FF43	Crosswalk Visibility Upgrades	Crescent Heights Blvd	Norton Ave	Add high-visibility crosswalks at Norton Ave (2) in the north/south direction on both the east and west sides of Crescent Heights Blvd	COS, TWA	
FF44	Landscape and Shade	Crescent Heights Blvd	Sunset Blvd to Willoughby Ave	Infill shade trees and parkway landscaping where feasible	COS, TWA	
FF45	Wayfinding and Signage	Crescent Heights Blvd	Sunset Blvd to Willoughby Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
FF46	Crosswalk Visibility Upgrades	Crescent Heights Blvd	Midblock crossing south of Sunset Blvd and Norton Ave	The city has or is in the process of installing in-roadway warning lights (IRWL) at Norton Ave and upgrading the existing rapid flashing beacon at the midblock crossing south of Sunset Blvd to IRWL	COS, RPP	In-Roadway Warning Lights Project (In-process)
FF47	New/Improved Sidewalk	Crescent Heights Blvd	Norton Ave to Santa Monica Blvd	Widen median or sidewalks on Crescent Heights Blvd north of Santa Monica Blvd to reduce the paved cross section and pedestrian crossing distance.	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
FF48	Opportunity Improvement	Crescent Heights Blvd	Norton Ave to Romaine St	Look at changes to on-street parking to improve sight distances	RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
Genesee Avenue (Secondary) - Santa Monica Boulevard to Willoughby Avenue						
FF49	Curb Ramp	Genesee Ave	Romaine St	Infill high-visibility tactile warning strips	TWA	
FF50	Crosswalk Visibility Upgrades	Genesee Ave	Romaine St	Add high-visibility crosswalks (4)	COS, TWA	
FF51	Landscape and Shade	Genesee Ave	Santa Monica Blvd to Willoughby Ave	Infill shade trees and parkway landscaping where feasible	COS, TWA	
FF52	Wayfinding and Signage	Genesee Ave	Santa Monica Blvd to Willoughby Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	

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Fairfax/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
Spaulding Avenue (Secondary) - Fountain Avenue to Santa Monica Boulevard						
FF53	Curb Ramp	Spaulding Ave	Fountain Ave to Santa Monica Blvd	Infill high-visibility tactile warning strips	TWA	
FF54	Crosswalk Visibility Upgrades	Spaulding Ave	Hampton Ave to Norton Ave	Add high-visibility crosswalk on east and west sides of Spaulding Ave at: Hampton Ave, Lexington Ave and Norton Ave	COS, TWA	
FF55	Landscape and Shade	Spaulding Ave	Fountain Ave to Santa Monica Blvd	Infill shade trees and parkway landscaping where feasible	COS, TWA	
FF56	New/Improved Sidewalk	Spaulding Ave	Fountain Ave to Norton Ave, on the west side	Address major cracks or sidewalk obstructions	COS, TWA	
FF57	Wayfinding and Signage	Spaulding Ave	Fountain Ave to Santa Monica Blvd	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	

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La Brea/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
Santa Monica Boulevard (Primary) - Vista Street/Gardner Street to La Brea Avenue						
LB1	Curb Ramps	Santa Monica Blvd	Vista St/Gardner St to La Brea Ave	Infill high-visibility tactile warning strips	TWA	
LB2	Bus Stop Enhancement	Santa Monica Blvd	Fuller Ave, Formosa Ave, La Brea Ave	Add shade structure to the bus stops at: Fuller Ave, westbound (1), Greenacre Ave, westbound The PickUp Stop (1), Formosa Ave, westbound (1),**The PickUp bus stop*	TWA	
LB3	Wayfinding and Signage	Santa Monica Blvd	Vista St/Gardner St to La Brea Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
LB4	Crosswalk Visibility Upgrades	Santa Monica Blvd	Vista St/Gardner St to La Brea Ave	Re-apply high-visibility crosswalks along the corridor to enhance pedestrian safety	COS, TWA	
LB5	Signalized Crosswalk	Santa Monica Blvd	La Brea Ave	Install a scramble crossing as part of a corridor project with the intersections of Fairfax Ave and San Vicente Blvd. Further study of timing modifications needed.	CBS, COS	Considerations for a Pedestrian Scramble Phase at La Brea/Santa Monica Memo (RIS FLM study)
LB6	Signalized Crosswalk	Santa Monica Blvd	La Brea Ave	Install leading pedestrian interval for pedestrian crossings proposed by West Hollywood Target Vision Zero Plan.	RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
LB7	Traffic Calming	Santa Monica Blvd	La Brea Ave	Install retroreflective backplates for signal heads	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
LB8	Crosswalk Visibility Upgrades	Santa Monica Blvd	Greenacre Ave and Poinsettia Pl	In-roadway warning lights (IRWL) were installed at Greenarce Ave, and Poinsettia Pl.	RPP	Poinsettia/Santa Monica Boulevard IRWLs (MAT Grant; completed)
LB9	Signalized Crosswalk	Santa Monica Blvd	La Brea Ave	Upgrade the traffic signal system at the La Brea Avenue/Santa Monica Boulevard intersection to provide video detection cameras, touchless pedestrian buttons, and an upgraded controller that could accommodate the bus priority signal operation that is planned for the bus lines on Santa Monica Boulevard (Lines 4/704) and La Brea Avenue (Lines 212/312).	RPP	Santa Monica Boulevard/La Brea traffic signal upgrades (MAT Grant; in-process)
La Brea Avenue (Primary) - Fountain Avenue to Romaine Sreet						
LB10	Curb Ramps	La Brea Ave	Fountain Ave to Romaine St	Infill high-visibility tactile warning strips corridor-wide or upgrade curb ramps where feasible at Fountain Ave (4), Lexington Ave (4) and Willoughby Ave (4)	TWA	
LB11	Crosswalk Visibility Upgrades	La Brea Ave	Fountain Ave to Romaine St	Re-apply high-visibility crosswalks at: Lexington Ave (2) east and west north/south legs, and Romaine St (4)	COS, TWA	
LB12	Landscape and Shade	La Brea Ave	Fountain Ave to Willoughby Ave	Infill shade trees and landscaping where feasible	COS, TWA	
LB13	Street Furniture	La Brea Ave	Lexington Ave to Romaine St	Infill seating and trash receptacles where feasible	TWA	
LB14	Wayfinding and Signage	La Brea Ave	Fountain Ave to Willoughby Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
LB15	Curb Extension	La Brea Ave	Lexington Ave	Install at northwest corner	COS, TWA	

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La Brea/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
LB16	Traffic Calming	La Brea Ave	Fountain Ave to Willoughby Ave	Install flexible delineators to prevent left turns to/from driveways along La Brea Ave	COS, RPP	West Hollywood Target Vision Zero Plan (Adopted 2023)
LB17	Pedestrian Lighting	La Brea Ave	Fountain Ave to Romaine St	Upgrade and expand the pedestrian-level lighting along both sides of La Brea Ave	COS, RPP	La Brea Avenue Pedestrian Light Project (MAT Grant; in-process)
Fountain Avenue (Secondary) - Vista Street to La Brea Avenue						
LB18	Curb Ramps	Fountain Ave	Vista St to La Brea Ave	Infill high-visibility tactile warning strips. Curb ramp upgrades are not currently included in the Fountain Avenue Streetscapes project Phase I. *Inter-jurisdictional coordination will be needed*	TWA	
LB19	Landscape and Shade	Fountain Ave	Vista St to La Brea Ave	Infill shade trees and landscaping where feasible	COS, TWA	
LB20	Wayfinding and Signage	Fountain Ave	Vista St to La Brea Ave	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
LB21	Crosswalk Visibility Upgrades	Fountain Ave	Formosa Ave and Detroit St	In-roadway warning lights (IRWL) were installed at Formosa Ave and Detroit St	RPP	In-Roadway Warning Lights Project (Completed)
LB22	New/Improved Sidewalk	Fountain Ave	Vista St to La Brea Ave	Widen sidewalks on the north and south sides of Fountain Ave. See Phase I 30% plans for proposed locations. Phase II will detail permanent improvements. *Inter-jurisdictional coordination is needed*	TWA, RPP	Fountain Avenue Streetscapes Project (Phase I in-process)
LB23	Crosswalk Visibility Upgrades	Fountain Ave	Vista St to La Brea Ave	High-visibility crosswalk upgrades are planned at the following locations as part of the Fountain Avenue Streetscapes project Phase I: Vista St, Martel Ave, Fuller Ave, Poinsettia Pl, Alta Vista Blvd, Formosa Ave, Detroit St, and La Brea Ave. See existing plans for quantities. *Inter-jurisdictional coordination is needed*	COS, TWA	Fountain Avenue Streetscapes Project (Phase I in-process) Fountain Avenue Pedestrian Enhancements at Formosa and Detroit (MAT Grant; on-hold)
LB24	Curb Extension	Fountain Ave	Vista St to La Brea Ave	Curb extensions are planned at the following intersections as part of the Fountain Avenue Streetscapes project Phase I: Vista St, Martel Ave, Fuller Ave, Poinsettia Pl, Alta Vista Blvd, Formosa Ave, and Detroit St. See existing plans for quantities. *Inter-jurisdictional coordination is needed*	COS, TWA	Fountain Avenue Streetscapes Project (Phase I in-process) Fountain Avenue Pedestrian Enhancements at Formosa and Detroit (MAT Grant; on-hold)

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La Brea/Santa Monica Station

Improvement ID	Improvement Type	Street	Cross Street/Limits	Notes	Improvement Origin	Related Plan or Project
Formosa Avenue (Secondary) - Fountain Avenue to Romaine Street						
LB25	New/Improved Sidewalk	Formosa Ave	Lexington Ave	Address major crack just north of Lexington on the west side of Formosa	TWA	
LB26	Curb Ramps	Formosa Ave	Fountain Ave to Romaine St	Infill high-visibility tactile warning strips	TWA	
LB27	Landscape and Shade	Formosa Ave	Fountain Ave to Romaine St	Infill shade trees and landscaping where feasible	COS, TWA	
LB28	Wayfinding and Signage	Formosa Ave	Fountain Ave to Romaine St	Install wayfinding and signage to the future station and local destinations in conjunction with light rail development	TWA	
LB29	Pedestrian Lighting	Formosa Ave	Santa Monica Blvd to Romaine St	Infill pedestrian level lighting where feasible	COS, TWA	
LB30	Crosswalk Visibility Upgrades	Formosa Ave	Romaine St, Willoughby Ave	Install high-visibility crosswalks at: Delivery/Pick-up driveway just south of Santa Monica Blvd (1), and Romaine St (1). Reapply treatment at Lexington Ave (2)	COS, TWA	

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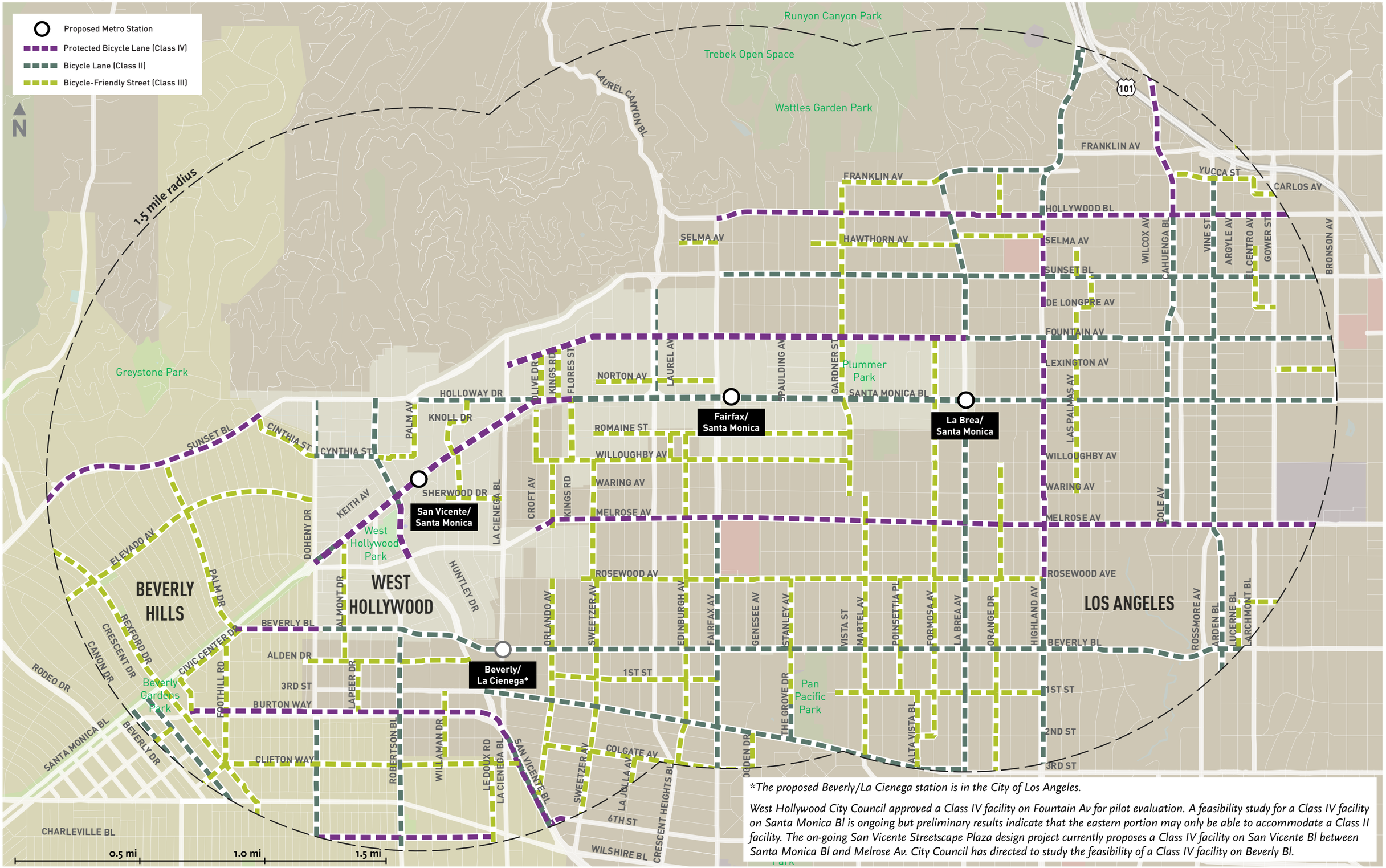
Existing Wheel Facilities

The proposed Beverly/La Cienega station is in the City of Los Angeles.

Sources: Metro ATSP (2022), City of Beverly Hills *Complete Streets Plan* (2017), City of West Hollywood *Pedestrian & Bicycle Mobility Plan* (2017), field observations, Metro base map

Previously Planned Wheel Facilities



The proposed Beverly/La Cienega station is in the City of Los Angeles.

West Hollywood City Council approved a Class IV facility on Fountain Av for pilot evaluation. A feasibility study for a Class IV facility on Santa Monica Bl is ongoing but preliminary results indicate that the eastern portion may only be able to accommodate a Class II facility. The on-going San Vicente Streetscape Plaza design project currently proposes a Class IV facility on San Vicente Bl between Santa Monica Bl and Melrose Av. City Council has directed to study the feasibility of a Class IV facility on Beverly Bl.

Sources: Metro ATSP (2022), City of Beverly Hills *Complete Streets Plan* (2017), City of West Hollywood *Pedestrian & Bicycle Mobility Plan* (2017), field observations, Metro base map

Other Potential Wheel Facilities

**The proposed Beverly/La Cienega station is in the City of Los Angeles. Other Potential Wheel Facilities to this station were not evaluated.*

Sources: Metro ATSP (2022), City of Beverly Hills *Complete Streets Plan* (2017), City of West Hollywood *Pedestrian & Bicycle Mobility Plan* (2017), field observations, Metro base map

1.5-Mile Wheel Zone

Improve-ment ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
City of West Hollywood									
Class IV Protected Bike Lanes									
East/West Streets									
1	West Hollywood	Beverly Bl	Doheny Dr	San Vicente Bl	IV or II	Bike Lane or Protected Bike Lane	City of West Hollywood Design District Streetscape Master Plan 2014	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017, Beverly Bl Complete Street Project	Class II lanes have been designed as part of the Beverly Bl Complete Street Project, but City Council has directed staff to evaluate the feasibility of Class IV protected lanes.
2	West Hollywood	Fountain Av	La Cienega Bl	La Brea Av	IV	Protected Bike Lane	City of West Hollywood Fountain Av Streetscape Design Plan on-going		Quick build version is currently in design. Design of premenant version will follow. Includes connection to Santa Monica Bl on OliveDr/Kings Rd.
3	West Hollywood	Santa Monica Bl	Doheny Dr	Flores St	IV	Protected Bike Lane	City of West Hollywood Santa Monica Bl Feasibility Study on-going	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017 includes extending existing Class II lanes west from Almont Dr to Doheny Dr.	Feasibility study is currently underway for Santa Monica Bl from Doheny Dr to La Brea Av. It appears that a Class IV facility is feasible only between Doheny Dr and Flores St.
North/South Streets									
4	West Hollywood	Fairfax Av	Fountain Av	Willoughby Av	IV	Protected Bike Lane	Rail Integration Study		Recommend evaluating parking protected lanes.
5	West Hollywood	San Vicente Bl	Santa Monica Bl	Melrose Av	IV	Protected Bike Lane	City of West Hollywood San Vicente Sky Sanctuaries Project on-going		Design concept includes protected bike lanes.
6	West Hollywood	San Vicente Bl	Melrose Av	Beverly Bl	IV	Protected Bike Lane	Rail Integration Study		Recommend evaluating parking protected lanes, particularly if project #5 is implemented.

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1.5-Mile Wheel Zone

Improvement ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
Class II Bike Lanes									
East/West Streets									
7	West Hollywood	Cynthia St	Doheny Dr	San Viente Bl	II	Bike Lane	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		
8	West Hollywood	Holloway Dr	Palm Dr	Santa Monica Bl	II	Bike Lane	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		
9	West Hollywood	Santa Monica Bl	Flores St	La Brea Av	II	Bike Lane	City of West Hollywood Santa Monica Bl Feasibility Study on-going		Feasibility study is currently underway for Santa Monica Bl from Doheny Dr to La Brea Av. It appears a Class IV facility is feasible only between Doheny Dr and Flores St. Class II east of Flores St would require the removal of curbside parking and curb extensions.
North/South Streets									
10	West Hollywood	Crescent Height Bl	Northern city limit (south of Sunset Bl)	Santa Monica Bl	II	Bike Lane northbound (uphill)	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		
11	West Hollywood	Doheny Dr	Sunset Bl	Cynthia St	II	Bike Lane northbound (uphill)	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		
12	West Hollywood	San Vicente Bl	Sunset Bl	Santa Monica Bl	II	Bike Lane northbound (uphill)	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		
Class III Bicycle Friendly Streets									
East/West Streets									
13	West Hollywood	Cynthia St	San Vicente Bl	Palm Av	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Requires intersections control and traffic calming.
14	West Hollywood	Norton Av	Sweetzer Av	Fairfax Av	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Requires intersections control and traffic calming.

= RIS FLM Identified Improvement
= Relevant Plan or Project Improvement

1.5-Mile Wheel Zone

Improvement ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
15	West Hollywood	Romaine St	Sweetzer Av	Gardner St	III	Sharrow	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Requires intersections control and traffic calming.
16	West Hollywood	Rosewood Av	San Vicente Bl	Sweetzer Av	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		
17	West Hollywood	Sherwood Dr	Huntley Dr	La Cienega Bl	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Requires intersections control and traffic calming.
18	West Hollywood, Los Angeles	Willoughby Av	Kings Rd	Vista St	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017	Willoughby, Vista/Gardner, and Kings Street Design Concept Plan 2024	2024 plan includes traffic control, traffic circles, curb extensions, enhanced crosswalks and speed humps
North/South Streets									
19	West Hollywood	Almont Dr	Santa Monica Bl	Beverly Bl	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		
20	West Hollywood	Croft Av	Santa Monica Bl	Willoughby Av	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		
21	West Hollywood	Edinburgh Av	Santa Monica Bl	Romaine St	III	Bicycle Boulevard	Rail Integration Study		
22	West Hollywood	Formosa Av	Fountain Av	Romaine St	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Requires intersections control and traffic calming.
23	West Hollywood	Huntley Dr	Sherwood Dr	La Cienega Bl	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Diverter at Beverly Bl
24	West Hollywood	Kings Rd	Santa Monica Bl	Willoughby Av	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017	Willoughby, Vista/Gardner, and Kings Street Design Concept Plan 2024	2024 plan includes curb extensions, speed humps, bicycle push buttons and in-ground detectors at signalized intersections.

= RIS FLM Identified Improvement
= Relevant Plan or Project Improvement

1.5-Mile Wheel Zone

Improve-ment ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
25	West Hollywood	Palm Av	Holloway Dr	Cynthia St	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Requires intersections control and traffic calming.
26	West Hollywood	Vista/Gardner St	Fountain Av	Willoughby Av	III	Bicycle Boulevard	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017	Willoughby, Vista/Gardner, and Kings Street Design Concept Plan 2024	2024 plan includes a mix of Class III and Class IV or II lanes with bicycle push buttons and in-ground detectors at signalized intersections and curb extensions.
27	West Hollywood	Westbourne Dr	Holloway Dr	Sherwood Dr	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Requires intersections control and traffic calming.
Non-Linear Wheel Improvements									
28	West Hollywood	Signal Timing Optimization for Bicycles on Streets with FLM Priority Wheel Projects Note: requires coordination among jurisdictions.					Rail Integration Study		
29	West Hollywood	Short-Term Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					Rail Integration Study		
30	West Hollywood	Long-Term Bicycle and Scooter Parking Near Stations.					Rail Integration Study		
Other Proposed Non-FLM Bikeways Included For Information Only These proposed bikeways would not meet Metro's criteria for FLM improvements - see Section 3.4 for a more detailed explanation.									
East/West Streets									
	West Hollywood	Melrose Av	Doheny Dr	Orlando Av	III	Sharrow	City of West Hollywood Design District Streetscape Master Plan 2014	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017	Class III on a high-volume collector street with narrow lanes would not qualify as an FLM improvement.

= RIS FLM Identified Improvement
= Relevant Plan or Project Improvement

1.5-Mile Wheel Zone

Improvement ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
North/South Streets									
	West Hollywood	Doheny Dr	Sunset Bl	Beverly Bl	III	Sharrow	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Uphill bike lane Sunset Bl-Cynthia St (see Project ID 11). Class III on a high-volume collector street with narrow lanes would not qualify as an FLM improvement.
	West Hollywood	Robertson Bl	Santa Monica Bl	Beverly Bl	III	Sharrow	City of West Hollywood Design District Streetscape Master Plan 2013	City of West Hollwyood Pedestrian and Bicycle Mobility Plan 2017	Class III on a high-volume collector street with narrow lanes would not qualify as an FLM improvement.
	West Hollywood	San Vicente Bl	Sunset Bl	Santa Monica Bl	III	Sharrow southbound (downhill)	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Class III on a 4-lane arterial street does not qualify as an FLM improvement.
	West Hollywood	Crescent Heights	Sunset Bl	Santa Monica Bl	III	Sharrow southbound (downhill)	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Class III on a 4-lane arterial street does not qualify as an FLM improvement.
	West Hollywood	Crescent Heights	Santa Monica Bl	Romaine St	III	Neighborhood Greenway	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Class III on a 4-lane arterial street does not qualify as an FLM improvement.
	West Hollywood	La Brea Av	Fountain Av	Willoughby Av		Shared Peak-Period Bus Bike Lane	City of West Hollywood Pedestrian and Bicycle Mobility Plan 2017		Not a high comfort facility and only available during peak traffic periods.
City of Beverly Hills									
Class IV Protected Bike Lanes									
31	Beverly Hills	Beverly Bl	Santa Monica Bl	Doheny Dr	IV	Protected Bike Lane	City of Beverly Hills Complete Streets Plan 2021		
32	Beverly Hills	Burton Wy	Canon Dr	Robertson Bl	IV	Protected Bike Lane	City of Beverly Hills Complete Streets Plan 2021		
33	Beverly Hills	Charleville Bl	Doheny Dr	Le Doux Rd	IV	Protected Bike Lane	City of Beverly Hills Complete Streets Plan 2021		

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1.5-Mile Wheel Zone

Improve-ment ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
34	Beverly Hills	Sunset Bl	Beverly Dr	Phyllis St	IV	Protected Bike Lane	City of Beverly Hills Complete Streets Plan 2021		
Class II Bike Lanes									
35	Beverly Hills	Canon Dr	Santa Monica Bl	Wilshire Bl	II	Bike Lane	City of Beverly Hills Complete Streets Plan 2021		
36	Beverly Hills	Crescent Dr	Santa Monica Bl	Wilshire Bl	II	Bike Lane	City of Beverly Hills Complete Streets Plan 2021		
37	Beverly Hills	Doheny Dr	Phyllis Dr	Santa Monica Bl	II	Bike Lane	City of Beverly Hills Complete Streets Plan 2021		
38	Beverly Hills	Doheny Dr	Burton Wy	Charleville Bl	II	Bike Lane	City of Beverly Hills Complete Streets Plan 2021		
39	Beverly Hills	Robertson Bl	Burton Wy	Charleville Bl	II	Bike Lane	City of Beverly Hills Complete Streets Plan 2021		
40	Beverly Hills	San Vicente Bl	Clifton Wy	Wilshire Bl	II	Bike Lane	City of Beverly Hills Complete Streets Plan 2021		
Class III Bicycle Friendly Streets									
41	Beverly Hills	Alden Dr	Foothill Rd	Doheny Dr	III	Bike Boulevard	Rail Integration Study		
42	Beverly Hills	Cinthia St	Sunset Bl	Doheny Dr	III	Bike Boulevard	City of Beverly Hills Complete Streets Plan 2021		
43	Beverly Hills	Civic Center Dr	Beverly Bl	Burton Wy	III	Bike Boulevard	City of Beverly Hills Complete Streets Plan 2021		

= *RIS FLM Identified Improvement*
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1.5-Mile Wheel Zone

Improve-ment ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
44	Beverly Hills	Clifton Way	Canon Dr	San Vicente Bl	III	Bike Boulevard	City of Beverly Hills Complete Streets Plan 2021		
45	Beverly Hills	Elevado Av	Canon Dr	Doheny Dr	III	Bike Boulevard	City of Beverly Hills Complete Streets Plan 2021		
46	Beverly Hills	Foothill Rd	Santa Monica Bl	Clifton Wy	III	Bike Boulevard	City of Beverly Hills Complete Streets Plan 2021		
47	Beverly Hills	Le Doux Rd	Clifton Wy	Charleville Bl	III	Bike Boulevard	City of Beverly Hills Complete Streets Plan 2021		
48	Beverly Hills	Palm Dr	Sunset Bl	Santa Monica Bl	III	Bike Boulevard	City of Beverly Hills Complete Streets Plan 2021		
49	Beverly Hills	Rexford Dr	Sunset Bl	Wilshire Bl	III	Bike Boulevard	City of Beverly Hills Complete Streets Plan 2021		
Non-Linear Wheel Improvements									
50	Beverly Hills	Signal Timing Optimization for Bicycles on Streets with FLM Priority Wheel Projects Note: requires coordination among jurisdictions.						Rail Integration Study	
51	Beverly Hills	Short-Term Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects						Rail Integration Study	

= RIS FLM Identified Improvement

= Relevant Plan or Project Improvement

1.5-Mile Wheel Zone

Improvement ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
City of Los Angeles									
Class IV Protected Bike Lanes									
52	Los Angeles	Burton Wy	Doheny Dr	6th St	IV	Protected Bike Lane	City of Los Angeles Mobility Plan 2035 2016		Currently Class II bike lane.
53	Los Angeles	Cahuenga Bl	Cahuenga Ter	Hollywood Bl	IV	Protected Bike Lane	City of Los Angeles Mobility Plan 2035 2016		Currently Class II bike lane.
54	Los Angeles	Highland Av	Hollywood Bl	Rosewood Av	IV	Protected Bike Lane	City of Los Angeles Mobility Plan 2035 2016		Currently Class II bike lane.
55	Los Angeles	Hollywood Bl	Fairfax Av	Gower St	IV	Protected Bike Lane	City of Los Angeles Mobility Plan 2035 2016	Department of Public Works Bureau of Engineering (BOE) "Access to Hollywood" project Orange Av - Gower St	Currently in planning as a shared bus bike lane (not Class IV).
56	Los Angeles	Melrose Av	Croft Av	Bronson Av	IV	Protected Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
57	Los Angeles	Sunset Bl	Fairfax Av	Bronson Av	IV	Protected Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
Class II Bike Lanes									
58	Los Angeles	3rd St	Doheny Dr	La Brea Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
59	Los Angeles	Arden Bl	Melrose Av	Beverly Bl	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
60	Los Angeles	Beverly Bl	San Vicente Bl	Larchmont Bl	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		

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1.5-Mile Wheel Zone

Improvement ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
61	Los Angeles	Cahuenga Bl	Hollywood Bl	Del Longpre Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
62	Los Angeles	Cole Av	De Longpre Av	Melrose Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
63	Los Angeles	Fairfax Av	Melrose Av	Colgate Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
64	Los Angeles	Fountain Av	La Brea Av	Bronson Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
65	Los Angeles	Franklin Av	La Brea Av	Highland A	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
66	Los Angeles	Highland Av	Cahuenga Bl	Hollywood Bl	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
67	Los Angeles	Highland Av	Beverly Bl	3rd St	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
68	Los Angeles	La Brea Av	Santa Monica Bl	3rd St	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		Bike lanes are currently precluded by the recently installed peak-hour bus bike lanes.
69	Los Angeles	Robertson Bl	Beverly Bl	Clifton Wy	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
70	Los Angeles	Santa Monica Bl	La Brea Av	Bronson Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
71	Los Angeles	Sunset Bl	Fairfax Av	Bronson Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		

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1.5-Mile Wheel Zone

Improve-ment ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
72	Los Angeles	The Grove Dr	1st St	3rd St	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
73	Los Angeles	Vine St	Yucca St	Melrose Av	II	Bike Lane	City of Los Angeles Mobility Plan 2035 2016		
Class III Bicycle Friendly Streets									
74	Los Angeles	1st St	Orlando Av	Fairfax Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
75	Los Angeles	1st St	Gardner St	Highland Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
76	Los Angeles	Alden Dr	Oakhurst Dr	San Vicente Bl	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
77	Los Angeles	Almont Dr	Melrose Av	Alden Dr	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
78	Los Angeles	Alta Vista Bl	1st St	3rd St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
79	Los Angeles	Cherokee Av	Sunset Bl	De Longpre Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
80	Los Angeles	Colgate Av	Sweetzer Av	Crescent Heights Bl	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
81	Los Angeles	Edinburgh Av	Romaine Av	Colgate Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.

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1.5-Mile Wheel Zone

Improvement ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
82	Los Angeles	El Centro Av	Yucca st	Del Longpre Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
83	Los Angeles	Formosa Av	Hollywood Bl	Fountain Av	III	Bicycle Boulevard	Rail Integration Study		Requires intersections control and traffic calming.
84	Los Angeles	Formosa Av	Romaine Av	2nd St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
85	Los Angeles	Hawthorn Av	Curson Av	Highland Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
86	Los Angeles	La Peer Dr	Alden Dr	Burton Wy	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
87	Los Angeles	Las Palmas Av	Selma Av	Sunset Bl	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
88	Los Angeles	Las Palmas Av	De Longpre Av	Waring Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
89	Los Angeles	Laurel Av	Hollywood Bl	Sunset Bl	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
90	Los Angeles	Lextington Av	La Brea Av	Bronson Av	III	Bicycle Boulevard	Rail Integration Study		Requires intersections control and traffic calming.
91	Los Angeles	Lucerne Bl	Clinton St	Beverly Bl	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
92	Los Angeles	Martel Av	Waring Av	3rd St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.

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1.5-Mile Wheel Zone

Improvement ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
93	Los Angeles	Olive Dr	Santa Monica Bl	Willoughby Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
94	Los Angeles	Orange Dr	Franklin Av	3rd St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
95	Los Angeles	Orlando Av	Willoughby Av	Melrose Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
96	Los Angeles	Orlando Av	San Vicente Bl	Rosewood Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
97	Los Angeles	Poinsettia Pl	Rosewood Av	1st St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
98	Los Angeles	Rosewood Av	Sweetzer Av	Highland Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
99	Los Angeles	Selma Av	Laurel Av	Fairfax Av	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
100	Los Angeles	Stanley Av	Rosewood Av	1st St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
101	Los Angeles	Sweetzer Av	Willoughby Av	6th St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
102	Los Angeles	Waring Av	La Cienega Bl	Gower St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
103	Los Angeles	Willaman Dr	3rd St	Clifton Wy	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.

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1.5-Mile Wheel Zone

Improve-ment ID	Jurisdiction	Street	From	To	Class	Improvement	Improvement Origin	Related Plan or Project	Notes
104	Los Angeles	Willoughby Av	La Cienega Bl	Gower St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
105	Los Angeles	Yuccal St/Carlos Wav	Cahuenga Av	Gower St	III	Bicycle Boulevard	City of Los Angeles Mobility Plan 2035 2016		Requires intersections control and traffic calming.
Non-Linear Wheel Improvements									
106	Los Angeles	Signal Timing Optimization for Bicycles on Streets with FLM Priority Wheel Projects Note: requires coordination among jurisdictions.					Rail Integration Study		
107	Los Angeles	Short-Term Bicycle and Scooter Parking on Streets with FLM Priority Wheel Projects					Rail Integration Study		

= *RIS FLM Identified Improvement*

= *Relevant Plan or Project Improvement*

Appendix A
FLM Walk & Wheel Audit Summary Memo

WEST HOLLYWOOD RAIL INTEGRATION STUDY

First/Last Mile Walk and Wheel Audit Summary

April 2023

City of West Hollywood
California 1984

Walk Audit Summary

Introduction

As part of West Hollywood's Rail Integration Study (RIS) for Metro's K Line Northern Extension, the City's technical consulting team evaluated existing conditions and proposed mobility improvements to better understand walkability at stations proposed within the City's jurisdiction. The technical team, along with city staff, conducted a first/last mile (FLM) walk audit in late 2022. These audits focused on primary and secondary pathways future riders would likely use to get to and from the three stations proposed in West Hollywood:

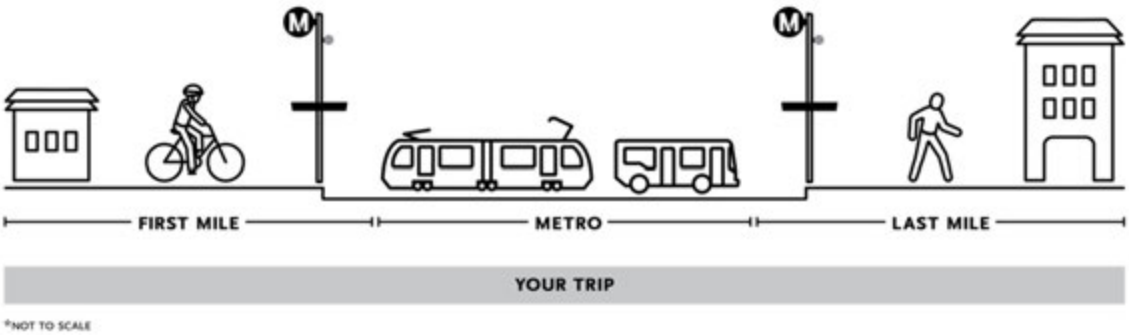
> La Brea/Santa Monica (November 30th)
> Fairfax/Santa Monica (November 30th)
> San Vicente/Santa Monica (December 1st)

A half-mile radius was analyzed for each proposed station as that is generally accepted as the distance transit riders are typically willing to walk when accessing transit.

What is First/Last Mile Planning?

First/Last Mile (FLM) Planning is performed on all of Metro's proposed rail and bus rapid transit corridors after the Locally Preferred Alternative (LPA) alignment is selected. Potential pedestrian and wheeled projects are identified for each station through analysis that considers technical data, walk audits and community input. For each station a "walk and wheel zone" is analyzed up to one half-mile from the station platform. A broader area is also analyzed for longer wheel trips (cyclists, scooters, etc.) up to three miles from the station platform. As stated in Metro's 'First/Last Mile Guidelines' FLM can best be described as:

> "An individual's trip is understood as the entire journey from origin to destination. For transit riders, bus and rail services often form the core of a trip, but riders complete the first and last portion on their own using another mode. Typically, they must first use "active transportation" —walking, biking or rolling—to reach the nearest station from their home or workplace. This is referred to as the first and last mile of the user's trip, or first/last mile (FLM) for short."



Source: Metro

Metro's FLM planning process focuses on primary pathways that lead directly to the station, and secondary pathways that act as collectors for reaching the primary pathways. These two pathways are what most transit patrons are expected to utilize within the half-mile zone.

The City's FLM team's methods for auditing, mapping and analyzing existing conditions was conducted in a manner comparable to Metro's First/Last Mile Planning Guidelines but should be considered an early pass at FLM analysis. The City's work in this area is intended to allow the City to begin proactively incorporating proposed FLM improvements into existing City workplans prior to construction of the rail project while also informing Metro's subsequent FLM analysis. This approach is appropriate given that the work precedes Metro's selection of a locally preferred alternative (LPA) which usually initiates the agency's own FLM planning process. Ideally, West Hollywood's FLM audit summary will help Metro and their EIR team more fully understand station area conditions that are important to consider when recommending one LPA to the Metro Board of Directors. Key FLM planning methods used to support this city-initiated summary include:

- Creating walk and wheel base maps for West Hollywood's stations
- Identifying primary and secondary pathways
- Conducting technical walk audits
- Analyzing the wheel network within 1.5-miles of the stations (due to budget and topographic constraints)
- Summarizing walk and wheel conditions, issues and opportunities
- Identifying potential projects
- Providing a foundation for future input from the community, Metro and other agencies
- Creating a reference for future grant applications to benefit FLM objectives

Working in teams of two or three, auditors evaluated the primary and secondary pathways leading to the proposed station entrance(s). Each audit team recorded typical sidewalk widths and pedestrian pathway conditions with photographs and notes using a walk audit survey form (below). The audit helped identify opportunities for improvements to enhance pedestrian safety and comfort. The following memo is a summary of the evaluation and opportunities for improvements for each station area.

Walk Audit Checklist

Station_____ Date_____

Auditors_____

Street Name_____from_____to_____

Street Type

☐ Primary ☐ Secondary

1. Sidewalk widths:

_____

2. Using the key below, please indicate on your map where these facilities are **needed**.

Safety Conditions
Curb extension – **CE**
Curb ramps – **A**
High visibility crosswalks – **HC**
Traffic control – **TC** (e.g., stop sign or ped. signal)
Parkway (buffer) – **PW**
Pedestrian lighting – **PL**
Sidewalk missing or needs repair – **SM**
Sidewalk widening – **SW**
Traffic calming – **TC** (e.g., speed humps)
Utility boxes/poles moved (obstructing the sidewalk) – **X**

Comfort/Health Conditions
Bus stop improvements – **BS**
(e.g., seating/lean bars, shade, real time info)
Landscaping – **L**
Street furniture – **SF**
Street trees – **ST**
Shade structures – **SS**
Wayfinding/signage to local destinations – **W**

Cut-through Path – Draw a dashed line on your map to indicate a potential path that may be helpful

3. Crossing Considerations
How stressful does it feel to cross the street?
☐ Safe ☐ Ok ☐ Unsafe

Are people crossing mid-block?
Please indicate on the map where

Walkability Rating (Before Audit)

☐ Good ☐ Fair ☐ Poor

4. Now that you have walked and experienced the street, please provide your evaluation of the following

Strengths:

_____
_____
_____
_____
_____
_____
_____

Barriers:

_____
_____
_____
_____
_____
_____
_____
_____
_____

Opportunities:

_____
_____
_____
_____
_____
_____
_____
_____

Walkability Rating (After Audit)

☐ Good ☐ Fair ☐ Poor

La Brea/Santa Monica

Station Audit Summary

Santa Monica Boulevard was redesigned and reconstructed in the early 2000's within West Hollywood to achieve a strong streetscape identity, wider tree-lined sidewalks, and safer pedestrian crossings. Other improvements, including some that have been added over time, include in-roadway warning lights, wayfinding signage, and designated micro-mobility parking areas. Because of these public realm investments, Santa Monica Boulevard is a prime example of how a well-designed "main street" can support safe and inviting pedestrian access to/from a rail station. Despite these solid fundamentals, the RIS team still identified several potential opportunities for improvement appropriate for consideration to maximize the accessibility of future rail service along this corridor.

While less activated with storefronts and with a less heavily improved pedestrian environment than Santa Monica Boulevard, La Brea Avenue is generally a comfortable walk, but the technical team believes transit patrons will walk on adjacent neighborhood streets north and south of Santa Monica Boulevard to access the station. La Brea Avenue's prominence as a pedestrian pathway is expected to increase over time, as it transitions from remnant industrial parcels to residential and commercial uses that are more pedestrian-oriented. The secondary streets of Willoughby Avenue and Fountain Avenue are starkly different. Willoughby Avenue is a comfortable neighborhood street with some spot locations that need sidewalk repair; while Fountain Avenue is a challenging street to navigate with major sidewalk barriers (like utility poles) that result in pedestrian pathways as narrow as 3' in width at some pinch points.

Primary Pathways

Santa Monica Boulevard (La Brea Avenue to Vista Street)

Sidewalk Width: 10' - 12'
Crossing Considerations: Safe
Walkability Rating: Good

Strengths:

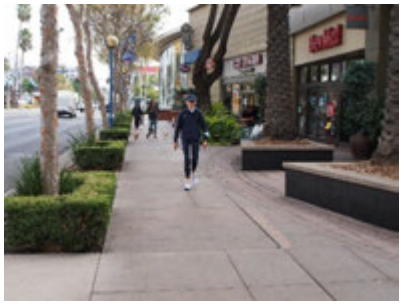
- Tree canopy provides shading
- Bus shelters at bus stops or benches are positioned under shade trees
- Consistent even paving
- Spacious sidewalk
- Good pedestrian facilities (e.g., lighting, safe crossings)
- New in-roadway warning lights
- Presences of storefronts
- Placemaking elements such as public art and decorative lantern installations

Barriers:

- Bus stop at the corner of Gardner Street needs shade
- Curb cuts at the corner of Santa Monica Boulevard and Vista Street could be difficult for those with disabilities to navigate
- Interjurisdictional coordination needed west of La Brea Avenue for the portion of the street in the City of Los Angeles

Opportunities:

- Infill high visibility tactical warning strips at curb ramps along the corridor
- Add wayfinding along the corridor to lead pedestrians to the station

Strengths		
		
New in-roadway warning lights are activated with pedestrian push buttons.	*Spacious sidewalks with shade trees*	*Micromobility parking aims to keep sidewalks free of obstacles*

Opportunities

Infill missing high visibility tactical warning strips at access ramps

La Brea Avenue (Fountain Avenue to Willoughby Avenue)

Sidewalk Width: 5’ - 8’6”
Crossing Considerations: Ok
Walkability Rating: Good

Strengths:

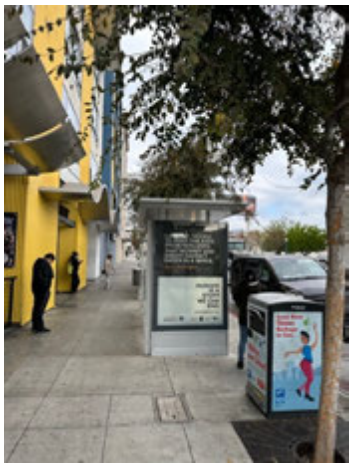
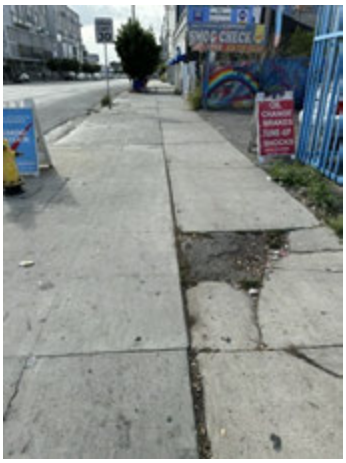
- Bus shelters at bus stops
- Landscaped medians
- Pedestrian lighting
- Good walking conditions (wide sidewalks, shade trees, parkway buffer)
- Potential development anticipated for large industrial sites that could activate the street and replace auto-oriented land uses with more intensive uses more conducive to active transportation
- Presence of storefronts

Barriers:

- Limited street activation
- Auto-oriented features (e.g., driveways, drive-through, surface parking lots, auto shops)
- Sidewalk narrows on the eastern side of La Brea Avenue just south of Lexington Avenue
- Interjurisdictional coordination needed for the following portions of the street in the City of Los Angeles:
    - North of Fountain Avenue to Sunset Boulevard
    - South of Romaine Street to Melrose Ave

Opportunities:

- Peak hour Metro bus/bike lanes scheduled for installation in early 2023
- Add wayfinding along the corridor to lead pedestrians to the station
- Street furniture would be beneficial between Santa Monica Boulevard and Lexington Avenue (e.g., additional seating for seniors, trash receptacles where activity is concentrated).
- Curb extensions and ADA ramps (tactile warning strips) on both sides of the intersection of La Brea Avenue and Lexington Avenue
- La Brea Avenue and Fountain Avenue – Infill street trees (SW corner), curb extensions, ADA-compliant curb ramps
- East side of La Brea Avenue needs tree canopy infill and sidewalk repairs
- Infill high visibility tactical warning strips at curb ramps along the corridor

Strengths	Barriers	Opportunities
		
Bus shelters at bus stops	*Auto-oriented land uses detract from an otherwise pleasant pedestrian environment.*	*Sidewalk repairs are needed in some locations.*

Secondary Pathways

Willoughby Avenue (La Brea Avenue to Poinsettia Place)

Sidewalk Width: 10’ - 12’
Crossing Considerations: Ok
Walkability Rating: Good

Strengths:

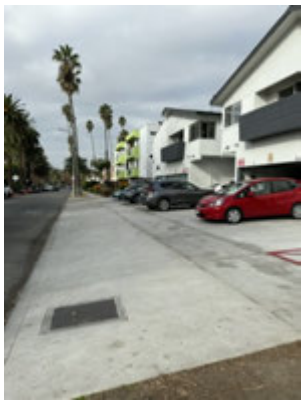
- Good walking conditions
- Widespread shade trees
- Traffic speeds are relatively low and contribute to a quiet neighborhood

Barriers:

- Uneven pavement between Alta Vista Boulevard and Poinsettia Place
- Interjurisdictional coordination needed for this stretch of Willoughby Avenue as it is entirely within the City of Los Angeles

Opportunities:

- The stretch between Formosa Avenue and Alta Vista Boulevard needs tree shading and sidewalk repairs
- More tree shading needed on Poinsettia Place
- Wayfinding opportunity at the intersection of Willoughby Avenue directing people north to the proposed station
- Infill high visibility tactical warning strips at curb ramps along the corridor
- Upcoming Willoughby/Vista/Gardner Neighborhood Greenway project expected to include additional traffic calming features, such as curb extensions, further reducing adjacent vehicle speeds

Strengths	Barriers	Opportunities
		
Shade trees improve pedestrian comfort.	*Uneven pavement between Alta Vista and Poinsettia.*	*The stretch between Formosa and Alta Vista needs sidewalk repairs.*

Fountain Avenue (La Brea Avenue to Vista Street)

Sidewalk Width: 3'- 6'
Crossing Considerations: Ok
Walkability Rating: Poor

Strengths:

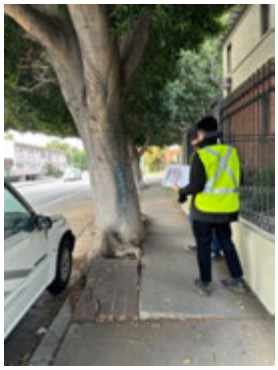
- None recorded but key to accessing Plummer Park and dense residential neighborhoods

Barriers:

- Inconsistent sidewalk widths with utility poles and other obstacles obstructing sidewalks
- Missing crosswalk on Poinsettia Place
- Missing tactile warning strips at curb ramps
- Interjurisdictional coordination needed with the City of Los Angeles as Fountain Avenue boarders the city limit line.

Opportunities:

- Wayfinding signage leading to the station
- Plummer Park is a potential walk connection from Fountain Avenue to Santa Monica Boulevard
- East of La Brea Avenue and west of Sycamore Avenue, on the northern side, sidewalk widening and repairs are needed
- The stretch of Fountain between La Brea Avenue and Vista Street, several obstructing utility poles, several opportunities for sidewalk widening, street trees, landscaping, and high-visibility crosswalks; Sidewalk repairs are also needed
- Opportunity for curb extension on intersection with Alta Vista Boulevard
- Sidewalk widening and landscaping planned as part of the Fountain Avenue Protected Bike Lane Project pending the results of an upcoming quick build pilot project in late 2023 evaluating the reduction in roadway width and parking necessary to install protected bike lanes
- Infill high visibility tactical warning strips at curb ramps along the corridor

Barriers		Opportunities
		
Utility poles obstructing sidewalks	*Missing crosswalks reduce pedestrian connectivity.*	*Sidewalk repairs needed at some locations.*

Fairfax/Santa Monica

Station Audit Summary

Santa Monica Boulevard has comfortable sidewalks and safe crossing conditions. The street trees appear to be over pruned (likely in response to signage visibility concerns by businesses); if allowed to grow to full potential, they could provide a continuous shade canopy for pedestrians. While Fairfax Avenue sidewalk widths are ADA compliant, there are many obstacles like bus shelters, utility poles/boxes, and refuse that can make the pathway feel cramped. Secondary streets like Willoughby Avenue and Genesee Avenue/Spaulding Avenue cross though neighborhoods and provide safe and reasonably shaded pathways to the station. Others like Crescent Heights Boulevard and Fountain Avenue need more shade, sidewalk space and safer crossing conditions.

Primary Pathways

Santa Monica Boulevard (from Vista Street to La Jolla Avenue)

Sidewalk Width: 8'6"- 10' including 5' buffers in some areas (reflective on both sides of street)
Crossing conditions: Safe
Walkability Rating: Good

Strengths:

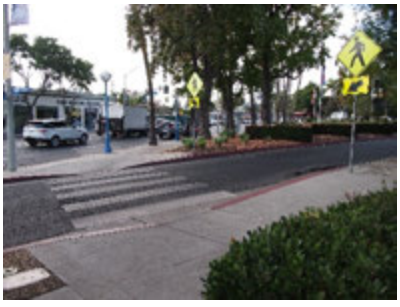
- Wide and spacious sidewalks
- Sidewalk pavement is even/smooth throughout the corridor
- All intersections have accessible ramps
- No uplifted sidewalks due to shade tree roots

Barriers:

- Most curb ramps are lacking tactile warning strips
- Over-pruned trees do not provide much needed shade

Opportunities:

- Add dual curb ramps at Santa Monica Boulevard and Laurel Avenue
- Infill high visibility tactical warning strips at curb ramps along the corridor
- Add wayfinding along the corridor to lead pedestrians to the station

Strengths	Opportunities	
		
Spacious sidewalks are common throughout the corridor.	*Infill tactical warning strips are missing at many curb ramps*	*Directional curb ramps needed at Santa Monica Boulevard and Laurel Avenue*

Fairfax Avenue (from Sunset Boulevard to Willoughby Avenue)

Sidewalk Width: 5'6" – 10'
Crossing Conditions: Ok
Walkability Rating: Fair

Strengths:

- Provides direct access to station
- Street parking and bike lanes provide a buffer from traffic for pedestrians
- The incline to Sunset Boulevard is a manageable walk

Barriers:

- Compliant sidewalk widths but they are narrow with several obstructions (e.g., seating, bus stops, trash cans)
- Lots of curb cuts near the Sunset Boulevard intersection on the east side of the street
- Little to no shade will make the walk very uncomfortable
- Interjurisdictional coordination needed for the following portions of the street in the City of Los Angeles:
    - North of Fountain Avenue to Sunset Boulevard
    - South of Willoughby Ave to Melrose Ave

Opportunities:

- Infill street trees to provide pedestrians more shade
- Add wayfinding along the corridor to lead pedestrians to the station
- Fountain Avenue and Fairfax Avenue intersection could benefit from directional curb ramps and potentially a curb extension on the southeast corner if feasible
- The intersection at Romaine Street and Fairfax Avenue needs ADA-compliant curb ramps, and traffic control measures (e.g., marked crosswalks)
- Infill high visibility tactical warning strips at curb ramps along the corridor
- If feasible consider a curb extension on intersection with Norton Avenue, and intersection with Fountain Avenue
- Sidewalk repair on the west side of Fairfax Avenue, between Fountain Avenue and Sunset Boulevard
- Bus services and bus shelters.

Strengths	Barriers	Opportunities
		
Street parking provides a buffer from traffic on Fairfax Avenue.	*Bus stop obstructing sidewalk north of Fountain Avenue.*	*Sidewalk repairs are needed in some locations.*

Secondary Pathways

Willoughby Avenue (Vista Street/Gardner Street to La Jolla Avenue)

Sidewalk Width: 9’ – 11’ with a 4’-7’ parkway in areas
Crossing Considerations: not recorded
Walkability Rating: Fair

Strengths:

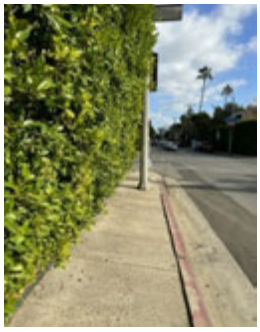
- Great east/west neighborhood connection south of Santa Monica Boulevard
- Primarily a residential street
- Some blocks faces have a continuous tree canopy

Barriers:

- Some blocks have uneven tree canopy (declining or missing, or palms that don’t shade). Where sidewalks are less than 8’ wide trees would need to be planted in wells, parking lane, or private setbacks).
- Narrow pedestrian right-of-way
- Heavy traffic build-up especially during peak hours
- Fast-moving cars outside of peak hours
- Utility poles obstruct the sidewalks at several locations on Willoughby Avenue between Fairfax Avenue and Crescent Heights Boulevard
- Interjurisdictional coordination needed with the southern portion of the street in the City of Los Angeles

Opportunities:

- Traffic calming measures such as circles, curb extensions, stop signs especially at Willoughby Avenue and Orange Grove Avenue
- Some traffic calming features planned as part of the Willoughby Greenway project which the Westside Cities Council of Governments will partially fund through the Measure M Multiyear Subregional Program
- Infill tree canopy where sidewalk is wide enough
- In instanced where sidewalks are narrow, consider curb islands within the parking lane for trees
- Infill high visibility tactical warning strips at curb ramps along the corridor
- Stops signs or roundabouts could be added at 3 intersections without four-way stops (Orange Grove Avenue, Sierra Bonita Avenue, Detroit Street) to provide consistent traffic control and crossing opportunities along the entire street

Strengths	Barriers	
		
Ample tree canopy provides shade along much of Willoughby Avenue.	*Narrow pedestrian right-of-way in places presents a barrier for pedestrians along Willoughby Avenue.*	*Utility poles obstruct the sidewalks periodically along Willoughby Avenue.*

Genesee Avenue (Santa Monica Boulevard to Willoughby Avenue)

Sidewalk Width: 7’6”
Crossing Considerations: not recorded
Walkability Rating: Good

Strengths:

- Primarily a residential street
- Trees provide ample shade
- Quiet south bound alternative to Fairfax Avenue
- Convenient access to a safe signalized crosswalk for access north of Santa Monica Boulevard

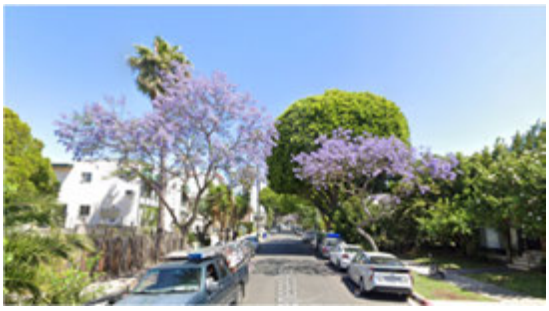
Barriers:

- None recorded

Opportunities:

- Infill shade trees where sidewalk is wide enough
- Infill high visibility tactical warning strips at curb ramps along the corridor
- Add high visibility crosswalk

Strengths



Ample tree canopy provides shade along much of Genesee Avenue

Crescent Heights Boulevard (Sunset Boulevard to Willoughby Avenue)

Sidewalk Width: 5’ – 9’
Crossing Considerations: Ok
Walkability Rating: Good – Fair

Strengths:

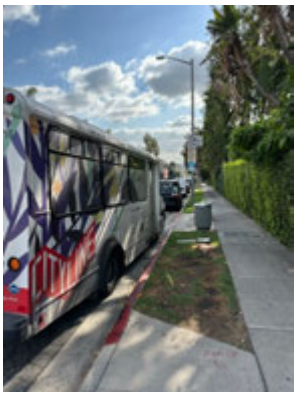
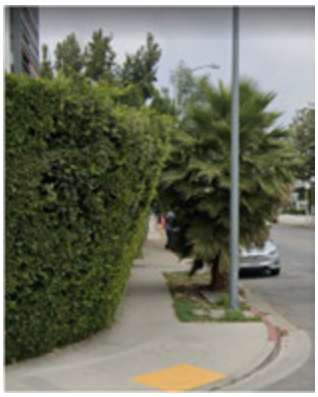
- Wide and comfortable sidewalks north of Santa Monica Boulevard
- Presence of parkway buffers and tree shading create a more pleasant walking experience
- Green space at Crescent Heights Boulevard and Santa Monica Boulevard
- Potential for development south of Santa Monica Boulevard

Barriers:

- Mid-block crosswalk with no button or curb ramp just to the south of Sunset Boulevard
- No traffic light on slip lane crosswalk on the intersection with Santa Monica Boulevard
- Fast-moving traffic
- Narrow sidewalks south of Santa Monica Boulevard
- Lacks shade in places
- Hedges obstructing sidewalk periodically
- The curbside traffic is likely worse during peak hours which affects pedestrian experience
- Interjurisdictional coordination needed at the intersection of Sunset Boulevard which is in the City of Los Angeles

Opportunities:

- Right-turn-only/neighborhood diversion on Norton Avenue
- Mid-block in-roadway warning light crosswalk and bike crossing on Romaine Street
- Sidewalk repair on the west side, south of Sunset Boulevard
- At the intersection with Norton Avenue, ADA-compliant curb ramps and high-visibility crosswalk
- On the slip lanes on Santa Monica Boulevard, ADA-compliant curb ramps, and sidewalk repairs
- South of Santa Monica Boulevard and north of Romaine Street, a few sidewalk repairs and street trees
- Wayfinding opportunities southbound
- Infill high visibility tactical warning strips at curb ramps along the corridor
- Potential to develop sidewalks to include 5' setbacks south of Santa Monica Boulevard
- At the intersection with Romaine Street, ADA-compliant curb ramps
- Evaluate bus stops for missing facilities like shade structures or seating

Strengths	Barriers	
		
Parkway buffers the sidewalk across much of the Crescent Heights corridor.	*Hedges obstruct the sidewalk in places along Crescent Heights.*	*Mid-block crosswalk with no button or curb ramps south of Sunset on Crescent Heights.*

Fountain Avenue (Havenhurst Drive to Gardner Street)

Sidewalk Width: 4' – 7'
Crossing Considerations: Unsafe
Walkability Rating: Poor

Strengths:

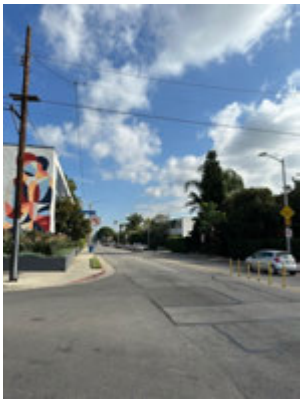
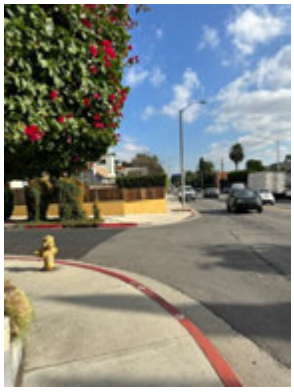
- Existing speed feedback signs and other recent safety upgrades
- Great east/west connection north of Santa Monica Boulevard
- Crossing conditions are comfortable west of Fairfax Avenue

Barriers:

- Inconsistent sidewalk widths
- Few crossings across Fountain Avenue east of Fairfax Avenue
- No shade trees or parkway buffer on north side
- Narrow sidewalks with utility pole and other obstructions
- Interjurisdictional coordination needed with the City of Los Angeles as Fountain Avenue lies at the borders the city limit line.

Opportunities:

- Curb extensions and in-roadway warning light crossings of Fountain Avenue at Genesee Avenue or Ogden Drive to close gap
- Add in-roadway warning light crossing and curb extensions west of Curson Avenue
- Add crosswalk on Genesee Avenue
- ADA-compliant curb ramps on almost all intersections
- Wayfinding opportunity on intersection with Crescent Heights Boulevard
- Curb extensions on intersections with Hayworth Avenue, Fairfax Avenue, and Genesee Avenue
- In-road warning lights, if feasible
- High-visibility crosswalks on all intersections east of Fairfax Avenue (northern side)
- Infill high visibility tactical warning strips at curb ramps along the corridor
- The upcoming City pilot program will demonstrate a reduction in travel lanes to allow for protected bike lanes and sidewalk extensions which will likely have a traffic calming effect.

Barriers	Opportunities	
		
Narrow sidewalks are often further obstructed with utility poles and other infrastructure.	*Install in-roadway warning light crossing and curb extensions west of Curson*	*High-visibility crosswalks could improve safety at several intersections along Fountain Avenue.*

Spaulding Avenue (Santa Monica Boulevard to Fountain Avenue)

Sidewalk Width: 5’ with parkway
Crossing Considerations: Ok
Walkability Rating: Good

Strengths:

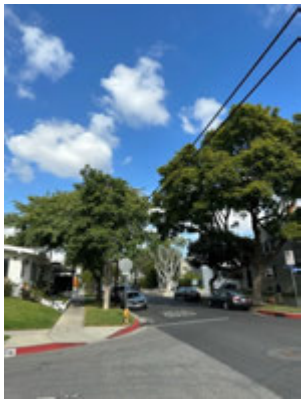
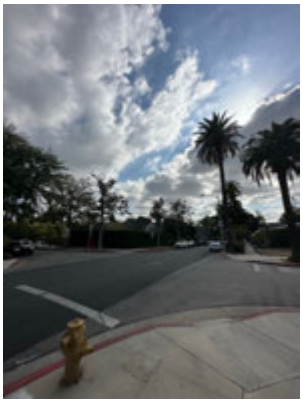
- Consistently wide parkways
- Sufficient tree canopy
- Great northern connection to Fountain Ave and beyond with convenient access to a signalized intersection for safe crossing

Barriers:

- None recorded

Opportunities:

- ADA-compliant curb ramps and high-visibility crosswalks on intersections with Norton Avenue, Lexington Avenue, and Hampton Avenue
- Sidewalk repair on the west side of Spaulding Avenue, between Norton Avenue, Lexington Avenue and Fountain Avenue
- Wayfinding opportunities southbound
- Infill high visibility tactical warning strips at curb ramps along the corridor
- Add high visibility crosswalk

Strengths		Opportunities
		
Consistently wide parkways buffer pedestrians from vehicle traffic along this corridor.	*Ample tree canopy provides shade improving pedestrian comfort along this corridor.*	*Adding high-visibility crosswalks and tactile warning strips at curb ramps could improve safety at several intersections*

San Vicente/Santa Monica

Station Audit Summary

Santa Monica Boulevard provides a comfortable pathway leading directly to the station with comfortable sidewalks, lots of retail and pedestrian activity, and great neighborhood character. San Vicente Boulevard, depending on the direction one is accessing the station from, could be a fair to poor experience under existing conditions. More street trees are needed on San Vicente Boulevard to make the walk more comfortable between Sunset Boulevard and Santa Monica Boulevard. Secondary streets like Palm Avenue make a more enjoyable trek north to Sunset Boulevard, despite being steeper than San Vicente Boulevard. Walking east on Holloway Drive and heading north on Alta Loma Drive provides a shaded pathway to Sunset Boulevard, buffered from traffic and excess noise. Along Sunset Boulevard

there are wide spacious sidewalks, but they lack street trees to protect the pedestrians and patrons of entertainment venues and legacy businesses. Sidewalk widening and other pedestrian improvements such as enhanced landscaping and the installation of new pedestrian lighting and street furniture are currently under construction on Melrose Avenue between San Vicente Boulevard and La Cienega Boulevard with a connection to Huntley Drive as part of the Design District Streetscape Project. Enhancements to Melrose Avenue, a secondary pathway, will improve the walk experience south to the La Cienega Station and north to the San Vicente Station.

Primary Pathways

San Vicente Boulevard (Sunset Boulevard to Rosewood Avenue)

Sidewalk Width: 5' - 7'
Crossing Considerations: Ok
Walkability Rating: Fair to Poor

Strengths:

- North of Santa Monica Boulevard is less "constrained" than in the south
- South of Santa Monica Boulevard has good walking conditions (sidewalk width is consistent, parkway buffers)
- Signalized pedestrian and bike crossing planned for the intersection of San Vicente Boulevard and Rosewood Avenue
- Planned streetscape plaza project between Santa Monica Boulevard and Melrose Avenue

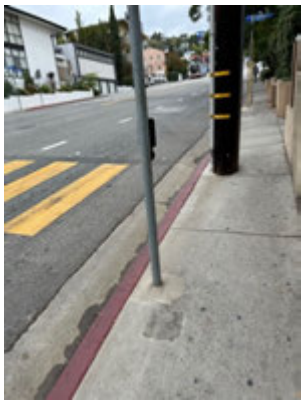
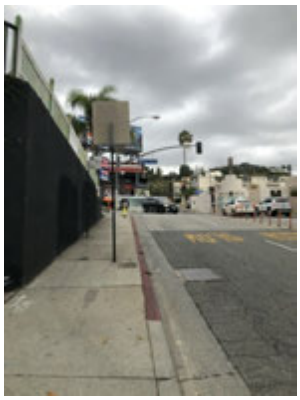
Barriers:

- North of Santa Monica Boulevard southbound sidewalks are constrained due to utility poles and/or street lights
- Several crosswalks are missing ADA curb ramps and/or tactile warning strips
- Several curb cuts north of Santa Monica Boulevard with one large cut such as at the fire station on the corner of San Vicente Boulevard and Cynthia Street
- Narrow sidewalks south of Melrose Avenue on both sides of San Vicente Boulevard
- Limited tree canopy in a few sections

Opportunities:

- North of Santa Monica Boulevard there seems to be potential to add street tree islands in the roadway section at red curb lanes (or to widen sidewalks with narrower tree wells and appropriate tree species)
- The City's adopted Pedestrian/Bike Plan calls for an uphill bike lane in this location
- Bus stop improvement on the NE corner of Santa Monica Boulevard and San Vicente Boulevard
- A few sidewalk obstructions on the west side, north of Santa Monica Boulevard
- More street trees from Santa Monica Boulevard to Sunset Boulevard

- On the intersection with Cynthia Street, curb extensions, ADA-compliant curb ramps on SW and NW corner
- Add wayfinding along the corridor to lead pedestrians to the station
- ADA-compliant curb ramp needed at the crosswalk at Harratt Street
- Infill high visibility tactical warning strips at curb ramps along the corridor
- Bus stop improvements on stops along San Vicente Boulevard
- Curb extension on intersection with Sunset Boulevard
- Adding high-visibility crosswalks on intersections
- Street trees on the NE corner of the West Hollywood Park; also on the west side, south of Melrose Avenue
- A few sidewalk repairs between Melrose Avenue and Dorrington Avenue

Barriers		Opportunities
		
Constrained sidewalks due to utility poles create barriers in several locations, especially North of Santa Monica Boulevard.	*Some Crosswalks are missing curb ramps such as this example at Harrat Street.*	*Bus stop improvements are needed at several locations along San Vicente such as this example South of Sunset Boulevard without seating or shelter.*

Santa Monica Boulevard (La Cienega Boulevard to Almont Drive)

Sidewalk Width: 8’6”- 10’ including 5’ buffers in some areas
Crossing Considerations: Safe
Walkability Rating: Good

Due to the previous station evaluations that included Santa Monica Boulevard, and the general understanding the conditions would be similar along most of its length, the technical team did not duplicate the evaluation so more audit time could be devoted to assessing San Vicente Boulevard and the secondary streets.

Secondary Pathways

Sunset Boulevard (Doheny Drive to Palm Avenue)

Sidewalk Width: 9' - 13'
Crossing Considerations: Ok
Walkability Rating: Fair

Strengths:

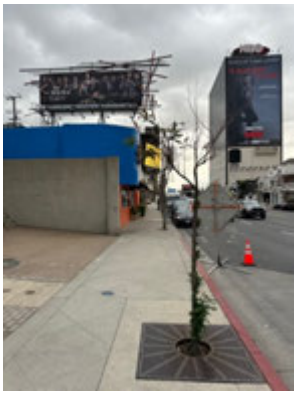
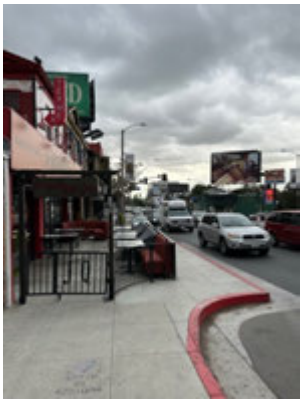
- Wide and spacious sidewalks provide ample space for pedestrians
- Great connection to West Hollywood entertainment and legacy businesses
- Bus stop shelters
- Safe crossing conditions

Barriers:

- Missing and unhealthy street trees common on this stretch of Sunset Boulevard
- Outdoor dining and inconsistent implementation of pandemic era out-zones create barriers to consistent pedestrian pathways

Opportunities:

- Previous Gehl curb extension markings identify several locations for long-term improvements
- Street furniture
- Between Doheny Drive and Hammond Street, add flashers to marked crossing
- ADA-compliant curb ramp on Hilldale Avenue
- Curb extensions on intersections with Larrabee Street and Horn Avenue
- Infill high visibility tactical warning strips at curb ramps along the corridor

Strengths	Barriers	Opportunities
 *Wide and spacious sidewalks provide ample room for pedestrians though street trees do not provide consistent canopy.*	 *Outdoor dining and out-zones create barriers in some places.*	 *Curb extensions could improve safety at some locations such as this one at Larrabee*

Holloway Drive (Palm Avenue to Alta Loma Road)

Sidewalk Width: 8’ - 10’
Crossing Considerations: Ok
Walkability Rating: Good

Strengths:

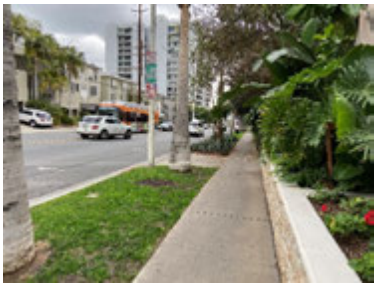
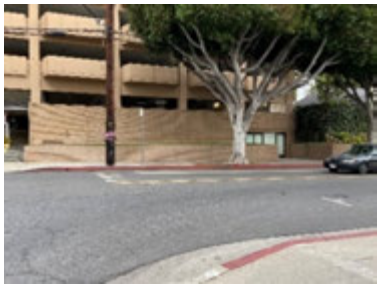
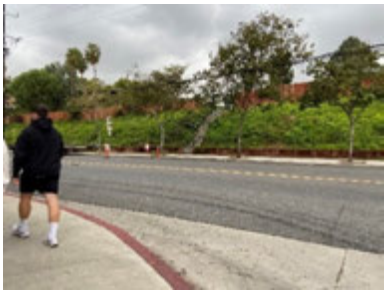
- ADA compliant sidewalks with landscaped buffer in some areas
- Potential cut-through connection up to Sunset Boulevard through Sunset Plaza property pending future development
- Comfortable walking conditions with more of a neighborhood feel that Sunset Boulevard

Barriers:

- Restaurant on the corner of Palm Avenue and Holloway Drive is obstructing the sidewalk
- Needs more shade trees
- Bus stop at the southwest corner of La Cienega Boulevard needs shade structure and trashcan
- Bus stops at the intersection of Hancock Avenue need seating, shade and trashcans

Opportunities:

- Candidate for sidewalk widening by reallocating road space
- Consider moving the bus stop on Hancock Avenue closer to the intersection of Palm Avenue and Holloway Drive for better station connectivity
- Relocate crosswalk from the west corner of Hancock Avenue to the east to better connect to the bus stop
- Consider relocating or removing the stoplight from Alta Loma Road and adding a controlled crossing at Westmont Drive
- Infill high visibility tactical warning strips at curb ramps along the corridor
- Consider curb extension at Hancock Avenue and Holloway Drive
- Any future development of the Sunset Plaza Parking lot could potentially provide an easement or paseo to provide a cut-through connection up to Sunset improving north-south station access

Strengths	Opportunities	
		
ADA compliant sidewalk widths with landscaped buffer from fast moving vehicles	*Move crosswalk at the west corner of Holloway and Westmount to the east for a smoother bus connection*	*Potential to connect to Sunset via the private parking lot across the street*

Palm Avenue (Santa Monica Boulevard to Holloway Drive)

Sidewalk Width: 6'-11'
Crossing Considerations: Ok
Walkability Rating: Fair

Strengths:

- Incline to Sunset Boulevard is less steep than San Vicente Boulevard
- Provides direct access to the potential station on Santa Monica Boulevard

Barriers:

- Limited tree canopy
- Utility poles/boxes are obstructing sidewalks in several locations
- Curb line is inconsistent
- Steep slope up to Holloway Drive

Opportunities:

- Potential for sidewalk widening and/or parkway buffer to accommodate more pedestrians
- Curb extension at Palm Avenue and Harratt Street
- Consider moving the marked crosswalk at corner to north corner
- Infill high visibility tactical warning strips at curb ramps along the corridor

Opportunities	Barriers	
		
Potential for sidewalk widening to accommodate more pedestrians walking to the station at Palm and Santa Monica	*Steep slope up to Holloway*	*Steep slope and drainage to navigate at the intersection of Harratt St and Palm consider moving the crosswalk to the northern corner*

Alta Loma Road (Holloway Drive to Sunset Boulevard)

Sidewalk Width: 8’ - 10’
Crossing Considerations: Ok
Walkability Rating: Fair

Strengths:

- Good and consistent walking conditions
- Wide sidewalks with parkway buffer) except for obstructions
- Provides a quiet and comfortable connection up to Sunset Boulevard

Barriers:

- Steep slope up to Sunset Boulevard
- Sidewalk obstructions (utility poles) closer to Sunset Boulevard

Opportunities:

- Sidewalk repair just to the south of Sunset Boulevard

Strengths		Barriers
 *Safe crossing conditions at Holloway and Alta Loma*	 *ADA compliant sidewalk widths with landscaped buffer*	 *Curb obstructions at the top of Alta Loma near Sunset Boulevard and a very steep walk*

Melrose Avenue (Santa Monica Boulevard to Croft Avenue)

Sidewalk Width: 8'- 14'
Crossing Considerations: Ok
Walkability Rating: Good

Strengths:

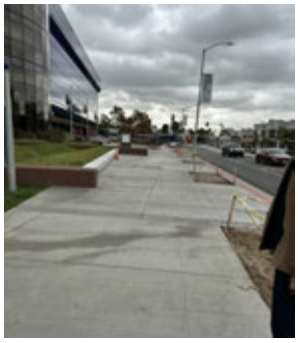
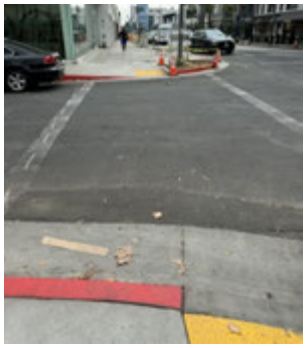
- Consistently wide sidewalks (northern side)
- Great connection to Melrose District
- Presence of storefronts

Barriers:

- Narrow sidewalks east of La Cienega Boulevard
- Very little shade trees (though new ones will be planted as part of project underway)

Opportunities:

- Sidewalk widening east of La Cienega Boulevard
- Increasing street trees
- Adding high-visibility crosswalks
- Infill high visibility tactical warning strips at curb ramps along the corridor

Strengths	Opportunities	
		
Consistently wide sidewalks on the northern side	*Adding high-visibility crosswalks*	*Rendering of mature trees now being planted as smaller specimens on Melrose Avenue.*

Huntley Drive (Santa Monica Boulevard to Melrose Avenue)

Sidewalk Width: 10’ with 6’ parkway buffer
Crossing Considerations: Safe
Walkability Rating: Good

Strengths:

- Primarily a residential area
- Good tree canopy
- Traffic calming measures keep auto speeds low
- Provides a quiet scenic route north to Santa Monica Boulevard and the potential station location
- Most direct route to San Vicente Station from south given geometry of street grid

Barriers:

- Narrow sidewalks in a few locations

Opportunities:

- Infill street trees where viable
- Infill high visibility tactical warning strips at curb ramps along the corridor

Strengths	Opportunities
	
Good tree canopy	*Street trees could be infilled where gaps exist*

Street Walkability Rating				
Station Area	Street Name	Street Type	Walkability Rating	
			Before Audit	After Audit
Fairfax/Santa Monica	Santa Monica Avenue (from Vista St to La Jolla Avenue)	Primary	Good	Good
	Fairfax Avenue (from Willoughby Avenue to Sunset Boulevard)		Poor	Fair
	Willoughby Av (from Vista St/Gardner St to La Jolla Avenue)	Secondary	Fair	Fair
	Genesee Avenue (from Santa Monica Boulevard to Willoughby Avenue)		Good	Good
	Crescent Heights Boulevard (from Willoughby Avenue to Santa Monica Boulevard)		Fair (to Poor)	Fair
	Fountain Avenue (from Havenhurst Dr to Gardner St)		Poor	Poor
	Crescent Heights Boulevard (from Sunset Boulevard to Santa Monica Boulevard)		Good	Fair
	Spaulding Avenue from Santa Monica Boulevard to Fountain Avenue)		Good	Good
La Brea/Santa Monica	La Brea Avenue (from Santa Monica Boulevard to Fountain Avenue)	Primary	Good	Good
	La Brea Avenue (from Santa Monica Boulevard to Willoughby Avenue)		Good	Good
	Santa Monica Boulevard (from La Brea Avenue to Vista St)		Good	Good
	Willoughby Avenue (La Brea Avenue to Poinsettia Pl)	Secondary	Good	Good
	Fountain Avenue (La Brea Avenue to Vista St)		Fair	Poor

Street Walkability Rating				
Station Area	Street Name	Street Type	Walkability Rating	
			Before Audit	After Audit
San Vicente/Santa Monica	San Vicente Boulevard (Santa Monica Boulevard to Sunset Boulevard)	Primary	Poor	Fair (to Poor)
	San Vicente Boulevard (from Santa Monica Boulevard to Rosewood Avenue)		Good	Fair
	Sunset Boulevard (from Doheny Dr to Palm Avenue)	Secondary	Fair	Fair
	Palm Avenue (Santa Monica Boulevard to Holloway Dr)		Fair	Fair
	Holloway Dr (from Palm Avenue to Alta Loma Rd)		Fair	Good
	Alta Loma Rd (Holloway Dr to Sunset Boulevard)		Fair	Fair
	Melrose Avenue (from Santa Monica Boulevard to Croft Avenue)		Good	Good
	Huntley Dr (from Santa Monica Boulevard to Melrose Avenue)		Good	Good

Wheel Audit Summary

Introduction

As part of West Hollywood's Rail Integration Study (RIS) for Metro's K Line Northern Extension, the city's technical consulting team evaluated existing and proposed wheel facilities to better understand how bicyclists and other non-motorized wheeled travelers (e.g., scooters, skateboards, etc.) would access the stations proposed along the San Vicente-Fairfax Alignment Alternative in West Hollywood:

> San Vicente/Santa Monica
> Fairfax/Santa Monica
> La Brea/Santa Monica

Once the existing and proposed wheel facilities were understood, the team looked for areas that could be improved (e.g., gaps in the network) and identified other potential wheel facilities (bikeways) within 1.5 miles of each station. From that universe of possible facilities, a First/Last Mile (FLM) wheel network that will provide access to each of stations can be identified in the future.

Key Findings

- Existing wheel facilities provide access to the San Vicente/Santa Monica Station from neighborhoods southwest of that station and to the Fairfax/Santa Monica Station from neighborhoods along Fairfax Avenue. These two areas represent a very small portion of the entire area within 1.5 miles of the three stations.
- However, if the bikeway network proposed by the cities of West Hollywood, Los Angeles and Beverly Hills within 1.5 miles of the three stations were implemented, the majority of that area would have adequate wheel access to the stations.
- There are only a few gaps in the cities' proposed network, specifically in the Class III Bike Boulevard/greenway network, including segments of Lexington Avenue east of La Brea Avenue, Formosa Avenue, Genesee Avenue, Edinburgh Avenue, and Alden Avenue.
- Some existing and proposed bikeways are relatively low-quality routes, in particular, the Class III routes on four-lane streets, Class III routes on local and collector streets that do not include traffic calming measures, and Class II bike lanes on high-volume arterial streets. The enhancement of Class III routes with appropriate traffic calming measures and controlled crossings and the conversion of Class II bike lanes to Class IV protected bikeways where feasible would provide improved all-ages and ability access to future rail stations, effectively expanding their reach.

Existing Wheel Facilities

Figure 1 shows existing bikeways, which are described below by the primary station they serve.

San Vicente/Santa Monica Station

Class II bike lanes on Santa Monica Boulevard from Canon Drive to Kings Road/Flores Street in the westbound direction except between Doheny Drive and Almont Avenue; San Vicente Boulevard from Santa Monica Boulevard to Burton Way, and in the northbound direction only from Burton Way to 6th Street; Burton Way from Rexford Drive to San Vicente Boulevard.

Figure 1. Existing Wheel Facilities

Sources: Metro ATSP (2022), City of Beverly Hills *Complete Streets Plan* (2017), City of West Hollywood *Pedestrian & Bicycle Mobility Plan* (2017), field observations, Metro base map

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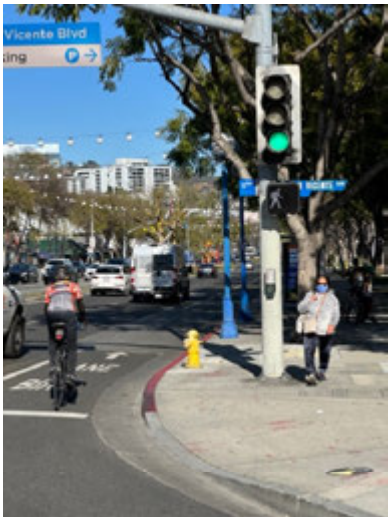
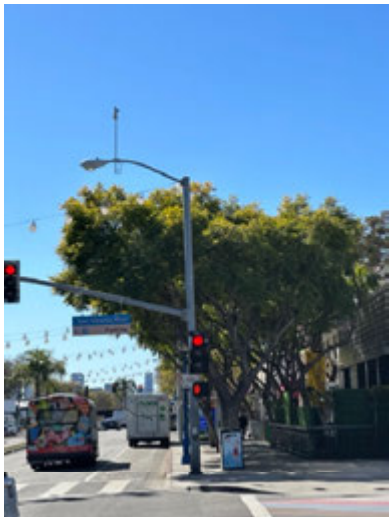
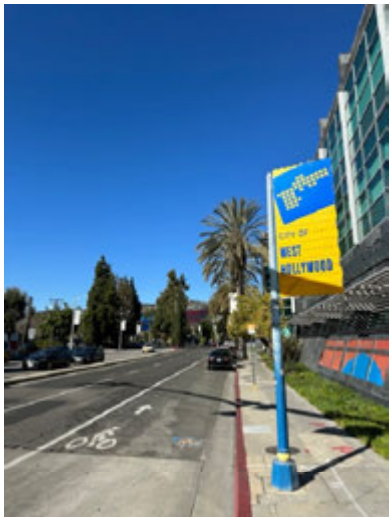




Existing Class II bike lanes on Santa Monica Boulevard.


Existing Class II lanes on San Vicente Boulevard between Santa Monica Boulevard and Burton Way.

- Class III routes on San Vicente Boulevard north of Santa Monica Boulevard (shown on plans but not indicated on the street), and in the southbound direction south of Beverly Boulevard; Beverly Boulevard between Doheny Drive and San Vicente Boulevard and Melrose Avenue between San Vicente Boulevard and Croft Avenue. These routes are located on high-volume four- or more lane arterial streets and, therefore, would not be considered to be part of a First Last Mile network that is safe for all ages and abilities based on Metro's typical standard.
- Melrose Avenue between Doheny Drive and San Vicente Boulevard, which is a two-lane collector with a center turn lane in some segments and relatively high traffic volumes, is also designated as a Class III Route. Roadway improvements including curb extensions and other traffic calming features currently underway are intended to improve wheel safety to some extent.
- Class III Bicycle Boulevards with traffic calming (speed humps, mini-roundabouts and diverters) on Rosewood Avenue from San Vicente Boulevard to Flores Street and on Almont Drive and Huntley Drive from Santa Monica Boulevard to Beverly Boulevard.

Traffic calming elements on Rosewood Avenue.

Fairfax/Santa Monica Station

- Class II bike lanes on Fairfax Avenue between Hollywood Boulevard and Melrose Avenue.

Existing Class II lanes on Fairfax Avenue. South of Santa Monica Boulevard, the bike lanes are buffered.

- Class III route on Fountain Avenue, which is a four-lane street for the most part with high traffic volumes and, in its current configuration, would not be considered to be part of a First Last Mile network that is safe for all ages and abilities.

La Brea/Santa Monica Station

- Class II bike lanes on Cahuenga Boulevard north of Yucca Street, just within 1.5 miles of the station.
- Class III routes on Fountain Avenue west of La Brea Avenue as described above; Vine Street from Yucca Avenue to Melrose Avenue, similarly a four-lane street with high traffic volumes that would not be considered to be part of a First Last Mile network in its current configuration.
- Class III routes on Fountain Avenue east of La Brea Avenue, which is a two-lane street with relatively high traffic volumes; Willoughby Avenue from Martel Avenue to Gower Street; Orange Avenue from Willoughby Avenue to Hollywood Boulevard; Wilcox Avenue from Willoughby Avenue to Franklin Avenue

Assessment of Access to Stations Via Existing Facilities

Existing wheel facilities provide access to the San Vicente/Santa Monica Station from neighborhoods to the southwest. Within the Fairfax/Santa Monica station area, the Class II bike lanes on Fairfax Avenue provide north-south access from local and collector streets that intersect Fairfax Avenue. These two areas represent a very small portion of the entire area within 1.5 miles of the three stations.

Some existing bikeways are relatively low-quality routes, in particular, the Class III routes on four-lane streets noted above, Class III routes on local and collector streets that do not include traffic calming measures, and Class II bike lanes on high-volume arterial streets. The enhancement of Class III routes with appropriate traffic calming measures and controlled crossings and the conversion of Class II bike lanes to Class IV protected bikeways where feasible would provide improved all-ages and ability access to future rail stations, effectively expanding their reach.

Proposed and Other Potential Wheel Facilities

The bikeway network included on local and regional bicycle and mobility plans is shown in Figure 2. In addition, Figure 3 identifies several current projects and refinements to the network to improve access to the stations, including the following:

- Two facilities are currently being designed in West Hollywood, which are not shown in the 2017 Active Transportation Plan: Class IV protected bike lanes on Fountain Avenue and Class II bike lanes on Beverly Boulevard.
    - In November 2022, the City Council approved a pilot project to test the implementation of safety enhancements including protected Class IV bike lanes with the removal of one travel lane in each direction and on-street parking on the north side of Fountain Avenue. The pilot is expected to be installed in late 2023 followed by a future permanent facility pending the success of the pilot and further City Council consideration. The Fountain Avenue design also includes Class III bike boulevards on Olive Street and/or Kings Road from Santa Monica Boulevard to Fountain Avenue and on Kings Road from Santa Monica Boulevard to Willoughby Avenue.
    - Plans recently prepared to implement the Design District Streetscape Master Plan include Class II bike lanes on Beverly Boulevard.
- A feasibility study for a Class IV facility on Santa Monica is ongoing but preliminary results indicate that the eastern portion may only be able to accommodate a Class II facility.
- The on-going San Vicente Streetscape Plaza design project currently proposesd a Class IV facility on San Vicente Blvd. for most of the block between Santa Monica Blvd. and Melrose Ave.
- The City of Beverly Hills plans to add a Class II bikeway on the west (southbound) side of San Vicente Boulevard between Clifton Way and Wilshire Boulevard.
- Other potential additions to the proposed Class III Bike Boulevard/greenway network include:
-
    - Lexington Avenue east of La Brea Avenue as a local street alternative to proposed bike lanes on Fountain Avenue or Santa Monica Boulevard
    - Formosa Avenue between Fountain Avenue and Hollywood Boulevard
    - Genesee Avenue between Willoughby Avenue and Beverly Boulevard

- Edinburgh Avenue north between Santa Monica Boulevard and Romaine Street (northbound)
- Alden Avenue between Foothill Road and Doheny Drive.

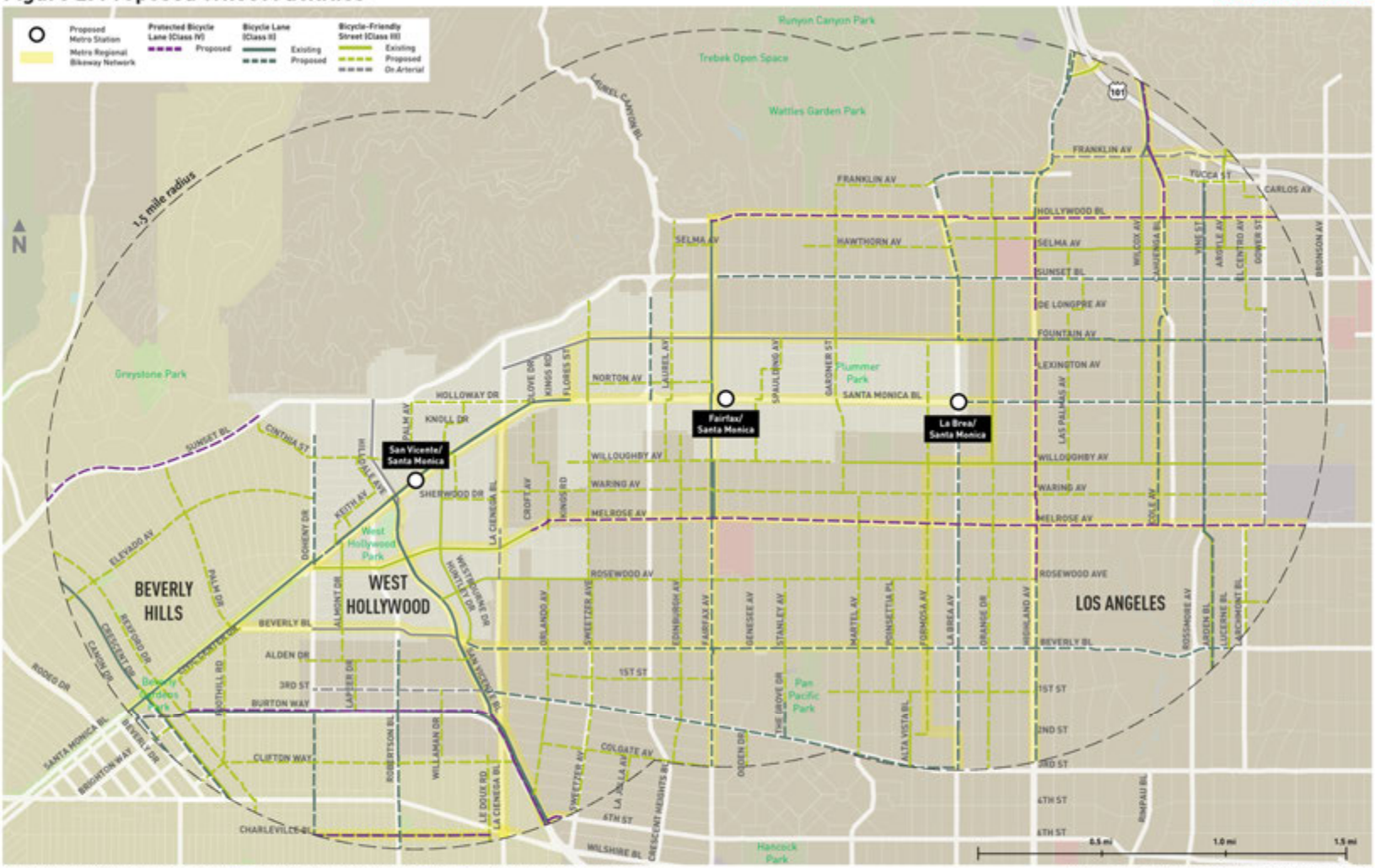
Both maps also highlight streets that are included in Metro's Regional Bikeway Network, demonstrating that many of the proposed and other potential wheel facilities are part of the Regional Bikeway Network, which could secure future funding for implementation.

Assessment of Access to Stations Via Complete Network

The network in Figure 3 would provide wheel access from areas south of the Hollywood Hills to the three stations, provided that the Class III bikeways are improved as Bike Boulevard/Greenways with traffic calming and traffic controls at arterial and collector streets.

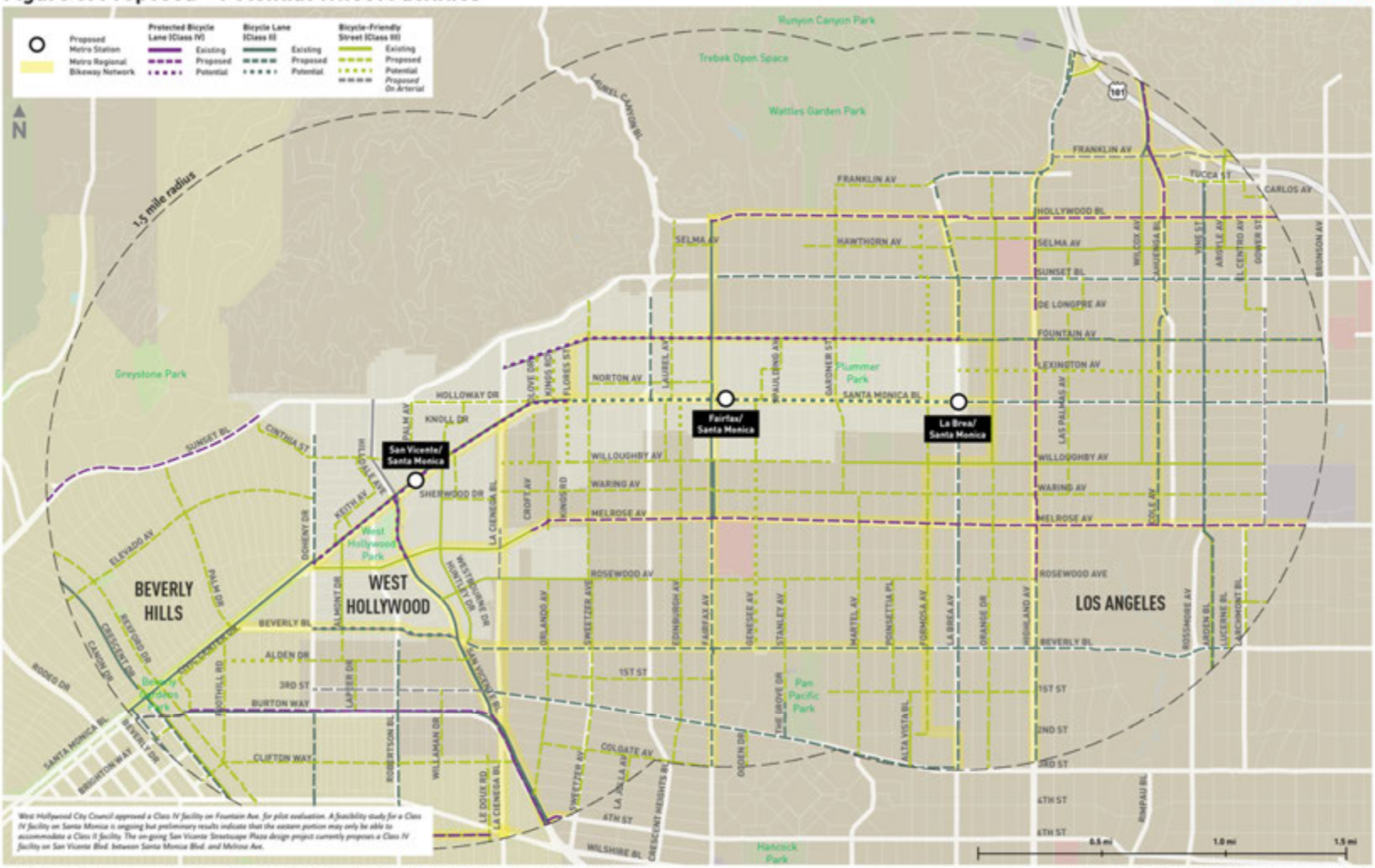
Some proposed bikeways are relatively low-quality routes, in particular, the Class III routes on four-lane streets, Class III routes on local and collector streets that do not include traffic calming measures, and Class II bike lanes on high-volume arterial streets. The enhancement of Class III routes with appropriate traffic calming measures and controlled crossings and the conversion of Class II bike lanes to Class IV protected bikeways where feasible would provide improved all-ages and ability access to future rail stations, effectively expanding their reach.

Figure 2. Proposed Wheel Facilities



Sources: Metro ATSP (2022), City of Beverly Hills *Complete Streets Plan* (2017), City of West Hollywood *Pedestrian & Bicycle Mobility Plan* (2017), field observations, Metro base map

Figure 3. Proposed + Potential Wheel Facilities



Sources: Metro ATSP (2022), City of Beverly Hills *Complete Streets Plan* (2017), City of West Hollywood *Pedestrian & Bicycle Mobility Plan* (2017), field observations, City of West Hollywood, PSLA, Metro base map

WEST HOLLYWOOD RAIL INTEGRATION STUDY

Metro's Prioritized Regional Bikeway Network

Figure 4 depicts Metro's current prioritization of street segment on the Regional Bikeway Network. According to Metro's website, criteria used to prioritize street segments include:

***Equity*.** Serve communities with the highest needs that have historically lacked investments.

***Safety*.** Serve high-injury locations by creating low-stress, high-quality facilities for safe walking, biking, and rolling.

***Connectivity/Accessibility*.** Ensure that future active transportation projects connect to transit, job centers and the parks.

***Sustainability*.** Address climate change by improving active transportation options and transit access for the most polluted communities.

Feasibility. Advance pedestrian and biking projects that are ready to build.

***Community Support*.** Implement pedestrian and biking projects that are supported by local community members.

High-priority street segments or routes within 1.5 miles of potential West Hollywood stations include:

- Fountain Avenue from Flores Street to Orange Drive
- Santa Monica Boulevard from La Cienega Boulevard to Orange Drive
- La Brea Avenue from Hollywood Boulevard to Fountain Avenue, Orange Drive from Fountain Avenue to Willoughby Avenue, Willoughby Avenue from Orange Drive to Formosa Avenue, and Formosa Avenue from Willoughby Avenue to Melrose Avenue
- Hollywood Boulevard from La Brea Avenue east
- Cahuenga Boulevard/Cole Avenue from Franklin Avenue to Melrose Avenue
- Melrose Avenue east of Cole Avenue.

Figure 4. Metro Regional Bikeway Network

Source: Metro ATSP (2022), Metro base map

WEST HOLLYWOOD RAIL INTEGRATION STUDY

Future First/Last Mile Process

Metro's current First/Last Mile (FLM) policies suggest that a future FLM planning process will evaluate the facilities shown on Figure 3 to determine which should be prioritized as the FLM network for Metro's purposes. That evaluation will include:

- Collection of traffic volume, speed and other background data
- Development of typical cross sections and, in some cases, striping plans, and assessment of the feasibility of facilities and documentation of changes to roadway striping
- Identification of other improvements with cost implications, e.g., traffic control devices, mini-traffic circles, and speed humps
- Community outreach
- Ranking of facilities based on safety, community outreach, and other FLM criteria to identify the prioritized FLM network
- Cost estimates for proposed facilities on the FLM network.

The priority for First Last Mile will likely be Class IV or II bikeways on the arterial streets that provide direct access to the stations. Metro's First Last Mile process prioritizes 1) "primary pathways", which are, in this case, arterial streets and 2) safety. Therefore, Class IV protected lanes (preferred) or Class II lanes are needed to provide safe access on primary pathways. In some cases, the feasibility analysis may show that existing or proposed Class II lanes can be upgraded to Class IV protected lanes. Where safe facilities on arterial streets are not feasible, Class III Bike Boulevards/Greenways with traffic calming measures and traffic control at arterials and collector streets on nearby parallel collector or local streets could provide access. For example:

- Ideally proposed bike lanes on La Brea Avenue, Fairfax Avenue south of Melrose Avenue, and San Vicente Boulevard north of Santa Monica Boulevard will be implemented. However, if it is not feasible to implement these bike lanes due to use of the curb lane as a bus-only lane, loss of curbside parking, high traffic volumes or other constraints, Class III Bike Boulevards/Greenways on the following streets would become critical:
    - Orange Street and Formosa Avenue as an alternative to La Brea Avenue
    - Edinburgh Avenue and Genesee Avenue south of Melrose Avenue as an alternative to Fairfax Avenue
    - Hilldale Avenue and Knoll Drive north of Santa Monica Boulevard as an alternative to San Vicente Boulevard.
- The feasibility of upgrading existing Class II lanes to Class IV protected lanes on portions Fairfax Avenue and San Vicente Boulevard should be explored, as that would significantly increase the safety and comfort of those facilities.
- Although the feasibility of bike lanes on Santa Monica Boulevard between Doheny Drive and La Brea Avenue is currently being studied by the City of West Hollywood, it is unlikely to be fully implemented east of Kings Road in the near term to medium term since curbside parking and curb

extensions would likely have to be removed to accommodate continuous bike lanes east of Kings Road. As a result, it is more likely that:

  - Protected bike lanes will be added to Fountain Avenue between La Brea Avenue – the City of West Hollywood is currently preparing plans to restripe Class IV protected lanes in the short term, with more permanent improvements including widened sidewalks, corner curb and midblock extensions, street trees and other pedestrian and wheel improvements to follow.
  - Willoughby Avenue will be converted into a Green Street with traffic calming to make it safer for both pedestrians and bicyclists. The City of West Hollywood is currently undertaking this effort in coordination with the City of Los Angeles.

- Once bike lanes are added to Fountain Avenue in West Hollywood, it will be critical to add a connecting bikeway to the east in Los Angeles. The City of Los Angeles Mobility 2035 Plan proposes bike lanes on Santa Monica Boulevard and on Fountain Avenue. However, if those prove infeasible/unlikely for the same reasons as in West Hollywood, Lexington Avenue could be designed as a Bike Boulevard/ Greenway similar to the proposed Willoughby Avenue Greenway.
- The proposed Class IV bikeway on Highland Ave as shown would be ideal. However, until they are added, Class III bike boulevards on parallel collector or local streets could be explored.

Appendix B
Pedestrian Scramble Study

FEHR PEERS

Memorandum

Date: April 16, 2024

To: David Fenn, City of West Hollywood

From: Jeremiah LaRose

Subject: Considerations for a Pedestrian Scramble Phase at La Brea / Santa Monica

LA20-3237

As part of the City of West Hollywood's Rail Integration Study preparing for and guiding the future Metro Rail extension of the K Line (also known as the Crenshaw North Extension) through the City, Fehr & Peers studied a potential reconfiguration of the traffic signal and pedestrian operations at the intersection of La Brea Avenue and Santa Monica Boulevard. Although the K Line extension planning has not yet finalized the location and design of station portals, the experience of past Metro projects in similar environments suggests there will be one primary street-level access point. If this occurs at the La Brea station, it would result in a substantial increase in pedestrian crossing activity going to and from the station portals when the proposed La Brea station opens. Metro's travel demand model preliminary estimates for the La Brea station range from 3,200 to about 3,500 daily boardings depending on the selected alignment.

Existing Conditions

The intersection is at the eastern city border and the signal is maintained by the City of West Hollywood. In 2023, the intersection served over 450 pedestrian crossings in the afternoon peak hour (5:00 – 6:00 PM) while approximately 1,350 vehicles passed through during the same time. This is the highest peak hour of vehicle activity during a typical weekday. Like many intersections along Santa Monica Boulevard, this is an active urban environment with a high degree of pedestrian activity throughout the day.

The intersection is relatively symmetrical, with Santa Monica Boulevard marginally wider west of La Brea Avenue. All left turns have a permitted-protected phase, with the protected phase triggered by detector loops if there are several vehicles queued in the turn pocket, each of which vary in length (storage capacity) based on other street conditions such as upstream intersections or the landscaped medians upstream of the turn pockets on La Brea Avenue.

In 2023, the City and Metro reconfigured the curb lanes on La Brea to operate as peak-period bus only lanes on weekdays, which were previously general purpose travel lanes during the same hours, and remain curbside parking at all other times.

The signal cycle length varies between 90 and 110 seconds, the latter of which primarily operates during peak hours. The signal is coordinated with intersections to the west along Santa Monica Boulevard. The protected left phases, when called, have a relatively short duration at 14 seconds.

	Santa Monica EB	Santa Monica WB	La Brea NB	La Brea SB
Total width (approx.)	60'	56'	70'	70'
Through lanes	2	2	3	3
Bus lanes	None	None	7-9AM 4-7PM	7-9AM 4-7PM
Left turn lanes (approx. length)	One, 255'	One, 150'	One, 175'	One, 200'
Left turn signals	Protected/permissive, No U-turn	Protected/permissive, No U-turn	Protected/permissive	Protected/permissive

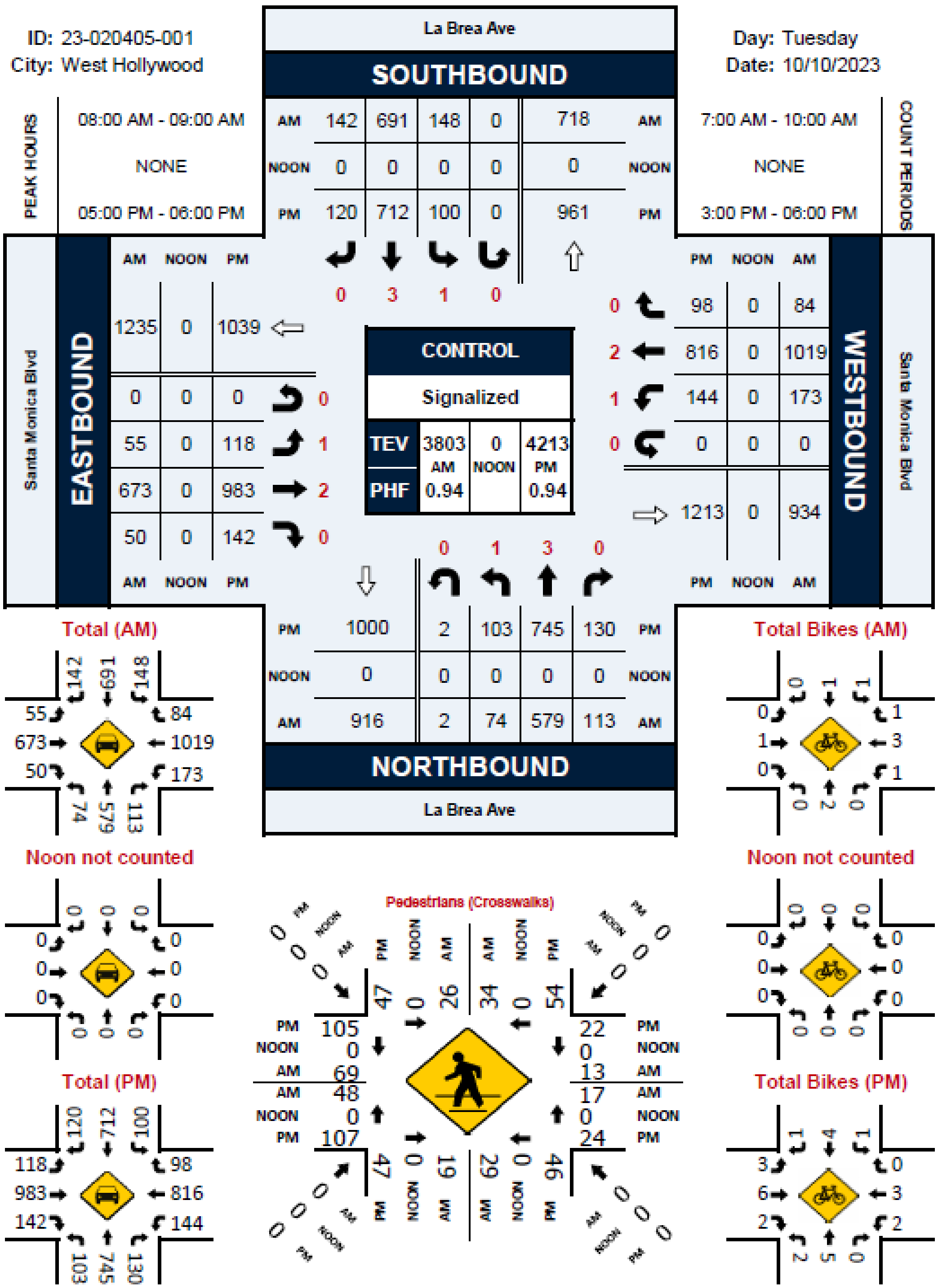
The PM peak hour from 5:00-6:00 is the highest volume period, with relatively balanced left and right turn volumes ranging from about 100 to 145 vehicles for either direction, and through movements ranging from about 700 to almost 1,000 vehicles with the highest direction being eastbound. The diagram on the following page shows the turning volumes, pedestrian crossings, and bicycles passing through the intersection in the AM and PM peak hours.

Safety is a significant benefit of a pedestrian scramble phase. According to the Caltrans *Local Roadway Safety Manual,* scrambles have a Crash Reduction Factor of up to 40% for pedestrian and bicycle collisions. At the Santa Monica Boulevard & La Brea Avenue intersection, there were 10 pedestrian-involved over a 10-year period, of which eight had occurred just in the most recent five years, based on an analysis Fehr & Peers conducted in 2023. In the same 10-year period, seven bicycle-involved collisions occurred. In addition to planning for the future rail station, this is one of the City's highest priority intersections for safety improvements in the Target Vision Zero Action Plan (adopted December 2023).

Prepared by National Data & Surveying Services

La Brea Ave & Santa Monica Blvd

Peak Hour Turning Movement Count



Pedestrian Scramble Concept

A scramble phase changes intersection operations by providing an exclusive time for pedestrians to cross the intersection in any direction (including diagonally) and holding all vehicles with a red light indication. When any vehicle phase is active, pedestrian crossing signals show a "do not walk" indication. A pedestrian scramble improves safety for pedestrians by separating pedestrian and vehicle movements compared with traditional operations where vehicles may be permitted to turn left or right while pedestrians are crossing with the parallel through movement. Pedestrian scrambles are particularly effective at intersections with high pedestrian activity and people crossing in all directions. Following California Assembly Bill (AB) 1909, bicyclists are now legally permitted to also follow pedestrian signal indicators, meaning bicyclists would also benefit from the safety of a pedestrian scramble.

Generally, scrambles are considered when pedestrian volumes are more than 30% of the vehicle volume; at 450 pedestrians / 1,350 vehicles, the intersection meets this rule of thumb. The City of Los Angeles Department of Transportation's Complete Streets design guidance (2017) uses this threshold in addition to high volumes of turning vehicles across more than one crosswalk (at least 200 vehicles per hour), and a pattern of crashes involving pedestrians and turning vehicles.

A pedestrian scramble phase requires an initial walk time (typically 7 seconds or longer, and no shorter than 4 seconds), plus pedestrian "clearance time," calculated as the maximum walk distance from corner to corner at a rate of at least 3.5 feet per second, or slower, based on guidance in the California Manual of Uniform Traffic Control Devices (CAMUTCD). The maximum diagonal crossing distance at the Santa Monica Boulevard & La Brea Avenue intersection is approximately 115 feet, which requires a pedestrian clearance time of at least 33 seconds. Therefore, **assuming the City's standard 7 second initial walk time, a 40 second pedestrian scramble phase** during which no vehicle movements would be permitted would use more than one-third of the current 110-second cycle length, significantly reducing the available time for vehicles to proceed. On the other hand, turning vehicle movements generally receive a benefit from exclusive pedestrian phases because, as long as pedestrians comply with the indication to wait, turning vehicles have fewer conflicts and longer gaps to proceed through the intersection.

Analysis of Scramble Concept at Santa Monica/La Brea

Traffic operation trade-offs of various pedestrian scramble configurations can be evaluated by analyzing the intersection with the HCM 7th edition methodology in PTV Vistro 2023 software. This analysis focuses only on the PM peak hour as the busiest period for both vehicles and pedestrians.

In testing a hypothetical scramble, the following are the high-level concepts to accommodate the addition of a 40-second scramble phase:

1. Maintain the existing 110-second coordinated cycle length and protected/permissive left turn phasing, reduce time for all other phases (significantly reduces green time for vehicles)
2. Maintain the 110-second cycle, but eliminate the protected left turn phases (significantly reduces gaps for left turns), increasing the available green time for through-movements
3. Increased cycle length and maintain protected left turn phases (rebalances green time for vehicles but increases average pedestrian wait time)

Testing a cycle length shorter than 110 seconds was not included given the 40-second scramble duration. The three options above were tested in Vistro to estimate the effects on vehicle LOS at the intersection and ultimately resulted in five specific configurations described in detail below.

Alt.	**Scenario Description** (major changes in bold)	**Vehicle LOS** (sec.)	**Worst Movements**	**Benefits**	**Challenges**
-	Existing PM (110-second cycle with protected/permitted lefts)	D (51)	N/S Through	Balanced operation for existing conditions.	
1	40-second scramble phase, 110-second cycle, maintain protected lefts, **reduce other splits**	F (319)	N/S Through	Safest for all modes, best alternative for high pedestrian volumes.	Exceptionally poor traffic operation; would likely cause deterioration of nearby intersections.
2	40-second scramble phase, 110-second cycle, **eliminate protected lefts**	F (151)	Left turns	Reasonable alternative for high pedestrian volumes.	Very poor traffic operation; left turns severely underserved and reduced safety by losing protected left.

Alt.	**Scenario Description** (major changes in bold)	**Vehicle LOS** (sec.)	**Worst Movements**	**Benefits**	**Challenges**
3	40-second scramble phase, maintain protected lefts, **increase cycle to 180 seconds,** optimize splits	F (95)	EB Right	Balanced vehicle LOS, reasonable alternative for high pedestrian volumes.	Increased cycle length increases wait time for peds esp. those crossing only one leg. Also requires retiming entire corridor; long cycle length for a dense urban corridor.
4	40-second scramble phase, 180-second cycle**,** optimize splits, Maintain protected lefts **add right turn overlaps, restripe Santa Monica EB**	E (78)	N/S Through	Optimized vehicle LOS, reasonable alternative for high pedestrian volumes.	Same as above, and requires narrowing all lanes on Santa Monica Bl west of La Brea to 10'.
5	40-second scramble phase, **150-second cycle length,** left and right turn phases as above, restripe Santa Monica EB	F (98)	Westbound approach	Somewhat more balanced delay for vehicles and pedestrians between the 110 and 180 second versions.	Same as above, and could cause queuing issues for westbound Santa Monica Bl.

The first two alternatives, which maintain the same cycle length for existing signal coordination, perform exceptionally poorly for vehicle delay and would have a negative effect on other nearby intersections and streets. Although a shorter cycle length is better for pedestrians because it reduces the wait time between opportunities to cross, the 110-second cycle is too short for the intersection given the long diagonal crossing distance and high vehicle volumes.

Alternative 3 and 4 result in overall vehicle delay that is worse than existing conditions but much lower than the first two alternatives. The trade-off for these alternatives is pedestrian wait-time. A 180-second cycle is relatively long for a dense urban intersection, meaning anyone who arrives at the corner to use a pedestrian phase that is already flashing, "don't walk," would wait up to two and a half minutes for their next opportunity to cross. Compared with existing conditions, someone walking diagonally to the opposite corner must cross two legs, and would need to wait at most two minutes to do so, no matter when they arrive in the cycle, and the longer wait time could be even more frustrating for someone who only needs to cross a single leg. Long cycle times also risk decreased signal compliance from impatient drivers and pedestrians, who may choose to turn during the pedestrian phase or walk with the green vehicle indication, counteracting the intended benefits of the scramble. Alternative 5 attempts to balance this somewhat by reducing the cycle length to 150 seconds.

Another strategy to further reduce overall vehicle delay is to take advantage of the slightly wider cross-section west of La Brea to stripe an eastbound right turn pocket. With the scramble phase,

the eastbound right turn movement should not conflict with pedestrians, improving the flow for this turn. The turn pocket striping delineates the space better to keep the right turn space clear from through traffic. This could be complemented by a signalized right turn overlap (running concurrently with the northbound protected left).

There is also potentially opportunity to negotiate for additional street width east of La Brea to improve traffic operations with future development at the intersection, including a proposed development on the southeast corner, or as Metro plans their station portal development potentially for the northeast corner. However, it is important to recall that any further widening of the intersection has a potential trade-off in further extending the time required for a pedestrian scramble as the crossing distance lengthens.

Comparable Examples

Two other pedestrian scramble locations in the region could inform West Hollywood's choice at this location and other future station locations. The intersection of Hollywood Boulevard & Highland Avenue in the City of Los Angeles, and the intersection of Ocean Avenue & Colorado Avenue in the City of Santa Monica, both feature pedestrian scrambles installed in the mid-2010s and have been in place since. Both feature very high pedestrian activity and a relatively similar maximum crossing distance of over 115'.

The Hollywood Boulevard & Highland Avenue intersection is somewhat more analogous from a traffic perspective, with high volumes in all directions, and a moderately high level of pedestrian activity with connections to the Metro B Line station portal on the north side of the street. Santa Monica's Ocean Avenue & Colorado Avenue intersection, the connection from the E Line station to the Pier and the beach, has lower traffic volumes and more restricted movements but includes split traffic phases and can experience a demand of over 1,400 pedestrian crossings per hour.

	Santa Monica/La Brea	Hollywood/Highland	Ocean/Colorado*
Maximum crossing distance (feet)	115'	130'	115'
Existing cycle length (seconds)	110 (no scramble)	150	150
East/west lanes	3	4	2 WB, 1 EB
North/south lanes	4	4	3 NB, 2 SB
Left turn signals	Protected/permitted	Protected/permitted	Split phase, restricted/one-way op.
Right turn overlaps	No	East/west only	N/A
Peak hour pedestrian volume (approx.)	450 (Weekday afternoon October 2023)	>2,000 (Weekday afternoon January 2020)	>1,400 (Saturday afternoon summer 2017)

** Note, Santa Monica signal timing is based on an earlier configuration and has likely been updated since the installation of a two-way cycletrack*

Hollywood & Highland and Ocean & Colorado are comparable examples showing what could be implemented at Santa Monica Boulevard & La Brea Avenue in the future. Although both are significantly more tourist-oriented, the 150-second cycle meets the operational needs and generally balances vehicle queueing with pedestrian wait-times. These examples could be even more applicable for other intersections West Hollywood may want to consider further to the west that could experience more tourist/regional visitor pedestrian activity. Furthermore, in both cases, the respective cities implemented scramble crosswalks at one or more other nearby intersections along the corridor and retimed/reconfigured signals accordingly to support a more pedestrian-oriented district. In Santa Monica, these changes coincided with the arrival of the Metro E Line and involved reconfiguring over a dozen intersections for scrambles and a new coordination pattern throughout downtown.

Conclusion

Implementing a scramble crosswalk at the intersection of Santa Monica Boulevard & La Brea Avenue is technically feasible, and some established examples elsewhere provide guidance for West Hollywood to consider. The list below summarizes considerations for the City:

- Consider scramble implementation as a corridor strategy to coincide with the K Line opening, and because signal coordination retiming would be needed.
    - Implementation of a corridor retiming and scramble phase sooner could also be prompted by the completion of a proposed major development at the Santa Monica/La Brea intersection.
- At La Brea Avenue, a reconfiguration of the eastbound striping could provide a short right-turn pocket and create a right turn overlap signal (concurrent with the northbound protected left turn); this configuration would require narrowing all lanes to 10’ which would help slow traffic while also maintaining vehicle operations with the scramble phase.
    - To improve the safety of this configuration and reduce risk of pedestrians crossing during the vehicle phase, consider upgrading pedestrian equipment to feature the audible, “Wait!” announcement until the scramble phase is active; this is used at the Santa Monica downtown scrambles.
    - To improve driver compliance with the pedestrian scramble, either permanent “No Right Turn on Red” signs, or electronic blank-out signs should be included; the blank-out sign approach would only restrict right turns while the pedestrian phase is active (in WALK or flashing DON’T WALK).
- With station portals possible (depending on the final alignment) at Fairfax, and at San Vicente, additional scrambles could be investigated at those locations.

    - Fairfax and San Vicente both have relatively similar conditions to La Brea, with similar signal phases and intersection geometry. Both are busy pedestrian and vehicle intersections, with somewhat higher tourist-related activity around San Vicente in addition to local activity.
- Although the La Cienega intersection is also in the corridor and would require retiming to serve the corridor signal coordination, implementing a scramble at this intersection would require further study as the maximum diagonal crossing length is over 200', which would add substantial time for the pedestrian phase.
- Other intersections between La Cienega and La Brea, despite not being potential station portal locations, could also be considered for scramble phases as part of a corridor strategy, and many are narrower crossing distance than La Brea which means less time is required for the scramble phase.
- Based on preliminary ridership modeling using Metro's travel demand model, Metro estimates a range of daily boardings at stations depending on the selected alignment, with approximately 3,200-3,500 at La Brea, around 3,600 at Fairfax, and about 3,200 at San Vicente.
    - The amount of pedestrian crossings added at any given intersection will vary greatly by time of day and where the portal is relative to other land uses.
    - At the Downtown Santa Monica E Line station, the 2017 traffic counts above observed about 1,400 pedestrians crossing in the afternoon peak hour, while the average daily boardings at the station were in the 3,700 to 4,000 range[1].
    - That suggests that the peak hour pedestrian activity was about 37% of the daily ridership, although it is important to note that at the Downtown Santa Monica station, the vast majority of weekend travelers are crossing the street from the station towards the coast or into downtown. Therefore, in West Hollywood it could be expected that pedestrian activity would increase from the current 450 average peak hour crossings, up to something less than 1,400.
- Implementation of scramble phases should also consider the curb design, and further modifications may be required to meet ADA and PROWAG guidelines. This operational concept analysis has not considered the existing curb design or compliance with current regulations.

[1] Total daily station alightings at Downtown Santa Monica were in the 7,000 passengers per day range at the time, although the reason for the wide difference between boardings and alightings is unknown.

Appendix C City-operated Transit Concepts for K Line Northern Extension

FEHR PEERS

Memorandum

Date: April 16, 2024

To: David Fenn, AICP and Douglas Nguyen, City of West Hollywood

From: Jeremiah LaRose and Nata Kovalova, Fehr & Peers

Subject: Future West Hollywood City-Operated Transit Concepts Related to the K Line Northern Extension

LA20-3237

This memorandum proposes conceptual alternatives for reconfiguring the City of West Hollywood's ("City") fixed-route transit services to provide connections to the future K Line North Extension stations within the City's borders. This study assumes Metro will implement the San Vicente-Fairfax alignment as the Locally Preferred Alternative (LPA), which the City is encouraging Metro to pursue. This memorandum summarizes the City of West Hollywood's existing fixed-route transit services and how these relate to other fixed-route transit services operating within the City of West Hollywood, and then presents three potential fixed-route services for the City's consideration. This memorandum concludes with a discussion of possible implementation scenarios, which take available resources into account.

The study is organized in four sections:

1. Existing Transit Services in West Hollywood
2. Future First-Last Mile Transit Concepts
3. Station Area Transit Curbside Needs
4. Transit Service Planning Summary

Existing Transit Services in West Hollywood

The City of West Hollywood offers three free fixed-route transit options: Cityline Local, Cityline Commuter, and The PickUp. Though each option has a distinct role in the community, the overall goal is to provide a "coordinated system of services that complement each other and provide the greatest mobility to the most community members."[1]

Cityline Local is a fixed route circulator that serves many of the City's major destinations via a two-hour loop around West Hollywood. Cityline Local operates Monday through Saturday from 9:00am to 5:30pm with 30-minute headways.

Cityline Commuter links West Hollywood to the Metro B Line subway station at Hollywood/Highland, stopping at major intersections along Santa Monica Boulevard. This service operates during peak commute hours on weekdays and Saturday evenings with 10-20-minute headways.

The PickUp trolley service primarily caters to a late-night crowd and runs on Santa Monica Boulevard from Roberston Boulevard to La Brea Avenue on Friday and Saturday evenings from 8:00pm to 3:00am and on Sundays from 2:00pm to 10:00pm with 15-minute headways. Table 1 compares monthly ridership and revenue service hours across the three city-operated transit services. The PickUp currently attracts the highest ridership, followed by Cityline Commuter.

Table 1: Ridership and Revenue Service Hours by City-Operated Transit Service

Service	Monthly Ridership	Monthly Revenue Service Hours	Riders per Revenue Service Hour
Cityline Local	2,000	850	2
Cityline Commuter	2,500	450	6
The PickUp	10,500	350	30

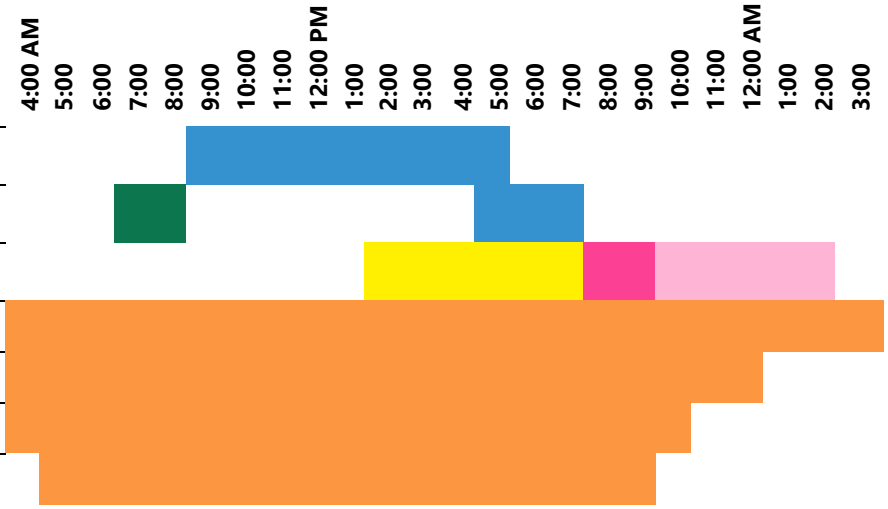
Source: City of West Hollywood. Data shown are the average of the monthly totals from January to November 2023.

Metro also provides transit services in the City of West Hollywood. These Metro bus routes offer all-day service throughout the week connecting to the greater Los Angeles region, while City transit services focus on providing higher frequency service at specific times of the day and week. Table 2 compares the span of service and frequency of the City's transit services to Metro bus routes that operate within the City.

[1] City of West Hollywood. "Transit Services Evaluation and Plan," 2017.

Table 2: Span of Service and Frequency for Transit Services Operating in West Hollywood

Operator	Routes	Frequency[1]
City of West Hollywood	Cityline Local	30 min
	Cityline Commuter	10-20 min
	The PickUp	15 min
Metro	2, 4, 217	15 min
	10, 212	20 min
	105	15 min
	218	60 min



Source: City of West Hollywood, LA Metro.
Note: [1] Typical daytime frequency. The frequency of overnight service on Metro routes is usually once an hour.

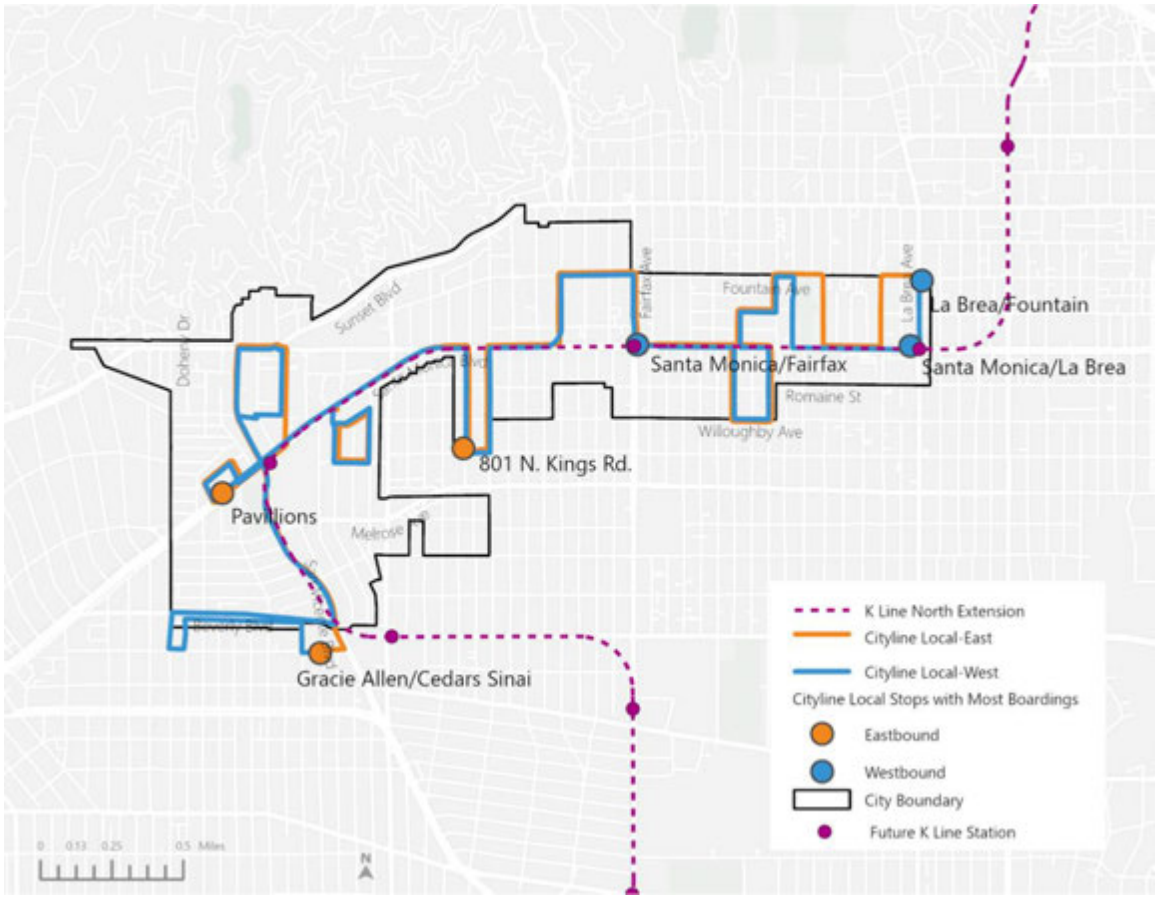
Cityline Local and Flex

Cityline Local offers free transit service during the week and on Saturdays around the City of West Hollywood between 9:00am and 5:30pm. This service provides local trips to riders with limited access to transportation options—most often seniors and people with disabilities. Stops on the Cityline Local are no more than a quarter mile from any residence in West Hollywood and include the City's five low-income senior buildings, the library, grocery stores, and Cedars-Sinai Medical Center.

Cityline Local's stated priorities are coverage and connectivity. While the service has 30-minute headways, the City has prioritized serving a large number of destinations over travel time. Eastbound travel time from the first stop at Cedars-Sinai Medical Center to the final stop 3.5 miles away at La Brea/Fountain is 50 minutes. Westbound travel time from La Brea/Fountain to Cedars-Sinai Medical Center is 70 minutes. Travel time between the route's nearly 50 stops ranges from three to ten minutes. This service design suggests the primary audience is people with limited mobility who value the community on the service, rather than travel time efficiency. The current route has been in place since a service redesign in 2013 and relies on a fleet of four vehicles. Stops

with the highest monthly boardings were adjacent to grocery stores—the Ralph's at La Brea/Fountain and Whole Foods Market at Santa Monica/Fairfax—and the Cedars-Sinai Medical Center (Figure 1).

Figure 1: Cityline Local Route and Stops with Most Boardings, 2023



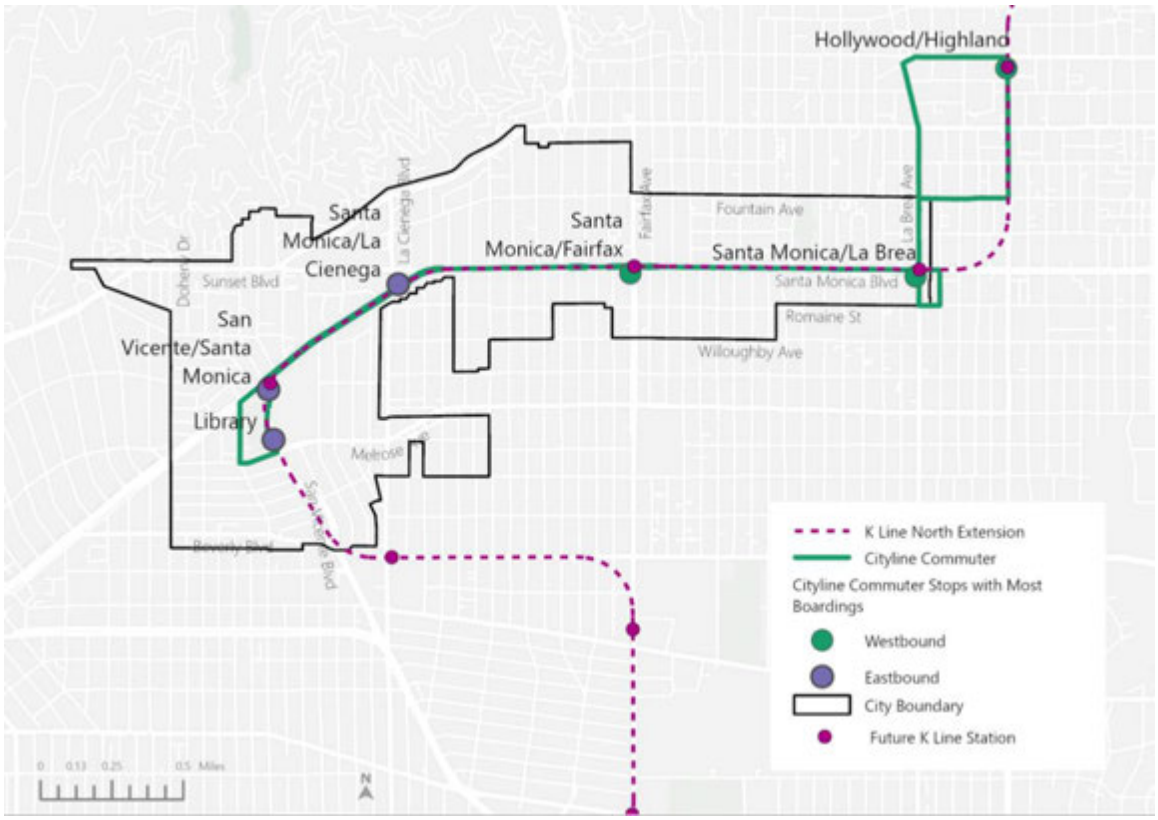
Note: Stops with most boardings refers to the top three stops in terms of monthly boardings by direction.
Source: City of West Hollywood.

Cityline Flex, the City's free Dial-A-Ride rideshare service for West Hollywood residents over the age of 62 or who are living with a disability, and the City's on-call transportation service subsidy complement the City's fixed route services. Los Angeles County also provides a curb-to-curb shared ride paratransit service called Access to eligible West Hollywood residents. Cityline Local's emphasis on access—for senior residents in particular—represents an overlap between the demographics of its primary rider base and the demographics of riders using Cityline Flex, the City's on-call transportation service, and Access. Note that Federal law requires transit operators to provide a fully accessible paratransit service within at least ¾ mile of any fixed-route service, which is the role Access provides.

Cityline Commuter

Cityline Commuter is a free rush hour and Saturday evening service to and from the Metro B Line Hollywood/Highland station. The City launched the shuttle in 2016 as an express service during weekday peak commute hours and, in 2018, added Saturday evening service (5:00pm to 8:00pm). In 2019, the City evaluated extending service to run until 9:00pm in response to study findings, but did not proceed with this increase in service hours. Cityline Commuter stops at major intersections on Santa Monica Boulevard. According to the City's 2017 Evaluation Plan, Cityline Commuter provides access to and from the B line for weekday commuters, and attracts riders looking to reach destinations within West Hollywood. Figure 2 shows Cityline Commuter the top three stops with the most boardings by direction. The route's stops align directly with the proposed K Line extension stations. Nearly half of the route's westbound boardings occur at the Hollywood/Highland stop while over half of the route's eastbound boardings occur west of La Cienega Boulevard.

Figure 2: Cityline Commuter Route and Stops with Most Boardings, 2023



Note: Stops with most boardings refers to the top three stops in terms of monthly boardings by direction.
Source: City of West Hollywood.

Compared to Cityline Local, the Cityline Commuter service places a greater emphasis on frequency and efficient travel time than on coverage by running along a more direct route with 10–20-minute headways. Eastbound travel time from its first stop at the West Hollywood Park and Library to its last stop 3.6 miles away at Hollywood/Highland is 22 minutes in the morning and 33 minutes in the evening. Westbound travel time for the end-to-end route is 20 minutes in the morning and 23 minutes in the evening. Travel time between the route's 11 stops ranges from one to four minutes. Cityline Commuter has four vehicles in service at one time and shares vehicles with the Cityline Local service. As the fleet is replaced in the coming years, the City expects Cityline Commuter to operate using its own small express buses.

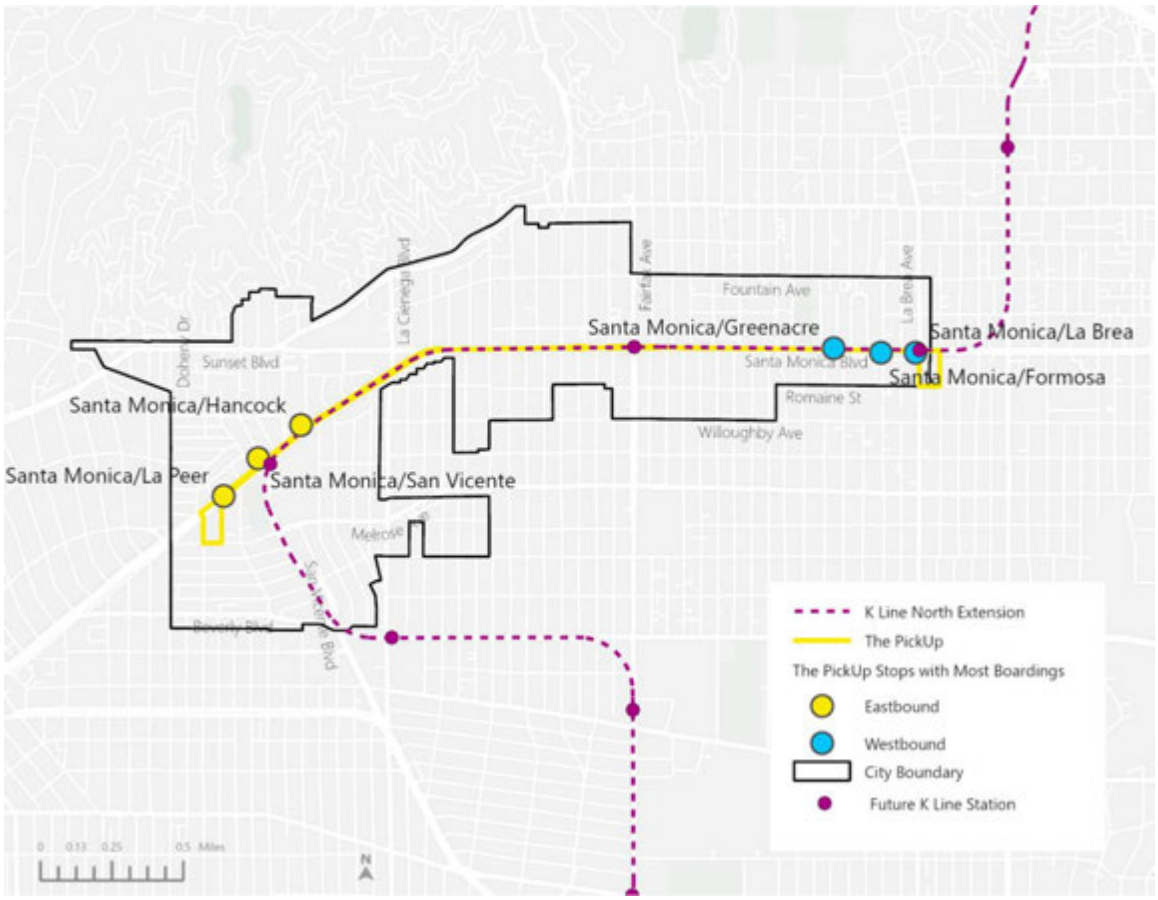
The PickUp

The Pickup is a free trolley service that operates along Santa Monica Boulevard between Robertson Boulevard and La Brea Avenue on Friday and Saturday evenings from 8:00pm until 3:00am and on Sundays from 2:00pm until 10:00pm. The service launched in 2014 to provide an alternative to driving for late night crowds. The PickUp became a popular service shortly after its inception and is known for its unique branding and active social media presence.

Like the Cityline Commuter service, The PickUp operates on a direct route and runs every 15 minutes. The PickUp has three vehicles in service at one time. Eastbound travel time from its first stop at Roberston Avenue to its last stop three miles away at La Brea Avenue is 16 minutes. Westbound travel time for the end-to-end route is 20 minutes. The PickUp has three more stops on its westbound route compared to its eastbound route. Figure 3 highlights the top three stops in terms of monthly boardings along the route. Boardings are concentrated around the eastern and western ends of the route; for example, 72 percent of eastbound boardings occur at the three stops shown in Figure 3.

The City operated a similar trolley service, the Sunset Trip, on Sunset Boulevard between Fairfax Avenue and Doheny Drive beginning in 2018 but discontinued the service in the fall of 2020. The Sunset Trip connected to Santa Monica Boulevard at Fairfax Avenue and was meant to provide visitors and residents access to restaurants, nightclubs, concert venues, and hotels around the strip.

Figure 3: The PickUp Route and Stops with Most Boardings, 2023



Note: Stops with most boardings refers to the top three stops in terms of monthly boardings by direction.
Source: City of West Hollywood.

Transit Services Operated by Others

Metro operates several bus routes within the borders of West Hollywood that connect residents and visitors to destinations within and outside of West Hollywood. The primary east-west Metro bus routes are Line 2 along Sunset Boulevard, Line 4 along Santa Monica Boulevard, and Line 10 along Melrose Avenue. The primary north-south Metro bus routes are Line 105 along La Cienega Boulevard, Lines 217 and 218 along Fairfax Avenue, and Line 212 along La Brea Avenue. These routes provide access to a variety of destinations in greater Los Angeles County; transit options and estimated travel time for some common destinations are listed in Table 3.

Table 3: Transit Options and Estimated Travel Time between West Hollywood[1] and Common Destinations in Greater Los Angeles County

Destination	Current Transit Options	Transfer(s) Required?	Current Transit Travel Time
Downtown Los Angeles	• Metro Line 4 • Metro Line 16 • Cityline Commuter → Metro B Line	No	50-65 minutes
Beverly Hills	• Metro Line 4	No	10-15 minutes
Downtown Santa Monica	• Metro Line 4 • Metro Line 105 → Big Blue Bus Route R7 • Metro Line 2 → Big Blue Bus Route 2	No	55-75 minutes
Expo Line *(La Cienega/ Jefferson station)*	• Metro Line 105 • Metro Line 16 → Metro Line 217 • Cityline Commuter → Metro Line 217 • Metro Line 4 → Metro Line 217	No	40-50 minutes
Downtown Culver City *(Culver City E Line station)*	• Metro Line 16 → Metro Line 617 • Cityline Local → Metro Line 617 • Metro Line 105 → Metro Line 33 • Metro Line 105 → E Line • Metro Line 105 → Culver CityBus Line 1	Yes	35-60 minutes
LAX Airport	• Metro Line 4 → Culver CityBus Line Rapid 6 • Metro Line 4 → Metro B Line → LAX FlyAway • Cityline Commuter → Metro B Line → LAX FlyAway	Yes	90-120 minutes

Source: Google Maps
Note:
[1] This analysis uses San Vicente/Santa Monica as the point of origin in West Hollywood.

LADOT's DASH Fairfax route briefly crosses through the City at Melrose Avenue and La Cienega Boulevard but does not directly improve accessibility for most West Hollywood residents or visitors.

There is some overlap between Metro bus routes and City-operated transit services. Line 4 has the largest overlap with City-operated transit services as it runs along the entirety of Santa Monica Boulevard within City borders and operates with six to ten-minute headways throughout the day and evening on weekdays and weekends. Line 4 stops more frequently than the PickUp and the Cityline Commuter but connects to the B Line farther east at Vermont/Santa Monica. Lines 10, 212, and 217 overlap with short stretches of the Cityline Local route. A key difference between City-operated transit services and Metro bus routes is that Cityline Local, Cityline Commuter, and the PickUp are all free while Metro is not. Additionally, only Cityline Local directly serves neighborhood areas of the City that do not lie on the primary boulevards and avenues, although Metro relies on faster travel times on primary roads to serve a larger region.

Future First-Last Mile Transit Concepts

The future K Line extension presents an opportunity for the City to adapt its transit services to complement the new rail service and expand access for residents and visitors who have a destination further than a short walk from the planned stations.

This analysis evaluates how the City can improve first-last mile connections to the K Line to areas of West Hollywood that are beyond a short walk from the K Line, especially in light of the steep hills between Sunset and Santa Monica Boulevards. Guiding principles included:

1. Redeploy existing City transit resources (similar number of vehicles and service hours) that would be redundant or underutilized following the rail extension.
2. Assume the Pickup Line and other nightlife-oriented special services the City may offer would be maintained.
3. Expand access to areas of the City that are further than a 10-minute walk from the station
4. Focus route and service design to avoid duplication of Metro transit routes[2].
5. Assume the San Vicente-Fairfax alignment as the locally preferred alternative.[3]

How the K Line Would Affect Existing Transit

The K Line extension will offer a faster alternative to traveling across the City on Santa Monica Boulevard compared to the Cityline Commuter, or even Metro Line 4. Furthermore, much of Santa Monica Boulevard will be within a ten-minute walk of a K Line station based on the planned stations for the San Vicente-Fairfax alignment. According to the results of preliminary ridership modeling using Metro's travel demand model, Metro estimates a range of daily boardings at stations depending on the selected alignment, with approximately 3,200-3,500 at La Brea, around 3,600 at Fairfax, and about 3,200 at San Vicente.

The estimated time savings for these riders are summarized in Table 4. However, some City neighborhoods and much of the Sunset Strip would be further than a ten-minute walk from the K Line. City-operated transit services could address this need if redesigned, as the current routes would be mostly redundant with the K Line.

[2] Metro typically reevaluates its own bus network in conjunction with new rail extension openings, and the potential outcomes of that are unknown at this time.

[3] If Metro moves forward with the Fairfax alignment instead, the importance of maintaining City-operated transit services along Santa Monica Boulevard will increase. If Metro selects the La Brea alternative, the K Line would have limited coverage in West Hollywood, which would greatly increase the need for first-last mile connectivity between La Brea and the western portions of the City.

Table 4: Transit Travel Time Comparison Within West Hollywood Before vs. After K Line Extension

K Line Station Pairs[1]	Distance Between Stations	Current Transit Travel Time	Future Transit Travel Time via K Line[2]
Beverly/La Cienega to Santa Monica/San Vicente	0.8 miles	• 8 minutes (Metro Line 16)	<2 minutes
Santa Monica/San Vicente to Santa Monica/Fairfax	1.4 miles	• 13 minutes (Metro Line 4) • 8 minutes (Cityline Commuter)	<3 minutes
Santa Monica/Fairfax to Santa Monica/La Brea	1.0 miles	• 8 minutes (Metro Line 4) • 8 minutes (Cityline Commuter)	2 minutes
Santa Monica/La Brea to Hollywood/Highland	1.0 miles	• 9 minutes (Metro Line 4) • 9 minutes (Cityline Commuter)	2 minutes

Source: Google Maps; Metro. "Rail Modes." https://www.metro.net/about/rail-modes/
Notes:
[1]Based on the station siting scenario for the San Vicente-Fairfax alignment on the LA Metro website as of September 2023.
[2]Assumes average light rail speed of 30 mph.

The K Line extension will also provide a more direct connection between West Hollywood and destinations to the south including LAX Airport and the Expo Line. Table 5 summarizes the potential time savings. Metro's forecasted opening for the K Line extension is 2047, so the City is exploring how City-operated transit services could improve these connections in the medium term.

Current transit travel times are particularly lengthy between West Hollywood and LAX Airport and between West Hollywood and Downtown Culver City. The City could explore the benefits of more direct service to these destinations through new City-operated transit services or through coordination efforts with Metro and LAWA. While these services may be phased out with the opening of the K Line extension, the City can still invest strategically in capital improvements that would support medium-term investments as well as the future K Line extension. There may be some improvements in transit times to LAX following the opening of the full K Line southern alignment and LAX Automated People Mover in early 2025, but the direct connection to West Hollywood will continue to rely on bus routes that have a long travel time to reach the new LAX 96th Street station.

Table 5: Transit Travel Time Comparison from West Hollywood[1] to Common Destinations in Greater Los Angeles County Before vs. After K Line Extension

Destination	Current Transit Travel Time[2]	Distance on Rail Network (after K Line extension)	Future Transit Travel Time via Rail[3]
Expo Line *(La Cienega/ Jefferson station)*	40-50 minutes	10 miles	20-30 minutes
Downtown Culver City *(Culver City E Line station)*	35-60 minutes	11.5 miles	25-35 minutes
LAX Airport	90-120 minutes	14 miles	30 minutes

Source: Google Maps
Notes:
[1] This analysis uses San Vicente/Santa Monica as the point of origin in West Hollywood.
[2] See Table 3 for current transit options.
[3] Assumes average light rail speed of 30 mph.

New Concepts for City-Operated Service

Fehr & Peers identified three new fixed-route service concepts for the City's consideration. The primary goal of each of these concepts is to provide residents and workers in West Hollywood with a transit connection to the K Line. While there is some overlap between routes, each of these concepts was conceived to serve different ridership markets.

Concept A, Circulator East follows the north and south borders of the City along Fountain and Willoughby between Fairfax Avenue and La Brea Avenue, maximizing connectivity between the City's residential areas east of Fairfax Avenue and the K Line.

Concept B, Circulator West connects workers and visitors to the City's major commercial corridors west of La Cienega Boulevard and the City's westernmost neighborhoods to the K Line.

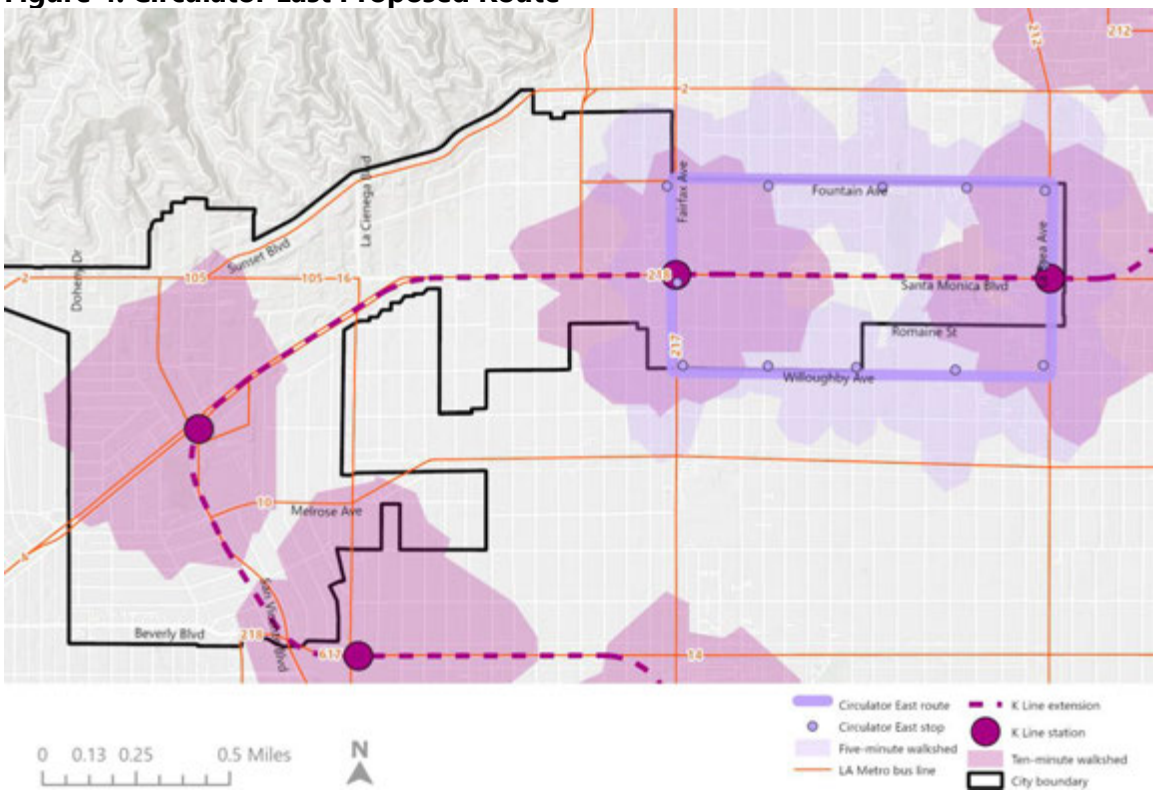
Concept C, Sunset Shuttle focuses on connecting workers and visitors to destinations along Sunset Boulevard between San Vicente Boulevard and Crescent Heights Boulevard.

We propose replacing the existing Cityline Local and Cityline Commuter services with one to two of these three new fixed-route concepts. The PickUp is best positioned to continue operating in its current form, due to its late-night service and unique branding.

Circulator East (Concept A)

The Circulator East would connect K Line stations to residential areas north and south of Santa Monica Boulevard between Fairfax Avenue and La Brea Avenue. Figure 4 illustrates the proposed route and approximate stop locations for the Circulator East and shows the walkable area (walkshed) to/from each conceptual stop in light purple. The darker pink areas are the ten-minute walkshed from the proposed K Line stations.

Figure 4: Circulator East Proposed Route



This is the only concept that serves residential areas east of La Cienega Boulevard and could therefore be paired with either of the other two concepts. The Circulator East route would run clockwise beginning at the future Santa Monica/Fairfax K Line station and would take 30 minutes to complete its route. Table 6 summarizes the areas served, total travel time, and headways for this transit service.

Table 6: Operating Features of Circulator East

Route Characteristics	
Areas Served	• Residential neighborhoods and community assets along Fountain Avenue and Willoughby Avenue • K Line stations: Santa Monica/Fairfax, Santa Monica/La Brea
Total Travel Time	30 minutes
Headways	• 10 minutes (three vehicles) • 15 minutes (two vehicles)

Potential ridership markets for the Circulator East include West Hollywood residents and private household-employed workers. The largest of these markets is residents, with over 20,000 people living within a five-minute walk of the proposed Circulator East stops.[4]

- **Residents:** North and south of Santa Monica Boulevard along Fountain Avenue and Willoughby Avenue, particularly areas that fall outside a ten-minute walkshed of any of the proposed K Line stations.
- **Workers:** The northwest portion of the proposed route would connect people traveling to West Hollywood for work via the K Line to private household-based jobs in the residential areas east of Fairfax Avenue.

Table 7 summarizes the demographics of the areas the Circulator East would serve. Table 8 summarizes the advantages and disadvantages of the Circulator East transit option.

[4] 2022 ACS 5-year estimates.

Table 7: Circulator East Five-Minute Walkshed Demographics

	Population	Median Household Income	Jobs
Circulator East	20,736	$81,364	8,197

Note: The walksheds assume a baseline pedestrian travel speed of three miles per hour with a 10% decrease in speed for every percentage increase in slope along a road segment and are oriented around proposed stop locations for the transit service.
Source: 2022 ACS 5-year estimates; 2021 LEHD Origin-Destination Employment Statistics.

Table 8: Advantages, Disadvantages, and Considerations for Circulator East

Advantages	Disadvantages and Considerations
• Improves K Line station accessibility for West Hollywood residents. • Offers transit service along corridors without Metro bus lines. • Connects the K Line to private household-based jobs in residential areas east of Fairfax Avenue.	• Operates primarily along the City border and includes segments within Los Angeles city limits. • Transit travel times to K Line stations via the Circulator East may be comparable to walking time. • Fountain Avenue and Willoughby Avenue are local connector streets, on which transit services do not typically operate. New stop infrastructure may be required along these streets. • Fountain Avenue is planned for a major lane reconfiguration, which may impact travel speed.

Circulator West (Concept B)

The Circulator West would serve the major commercial corridors in the western portion of West Hollywood, connecting leisure and tourism hubs west of La Cienega Boulevard to the K Line and one another. This concept focuses on destinations west of La Cienega Boulevard, complementing the proposed service area of the Circulator East.

The route would run counterclockwise, beginning at the K Line station at Santa Monica Avenue and San Vicente Boulevard. The Circulator West would take up to 40 minutes to complete its approximately four-mile route. Table 9 summarizes the areas served, total travel time, and headways for this transit service.

Figure 5 illustrates the proposed route, approximate stop locations, and the walkable area to/from stops for the Circulator West transit service.

The route would run counterclockwise, beginning at the K Line station at Santa Monica Avenue and San Vicente Boulevard. The Circulator West would take up to 40 minutes to complete its approximately four-mile route. Table 9 summarizes the areas served, total travel time, and headways for this transit service.

Figure 5: Circulator West Proposed Route

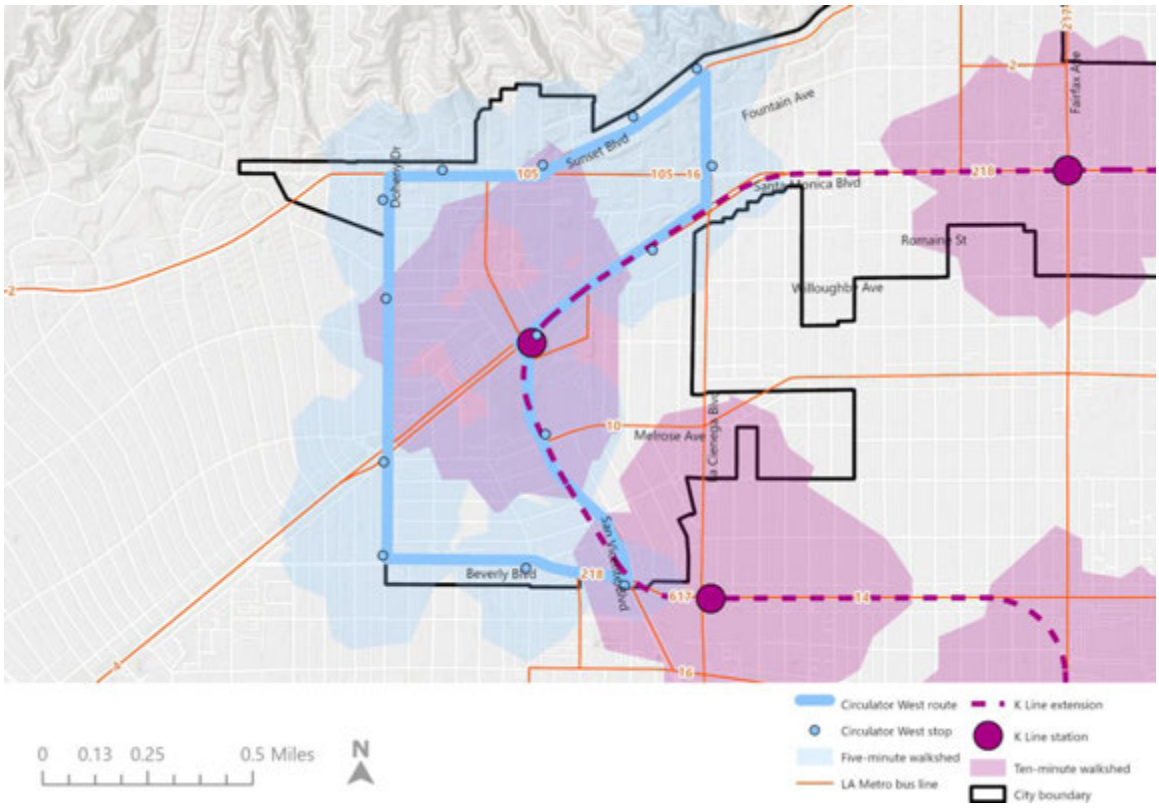


Table 9: Operating Features of Circulator West

Route Characteristics	

Areas Served	• Commercial corridors west of La Cienega Boulevard
	  ○ Sunset Boulevard
	  ○ Beverly Boulevard
	  ○ Santa Monica Boulevard
	• Residences along Doheny Drive
	• K Line stations: Santa Monica/San Vicente

Total Travel Time	40 minutes
Headways	20 minutes (two vehicles)

The primary potential ridership markets for the Circulator West would be people who commute to Sunset Boulevard for work and visitors, though residents in the City's westernmost neighborhoods may also utilize this transit service. This transit option would serve two to three times as many jobs as the other proposed transit options in this memorandum.

- **Residents:** The Circulator West would connect residents in the City's westernmost neighborhoods living more than a ten minute walk from the K Line to the Santa Monica/San Vicente K Line station. These areas have a higher median household income on average than the residential areas served by Circulator East and the Sunset Shuttle.
- **Workers:** The Circulator West would connect people traveling to West Hollywood for work via the K Line to jobs along Sunset Boulevard west of La Cienega Boulevard and private household-based jobs in the City's westernmost residential areas. The Circulator West would improve accessibility to jobs along Santa Monica Boulevard from the K Line as well.
- **Tourists and nightlife:** For visitors staying in West Hollywood, the Circulator West would offer a last mile connection between LAX Airport and their hotel while also serving to connect many of the City's hotels to restaurants and nightlife along Sunset Boulevard and Melrose Avenue.

Table 10 summarizes the demographics of the areas the Circulator West would serve. Table 11 summarizes the advantages and disadvantages of the Circulator West transit option.

Table 10: Circulator West Five-Minute Walkshed Demographics

	Population	Median Household Income	Jobs
Circulator West	13,055	$123,483	29,854

Note: The walksheds assume a baseline pedestrian travel speed of three miles per hour with a 10% decrease in speed for every percentage increase in slope along a road segment and are oriented around proposed stop locations for the transit service.
Source: 2022 ACS 5-year estimates; 2021 LEHD Origin-Destination Employment Statistics.

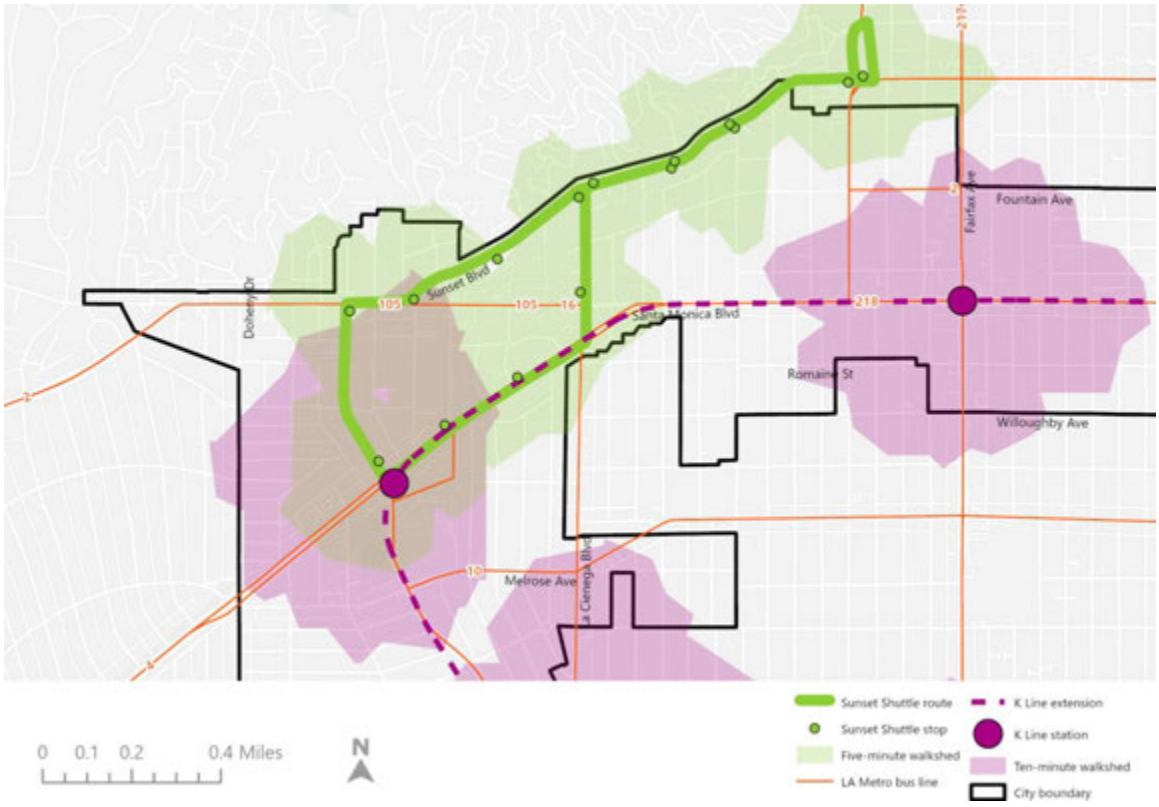
Table 11: Summary of Advantages, Disadvantages, and Considerations for the Circulator West

Advantages	Disadvantages and Considerations
• Connects the City's hotels to shopping, restaurants, nightlife along three major commercial corridors. • Improves accessibility of LAX Airport for visitors by providing a last mile connection between the City's hotels and the K Line. • Connects the K Line to jobs along Sunset Boulevard. • Provides an alternative to walking a steep roadway between La Cienega and Sunset. • Provides a transit connection to the K Line for the western residential neighborhoods. • Offers transit service along Doheny Drive, which has no transit service today.	• Operates largely along the City border. • Metro Line 2 offers bus service along Sunset Boulevard today. • Transit travel times to K Line stations via the Circulator West may be comparable to walking time for residents in the westernmost neighborhoods of the City. • New stop infrastructure would be required along Doheny Drive and Beverly Boulevard.

Sunset Shuttle (Concept C)

The Sunset Shuttle would serve Sunset Boulevard, connecting key destinations along the corridor to the K Line and one another. The route would represent an iteration of the discontinued Sunset Trip service, with the benefit of the new rail network connections. Figure 6 illustrates the proposed route and approximate stop locations for the Sunset Shuttle transit service. The decision to turn left onto La Cienega Boulevard instead of continuing straight on Sunset Boulevard on the return route reflects the lack of feasible turnaround options around San Vicente/Santa Monica.

Figure 6: Sunset Shuttle Proposed Route



The Sunset Shuttle serves a similar ridership market as the Circulator West (Concept B), but narrows the focus of service to the area of the City that is the hardest to reach by walking due to the steep hill climb and distance from any stations.

The Sunset Shuttle would begin and end its route at the K Line station at Santa Monica and San Vicente Boulevard and take up to 40 minutes to complete the round trip. Table 12 summarizes the areas served, total travel time, and headways for this transit service.

Table 12: Operating Features of Sunset Shuttle

Route Characteristics	
Areas Served	• Sunset Boulevard between San Vicente Boulevard and Crescent Heights Boulevard • Santa Monica Boulevard west of La Cienega Boulevard • K Line station: Santa Monica/San Vicente
Total Travel Time	40 minutes
Headways	20 minutes (two vehicles)

Similar to the Circulator West, the primary potential ridership markets for the Sunset Shuttle would be visitors and people who commute to Sunset Boulevard for work. Providing service through the late evening hours could also attract residents and visitors traveling between nightlife destinations along the strip.

- **Residents:** Residential areas in the City's north and northwestern neighborhoods, which fall outside a ten-minute walkshed of any proposed K Line station, could ride the Sunset Shuttle to access the K Line as well as destinations along Sunset Boulevard. These areas have a higher median household income on average than the residential areas served by the Circulator East.
- **Workers:** The Sunset Shuttle would connect people traveling to West Hollywood for work via the K Line to jobs along Sunset Boulevard. The Sunset Shuttle would serve more jobs than the Circulator East but fewer than the Circulator West.
- **Tourists and nightlife:** The Sunset Shuttle would offer a last mile connection for visitors traveling between LAX Airport and their hotel via the K Line while also serving to connect many of the City's hotels to restaurants and nightlife along Sunset Boulevard.

Table 13 summarizes the demographics of the areas the Sunset Shuttle would serve. Table 14 summarizes the advantages and disadvantages of the Sunset Shuttle.

Table 13: Sunset Shuttle Five-Minute Walkshed Demographics

	Population	Median Household Income	Jobs
Sunset Shuttle	11,739	$109,135	13,124

Note: The walksheds assume a baseline pedestrian travel speed of three miles per hour with a 10% decrease in speed for every percentage increase in slope along a road segment and are oriented around proposed stop locations for the transit service.
Source: 2022 ACS 5-year estimates; 2021 LEHD Origin-Destination Employment Statistics.

Table 14: Summary of Advantages, Disadvantages, and Considerations for the Sunset Shuttle

Advantages	Disadvantages and Considerations
• Offers a City-branded transit option for traveling between destinations on Sunset Boulevard. • Improves accessibility of LAX Airport for visitors staying on the Strip by providing a last mile connection between the City's hotels and the K Line. • Connects the K Line to jobs along Sunset Boulevard. Relying on Metro bus lines to access destinations along Sunset Boulevard from the K Line would require a transfer. • Minimal new stop infrastructure required.	• The Sunset Trip, which operated along a similar route, was discontinued due to low ridership. • Metro Line 2 offers bus service along Sunset Boulevard today. • Transit travel times to K Line stations via the Sunset Shuttle from some destinations along the Strip.

Alternate Concepts Considered

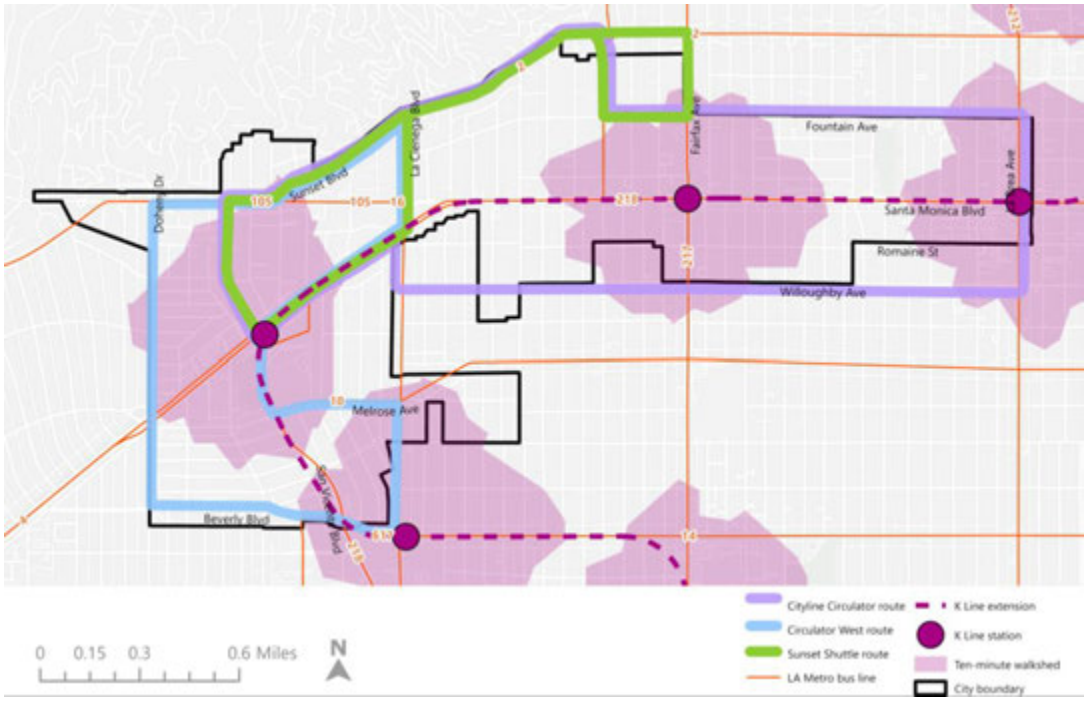
This section briefly describes alternate versions of the three proposed concepts that were considered during the development of the final concepts. Table 15 summarizes the key differences between these alternate routes and the final concepts discussed in the previous section. As illustrated by Figure 7, these alternate concepts served more residents and workers, but also had more overlap with one another and travel times that could not support headways of twenty minutes or less with existing City resources.

Table 15: Route Characteristics of Alternate Concepts

Alternate Concept	Key Differences Compared to Final Concept	Total Travel Time
Concept A-1 Cityline Circulator[1]	• Longer route serves Santa Monica/San Vicente K Line station instead of Santa Monica/Fairfax K Line station • Serves Sunset Boulevard between San Vicente Boulevard and Crescent Heights Boulevard	60 minutes
Concept B-1 Circulator West (alternate)	• Extends farther along Beverly Blvd to serve Beverly/La Cienega K Line station • Serves a segment of Melrose Avenue	45 minutes
Concept C-1 Sunset Shuttle (alternate)	• Extends farther along Sunset Blvd to Fairfax Avenue • Turnaround loop occurs south of the route	45 minutes

Note: [1]Corresponding final concept is the Circulator East.

Figure 7: Alternate Route Concepts



Implementation

The City could redirect resources spent on the Cityline Local and Cityline Commuter services to operate one to two of the fixed-route concepts described in this memorandum. Cityline Local and Cityline Commuter currently share a fleet of four vehicles. Depending on City priorities, **West Hollywood could focus resources on a single fixed route service and achieve relatively high frequencies or spread its resources across two fixed route services that would either run at lower frequencies of 15 to 20 minutes or share vehicles and operate with complementary schedules.** The Sunset Shuttle and Circulator West have the most overlap in their routes, as illustrated in Figure 8, and in their ridership markets, as illustrated in Figure 9. We present implementation scenarios for the City to consider in Table 16.

Figure 8: Proposed City-Operated Fixed-Route Services

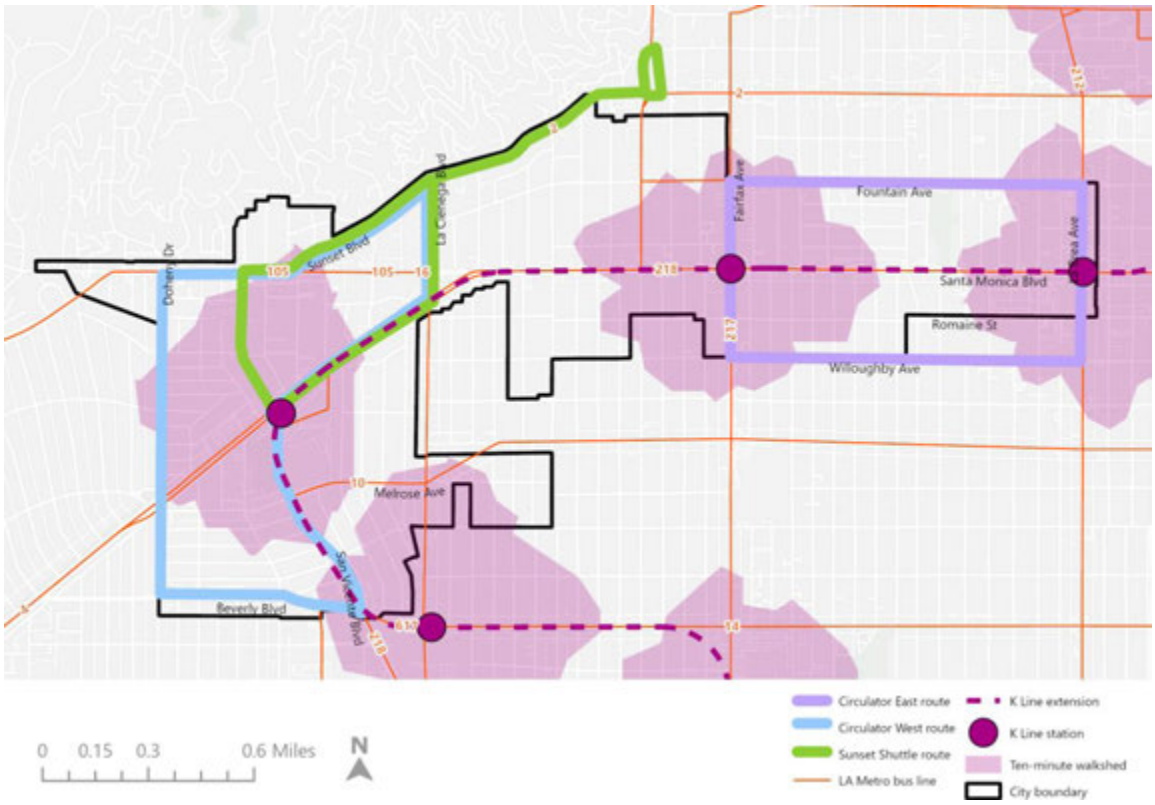
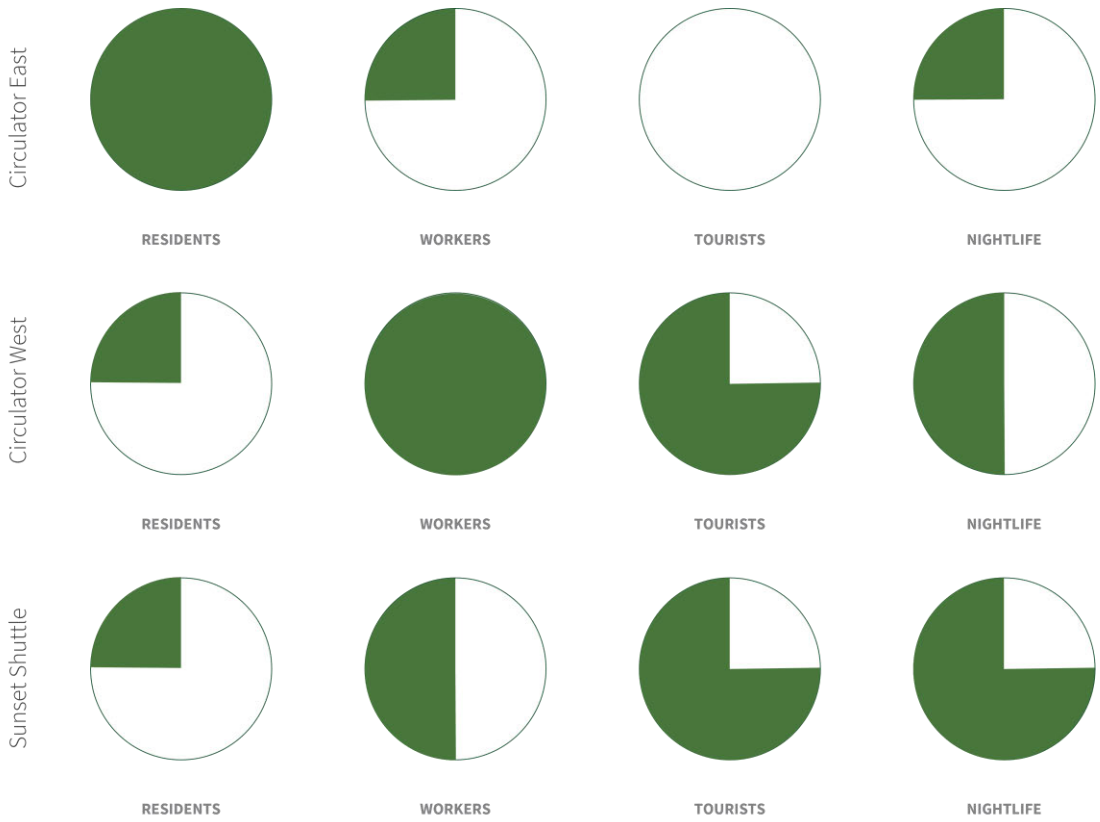


Figure 9: Ridership Market Strength by Proposed Transit Service



	Residential Population Within 5-Minute Walk	Median Household Income	Jobs Within 5-Minute Walk
Circulator East	20,736	$81,364	8,197
Circulator West	13,055	$123,483	29,854
Sunset Shuttle	11,739	$109,135	13,124

Table 16: Proposed Transit Service Implementation Scenarios

Implementation Scenario		Circulator East (A)	Circulator West (B)	Sunset Shuttle (C)	Number of Buses
Single service *(Operate only one route at a higher frequency)*	***Circulator East (A) Only***	• All-day service • 10-minute headways	-	-	3
	Circulator West (B) Only	-	• All-day service • 10-minute headways	-	4
	Sunset Shuttle (C) Only	-	-	• All-day service • 10-minute headways	4
Multiple services *(Operate two routes for greater coverage)*	***Circulator East + Circulator West*** *(All day service)*	• All-day service • 15-minute headways	• All-day service • 20-minute headways	-	4
	Circulator East + Sunset Shuttle *(Daytime/ Nighttime)*	• Daytime service only • 10-minute headways	-	• Nighttime service only • 10-minute headways	4
	Circulator East + Sunset Shuttle *(All day service)*	• All-day service • 15-minute headways	-	• All-day service • 20-minute headways	4
	Circulator West + Sunset Shuttle *(All day service)*	-	• All-day service • 20-minute headways	• All-day service • 20-minute headways	4

Station Area Transit Curbside Needs

The City of West Hollywood can coordinate with Metro in planning K Line stations to ensure there is adequate room for City-operated transit vehicles to serve riders and layover between trips. All three proposed fixed-route services in this memorandum would start and end at future K Line stations. The project team identified potential layover spaces for the proposed routes, which were informed by existing lane configurations, existing stop infrastructure, and the anticipated location of K Line station portals.

This analysis of potential station portal curbside needs is focused only on the proposed City-operated transit concepts. Given the K Line extension is still in the conceptual development phase, we have not additionally considered curbside space needs for other uses such as private vehicle pickup/drop-off or other mobility options such as bicycles and scooters.

Curb space for the circulator concepts is preferred to be:

1. **As close to the station portal as possible** to minimize connecting time and maximize visibility.
2. **On the direct path of the route** with minimal turns needed to reach the station or return to the station if the stop/layover space cannot be located close to the station entrance.
3. **The same location for both boarding/alighting passengers and laying over between trips**, which typically requires a dedicated space away from other bus routes.
    a. If a City circulator stop cannot also serve as a layover zone, it is typically because either the bus would be serving the station in a travel lane (no dedicated curbside space available), or because the ideal bus stop nearest to the station area is shared with Metro routes that would not also be laying over).
    b. In the event that the bus stop and layover space between trips are separated, the preference is to have the layover space nearby and require no more than a block to return the bus to the station for the start of the next trip.
4. A minimum of 30′ in length for the smaller cutaway-type buses that West Hollywood typically uses for its circulator routes, but **preferably 50′ or longer** to accommodate full size transit buses (40′).
    a. Longer curb space dedications would be required if the same stop would be used by multiple routes

Circulator East Route Terminus (Santa Monica/Fairfax)

The **Circulator East** would begin and end its route at the future **Santa Monica / Fairfax** K Line station. The route would run clockwise to minimize left turns and to account for the proposed diverter on Willoughby Avenue, which would prevent a left turn onto Willoughby from Fairfax. The optimal layover area would be a bus turnout along Fairfax Avenue north of Santa Monica Boulevard as illustrated in Figure 10.

Figure 10: Optimal Bus Layover Area for Circulator East

Alternatively, the Circulator East could begin and end at the future Santa Monica / La Brea K Line station. To serve the station portal directly, there would need to be a bus turnaround on the K Line station parcel, which would require the Circulator East to make a left in/left out turn. Another option would be for the Circulator East to turn left on to Lexington Avenue from La Brea Avenue, right on Sycamore Avenue, and then right on Santa Monica Boulevard. This option was not considered

further due to the amount of route deviation required. Table 17 summarizes the advantages and disadvantages of the first two options.

Table 17: Summary of Proposed Bus Layover Areas for Circulator East

Bus Layover Location	Advantages	Disadvantages
1. Bus turnout on Fairfax Avenue	• Along Circulator East route • Adjacent to future K Line station	• Requires coordinating with Metro to secure layover space
2. Bus turnaround accessed via La Brea Avenue	• Can accommodate longer layover periods as needed • Adjacent to future K Line station	• Requires coordinating with Metro to secure layover space • Requires bus to make a left turn into and out of layover space

Circulator West Route Terminus (Santa Monica/San Vicente)

The **Circulator West** would begin and end its route at the future **Santa Monica / San Vicente** K Line. We recommend running the route counterclockwise to provide direct access to Sunset Boulevard from the K Line, recognizing the resulting tradeoff is operating a route with several left turns which can slow service down. One potential layover area would be a bus turnout along San Vicente Boulevard south of Santa Monica Boulevard and north of the Pacific Design Center as this would allow doors to open at the future K Line station portal. Design considerations for a bus turnout at this location would include avoiding interference with northbound traffic in the right turn lane and the bikeway along San Vicente Boulevard and minimizing detours for pedestrians.

Another option would be to work with Metro to design an off-street bus terminal at the Santa Monica/San Vicente K Line station with signalized access from San Vicente Boulevard. The City and Metro can look to the sawtooth bus bay at North Hollywood Station as an example. This layover concept might allow the Sunset Shuttle to travel bi-directionally down San Vicente Boulevard as well. A third potential layover space would utilize the on-street parking spaces in front of the post office on San Vicente Boulevard. These options are illustrated in Figure 11. Table 18 summarizes the advantages and disadvantages of each option.

Figure 11: Potential Bus Layover Areas for Circulator West

Table 18: Summary of Proposed Bus Layover Areas for Circulator West

Bus Layover Location	Advantages	Disadvantages
1. Bus turnout on San Vicente Boulevard	• Along Circulator West route • Adjacent to future K Line station • Right-in/right-out access	• Requires coordinating with Metro to secure layover space. • Extensive design considerations to avoid impacting northbound vehicle, bike, and pedestrian traffic along San Vicente Boulevard
2. Off-street bus terminal accessed via San Vicente Boulevard	• Along Circulator West route • Adjacent to future K Line station • Right-in/right-out access • Would enable Sunset Shuttle to travel bi-directionally down San Vicente Boulevard	• Requires coordinating with Metro to secure layover space • Metro's plans for acquiring LA County Sheriff Station are not known at this time
3. San Vicente Boulevard north of Santa Monica Boulevard	• Along Circulator West route • Requires minimal investment in new stop infrastructure	• Bus doors would not open at K Line station portal • Requires removing metered on-street parking spaces

Sunset Shuttle Route Terminus (Santa Monica/San Vicente)

The **Sunset Shuttle** would begin and end its route at the future **Santa Monica / San Vicente** K Line station. Potential layover options include the on-street parking spaces in front of the post office on San Vicente Boulevard and on Santa Monica Boulevard just prior to San Vicente Boulevard. These layover areas are illustrated in Figure 12. Table 19 summarizes the advantages and disadvantages of each option.

Figure 12: Potential Bus Layover Areas for Sunset Shuttle

Table 19: Summary of Proposed Bus Layover Areas for Sunset Shuttle

Bus Layover Location	Advantages	Disadvantages
1. San Vicente Boulevard	• Along Sunset Shuttle route • Adjacent to future K Line station	• Requires removing metered on-street parking spaces
2. Santa Monica Boulevard	• Along Sunset Shuttle route • Adjacent to future K Line station	• Requires removing metered on-street parking spaces • Could conflict with future protected bikeway

Layover Infrastructure Needs

The proposed layover areas are a starting point on which the City can iterate as K Line station planning progresses. As discussed, each of the proposed bus layover areas comes with tradeoffs and may become more or less feasible depending on the final location of K Line station portals. Bus layover areas on Metro property will create the fewest disruptions to existing bus service, traffic, and parking but will require the greatest degree of coordination with Metro.

Bus stop/layover spaces should follow the City's engineering guidelines and coordinate with Metro guidelines as well. Typically, a concrete bus pad of at least 10' in width (perpendicular to the curb) and 50' in length (parallel to the curb) is provided to support the weight of a full-size 40' transit bus. A longer pad may be required if the space is to be shared with multiple routes.

The sidewalk along the bus stop zone and layover space must meet ADA/PROWAG requirements for clear path of travel, length, width, slope, connectivity and access to nearby destinations. These requirements are not cited here as the guidance continues to evolve and may have been updated by the time of station construction. While a minimum of 8' sidewalk depth from the curb is required where the bus doors would align, a wider area is preferred when connecting to a major transit station.

Other amenities to include at the bus stop/layover zones include seating, shelters, and lighting for passengers, information and wayfinding between the stop and station. Also, because these locations are intended as the route termini for City-operated services, having nearby facilities for bus operators to use the bathroom and other support area for driver shift changes may be desired.

Transit Service Planning Summary

1. The City's existing transit resources serve residents and visitors through neighborhood circulation (Cityline Local) and connection to regional rapid transit (Cityline Commuter), as well as a nightlife-oriented service (The Pickup).
2. The K Line extension along the City's preferred alignment including a station at Santa Monica/San Vicente would diminish the utility of the Cityline Commuter (and to a lesser degree, the Cityline Local) because the train would serve a similar area with much shorter travel times within walking distance for many residents and businesses in West Hollywood.
3. This represents an opportunity for the City to redeploy its future transit services to provide first/last-mile coverage to areas beyond a short walk from the planned stations, particularly connecting to Sunset Boulevard which is a more strenuous uphill walk from any station.
4. Three route concepts envision what future service could look like; one serving the eastern area of the City along Fountain Avenue and Willoughby; one serving the western area between Doheny Drive, Beverly Boulevard, and Melrose Avenue; and a third with a more limited focus on connecting Sunset Boulevard with Santa Monica Boulevard.
5. Each of the three route concepts could operate alone with relatively frequent trips (every 20 minutes or less) using roughly the same resources currently dedicated to Cityline Local and Cityline Commuter.
6. Alternatively, some pairings of two routes would complement each other and could be operated concurrently at lower frequencies using the same resources, or at higher frequencies by investing in additional vehicles and drivers.
7. For each concept, a route terminus is identified as close to a planned K Line station as possible. This high-level review of curbside space needs would inform Metro in its early station area planning activities.
8. Although The Pickup also serves a similar area to the future K Line, its customer market is unique to the City and should be maintained independent of the circulator concepts presented.


City of West Hollywood
California 1984