



TRANSPORTATION AND MOBILITY COMMISSION

AGENDA PACKET

WEDNESDAY, FEBRUARY 18, 2026

**WEST HOLLYWOOD CITY HALL -
COMMUNITY CONFERENCE ROOM**

6:30 PM

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AGENDA
TRANSPORTATION AND MOBILITY COMMISSION
CITY OF WEST HOLLYWOOD
FEBRUARY 18, 2026
6:30 P.M.
WEST HOLLYWOOD CITY HALL
COMMUNITY CONFERENCE ROOM
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA 90069

LAND ACKNOWLEDGEMENT:

“The West Hollywood Transportation and Mobility Commission acknowledges that the land on which we gather and that is currently known as the City of West Hollywood is the occupied, unceded, seized territory of the Gabrieleño Tongva and Gabrieleño Kizh peoples.”

STATEMENT OF SHARED RESPONSIBILITY FOR RESPECT:

During public meetings, community gatherings, interactions with the public, and with one another, the City endeavors for all participants and attendees to conduct City business and treat others with respect, a core value of the City. This includes being polite, professional, and thoughtful when interacting with others. Our collective commitment to West Hollywood requires intention, cooperation, courtesy, consideration, tolerance, forgiveness, acceptance, inclusiveness, kindness, compassion, and patience. Our respect is expressed not only in the words we choose, but also in our tone, our demeanor, and our actions toward one another.

RULES OF DECORUM:

Members of the audience shall not engage in disorderly or boisterous conduct, including the utterance of loud, threatening, or abusive language, whistling, stamping of feet or other acts which disturb, disrupt, impede, or otherwise render the orderly conduct of the Commission meeting infeasible. A member of the audience repeatedly or continuously engaging in any such conduct shall, at the discretion of the Presiding Officer or a majority of the Commission, be subject to ejection from that meeting.

Any person wishing to speak in connection with any item of business on the agenda shall first complete a speaker request slip and submit the slip to the Secretary.

No person shall address the Commission without first being recognized by the Presiding Officer.

Each person addressing the Commission shall do so in an orderly manner and shall not make repetitious, slanderous, or irrelevant remarks, or engage in any other disorderly conduct which disrupts, disturbs, or otherwise impedes the orderly conduct of the Commission meetings. Any person who so disrupts the meeting may, at the

discretion of the Presiding Officer or a majority of the Commission, be subject to ejection from that meeting.

TO PARTICIPATE BY PROVIDING WRITTEN CORRESPONDENCE:

Members of the public who wish to comment on matters before the Transportation & Mobility Commission are strongly encouraged to submit written correspondence to tmcpubliccomments@weho.org no later than 12:00 p.m. on meeting day. *Note: Written Correspondence will not be read into the record during the meeting; however, correspondence received by 12:00 p.m. will be forwarded to the Commissioners and posted on the City's website as part of the official meeting record. Your comments and information will become part of the official public record. If you do not want your personal information included in the official record, please do not include your address and/or phone number.*

TO PARTICIPATE BY LISTENING TO THE MEETING AND PROVIDING PUBLIC COMMENT BY TELEPHONE:

1. You are required to send an email to tmcpubliccomments@weho.org by 12:00 p.m. to be added to the remote public speaker list. Please include your name, phone number (to identify your caller location on Zoom), and the item you would like to speak on.
2. You may dial in ten (10) minutes prior to the start of the meeting. The meeting begins at 6:30 p.m. You will be placed ON HOLD in the Virtual Meeting Room until the meeting commences. When you enter the meeting, please mute your telephone

To comply with the Americans with Disabilities Act of 1990, Assistive Listening Devices (ALD) will be available for check out at the meeting. For people who are Deaf or hard of hearing dial 711 or 1-800-735-2929 (TTY) or 1-800-735-2922 (voice) for California Relay Service (CRS) assistance. If special assistance to participate in this meeting is required, (e.g., an American Sign Language interpreter for people who are Deaf or hard of hearing), please contact the City Clerk's Office at (323) 848-6800 at least 72 hours before the meeting date. You must call or submit your request in writing to the Commission Secretary at (323) 848-6475 or email tmcpubliccomments@weho.org at least 48 hours prior to the meeting.

Special meeting related accommodations (e.g., transportation) may be provided upon written request to the Commission Secretary at least 48 hours prior to the meeting. For information on public transportation, call 323-GO-METRO (323/466-3876) or go to www.metro.net.

If you would like additional information on any item on the agenda, please contact Senior Transportation Planner Chris Corrao at (323) 848-3170.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. APPROVAL OF THE AGENDA: The Commission will approve the agenda for the February 18, 2026, Transportation and Mobility Commission meeting.

5. APPROVAL OF MINUTES: The Commission will approve the minutes of the January 21, 2026, Transportation and Mobility Commission meeting.

6. PUBLIC COMMENT: This time, limited to a maximum of twenty (20) minutes, has been set aside for the public to address the Transportation and Mobility Commission on any item that is not set for public hearing or any item that is not on tonight's agenda. In accordance with the Brown Act, public comment relating to business not appearing on the agenda cannot be acted upon or discussed by the Commission during the meeting but may be referred to staff for report on a future agenda, ordered received and filed, or referred to the proper department for administrative resolution. Staff requests that all persons wishing to address the Commission fill out a Speaker's Slip and give it to the Commission Secretary prior to speaking. The Commission requests that when you begin speaking you state your name and the name of the city where you reside. Individuals may address the Commission for up to three (3) minutes each unless the Commission determines a different time limit.

7. CONSENT CALENDAR: None.

8. NEW BUSINESS:

A. PROPOSED BIKE LOCKERS AT CITY FACILITIES

SUBJECT: The Transportation and Mobility Commission (TMC) will consider a staff proposal to procure and install a total of 20 secure bike lockers at three (3) city facilities, including sites at City Hall, Plummer Park, and West Hollywood Park. This item seeks feedback and a recommendation to the City Council.

RECOMMENDATIONS:

1. Review and comment on proposed locations, quantity, contract requirements, and budget range for public bike lockers.
2. Recommend the City Council authorize Staff to proceed with procurement and installation of bike lockers at City Hall, West Hollywood Park, and Plummer Park.

B. BUS PASS SUBSIDY PROGRAM IMPROVEMENTS

SUBJECT: The Transportation and Mobility Commission (TMC) will consider a staff proposal to streamline the Bus Pass Subsidy Program by updating participation requirements and service delivery processes. The proposed changes are intended to improve the customer experience for participants while increasing program efficiency.

RECOMMENDATIONS:

1. Require completion of Metro's GO TAP Program Participation Waiver as a condition of participation in the City's Bus Pass Subsidy Program.
2. Distribute consolidated application packets for both the Metro discounted TAP card program (Seniors/Persons with Disabilities) and the West Hollywood Bus Pass Subsidy Program at City facilities and partner locations.
3. Establish scheduled counter and phone service hours for program support, supplemented by Metro's Mobile Customer Center and targeted outreach to older adults and persons with disabilities.

9. UNFINISHED BUSINESS:

A. WEHO TARGET VISION ZERO SPEED LIMIT UPDATE AND DRAFT CRASH DASHBOARD

SUBJECT: The Transportation and Mobility Commission (TMC) will review the Engineering and Traffic Survey on Almont Drive and Harratt Street and consider recommending that the City Council lower the speed limit on Harratt Street to 20 mph and take no further action on Almont Drive. TMC will also receive a presentation on the draft WeHo Target Vision Zero Crash Dashboard in development and provide feedback.

RECOMMENDATIONS:

1. Review the Engineering and Traffic Survey on Almont Drive and Harratt Street (Attachment 1).
2. Recommend the City Council authorize Staff to proceed with a new speed zone on Harratt Street (between Hammond Street and San Vicente Boulevard) reducing the speed limit to 20 mph and take no further action on Almont Drive.
3. Receive a presentation and demonstration of the City's draft WeHo Target Vision Zero Crash Dashboard in development and provide feedback to staff.
4. Receive an update AB 382 and the potential for lower prima facie speed limits in school zones and provide feedback.

10. ITEMS FROM STAFF: The Transportation and Mobility Commission liaison will review the Commission look-ahead schedule.

11. ITEMS FROM PUBLIC: This time has been set aside for members of the public

who were unable to address the Commission during the public comment period provided in Agenda Item No. 7.

12. ITEMS FROM COMMISSIONERS | SUBCOMMITTEE REPORTS:

13. ADJOURNMENT: The next regularly scheduled meeting of the Transportation and Mobility Commission will be held on March 18, 2026 at 6:30 p.m. at City Hall, Community Conference Room, 8300 Santa Monica Boulevard.

**CITY OF WEST HOLLYWOOD
TRANSPORTATION AND MOBILITY COMMISSION
WEDNESDAY, JANUARY 21, 2026 – 6:30 PM
CITY HALL - COMMUNITY CONFERENCE ROOM
8300 SANTA MONICA BOULEVARD**

Minutes

1. **CALL TO ORDER:** Chair Eichman called the meeting to order at 6:30 p.m.
2. **LAND ACKNOWLEDGEMENT:** Chair Eichman read the Land Acknowledgement.
3. **PLEDGE OF ALLEGIANCE:** Kevin Burton led the Pledge of Allegiance.
4. **ROLL CALL:** Transportation and Mobility Commission Secretary Brandee Thornton took roll call.

PRESENT: Commissioner Scott Korinke, Commissioner Helen Krieger, Commissioner Jody Litvak, Commissioner Jordan David, Commissioner Dan Wentzel, Vice Chair Steven Greene, Chair David Eichman

ALSO PRESENT: Department of Public Works Director Helen Collins, Transportation and Mobility Division Manager Tamar Fuhrer, Senior Transportation Planner Chris Corrao, Senior Planner David Fenn, and Transportation and Mobility Commission Secretary Brandee Thornton

5. **APPROVAL OF AGENDA**

ACTION: Approve the agenda of January 21, 2026. **Motion by Commissioner Litvak to approve the January 21, 2026 agenda, seconded by Commissioner David and approved with a vote of 7-0.**

6. **APPROVAL OF MINUTES**

ACTION: Approve the amended minutes of November 19, 2026. **Motion by Commissioner Krieger to approve the November 19, 2026 minutes, seconded by Commissioner Korinke and approved with a vote of 6-0, noting the abstention of Commissioner David.**

7. **PUBLIC COMMENT:**

EDD HOLMAN, WEST HOLLYWOOD provided public comment related to an application to amend Municipal Code Section 10.08.157.

ANITA GOSWAMI, WEST HOLLYWOOD provided public comment related to the February 5, 2026, Planning Commission Public Hearing item discussing a proposed zone text amendment addressing parking.

KEVIN BURTON, WEST HOLLYWOOD thanked Department of Public Works staff for painting bike lanes green and requested the attendance of an engineer at the Transportation and Mobility Commission meetings.

8. CONSENT CALENDAR: None

9. NEW BUSINESS:

A. 2026 LEGISLATIVE ACTION DAY FOR APPOINTED OFFICIALS

ACTION: Following deliberation, a motion was made by Commissioner Wentzel to appoint Commissioner Krieger as the representative of the Transportation and Mobility Commission, with Commissioner Litvak appointed as alternate, seconded by Commissioner David. The motion was approved with a vote of 7-0.

B. METRO K LINE NORTHERN EXTENSION LOCALLY PREFERRED ALTERNATE PUBLIC HEARINGS

ACTION: Following deliberation, a motion was made by Commissioner Litvak to appoint Chair Eichman as the representative of the Commission to the Metro Planning and Programming Committee and Commissioner Krieger as the representative to the Metro Board meeting, seconded by Commissioner David. The motion was approved with a vote of 7-0.

10. UNFINISHED BUSINESS:

A. WEHO TARGET VISION ZERO CRASH DATA DASHBOARD

Senior Planner David Fenn provided an update on the Vision Zero Crash Data Dashboard.

ALASTAIR SHEARMAN, WEST HOLLYWOOD provided public comment in support of the Vision Zero Crash Data Dashboard.

ACTION: Receive and file.

B. STANDING FOUNTAIN AVENUE STREETScape PROJECT UPDATE

Senior Transportation Planner Chris Corrao provided an update of the Fountain Avenue Streetscape Project.

KEVIN BURTON, WEST HOLLYWOOD provided public comment in support of staff's work on the Fountain Avenue Streetscape Project.

ACTION: Receive and file.

C. BEVERLY BOULEVARD PROTECTED BIKE LANE PROJECT UPDATE

ACTION: Receive and file.

11. ITEMS FROM STAFF:

Senior Transportation Planner, Chris Corrao and Senior Planner David Fenn presented information regarding the City of Beverly Hills' potential reduction of speed limits, Westside COG Bus Infrastructure Program outreach, and reviewed the look-ahead calendar.

12. PUBLIC COMMENT:

EDD HOLMAN, WEST HOLLYWOOD provided public comment.

13. ITEMS FROM COMMISSIONERS / SUBCOMMITTEE REPORTS:

Commissioner Litvak expressed appreciation to public speakers and requested that staff return with an update addressing public comments regarding parking on Flores Street. Commissioner Litvak also shared information on upcoming transportation-related events, including a lecture series, the Luskin Summit, and the UCLA Arrowhead Symposium.

Commissioner David requested that staff provide follow up on concerns raised during public comment.

Commissioner Krieger thanked staff for installing leading pedestrian intervals at Santa Monica Boulevard and Laurel Avenue, requested a comprehensive map identifying the locations of bike detectors in West Hollywood, and asked for follow-up regarding traffic calming measures near Hancock Avenue and West Knoll Drive. Commissioner Krieger additionally requested that a staff report on memorials for victims of traffic violence be agendaized, noted LA Climate Week, and raised visibility concerns at the intersection of Santa Monica Boulevard and Kings Road.

Commissioner Korinke expressed appreciation for the new leading pedestrian intervals on Fountain Avenue and Crescent Heights Boulevard and noted that Caltrans has initiated work that may impact commutes into West Hollywood. Commissioner Korinke requested updates on efforts to include West Hollywood in speed camera authorization initiatives.

Commissioner Wentzel invited the public to attend the Metro West Side/Service Council monthly meeting and provided an update regarding Metro's development of a contactless fare system.

Vice Chair Greene inquired about the City's preferential permit parking program and requested that staff review and amend public facing communication regarding how the permit process is administered.

Chair Eichman confirmed that Commissioner Korinke will attend the February 5th Planning Commission meeting as the Commission's liaison. Chair Eichman also thanked members of the public for attending the Transportation and Mobility Commission meeting and for their continued engagement.

- 14. ADJOURNMENT:** The meeting was adjourned at 7:55 p.m. The next meeting of the Transportation and Mobility Commission will be held on Wednesday, February 18, 2026, at 6:30 p.m. in the Community Conference Room - City Hall.

NEW BUSINESS

A. PROPOSED BIKE LOCKERS AT CITY FACILITIES

SUBJECT: **PROPOSED BIKE LOCKERS AT CITY FACILITIES**

PREPARED BY: **TRANSPORTATION & MOBILITY DIVISION**
Tamar Fuhrer, AICP, Manager
Chris Corrao, Senior Transportation Planner
Paige Portwood, Associate Planner

STATEMENT OF THE SUBJECT:

The Transportation and Mobility Commission (TMC) will consider a staff proposal to procure and install a total of 20 secure bike lockers at three (3) city facilities, including sites at City Hall, Plummer Park, and West Hollywood Park. This item seeks feedback and a recommendation to the City Council.

RECOMMENDATIONS:

1. Review and comment on proposed locations, quantity, contract requirements, and budget range for public bike lockers.
2. Recommend the City Council authorize Staff to proceed with procurement and installation of bike lockers at City Hall, West Hollywood Park, and Plummer Park.

BACKGROUND:

West Hollywood has made significant efforts to become a more bicycle-friendly city by launching projects and programs that offer safer bicycle infrastructure, traffic calming improvements, and alternative transportation mode incentives. While the City has invested heavily in citywide bike infrastructure and programs, the City still lacks secure, covered public bike storage. Bike lockers advance adopted City mobility, climate and bicycle policy goals as they offer peace of mind for cyclists by providing an added level of security and protection, deterring bicycle theft and vandalism. They are also especially beneficial when bike storage may be needed for longer periods of time. Additionally, with the rise of e-bike adoption, a desire for higher-quality secure bike parking is now more important than ever.

Modern Bike Locker Features

Modern bike storage lockers have vastly upgraded security and technology capabilities that customers can depend on to ensure the lockers are reliable and are only being used for their intended purposes. Bike lockers now offer membership-only access where users can reserve lockers through Bluetooth connectivity and a mobile app. Some companies also issue membership cards, like a Metro TAP card, to access the lockers. Since they are now able to be managed and administered online, the technology provides additional benefits such as tracking utilization, virtual bookings, and the convenience of online billing. It also eliminates the need for physical locks and key distribution or collection. For added security, vendors also offer interior cameras to monitor each locker separately, a beveled door edge to resist a prying tool, override locks, and automotive latches with latch position sensors to enable security alerts.

Resident and City Employee Need

Residents and staff employees alike have expressed the need for covered and secure bike storage at City facilities. For example, as part of the 2022 Bicycle Giveaway Pilot Program, participants were asked open-ended questions to assess how their experience could be improved. A predominant theme that emerged from participants was the need for more public bike amenities. Thirty-seven percent (37%) of respondents reported they would utilize their bicycles more with increased citywide amenities such as secure public bike storage facilities, bike racks, wayfinding signage, and protected bike lanes.

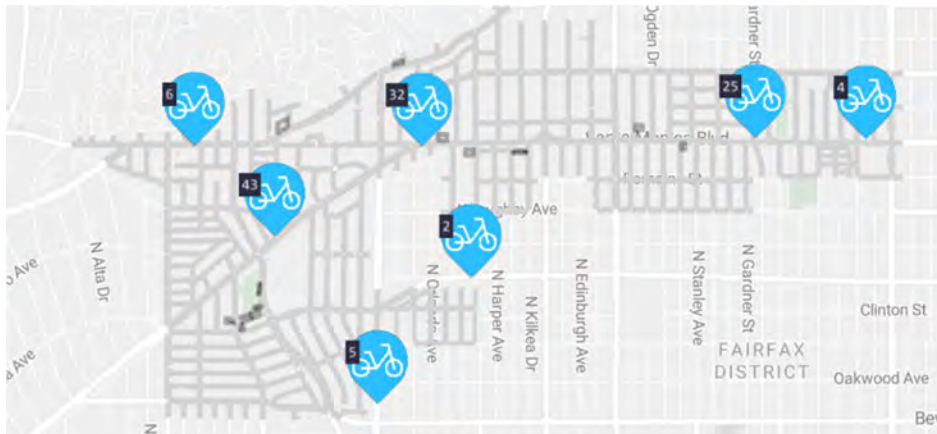
On November 10, 2025, the GoWeHo TMO Program launched a City of West Hollywood (Staff) Employee Commuter Survey. The City's Employee Commuter Survey was the first commuter survey to be conducted for City Staff. Twenty-five percent (25%) of Staff participants indicated that the lack of dedicated bike parking and specifically covered bike storage was a barrier to choosing to bicycle to work.

Existing Public Bike Parking Locations

In 2012, Staff initiated the Bicycle Rack Installation Program, which installed approximately 120 inverted-U bicycle racks across the City. Shown in Figure 1 below, the network of bicycle racks is vast as bicycle racks are stationed consistently throughout the

City. Despite the number of bicycle racks that are available to the public, there are not publicly accessible, secure, or covered bike storage options, especially for key civic destinations in the City.

Figure 1: Bicycle Rack Sites by Corridor/Area



STAFF RECOMMENDATION

Staff recommend that the City invest in high-quality, secure bike storage lockers at three (3) key City facilities, including City Hall, West Hollywood Park, and Plummer Park. Staff propose to install 20 total bike lockers for the City, six (6) lockers at City Hall, six (6) lockers at Plummer Park, and eight (8) lockers at West Hollywood Park. More details on the proposed sites are seen in Attachment A.

In addition to the locations and quantity of bike lockers, Staff are also interested in a vendor that offers other services alongside the bicycle lockers. This includes but is not limited to Bluetooth or mobile app access, an easy online billing system, installation and ongoing maintenance services, customer service, and high-quality security features to limit locker use for bike storage. Additionally, the ideal vendor would be able to dedicate a few lockers at each site for both City employees and for public use.

ANTICIPATED FISCAL IMPACT

Staff collected preliminary quotes from three reputable bike storage vendors, which indicate the cost of implementing the project may range from \$65,000 to \$150,000 for 20 total bike lockers. Final costs will depend on vendor scope, including installation, maintenance, and customer service add-ons.

NEXT STEPS & PROJECT TIMELINE

The TMC feedback will inform the City Council item, which is anticipated to be presented at the March 16, 2026, City Council Meeting. Upon City Council's review and approval of the item, Staff will publish a formal Request for Proposals with installation expected in late 2026, pending procurement.

ATTACHMENTS:

ATTACHMENT A: Proposed Bike Locker Locations

Proposed Bike Locker Locations and Sites (Draft)

West Hollywood City Hall

Address: 8300 Santa Monica Blvd, West Hollywood, CA 90069 / 1085 N Sweetzer Avenue

Notes: Visibility may prohibit a two-tier storage option

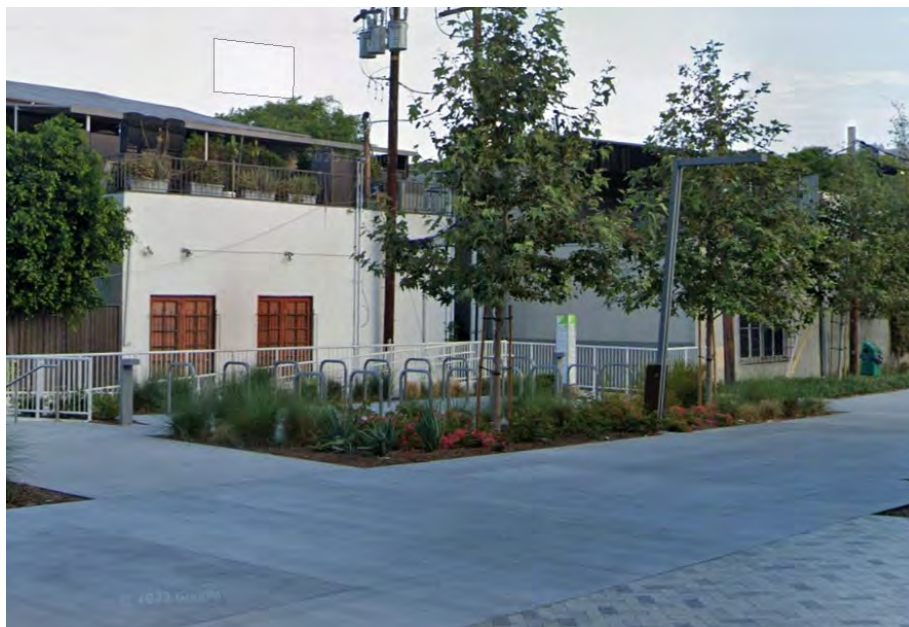


West Hollywood Aquatics and Recreation Center

Address: 8750 El Tovar Pl, West Hollywood, CA 90069

West Hollywood Park

Address: 647 N San Vicente Ave, West Hollywood, CA 90069

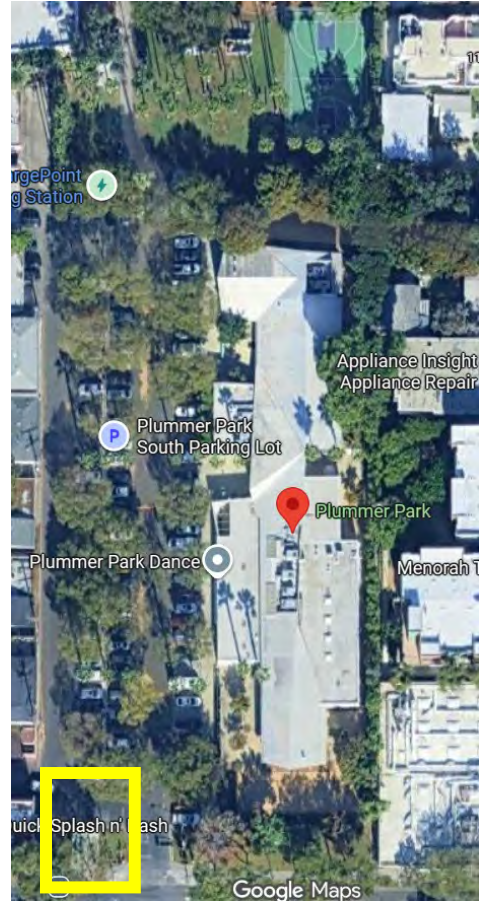
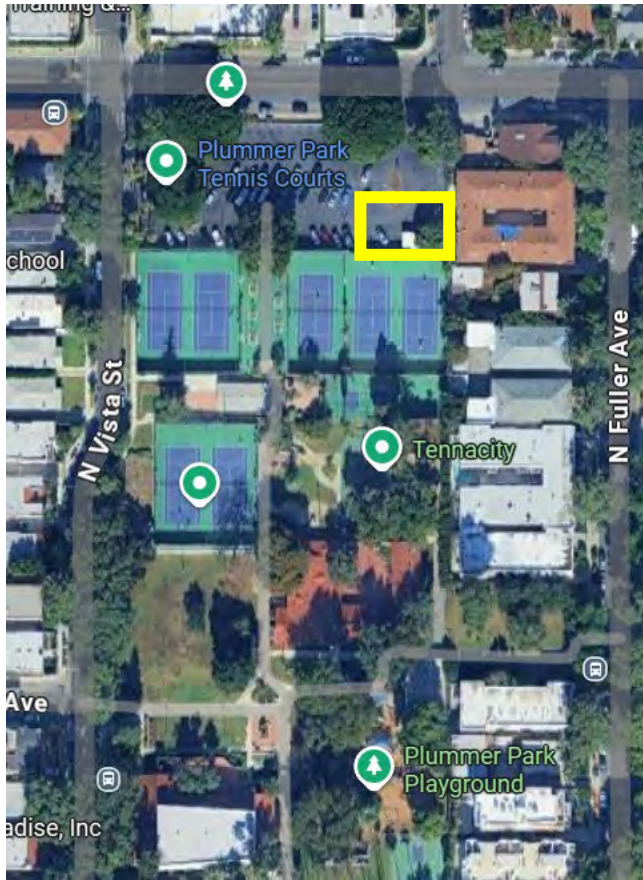


Plummer Park

Address: 7377 Santa Monica Blvd, West Hollywood, CA 90046

Fountain Ave - North Option:

South Option:



North:



South:



NEW BUSINESS

B. BUS PASS SUBSIDY PROGRAM IMPROVEMENTS

SUBJECT: BUS PASS SUBSIDY PROGRAM IMPROVEMENTS

PREPARED BY: DEPARTMENT OF PUBLIC WORKS
Helen Collins, Director of Public Works
Tamar Fuhrer, AICP, Transportation & Mobility Division Manager
Brandee Thornton, Transportation & Mobility Specialist

STATEMENT ON THE SUBJECT

The Transportation and Mobility Commission (TMC) will consider a staff proposal to streamline the Bus Pass Subsidy Program by updating participation requirements and service delivery processes. The proposed changes are intended to improve the customer experience for participants while increasing program efficiency.

RECOMMENDATIONS

1. Require completion of Metro's GO TAP Program Participation Waiver as a condition of participation in the City's Bus Pass Subsidy Program.
2. Distribute consolidated application packets for both the Metro discounted TAP card program (Seniors/Persons with Disabilities) and the West Hollywood Bus Pass Subsidy Program at City facilities and partner locations.
3. Establish scheduled counter and phone service hours for program support, supplemented by Metro's Mobile Customer Center and targeted outreach to older adults and persons with disabilities.

BACKGROUND/ANALYSIS

Program Overview

West Hollywood administers a citywide Bus Pass Subsidy Program (the "Program") for residents aged 62 and above and residents with disabilities. The Program provides participants with up to \$20 per month in stored transit value on a Metro Reduced Fare TAP card. When combined with Metro's \$5 weekly fare cap, the Program effectively covers the full cost of regular transit use for participants.

To participate, residents must first apply for and receive a Metro Reduced Fare TAP card. Once enrolled, City staff load transit value onto participants' cards.

Current Program Administration

At present, participants must take ongoing action to receive fare reloads. Requests may be made by:

- Visiting the Program counter at City Hall during business hours
- Calling the Program phone line during business hours
- Submitting an online reload request via the City's website or QR code
- Mailing a paper reload request form

In-person requests are processed immediately using a Metro-issued point-of-sale device. Requests submitted by phone, online form, or mail are processed through Metro's TAP portal, with balances typically updated within 24 hours.

Because reloads are participant-initiated, staff regularly receive urgent calls from riders who discover depleted balances while already en route. Staff also manage reload requests received outside of business hours, which must be addressed the following business day. These conditions create service gaps for participants and ongoing interruptions for staff.

GO TAP Program Participation Waiver

Metro recently introduced the GO TAP Program Participation Waiver, which allows agencies to view participant card balances and proactively load fare through the online portal. Participants who complete the waiver can receive automatic weekly fare loads of \$20 whenever their card balance drops below \$10.

With this approach, participants no longer need to request reloads and are not at risk of having insufficient fare. When combined with Metro's weekly fare cap and processing timelines, the waiver ensures continuous access to transit.

Staff currently offers the waiver during in-person or phone interactions. To date, 28 participants have opted in. A small number have declined, primarily due to a preference for receiving a fixed monthly amount regardless of usage.

Requiring the waiver would significantly reduce staff time spent responding to individual requests, printing and mailing reload reminders and managing ad hoc service interruptions. It would also reduce printing, postage costs, and environmental waste.

Metro Reduced Fare TAP Card Application Materials

Enrollment in the City's Program requires first obtaining a Metro Reduced Fare TAP card. Metro administers this process through:

- Metro Customer Centers
- Metro's Mobile Customer Center
- Online applications or mailed paper applications

Application materials are available in English and seven additional languages, including Spanish and Russian.

Currently, residents often visit City Hall to receive staff assistance with completing and submitting Metro applications. While this support is valuable, the process can be

simplified by making complete application packets more readily available throughout the community.

STAFF RECOMMENDATION

Staff recommend requiring completion of the GO TAP Program Participation Waiver as a condition of participation in the Bus Pass Subsidy Program. This change would allow staff to load fare automatically and in batches, improving service reliability for participants and increasing administrative efficiency. Implementation would occur over several months to ensure participants are clearly notified and receive the waiver in their preferred format.

Staff further recommend distributing consolidated application packets at key City facilities and partner locations. These packets would include both the Metro Reduced Fare TAP card application and the City's Program application, along with instructions and postage-paid envelopes. Materials would be provided in the most commonly spoken languages in the City. In addition, staff recommend coordinating quarterly deployments of Metro's Mobile Customer Center within West Hollywood and aligning these events with existing programming for eligible residents in partnership with Human Services.

Finally, staff recommend establishing dedicated weekly counter and phone service hours totaling four hours. This approach would allow staff to focus support on participants whose needs cannot be met through automated reloads, application packet distribution, or Mobile Customer Center services, while maintaining access to assistance in a more predictable and efficient manner.

ANTICIPATED FISCAL IMPACT

The proposed changes are expected to reduce printing and mailing costs by approximately \$2,000 annually and free up approximately 0.3 FTE in staff resources. These staff resources would be redirected to other transportation projects and programs.

NEXT STEPS & PROJECT TIMELINE

Feedback from the TMC, the Older Adult Advisory Board, and the Disability Advisory Board will inform any refinements to the proposal. The proposal will then be socialized with City Council; Council approval is not required.

Following feedback and any adjustments, staff anticipate implementing the changes in Spring 2026, with full transition completed by the end of June 2026.

UNFINISHED BUSINESS

A. WEHO TARGET VISION ZERO SPEED LIMIT UPDATE AND DRAFT CRASH DASHBOARD

**SUBJECT: WEHO TARGET VISION ZERO SPEED LIMIT UPDATE AND
DRAFT CRASH DASHBOARD**

PREPARED BY: TRANSPORTATION & MOBILITY DIVISION
Tamar Fuhrer, AICP, Manager
David Fenn, AICP, Senior Planner

STATEMENT OF THE SUBJECT:

The Transportation and Mobility Commission (TMC) will review the Engineering and Traffic Survey on Almont Drive and Harratt Street and consider recommending that the City Council lower the speed limit on Harratt Street to 20 mph and take no further action on Almont Drive. TMC will also receive a presentation on the draft WeHo Target Vision Zero Crash Dashboard in development and AB 382 and provide feedback.

RECOMMENDATIONS:

1. Review the Engineering and Traffic Survey on Almont Drive and Harratt Street (Attachment A).
2. Recommend the City Council authorize Staff to proceed with a new speed zone on Harratt Street (between Hammond Street and San Vicente Boulevard) reducing the speed limit to 20 mph and take no further action on Almont Drive.
3. Receive an update AB 382 and the potential for lower prima facie speed limits in school zones and provide feedback
4. Receive a presentation and demonstration of the City's draft WeHo Target Vision Zero Crash Dashboard in development and provide feedback to staff.

BACKGROUND:

In July 2025, the City Council codified an ordinance reducing speed limits on a subset of narrow residential streets in response to prior City Council direction to evaluate the

potential for additional speed limit reductions on cul-de-sacs, one-way, or differently designed streets. This action expanded on prior Citywide speed limit reductions as part of Vision Zero implementation. At the same time, the City Council directed staff to conduct the legally required engineering and traffic speed surveys needed to consider lower speed limits on Harratt Street and Almont Drive. The attached engineering and traffic survey from DKS Associates (Attachment A) was conducted in response to that direction and recommends a new speed zone on Harratt Street (between Hammond Street and San Vicente Boulevard) be adopted by the City Council. The survey recommended no changes for Almont Drive (between Melrose Avenue and the southern City Limit).

Harratt Street (between Hammond Street and San Vicente Boulevard)

Six crashes were recorded during a 5-year period (2020-2024) on this segment including one injury crash. This segment also includes both West Hollywood Elementary School on the south side of the street, an offset intersection at Hammond Street, and speed cushions for traffic calming. Based on the 85th percentile speed from the speed survey conducted (21 mph), a sufficient sample size as required by state law, the accident records, and the presence of a school within the study segment, DKS recommends a speed limit of 20 miles per hour on this segment. Staff concur with this recommendation and additionally note a history of resident complaints in this area.

Almont Drive (between Melrose Avenue and the southern City Limit)

Nine crashes were reported during a five-year (2020-2024) timeframe on this segment, including three injury crashes and two crashes included unsafe speed as a collision factor. The roadway already includes traffic calming measures such as a traffic closure between the residential study segment of the roadway and the commercial segment to the North as well as neighborhood traffic circles. However, the speed survey conducted did not meet the recommended minimum sample size of 100 vehicles outlined in Section 2B.13 Paragraph 27H in the CAMUTCD to enact speed limit changes through an engineering and traffic survey. Additional speed surveys would likely also fail to meet this threshold in state law due to low traffic volumes on the roadway. For example, the average daily traffic volume during the survey of Almont Drive was only 594 vehicles compared to 1,442 vehicles on Harratt Street. As such, Staff concur with the recommendation to take no

further action on speed limits on Almont Drive.

AB 382 and Potentially Reducing School Zone Speed Limits Citywide

The City of Beverly Hills is exploring reducing speed limits in school zones to further improve the safety of children and families during school hours. AB 382 is a new state law that will automatically implement a prima facie speed limit of 20 mph within 500 feet of a school and 25 mph within 500 feet to 1000 feet from a school while children are present starting on January 1, 2031. However, the law began allowing local jurisdictions to opt-in to these changes on January 1, 2026. Staff is seeking feedback from the commission on whether the City Council should consider opting in to some or all of the provisions on AB 382 before 2031.

Draft WeHo Target Vision Zero Crash Dashboard

For several months, Transportation and Mobility Division Staff have been coordinating with the Information Technology Division on a draft data dashboard to make West Hollywood specific crash data easily accessible to the public. This effort represents the implementation of one of the recommendations of the WeHo Target Vision Zero Action Plan which was adopted by the City Council in December 2023. The Dashboard is intended to help measure success towards the City's goal of reducing and ultimately eliminating fatalities and severe injuries from traffic collisions on the City's roadways and will be used to help identify safety concerns and trends as new data becomes available. Staff are proposing to update the dashboard quarterly to aid in ongoing reporting and accountability. It should be noted that data is derived from the statewide Transportation Injury Mapping System (TIMS) and the most recent year of data is often provisional and incomplete.

The dashboard is still in development so final language, graphics, the web address, and functionality is likely to change before the final public version. The draft dashboard includes crash data from 2014-2025 the following interactive filters:

- Crash severity
- Date
- Time of day

- Pedestrian involved
- Bicyclist involved
- Motorcycle involved
- Unsafe speed involved
- Driving Under the Influence (DUI) involved
- Whether or not the crash occurred at an intersection

City facilities, the City boundary, bike lanes, and the high injury network from the WeHo Target Vision Zero Action plan are included as layers that can be turned on and off for context. Crash data can be displayed as individual points, as clusters, or a heat map with toggles to cycle through each of these view options. Dynamic charts highlight yearly trends, top intersections, crashes by high-injury corridors, and vulnerable user trends based on the crashes selected by users through the filters detailed above. Staff continue to explore potential additional layers, design changes, and functionality and anticipate rolling out new features over time as the dashboard is finalized. For example, future layers might include traffic volumes, upcoming and completed City safety projects, and digital memorials for victims of fatal crashes.

Staff will demonstrate the functionality of the draft dashboard during the TMC meeting and is seeking feedback from the Commission on the draft design and potential additional features. The draft dashboard is available at the following web address if commissioners or members of the public would like to explore the functionality individually ahead of the meeting: <https://visionzero.thefooz.workers.dev/>

Next Steps

TMC feedback on speed limit reductions and AB 382 will be included in the report to the City Council. TMC feedback on the Dashboard will inform the ongoing development of the tool and be noted in the report to the City Council. Staff expect to present both items to the City Council in March or April.

ATTACHMENTS:

ATTACHMENT A: Almont Drive and Harratt Street Engineering and Traffic Survey



ENGINEERING AND TRAFFIC SURVEY

DATE: January 29, 2026

TO: David Fenn | West Hollywood

FROM: Josh Pilachowski, PhD, PE, RSP₁ | DKS Associates

Sean Carney, TE | DKS Associates

Marcus Reyes | DKS Associates

SUBJECT: City of West Hollywood: Almont Drive and Harratt Street
Engineering and Traffic Survey

Project #22040-001

INTRODUCTION

This speed survey was conducted at the direction of the City of West Hollywood in conjunction with the City's Vision Zero efforts. In an effort to improve safety on a Citywide basis, the City Council directed staff to seek opportunities to lower speed limits on streets which are "differently designed" and have control characteristics which would not be readily apparent to the typical driver. DKS worked with City staff to identify candidate locations for an Engineering and Traffic Survey (E&TS) and two were ultimately selected for study: Almont Drive and Harratt Street. This report documents the E&TS for these locations. In alignment with the laws and regulations of the State of California, it is recommended that a new speed zone on Harratt Street (between Hammond Street and San Vicente Boulevard) be adopted by the City Council. No changes are recommended for Almont Drive between Melrose Avenue and the southern City Limit.

SEGMENT 1: ALMONT DRIVE BETWEEN MELROSE AVENUE AND SOUTH CITY LIMIT

This Engineering and Traffic Survey (E&TS) was prepared in accordance with California Vehicle Code (CVC) Section 627 for Almont Drive from Melrose Avenue to the southern city limits of West Hollywood. CVC 40802 requires an E&TS to be prepared if speed limits are to be enforced by radar or any other electronic device. CVC 40802 also outlines that speed zones are evaluated on a recurring basis to avoid creating a "speed trap." This recurring period is five years, seven years if the ticketing officer has received certain training and the equipment has been certified, or 14 years if the ticketing officer has received certain training and the equipment has been certified and a registered engineer has evaluated the segment after seven years and determined that there has been no significant changes in roadway or traffic conditions.

The study segment of Almont Drive is approximately 0.3 miles, classified as a local roadway by the City of West Hollywood General Plan. It is bounded by Melrose Avenue to the north, and the city limits of West Hollywood to the south (approximately 200 feet south of Beverly Boulevard). It has one travel lane in both directions and is stop-controlled at all six intersections within the study segment. The adjacent land use on both sides is single family residential and low-density commercial at the northern and southern ends. This largely residential segment is distinct from the fully commercial segment of Almont Drive just north of this segment from Melrose Avenue to Santa Monica Boulevard where speed limit reductions were recently implemented. The two segments are closed to through traffic with physical barriers just south of Melrose Avenue. The Study segment of Almont Drive is also a designated bike route and excludes vehicles over 3 tons from using the roadway. **Table 1** summarizes the current conditions of the study segment.

TABLE 1: SUMMARY OF CONDITIONS FOR ALMONT DRIVE

POSTED SPEED LIMIT:	None	BICYCLE INFRASTRUCTURE:	Class III Bike Route
STREET WIDTH:	35 ft	SIDEWALK INFRASTRUCTURE:	Present
PARKING:	On-Street	LAND USE:	Residential/Commercial
PARKING REGULATION:	Metered, 2-hour, permit	TRAVEL LANES:	2 (Undivided)

ACCIDENT RECORDS

Nine crashes were reported during a five-year (2020 – 2024) timeframe. Three of the crashes were injury crashes and occurred at intersections. No fatal or serious injury crashes were reported on the study segment. Unsafe speed was a primary collision factor for two of the crashes. The primary collision factor for the remaining crash was due to improper turn and involved a pedestrian. The remaining six crashes were property damage only crashes involving parked vehicles.

SPEED SURVEY

A spot speed survey was conducted between Rosewood Avenue and Rangely Avenue on October 15, 2025 from 11:24 am to 1:34 pm. The weather was clear and dry. A total of 51 samples (26 Northbound and 25 southbound) were collected. **Table 2** summarizes the speed survey.

TABLE 2: SPEED SURVEY SUMMARY FOR ALMONT DRIVE

VOLUME (ADT):	594	85TH PERCENTILE:	21
SEGMENT LENGTH (MI):	0.14	50TH PERCENTILE:	18
VEHICLES SAMPLED:	51	10 MPH IN PACE:	12-21
OBSERVATION TIME (HR)	2	PERCENT IN PACE:	94%

Source: National Data & Surveying Services, 2025

HIGHWAY, TRAFFIC, AND ROADSIDE CONDITIONS NOT READILY APPARENT TO THE DRIVER

Parking is metered in front of commercial buildings and unmarked parking is allowed on both sides of Almont Drive in front of residential buildings. Non-permit vehicles are allowed to park for a maximum of 2 hours during the hours of 8:00 am to midnight from Monday to Saturday, and 11:00 am to 8:00 pm on Sunday. There is no parking from 8:00 am to 9:00 am on Fridays for street cleaning.

As shown in **Figure 1**, the study segment has six intersections. Four of the intersections are stop-controlled traffic circles. The roadway is closed by signs and chains between Melrose Avenue and Rangely Avenue. The closure reduces regional traffic along the corridor.

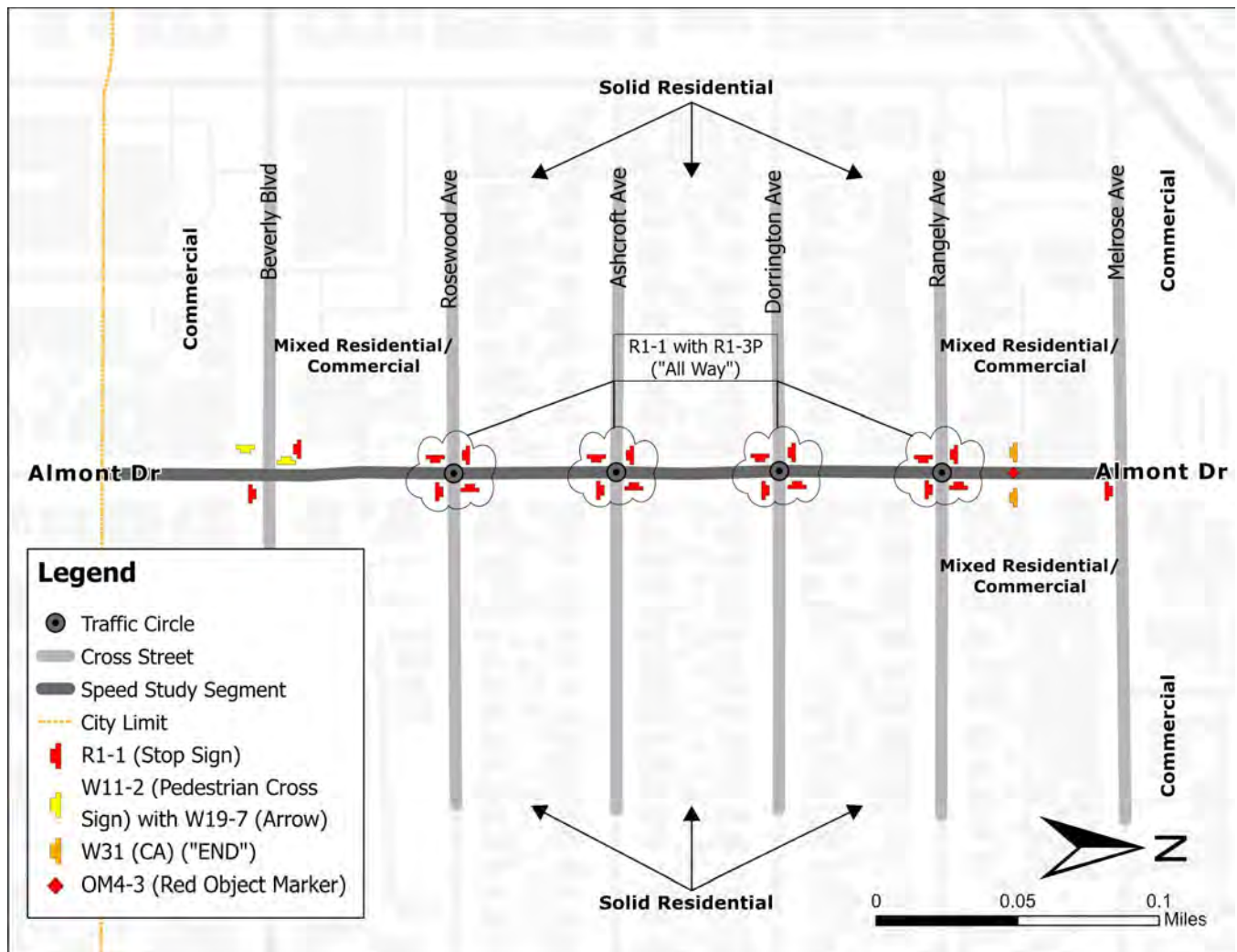


FIGURE 1: STUDY LOCATION FOR ALMONT DRIVE

RECOMENDATION

The speed survey conducted did not fulfill the recommended minimum sample size of 100 vehicles outlined in Section 2B.13 Paragraph 27H in the CAMUTCD. Based on the small sample size and the data gathered thus far, it is recommended that a local street prima facie speed of 25 miles per hour is maintained.

SEGMENT 2: HARRATT STREET BETWEEN WESTERN TERMINUS AND SAN VICENTE BOULEVARD

This Engineering and Traffic Survey (E&TS) was prepared in accordance with California Vehicle Code (CVC) Section 627 for Harratt Street from N San Vicente Boulevard to the street’s western terminus west of Hammond Street. CVC 40802 requires an E&TS to be prepared if speed limits are to be enforced by radar or any other electronic device. CVC 40802 also outlines that speed zones are evaluated on a recurring basis to avoid creating a “speed trap.” This recurring period is five years, seven years if the ticketing officer has received certain training and the equipment has been certified, or 14 years if the ticketing officer has received certain training and the equipment has been certified and a registered engineer has evaluated the segment after seven years and determined that there has been no significant changes in roadway or traffic conditions.

The study segment of Harratt Street is approximately 0.2 miles long and is classified as a local roadway by the City of West Hollywood General Plan. It is bounded by N Vicente Boulevard to the east and a dead end to the west. It has one travel lane in both directions and is stop-controlled at two intersections. East of Hammond Street, the adjacent land use on the north side of the segment includes medium density apartments. West Hollywood Elementary School is located on the south side of the street in this segment. West of Hammond Street is a mix of offices and residential units. On-street parking is available on both sides of the street. Street sweeping occurs from 10:00 am to 12:00 pm on Tuesdays and parking is prohibited for non-permit vehicles from 7:00 pm to 7:00 am. **Table 3** shows the summary of Harratt Street’s conditions.

TABLE 3: SUMMARY OF CONDITIONS FOR HARRATT STREET

POSTED SPEED LIMIT:	None	BICYCLE INFRASTRUCTURE:	None
STREET WIDTH:	26 ft – 34 ft	SIDEWALK INFRASTRUCTURE:	Yes
PARKING:	On-Street	LAND USE:	Residential/Commercial/ Elementary School
PARKING REGULATION:	Nighttime, Permit	TRAVEL LANES:	2 (Undivided)

ACCIDENT RECORDS

Six crashes were recorded during a 5-year period (2020 – 2024). One recorded crash was an injury crash that was located at an intersection. The primary collision factor was improper turning and did not involve pedestrians or bicyclists. The remaining five crashes were property damage only crashes involving parked vehicles.

SPEED SURVEY

A spot speed survey was conducted between Hammond Street and N San Vicente Boulevard on October 15, 2025 from 9:26 am to 11:15 am. The weather was clear and dry. A total of 100 samples were collected in total. **Table 4** summarizes the speed survey.

TABLE 4: SPEED SURVEY SUMMARY FOR HARRATT STREET

VOLUME (ADT):	1,442	85 TH PERCENTILE:	21
SEGMENT LENGTH (MI):	0.1	50 TH PERCENTILE:	16
VEHICLES SAMPLED:	100	10 MPH IN PACE:	12-21
OBSERVATION TIME (HR)	1.8	PERCENT IN PACE:	86%

Source: National Data & Surveying Services, 2025

HIGHWAY, TRAFFIC, AND ROADSIDE CONDITIONS NOT READILY APPARENT TO THE DRIVER

Harratt Street has a perpendicular offset of nearly 20 feet at Hammond Street. An elementary school is also located at the south side of the roadway with crossings across the intersection at Hammond Street, Hilldale Avenue, and N San Vicente Boulevard. The western terminus leads into several private driveways. The study segment map is shown in **Figure 2**.

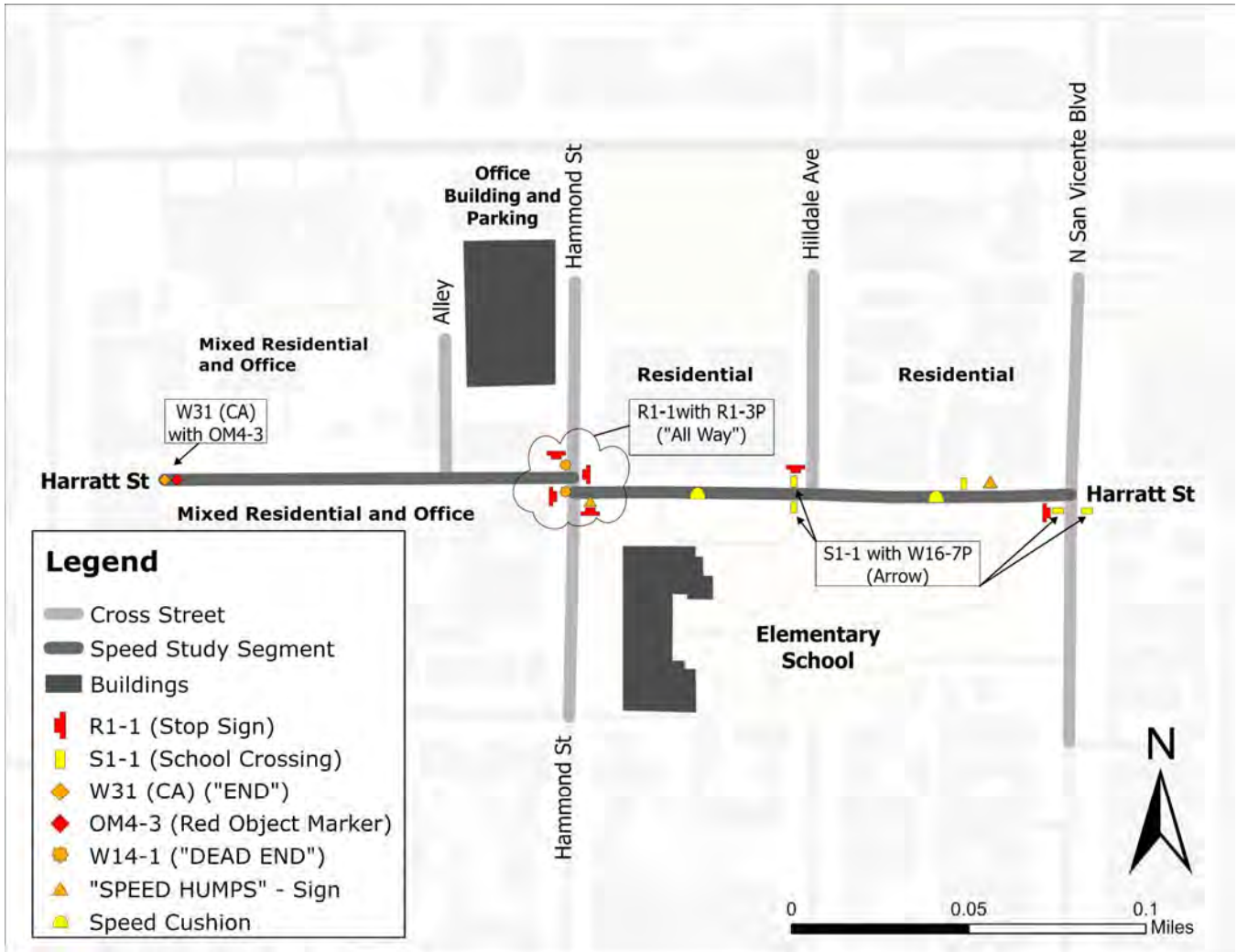


FIGURE 2: STUDY LOCATION FOR HARRATT STREET

RECOMENDATION

Based on the 85th percentile speed from the speed survey conducted, the accident records, and the presence of a school within the study segment, a speed limit of 20 miles per hour is recommended.

CERTIFICATION

This report includes an evaluation of speed limits for Harratt Street between its western terminus and San Vicente Boulevard within the City of West Hollywood. An E&TS is required under CVC 40802 where speed limits are to be enforced by radar or any other electronic device that measures the speed of moving objects. The following references were used in the preparation of this document:

1. California Vehicle Code (CVC) - As of January 1, 2026
2. *California Manual of Uniform Traffic Control Devices (MUTCD), 2014 Revision 9* - State of California Department of Transportation, Sacramento, California

Harratt Street is a local street with one travel lane in each direction. It primarily serves residential uses and a local elementary school. Currently, it has an unposted Prima Facie Speed limit of 25 mph based on CVC 22352 (c). The 85th percentile speed measured on Harratt Street on October 15, 2025 was 21 miles per hour.

CVC 22358.6 (a) requires that local authorities round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. CVC 22358 further establishes that a local authority may establish a speed limit in increments of 5 mph between 65 mph and 15 mph.

Crash Records: Six crashes occurred on Harratt Street between 2020-2024 with one injury collision occurring at an intersection and five property damage only collisions involving parked vehicles. Daily volume was measured as 1,442 vehicles per day resulting in an approximate collision rate of 10.95 collisions per million vehicle miles traveled (MVM). This is above the statewide average collision rate for similar facilities of 1.07 collisions per MVM (*2023 Crash Data on California State Highways*, Caltrans, April 2025).

Recommendation

Based on prevailing speeds, a posted speed limit of 20 mph is recommended.



Joshua Pilachowski, T.E.

Registered Traffic Engineer 2763

APPENDIX



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CONTENTS

SECTION 1. SPOT SPEED STUDY

SECTION 2. 24-HOUR COUNTS

SECTION 1. SPOT SPEED STUDY

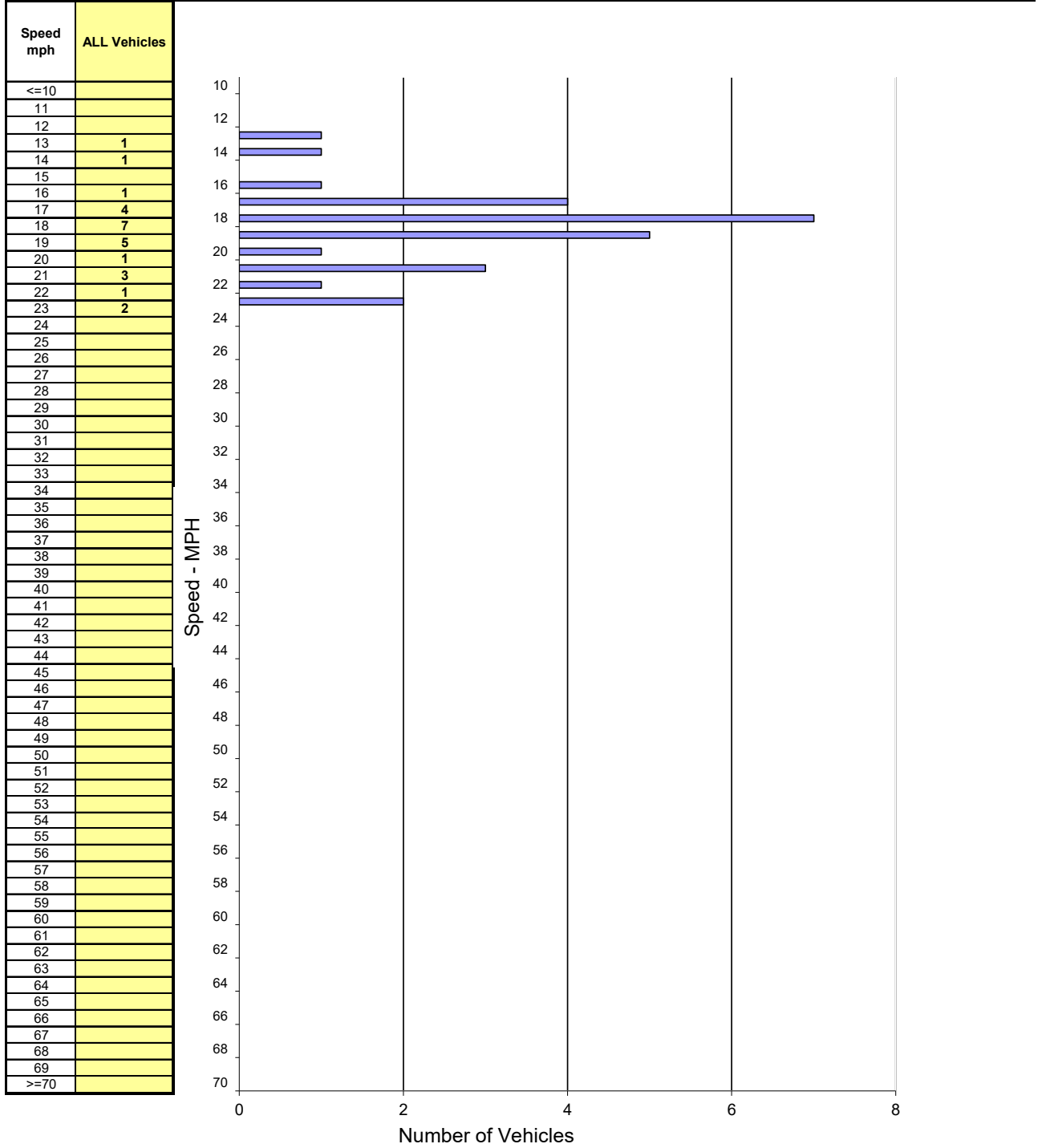
FOR ALMONT DRIVE AND HARRATT STREET

City of West Hollywood

DATE: 10/15/2025
TIME: 11:24-13:24

Location: Almont Dr Bet Rangely Ave & Rosewood Ave
Posted Speed: None Weather: Clear/Dry Project #: 25-020381-001

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	26	13 - 23	18 mph	21 mph	14 - 23	25	96%	3% / 1	0% / 0

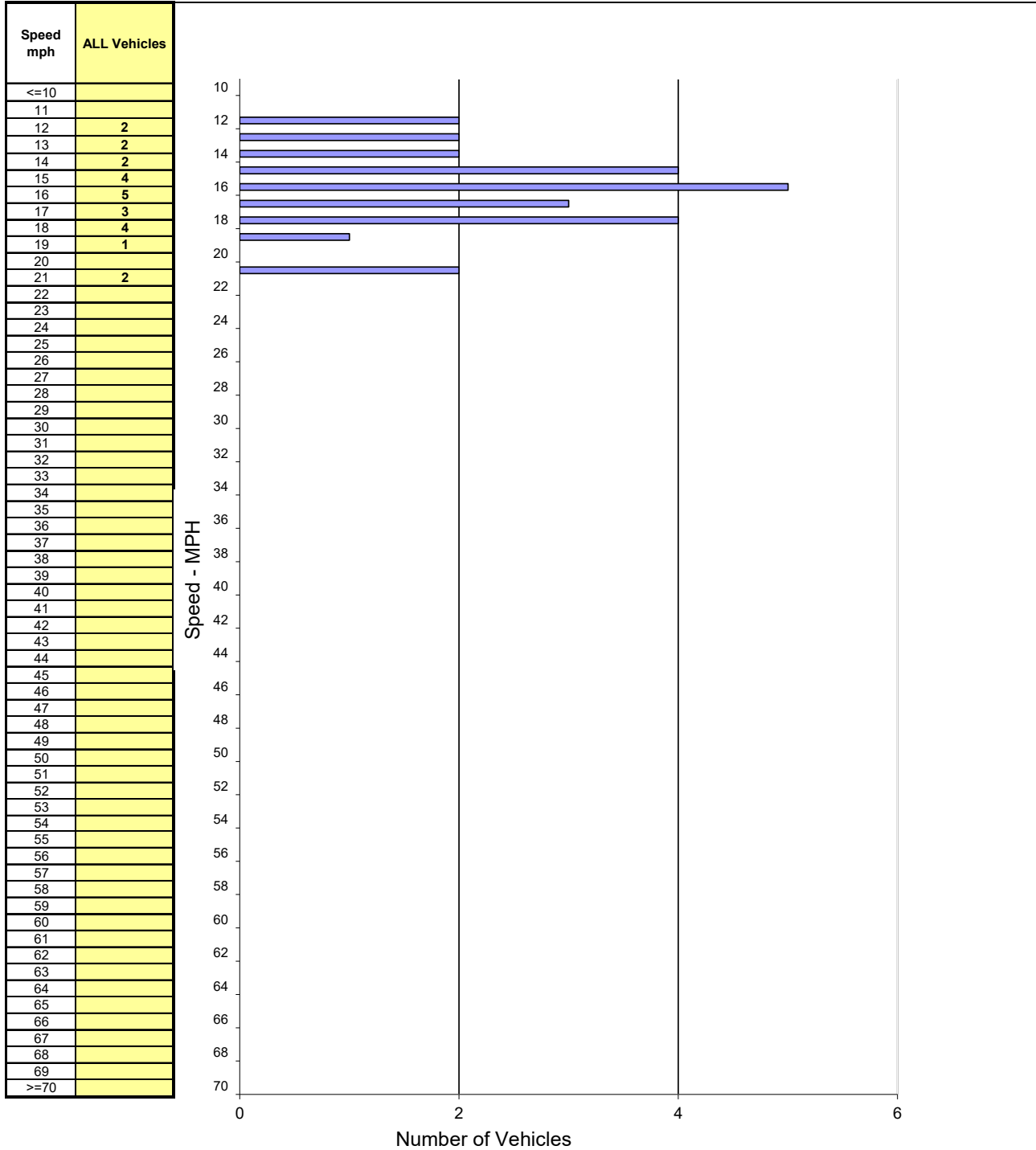


City of West Hollywood

DATE: 10/15/2025
TIME: 11:24-13:24

Location: Almont Dr Bet Rangely Ave & Rosewood Ave
Posted Speed: None Weather: Clear/Dry Project #: 25-020381-001

Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	25	12 - 21	16 mph	18 mph	12 - 21	25	100%	0% / 0	0% / 0

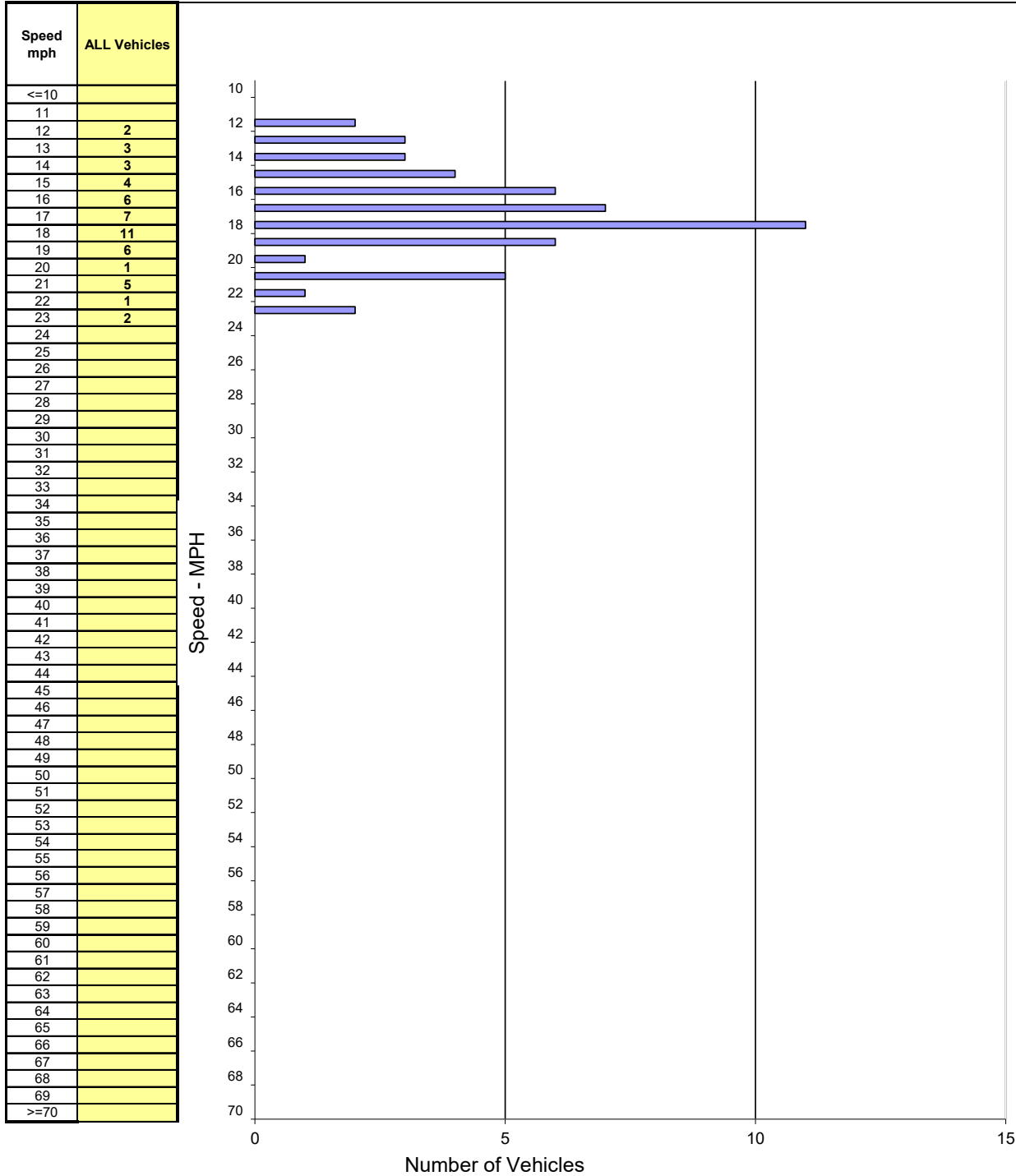


City of West Hollywood

DATE: 10/15/2025
TIME: 11:24-13:24

Location: Almont Dr Bet Rangely Ave & Rosewood Ave
Posted Speed: None Weather: Clear/Dry Project #: 25-020381-001

Northbound & Southbound Spot Speeds



SPEED PARAMETERS										
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent Pace	in	% / # Below Pace	% / # Above Pace
ALL	51	12 - 23	18 mph	21 mph	12 - 21	48	94%		0% / 0	6% / 3

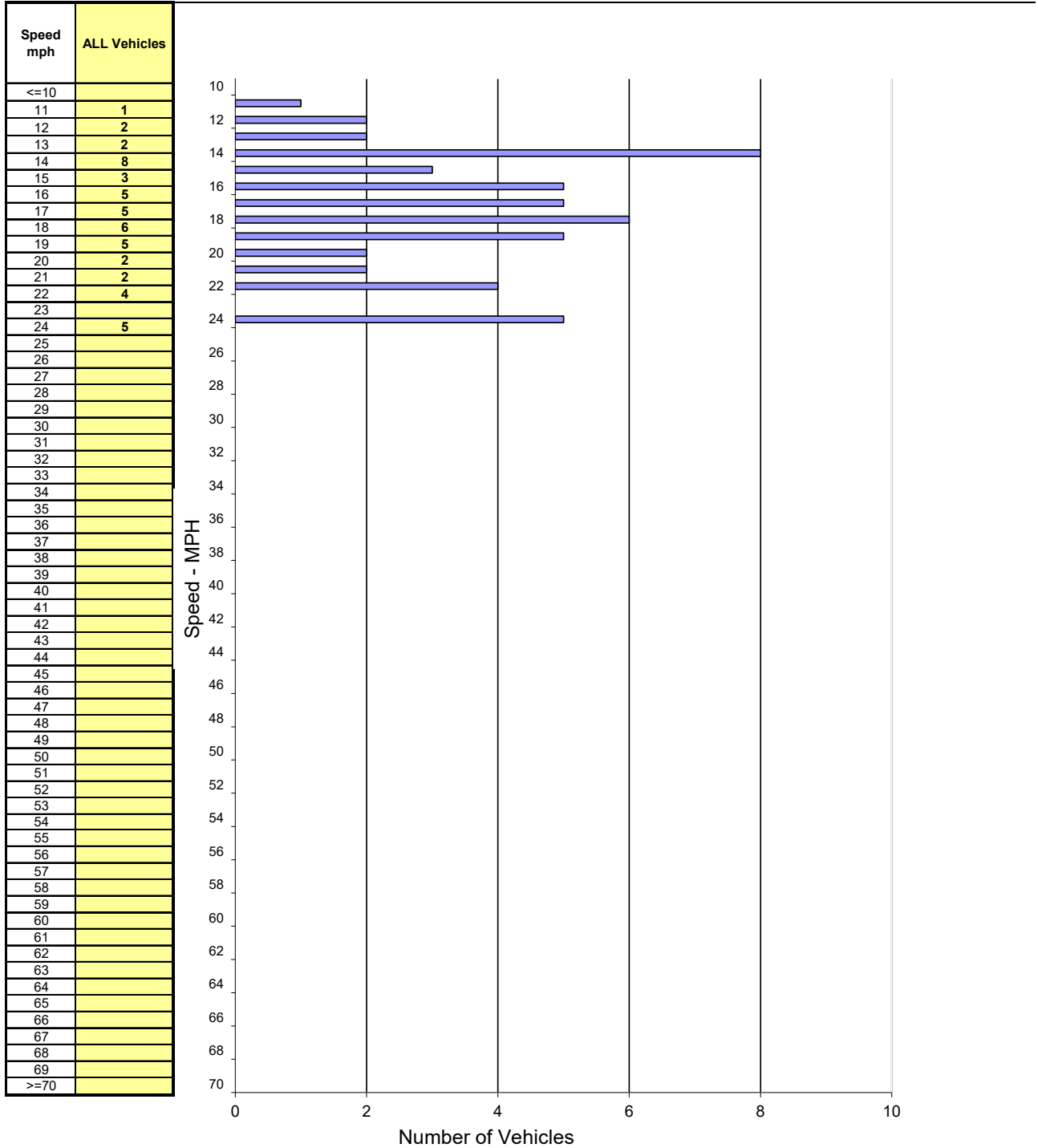


City of West Hollywood

DATE: 10/15/2025
TIME: 09:26-11:15

Location: Harratt St Bet Hammond St & N San Vicente Blvd
Posted Speed: 15 MPH Weather: Clear/Dry Project #: 25-020381-002

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	11 - 24	17 mph	22 mph	15 - 24	45	90%	26% / 13	-16% / -8

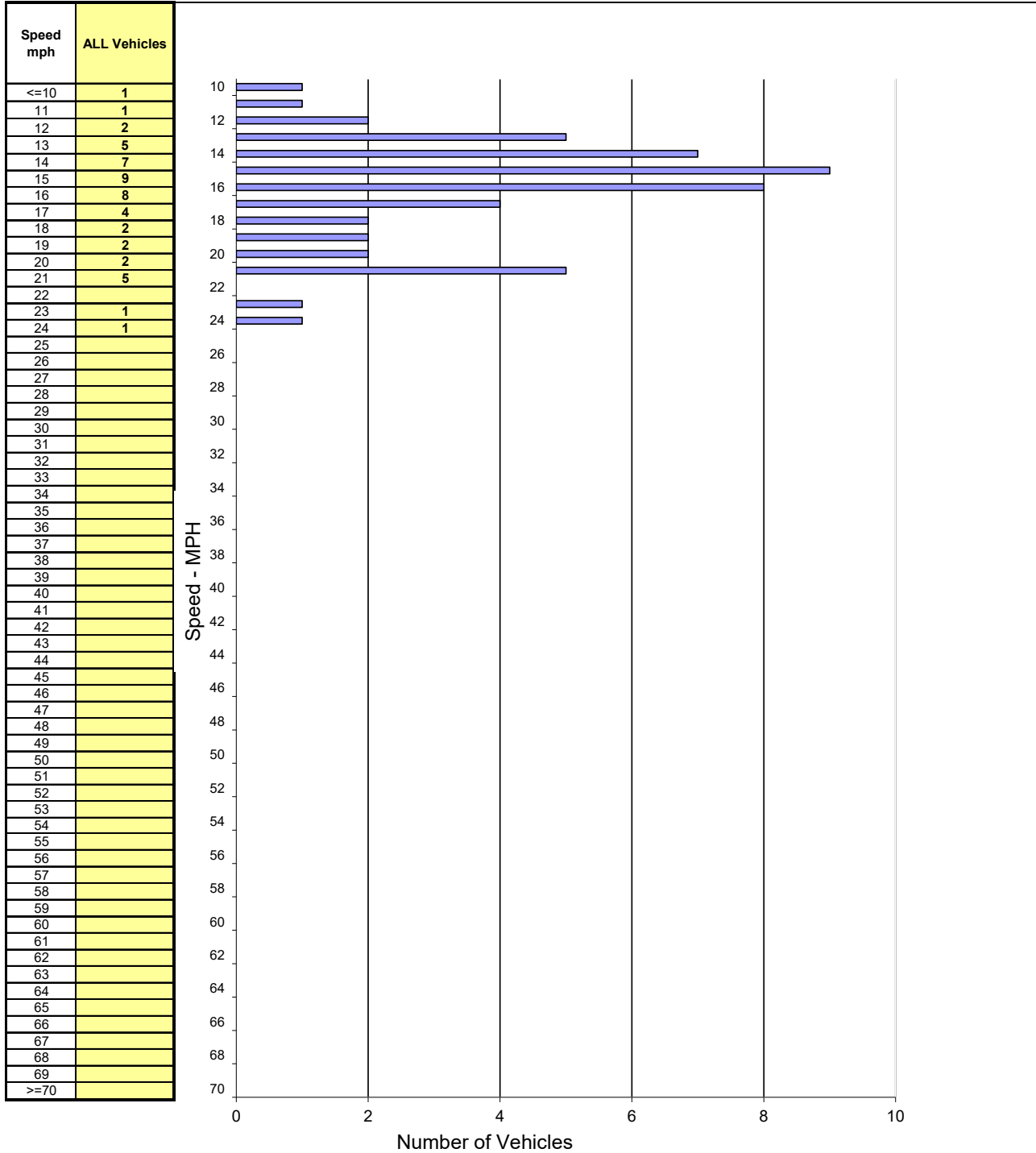


City of West Hollywood

DATE: 10/15/2025
TIME: 09:26-11:15

Location: Harratt St Bet Hammond St & N San Vicente Blvd
Posted Speed: 15 MPH Weather: Clear/Dry Project #: 25-020381-002

Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	11 - 24	15 mph	20 mph	12 - 21	46	92%	4% / 2	4% / 2

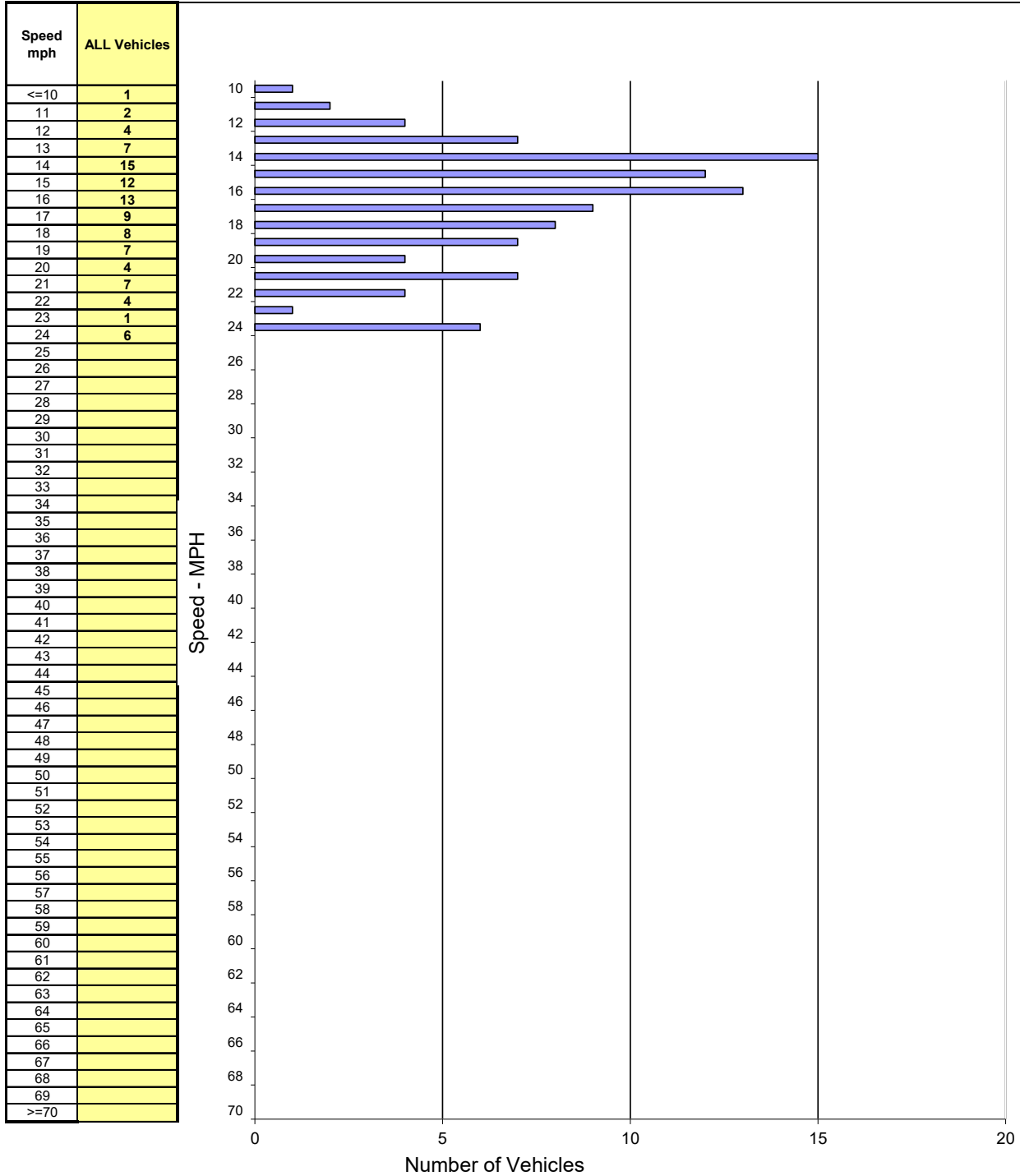


City of West Hollywood

DATE: 10/15/2025
TIME: 09:26-11:15

Location: Harratt St Bet Hammond St & N San Vicente Blvd
Posted Speed: 15 MPH **Weather:** Clear/Dry **Project #:** 25-020381-002

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	100	11 - 24	16 mph	21 mph	12 - 21	86	86%	3% / 3	11% / 11



SECTION 2. 24-HOUR COUNTS

FOR ALMONT DRIVE AND HARRATT STREET

VOLUME

Almont Dr Bet Rangely Ave & Rosewood Ave

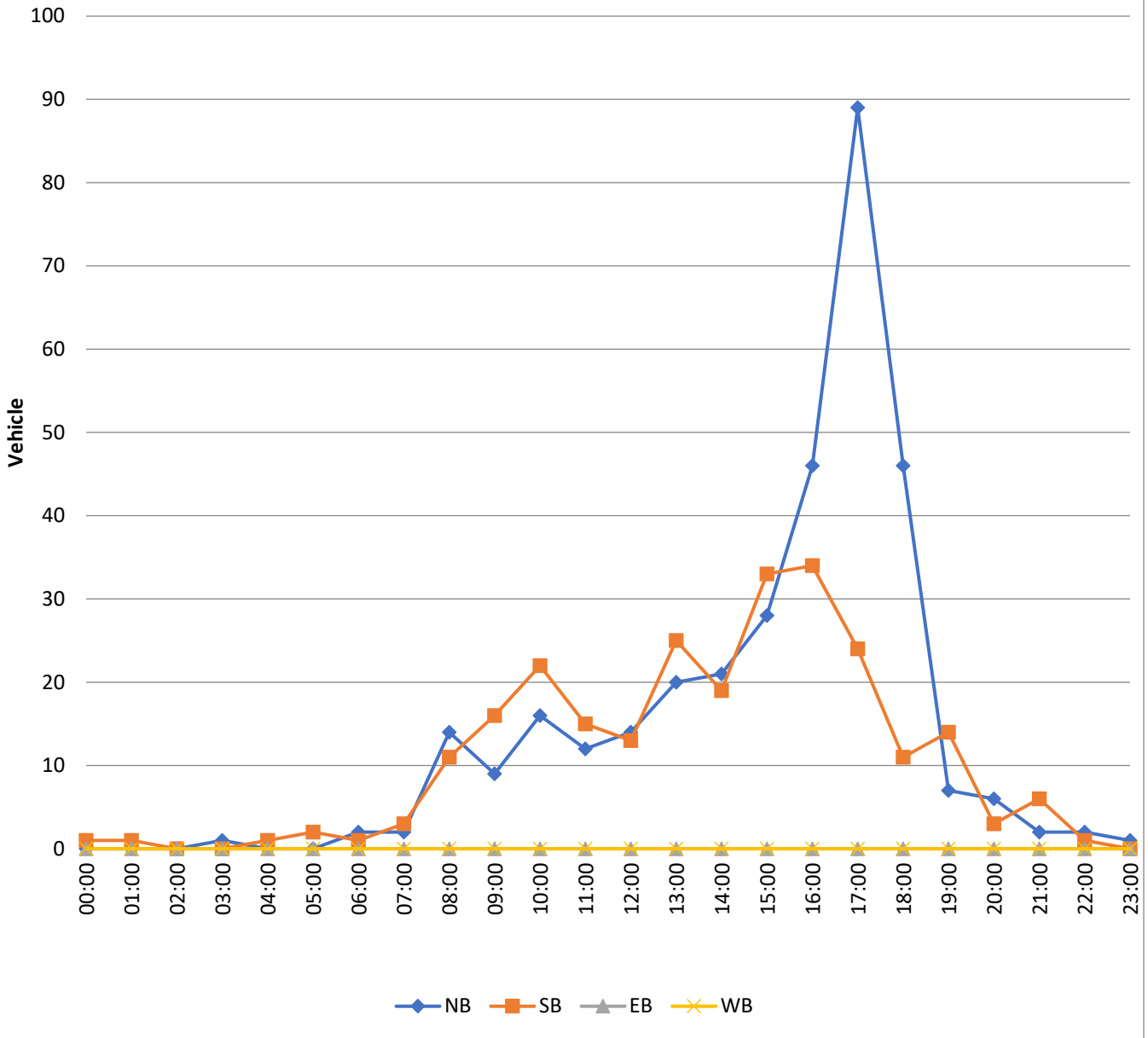
Day: Wednesday
Date: 10/15/2025

City: West Hollywood
Project #: CA25_020380_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						338	256	0	0	594							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	1	1			2	00:00	01:00	0	1		1
0:15	0	0			0	12:15	5	3			8	01:00	02:00	0	1		1
0:30	0	1			1	12:30	6	2			8	02:00	03:00	0	0		0
0:45	0	0			0	12:45	2	7			9	03:00	04:00	1	0		1
1:00	0	0			0	13:00	6	8			14	04:00	05:00	0	1		1
1:15	0	1			1	13:15	5	5			10	05:00	06:00	0	2		2
1:30	0	0			0	13:30	4	6			10	06:00	07:00	2	1		3
1:45	0	0			0	13:45	5	6			11	07:00	08:00	2	3		5
2:00	0	0			0	14:00	1	4			5	08:00	09:00	14	11		25
2:15	0	0			0	14:15	2	6			8	09:00	10:00	9	16		25
2:30	0	0			0	14:30	8	5			13	10:00	11:00	16	22		38
2:45	0	0			0	14:45	10	4			14	11:00	12:00	12	15		27
3:00	0	0			0	15:00	7	5			12	12:00	13:00	14	13		27
3:15	1	0			1	15:15	11	11			22	13:00	14:00	20	25		45
3:30	0	0			0	15:30	6	12			18	14:00	15:00	21	19		40
3:45	0	0			0	15:45	4	5			9	15:00	16:00	28	33		61
4:00	0	0			0	16:00	9	11			20	16:00	17:00	46	34		80
4:15	0	1			1	16:15	10	11			21	17:00	18:00	89	24		113
4:30	0	0			0	16:30	14	5			19	18:00	19:00	46	11		57
4:45	0	0			0	16:45	13	7			20	19:00	20:00	7	14		21
5:00	0	1			1	17:00	19	3			22	20:00	21:00	6	3		9
5:15	0	0			0	17:15	15	4			19	21:00	22:00	2	6		8
5:30	0	1			1	17:30	25	8			33	22:00	23:00	2	1		3
5:45	0	0			0	17:45	30	9			39	23:00	00:00	1	0		1
6:00	0	0			0	18:00	25	3			28	STATISTICS					
6:15	0	1			1	18:15	8	2			10		NB	SB	EB	WB	TOTAL
6:30	0	0			0	18:30	10	5			15	Peak Period	00:00 to 12:00				
6:45	2	0			2	18:45	3	1			4	Volume	56	73	129		
7:00	0	0			0	19:00	2	4			6	Peak Hour	9:30	10:15	10:15		
7:15	0	0			0	19:15	1	3			4	Peak Volume	16	24	40		
7:30	1	2			3	19:30	3	5			8	Peak Hour Factor	0.571	0.750	0.769		
7:45	1	1			2	19:45	1	2			3	Peak Period	12:00 to 00:00				
8:00	3	4			7	20:00	2	0			2	Volume	282	183	465		
8:15	4	3			7	20:15	2	1			3	Peak Hour	17:15	15:15	17:15		
8:30	1	3			4	20:30	1	2			3	Peak Volume	95	39	119		
8:45	6	1			7	20:45	1	0			1	Peak Hour Factor	0.792	0.813	0.763		
9:00	2	5			7	21:00	0	0			0	Peak Period	07:00 to 09:00				
9:15	1	3			4	21:15	1	1			2	Volume	16	14	30		
9:30	2	4			6	21:30	1	4			5	Peak Hour	8:00	7:45	8:00		
9:45	4	4			8	21:45	0	1			1	Peak Volume	14	11	25		
10:00	3	3			6	22:00	1	0			1	Peak Hour Factor	0.583	0.688	0.893		
10:15	7	6			13	22:15	0	0			0	Peak Period	16:00 to 18:00				
10:30	2	5			7	22:30	0	1			1	Volume	135	58	193		
10:45	4	8			12	22:45	1	0			1	Peak Hour	17:00	16:00	17:00		
11:00	3	5			8	23:00	0	0			0	Peak Volume	89	34	113		
11:15	4	3			7	23:15	0	0			0	Peak Hour Factor	0.742	0.773	0.724		
11:30	3	4			7	23:30	1	0			1						
11:45	2	3			5	23:45	0	0			0						
TOTALS	56	73	0	0	129	TOTALS	282	183	0	0	465						
SPLIT %	43%	57%	0%	0%	22%	SPLIT %	61%	39%	0%	0%	78%						

Volume

Almont Dr. Bet. Rangely Ave & Rosewood Ave



VOLUME

Harratt St Bet Hammond St & N San Vicente Blvd

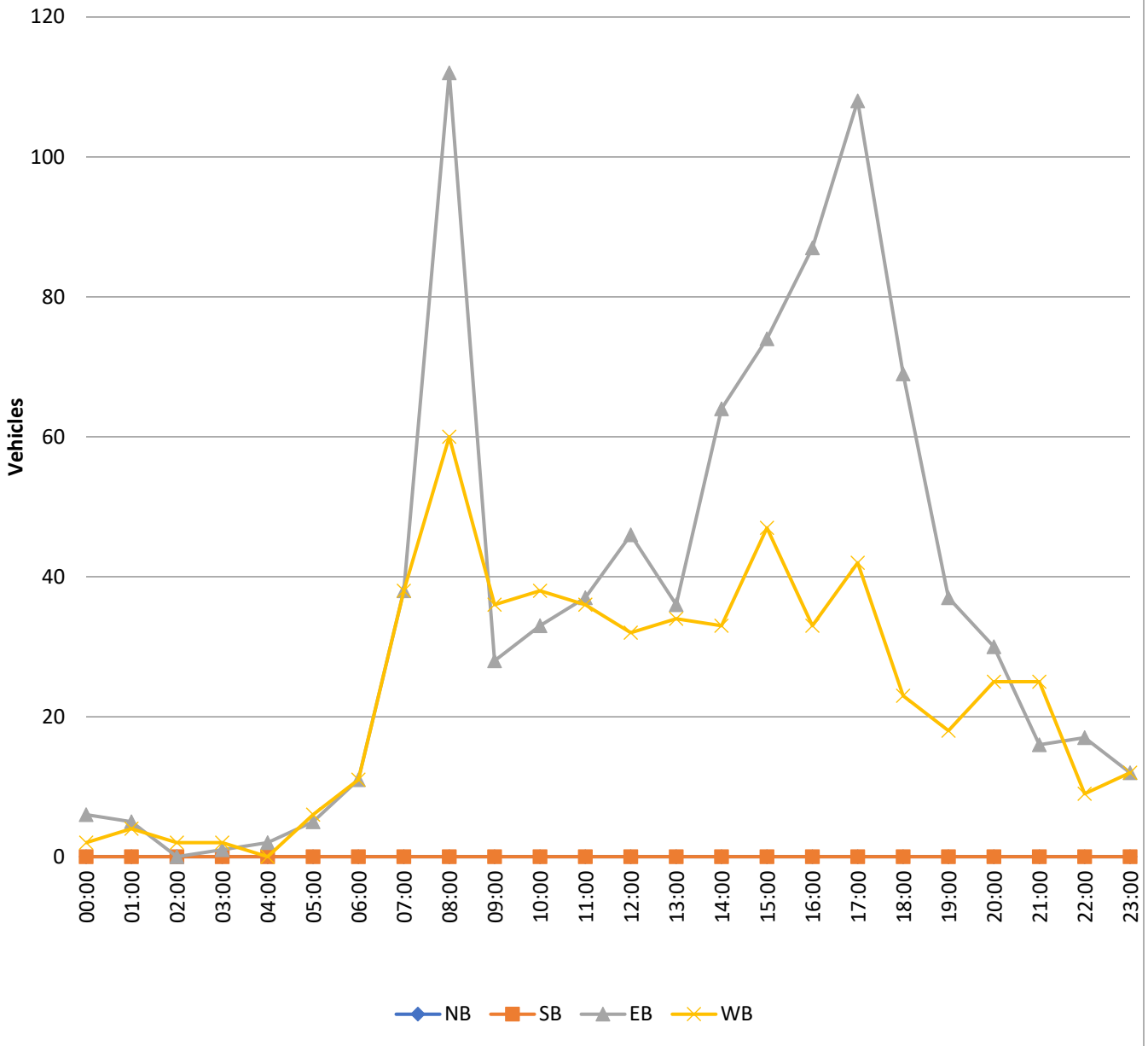
Day: Wednesday
Date: 10/15/2025

City: West Hollywood
Project #: CA25_020380_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	874	568	1,442							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	0	2	12:00			11	10	21	00:00 01:00			6	2	8
0:15			1	1	2	12:15			13	8	21	01:00 02:00			5	4	9
0:30			2	0	2	12:30			13	8	21	02:00 03:00			0	2	2
0:45			1	1	2	12:45			9	6	15	03:00 04:00			1	2	3
1:00			0	0	0	13:00			10	11	21	04:00 05:00			2	0	2
1:15			3	3	6	13:15			11	5	16	05:00 06:00			5	6	11
1:30			1	1	2	13:30			8	9	17	06:00 07:00			11	11	22
1:45			1	0	1	13:45			7	9	16	07:00 08:00			38	38	76
2:00			0	1	1	14:00			2	3	5	08:00 09:00			112	60	172
2:15			0	1	1	14:15			7	8	15	09:00 10:00			28	36	64
2:30			0	0	0	14:30			22	7	29	10:00 11:00			33	38	71
2:45			0	0	0	14:45			33	15	48	11:00 12:00			37	36	73
3:00			0	0	0	15:00			13	11	24	12:00 13:00			46	32	78
3:15			0	1	1	15:15			16	10	26	13:00 14:00			36	34	70
3:30			0	1	1	15:30			25	13	38	14:00 15:00			64	33	97
3:45			1	0	1	15:45			20	13	33	15:00 16:00			74	47	121
4:00			1	0	1	16:00			25	8	33	16:00 17:00			87	33	120
4:15			0	0	0	16:15			28	9	37	17:00 18:00			108	42	150
4:30			1	0	1	16:30			17	11	28	18:00 19:00			69	23	92
4:45			0	0	0	16:45			17	5	22	19:00 20:00			37	18	55
5:00			1	0	1	17:00			20	12	32	20:00 21:00			30	25	55
5:15			1	1	2	17:15			23	14	37	21:00 22:00			16	25	41
5:30			2	3	5	17:30			35	4	39	22:00 23:00			17	9	26
5:45			1	2	3	17:45			30	12	42	23:00 00:00			12	12	24
6:00			1	2	3	18:00			30	9	39	STATISTICS NB SB EB WB TOTAL Peak Period 00:00 to 12:00 Volume 278 235 513 Peak Hour 7:30 7:30 7:30 Peak Volume 134 74 208 Peak Hour Factor 0.500 0.661 0.547					
6:15			2	0	2	18:15			17	4	21						
6:30			4	3	7	18:30			11	3	14	Peak Period 12:00 to 00:00 Volume 596 333 929 Peak Hour 17:15 14:45 17:15 Peak Volume 118 49 157 Peak Hour Factor 0.843 0.817 0.935					
6:45			4	6	10	18:45			11	7	18	Peak Period 07:00 to 09:00 Volume 150 98 248 Peak Hour 7:30 7:30 7:30 Peak Volume 134 74 208 Peak Hour Factor 0.500 0.661 0.547					
7:00			2	5	7	19:00			15	4	19	Peak Period 16:00 to 18:00 Volume 195 75 270 Peak Hour 17:00 16:30 17:00 Peak Volume 108 42 150 Peak Hour Factor 0.771 0.750 0.893					
7:15			5	5	10	19:15			7	7	14						
7:30			5	8	13	19:30			5	2	7						
7:45			26	20	46	19:45			10	5	15						
8:00			67	28	95	20:00			9	10	19						
8:15			36	18	54	20:15			6	3	9						
8:30			4	7	11	20:30			9	5	14						
8:45			5	7	12	20:45			6	7	13						
9:00			7	8	15	21:00			6	9	15						
9:15			4	7	11	21:15			5	5	10						
9:30			6	6	12	21:30			3	7	10						
9:45			11	15	26	21:45			2	4	6						
10:00			7	6	13	22:00			8	2	10						
10:15			4	7	11	22:15			2	1	3						
10:30			15	17	32	22:30			3	2	5						
10:45			7	8	15	22:45			4	4	8						
11:00			8	9	17	23:00			1	6	7						
11:15			6	11	17	23:15			5	4	9						
11:30			13	8	21	23:30			5	1	6						
11:45			10	8	18	23:45			1	1	2						
TOTALS	0	0	278	235	513	TOTALS	0	0	596	333	929						
SPLIT %	0%	0%	54%	46%	36%	SPLIT %	0%	0%	64%	36%	64%						

Volume

Harratt St Bet. Hammond St & N San Vicente Blvd



SIGNATURE CERTIFICATE



REFERENCE NUMBER

23AB4AB0-E09E-4F6C-BD27-79D3955480AA

TRANSACTION DETAILS

Reference Number
23AB4AB0-E09E-4F6C-BD27-79D3955480AA

Transaction Type
Signature Request

Sent At
01/29/2026 01:56:33 PM EST

Executed At
01/29/2026 01:58:22 PM EST

Identity Method
email

Distribution Method
email

Signed Checksum
8dd1e6afe4cff3e4f786dae4c7e0d72b85734d953eab5b569a1fffd8275d04d4

Signer Sequencing
Disabled

Document Passcode
Disabled

DOCUMENT DETAILS

Document Name
City of West Hollywood - Almont Drive and Harratt Street Engineering and Traffic Survey - Final Stamped

Filename
City_of_West_Hollywood_-_Almont_Drive_and_Harratt_Street_Engineering_and_Traffic_Survey_-_Final_Stamped.pdf


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b2cb7f29e7d4a2450ca040b98fd59822df1e437595360268b5abc0814dc2bbfb

SIGNERS

SIGNER	E-SIGNATURE	EVENTS
<p>Name Joshua Pilachowski</p> <p>Email josh@dksassociates.com</p> <p>Components 1</p>	<p>Status signed</p> <p>Multi-factor Digital Fingerprint Checksum 4f53cda18c2baa0c0354bb5f9a3ecbe5ed12ab4d8e11ba873c2f11161202b945</p> <p>IP Address 50.255.255.178</p> <p>Device Chrome Mobile via Android</p> <p>Drawn Signature </p> <p>Signature Reference ID E4C9BE72</p> <p>Signature Biometric Count 5</p>	<p>Viewed At 01/29/2026 01:57:21 PM EST</p> <p>Identity Authenticated At 01/29/2026 01:58:22 PM EST</p> <p>Signed At 01/29/2026 01:58:22 PM EST</p>

AUDITS

TIMESTAMP	AUDIT
01/29/2026 01:56:33 PM EST	Elizabeth Aguilar (elizabeth.aguilar@dksassociates.com) created document 'City_of_West_Hollywood_-_Almont_Drive_and_Harratt_Street_Engineering_and_Traffic_Survey_-_Final_Stamped.pdf' on Chrome via Windows from 50.255.255.178.
01/29/2026 01:56:33 PM EST	Joshua Pilachowski (josh@dksassociates.com) was emailed a link to sign.
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ITEMS FROM STAFF

A. LOOK-AHEAD CALENDAR AND TRANSPORTATION & MOBILITY DIVISION WORKPLAN REVIEW

Transportation & Mobility Commission

Look Ahead Calendar



Discussion Items/Presentations

Staff

2026

	<ul style="list-style-type: none">• Bus Pass Subsidy Program Existing Conditions & Improvement Areas	Tamar Fuhrer, Transportation and Mobility Manager
February 18	<ul style="list-style-type: none">• Proposed Bike Storage Locations at City Facilities• WeHo Target Vision Zero Crash Dashboard	Paige Portwood, Associate Planner David Fenn, Senior Planner
	<ul style="list-style-type: none">• Legislative Update	Hernan Molina, Governmental Affairs Liaison
March 18	<ul style="list-style-type: none">• 9160 Sunset Boulevard Recirculated Draft Environmental Impact Report (DEIR)• Personal Delivery Device Program Update	Adrian Gallo, Senior Planner Paige Portwood, Associate Planner

Standing Agenda Items:

- Beverly Boulevard Project Update – Chris Corrao, Senior Transportation Planner
- Fountain Avenue Streetscape Project Update – Chris Corrao, Senior Transportation Planner

**Transportation Mobility Commission
February 2026 Project and Program Updates**

Project/Program	Directive/ Strategic Plan Goal	Project Health	Last Update	Status	Accomplishments Since Last Update	Next Steps	Additional Notes
Beverly Blvd Bikeway Feasibility Study	- Council Directive CD 2023 - WeHo 40 Strategic Plan 1.4.1, 3.6.7	On Track	Jan-26	Conceptual Design	- Held internal design charette in December 2026 - Met with Cedars in January 2026	- Outreach events in Spring 2026	- Preferred alternative to be presented to City Council in Summer 2026, following outreach
Fountain Avenue Streetscape Project	- Council Directive CD 1747 - WeHo 40 Strategic Plan 1.4.1, 3.6.7	On Track	Jan-26	Phase I - Engineering Design Phase II - RFP	- 60% Design received mid-February and under internal review	- Complete design review & move toward 100% for Phase I - Proposals for Phase II due mid-March	
Transit Services	- WeHo 40 Strategic Plan 1.3.5, 3.6.2, 3.6.9	On Track		RFP for Operations Contract	- RFP for operations contract being released mid-February, in collaboration with Beverly Hills	- Review submittals in late March	- Comprehensive services analysis to begin in Summer 2026
Prop A Fund Exchanges		On Track		Ongoing	- \$2.2M exchanged with City of Lakewood	- Executing \$500k fund exchange with City of Walnut	
Vision Zero Action Plan Implementation		On Track	Dec-26	Draft Dashboard	- Draft Dashboard designed by IT	- Refine dashboard and launch - Bring additional speed survey results to Council in March 2026 for approval	
K Line Extension	- WeHo 40 Strategic Plan 3.6.3, 3.6.4	On Track		Pending Metro Board Decision	- Held Rally February 2026 - Ongoing advocacy efforts	- EIFD resolution to Council if San Vicente-Fairfax alignment is selected as local preferred alternative	
Metro Bikeshare	- WeHo 40 Strategic Plan	On Hold		Pending Metro Vendor Selection		- Once Metro selects vendor for new contract, WeHo can move forward with program	- Metro procurement has been delayed due to protests of selected vendor

(end of packet)

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