

# MOBILITY

## Avenues Mobility Objectives

- **More consistent street character** - roadway width/stripping and sidewalk width/zones
- **More walkable**, including wider sidewalks on Melrose and Robertson and safer street crossings
- **More bikable**, including sharrows and bike lanes
- **More sidewalk space** for outdoor dining & business related activity
- **Manage peak-hour through traffic** to reduce peak period volumes on the Melrose and Robertson
- **Safe, convenient parking**



## Proposed Mobility Improvements

### Primary Improvements to Achieve Objectives

1. 15' sidewalks on all streets to accommodate pedestrians, dining, other activities that support businesses
2. Parallel curbside parking on all streets
3. Bus stop improvements
4. Bicycle sharrows on Melrose and Robertson and, if consistent with the regional system, bike lanes on Beverly
5. Consistent roadway width and lanes on each street
6. Crosswalks at all intersections
7. Landscaped medians at gateways

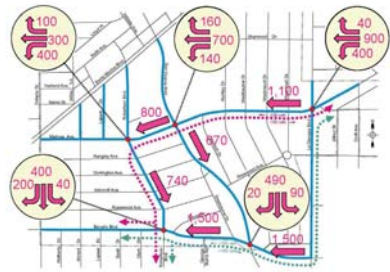
### Other Best Practices Where Appropriate

- Corner/bus stop curb extensions
- Directional corner ramps
- Crosswalk median refuges
- Crosswalks staggered through medians
- Raised crosswalks
- Safety measures at unsignalized crosswalks
- Bike sharing program
- Bike parking
- Eliminate or narrow curb cuts/driveways

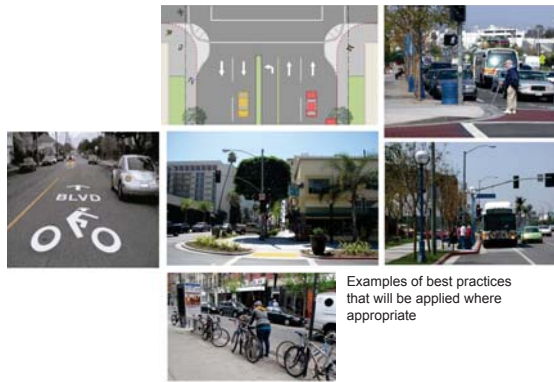


West Hollywood's General Plan establishes functional street classifications citywide and within the Avenues district (highlighted)

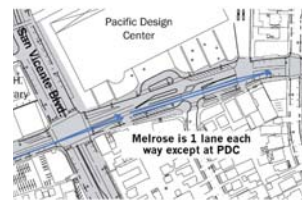
## A.M. Peak Hour - Mostly Through Traffic



Number of cars during the morning commute moving through the Avenues (before 10:00am)



Examples of best practices that will be applied where appropriate



Remove bottleneck by eliminating one-block long additional lane: existing above; proposed below.



Remove bottleneck by shifting transition east of La Cienega: existing above; proposed below.



Eliminate two-way left-turn lane between Huntley and West Knoll to free up ROW width for wider sidewalks.