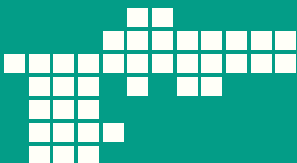


# WORKSHOP #2 SUMMARY REPORT

OCTOBER 26<sup>TH</sup>, 2013 – WEST HOLLYWOOD LIBRARY



**PEDESTRIAN AND BICYCLE**  
MOBILITY PLAN UPDATE

PREPARED BY:  
**MELÉNDREZ**

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

## WORKSHOP OUTLINE & INTRODUCTION

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

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

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

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

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

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

## NEXT STEPS

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

## COMMENT SUMMARY

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

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

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

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

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



# PROJECT #1

## Southwest Connections - Almont Drive



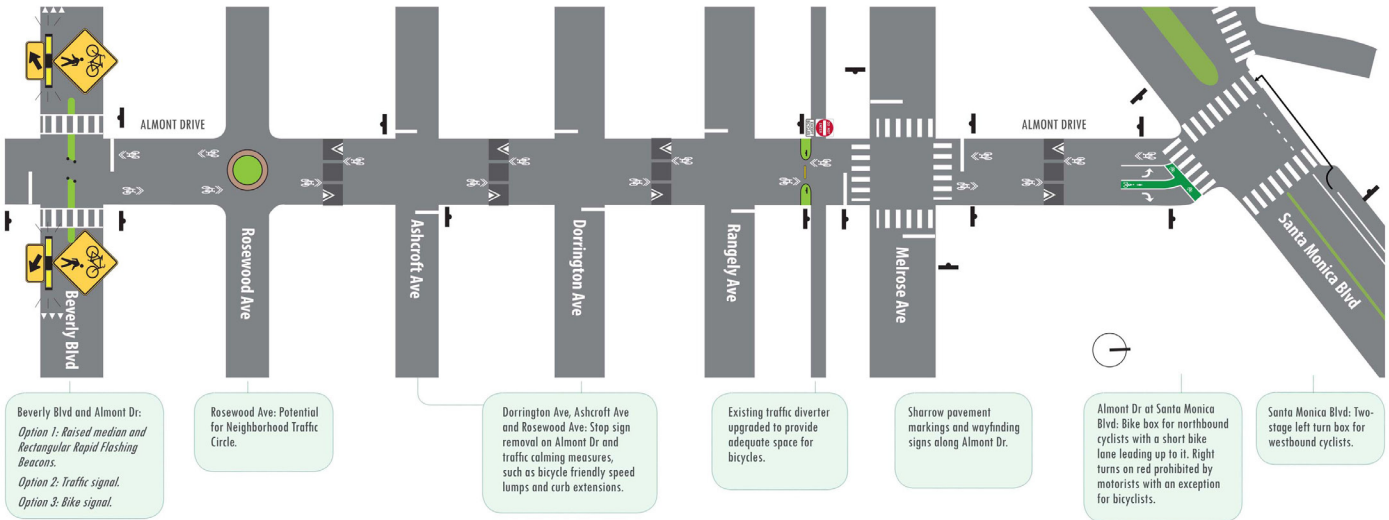
### Goals & Purpose:

Provide a low-stress bikeway - a "Neighborhood Greenway" on Almont Drive - to make an easy connection from the bike lane on Santa Monica Boulevard to the bike lane on Burton Way, for a robust regional network.

### Quick Look:

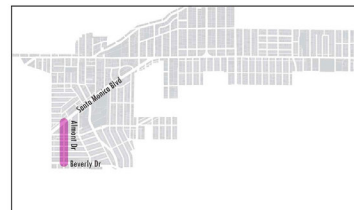
Greenway length: 0.7 miles (0.35 in West Hollywood)  
 Improved intersections: 6  
 Agencies involved: 2 (West Hollywood & City of Los Angeles)  
 On-street parking impacts: Minor

## ILLUSTRATIVE PROJECT MAP



**Neighborhood Greenway (n.)** A street that has been prioritized for walking and bicycling by reducing non-local cut-through vehicle traffic and calming traffic speeds. It is designed to create a comfortable and pleasant experience for pedestrians and all levels of cyclists.

## KEY MAP



## Station 1: Comment Summary

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

### Traffic Calming, Diverting, Turning, and other Related Amenities

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

### Place-Specific Comments

- Beverly: there isn't a lot of traffic for biking through here
- Would like bike detection at Beverly with stencil
- Push button on curb at street; RRFB at Beverly and Almont.

- Robertson: temporary street closure at night
- Robertson: sharrow and repave
- 2 left turn lanes needed because of new development on Almont at Santa Monica Boulevard
- Santa Monica Boulevard: continue bike lane to Doheny
- Use green median between Almont and Doheny along Santa Monica Boulevard as a bike path
- Consider bike lanes between Almont and Doheny along Santa Monica Boulevard. Melrose triangle will add more parking.
- Melrose Triangle parking

### Crossings

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

### Other

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

# PROJECT #2

## Santa Monica Blvd. Pedestrian Crossing Improvements



### Goals & Purpose:

Improve safety at unsignalized pedestrian crossings on Santa Monica Boulevard, a major hub of activity during the day and evening.

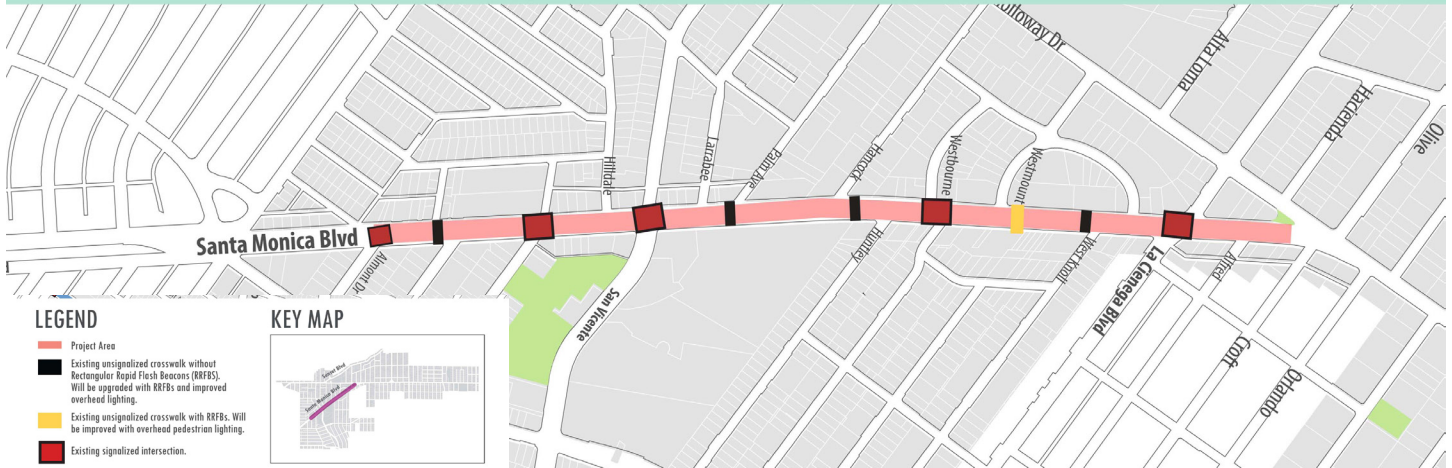
### Quick Look:

Segment length: 0.8 miles

Crossings/improved intersections: 5

Agencies involved: 1 (West Hollywood)

On-street parking impacts: None



## Station 2: Comment Summary

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

### General / Support

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

### Crossings, Visibility, and Signage

- All crosswalks should have night-time lights, flashers, etc.
- Add red blinking lights
- Flashing beacons are good, but need even more visibility
- Use in-road flashers for more visibility
- Use in-road flashers
- Want in-road flashers and blinking signals at eye-level
- Need overhead signage at crosswalks AND in-road flashers – pedestrians need to be more visible
- Crosswalks should be more visible, use signage that tells people there is ped x-ing ahead – e.g. at Westbourne / Gym Bar
- Want scramble crossings (e.g. San Vicente)
- Want scramble crossings including La Brea
- You shouldn't have to push the button to cross the road at certain times of the day, for example at San Vicente and at Robertson
- Shouldn't have to push the button to cross - it should be automatic
- Put pedestrian signals on automatic recall

- Pedestrian signal is too short; make it longer
- Put the West Knoll crosswalk mid-block
- Need a little bulb-out that people step out onto to show that they want to cross - it's hard for cars to see pedestrians ready to cross

### Bike Lanes & Facilities

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

### Lighting

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

### Sidewalks

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

### Other

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

# PROJECT #3

## East Santa Monica Blvd Pedestrian and Bike Improvements

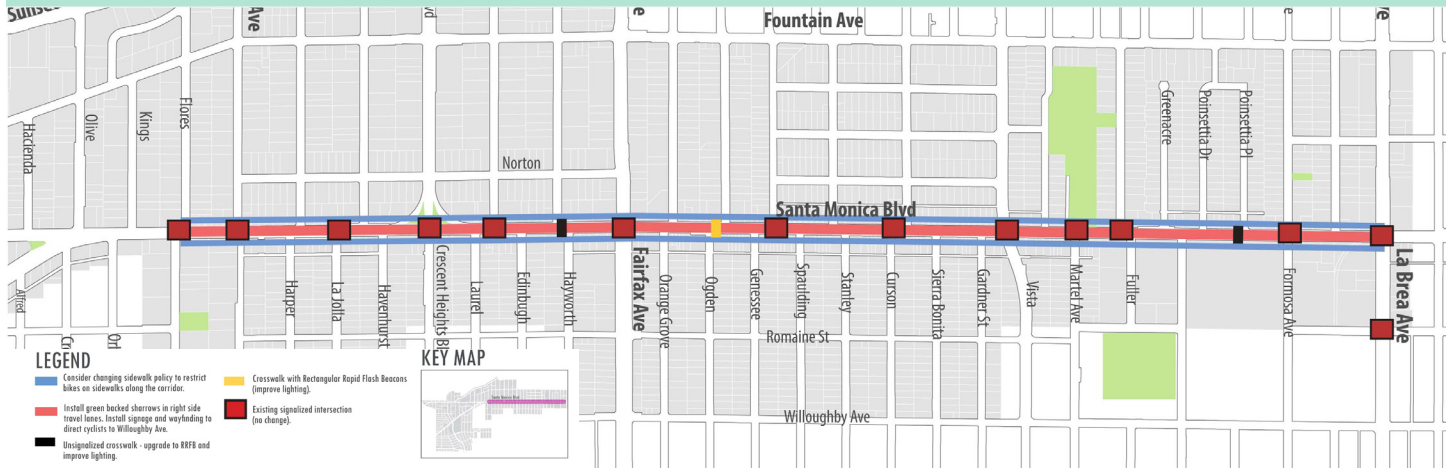


### Goals & Purpose:

Reduce bike and pedestrian conflicts on sidewalks and improve east-west connectivity along the City's most important commercial corridor.

### Quick Look:

Segment length: 0.8 miles  
 Improved intersections: 3  
 Agencies involved: 1 (West Hollywood)  
 On-street parking impacts: None



## Station #3: Comment Summary

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

### Bike Lanes and Facilities

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

### Crossings

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

### Place Specific Comments

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

### Other

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

# PROJECT #4

## Willoughby Avenue Neighborhood Greenway

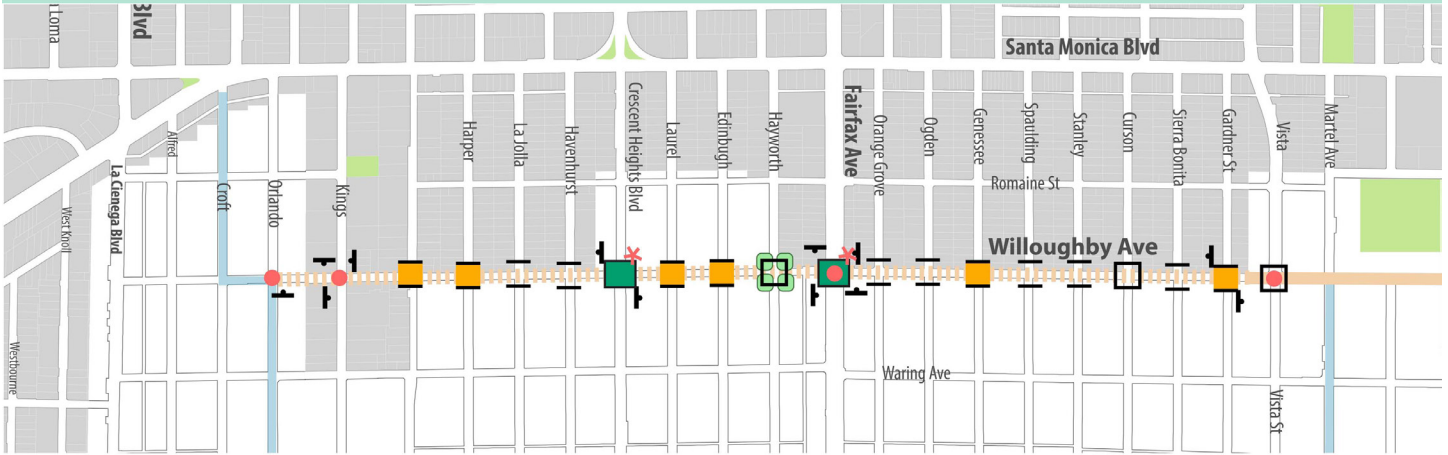


### Goals & Purpose:

Provide a low stress east-west bike corridor alternative to Santa Monica Boulevard that connects existing bike sharrows to the east and existing bike lanes to the west.

### Quick Look:

Segment length: 1.1 miles  
 Improved intersections: 10  
 Agencies involved: 2 (West Hollywood & City of Los Angeles)  
 On-street parking impacts: Minor



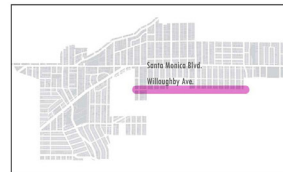
Note\*: Proposed improvements would reduce vehicular traffic on Willoughby by 31%



### LEGEND

- Proposed Bike Sharrows
- Existing Bike Sharrow
- Proposed Regional Bike Network
- Proposed Wayfinding Signs
- Proposed Curb Extensions
- Bike Signal
- Existing Signalized Intersection Improvements
- Stop Signs Reoriented on Willoughby Ave cross streets
- Addition of Two-Way Stop
- Potential Traffic Diverter
- Existing 4-Way Stop

### KEY MAP



## Station #4: Comment Summary

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

### All Comments

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



# PROJECT #5

## Fountain Avenue Road Diet



### Goals & Purpose:

Improve the pedestrian and bicycle conditions on Fountain Avenue by redesigning the street to dedicate more space to pedestrians and cyclists.

### Quick Look:

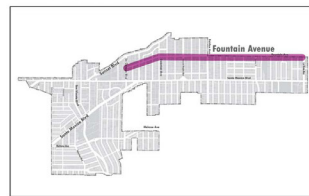
Segment length: 1.85 miles  
 Improved intersections: 24  
 Agencies involved: 1 (West Hollywood)  
 On-street parking impacts: Yes  
 Traffic Impacts: Yes



### LEGEND

- Fountain Avenue Road Diet Area
- Signalized Intersections
- Unsignalized Intersection - Upgrade to RRBf with Lighting

### KEY MAP



## Station #5: Comment Summary

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

### Sidewalks & Pedestrian Enhancements, Crossings

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

### Traffic Speed / Slowing

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

### Bike Facilities & Enhancements

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

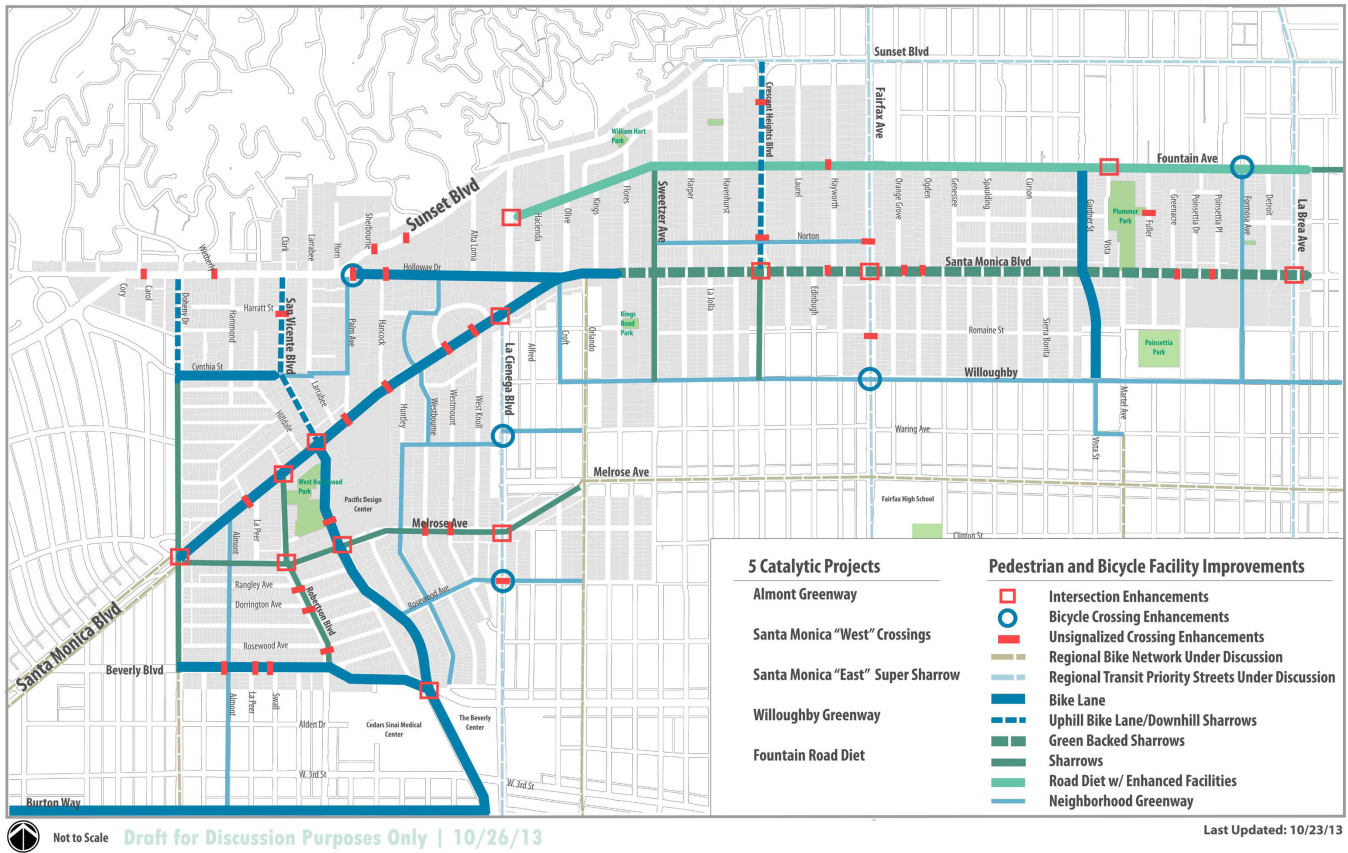
### Place-Specific Comments

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

### General

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

# City of West Hollywood Proposed Network & Facilities



## Station #6: Comment Summary

### General

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

### Place-Specific Comments - Pedestrian Related

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

### Place-Specific Comments - Bicycle Related

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

# WORKSHOP PHOTOS

