

# COMMUNITY ENGAGEMENT

Summary of Outreach Process & Input Gathered

## Getting the Word Out



### Community Workshops

- Kick-Off Workshop  
June 15th
- Walk & Bike Tour  
July 20th
- Draft Plan Workshop  
October 26th



### Pop-Up Events

- Bike to Work Day  
May 16th
- Bike Safety Course  
Sept 6th



### Keep in Touch Cards @ Events

- City Hall
- Bike to Work Day
- Community Workshops
- CSW Pride Festival
- Neighborhood Night Out
- Book Fair



### Stakeholder Meetings

- Sunset BID
- Chamber of Commerce
- Sheriff Department
- Security Ambassadors
- Conversation Cafe
- Plummer Park Lunch
- City of Los Angeles
- City of Beverly Hills



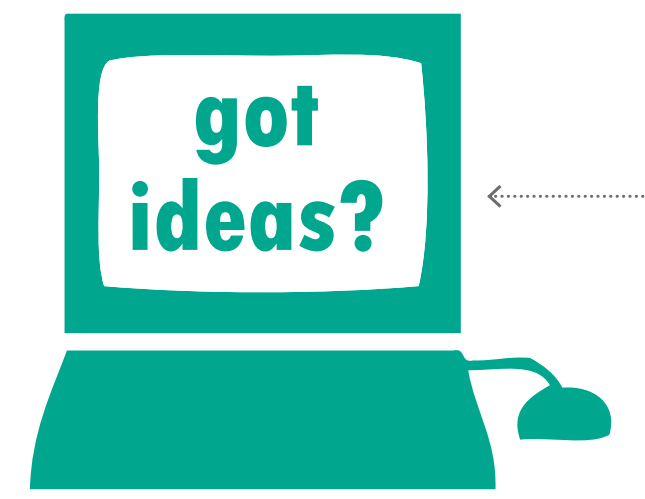
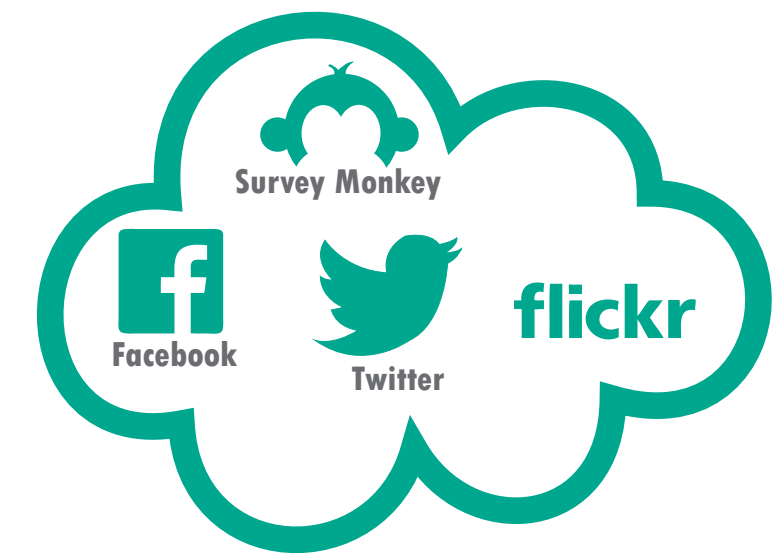
### Commissions & Boards

- Transportation
- Public Safety
- Public Facilities
- Planning
- Russian Advisory
- Senior Advisory
- Disabilities
- Council Deputies



### Public Information

- Press Releases
- Flyers at Public Buildings and Small Businesses
- WEHO TV
- City Website & Calendar
- City Newsletter
- Posts & Tweets to social media outlets



### walkbike weho.com

3600+ views

Blogosphere... Streetsblog LA, Curbed LA, Weherville, Weho Patch, LACBC, WEHO BC



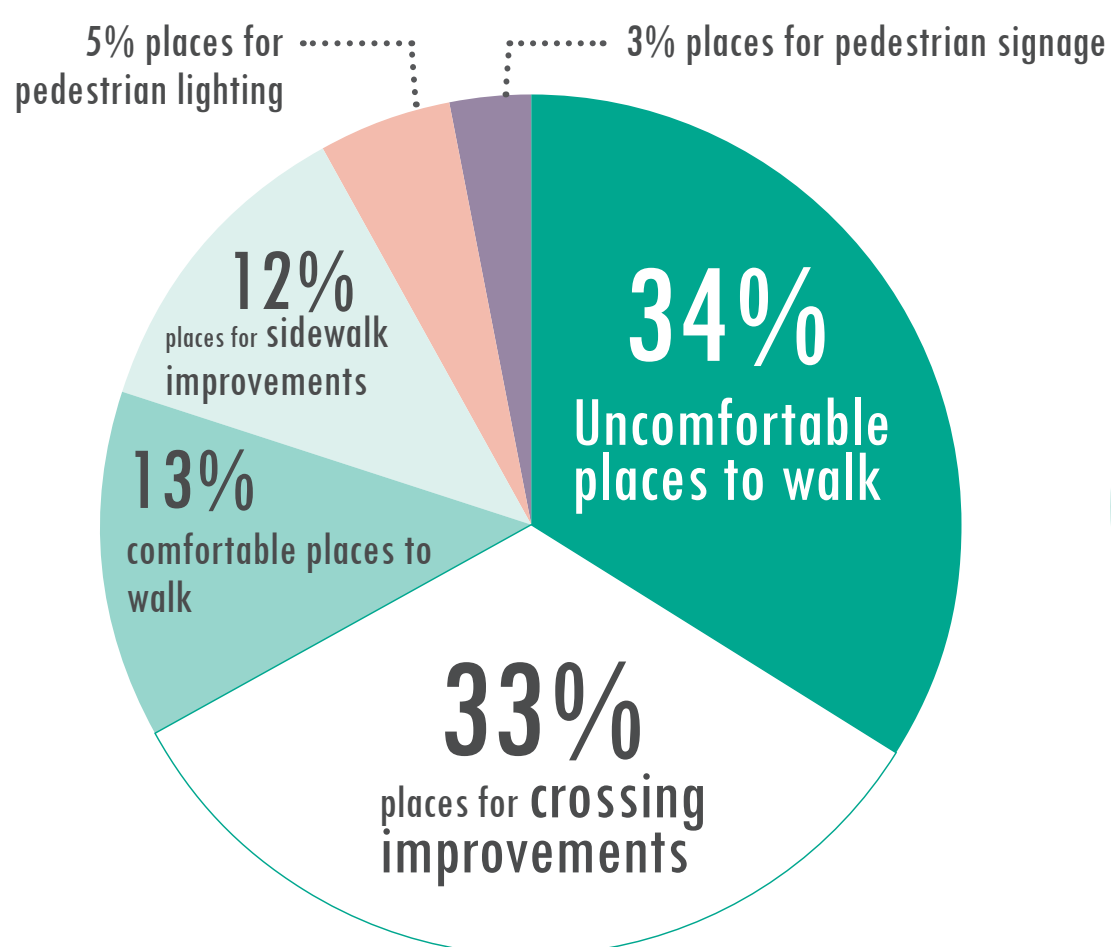
### Interactive Mobile Map

191+ pins

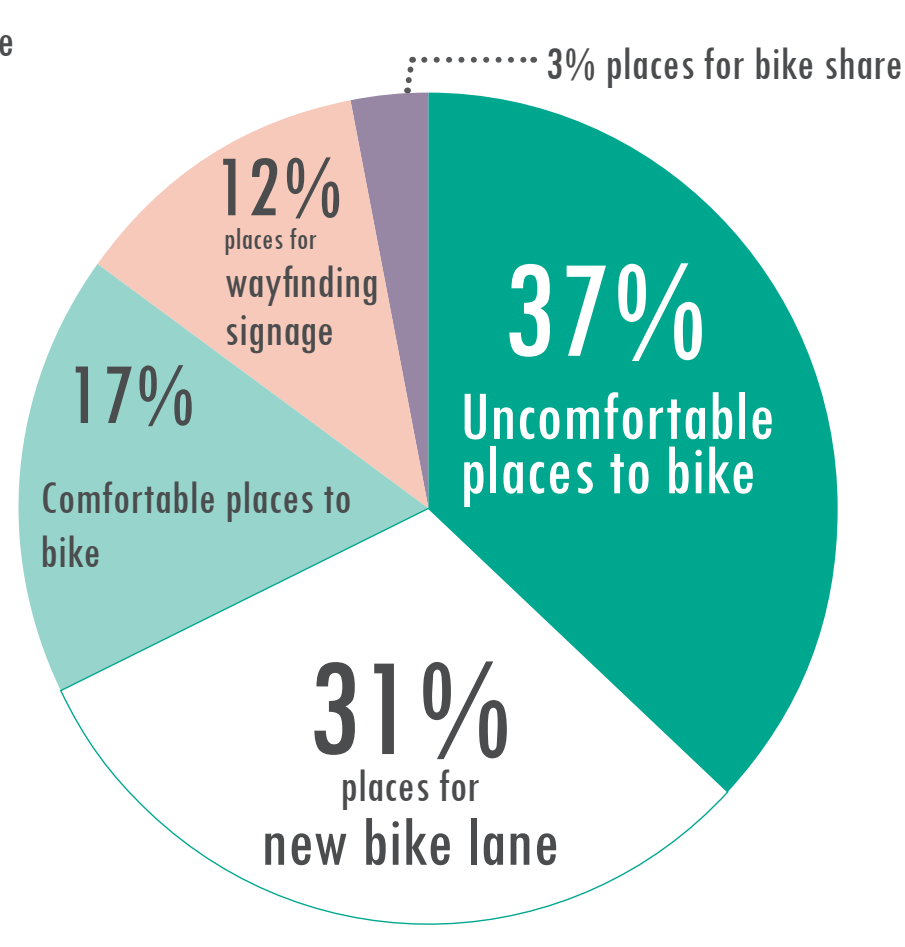
437+ comments and supports

## What We Heard

### Pedestrian Map Comments Identified



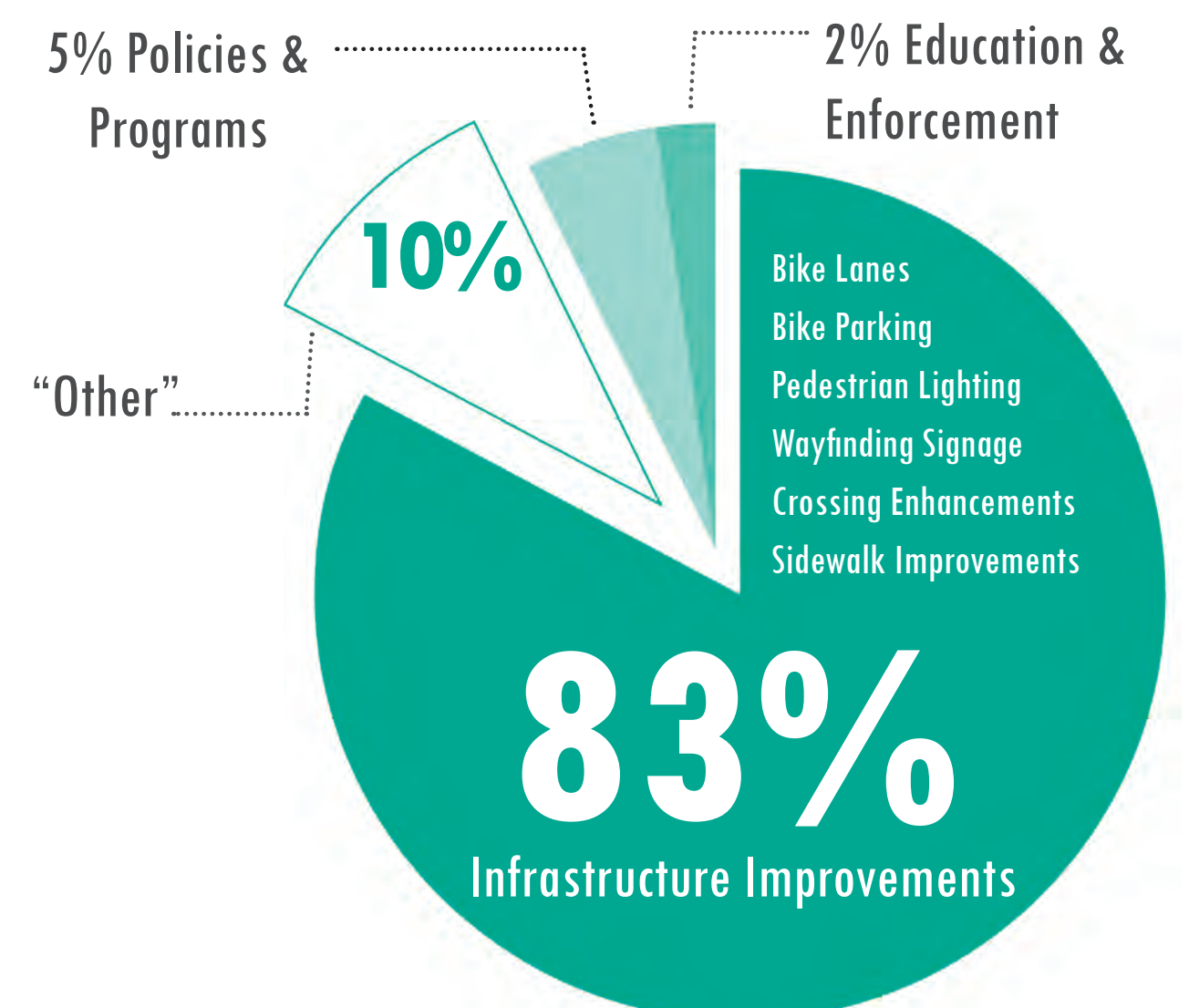
### Bicycle Map Comments Identified



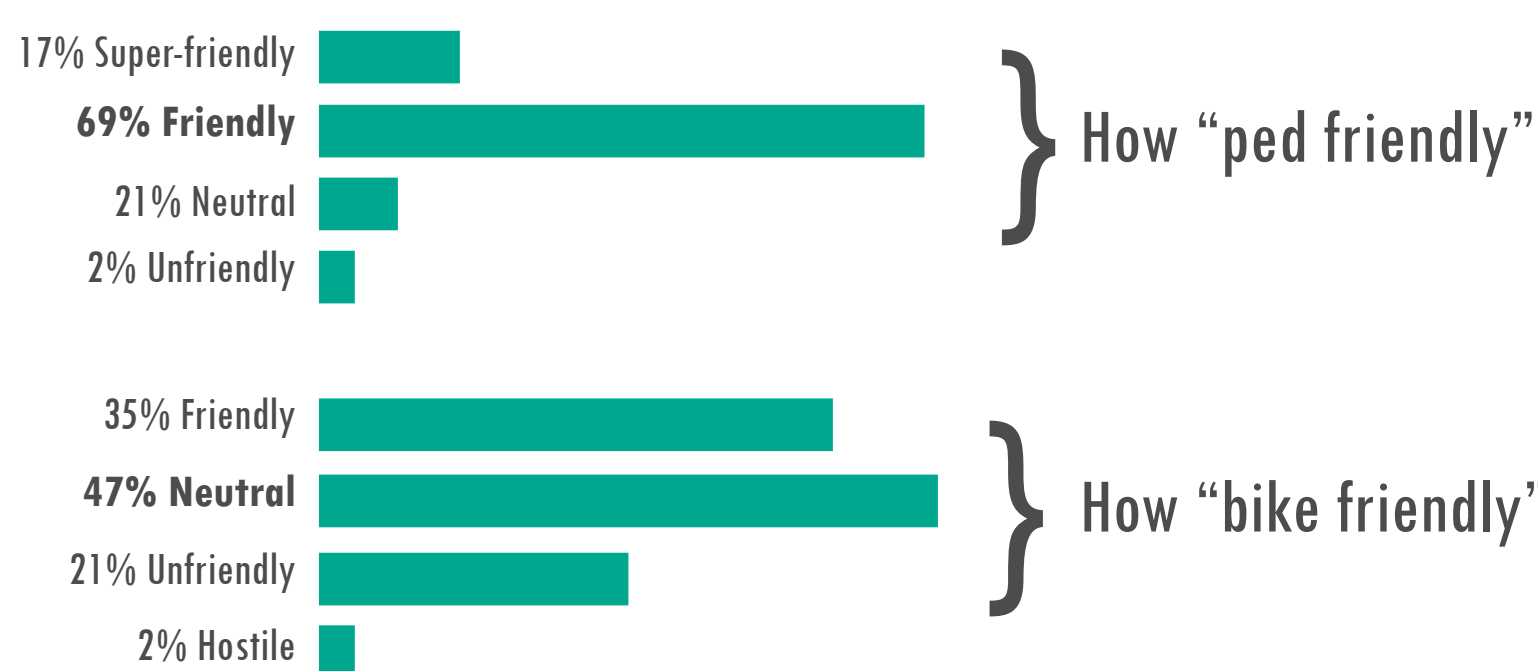
### Top Streets Pinned to Interactive Map

- Santa Monica
- San Vicente
- Fountain
- La Brea
- Fairfax
- Willoughby
- Robertson
- Sunset
- Sweetzer

### Map Suggestions Focused On -



### Perceptions of comfort in West Hollywood



### Stakeholder Support for - Education & Enforcement

- » Programs to address jaywalking, speeding, wrong way riding, blocking travel lanes, etc

### Bike Connections & Comfort

- » Facilities for all ages and abilities
- » Facilities that strengthen regional connections
- » Bike share as a regional active transportation program

### Pedestrian Comfort

- » Rapid Flashing Beacons at all unsignalized crossings
- » Enhanced lighting at crossings for improved visibility
- » Crossing improvements on west side of Santa Monica, a major pedestrian hub at day and night
- » Sidewalk improvements to address obstructions in pathway and spaces to narrow to comfortably walk
- » Walking routes / groups for seniors
- » Urban design improvements and parking strategy for Sunset Blvd to become a walking district
- » Safer streets to get bikes off sidewalks

## How to Stay Involved



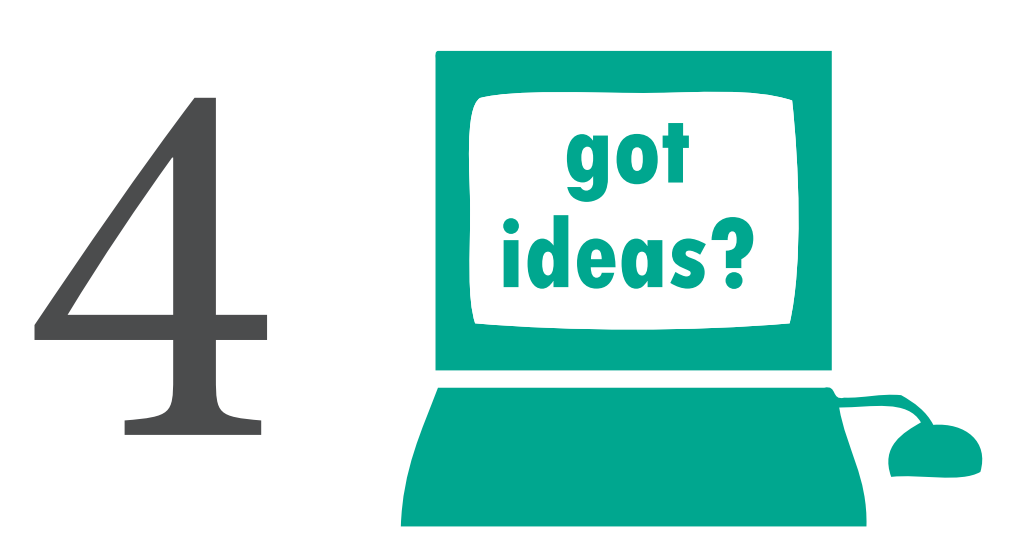
Speak up! Share your ideas with us at our community workshop on October 26, 2013.



Call, write, or email us your comments. to Georgia Sheridan gsheridan@weho.org p: 323.848.6357



Join us at Commission Meetings and City Council. For dates, visit www.walkbikeweho.com



Keep in touch. We need community support to implement the projects proposed in the plan.

# PROJECT #1

## Southwest Connections - Almont Drive

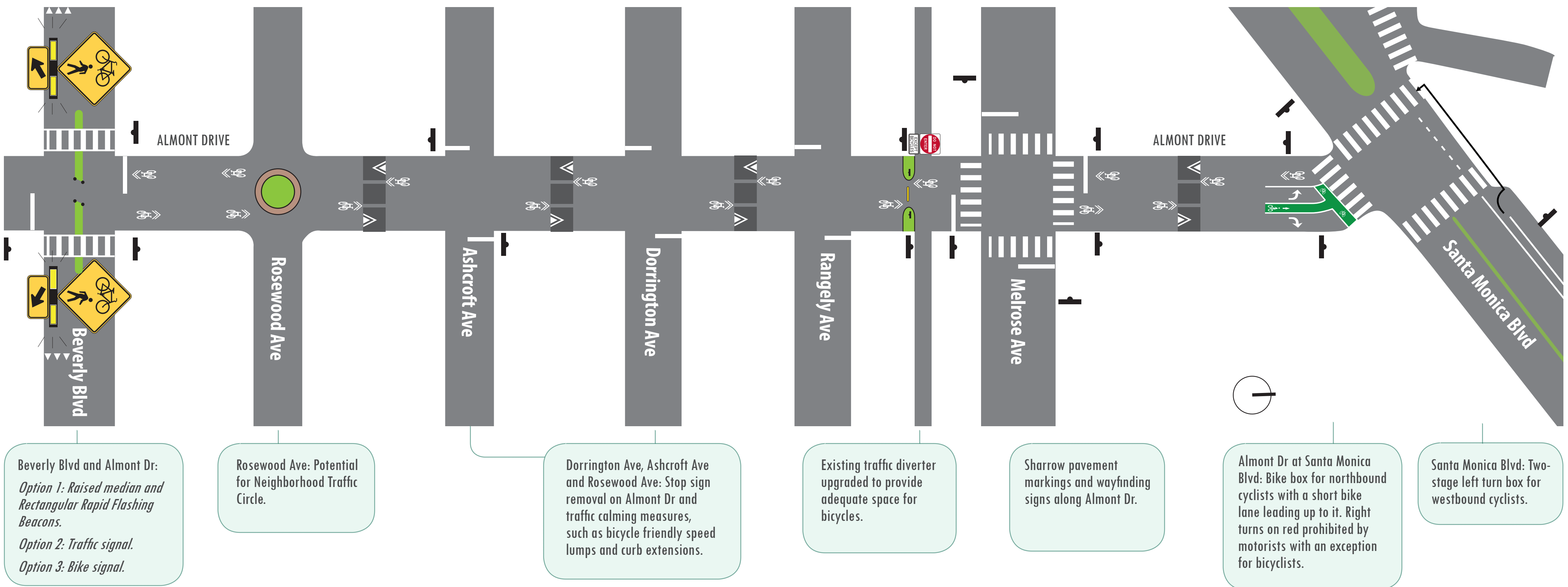
### Goals & Purpose:

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:

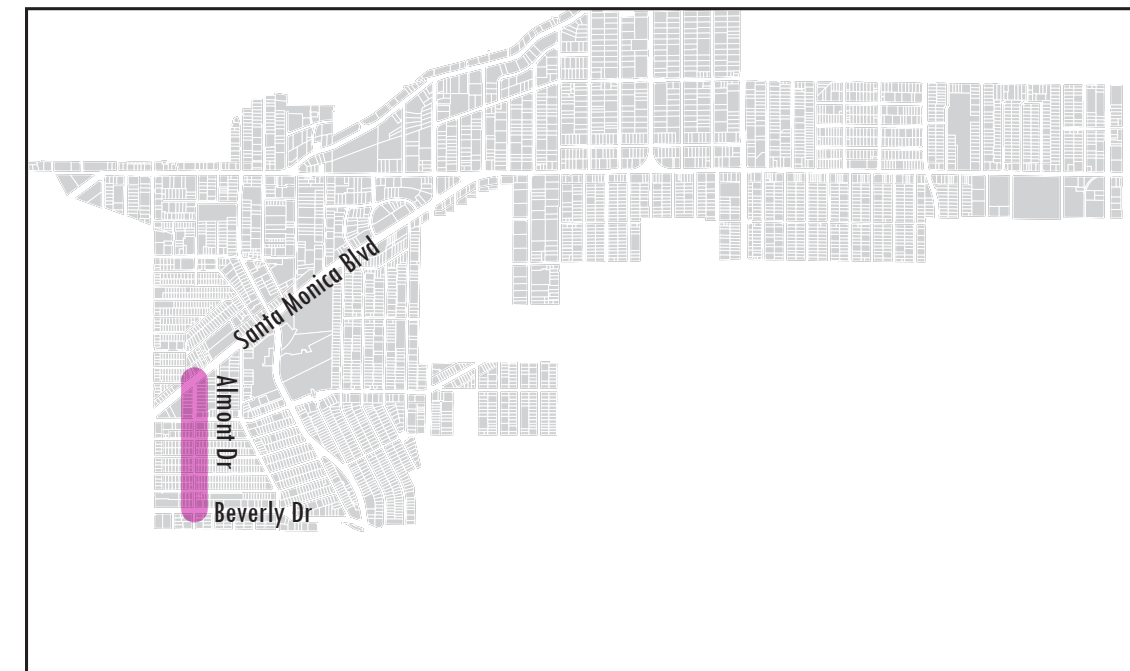
Greenway length: 0.7 miles (0.35 in West Hollywood)  
Improved intersections: 6  
Agencies involved: 2 (West Hollywood & City of Los Angeles)  
On-street parking impacts: Minor

## 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



## EXISTING CONDITIONS



- Almont Dr is closed to through traffic south of Melrose Ave, making it a prime candidate for traffic calming improvements to create a Neighborhood Greenway.

- Existing bike lanes on Santa Monica Blvd begin/ end at the intersection at Almont Dr.
- Current closure design does not allow easy through-access for bicycles.
- Residential neighborhoods adjacent to street.
- On-street parking along street, except at intersections where there are red curbs.
- South of Beverly Blvd, street is in the jurisdiction of City of Los Angeles.

## OPTIONS EXPLORED & TRADE-OFFS

- Almont Dr Neighborhood Greenway**
  - + Neighborhood street with low traffic volumes and travel speeds
  - + Street segment controlled by WeHo
  - + Provides direct facility connections that requires no out-of-direction travel
  - + Minor on-street parking impacts
  - + Calms traffic on a neighborhood street if diversion is used at Beverly Blvd
- Doheny Dr Bike Lanes**
  - + Existing signalized intersections facilitate bike crossings at major streets
  - Gap in bike facility between bike lanes on Santa Monica Blvd and Doheny Dr
  - Higher traffic volumes and higher travel speeds reduce comfort for less experienced cyclists
  - Dedicated bike lane would require loss of on-street parking
  - Changes to street design would require coordination of three jurisdictions
- San Vicente Blvd Bike Lanes (south of Beverly Blvd)**
  - + Existing bike lane between Santa Monica Blvd and Beverly Blvd
  - + Major employment center and destinations in area
  - High traffic volumes and congestion in area
  - Street controlled by City of Los Angeles, south of Beverly Blvd

**Perferred Alternative:** Almont Greenway



## PROJECT TOOLBOX CHECKLIST

- Neighborhood Greenway**
- Bicycle Sharrow**
- Bicycle Box**

- Diverter**
- Speed Lumps**
- Neighborhood Traffic Circle (Potential)**
- Two-Stage Left Turn Box**

# PROJECT #2

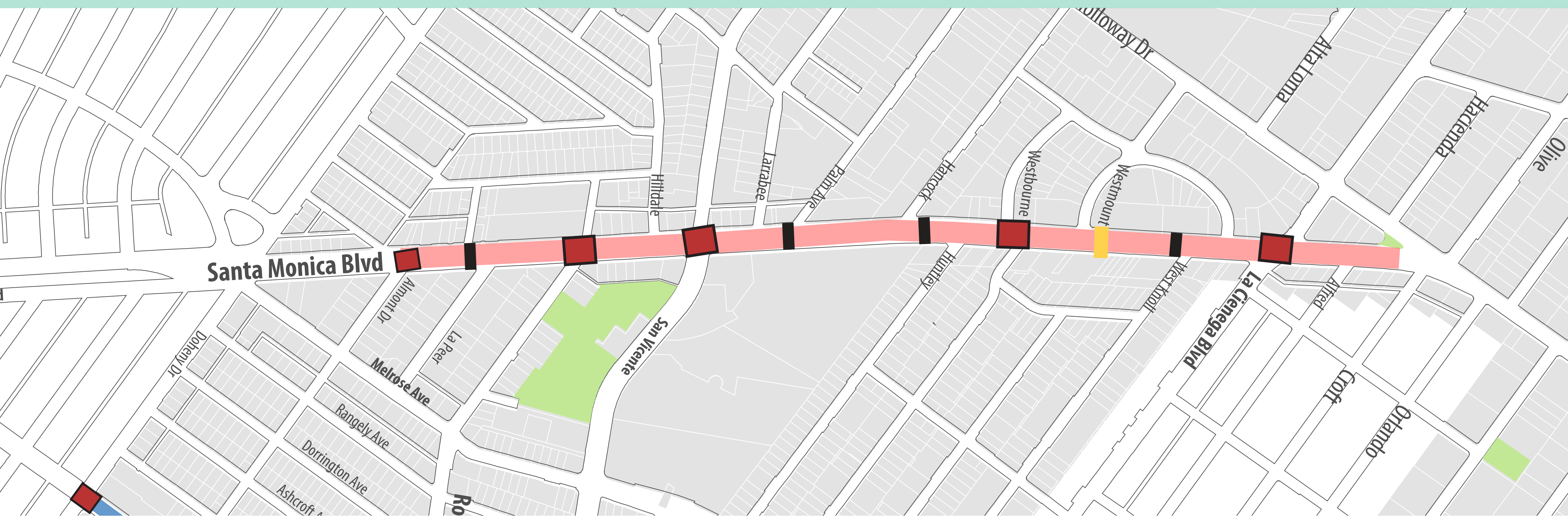
## Santa Monica Blvd. Pedestrian Crossing Improvements

### 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



### LEGEND

- Project Area
- Existing unsignalized crosswalk without Rectangular Rapid Flash Beacons (RRFBs). Will be upgraded with RRFBS and improved overhead lighting.
- Existing unsignalized crosswalk with RRFBS. Will be improved with overhead pedestrian lighting.
- Existing signalized intersection.

### KEY MAP

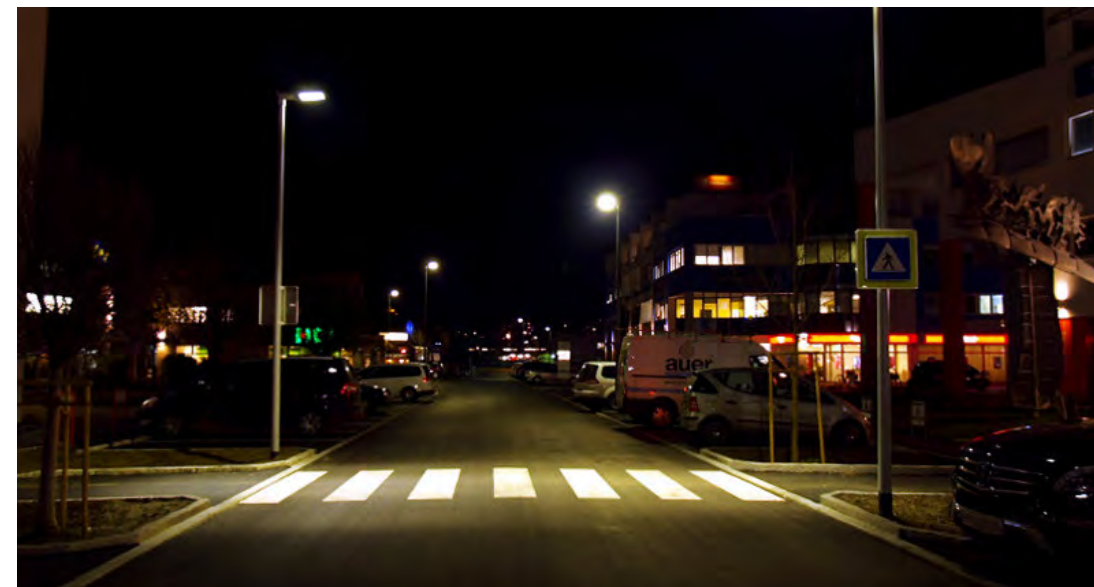


### EXISTING CONDITIONS



- Major commercial corridor in City with high vehicle, bike, and pedestrian volumes.
- Major nightlife destination in city with high pedestrian activity.
- Unsignalized crosswalks are painted with high visibility continental markings, fluorescent-yellow warning signs, and post covers.
- Rectangular Rapid Flashing Beacons (RRFB) at Westmount Dr. crossing, a busy crossing near Trader Joes and Starbucks.
- Vehicular overhead lighting and pedestrian-scale lighting throughout the corridor.
- Low lighting at crosswalks was a concern of the community and law enforcement.

### OPTIONS EXPLORED & TRADE-OFFS



- 1) **Conventional Traffic/Pedestrian Signals**
  - + Can be coordinated to help reduce vehicle delay
  - Costly device to install
  - Must meet required vehicle and pedestrian volumes to implement
- 2) **In-pavement flashers**
  - + Provide flash of lighting in pavement to alert drivers
  - + Allows protected pedestrian crossings while stopping road traffic only as needed
  - Very difficult to maintain on street with high traffic volumes

#### 3) HAWK beacon (High-Intensity Activated crossWalk beacon)

- Do not flash unless activated by pedestrian
- Costly device to install
- Not currently used locally, would require additional education component

#### 4) Rectangular Rapid Flashing Beacon (RRFB)

- + Provide flash of lighting to alert drivers to pedestrians crossing
- + Working well in other parts of city and familiar to general public
- + Less costly than HAWK
- Do not flash unless activated by pedestrian

#### 5) Overhead lighting

- + Enhances visibility of pedestrian crossings at night and dusk

#### Preferred Alternative:

RRFB and Overhead Lighting at 4 intersections.



### PROJECT TOOLBOX CHECKLIST



**Rectangular Rapid Flash Beacon (RRFB)**



**Leading Pedestrian Intervals**



**Improved Overhead Pedestrian Crosswalk Lighting**

# PROJECT #3

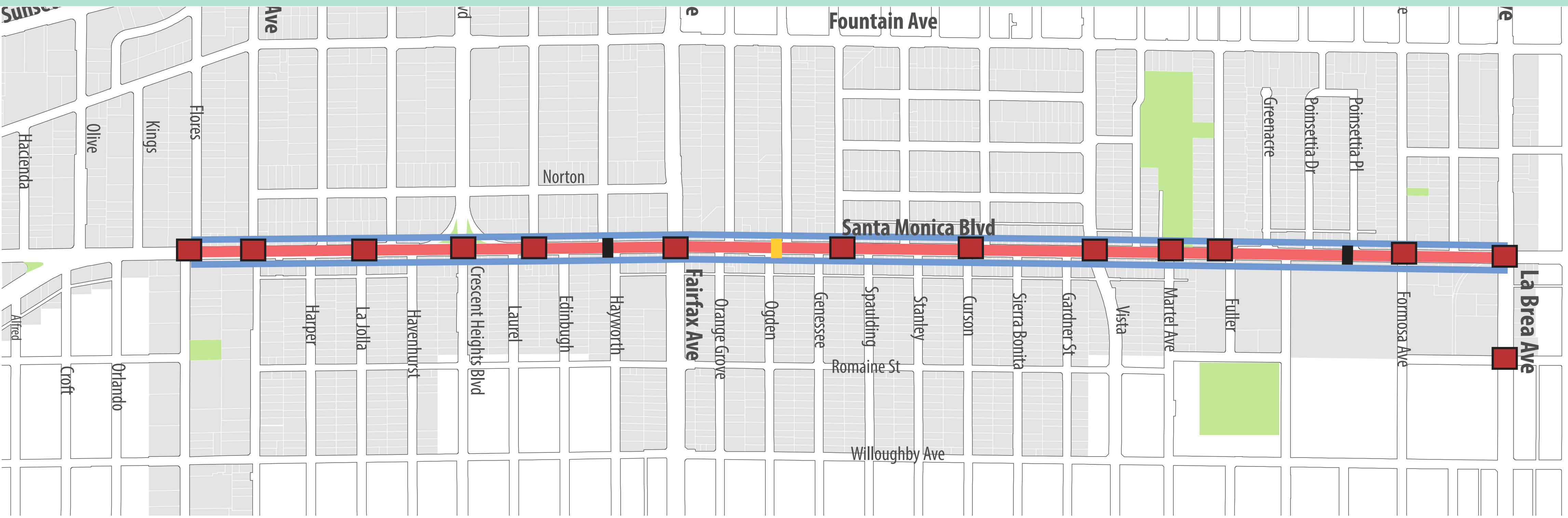
## East Santa Monica Blvd Pedestrian and Bike Improvements

### Goals & Purpose:

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

### Quick Look:

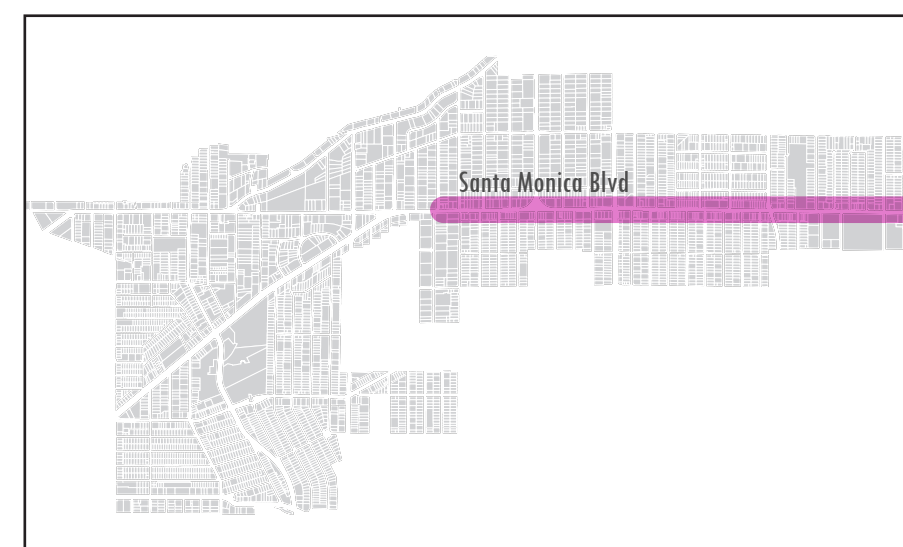
Segment length: 0.8 miles  
Improved intersections: 3  
Agencies involved: 1 (*West Hollywood*)  
On-street parking impacts: None



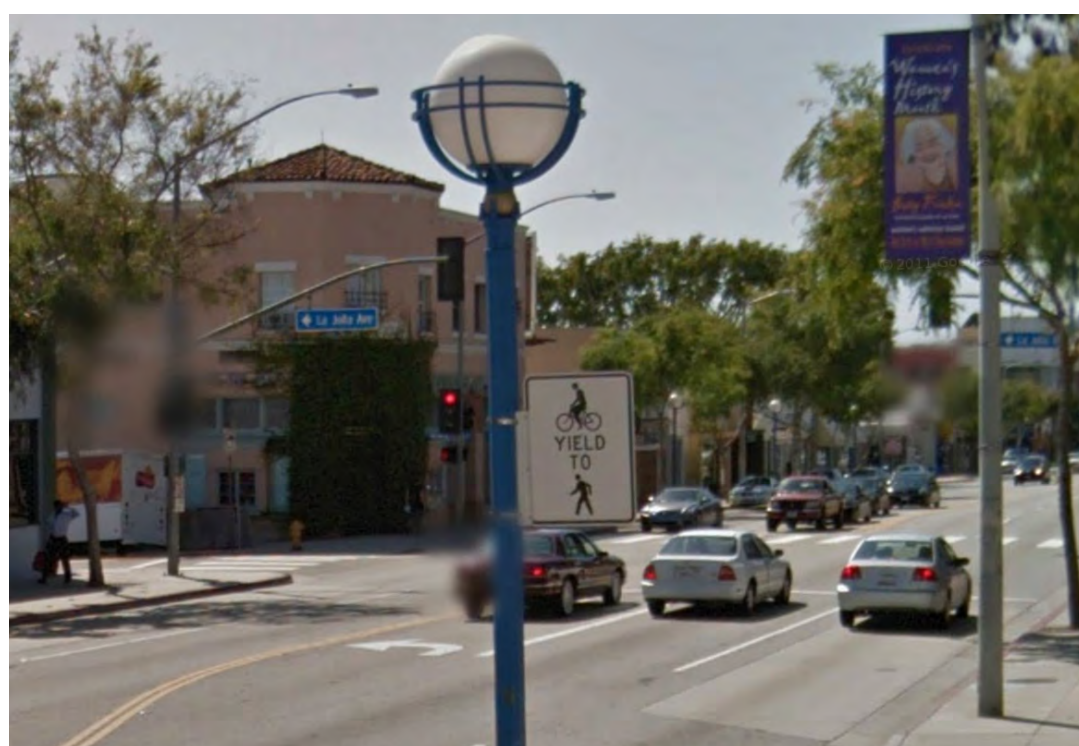
### LEGEND

- Consider changing sidewalk policy to restrict bikes on sidewalks along the corridor.
- Install green backed sharrow in right side travel lanes. Install signage and wayfinding to direct cyclists to Willoughby Ave.
- Unsignalized crosswalk - upgrade to RRFB and improve lighting.
- Crosswalk with Rectangular Rapid Flash Beacons (improve lighting).
- Existing signalized intersection (no change).

### KEY MAP



### EXISTING CONDITIONS



- Major commercial corridor in City with high vehicle, bike, and pedestrian volumes.
- Existing bike lane ends at Kings Rd.
- Bikes must share road with vehicles between Kings Rd and La Brea Ave
- Sidewalk bike riding is permitted between Kings Rd and La Brea Ave with “share the road” and “bikes yield to pedestrian” signage posted.
- Sidewalks are too narrow to comfortably accommodate pedestrians and cyclists.
- On-street parking throughout most of segment, serving businesses.
- Bulb-outs improve visibility of pedestrian at crossings.

### OPTIONS EXPLORED & TRADE-OFFS

- 1) **Extend Bike Lane to La Brea Ave**
  - + Would provide continuous dedicated route through City
  - Loss of travel lane(s) and significant traffic impacts to area
  - Loss of on-street parking
- 2) **Install “Super” Sharrow (between Kings Rd and La Brea Ave)**
  - + Would increase visibility of bike rider to drivers
  - + Would encourage some cyclists to ride in street, rather than on sidewalk
  - + No loss of parking or travel lanes
  - Would not provide a low-stress facility (high traffic on street)
- 3) **Install Wayfinding Signage to direct riders to Willoughby Ave route**
  - + Would direct riders to bike along a safe, low-stress alternative (Willoughby Ave and/or Fountain Ave)
  - + Relatively less cost
  - + No loss of parking or travel lanes
- 4) **Prohibit Bike Riding on Sidewalks**
  - + Would create safer walking conditions for pedestrians along sidewalks
  - + Would require a low-stress route as an alternative to Santa Monica Blvd
  - Would require significant enforcement to discourage people from riding on sidewalks

#### Preferred Alternatives:

Install Super Sharrow and Wayfinding Signage to Alternative Route(s): Willoughby Ave and/or Fountain Ave



### PROJECT TOOLBOX CHECKLIST



**Green Backed Sharrow (“Super Sharrow”)**



**Wayfinding Signage**



**RRFB**



**Improved Lighting**

# 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.

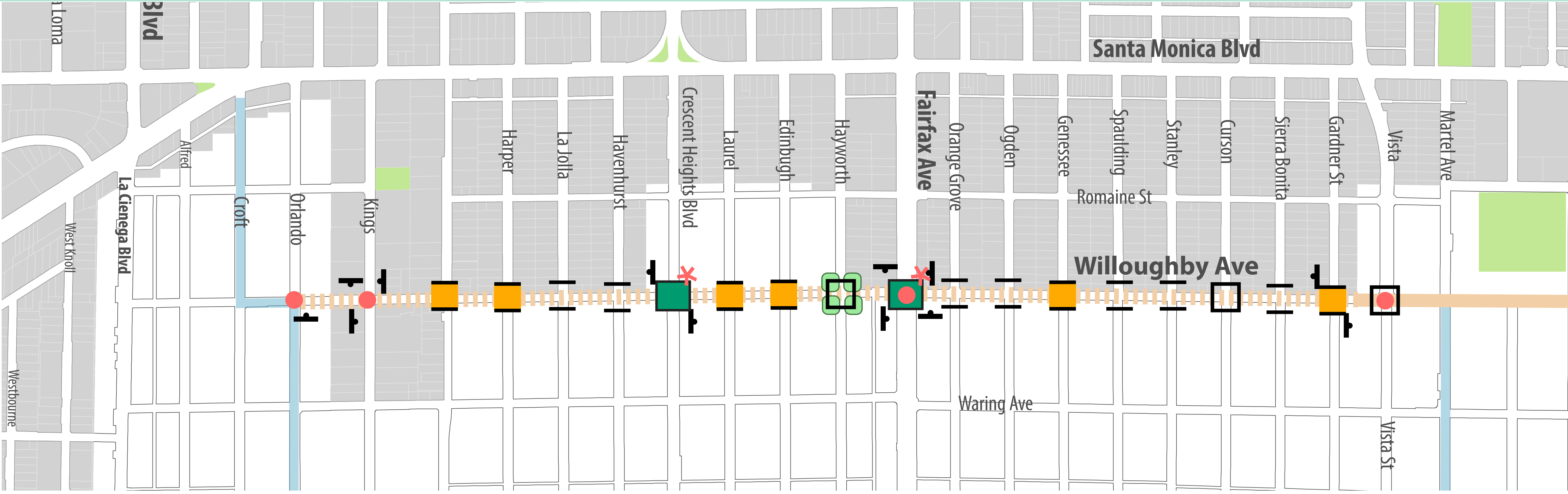
### Quick Look:

Segment length: 1.1 miles

Improved intersections: 10

Agencies involved: 2 (*West Hollywood & City of Los Angeles*)

On-street parking impacts: Minor

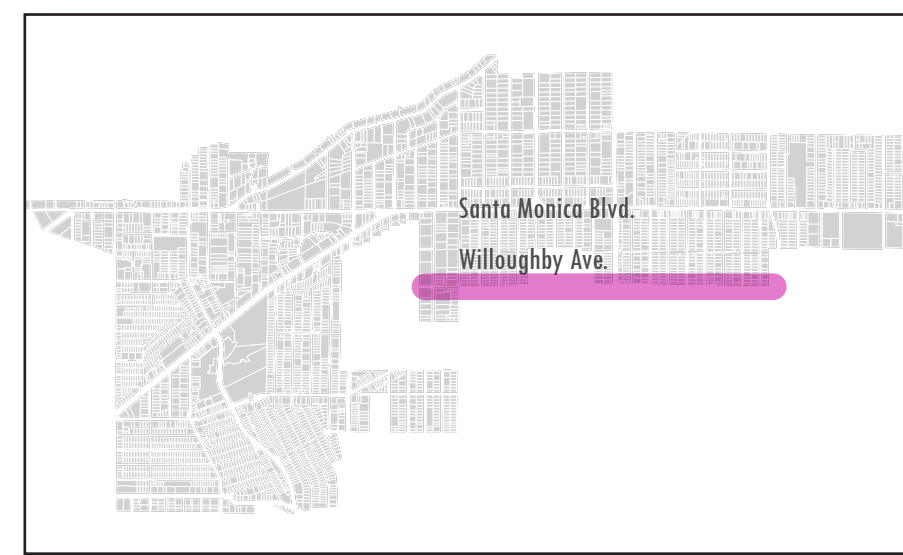


Note\*: Proposed improvements would reduce vehicular traffic on Willoughby by 31%

### 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



### EXISTING CONDITIONS



- Residential street, parallel to Santa Monica Blvd.
- Control of street is split between West Hollywood and City of Los Angeles.
- Sharrows recently installed by City of Los Angeles, east of Vista St.
- Narrow street (50' approx, width varies) with on-street parking and narrow sidewalks (5'6").
- Signalized intersections enable morning and evening commuter cut-through traffic through neighborhood.



### OPTIONS EXPLORED & TRADE-OFFS

- 1) **Willoughby Neighborhood Greenway**
  - + Would introduce a low-stress east/west bikeway that connects to regional bike facilities
  - + Design would discourage cut-through traffic
  - + Traffic calming devices provide opportunity for neighborhood greening
  - Minor loss of on-street parking
  - + Would shift cut-through traffic to adjacent arterials
  - Requires coordination between two jurisdictions (WeHo and LA)
- 2) **Romaine Neighborhood Greenway**
  - Major intersections are not signalized
  - Street ends at Sweetzer Ave, does not directly connect to bike lane on Santa Monica Blvd
  - Requires coordination between two jurisdictions (WeHo and LA)
- 3) **Norton Neighborhood Greenway**
  - + Entire street is within jurisdiction of WeHo
  - Street only serves small segment of Santa Monica Blvd without bike lane
  - Major intersections are not signalized
  - Street ends at Sweetzer Ave and would not connect directly to bike lane on Santa Monica Blvd

#### Preferred Alternative:

Willoughby Neighborhood Greenway design scheme above is conceptual and implementation would require a design study and process with community.



### PROJECT TOOLBOX CHECKLIST



**Traffic Diverter**



**Neighborhood Greenway**



**Sharrow Markings**



**Wayfinding**



**Bicycle Box (Potential)**



**Speed Lumps/Cushions (Potential)**



**Traffic Circles (Potential)**



**Bike Signal**

# PROJECT #5

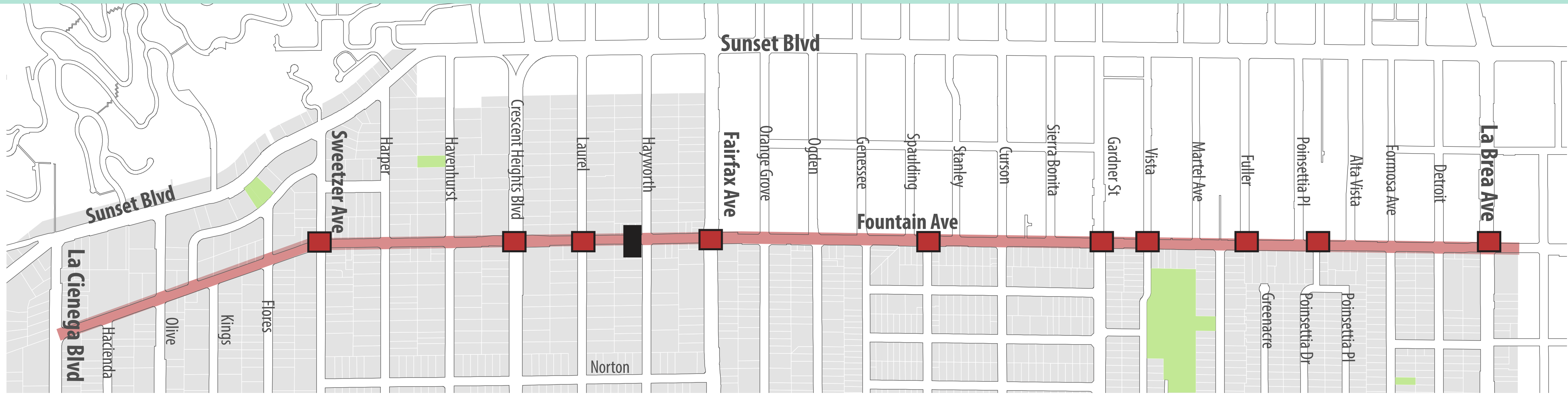
## Fountain Avenue Road Diet

### 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:

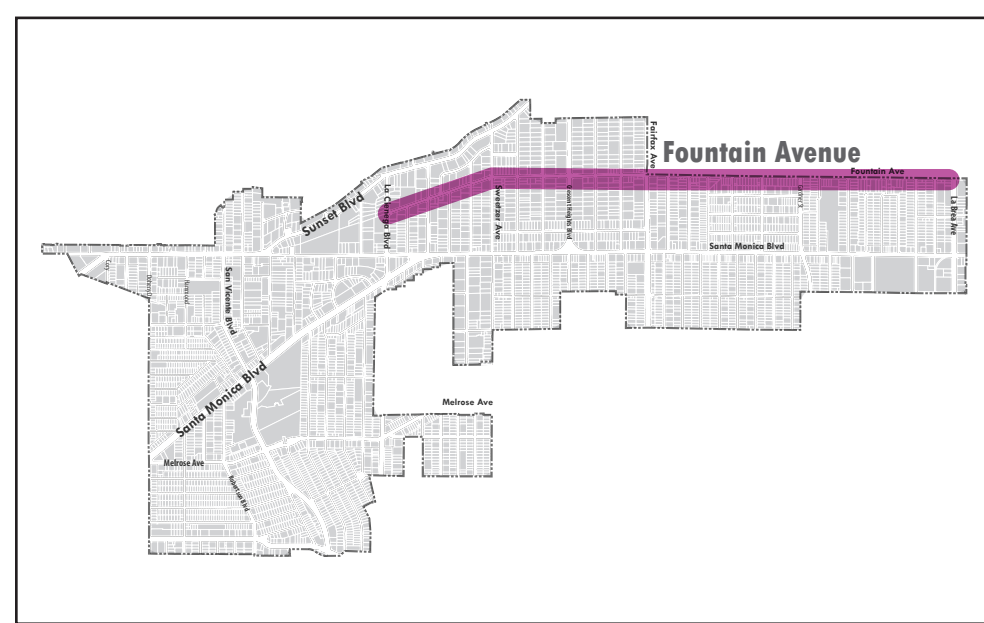
- Segment length: 1.85 miles
- Improved intersections: 24
- Agencies involved: 1 (West Hollywood)
- On-street parking impacts: Yes
- Traffic Impacts: Yes



### LEGEND

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

### KEY MAP



### EXISTING CONDITIONS

- Major east-west thoroughfare in West Hollywood with high travel volumes and speeds.
- Most signalized intersections have left turn lanes. Lack of left hand turn lane contributes to congestion in some areas.
- Sidewalks are very narrow, with many obstructions.
- Street trees are very limited with little landscaping along the sidewalks.
- Sharrows recently installed between La Brea Ave and Sweetzer Ave.
- Many buildings are built to the property line with no opportunities to widen sidewalks in front setback.
- Roadway width and lane configuration varies throughout the corridor. Some areas have four travel lanes with dedicated on-street parking; other segments have two travel lanes with peak hour restricted on-street parking.

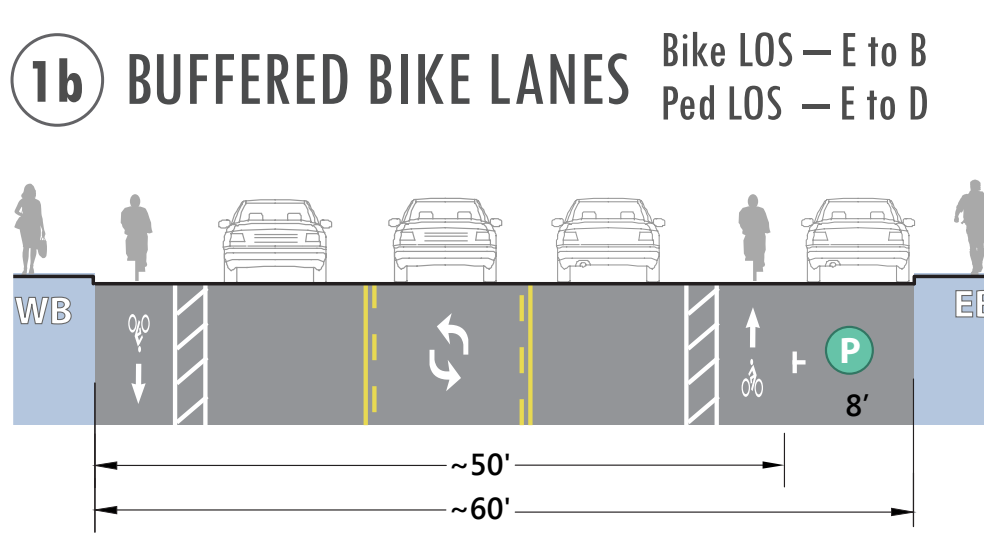
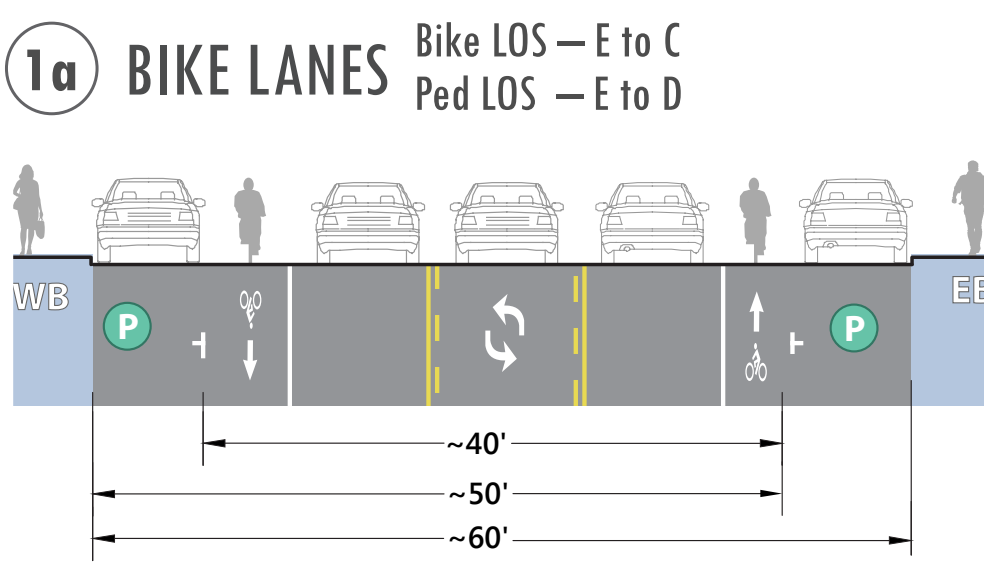
### OPTIONS EXPLORED & TRADE-OFFS

To enhance facilities for pedestrians or bicycles, roadway would need to be reconfigured to remove parking and/or travel lanes through a "road diet."

- + Options 1, 2, and 3 (right) provide more space for pedestrian and bicycle facilities, improving safety and comfort for all users.
- Options 2 and 3 would require reconstruction of roadway to move existing curb.
- Removal of travel lanes would impact traffic in surrounding area.

#### OPTION 1 BIKE LANES

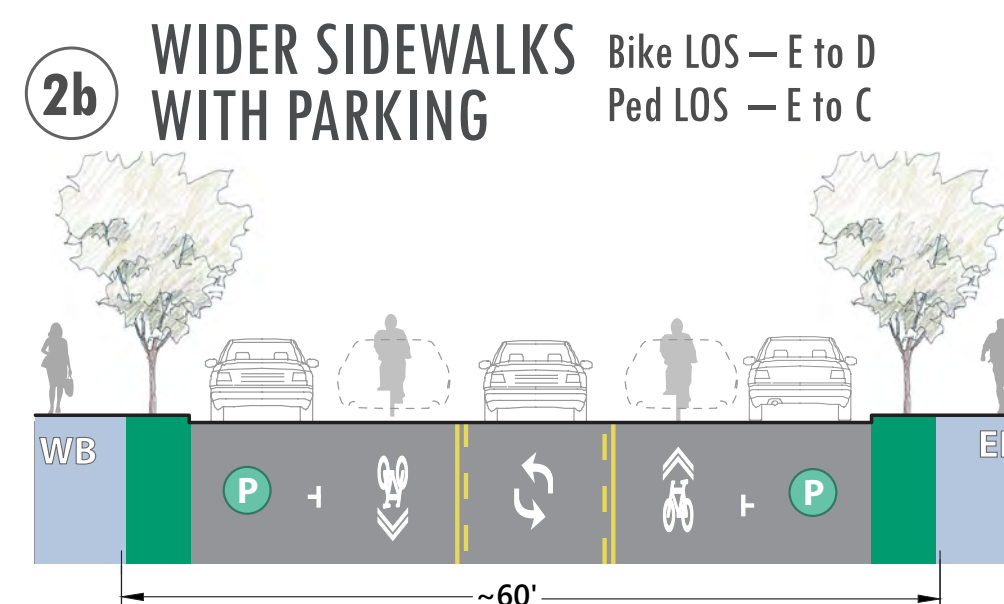
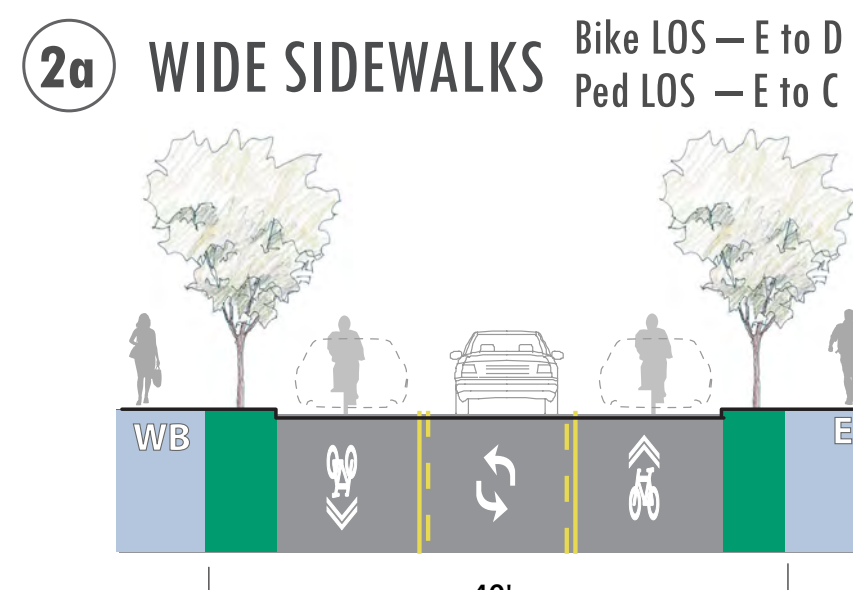
Add bike lanes. Reduce travel lanes to one through lane in each direction with a dedicated turn lane and removal of off-peak hour parking (existing permanent parking remains where present).



Option 1b can only be accommodated in some sections of Fountain Ave.

#### OPTION 2 SIDEWALK IMPROVEMENTS

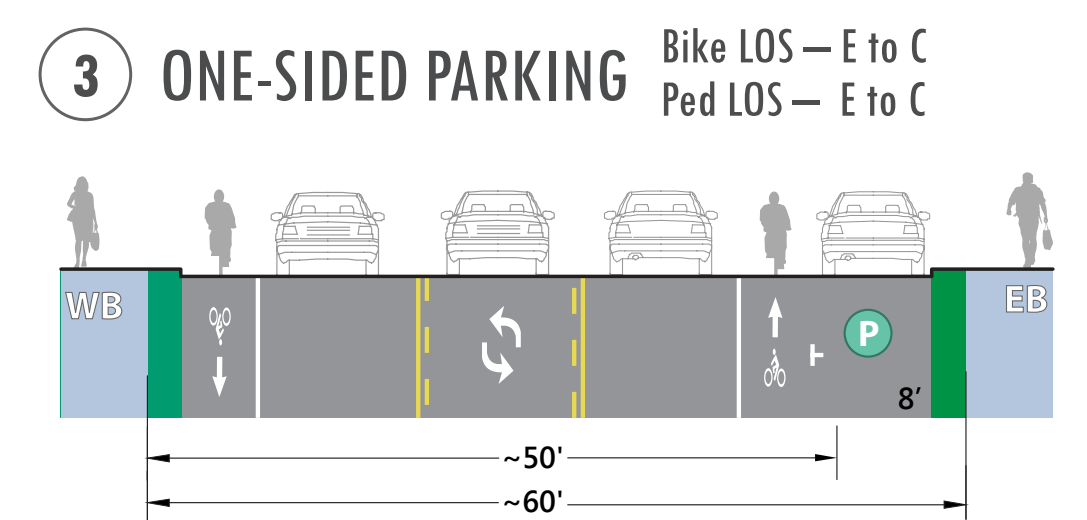
Add 10' to sidewalk. Reduce travel lanes to one through lane in each direction with a dedicated turn lane and removal of off-peak hour parking.



In addition to the road diet in option 2a, 10'-18' of additional width for sidewalk improvements could be added along blocks in some sections by removing one side of street parking.

#### OPTION 3 BIKE LANES & SIDEWALK IMPROVEMENTS

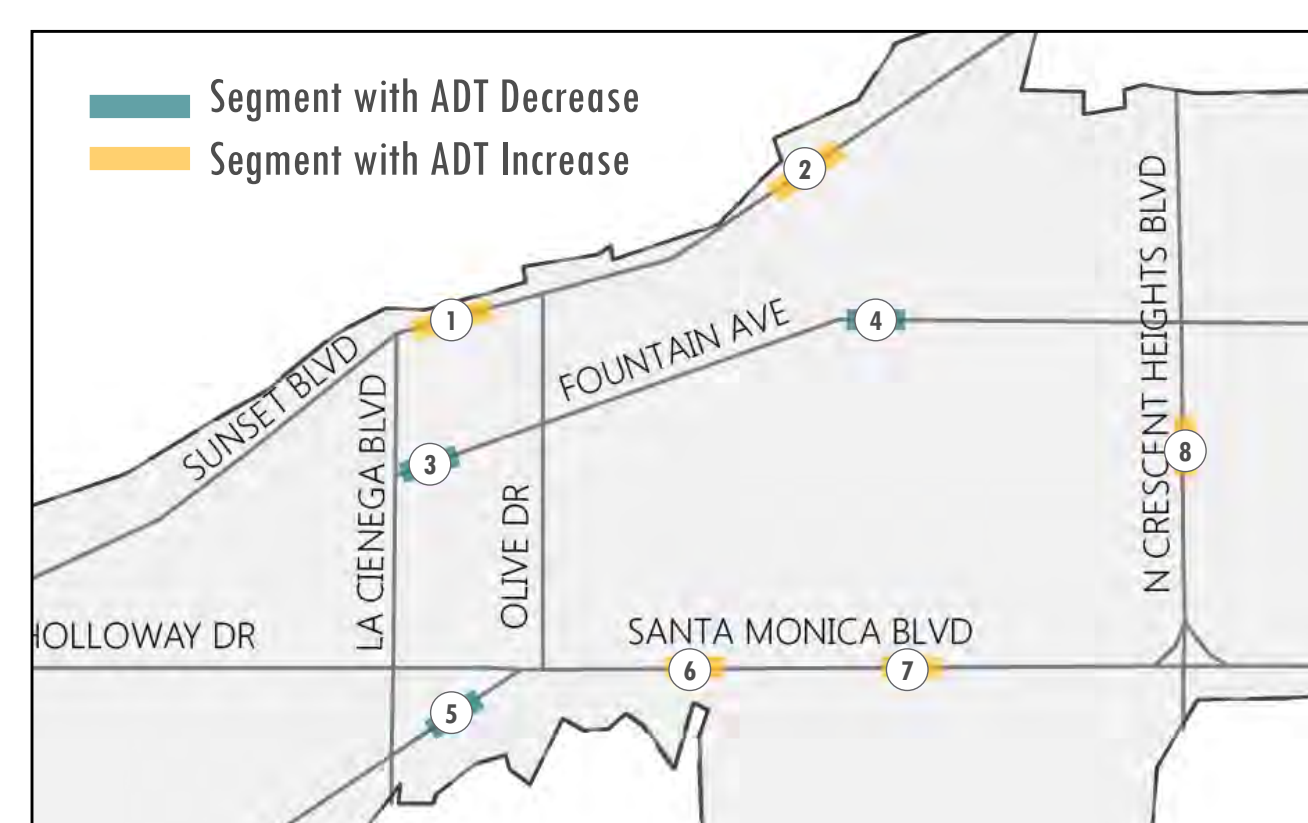
Add bike lanes by reducing travel lanes to one through lane in each direction, with a dedicated turn lane, remove non-peak hour parking. Widen sidewalks and install landscape buffer with street trees in selected areas by removing on-street parking.



**Preferred Alternative:** Develop community process to determine recommended alternative to pursue.

### PROJECT TOOLBOX CHECKLIST

- Bicycle Sharrows
- Buffered Bike Lane
- Street Trees and Landscaping
- Bike Lane
- Sidewalk Widening
- RRBf



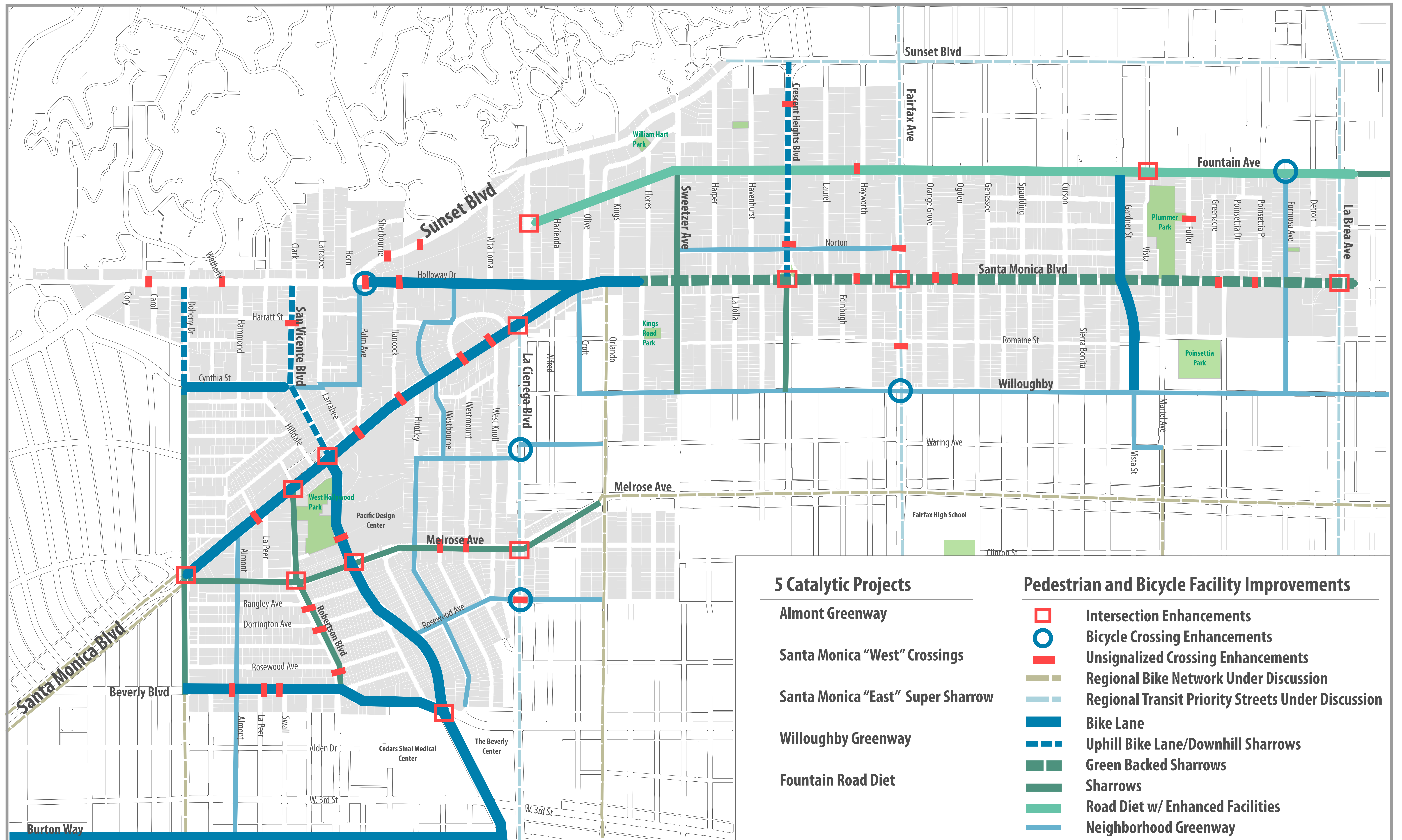
**Net Change:**

Sunset Blvd	
1	+650
2	+1380
Fountain Ave	
3	-1670
4	-4290
Santa Monica Blvd	
5	-180
6	+1000
7	+960
Crescent Heights Blvd	
8	+1300

Pedestrian Level of Service (LOS): D to C  
Bicycle Level of Service (LOS): E to C

Level of Service (LOS) is a term to describe the amount of delay a user may face at a particular intersection. It is measured using grades from 'A' to 'F'. An 'A' grade means less of a delay and 'F' means a significant delay.

# City of West Hollywood Proposed Network & Facilities



## 5 Catalytic Projects

- Almont Greenway
- Santa Monica "West" Crossings
- Santa Monica "East" Super Sharrow
- Willoughby Greenway
- Fountain Road Diet

## Pedestrian and Bicycle Facility Improvements

- Intersection Enhancements
- Bicycle Crossing Enhancements
- Unsignalized Crossing Enhancements
- Regional Bike Network Under Discussion
- Regional Transit Priority Streets Under Discussion
- Bike Lane
- Uphill Bike Lane/Downhill Sharrows
- Green Backed Sharrows
- Sharrows
- Road Diet w/ Enhanced Facilities
- Neighborhood Greenway