

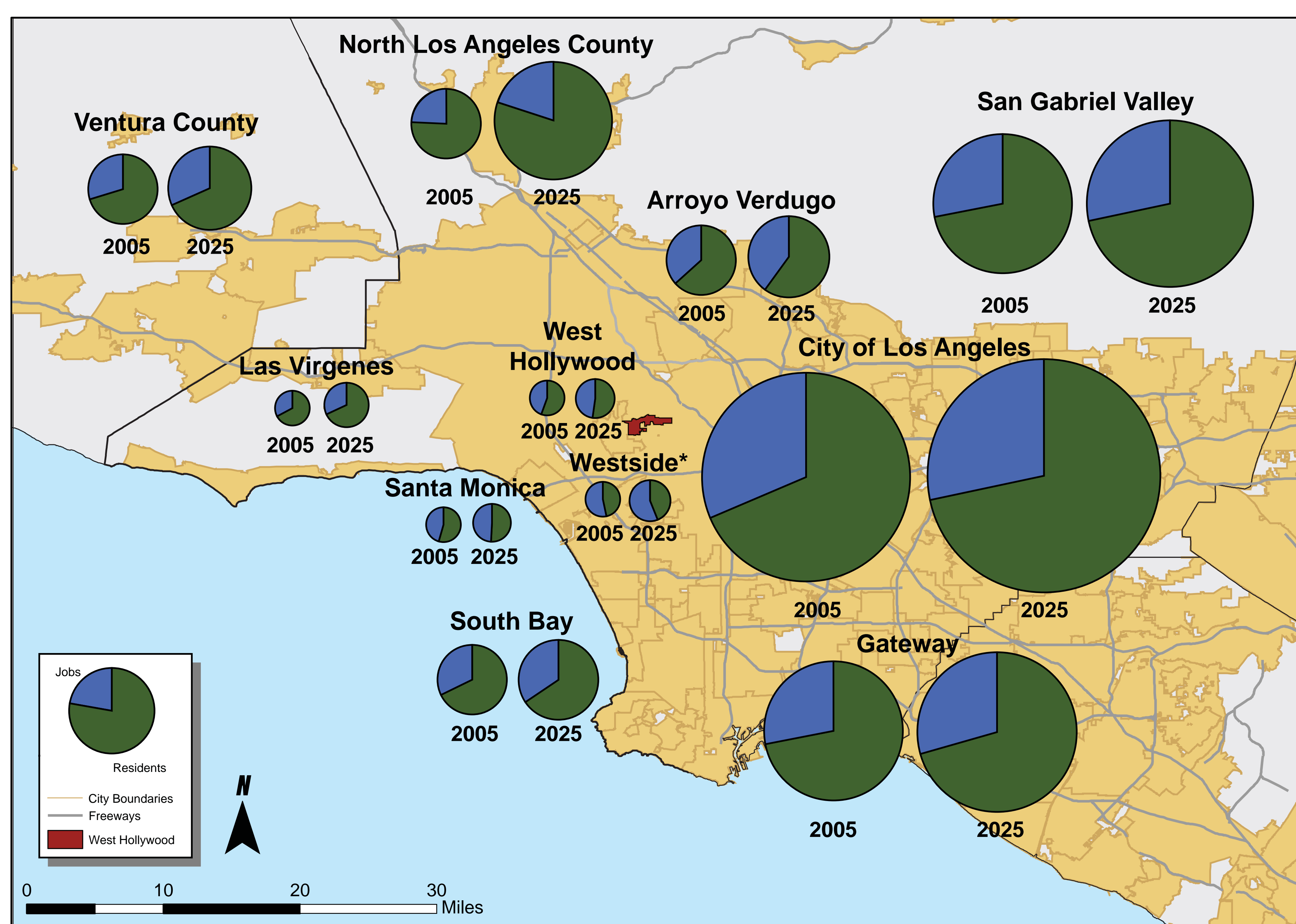
TRANSPORTATION

AUTO CONGESTION AND GROWTH

FACT:

Congestion in West Hollywood is a real problem, but much of this congestion is due to cut-through traffic from surrounding cities.

- Everyone who's driven at rush hour in WeHo knows that traffic can be horrible!
- The best available data on West Hollywood traffic suggests that while there are certainly traffic hot spots during commute hours, traffic is not a problem everywhere or at all times of day.
- Many of the cars on West Hollywood streets are traveling to and from destinations surrounding us, not to and from destinations within West Hollywood.
- As the map below shows, West Hollywood's projected growth is very small compared to the projected growth of the surrounding cities. The changes in surrounding areas would continue to affect local traffic congestion, even if West Hollywood had little growth or change.



* Westside includes Beverly Hills, Culver City and unincorporated areas in the area, but does not include West Hollywood or Santa Monica
GIS Data Source: SCAG

IMAGINE WEHO!

What should the new General Plan do to make sure that West Hollywood can continue to change and grow without making existing traffic hot spots worse?

AGREE WITH WHAT YOU SEE?

PLACE POST-ITS
HERE

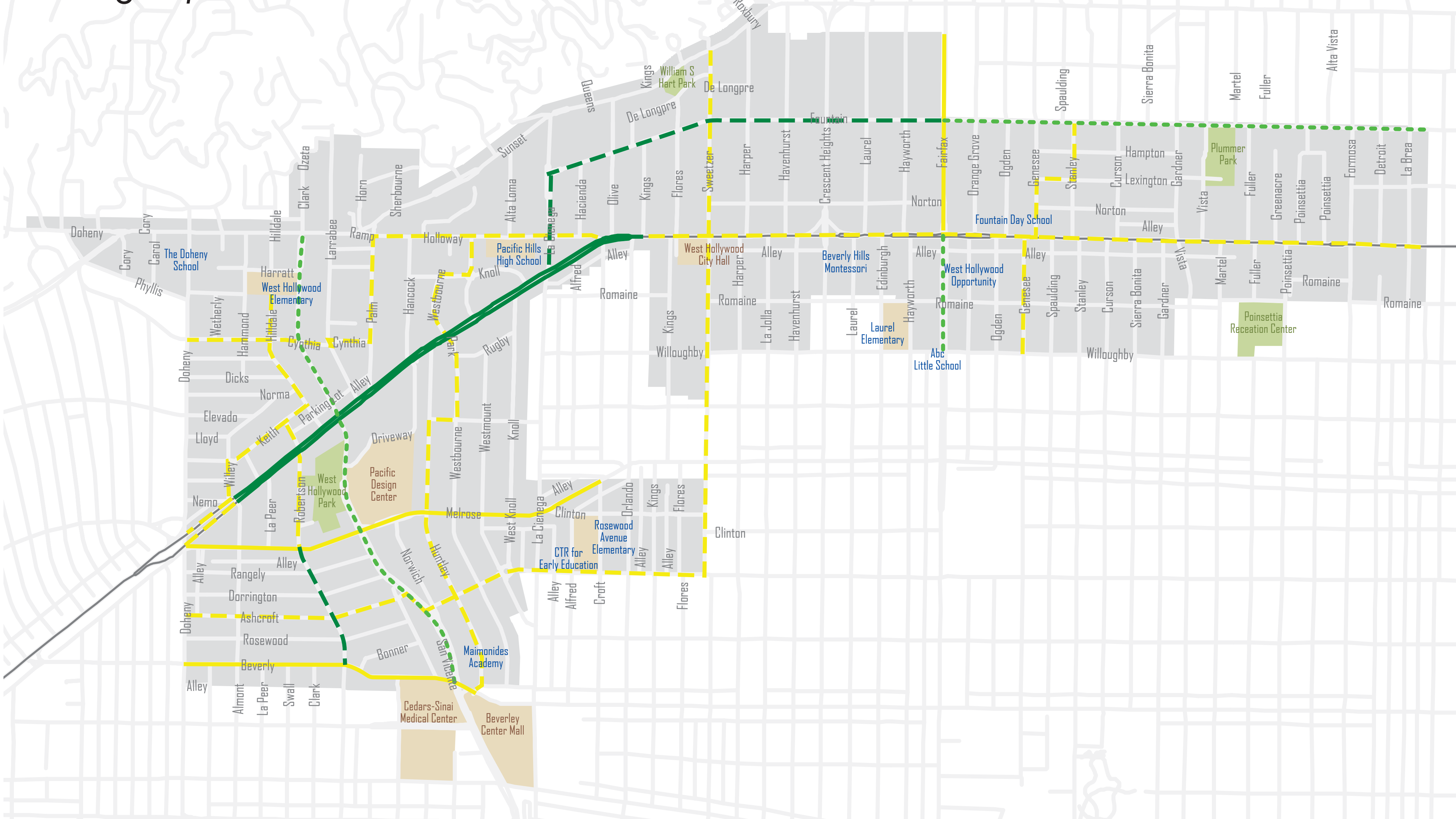
TRANSPORTATION

MAKING WALKING AND BICYCLING MORE CONVENIENT AND COMFORTABLE

FACT:

People are concerned about walking and biking in West Hollywood. For example, are there paths and facilities for you to get to your destination quickly and easily?

- West Hollywood has a limited number of excellent bike facilities, such as on Santa Monica Blvd between Almont Drive and Kings Road.
- The map below shows gaps in what could be a more complete network of bike lanes in West Hollywood. Where do you want to go today—and could you get there on a bike?
- In a city that takes health issues seriously (and with a very high number of gyms per capita), helping people to feel more comfortable biking is an important public health issue.
- Since streets aren't getting any wider in West Hollywood, adding a dedicated bike lane must come at the expense of travel lanes, turn lanes, and parking lanes—how would you resolve this trade-off on your street?
- West Hollywood is a compact city, with many pedestrian-friendly streets and many shopping, working, and recreation destinations close to housing. This compact form and variety makes walking and biking an appealing option for many trips.



SNAPSHOT OF EXISTING BICYCLE NETWORK AND GAPS

West Hollywood Schools	Existing On-Street Bike Lanes (Class II)	
Landmarks	Proposed On-Street Bike Lanes (Class II)	
Parks	Existing Signed Route to be Converted to On-Street Bike Lanes	
	Major Gaps in Bike Network	
	Existing Signed Route but no Bike Lane (Class III)	
	Proposed Signed Route but no Bike Lane (Class III)	

GIS Data Source: LA County, SCAG, ESRI
Pedestrian and Bike Data Source: City of West Hollywood Bicycle and Pedestrian Mobility Plan

IMAGINE WEHO!

- What should the new General Plan do to make sure that:
 - > Residents feel comfortable enough to walk and bike on a daily basis as part of a healthy, active lifestyle?
 - > We use our limited right-of way to in a manner that reflects our policy goals for promoting walking and bicycling?
 - > We create dedicated bicycle lanes so that residents and visitors of all ages and abilities can bike anywhere in West Hollywood?

AGREE WITH WHAT YOU SEE?

PLACE POST-ITS
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TRANSPORTATION

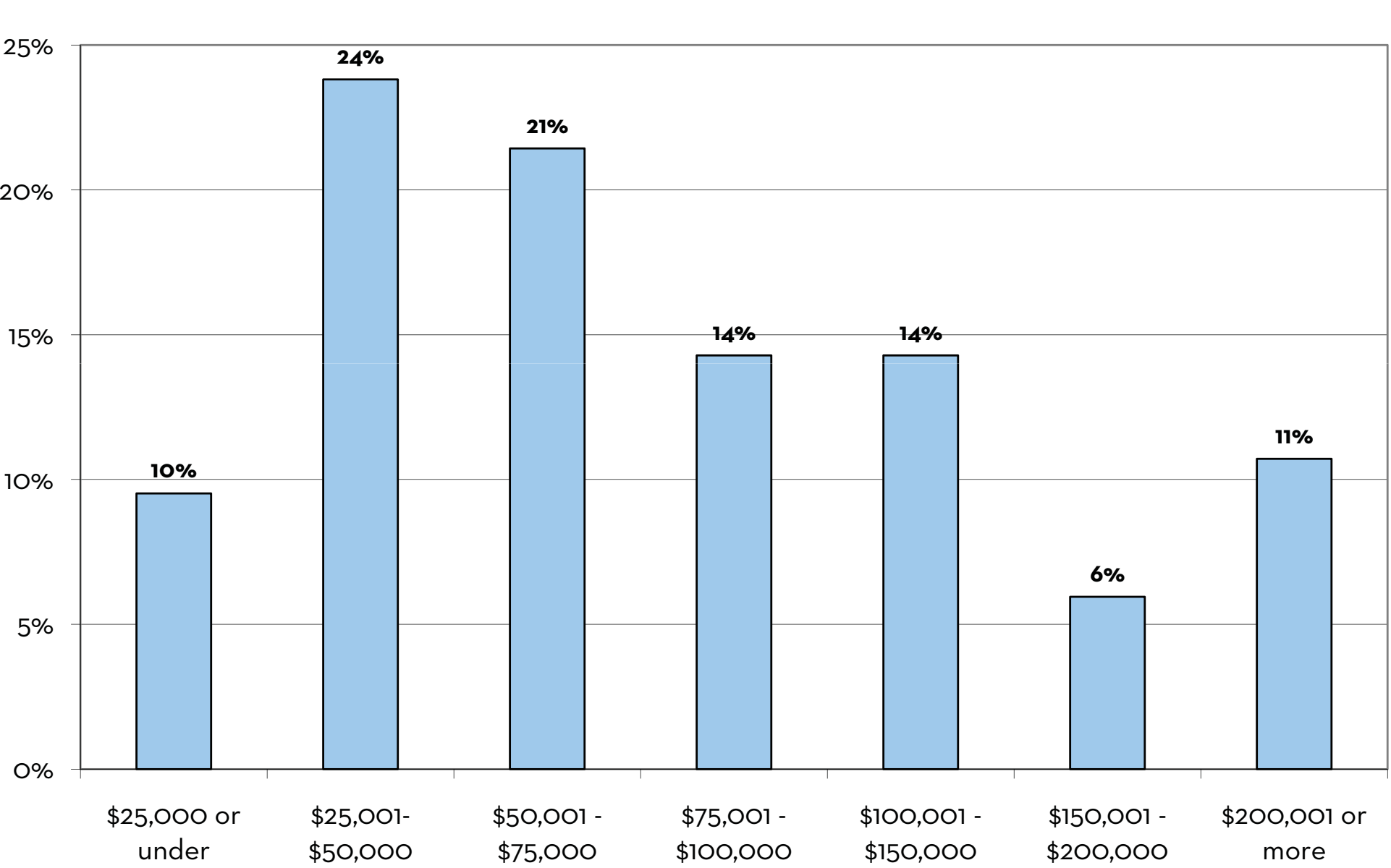
REGIONAL TRANSIT & CITYLINE SERVICE

FACT:

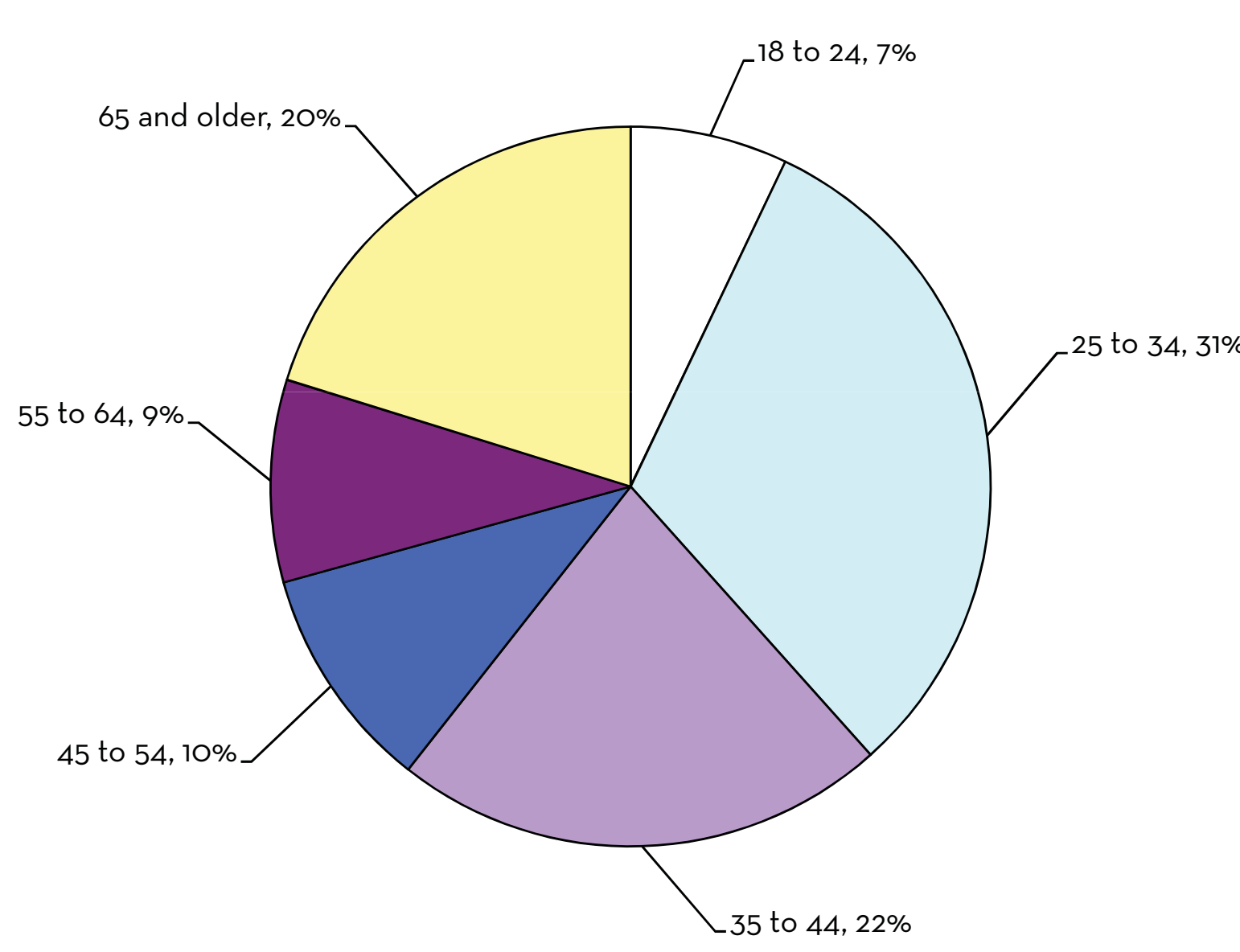
Metro is West Hollywood's primary transit service provider. Metro connects West Hollywood with important regional destinations, and LADOT's Community DASH service supplements Metro service. West Hollywood's CityLine is a local transit service that serves a specific population well, but is not designed to meet the full spectrum of local transit needs.

- Metro provides West Hollywood's residents with regional transit connections via Metro Rapid and Local Bus service.
- 6% of city residents take transit to work, the vast majority on Metro.
- LADOT's Community DASH provides local service connections to major destinations (such as Cedar Sinai Medical Center) and transit centers (such as the Hollywood Red Line subway station).
- CityLine currently serves a very vulnerable population—primarily low-income seniors—and does not meet the specific mobility needs of the City as a whole. 77,000 trips are taken on CityLine every year (about 260 people per weekday, or 7 passengers per hour of service).
- In order to accomplish West Hollywood's other community goals, transit must meet the needs of all residents, including existing City Line riders and potential new transit riders.
- Looking to the future, is there a cost-effective way to meet the important mobility needs of the current CityLine riders while refocusing current CityLine expenditures to subsidize better local transit for all?

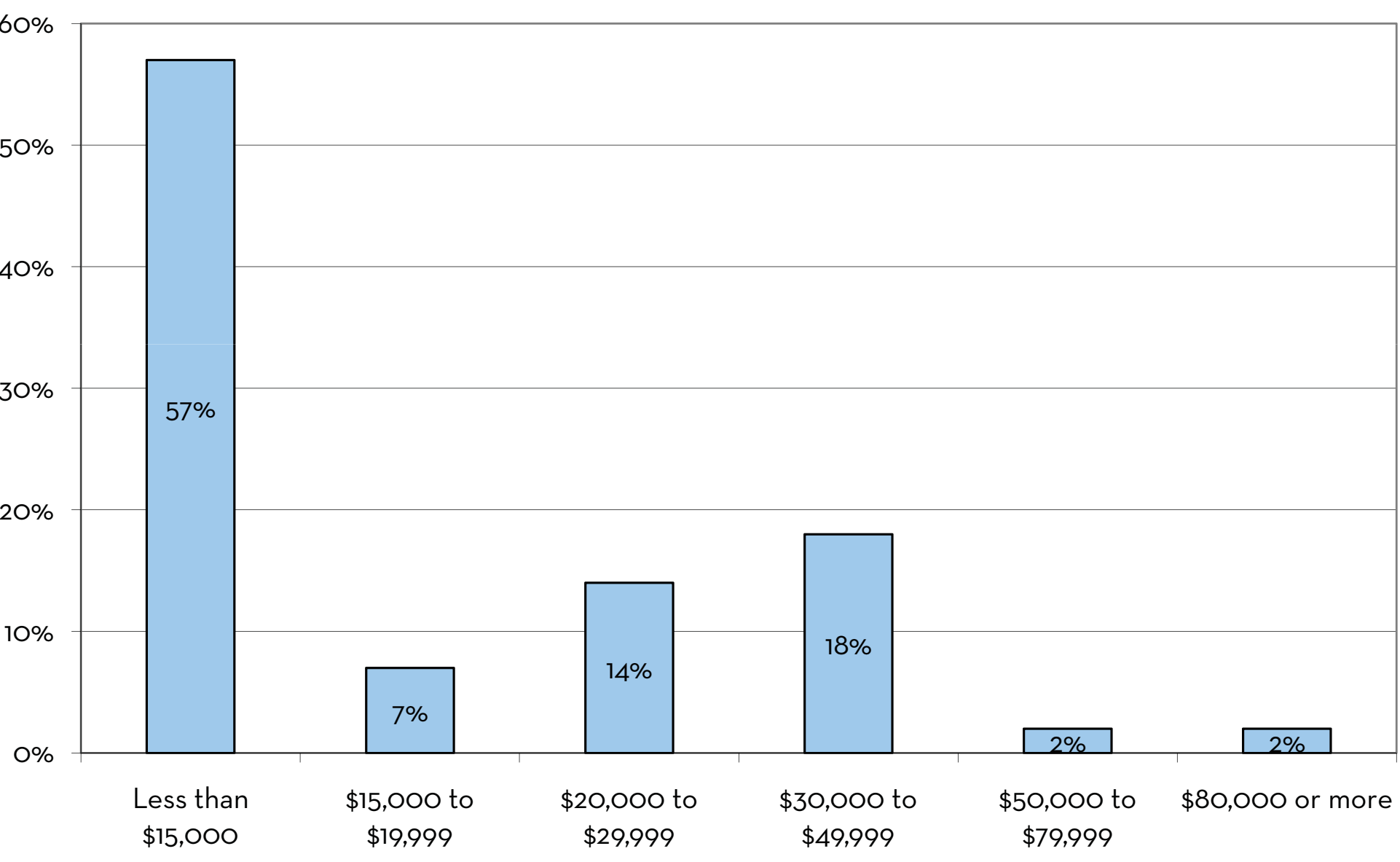
WEST HOLLYWOOD HOUSEHOLD INCOME



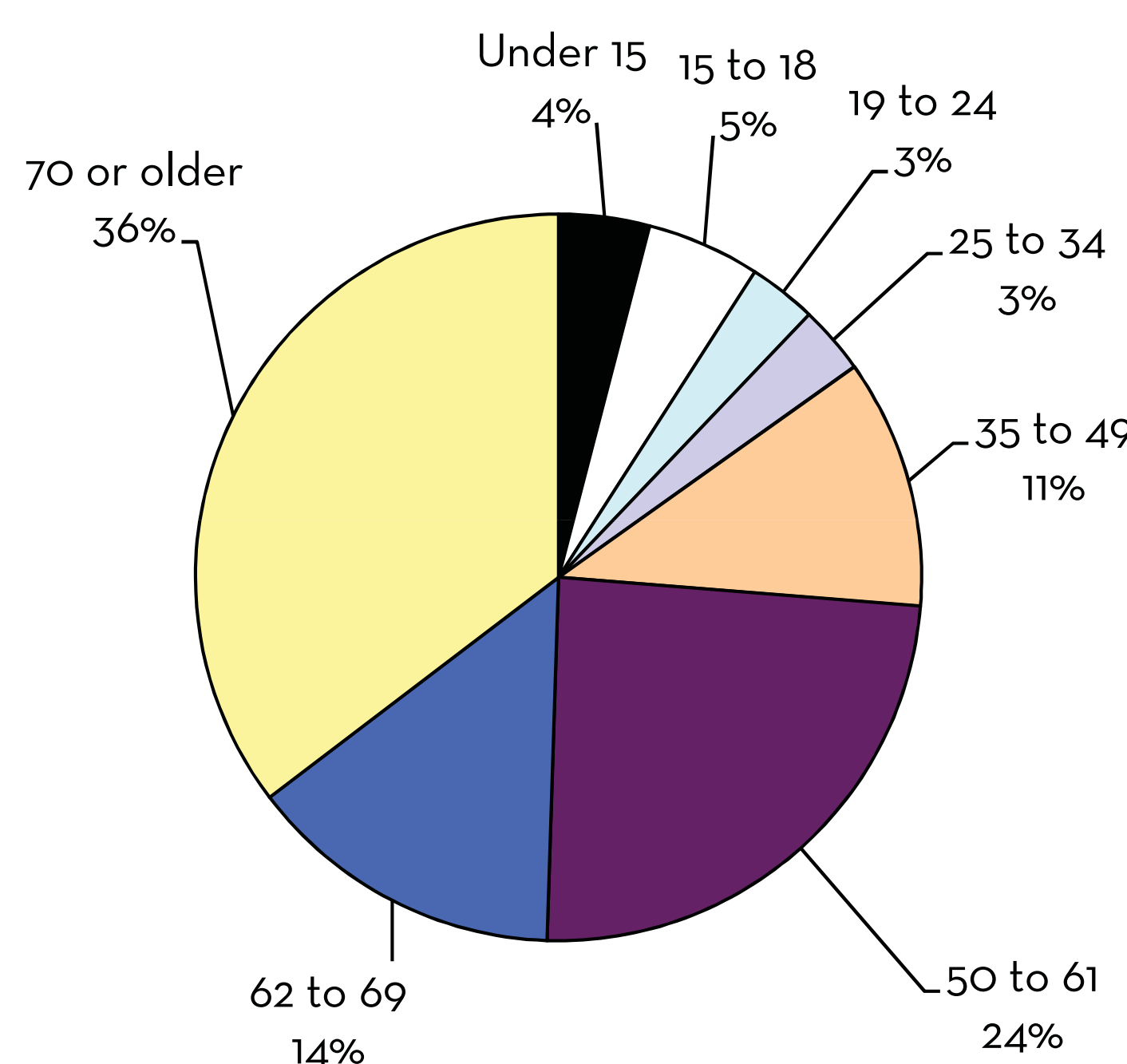
AGE DISTRIBUTION FOR CITY OF WEST HOLLYWOOD



CITYLINE HOUSEHOLD INCOME



AGE DISTRIBUTION FOR CITYLINE



IMAGINE WEHO!

What should the new General Plan do to make sure that transit in West Hollywood serves the mobility needs of West Hollywood's most transportation-disadvantaged populations, while investing in local transit service that is a more attractive option for all West Hollywood residents?

AGREE WITH WHAT YOU SEE?

PLACE POST-ITS
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TRANSPORTATION

MOVING PEOPLE VS. MOVING VEHICLES

FACT:

Our streets aren't getting any wider, so increasing transit ridership is one of the most efficient and cost-effective ways to keep people moving without adding more vehicle traffic, especially on key corridors that are congested at peak travel times.

- As the graphs below show, transit carries a significant amount of passengers on streets like Santa Monica Blvd. during morning and evening commute hours, while adding very little to traffic congestion. For example, during the AM commute hour, transit moves 37% of all people traveling in motorized vehicles on Santa Monica Blvd. with only 1% of the total vehicles.
- At other congested times, transit is less efficient than it could be in moving people. For example, on Friday and Saturday nights, transit moves only 8% to 10% of all people traveling in motorized vehicles on Santa Monica Blvd.
- The graphic below further illustrates transit's ability to carry more people in less street space than any other mode—how can West Hollywood make transit faster and more reliable in order to manage traffic congestion?

SANTA MONICA BOULEVARD, WEST HOLLYWOOD, CA

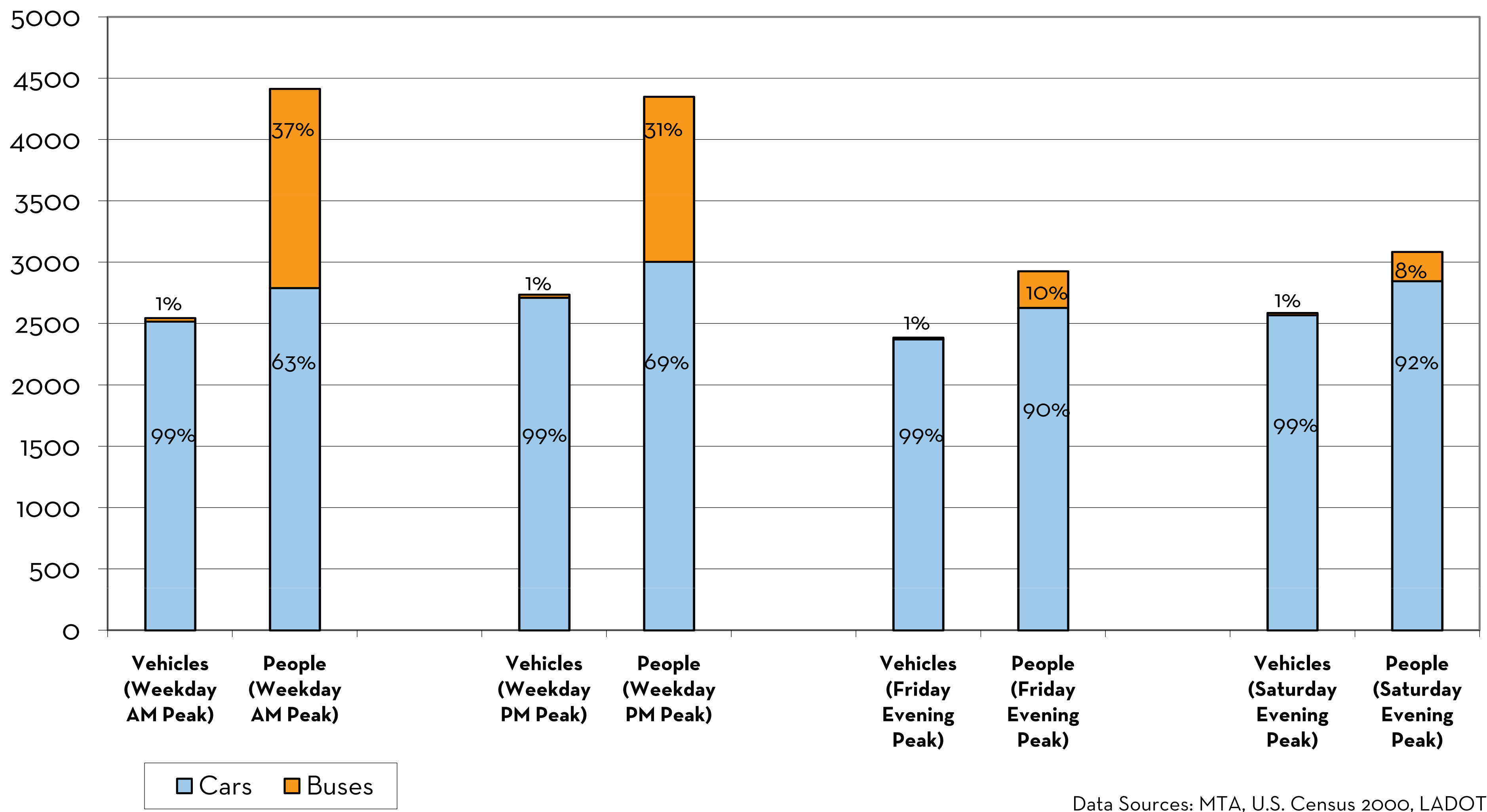


ILLUSTRATION OF RELATIVE SPACE EFFICIENCY OF CARS, BIKES, AND A BUS CARRYING THE SAME NUMBER OF PEOPLE



IMAGINE WEHO!

How should the new General Plan make sure we optimize the use of limited street capacity, balancing "total person trips" with "total vehicle trips"?

AGREE WITH WHAT YOU SEE?

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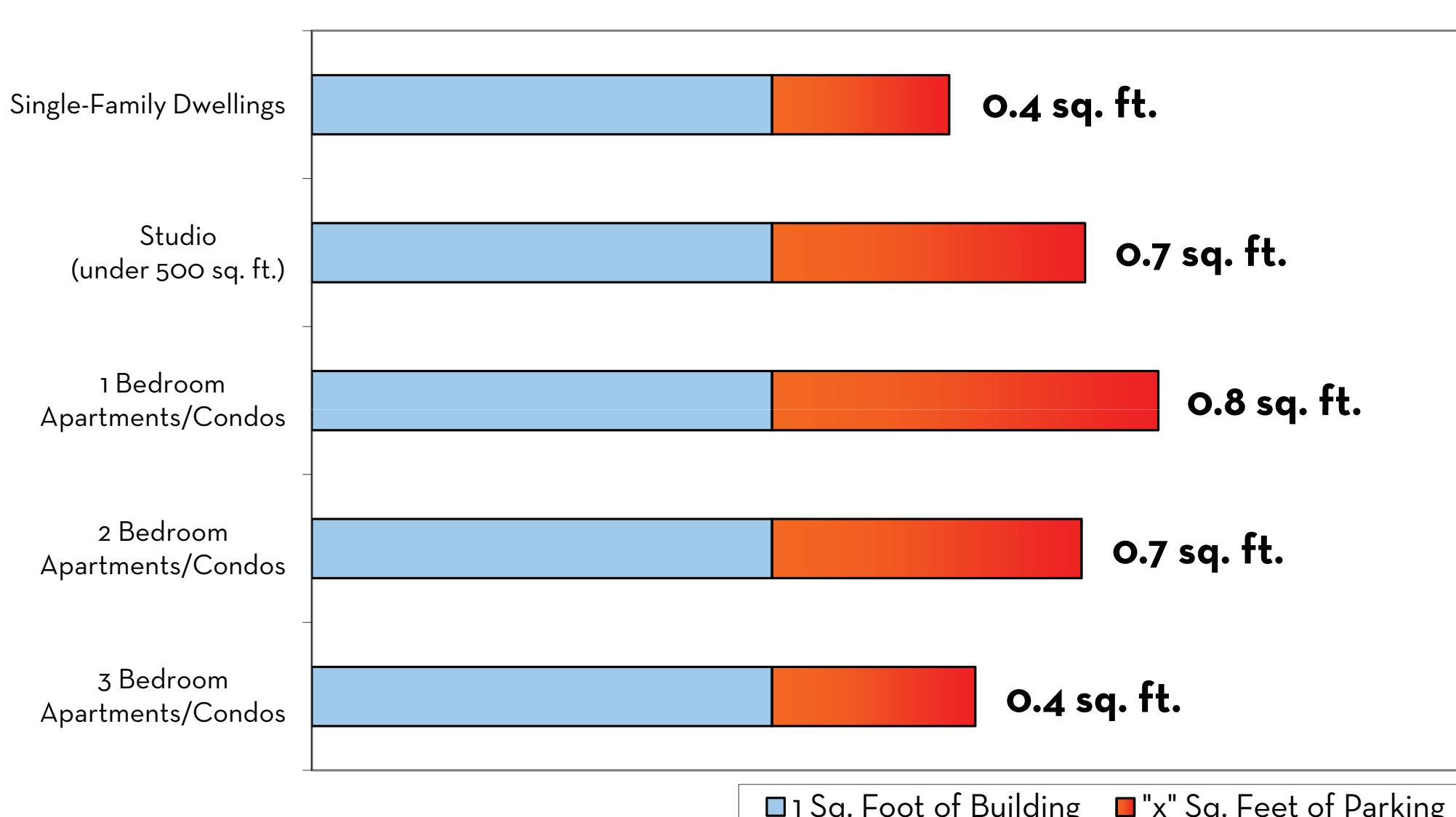
PARKING AND AFFORDABILITY

FACT:

Parking takes up a large amount of space and is expensive to construct.

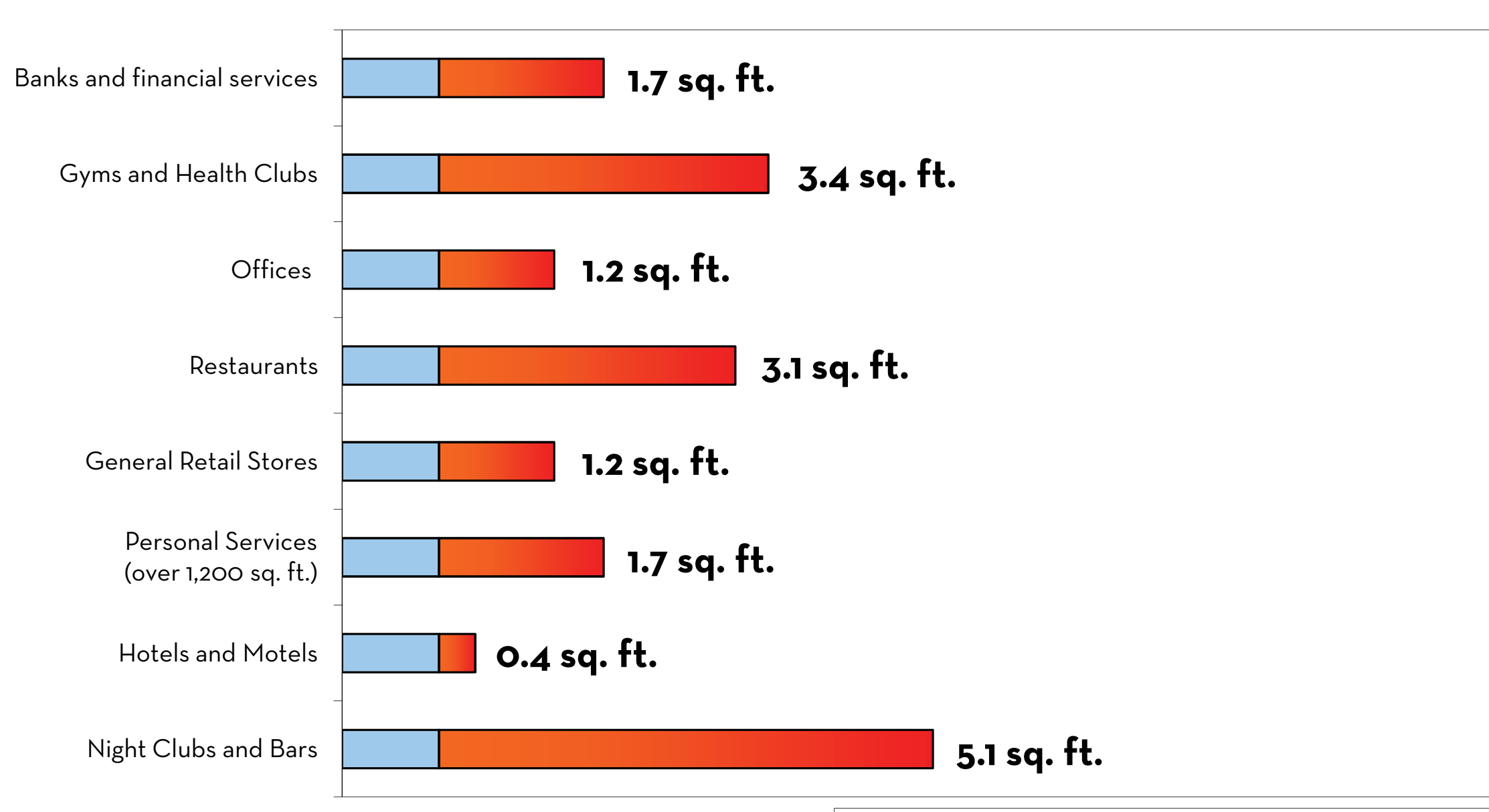
- Meeting West Hollywood's commercial parking requirements takes up a lot of space—for most uses, the area dedicated for parking is greater than the area for the shop or restaurant.
- Meeting West Hollywood's residential parking requirements can also take up a lot of space. For example, for a 1 bedroom rental apartment or condo, the city's current parking requirements require 0.8 square foot of parking for cars for every 1 square foot of housing for people.
- Building parking is expensive and the cost is often passed on to users through commercial or residential lease rates and sales prices. For example:
 - > The rental value of a parking space in West Hollywood represents approximately 15% of the rental price for a 1 bedroom apartment.
 - > The construction cost of a parking space represents approximately 10% of the construction cost for average 2 bedroom condo in West Hollywood.
- Above-ground parking reduces the number of housing units or commercial square footage that fit on a site, thereby increasing the costs of the supply of housing units and commercial square footage that is constructed.
- Below-ground parking can cost as much as \$60,000 to \$80,000 per space, and these costs are passed on to occupants unless parking costs are unbundled from housing costs.
- Sometimes this much parking isn't even needed: a 2006 survey of 10 new and renovated housing developments for low-income and special needs populations in West Hollywood found that residents and guests were using on average 78% of the off-street parking for the project (with 6 of the 10 projects using less than 80%, and one project using only 59%).
- The City of West Hollywood is 1.9 square miles and has relatively small parcels—in this environment, parking competes with other uses for limited land area and financial resources.

WEST HOLLYWOOD MINIMUM RESIDENTIAL PARKING REQUIREMENTS



Source: West Hollywood Municipal Code - Title 19 Zoning Ordinance, Chapter 19.28 Off-Street Parking and Loading Standards, Table 3-6, June 2007
 Source: www.rent.com, www.homegain.com
 Methodology: Square footage for each housing type was obtained by looking at current rental postings for the city of West Hollywood on www.rent.com.
 Using at minimum at least five data points for each housing type an average square footage was determined. Comparing the average square footage of the housing type to the number of parking spaces required under West Hollywood Zoning Code the relationship

WEST HOLLYWOOD MINIMUM COMMERCIAL PARKING REQUIREMENTS



Source: West Hollywood Municipal Code - Title 19 Zoning Ordinance, Chapter 19.28 Off-Street Parking and Loading Standards, Table 3-6, June 2007
 Methodology: Parking requirements for each use were obtained from the West Hollywood Municipal Code. The number of spaces required per 1000 sq ft for each use was multiplied by the average size of a parking space (340 sq ft) and divided by 1000 to show the relationship per square foot between building and parking.

IMAGINE WEHO!

What should the new General Plan do to make sure that limited land is used wisely for housing people and housing cars?

AGREE WITH WHAT YOU SEE?

PLACE POST-ITS
HERE

TRANSPORTATION

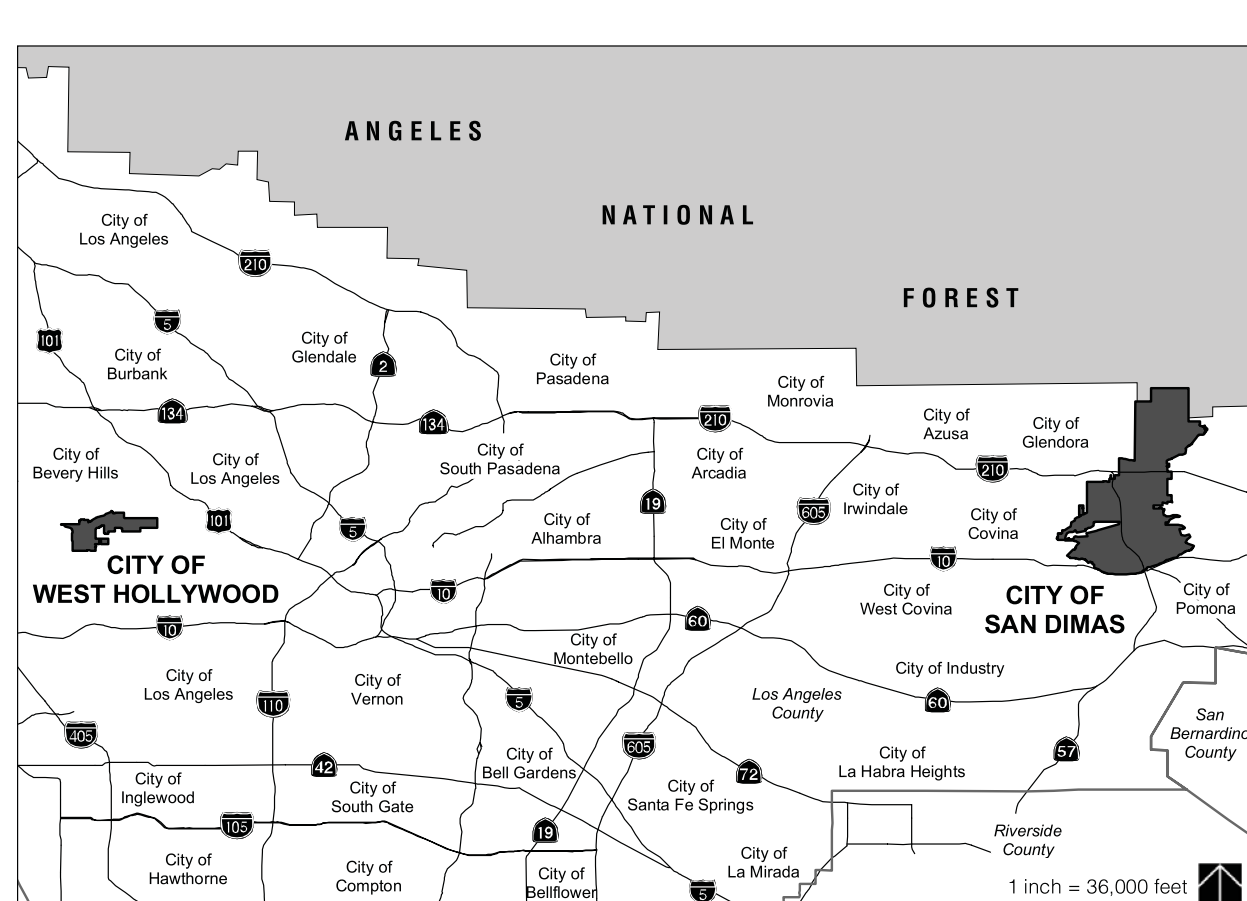
CLIMATE CHANGE

FACT:

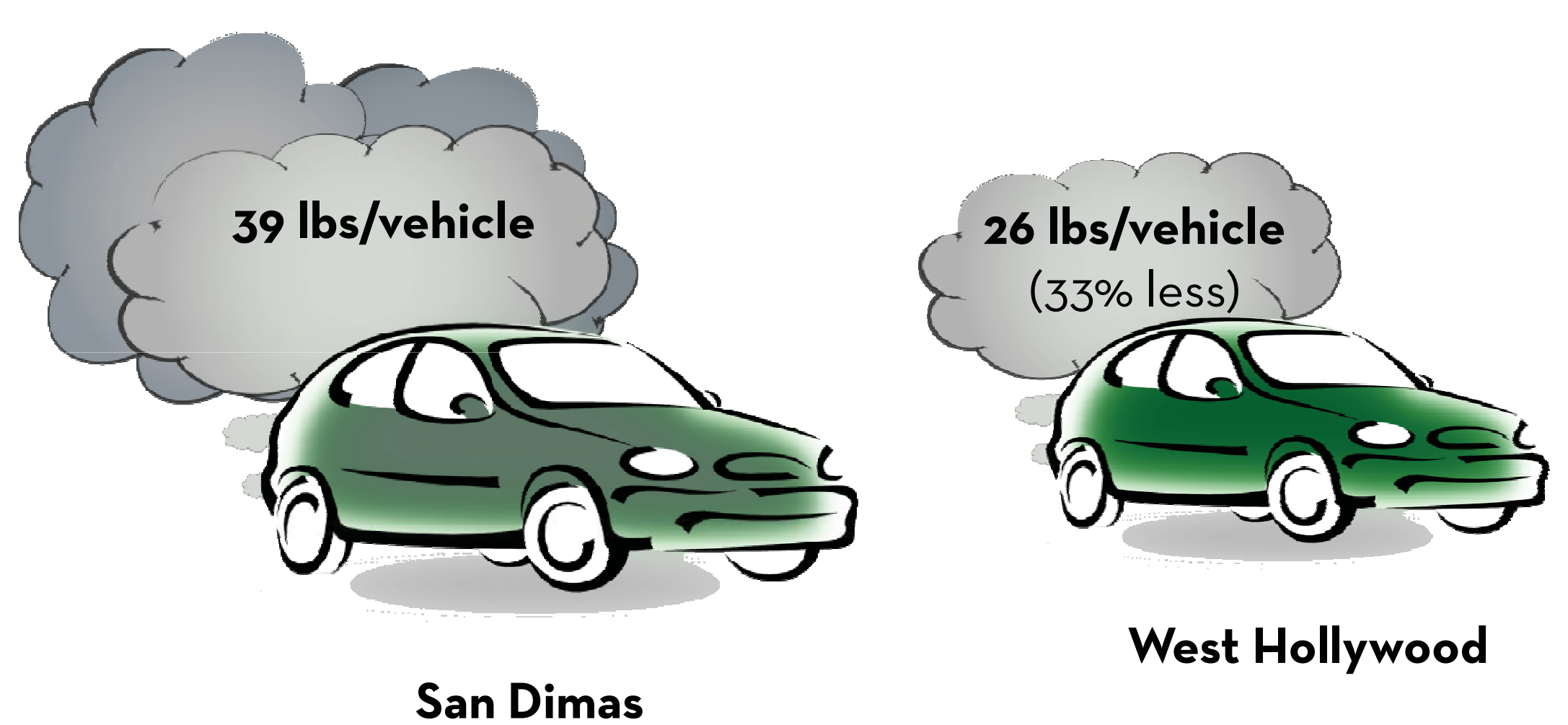
West Hollywood residents can continue to be leaders on climate change by reducing the amount of driving we do.

- When it comes to Greenhouse Gas (GHG) emissions, West Hollywood is already doing some good things.

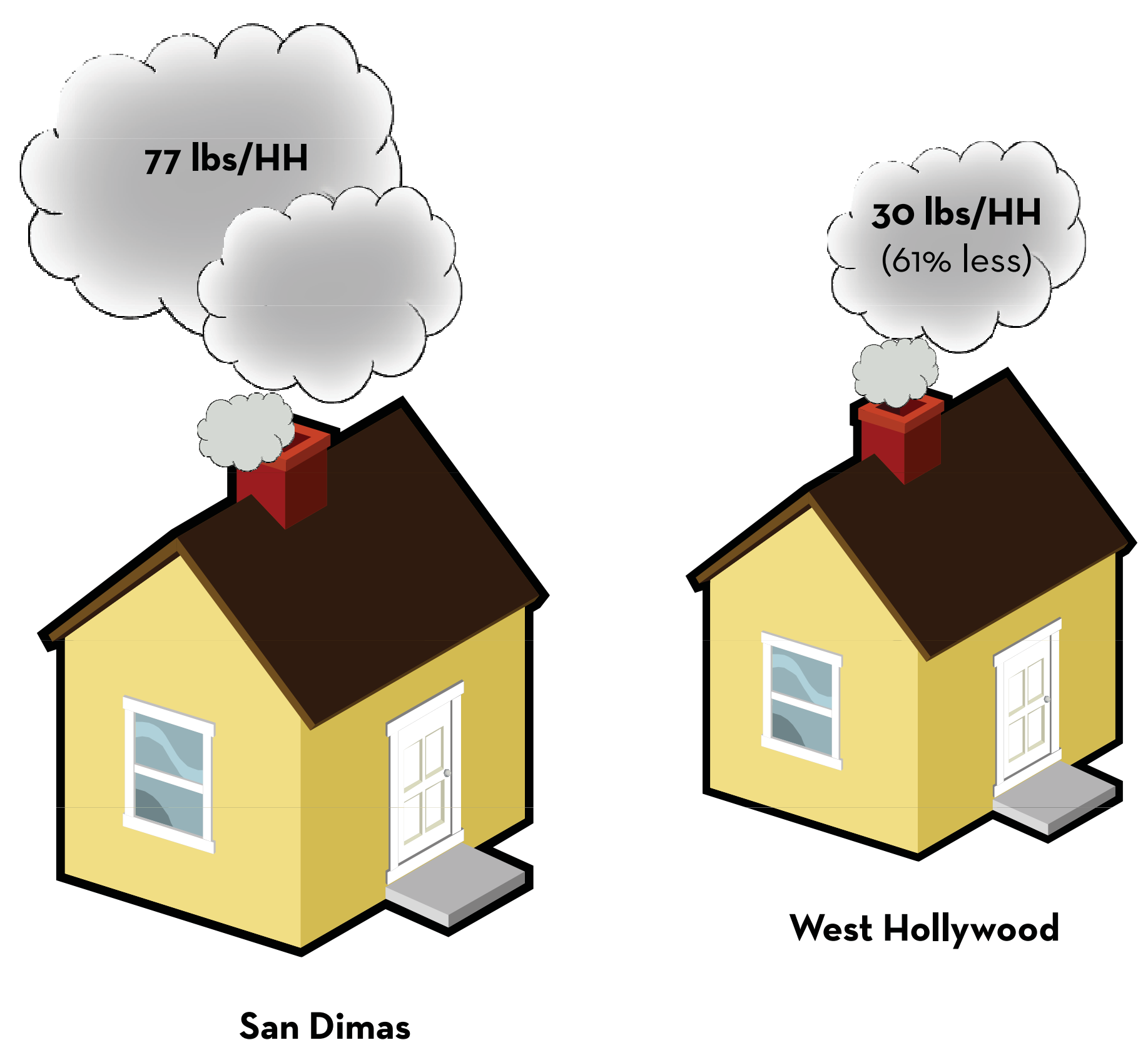
- For example, West Hollywood's predominant development pattern as a compact, urban village with a mix of uses encourages fewer, shorter vehicle trips.
- West Hollywood emits much less personal transportation-related CO₂ than a suburban Southern California city such as San Dimas:
 - >> 33% less per vehicle
 - >> 61% less per household
- West Hollywood residents drive 43% less miles per year (8,948 miles per person) than residents of a suburban Southern California city like San Dimas (15,810 miles per person).



ANNUAL VEHICLE CO₂ EMISSIONS



ANNUAL HOUSEHOLD CO₂ EMISSIONS



- But if West Hollywood is like the rest of California, 40% of the city's total CO₂ emissions come from driving our cars around. For example, the total annual vehicle miles driven by all West Hollywood motorists is the equivalent of each West Hollywood resident driving one-third of the distance around the world every year!
- Since there is a direct 1:1 correlation between number of miles driven and CO₂ emissions, the only way for West Hollywood to be a leader in reducing greenhouse gases is to make it easy for both existing and new residents and workers to drive less, thereby reducing per capita "vehicle miles traveled" (or VMT).

ANNUAL VMT PER PERSON



IMAGINE WEHO!

What should the new General Plan do to make sure that our land use and development policies are an effective climate change strategy by allowing West Hollywood residents to drive less and walk, bike, and take transit more?

AGREE WITH WHAT YOU SEE?

PLACE POST-ITS
HERE

TRANSPORTATION

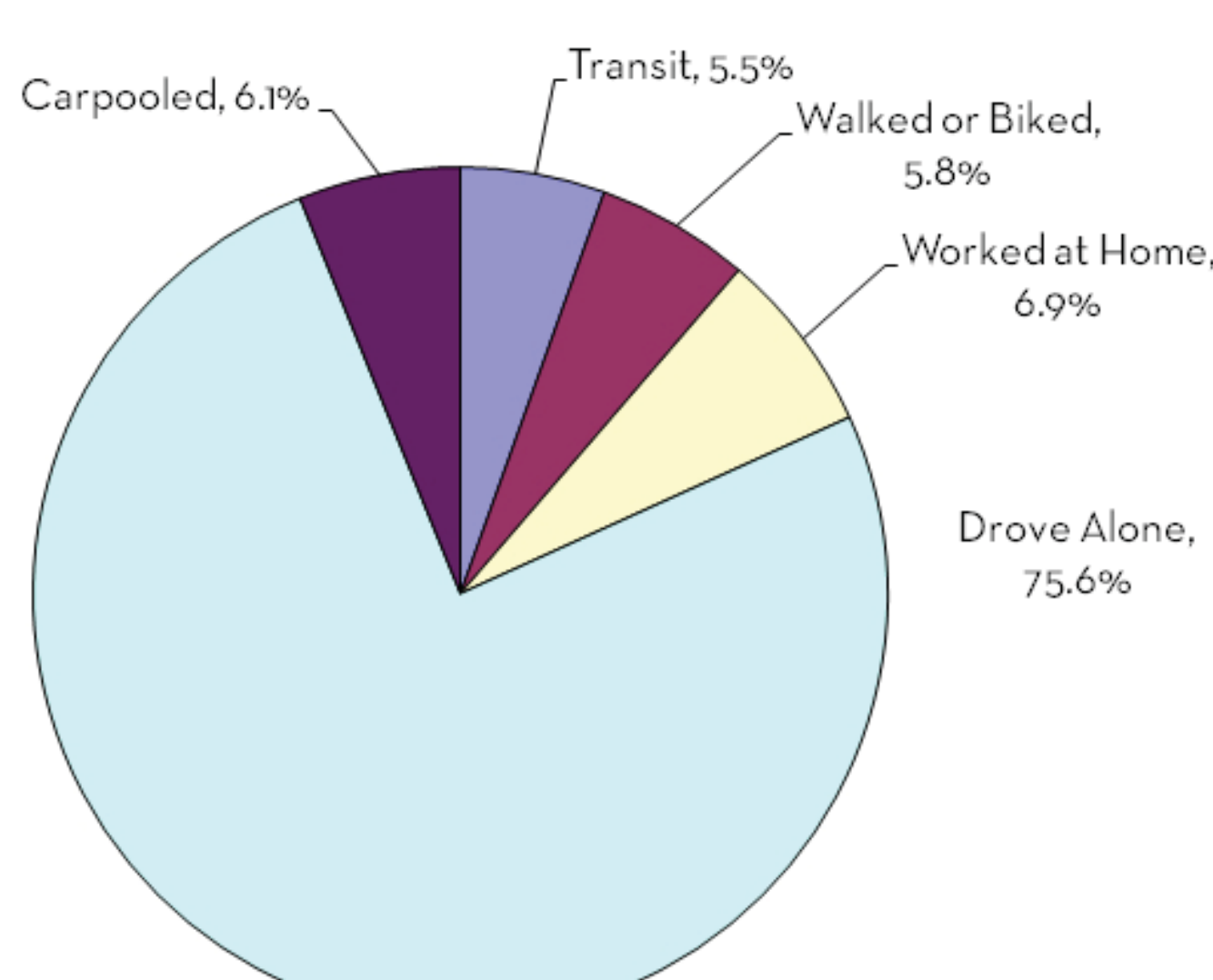
MODE SPLIT

FACT:

Some may say that “nobody walks in LA,” but we certainly do walk in West Hollywood (and we take transit, bike, and carpool too).

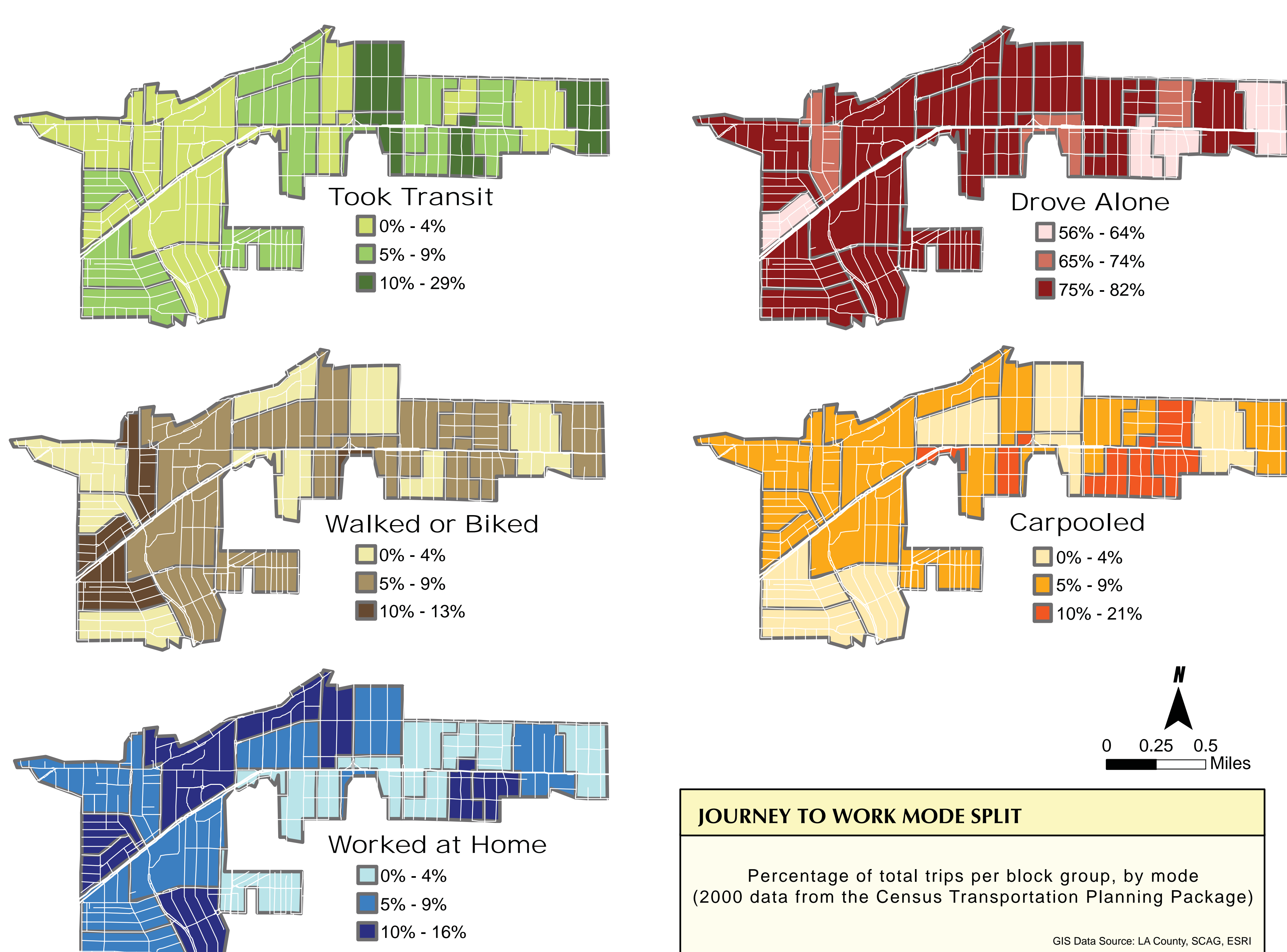
- Nearly 25% of West Hollywood residents get to work by some other mode than driving themselves:

- > 6% take transit
- > 6% walk or bike
- > 6% carpool
- > 7% have a “zero commute” because they work at home!



- However, as the map below shows, the way West Hollywood residents get to work varies significantly by neighborhood—in some Census block groups nearly everyone drives themselves to work, while in others a significant percentage walk, bike, or take transit.

- In order to make walking, biking, and taking transit more attractive to more people for more of their trips, residents must feel that the physical infrastructure (such as pleasant sidewalks) and financial incentives (such as subsidized transit passes) are a reasonable option compared to driving.



IMAGINE WEHO!

The one-fourth of West Hollywood residents who don't drive solo to work make a daily contribution to improved quality of life (for example, through less traffic congestion and better air quality). What should the new General Plan do to make it easier for a greater number of people who can reasonably choose to get to work—and to the store, the doctor, and all the other places people need to go—without a car?

AGREE WITH WHAT YOU SEE?

PLACE POST-ITS
HERE

TRANSPORTATION

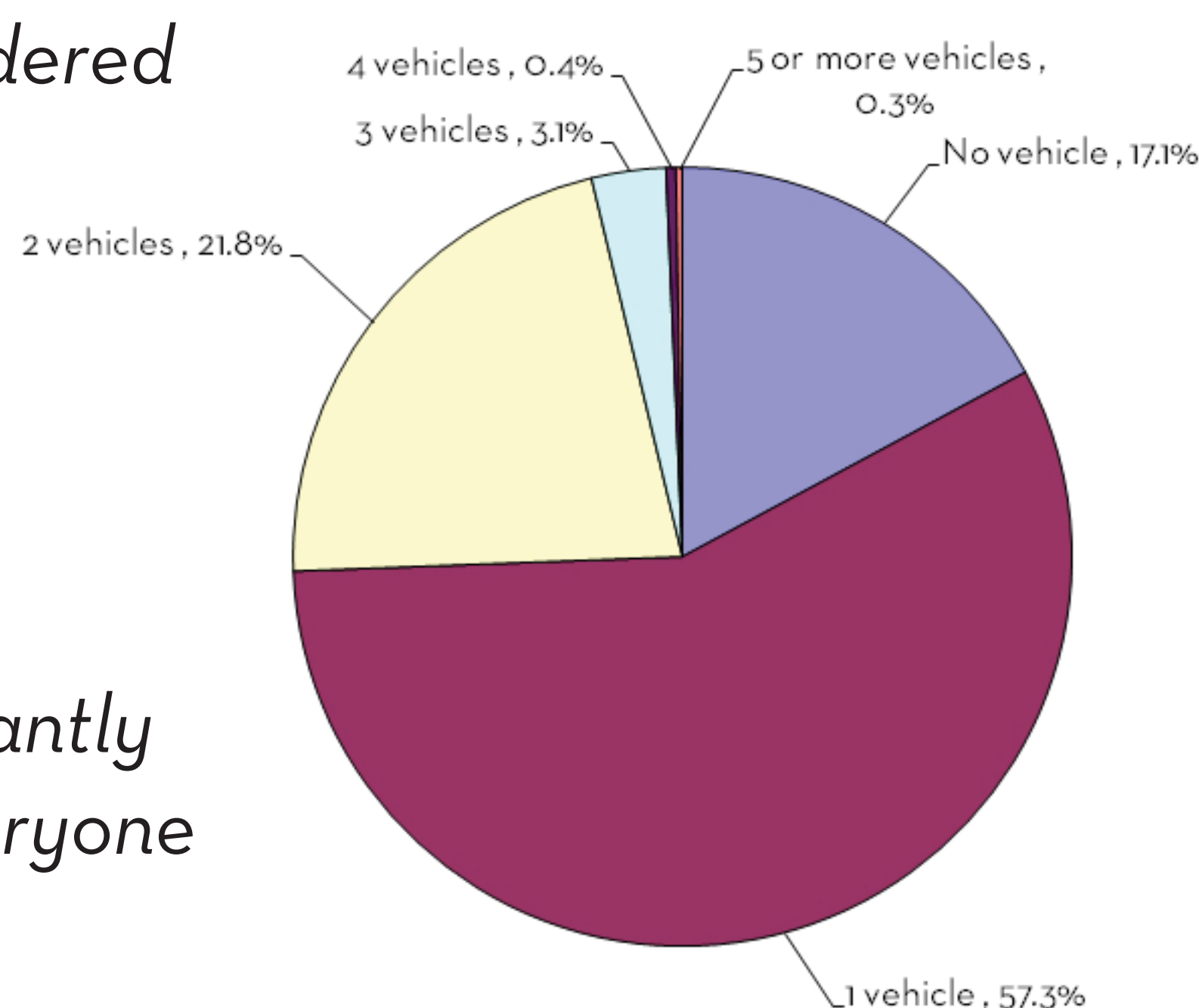
VEHICLE OWNERSHIP

FACT:

Some people think that everybody owns a car in West Hollywood- but a significant number of our friends and neighbors do not.

- Nearly 75% of West Hollywood households could be considered “low car” or “no car”:

- > 0 cars: 17%
- > 1 car: 57%
- > 2 cars: 22%
- > 3 or more cars: 7%

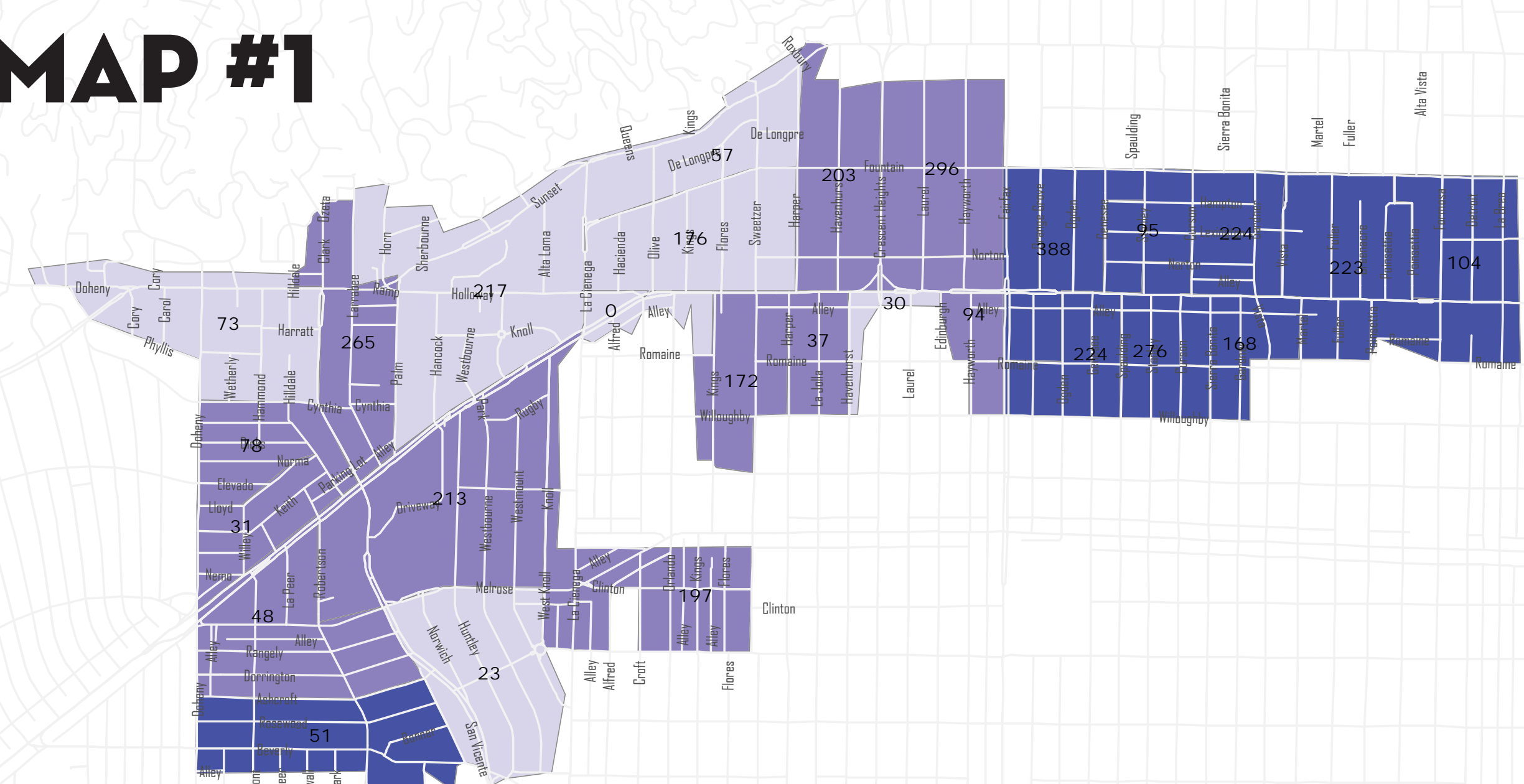


- As the 1st map below shows, auto ownership varies significantly by neighborhood—in some Census block groups nearly everyone owns a car, while in others nearly 40% do not.

- Likewise, as the 2nd and 3rd maps show, the number of autos owned per household and autos owned per person is highly variable, most likely due to differences in income and household size.

- In order to meet the needs of the community, West Hollywood needs to meet the mobility needs of these “no car” households, as well as making it easier for more households to go “low car.”

MAP #1



PERCENTAGE OF HOUSEHOLDS WITH ZERO VEHICLES (Census 2000 data by block group)

0 - 10% 11 - 20% 21 - 37%

100 Number on map indicates actual number of households with zero vehicles available

0 0.25 0.5 Miles

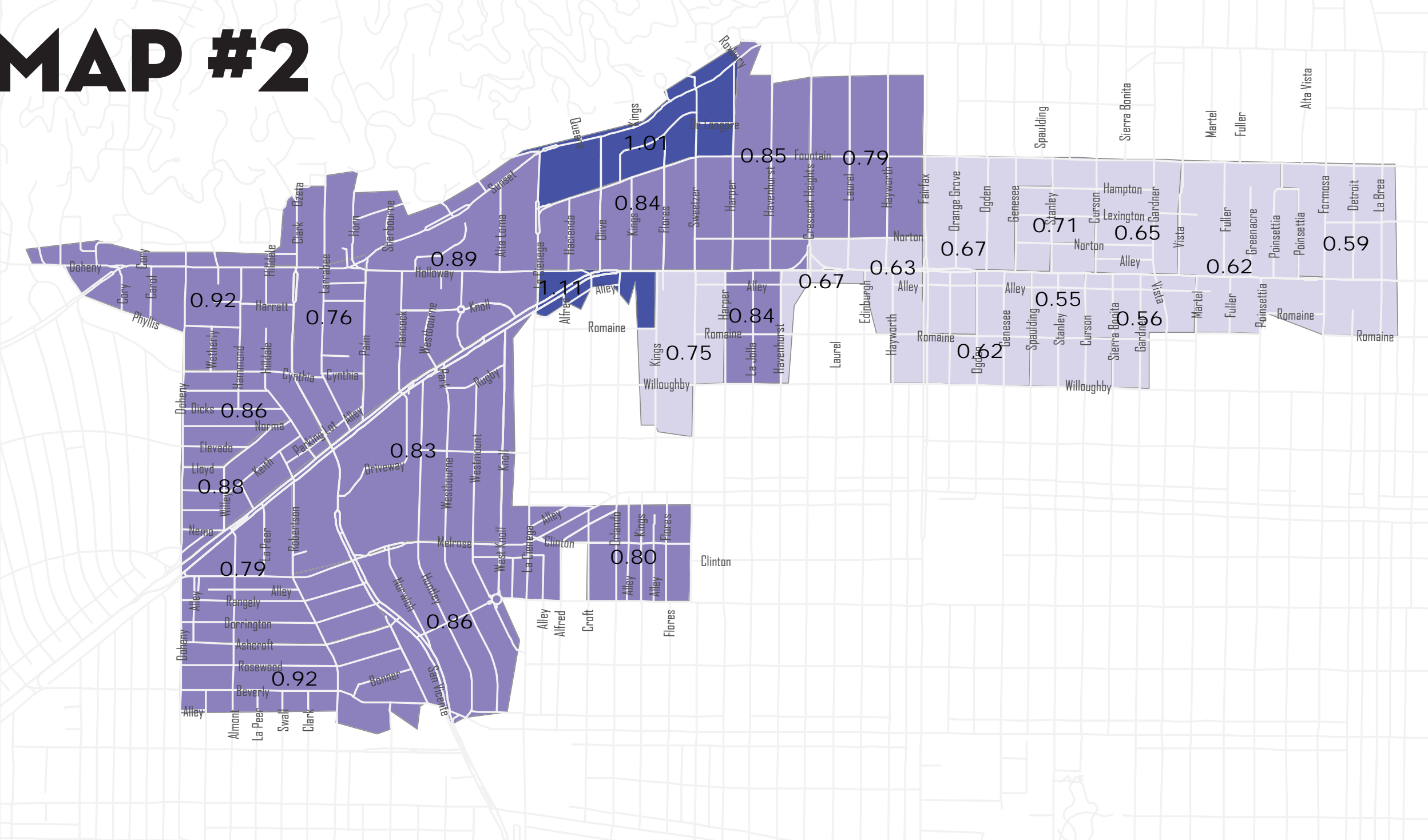
GIS Data Source: LA County, SCAG, ESRI

IMAGINE WEHO!

What should the new General Plan do to make sure that West Hollywood residents who don't drive can get where they need to go and that walking, bicycling, and transit are more attractive to more people for more of their trips?

AGREE WITH WHAT YOU SEE?

MAP #2



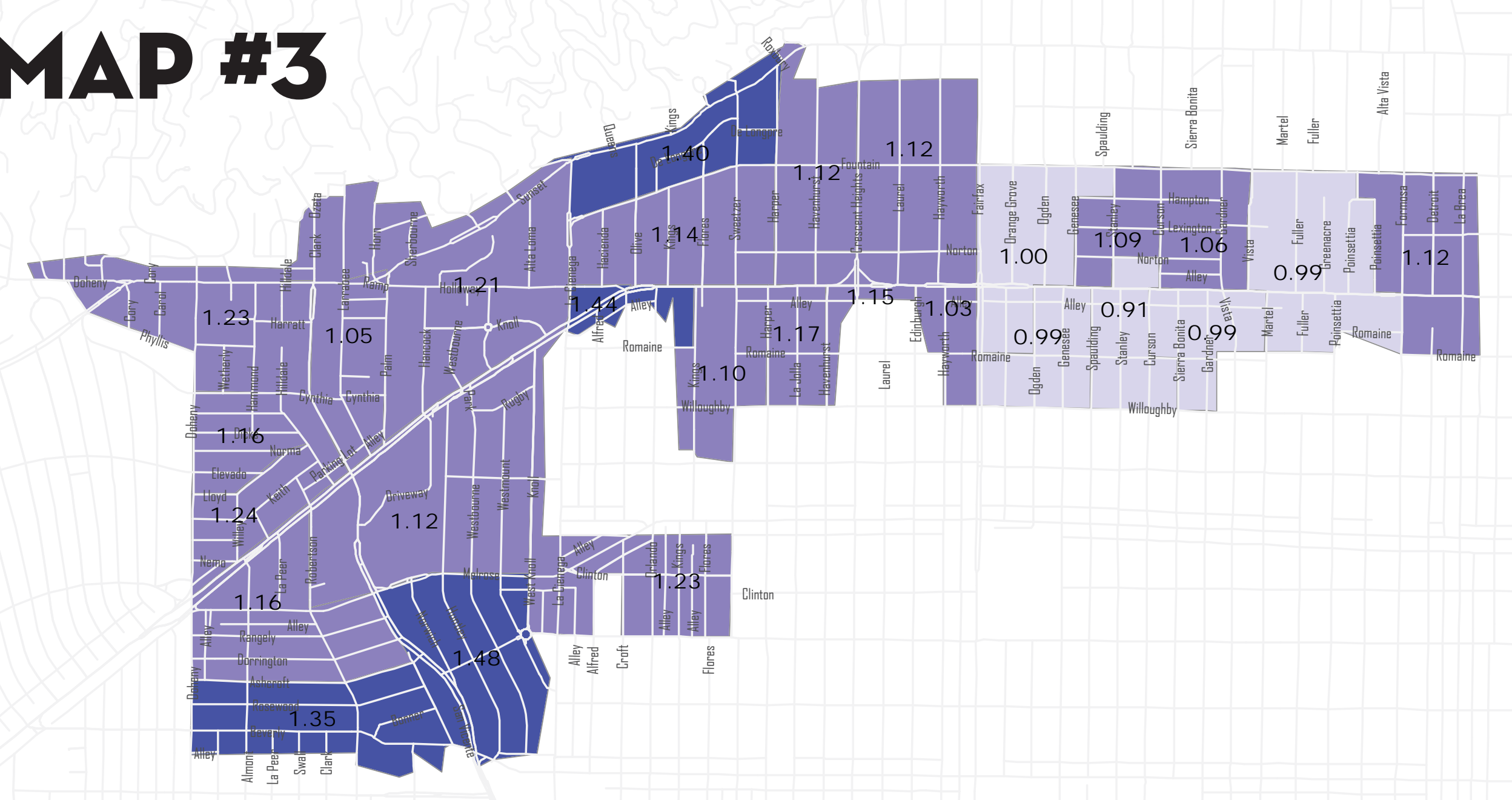
AVERAGE NUMBER OF VEHICLES PER PERSON (Census 2000 data by block group)

0.55 - 0.75 0.76 - 1.00 1.01 - 1.11

0 0.25 0.5 Miles

GIS Data Source: LA County, SCAG, ESRI

MAP #3



AVERAGE NUMBER OF VEHICLES PER HOUSEHOLD (Census 2000 data by block group)

0.9 - 1.0 1.0 - 1.3 1.3 - 1.5

0 0.25 0.5 Miles

GIS Data Source: LA County, SCAG, ESRI

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