



City of West Hollywood
California 1984



EASTSIDE

community plan

Eastside Working Group Meeting

April 26, 2016

AGENDA

1. Call to Order
2. Public Comment
3. **New Business:** Mobility
4. Working Group Member Comments
5. Public Comment
6. Adjournment

NEW BUSINESS: MOBILITY

- Existing Conditions/Key Issues
- Current Initiatives
- Future Opportunities

Existing Conditions/Key Issues



■ Overarching Issues

- Traffic is a regional problem with local impacts – requiring regional solutions
- Rapidly evolving mobility landscape
 - New travel options (sharing + technology)
 - Future travel options (driverless cars – and how they may alter underlying assumptions)

■ Parking

- Physical constraints and need to manage existing supply
- Ability of existing code to address neighborhood needs
 - Impacts of new development on availability of on-street parking
 - Impacts of code requirements on existing retail spaces

Existing Conditions/Key Issues



■ Safety

- Traffic volumes and speeds
- Pedestrian and bicycle collisions
- Neighborhood Traffic Calming Program (NTCP)

■ Bicycles + Walking

- Safe routes for cycling (“8-to-80” infrastructure)
- Crosswalk enhancements
- Bikeshare program

■ Transit

- Service availability
- Access to Metro Rail

■ Transportation Demand Management

- On-street carshare pilot
- TNCs loading zones pilot

■ Streets and Alleys

- Opportunities for additional traffic calming
- Opportunities for green space

Traffic

Causes & Solutions



- **Regional problem**
 - Distribution of housing and jobs (94% of WeHo residents work outside City)
- **Road network problem**
 - Solving for capacity in one location just shifts bottlenecks, induces demand
- **Relationship between traffic volume and congestion**
 - Minor (5-10%) reduction in volume can have outsized impact on congestion
- **Holistic approach**
 - For above reason, mode shift can be effective strategy
 - Regional solutions: Regional transit, policy/funding for local initiatives
 - Local solutions: Land use, parking policy, transportation demand management (TDM), ped/bike improvements, local transit

Parking

General Plan Policies

M-7: Protect and preserve residential neighborhoods from intrusion of non-residential traffic.

Intent: To minimize vehicular traffic—especially commercial traffic—in residential areas. To maintain neighborhood character, promote walkable environments, improve neighborhood aesthetics, minimize vehicular noise, improve residential air quality, and reduce pedestrian/motor vehicle conflicts.

- M-7.1 Support the Neighborhood Traffic Management Program.
- M-7.2 Maintain an established process of including neighborhood, businesses and other affected parties in discussions of neighborhood traffic management issues and resolutions.
- M-7.3 Enforce neighborhood permit parking districts to prevent commercial overflow parking.
- M-7.4 Manage traffic speeds and volumes on neighborhood streets to reduce cut-through traffic.

M-8: Manage parking supply to serve residents, businesses and visitors.

Intent: To balance parking demand and supply in support of the intended physical environment through existing and new strategies, acknowledging that existing parking is a scarce resource. To utilize existing parking, both publicly and privately owned, as effectively and efficiently as possible.

- M-8.1 Utilize existing public and private parking resources as effectively and efficiently as possible.
- M-8.2 As feasible, utilize the most current technology to aid in parking development and management.
- M-8.3 Encourage, promote, and allow shared and off-site parking arrangements in all commercial areas.
- M-8.4 Pursue strategies to reduce circling for parking by visitors, including the following:
 - User-friendly informational and wayfinding signage to direct motorists to parking facilities;
 - A shared valet program with standardized uniforms and signage;
 - Technology to provide real-time parking occupancy information to motorists before they begin their trip, en route, and once they arrive at a parking facility; and
 - Standardized price information displayed at all public and private parking facilities, including meters.

- M-8.5 Where appropriate and as feasible, increase the availability of on-street parking, consider dedicating existing roadway travel lanes to parking during non-peak travel hours, and dedicate parking areas for small vehicles including bicycles.
- M-8.6 Pursue potential joint use of private parking facilities for public parking.
- M-8.7 Encourage shared parking and seek to create a program to pool shared public and private parking spaces in key commercial districts to help create “park once” environments.
- M-8.8 Consider requiring new commercial developments to place their parking spaces in shared parking pools.
- M-8.9 Require all new development to provide adequate parking whether on-site, off-site, through shared parking or park-once strategies, or other methods.
- M-8.10 Consider reductions in minimum parking requirements along commercial corridors, in Transit Overlay Zones, or for projects that provide dedicated parking spaces for car sharing programs.
- M-8.11 Consider requiring all new multi-family residential development located along commercial corridors and in Transit Overlay Zones to unbundle parking.
- M-8.12 Consider unbundling parking requirements for new development in multi-family residential areas.
- M-8.13 When feasible, allow reductions in parking standards and/or unbundling of parking to encourage the construction of affordable housing, senior housing, special needs housing and housing near high-frequency regional transit services.
- M-8.14 Maintain demand-responsive pricing of all public on- and off-street parking in commercial corridors.
- M-8.15 Require private parking operators in commercial areas to post information about parking prices, time restrictions, and availability in a consistent manner for all commercial parking.
- M-8.16 Encourage building owners and/or managers of new multi-family and commercial buildings to make parking spaces available to qualified car-share operators, and to allow public access to the car-share vehicles.
- M-8.17 Maintain and regularly review residential preferential parking districts where appropriate.

- General Plan encourages active management of parking supply
- Several provisions related to shared parking, valet, unbundling

Parking & TDM

Parking Requirements



- **Minimum Requirements for New Development or Commercial Uses**
 - Most requirements comparable to City of L.A. and Beverly Hills
 - For restaurants < 1200 sf in buildings older than 5/2/2001, requirement same as regular retail (3.5 spaces per 1000 sf, rather than 9)
- **Exceptions**
 - Reductions may be granted for variety of reasons, including proximity of City lots and parking demand study (for mixed-use development)
 - On-site requirement can be met with shared parking off-site within 400', or 1000' if valet (can be longer under special circumstances)
 - Parking Credits Program – may pay fee for use of shared parking or public valet in some parts of city – but program requires available City-owned parking that can be shared
 - State density bonus program reduces requirements if affordable housing

Parking & TDM

Public Parking & TDM



- **Public Parking**
 - Most public parking is residential or commercial permit, paid meters or lots
 - Limited off-street public supply on Eastside – and limited opportunities to expand
 - Residential permit program covers most of neighborhood
 - Upon completion of the Movietown development, adjacent metered spaces will be made available for employee permit parking.
- **Transportation Demand Management/Transit Overlay Zones**
 - Most employers must develop trip reduction plan
 - Upcoming TDM study will consider “unbundling,” or separating parking costs from cost of buying/renting unit
 - Study will also define “transit overlay zones” with distinct parking and TDM requirements

Traffic

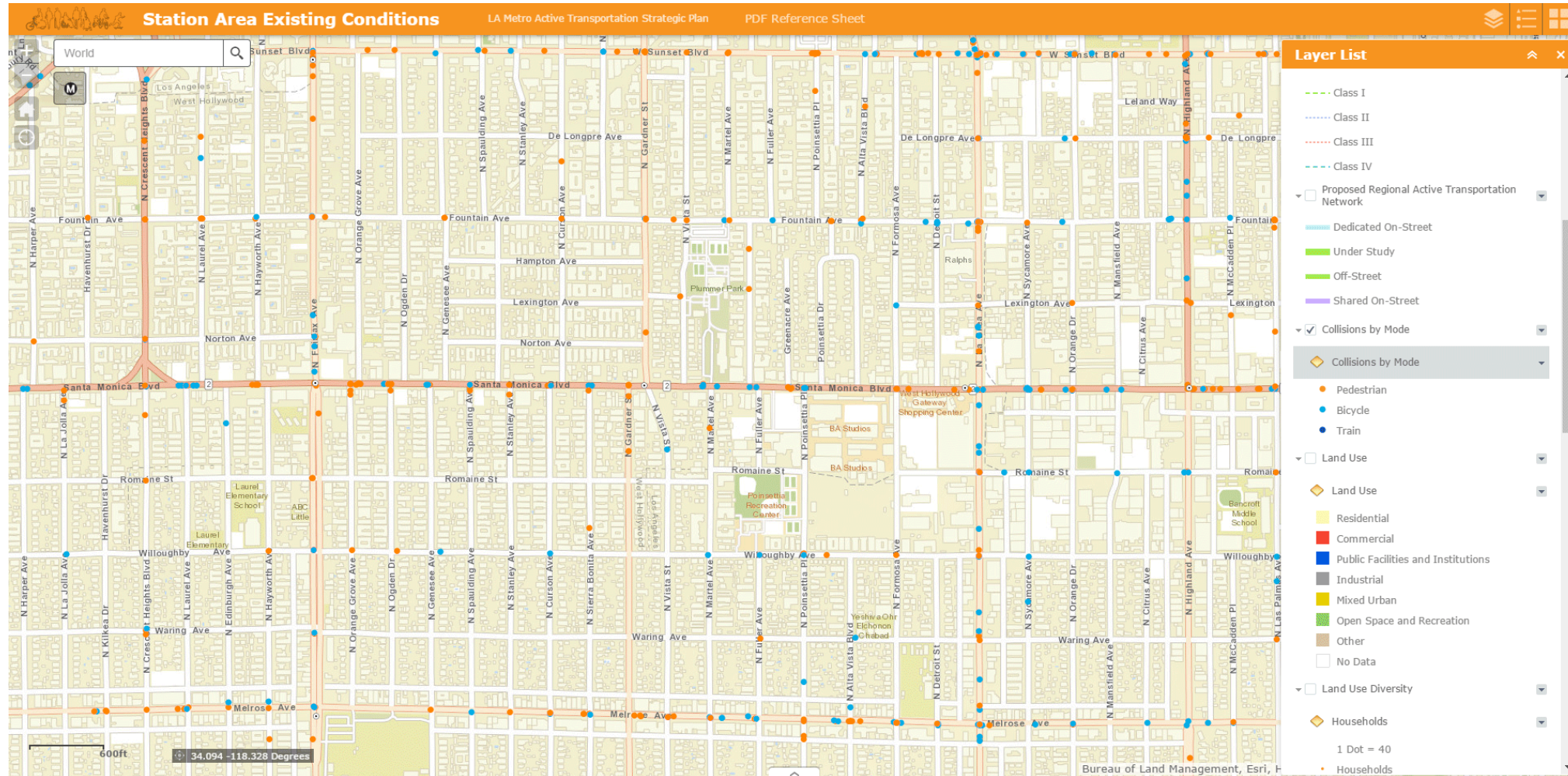


City of West Hollywood Daily Traffic Volumes and 85th Percentile Speeds

- High volumes – but also high speeds



Safety



Crosswalk Enhancements



SANTA MONICA BLVD

RECOMMENDATIONS ^{STAFF}

Remove 2 unsignalized crosswalks & install 1 ped signal



Traffic Signal

Remove
Crosswalk

Add Crosswalk
+ Pedestrian
Signal

Remove
Crosswalk

Traffic Signal

~350'

~440'

- City planning to replace unsignalized crosswalks on Santa Monica with safer signalized crossing
- Other improvements may be identified through the citywide crosswalk study and recommendations will be included in the Ped and Bike Plan

Neighborhood Traffic Calming



- Not to Scale
- Potential All-Way Stop*
- Potential Traffic Circle with All-Way Stop
- Potential Speed Lumps
- Existing Diagonal Parking
- Existing Raised Median
- Existing All Way Stop Intersection
- Existing Traffic Circle with All-Way Stop
- Existing Traffic Signal

- Neighborhood Traffic Management Program
- Eastside study completed
- Consensus building in progress



Bicycles

Bike Volumes

City of West Hollywood

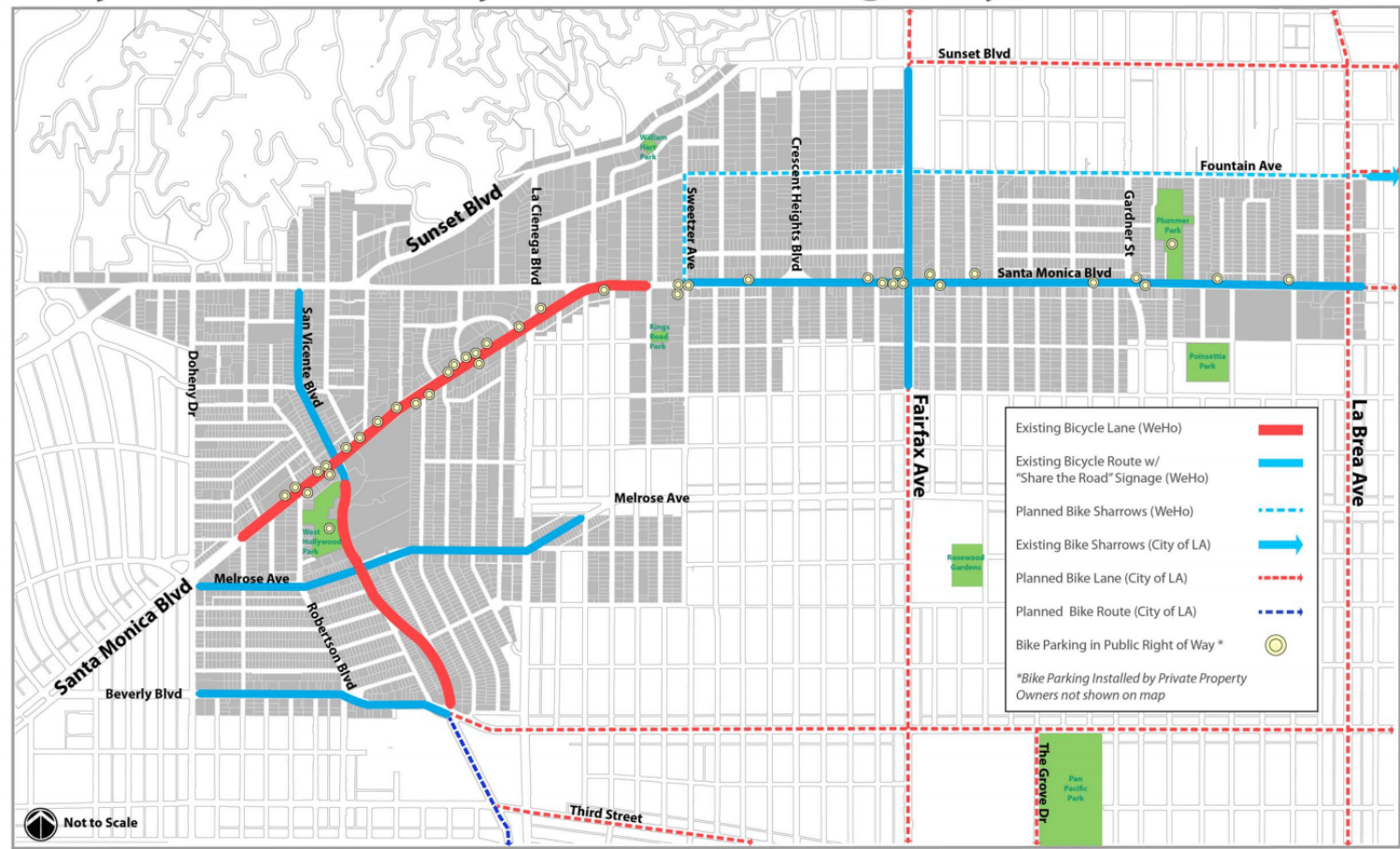


- Busier locations in western part of City
- However, cyclists respond to high-quality infrastructure – Fairfax lanes will attract riders

Bicycles

Bike Routes

City of West Hollywood Existing Bicycle Network



- No bike lanes in Eastside
- However, lanes planned on Fairfax

BEFORE AND AFTER RENDERINGS OF FAIRFAX AVENUE

Looking North towards Fountain Avenue

Before:



After:



Ped/Bike Plan Update



- Draft anticipated summer/fall
- Willoughby Greenway would be east-west complement to Fairfax

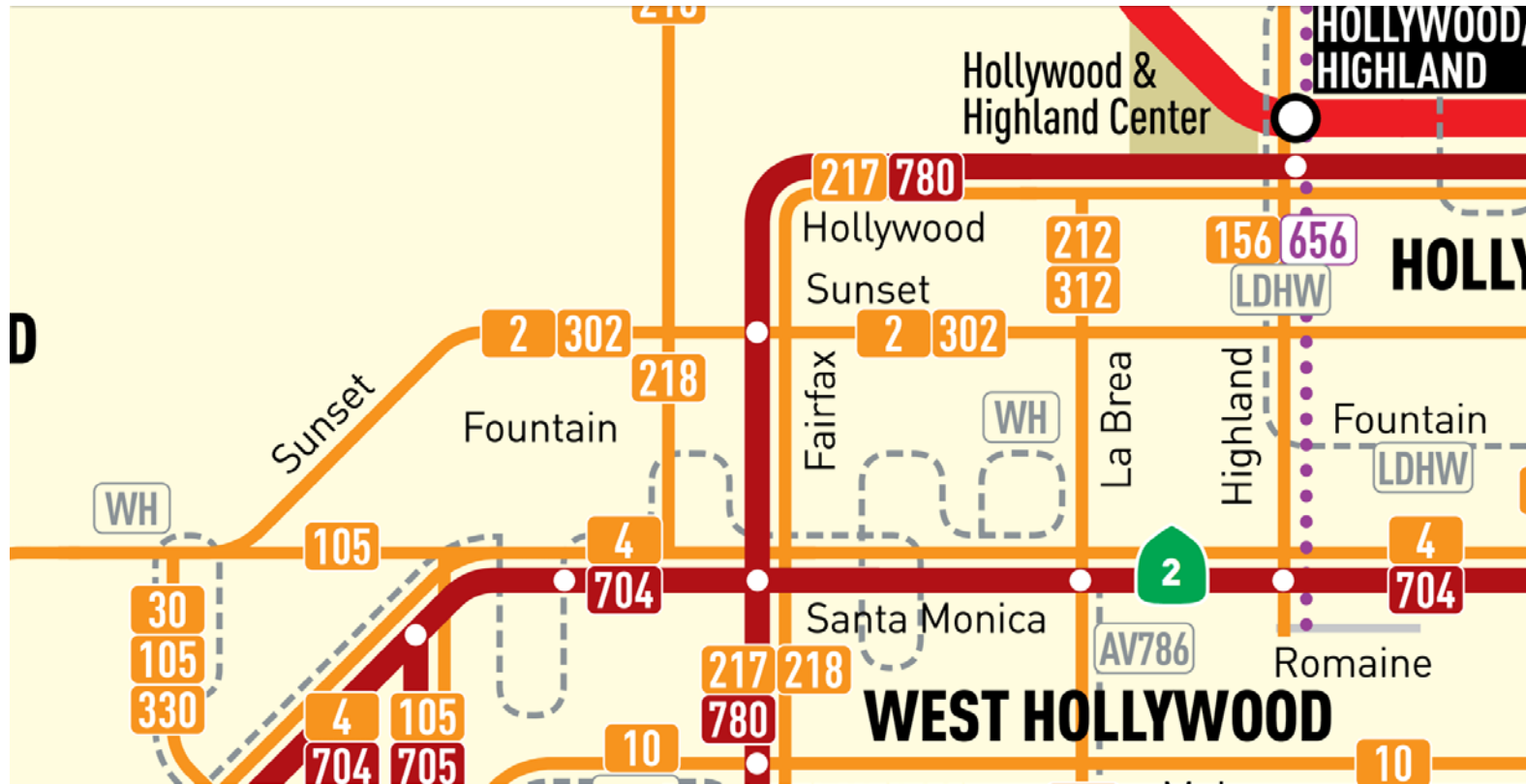
Bicycles

Bikeshare Program



- Launching in coming months with 150 bikes and 20 stations
- Similar systems existing or planned in Santa Monica, UCLA, Beverly Hills
- Different system planned by Metro in Downtown Los Angeles

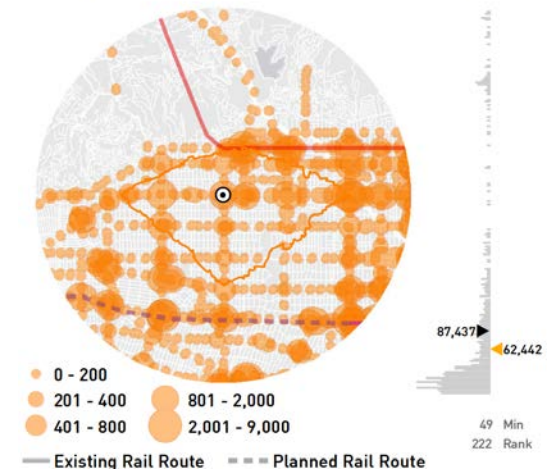
Transit Metro



- Santa Monica, Fairfax and La Brea are major bus corridors
- Rapid stops at Santa Monica/Fairfax and Santa Monica/La Brea are busiest

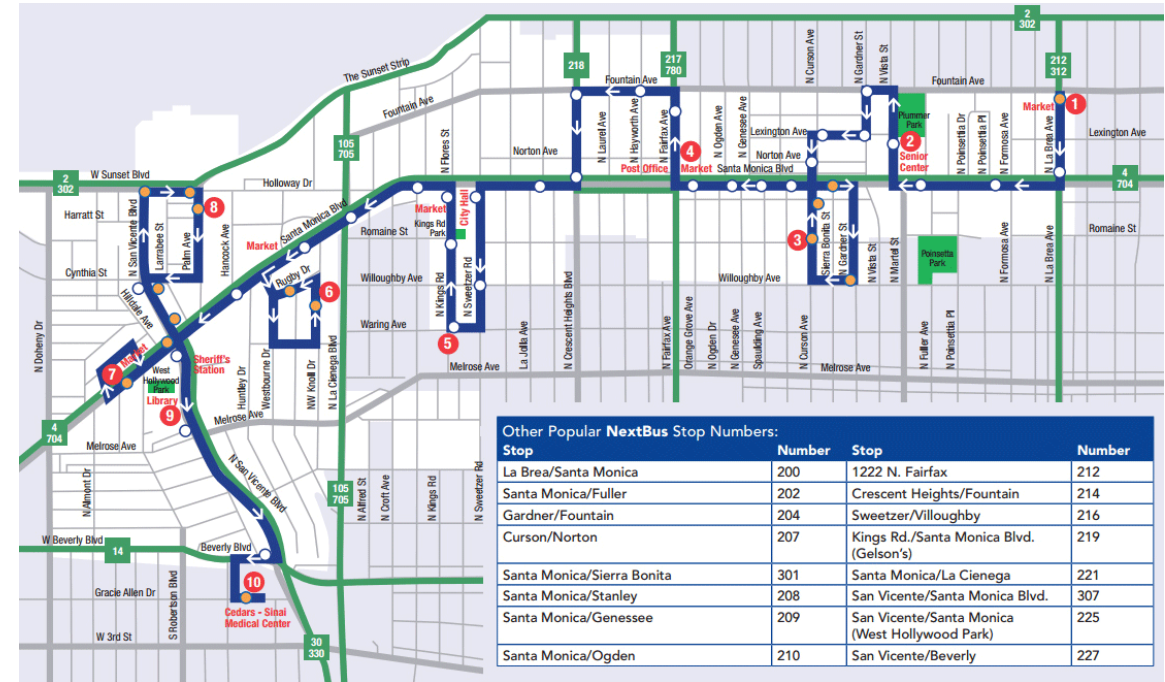
RIDERSHIP ACTIVITY

Shows the number of people getting off and on at each stop or station.



Transit CityLine

EASTSIDE
community plan



- City's free daytime shuttle service
- Every ~30-45 minutes 9am-6pm, Monday-Saturday

Transit CityLineX

EASTSIDE
community plan



- Supplements CityLine
- Connection to Hollywood/ Highland Red Line station
- Every 15 minutes during rush hours (7am-9:30am and 5:30pm-7:30pm)
- Eastside stops include: Fairfax, Sierra Bonita/Gardner, and La Brea
- Pilot program

Transit PickUp



THE PICKUP

ROBERTSON TO LA BREA!

FREE!

FRI & SAT: 8PM-3AM
SUN: NOON-10PM
EVERY 15 MINS!

WESTBOUND

1 La Brea	5 Curson	9 La Jolla	13 Ramada	17 Ramage
2 Formosa	6 Genesee	10 Sweetzer	14 Westbourne	
3 Greenacre	7 Fairfax	11 Kings	15 Hancock	
4 Gardner	8 Crescent Hts	12 La Cienega	16 San Vicente	

EASTBOUND

18 La Peer/Robertson	22 La Cienega	26 Crescent Hts	30 Vista
19 San Vicente	23 Orlando	27 Fairfax	31 Formosa
20 Hancock	24 Sweetzer	28 Spaulding	
21 Westbourne	25 La Jolla	29 Sierra Bonita	

[@WEHOPIKUP](https://twitter.com/WEHOPIKUP)
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- Weekend nighttime shuttle
- Caters to the nightlife crowd

Transit Metro Rail



- The City Council approved lobby and outreach efforts to build support for a Metro rail line extension through West Hollywood to the Hollywood and Highland red line station.
- Draft Metro November ballot measure would extend Crenshaw/LAX Line (under construction) to West Hollywood in 2055 – City seeking to accelerate project.



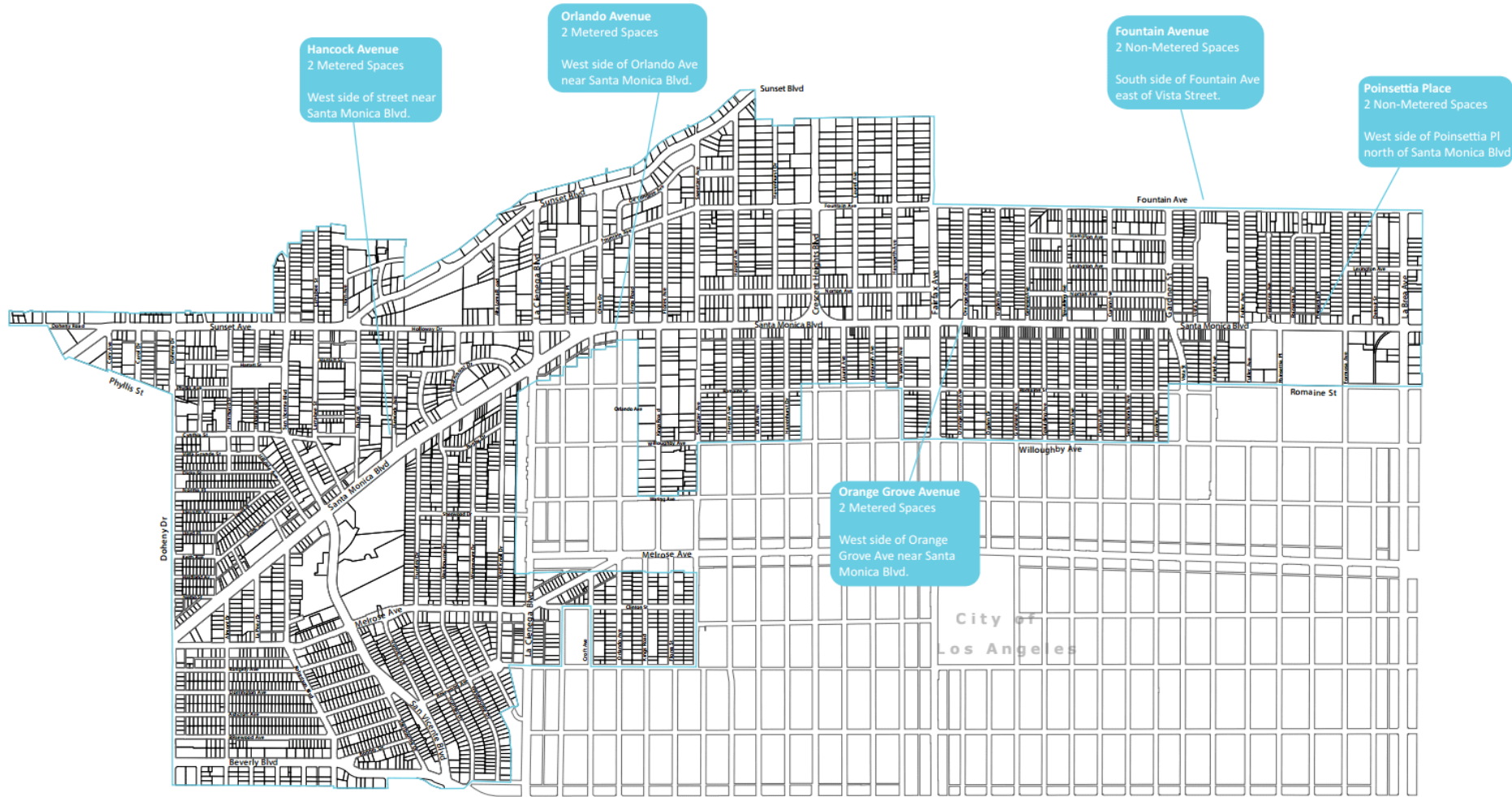
West Hollywood Advocates for Metro Rail

Transit Metro Rail



- Purple Line will be extended to Wilshire/La Cienega by 2023
- Stations at La Brea and Fairfax

Demand Management Pilot Programs



- Carshare pilot – three ZipCar pods on Eastside
- City looking to expand, including one-way
- Pilot use of loading zones by TNCs coming soon

Current Initiatives



- General Plan 2035 and Climate Action Plan
 - Completed 2011
- Neighborhood Traffic Management Program Eastside study
 - Completed, gathering petitions
- Pedestrian and Bike Plan update
 - Draft anticipated summer/fall

Current Initiatives



- TDM Ordinance Update/Transit Overlay Zones implementation
 - Underway
- Taxi/TNCs study
 - Underway
- Citywide traffic study
 - Beginning soon
- Parking studies
 - Beginning soon

Current Initiatives



- Eastside sidewalk repairs
 - Coming soon to:
 - Gardner Street from Santa Monica Blvd to Fountain Ave
 - Vista Street from Santa Monica Blvd to Fountain Ave
 - Fuller Avenue from Santa Monica Blvd to Fountain Ave
 - Spaulding Avenue from Santa Monica Blvd to Fountain Ave
 - Genesee Avenue from Santa Monica Blvd to Willoughby Ave
 - Spaulding Avenue from Santa Monica Blvd to Willoughby Ave
 - Stanley Avenue from Santa Monica Blvd to Willoughby Ave

Future Opportunities



Safety and Walkability

- Other measures to improve walkability Street and alley greening/public space improvements

Future Opportunities



Bicycling

- Next-generation bike facilities – Fountain?

Transit

- Stronger connections to Metro Rail?

Future Opportunities



Parking

- Parking policy to support retail/mitigate neighborhood impacts
 - Parking code: more sharing, valet
 - On-street management

Any other ideas?

NEXT MEETING



- May 24, 2016 (6:30PM -8:00PM) @ City Hall
- Topic will be Urban Design, Community Character and Public Spaces
- Materials will be made available to you the week of **May 16, 2016**