Mid-City

Neighborhood Traffic Calming Study

Prepared for:
City of West Hollywood

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Prepared by:

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LA16-2893

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1. INTRODUCTION

This traffic calming study focused on identifying solutions to reduce cut-through traffic and speeds through the Mid-City neighborhood area of the City of West Hollywood, bounded by:

- City boundary to the north, mostly coinciding with Sunset Boulevard
- City boundary to the south, along Romaine Street, Waring Avenue, Willoughby Avenue, and Santa Monica Boulevard
- La Cienega Boulevard to the west
- Fairfax Avenue to the east

This study is part of a comprehensive approach to traffic calming undertaken by the City of West Hollywood across the City. In the Mid-City neighborhood, the community raised concerns regarding speeding and driver non-compliance to traffic rules. The City worked with the community prior to initiating this traffic calming analysis, identifying concerns and determining that a comprehensive neighborhood-wide traffic calming study should be conducted. This plan was prepared to address traffic patterns within the neighborhood while minimizing the potential for trip diversion to other neighborhood streets. The study area's land uses are primarily multi-family residential homes with some single-family homes surrounded by heavily utilized commercial corridors. As a result, when congestion on the commercial corridors occurs, drivers may divert into the residential neighborhood to by-pass congestion and queues at busy intersections.

A series of steps were taken to determine community identified traffic issues, possible solutions, and recommendations. The process followed the City's traffic calming guidelines and focused on a grass-roots method for identifying solutions, as shown in **Figure 1**. Existing conditions data were collected to set the foundation for traffic conditions in the Mid-City area. The data were presented at an initial community meeting in April 2017. Community members discussed the traffic information and learned about potential traffic calming solutions. During the workshops, participants were encouraged to identify problems and potential treatments.

Figure 1. Projects Steps Taken

Fehr & Peers developed draft traffic calming solutions for the neighborhood, which integrated the comments from the community members and the data collected. These recommendations were then presented to the community at a meeting in September 2017, where community members were encouraged to share their thoughts about the recommendations. Fehr & Peers then prepared the final recommendations for the City based on input received at both of the community meetings. Community members are responsible for circulating petitions to gain support for some of the recommendations before individual traffic calming recommendations can be considered by the Transportation Commission and City Council.

This report outlines each of the key steps taken in the development of the Traffic Calming recommendations for the Mid-City neighborhood.

2. EXISTING CONDITIONS

The Mid-City neighborhood is bounded to the north by Sunset Boulevard; to the south by Romaine Street, Waring Avenue, Willoughby Avenue, and Santa Monica Boulevard; to the west by La Cienega Boulevard, and to the east by Fairfax Avenue. The project study area is illustrated in **Figure 3**.

Daily traffic volumes taken in 2014 on streets surrounding/within the study area are reported as vehicles per day (vpd) and are provided below rounded to the nearest hundred.

Arterial streets bordering and running through the study area have the following traffic volumes:

- La Cienega Boulevard: 36,100 vpd
- Sunset Boulevard: 52,200 vpd
- Fountain Avenue: 34,900 vpd
- Santa Monica Boulevard: 64,500 vpd
- Crescent Heights Boulevard: 33,500 vpd
- Fairfax Avenue: 30,500 vpd

Figure 2. Sample Traffic Calming Devices

Neighborhood streets with over 2,000 vpd on some portion of the street:

- Hacienda Place: 2,700 vpd
- Olive Drive: 2,300 vpd
- Kings Road (south of Santa Monica Boulevard): 3,700 vpd
- Sweetzer Avenue (north of Fountain Avenue): 4,500 vpd
- Norton Street: 2,600 vpd
- Willoughby Avenue: 4,400 vpd
- Laurel Avenue (north of Fountain Avenue): 5,900 vpd
- Edinburgh Avenue: 2,100 vpd

- Hayworth Avenue (north of Fountain Avenue, south of Santa Monica Boulevard): 2,400 vpd

Traffic volumes on all streets in the study area for which data are available are presented in **Figure 4**.

When traffic congestion builds on arterial streets, drivers sometimes divert onto the neighborhood streets within the Mid-City community. A Citywide Engineering and Speed Survey was conducted in 2014 that collected daily traffic volumes and speeds for all streets within the city boundary. Based on the information collected, traffic volumes on the residential streets within the Mid-City neighborhood are comparable to traffic volumes and speeds on residential streets throughout the City.

As the Mid-City neighborhood is located within an urbanized area, some drivers sometimes use residential streets in an attempt to avoid congestion. Some trips are due to drivers who are lost, others due to direction from navigation systems, and yet others are drivers who are familiar with the local street system. The goals of the traffic calming recommendations in this report are to manage the traffic regardless of its source, reduce cut-through volumes, and maintain 25 mph (85^{th} percentile) speeds for all residential streets in the Mid-City neighborhood.

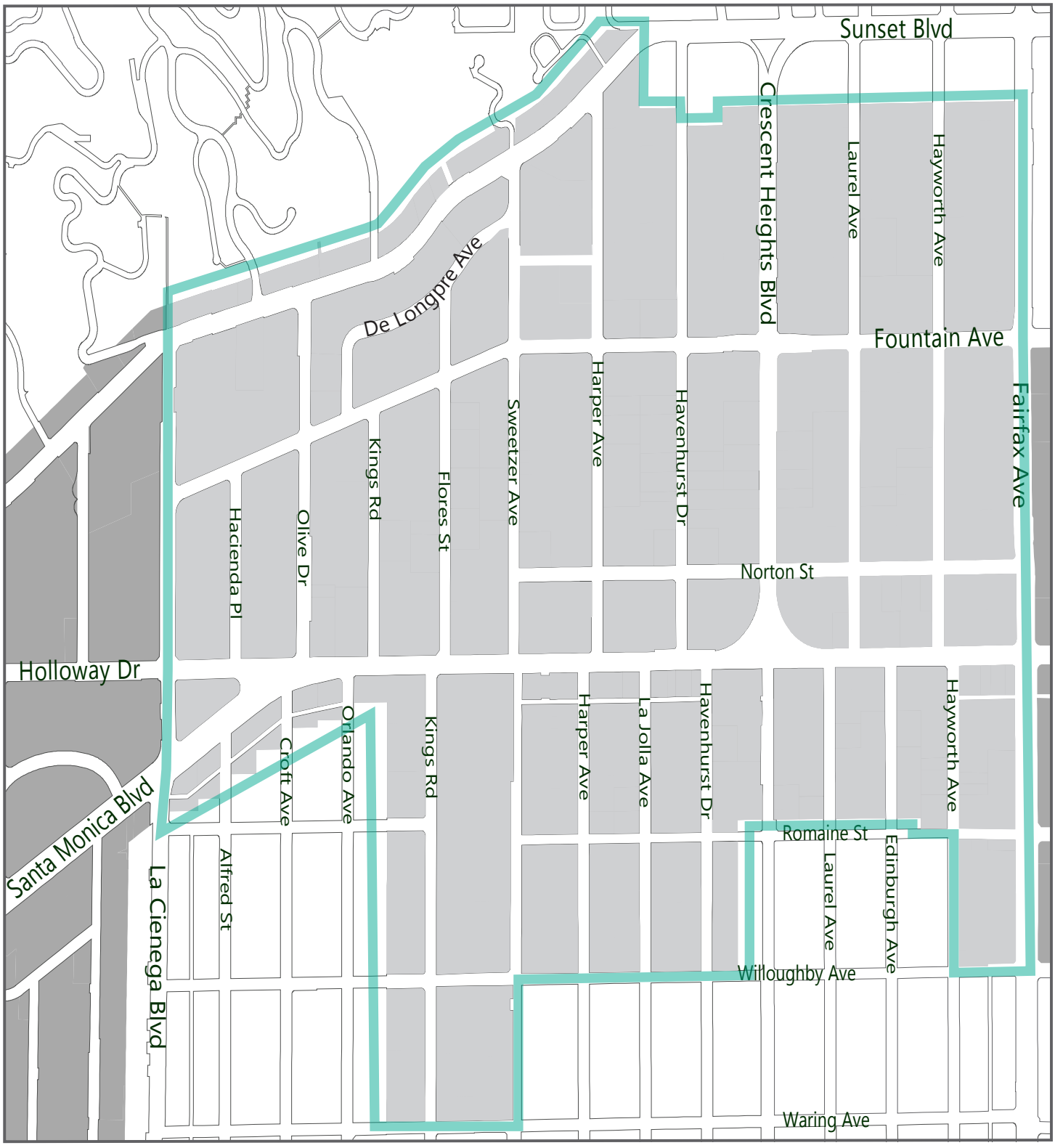

Figure 3

STUDY AREA BOUNDARY
MID-CITY NEIGHBORHOOD

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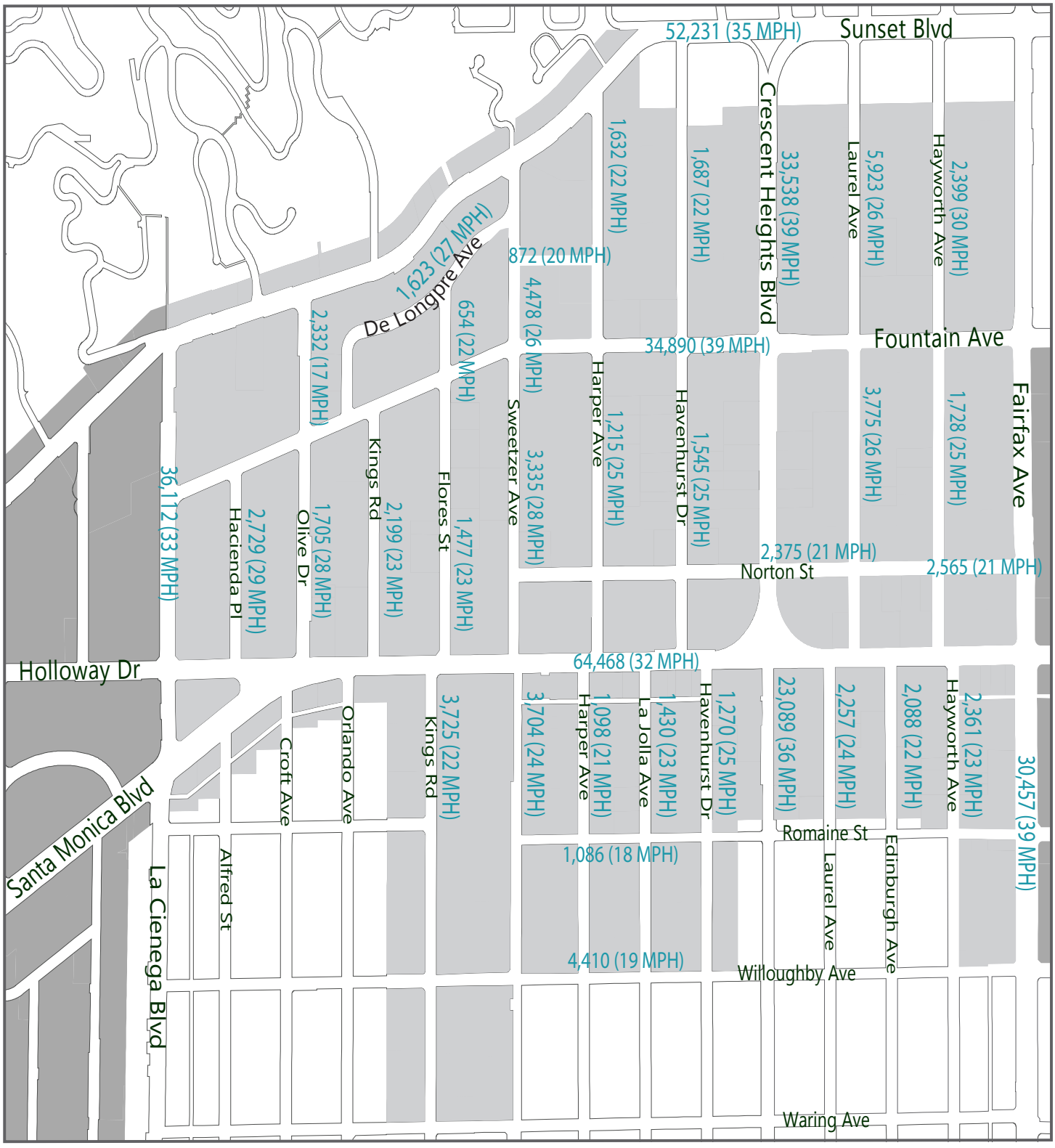
Figure 4 illustrates the existing daily volumes within the neighborhood. As shown, daily traffic volumes range from a low of approximately 650 vpd on Flores Street to a high of 5,900 vpd on portions of Laurel Avenue, within the range of residential streets in other neighborhoods in the City. Daily traffic counts and 85th percentile speeds[1] were provided by the City as part of the Citywide Traffic Study and are shown in **Appendix A**.

Most streets within the Mid-City community – with the exceptions of the arterials bounding and running through the neighborhood – are classified as residential streets with prima facie speed limits of 25 mph. As such, speed limit signs do not need to be posted for the speed limit to be enforced. Speed survey data collected citywide demonstrates that on most residential streets in the study area, the 85th percentile speeds are generally at or below the speed limit. Even on these streets, where the 85th percentile speeds are below the posted speed limit, some vehicles may travel at speeds that exceed the posted speed limit, causing concern amongst the residents. On the remaining residential streets in the study area, 85th percentile speeds exceed the speed limit. **Figure 4** illustrates the 85th percentile speeds for the Mid-City community.

Parking is permitted on all residential streets within the study area. Permits are required to park on-street between 7:00 PM and 7:00 AM in most locations in residential areas. Parking restrictions vary by street, but for the most part, non-resident or commercial parking is restricted throughout the study areas. **Figure 5** displays average street widths within the study area and **Figure 6** shows the existing traffic control devices.

[1] 85th percentile speed is the speed at which 85% of the vehicles are traveling at that speed or less during an observation period. This speed is used to establish posted speed limits in accordance with the California Vehicle Code. Setting speeds lower than the 85th percentile speed can be considered a speed trap and speed limits may not be enforceable using radar speed detection.



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2,300 (20 MPH) Daily Vehicle Volumes (85th Percentile Speed)

Figure 4

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DAILY VEHICLE VOLUMES AND 85TH PERCENTILE SPEED
MID-CITY NEIGHBORHOOD

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Figure 5

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APPROXIMATE STREET WIDTH
MID-CITY NEIGHBORHOOD

Figure 6

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EXISTING TRAFFIC CONTROLS
MID-CITY NEIGHBORHOOD

OTHER CITY PROJECTS

The following development projects may alter the roadway or pedestrian networks in ways that work in conjunction with the recommendations included in this Traffic Calming Study:

- **Development in Mid-City:** The City is evaluating/considering development applications across the city, including projects in the Mid-City neighborhood. Several development projects are underway at the edges of the Mid-City neighborhood:

    - 7965-7985 Santa Monica Boulevard (Under Review)
    - 1028 Kings Road (Approved)
    - 8328 Willoughby Avenue (Approved)
    - 826 Kings Road (Approved)
    - 8017 Norton Avenue (Approved)
    - 8418 Sunset Boulevard (Approved)
    - 8490 Sunset Boulevard (Under Construction)
    - 8350 Santa Monica Boulevard (Under Construction)
    - 1342 Hayworth Avenue (Under Construction)
    - 1345 Havenhurst Drive (Under Construction)

    As part of the City review process, new developments undergo a traffic impact analysis to quantify the level of traffic that a project will produce and appropriate mitigations the City may elect to implement.

- **Pedestrian and Bicycle Mobility Plan Update:** The Plan Update assesses the City's pedestrian and bicycle network and facilities and develops recommendations to make West Hollywood a more inviting and comfortable place to walk and bike for residents and visitors alike. The plan was approved by City Council in fall 2017.

3. COMMUNITY OUTREACH

MEETING #1: APRIL 6, 2017

The initial community meeting for the Mid-City neighborhood was held on Monday, April 6, 2017 at 7:00 PM at West Hollywood City Hall. The meeting was attended by approximately 15 residents. Notices for the meeting were mailed by City of West Hollywood staff to all addresses within the study area and posted on the City's website.

The workshop provided community members a venue to share their concerns about traffic speed and volume on residential streets in their community. Maps illustrating the existing traffic volumes and speeds in their neighborhood were provided for the participants to review and provide comments (**Figures 4, 5 and 6**).

Figure 7. Areas of Concern Identified at Community Meeting

The meeting began with a welcome by City staff and a brief presentation by Fehr & Peers. Residents provided feedback, identified concerns and proposed potential traffic calming solutions that could be installed in their community. The format included an open discussion amongst attendees of problems and ideas to improve conditions within the community. City staff and Fehr & Peers facilitated the discussion and documented the concerns and solutions that were raised. **Figures 7 and 8** depict feedback provided by meeting attendees.

Figure 8 Areas of Concern Identified at Community Meeting

Key issues raised by residents during the initial meeting include:

Traffic & Speeding in the Neighborhood

- Speeding in the neighborhood
- High speeds on Hacienda Place, Havenhurst Drive, Edinburgh Avenue, Laurel Avenue, and Sweetzer Avenue
- Long pedestrian crossing distances at intersections along Romaine Street where intersections flair, and at the intersection between Romaine Street & Fairfax Avenue

Driver Behavior/Enforcement

- Additional enforcement for speeding is needed on neighborhood streets
- Stop sign running at intersections throughout the neighborhood is a concern
- Visibility is a concern for drivers turning left from De Longpre Avenue to Sweetzer Avenue

Participants were encouraged to share their ideas for improving the conditions in the neighborhood. Several recommendations were made that the project team considered in developing the traffic calming plan including:

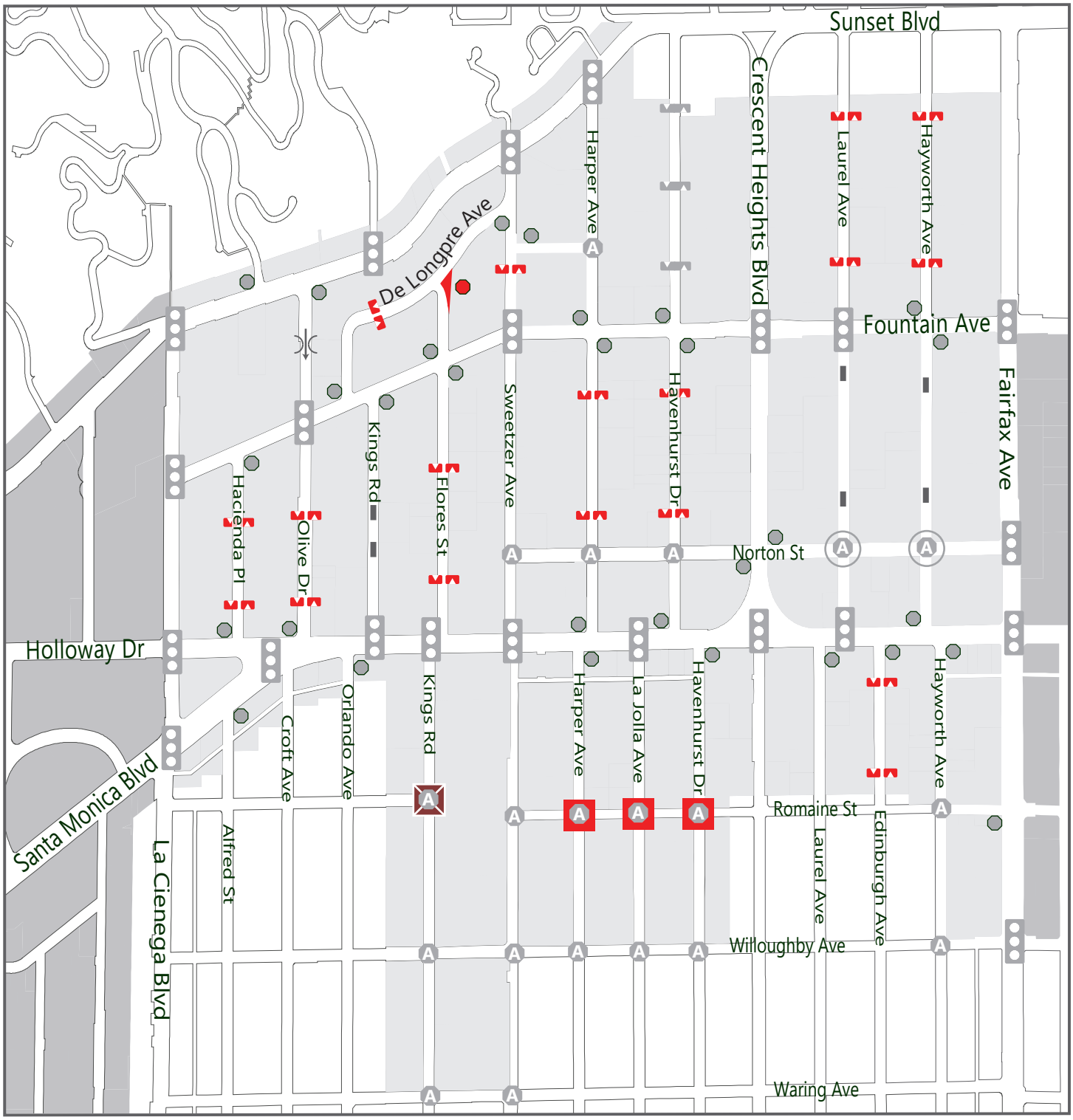
Traffic Calming Ideas (within Neighborhood)

- Adding speed lumps throughout the neighborhood
- Adding curb extensions, or bulb-outs, at some intersections to improve pedestrian visibility, decrease crossing distances, and slow turning vehicles

MEETING #2: SEPTEMBER 25, 2017

A second community meeting was held on Monday, September 25, 2017 at 7:00 PM at West Hollywood City Hall to provide residents with an overview of the potential solutions that had been developed. The meeting was attended by approximately five residents. Notices for the meeting were mailed to all addresses within the study area and posted on the City's website.

A brief presentation was given by the City and Fehr & Peers highlighting the recommended traffic calming treatments, as shown in **Figure 9**, and discussing the petition process. Following the presentation, participants were encouraged to ask questions and share their thoughts on the recommendations. There was general support for the recommendations in **Figure 9** among meeting attendees.



Existing Traffic Controls

- Signalized Intersection
- All Way Stop Intersection
- Traffic Circle with All-Way Stop
- Partial Closure (Northbound Prohibited)
- Side Street Stop-Controlled
- Median Island
- Speed Hump

Potential Treatments

- Bulb-outs at all-way stops
- Raised Intersection
- Side Street Stop-Controlled
- Bulb-out
- Speed Lumps*

*Requires neighborhood petition as part of approval process. All other potential treatments are safety enhancements that do not require petition approval.

Not to Scale

Figure 9

FEHR PEERS

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RECOMMENDED TREATMENTS
MID-CITY NEIGHBORHOOD

4. RECOMMENDATIONS & COST ESTIMATES

RECOMMENDATIONS

The recommendations for traffic calming in the Mid-City neighborhood were developed based on the assessment of existing data collected, field observations, and community input. Input from both community meetings helped the team identify the key traffic-related issues in the community.

As a robust, vibrant, and economically thriving community, West Hollywood suffers from traffic generated within and moving through the City. Concerns were raised about traffic on the major arterials surrounding this neighborhood and running through it, but because the City's Neighborhood Traffic Management Program (NTMP) aims to reduce cut-through and speed on *residential streets* and is not designed to address traffic congestion on major arterials, the following recommendations are targeted towards the residential streets. Treatments for arterial streets that may aid in reducing congestion and/or improving pedestrian safety are outside the scope of this plan and addressed in other City processes.

By installing traffic calming devices in the Mid-City neighborhood, the attractiveness of cutting through would be reduced; and therefore, more vehicles would remain on the major arterials. The traffic calming tools identified will both slow traffic speeds and reduce the traffic volumes on the streets identified during both community workshops. The NTMP proscribes that certain treatments can be installed by the City without requiring residents to circulate a petition. Of the recommended treatments for Mid-City, the following items do not require a petition: curb extensions, or bulb-outs, designed to decrease crossing distances for pedestrians and reduce high-speed turns; raised intersections; and stop signs, while speed lumps can only be installed after the neighborhood petition process.

Figure 9 shows the final traffic calming plan elements for Mid-City. **Figures 12 through 15** show examples of the devices being recommended. Detailed descriptions of the recommendations and estimated costs to construct these devices are provided in in the next section of this report.

Hacienda Place: Hacienda Place is a north/south street and carries approximately 2,700 vpd between Fountain Avenue and Holloway Drive. The 85th percentile speed along Hacienda Place is 29 mph, which is above the prima facie speed limit of 25 mph. Community members expressed concerns about vehicles speeding downhill (southbound) on this street. **To reduce speeding, two sets of speed lumps are recommended between Fountain Avenue and Holloway Drive.**

Figure 10. Example of a Speed Lump

Olive Drive: Olive Drive is a north/south street and carries approximately 1,700 vpd between Fountain Avenue and Santa Monica Boulevard. The 85th percentile speed along Olive Drive is 28 mph, which is above the prima facie speed limit of 25 mph. Community members expressed concerns about vehicles speeding downhill (southbound) on this street. **To reduce speeding, two sets of speed lumps are recommended between Fountain Avenue and Santa Monica Boulevard.**

Figure 11. Example of a Raised Intersection

Kings Road: Kings Road is a north/south street and carries approximately 3,700 vpd between Romaine Street and Santa Monica Boulevard. Kings Road Park is located on the eastern side of Kings Road, at the intersection of Romaine Street. Community members identified this intersection as an area of concern for pedestrians crossing Kings Road to access the park. **To improve pedestrian visibility, reduce vehicle speeds, encourage yielding to pedestrians, and increase vehicle compliance with stop signs, a raised intersection is recommended at the intersection of Kings Road and Romaine Street.** A raised intersection is a flat, raised areas across an entire intersection, typically constructed to be even with sidewalks, four to six inches in height. Specific design details varies, but intersections remain compatible for all vehicles include emergency vehicles and trucks.

Flores Street: Flores Street is a north/south street and carries approximately 1,500 vpd between Fountain Avenue and Santa Monica Boulevard. The 85th percentile speed along Flores Street is 23 mph. Community members expressed concerns about vehicles speeding downhill (southbound) on this street. **To reduce**

speeding, two sets of speed lumps are recommended between Fountain Avenue and Santa Monica Boulevard.

De Longpre Avenue: De Longpre Avenue is primarily an east/west street and carries approximately 1,600 vpd between Fountain Avenue and Sweetzer Avenue. The 85th percentile speed along De Longpre Avenue in this area is 27 mph, which is above the prima facie speed limit of 25 mph. Community members expressed concerns about speeding on this street and identified the intersection of De Longpre Avenue and Flores Street as an area of concern. **To reduce speeding, one set of speed lumps is recommended on De Longpre Avenue between Fountain Avenue and Flores Street, and a bulb-out and stop sign are recommended at the southeast corner of Flores Street and De Longpre Avenue.**

Figure 12. Example of a Bulb-Out

Sweetzer Ave: Sweetzer Avenue is a north/south street and carries approximately 4,500 vpd between De Longpre Avenue and Fountain Avenue. The 85th percentile speed along Sweetzer Avenue is 26 mph, which is above the prima facie speed limit of 25 mph. Community members expressed concerns about vehicles northbound on this street and identified the intersection of Sweetzer Avenue and De Longpre Avenue as an area of concern. **To reduce speeding, one set of speed lumps is recommended between De Longpre Avenue and Fountain Avenue.**

Harper Avenue: Harper Avenue is a north/south street and carries approximately 1,200 vpd between Fountain Avenue and Norton Street. The 85th percentile speed along Harper Avenue is 25 mph. Community members expressed concerns about vehicles speeding on this street. **To reduce speeding, two sets of speed lumps are recommended between Fountain Avenue and Norton Street.**

Havenhurst Drive: Havenhurst Drive is a north/south street and carries approximately 1,500 vpd between Fountain Avenue and Norton Street. The 85th percentile speed along Harper Avenue is 25 mph. Community members expressed concerns about vehicles speeding on this street. **To reduce speeding, two sets of speed lumps are recommended between Fountain Avenue and Norton Street.**

Laurel Avenue: Laurel Avenue is a north/south street and carries approximately 5,900 vpd between Sunset Boulevard and Fountain Avenue. The 85th percentile speed along Laurel Avenue is 26 mph, which is above the prima facie speed limit of 25 mph. Community members expressed concerns about vehicles speeding downhill (southbound) on this street. **To reduce speeding, two sets of speed lumps are recommended between Sunset Boulevard and Fountain Avenue.**

Hayworth Ave: Hayworth Avenue is a north/south street and carries approximately 2,400 vpd between Sunset Boulevard and Fountain Avenue. The 85th percentile speed along Hayworth Avenue is 30 mph, which is above the prima facie speed limit of 25 mph. Community members expressed concerns about vehicles speeding

downhill (southbound) on this street and identified the intersection of Hayworth Avenue and Fountain Avenue as an area of concern. **To reduce speeding, two sets of speed lumps are recommended between Sunset Boulevard and Fountain Avenue.**

Edinburgh Ave: Edinburgh Avenue is a north/south street and carries approximately 2,000 vpd between Santa Monica Boulevard and Romaine Street. The 85th percentile speed along Edinburgh Avenue is 22 mph. Community members expressed concerns about vehicles speeding and truck trips on this street. **To reduce speeding and discourage truck use on the street, two sets of speed lumps are recommended between Santa Monica Boulevard and Romaine Street.**

Romaine Street: Romaine Street is an east/west street and carries approximately 1,100 vpd between Sweetzer Avenue and Havenhurst Drive. The 85th percentile speed along Romaine Street is 18 mph. The cross streets of Harper Avenue, La Jolla Avenue, and Havenhurst Drive carry approximately 1,100 vpd, 1,400 vpd, and 1,300 vpd, respectively between Santa Monica Boulevard and Romaine Street. The 85th percentile speeds along these streets are 21 mph, 23 mph, and 25 mph. Community members identified the intersections of Romaine Street with Harper Avenue, La Jolla Avenue, and Havenhurst Drive as locations with frequent stop-sign non-compliance. The current intersection design on the north/south streets widens near the intersection, which also increases pedestrian crossing distance. **To reduce speeding, decrease pedestrian crossing distance, and increase stop sign compliance, bulb-outs are recommended on all four corners of the intersections of Romaine Street with Harper Avenue, La Jolla Avenue, and Havenhurst Drive.**

Table 1 summarizes the street segments where traffic calming treatments are being proposed.

TABLE 1: STREET SEGMENT VEHICLES PER DAY (VPD), 85TH PERCENTILE SPEED AND PROPOSED TREATMENTS

Street	Segment	Proposed Treatment
Hacienda Place	Fountain Avenue to Holloway Drive	Two sets of speed lumps
Olive Drive	Fountain Avenue to Santa Monica Boulevard	Two sets of speed lumps
Kings Road	Intersection with Romaine Street	Raised Intersection
Flores Street	Fountain Avenue to Santa Monica Boulevard	Two sets of speed lumps
De Longpre Avenue	Fountain Avenue to Sweetzer	One set of speed lumps, and a bulb out and stop sign on southwest corner
Sweetzer Avenue	De Longpre Avenue to Fountain Avenue	One set of speed lumps
Harper Avenue	Fountain Avenue to Norton Street	Two sets of speed lumps
Havenhurst Drive	Fountain Avenue to Norton Street	Two sets of speed lumps
Laurel Avenue	Fountain Avenue to Sunset Boulevard	Two sets of speed lumps
Hayworth Avenue	Fountain Avenue to Sunset Boulevard	Two sets of speed lumps
Edinburgh Avenue	Santa Monica Boulevard to Romaine Street	Two sets of speed lumps
Romaine Street	Intersections with Havenhurst Drive, La Jolla Avenue, and Harper Avenue	Bulb-outs on all four corners

IMPLEMENTATION AND TESTING

Following Transportation Commission review, approval by City Council (and collection of petitions that demonstrate a majority community support for speed lumps), elements of the traffic calming plan may be temporarily implemented in the community. These temporary measures will allow for evaluation of the effectiveness of the traffic calming measures, changes in traffic patterns as a result of implementation, and assessment of community support or concerns about the installed devices. The temporary traffic calming devices may be tested for a period of two to six months, followed by potential modification or relocation during the testing period as necessary in order to fully vet the impacts and benefits of each device.

During the testing period, the City will collect speed and traffic volume data near the location of the temporary installations. Should the implementation of the temporary traffic calming devices result in diversion on parallel or adjoining streets, the City will review the overall traffic calming plan and adjacent plans to determine if measures are planned for the community as a whole to offset those impacts. If diversion is occurring on routes where traffic calming is not planned, then additional traffic calming measures may be recommended and tested to reduce potential increases in traffic or speed on these local streets. The City will work with the community to resolve potential issues prior to installing permanent devices in the Mid-City neighborhood.

COST ESTIMATES

Based on the final traffic calming recommendations outlined in this section, cost estimates were prepared for the study area. **Table 1** summarizes the estimated costs to construct the recommendations. The traffic calming elements identified in **Figure 9** have a collective construction cost of approximately **$501,000** to install, which does not include costs to relocate utilities, acquire right-of-way, landscape or irrigate, or provide for long-term maintenance.

None of the devices recommended will likely need additional environmental review. Therefore, the estimated cost does not include environmental studies or final design costs. It is assumed that typical design drawings can be used to design and construct most of these elements.

To establish the costs of the traffic calming concept plan, typical costs were used for each of the devices recommended based on the following:

- Speed Lumps: $5,000 per lump/$6,250 including contingency
- Raised Intersections: $125,000 per intersection/$150,000 including contingency
- Bulb-out: $15,000 per corner/$18,750 including contingency
- Stop Signs: $1,000 per intersection/$1,250 including contingency

TABLE 2: FINAL TRAFFIC CALMING RECOMMENDATIONS AND ESTIMATED CONSTRUCTION COSTS

Recommendation	Purpose	Anticipated Benefit	Estimated Base Cost	Estimated Cost with 25% Contingency
Install speed lumps on Hacienda Place, Olive Drive, Flores Street, De Longpre Avenue, Sweetzer Avenue, Harper Avenue, Havenhurst Drive, Laurel Avenue, Hayworth Avenue, and Edinburgh Avenue.	Reduce traffic speed and discourage cut-through traffic.	Reduces speed, which will also discourage cut-through traffic. Speed lumps are more favorable than humps for emergency vehicles.	$90,000	$112,500
Install raised intersection at Kings Road & Romaine Street.	Reduce traffic speed and encourage yielding to pedestrians.	Raises an intersection to reduce vehicle speeds and increase pedestrian visibility. Can have a positive aesthetic value.	$125,000[1]	$150,000
Install bulb-out and stop sign at northbound intersection of Flores Street & De Longpre Avenue.	Visually and physically narrow the intersection approach. Require vehicles to stop before entering traffic.	Narrows the travel way to discourage cut-through traffic, reduce turning speeds at intersections, and reduce the crossing distance for pedestrians.	$16,000	$20,000
Install bulb-outs at all-way stops along Romaine Street.	Visually and physically narrow the intersection approach.	Narrows the travel way to discourage cut-through traffic, reduce turning speeds at intersections, and reduce the crossing distance for pedestrians.	$180,000	$225,000
		TOTAL ESTIMATED RELATED COSTS	**$411,000**	**$507,500**

1. Construction of raised intersections are highly variable, and depend on factors including road size and drainage at the intersection.

OTHER MEASURES

In addition to the specific recommendations included in Error! Reference source not found. several supporting improvements could be installed, without a community survey or additional analysis, to address speeding and cut-through issues:

- **Install Speed Limit Signs and Pavement Markings:** Although many of the reported speeds within the community were within the 25 mph prima facie speed limit, installation of speed limit signs at key entry points would enforce the residential neighborhood speeds.

- **Traffic Calmed Area Signs:** In lieu of or in conjunction with speed limit signs, it is also feasible to install "Traffic Calming Devices Ahead" or "Traffic Calming Area" signs at key entry points to enforce the slower residential speeds desirable within the community.

Figure 13. Traffic Calming Sign

- **Improve Traffic Signal Timing and Operations Surrounding the Study Area:** The City of West Hollywood and the City of Los Angeles maintain the traffic signals along arterial streets within and surrounding the Mid-City community, and continually monitor performance to improve traffic flow. Continued monitoring is recommended to reduce the potential for cut-through traffic through Mid-City.

- **Improve Pedestrian and Bicycle Access within the Mid-City neighborhood:** An additional way to decrease the traffic congestion surrounding the Mid-City community is to reduce the reliance on autos and encourage more pedestrian and bicycle trips. The City is currently updating the Pedestrian & Bicycle Mobility Plan, which will provide specific recommendations for the Mid-City neighborhood.

Some of these improvements may be implemented as part of other City projects. Traffic signal improvements, timing and pedestrian treatments are not included in the Traffic Calming program and would therefore be funded through other City resources.

5. NEXT STEPS

This report summarizes the traffic calming recommendations for the Mid-City community. Approval of the plan, funding and implementation of the improvements are the subsequent steps of this project. As the planning process concludes with this report, City of West Hollywood staff will present the report to the Transportation Commission and City Council as an informational item.

Following the presentation to Transportation Commission and City Council, community members will be tasked with circulating petitions within their community for the recommended traffic calming devices. A petition area will be created for each proposed treatment that includes nearby residents. The majority of the residents within the petition area (51% or more) will need to sign the petition in order for the City Council to consider implementation of the devices.

APPENDIX A:

TRAFFIC COUNTS

2014 City of West Hollywood Daily Traffic Volumes and 85th Percentile Speeds