Tri-West

Traffic Calming Study

Prepared for:
City of West Hollywood

March 2016

Prepared by:

FEHR & PEERS

OC14-0308

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1.0 INTRODUCTION

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

- Santa Monica Boulevard to the north
- Melrose Avenue to the south
- Just west of Huntley Drive to the west (abutting the Pacific Design Center)
- The alley between W Knoll Drive and N La Cienega Boulevard to the east

The Tri-West neighborhood was selected for assessment in response to concerns raised by the community regarding cut through traffic and speeding, particularly on Sherwood Drive just west of La Cienega Boulevard and Huntley Drive just north of Melrose Avenue. 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 land uses are primarily multi-family residential 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. Existing conditions data was collected to set the foundation for traffic conditions in the Tri-West area. The data was presented at the first Community Meeting in March 2015. 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 - Project 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 August 2015, 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 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 Tri-West community.

2.0 EXISTING CONDITIONS

The Tri-West community is bound to the north by Santa Monica Boulevard, to the south by Melrose Avenue, to the east by the alley between West Knoll Drive and North La Cienega Boulevard, and to one block west of Huntley Drive (at the Pacific Design Center) to the west. The project Study Area is illustrated in **Figure 3**.

High volume roadways bound the Tri-West community. Daily traffic volumes on streets surrounding/within the study area are reported as vehicles per day (vpd) and are provided below:

High volume roadways:

- Santa Monica Boulevard: 55,400 vpd
- Melrose Avenue: 21,200 vpd
- La Cienega Boulevard: 30,300 vpd (City of Los Angeles)

Neighborhood streets:

- Sherwood Drive: 3,400 vpd
- Huntley Drive: 2,700 vpd
- Westbourne Drive: 2,000 vpd
- Rugby Drive: 1,800 vpd
- W Knoll Drive: 1,700 vpd
- Westmount Drive: 1,300 vpd

Figure 2 - Sample Traffic Calming Devices

When traffic congestion builds on high volume roadways, drivers may divert onto the neighborhood streets within the Tri-West community. A City-wide 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 Tri-West are comparable to traffic volumes and speeds on residential streets throughout the City.

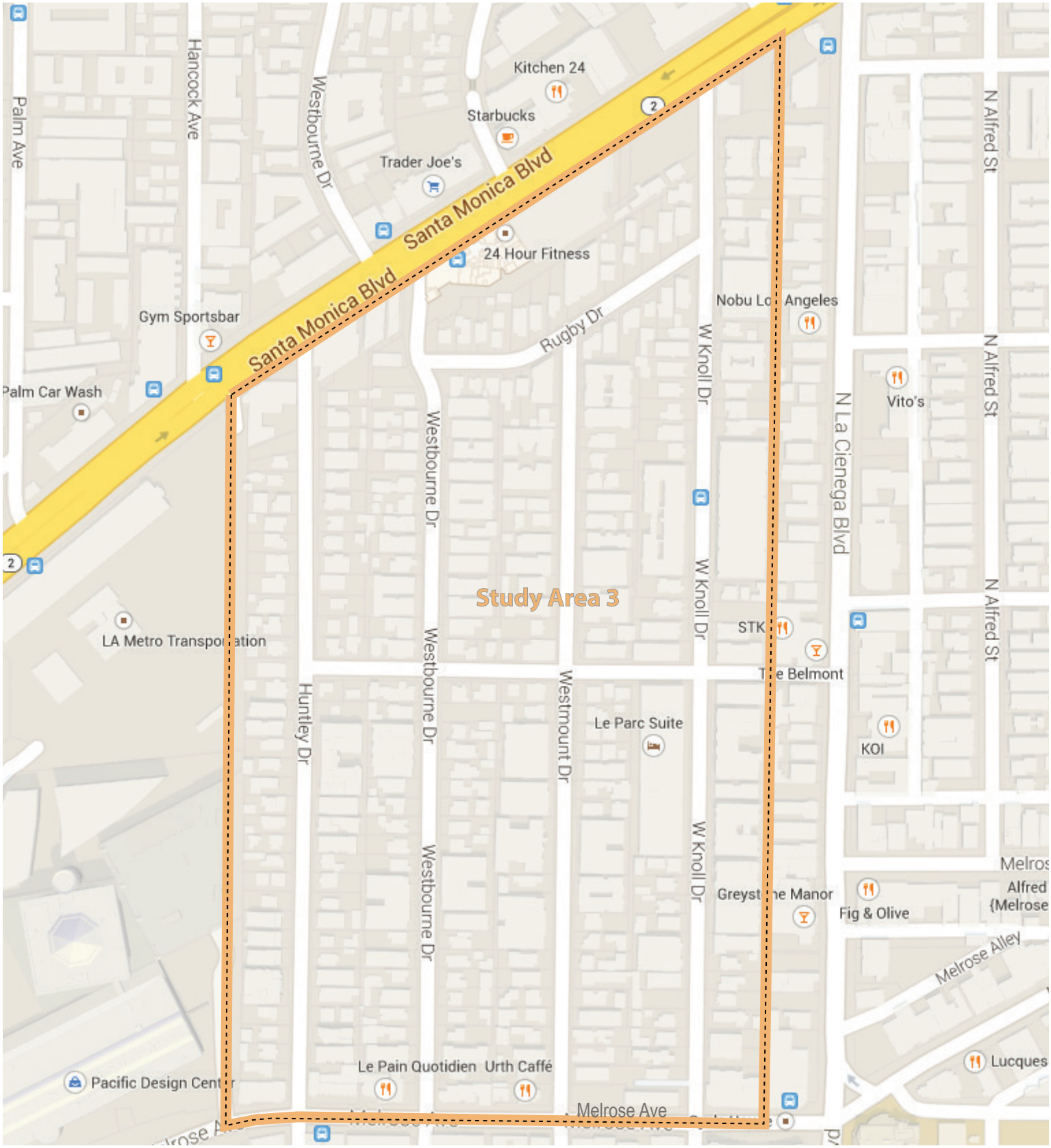
As Tri-West is located within an urbanized area, some traffic is anticipated to pass through the residential areas. Some trips are due to drivers who are lost, others due to direction from navigation systems, and yet others are seasoned cut-through drivers. The goals of the traffic calming recommendations in this report are to manage the traffic regardless of its source, reduce cut-through volumes, and maintain 25 mph (85th percentile) speeds for all residential streets in the Tri-West neighborhood.

Figure 4 illustrates the existing daily volumes within the neighborhood. As shown, daily traffic volumes range from a low of approximately 1,300 vehicles per day (vpd) on Westmount Drive between Santa Monica Boulevard and Melrose Avenue to a high of 3,400 vpd on Sherwood Drive off of La Cienega Boulevard. Daily traffic counts and 85th percentile speeds[1] were provided by the City as part of the City-wide Traffic Study. Peak hour volumes collected specifically for this project are provided in **Appendix A**.

All streets within the Tri-West community, with the exception of Santa Monica Boulevard and Melrose Avenue, 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 the 85th percentile speeds on the community's residential streets are at or below the speed limit, with the exception of W Knoll Drive north of Sherwood Drive at 29 mph, and Huntley Drive between Sherwood Drive and Melrose Avenue at 26 mph. However, by definition, 15% of the vehicles traveling along the roads in the Tri-West community travel at speeds that exceed the posted speed limit, causing concern amongst the residents. **Figure 4** illustrates the 85th percentile speeds for the Tri-West community, while **Figures 5 and 6** illustrate the morning and evening traffic volumes during peak hours at selected intersections.

Parking is permitted on both sides of all streets within the Tri-West neighborhood. Permits are required for resident motorists to park on-street throughout the day. Parking restrictions vary street by street, but for the most part, non-resident or commercial parking is restricted throughout the study areas.

[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.



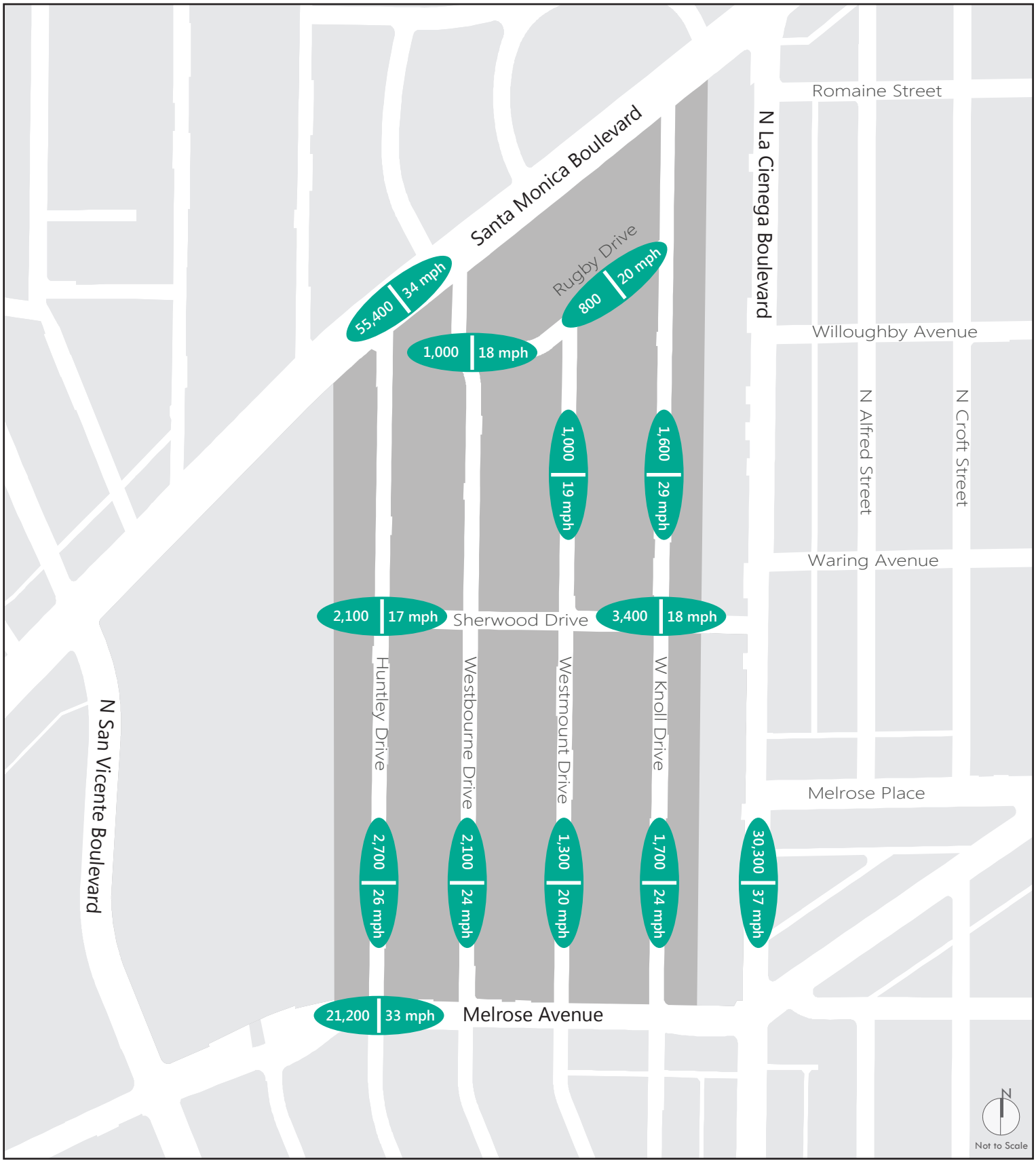
Neighborhood Boundary

Not to Scale

FEHR PEERS

TRI-WEST STUDY AREA

FIGURE 3



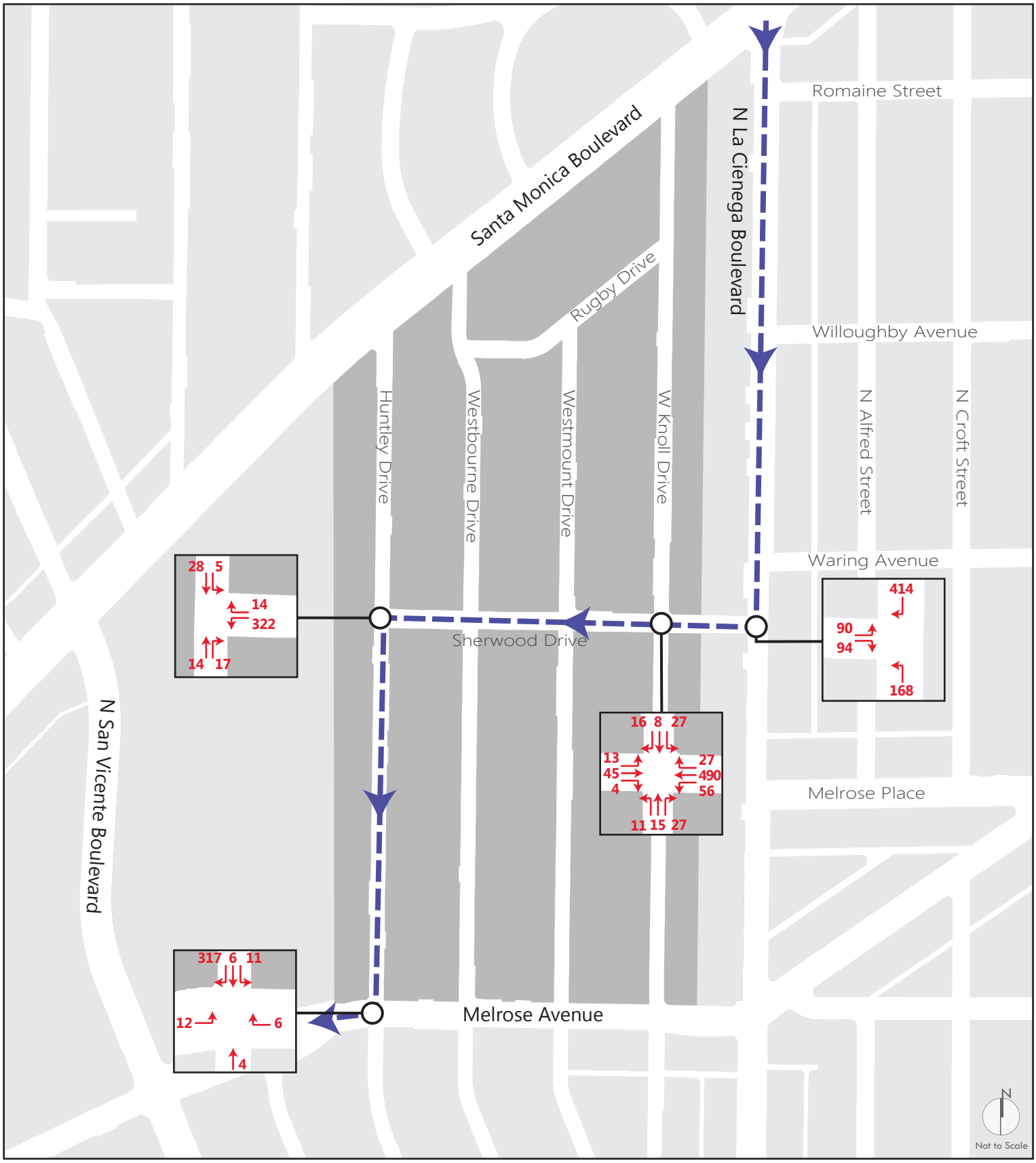
1,000 | 25 mph — 85TH PERCENTILE SPEED
COUNT LOCATION
DAILY VEHICLE VOLUMES

NEIGHBORHOOD AREA

FEHR PEERS

TRI-WEST DAILY VEHICLE VOLUMES & 85TH PERCENTILE SPEEDS

FIGURE 4



TRAFFIC VOLUMES

OBSERVED "CUT-THROUGH" MOVEMENTS

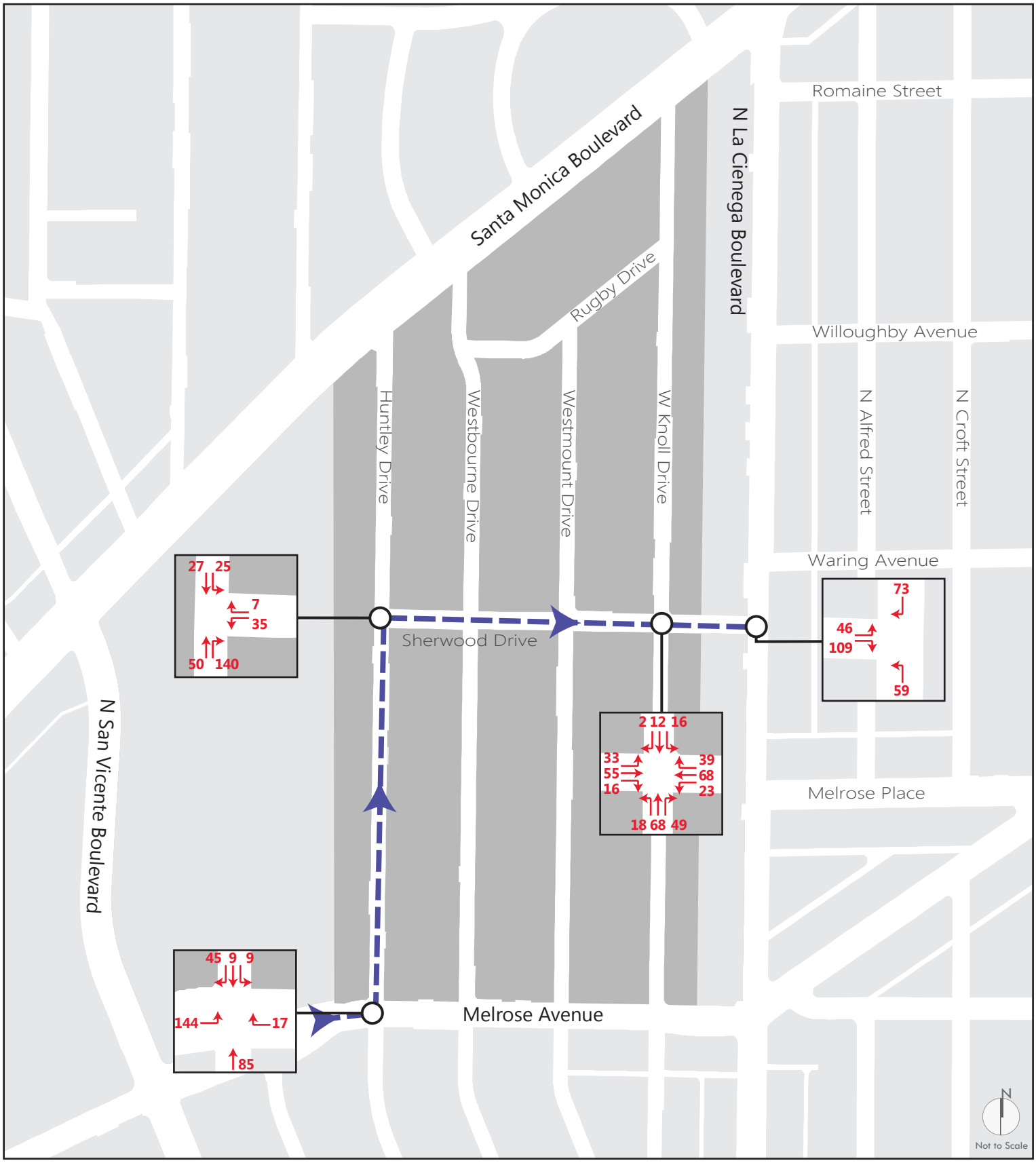
DIRECTION OF TRAFFIC

NEIGHBORHOOD AREA

FEHR & PEERS

TRI-WEST A.M. TRAFFIC VOLUMES

FIGURE 5



TRAFFIC VOLUMES

OBSERVED "CUT-THROUGH" MOVEMENTS

DIRECTION OF TRAFFIC

NEIGHBORHOOD AREA

FEHR & PEERS

TRI-WEST P.M. TRAFFIC VOLUMES

FIGURE 6

SIGNALIZED INTERSECTION

ALL WAY STOP INTERSECTION

SIDE CONTROLLED STOP

NEIGHBORHOOD AREA

FEHR PEERS

TRI-WEST TRAFFIC CONTROL TYPE BY INTERSECTION

FIGURE 7

Other City Projects

The City of West Hollywood is currently preparing a number of studies and evaluating/considering development applications across the city. The Melrose Streetscape Project will work collectively with the recommendations included in this Traffic Calming Study:

- **West Hollywood Design District Streetscape Project:** The West Hollywood Design District Streetscape Master Plan (2011) is a plan designed to improve the overall aesthetics and mobility of the commercial district known as the West Hollywood Design District. This commercial district (formerly known as The Avenues) includes the West Hollywood segments of Beverly Boulevard, Robertson Boulevard, Melrose Avenue, and segments of Almont and La Peer Drives. The goal of the Design District Streetscape Master Plan is to strengthen the economic vitality of the district by improving the pedestrian environment, adding bicycle infrastructure, public gathering spaces, and landscaping, while improving the overall aesthetics and functionality of the streets. The project includes design features to minimize impacts to traffic conditions while encouraging walking and cycling throughout the district. Recommendations stemming from that study include improvements along Melrose Avenue that include:

    - Traffic signal modifications at La Cienega Boulevard (westbound double left turns)
    - Wider sidewalks
    - Sharrow markings for bicycles
    - Removal of center turn lane from Huntley Avenue to West Knoll Drive
    - Make roadway width consistent
    - Parallel curbside parking
    - Curb extensions at most corners
    - Crosswalks at West Knoll Drive
    - New street trees
    - New lighting
    - Gateway medians at La Cienega Boulevard

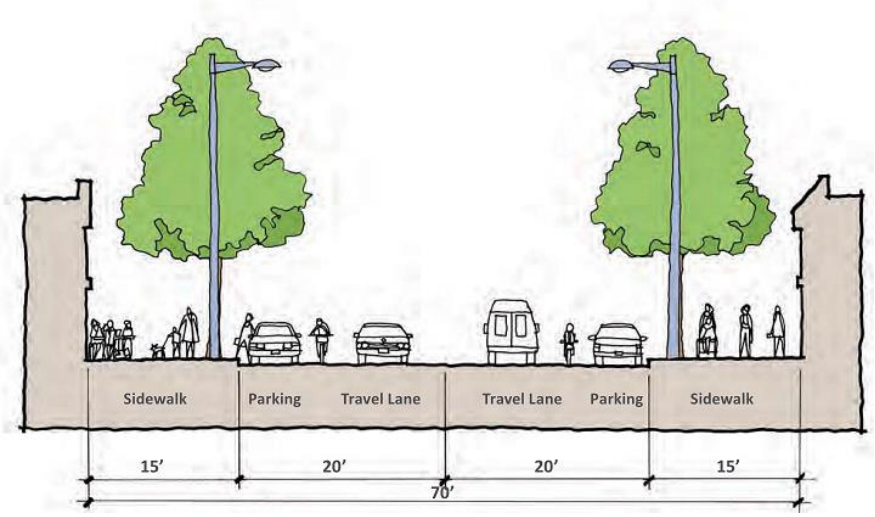


Figure 8 – West Hollywood Design District Streetscape Project

The features planned for the project were evaluated in a March 2013 traffic impact analysis study prepared for the Design District Streetscape Plan. The results of the traffic study show that there will be minor changes in delay with the planned improvements, but overall the intersections will operate at acceptable levels of service with the planned improvements. The change in delay would be caused by the removal of one travel lane along the south frontage of the Pacific Design Center between Huntley Drive and San Vicente Boulevard, creating a consistent travel lane configuration for Melrose Avenue and streamlining traffic flow. The resulting changes in delay on the adjacent intersections are as follows[2]:

- Robertson Boulevard & Melrose Avenue:
  - AM increase of 4.3 seconds of delay
  - PM increase of 3.8 seconds of delay
- San Vicente Boulevard & Melrose Avenue:
  - AM increase of 6.1 seconds of delay
  - PM increase of 9.7 seconds of delay
- La Cienega Boulevard & Melrose Avenue:
  - AM decrease of 4.2 seconds of delay
  - PM decrease of 10.2 seconds of delay

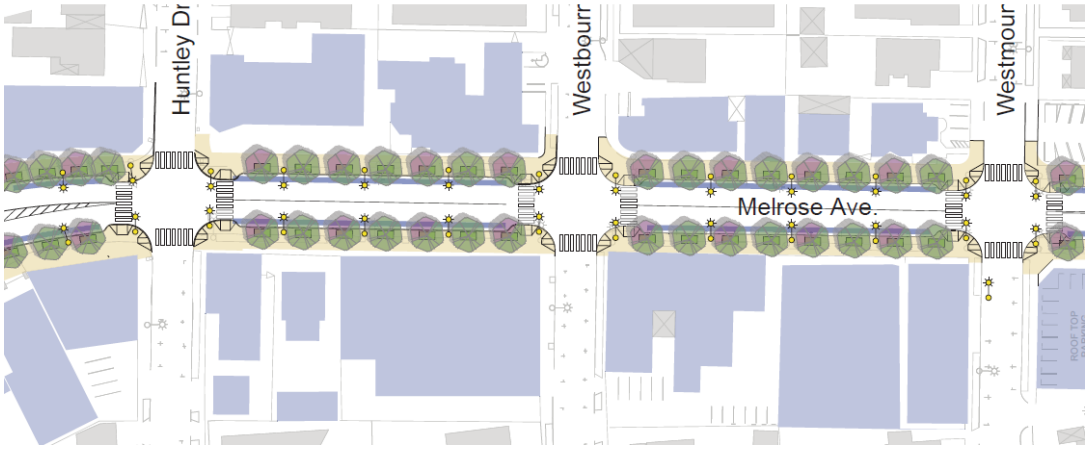


Figure 9 - Melrose Streetscape Concept

[2] KOA Corporation. (2013). *Technical Memorandum: West Hollywood Avenues Streetscape Project – Traffic and Circulation Review* (KOA Project JB 11229). Retrieved from http://www.weho.org/home/showdocument?id=12482

3.0 COMMUNITY OUTREACH

MEETING #1: MARCH 23, 2015

The first community meeting for the Tri-West community was held on Monday, March 23rd at 7:00 pm in the West Hollywood Public Library Community Meeting Room. The meeting was attended by 12 residents of the Tri-West neighborhood. Notices for the meeting were mailed by City of West Hollywood staff to all addresses within the study area.

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, plans for future bicycle facilities in the community and plans for future traffic signal projects in the area were provided for the participants to review and provide comments on. **Figures 10 and 11** illustrate some of the maps presented at the workshop.

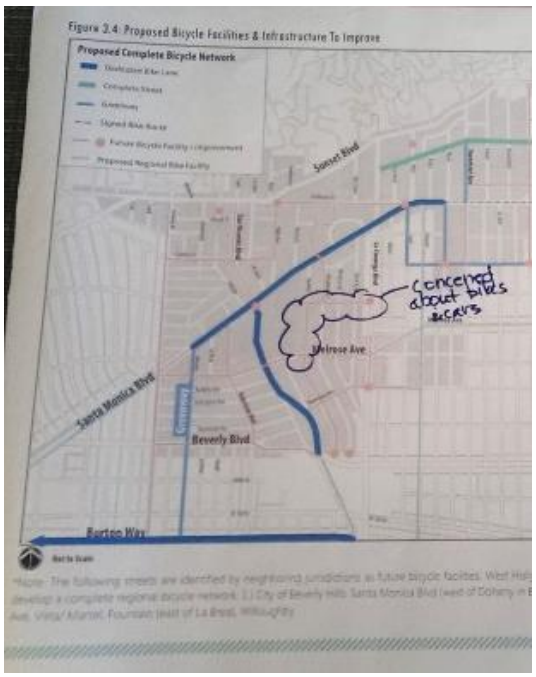


Figure 10 – Area of Concern Identified at Community Meeting

The meeting began with a welcome by City staff and a brief presentation by Fehr & Peers. The format included a small group exercise where residents were encouraged to work together to identify issues and 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 raised. Key issues raised during the meeting include:

<u>Traffic & Speeding in Neighborhood</u>

- Speeding / rude drivers in the neighborhood.
- Quality of life concern related to traffic in the neighborhood.
- Huntley & Sherwood are high volume streets in neighborhood.
- Departing Pacific Design Center traffic cutting through the neighborhood.
- Intersection/stop sign at Huntley & Sherwood needs enforcement.
- Bike-car conflict concerns on neighborhood streets, particularly due to planned facilities in the City's bike plan in greater West Hollywood.
- Congestion at major arterials causes people to turn into neighborhoods.
- Study should include Melrose Avenue & La Cienega Boulevard; any changes to Melrose, Santa Monica Boulevard & La Cienega Boulevard should focus on improving traffic flow (e.g. few stops). If traffic is moving, people won't cut through the neighborhood.

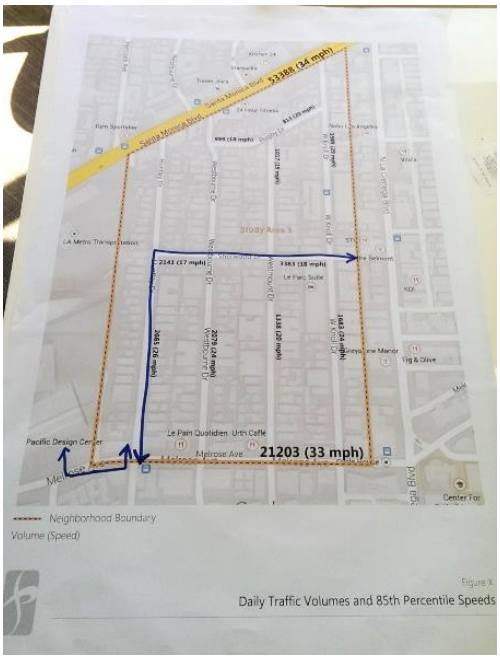


Figure 11 – Daily Traffic Volumes and 85th Percentile Speeds at Community Meeting

Development Concerns

- New development will add traffic to Melrose / La Cienega (Restoration Hardware, Sprouts, etc.)
- Why wasn't the Tri-West TMP project initiated before development was approved on Santa Monica Boulevard or Melrose Avenue?
- Melrose Streetscape Project: Will reducing the roadway to two lanes make things worse? Will it send traffic to Beverly & Santa Monica Boulevard?
- Sprouts traffic will end up diverted to West Knoll to Melrose (to Rugby back to Westbourne).
- Melrose is a commercial street, not residential. It should have improved traffic flow, not impeded flow.
- The intersection of Westbourne / Santa Monica Boulevard includes a westbound left turn lane for left turns and possibly U-turns, but the intersection was not modified (widened) to accommodate U-turns, which causes back-up on both streets especially at rush hours, and will get worse with Sprouts.

Driver Behavior / Enforcement

- The City has heavy enforcement for parking, but not speeding – can we train parking enforcement to give speeding tickets?
- Red light cameras should be illegal. Why have they removed them in Los Angeles, but not in West Hollywood?
- Construction trucks are queuing in the neighborhood, causing traffic congestion.
- Metro bus drivers cut through neighborhood streets post-shift, adding traffic to neighborhood

Participants were encouraged to share their ideas for improving the conditions in the neighborhood. Several key recommendations the project team will consider in developing the traffic calming plan include:

Traffic Calming Ideas (within Neighborhood)

- Make Huntley Drive 800 block one way (northbound)
- Westbourne, traffic calming needed (i.e. speed bumps)
- "Mini" traffic circles on Sherwood
- Get rid of commercial parking permits
- Increased speed enforcement (8:30 - 9:15, 4:30 – 6:00)
- Nonphysical/immediate (speed limit sign + speed legends) on every street
- All-way-stop (AWS) at Westbourne & Rugby (maybe look at other locations)
- Advance signage of STOP signs
- Do something on Huntley to slow traffic / reduce volumes
- Restrict turns from Santa Monica Boulevard into neighborhood
- No left turn on Sherwood
- Humps / Bumps

Traffic Flow Ideas (outside Neighborhood)

- Santa Monica / Westbourne – allowing U-Turns would reduce neighborhood cut through.
- Make Melrose rush-hour friendly. Two lanes west in AM; two lanes east in the PM.
- Remove traffic light at Huntley, people cut from San Vicente North to avoid Melrose; It is natural to cut through Sherwood & La Cienega to get to Fountain and Huntley to Santa Monica
- Widen Melrose
- Don't remove parkways
- Widen Melrose, get rid of bulb-outs and speed humps on Sherwood
- Remove "No U-turns" at Westbourne Eastbound at Melrose
- Create a Pacific Design Center entrance of Melrose / exit onto San Vicente; Invite Pacific Design Center to the next meeting
- Look at MTA circulation through neighborhood

Alternative Mode Ideas (Transit, Pedestrian, Bicycle)

- Provide alternatives to driving such as transit service at additional hours
- Provide taxi coupons to encourage people to not drive
- Remove Cityline shuttle route from neighborhood (opinion that buses are too big for local streets)

Participants were encouraged to mark up the maps provided and discuss their concerns with other members of their small groups.

Following the workshop, one email was received from a resident who was unable to attend the meeting who identified their concerns in their neighborhood:

- Doheny Drive in the few blocks south of Santa Monica Boulevard: As you are driving north on Doheny, the traffic blocks up as you approach SMB. The light at that intersection takes an excessively long time and it can often take 5-10 min to go those couple of blocks to SMB.
    - Timing: Perhaps the light at Doheny and SMB could be retimed?
    - Blocked streets: It is impossible to use a side street to get to Melrose because of streets blocked with chains. Why are the residential streets, just to the east of Doheny, blocked off? Opening up a detour option, at least during rush hours, would help the situation. It does not seem fair that the residents on these side streets enjoy the benefits of blocked streets that create more traffic on Doheny. I too live on a residential street that is used as a shortcut (Westbourne between Melrose and SMB) but we don't enjoy the benefit of having our street blocked off with chains. Why are these streets blocked?
- Melrose going east between San Vicente and La Cienega: This street blocks up and it can take 10 minutes to go just a couple of blocks. I live on Westbourne between Melrose and SMB. When coming from work I can make it from Century City to Melrose and San Vicente in about 15 minutes but it can take another 10 min to get the last couple of blocks to get to make a left onto Westbourne to get to my building.
    - Sidewalks: Perhaps the sidewalks can be reconfigured on this street to allow another lane during rush hour?

MEETING #2: AUGUST 31, 2015

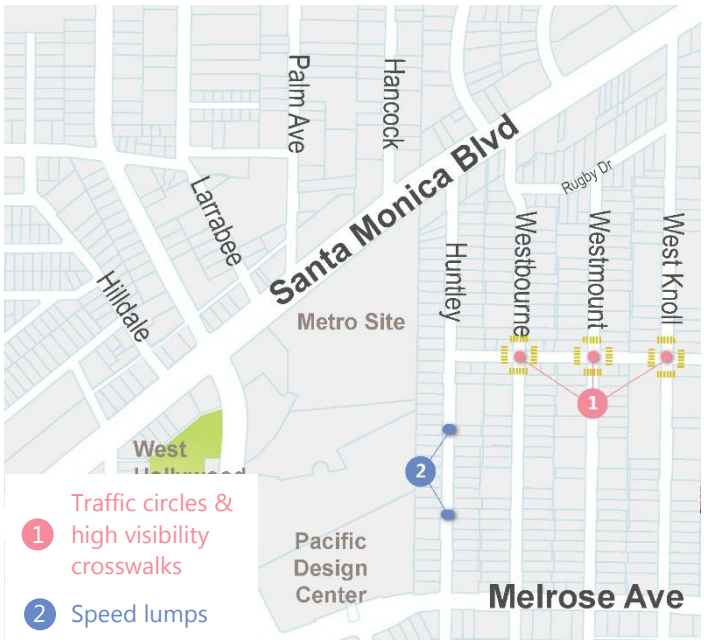


Figure 12 – Draft Traffic Calming Recommendations Presented at Community Meeting

The second community meeting was held on August 31, 2015 at the West Hollywood Public Library Community Meeting Room.

A brief presentation was given by the City and Fehr & Peers highlighting the elements of the recommended traffic calming scenario, as shown in **Figure 12**. Following the presentation, participants were encouraged to ask questions and share their thoughts on the recommendations.

Based on this discussion, there is an overall concern that traffic is diverting in the neighborhood due to traffic congestion on the surrounding major arterials. There was also a concern that new development planned around the neighborhood would result in more traffic diverting through the neighborhood.

Based on the comments received at the workshop, minor modifications to the traffic calming recommendations were made as summarized in the recommendations and conclusion sections of this report.

4.0 RECOMMENDATIONS & COST ESTIMATES

RECOMMENDATIONS

The recommendations for traffic calming in the Tri-West community 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.

Concerns were raised about traffic on the major arterials surrounding this neighborhood, but because the City's traffic calming program 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.

As a robust, vibrant, and economically thriving community, West Hollywood has increasingly become a hub of activity. The result of this success is traffic. Treatments are possible along Melrose Avenue, Santa Monica Boulevard, and La Cienega Boulevard that may aid in reducing congestion and/or improving pedestrian safety. However, these are outside the scope of this plan and addressed through other City processes.

By installing traffic calming devices in the Tri-West 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 key focus areas identified during the first community workshop. In addition to the following recommendations, two speed lumps were initially considered on Rugby Drive as a mitigation to the approved Sprouts development on Santa Monica Boulevard and W Knoll Drive. However, the lumps are no longer necessary, as improvements approved by City Council at Santa Monica Boulevard and W Knoll Drive would mitigate the impact from Sprouts on the neighborhood. Staff will continue to monitor Rugby Drive after the development is completed, and residents will have the opportunity to petition for speed lumps should unanticipated impacts occur.

Figure 17 illustrates the final recommended traffic calming scenario for the Tri-West community. Detailed descriptions of the recommendations and estimated costs to construct these devices are provided in in the following section of this report. **Figures 13 and 14** show examples of the devices recommended.

Figure 13 – Example of a Traffic Circle

Figure 14 – Example of a Speed Lump

- **Huntley Drive:** Huntley Drive is a north-south street that extends through the Tri-West area and carries 2,700 vpd between Santa Monica Boulevard and Melrose Avenue – the most of any of the north-south streets in the Tri-West area. The 85th percentile speed along Huntley Drive in this area is 26 mph, which is just above the prima facie speed limit of 25 mph. However, the narrow road width and on-street parking combined with the higher traffic volume warrant consideration for potential volume reducing measures. **Therefore, two speed lumps are recommended.**

Figure 15 – Huntley at Melrose

- **Sherwood Drive:** Sherwood Drive is an east-west street that bisects the Tri-West neighborhood. Sherwood Dr. carries 2,100 vpd to the west and 3,400 vpd to the east. With 85th percentile speeds of 17 mph to the west and 18 mph to the east, Sherwood Dr. is a slower and more traveled street than its north-south neighbors. The community highlighted Sherwood Dr. as a high volume street. **Traffic Circles are recommended for the intersections at Westbourne, Westmount, and W Knoll Drives.**

Figure 16 – Sherwood at W Knoll

IMPLEMENTATION AND TESTING

Following the collection of petitions that demonstrate a majority community support, Transportation Commission review, and approval by City Council, 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 will 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 Tri-West neighborhood.

MINI TRAFFIC CIRCLE

HIGH VISIBILITY CROSSWALK

SPEED LUMPS

NEIGHBORHOOD AREA

FEHR PEERS

TRI-WEST RECOMMENDED TRAFFIC CALMING MEASURES

FIGURE 17

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 17** have a collective construction cost of approximately **$164,375** to install, which does not include costs to relocate utilities, acquire right-of-way, landscape or irrigate, or provide for long-term maintenance. **The cost does include a 25% contingency.**

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:

- Neighborhood Traffic Circles: $40,000 per intersection/$50,000 including contingency
- Speed Lumps: $5,000 per lump/$6,250 including contingency
- High Visibility Crosswalk: $500 per crosswalk/$625 including contingency

Table 1
FINAL Traffic Calming Recommendations and Estimated Construction Costs

	Recommendation	Purpose	Anticipated Benefit	Estimated Base Cost	Estimated Cost with 25% Contingency
1.	Install neighborhood traffic circles and high-visibility crosswalks along Sherwood Drive at Knoll Drive, Westmount Drive, and Westbourne Drive (three total).	Narrow intersections and reduce traffic speeds through intersections. Existing stop signs should remain in place with circles.	Shown to reduce speeds (between circles) and improve safety. Visual impedance helps discourage cut-through traffic.	$121,500	$151,875
2.	Install speed lumps along Huntley Drive, south of Sherwood Drive (two total).	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.	$10,000	$12,500
			TOTAL ESTIMATED RELATED COSTS		**$164,375**

OTHER MEASURES

Figure 18 – Speed Feedback Sign

In addition to the specific recommendations included in **Figure 17**, several additional supporting improvements could be installed, without a community survey or additional analysis, to address speeding and cut-through issues:

- **Radar Speed Feedback Signs**: Radar speed feedback signs provide drivers an instant response to their existing speed along a roadway. Coupled with a speed limit sign, these devices inform the driver if he or she is exceeding the speed limit. Speed trailers or pole mounted devices, installed on a temporary or rotational basis, can be effective at slowing drivers down and increasing driver awareness of travel speed. Long term installation tends to be less effective, particularly in residential areas as drivers become accustomed to seeing the signs.

- **Install Speed Limit Signs & Pavement Markings:** Although the majority 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 such as Sherwood Drive and Huntley Drive would enforce the residential neighborhood speeds.

Figure 19 – Traffic Calming Signage

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

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

- **Improve Pedestrian and Bicycle Access within Tri-West:** An additional way to decrease the traffic congestion surrounding the Tri-West community is to reduce the reliance on autos and encourage more pedestrian and bicycle trips. One recommendation already provided is the high-visibility crosswalks along Sherwood Drive.

Traffic signal improvements, timing and pedestrian treatments are not included in the Traffic Calming program and would therefore be funded through other City resources.

5.0 NEXT STEPS

This report summarizes the traffic calming recommendations for the Tri-West 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. The majority of the residents within the sphere of influence of the traffic calmed area (51% or more) will need to sign the petition in order for the City Council to consider implementation of the devices within that area.

APPENDIX A:

TRAFFIC COUNTS

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: WEST HOLLY WOOD
N-S- Direction: HUNTLEY DRIVE
E-W Direction: MELROSE AVENUE

File Name : h1505004
Site Code : 00000000
Start Date : 5/6/2015
Page No : 1

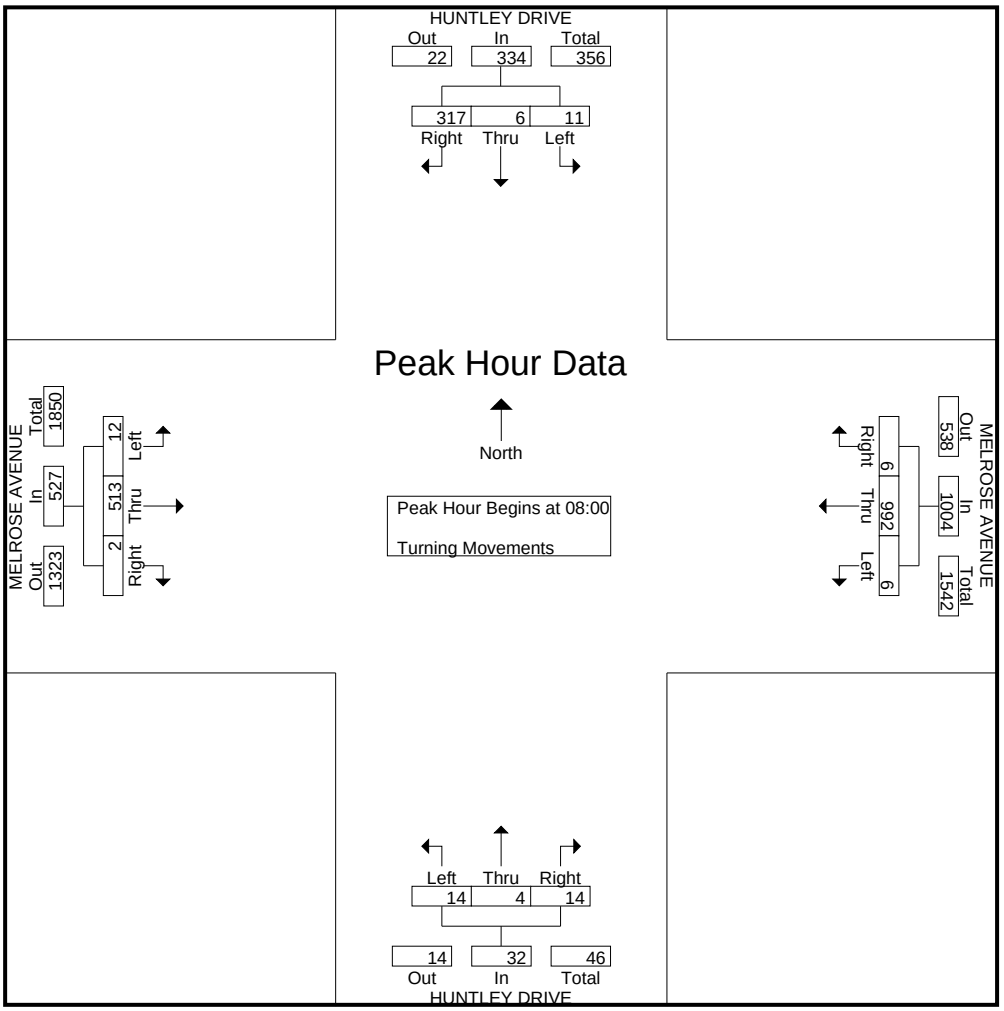
Groups Printed- Turning Movements

	HUNTLEY DRIVE Southbound			MELROSE AVENUE Westbound			HUNTLEY DRIVE Northbound			MELROSE AVENUE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	16	0	1	2	174	0	4	2	1	1	40	1	242
07:15	14	0	1	1	247	2	0	2	2	2	60	0	331
07:30	26	0	2	4	268	3	4	1	3	1	84	0	396
07:45	41	3	1	4	287	3	4	1	2	1	87	3	437
Total	97	3	5	11	976	8	12	6	8	5	271	4	1406
08:00	52	0	8	2	255	0	2	2	3	1	122	2	449
08:15	72	0	2	1	252	3	6	0	1	0	168	1	506
08:30	96	2	0	2	238	3	1	1	4	1	112	2	462
08:45	97	4	1	1	247	0	5	1	6	0	111	7	480
Total	317	6	11	6	992	6	14	4	14	2	513	12	1897
16:00	9	1	2	3	154	3	6	4	1	3	201	13	400
16:15	8	0	6	10	143	4	11	5	0	4	196	27	414
16:30	15	0	4	5	157	1	10	8	2	2	193	16	413
16:45	14	0	2	6	154	2	2	17	3	4	206	14	424
Total	46	1	14	24	608	10	29	34	6	13	796	70	1651
17:00	17	1	3	3	133	2	7	17	3	3	217	32	438
17:15	14	3	1	7	147	1	6	24	1	2	200	39	445
17:30	5	4	2	3	160	3	6	24	4	8	193	27	439
17:45	9	1	3	4	148	2	4	20	1	1	213	46	452
Total	45	9	9	17	588	8	23	85	9	14	823	144	1774
Grand Total	505	19	39	58	3164	32	78	129	37	34	2403	230	6728
Apprch %	89.7	3.4	6.9	1.8	97.2	1	32	52.9	15.2	1.3	90.1	8.6	
Total %	7.5	0.3	0.6	0.9	47	0.5	1.2	1.9	0.5	0.5	35.7	3.4	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1505004
Site Code : 00000000
Start Date : 5/6/2015
Page No : 2

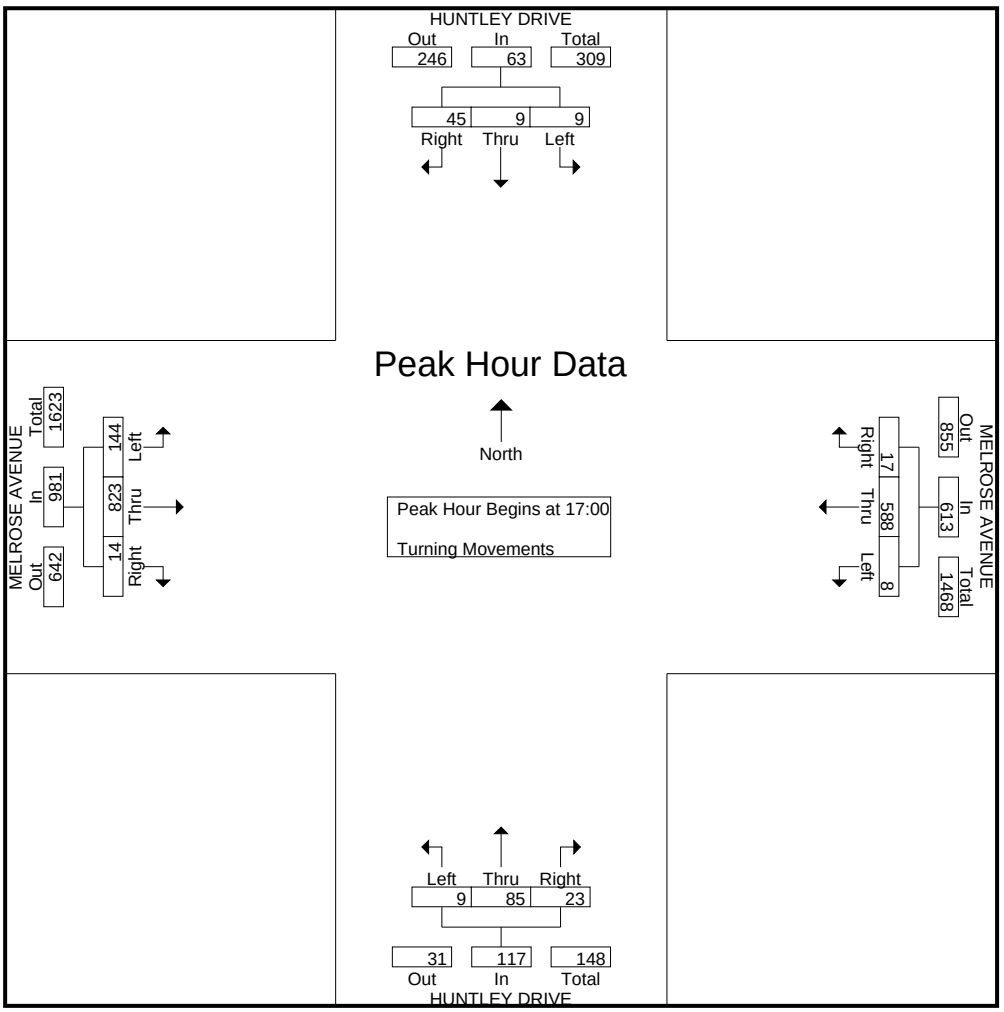
	HUNTLEY DRIVE Southbound				MELROSE AVENUE Westbound				HUNTLEY DRIVE Northbound				MELROSE AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	52	0	**8**	60	**2**	**255**	0	**257**	2	**2**	3	7	**1**	122	2	125	449
08:15	72	0	2	74	1	252	**3**	256	**6**	0	1	7	0	**168**	1	**169**	**506**
08:30	96	2	0	98	2	238	3	243	1	1	4	6	1	112	2	115	462
08:45	**97**	**4**	1	**102**	1	247	0	248	5	1	**6**	**12**	0	111	**7**	118	480
Total Volume	317	6	11	334	6	992	6	1004	14	4	14	32	2	513	12	527	1897
% App. Total	94.9	1.8	3.3		0.6	98.8	0.6		43.8	12.5	43.8		0.4	97.3	2.3		
PHF	.817	.375	.344	.819	.750	.973	.500	.977	.583	.500	.583	.667	.500	.763	.429	.780	.937



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1505004
Site Code : 00000000
Start Date : 5/6/2015
Page No : 3

	HUNTLEY DRIVE Southbound				MELROSE AVENUE Westbound				HUNTLEY DRIVE Northbound				MELROSE AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	**17**	1	**3**	**21**	3	133	2	138	**7**	17	3	27	3	**217**	32	252	438
17:15	14	3	1	18	**7**	147	1	155	6	**24**	1	31	2	200	39	241	445
17:30	5	**4**	2	11	3	**160**	**3**	**166**	6	24	**4**	**34**	**8**	193	27	228	439
17:45	9	1	3	13	4	148	2	154	4	20	1	25	1	213	**46**	**260**	**452**
Total Volume	45	9	9	63	17	588	8	613	23	85	9	117	14	823	144	981	1774
% App. Total	71.4	14.3	14.3		2.8	95.9	1.3		19.7	72.6	7.7		1.4	83.9	14.7		
PHF	.662	.563	.750	.750	.607	.919	.667	.923	.821	.885	.563	.860	.438	.948	.783	.943	.981



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: WEST HOLLYWOOD
N-S- Direction: HUNTLEY DRIVE
E-W Direction: SHERWOOD DRIVE

File Name : h1505003
Site Code : 00000000
Start Date : 5/6/2015
Page No : 1

Groups Printed- Turning Movements

	HUNTLEY DRIVE Southbound			SHERWOOD DRIVE Westbound			DRIVEWAY Northbound			DRIVEWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	1	0	1	0	6	1	1	0	0	0	0	10
07:15	0	3	1	1	0	5	2	2	0	0	0	0	14
07:30	0	1	3	3	0	23	3	2	0	0	0	0	35
07:45	0	1	3	2	0	28	6	3	0	0	0	0	43
Total	0	6	7	7	0	62	12	8	0	0	0	0	102
08:00	0	7	0	4	0	44	4	4	0	0	0	0	63
08:15	0	8	0	4	0	82	5	1	0	0	0	0	100
08:30	0	6	0	4	0	108	4	6	0	0	0	0	128
08:45	0	7	5	2	0	88	4	3	0	0	0	0	109
Total	0	28	5	14	0	322	17	14	0	0	0	0	400
16:00	1	8	5	5	0	7	24	8	0	0	0	0	58
16:15	0	9	2	3	0	10	27	9	0	0	0	0	60
16:30	0	4	5	1	0	6	20	8	0	0	0	0	44
16:45	0	5	3	1	0	6	32	6	0	0	0	0	53
Total	1	26	15	10	0	29	103	31	0	0	0	0	215
17:00	0	9	13	3	0	11	29	11	0	0	0	0	76
17:15	1	3	2	0	0	8	41	10	0	0	0	0	65
17:30	0	6	4	1	0	10	39	11	0	0	0	0	71
17:45	0	9	6	3	0	6	31	18	0	0	0	0	73
Total	1	27	25	7	0	35	140	50	0	0	0	0	285
Grand Total	2	87	52	38	0	448	272	103	0	0	0	0	1002
Apprch %	1.4	61.7	36.9	7.8	0	92.2	72.5	27.5	0	0	0	0	
Total %	0.2	8.7	5.2	3.8	0	44.7	27.1	10.3	0	0	0	0	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

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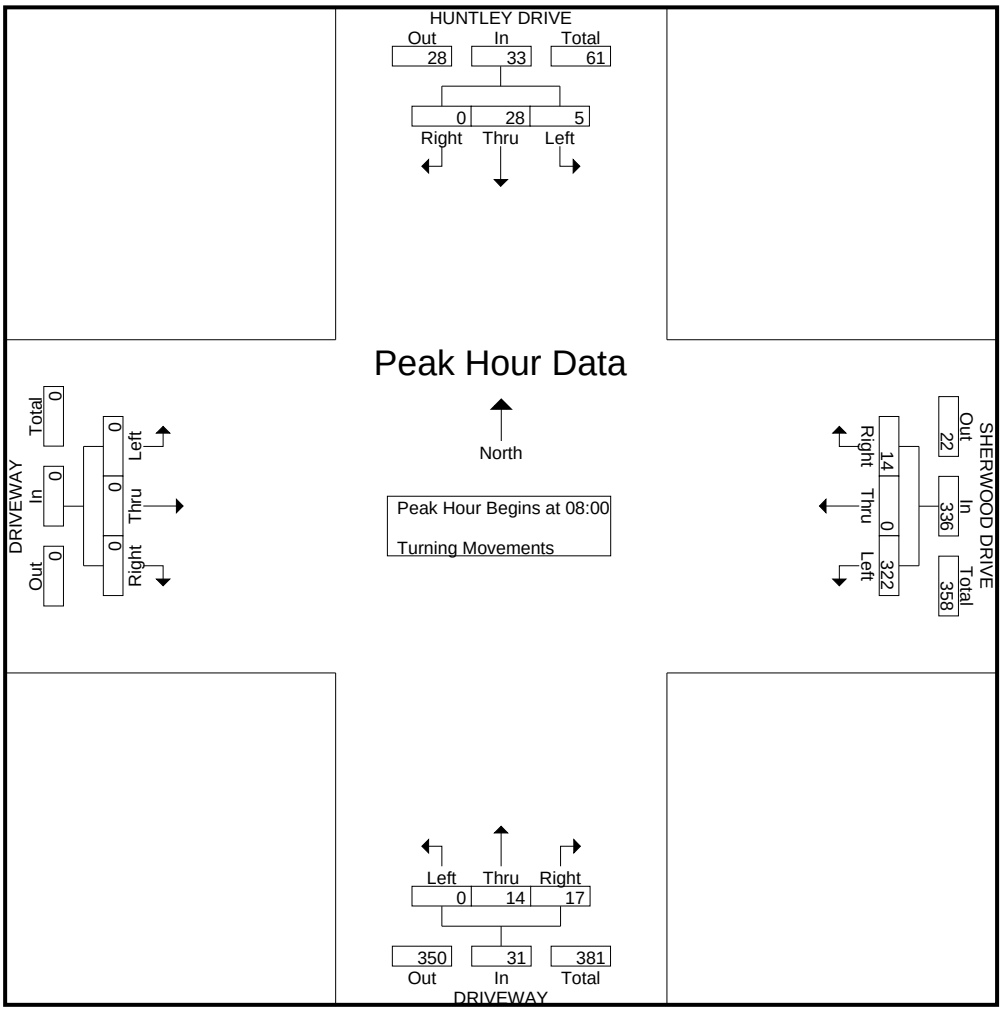
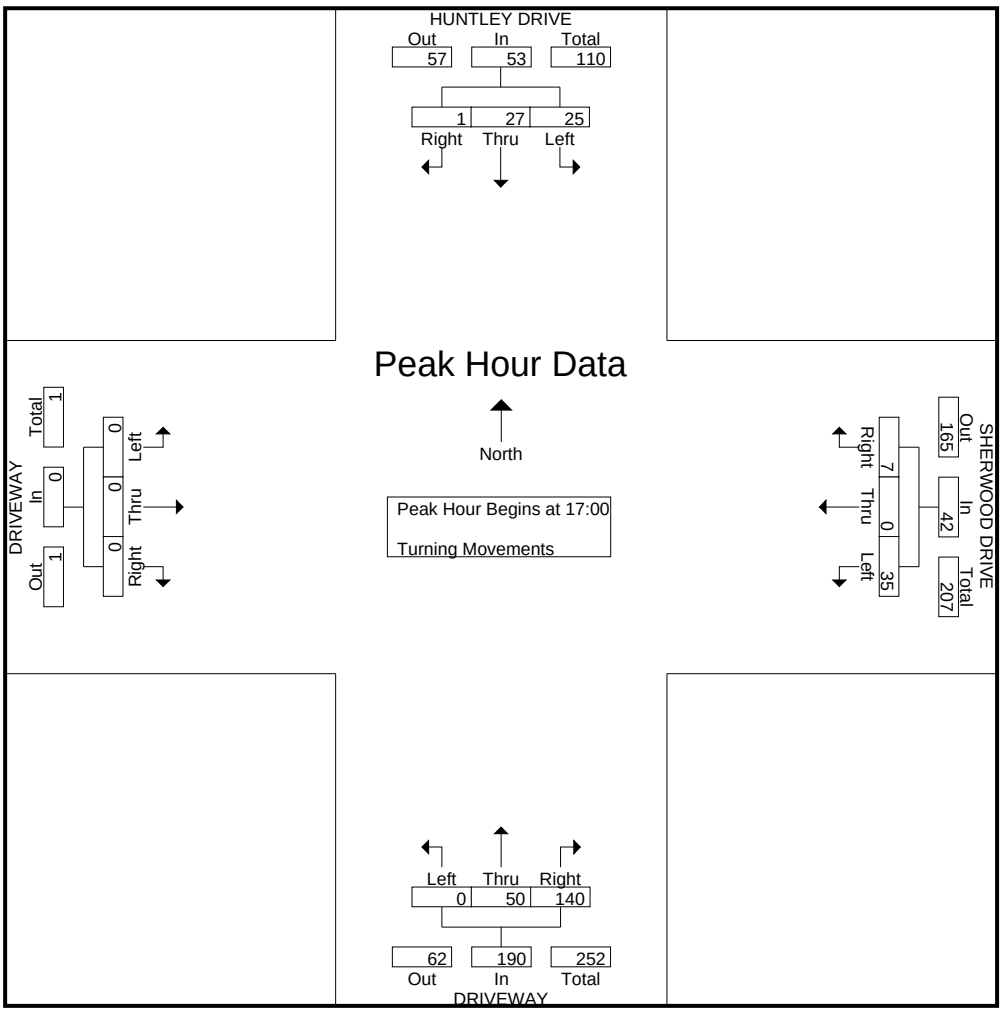
	HUNTLEY DRIVE Southbound				SHERWOOD DRIVE Westbound				DRIVEWAY Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	7	0	7	**4**	0	44	48	4	4	0	8	0	0	0	0	63
08:15	0	**8**	0	8	4	0	82	86	**5**	1	0	6	0	0	0	0	100
08:30	0	6	0	6	4	0	**108**	**112**	4	**6**	0	**10**	0	0	0	0	**128**
08:45	0	7	**5**	**12**	2	0	88	90	4	3	0	7	0	0	0	0	109
Total Volume	0	28	5	33	14	0	322	336	17	14	0	31	0	0	0	0	400
% App. Total	0	84.8	15.2		4.2	0	95.8		54.8	45.2	0		0	0	0		
PHF	.000	.875	.250	.688	.875	.000	.745	.750	.850	.583	.000	.775	.000	.000	.000	.000	.781



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1505003
Site Code : 00000000
Start Date : 5/6/2015
Page No : 3

	HUNTLEY DRIVE Southbound				SHERWOOD DRIVE Westbound				DRIVEWAY Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	**9**	**13**	**22**	**3**	0	**11**	**14**	29	11	0	40	0	0	0	0	**76**
17:15	**1**	3	2	6	0	0	8	8	**41**	10	0	**51**	0	0	0	0	65
17:30	0	6	4	10	1	0	10	11	39	11	0	50	0	0	0	0	71
17:45	0	9	6	15	3	0	6	9	31	**18**	0	49	0	0	0	0	73
Total Volume	1	27	25	53	7	0	35	42	140	50	0	190	0	0	0	0	285
% App. Total	1.9	50.9	47.2		16.7	0	83.3		73.7	26.3	0		0	0	0		
PHF	.250	.750	.481	.602	.583	.000	.795	.750	.854	.694	.000	.931	.000	.000	.000	.000	.938



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: WEST HOLLYWOOD
N-S- Direction: LA CIENEGA BOULEVARD
E-W Direction: SHERWOOD DRIVE

File Name : H1505006
Site Code : 00000000
Start Date : 5/6/2015
Page No : 1

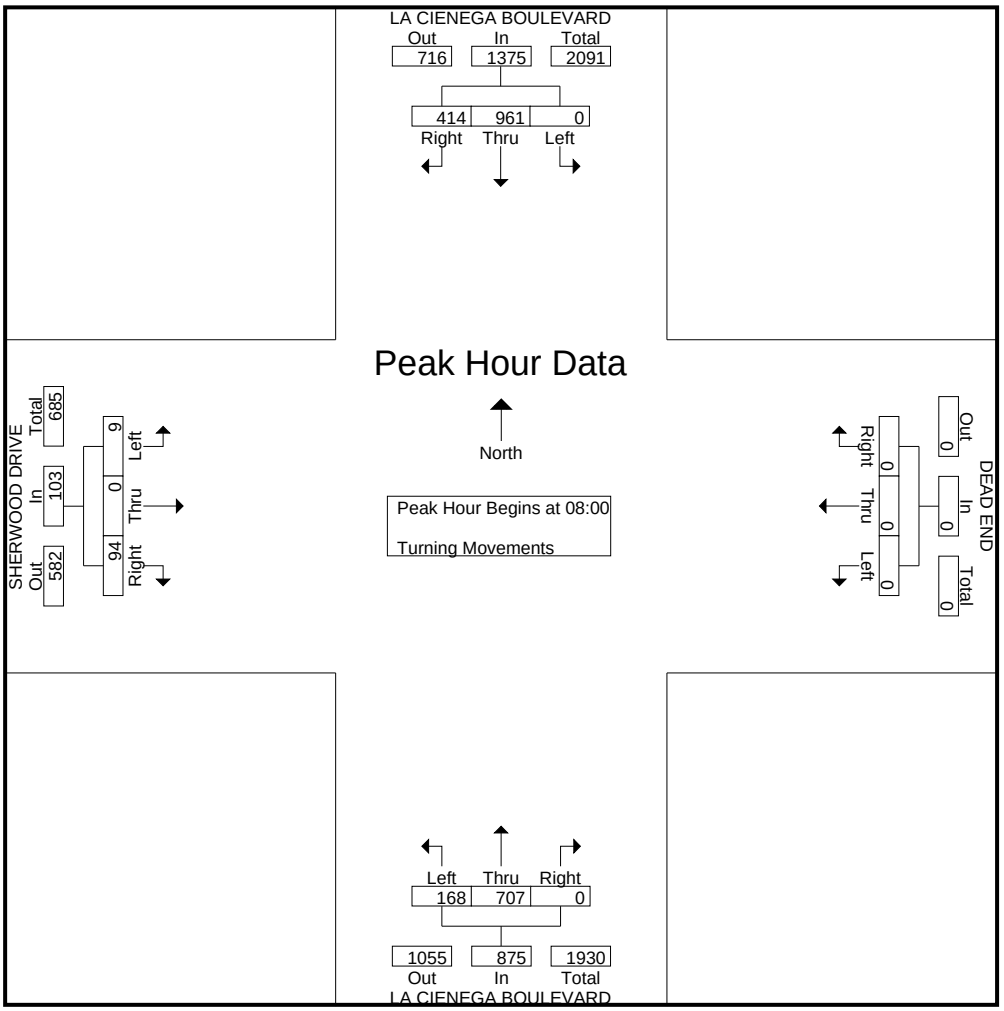
Groups Printed- Turning Movements

	LA CIENEGA BOULEVARD Southbound			DEAD END Westbound			LA CIENEGA BOULEVARD Northbound			SHERWOOD DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	5	191	0	0	0	0	0	95	8	13	0	1	313
07:15	16	228	0	0	0	0	0	103	15	22	0	2	386
07:30	20	238	0	0	0	0	0	148	17	15	0	5	443
07:45	42	237	0	0	0	0	0	168	18	20	0	6	491
Total	83	894	0	0	0	0	0	514	58	70	0	14	1633
08:00	64	238	0	0	0	0	0	161	27	24	0	1	515
08:15	89	239	0	0	0	0	0	154	29	23	0	3	537
08:30	113	236	0	0	0	0	0	199	57	15	0	1	621
08:45	148	248	0	0	0	0	0	193	55	32	0	4	680
Total	414	961	0	0	0	0	0	707	168	94	0	9	2353
16:00	22	206	0	0	0	0	0	288	11	24	0	13	564
16:15	17	184	0	0	0	0	0	256	13	23	0	11	504
16:30	14	218	0	0	0	0	0	262	19	28	0	10	551
16:45	17	215	0	0	0	0	0	257	25	30	0	21	565
Total	70	823	0	0	0	0	0	1063	68	105	0	55	2184
17:00	18	201	0	0	0	0	0	328	18	35	0	10	610
17:15	18	218	0	0	0	0	0	276	13	22	0	13	560
17:30	18	201	0	0	0	0	0	338	10	26	0	10	603
17:45	19	232	0	0	0	0	0	263	18	26	0	13	571
Total	73	852	0	0	0	0	0	1205	59	109	0	46	2344
Grand Total	640	3530	0	0	0	0	0	3489	353	378	0	124	8514
Apprch %	15.3	84.7	0	0	0	0	0	90.8	9.2	75.3	0	24.7	
Total %	7.5	41.5	0	0	0	0	0	41	4.1	4.4	0	1.5	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1505006
Site Code : 00000000
Start Date : 5/6/2015
Page No : 2

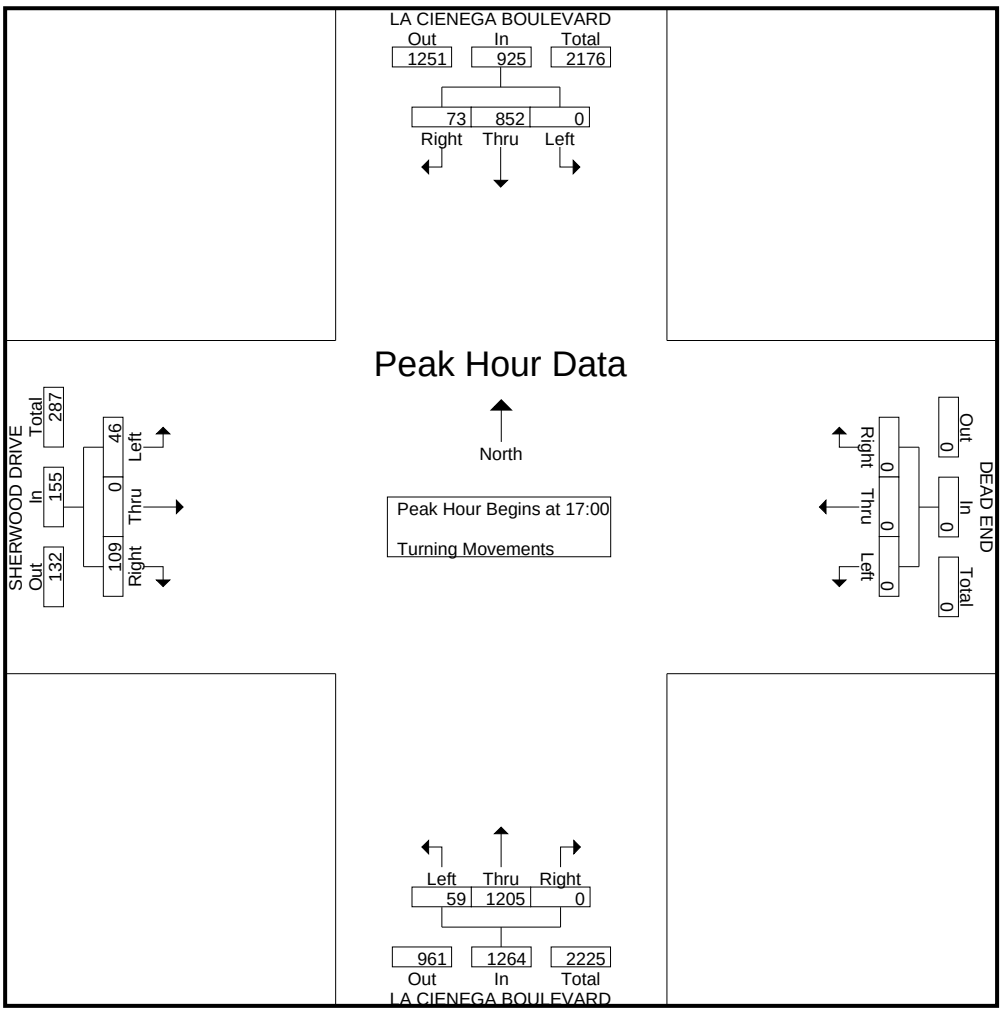
	LA CIENEGA BOULEVARD Southbound				DEAD END Westbound				LA CIENEGA BOULEVARD Northbound				SHERWOOD DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	64	238	0	302	0	0	0	0	0	161	27	188	24	0	1	25	515
08:15	89	239	0	328	0	0	0	0	0	154	29	183	23	0	3	26	537
08:30	113	236	0	349	0	0	0	0	0	**199**	**57**	**256**	15	0	1	16	621
08:45	**148**	**248**	0	**396**	0	0	0	0	0	193	55	248	**32**	0	**4**	**36**	**680**
Total Volume	414	961	0	1375	0	0	0	0	0	707	168	875	94	0	9	103	2353
% App. Total	30.1	69.9	0		0	0	0		0	80.8	19.2		91.3	0	8.7		
PHF	.699	.969	.000	.868	.000	.000	.000	.000	.000	.888	.737	.854	.734	.000	.563	.715	.865



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1505006
Site Code : 00000000
Start Date : 5/6/2015
Page No : 3

	LA CIENEGA BOULEVARD Southbound				DEAD END Westbound				LA CIENEGA BOULEVARD Northbound				SHERWOOD DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	18	201	0	219	0	0	0	0	0	328	**18**	346	**35**	0	10	**45**	**610**
17:15	18	218	0	236	0	0	0	0	0	276	13	289	22	0	**13**	35	560
17:30	18	201	0	219	0	0	0	0	0	**338**	10	**348**	26	0	10	36	603
17:45	**19**	**232**	0	**251**	0	0	0	0	0	263	18	281	26	0	13	39	571
Total Volume	73	852	0	925	0	0	0	0	0	1205	59	1264	109	0	46	155	2344
% App. Total	7.9	92.1	0		0	0	0		0	95.3	4.7		70.3	0	29.7		
PHF	.961	.918	.000	.921	.000	.000	.000	.000	.000	.891	.819	.908	.779	.000	.885	.861	.961



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

City: WEST HOLLYWOOD
N-S- Direction: WEST KNOLL DRIVE
E-W Direction: SHERWOOD DRIVE

File Name : H1505005
Site Code : 00000000
Start Date : 5/6/2015

Groups Printed- Turning Movements

	WEST KNOLL DRIVE Southbound			SHERWOOD DRIVE Westbound			WEST KNOLL DRIVE Northbound			SHERWOOD DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	1	2	3	8	1	3	3	0	0	7	1	29
07:15	1	3	8	7	15	8	1	5	2	1	13	2	66
07:30	4	0	2	3	25	8	4	0	1	0	12	2	61
07:45	1	1	7	6	45	7	4	3	7	0	16	0	97
Total	6	5	19	19	93	24	12	11	10	1	48	5	253
08:00	0	2	7	8	72	13	4	4	2	0	10	1	123
08:15	3	1	6	4	102	9	10	5	2	2	12	4	160
08:30	6	0	3	6	143	20	3	5	2	0	12	3	203
08:45	7	5	11	9	173	14	10	1	5	2	11	5	253
Total	16	8	27	27	490	56	27	15	11	4	45	13	739
16:00	1	1	4	11	12	6	10	6	5	3	21	8	88
16:15	1	2	3	6	18	4	7	13	1	5	21	9	90
16:30	3	1	6	10	14	8	12	10	1	4	22	9	100
16:45	2	3	6	17	16	7	17	16	2	3	24	2	115
Total	7	7	19	44	60	25	46	45	9	15	88	28	393
17:00	1	0	4	9	18	7	12	21	6	6	23	6	113
17:15	1	3	3	8	15	6	9	15	5	4	26	16	111
17:30	1	6	3	5	19	3	11	16	5	3	22	9	103
17:45	1	1	3	15	17	5	6	16	2	4	28	7	105
Total	4	10	13	37	69	21	38	68	18	17	99	38	432
Grand Total	33	30	78	127	712	126	123	139	48	37	280	84	1817
Apprch %	23.4	21.3	55.3	13.2	73.8	13.1	39.7	44.8	15.5	9.2	69.8	20.9	
Total %	1.8	1.7	4.3	7	39.2	6.9	6.8	7.6	2.6	2	15.4	4.6	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1505005
Site Code : 00000000
Start Date : 5/6/2015
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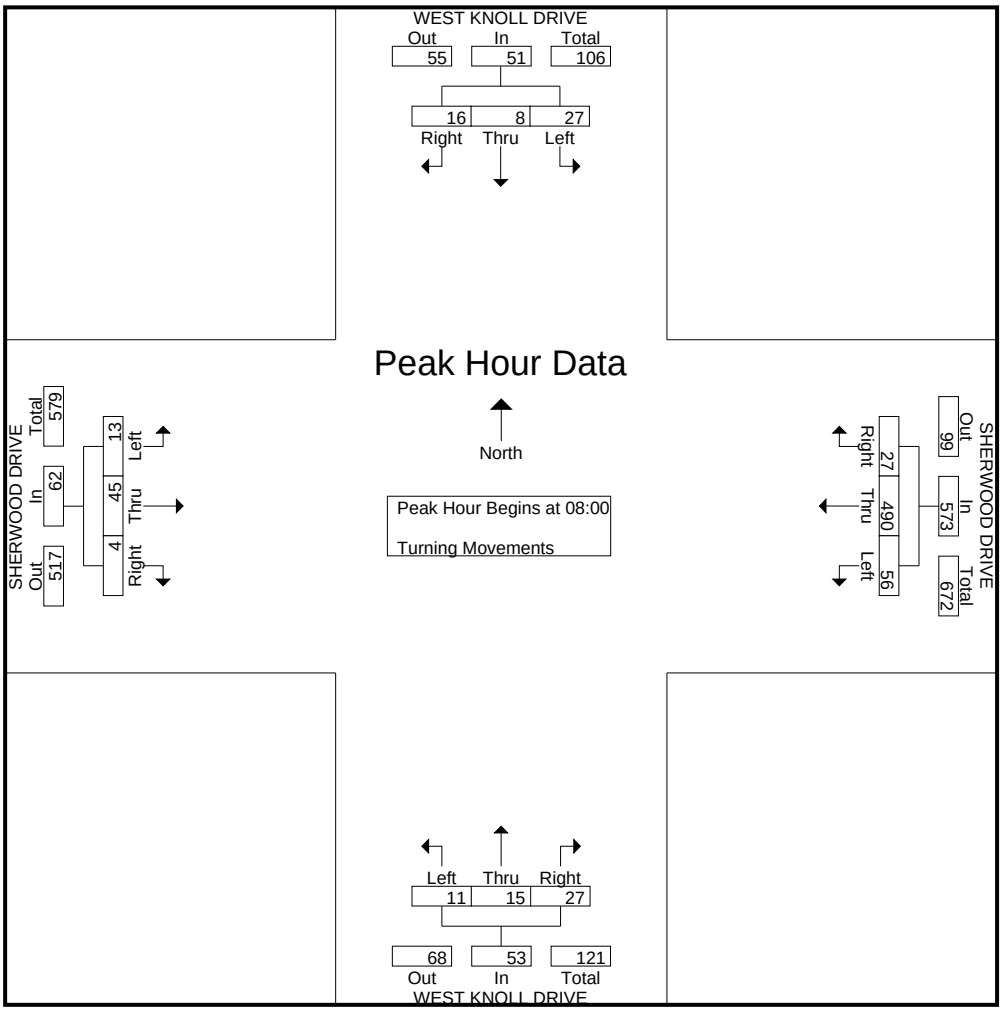
	WEST KNOLL DRIVE Southbound				SHERWOOD DRIVE Westbound				WEST KNOLL DRIVE Northbound				SHERWOOD DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	2	7	9	8	72	13	93	4	4	2	10	0	10	1	11	123
08:15	3	1	6	10	4	102	9	115	**10**	**5**	2	**17**	**2**	**12**	4	**18**	160
08:30	6	0	3	9	6	143	**20**	169	3	5	2	10	0	12	3	15	203
08:45	**7**	**5**	**11**	**23**	**9**	**173**	14	**196**	10	1	**5**	16	2	11	**5**	18	**253**
Total Volume	16	8	27	51	27	490	56	573	27	15	11	53	4	45	13	62	739
% App. Total	31.4	15.7	52.9		4.7	85.5	9.8		50.9	28.3	20.8		6.5	72.6	21		
PHF	.571	.400	.614	.554	.750	.708	.700	.731	.675	.750	.550	.779	.500	.938	.650	.861	.730



Transportation Studies, Inc.
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1505005
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Start Date : 5/6/2015
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	WEST KNOLL DRIVE Southbound				SHERWOOD DRIVE Westbound				WEST KNOLL DRIVE Northbound				SHERWOOD DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	**2**	3	**6**	**11**	**17**	16	**7**	**40**	**17**	16	2	35	3	24	2	29	**115**
17:00	1	0	4	5	9	18	7	34	12	**21**	**6**	**39**	**6**	23	6	35	113
17:15	1	3	3	7	8	15	6	29	9	15	5	29	4	**26**	**16**	**46**	111
17:30	1	**6**	3	10	5	**19**	3	27	11	16	5	32	3	22	9	34	103
Total Volume	5	12	16	33	39	68	23	130	49	68	18	135	16	95	33	144	442
% App. Total	15.2	36.4	48.5		30	52.3	17.7		36.3	50.4	13.3		11.1	66	22.9		
PHF	.625	.500	.667	.750	.574	.895	.821	.813	.721	.810	.750	.865	.667	.913	.516	.783	.961