

3.0 EXISTING FACILITIES AND NEEDS



This chapter covers the following topics:

- Existing and Future Land Use Patterns
- Bicyclist and Pedestrian Needs
- Existing Bicycle Facilities and Programs
- Existing Pedestrian Conditions

This chapter provides an overview of existing conditions for bicycling and walking in West Hollywood. Different aspects of the existing network of mobility are addressed in each section of the chapter. The end of each section in this chapter also identifies opportunities for enhancement, and these opportunities are addressed as elements of the proposed projects for implementation described in greater detail in Chapter 7.

3.1 Existing and Future Land Use Patterns

West Hollywood is a dense urban community predominantly composed of residential, commercial, and entertainment uses. (See Map 3.1 on page 3.3.) Commercial and entertainment uses are located along the arterial corridors: Sunset Boulevard, Santa Monica

Boulevard, Melrose Avenue, Beverly Boulevard, Robertson Boulevard, and La Brea Avenue. Nighttime entertainment venues, which include restaurants and nightclubs, are concentrated along Sunset and Santa Monica boulevards in the western part of the City.

Single-family residential neighborhoods can be found south of Melrose Avenue with other pockets in the western and far eastern ends of the City. Between Melrose Avenue and Santa Monica Boulevard lie medium-density residential neighborhoods, while most of the high-density housing is located north of Santa Monica Boulevard. The City has four parks: West Hollywood Park located in the western end, Plummer Park in the eastern end of West Hollywood, Hart Park near Sunset Boulevard and Sweetzer Avenue, and Kings Road Park. One of the MTA's bus storage and maintenance facilities is located at the intersection of Santa Monica and San Vicente boulevards.

West Hollywood is a built-out urban city with redevelopment occurring either as an adaptive re-use of buildings or second-generation building construction. The City has several new developments in the process of construction or planning in the near term. These include the projects shown in Table 3.1. Map 3.1 on the following page shows the existing land uses in West Hollywood and the locations of development projects currently underway.

Table 3.1: Development Projects

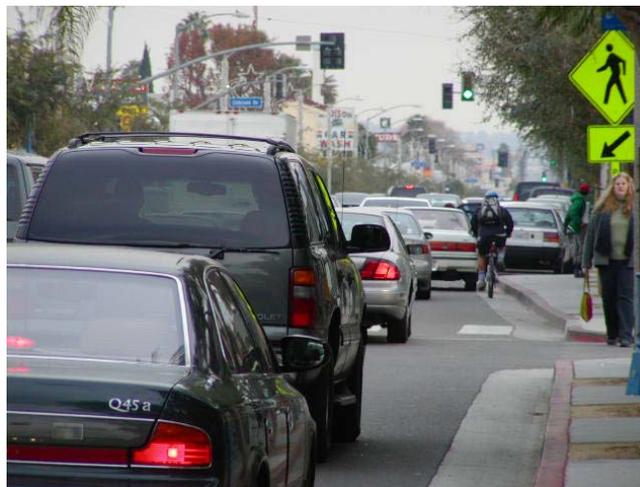
Development Project	Address	Size and Use
Sunset Millennium	8474-8572 Sunset Blvd.	155,550 sq.ft. Retail, office, and restaurant
La Brea Gateway	7100 Santa Monica Blvd.	337,000 sq.ft. Office
Desmond Apartments	859 Doheny Dr.	94,000 sq.ft. Residential
Pacific Design Center	8687 Melrose Ave.	Approximately 400,000 sq.ft. Showroom space
Sunset/Olive Project	8430 Sunset Blvd.	35,000 sq.ft. Commercial
8550 Santa Monica Boulevard	8550 Santa Monica Blvd.	9,002 sq.ft. Retail and restaurants

3.2 Bicyclist and Pedestrian Needs

There are typically two types of bicyclists in West Hollywood: recreational and utilitarian. It is critically important when planning a bikeway network and supporting facilities to serve both user groups. Second, understanding the local needs through public outreach assists in developing a plan for improvements and prioritizing projects within the plan.

Utilitarian bicyclists range from employees who ride to work to children who ride to school and others who ride to the market or coffee house. Typical needs and patterns for utilitarian cyclists include the following.

1. Utilitarian bicyclists typically fall into one of three categories: (1) adult employees, (2) students, and (3) shoppers.
2. Commuter trips usually range from several blocks to ten miles.
3. Utilitarian cyclists typically seek the most direct and fastest route available, with regular adult commuters often preferring to ride on arterials rather than side streets.
4. Commute periods typically coincide with peak traffic volumes and congestion, increasing the exposure to potential conflicts with vehicles.
5. Places to safely store bicycles are of paramount importance to bicycle commuters.
6. Major commuter concerns include changes in weather (rain), riding in darkness, personal safety, and security.
7. Rather than be directed to side streets, most commuting adult cyclists would prefer to be given bike lanes, wider curb lanes, or stencils on direct routes, which are often arterial streets.
8. Intersection conflicts are a primary concern for bicyclists.
9. Commuters generally prefer routes where they are required to stop as few times as possible, thereby minimizing delay.
10. Facilities maintenance has also been identified numerous times as a significant concern for bicyclists.



The needs of **recreational bicyclists** are considered because they are often different from those of utilitarian bicyclists. Specific needs and patterns for recreational bicyclists include the following.

1. Recreational bicycling typically falls into one of three categories: (1) exercise, (2) touring, long distance treks, or events, or (3) sight-seeing.
2. Recreational users include people of all ages, each with their own abilities, interests, and needs.
3. Directness of a bicycle route is typically less important than routes with less traffic conflicts. Visual interest, shade, protection from weather, moderate gradients or other "comfort" features are also very important.
4. People exercising or touring often prefer a loop route rather than having to retrace their route.
5. Adjacent vehicle speeds and the number of driveways on arterial streets are also important factors to be taken into consideration, especially along Class III bike routes.

The **public involvement** process provided community members an opportunity to share their vision of an improved bicycle and pedestrian environment for their city. The public was provided opportunities to give their opinions through workshops and a survey questionnaire.

Three public workshops were held in West Hollywood as part of this Plan. All of the workshops were conducted in English with a Russian interpreter available. Two workshops were held on August 29, 2002 in the beginning stage of the project to solicit ideas about bicycling and walking in the City. One workshop was targeted toward the general community and the other specifically targeted the Russian community in the eastern part of West Hollywood. A third workshop was held on September 26, 2002 to solicit comments on preliminary recommendations. A more detailed analysis of public comments and minutes from these workshops can be found in Appendix B.

Based on field observation and input provided by the public input process, the most important **opportunities for enhancement for bicyclists** in West Hollywood include the following issues.

1. Parking facilities
2. Improvements on arterial streets
3. Preference for bike lanes as most desired facilities
4. Smooth riding surfaces on streets
5. Implementation of a motorist and bicyclist educational campaign
6. Enforcement of traffic laws including double-parked vehicles in bike lanes
7. Maintenance of bikeways
8. Extend the Santa Monica Boulevard bike lanes
9. Modify drainage grates and gutters

The following actions were taken in order to ascertain the needs for both bicyclists and pedestrians in the West Hollywood community.

- Comments were received at public workshops
- A survey questionnaire was distributed
- An analysis of crash data was performed
- Counts were taken at key locations

- Field work was conducted

Pedestrians in West Hollywood can be categorized depending on trip types. Pedestrian trip types include those associated with: traveling to work, transit or other multi-modal facilities, school, recreation and entertainment, health and exercise, shopping, social events, personal errands, appointments, and linked trips (for example, running errands on the way to work). Pedestrian needs for different trip types vary. For example, a commuter may desire a well-connected direct route with efficient signal timing, while a recreational pedestrian may be more concerned about the aesthetics of the surroundings. However, all pedestrians have several needs in common, such as safety, connectivity, and accessibility. These are the primary needs that have been identified in West Hollywood.



Pedestrian mobility networks should consider persons with disabilities. The Americans with Disabilities Act (ADA) mandates that reasonable accommodation for access should be afforded those who may need such assistance. The specific accommodations needed for West Hollywood are described in more detail in Chapter 5. The City has already incorporated many accommodations, including curb ramps for wheelchair access on sidewalks, audible pedestrian signals for the vision impaired, and smooth surfaces on sidewalks.

Based on field observations and input provided in the public input process, the most critical **needs of pedestrians** in West Hollywood include the following.

1. Visibility at unsignalized crosswalks, especially on Santa Monica Boulevard and Sunset Boulevard
2. Longer pedestrian walk phase needed at some signalized intersections, such as at Santa Monica/Robertson and Santa Monica/La Cienega
3. Increased enforcement of traffic laws
4. Trimming of vegetation near crosswalks
5. Bicycle riding on sidewalks along Santa Monica Boulevard
6. Implementation of a motorist and pedestrian educational campaign
7. Widened sidewalks along some streets, such as Sunset Boulevard and Fountain Avenue
8. Maintenance of sidewalks and crosswalks

Appendix B includes detailed data on the needs of bicyclists and pedestrians and includes comments from the public workshops and distributed questionnaires.

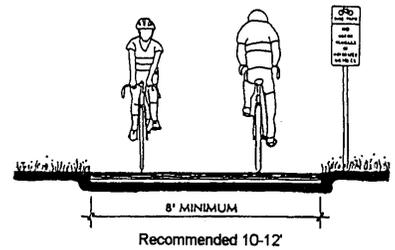
3.3 Bicycle Facilities and Programs

3.3.1 Bikeway Definitions

Bikeways are classified into four types in accordance with Chapter 1000 of the Caltrans Highway Design Manual:

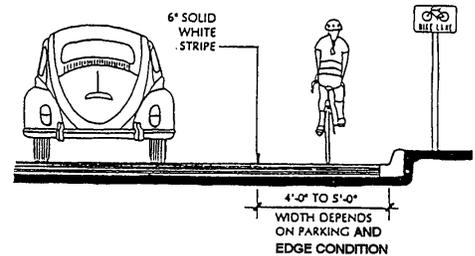
- Class I Bike Path - A bike path provides for bicycle travel on a paved right-of-way completely separated from any street or highway.

Class I Bike Path



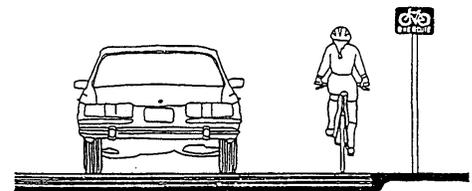
- Class II Bike Lane - Bike lanes provide a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.

Class II Bike Lane



- Class III Bike Route - A bike route provides for shared use with motor vehicle traffic and is identified only by signing. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass.

Class III Bike Route



- Shared Roadway (No Bikeway Designation) - Most bicycle travel in the State now occurs on streets and highways without bikeway designations. This probably will be true in the future as well. Entire street systems may be fully adequate for safe and efficient bicycle travel, and signing and striping for bicycle use may be unnecessary. In other cases, routes may be unsuitable for bicycle travel, and it would be inappropriate to encourage additional bicycle travel by designating the routes as bikeways. Finally, routes may not be along high bicycle demand corridors, and it would be inappropriate to designate bikeways regardless of roadway conditions (e.g., on minor residential streets).

3.3.2 Existing Bikeways in West Hollywood

West Hollywood has a network of Class III Bicycle Routes and one Class II Bike Lane facility along Santa Monica Boulevard. The Class II facility was incorporated into the design of the recent renovation of Santa Monica Boulevard. These lanes provide an important east-west linkage in the western part of the City. The Class III bikeway facilities are simply signed routes that are located along several segments of the arterial street network. Table 3.3 shows the specific segments where bikeways can be found in West Hollywood. The existing bikeway network totals 5.40 miles. There are no Class I Bike Path facilities within the City.

Table 3.2 Existing Bikeways

Class	Street	From	To	Approximate Length
II	Santa Monica Blvd	Almont Dr	Kings Rd/Flores St	1.10
III	Fountain Ave	Fairfax Ave	La Brea Ave	1.00
III	Melrose Ave	Doheny Dr	Croft Ave	0.90
III	Beverly Blvd	Doheny Dr	San Vicente Blvd	0.60
III	San Vicente Blvd	Sunset Blvd	Beverly Blvd	1.10
III	Fairfax Ave	northern city limit	southern city limit	0.70

3.3.3 Bikeway Needs

West Hollywood’s arterial streets carry large volumes of traffic and are often congested during many portions of the day. This often serves to intimidate many cyclists who might use these streets for bicycling. The configurations of most arterials in the City are such that there is little room for establishing new bicycle lane facilities without removing on-street parking spaces or vehicle travel lanes. A summary of roadway characteristics may be found in Appendix A on page A.2.

New improvements for the enhancement of the Class III routes are now available to enhance safety and visibility and may persuade those who otherwise would not bicycle to do so in the future. Some of the projects outlined in Chapter 7 (projects 5, 11, 12, 15, 17, 19, and 22) include provisions to enhance existing Class III routes and establish new ones with enhanced safety and mobility attributes. These attributes are described in more detail in Chapters 4 and 7.

Map 3.2 on page 3.10 shows the locations of existing bikeway facilities, including Class II Bike Lanes and Class III Bike Routes.



3.4 Bicycle Parking

3.4.1 Bicycle Parking Definitions

Bicycle parking is an important component in planning bicycle facilities and encouraging people to use their bicycles for everyday transportation. Bicycles are one of the top stolen items in most communities, with components often being stolen even when the bicycle frame is securely locked to a rack. Because today's bicycles are often high-cost and valuable items, many people won't use a bicycle unless they are sure that there is secure parking available at their destination(s).

According to Caltrans, parking facilities are classified as follows:

- Class I bicycle parking facilities - Accommodate bicycles of employees, students, residents, and others expected to park more than two hours. This parking is provided in a secure, weather-protected manner and location. Class I bicycle parking includes a bicycle locker or a secure area like a 'bike corral' that may be accessed only by bicyclists. The new "day locker" (bike lid, eLocker, etc.) is a new bicycle locker concept that has gained recent popularity because it requires minimal program administration. These lockers allow for multiple users in the same day, therefore allowing these lockers to function similar to racks.



- Class II bicycle parking facilities - Best used to accommodate bicycles of visitors, customers, messengers, and others expected to depart within two hours. Bicycle racks provide support for the bicycle but do not have locking mechanisms. Racks are relatively low-cost devices that typically hold between two and eight bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground, and are located in highly visible areas. Racks should not be designed to damage the wheels by causing them to bend. Bike racks should be located at schools, commercial locations, and activity centers such as parks, libraries, retail locations, and civic centers, or anywhere personal or professional business takes place.

3.4.2 Existing Bicycle Parking in West Hollywood

West Hollywood has several locations with secure bicycle racks. The City has a bicycle parking program that provides racks at various locations along sidewalks, in parks, and at public buildings. Map 3.2 on page 3.10 shows the locations of these racks and the following list identifies their specific location.

- West Hollywood Park
- City Hall
- Plummer Park
- MTA bus facility
- Santa Monica Blvd/Martel Ave
- Santa Monica Blvd/Fairfax Ave
- 8235 Santa Monica Blvd
- 7733 Santa Monica Blvd
- 7414 Santa Monica Blvd
- 7253 Santa Monica Blvd
- 8225 Sunset Blvd
- 8410 Sunset Blvd
- 8560 Sunset Blvd
- 8569 Sunset Blvd
- 8837 Beverly Blvd
- 8797 Beverly Blvd
- 508 Doheny Dr
- 372 Robertson Blvd
- 310 San Vicente Blvd

Public bicycle lockers are also provided in West Hollywood at four locations to serve people who require all-day storage for work trips or enhanced parking security. The City assigns users and issues keys without charge. The locations of bike lockers and their current rate of usage at each location are as follows.

- City Hall: 10 lockers, 100% current utilization
- West Hollywood Park: 6 lockers, 33% current utilization
- Plummer Park: 4 lockers, 25% current utilization
- MTA Bus Facility: 8 lockers, 25% current utilization

Municipal Code Section 19.28.150 includes the following requirements for bicycle parking with new development and redevelopment projects. Chapter 4 includes recommended modifications to these requirements.

- One employee bicycle parking space per 7,500 sq. ft. of gross floor area and one visitor bicycle parking space per 10,000 sq. ft. of gross floor area
- Each bicycle parking space shall include a stationary parking device to adequately support the bicycle.
- Bicycle spaces shall be conveniently located and generally within proximity to the main entrance of a structure and shall not interfere with pedestrian access.
- Where bicycle parking areas are not clearly visible to approaching cyclists, signs shall be provided to indicate the locations of the facilities.

3.4.3 Bicycle Parking Needs

Currently there are many destinations that lack adequate bicycle parking accommodations. Some of these destinations include markets, shops, restaurants, health clubs, and other establishments. It is reasonable to assume that more people would bicycle in West Hollywood if more parking were available at destinations. The City has begun to establish bicycle parking with the use of the "Bike Hitch" rack (shown on page 3.11) at some locations, but more parking racks and lockers throughout the City.

Bike lockers currently do not have information on or near them that states how one would go about using one. Project 7 in Chapter 7 outlines recommended improvements in the administration of the bike locker program in West Hollywood to make it more convenient and

encourage more people to ride their bicycles to these locations. Information and reliability are important elements of a successful bicycle parking program. Project 7 also outlines a comprehensive program to provide both racks and lockers at various locations in West Hollywood.

3.5 Bicycle Amenities

3.5.1 Bicycle Amenities Definition

For the purposes of this Mobility Plan, bicycle amenities refer to end-of-trip facilities that would encourage bicyclists to commute to work or other activities that require one to “clean up” after a ride. Typically, these amenities include showers and clothing locker facilities and can be located at places of employment. Such facilities are most often provided by building owners for use by those that work in the building. Although health clubs provide showers and clothing lockers, they are only available to their members.

3.5.2 Existing Bicycle Amenities in West Hollywood

Although there are no public showering and changing facilities in the City as of this writing, Municipal Code Section 19.28.150 includes provisions for shower and clothing locker facilities in new development. Two new development projects currently under construction will provide showers and clothing lockers for use by those who commute by bicycle to those locations. The requirements of the existing Municipal Code are outlined below.

- Non-residential projects of 10,000 square feet or larger shall provide shower and locker facilities in compliance with the following standards:
- A minimum of one shower facility shall be provided in new projects with a gross floor area between 10,000 and 24,999 square feet, two showers in projects between 25,000 square feet and 124,999 square feet, and four showers for any project over 125,000 square feet. Dressing areas shall be provided for shower facilities.
- Lockers for clothing and other personal effects shall be located in close proximity to showers and dressing areas to permit access to locker areas by either gender. A minimum of one clothes locker shall be provided for each employee bicycle parking space required.
- Required showers shall not be removed during tenant improvements or through subsequent remodeling. They may be relocated with the approval of the Director.
- Among other private buildings that may include showers and lockers that are not open to the public, the City has identified three locations, Plummer Park, City Hall and West Hollywood Park, where shower and locker facilities are provided for use by bicyclists commuting to and from their places of employment.

3.5.3 Bicycle Amenities Needs

The City’s requirement for showers and clothing lockers in new developments is a mechanism by which the City will increase bicycle amenities in West Hollywood.

3.6 Multi-Modal Connections

3.6.1 Multi-Modal Connections Definition

Multi-modalism refers to the use of two or more modes of transportation in a single trip (i.e., bicycling and riding the bus or train). Improving the bicycle-transit link is an important part of making bicycling a part of daily life in West Hollywood. Linking bicycles with mass transit, including Metro Bus and community shuttle services, overcomes such barriers as lengthy trips, personal security concerns, and riding at night, in poor weather, or up hills. West Hollywood is currently well served by transit and this provides an opportunity to enhance the connection between bicycle, pedestrians, and transit.

Making the multi-modal connection consists of two key elements: providing bicycle parking facilities at bus stops and bike racks on buses. Two other components include improving bikeways that link with transit facilities and stops and encouraging the use of multi-modal programs, such as Transportation Demand Management (TDM) programs. Bicycle parking facilities are ideally placed at strategic locations that could facilitate links to transit usage. Such locations include all bus stops and the MTA bus yard at Santa Monica and San Vicente boulevards. Additionally, bicycling to transit in lieu of driving benefits the community by reducing air pollution, reducing the demand for parking, reducing energy consumption, and reducing traffic congestion with relatively low investment costs while enhancing the health of the community.



3.6.2 Existing Multi-Modal Connections in West Hollywood

Currently, most LACMTA Metro buses are equipped with bike racks located on the front of each bus. Up to two bicycles may be carried on each bus bike rack. Capacity constraints have been cited as an issue by users, especially during peak periods of the day. LADOT buses and Cityline shuttle buses are not equipped with bike racks. Bicycle lockers are also provided at the MTA bus yard near the intersection of Santa Monica and San Vicente boulevards specifically for multi-modal bicyclists.

3.6.3 Multi-Modal Needs

All MTA buses will be equipped with bike racks in the near future. The capacity constraint of two bikes per bus can create a barrier to multi-modalism for some bicyclists. Bicycle parking facilities could be added at many bus stop locations in the City. Project 7 in Chapter 7 includes

provisions to add bicycle parking facilities throughout West Hollywood, including for the purpose of enhancing multi-modal connections.

3.7 Drainage Grates and Signal Detection

Although West Hollywood's drainage is primarily accomplished through inlets, most of the existing **drainage grates** in the City have linear bars, which can catch thin-tired bicycle wheels if the bars are parallel rather than perpendicular to the curb. This Plan recommends that over time the City replace these with bicycle-safe grates. The details of this recommendation can be found in Chapter 7.



Signal detection for bicycles is a critical component of the bikeway network. Detection systems include a detection loop that is designed in such a way as to adequately detect bicycles at a red light. Although a detailed inventory has not been conducted, field observations indicate that many of the actuated traffic signals do not detect bicycles. Bicycle detection is especially important at locations where the signal does not routinely cycle through all of its phases. Such intersections include Santa Monica Boulevard/Westbourne Drive and Melrose Avenue/Huntley Avenue.

3.8 Sidewalks

All streets currently have sidewalks on each side. Most are five feet wide. Some are wider, such as along Santa Monica Boulevard, Robertson Boulevard, and Melrose Avenue. Most are in adequate condition with the exception of some locations where tree roots have buckled the pavement. Most sidewalks are accompanied by a verge that acts as a buffer between pedestrians on the sidewalk and motorists on the street.



Most sidewalks seem to adequately serve pedestrians in the City. The exception is Sunset Boulevard where sidewalks often contain obstructions, such as news racks and street poles, which narrow the pedestrian travelway. The large number of pedestrians on Sunset Boulevard makes the street's narrow sidewalks very crowded on weekend nights.

3.9 Facilities for the Disabled

The vast majority of corners in West Hollywood currently have ramps that provide for the safe crossing of persons in wheelchairs. Most sidewalks are smooth in order to provide comfortable mobility for those in wheelchairs. There are also several locations where wheelchair ramps were designed with a surface to alert visually impaired persons to the existence of the ramp. Many signalized intersections also have audible signals installed, which provide a sound to alert the visually impaired when it is safe to cross the street.



West Hollywood has many accommodations for those with disabilities, and there are others that could be added to improve mobility for the disabled community. Some of these include implementation of dual wheelchair ramps, more audible signals, tactile devices for the blind, and sidewalk smoothness improvements.

3.10 Pedestrian Crossings

Crosswalks are provided at signalized and unsignalized intersections and at mid-block locations. West Hollywood currently has no pedestrian-only signalized crossings. Intersections that are signalized have pedestrian signals on each crosswalk at the vast majority of locations. Pedestrians are accommodated at signalized intersections through concurrent phasing.



Unsignalized crossings include those at an unsignalized intersection or at a mid-block location. These types of crossings include signage and at some locations in the City include in-pavement flashers. The most common problem with unsignalized crossings is the failure of motorists to see a pedestrian in the crosswalk and yield. Overgrown foliage can sometimes make it difficult for motorists to see pedestrians waiting to cross the street, and the City has begun trimming back foliage at certain locations. Many of these crossings in West Hollywood could benefit from improvements such as enhanced signage, better lighting, or high-visibility crosswalk markings. Some of these features were included in the new crosswalks along Santa Monica Boulevard. To enhance safety, all unsignalized crosswalks are recommended for improvement in Projects 3 and 9 (see Chapter 7).



3.11 The Pedestrian Environment in West Hollywood

Overall, the pedestrian environment provides for a level of mobility that is adequate for most people. Chapter 7 identifies improvements that seek to enhance the safety and utility of unsignalized crosswalks and provide for improvements in mobility for those with disabilities. Maps 3.3 and 3.4 on pages 3.18 and 3.19 identify existing conditions for pedestrians and specific areas of improvement in the City. Tables A.2 and A.3 on pages A.4 through A.7 show in tabular form the information displayed on Maps 3.3 and 3.4. Some of the main points contained in these maps include the following.

1. Most of the major commercial corridors tend to have high traffic volumes.
2. Commercial streets tend to have some pedestrian-friendly features, such as retail shops and wider sidewalks.
3. Sidewalks are provided throughout West Hollywood.
4. Arterial and local streets both have street lighting.
5. A few locations, especially along Sunset Boulevard, have narrow sidewalks and the pedestrian zone has been further narrowed by obstructions such as news racks, utility poles, signs, and trees.
6. Street trees have uplifted some sidewalks.
7. Some sidewalks do not have adequate space for persons waiting for buses at designated stops.
8. Virtually every intersection has wheelchair ramps on each corner, although most are single ramps, rather than ADA-recommended dual curb ramps.
9. Intersections along Santa Monica Boulevard are generally the most pedestrian-friendly.
10. Crossing wide arterial streets can be difficult where there are no traffic signals. This is especially true for some senior citizens and others who walk slowly.
11. Many intersections can be enhanced for pedestrian mobility and safety with increased visibility.



Pedestrian mobility is a critical component of the multi-modal network of mobility in West Hollywood because of its unique attraction for visitors and residents alike. Unlike most cities, West Hollywood is a place where people often park their cars and walk around to take advantage of the many activities and the unique atmosphere of the community. The pedestrian improvements completed along Santa Monica Boulevard as part of its reconstruction project has created momentum to continue making West Hollywood a model community for pedestrian mobility and safety.

3.12 Bicycle and Pedestrian Counts

3.12.1 Bicycle Counts

Bicyclists were counted at 14 key locations throughout West Hollywood. The goal was to ascertain the level of bicycling activity that occurs at different locations in the City and identify needs that may be associated with where bicyclists were riding. Each leg of the intersection was counted separately during 15-minute intervals. The counters estimated the age and noted the gender of the bicyclists. Table 3.4 shows the intersections counted, the date and hours counted, the total for the time period counted, and the average number of bicycles per hour for the time period counted. Figures C.1 through C.14 in Appendix C shows graphs of the volumes of bicycles observed at each location.

Table 3.3 Summary of Bicycle Counts

Intersection		Count Date	Time period	Hours	Total bicyclists	Average bikes/hour
First street	Second street					
La Cienega Blvd	Holloway Dr	8/6/2002 (Tues.)	7:30a.m. - 7:30p.m.	12	38	3.17
Santa Monica Blvd	La Cienega Blvd	8/6/2002 (Tues.)	7:30a.m. - 7:30p.m.	12	386	32.17
La Cienega Blvd	Rosewood Ave	8/6/2002 (Tues.)	7:30a.m. - 7:30p.m.	12	81	6.75
Crescent Heights Blvd	Norton Ave	8/7/2002 (Wed.)	7:30a.m. - 7:30p.m.	12	59	4.92
Sunset Blvd	Sunset Plaza Dr	8/7/2002 (Wed.)	7:30a.m. - 7:30p.m.	12	37	3.08
Santa Monica Blvd	Fairfax Ave	8/7/2002 (Wed.)	7:30a.m. - 7:30p.m.	12	137	11.42
Fountain Ave	La Brea Ave	8/8/2002 (Thurs.)	7:30a.m. - 7:30p.m.	12	140	11.67
La Brea Ave	Lexington Ave	8/8/2002 (Thurs.)	7:30a.m. - 7:30p.m.	12	98	8.17
Fountain Ave	Hayworth Ave	8/9/2002 (Fri.)	7:30a.m. - 7:30p.m.	12	46	3.83
Robertson Blvd	Melrose Ave	8/9/2002 (Fri.)	7:30a.m. - 7:30p.m.	12	71	5.92
Sunset Blvd	Roxbury Rd	8/9/2002 (Fri.)	8:00p.m. - 3:00a.m.	7	7	1.00
Sunset Blvd	San Vicente Blvd	8/10/2002 (Sat.)	9:00a.m. - 4:00p.m.	7	21	3.00
Santa Monica Blvd	San Vicente Blvd	8/10/2002 (Sat.)	7:30a.m. - 1:00a.m.	16.5	230	13.94
Sunset Blvd	Wetherly Dr	8/17/2002 (Sat.)	8:00p.m. - 1:00a.m.	5	6	1.20

Three typical peaks were observed at many locations: morning commute period, mid-day (lunch time), and an afternoon commute period. For most locations, more bicycles were observed in the afternoon. The highest bicycle counts were along the bike lane facility on Santa Monica Boulevard. Sunset Boulevard, which lacks bike lanes and has high traffic volumes, had the lowest counts.

Charts and detailed analysis of the counts at each intersection are in Appendix C.

3.12.2 Pedestrian Counts

Pedestrians were counted at 14 locations to identify relative amounts of pedestrian traffic and peak times for pedestrian activity at key locations in the City. The goal of this exercise was to ascertain the level of pedestrian activity occurring at different locations and to identify associated needs. Each leg of the intersection was counted separately during 15-minute intervals. The counters estimated the age and noted the gender of pedestrians crossing each leg of the intersections.

Table 3.5 shows the intersections counted, the date and hours counted, the total for the time period counted, and the average number of pedestrians per hour. The intersections on Santa Monica Boulevard had more daytime pedestrians (see Appendix C) than any of the others. The intersections along Sunset Boulevard had more nighttime activity than others in West Hollywood. The intersections along Sunset Boulevard also had the greatest concentration of pedestrians on an hourly basis during the times counted.

Table 3.4 Summary of Pedestrian Counts

Intersection		Date counted	Time period	Hours	Total Pedestrians	Average Peds/hour
First street	Second street					
La Cienega Blvd	Holloway Dr	8/6/2002 (Tues.)	7:30a.m. - 7:30p.m.	12	1004	83.67
Santa Monica Blvd	La Cienega Blvd	8/6/2002 (Tues.)	7:30a.m. - 7:30p.m.	12	2470	205.83
La Cienega Blvd	Rosewood Ave	8/6/2002 (Tues.)	7:30a.m. - 7:30p.m.	12	924	77.00
Crescent Heights Blvd	Norton Ave	8/7/2002 (Wed.)	7:30a.m. - 7:30p.m.	12	733	61.08
Sunset Blvd	Sunset Plaza Dr	8/7/2002 (Wed.)	7:30a.m. - 7:30p.m.	12	1547	128.92
Santa Monica Blvd	Fairfax Ave	8/7/2002 (Wed.)	7:30a.m. - 7:30p.m.	12	4600	383.33
Fountain Ave	La Brea Ave	8/8/2002 (Thurs.)	7:30a.m. - 7:30p.m.	12	2128	177.33
La Brea Ave	Lexington Ave	8/8/2002 (Thurs.)	7:30a.m. - 7:30p.m.	12	1012	84.33
Fountain Ave	Hayworth Ave	8/9/2002 (Fri.)	7:30a.m. - 7:30p.m.	12	624	52.00
Robertson Blvd	Melrose Ave	8/9/2002 (Fri.)	7:30a.m. - 7:30p.m.	12	974	81.17
Sunset Blvd	Roxbury Rd (1)	8/9/2002 (Fri.)	8:00p.m. - 3:00a.m.	7	1203	171.86
Sunset Blvd	Roxbury Rd (2)	8/10/2002 (Sat.)	8:00p.m. - 3:00a.m.	7	4211	601.57
Sunset Blvd	San Vicente Blvd	8/10/2002 (Sat.)	9:00a.m. - 1:00a.m.	15	3509	233.93
Santa Monica Blvd	San Vicente Blvd	8/10/2002 (Sat.)	8:00a.m. - 1:00a.m.	16	6747	421.69
Sunset Blvd	Wetherly Dr	8/17/2002 (Sat.)	8:00p.m. - 1:00a.m.	5	2620	524.00

Charts and detailed analysis for the counts at each intersection are in Appendix C. Table C.1 on page C.9 in Appendix C shows the breakdown of gender and age of the pedestrians counted. In all but one count location, there were more men observed than women. The second count at Sunset and Roxbury had a higher percentage of female pedestrians. The intersection of Santa Monica and San Vicente had an extremely high percentage of men since this area is a

focus of the gay male nightlife in the City. The intersections with the highest percentage of young people were Sunset/San Vicente, La Cienega/Rosewood, and La Cienega/Holloway. The two intersections that stand out with the highest percentage of elderly pedestrians were Santa Monica/Fairfax and Fountain/La Brea. These areas of the City have a high number of elderly residents. It is also the part of the City that includes a large Russian community.



Table C.2 on page C.10 in Appendix C shows the percentage of pedestrians crossing each of the streets at each intersection location counted. Generally, there were more pedestrians crossing lesser neighborhood streets than busier arterials. This was especially true at intersections not controlled by a traffic signal, such as the intersection of La Brea and Lexington avenues.

The pedestrian counts reveal some overall trends. One of them is that there seems to be a higher number of pedestrians observed in the afternoon hours versus the morning. Counts conducted in nighttime pedestrian activity areas were especially high at the intersections of Sunset/Roxbury and Santa Monica/San Vicente. There seems to be a lunchtime or early afternoon increase in activity, which is logical given that many employees typically leave work for lunch during these hours. Where there was an intersection of a busy arterial with a neighborhood street without a traffic signal, there was noticeably more pedestrian traffic crossing the lesser street than the busy arterial.

3.13 Crash Analysis

Crash analyses for both bicyclists and pedestrians were undertaken in order to prioritize specific improvements based on the incidence of crashes at specific locations. The analyses also reveal where the greatest opportunities for safety improvements may be found in the City.

3.13.1 Bicycle Crashes

Data for reported crashes involving bicycles were obtained from the Los Angeles County Sheriff's Department for the period January 1, 1997 to June 30, 2002. Forty-one (41) total crashes were reported in the 5.5-year period. None involved fatalities. As shown on Map 3.5 on page 3.24, the bicycle crashes were concentrated along Santa Monica Boulevard, followed in number of crashes by Fountain Avenue and La Brea Avenue. Map 3.5 on page 3.23 shows the locations of both bicycle and pedestrian crashes.

A higher number of bicycle crashes on a street may simply be an indication of high bicycle traffic on the street. In addition, during much of the reporting time period Santa Monica Boulevard was being reconstructed.

An analysis of the bicycle crash data may be found in Appendix D.

3.13.2 Pedestrian Crashes

An analysis of pedestrian crashes was performed in an attempt to gain a greater understanding of some of the pedestrian safety and mobility issues. The following data were used to try to develop a better understanding of pedestrian crashes in the City.

- Where pedestrian crashes have occurred
- The causes of these crashes
- Who were the pedestrians involved

This information was used to prepare specific recommendations for key locations, as well as general recommendations to make walking safer throughout West Hollywood. It also assisted in prioritizing recommended projects.

Map 3.5 on page 3.23 shows where pedestrian crashes occurred between January 1, 1997 and June 30, 2002 (5.5-year period). An analysis of pedestrian crash data may be found in Appendix D.

Additional pedestrian crash analysis can be found in Appendix D.