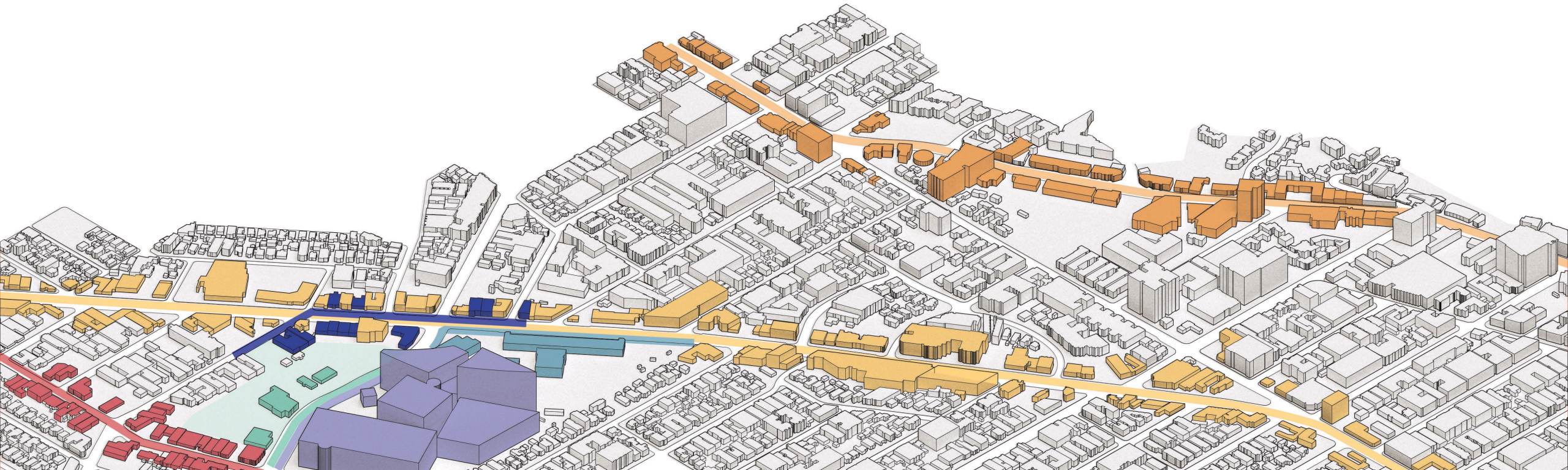


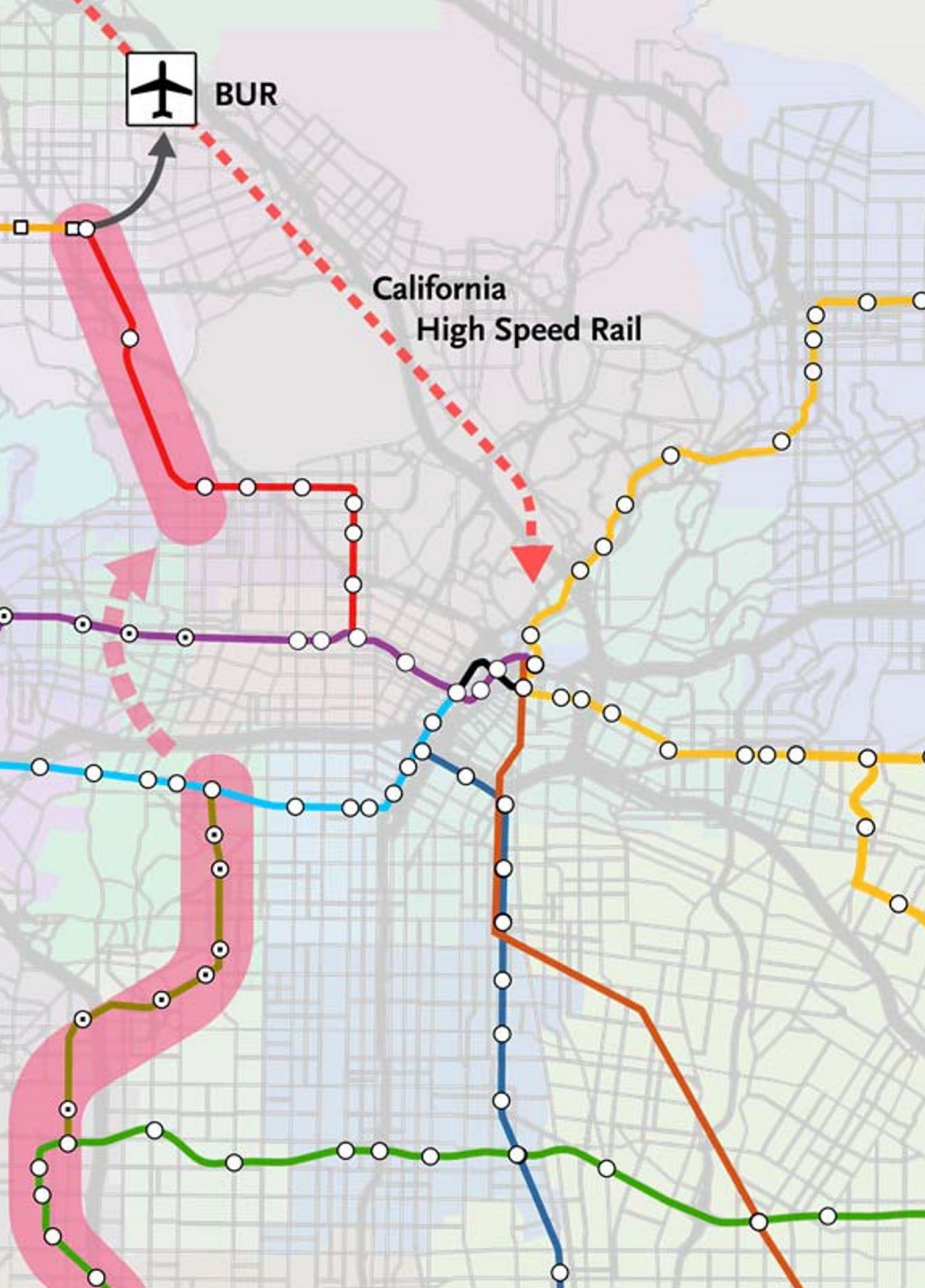
West Hollywood

Rail Integration Study

First/Last Mile Walk and Wheel Audit Summary

June 2023





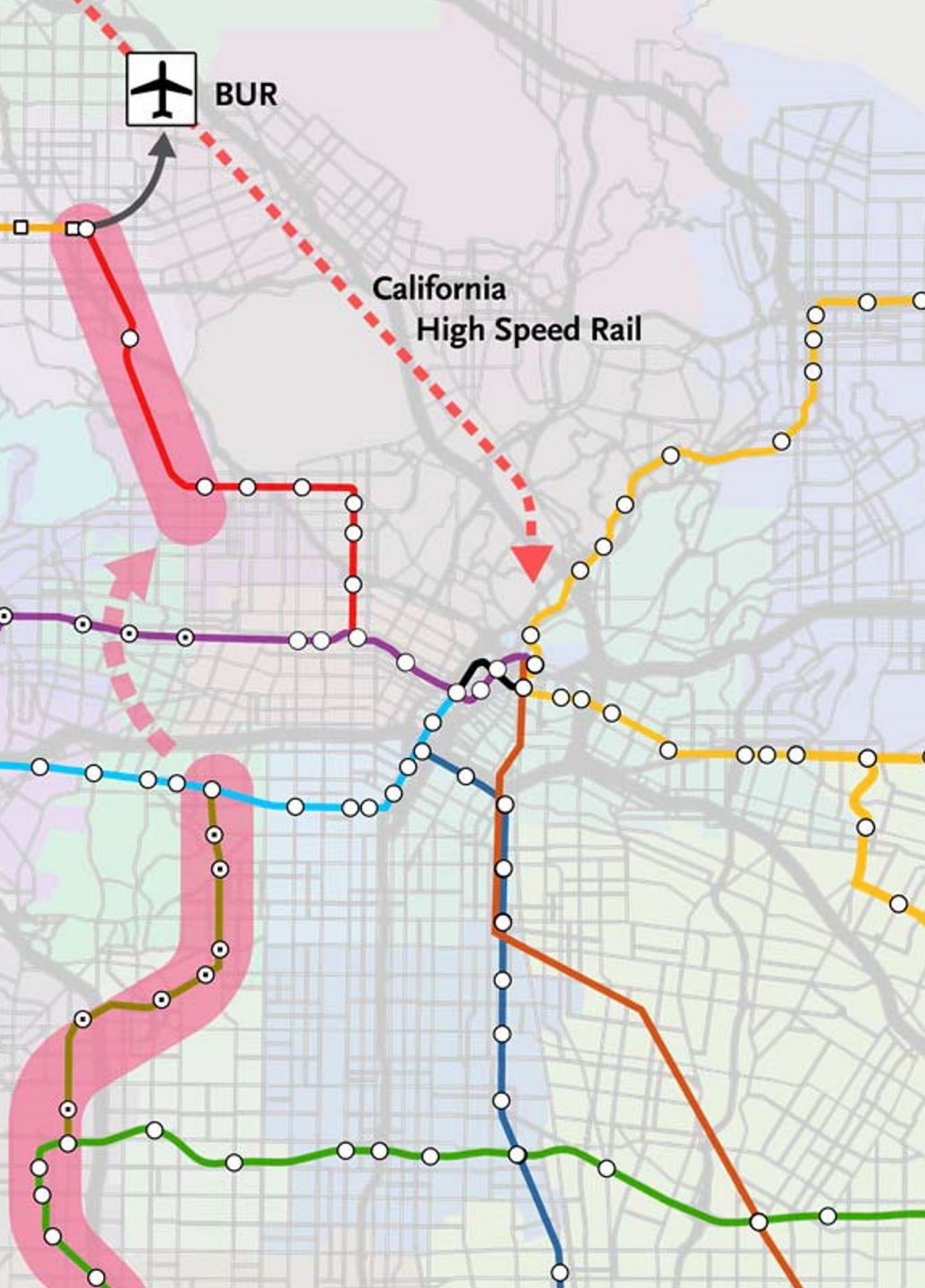
K Line

Northern Extension

9-mile extension from the Metro E Line (Expo) to the Metro B Line (Red) in Hollywood

4 - 9 new stations in Mid City, West Hollywood, and Hollywood

\$2.24 Billion in Measure M funding



K Line

Northern Extension

Originally scheduled for 2041-2047 but efforts to accelerate the project underway

Metro Environmental Study underway

3 alternative routes under consideration
+ 1 optional station at the Hollywood Bowl

Project Benefits

K Line will Connect

To 4 other Metro rail lines

Eliminate the need to travel downtown to transfer

Leverage Metro's existing east-west investments

Provide an alternative to 3 of the twenty bus lines most impacted by congestion in LA County



Regional Access & Rail Connections



Travel Time Saving



Alternatives to Slow Bus Lines



Reduced Climate Impact



Access to Jobs and Opportunity



Access to Health Care



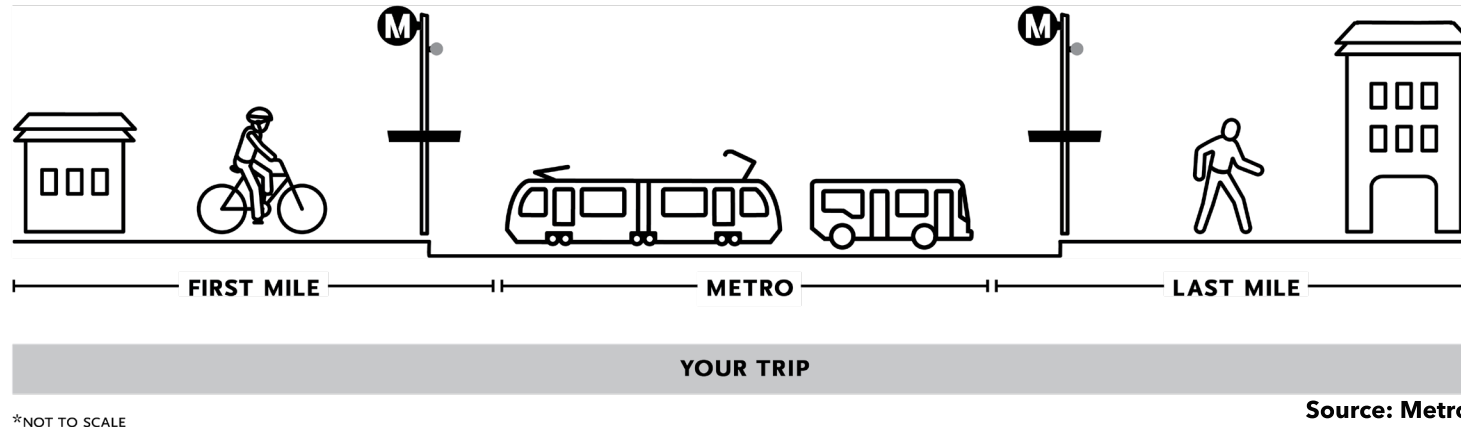
Access to Cultural Resources

A decorative graphic consisting of thick, rounded lines in teal and purple. A teal line enters from the left, curves down, and then continues horizontally. A purple line enters from the top right, curves down, and then continues horizontally. The two lines overlap in the center-right area. There are three white circles: one at the top right end of the purple line, one at the intersection of the teal and purple lines, and one at the bottom left end of the purple line.

First/Last Mile Planning

RAIL INTEGRATION STUDY - FIRST/LAST MILE SUMMARY

What is First/Last Mile?



First/Last Mile (FLM)
Planning is performed on all Metro proposed rail and BRT corridors using a community-based process

Analyzes "walk zone" up to a half-mile of station, and larger "wheel zone"

Potential improvement projects are identified for future prioritization and/or to seek funding for implementation

Rail Integration Study (RIS)



RIS FLM Audit Purpose

Focus on stations in West Hollywood

- San Vicente/Santa Monica Station
- Fairfax/Santa Monica Station
- La Brea/Santa Monica Station

Identify primary and secondary pathways

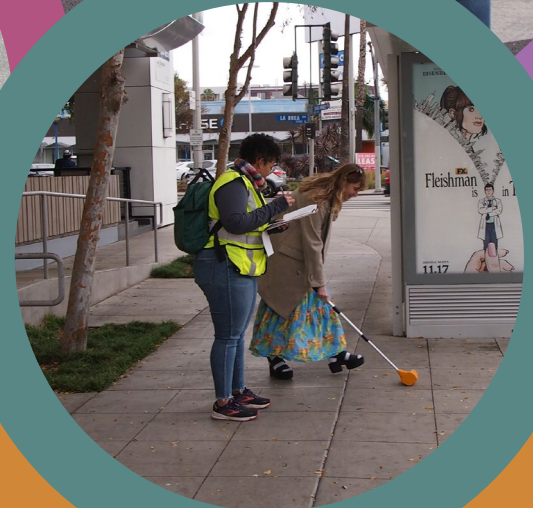
Conduct technical walk audits and analyze wheel network to identify strengths, barriers and opportunities

Socialize findings with community and Metro, and consider adding projects to city's Capital Improvement Plan (CIP) and Bicycle and Pedestrian Mobility Plan

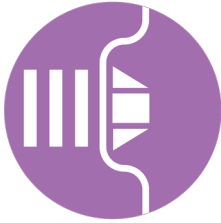
Walk Audits

In Nov/Dec 2022, city staff and consultants conducted walk audits in the half-mile zone at stations in the city

- Utilized a “walk audit checklist”
- 2-3 people walked primary and secondary pathways
- Recorded notes/photo observations, issues and ideas



Safety Improvements



Curb Extension



Curb Ramp



**Crosswalk Visibility
Upgrades**



**New/Improved
Sidewalk**



**Pedestrian
Lighting**



Roundabout



**Signalized
Crossing**



**Traffic
Calming**

Comfort/Health Improvements



**Bus Stop
Enhancement**



**Landscape
& Shade**



Plaza/Parklet



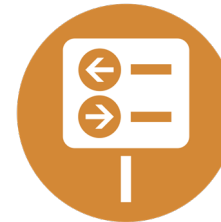
Shade Structure



**Street
Furniture**



Streetlights



**Wayfinding
& Signage**

The background features a light beige color with abstract graphic elements. On the left, a thick teal line curves downwards and then horizontally to the right, with a small white circle on its upper curve. A purple line enters from the top right, curves downwards, and then horizontally to the left, overlapping the teal line. Another purple line enters from the bottom right, curves upwards, and then horizontally to the left, also overlapping the teal line. A small white circle is located on the teal line near the bottom right corner.

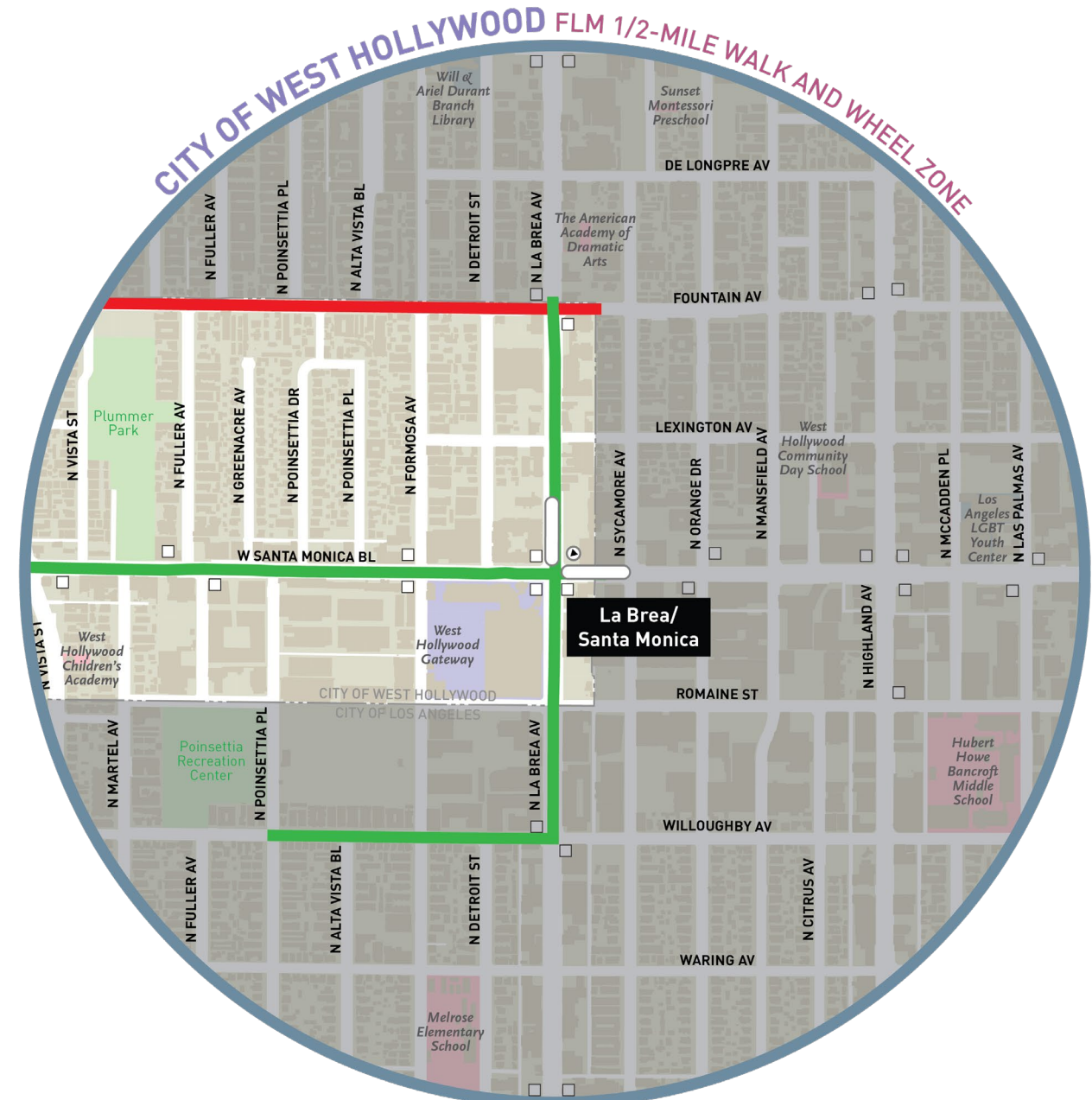
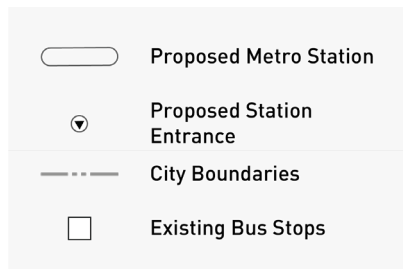
Improvements for Walking

RAIL INTEGRATION STUDY - FIRST/LAST MILE SUMMARY

La Brea/Santa Monica

25% of the station area lies within West Hollywood

75% of the station area lies within City of LA



La Brea/Santa Monica

Key Findings

Santa Monica Blvd is well-designed "main street"

- Several opportunities for improvement to maximize accessibility of future rail service

La Brea Ave is comfortable to walk, but transit patrons may opt for adjacent streets

- Pedestrian traffic will increase with transition from industrial to other land uses
- Pedestrian lighting needs



Santa Monica Boulevard



Willoughby Avenue

La Brea/Santa Monica

Key Findings

Willoughby Ave is a comfortable neighborhood street but needs a few spot improvements

Fountain Ave is challenging to navigate with notable sidewalk barriers*

*Major changes expected with Protected Bike Lane Project and related sidewalk widening expected after interim pilot project



Santa Monica Boulevard



Willoughby Avenue

La Brea/Santa Monica

Improvement Ideas

Safety Improvements



Curb Extension



Curb Ramp



Crosswalk Visibility Upgrades



**New/
Improved
Sidewalk**



Pedestrian Lighting



Traffic Calming

Comfort/Health Improvements



Bus Stop Enhancement



Landscape & Shade



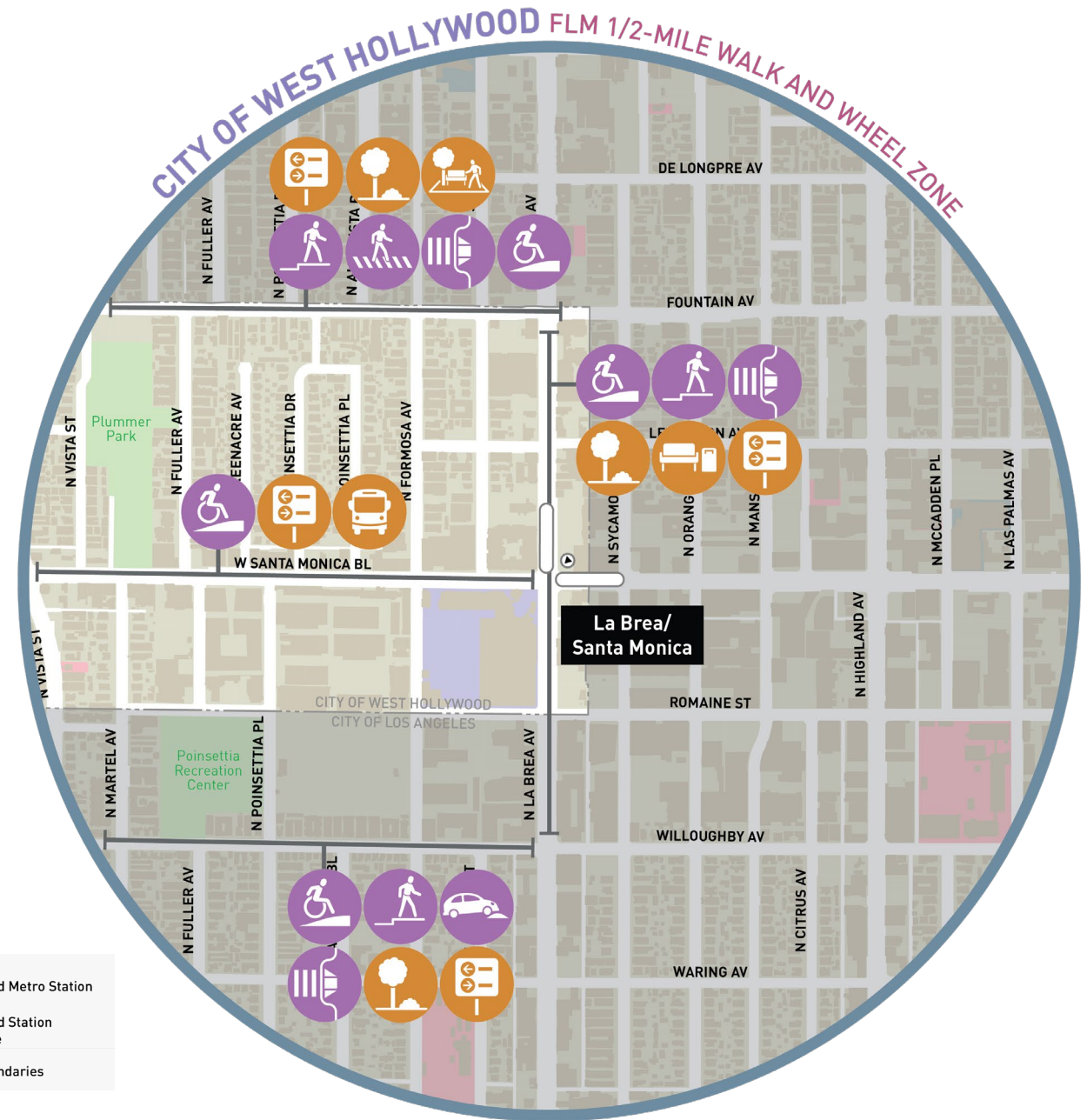
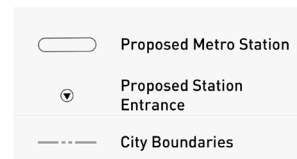
Plaza/ Parklet



Street Furniture



Wayfinding & Signage



Fairfax/Santa Monica

64% of the station area lies within West Hollywood

36% of the station area lies within City of LA

Proposed Metro Station

Proposed Station Entrance

City Boundaries

Existing Bus Stops

Walk Rating

Good

Fair

Poor



Fairfax/Santa Monica

Key Findings

Santa Monica Blvd is comfortable to walk and feels safe to cross

- If street trees are allowed to grow to full potential, they could provide continuous shade canopy.

Fairfax Ave has ADA-compliant sidewalks but many obstructions (bus shelters, utility infrastructure, etc.)

- Pedestrian lighting needs



Fairfax Avenue



Crescent Heights Boulevard

Fairfax/Santa Monica

Key Findings

Secondary streets: Willoughby Ave, Genesee Ave, and Spaulding Ave are comfortable to walk

Crescent Heights Blvd and Fountain Ave need improvements to encourage walking to station



Fairfax Avenue



Crescent Heights Boulevard

Fairfax/Santa Monica

Improvement Ideas

Safety Improvements

- 

Curb Extension
- 

Curb Ramp
- 

Crosswalk Visibility Upgrades
- 

New/Improved Sidewalk
- 

Pedestrian Lighting
- 

Traffic Calming
- 

Roundabout

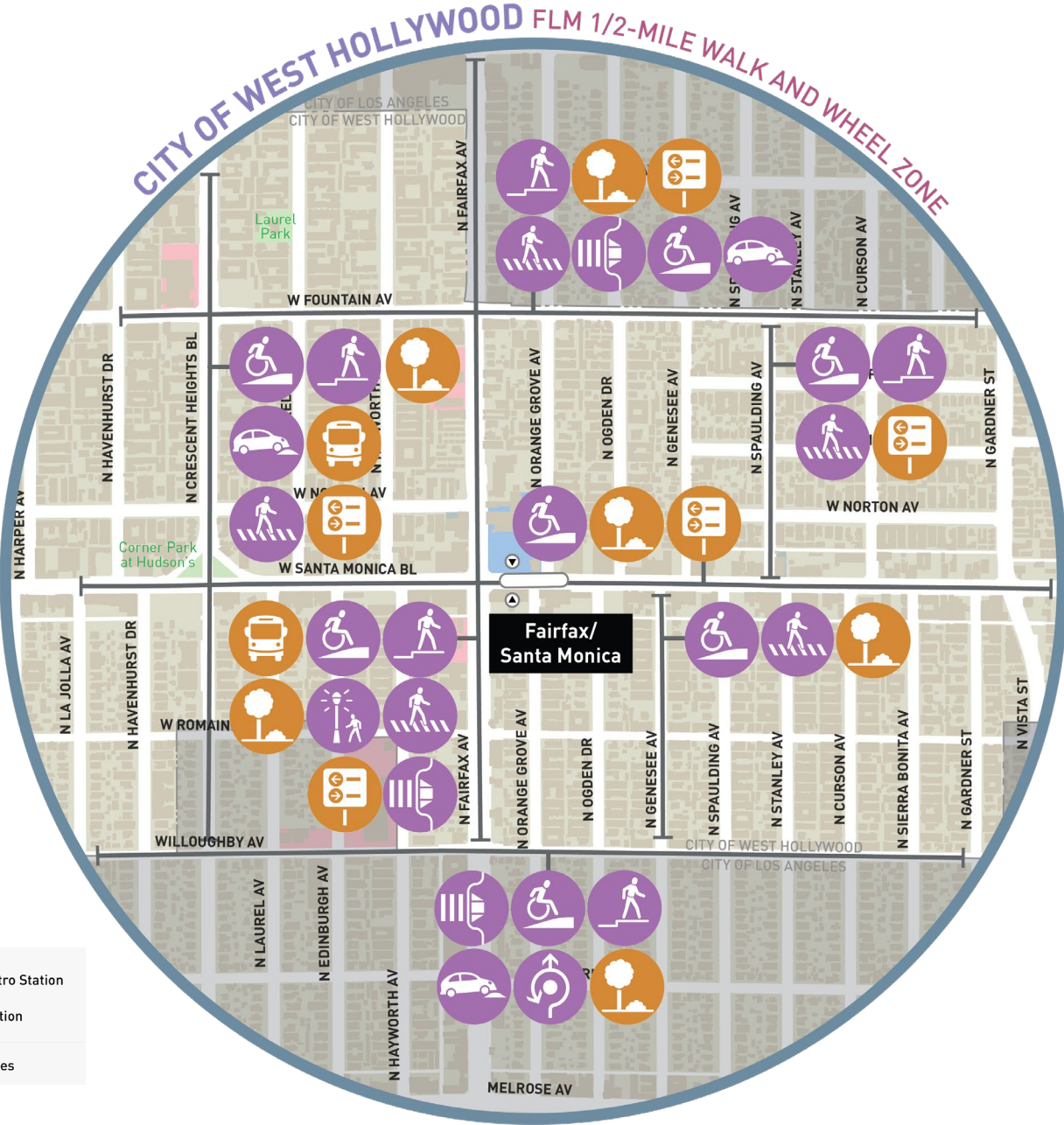
Comfort/Health Improvements

- 

Bus Stop Enhancement
- 

Landscape & Shade
- 

Wayfinding & Signage



San Vicente/Santa Monica

85% of the station area lies within West Hollywood

12% of the station area lies within City of LA

3% of the station area lies within City of Beverly Hills



Proposed Metro Station



Proposed Station Entrance



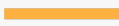
City Boundaries



Existing Bus Stops



Good



Fair



Poor



San Vicente/Santa Monica

Key Findings

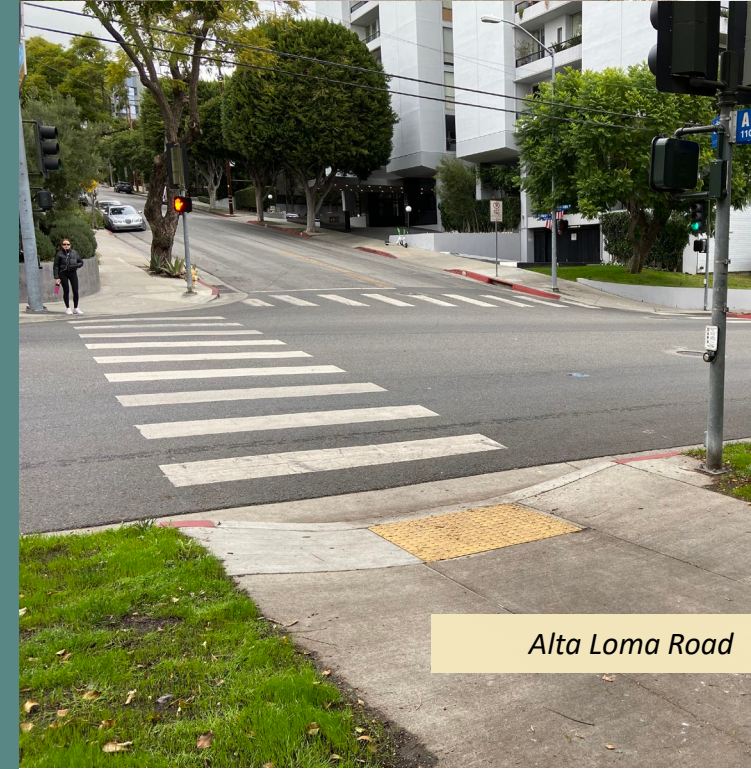
Biggest challenge is steep walk up to Sunset Blvd destinations, and street grid limiting direct paths to station (or through PDC)

Santa Monica Blvd is a comfortable pathway

- Lots of retail and pedestrian activity; strong neighborhood character

San Vicente Blvd has fair/poor conditions due to very narrow sidewalks and obstructions

- More street trees are needed between Sunset Blvd and Santa Monica Blvd

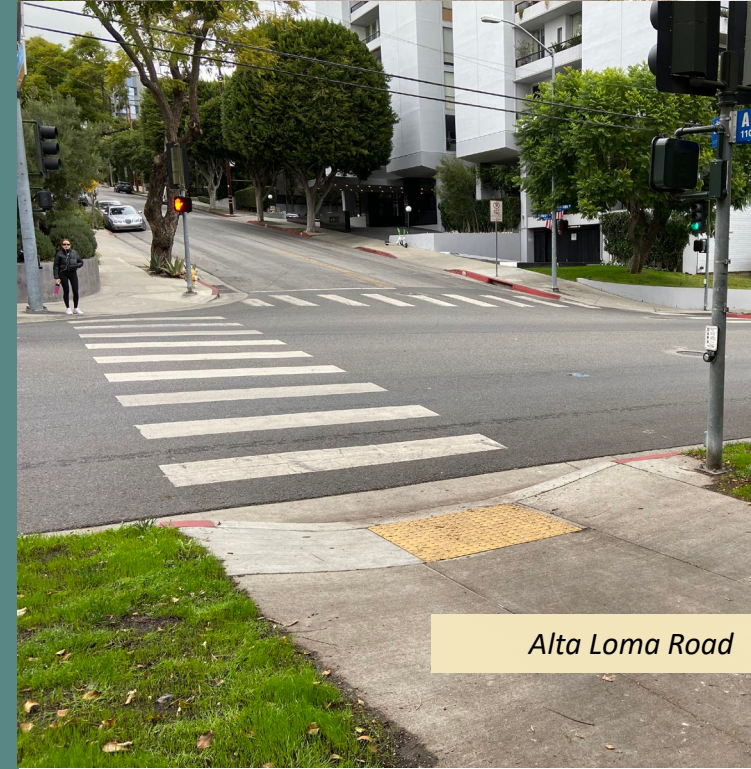


San Vicente/Santa Monica

Key Findings

Palm Ave is comfortable to walk despite being steeper than San Vicente Ave

Melrose Ave sidewalk widening and other pedestrian projects underway will improve station access experience



San Vicente/Santa Monica

Improvement Ideas

Safety Improvements



Curb Extension



Curb Ramp



Crosswalk Visibility Upgrades



**New/
Improved
Sidewalk**

Comfort/Health Improvements



Bus Stop Enhancement



Landscape & Shade



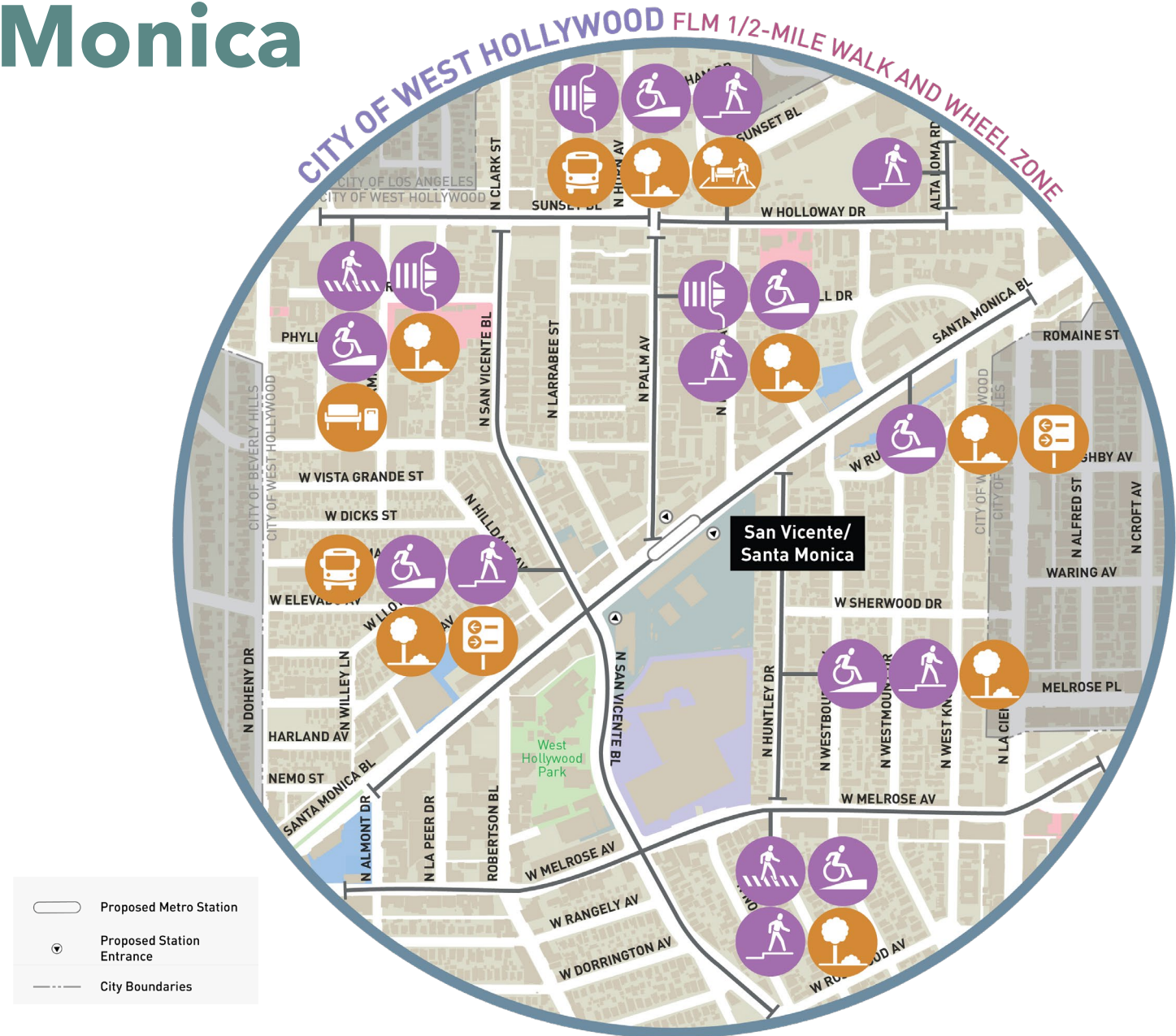
Plaza/ Parklet

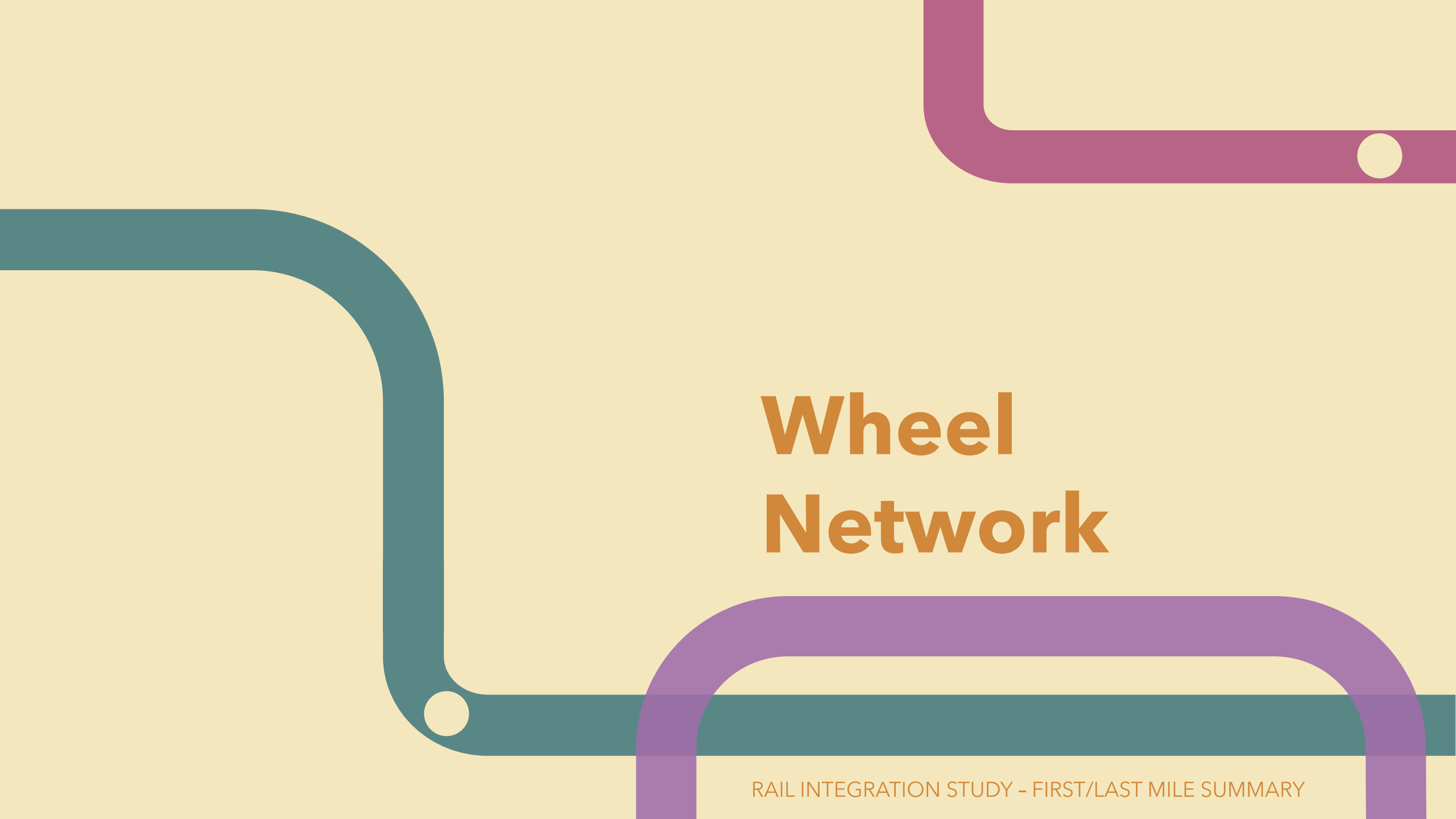


Wayfinding & Signage



Street Furniture



The background is a solid light yellow. There are several thick, stylized lines in teal and purple. A teal line enters from the left, curves 90 degrees down, and then continues horizontally. A purple line enters from the top right, curves 90 degrees left, and continues horizontally. Another purple line enters from the bottom, curves 90 degrees up, and continues horizontally. There are three small white circles: one on the top purple line, one on the teal line where it turns, and one on the bottom purple line where it turns.

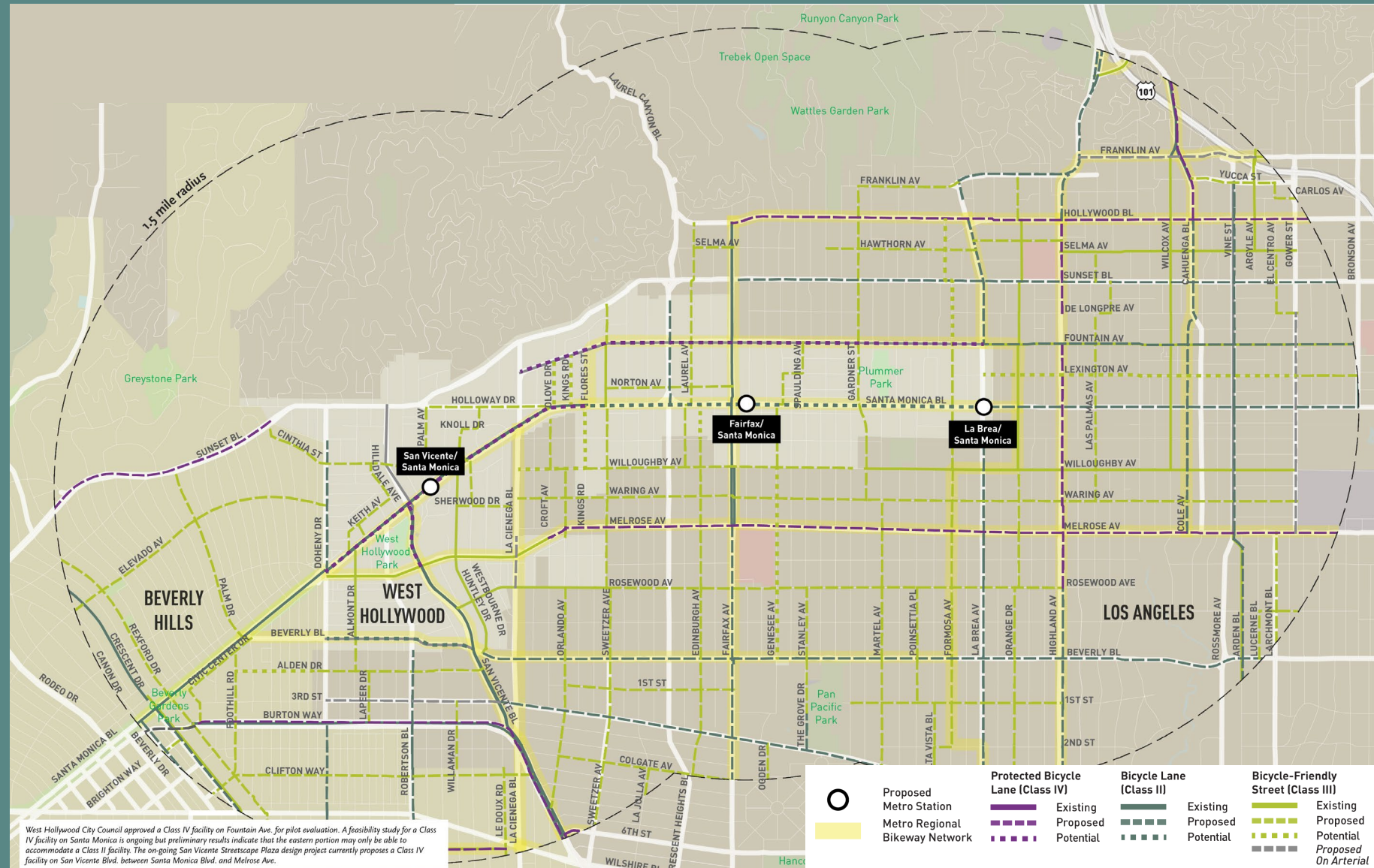
Wheel Network

RAIL INTEGRATION STUDY - FIRST/LAST MILE SUMMARY

Metro's FLM Process

Priorities for **station access**:

- Local as well as regional bikeways
- Access to all within **3 miles**
- Upgrade existing, e.g., protected lanes
- Test feasibility/estimate costs



Existing Bikeways

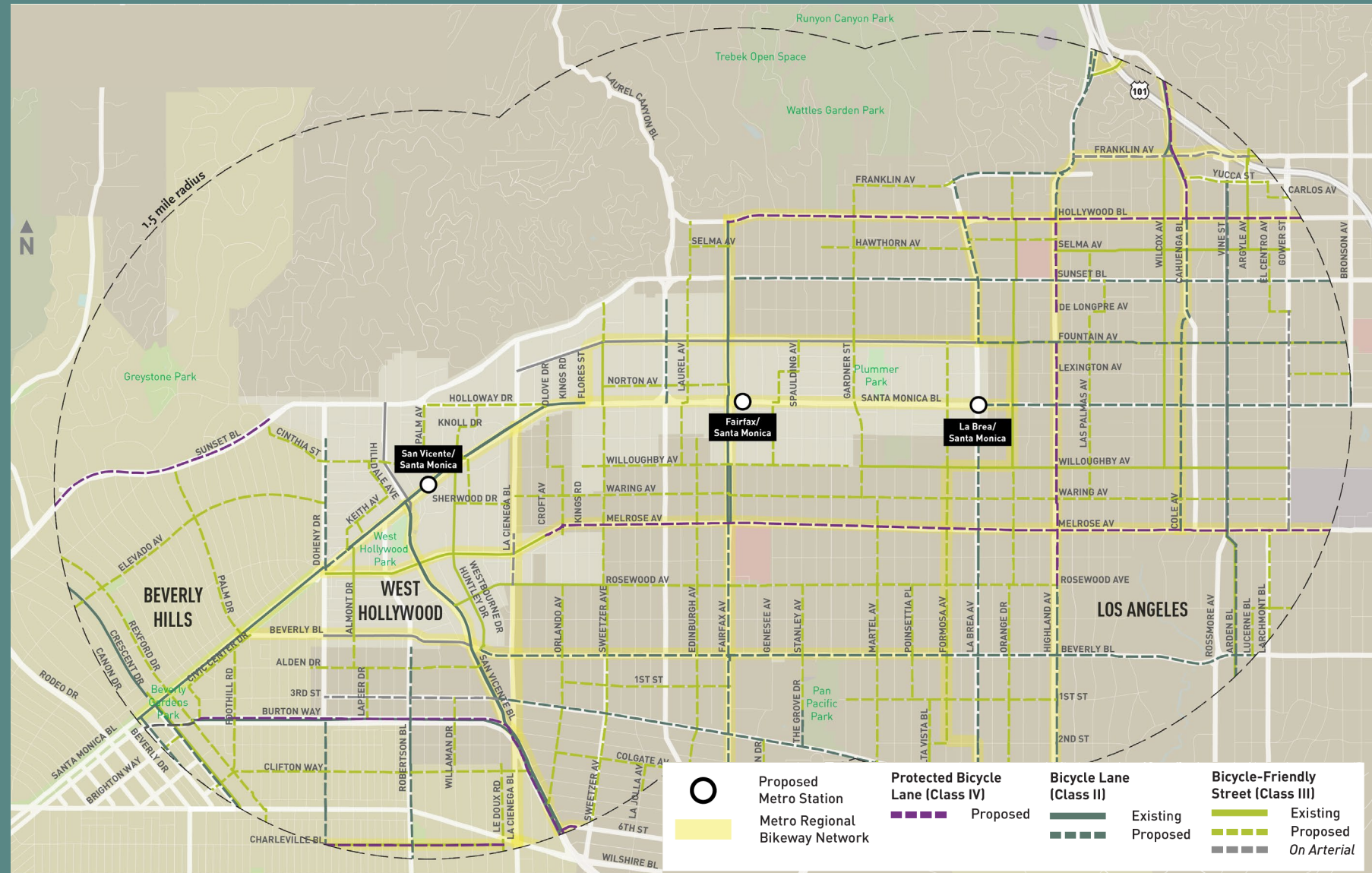
Today only limited access to stations:

- San Vicente/ Santa Monica from the southwest
- Fairfax/Santa Monica on Fairfax Av.



Proposed Bikeways

Nearly complete coverage of area within 1.5 miles of stations if all bikeways proposed in cities' existing adopted active transportation plans are implemented.



Potential Additional Bikeways

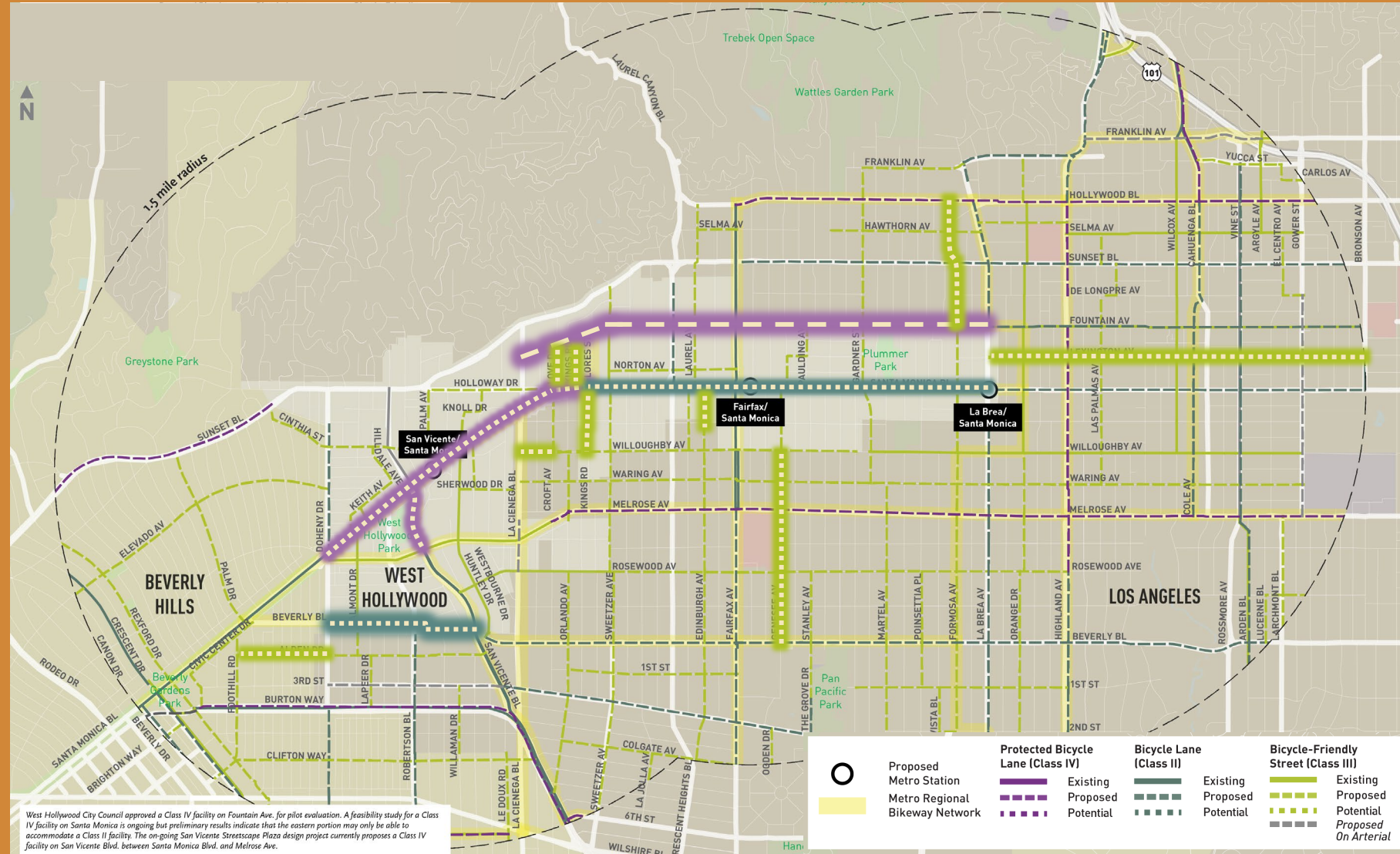
In-design bike lanes not on plans:

- Beverly Bl.
- Fountain Av.

Under study lanes:

- San Vicente Bl.
- Santa Monica Bl.

Minor gaps in Class III
Bike Blvd. network



Potential Additional Bikeways

	Location	Protected Bicycle Lane Class IV	Bicycle Lane Class II	Bicycle-Friendly Street Class III
Bike Lanes In-Design Not on Plans				
Beverly Boulevard	Between Doheny Drive and San Vicente Boulevard		●	
Fountain Avenue	Between La Cienega Boulevard and La Brea Avenue	●		
Bike Lanes Under Study				
San Vicente Boulevard	Between Santa Monica Boulevard and Melrose Avenue	●		
Santa Monica Boulevard	Between Doheny Drive and La Brea Avenue	●	●	

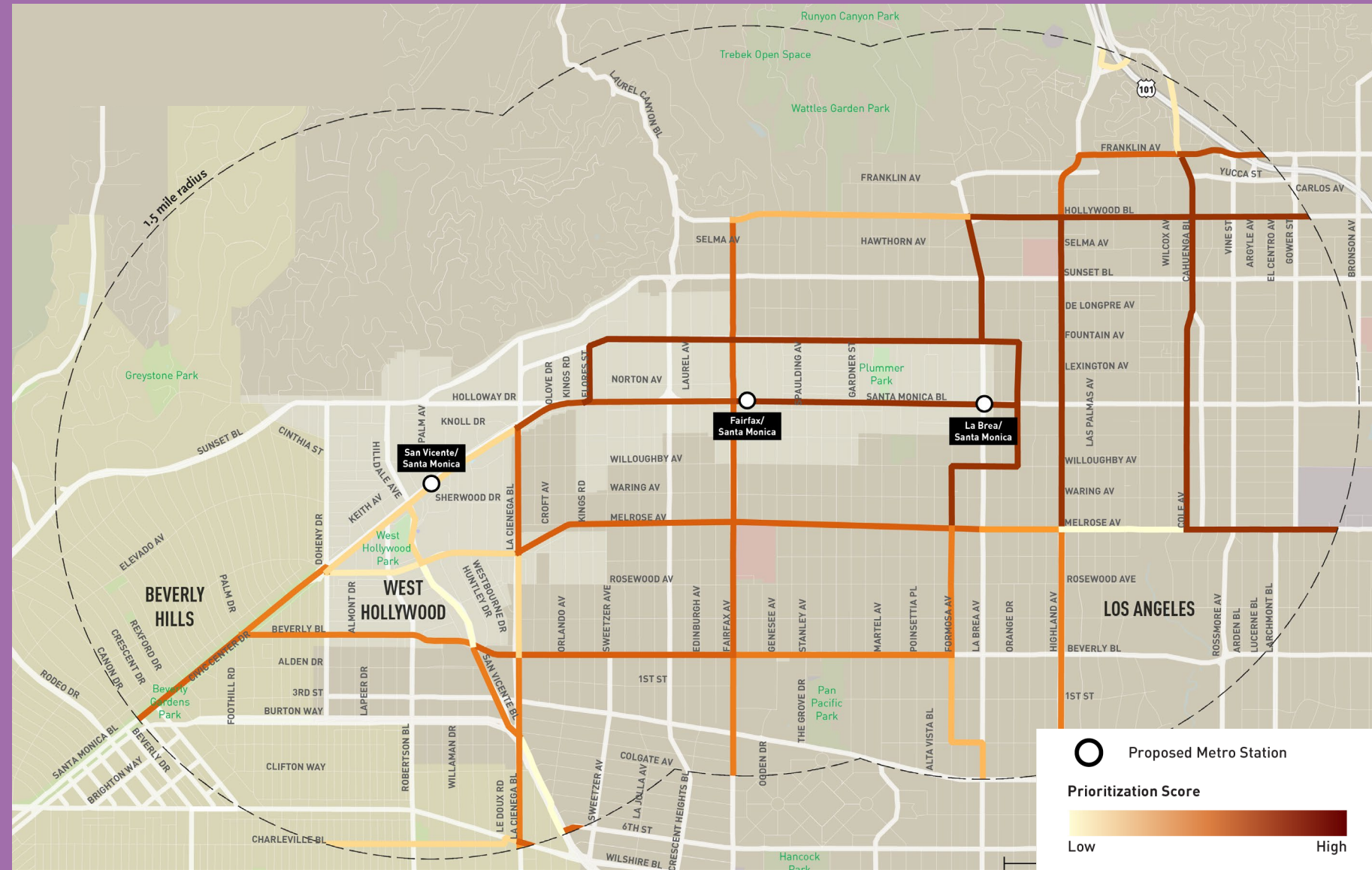
Potential Additional Bikeways

	Location	Protected Bicycle Lane Class IV	Bicycle Lane Class II	Bicycle-Friendly Street Class III
Gaps in the Bike Boulevard Network				
Alden Avenue	Between Foothill Road and Doheny Drive			●
Edinburgh Avenue	Northbound between Santa Monica Boulevard and Romain Street			●
Formosa Avenue	Between Fountain Avenue and Hollywood Blvd			●
Genesee Avenue	Between Willoughby Avenue and Beverly Boulevard			●
Kings Road	Between Santa Monica Boulevard and Fountain Avenue			●
Lexington Avenue	Between La Brea Avenue and Bronson Avenue			●
Olive	Between Santa Monica Boulevard and Fountain Avenue			●
Willoughby Avenue	Between La Cienega Blvd and Olive Drive			●

Metro's Priority Network

Highest priorities for **regional access**:

- Hollywood Blvd.
- Fountain Ave./ Santa Monica Bl.
- Highland Ave.
- Melrose Ave.
- Beverly Bl.
- La Brea Av./Orange
- La Cienega Bl.



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Community Feedback

RAIL INTEGRATION STUDY - FIRST/LAST MILE SUMMARY

Questions for Community & Stakeholders

1. Any strengths or barriers missing from the team's walk and wheel audit findings?
2. Any potential projects you would like to see added?
3. What are the most important projects you would like to see implemented?



Thank You