



VIRGIL VILLAGE TRAFFIC CALMING PLAN

03.16.12



studioneleven
at Perkowitz+Ruth Architects

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FEHR & PEERS

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Project Funder

California Department of Transportation
Environmental Justice Planning Grant

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Emma Barrientos	Community Activist
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Joe Linton	Bicycle Advisory Committee
Carmen Parada	4 Streets Cooperative
Fr. Vasile Sauciu	St. Vladimir Orthodox Church
Elson Trinidad	Community Activist
Damon & Guia Woods	The Church on Melrose

TECHNICAL COMMITTEE

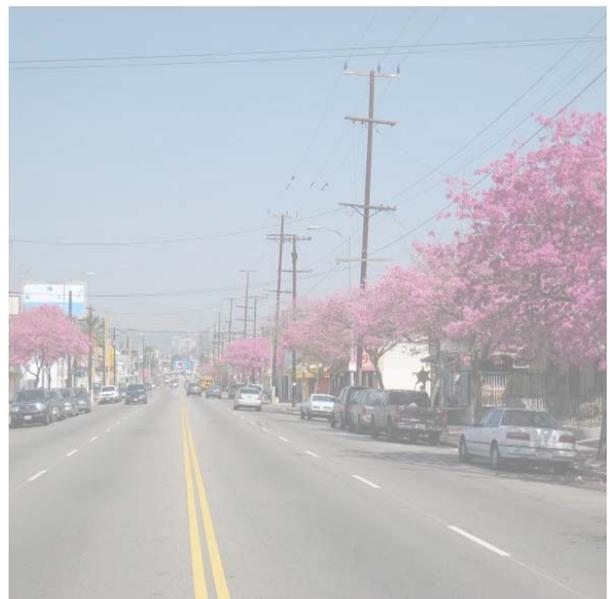
Lenny Davis	LAPD - Northeast Division
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A. INTRODUCTION

- Introduction
- Background
- Project Details
- Vicinity
- Study Area
- Context Imagery





ERIC GARCETTI
COUNCILMEMBER
PRESIDENT, LOS ANGELES CITY COUNCIL

February 1, 2012

Ms. Veronica Hahni
Executive Director
Los Angeles Neighborhood Initiative
800 S Figueroa St, Ste. 970
Los Angeles, CA 90017

Re: Virgil Village Traffic Calming Plan
Cal Trans Planning Environmental Justice Grant

Dear Ms. Hahni:

As Councilman for the 13th District of the City of Los Angeles, I am writing to express my strong support for the Virgil Village Traffic Calming Plan developed by Los Angeles Neighborhood Initiative (LANI) in partnership with the City of Los Angeles and the Virgil Village community.

The result of a comprehensive community-led outreach and engagement process, this plan successfully articulates the community's vision for a unique retail corridor that not only supports but celebrates vital pedestrian and cyclist activity. Neighborhood-selected improvements to the street environment include bus shelters, enhanced crosswalks and safety lighting, in addition to the development of a transit plaza and pocket park at the intersection of Virgil Avenue and Santa Monica Street that will provide much needed green space, enhance the transit experience for thousands of riders and improve quality-of-life in this low-income community. In addition, these improvements are designed to have a catalytic effect in stimulating local revitalization efforts, encouraging patronage of the area's diverse small businesses, shops, and restaurants.

As an independent nonprofit organization, LANI is dedicated to improving the streets of Los Angeles one block at a time. In the 17 years since its inception as a ground-breaking demonstration project, LANI has revitalized 27 neighborhoods that represent the broad spectrum of the City of Los Angeles. Its ground-breaking program is based on an unprecedented level of community decision-making and empowerment.

Using this conceptual plan as a tool, we look forward to working with LANI and the community to identify potential funding to implement the improvements.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Garcetti".

Eric Garcetti
Councilman, 13th District

BACKGROUND

Los Angeles Neighborhood Initiative (LANI) and Los Angeles City Council District 13 (CD 13) have been awarded a planning grant from the California Department of Transportation (CalTrans) to implement the Virgil Village Traffic Calming Plan. The consultant team of Studio One Eleven, Patricia Smith Landscape Architecture and Fehr & Peers were retained to develop the plan. Virgil Village is located in the East Hollywood area of Los Angeles along the historic US Highway Route 66. The Conceptual Planning Document includes a streetscape improvement plan and traffic calming plan that reflects the community's vision for the Virgil Village area.

Virgil Village is a major arterial and intermodal thoroughfare with significant amounts of daily bus, car, bicycle and pedestrian traffic. It is an urban neighborhood, home to numerous small businesses and multi-family residences. The consultant team worked in conjunction with LANI staff, a Project Steering Committee (PSC) comprised of community stakeholders and the Technical Advisory Committee (comprised of LADOT and other agencies) to identify the community's priorities for improvement.

Utilizing its nationally recognized model for community engagement, Los Angeles Neighborhood Initiative (LANI) oversaw the development of a conceptual plan for the Virgil Village project. LANI and the consultant team worked closely with a steering committee comprised of local community stakeholders that had hands-on participation in the planning. This resulted in a neighborhood driven Conceptual Plan Document including traffic calming and streetscape improvements along Virgil Avenue between Santa Monica Boulevard and Melrose Avenue that addresses the area's growing concerns for pedestrian and bicycle safety.

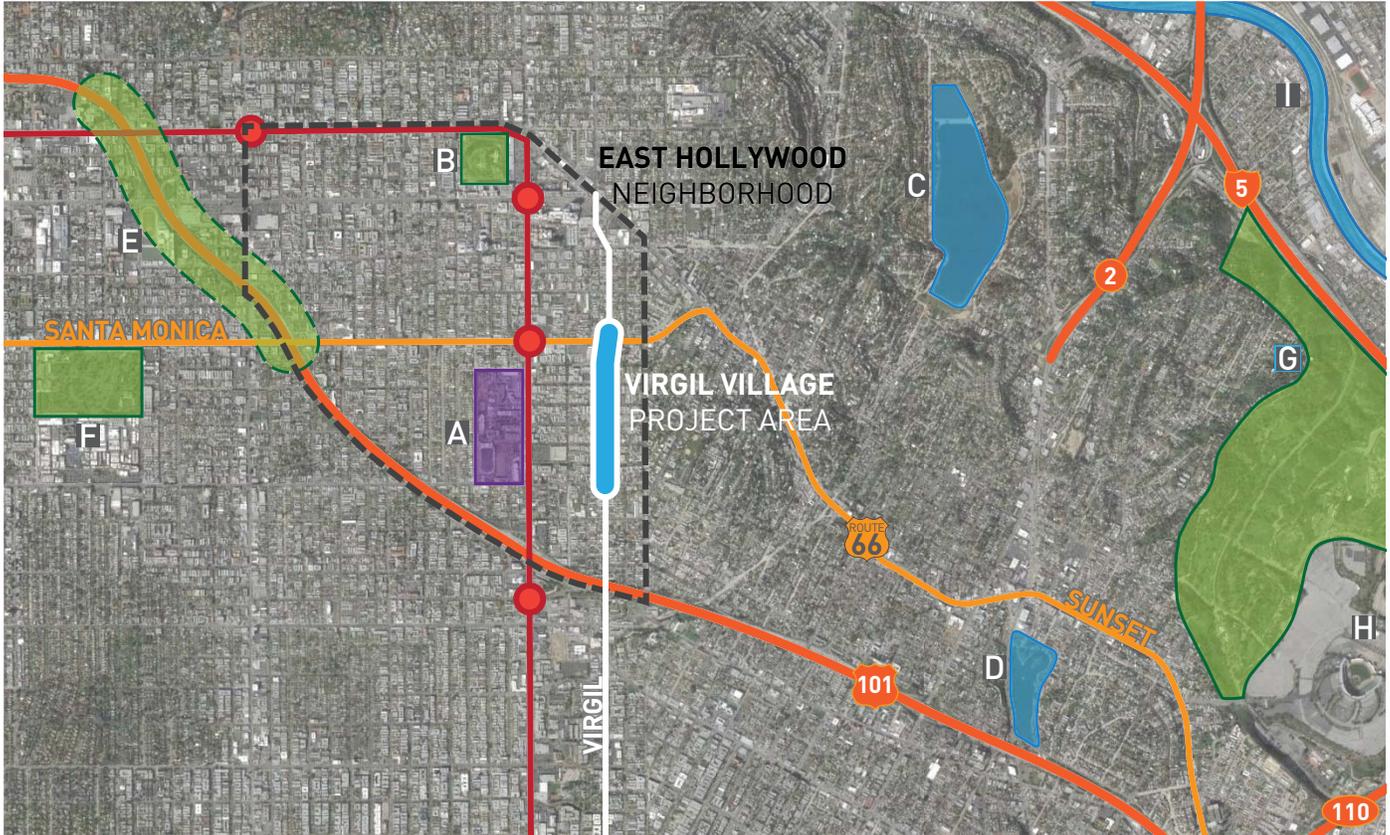


PROJECT DETAILS

This Conceptual Plan Document will serve as a guide for the design development and construction of physical improvements in Virgil Village. The plan provides a traffic calming component and a streetscape improvement plan with in-depth descriptions of the improvements agreed upon by the community including cost estimates. The Conceptual Plan Document is meant to serve as a tool for securing funding for future design and construction of improvements included in the plan. Conceptual design elements include the following elements:

- **Corner Plazas at Santa Monica Boulevard and Virgil Avenue**
- **Bike Lanes and Bike Boxes**
- **Enhanced crosswalks**
- **Curb Extensions**
- **Stormwater Filtration Parkways**
- **Additional Street trees**
- **New Street Furniture (including trash cans, benches and bike racks)**

VICINITY



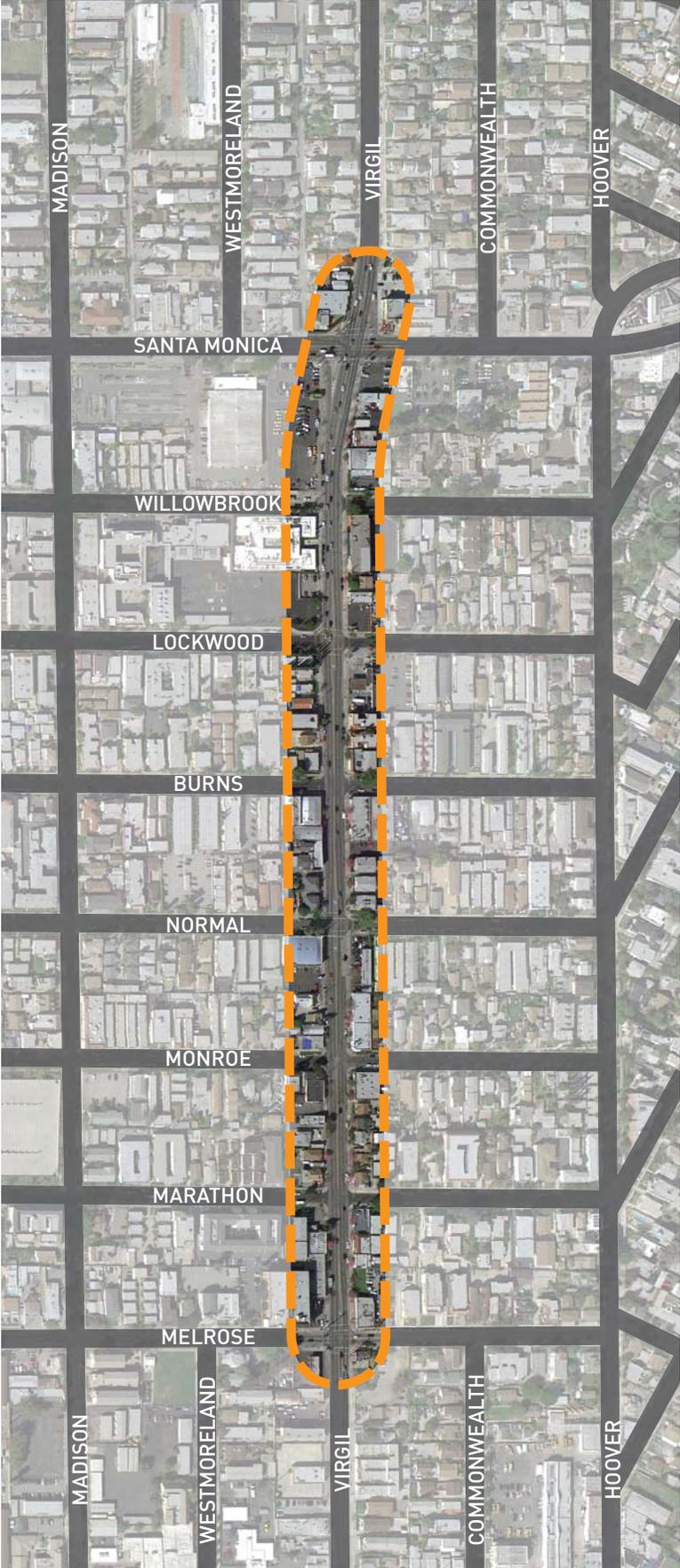
HISTORIC ROUTE 66



KEYNOTES

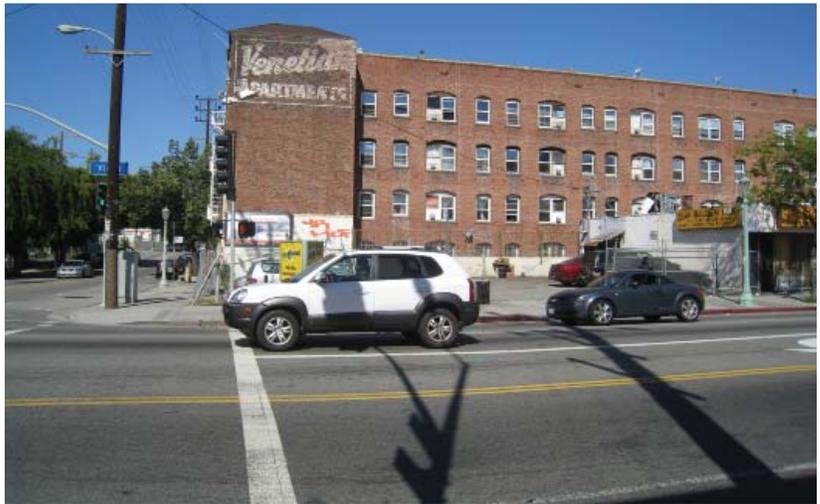
- A Los Angeles City College
- B Barnsdall Park
- C Silver Lake
- D Echo Park
- E Proposed Hollywood Central Park
- F Hollywood Memorial Park
- G Elysian Park
- H Dodger Stadium
- I Los Angeles River

STUDY AREA



- 2 northbound lanes
- 2 southbound lanes
- 8 left-turn pockets
- 2 protected right-turn lanes (Virgil at Santa Monica)
- 8 intersections
- 4 signalized intersections
- 18 crosswalks
- 56' average street width
- 12' typical sidewalk width
- 28' shortest street crossing (East Willowbrook at Virgil)
- 95' longest street crossing (South Virgil at Santa Monica)
- 6,000 feet of sidewalk
- 59 Street Trees
- 7 bus benches
- 3 bus shelters
- 32 street lights
- 39 pedestrian lights
- 32 driveways
- 60 properties
- 62 buildings
- 14 parking lots
- 7 billboards

CONTEXT IMAGERY

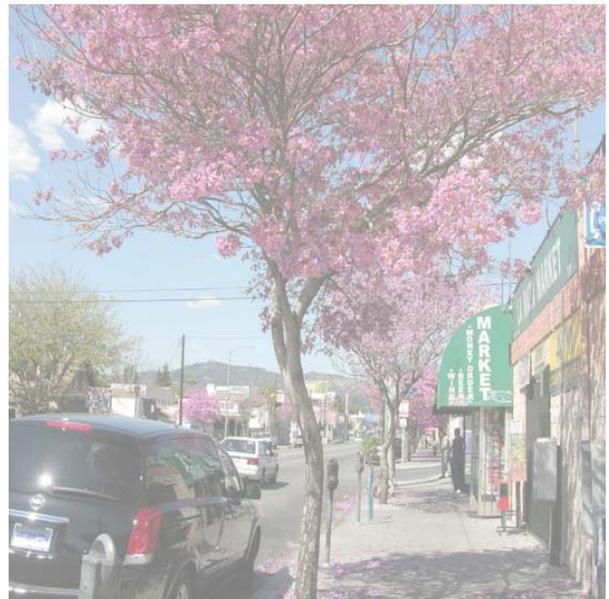


CONTEXT IMAGERY



B. MOBILITY

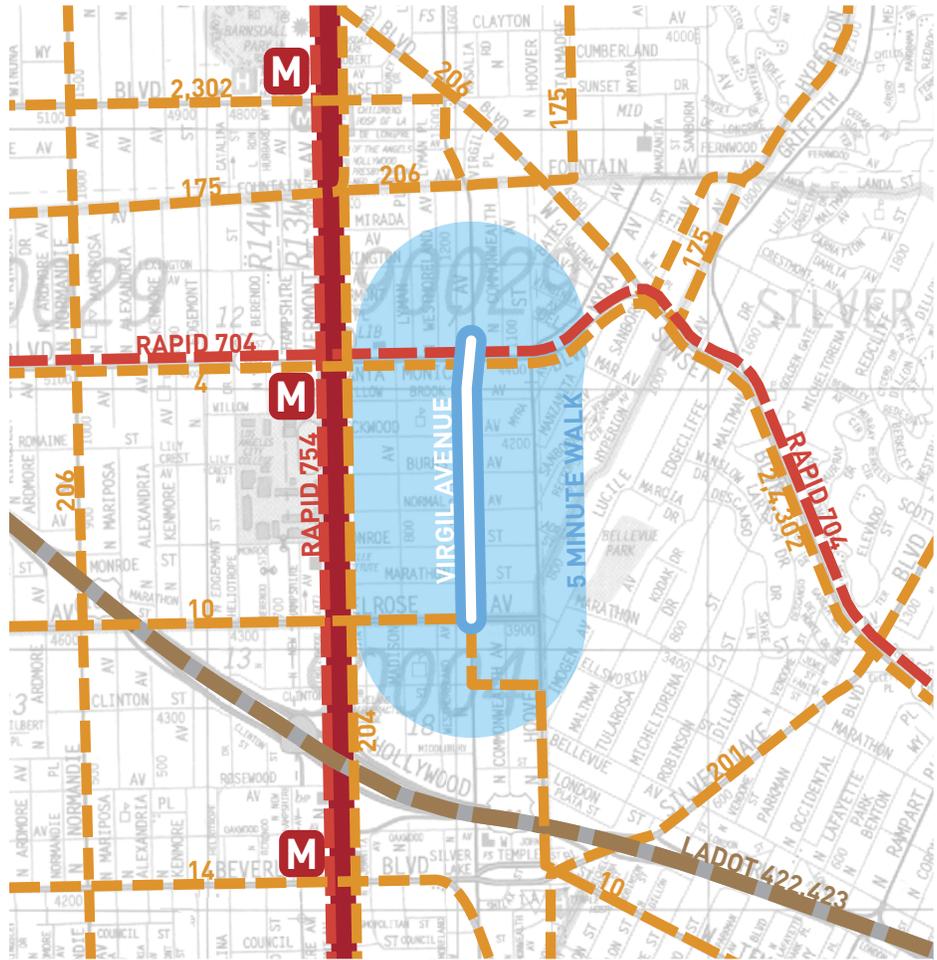
- Public Transit
- Bike Infrastructure
- Bicycle Count
- Pedestrian Count
- Vehicle Count and Speeds



PUBLIC TRANSIT

LEGEND

-  Metro Red Line Subway (station)
-  Metro Rapid Bus (route)
-  Metro Local Bus (route)
-  LADOT Commuter Express (route)



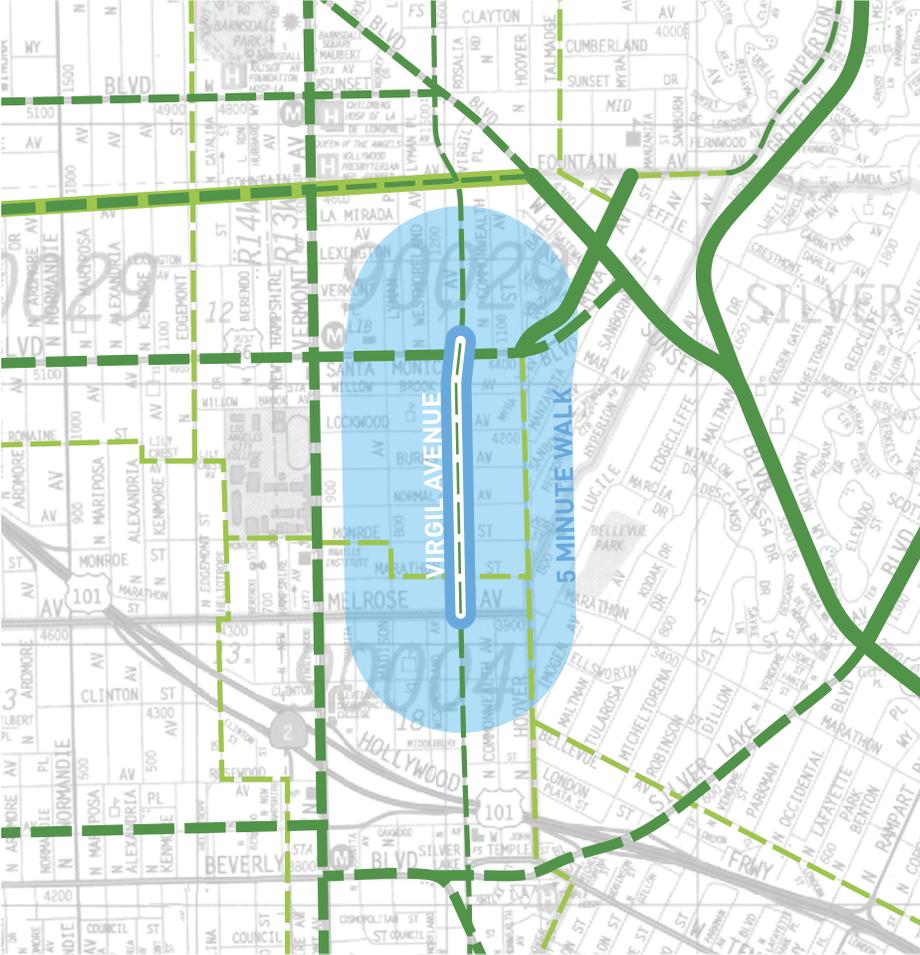
PUBLIC TRANSIT

Over the past decade Metropolitan Transportation Authority has seen increased ridership on its various fixed-rail lines, rapid bus routes and local bus lines. The region continues to invest heavily in transit through the voter approved Measure R, with new light-rail lines and the extension of others. Many people of Virgil Village lack access to a private automobile and thus are dependent on public transit for the majority of their trips throughout Los Angeles. As the Virgil Village Traffic Calming Plan was being developed the Metro Local Bus Route 26 along Virgil Avenue was discontinued leaving the bus shelters and benches fallow. Despite the loss of the route the community remains well connected to city with the Red Line Subway station a few blocks to the west and ten bus routes within a quarter mile, including two Rapid Bus Lines.



Reminder of the recent loss of Metro Local Bus Route 26

BICYCLE INFRASTRUCTURE



LEGEND

-  Bike Lane - Existing
-  Bike Lane - 5 Year Plan
-  Bike Lane - Bike Plan
-  Bike Route - Existing
-  Bike Friendly Street - Bike Plan



Locally preferred bike facility on Virgil Avenue (sidewalk)

BICYCLE INFRASTRUCTURE

Los Angeles can be an ideal biking environment, with its temperate climate, development pattern relatively flat geography and consistent street network. Virgil Avenue has a lot of bicyclists but many are relegated to riding on the sidewalk because of car speeds. Currently, Los Angeles lacks a consistent bike infrastructure, instead forcing bicyclists onto sidewalks or shared lanes in the street. Attempting to change this, the City Council adopted the Los Angeles Bike Plan in March 2011, outlining the future policies and capital improvements for developing an extensive bicycle network, with the 5-Year Implementation Strategy setting short term goals. According to the plan, Virgil Village would well integrate into the citywide system with a number of east-west Bike Lanes at either end of Virgil Avenue and a “Bike Friendly Street” along Marathon Avenue.

BICYCLE COUNT

N/S Street: Virgil Ave
 E/W Street: Melrose Ave
 DATE: 5/5/2011
 CITY: Los Angeles

Th

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	1	0	0	0	0	1	0	0
4:15 PM	0	1	0	2	0	0	2	1
4:30 PM	0	1	1	0	0	0	2	1
4:45 PM	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	1	0	0	1
5:30 PM	0	0	1	0	1	1	0	1
5:45 PM	0	0	0	0	1	1	0	0
TOTALS	1	2	2	2	4	3	6	5

N/S Street: Virgil Ave
 E/W Street: Marathon St
 DATE: 5/5/2011
 CITY: Los Angeles

Th

Sa

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	1	1	1	0
4:15 PM	0	0	1	0	1	1	1	2
4:30 PM	0	0	0	0	0	1	1	1
4:45 PM	0	0	0	0	0	0	2	0
5:00 PM	0	0	1	0	1	0	0	2
5:15 PM	0	0	0	0	1	0	0	0
5:30 PM	0	0	0	0	1	1	0	0
5:45 PM	0	0	0	0	0	0	1	2
TOTALS	0	0	2	0	5	4	6	7

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	0	0	0	0	0	0	1	0
12:15 PM	0	0	0	0	2	2	1	0
12:30 PM	0	0	0	0	1	2	1	2
12:45 PM	0	0	0	0	1	0	1	1
1:00 PM	0	0	0	0	3	0	0	1
1:15 PM	0	0	0	0	1	0	2	1
1:30 PM	0	0	0	0	4	1	1	0
1:45 PM	0	0	0	0	1	1	0	1
TOTALS	0	0	0	0	13	6	7	6

N/S Street: Virgil Ave
 E/W Street: Normal Ave
 DATE: 5/5/2011
 CITY: Los Angeles

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BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	1	0	1	0	3
4:30 PM	1	1	0	1	1	0	0	1
4:45 PM	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	1	1	4
5:15 PM	0	1	0	0	1	0	0	0
5:30 PM	0	0	1	0	2	1	0	0
5:45 PM	1	0	1	1	0	0	0	2
TOTALS	2	3	2	3	6	4	1	10

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	0	0	0	0	1	0	1	1
12:15 PM	0	1	0	1	3	1	1	1
12:30 PM	0	1	1	1	1	3	1	1
12:45 PM	1	0	0	0	1	0	0	1
1:00 PM	0	0	0	0	2	1	1	1
1:15 PM	0	0	0	0	0	0	2	4
1:30 PM	0	0	0	1	2	0	2	0
1:45 PM	0	1	1	0	1	1	1	2
TOTALS	1	3	2	3	11	6	9	11

BICYCLE COUNT

N/S Street: Virgil Ave
 E/W Street: Burns Ave
 DATE: 5/5/2011
 CITY: Los Angeles

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BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	1	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	2	0	0
4:30 PM	1	0	0	0	1	1	0	1
4:45 PM	0	1	0	0	1	0	0	1
5:00 PM	0	0	0	0	1	1	0	2
5:15 PM	0	0	0	0	1	0	0	0
5:30 PM	1	0	0	0	3	1	0	1
5:45 PM	0	0	0	0	0	2	0	3
TOTALS	3	1	0	0	7	8	0	9

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	0	0	0	0	0	0	1	0
12:15 PM	0	0	0	0	0	1	0	0
12:30 PM	0	0	0	0	2	2	1	1
12:45 PM	0	0	0	0	1	1	0	0
1:00 PM	0	0	0	0	1	0	1	0
1:15 PM	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	2	0	1	0
1:45 PM	0	0	0	0	2	0	2	2
TOTALS	0	0	0	0	8	4	6	4

N/S Street: Virgil Ave
 E/W Street: Lockwood Ave
 DATE: 5/5/2011
 CITY: Los Angeles

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BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:00 PM	0	0	1	0	1	0	0	0
2:15 PM	0	0	0	0	0	1	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	1	0	0	0	0	0	1	0
3:00 PM	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	1	0	2	0	1
3:30 PM	0	0	0	0	0	0	1	0
3:45 PM	0	1	0	0	2	1	0	2
4:00 PM	0	1	0	0	2	2	1	2
4:15 PM	0	0	0	0	1	2	0	0
4:30 PM	0	0	0	0	0	0	1	2
4:45 PM	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0
5:15 PM	0	0	0	0	0	1	0	0
5:30 PM	1	1	1	0	4	0	2	0
5:45 PM	0	0	1	0	2	2	0	2
TOTALS	2	3	4	1	14	11	6	10

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	0	0	0	0	0	1	1	0
12:15 PM	0	0	0	0	2	1	1	1
12:30 PM	0	0	0	0	2	2	0	2
12:45 PM	0	0	0	0	1	1	0	0
1:00 PM	1	0	0	0	1	1	1	0
1:15 PM	0	0	0	0	0	1	1	3
1:30 PM	0	0	0	0	1	0	0	1
1:45 PM	0	0	0	1	2	1	0	2
TOTALS	1	0	0	1	9	8	4	9

N/S Street: Virgil Ave
 E/W Street: Santa Monica Blvd
 DATE: 5/5/2011
 CITY: Los Angeles

Th

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	2	0	0
4:15 PM	0	1	3	1	0	0	0	1
4:30 PM	1	0	3	0	0	0	1	0
4:45 PM	0	5	5	0	1	0	0	1
5:00 PM	0	2	3	0	1	0	0	2
5:15 PM	0	2	4	1	1	1	0	0
5:30 PM	0	7	4	0	0	0	0	1
5:45 PM	0	7	0	0	0	1	0	2
TOTALS	1	24	22	2	3	4	1	7

PEDESTRIAN COUNT

N/S Street: Virgil Ave
 E/W Street: Melrose Ave
 DATE: 5/5/2011
 CITY: Los Angeles

Th

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	9	6	16	3	4	2	13	12
4:15 PM	3	4	2	1	2	0	9	3
4:30 PM	7	14	2	9	1	9	6	8
4:45 PM	8	3	2	5	4	6	6	12
5:00 PM	9	7	4	3	3	3	6	6
5:15 PM	3	8	5	6	5	8	5	5
5:30 PM	20	6	2	4	5	9	9	5
5:45 PM	3	10	4	5	3	9	6	7
TOTALS	62	58	37	36	27	46	60	58

N/S Street: Virgil Ave
 E/W Street: Marathon St
 DATE: 5/5/2011
 CITY: Los Angeles

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	2	0	0	0	7	6	2	14
4:15 PM	1	0	1	1	4	5	7	10
4:30 PM	0	0	2	0	3	12	16	10
4:45 PM	0	0	0	0	3	5	6	10
5:00 PM	4	0	0	1	6	4	6	8
5:15 PM	3	0	1	0	6	3	7	3
5:30 PM	1	1	0	0	5	3	8	9
5:45 PM	0	0	0	0	3	16	9	13
TOTALS	11	1	4	2	37	54	61	77

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	0	0	0	0	3	9	5	5
12:15 PM	0	1	0	5	11	3	5	4
12:30 PM	0	0	1	0	7	0	5	3
12:45 PM	0	0	2	1	5	4	2	5
1:00 PM	1	2	1	1	4	6	3	11
1:15 PM	0	1	0	1	5	15	4	10
1:30 PM	0	0	2	0	5	5	5	4
1:45 PM	0	2	0	2	7	5	4	3
TOTALS	1	6	6	10	47	47	33	45

N/S Street: Virgil Ave
 E/W Street: Normal Ave
 DATE: 5/5/2011
 CITY: Los Angeles

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PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	2	2	13	12	3	9	5	19
4:15 PM	2	2	8	16	6	8	7	15
4:30 PM	10	5	9	5	12	1	21	7
4:45 PM	4	1	6	9	8	12	8	22
5:00 PM	7	3	10	10	8	7	14	9
5:15 PM	6	4	15	12	9	10	9	6
5:30 PM	8	5	5	5	10	11	9	9
5:45 PM	4	5	9	10	0	5	7	19
TOTALS	43	27	75	79	51	62	82	106

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	0	3	9	6	10	9	6	3
12:15 PM	2	1	18	13	17	12	6	4
12:30 PM	2	6	4	7	9	11	10	4
12:45 PM	2	7	4	8	5	7	5	17
1:00 PM	6	4	6	19	5	14	13	8
1:15 PM	15	9	12	11	6	24	9	8
1:30 PM	6	9	2	4	8	5	9	4
1:45 PM	6	2	3	10	8	8	12	9
TOTALS	39	41	58	78	68	90	70	57

PEDESTRIAN COUNT

N/S Street: Virgil Ave
 E/W Street: Burns Ave
 DATE: 5/5/2011
 CITY: Los Angeles

Th

Sa

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	1	3	3	2	9	13	10	11
4:15 PM	1	2	1	0	9	8	8	12
4:30 PM	1	1	1	2	4	10	11	4
4:45 PM	0	0	1	0	16	17	7	20
5:00 PM	3	2	0	2	8	13	11	3
5:15 PM	0	1	2	0	15	5	8	5
5:30 PM	0	2	2	6	13	25	3	5
5:45 PM	0	2	0	0	4	11	5	9
TOTALS	6	13	10	12	78	102	63	69

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	0	0	0	0	2	2	2	1
12:15 PM	0	0	0	0	2	6	2	2
12:30 PM	0	0	0	0	3	7	2	4
12:45 PM	0	0	0	0	2	5	0	12
1:00 PM	0	0	0	0	4	11	4	1
1:15 PM	0	0	0	0	5	7	3	2
1:30 PM	0	0	0	0	3	5	2	2
1:45 PM	0	0	0	0	7	7	5	1
TOTALS	0	0	0	0	28	50	20	25

N/S Street: Virgil Ave
 E/W Street: Lockwood Ave
 DATE: 5/5/2011
 CITY: Los Angeles

Th

Sa

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:00 PM	3	5	6	7	2	5	4	5
2:15 PM	5	7	3	10	3	1	8	12
2:30 PM	7	5	10	3	1	6	0	4
2:45 PM	2	0	10	0	3	3	4	8
3:00 PM	1	1	9	2	3	13	3	14
3:15 PM	3	11	3	11	6	51	5	9
3:30 PM	6	4	5	8	7	14	3	8
3:45 PM	0	5	5	10	6	18	3	10
4:00 PM	6	3	8	7	6	6	6	4
4:15 PM	4	3	5	5	3	10	4	9
4:30 PM	6	1	10	3	5	9	5	6
4:45 PM	1	3	7	10	3	6	2	3
5:00 PM	4	4	10	4	5	8	5	8
5:15 PM	7	9	20	4	8	3	5	20
5:30 PM	7	5	15	7	8	13	11	21
5:45 PM	4	5	12	4	7	18	0	14
TOTALS	66	71	138	95	76	184	68	155

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	1	2	2	5	4	7	2	2
12:15 PM	0	3	3	0	10	6	2	1
12:30 PM	3	4	5	10	2	6	3	11
12:45 PM	1	3	10	3	6	8	3	8
1:00 PM	0	3	5	1	8	23	4	1
1:15 PM	1	2	6	5	8	3	4	3
1:30 PM	10	5	4	9	6	13	3	2
1:45 PM	1	3	5	3	9	8	5	4
TOTALS	17	25	40	36	53	74	26	32

N/S Street: Virgil Ave
 E/W Street: Santa Monica Blvd
 DATE: 5/5/2011
 CITY: Los Angeles

Th

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	9	7	11	5	7	10	9	18
4:15 PM	5	9	6	7	2	7	3	7
4:30 PM	5	7	8	8	7	11	8	6
4:45 PM	1	7	16	11	4	10	8	10
5:00 PM	2	11	9	6	11	6	7	5
5:15 PM	2	4	10	7	7	3	8	11
5:30 PM	3	4	19	0	5	4	3	11
5:45 PM	4	5	13	7	6	4	6	5
TOTALS	31	54	92	51	49	55	52	73

VEHICLE COUNT AND SPEED - THURSDAY

Date: 5/5/11 THURSDAY Location: Virgil Ave btwn Willowbrook Ave & Lockwood Ave

North Bound														
	5	15	20	25	30	35	40	45	50	55	60	65	70	
Time	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total
00:00 AM	1	0	2	7	16	31	11	3	0	0	0	0	0	71
01:00	0	4	3	8	20	28	7	3	1	0	0	0	0	74
02:00	3	1	2	4	15	13	16	1	0	0	0	0	0	55
03:00	0	1	2	1	10	7	9	2	1	1	0	0	0	34
04:00	3	2	5	6	5	17	5	3	1	0	0	0	0	47
05:00	3	1	14	15	27	43	35	9	2	1	0	0	0	150
06:00	7	16	62	71	74	104	55	22	2	1	0	0	0	414
07:00	13	47	156	156	175	135	29	8	1	0	0	0	0	720
08:00	9	26	100	130	193	142	50	11	2	1	0	0	0	664
09:00	12	14	77	82	168	156	49	13	1	0	0	0	0	572
10:00	6	12	38	70	206	151	57	13	1	1	0	0	0	555
11:00	8	18	34	70	199	164	52	14	0	0	0	0	0	559
12:00 PM	5	15	52	84	191	189	80	15	0	1	1	0	0	633
13:00	2	20	50	84	199	211	74	15	1	0	0	0	0	656
14:00	4	13	80	142	246	219	70	11	0	0	0	0	0	785
15:00	5	23	91	196	322	269	79	10	1	0	0	0	0	996
16:00	1	14	83	149	329	311	73	23	0	0	0	0	0	983
17:00	7	17	129	248	444	272	82	8	0	0	0	0	0	1207
18:00	6	24	84	206	376	237	46	5	1	0	0	0	0	985
19:00	4	17	78	155	258	209	50	7	0	0	0	0	0	778
20:00	2	14	57	92	205	146	37	10	1	0	0	0	0	564
21:00	3	13	37	84	189	129	31	2	0	0	0	0	0	488
22:00	4	7	19	62	117	108	30	7	2	1	0	0	0	357
23:00	2	11	15	19	68	84	32	5	3	0	0	0	0	239
Totals	110	330	1270	2141	4052	3375	1059	220	21	7	1	1	0	12586
% of Totals	1%	3%	10%	17%	32%	27%	8%	2%	0%	0%	0%	0%	0%	100%
% AM	1%	1%	4%	5%	9%	8%	3%	1%	0%	0%	0%	0%	0%	31%
AM Peak Hour	07:00	07:00	07:00	07:00	10:00	11:00	10:00	06:00	05:00	03:00				07:00
Volume	13	47	156	156	206	164	57	22	2	1				720
% PM	0%	1%	6%	12%	23%	19%	5%	1%	0%	0%	0%	0%	0%	69%
PM Peak Hour	17:00	18:00	17:00	17:00	17:00	16:00	17:00	16:00	23:00	12:00	12:00			17:00
Volume	7	24	129	248	444	311	82	23	3	1	1			1207

Average Speed	50th Percentile	85th Percentile
32.6	33	39

Date: 5/5/11 THURSDAY Location: Virgil Ave btwn Willowbrook Ave & Lockwood Ave

South Bound														
	5	15	20	25	30	35	40	45	50	55	60	65	70	
Time	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total
00:00 AM	0	4	8	12	37	31	21	4	0	0	0	0	0	117
01:00	1	7	3	10	30	23	14	0	0	0	0	0	0	88
02:00	0	4	5	10	19	15	6	3	1	0	0	0	0	63
03:00	0	1	4	8	14	12	6	1	0	0	2	1	0	49
04:00	1	2	4	9	14	13	10	2	0	0	0	0	0	55
05:00	4	10	16	19	29	45	29	6	1	1	0	0	0	160
06:00	49	36	33	50	99	106	39	9	0	0	0	0	0	421
07:00	148	184	174	155	194	103	28	9	0	1	0	0	0	996
08:00	109	128	111	178	255	166	53	14	3	0	0	0	0	1017
09:00	75	84	93	145	266	119	31	5	0	1	0	0	0	819
10:00	75	110	116	161	158	85	24	6	0	0	0	0	0	735
11:00	53	69	108	136	200	114	20	6	1	0	0	0	0	707
12:00 PM	60	74	93	136	181	138	34	5	1	0	0	0	0	722
13:00	51	59	65	93	184	167	52	14	7	0	0	0	0	692
14:00	92	161	112	117	161	132	45	9	8	5	0	0	0	842
15:00	112	123	123	127	180	196	69	10	4	0	0	0	0	944
16:00	66	119	125	138	231	211	78	22	1	0	0	0	0	991
17:00	103	143	140	148	207	189	57	9	1	0	0	0	0	997
18:00	67	78	95	110	200	150	42	13	4	0	0	0	0	759
19:00	57	79	60	98	171	147	44	13	3	0	0	0	0	672
20:00	31	72	36	74	163	112	28	1	3	0	0	0	0	520
21:00	36	60	42	58	152	113	46	9	0	0	0	0	0	516
22:00	13	36	36	74	109	82	34	9	1	0	0	0	0	394
23:00	9	16	21	42	82	94	40	11	4	1	0	0	0	320
Totals	1212	1659	1623	2108	3336	2563	850	190	43	9	2	1	0	13596
% of Totals	9%	12%	12%	16%	25%	19%	6%	1%	0%	0%	0%	0%	0%	100%
% AM	4%	5%	5%	7%	10%	6%	2%	0%	0%	0%	0%	0%	0%	38%
AM Peak Hour	07:00	07:00	07:00	08:00	09:00	08:00	08:00	08:00	08:00	05:00	03:00	03:00		08:00
Volume	148	184	174	178	266	166	53	14	3	1	2	1		1017
% PM	5%	8%	7%	9%	15%	13%	4%	1%	0%	0%	0%	0%	0%	62%
PM Peak Hour	15:00	14:00	17:00	17:00	16:00	16:00	16:00	16:00	14:00	14:00				17:00
Volume	112	161	140	148	231	211	78	22	8	5				997

Average Speed	50th Percentile	85th Percentile
28.8	30	38

VEHICLE COUNT AND SPEED - SATURDAY

Date: 5/14/11 SATURDAY Location: Virgil Ave btwn Willowbrook Ave & Lockwood Ave

North Bound														
	5	15	20	25	30	35	40	45	50	55	60	65	70	
Time	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total
00:00 AM	0	6	17	22	74	60	20	8	1	1	0	0	0	209
01:00	0	1	7	23	32	50	14	3	1	0	0	0	0	131
02:00	1	0	5	13	36	34	19	9	0	0	0	0	0	117
03:00	0	5	4	7	16	18	5	6	0	0	0	0	0	61
04:00	0	0	1	3	13	20	11	1	0	0	0	0	0	49
05:00	0	2	4	12	24	29	25	1	3	0	0	0	0	100
06:00	0	1	17	22	61	68	43	12	3	1	0	0	0	228
07:00	0	13	23	48	122	93	35	14	2	0	0	0	0	350
08:00	1	6	35	66	141	143	50	11	2	0	0	0	0	455
09:00	3	11	39	92	201	148	50	9	3	0	0	0	0	556
10:00	0	18	66	113	221	146	53	11	0	0	0	0	0	628
11:00	4	27	80	142	263	132	33	5	0	1	0	0	0	687
12:00 PM	3	20	72	155	336	163	44	6	0	0	0	0	0	799
13:00	2	38	95	161	263	163	52	8	0	0	0	0	0	782
14:00	3	37	82	155	272	152	47	6	2	1	0	0	0	757
15:00	0	27	91	139	284	188	41	5	0	0	0	0	0	775
16:00	1	12	77	150	258	183	43	15	2	0	0	0	0	741
17:00	0	21	59	107	232	222	30	6	1	0	0	0	0	678
18:00	0	17	65	124	253	165	55	12	1	0	0	0	0	692
19:00	0	11	58	109	197	149	35	5	0	0	0	0	0	564
20:00	0	4	41	85	174	130	36	11	0	0	0	0	0	481
21:00	0	12	36	83	172	111	34	4	0	0	0	0	0	452
22:00	0	4	26	58	149	118	47	5	2	1	0	0	0	410
23:00	0	5	27	46	114	111	25	8	2	0	0	0	0	338
Totals	18	298	1027	1935	3908	2796	847	181	25	5				11040
% of Totals	0%	3%	9%	18%	35%	25%	8%	2%	0%	0%				100%
% AM	0%	1%	3%	5%	11%	9%	3%	1%	0%	0%				32%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	09:00	10:00	07:00	05:00					11:00
Volume	4	27	80	142	263	148	53	14	3	1				687
% PM	0%	2%	7%	12%	24%	17%	4%	1%	0%	0%				68%
PM Peak Hour	12:00	13:00	13:00	13:00	12:00	17:00	18:00	16:00	14:00	14:00				12:00
Volume	3	38	95	161	336	222	55	15	2	1				799

Average Speed	50th Percentile	85th Percentile
32.6	33	39

Date: 5/14/11 SATURDAY Location: Virgil Ave btwn Willowbrook Ave & Lockwood Ave

South Bound														
	5	15	20	25	30	35	40	45	50	55	60	65	70	
Time	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total
00:00 AM	5	16	18	24	63	68	20	4	2	0	0	0	0	220
01:00	6	8	12	17	34	53	18	7	0	1	0	0	0	156
02:00	2	5	11	17	43	41	19	3	1	1	0	0	0	143
03:00	0	1	9	9	17	12	15	2	0	0	0	0	0	65
04:00	1	3	2	6	17	16	8	3	1	0	0	0	0	57
05:00	1	4	4	6	7	21	16	4	0	0	0	0	0	63
06:00	5	16	11	28	34	59	18	10	4	1	0	0	0	186
07:00	15	38	34	24	84	95	38	11	1	0	0	0	0	340
08:00	13	39	36	38	106	123	71	16	1	0	0	0	0	443
09:00	28	74	49	70	138	113	48	15	3	0	0	0	0	538
10:00	44	75	61	62	164	143	53	12	4	0	0	0	0	618
11:00	58	132	86	100	212	135	39	14	0	0	0	0	0	776
12:00 PM	50	92	101	97	226	171	42	12	0	0	0	0	0	791
13:00	66	141	101	120	205	156	60	11	1	0	0	0	0	861
14:00	53	92	100	110	203	174	53	11	3	0	0	0	0	799
15:00	59	130	70	93	186	153	40	15	3	0	0	0	0	749
16:00	53	83	71	115	211	139	53	11	4	0	0	0	0	740
17:00	69	94	69	118	206	138	44	10	0	1	0	0	0	749
18:00	60	81	80	85	184	151	46	5	0	0	0	0	0	692
19:00	43	55	60	116	176	129	34	6	0	0	0	0	0	619
20:00	21	60	38	79	189	109	23	3	0	0	0	0	0	522
21:00	16	55	41	85	156	105	34	6	1	0	0	0	0	499
22:00	24	51	50	65	133	128	30	4	0	0	0	0	0	485
23:00	14	38	45	41	88	93	33	5	1	0	0	0	0	358
Totals	706	1383	1159	1525	3082	2525	855	200	30	4				11469
% of Totals	6%	12%	10%	13%	27%	22%	7%	2%	0%	0%				100%
% AM	2%	4%	3%	3%	8%	8%	3%	1%	0%	0%				31%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	10:00	08:00	08:00	06:00	01:00				11:00
Volume	58	132	86	100	212	143	71	16	4	1				776
% PM	5%	8%	7%	10%	19%	14%	4%	1%	0%	0%				69%
PM Peak Hour	17:00	13:00	12:00	13:00	12:00	14:00	13:00	15:00	16:00	17:00				13:00
Volume	69	141	101	120	226	174	60	15	4	1				861

Average Speed	50th Percentile	85th Percentile
30.0	32	39

VEHICLE COUNT AND SPEED - THURSDAY

Date: 5/5/11 THURSDAY Location: Virgil Ave btwn Willowbrook Ave & Lockwood Ave

North Bound															
	5	15	20	25	30	35	40	45	50	55	60	65	70		
Time	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total	
00:00 AM	3	1	2	2	26	30	11	6	0	0	0	0	0	81	
01:00	0	3	0	5	17	26	13	1	0	0	0	0	0	65	
02:00	1	2	0	3	14	18	10	2	0	0	0	0	0	50	
03:00	0	0	0	1	8	9	8	4	0	0	1	0	0	31	
04:00	0	1	4	1	10	11	6	3	1	0	0	0	0	37	
05:00	0	0	4	9	40	49	32	7	4	0	0	0	0	145	
06:00	3	7	11	48	109	130	63	14	5	0	0	0	0	390	
07:00	7	18	42	149	267	164	49	19	1	0	0	0	0	716	
08:00	7	12	50	157	241	142	44	15	5	0	1	0	0	674	
09:00	10	16	27	108	212	145	58	10	0	0	0	0	0	586	
10:00	9	16	21	131	193	138	32	8	1	0	0	0	0	549	
11:00	6	10	25	113	224	127	39	11	0	0	0	0	0	555	
12:00 PM	15	16	31	138	228	136	33	4	2	1	0	0	0	604	
13:00	17	26	42	105	228	152	59	11	1	0	0	0	0	641	
14:00	15	10	34	166	285	182	63	9	1	0	0	0	0	765	
15:00	11	22	79	196	362	216	68	6	0	0	0	0	0	960	
16:00	18	22	32	178	370	291	72	20	2	0	0	0	0	1005	
17:00	20	41	74	281	467	246	52	17	1	0	0	0	0	1199	
18:00	25	33	87	281	383	169	44	2	0	0	0	0	0	1024	
19:00	17	20	83	242	267	117	23	2	0	0	0	0	0	771	
20:00	19	20	27	158	174	85	22	5	1	0	0	0	0	511	
21:00	12	18	24	118	186	123	19	1	0	0	0	0	0	501	
22:00	3	5	6	54	138	100	33	5	1	0	0	0	0	345	
23:00	8	3	5	29	87	79	35	4	2	1	0	0	0	253	
Totals	226	322	710	2673	4536	2885	888	186	28	2	2	2	2	12458	
% of Totals	2%	3%	6%	21%	36%	23%	7%	1%	0%	0%	0%	0%	0%	100%	
% AM	0%	1%	1%	6%	11%	8%	3%	1%	0%	0%	0%	0%	0%	31%	
AM Peak Hour	09:00	07:00	08:00	08:00	07:00	07:00	06:00	07:00	06:00	03:00	07:00	07:00	07:00	07:00	
Volume	10	18	50	157	267	164	63	19	5	1	0	0	0	716	
% PM	1%	2%	4%	16%	25%	15%	4%	1%	0%	0%	0%	0%	0%	69%	
PM Peak Hour	18:00	17:00	18:00	17:00	17:00	16:00	16:00	12:00	12:00	17:00	17:00	17:00	17:00	17:00	
Volume	25	41	87	281	467	291	72	20	2	1	0	0	0	1199	

Average Speed	50th Percentile	85th Percentile
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Date: 5/5/11 THURSDAY Location: Virgil Ave btwn Willowbrook Ave & Lockwood Ave

South Bound															
	5	15	20	25	30	35	40	45	50	55	60	65	70		
Time	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total	
00:00 AM	2	2	4	14	49	30	19	3	1	0	0	0	0	124	
01:00	0	2	2	12	19	32	14	3	1	0	0	0	0	85	
02:00	4	2	1	6	16	19	13	1	1	0	0	0	0	63	
03:00	2	0	0	7	12	10	7	2	1	1	1	0	0	43	
04:00	2	2	3	5	12	19	10	6	0	0	0	0	0	59	
05:00	6	0	1	10	25	41	37	17	7	1	0	0	0	145	
06:00	9	5	9	36	115	135	69	12	3	0	0	0	0	393	
07:00	27	9	29	170	362	259	76	10	3	0	0	0	0	945	
08:00	34	13	63	215	371	217	74	9	2	0	0	0	0	998	
09:00	31	6	17	145	282	198	85	9	3	0	0	0	0	776	
10:00	40	8	35	122	272	174	51	12	0	0	0	0	0	714	
11:00	29	6	26	130	260	148	42	5	1	0	0	0	0	647	
12:00 PM	42	10	23	130	262	173	54	7	1	0	0	0	0	702	
13:00	15	8	13	147	288	169	40	7	1	0	0	0	0	688	
14:00	24	16	41	172	302	218	50	8	5	1	0	0	0	837	
15:00	16	24	46	243	296	205	54	9	2	0	0	0	0	895	
16:00	13	37	36	216	392	189	38	3	3	0	0	0	0	927	
17:00	16	41	66	231	409	201	44	5	1	0	0	0	0	1014	
18:00	20	20	46	215	287	160	28	6	2	0	0	0	0	784	
19:00	23	18	53	166	254	123	31	4	1	0	0	0	0	673	
20:00	15	21	36	126	207	89	25	2	2	0	1	0	0	524	
21:00	24	26	21	110	183	95	19	9	0	0	0	0	0	487	
22:00	3	11	10	53	133	116	33	9	1	0	0	0	0	369	
23:00	8	6	3	23	108	112	41	17	1	0	0	0	0	319	
Totals	405	293	584	2704	4916	3132	954	175	43	3	2	2	2	13211	
% of Totals	3%	2%	4%	20%	37%	24%	7%	1%	0%	0%	0%	0%	0%	100%	
% AM	1%	0%	1%	7%	14%	10%	4%	1%	0%	0%	0%	0%	0%	38%	
AM Peak Hour	10:00	08:00	08:00	08:00	08:00	07:00	09:00	05:00	05:00	03:00	03:00	03:00	03:00	08:00	
Volume	40	13	63	215	371	259	85	17	7	1	1	0	0	998	
% PM	2%	2%	3%	14%	24%	14%	3%	1%	0%	0%	0%	0%	0%	62%	
PM Peak Hour	12:00	17:00	17:00	15:00	17:00	14:00	12:00	23:00	14:00	14:00	20:00	17:00	17:00	17:00	
Volume	42	41	66	243	409	218	54	17	5	1	1	0	0	1014	

Average Speed	50th Percentile	85th Percentile
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VEHICLE COUNT AND SPEED - SATURDAY

Date: 5/14/11 SATURDAY Location: Virgil Ave btwn Willowbrook Ave & Lockwood Ave

North Bound														
	5	15	20	25	30	35	40	45	50	55	60	65	70	
Time	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total
00:00 AM	0	4	4	25	51	71	29	9	1	0	0	0	0	194
01:00	0	1	5	13	38	35	25	4	0	0	0	0	0	121
02:00	0	1	3	9	30	42	24	7	1	1	0	0	0	118
03:00	1	3	0	6	11	19	9	6	2	0	0	0	0	57
04:00	0	0	1	4	19	13	9	1	0	0	0	0	0	47
05:00	0	1	1	5	24	38	21	10	2	1	0	0	0	103
06:00	0	3	4	30	52	70	32	18	3	1	0	0	0	213
07:00	3	4	15	47	84	112	55	8	4	0	0	0	0	332
08:00	2	2	16	77	160	117	52	13	0	0	0	0	0	439
09:00	4	6	31	104	228	136	42	9	1	0	0	0	0	561
10:00	11	11	45	126	243	117	37	10	1	1	0	0	0	602
11:00	9	14	52	166	256	124	32	6	2	0	0	0	0	661
12:00 PM	4	17	52	242	312	143	31	6	1	0	0	0	0	808
13:00	12	34	66	201	271	135	36	4	1	0	0	0	0	760
14:00	10	15	42	215	273	138	42	5	0	0	0	0	0	740
15:00	9	19	34	209	306	170	39	2	0	0	0	0	0	788
16:00	6	18	54	200	265	151	40	7	0	0	0	0	0	741
17:00	8	14	33	162	275	141	20	4	2	0	0	0	0	659
18:00	6	17	49	170	256	152	41	11	2	0	0	0	0	704
19:00	6	13	43	133	209	118	29	9	1	0	0	0	0	561
20:00	12	13	46	116	139	65	18	1	0	0	0	0	0	410
21:00	8	10	37	85	158	99	34	6	1	0	0	0	0	438
22:00	5	11	21	106	178	77	39	7	1	1	0	0	0	446
23:00	1	15	18	57	127	114	37	8	1	1	0	0	0	379
Totals	117	246	672	2508	3965	2397	773	171	27	6				10882
% of Totals	1%	2%	6%	23%	36%	22%	7%	2%	0%	0%				100%
% AM	0%	0%	2%	6%	11%	8%	3%	1%	0%	0%				32%
AM Peak Hour	10:00	11:00	11:00	11:00	11:00	09:00	07:00	06:00	07:00	02:00				11:00
Volume	11	14	52	166	256	136	55	18	4	1				661
% PM	1%	2%	5%	17%	25%	14%	4%	1%	0%	0%				68%
PM Peak Hour	13:00	13:00	13:00	12:00	12:00	15:00	14:00	18:00	17:00	22:00				12:00
Volume	12	34	66	242	312	170	42	11	2	1				808

Average Speed	50th Percentile	85th Percentile
32.3	32	39

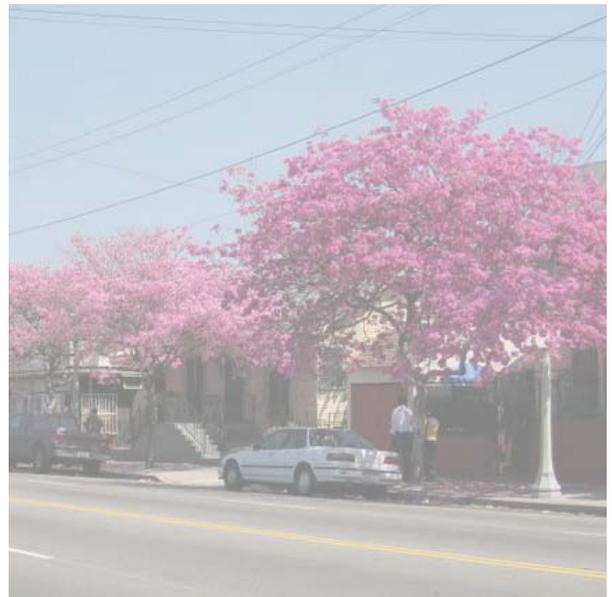
Date: 5/14/11 SATURDAY Location: Virgil Ave btwn Willowbrook Ave & Lockwood Ave

South Bound														
	5	15	20	25	30	35	40	45	50	55	60	65	70	
Time	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total
00:00 AM	0	3	20	47	87	43	8	0	0	0	0	0	0	208
01:00	3	4	15	46	68	33	8	1	1	0	0	0	0	179
02:00	1	3	11	32	50	30	11	2	0	0	0	0	0	140
03:00	1	1	7	14	22	17	2	0	1	0	0	0	0	65
04:00	0	2	6	18	20	9	4	0	0	0	0	0	0	59
05:00	0	4	9	26	25	17	6	0	0	0	0	0	0	87
06:00	2	4	18	42	60	43	19	4	0	0	0	0	0	192
07:00	4	9	37	80	100	72	20	3	0	0	0	0	0	325
08:00	4	10	35	121	162	85	29	5	0	0	0	0	0	451
09:00	10	19	68	155	191	98	24	6	1	0	0	0	0	572
10:00	4	22	70	204	197	96	26	3	0	0	0	0	0	622
11:00	5	24	82	262	237	104	32	5	1	0	0	0	0	752
12:00 PM	8	30	108	287	250	104	28	9	0	0	0	0	0	824
13:00	6	31	136	299	272	116	26	2	0	0	0	0	0	888
14:00	7	23	95	266	238	114	25	2	0	0	0	0	0	770
15:00	5	19	107	271	249	127	25	3	0	0	0	0	0	806
16:00	5	23	105	258	252	100	18	4	0	0	0	0	0	765
17:00	4	19	75	259	243	119	22	4	0	0	0	0	0	745
18:00	6	21	94	234	223	106	21	2	0	0	0	0	0	707
19:00	10	24	92	214	192	86	25	3	0	0	0	0	0	646
20:00	4	14	57	165	170	73	15	1	0	0	0	0	0	499
21:00	5	14	49	160	139	68	14	1	0	0	0	0	0	450
22:00	7	13	40	129	165	71	12	1	0	0	0	0	0	438
23:00	2	6	28	85	108	59	16	0	0	0	0	0	0	304
Totals	103	342	1364	3674	3720	1790	436	61	4					11494
% of Totals	1%	3%	12%	32%	32%	16%	4%	1%	0%					100%
% AM	0%	1%	3%	9%	11%	6%	2%	0%	0%					32%
AM Peak Hour	09:00	11:00	11:00	11:00	11:00	11:00	11:00	09:00	01:00					11:00
Volume	10	24	82	262	237	104	32	6	1					752
% PM	1%	2%	9%	23%	22%	10%	2%	0%						68%
PM Peak Hour	19:00	13:00	13:00	13:00	13:00	15:00	12:00	12:00						13:00
Volume	10	31	136	299	272	127	28	9						888

Average Speed	50th Percentile	85th Percentile
30.3	30	37

C. PRECEDENTS

- Corner Plazas
- Enhanced Crosswalks
- Curb Extensions
- Road Diet/Lane Restriping
- Landscaped Medians
- Stormwater Filtration Parkways
- Traffic Calming for Secondary Streets



CORNER PLAZAS

Eliminating the “slip lanes” (right turn lanes separated from traffic lanes by a median island) to create larger, usable pedestrian places at the southwest and northeast corners of Virgil Avenue and Santa Monica Boulevard is a relatively simple improvement that will provide a significant change to the character of Virgil Avenue. The resulting pedestrian spaces will provide a clear gateway from the north, signal a change to a more pedestrian-oriented neighborhood and will provide a large amount of usable open space.

Including the adjacent sidewalk and the corner of the adjacent City Street Lighting yard, the southwest corner park/plaza area would yield approximately 7,000 square feet. The northeast corner area, including sidewalks, would yield approximately 4,500 square feet. The space that would be created on the southwest corner is relatively large and deep, creating opportunities for a variety of uses and treatments ranging from hardscaped plaza with seating to pocket park with landscaping and play equipment.

Examples

- **Byzantine Latino Quarter Plaza**, southwest corner of Pico Boulevard and Normandie Avenue, Los Angeles, CA. This LANI project converted a similar slip lane island into a primarily paved corner plaza with seating and a clock tower by closing the slip lane. The plaza, including sidewalk is approximately the same size as the proposed southwest corner park/plaza on Virgil Avenue.
- **Ross Valencia Park**, 1st Street and Chicago Avenue, Boyle Heights, Los Angeles, CA. This is another LANI project that closed a lane to create a park with a combination of landscaping (lawn) and hardscape with seating, shaded by a grove of Sycamore trees. Ross Valencia Park is approximately 3 times the size of the southwest corner plaza area. It is maintained by City of Los Angeles Recreation and Parks, with help from the adjacent non-profit housing project.
- **Veterans’ Memorial**, Santa Monica Boulevard and Holloway Drive, West Hollywood, CA. This boulevard garden was created from a small median island and wide slip lane when Santa Monica Boulevard was reconstructed in 2001. Including adjacent sidewalks, it is approximately 1.5 times the size of the southwest corner. It is maintained by the City of West Hollywood.
- **Barnsdall Triangle**, East Hollywood/Los Feliz, Los Angeles, CA. This is an island with traffic lanes on all three sides, rather than a corner plaza, and, therefore, has less opportunity for active uses, such as play areas. It is primarily a space to walk through en route between the adjacent Rapid Bus stop and the Sunset Vermont and medical centers one block south and for seating. The paving is permeable with stormwater infiltration and the capacity for collection, storage and infiltration of stormwater from the roadway. Walls are constructed of recycled sidewalk paving and plants are all drought-tolerant California natives. This plaza is approximately the same size as the proposed southwest corner park/plaza. It is maintained by the City of Los Angeles Bureau of Street Services (irrigation only) and by the Los Feliz Village Business Improvement District.
- **Wilton Place Park**, SW corner of Olympic Boulevard and Wilton Place, Los Angeles, CA. This shallow parcel (only 40 feet from the face of curb on Olympic Boulevard to the rear property line) was recently transformed into a neighborhood park with a small children’s play area, raised lawn, and seating areas. It is less than half the size of the plaza that will be created on the southwest corner of Virgil Avenue and Santa Monica Boulevard. It will be maintained by the adjacent Homeowners’ Association.

CORNER PLAZAS

VIRGIL AND SANTA MONICA: northeast + southwest

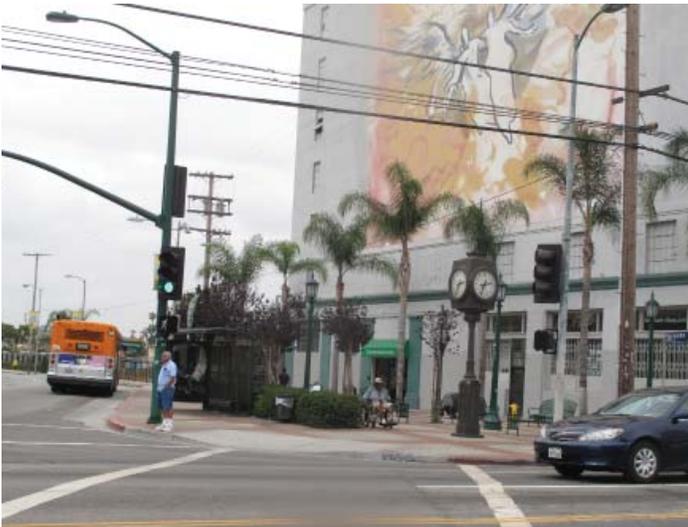


ROSS VALENCIA PARK: bus stop and seating



CORNER PLAZAS

BYZANTINE LATINO QUARTER PLAZA: bus stop and seating



VETERAN'S MEMORIAL: seating and fountain/memorial



CORNER PLAZAS

BARNSDALL TRIANGLE: seating and stormwater infiltration



WILTON PLACE PARK: play area and seating



ENHANCED CROSSWALKS AT UNSIGNALIZED INTERSECTIONS

Ladder striping can increase motorists' awareness of legal crosswalks and of pedestrians in those crosswalks. Unsignalized crosswalks are much more effective when flashing lights (beacons) or pedestrian-activated signals are added. These improvements also signal motorists that they are driving through a pedestrian-oriented district.

There are many examples of improvements at unsignalized intersections throughout Los Angeles and neighboring communities.

ENHANCED CROSSWALKS

UNSIGNALIZED CROSSWALK



"ACTIVATED PEDESTRIAN WARNING DEVICE" FLASHING YELLOW LIGHTS



ENHANCED CROSSWALKS AT SIGNALIZED INTERSECTIONS

The most common material used in the City of Los Angeles for enhanced crosswalks at signalized intersections is Duratherm™. A similar process/material by the same manufacturer is StreetPrint™ with StreetBond™ color. Both of these materials wear off over time as can be seen in the adjacent images: those in the left column are newly installed, those in the right column are several years old.

Other materials, which are more expensive and require more maintenance include: colored, stamped concrete; Lithocrete (concrete with embedded materials such as stone or crushed glass); and interlocking pavers.

Examples

- **Santa Monica Boulevard and Western Avenue**, Los Angeles, CA
- **Alvarado Street, Pico Union**, Los Angeles, CA
- **Little Tokyo**, Downtown Los Angeles, CA

ENHANCED CROSSWALKS



CURB EXTENSIONS

Curb extensions (aka “bulb-outs”) that extend 4 to 5 feet from the existing curb increase the width of the sidewalk and, when used at crosswalks, reduce the crossing distance and increase the visibility of pedestrians crossing the street by motorists. They also signal motorists that they are entering a pedestrian-oriented environment.

Curb extensions can be installed only where there is a curbside parking lane that is not used as a traffic lane during the peak period. On Virgil Avenue, they cannot be used at intersections where curbside parking has been eliminated to accommodate left-turn lanes (as is the case at signalized intersections on Virgil Avenue) or where right-turn movements are high. In addition, at the present time, the City of Los Angeles does not recommend them at bus stops, although other cities, like West Hollywood and Long Beach, have used them successfully at bus stops.

It is anticipated that, with current lane striping, curb extensions could be install at non-signalized intersections that do not have left-turn lanes, that is, Willow Brook, Burns, Monroe and Marathon.

If Virgil Avenue were restriped as described in 5. below, curb extensions could be added on corners of the signalized intersections that do not have high right-turn volumes, as well as non-signalized intersections, except at bus stops. For example, right-turn volumes at Santa Monica Boulevard and Melrose Avenue may preclude curb extensions at some corners of those intersections.

The construction of curb extensions may require the reconstruction of the entire intersection.

Examples

1. **Santa Monica Boulevard**, West Hollywood. Curb extensions were added at almost every corner crosswalk from La Brea Avenue to Doheny Avenue (2.75 miles) 10 years ago.
2. **Melrose Avenue and Norwich Street**, West Hollywood. These curb extensions provide a traffic-calming gateway to the adjacent residential street. They are landscaped where there is no crosswalk to discourage crossing.
3. **Mission Street**, South Pasadena. Curb extensions were added at all crosswalks between Meridian and Mound Avenue including adjacent driveway since no parking was affected. (just west of Fair Oaks Avenue) (0.33 mile).
4. **First Street and Linden Avenue**, Long Beach. Two large curb extensions created adjacent to diagonal parking
5. **Glendale Boulevard**, Atwater Village. There is one curb extension on each side of the street.
6. **Fountain Avenue and Myra Avenue**, Los Angeles. A curb extension was added on the southwest corner to facilitate crossing at Thomas Starr King Middle School.
7. **Colorado Avenue**, Glendale. 2 Freeway to Glendale Avenue (1.2 miles)
8. **Brand Boulevard**, Glendale. Colorado Avenue to Milford Street (0.7 mile)
9. **Honolulu Avenue**, Montrose, Glendale. Verdugo Road/Montrose Avenue to Las Palmas Avenue (0.4 mile)
10. **Myrtle Street**, Monrovia. Walnut Avenue to Foothill Boulevard (0.5 mile).
11. **Huntington Drive**, Arcadia. Santa Anita Avenue to the 210 Freeway (0.75 mile).
12. **Sepulveda Boulevard**, Westchester. At Westchester Parkway and 89th Street.
13. **Pier Avenue**, Hermosa Beach. Ardmore Avenue to the pier (0.33 mile).
14. **Manhattan Beach Boulevard**, Manhattan Beach. Valley Drive to the pier (0.25 mile).

CURB EXTENSIONS

FIRST STREET AND LINDEN AVENUE, Long Beach



SANTA MONICA BOULEVARD, West Hollywood.



GLENDALE BOULEVARD, Atwater Village



FOUNTAIN AVENUE AND MYRA AVENUE, Los Angeles



MELROSE AVENUE AND NORWICH STREET, Los Angeles



MISSION STREET, South Pasadena



ROAD DIET - LANE RESTRIPING

Restriping the roadway from the current curbside parking+2 lane each way to curbside parking+bicycle lanes +1 lane each+ center turn lane (aka “road diet”) has been shown to reduce crashes, slow traffic to a safe speed of 30-35 mph (the posted speed on Virgil Avenue), and accommodate bicycles. It also improves visibility for motorists existing driveways. It is typically applied to streets that have average daily traffic (ADT) volumes of not more than 20,000 and, more importantly, a peak hour one-way volume of not more than 1,200 vehicles. The vehicle volume threshold for a secondary street similar to Virgil is 700 vehicles per hour per lane (vphpl). Because there is a center turn lane after restriping, the through traffic lanes are not blocked by vehicles making left turns, so traffic can flow more smoothly.

Virgil Avenue carries 26,000 ADT and 1,200 vehicles in one direction during the peak hour. This is at the upper end of the conventional road diet range. Restriping may result in a shift of some traffic to parallel arterial streets, most likely Vermont Avenue, which, with 3 lanes each way, may have additional capacity. Extending the restriping north to Los Feliz Boulevard and south to the 101 Freeway (north of Beverly Boulevard), except at intersections with arterials could also be considered.

Examples of Restriping from 2 to 1 Lane Each Way with bicycle Lanes on Streets With Similar Traffic Volumes

- **York Boulevard**, Highland Park. Eagle Rock Boulevard to Avenue 56. Before 23,000 ADT; after <20,000 ADT.
- **Main Street**, Santa Monica. Before 20,000 ADT; after 18,000 ADT.
- **Ocean Avenue**, Santa Monica. Before and after 18,000 ADT.
- **1st Street**, Boyle Heights. Before >20,000 ADT; after<20,000 ADT.
- **Riverside Drive**, Burbank.
- **Valencia Street**, San Francisco. Before 23,000 ADT; after 20,000 ADT
- **Washington Boulevard**, Kirkland, WA. Before 23,000 ADT; after 26,000 ADT (sometimes 30,000 ADT)
- **Grand River Boulevard**, East Lansing, MI. Before 23,000 ADT; after 23,000 ADT

Other Nearby Examples of Restriping from 2 to 1 Lane Each Way with Bicycle Lanes

- **Myra Avenue** from Santa Monica Boulevard to Fountain Avenue, Los Angeles

Examples 1-Lane Each Way Streets that Carry as Much Traffic as Virgil in the Peak Hour

The following Los Angeles streets have traffic volumes in the low to mid 20,000 ADT. All are have one lane each way. Some have a center turn lane. Others do not.

- **Silver Lake Boulevard**, Silver Lake, 101 Freeway to Glendale Boulevard
- **Franklin Avenue**, Los Feliz and Hollywood
- **Fountain Avenue**, Hollywood
- **El Paso Drive**, Highland Park
- **Rossmore Avenue**, Hollywood, south of Beverly Boulevard.

ROAD DIET - LANE RESTRIPING



LANDSCAPED MEDIANS

Long or short landscaped medians can be added in segments of a continuous turn lane, provided there is a 20-foot clear lane on either side. On Virgil Avenue this type of median could only work if the street was restriped and curbside parking was eliminated adjacent to the median.

Short landscaped medians on either side of a midblock crosswalk have limited application on Virgil Avenue since there is little opportunity for midblock crosswalks.

Short landscaped medians can be added where there is a transition from 2 lanes each way with curbside parking to no curbside parking with a left-turn lane. However, this transition would require the elimination of curbside parking in the transition zone prior to the left-turn lane.

If the street remains striped as it is today, “transitional medians” could be considered at Melrose Avenue, Normal Avenue, Lockwood Avenue, and Santa Monica Boulevard. In each case, curbside parking would have to be eliminated.

Examples of Transitional Landscaped Medians

- **Santa Monica Boulevard**, West Hollywood. Between La Brea Avenue and Crescent Heights Boulevard.

LANDSCAPED MEDIANS

CONTINUOUS MEDIANS



TRANSITIONAL MEDIANS



STORMWATER INFILTRATION PARKWAYS

Stormwater infiltration parkways or “green streets” are primarily about reducing stormwater runoff, treating it, and returning it to the groundwater table. A secondary benefit is that parkways, like trees, are visual elements that reduce the perceived width of the street and, as a result, may contribute to reduced traffic speeds.

Most parkways will, at a minimum, collect and infiltrate stormwater from the parkway itself and the adjacent sidewalk, which slopes toward it. In addition, by replacing native soil in the parkway with a more permeable medium that can store water, stormwater from the street can be directed into the parkway, either at or below surface level, and stored and infiltrated. Examples of permeable media include “gap graded soil”, which is a mix large angular rocks and a small amount of soil, and “egg crate” cell structures. If the stormwater is directed into the parkway at street level, the elevation of the parkway must be lower with either a curb around it or a grate over it. If the stormwater is directed into the parkway below the surface, for example, at the level of the bottom of the storm drain structure, the surface of the parkway can be level with the rest of the sidewalk. Often, 1 to 2 foot diameter pits must be drilled at intervals along the parkway to ensure that the stormwater drains. Stormwater cannot typically be infiltrated if the groundwater table is within 10 feet of the infiltration medium. So, groundwater depth and soil permeability must be tested in order to determine whether infiltration of stormwater from the street is feasible.

Once stormwater infiltration parkways have been installed, the next challenge is their maintenance, including irrigation during summer months.

The adjacent images show a range of parkways from basic parkways that collect stormwater from the sidewalk (top), parkways with curbs that infiltrate stormwater from the street (middle), and a wide curb extension that slopes to its center to collect and treat stormwater from the street and infiltrate some of it before releasing it back into the street.

STORMWATER INFILTRATION PARKWAYS



TRAFFIC CALMING FOR SECONDARY STREETS AND BICYCLE-FRIENDLY STREETS

Typical traffic calming measures on residential streets include:

- Sharrow Marking and Signage on Designated Bicycle Routes
- Zebra Crosswalks
- Neighborhood Traffic Circles
- Curb Extensions - Corner and Mid-Block
- Neighborhood Medians

Examples

The most complete local examples of Bicycle and Pedestrian-Friendly Streets are the Riverdale - Maple Greenway, which is currently under construction in Glendale and the recently constructed Bicycle Boulevard on Vista Street in Long Beach, both of which include traffic circles, curb extensions, and sharrow markings. Some intersections have both traffic circles and curb extensions and other have only traffic circles.

Other local examples include:

- Traffic circle and curb extensions on a 4th Street (designated bicycle route) in Santa Monica;
- Traffic circle with approach medians on 26th Street (designated bicycle route) in Santa Monica;
- Traffic circles in West Los Angeles, Culver City and West Hollywood.

TRAFFIC CALMING FOR SECONDARY STREETS AND BICYCLE-FRIENDLY STREETS

4TH STREET AND STRAND, Santa Monica



LOCAL STREETS, Curb Extensions and Landscape Median



TRAFFIC CALMING FOR SECONDARY STREETS AND BICYCLE-FRIENDLY STREETS

MAPLE GREENWAY, RIVERDALE

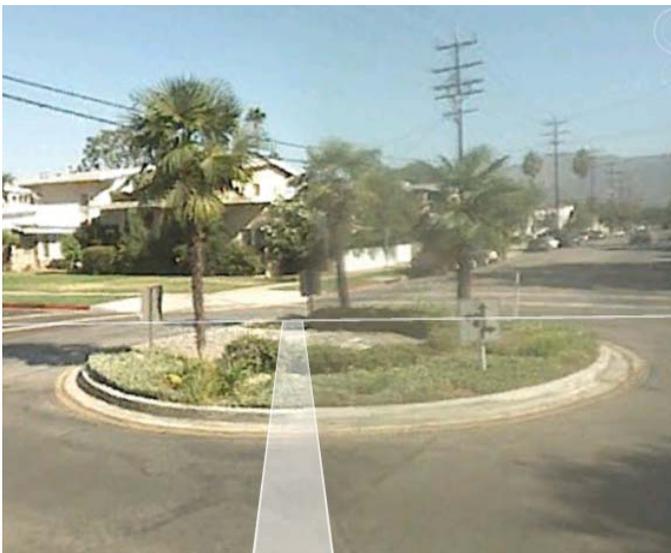
The Riverdale - Maple Greenway in Glendale is a complete example of a bicycle and pedestrian friendly street with a variety of traffic calming measures. It includes sharrow markings and signage, neighborhood traffic circles at some local collector to local/collector intersections and curb extensions at local/collector to arterial intersections and some local/collector to local/collector intersections. It extends along through the City from the western to the eastern City limits (San Fernando Road to east of Verdugo Road).

Construction is underway and is scheduled for completion in August 2011. The project is a joint effort of the City of Glendale and the Los Angeles County Bicycle Coalition.



TRAFFIC CALMING FOR SECONDARY STREETS AND BICYCLE-FRIENDLY STREETS

MAPLE GREENWAY, RIVERDALE



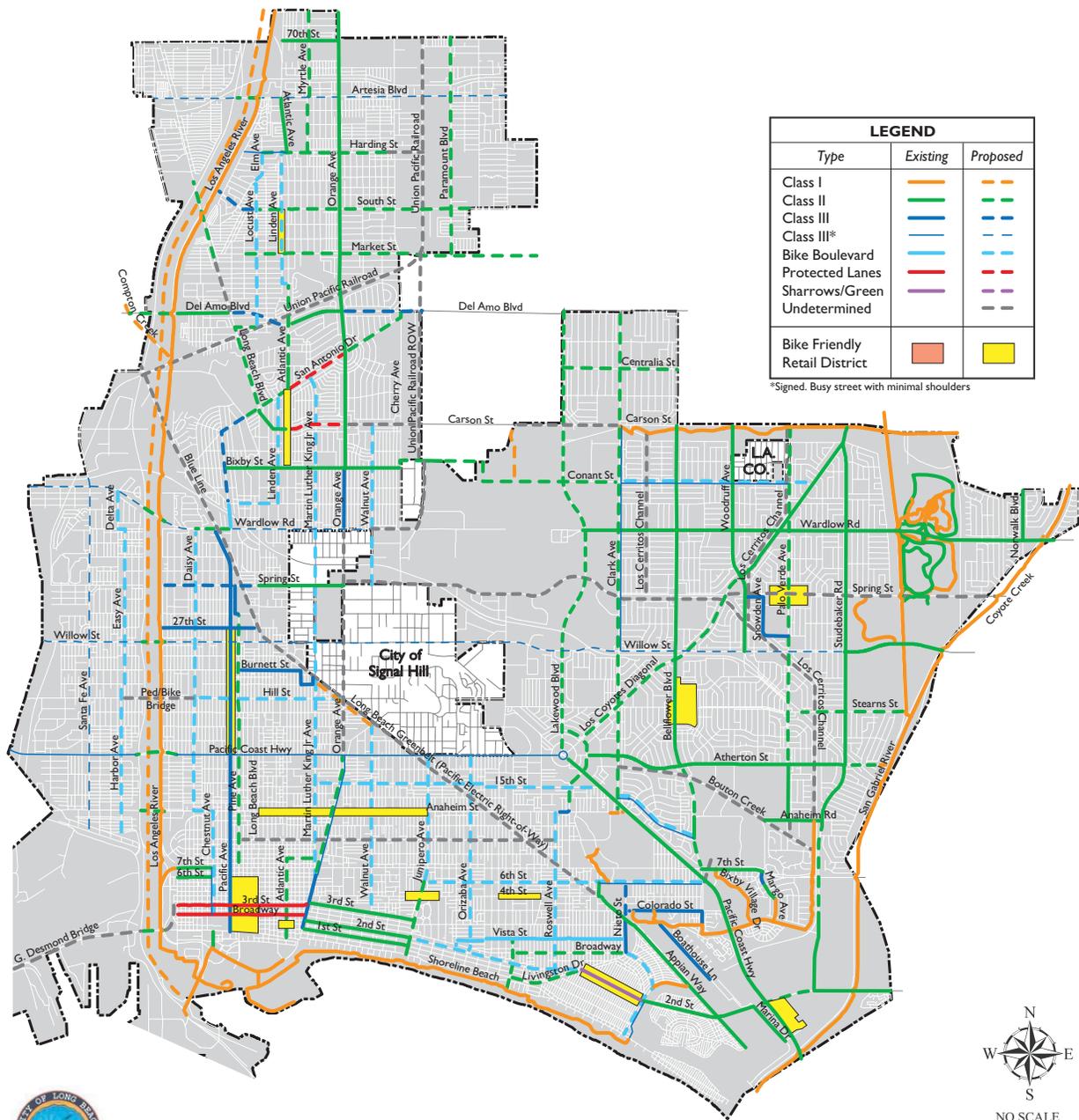
TRAFFIC CALMING FOR SECONDARY STREETS AND BICYCLE-FRIENDLY STREETS

VISTA STREET BIKE BOULEVARD, LONG BEACH

Vista Street in Long Beach is a 1.5 mile Bike Boulevard, which includes traffic circles, curb extensions, and sharrow markings. Some intersections have both traffic circles and curb extensions and other have only traffic circles.

The City has plans for many more Bike Boulevards.

City of Long Beach Long Beach Bikeway Vision Plan



TRAFFIC CALMING FOR SECONDARY STREETS AND BICYCLE-FRIENDLY STREETS

ROUNDBABOUT WITH CURB EXTENSIONS

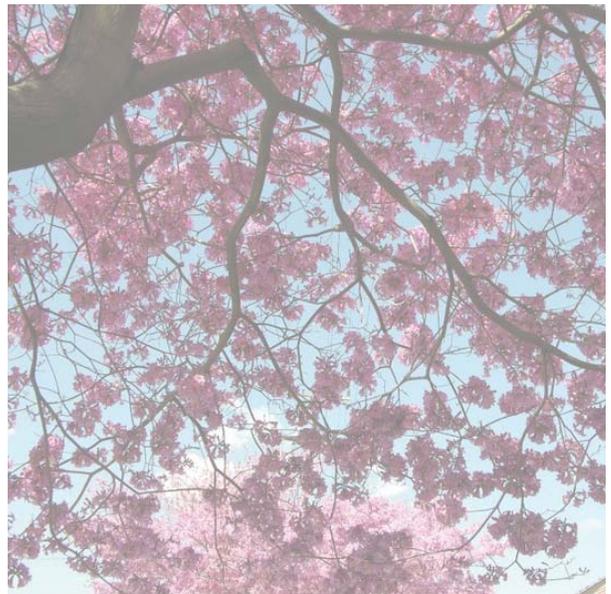


MINI-TRAFFIC CIRCLE



D. OUTREACH

- Outreach and Design Process
- Social Network
- Fliers
- Public Workshops



OUTREACH AND DESIGN PROCESS

The goal of the community outreach and design process for Virgil Village Traffic Calming Plan was expanded past gaining stakeholder input to having a lasting effect on the local constituency. The intention was to leave participants with a lasting impression of how the physical environment influences behavior, whether that behavior be the speed a driver chooses or the willingness of a pedestrian to cross a street. By making this connection, the results of the process are not only a community-driven plan for the future of Virgil Avenue but a better educated public that can advocate for other improvements in their community after this effort is completed.

Accomplishing this additional goal necessitated innovative outreach techniques that engaged stakeholders in new ways and on their terms. LANI and the consultant team held all steering committee meetings on or near the project area while facilitating mobile public workshops on Virgil Avenue. By employing online social networking and multi-lingual infographic event cards the public was kept informed of the various workshops and the feedback that was received at each event.

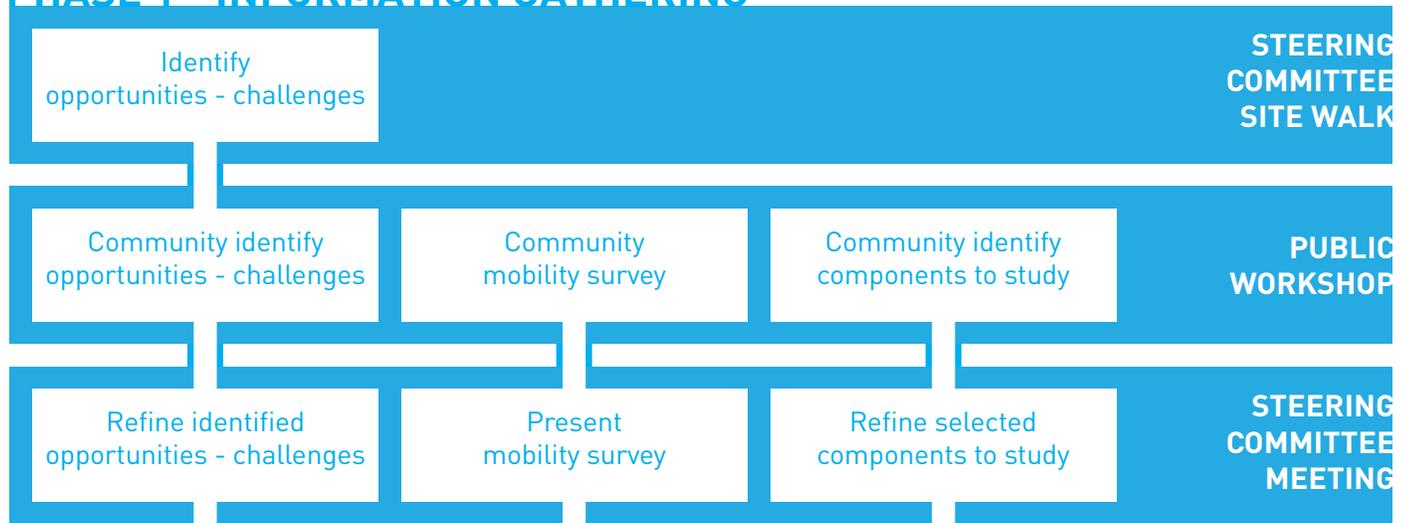
Beyond presenting the project and potential solutions, the consultant team shared the context for the information that was being presenting. Every effort was made to illustrate the potential solutions whether using precedent imagery or physically manifesting them for participants to experience in person. The advantages and disadvantage of design components were described so that the feedback participants shared was informed. Opinion from the previous workshop was presented to new participants to show the thought process behind the decisions that they were being asked to make.

News of the events spread quickly from online blogs about the initial site walks with the local steering committee to articles in Curbed LA and other local news websites about the Do-It-Yourself temporary plazas that were dropped at the corners of Santa Monica Boulevard and Virgil Avenue. The effort to reach new audiences and have a conversation about the future of Virgil Village was appreciated by all participants, who in turn drafted more participants to share in the visioning process.

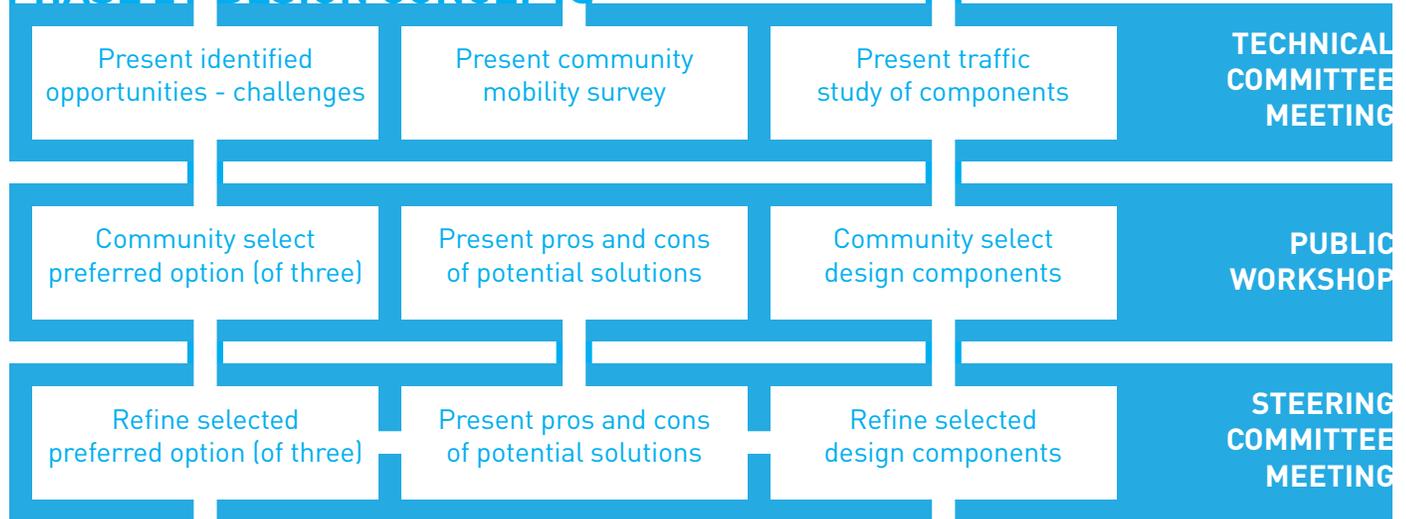


OUTREACH AND DESIGN PROCESS

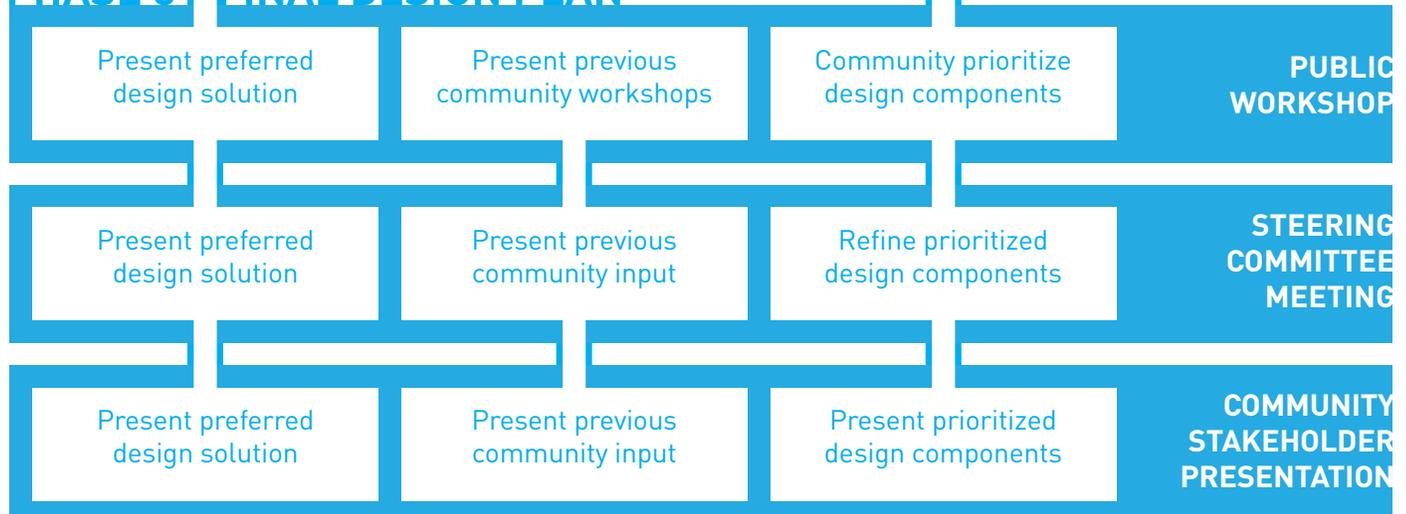
PHASE 1 - INFORMATION GATHERING



PHASE 2 - DESIGN CONCEPTS



PHASE 3 - FINAL DESIGN PLAN



SOCIAL NETWORKING THE MESSAGE

Online social networks are more often being used as a tool to inform and organize stakeholders whether by political campaigns, neighborhood associations or government agencies. Using Facebook or Twitter can amplify outreach at a low cost while providing an opportunity for a feedback loop. Time and location of community input becomes less important allowing stakeholder engagement on a schedule of their choosing.

A Facebook page was developed for the Virgil Village Traffic Calming Plan as one tool to share information about the project, identify relevant articles and precedents and invite stakeholders to public workshops. Nearly fifty people “like” the Facebook page and follow regular postings (over 4,000 views in six months) from the design team. Samples of participant comments and posts are below.

“Can you let me know when your next charrette is? We are working on a similar plan/experience/project in Eagle Rock, would love to attend one of your events and meet you.”

“I’m thrilled this is happening in my new neighborhood. Super!”

“I have a great idea. At the corner of Virgil and Santa Monica Boulevard, it would be great to have a “Welcome to East Hollywood” arch above the billboard on the northwest corner. Then, the entire billboard could be a “Route 66” sign since I am on the committee to bring historic route 66 back to East Hollywood. I will try and do a mock-up of this!”

“Thank you Los Angeles Neighborhood Initiative and Studio One Eleven for Saturday’s workshop/outreach event! Wonderfully interactive and engaging! Look forward to the next one!”



Virgil Village Traffic Calming Plan

Community · Edit Info

Edit Page

- Wall
- Hidden Posts
- Info
- Friend Activity
- Photos
- EDIT

About Public Outreach for Virgil Avenue Traffic Calming Plan

48 like this

- Add to My Page's Favorites
- Get Updates via SMS
- Get Updates via RSS
- Unlike
- Share



Wall Virgil Village Traffic Ca... · Everyone (Most Recent)

Share: Status Photo Link Video Question

Write something...

Virgil Village Traffic Calming Plan
Looks like Curbed LA picked up news of our last workshop.

Virgil Village Set to Get a Little Friendlier Toward Non-Drivers
la.curbed.com

The Los Angeles Neighborhood Initiative is hoping to chill out Virgil Village's main drag--they've hired on a consultant team to come up with a traffic calming plan for Virgil...

57 Impressions · 0% Feedback
Like · Comment · Share · October 14 at 11:43am

Virgil Village Traffic Calming Plan
We have a short video from this past Saturday's public workshop.

S111 Hosts Virgil Village Public Workshop No. 3 10.08.11
www.youtube.com

Hosted by Studio One Eleven and Los Angeles Neighborhood Initiative, this was the third community outreach workshop regarding our Virgil Village Traffic Calm...

148 Impressions · 0% Feedback
Like · Comment · Share · October 12 at 10:07am

Virgil Village Traffic Calming Plan
Great event with over 70 participants. Lots of good feedback.

153 Impressions · 0.65% Feedback
Like · Comment · Share · October 8 at 2:24pm via mobile

Paolucci Communication Arts likes this.

Write a comment...

Virgil Village Traffic Calming Plan
Plaza is in place. We're here until 2p



Wall Photos

148 Impressions · 0% Feedback
Like · Comment · Share · October 8 at 12:40pm via mobile

Virgil Village Traffic Calming Plan
Just a reminder that the third public workshop is tomorrow (Saturday) 11-2 at the northeast corner of Virgil and Santa Monica. A little urban intervention, temporary plaza with free food from Clantro for the first fifty participants. See you there!

152 Impressions · 0% Feedback
Like · Comment · Share · October 7 at 9:09pm via mobile

Virgil Village Traffic Calming Plan added 2 new photos to the album October 8 Workshop Flier.



October 8 Workshop Flier

Admins (2) See All



- Use Facebook as Virgil Village Traffic Calming Plan
- Notifications
- Promote with an Ad
- View Insights
- Invite Friends

You and Virgil Village Traffic Calming Plan



9 friends like this.

Sponsored Create an Ad

Aedas
Love architecture? Like us.



Like · Marc Posch likes this.

The Portal
She will rock your world.



Like · Anastasia Kramer likes this.

LiteSteel beam
Structural beams & headers just got easier with LSB. 40% lighter, same load-bearing capacity and more. Maximize your efficiency today.



Like · 2,965 people like this.

Rain Harvesting
Water Conservation and Rain Harvesting Specialists. Connect with us and help create a sustainable future.



Like · Anastasia Kramer likes this.

NOT THE TYPICAL FLIER

Neighborhood associations use them to reach out to fellow residents about meetings and events. Government agencies use them to inform citizens of important happenings in their community. Politicians use them to reach out to voters for upcoming elections. Fliers are a necessary tool for connecting with constituents that lack internet access or permanent mailing addresses.

Instead of the 8.5x11 color sheet of paper, 4x6 double-sided graphic postcards were employed like those used by club promoters. The compact, rigid card stock served the dual purpose of easy leave-behind for residents and local businesses and could be direct-mailed without the need for folding, stapling or envelopes.

A rich color palette and fun graphics were used to entice the audience to pick up the flier. For the first public workshop, the flier included a simple depiction of the scene of people enjoying an outdoor space next to a food truck, the basis for the first workshop. The back described the traffic calming project and the community's role in determining the future of Virgil Avenue. The text was translated in Spanish for non-English readers.

The flier for the second public workshop included a graphic depiction of community input from the first workshop. The intent was to show that the community was being heard so that they would remain engaged throughout the process. Employing an infographic technique, the front of the card shared what participants wanted to see explored for improving Virgil Avenue.

The goal of the third flier was to allude to the components of the preferred design solution being presented at the final workshop. Thus even without attending, the public becomes informed at a conceptual level of the potential future for Virgil Avenue. The silhouette of the traffic calming components are transposed over a plan view to more clearly demonstrate what the changes might mean to users.

PUBLIC WORKSHOP 1

PUBLIC WORKSHOP
VIRGIL VILLAGE TRAFFIC CALMING PLAN
 LOS ANGELES NEIGHBORHOOD INITIATIVE

JUNE 11, 2011 11AM-2PM SOUTHWEST CORNER OF SANTA MONICA AND VIRGIL

PUBLIC WORKSHOP
VIRGIL VILLAGE TRAFFIC CALMING PLAN

Los Angeles Neighborhood Initiative is working with a consultant team to develop a traffic calming plan for Virgil Village. Please come to our outdoor workshop to share your ideas for how Virgil Avenue can be a better street. There will be refreshments for everyone and free food for the first fifty participants at this event.

La Iniciativa del Vecindario de Los Angeles está trabajando con un equipo de expertos para elaborar un plan que ayude a disipar el tráfico en Virgil Village. Por favor venga a nuestro taller al aire libre para compartir sus ideas sobre cómo la avenida Virgilio puede ser una vía mejor. Habrá refrescos para los presentes y comida gratis para los primeros cincuenta participantes en este evento.

join us on Facebook

SHARE YOUR THOUGHTS EAT SOME FOOD MEET YOUR NEIGHBORS HAVE SOME FUN

PUBLIC WORKSHOP 2

#1 IMPROVED CROSSWALKS

#2 BIKE LANES

What do I want to see studied for Virgil Village?

#3 BIKE BOXES

#4 CURB EXTENSIONS

#5 LANDSCAPED MEDIANS

PUBLIC WORKSHOP
VIRGIL VILLAGE TRAFFIC CALMING PLAN

when? August 6, 11-2 where? 751 N. Virgil

Los Angeles Neighborhood Initiative is working with a consultant team to develop a traffic calming plan for Virgil Village. At the first workshop, the community shared their concerns about the existing conditions. Please come to the next outdoor workshop to help define how Virgil Avenue can be a better street. We will be showing the community what sort of options are available to make these streets safer and more attractive. There will be refreshments for everyone and free food for the first fifty participants at this event.

Los Angeles Neighborhood Initiative y un equipo de consultores están desarrollando un plan para mejorar el tráfico a lo largo del Virgil Avenue. En el primer foro/taller público, la comunidad compartió su preocupación por las condiciones existentes. Le invitamos a la próxima reunión para ayudarnos a definir cómo podemos mejorar la Virgil Avenue. El equipo de consultores mostrará qué tipo de opciones están disponibles para que estas calles sean más seguras y más atractivas. Habrá refrescos para todos y comida gratis para los primeros 50 participantes en este evento.

PUBLIC WORKSHOP
VIRGIL VILLAGE TRAFFIC CALMING PLAN

PUBLIC WORKSHOP 3

PUBLIC WORKSHOP
VIRGIL VILLAGE TRAFFIC CALMING PLAN

when? October 8, 11-2
 where? 1400 N Virgil Ave

Los Angeles Neighborhood Initiative is working with a consultant team to develop a traffic calming plan for Virgil Avenue. At the previous workshops, the community expressed their concerns for the state of the street and shared their vision for its future. Please come to the next outdoor workshop to see how Virgil Avenue can be a better street. We will be showing to the community the plan to make Virgil Avenue safer and more attractive. There will be refreshments for everyone and free food for the first fifty participants at this event.

Los Angeles Neighborhood Initiative y un equipo de consultores están desarrollando un plan para mejorar el tráfico a lo largo del Virgil Avenue. En talleres anteriores, la comunidad expresó su preocupación por el estado actual de la calle y compartió su visión para el futuro. Ven a nuestro próximo taller sobre Virgil Avenue e infórmate cómo podremos mejorar esta calle. Habrá exhibiciones de Virgil Avenue, una avenida más segura y atractiva. Habrá refrescos para todos y comida gratis para los primeros 50 participantes en este evento.

PUBLIC WORKSHOP
VIRGIL VILLAGE TRAFFIC CALMING PLAN

join us on Facebook



PUBLIC WORKSHOP 1 - CLOSING LANES TO OPEN MINDS

Over the past weekend, Studio One Eleven and Los Angeles Neighborhood Initiative (LANI) hosted a public workshop for a traffic calming plan in the Virgil Village area of LA. To illustrate our point, we created a temporary plaza by shutting down a turn pocket at the southwest corner of Virgil Avenue and Santa Monica Boulevard. The event drew nearly a hundred participants and provided the design team with a wealth of valuable information from community members who navigate Virgil Avenue on a daily basis.

The idea to convene our workshop in this temporary plaza was developed to break away from the usual format of most community outreach forums; instead of holding an evening meeting in a community center removed from the subject at hand, we chose to engage the public where the relevant issues could be discussed more tangibly. Essentially, we wanted an event that reached more constituents – specifically the ones who are directly affected by the current conditions.

We closed the turn lane using the power of cones and barricades provided by the city. Tables, chairs, and trees (provided by the Los Angeles Conservation Corps) created a much more inviting atmosphere, while the fence of the LA Bureau of Street Lighting made a great backdrop for our presentation boards. The final touch was trading the typical sandwich and pastry tray for ALJ Taco Truck, which provided enhanced visibility as well as fabulous Mexican food for everyone that participated. Adding a hundred local stakeholders proved the potential of our traffic calming plan and made an ordinary turning lane into a great public space for a few hours on a Saturday afternoon.



1^{ER} TALLER PUBLICO - CERRANDO CARRILES Y AMPLIANDO CRITERIOS

El fin de semana pasado, Studio One Eleven y Los Angeles Neighborhood Initiative (LANI) organizaron un foro/taller público para discutir un plan que ayude a mejorar el tráfico a lo largo del Virgil Avenue. Para demostrar este punto, cerramos parte de la avenida y creamos una plaza temporal en la esquina suroeste de Virgil Avenue y Santa Monica Boulevard. El evento atrajo aproximadamente 100 participantes miembros de la comunidad que usan Virgil Avenue diariamente, ellos nos proporcionaron una gran y valiosa cantidad de información.

La idea de convocar a nuestro taller en esta plaza temporal fue desarrollada para romper con el formato habitual de la mayoría de los foros de la comunidad. En lugar de una reunión nocturna en un centro de barrio, optamos para la participación del público en un área más relevante donde los temas podrían ser discutidos en una manera más tangible. La intención era la de lograr un evento que alcance a la mayor cantidad de residentes directamente afectados por las condiciones actuales de la avenida. Cerramos parte de la calle utilizando conos y barreras. Los Angeles Conservation Corps proporcionaron mesas, sillas, y árboles que ayudaron a crear un ambiente mucho más acogedor, mientras que la valla del LA Bureau of Street Lighting fue un gran telón de fondo para la presentación del foro.

El toque final fue el vagón/camión de tacos ALJ que proporciono deliciosa comida mexicana para todos los participantes. La participación de la comunidad demostró el potencial de nuestro plan para mejorar el tráfico, y transformó por unas horas un área ordinaria de tráfico vehicular en un espacio especial de uso público para un sábado por la tarde.



PUBLIC WORKSHOP 2 - MEET THE COMMUNITY ON THEIR TERMS

On Saturday, August 6, Studio One Eleven and Los Angeles Neighborhood Initiative (LANI) hosted the second of three public workshops for a traffic calming plan on Virgil Avenue between Melrose and Santa Monica Blvd. Once again we decided to forgo the typical “town meeting” format and instead set up shop in front of Amalia’s Guatemalan Restaurant on Virgil Avenue (which we highly recommend). Bringing our traffic calming presentation out to the street allowed us to reach a diverse cross-section of community members including many who are not typically engaged in the public process but have genuine concerns and a vested interest in what happens on this street.

Using the input from our first public workshop as a foundation, we presented possible ways to calm traffic on Virgil Avenue and explained the advantages and disadvantages of each. Our materials were presented in both English and Spanish and a bilingual member of our design team was on hand to ensure that no voice went unheard. In a span of three hours, over 60 people from all walks of life were encouraged to provide their input on how to make Virgil Avenue a safer street for pedestrians, bicyclists, and drivers. Participants included young and old, property owners, residents and local workforce.

This inclusive approach has allowed our team valuable insight into local conditions and has empowered under-represented residents in Virgil Village to have a say in what happens in their own neighborhood. Community members overwhelmingly supported a more pedestrian and bicycle friendly plan that places local residential safety over the need to move traffic through as quickly as possible and leads our team one step closer to making Virgil Village a better place in Los Angeles.



PUBLIC WORKSHOP 3 - SHOWING YOUR WORK

Studio One Eleven and Los Angeles Neighborhood Initiative (LANI) spent this past Saturday hosting the third public workshop for the traffic calming plan in the Virgil Village neighborhood. Returning to the location of the first workshop at Santa Monica Boulevard and Virgil Avenue we occupied the northeast corner, creating a temporary plaza for the afternoon. The event had over seventy participants including a broad cross-section of residents and stakeholders of the neighborhood.

Using cones, collapsing sawhorses and potted citrus trees to delineate the edge, the pedestrian space was created within the right turn pocket created by the acute angle of the intersecting streets. Right-turning automobile traffic managed to flow smoothly and pedestrians appreciated the easier crossing on the north side of the intersection. The sawhorses provided the backdrop for over a dozen large presentation boards displaying the progress of the Virgil Village Traffic Calming Plan.

The feedback from the previous workshops was presented in order to provide a context for presenting the "Preferred Street Design" for Virgil Avenue. A number of participants of the latest workshop expressed appreciation for sharing the decision-making process and were better equipped to provide their feedback for prioritizing improvements to the street. Many who came to the temporary plaza were delighted to experience the potential of a reimagined Virgil Avenue.

Cilantro Mexican Restaurant, conveniently located adjacent to the plaza, provided food for the first fifty participants at the workshop and the influx of new customers was a great welcome for the new business owner. The temporary plaza activity alluded to the potential of an urban open space that could be a vibrant node of activity for the community.



3^{ER} TALLER PUBLICO - MOSTRANDO EL PROGRESO

El fin de semana pasado, Studio One Eleven y Los Angeles Neighborhood Initiative (LANI) realizaron el tercer taller público para discutir un plan para mejorar el tráfico a lo largo de Virgil Avenue. En el lugar donde se llevó a cabo el primer taller, cerramos parte de la avenida para crear una plaza peatonal temporal, en la esquina noreste de Virgil Avenue y Santa Mónica Boulevard. El evento atrajo aproximadamente 70 miembros de la comunidad, quienes usan Virgil Avenue diariamente.

Con el uso de conos, barricadas y macetas para delinear los límites, se creó un área peatonal en el carril derecho. El tráfico para dar vuelta a la derecha continuó moviéndose con fluidez mientras que a los peatones se les facilitaba cruzar la intersección al lado norte. A lo largo de la calle se mostraba una docena o más de cartelones que presentaban el progreso del proyecto: el mejoramiento del tráfico en Virgil Village.

La información colectada en los talleres anteriores fue presentada con el propósito de establecer el tema de “El diseño preferido de Virgil Avenue”. Personas que asistieron a los talleres expresaron su agradecimiento por la oportunidad de hacerles partícipes durante el planeamiento y dieron sus opiniones acerca de lo que ellos consideraban ser las prioridades para el mejoramiento de la avenida. Muchos de los participantes manifestaron su satisfacción al vivir la experiencia de la plaza peatonal y pudieron entonces imaginar el cambio que dichas plazas proporcionarían a Virgil Avenue.

El restaurant Cilantro Mexicano, situado junto a la plaza, proporcionó alimento para los primeros 50 participantes del taller. La plaza y nuevos clientes fueron bien recibidos por el dueño de este nuevo establecimiento. Las actividades de esta plaza temporal son un ejemplo del potencial que un local urbano puede tener y llegar a ser un punto dinámico en la comunidad.

E. DESIGN STUDIES

- Workshop 1
- Workshop 2
- Workshop 3



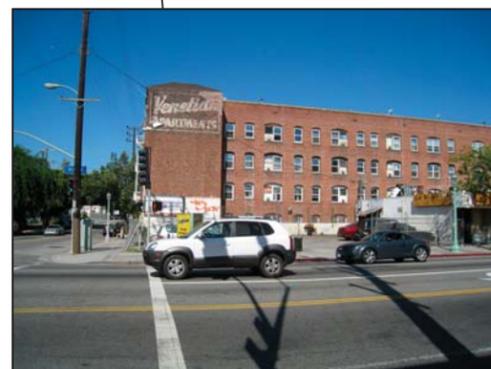
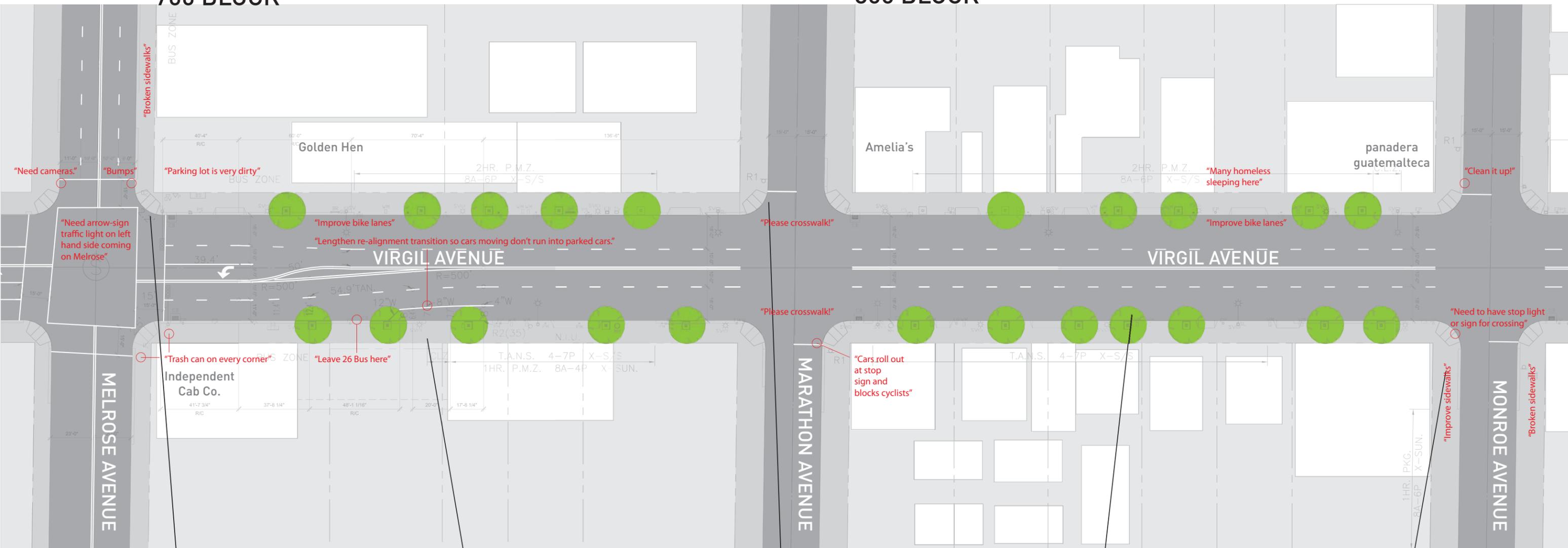
1A. VIRGIL AVENUE

MELROSE TO MONROE



700 BLOCK

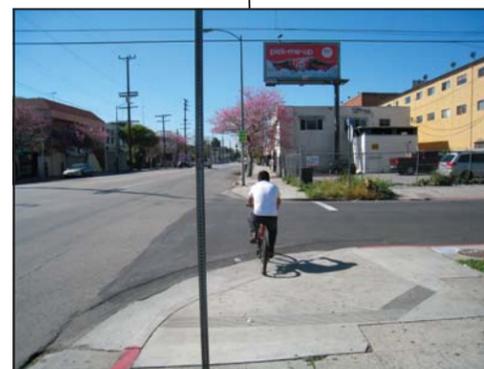
800 BLOCK



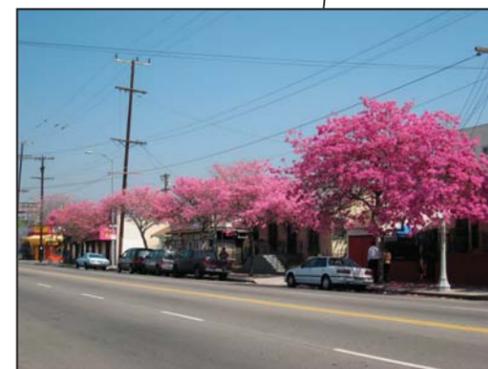
Venetias Apartments Apartamentos Venetias



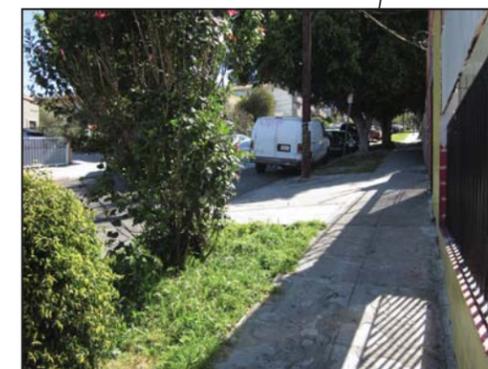
Grassy Hill Loma baldia



Biking Virgil Avenue Uso de la bicicleta en Virgil Avenue



Tabebuia Impetiginosa Arboles



Mature Street Trees Calles con arboleda

1B. VIRGIL AVENUE

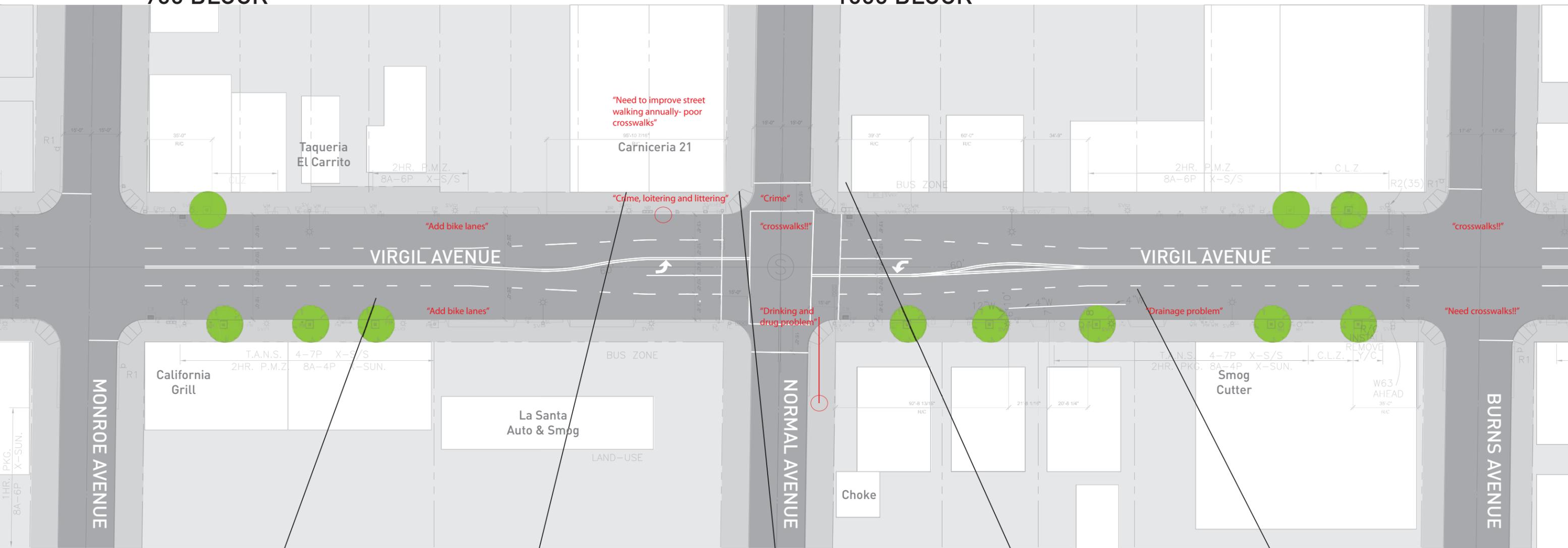
MONROE TO BURNS



studio eleven
at Perkowitz+Ruth Architects
Patricia Smith ASLA, AICP
FEHR & PEERS

900 BLOCK

1000 BLOCK



"A lot of illegal left hand turns along this stretch going past into driveways it seems"

"Cars don't respect pedestrians"

"Lots of J-walking along this whole stretch at all hours"

"More security"



Parking Restrictions Regulaciones de parqueo



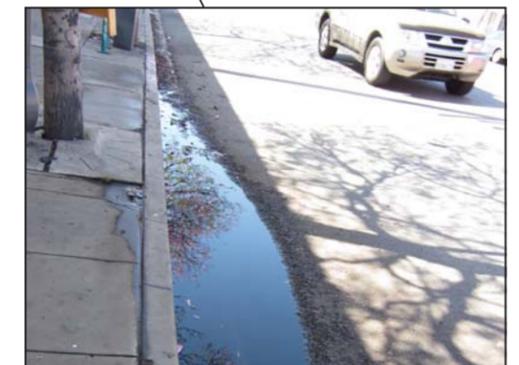
Entrance on the Sidewalk Acceso de la vereda



Signalized Crosswalk Cruces peatonales señalizados



Bus Stop Parada de autobus colectivo



Poor Drainage Sistemas de drenaje ineficientes

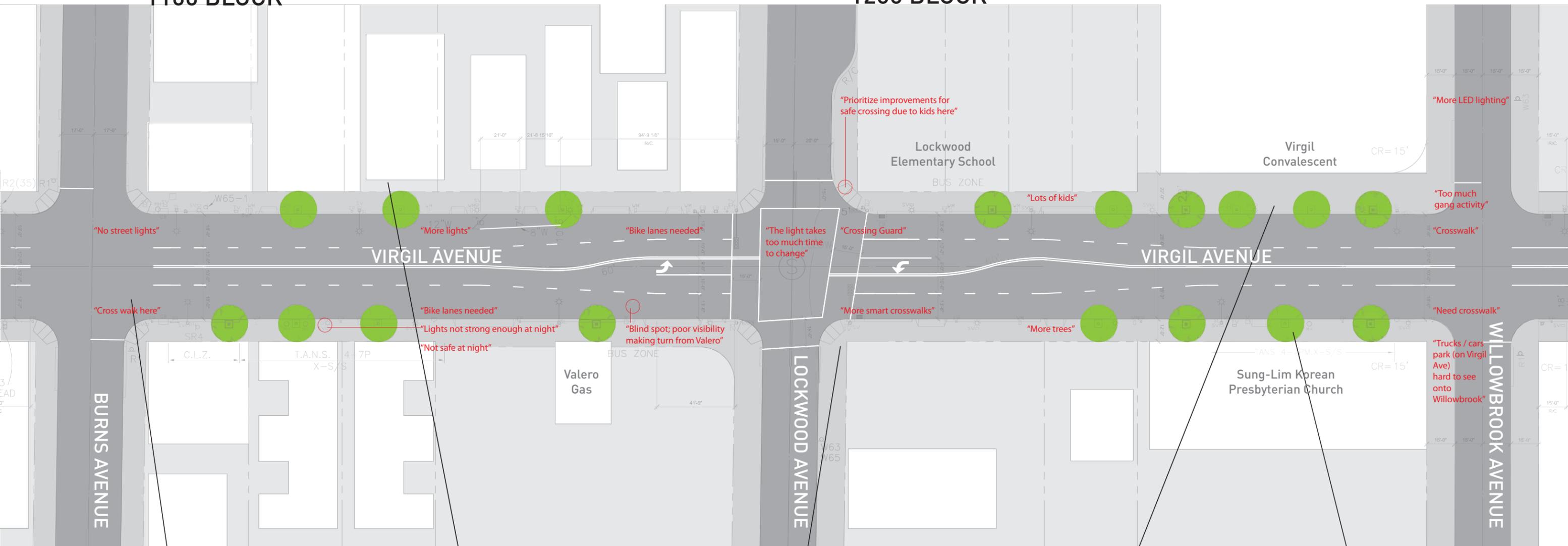
1C. VIRGIL AVENUE

BURNS TO WILLOWBROOK



1100 BLOCK

1200 BLOCK



"Signal light"

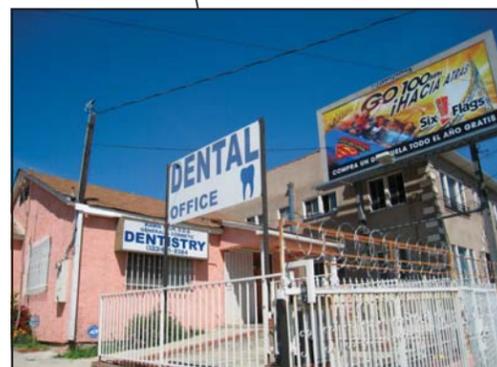
"Need a stop sign or traffic light too many accidents over the years"

"Need better shade at bus stops"

"Need stamped community identifying cross walks at all intersections and bump outs (speed bumps) where possible; provide as many visual cues as possible to slow vehicular traffic and enhance pedestrian safety"



Unsignalized Intersection Cruces peatonales no señalizados



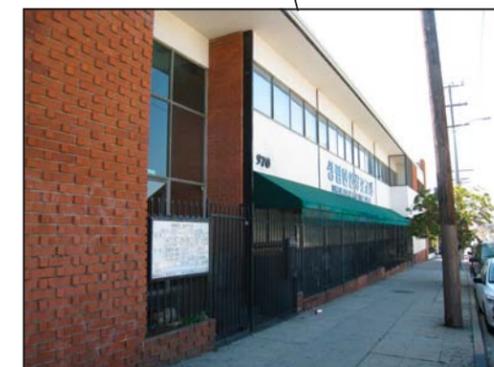
Street Edge Borde hacia la calle



Private Parking Lot Lote de parqueo privado



Landscaped Edge Borde con jardinera



Building Edge Borde del edificio



AUTOMOBILE VEHÍCULOS

	agree estoy de acuerdo	no agree no estoy de acuerdo	not sure no estoy seguro
1. Traffic speeds seem too fast La velocidad de tráfico es muy alta	33	6	5
2. There is too much traffic Hay mucha congestión de tráfico	22	10	4
3. It is difficult to make turns Es muy difícil hacer giros	23	8	2
4. Parking is difficult or confusing Reglas de parqueo son difícil de entender	16	14	4
5. Streets are well maintained Las calles son bien mantenidas	6	36	3

BICYCLE BICICLETA

	agree estoy de acuerdo	no agree no estoy de acuerdo	not sure no estoy seguro
6. It feels safe to ride in the street Se siente seguro andar bicicleta en la calle	6	37	3
7. I would ride my bicycle if there were bicycle lanes Me gustaría andar en bicicleta si hubiera ciclo vías	39	6	0
8. Bicycle parking is convenient Los estacionamientos de bicicletas son convenientes	10	22	6
9. Bicycle parking is secure Estacionamiento de bicicletas es seguro	4	34	3

PEDESTRIAN PEATONES

	agree estoy de acuerdo	no agree no estoy de acuerdo	not sure no estoy seguro
10. It feels safe to walk in the area Se siente seguro caminar por la zona	25	17	6
11. It is easy to cross Virgil Avenue Es fácil cruzar la avenida Virgilio	7	32	1
12. There is sufficient shade Hay suficiente sombra por la vereda	8	39	5
13. Walking in the area is enjoyable Es agradable caminar por la zona	22	13	5
14. Sidewalks are well maintained Las veredas son bien mantenidas	8	37	3

TRAFFIC CALMING REDUCCION DE LA VELOCIDAD DE TRAFICO

	<p>Road Diet Reducción del ancho de calle</p>		<p>Landscaped Median Camellón con jardinera</p>		<p>Additional Signals Señales adicionales</p>
	<p>20</p>		<p>23</p>		<p>23</p>

BICYCLE FACILITIES SOLUCIONES DE BICICLETAS

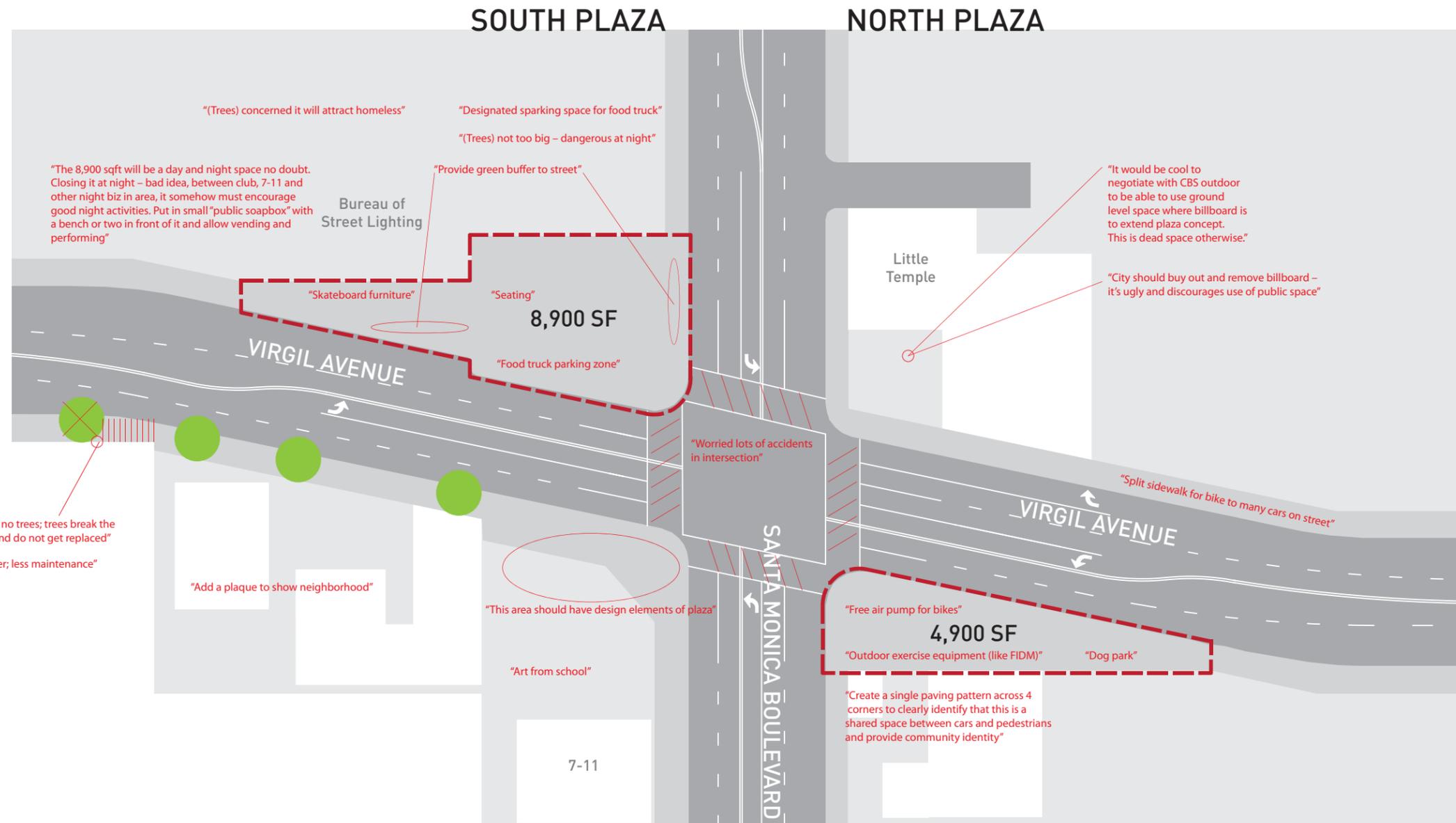
	<p>Bicycle Lane Ciclo vías</p>		<p>Sharrow Vías de tráfico compartidas</p>		<p>Bicycle Box Espacios de tráfico asignados para bicicletas</p>
	<p>35</p>		<p>21</p>		<p>30</p>

PEDESTRIAN IMPROVEMENTS MEJORAS PARA LOS PEATONES

	<p>Improved Crosswalk Cruces peatonales mejoradas</p>		<p>Curb Extensions Extensiones veredas</p>		<p>Area of Refuge Área de protección</p>
	<p>40</p>		<p>29</p>		<p>18</p>

OTHER SUGGESTIONS OTRAS IDEAS

<p>"crossing guards at school"</p> <p>"high visibility crosswalks; beacons not additional signals"</p> <p>"like road diet but worry too much traffic to work"</p>	<p>"As a driver when I see more greenery and improved crosswalks and bike signs/ lanes it makes me go slower and be more careful – reminds me of human element. Stop signs / lights – annoying"</p>	<p>"protected bike lane" (10 people agreed)</p>
---	---	---



Space for Young Areas para los niños y jóvenes



Space for Elderly Areas para los ancianos



Space for People Areas de esparcimientos

WHAT SHOULD THE PLAZAS HAVE?

- TREES? 33
- BENCHES? 20
- PUBLIC ART? 20
- PICNIC TABLES? 11
- WATER FEATURES? 14
- SHADE STRUCTURES? 18
- NEIGHBORHOOD MARKER? 9
- IS THERE ANYTHING ELSE?
- **“Play equipment/Playground”** 7
- **“Music stage is a must!”** 14

¿QUE DEBE INCLUIR LA PLAZAS?

- ÁRBOLES?
- BANCOS?
- ARTE?
- MESAS?
- FUENTES?
- ESTRUCTURAS DE SOMBRA?
- ICONO DE LA COMUNIDAD?
- ¿OTRAS IDEAS?



Vermonica Art Espacios para el arte y la cultura



Flexibility Areas de flexibilidad

VIRGIL AVENUE



studio **one** eleven
at Perkowitz+Ruth Architects

Patricia Smith ASLA, AICP

FEHR & PEERS

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2A. VIRGIL AVENUE

MELROSE TO BURNS

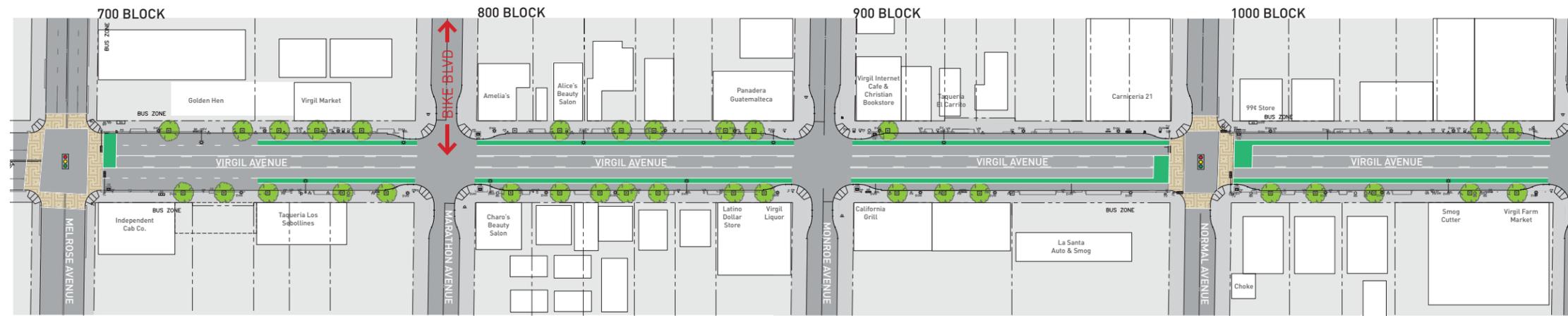


STREET PLAN EXISTING: 0 votes (00%)



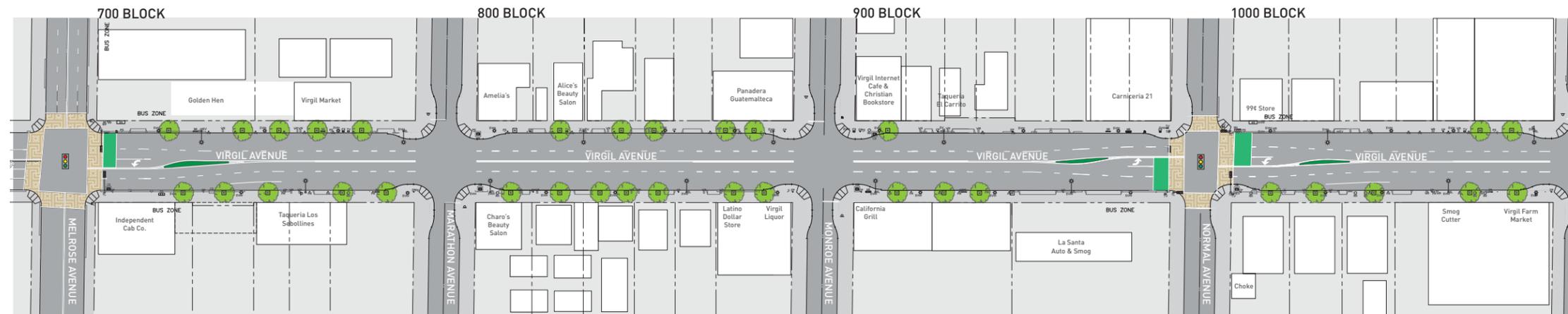
STREET PLAN OPTION 1: 52 votes (93%)

1. IMPROVED CROSSWALKS
Cruces peatonales mejoradas
2. BIKE LANES
Ciclo vías Part of Bike Network
Marathon - Fountain
3. BIKE BOX
Espacios para bicicletas
4. CURB EXTENSIONS
Extensiones veredas
6. CORNER PLAZAS
Plazas en la esquina



STREET PLAN OPTION 2: 4 votes (07%)

1. IMPROVED CROSSWALKS
Cruces peatonales mejoradas
3. BIKE BOX
Espacios para bicicletas
4. CURB EXTENSIONS
Extensiones veredas
5. LANDSCAPE MEDIANS
Camellón con jardinera
6. CORNER PLAZAS
Plazas en la esquina



2B. VIRGIL AVENUE

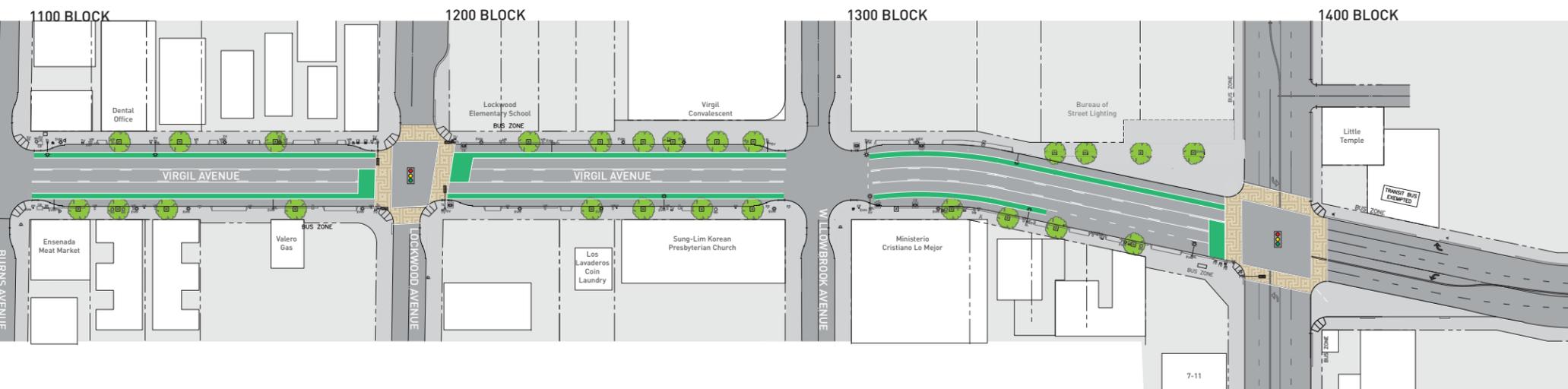
BURNS TO SANTA MONICA



- Add stop signs
- Add more crosswalks and signals

To improve safety along Virgil Avenue I would tolerate a delay of **X** seconds traveling between Melrose Avenue and Santa Monica Boulevard.

Para mejorar la seguridad a lo largo de Virgil Avenue puedo tolerar **X** segundos de retraso entre Melrose Avenue y Santa Monica Boulevard.



Bike lanes continue to Fountain Bike Blvd.

00	0	00%
15	1	02%
30	7	11%
45	10	16%
60	28	45%
75	0	00%
90	16	26%

2C. VIRGIL AVENUE

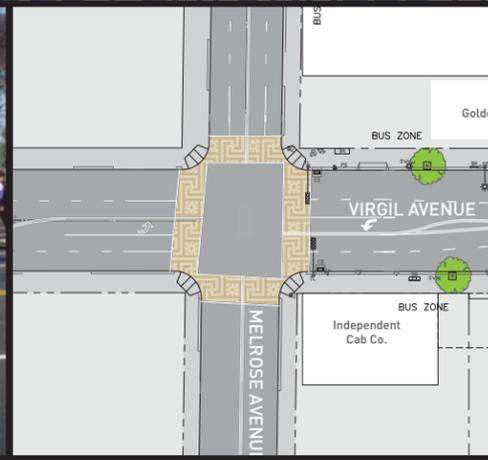
IMPROVEMENTS SURVEY



USE DOTS TO MARK WHETHER OR NOT YOU SUPPORT THE FOLLOWING IMPROVEMENTS

UTILICE LOS PUNTOS DE COLOR PARA MOSTRAR SI ESTAS DE APOYO CON LOS SIGUIENTES MEJORAS

IMPROVED CROSSWALKS CRUCES PEATONALES MEJORADAS



THE GOOD LO BUENO

- Greater Visibility of Pedestrians
Mejora la visibilidad de los peatones
- Can reduce vehicle speeds
Reduce la velocidad de vehículos
- Improves aesthetics of streetscape
Mejora la estética del ambiente

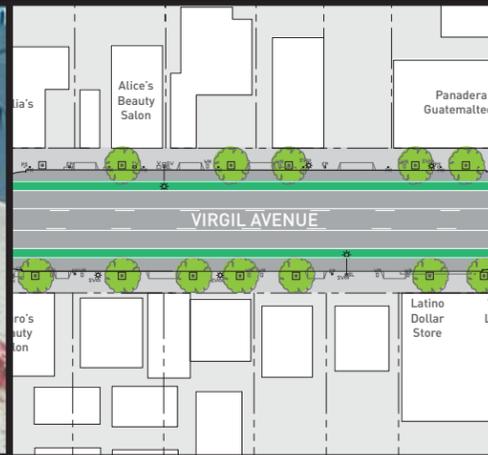
THE BAD LO MALO

- Some textures can make crossings difficult for disabled
Puede hacer los cruces más difíciles para personas con discapacidad

SUPPORT ESTOY DE ACUERDO
62 (98%)

NOT SUPPORT NO ESTOY DE ACUERDO
1 (02%)

BIKE LANE CICLO VIAS



THE GOOD LO BUENO

- Creates dedicated bike facilities that improves safety
Crea instalaciones especializadas para bicicletas que mejorar la seguridad
- Can reduce vehicle speeds
Reduce la velocidad de vehículos
- Can create additional on-street parking
Puede crear más áreas de estacionamiento en la calle
- Better facilitates left turn movement
Facilita el movimiento de vuelta a la izquierda en las intersecciones
- Provides bicyclists alternatives to the sidewalk
Ofrece alternativas a la vereda para los ciclistas

THE BAD LO MALO

- Can increase automobile travel time
Puede aumentar el tiempo de viaje vehicular

SUPPORT ESTOY DE ACUERDO
52 (90%)

NOT SUPPORT NO ESTOY DE ACUERDO
6 (10%)

BIKE BOX ESPACIOS PARA BICICLETAS



THE GOOD LO BUENO

- Improves safety for bicyclists making turn movements
Mejora la seguridad de ciclistas al hacer vueltas

THE BAD LO MALO

- Lengthens crossing distance through intersection
Alarga la distancia de cruce a través de la intersección

SUPPORT ESTOY DE ACUERDO
52 (91%)

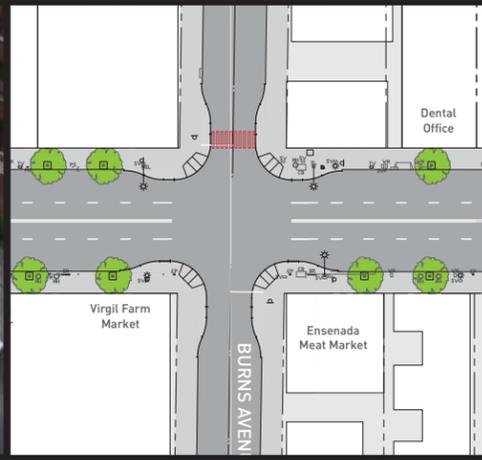
NOT SUPPORT NO ESTOY DE ACUERDO
5 (09%)

USE DOTS TO MARK WHETHER OR NOT YOU SUPPORT THE FOLLOWING IMPROVEMENTS

UTILICE LOS PUNTOS DE COLOR PARA MOSTRAR SI ESTAS DE APOYO CON LOS SIGUIENTES MEJORAS

CURB EXTENSIONS EXTENSIONES VEREDAS

-More security cameras in the neighborhood



THE GOOD LO BUENO

- Reduces crossing distance for pedestrians
- Expands sidewalk area at corners
- Increases visibility for pedestrians
- Can reduce vehicle speeds
- Provides additional landscape opportunity

THE BAD LO MALO

- Can make right turns more difficult for large vehicles

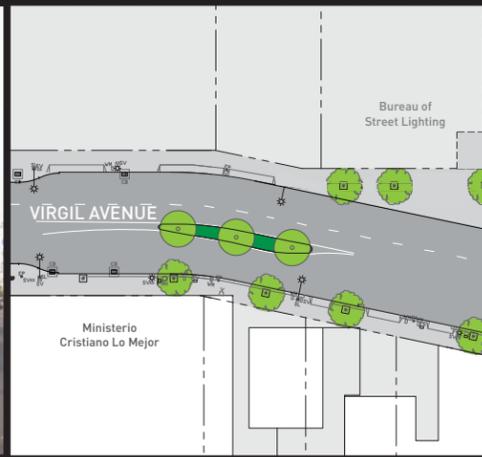
SUPPORT ESTOY DE ACUERDO

55 (93%)

NOT SUPPORT NO ESTOY DE ACUERDO

4 (07%)

LANDSCAPE MEDIANS CAMELION CON JARDINERA



THE GOOD LO BUENO

- Can reduce vehicle speeds
- Provides additional landscape opportunity

THE BAD LO MALO

- Can limit left turn movement into mid-block driveways
- May require losing some on-street parking

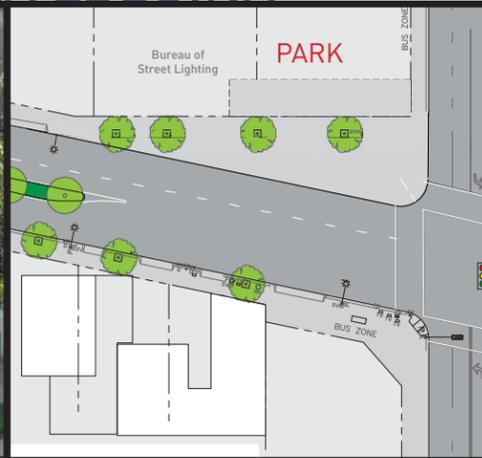
SUPPORT ESTOY DE ACUERDO

56 (97%)

NOT SUPPORT NO ESTOY DE ACUERDO

2 (03%)

CORNER PLAZAS PLAZAS EN LA ESQUINA



THE GOOD LO BUENO

- Reduces crossing distance for pedestrians
- Creates new public open space
- Provides additional landscape opportunity
- Can reduce vehicle speeds
- Establishes gateway for community

THE BAD LO MALO

- Can increase delay for vehicles turning right

SUPPORT ESTOY DE ACUERDO

57 (95%)

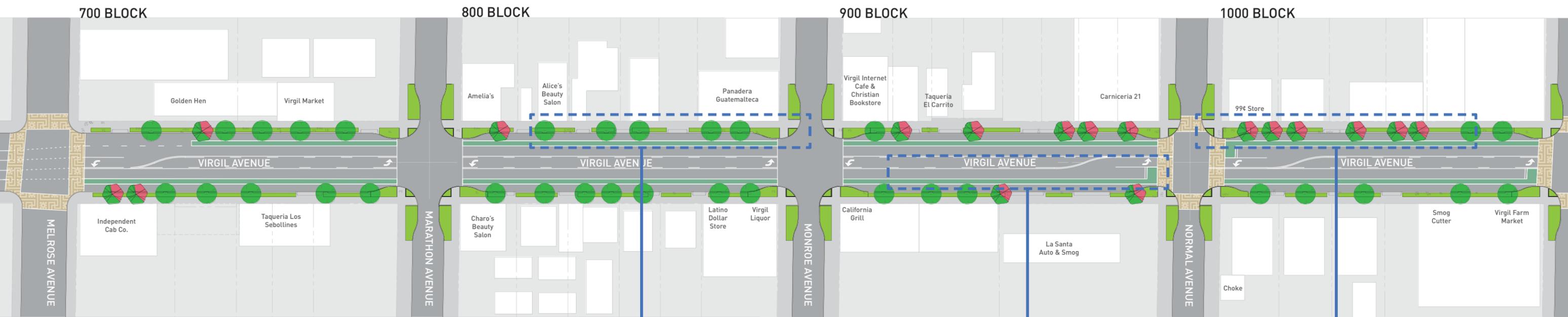
NOT SUPPORT NO ESTOY DE ACUERDO

3 (05%)

EXISTING STREET PLAN PLAN ACTUAL PARA LA AVENIDA



PREFERRED STREET PLAN PLAN ACTUAL PARA LA AVENIDA



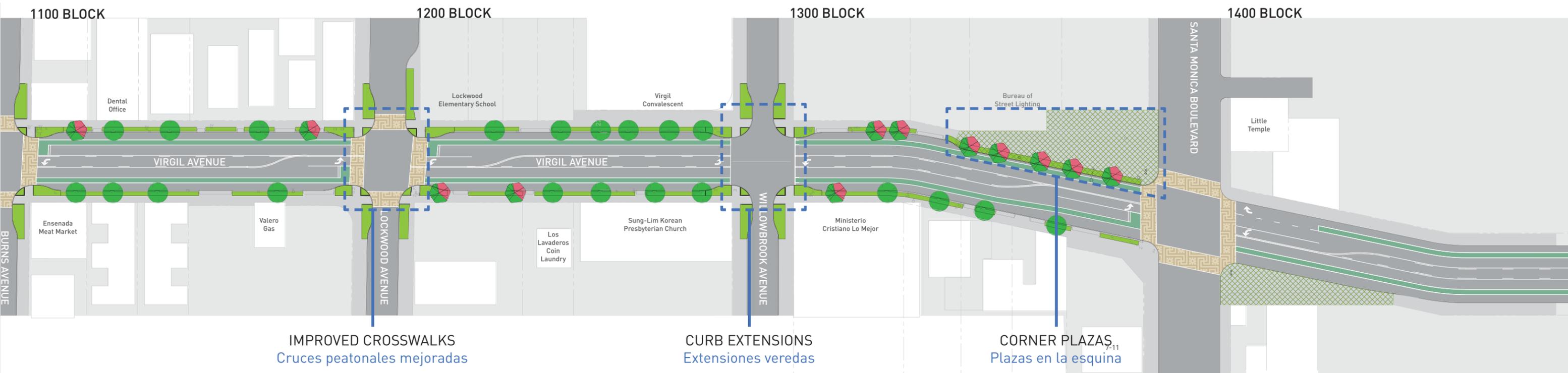
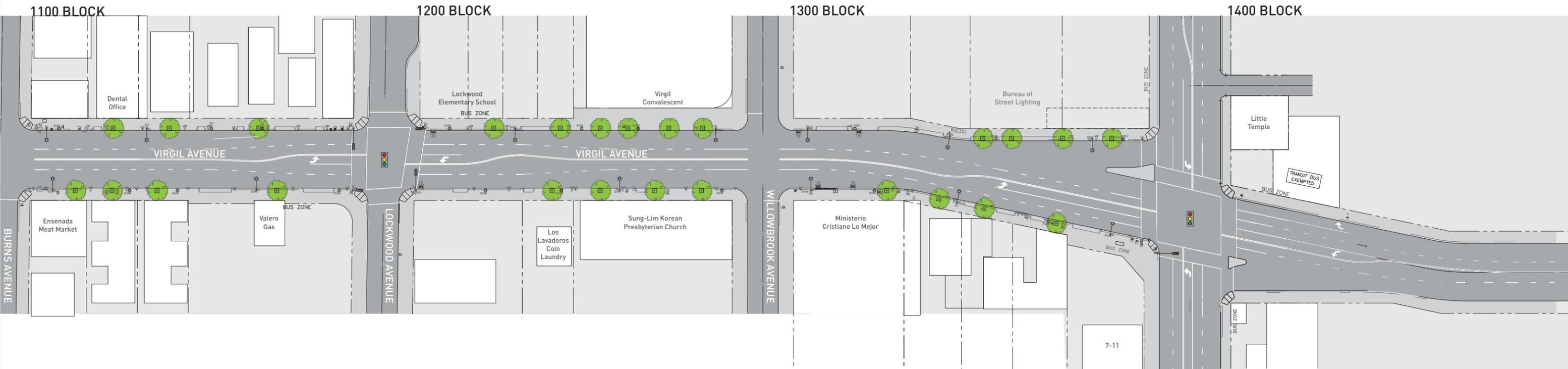
STORMWATER FILTRATION PARKWAY
Zonas verdes para colección de aguas pluviales (lluvia)

BIKE LANES AND BIKE BOX
Carril de bicicletas y áreas de protección para bicicletas

ADDITIONAL STREET TREES
Más árboles a lo largo de la acera

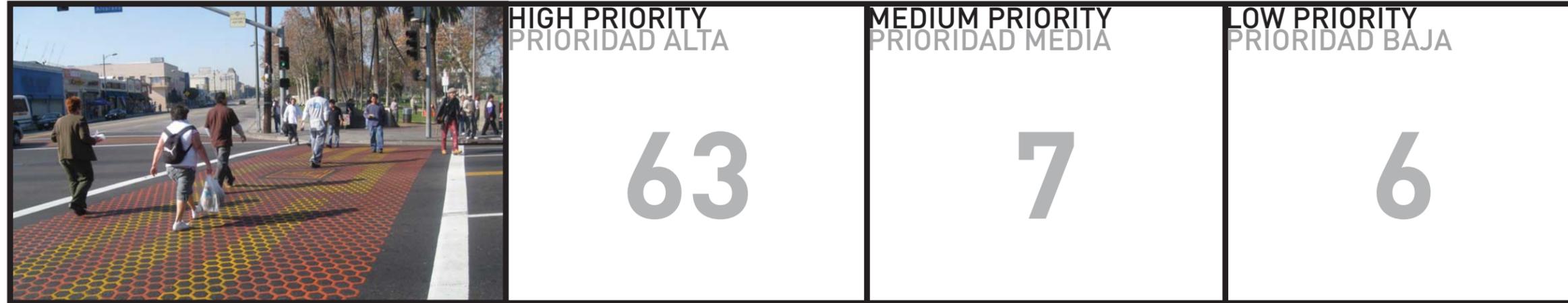
3B. VIRGIL AVENUE

BURNS TO SANTA MONICA

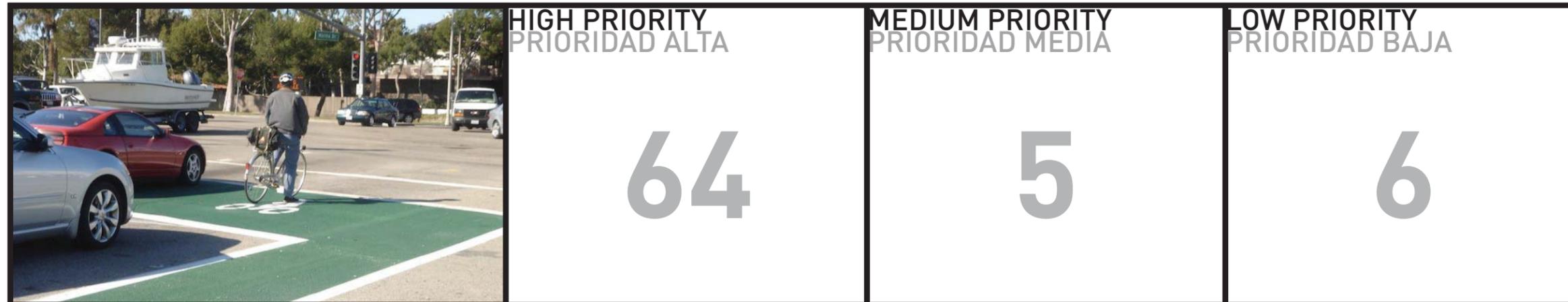




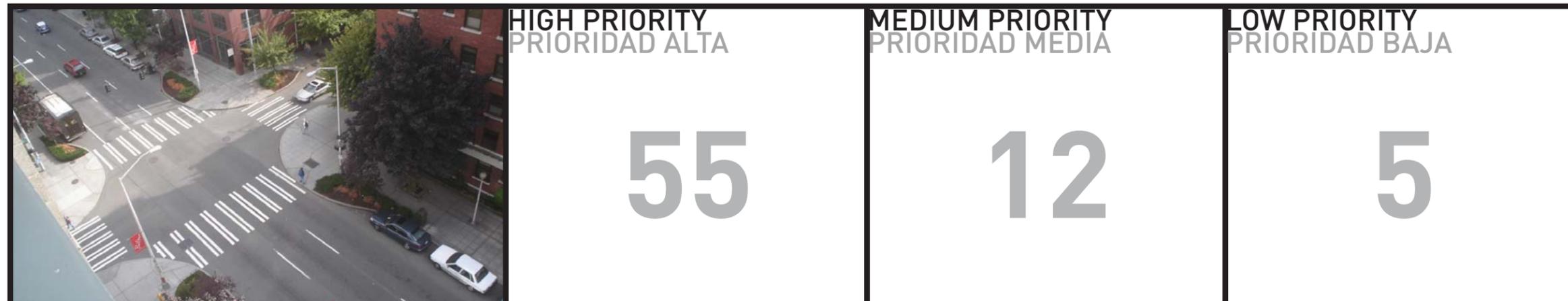
IMPROVED CROSSWALKS CRUCES PEATONALES MEJORADAS



BIKE LANE AND BIKE BOX CARRIL DE BICICLETAS Y AREAS DE PROTECCION PARA BICICLETAS



CURB EXTENSIONS EXTENSIONES VEREDAS





CORNER PLAZAS PLAZAS EN LA ESQUINA

	HIGH PRIORITY PRIORIDAD ALTA 48	MEDIUM PRIORITY PRIORIDAD MEDIA 14	LOW PRIORITY PRIORIDAD BAJA 2
--	--	---	--

STORMWATER INFILTRATION PARKWAYS ZONAS VERDES PARA COLECCION DE PLUVIALES (LLUVIA)

	HIGH PRIORITY PRIORIDAD ALTA 49	MEDIUM PRIORITY PRIORIDAD MEDIA 13	LOW PRIORITY PRIORIDAD BAJA 5
---	--	---	--

ADDITIONAL STREET TREES MAS ARBOLES A LO LARGO DE LA ACERA

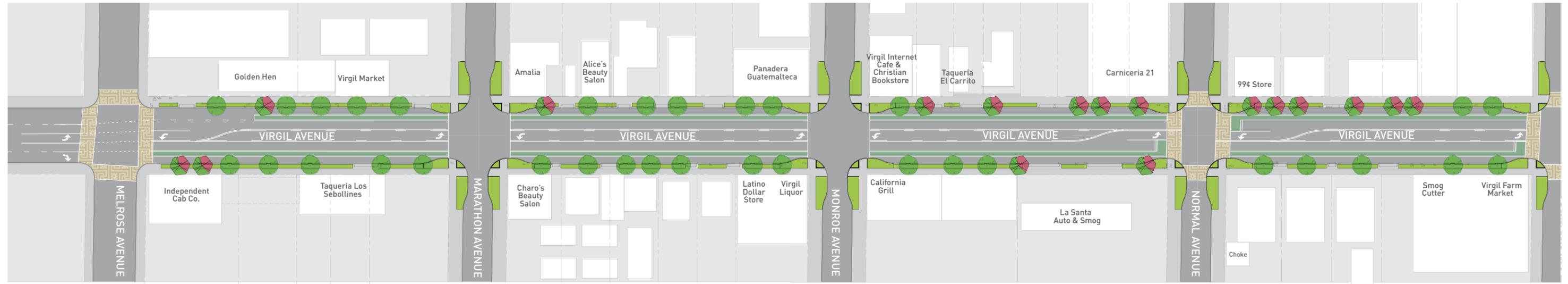
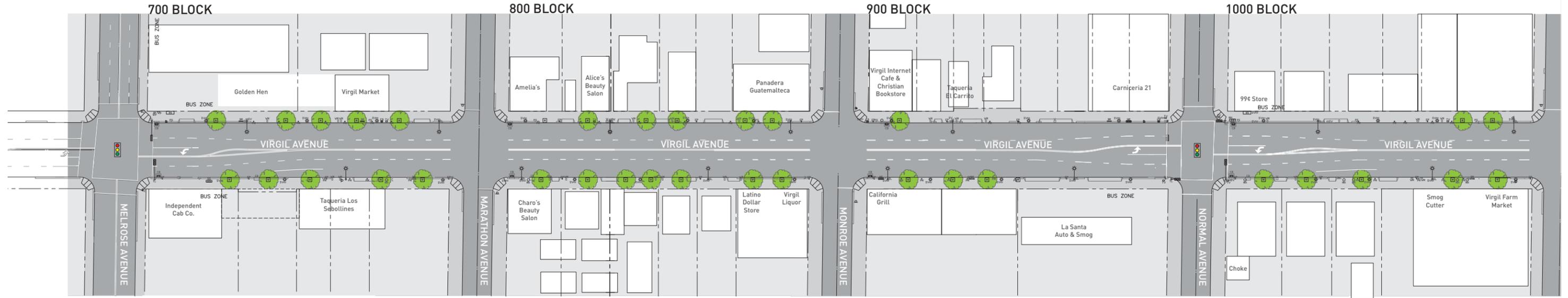
	HIGH PRIORITY PRIORIDAD ALTA 53	MEDIUM PRIORITY PRIORIDAD MEDIA 10	LOW PRIORITY PRIORIDAD BAJA 2
--	--	---	--

F. DESIGN SOLUTION

- Final Design
- Design Overview
- Design Goals
- Sustainability
- Corner Plazas
- Traffic Analysis
- Safety Conditions
- Cost Estimate
- Letters of Support



FINAL CONCEPT DESIGN



700 BLOCK

- Restripe for Bike Lanes
- 3 New Street Trees
- 4 Curb Extensions
- 8 New Access Ramps
- 4 Enhanced Crosswalks
- 3550 SF Landscaped Parkway
- Remove red curb for Parallel Parking
- Remove Bus Stop
- Install Street Furniture

800 BLOCK

- Restripe for Bike Lanes
- 1 New Street Tree
- 4 Curb Extensions
- 8 New Access Ramps
- 3530 SF Landscaped Parkway
- Install Street Furniture

900 BLOCK

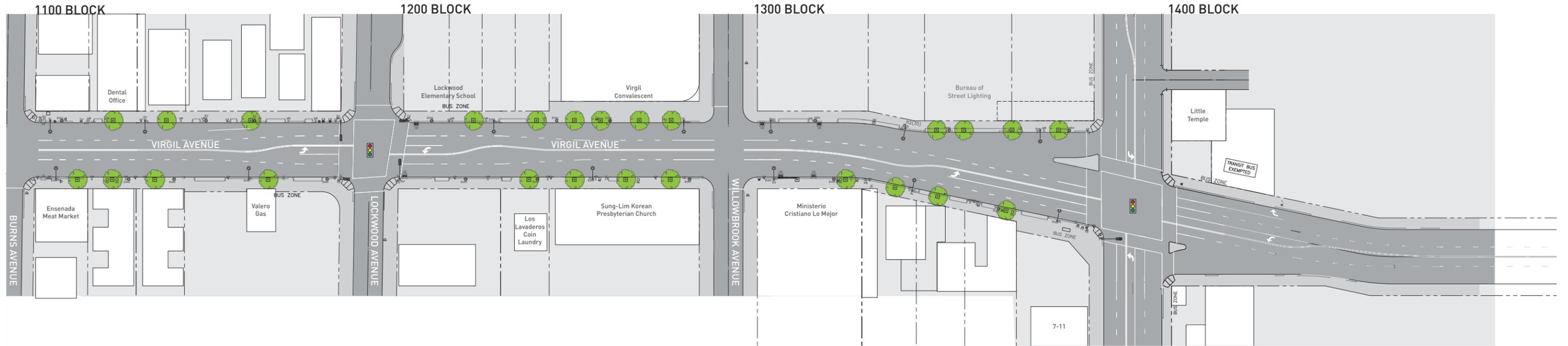
- Restripe for Bike Lanes and Boxes
- 7 New Street Trees
- 4 Curb Extensions
- 8 New Access Ramps
- 3870 SF Landscaped Parkway
- Remove red curb for Parallel Parking
- Remove Bus Stop
- Install Street Furniture

1000 BLOCK

- New Signalized Intersection*
- Restripe for Bike Lanes and Boxes
- 6 New Street Trees
- 4 Curb Extensions
- 8 New Access Ramps
- 4 Enhanced Crosswalks
- 4170 SF Landscaped Parkway
- Remove red curb for Parallel Parking
- Remove Bus Stop
- Install Street Furniture

* Unsignalized crosswalk may warrant further traffic studies.

FINAL CONCEPT DESIGN



1100 BLOCK

- Restripe for Bike Lanes and Boxes
- 2 New Street Trees
- 4 Curb Extensions
- 4 Enhanced Crosswalks
- 3810 SF Landscaped Parkway
- Remove red curb for Parallel Parking
- Install Street Furniture

1200 BLOCK

- Restripe for Bike Lanes and Boxes
- 2 New Street Trees
- 4 Curb Extensions
- 8 New Access Ramps
- 3780 SF Landscaped Parkway
- Remove red curb for Parallel Parking
- Install Street Furniture

1300 BLOCK

- Southwest Plaza (8,800 SF)
- Restripe for Bike Lanes
- 8 New Street Trees
- 4 Enhanced Crosswalks
- 1 New Access Ramp
- Remove Driveway
- 970 SF Landscaped Parkway
- Remove Bus Stop
- Install Street Furniture

1400 BLOCK

- Northeast Plaza (4,900 SF)
- Restripe for Bike Lanes and Boxes (to Fountain)
- Remove red curb for Parallel Parking
- 1 New Access Ramp
- Remove Bus Stop
- Install Street Furniture

DESIGN OVERVIEW

The over-arching goal of the proposed plan is to continue the transformation of Virgil Avenue into a “complete” neighborhood mixed-use street with slower, safer traffic flows; improved access for bicycles and pedestrians; improved access to and parking for businesses along the street; and a more attractive environment for everyone. Previously, with help from LANI, the community planted Pink Trumpet Trees and installed pedestrian-scale street lights.

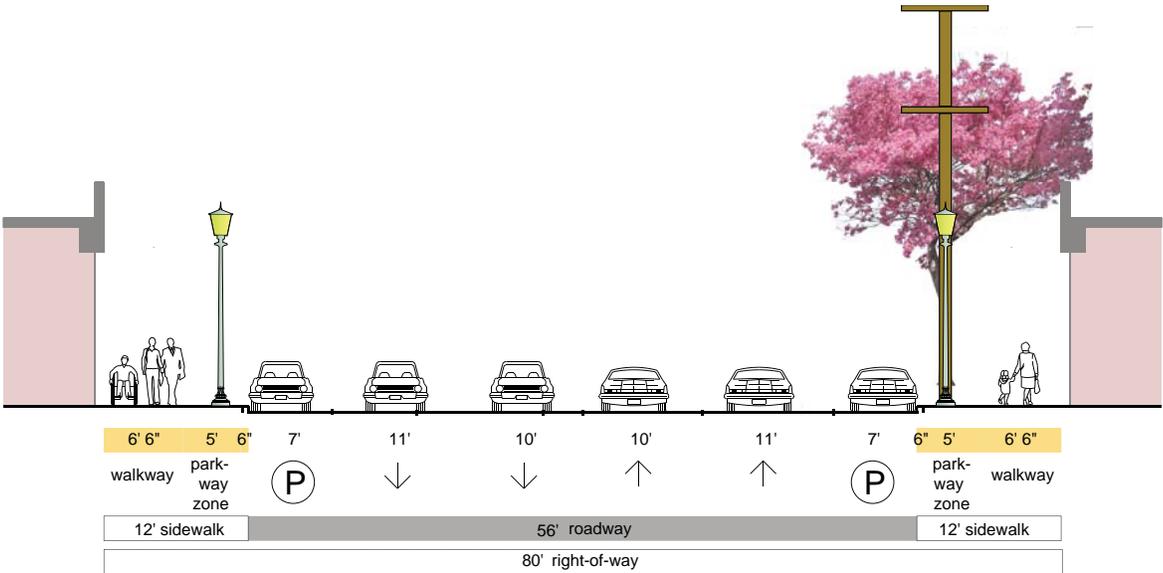


Complete Street with bike infrastructure, pedestrian improvements and transit access

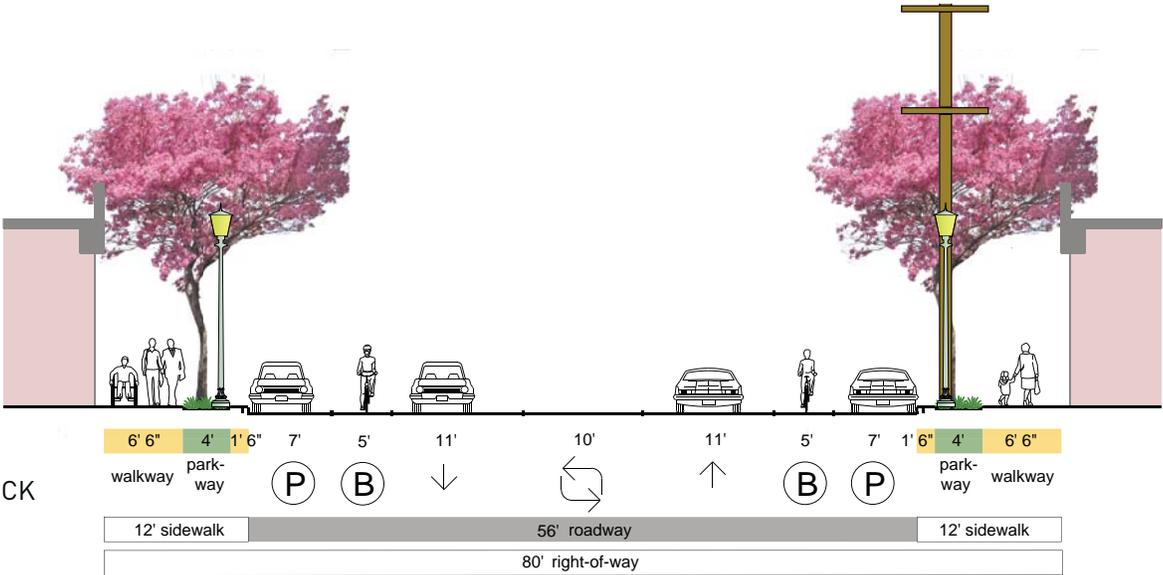
The transformation will be achieved by the following improvements:

- 1 Roadway restriping from Melrose Avenue to Fountain Avenue to one travel lane, one bike lane and 24-hour curbside parking in each direction; a continuous center turn lane; and “bicycle boxes” at signalized intersections.
- 2 Redesigned intersections that include dual access ramps; curb extensions, which narrow the perceived width of the street and make pedestrians waiting to cross more visible to motorists and provide opportunity for landscaping; and enhanced crosswalk paving, which makes the crosswalks and pedestrians more visible to motorists.
- 3 Landscaped parkways or large tree wells, which will infiltrate and/or treat stormwater from the sidewalk and possibly from the street, with additional street trees to further reduce the perceived width of the street for motorists, which tends to reduce vehicle speeds, and to provide shade and a more attractive environment for pedestrians and businesses. Replacing existing small tree wells with continuous parkways will allow tree roots to spread, so the trees will be healthier and more stable (less likely to topple in high winds).
- 4 Gateway plazas at Santa Monica Boulevard to provide a central gathering place, which can accommodate a variety of design elements and community activities. A key design element will be the relocated Vermonica street light art installation designed by artist Shelia Klein, which has been in the parking lot at the northeast corner of Vermont Avenue and Santa Monica Boulevard since 1993.

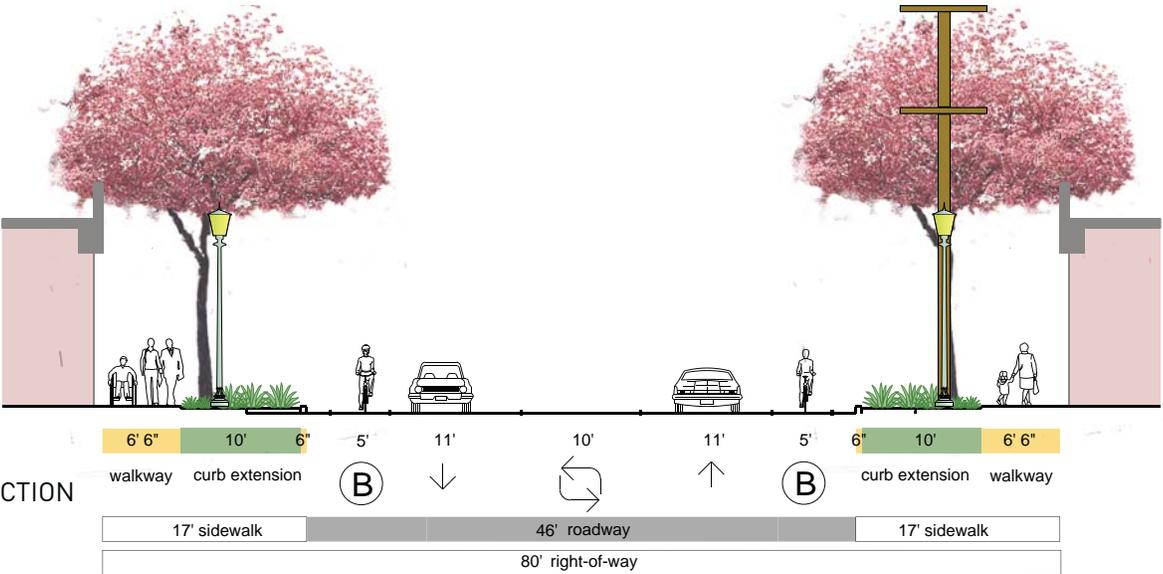
STREET SECTION
EXISTING



STREET SECTION
PROPOSED MID-BLOCK



STREET SECTION
PROPOSED INTERSECTION



DESIGN GOALS

These improvements will work together to synergistically meet the goals of all users of the streets, including the following.

The goal for restaurant, shop and service owners along the street is an improved business environment, including:

- the return of full-time parking,
- slower traffic speeds so people feel safer parking and cross the street and more comfortable walking,
- a more visually attractive street that will better complement and support business activity.

The goal for bicyclists is a safer north-south route through East Hollywood. There is currently no north-south street with bicycle lanes. Virgil Avenue is designated as a bicycle route in the City's Bicycle Master Plan. Vermont Avenue is also designated as a bicycle route; however, it is anticipated to be a commuter bicycle route that is shared with buses in the curb lanes and, therefore, not a route that many less experienced cyclists would be comfortable using. With the addition of bicycle lanes, Virgil Avenues can be a safer neighborhood route for all cyclists.



A safer rider



A more pleasant walk

The goal for traffic flow is a slow and steady 30 mph except during peak travel periods when it may move more slowly. Currently, vehicles tend to speed between signals, only to wait at red lights since the signals are timed for 30-35 mph. At 30 mph, safety is increased for all modes.

The goal for pedestrians, including local residents and business clientele, is a more walkable, attractive street with similar objectives to those of business owners:

- slower traffic speeds for cross the street and more comfortable walking,
- a visually attractive street that is more pleasant to walk,
- a gather place and gateway to Virgil Village that has a distinctive identity.

SUSTAINABILITY

Another key goal for the environment is to infiltrate and/or treat stormwater where feasible in order to reduce runoff during the peak stormwater flow period, return that water to the groundwater if possible and, if not, to treat it before releasing it back to the street. Preliminary soil tests indicate that the soil and subsurface geology does not lend itself to stormwater infiltration. The soil has a high clay content and bedrock is encountered at a depth of 4 feet. Existing soil is saturated and there is standing water at the 4-foot depth. Nonetheless, continuous parkways or large tree wells can still collect more stormwater than the existing small tree wells, which will both benefit street trees and reduce runoff to some extent. In addition, the parkways or large tree wells can potentially be used to treat and release stormwater, by incorporating curb cuts and swales that allow stormwater to flow through the parkways.

The addition of new street trees and expansion of existing tree wells to parkways are some of the highest yield investments along Virgil Avenue. The thirty additional street trees along the half-mile length of Virgil Avenue would nearly double the current tree canopy. Many of the existing trees are constrained by the size of their respective tree well, stunting growth. Expanding the tree wells to continuous parkways will promote growth of the root system and overall tree growth.



Existing tree wells on Virgil Avenue



Stormwater filtration parkway with street trees

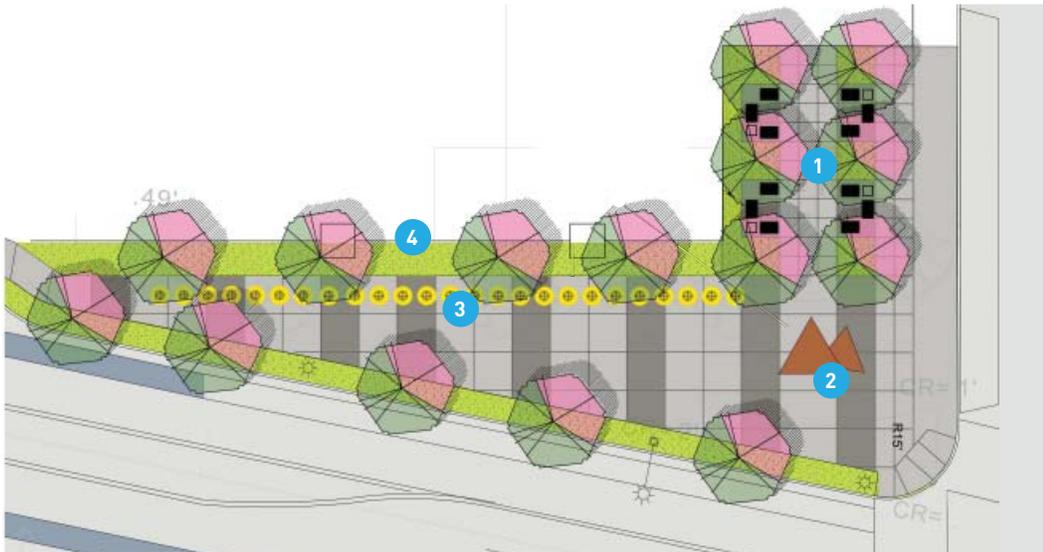
CORNER PLAZA

There is an opportunity for a unique public space at the southwest corner of Virgil Avenue and Santa Monica Boulevard and another at the northeast corner. Eliminating the existing “slip lanes” located between the curb and islands will improve traffic safety by eliminating uncontrolled merging and, at the same time, provide two large public spaces. The southwest plaza is located adjacent to the Bureau of Street Lighting yard where street lighting poles, luminaires and other equipment are stored. This facility is a distinctive part of East Hollywood and Virgil Village’s history.

The southwest public space can build upon that identity, taking advantage of the need to relocate the Vermonica art installation currently located in the parking lot of the shopping center at the corner of Vermont Avenue and Santa Monica Boulevard. In the words of Shelia Klein, Vermonica is “An artist initiated sculpture located in the parking lot of a mini-mall. It is a drive-in museum of street lighting. Completed with help and cooperation from diverse City of Los Angeles Bureaus and Departments, businesses, the neighborhood, and lots of friends. It functions within and without the realm of art, offering light, history, visual interest, and formal composition to anyone who ventures upon it. “Vermonica” is named for the intersection where it is located, Vermont and Santa Monica Boulevard. It might have to be renamed “Virmonica” at its new location where it would showcase distinctive City of Los Angeles street lights with a larger public space. That total available space for the southwest plaza is approximately 8,000 square feet (almost the size of two residential lots). The total available space for the northeast plaza is between 4,000 and 5,000 square feet. Both are large enough to create a significant gateway and inviting, usable public spaces.

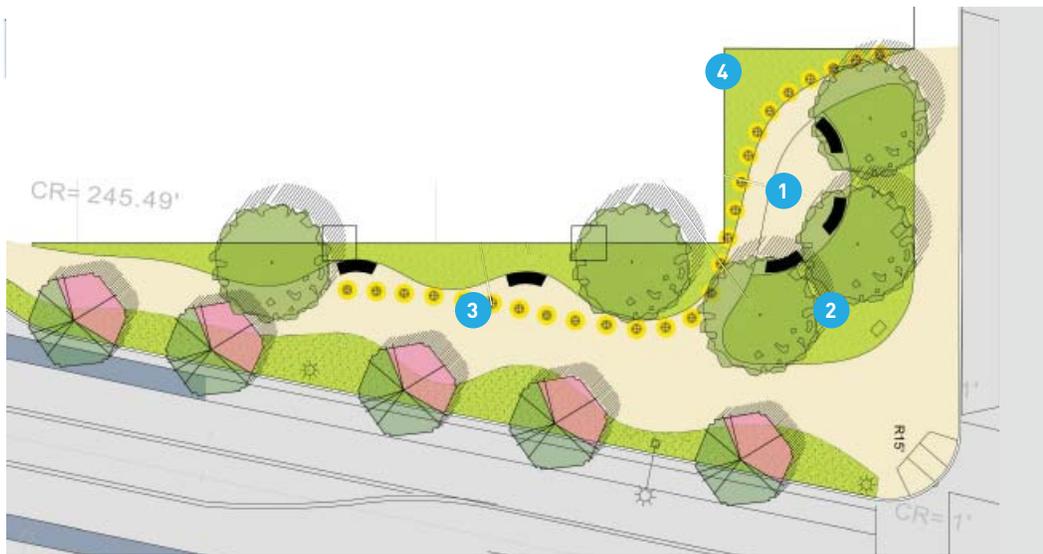


Corner Plaza, complete with landscape and seating areas



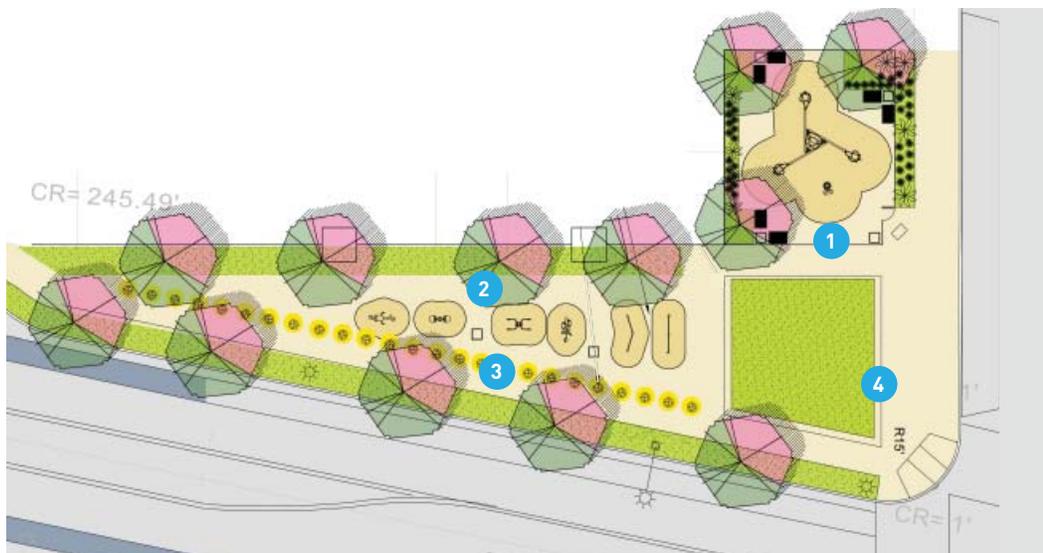
PAVED PLAZA

- 1 Seating Area
- 2 Function Public Art
- 3 Veronica Installation
- 4 Drought Tolerant Landscape



GARDEN SPACE

- 1 Seating Area
- 2 Oak Grove
- 3 Veronica Installation
- 4 Drought Tolerant Landscape



ACTIVE PLACE

- 1 Fenced Play Area
- 2 Exercise Equipment
- 3 Veronica Installation
- 4 Sloped Lawn or usable space

TRAFFIC ANALYSIS

One of the primary components of the Traffic Calming Plan is investigation of the potential benefits and challenges of restriping the travel lanes of Virgil Avenue. The intention is to reconfigure the street from the current two northbound and two southbound lanes with left-turn pockets, to one travel lane in the north and south direction with a painted median. The restriping provides enough remaining width to add Class II bike lanes on Virgil Avenue as identified in the adopted Bike Plan.

An LOS (level of Service) study is included to analyze the potential traffic impacts from the restriping Virgil Avenue, including a Full Road Diet and Partial Road Diet (excludes reconfiguring the intersections at Melrose Avenue and Santa Monica Boulevard). While the analysis does not include Virgil Avenue north of study boundary towards Fountain Avenue, the greater traffic volume south of Santa Monica Boulevard provides a ceiling of potential impacts.



Ocean Park Boulevard (Santa Monica) before Road Diet

Ocean Park Boulevard (Santa Monica) after Road Diet

Advantages:

- Slows traffic which improves pedestrian safety
- Reduces number of lanes pedestrians must cross which improves pedestrian safety
- Bike lanes can be accommodated on Virgil Avenue (per adopted Bike Plan)
- Increases available on-street parking on Virgil Avenue

For Partial Road Diet

- Adequate vehicular level of service where Virgil Ave intersects Santa Monica Boulevard and Melrose Avenue

Challenges:

- Slower vehicular travel time through corridor
- Poor vehicular level of service where Virgil Ave intersects Santa Monica Boulevard & Melrose Avenue

For Partial Road Diet

- Bike lanes can only be accommodated between Santa Monica Boulevard and Melrose Avenue, which does not provide as much benefit

Analysis Methodologies Traffic analysis has been conducted to document the traffic affects of a road diet on Virgil Avenue. Two methodologies have been used to analyze its potential effects— the Critical Movements Analysis (CMA) methodology, and the Highway Capacity Manual (HCM) methodology for signalized intersections.

CMA is a planning-level methodology that assesses intersection operations by comparing peak-hour traffic volumes at intersection to standard per-lane peak hour capacities. The resulting volume-to-capacity ratio (V/C) is used to determine the level of service (LOS) of the intersection. Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from excellent conditions at LOS A to overloaded conditions at LOS F.

HCM is a detailed traffic operations analysis of signalized intersections that reflects the signal timings of the intersections, as well as peak hour traffic volumes, and lane configurations. The methodology is used to calculate average delay at the intersections, which corresponds with A through F LOS grades.

Analysis Results—Planning Level Analysis Table 1 details the results of the CMA analysis for the Virgil Avenue road diet. The scenario analyzed assumes that the road diet would continue north of Santa Monica Boulevard, and south of Melrose Avenue. The scenario also assumes the removal of the eastbound and westbound right turn lanes at the intersection of Virgil Avenue and Santa Monica Boulevard, consistent with the plan’s proposal for the removal of right turn lanes to accommodate pocket parks.

As shown in Table 1, there would be substantial increases in the V/C ratio at all of the analyzed signalized intersection. With the road diet, the LOS would be D or better where Virgil Avenue intersects Normal and Lockwood Avenues, an LOS considered acceptable by the City. At the intersection of Virgil Avenue and Santa Monica Boulevard, and the intersection of Virgil Avenue and Melrose Avenue, the road diet would cause traffic operations to decline to LOS E or F, an LOS that is considered to be congested.

TABLE 1 - FULL ROAD DIET LOS RESULTS (CMA ANALYSIS)

INT #	INTERSECTION	PEAK HOUR	Existing		Road Diet			
			V/C	LOS	V/C	LOS	Change	Impact
1	Virgil Ave & Santa Monica Blvd	AM	0.614	B	0.934	E	0.320	YES
		PM	0.657	B	0.906	E	0.248	YES
2	Virgil Ave & Lockwood Ave	Sat	0.256	A	0.526	A	0.270	NO
		PM	0.405	A	0.804	D	0.399	YES
4	Virgil Ave & Normal Ave	Sat	0.272	A	0.545	A	0.273	NO
		PM	0.413	A	0.823	D	0.410	YES
6	Virgil Ave & Melrose Ave	AM	0.699	B	1.029	F	0.330	YES
		PM	0.639	B	0.973	E	0.334	YES

TRAFFIC ANALYSIS

Table 2 analyzes a shortened road diet which would not affect either the Virgil/Santa Monica or Virgil/Melrose intersections, and Table 3 analyzes the road diet with the assumption that 20% of traffic would shift off of Virgil Avenue to parallel routes. As shown in Table 3, all intersections would operate at LOS D or better with the road diet if 20% of traffic shifted off of Virgil Avenue.

TABLE 2 - PARTIAL ROAD DIET LOS RESULTS (CMA ANALYSIS)

INT #	INTERSECTION	PEAK HOUR	Existing		Road Diet			
			V/C	LOS	V/C	LOS	Change	Impact
1	Virgil Ave & Santa Monica Blvd	AM	0.614	B	0.642	B	0.028	NO
		PM	0.657	B	0.687	B	0.030	NO
2	Virgil Ave & Lockwood Ave	Sat	0.256	A	0.526	A	0.270	NO
		PM	0.405	A	0.804	D	0.399	YES
4	Virgil Ave & Normal Ave	Sat	0.272	A	0.545	A	0.273	NO
		PM	0.413	A	0.823	D	0.410	YES
6	Virgil Ave & Melrose Ave	AM	0.699	B	0.699	B	0.000	NO
		PM	0.639	B	0.639	B	0.000	NO

TABLE 3 - FULL ROAD DIET WITH 20% SHIFT LOS RESULTS (CMA ANALYSIS)

INT #	INTERSECTION	PEAK HOUR	Existing		Road Diet			
			V/C	LOS	V/C	LOS	Change	Impact
1	Virgil Ave & Santa Monica Blvd	AM	0.614	B	0.817	D	0.203	YES
		PM	0.657	B	0.802	D	0.145	YES
2	Virgil Ave & Lockwood Ave	Sat	0.256	A	0.419	A	0.163	NO
		PM	0.405	A	0.646	B	0.241	NO
4	Virgil Ave & Normal Ave	Sat	0.272	A	0.439	A	0.167	NO
		PM	0.413	A	0.663	B	0.250	NO
6	Virgil Ave & Melrose Ave	AM	0.699	B	0.882	D	0.182	YES
		PM	0.639	B	0.833	D	0.194	YES
	Vermont Ave & Santa Monica Blvd	AM	0.691	B	0.780	C	0.089	YES
		PM	0.666	B	0.739	C	0.072	YES

Analysis Results—Detailed Roadway Operations Analysis Because the results of the planning-level CMA analysis showed the highest potential for traffic affects of the Virgil Avenue road diet at Santa Monica Boulevard and Melrose Avenue, a detailed HCM operations analysis was conducted using Synchro software.

The HCM operations results, detailed in Table 4, show a similar result to the CMA planning-level analysis—that the road diet would cause both intersections to operate at LOS E or F during at least one peak hour, though, unlike the CMA analysis, using the HCM analysis, the intersection of Virgil Avenue & Santa Monica Boulevard is expected to operate at an acceptable LOS D during the PM peak hour. As directed by the Los Angeles Department of Transportation (LADOT), the delay increase attributable to the road diet was analyzed for its potential to cause traffic impacts based on the following impact criteria:

- At LOS C under “with project conditions”, the project related increase is equal to or greater than 6.0 seconds
- At LOS D under “with project conditions”, the project related increase is equal to or greater than 4.0 seconds
- At LOS E and F under “with project conditions”, the project related increase is equal to or greater than 2.5 seconds

Based on these criteria, the road diet would be expected to cause traffic impacts at both intersections.

The Sychro analysis results shown in Table 4 assumed that the transition from two to one lane in each direction would start south of Melrose Avenue, and the bicycle lanes would start at Melrose Avenue. As an alternative, if desired, the merge could occur north of Melrose Avenue, with the bicycle lane starting at Marathon Street, which would eliminate the potential for impacts at Melrose Avenue (it would operate as it does currently).

TABLE 4 - ROAD DIET LOS RESULTS (HCM ANALYSIS)

Intersection	Peak Hour	Existing		Road Diet			
		Delay	LOS	Delay	LOS	Change	Impact
1. Virgil Ave & Santa Monica Blvd	AM	19.0	B	57.8	E	38.8	YES
	PM	17.5	B	37.3	D	19.8	YES
6. Virgil Ave & Melrose Ave	AM	19.4	B	113.3	F	93.9	YES
	PM	16.7	B	70.6	E	53.9	YES

Reducing Traffic Effects through Signal Optimization Optimization of signal timing splits is the primary strategy proposed to reduce the traffic effects of the road diet. Table 5 shows the results of the HCM analysis of the road diet, with the signal timings splits optimized to minimize delay at the road-dieted intersections. Signal optimization would improve intersection operations to LOS D or better for both peak hours at both intersections—a level of service that is considered acceptable by the City. However, the increases in delay caused by the road diet would still meet the City’s threshold for traffic impacts based on LADOT’s impact criteria.

TABLE 5 - ROAD DIET LOS RESULTS (HCM ANALYSIS)

Intersection	Peak Hour	Existing		Road Diet (with Signal Split Optimization)			
		Delay	LOS	Delay	LOS	Change	Impact
1. Virgil Ave & Santa Monica Blvd	AM	19.0	B	46.2	D	27.2	YES
	PM	17.5	B	26.7	C	9.2	YES
6. Virgil Ave & Melrose Ave	AM	19.4	B	47.2	D	27.8	YES
	PM	16.7	B	32.2	C	15.5	YES

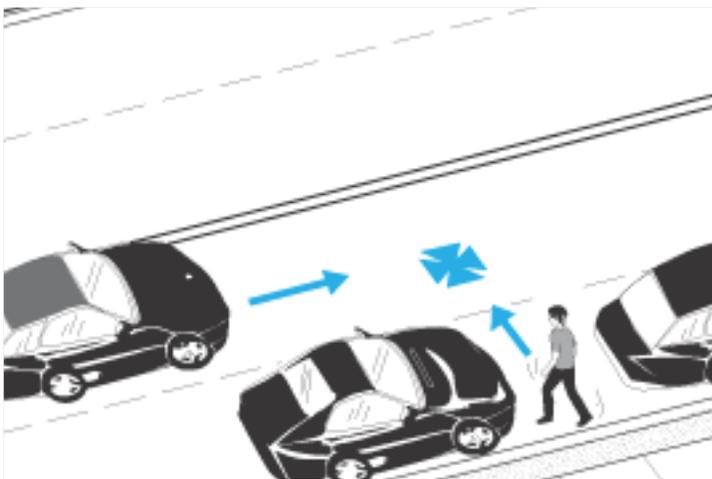
SAFETY CONDITIONS

Road Diet

- Reduces vehicle-pedestrian collisions by reducing the number of lanes pedestrians must cross. This improves safety by eliminating the “double exposure” collision type resulting from vehicles in one lane obstructing visibility of pedestrians from vehicles in the other lane.
- Reduces vehicle-vehicle collisions by providing a dedicated left-turn lane for side streets and mid-block driveways. The threat of rear-end collisions (when through motorists do not notice vehicles slowing or stopping to make a left turn) is significantly reduced because left turn vehicles would no longer block a through lane. The threat of collisions between vehicles in the process of making a left turn, and opposing through vehicles would be reduced, because left turning vehicles would only cross one lane of through traffic, so the “double exposure” collision would be eliminated.
- Research shows significant reductions in collisions on road-dieted corridors. For example, research from California & Washington showed a 19% reduction in collisions on road dieted corridors, while the overall traffic volume on the corridors slightly increased, suggesting that the provision of a continuous left turn lane improves safety, but also vehicular flow by reducing delay to through traffic caused by vehicles turning left at locations without turn pockets.
- Research shows that road diets reduce overall vehicular travel speeds, which improves safety for pedestrians and cyclists.

Curb Extensions

- Improves pedestrian safety by reducing the distance pedestrians must cross vehicular traffic. Increases motorists' visibility of pedestrians waiting to cross the streets, because pedestrians are less obstructed by parked vehicles.
- Narrowing through curb extensions can have a modest affect on vehicle speed (4% reduction in average vehicle speeds found in some case studies)



COLLISION HISTORY (DEC. 04 - DEC. 09)

DATE	COLLISION TYPE	CAUSE	INJURY	FATALITY
at Marathon Street			10	0
03.05.07	Vehicle - Pedestrian	Pedestrian Violation	1	0
09.05.07	Vehicle - Pedestrian	Ped R/W Violation	1	0
09.06.08	Broadside	Unknown	0	0
09.28.06	Vehicle - Pedestrian	Pedestrian Violation	1	0
06.21.05	Vehicle - Pedestrian	Ped R/W Violation	1	0
11.28.07	Vehicle - Pedestrian	Traffic Signals and Signs	1	0
12.26.07	Vehicle - Pedestrian	Ped R/W Violation	1	0
08.01.08	Sideswipe	Other Hazardous Movement	1	0
07.21.04	Vehicle - Pedestrian	Pedestrian Violation	1	0
08.17.04	Vehicle - Pedestrian	Ped R/W Violation	1	0
03.28.06	Vehicle - Pedestrian	Ped R/W Violation	1	0
at Monroe Street			5	1
02.12.08	Vehicle - Pedestrian	Pedestrian Violation	1	0
03.03.09	Vehicle - Pedestrian	Ped R/W Violation	0	1
04.18.09	Vehicle - Pedestrian	Ped R/W Violation	2	0
06.09.08	Sideswipe	Unsafe Speed	1	0
05.16.09	Sideswipe	Other Improper Driving	1	0
at Normal Street			4	0
08.17.06	Vehicle - Pedestrian	Ped R/W Violation	1	0
02.03.08	Rear-End	Unsafe Speed	2	0
07.25.04	Broadside	Traffic Signals and Signs	0	0
04.24.07	Vehicle - Pedestrian	Pedestrian Violation	1	0
at Burns Avenue			0	0
at Lockwood Avenue			1	0
01.17.08	Vehicle - Pedestrian	Ped R/W Violation	1	0
At WillowBrook Avenue			2	0
12.08.04	Vehicle - Pedestrian	Unsafe Speed	1	0
11.11.05	Vehicle - Pedestrian	Ped R/W Violation	1	0
At Santa Monica Boulevard			5	0
11.12.05	Vehicle - Pedestrian	Ped R/W Violation	1	0
01.04.06	Vehicle - Pedestrian	Ped R/W Violation	1	0
04.14.08	Broadside	Wrong Side of Road	1	0
05.12.06	Vehicle - Pedestrian	Ped R/W Violation	1	0
01.24.08	Vehicle - Pedestrian	Ped R/W Violation	1	0
TOTAL ACCIDENTS			27	1

CONSTRUCTION COST ESTIMATE

A Rough Order of Magnitude (ROM) construction cost estimate is included for the Final Design for Virgil Avenue improvements. The amounts provided in this section are preliminary in nature, based on construction costs of other recently completed streetscape projects. Continued refinement of the cost estimate will be necessary as the design is further developed in order to accurately budget the improvements.

Construction costs will likely increase if the project is implemented in phases as economy of scale is lost and redundant processes become required. Construction phasing might be necessary due to the availability of component specific funding sources, including urban forestry programs for street trees and transportation grants for new bicycle facilities.

Not included in the construction cost estimates but essential to the long range benefits of these improvements is a sustainable maintenance program. The City of Los Angeles will not allow any new non-standard improvements in the public right-of-way without a maintenance agreement. Those improvements include new street trees, landscape and street furniture. A Business Improvement District (BID) will need to be established along this portion of Virgil Avenue to be responsible for the maintenance agreement.

Rough Order of Magnitude (ROM) Construction Cost Estimate

	Quantity and Unit	Unit Cost with GC/MU	Subtotal	15% Move-on	20% Contingency	Total
TOTAL- ALL IMPROVEMENTS			\$3,453,264	\$517,990	\$794,251	\$4,765,505
1. Restriping			\$96,000	\$14,400	\$22,080	\$132,480
	0.8 mile	\$120,000.00	\$96,000			
2. Redesigned Intersections			\$1,840,000	\$276,000	\$423,200	\$2,539,200
4 curb extensions, 4 dual access ramps and 2 relocate catch basins	6	Each	\$250,000.00	\$1,500,000		
Relocate traffic signals at Lockwood Avenue and Normal Avenue						
Small signal poles	11	Each	\$20,000.00	\$220,000		
Mast arms on street lights	4	Each	\$30,000.00	\$120,000		
3. Landscaped Parkways, Including Curb Extensions			\$475,733	\$71,360	\$109,419	\$656,512
Demolish concrete in parkways	9,300	SF	\$5.00	\$46,500		
Prepare soil in existing parkways - till and amend	9,300	SF	\$2.50	\$23,250		
Import/place soil in curb extensions (30" deep)	667	CY	\$50.00	\$33,333		
Intall water meter, back flow & controller - 1/block face	16	Each	\$7,500.00	\$120,000		
Install in-line drip or bubblers	21,300	SF	\$4.50	\$95,850		
Plant trees - 36" box <i>Handroanthus impetiginosus</i> (Pink Trumpet)	29		\$1,000.00	\$29,000		
Plant drought tolerant grasses/groundcover						
1 gal. containers 18" o.c. or plugs 6" o.c.	21,300	SF	\$3.50	\$74,550		
Mulch 3" thick	21,300	SF	\$1.00	\$21,300		
Maintenance 18 months	21,300	SF	\$1.50	\$31,950		

CONSTRUCTION COST ESTIMATE

Rough Order of Magnitude (ROM) Construction Cost Estimate Continued

	Quantity and Unit	Unit Cost with GC/MU	Subtotal	15% Move-on	20% Contingency	Total
Ancillary Sidewalk/ Curb & Gutter Repairs						
Remove & replace walkway (assume 10% of total sidewalk length)	3,268 SF	\$50.00	\$163,400			
Replaced & replace curb/gutter (assume 10% of total curb length)	430 LF	\$12.00	\$5,160			
Pressure wash remaining existing concrete curb/access strip		LS	\$10,000			
4.A. Southwest Corner Plaza at Santa Monica Blvd.			\$597,999	\$89,700	\$137,540	\$825,239
Demolition/removal	8,800 SF	\$2.76	\$24,288			
Reconstruct asphalt concrete roadway 8" thick on aggregate base	3,500 SF	\$7.41	\$25,921			
Construct concrete curb & gutter	300 LF	\$36.80	\$11,040			
Install new storm drain inlet/catch basin with connection	1 each	\$12,000.00	\$12,000			
Access ramps	240 SF	\$20.00	\$4,800			
Install concrete paving - colored/scored in a pattern	6,500 SF	\$12.00	\$78,000			
Install area drains and connect to storm drain system		LS	\$25,000			
Prepare soil in parkways & planting areas - till & amend	3,300 SF	\$1.00	\$3,300			
Install water meter, back flow & controller (included in 3.)						
Install in-line drip or bubblers	3,300 SF	\$4.50	\$14,850			
Plant drought tolerant grasses/groundcover						
1 gal. containers 18" o.c. or plugs 6" o.c.	3,300 SF	\$3.50	\$11,550			
Mulch 3" thick	3,300 SF	\$1.00	\$3,300			
Maintenance 18 months	3,300 SF	\$1.50	\$4,950			
Relocate traffic signals (mast arms on street light)	1 each	\$30,000.00	\$30,000			
Utilities and miscellaneous	8,800 SF	\$10.00	\$88,000			
Steel pipe fence along BSL parking lot	240 LF	\$150.00	\$36,000			
Relocated Vermonica art installation - by others (BSL)						
3 Form (PV embedded) shade structure - allowance		LS	\$40,000			
Play or exercise equipment with safety surface or other elements		LS	\$75,000			
Fence around play or seating area	80 LF	\$100.00	\$60,000			
Furnishings (trash, seats, drinking fountain, etc) - allowance		LS	\$50,000			
4.B. Northeast Corner Plaza at Santa Monica Blvd.			\$264,972	\$39,746	\$60,944	\$365,661
Demolition/removal	4,400 SF	\$2.76	\$12,144			
Reconstruct asphalt concrete roadway 8" thick on aggregate base	3,000 SF	\$7.41	\$22,218			
Construct concrete curb & gutter	200 LF	\$36.80	\$7,360			
Relocate storm drain inlet/catch basin with connection	1 each	\$12,000.00	\$12,000			
Install area drains and connect to storm drain system		LS	\$25,000			
Access ramp	120 SF	\$20.00	\$2,400			
Install concrete paving - colored/scored in a pattern	3,500 SF	\$12.00	\$42,000			
Install surface drains and pipes connected to SD system						
Prepare soil in parkways & planting areas - till & amend	900 SF	\$1.00	\$900			
Install water meter, back flow & controller (included in 3.)	1 Each	\$7,500.00	\$7,500			
Install in-line drip or bubblers	900 SF	\$4.50	\$4,050			
Plant drought tolerant grasses/groundcover						
1 gal. containers 18" o.c. or plugs 6" o.c.	900 SF	\$3.50	\$3,150			
Mulch 3" thick	900 SF	\$1.00	\$900			
Maintenance 18 months	900 SF	\$1.50	\$1,350			
Relocate traffic signals (mast arms on street light)	1 each	\$30,000.00	\$30,000			
Utilities and miscellaneous	4,400 SF	\$10.00	\$44,000			
3 Form (PV embedded) shade structure - allowance		LS	\$30,000			
Furnishings (trash, seats, drinking fountain, etc) - allowance		LS	\$20,000			
Deducts						
Maintain single access ramps at Lockwood and Normal to avoid			(\$340,000)	(\$51,000)	(\$78,200)	(\$469,200)
Adds						
Replace traffic signals if required by LADOT			TBD			

CITY OF LOS ANGELES
CALIFORNIA

**EAST HOLLYWOOD
NEIGHBORHOOD COUNCIL**

**EAST HOLLYWOOD
NEIGHBORHOOD COUNCIL**

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January 26, 2012

Ms. Veronica Hahni
Executive Director
Los Angeles Neighborhood Initiative
800 S Figueroa St, Ste. 970
Los Angeles, CA 90017

Re: Virgil Village Traffic Calming Plan
Cal Trans Planning Environmental Justice Grant

Dear Ms. Hahni:

At its January 23, 2012, Governing Board Meeting, the East Hollywood Neighborhood Council unanimously voted to support the Virgil Village Traffic Calming Plan prepared by the City of Los Angeles and Los Angeles Neighborhood Initiative (LANI).

Developed with extensive community participation and input, the Plan outlines a series of transformative transportation enhancements including secure bus shelters, street trees, improved crosswalks and lighting, and the potential creation of transit plazas. When implemented, these elements will significantly improve safety and quality-of-life in our transit-dependent community. Furthermore, improvements to the public right-of-way will aid economic revitalization efforts along a vibrant commercial corridor that is characterized by diverse small businesses and active street use.

As a committed group of neighborhood stakeholders, we are delighted to have participated in the process of improving our community. The final Plan document accurately reflects and addresses our community's most pressing needs. The East Hollywood Neighborhood Council enthusiastically supports this plan.

Yours truly,

David Bell

President, East Hollywood Neighborhood Council

**EAST HOLLYWOOD
BUSINESS
IMPROVEMENT
DISTRICT**

7018 Hollywood Blvd., Hollywood, CA 90028
MAIN (323) 469-8311 FAX (323) 469-2805

February 1, 2012

Ms. Veronica Hahni
Executive Director
Los Angeles Neighborhood Initiative
800 S Figueroa St, Ste. 970
Los Angeles, CA 90017

Re: Virgil Village Traffic Calming Plan
Cal Trans Planning Environmental Justice Grant

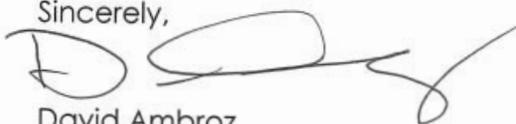
Dear Ms. Hahni:

On behalf of the East Hollywood Business Improvement District, we wish to express our enthusiastic support for the Virgil Village Traffic Calming Plan prepared by the City of Los Angeles and Los Angeles Neighborhood Initiative (LANI).

Developed with extensive community participation and input, the Plan outlines a series of transformative transportation enhancements including secure bus shelters, street trees, improved crosswalks and lighting, in addition to the potential for the creation of transit plazas. When implemented, these elements will significantly improve safety and quality-of-life in our transit-dependent community. Furthermore, improvements to the public right-of-way will aid economic revitalization efforts along a vibrant commercial corridor that is characterized by diverse small businesses and active street use.

As a committed group of neighborhood stakeholders, we are delighted to have participated in the process of improving our community. The final Plan document accurately reflects and addresses our community's most pressing needs.

Sincerely,



David Ambroz
President
East Hollywood Business Improvement District

