LOS ANGELES VISION ZERO

Transportation Assessments

NOVEMBER 2023

LADOT WITH SUPPORT FROM FEHR PEERS

VISION ZERO LOS ANGELES | 2015-2025

Hollywood Bl

Fairfax Av ⟷ Fountain Av

EXISTING CORRIDOR PROFILE

ABOUT THE CORRIDOR

Hollywood Bl

Fairfax Av ⟷ Fountain Av

Council District 4 | Council District 13

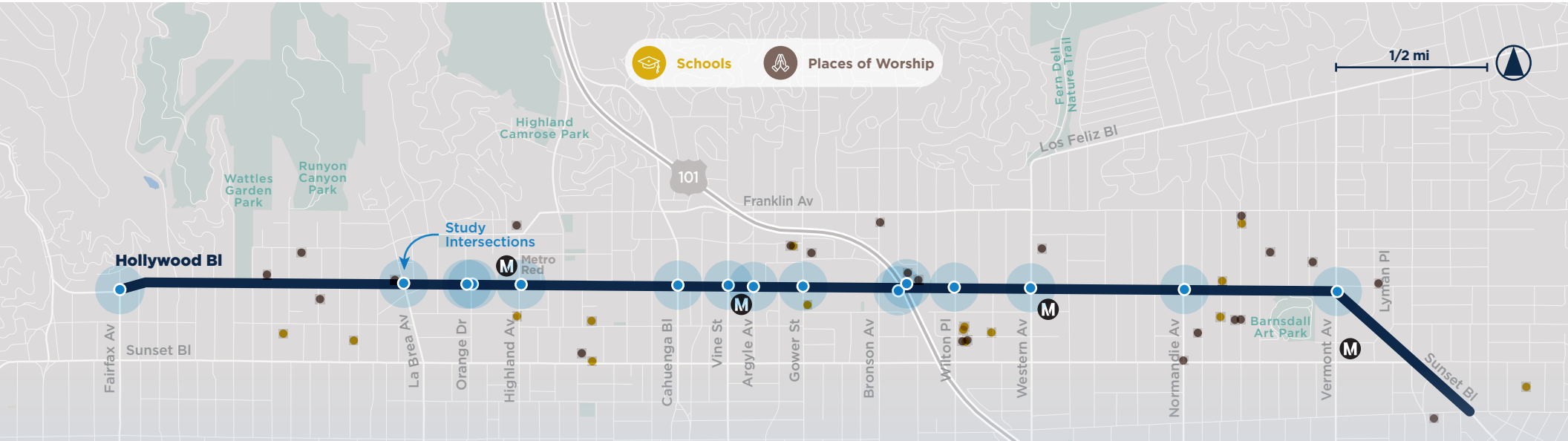
NEIGHBORHOOD COUNCILS

Central Hollywood NC | East Hollywood NC

COMMON LANGUAGES SPOKEN

English | Spanish | Russian | Tagalog | Other Indo-European*

*Most common in City of LA are Armenian, Persian



CHARACTERISTICS

4.6 mi
Length

25-35 mph
Posted Speed

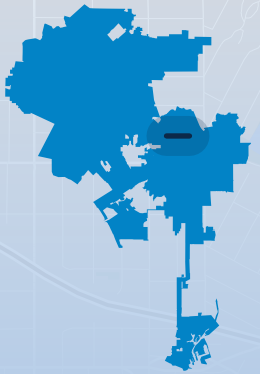
LONGEST DISTANCE B/W CONTROLLED XWALKS	1,180 ft approx. ⅛ mile
STANDARD BIKE LANES	None
BUS-ONLY LANES	None
BUS LINES SERVING THIS CORRIDOR	Metro 180, 206, 207, 212, 217 DASH Hollywood, Hollywood/Wilshire, Beachwood Canyon, Observatory/Los Feliz

MOBILITY PLAN 2035

Avenue I/II*
Street Classification

30-35 mph*
Target Operating Speed

- Pedestrian Enhanced District
- Bicycle Enhanced Network
- Transit Enhanced Network



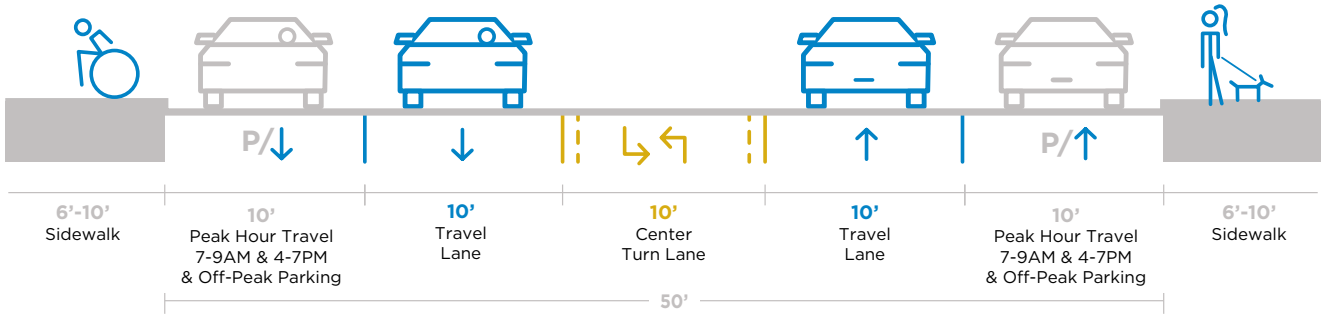
*Fairfax—La Brea: Avenue II, 30 mph. La Brea—Foutain Avenue I, 35 mph

VISION ZERO LOS ANGELES | 2015-2025

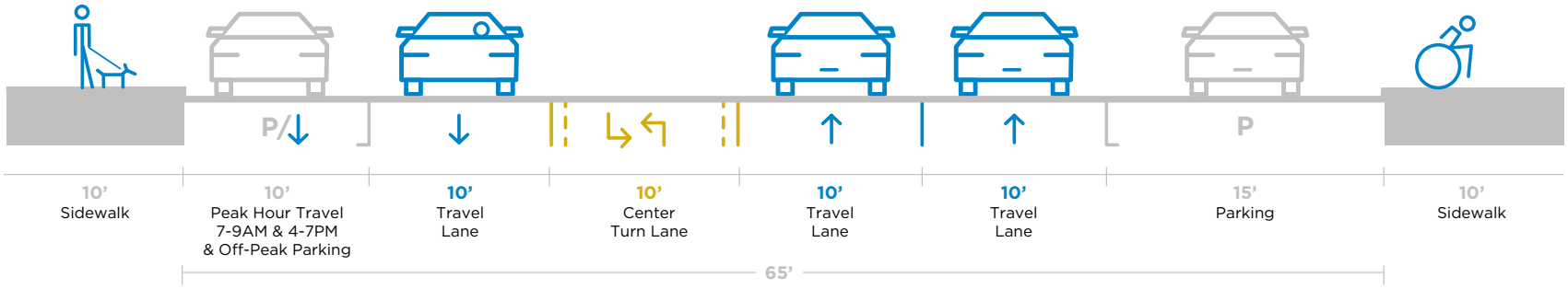
EXISTING DATA SUMMARY

Existing Cross-Sections

Hollywood Bl, Fairfax Av ⟷ Fountain Av
›Looking West



SECTION 1. FAIRFAX AV TO FULLER AV

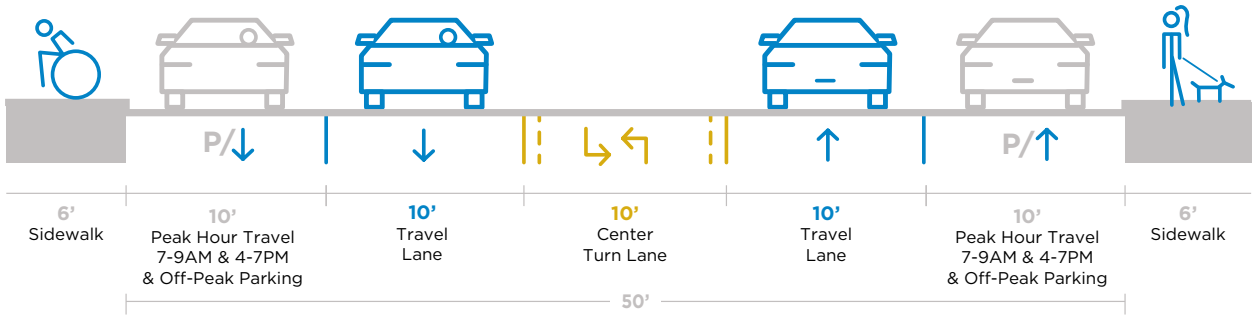


SECTION 2. FULLER AV TO POINSETTA PL

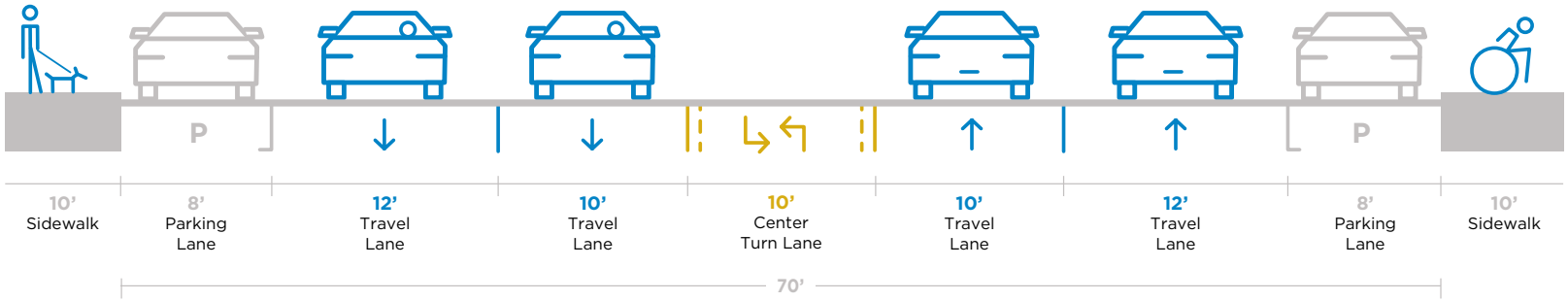
EXISTING DATA SUMMARY

Existing Cross-Sections

Hollywood Bl, Fairfax Av ⟷ Fountain Av
›Looking West



SECTION 3. POINSETTA PL TO LA BREA AV

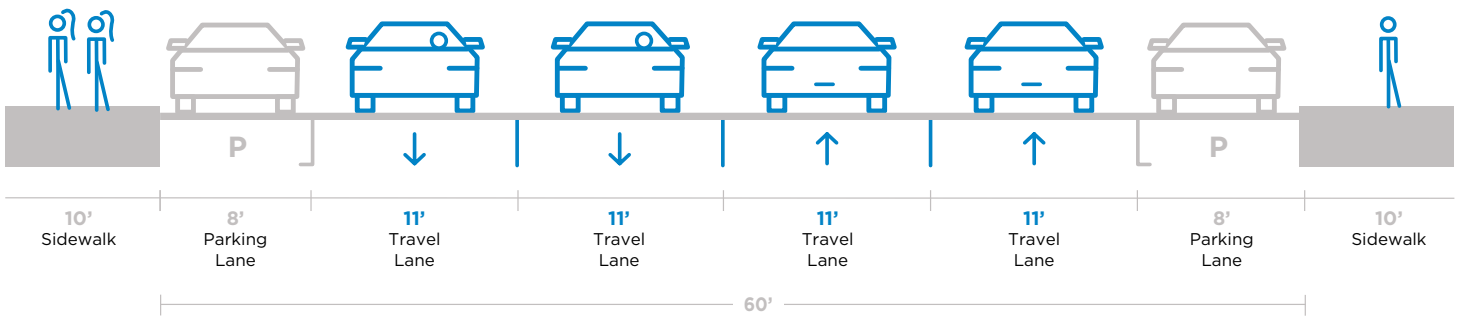


SECTION 4. LA BREA AV TO GOWER ST

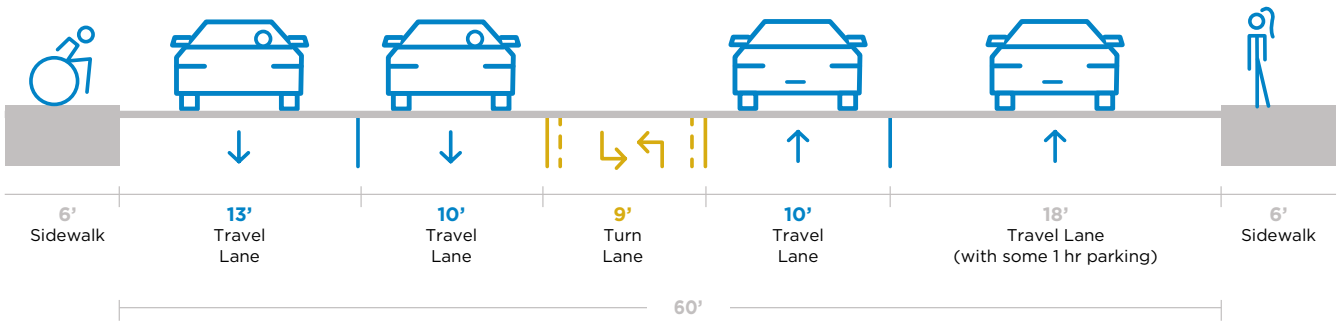
EXISTING DATA SUMMARY

Existing Cross-Sections

Hollywood Bl, Fairfax Av ⟷ Fountain Av
›Looking West



SECTION 5. GOWER ST TO KENMORE AV



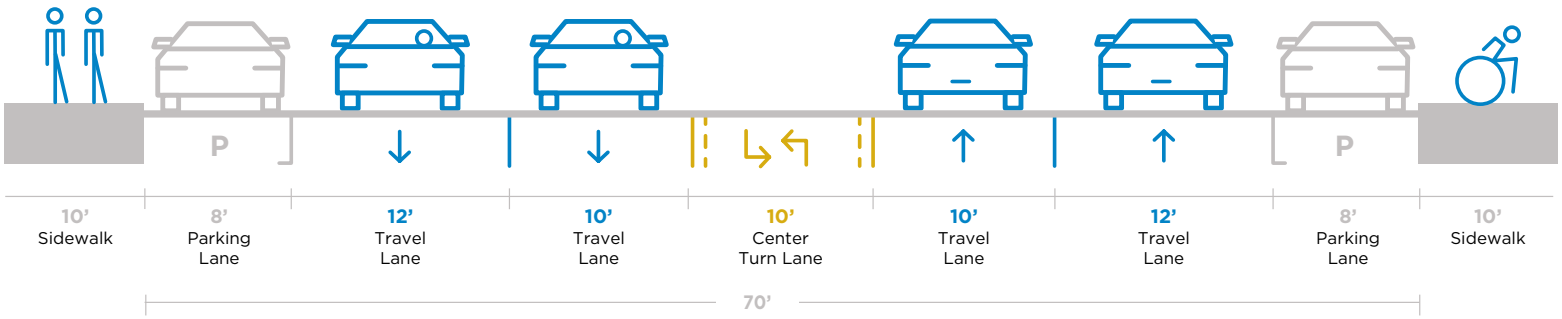
SECTION 6. KENMORE AV TO VERMONT AV

EXISTING DATA SUMMARY

Existing Cross-Sections

Hollywood Bl, Fairfax Av ⟷ Fountain Av

›Looking West



SECTION 7. VERMONT AV TO FOUNTAIN AV

EXISTING DATA SUMMARY

Collision Data

Fairfax Av ⟷ Lyman Pl

Source— City of Los Angeles Collision Database, 2010-2019

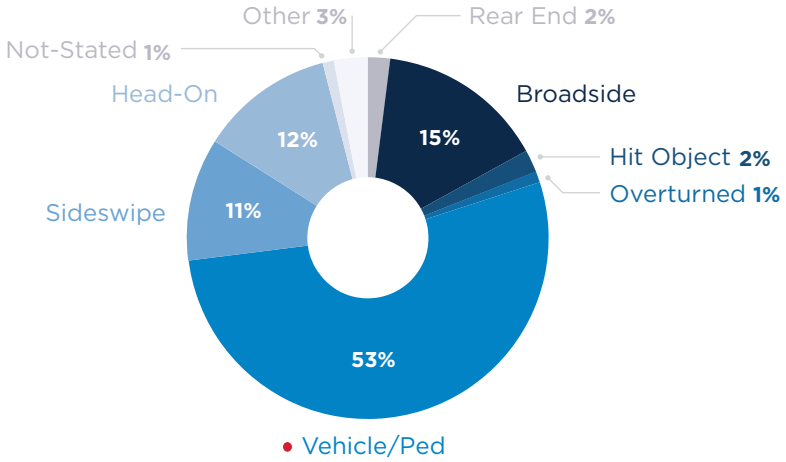
TOTAL CRASHES	**1,965**
FATAL & SEVERE INJURY CRASHES	**99**

KEY TAKEAWAYS

5% of crashes resulted in a fatality or severe injury.

3 out of 5 of fatal or severe injury crashes involved someone walking or biking.

Fatal & Severe Injury Crashes by Type, 2010-2019



Fatal & Severe Injury Crashes by Mode, 2010-2019

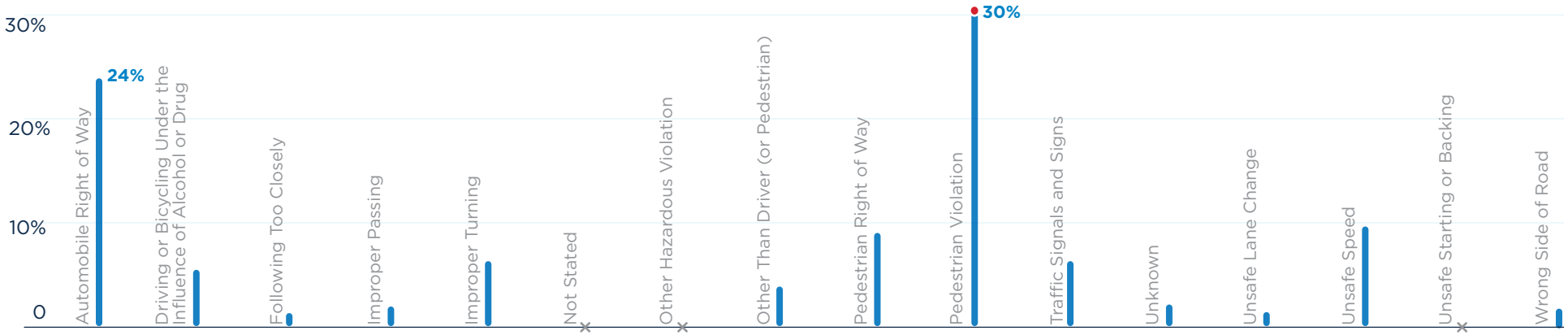
PEDESTRIAN INVOLVED	51%
BICYCLIST INVOLVED	9%
VEHICLE-ONLY	40%

Age of People Involved in Fatal and Severe Crashes While Walking and Biking 2010-2019

Under 18	19-64	65+	Unknown
0%	56%	17%	27%

Fatal & Severe Injury Crashes by Violation, 2010-2019

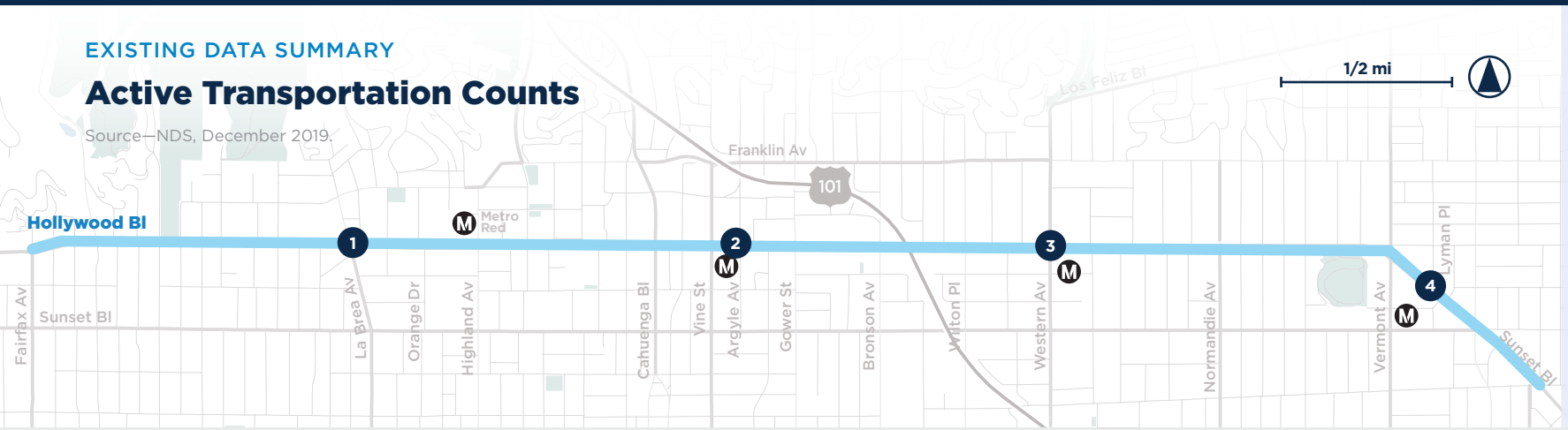
• Highest % of crashes



EXISTING DATA SUMMARY

Active Transportation Counts

Source—NDS, December 2019.



KEY TAKEAWAY

The vast **majority of active travel** along Hollywood Bl **is walking.**

WESTBOUND

	1 w/o La Brea			2 e/o Argyle			3 w/o Western			4 w/o Lyman		
Weekday 7-10AM	TOTAL **73**	TOTAL **4**	TOTAL **2**	**504**	**23**	**15**	**236**	**19**	**9**	**105**	**9**	**-**
	Female **25** (34%)	Female **-**	Female **1** (50%)	**169** (34%)	**2** (1%)	**3** (20%)	**66** (28%)	**4** (21%)	**2** (22%)	**27** (26%)	**1** (11%)	**-**
	Assisted **-**	On Sidewalk **1** (25%)	On Sidewalk **-**	**-**	**10** (43%)	**11** (73%)	**1** (.4%)	**6** (32%)	**5** (56%)	**-**	**4** (44%)	**-**
	Strollers **-**	No Helmet **2** (50%)	No Helmet **1** (50%)	**1** (.2%)	**9** (39%)	**13** (87%)	**1** (.4%)	**10** (53%)	**9** (100%)	**-**	**4** (44%)	**-**
Weekday 3-6PM	TOTAL **247**	TOTAL **5**	TOTAL **2**	**1,077**	**28**	**11**	**587**	**27**	**8**	**334**	**11**	**1**
	Female **101** (41%)	Female **1** (20%)	Female **-**	**398** (37%)	**1** (4%)	**1** (9%)	**109** (19%)	**1** (4%)	**-**	**101** (30%)	**3** (27%)	**-**
	Assisted **-**	On Sidewalk **1** (20%)	On Sidewalk **1** (50%)	**4** (.4%)	**17** (74%)	**7** (64%)	**2** (.3%)	**15** (56%)	**7** (88%)	**-**	**3** (27%)	**-**
	Strollers **4** (2%)	No Helmet **4** (80%)	No Helmet **2** (100%)	**6** (.6%)	**19** (68%)	**7** (64%)	**2** (.3%)	**9** (33%)	**8** (100%)	**1** (1%)	**7** (64%)	**-**
Weekend 11AM-2PM	TOTAL **251**	TOTAL **7**	TOTAL **4**	**2,954**	**22**	**13**	**487**	**27**	**7**	**609**	**12**	**1**
	Female **88** (35%)	Female **1** (14%)	Female **2** (50%)	**1,486** (50%)	**2** (9%)	**2** (15%)	**198** (41%)	**1** (4%)	**-**	**278** (46%)	**2** (17%)	**-**
	Assisted **1** (.5%)	On Sidewalk **4** (57%)	On Sidewalk **1** (25%)	**16** (.5%)	**8** (36%)	**8** (62%)	**1** (.2%)	**16** (59%)	**6** (8%)	**1** (.2%)	**4** (33%)	**1** (100%)
	Strollers **2** (1%)	No Helmet **5** (71%)	No Helmet **4** (100%)	**26** (1%)	**16** (73%)	**11** (85%)	**10** (2%)	**18** (67%)	**7** (100%)	**1** (.2%)	**8** (67%)	**1** (100%)

EASTBOUND

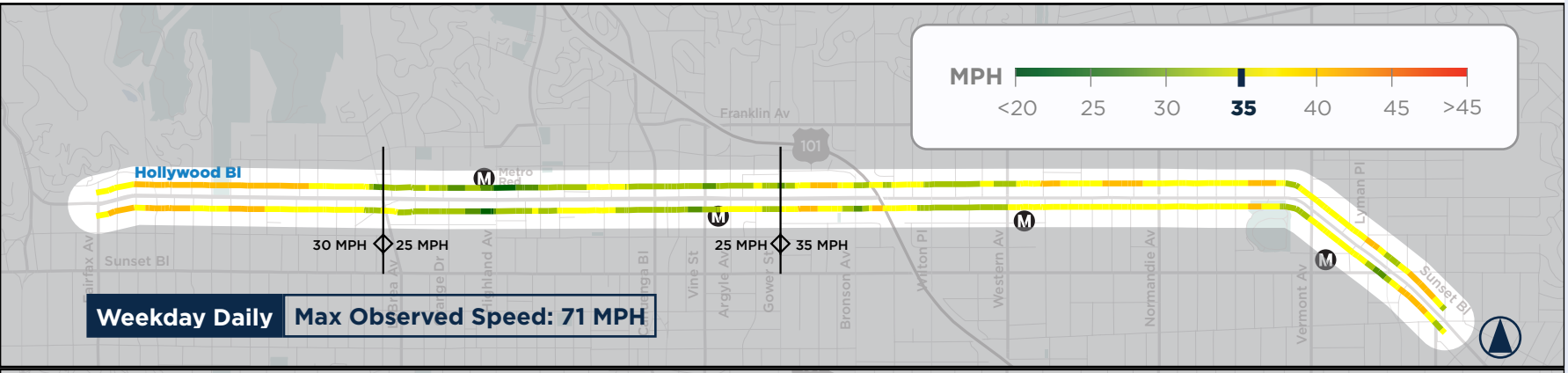
Weekday 7-10AM	TOTAL **158**	TOTAL **5**	TOTAL **3**	**438**	**13**	**8**	**409**	**18**	**6**	**137**	**7**	**-**
	Female **59** (37%)	Female **1** (20%)	Female **-**	**148** (34%)	**-**	**-**	**143** (35%)	**2** (11%)	**1** (17%)	**37** (27%)	**2** (29%)	**-**
	Assisted **-**	On Sidewalk **5** (100%)	On Sidewalk **2** (67%)	**2**(.5%)	**7** (54%)	**5** (63%)	**3** (1%)	**13** (72%)	**3** (50%)	**-**	**2** (29%)	**-**
	Strollers **1** (1%)	No Helmet **5** (100%)	No Helmet **3** (100%)	**1** (.2%)	**2** (15%)	**7** (88%)	**2** (.5%)	**14** (78%)	**6** (100%)	**1** (1%)	**4** (57%)	**-**
Weekday 3-6PM	TOTAL **195**	TOTAL **6**	TOTAL **4**	**1,144**	**23**	**9**	**578**	**25**	**16**	**327**	**10**	**2**
	Female **75** (38%)	Female **-**	Female **1** (25%)	**408** (36%)	**-**	**-**	**116** (20%)	**2** (8%)	**1** (6%)	**101** (31%)	**-**	**-**
	Assisted **-**	On Sidewalk **5** (83%)	On Sidewalk **-**	**1** (.1%)	**8** (35%)	**1** (11%)	**4** (1%)	**19** (76%)	**11** (69%)	**-**	**4** (40%)	**1** (50%)
	Strollers **4** (2%)	No Helmet **4** (67%)	No Helmet **4** (100%)	**6** (.5%)	**17** (74%)	**4** (45%)	**2** (.5%)	**15** (60%)	**16** (100%)	**1** (.3%)	**8** (80%)	**2** (100%)
Weekend 11AM-2PM	TOTAL **333**	TOTAL **8**	TOTAL **1**	**1,866**	**13**	**13**	**550**	**24**	**5**	**613**	**14**	**2**
	Female **158** (47%)	Female **-**	Female **1** (100%)	**816** (44%)	**3** (23%)	**1** (8%)	**233** (42%)	**2** (8%)	**1** (20%)	**268** (44%)	**1** (7%)	**-**
	Assisted **3** (1%)	On Sidewalk **1** (13%)	On Sidewalk **1** (100%)	**6** (.3%)	**8** (62%)	**3** (23%)	**-**	**11** (46%)	**1** (20%)	**2** (.3%)	**1** (7%)	**1** (50%)
	Strollers **1** (.3%)	No Helmet **3** (38%)	No Helmet **1** (100%)	**11** (.6%)	**10** (77%)	**11** (85%)	**5** (1%)	**13** (54%)	**4** (80%)	**1** (.2%)	**8** (57%)	**2** (100%)

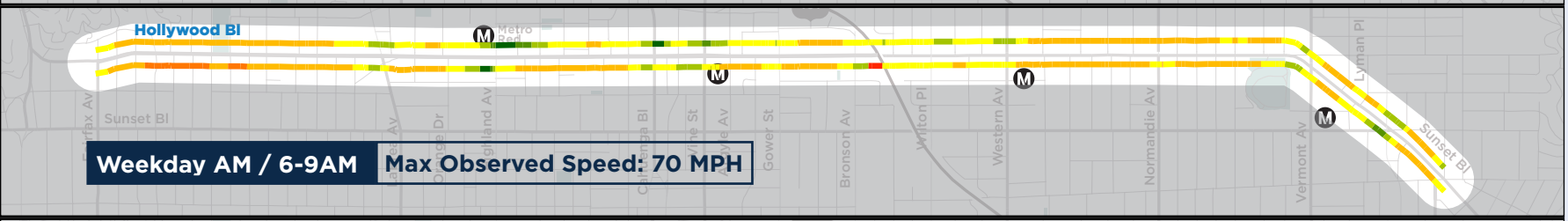
EXISTING DATA SUMMARY

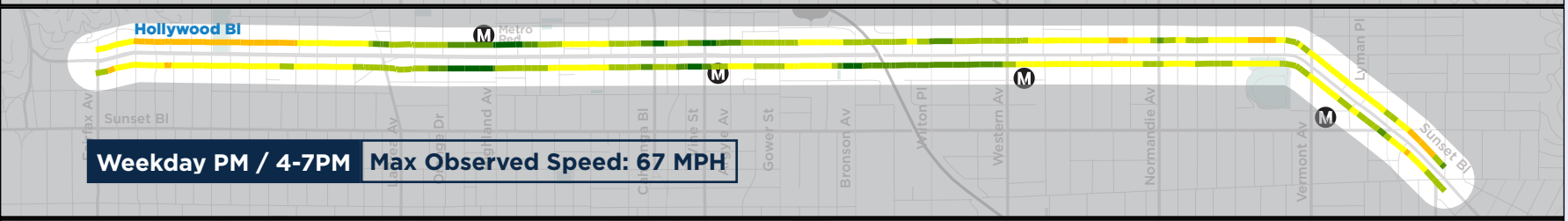
85th Percentile Auto Speed

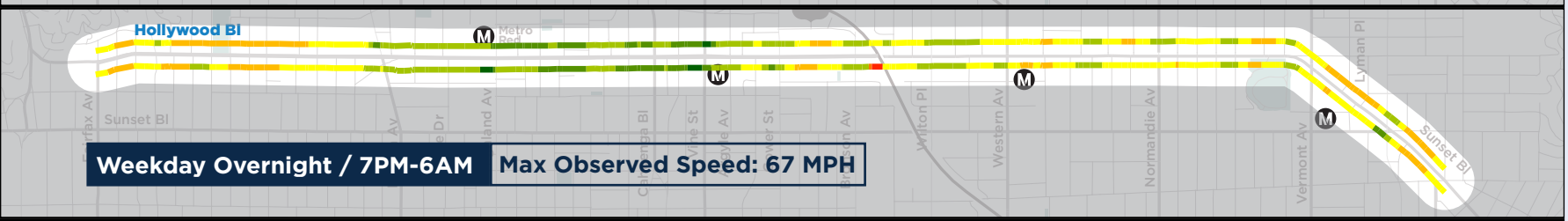
A pedestrian is hit by a car at **20 MPH** — **10%** likelihood of fatality

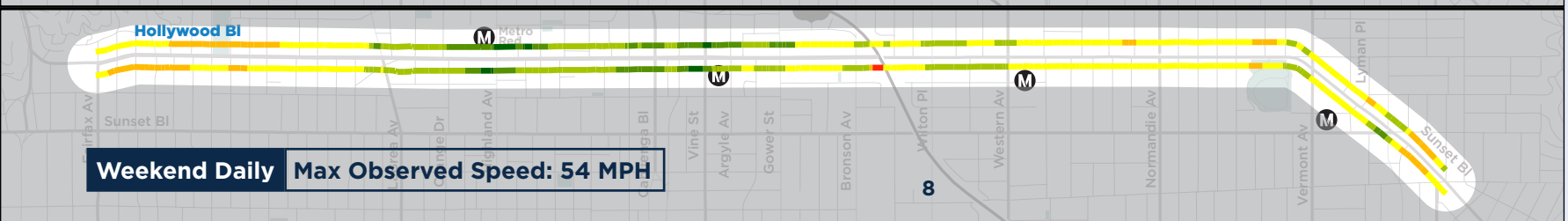
A pedestrian is hit by a car at **40 MPH** — **80%** likelihood of fatality











KEY TAKEAWAYs

Observed 85th percentile speeds range from **as low as 12 mph** in the most congested segments to **as high as 45 mph.**

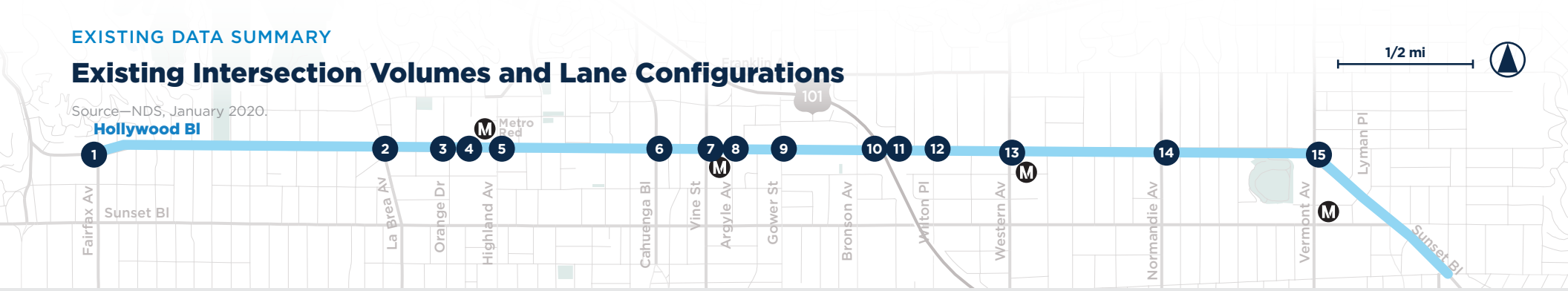
Maximum observed speeds in every time period reach 50 mph and are as high as 70 mph, demonstrating **reckless driving behavior occurring at all times of day.**

Speeding is worst on the west and east end of the corridor.

EXISTING DATA SUMMARY

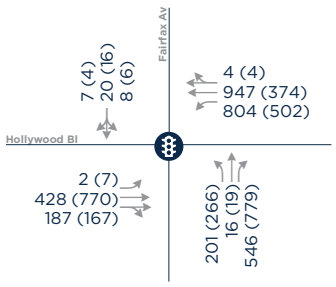
Existing Intersection Volumes and Lane Configurations

Source—NDS, January 2020.

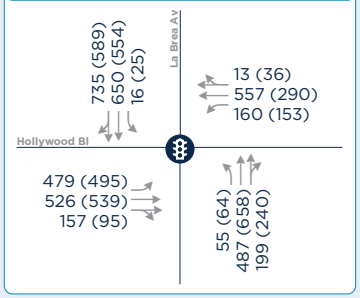


INTERSECTION CONFIGURATIONS • PEAK HOUR VOLUMES • AM (PM)

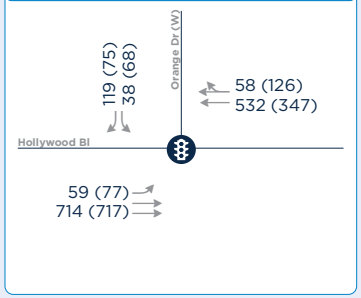
1. Fairfax Av



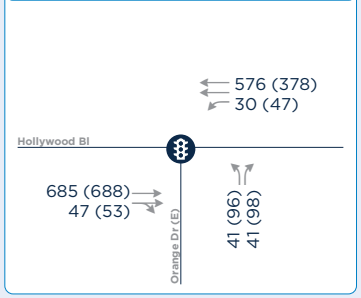
2. La Brea Av



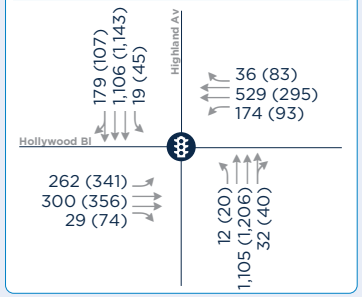
3. Orange Dr (W)



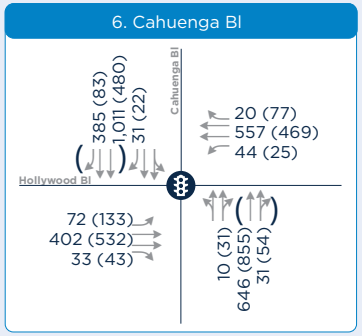
4. Orange Dr (E)



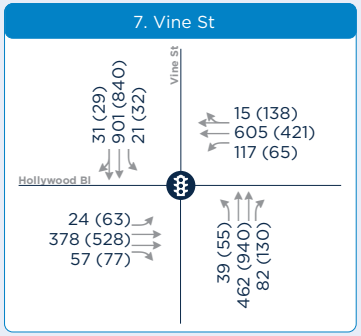
5. Highland Av



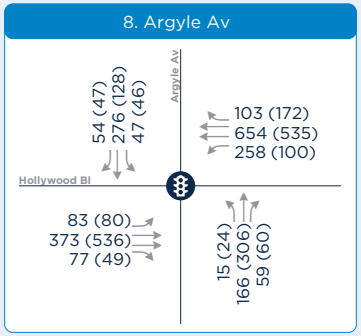
6. Cahuenga Bl



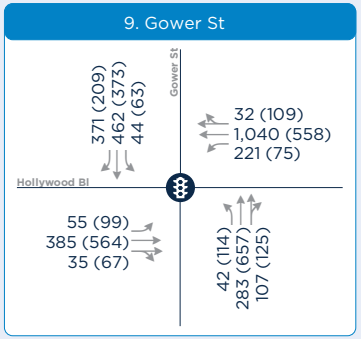
7. Vine St



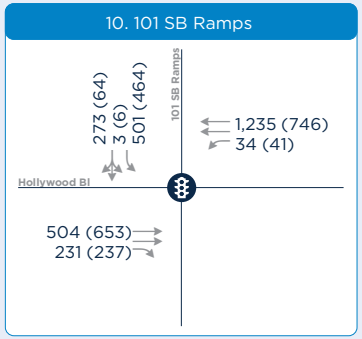
8. Argyle Av



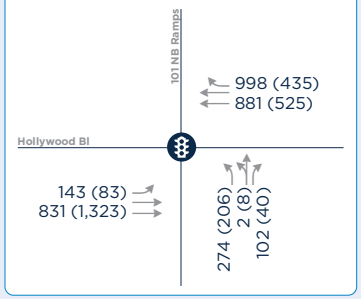
9. Gower St



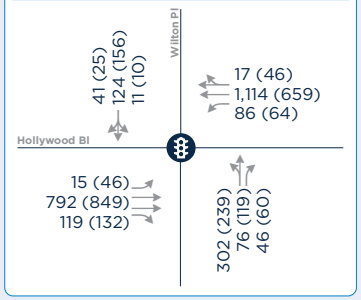
10. 101 SB Ramps



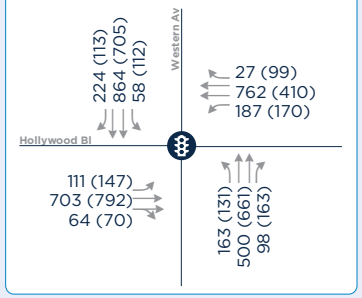
11. 101 NB Ramps



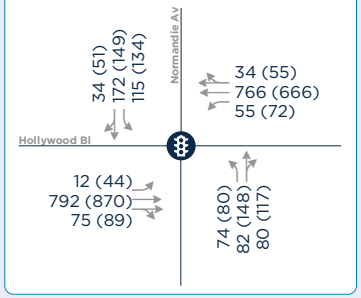
12. Wilton Pl



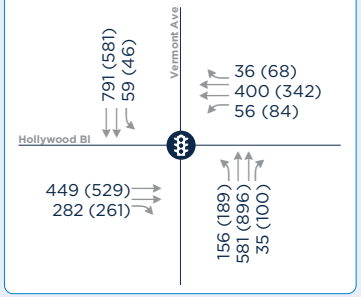
13. Western Av



14. Normandie Av



15. Vermont Ave



EXISTING DATA SUMMARY

Bus Speeds and Recommended Stop Improvements

Source — LA Metro & LADOT DASH Automatic Passenger Count Data, Spring-Summer 2023

KEY TAKEAWAYS

Hollywood Boulevard is serviced by a bus every 5-10 minutes during peak periods and has significant transit ridership, with some stops serving over 1,000 passengers a day. Transit speeds are the slowest roughly between La Brea and Vine, where there are a series of closely spaced stops and significant pedestrian activity. Project impacts to transit speed can be minimized through improvements including installing bus boarding islands, bus stop balancing, and queue jumps. 8 of 44 stops can likely be removed due to low ridership and close proximity to adjacent stops. 20 stops are good candidates for bus boarding islands (in-lane stopping) due to their positioning and geometry of the corridor.

Stop Level Ridership
Average daily ons and offs

- 0-100
- 101-500
- 501-1000
- 1000+

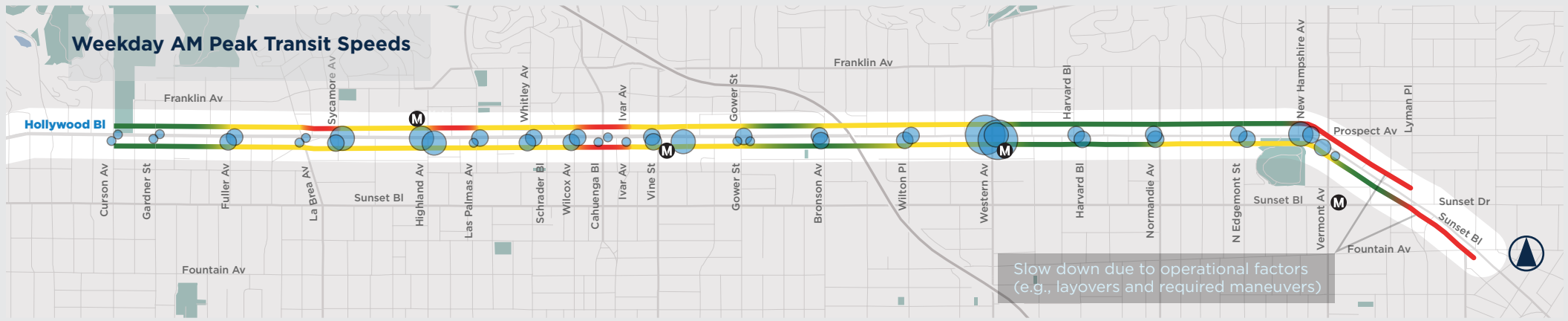
Median Speeds
Weekday AM Peak Hour

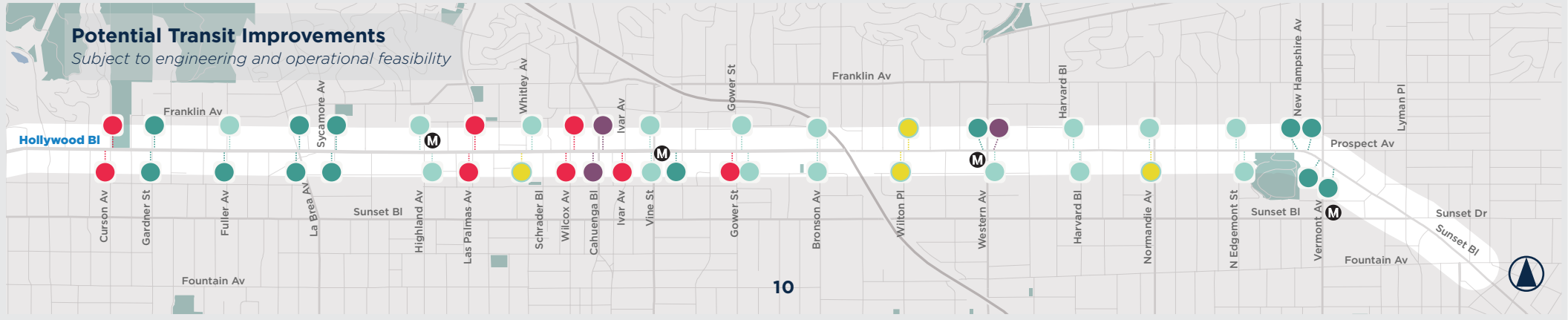
MPH
<8 — 12 — >16

Potential Transit Improvements

- No change
- Install bus boarding island
- Balancing & boarding island
- Install queue jump
- Remove stop

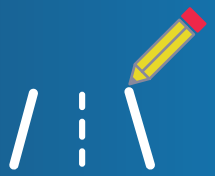
See Appendix A for more detail





Hollywood Bl

Fairfax Av ⟷ Fountain Av



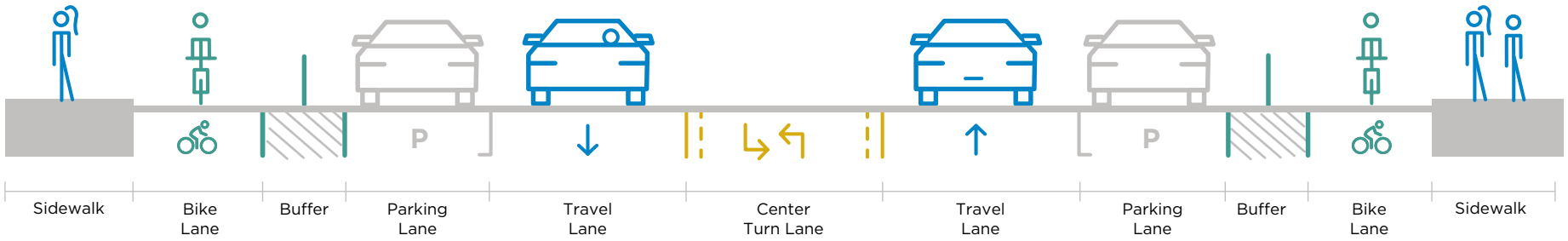
PROPOSED CORRIDOR PROFILE

PROPOSED CORRIDOR PROFILE

Proposed Cross-Sections

Hollywood Bl, Fairfax Av ⟷ Fountain Av

›Looking West

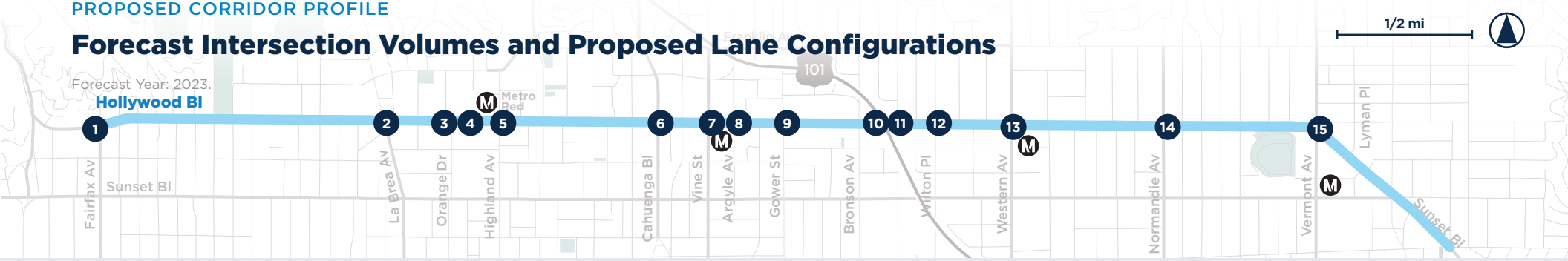


PROPOSED CORRIDOR PROFILE

Forecast Intersection Volumes and Proposed Lane Configurations

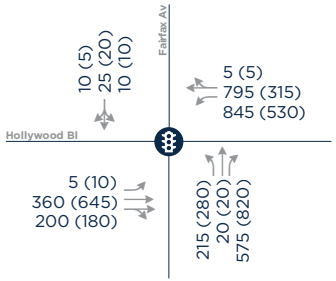
Forecast Year: 2023.

Hollywood Bl

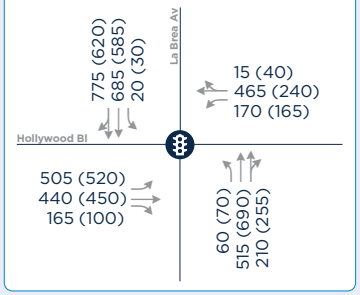


INTERSECTION CONFIGURATIONS • PEAK HOUR VOLUMES • **AM (PM)**

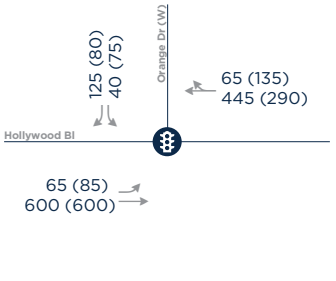
1. Fairfax Av



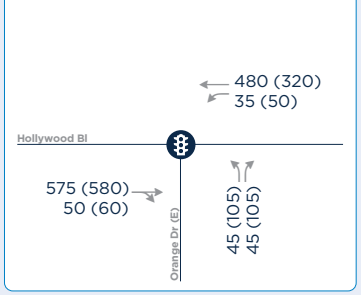
2. La Brea Av



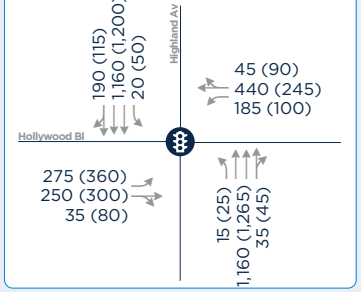
3. Orange Dr (W)



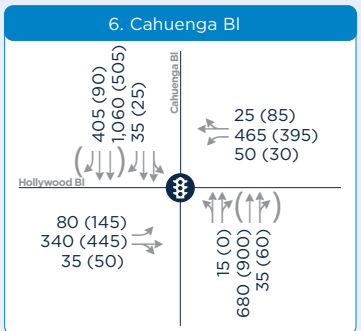
4. Orange Dr (E)



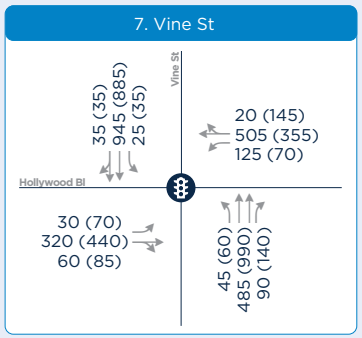
5. Highland Av



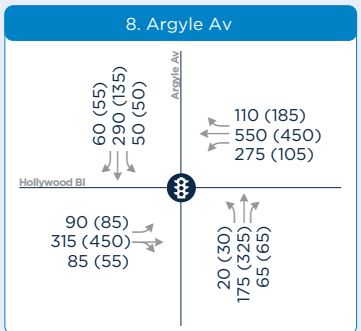
6. Cahuenga Bl



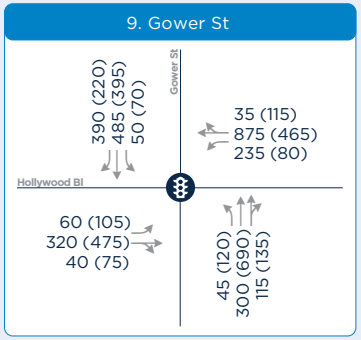
7. Vine St



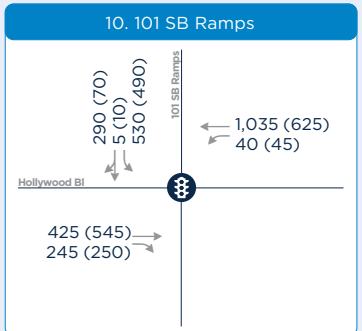
8. Argyle Av



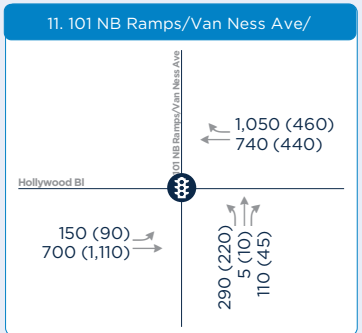
9. Gower St



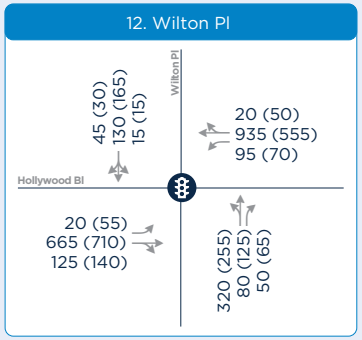
10. 101 SB Ramps



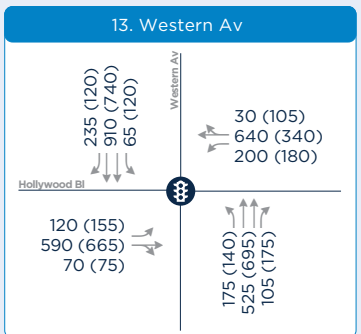
11. 101 NB Ramps/Van Ness Ave/



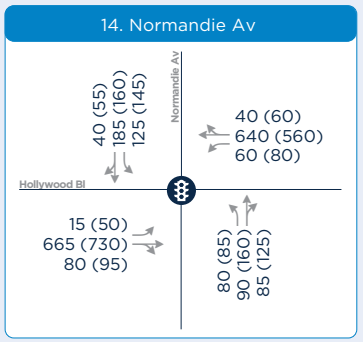
12. Wilton Pl



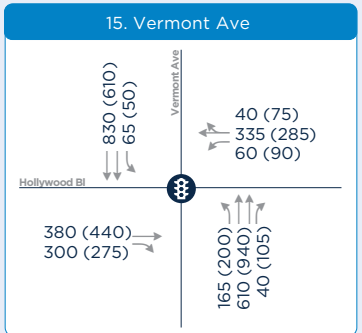
13. Western Av



14. Normandie Av



15. Vermont Ave

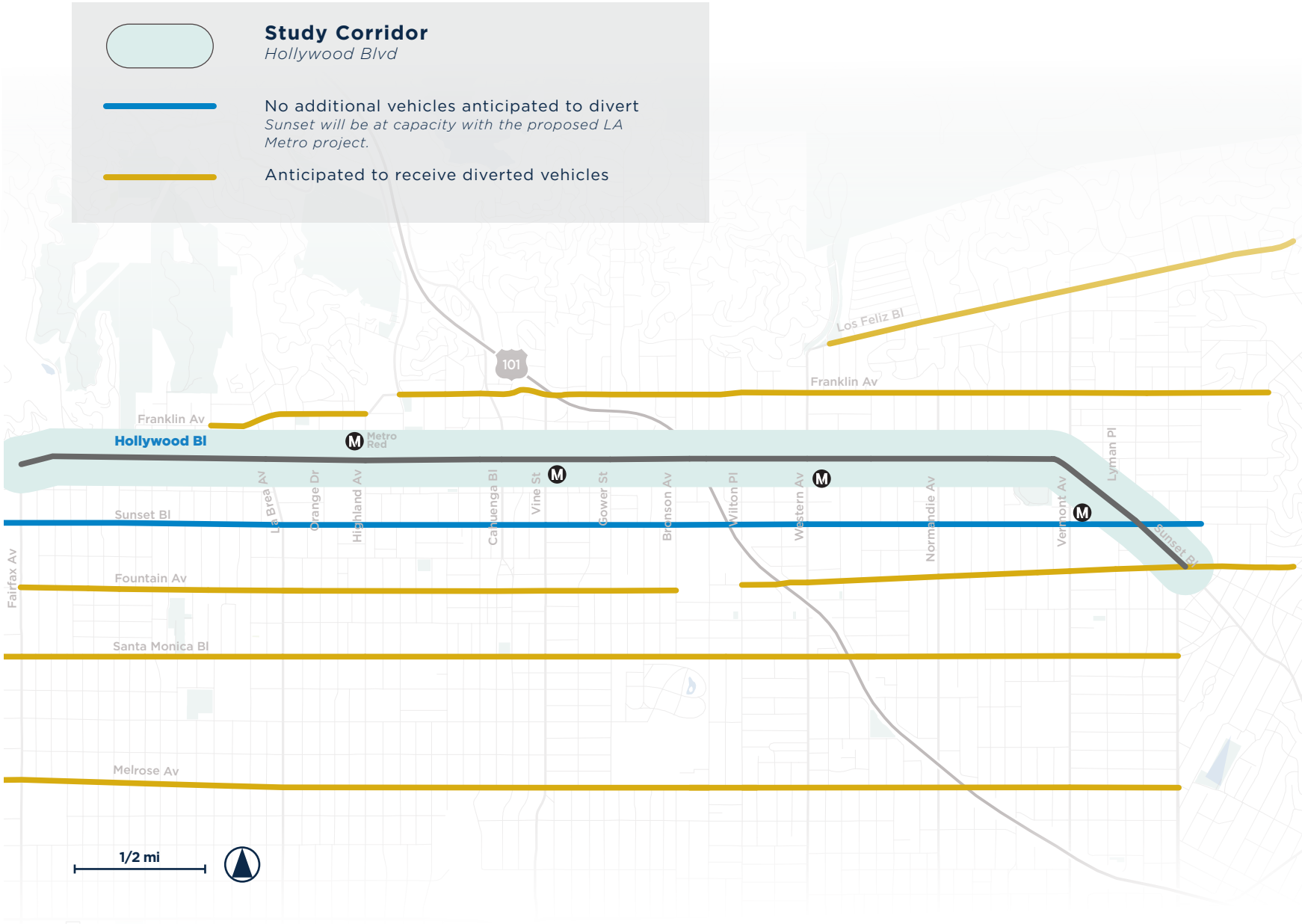


PROPOSED CORRIDOR PROFILE

Estimated Traffic Diversion

Estimates based on PM peak period outputs from the City of Los Angeles Travel Demand Forecasting Model.

This map shows the estimated vehicle volumes on parallel routes as a result of the project. In addition to LADOT's Vision Zero project on Hollywood Boulevard, LA Metro is leading a separate study to implemented peak hour bus priority lanes on Sunset Boulevard. The analysis considered both the Hollywood Boulevard and Sunset Boulevard lane reconfiguration projects.



KEY TAKEAWAY

On average across the corridor, approximately 20% of peak hour vehicles on Hollywood Boulevard are estimated to either shift modes or divert to parallel corridors.

Franklin Avenue and Fountain Avenue are the parallel facilities with the least existing capacity, so additional trips will be felt the most on these corridors. Los Feliz Boulevard, Santa Monica Boulevard, and Melrose Avenue are estimated to experience a nominal change in peak hour vehicle volumes.

EXISTING DATA SUMMARY

Changes to Travel Time and Level of Service

Fairfax Av to Fountain Av

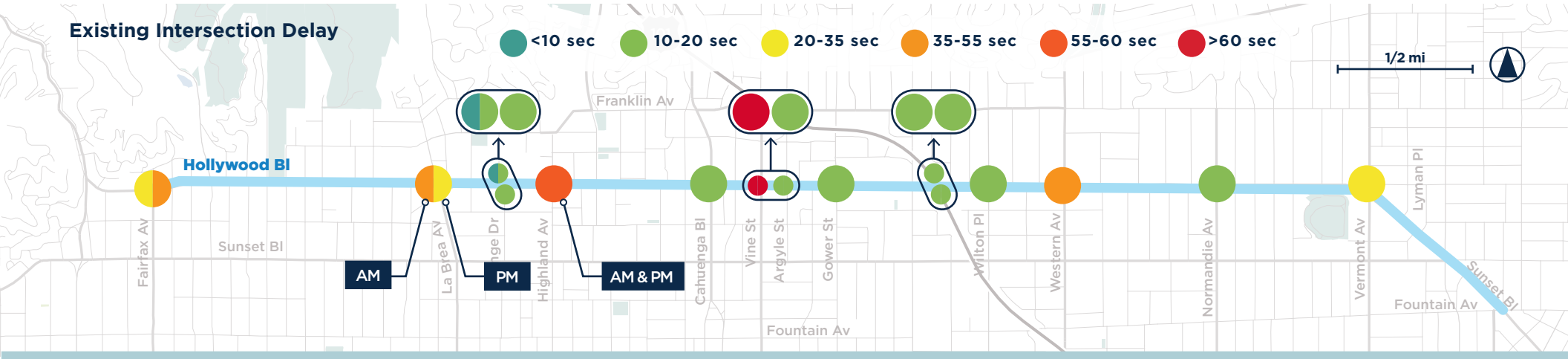
Estimated based on 2025 build year.

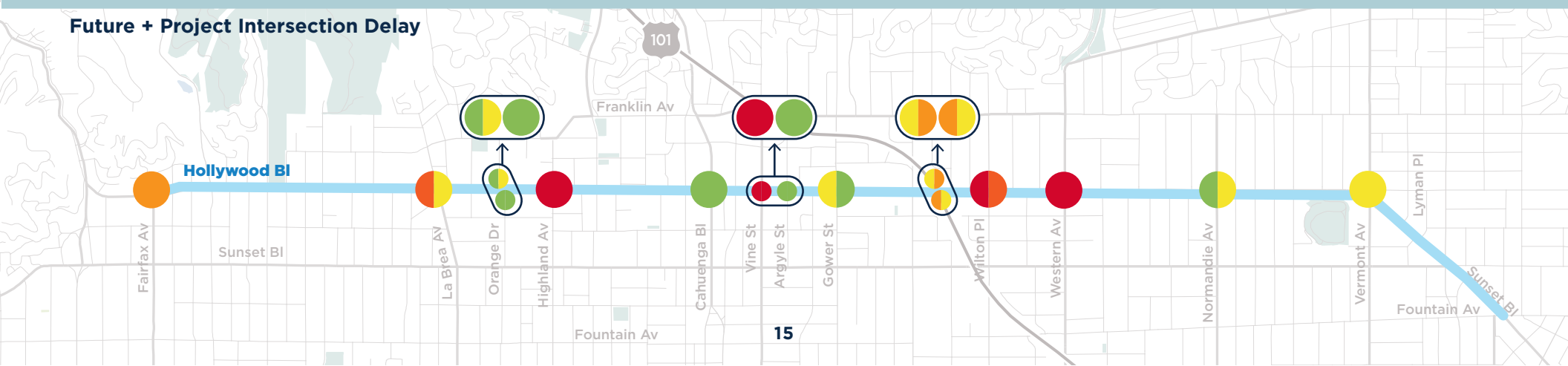
TRAVEL TIME

	Direction	Existing Travel Time Minutes	Future Travel Time Minutes	Future with Project Travel Time Minutes	Net Change Minutes	Net Change Per Mile
Weekday AM Peak Period, 7-10AM	→ EB	13.3	14.3	21.0	6.6	1.7
	← WB	14.2	15.1	24.0	8.9	2.2
Weekday PM Peak Period, 3-6PM	→ EB	18.6	19.7	31.7	11.9	3.0
	← WB	16.6	17.1	22.7	5.6	1.4

KEY TAKEAWAYS

Reducing the number of vehicle lanes on Hollywood Boulevard to improve safety for all who travel on the street would result in **auto delay between 1.4 and 3 minutes per mile**. The increase in delay associated with the project indicates that a lane reconfiguration can proceed with caution. Intersection signal timings should be optimized as part of the project to reduce the experienced auto delay.





EXISTING DATA SUMMARY

Changes to Travel Time and Level of Service

Gower St to Fountain Av

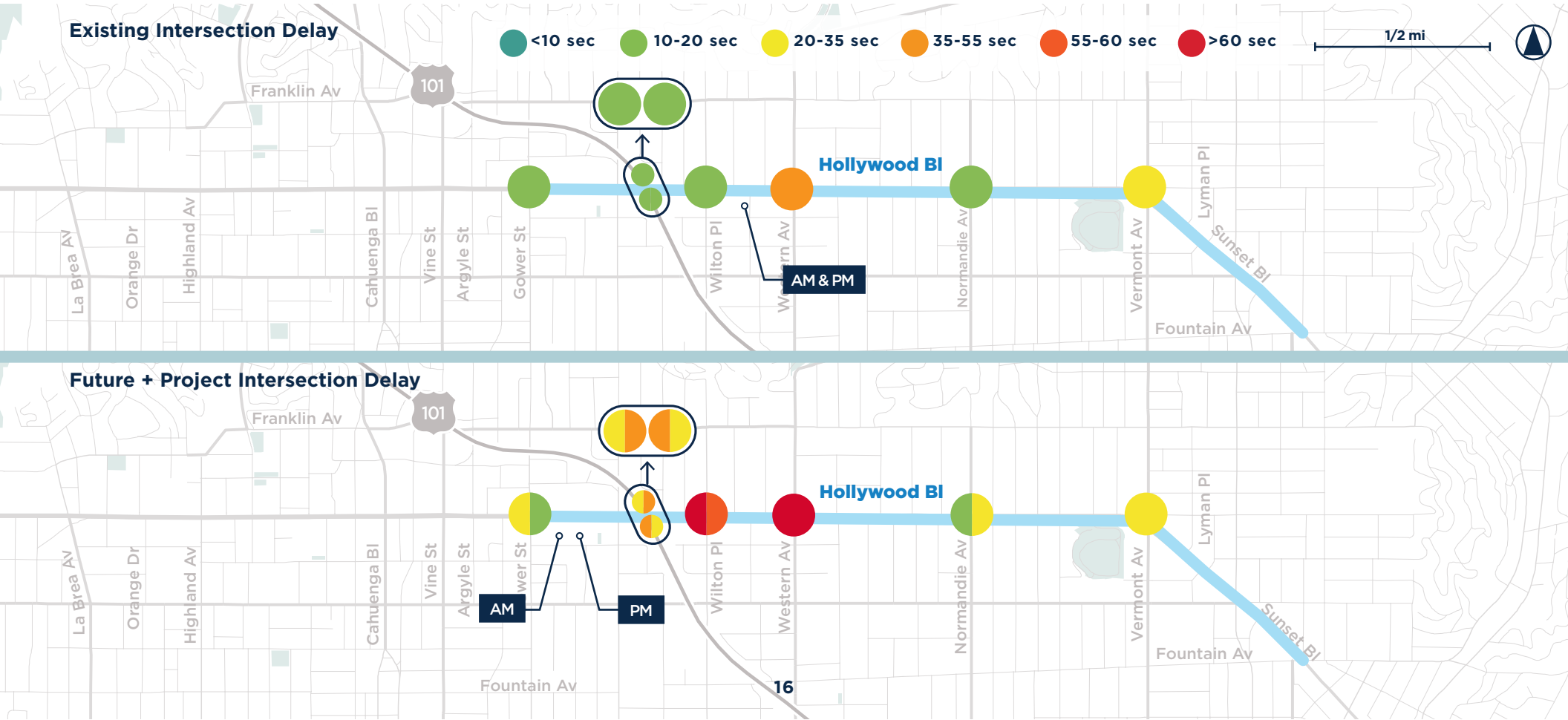
Estimated based on 2025 build year.

TRAVEL TIME

	Direction	Net Change: Existing to Future No Project Minutes	Net Change: Future No Project to Future with Project Minutes	Net Change Per Mile
Weekday AM Peak Period, 7-10AM	→ EB	0.1	3.1	1.8
	← WB	0.2	4.0	2.3
Weekday PM Peak Period, 3-6PM	→ EB	0.2	4.8	2.7
	← WB	0.1	1.0	0.5

KEY TAKEAWAYS

Reducing the number of vehicle lanes on this segment of Hollywood Boulevard to improve safety for all who travel on the street would result in **auto delay between 0.5 and 2.7 minutes per mile**. The increase in delay associated with the project indicates that a lane reconfiguration can proceed with caution. Intersection signal timings should be optimized as part of the project to reduce the experienced auto delay.



LOS ANGELES VISION ZERO

Appendix

NOVEMBER 2023

LADOT WITH SUPPORT FROM FEHR PEERS

VISION ZERO LOS ANGELES | 2015-2025

APPENDIX A

Transit Speed and Reliability Toolbox

DASH and Metro data was analyzed to understand bus speeds and stop-level ridership along Vision Zero corridors. Reducing the number of travel lanes has known safety improvements for all roadway users and can help provide safe access to transit. Reducing the number of travel lanes can also sometimes negatively impact transit travel times. The tools listed below can be used to help offset any impacts to transit speeds and reliability that may occur due to a lane reduction.

Bus Stop Balancing and Relocation

Bus stop balancing includes removal or consolidation of low-ridership or closer spaced than standard bus stops. Bus stop relocation moves bus stops to after a traffic light (far-side) to improve bus travel time and increase visibility of pedestrians by allowing them to cross behind the bus where they are more visible to drivers. Bus stop relocation is recommended at locations where there is adequate curbspace to accommodate the bus stop on the far side.

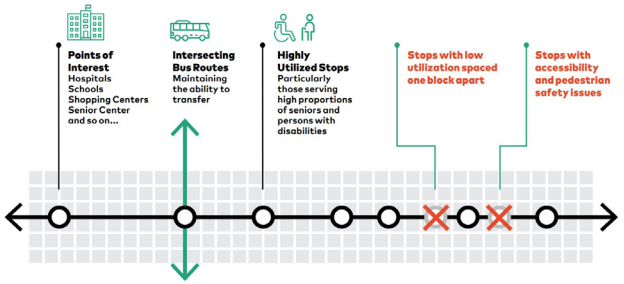


Image Source: TransitCenter

Bus Boarding Island

Bus boarding islands are concrete or rubber islands that provide in-lane stops for bus operators, provide more space for stop amenities, and significantly reduce conflicts with bicyclists by providing a bike bypass zone. Bus boarding islands can improve transit speeds up to 7%*.

Bus boarding islands are recommended at stop locations where in-lane stopping could help improve transit speeds, the posted speed is 35 miles per hour or less, and generally on the far-side. Far-side bus boarding islands should be designed to allow for at least one car length behind the bus to mitigate queuing in the intersection. Near-side bus boarding islands are feasible, but less desired due to a variety of pedestrian safety, transit operations, and auto delay considerations.

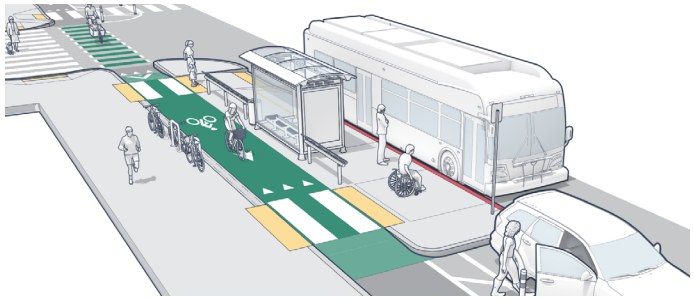


Image Source: AC Transit

Curbside Queue Jumps

Queue jumps are short, dedicated transit lanes paired with signal priority that allow buses to bypass congestion at intersections. When used at the most congested locations, they can reduce delay at intersections up to 7%*.

Queue jumps are recommended at locations where far-side and in-lane stops are not feasible to help offset the transit delay associated with merging back into the travel lane. Queue jumps can typically be paired with leading pedestrian intervals, but should not be paired with bike movements due to bus weaving that occurs in the intersection.

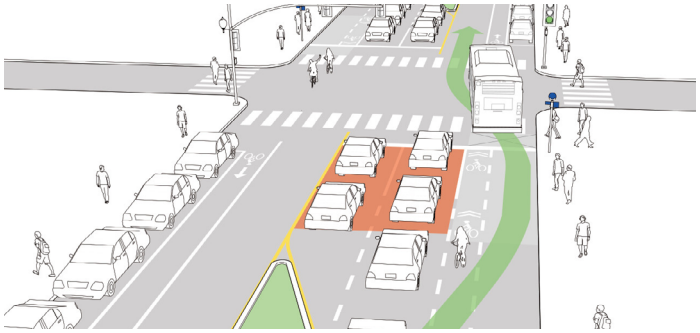


Image Source: NACTO

*Transit Priority Toolkit, TransLink

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