

## **Mid City West Bicycle Friendly Street Proposal**

This proposal outlines specific recommendations for the implementation of two Bicycle Friendly Street corridors through the Mid City West neighborhood: an east/west corridor traveling along *Rosewood Avenue* and a north/south corridor traveling along *Cochran Avenue, Alta Vista Boulevard, and Formosa Avenue*. Bicycle Friendly Streets (BFS) or Neighborhood Greenways typically run along residential streets. Engineering changes are made to the streets to calm traffic so that bicycles and cars can safely share the right of way. These enhancements make the corridor safer for all users, including pedestrians, bikers, and motorists. Often called Bicycle Boulevards in other cities, they have been very successful in promoting biking and walking, and have also increased the value of homes along the boulevards. Bicycle Friendly Streets provide appealing routes for bicyclists of all ages and skill levels.

The Rosewood BFS is identified as a priority in the 5 Year Implementation Strategy of the 2010 Los Angeles City Bike Plan. The proposed Cochran/Alta Vista/Formosa route has been identified by the Bike Plan Implementation Team as a more suitable north/south route through Mid City West (due to a lower volume of automobile traffic) than the route originally documented in the bike plan – Hauser/Martel - which is also listed as a priority route in the 5 Year Implementation Strategy. The Mid-City West Community Council has supported both the Rosewood and Hauser/Martel BFS routes in past motions.

### **Rosewood Avenue Bicycle Friendly Street**

The Rosewood Bicycle Friendly Street (BFS) would travel on Rosewood Avenue from the West Hollywood border on the west (just west of La Cienega) to the Hancock Park/Greater Wilshire neighborhood on the east (La Brea Avenue). Destinations directly on the route include the La Cienega Design Quarter, Rosewood Elementary School, Fairfax Village, Fairfax High School, and the La Brea Design District. Destinations within close proximity to the Rosewood BFS include Laurel Elementary, the Melrose Village shopping district, Melrose Magnet Elementary, CBS Television City, Pan Pacific Park, the Farmer's Market, and the Grove. In the LA bike plan, Rosewood BFS continues east into Hancock Park, and Rosewood Avenue is also part of West Hollywood's bike plan. If enhancements are made in these jurisdictions, the Rosewood BFS would connect to still other important destinations.

The enhancements below proposed for Rosewood Avenue are listed from west to east. Please note that all intersections from La Cienega to Sweetzer and almost all blocks between those intersections are shared with the City of West Hollywood and therefore coordination with that city would be required for changes in that portion of the route.

- Shared lane markings, commonly known as sharrows, would be added on the block west of La Cienega (see Figure 1 for design example).
- The La Cienega/Rosewood intersection would be reconfigured:
  - A new traffic signal would be added to the intersection. The Rosewood signal would be bicycle only (see Figure 2), with automobiles required to turn right onto La Cienega. A green bicycle light would be triggered by requests from bicycles and pedestrians. New

pedestrian walk signals would be added in all directions. New signage restricting right on red from La Cienega to Rosewood would also be added.<sup>1</sup>

- Bicycle loop detectors and pavement markings would be installed (see Figure 3), as well as street markings to delineate the proper positioning of bicycles and cars turning right.
- A new east/west continental crosswalk (see Figure 4) on the south side of intersection would be added and the other three existing crosswalks would be repainted.
- Sharrows and parking Ts would be added from La Cienega to Sweetzer to help cyclists position their bikes safely in the lane and alert drivers to the presence of cyclists.
- The Alfred/Rosewood and Croft/Rosewood intersections, adjacent to Rosewood Elementary School would receive pedestrian enhancements to make them safer for children traveling to school. Bulbouts would be added to decrease the length of the street crossings (see Figure 5). A north/south ladder crosswalk on the west side of Alfred intersection would be added (all other directions in both intersections have ladder treatments currently).
- A diverter could be added at the Flores/Rosewood intersection. Traveling north, Flores jogs slightly to the west at Rosewood. Because of this jog, the western sidewalk of Flores south of Rosewood aligns with the eastern sidewalk of Flores north of Rosewood. A diverter would be added to connect these two sidewalks, blocking auto traffic but with an opening wide enough for bicycle traffic. Eastbound Rosewood auto traffic would be required to turn north onto Flores. Westbound Rosewood auto traffic would be required to turn south onto Flores. Space and funding permitted, plantings and seating could be added to provide a place to rest for pedestrians. Depending on traffic analysis and discussions with community members, alternative locations for a diverter could be selected, such as Sweetzer/Rosewood.
- At the La Jolla/Rosewood intersection, stop signs would be added for La Jolla traffic.
- The Crescent Heights/Rosewood intersection would be reconfigured. Like La Cienega, a bicycle only light would be installed, which would be triggered by requests from pedestrians using a crossing button or bicyclists using loop detectors with pavement markings. New continental crosswalks and pedestrian walk signals would be added in all directions. As is currently the case, automobiles would be required to turn right. In addition, right on red would be prohibited from Crescent Heights onto Rosewood.
- The section of Rosewood which runs from Crescent Heights to Fairfax would be repaved. It is currently in poor condition and unsafe for bikers.
- At Laurel/Rosewood and Edinburgh/Rosewood, stop signs would be added for north-south traffic.
- At the Fairfax/Rosewood intersection, new continental crosswalks would be striped in all directions. A painted bicycle box would be added to the west side of the intersection to give eastbound bikers a safe place to wait for a green light and would include loop detectors and pavement markings. As there is no right turn pocket on the west side of the intersection, a bicycle friendly green light request button could also be added (see Figure 6). Westbound automobile traffic would be required to turn right onto Fairfax, with pavement marking showing

---

<sup>1</sup> A bicyclist- and pedestrian-activated signal at this intersection is proposed as part of Project 11 in the City of West Hollywood's 2003 Bicycle and Pedestrian Mobility Plan.

correct positioning of cars turning right and bicycles continuing west through the intersection, and loop detectors for bicycles to request a green bicycle only light.

- Sharrows and parking Ts would be added to the Fairfax to La Brea section of Rosewood.
- Speed humps would be added in the three blocks between Fairfax and Genesee to discourage speeding toward and away from the Fairfax intersection.
- At Genesee/Rosewood, ladder or continental crosswalks would be added in all directions to increase safety of students traveling to and around Fairfax High.
- At Spaulding/Rosewood, stop signs would be added for Spaulding traffic.
- At Stanley, wayfinding signage would be installed directing bicyclists south on Stanley to access the Farmers Market, Grove and Holocaust Museum.
- In the two blocks between Curson and Gardner, speed humps would be added to slow automobile traffic.
- At Gardner, wayfinding signage would be installed directing bicyclists south to access Pan Pacific Park and Fairfax Branch Library.
- At the Martel/Rosewood intersection, a north/south raised median with openings for bicyclists would be installed (see Figure 7). This median would be similar in design to the medians installed along the Yucca Street BFS in Hollywood. Automobiles traveling on Rosewood would be blocked from continuing through the intersection and would be required to turn right onto Martel. Signage and pavement markings would be installed to alert drivers to the required right turn.
- At the intersection with Formosa, signage would be added to alert bikers to the north-south Cochran/Alta Vista/Formosa BFS.
- The La Brea/Rosewood intersection would be reconfigured:
  - A new traffic signal would be added to the intersection. The Rosewood signal would be bicycle only, with automobiles required to turn right onto La Brea. A bicycle light would be triggered by requests from bicycles and pedestrians. New continental crosswalks and pedestrian walk signals would be added in all directions. New signage restricting right on red from La Brea to Rosewood would also be added.
  - Bicycle loop detectors and pavement markings would be installed, as well as street markings to delineate the proper positioning of bicycles and cars turning right.

### **Cochran Avenue/Alta Vista Boulevard/Formosa Avenue Bicycle Friendly Street**

The Cochran/Alta Vista/Formosa Bicycle Friendly Street (BFS) would travel north/south through the eastern portion of the Mid City West neighborhood from the Cochran/San Vicente intersection on the south at the border between Mid City West and the P.I.C.O. neighborhood to Romaine on the north at the border with the City of West Hollywood. The BFS travels along two different north/south streets – Cochran/Alta Vista and Formosa to take advantage of existing signals at major arteries (the jog between these two streets occurs at Second Street). A number of private and public schools are directly on the route including Yeshiva Gedolah of Los Angeles, the Cathedral Chapel School, Yeshiva AharonYaakov Ohr Eliyahu, Melrose Elementary Magnet, and Yeshiva Elchonon Chabad. Also directly on the route are the Miracle Mile, Park La Brea, Beverly Boulevard shopping and dining destinations, and the Melrose Village

shopping district. Additional destinations within close proximity include Poinsettia Park, the La Brea Design District, and the West Hollywood Gateway shopping center. In the LA bike plan, the Cochran BFS continues south into the P.I.C.O neighborhood to Venice Boulevard. If enhancements are made in that neighborhood, the Cochran/Alta Vista/Formosa BFS would connect to still other important destinations.

The proposed enhancements below are listed from south to north.

- Sharrows and parking Ts would be added along the whole route to help cyclists position their bikes safely in the lane and alert drivers to the presence of cyclists.
- All major signalized intersections along the route, including San Vicente/Cochran, Olympic/Cochran, Eighth/Cochran, Wilshire/Cochran, Sixth/Cochran, Third/Cochran-Alta Vista, Beverly/Formosa, and Melrose/Formosa would receive the following treatments: 1) Continental crosswalks in all directions to increase pedestrian safety, and 2) Painted bicycle boxes to give bikers a safe and visible space to wait for the signal to change (see Figure 8), and 3) Loop detectors in the bicycle boxes to allow bikers to request a green light.
- Between San Vicente Boulevard and 8<sup>th</sup> Street, Cochran Avenue would be repaved. It is currently in very poor condition and unsafe for bicyclists.
- Speed humps would be added periodically in the section of Cochran between San Vicente and Third Street to slow automobile traffic.
- At Fourth Street, signage would direct bikers to the Fourth Street Bicycle Route/future Bicycle Friendly Street.
- The intersection of Third and Cochran-Alta Vista has an unusual diagonal configuration. In addition to painting bicycle boxes, planners may consider additional pavement markings and/or signage to make drivers aware of cyclists.
- At Second and Alta Vista, the Bicycle Friendly Street continues onto Second Street east for one block and then turns again onto Formosa Avenue northbound. Wayfinding signage would direct northbound bicycle traffic to turn right onto Second and then left onto Formosa, and southbound bicycle traffic to turn right onto Second and then left onto Alta Vista. At Second/Alta Vista, a diverter would be installed restricting automobiles from traveling east onto Second from the intersection. There would be a curb extension into Second Street from the sidewalk on the southeast side of the intersection, with an opening for bicycles to pass through (see Figure 9). At First/Formosa, a mini-roundabout would be installed which would calm automobile traffic while allowing smooth flow of bicycle traffic (see Figure 10).
- At Rosewood/Formosa, signage would be installed to alert bikers to the Rosewood Avenue BFS.
- At Clinton/Formosa, a stop sign would be added for Clinton traffic.
- The Waring/Rosewood intersection, adjacent to Melrose Elementary School and Yeshiva Elchonon Chabad would receive pedestrian enhancements to make it safer for children traveling to the schools. Bulbouts would be added to decrease the length of the street crossings. Ladder or continental crosswalks would be installed in all directions.
- The stretch of Formosa from Waring to Romaine would be repaved (it is currently in poor condition and unsafe for biking).

- At Willoughby/Formosa, there is currently a curb extension that prevents automobiles from continuing north on Formosa. This restriction would remain, but the diverter would be reconfigured to allow bicycles to pass through.

**Figure 1: Shared lane Marking (Sharrow)**



**Figure 2: Bicycle traffic signal**



**Figure 3: Loop Detector pavement marking and signage**

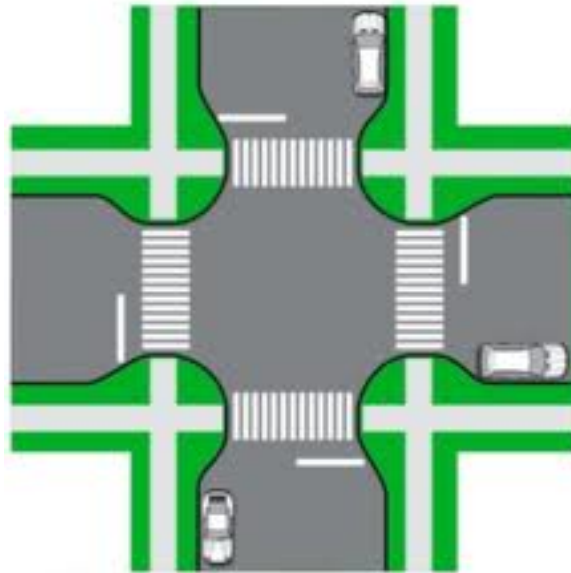
*Figure 90-7, Example of Bicycle Detector Pavement Marking*



**Figure 4: Continental crosswalks**



**Figure 5: Overhead of intersection with bulbouts and continental crosswalks**



**Figure 6: Bicycle signal request button**





**Figure 7: Raised median with opening for bicycles**



**Figure 8: Painted bicycle box**



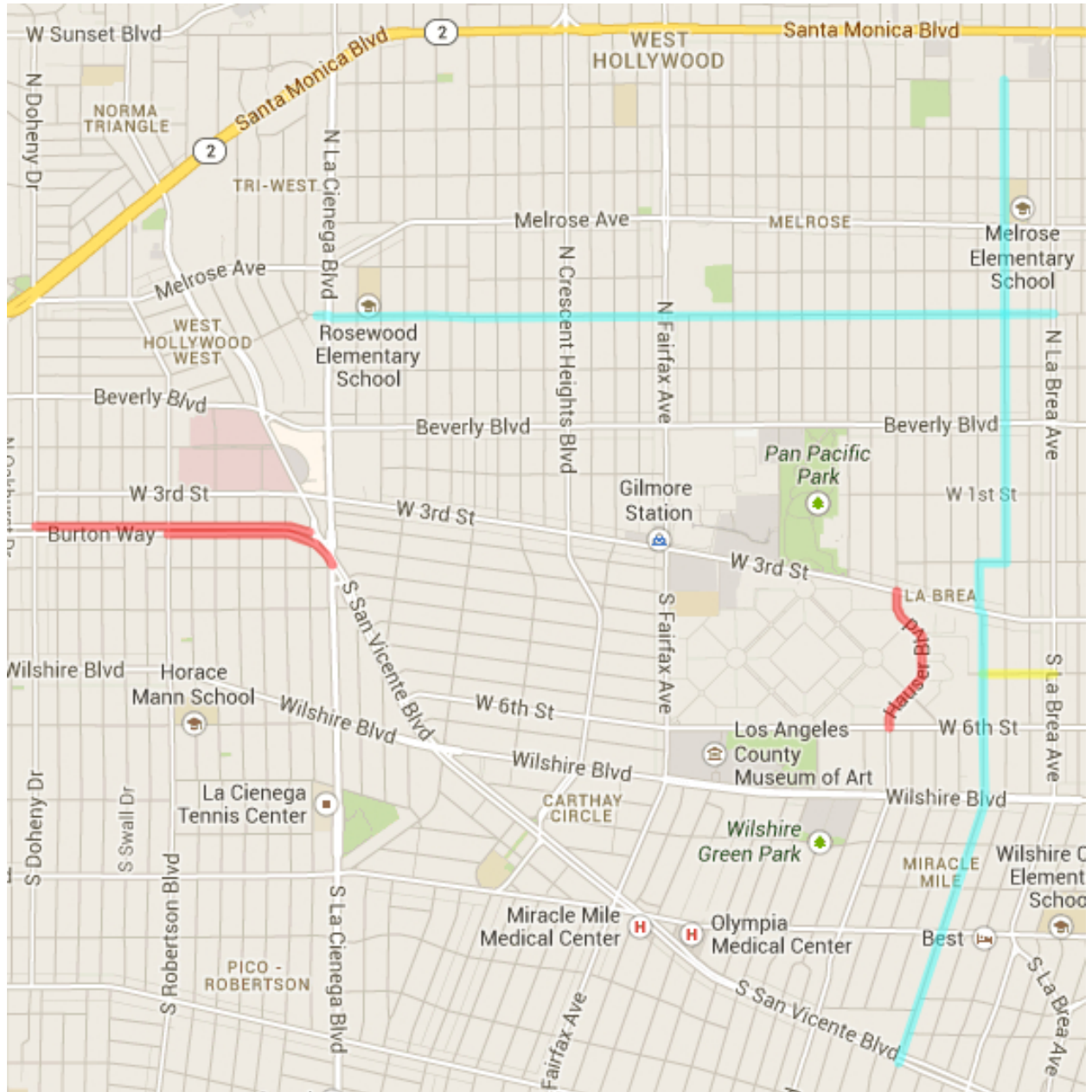
**Figure 9: Diverter restricting automobile traffic in one direction**



**Figure 10: Mini Roundabout**



## Map of Existing Bicycle Infrastructure in Mid City West and Proposed Bicycle Friendly Streets



### Legend:

Red: Existing bicycle lanes on Burton Way and Hauser Boulevard

Yellow: Existing bicycle route (and future planned Bicycle Friendly Street) on 4<sup>th</sup> Street

Blue: Proposed Rosewood and Cochran/Alta Vista/Formosa Bicycle Friendly Streets