

Crystal Springs Drive & Griffith Park Drive Safety and Active Transportation Improvements Project



May 24, 2022

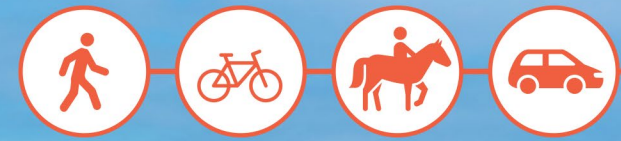




Overview

- Introductions
- Current Issues
- Project Goals
- Study Area
- Data Collection
- Site Visit
- Countermeasure Toolbox
- Discussion

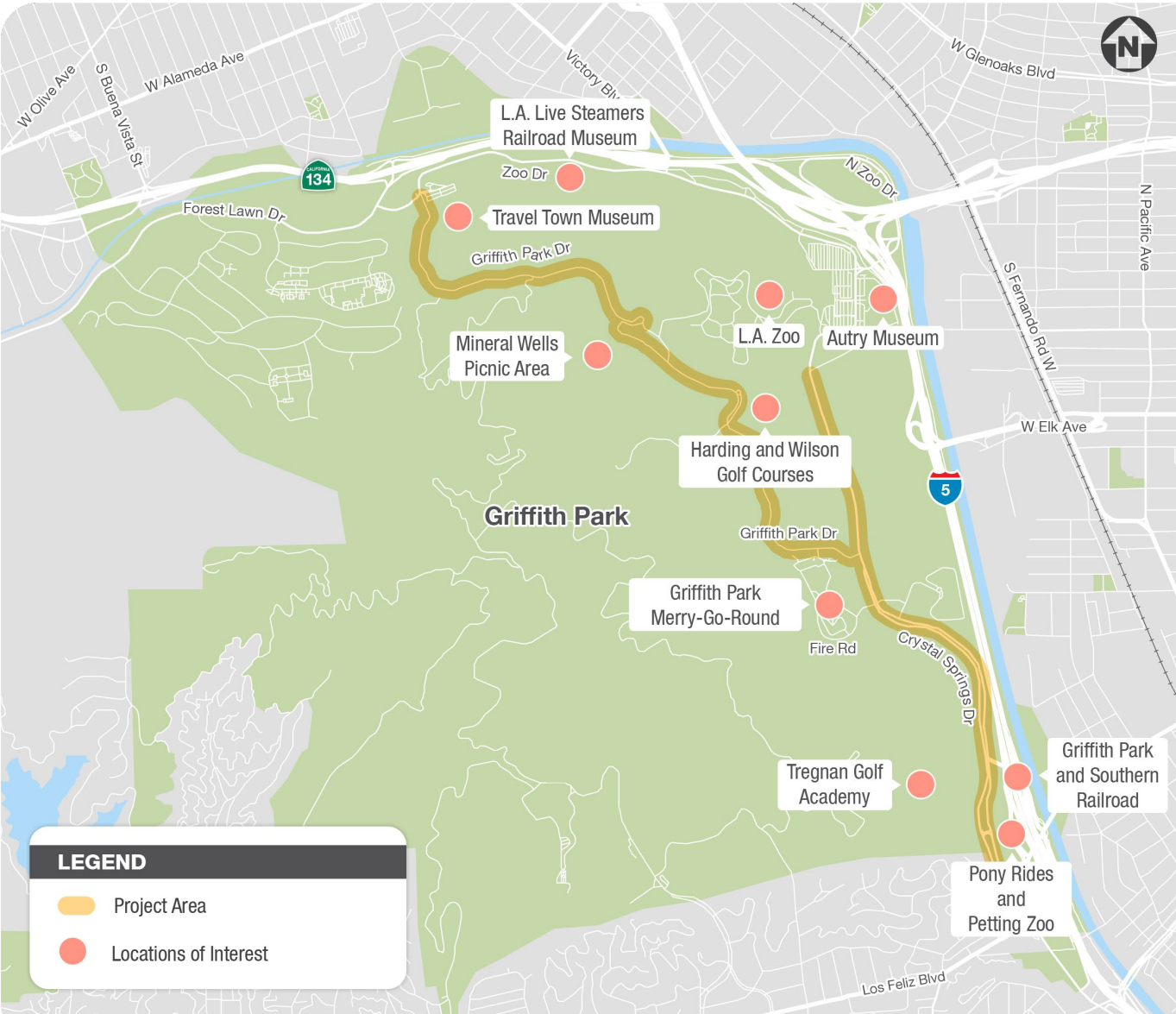
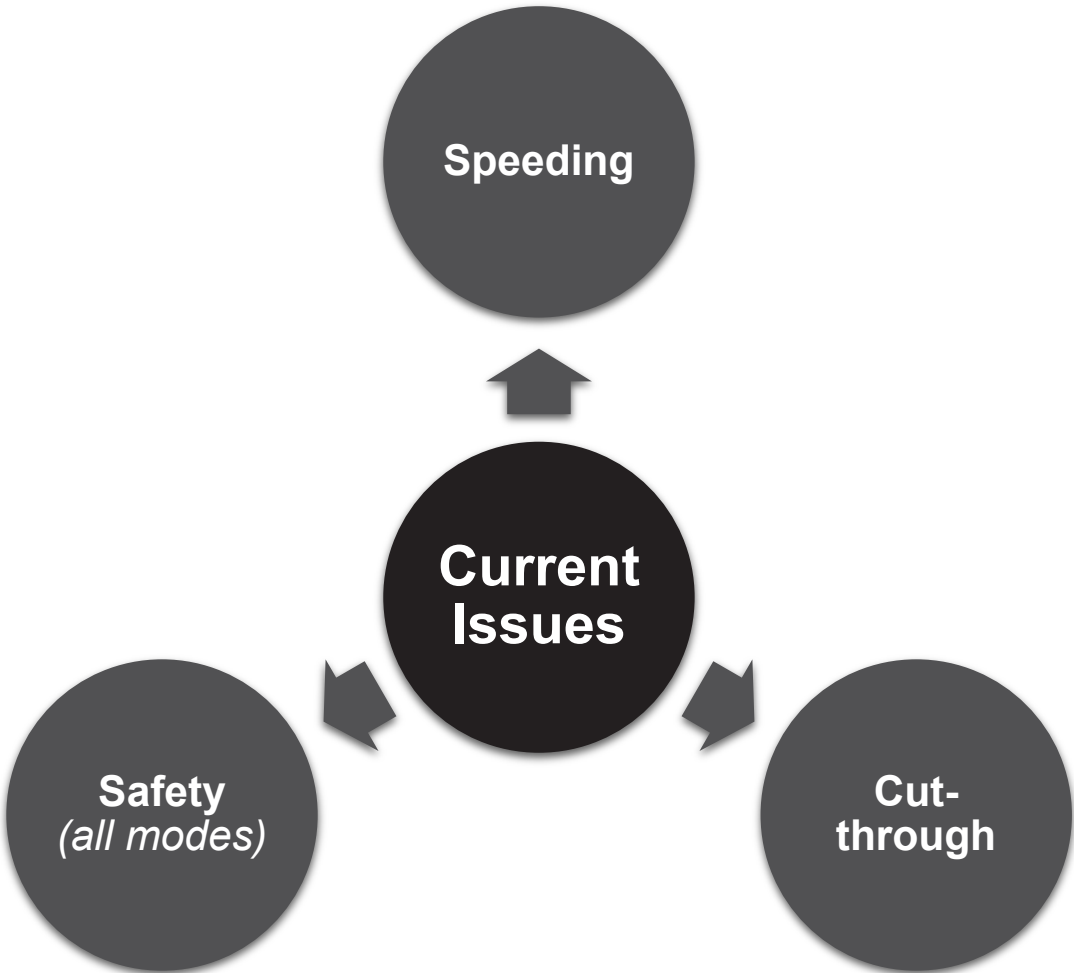


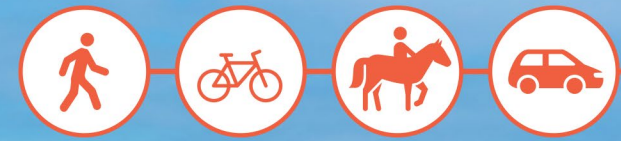


Introductions



Current Issues





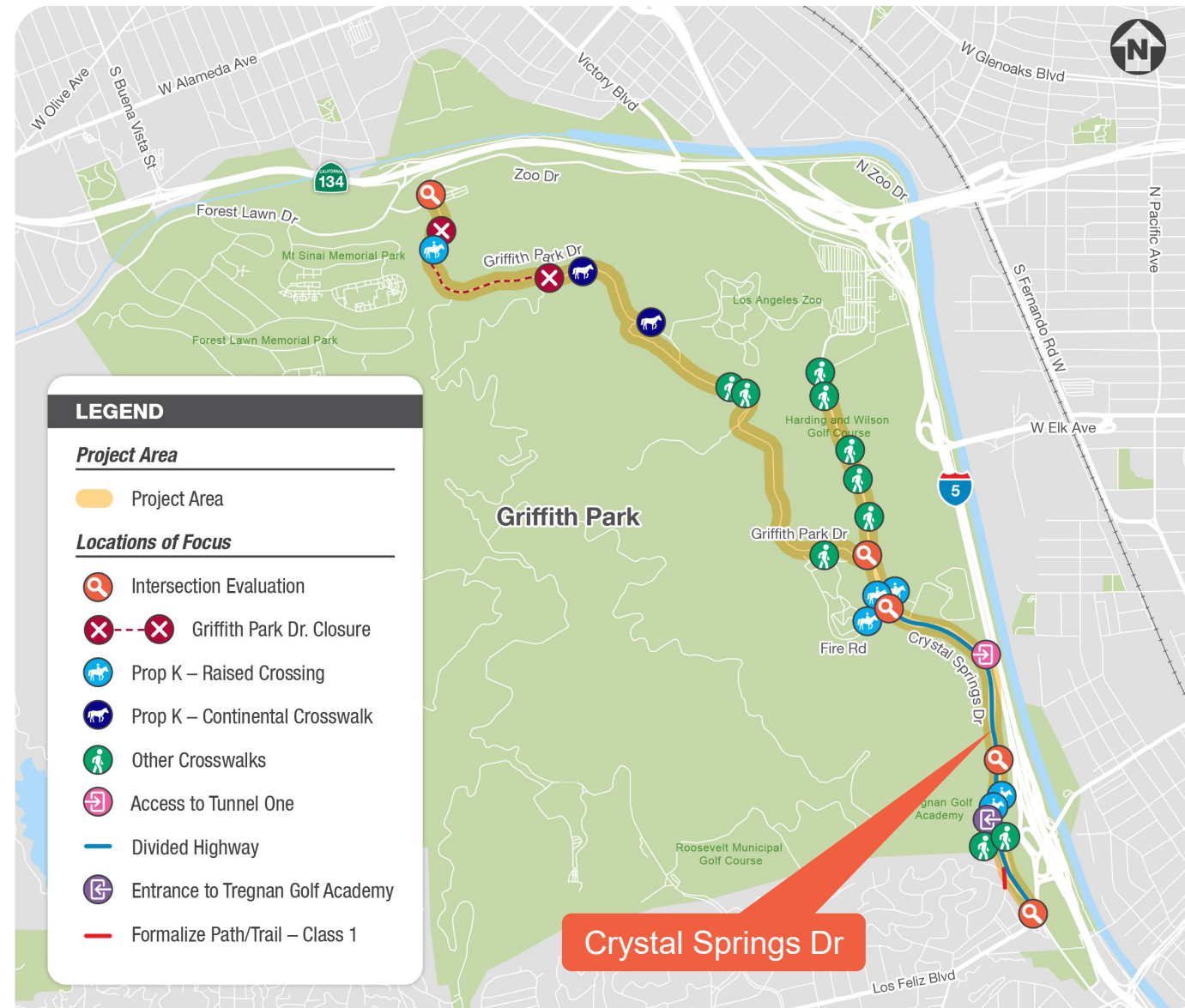
Project Goals

1. **Reduce or eliminate cut-through traffic** through Griffith Park
2. **Traffic Calming**
 - Reduce speeds to 25 mph
3. **Upgrade active transportation**
 - Bike and pedestrian facilities with physical separation



Study Area

- Crystal Springs Drive
 - **2.2 miles**
 - *Jurisdictional Boundary to Los Feliz Blvd*
 - **10 marked crosswalks**
 - **25 mph posted speed limit**
- Griffith Park Drive
 - **2.6 miles**
 - *Zoo Dr to Crystal Springs Dr*
 - **6 marked crosswalks**
 - **25 mph posted speed limit**

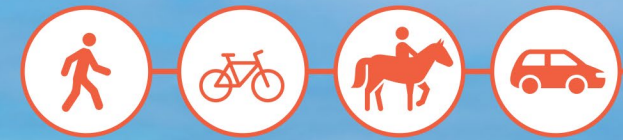




Study Area

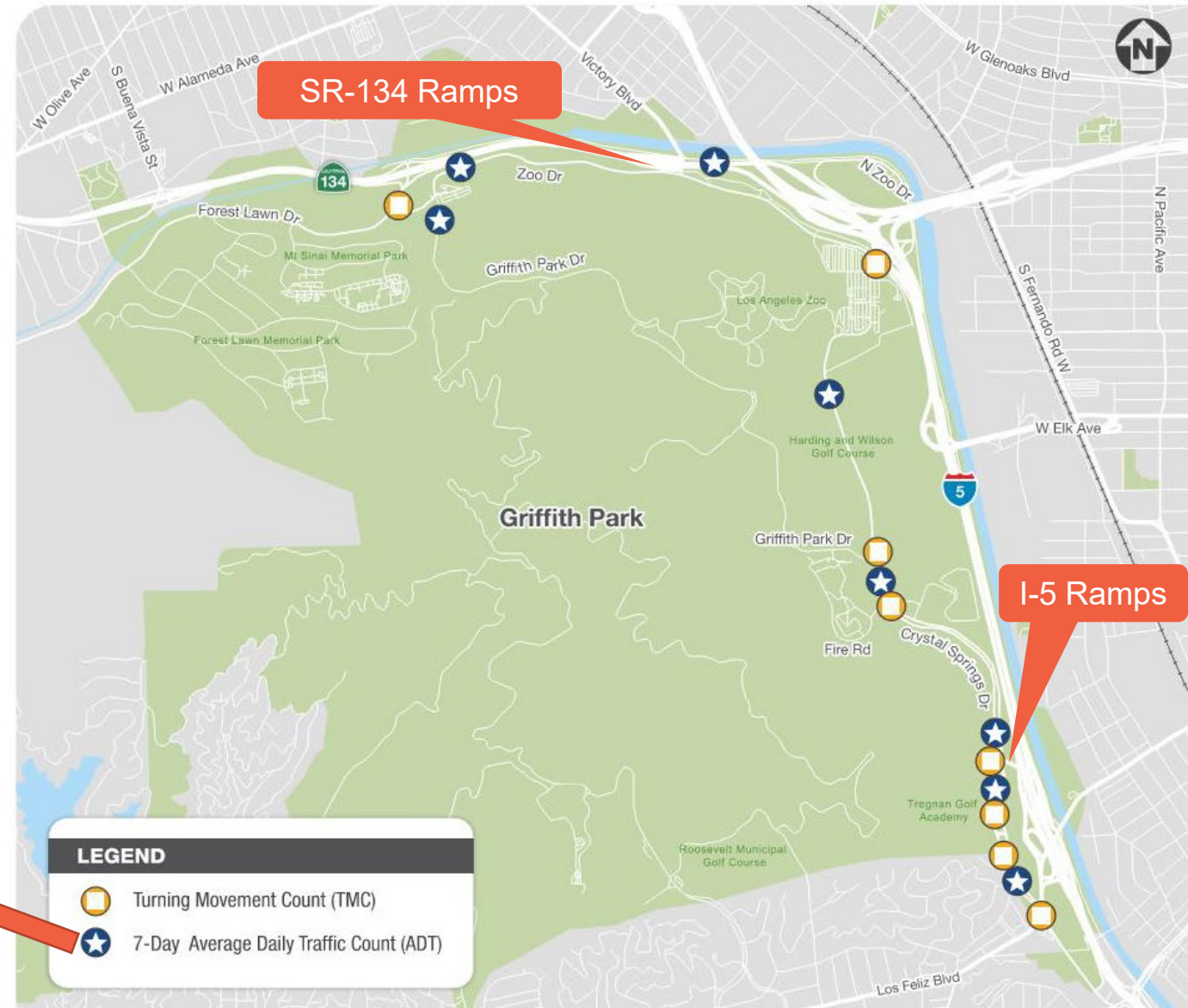
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 - Jurisdictional Boundary to Los Feliz Blvd
 - 10 marked crosswalks
 - 25 mph posted speed limit
- Griffith Park Drive
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 - Zoo Dr to Crystal Springs Dr
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 - 25 mph posted speed limit





Data Collection

- Intersections (8)
 - Peak hour volumes
- Roadway Segments (8)
 - Average daily traffic (one week)
- Speed Surveys



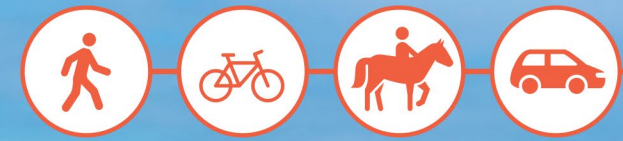


Site Visit

Observe and document:

- Traffic characteristics
- Roadway measurements
- Existing traffic control devices (signs and markings)
- Geometric and utility constraints

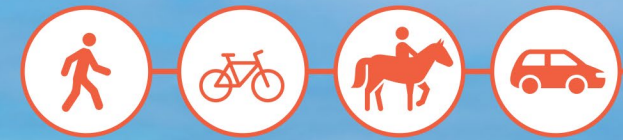




Field Observations

- Speeding
 - High frequency of drivers exceeding posted speed limit (25 mph)
 - Wide travel lanes
 - Conflict Areas
 - *Griffith Park Drive - Speeding drivers and bicyclists conflict with Compost Center vehicles*



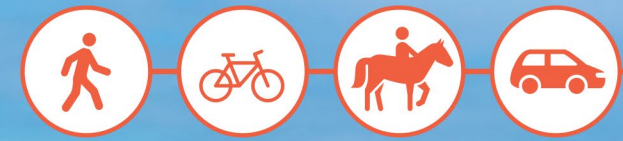


Field Observations

- Cut-through Traffic
 - Primarily eastbound
 - Zoo Dr* → Griffith Park Dr → Crystal Springs Dr (A)
 - Zoo Dr* → Crystal Springs Dr (B)

**outside project area*





Field Observations

- Potential for Bicycle Facilities Improvements
 - **No physical protection for bike facilities**
 - *Griffith Park currently attracts mostly “strong and fearless” bicyclists*
 - Vehicles parked in bike lanes
 - Street parking and frequent driveway conflicts

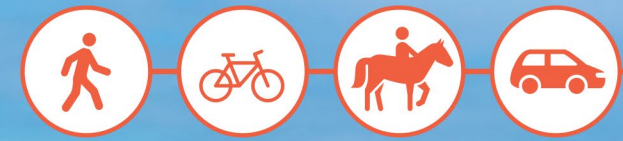




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Field Observations

- Potential for Bicycle Facilities Improvements
 - **Limited bicycle facility signing and striping**
 - Poor connections to existing bicycle facilities surrounding project area



R81 (CA)



R4-11

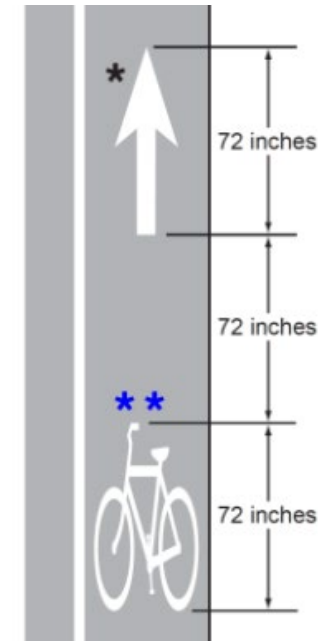
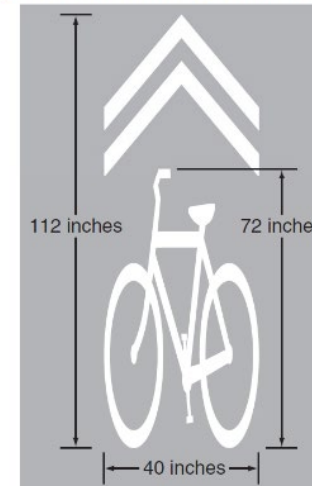


R117 (CA)



D11-1

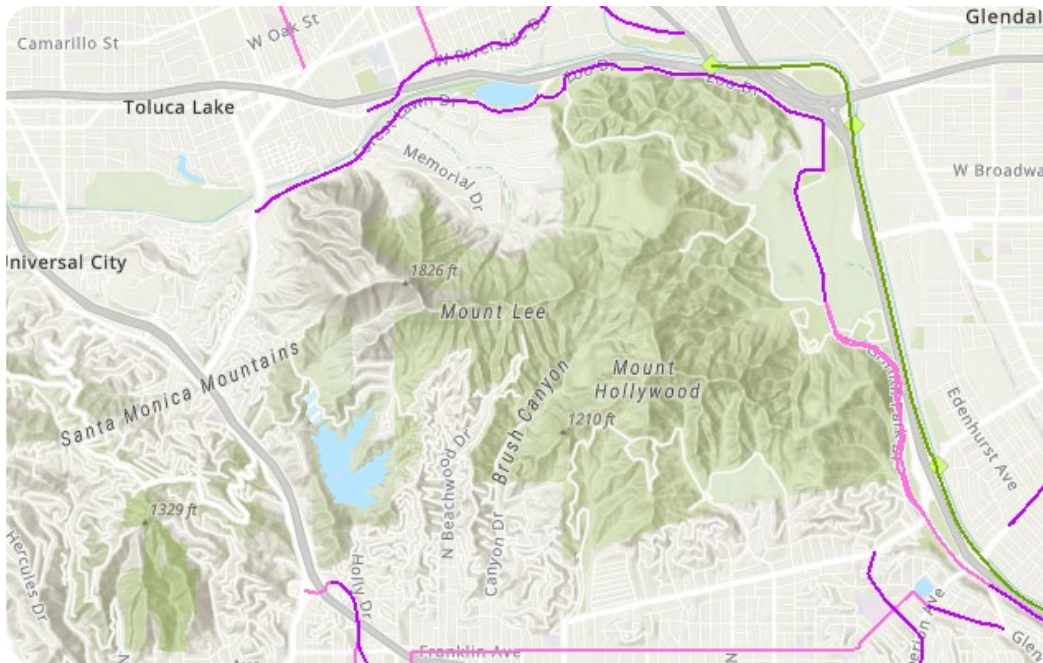
Figure 9C-9. Shared Lane Marking





Field Observations

- Potential for Bicycle Facilities Improvements
 - Limited bicycle facility signing and striping
 - **Poor connections to existing bicycle facilities surrounding project area**





Field Observations

- Potential for Pedestrian Facilities Improvements
 - **Limited sight distance approaching crosswalks**
 - Limited traffic calming devices at crosswalks
 - No paved pedestrian facilities along Crystal Springs Dr





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Field Observations

- Traffic Control Device quality
 - **Inconsistent sign type/size**
 - **Signs not retroreflective**
 - Markings are faded





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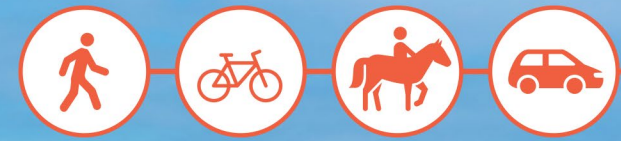


Field Observations

- Parking Considerations
 - 90-degree parking stalls near Golf Course



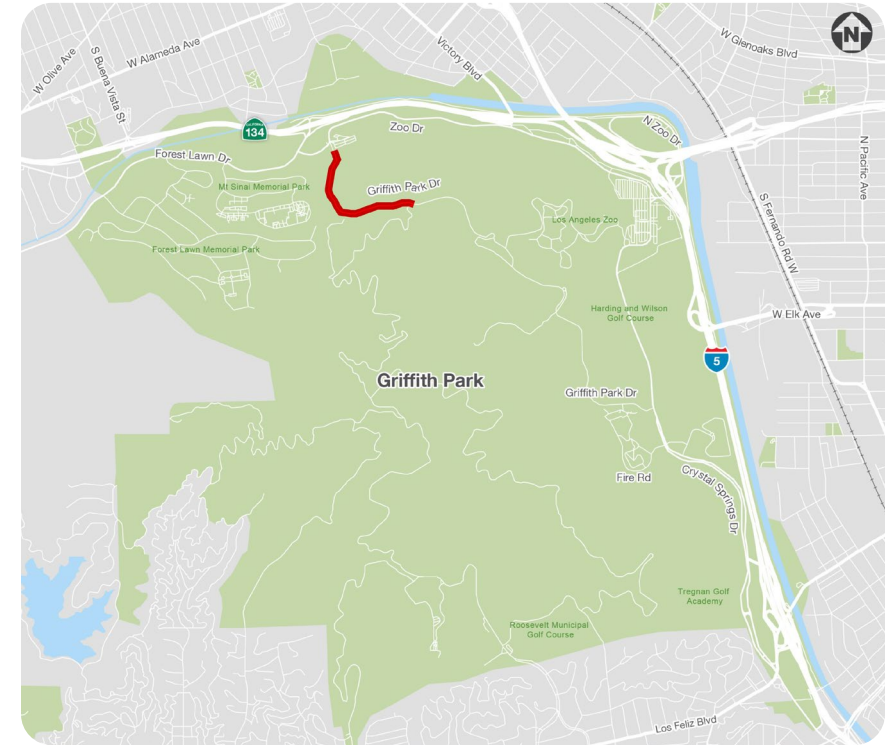
- Greek Theater Operations
 - Off-Site Parking Needs
 - Shuttle bus use & route



Countermeasures

- Short-Term (< 3 months)
 - Quick implementation (signing/striping)
- Mid-Term (3-12 months)
 - Requires stakeholder/multiple jurisdiction coordination, longer wait time on equipment
- Long-Term (> 12 months)
 - Requires extensive design, longer construction period, major roadway improvements

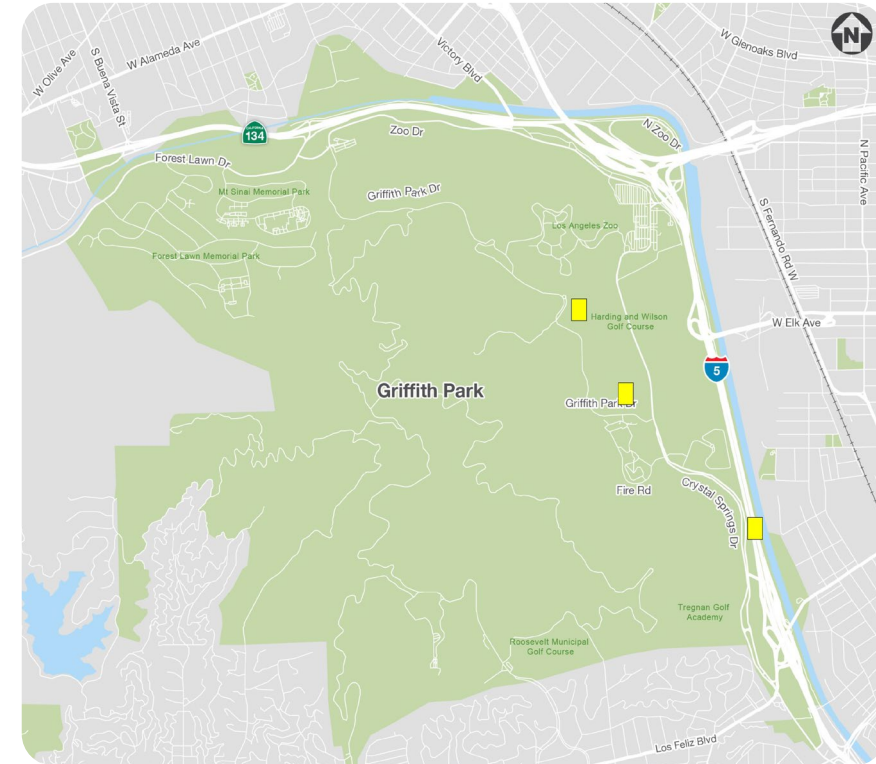
- Pilot Programs – useful to test before making permanent
- Cut-Through Traffic
 - **GPD – close segment from Travel Town Museum to Mt. Hollywood Drive to motorized road users**
- Speeding
 - Speed Feedback Signs
 - GPD – Stripe double yellow centerline and provide bike lanes (10' vehicle lanes, 8' bike lanes)
- Protected Active Transportation Facilities
 - Restrict on-street parking on CSD
 - *can provide additional parking in overflow lot*

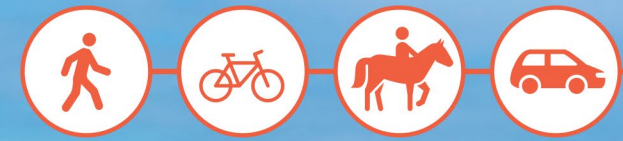




Countermeasure Toolbox – Short-Term (< 3 months)

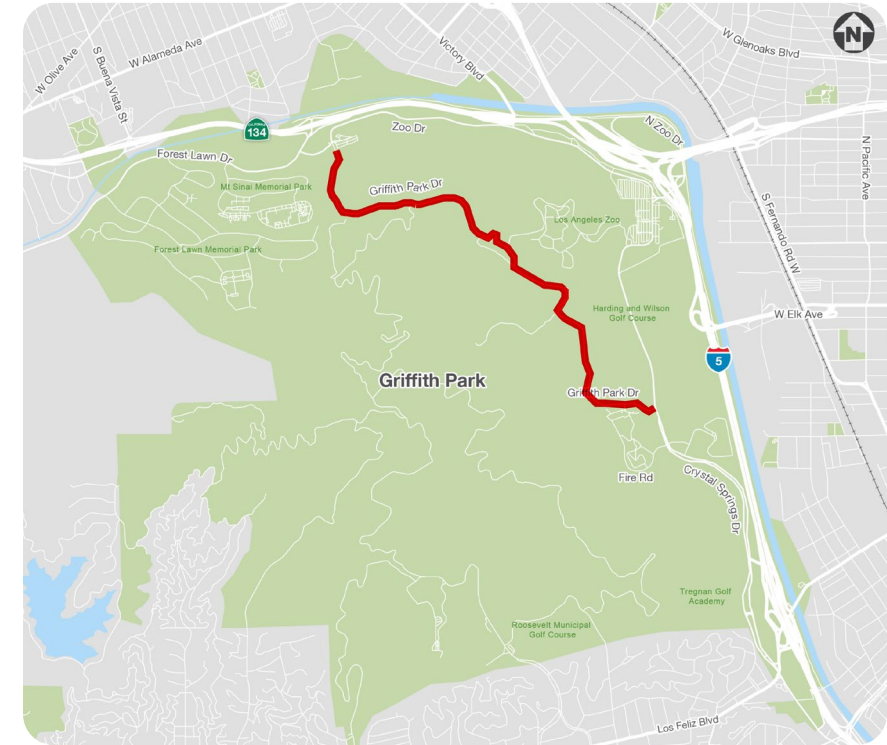
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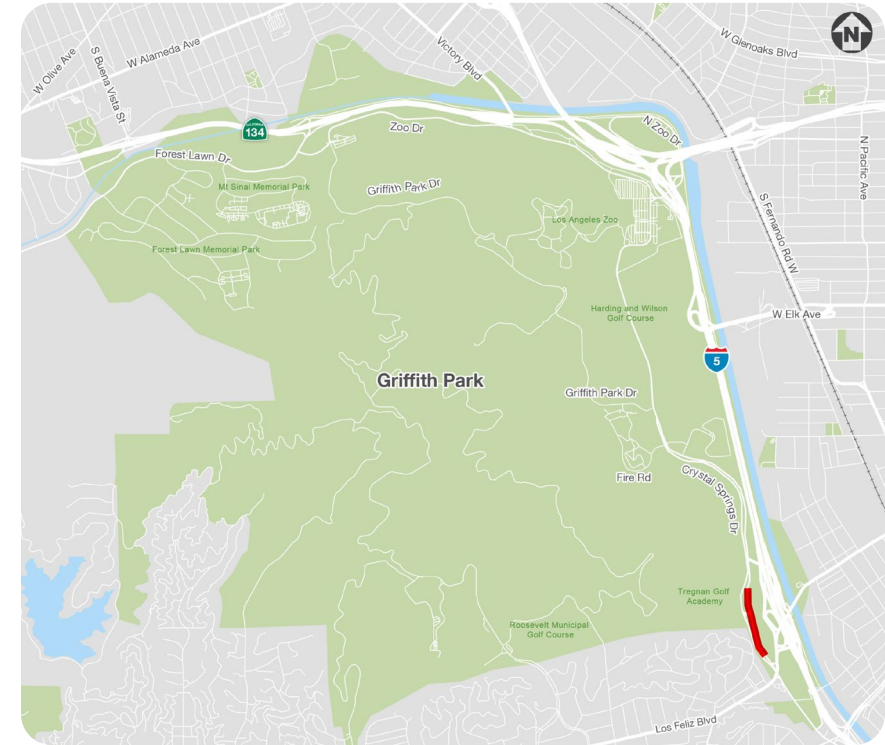
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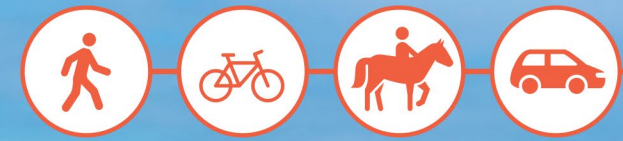




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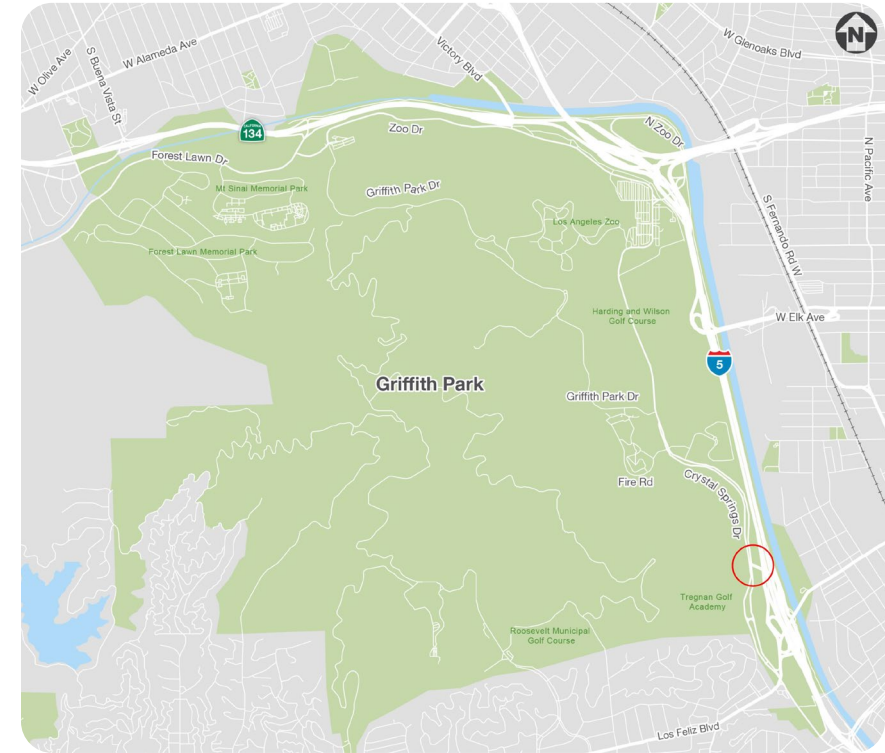
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 - **Restrict on-street parking on CSD**
 - *Provide additional parking in overflow lot*





Countermeasure Toolbox – Mid-Term (3-12 months)

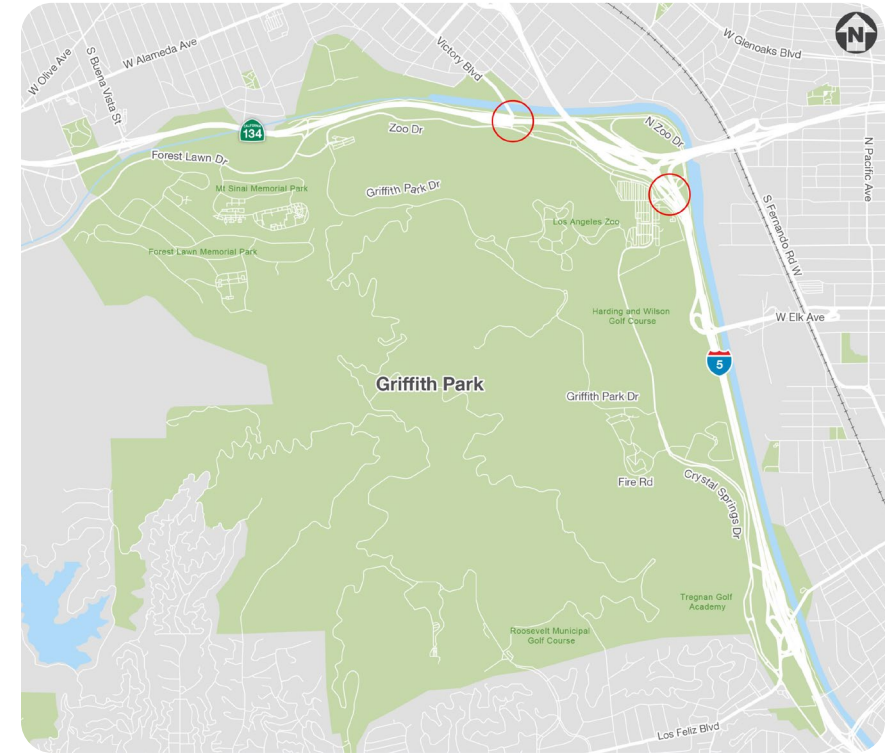
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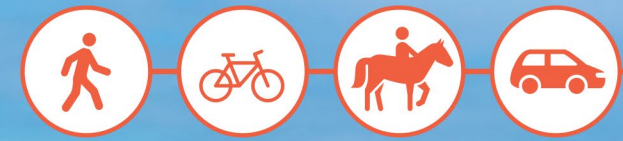




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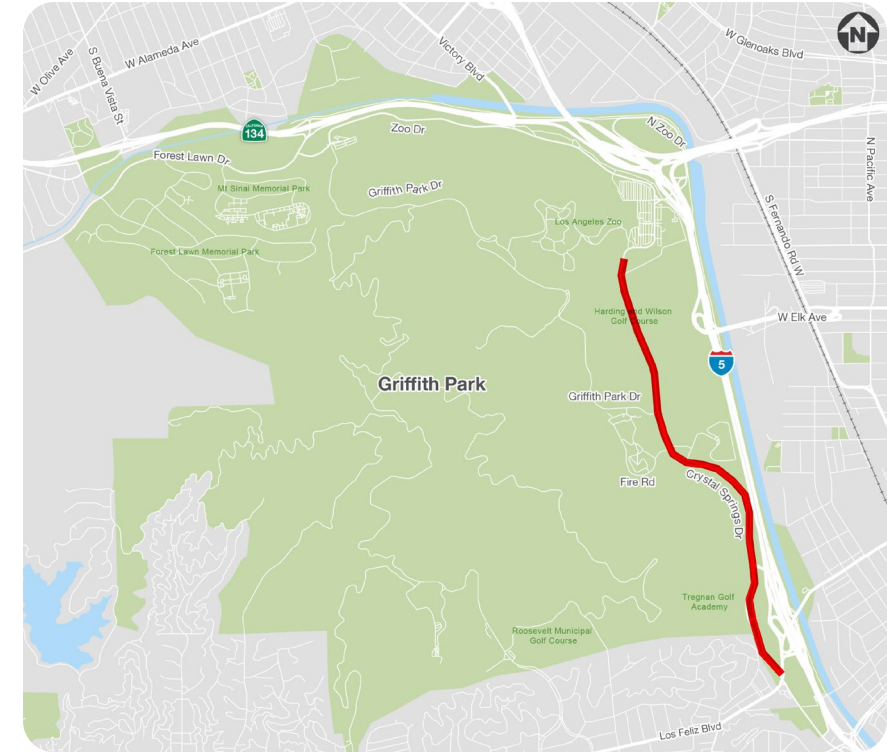
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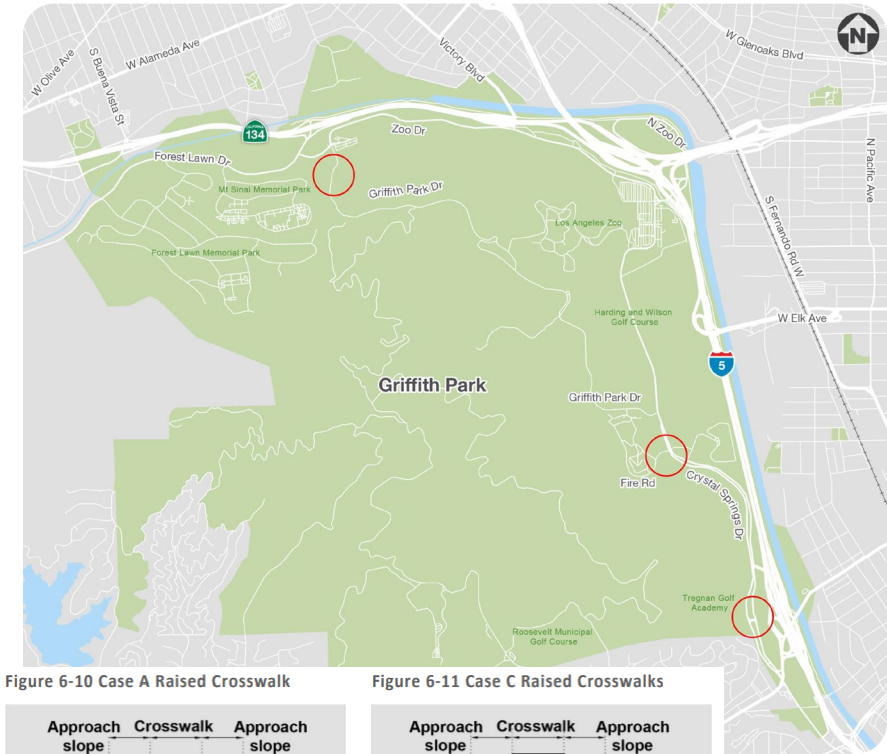


Figure 6-10 Case A Raised Crosswalk

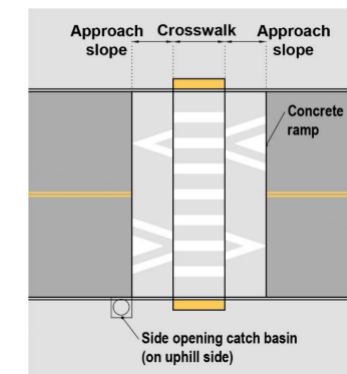
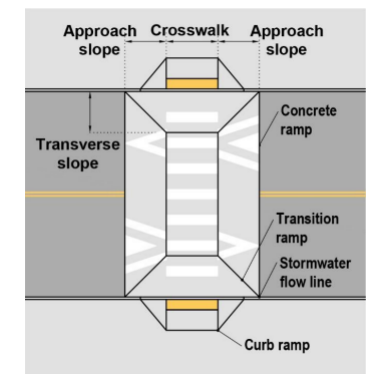
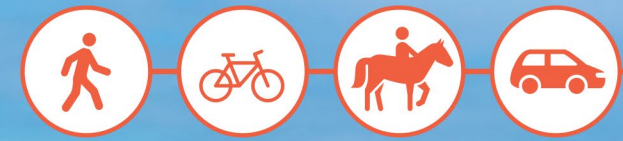


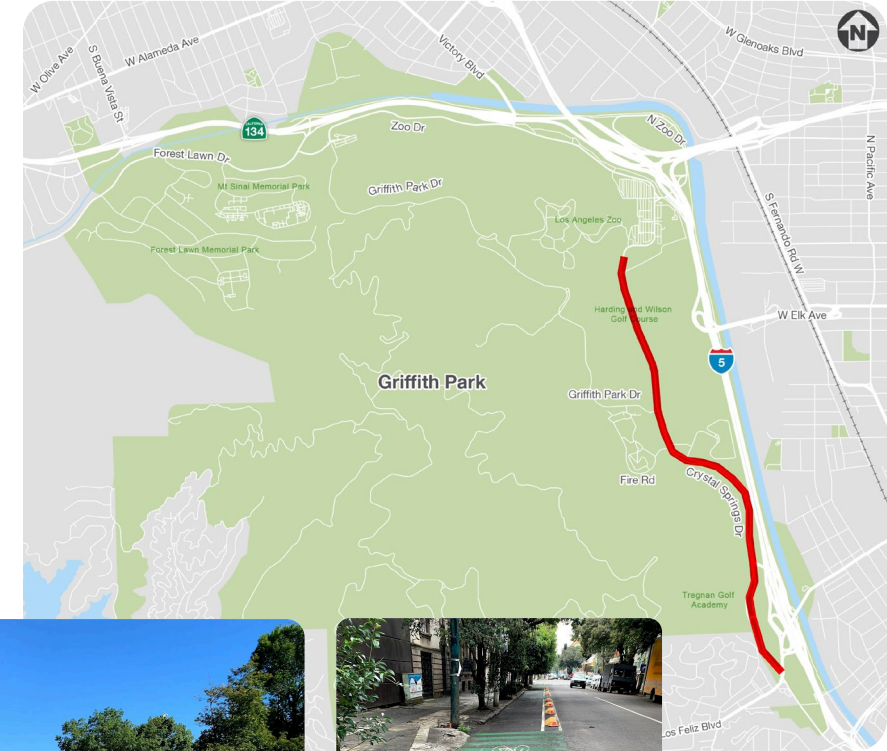
Figure 6-11 Case C Raised Crosswalks





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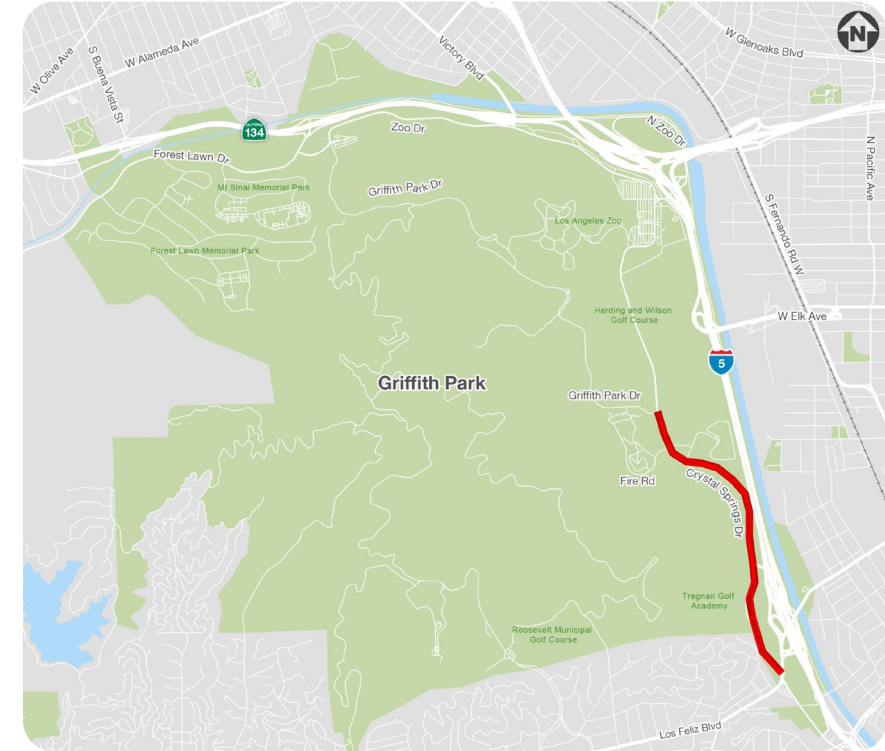
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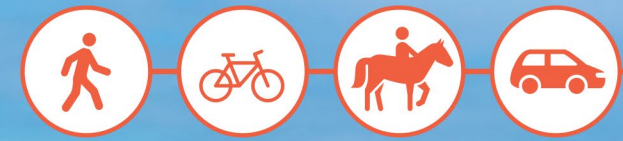




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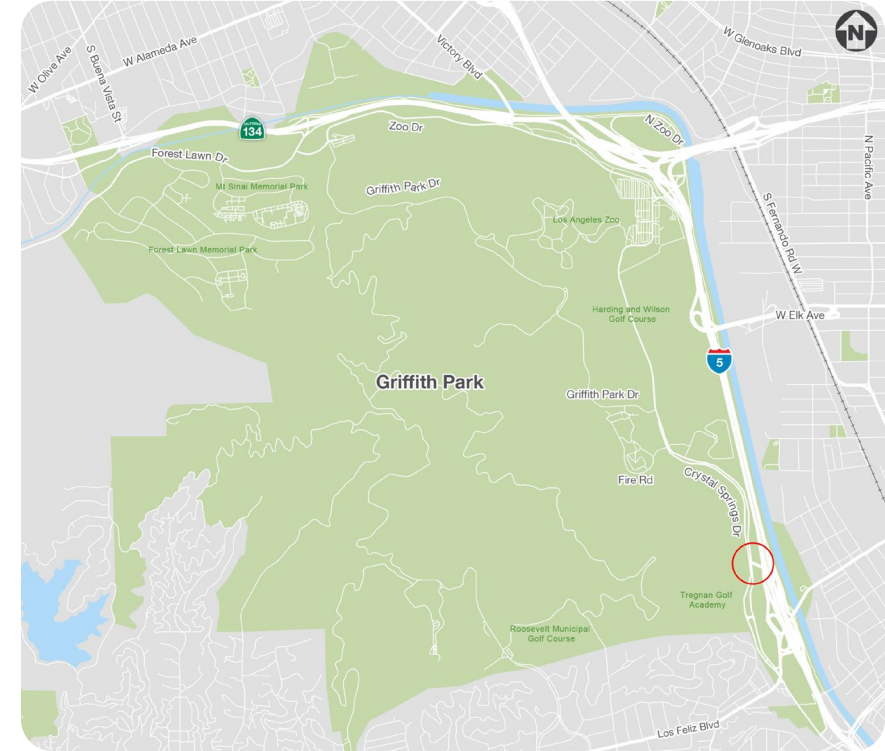
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Countermeasure Toolbox – Long-Term (> 12 months)

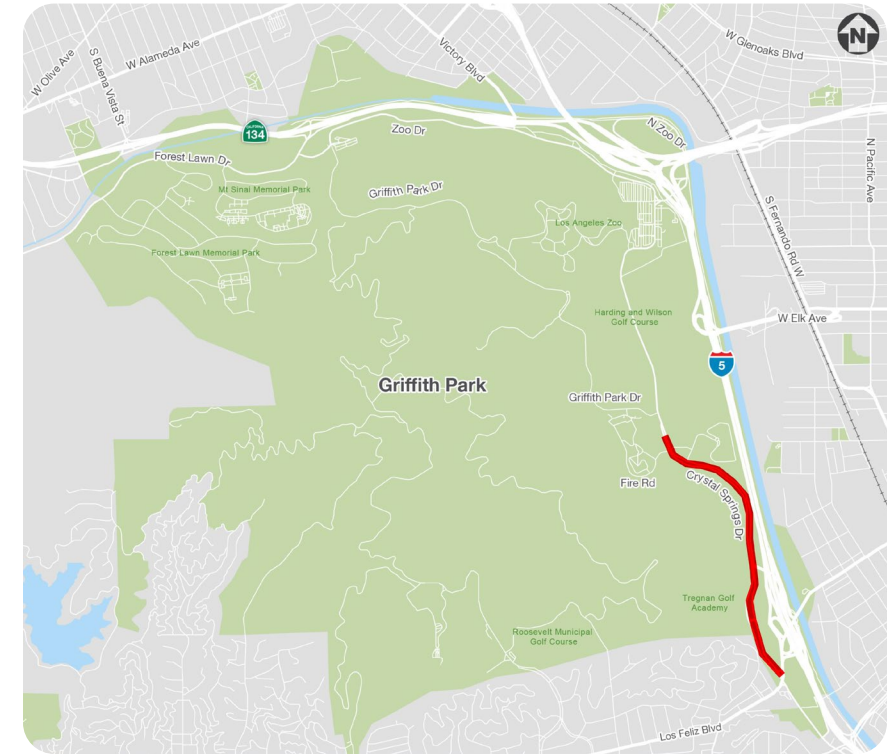
- Cut-Through Traffic
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- Speeding
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 - CSD – close “upper” roadway to motorized road users
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- Other Ideas
 - Improve quality of bus stops to promote use of transit to park

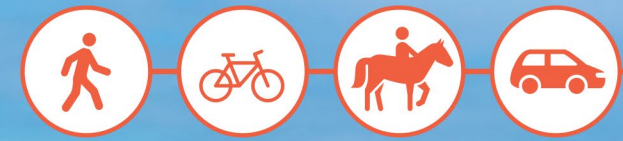




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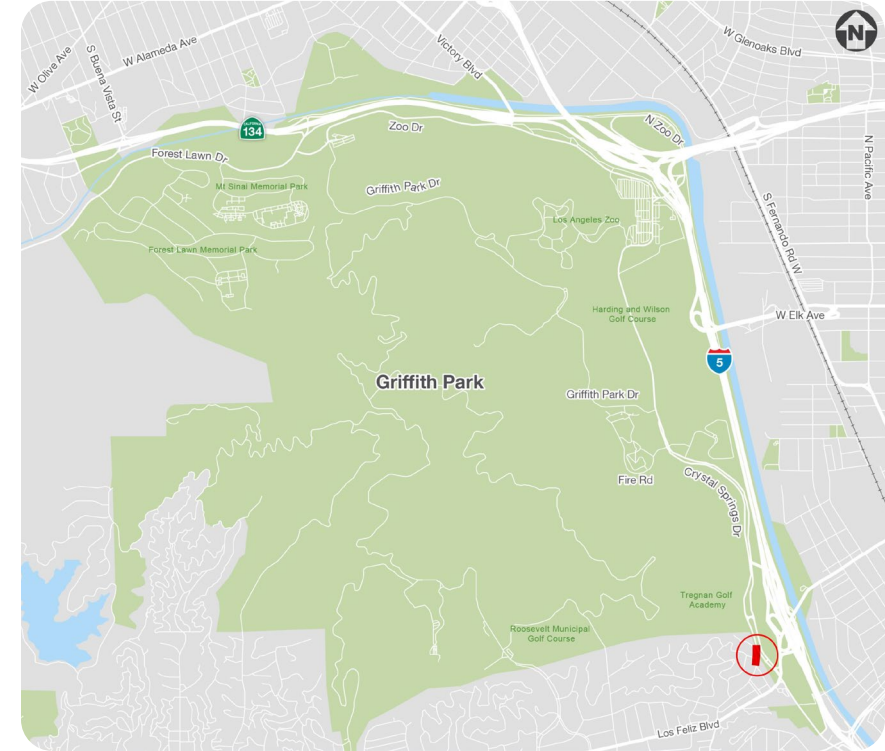
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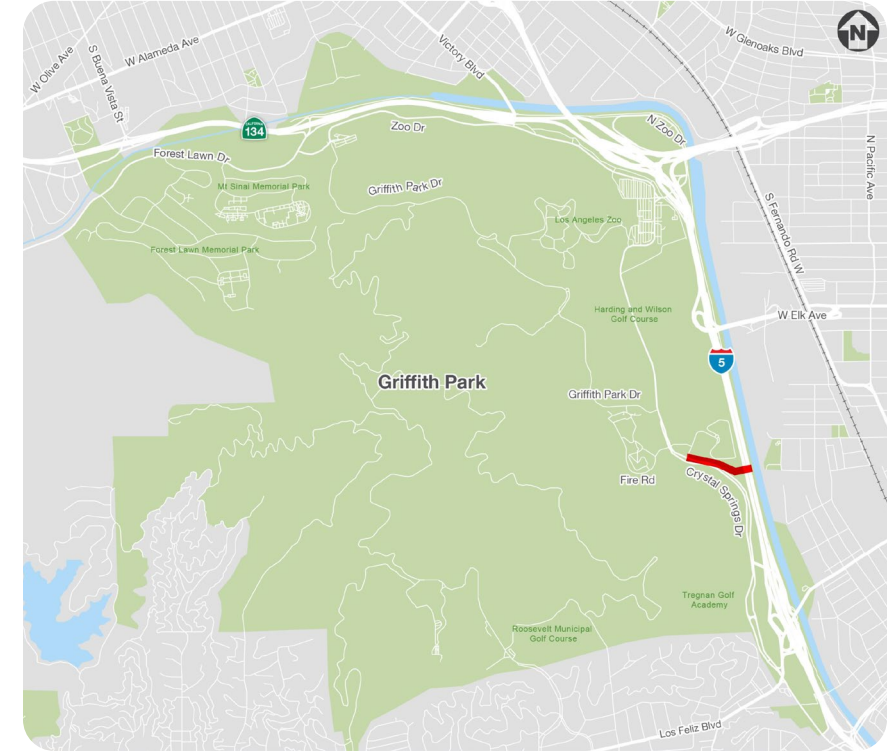
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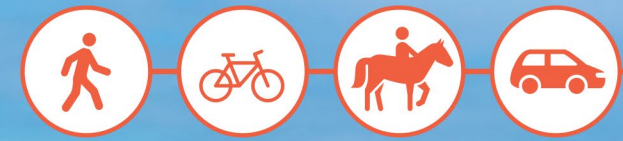




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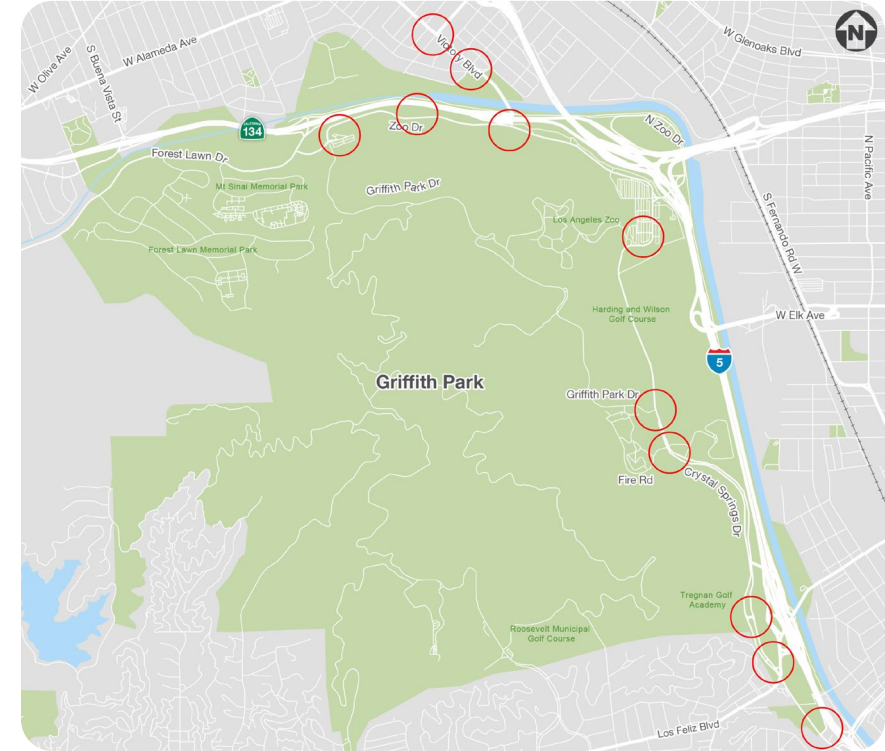
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Discussion

- Which countermeasures will **NOT** work?
- What other issues need to be addressed?

Crystal Springs Drive & Griffith Park Drive Safety and Active Transportation Improvements Project



May 24, 2022

Thank You!

