



# Griffith Park Action Plan

# Project Objectives



1. Improve public safety for ALL
2. Improve public access for all while protecting the natural environment and urban wilderness identity
3. Long term health and sustainability of Griffith Park and local community
  - Reduce current and future growth of vehicle traffic congestion in Griffith Park while simultaneously increasing overall public access
  - Mitigate residual traffic congestion on adjacent and internal roadways at popular attractions (e.g. the Griffith Observatory) and peak demand periods (e.g. Greek Theatre events)
  - Improve public accessibility while protecting the natural environment and urban wilderness identity
  - Enhance pedestrian and bicycle convenience and comfort to and through the Park
  - Provide a formalized viewpoint and photograph location for the Hollywood sign to reduce traffic congestion in adjacent neighborhoods



# Park Overview: Future Roadmap

Source: Google Maps, 2015

# Project Approach



- **Initial Findings Report (Aug 2015)**
  - Proposed circulation improvements, including:
    - Shuttle system
    - Monetization of parking near Griffith Observatory
    - One way routing
    - 'Sharrow' bike lanes
    - Wayfinding
- **Transportation & Parking Action Plan (Dec 2015)**
  - Traffic Impact Analysis (Iteris, Inc.)
  - CEQA Analysis (Amec Foster Wheeler Environment & Infrastructure, Inc.)
    - Mitigated Negative Declaration (MND) – Public review release date: tentative January 2016
  - Comparative Analysis of Similar Project



Image 5: View of vehicle parking Western Canyon Road from Griffith Observatory

# Key Recommendations



- Improve safety for neighbors and Park visitors and improve public access for all modes (Pedestrian, Bicycle, Vehicle, Bus/Shuttle).
- Comprehensive parking strategy to increase supply & manage demand
  - Dedicated shuttle service (with future potential for park-wide service)
  - Increase public transit opportunities (Metro)
  - Demand-responsive pricing
- Enhance the Griffith Park experience
  - Sign viewing area within Griffith Park with direct shuttle route
  - Wayfinding that makes sense and directs away from residential areas to public access areas.

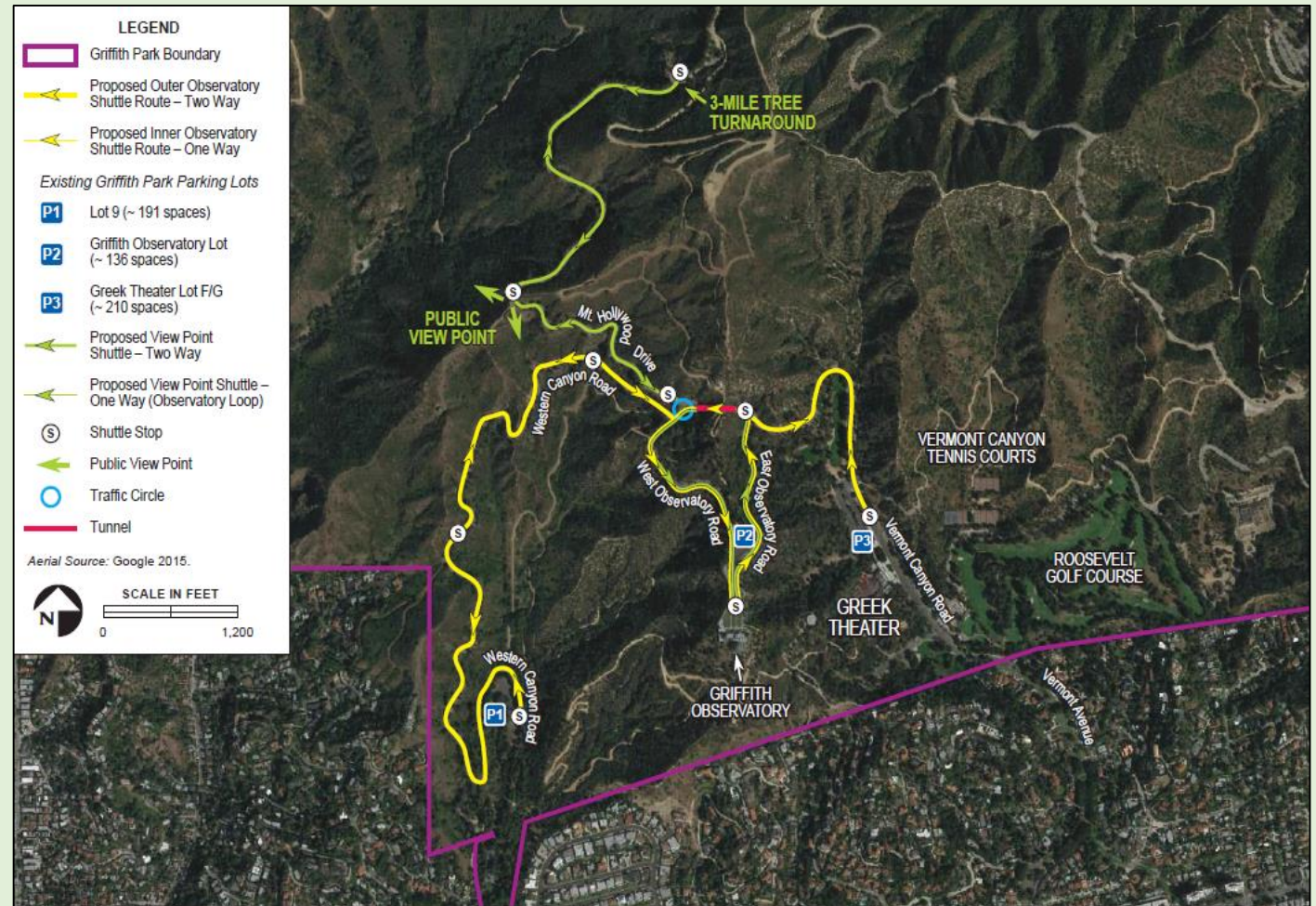


**Image 6:** Intersection of Western Canyon Road & West Observatory Rd. with posted traffic cones

# Proposed Shuttle Routes



- Opportunity to utilize green eco-friendly electric shuttle buses
  - Up to 24 passenger vans
- Estimating four shuttle pick-ups per hour (every 15-20 minutes)
- Initial shuttle routes will remain in Griffith Park with the objective to expand park wide in the planned future



Source: Amec, Foster, Wheeler, Inc.

# Mt. Hollywood Sign Viewing Area: Proposed Design

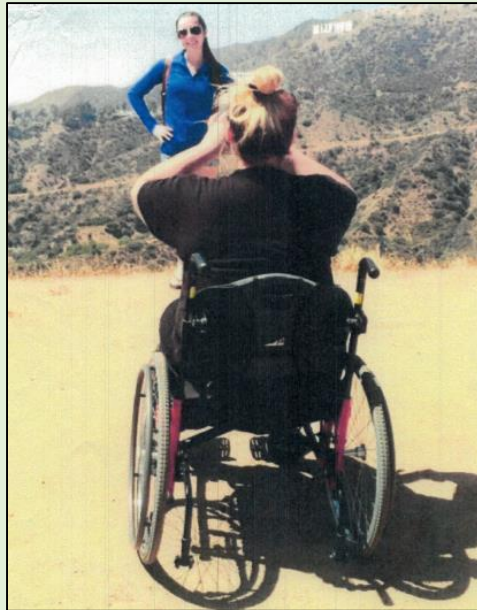


Image 9: Picture taking at Viewpoint

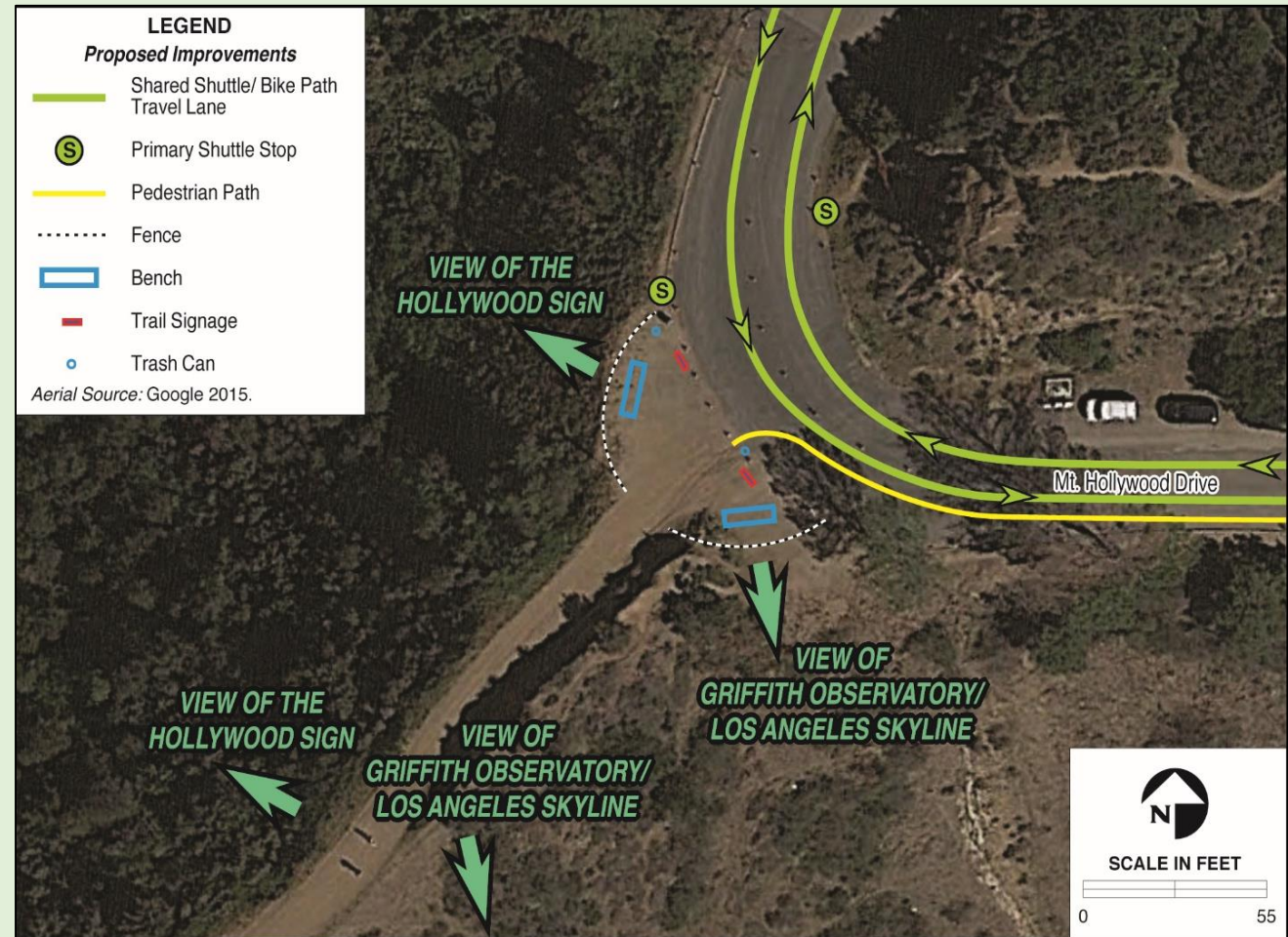


Image 10: Proposed Viewpoint design

Source: Amec, Foster, Wheeler, Inc.

# Viewpoint Views



**Image 7:** View facing southeast with Griffith Observatory in foreground and Downtown Los Angeles set behind



# Viewpoint Views

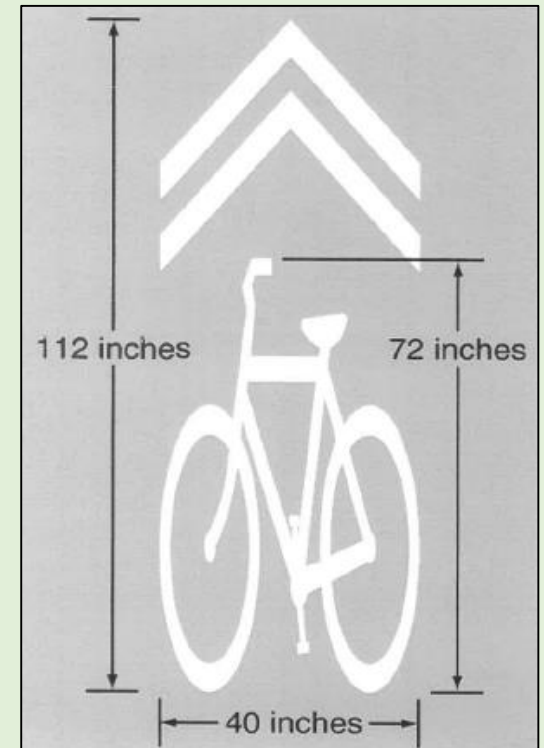


Image 8: View facing west with Hollywood Sign in distance

# Proposed Shuttle Routes

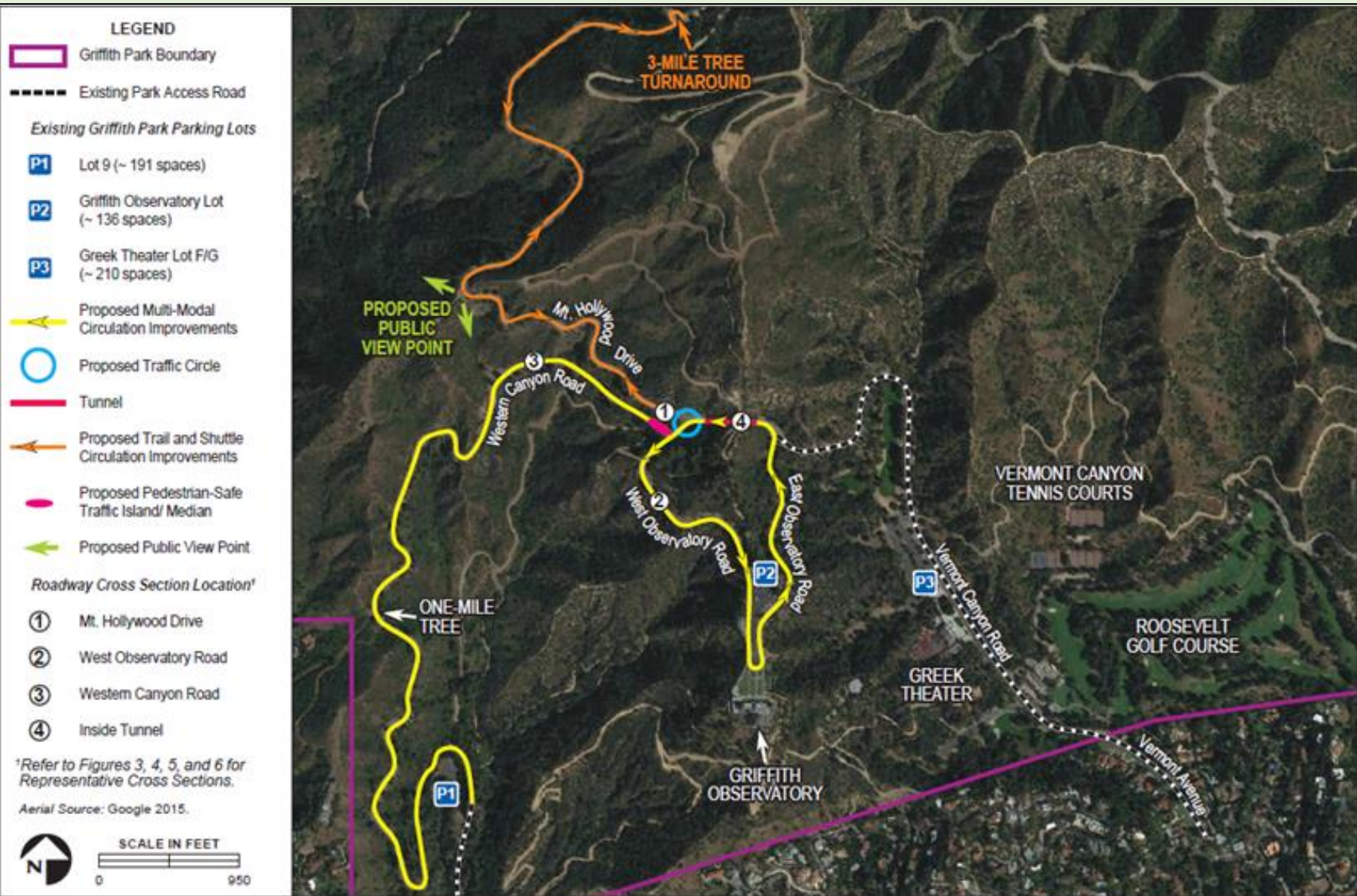


- **West & East Observatory Road**
  - One way traffic with angle parking (next to sidewalk on West & pathway on East)
  - 'Sharrow' bike lane
  - Paid parking
- **Vermont Canyon Road**
  - Free parking located at Greek Theatre parking lot
  - No change to traffic pattern other than improved 'sharrow' bike lane design
- **Western Canyon Road**
  - Parallel parking on hillside of roadway
  - Sharrow bike lane
  - Paid parking
- **Mt. Hollywood Drive**
  - One way traffic through the tunnel (dedicated pedestrian lane)
  - Dedicated shuttle service to proposed viewpoint (no privately-owned vehicles)



Proposed 'sharrow' lane

# Proposed Shuttle Routes

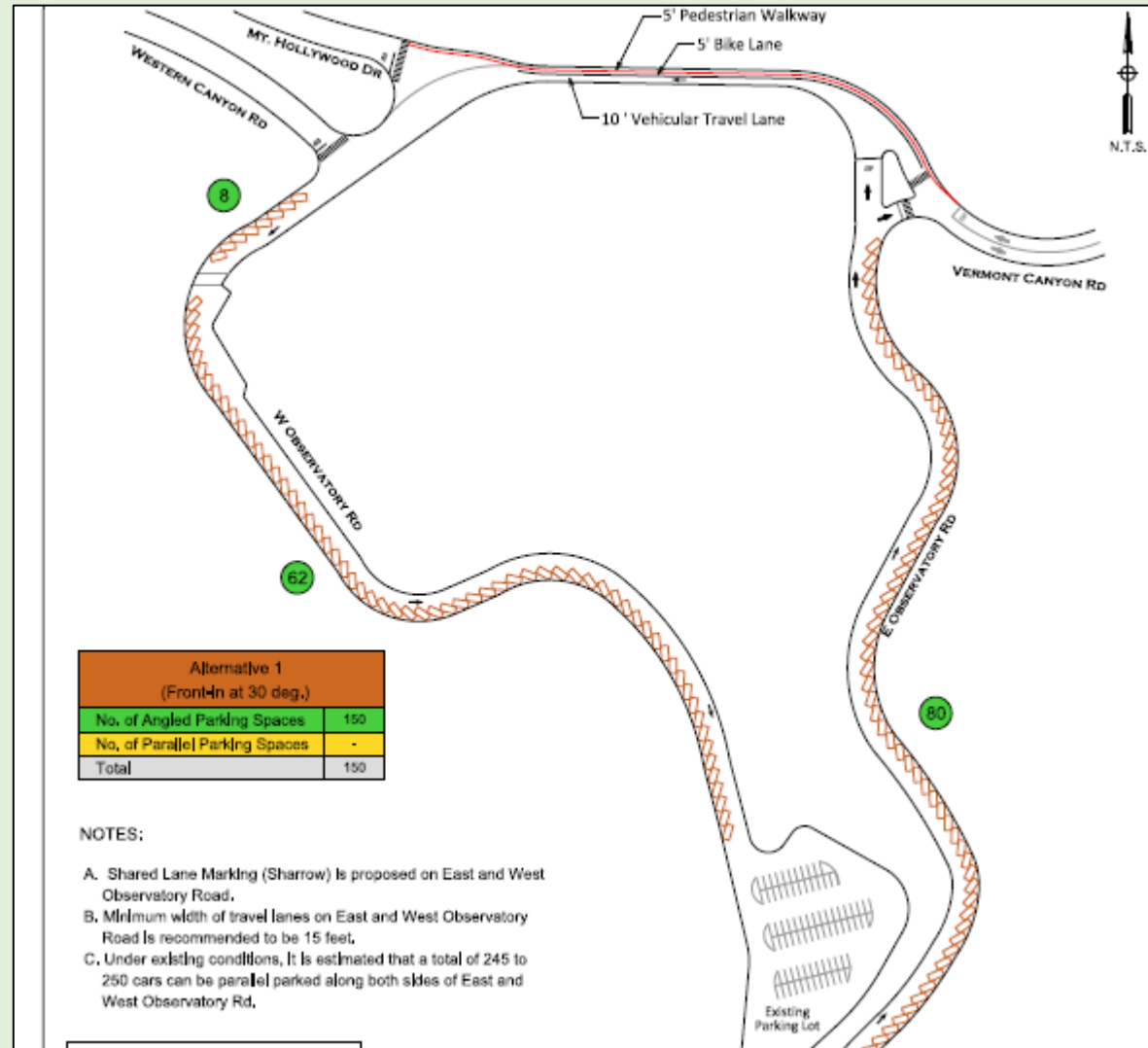


Source: Amec, Foster, Wheeler, Inc.

# West Observatory Road: Proposed Design



- **Paid parking**
  - Pay-by-Plate configuration
  - Pay-by-Phone feature
- **One-way angled parking**
  - One-side of road
  - Ease of access
  - Increased emergency vehicle access
  - Decreased bottlenecks, U-turns and idling
- **Improved traffic flow**
- **East Observatory Road**
  - Employee parking
  - Thru access

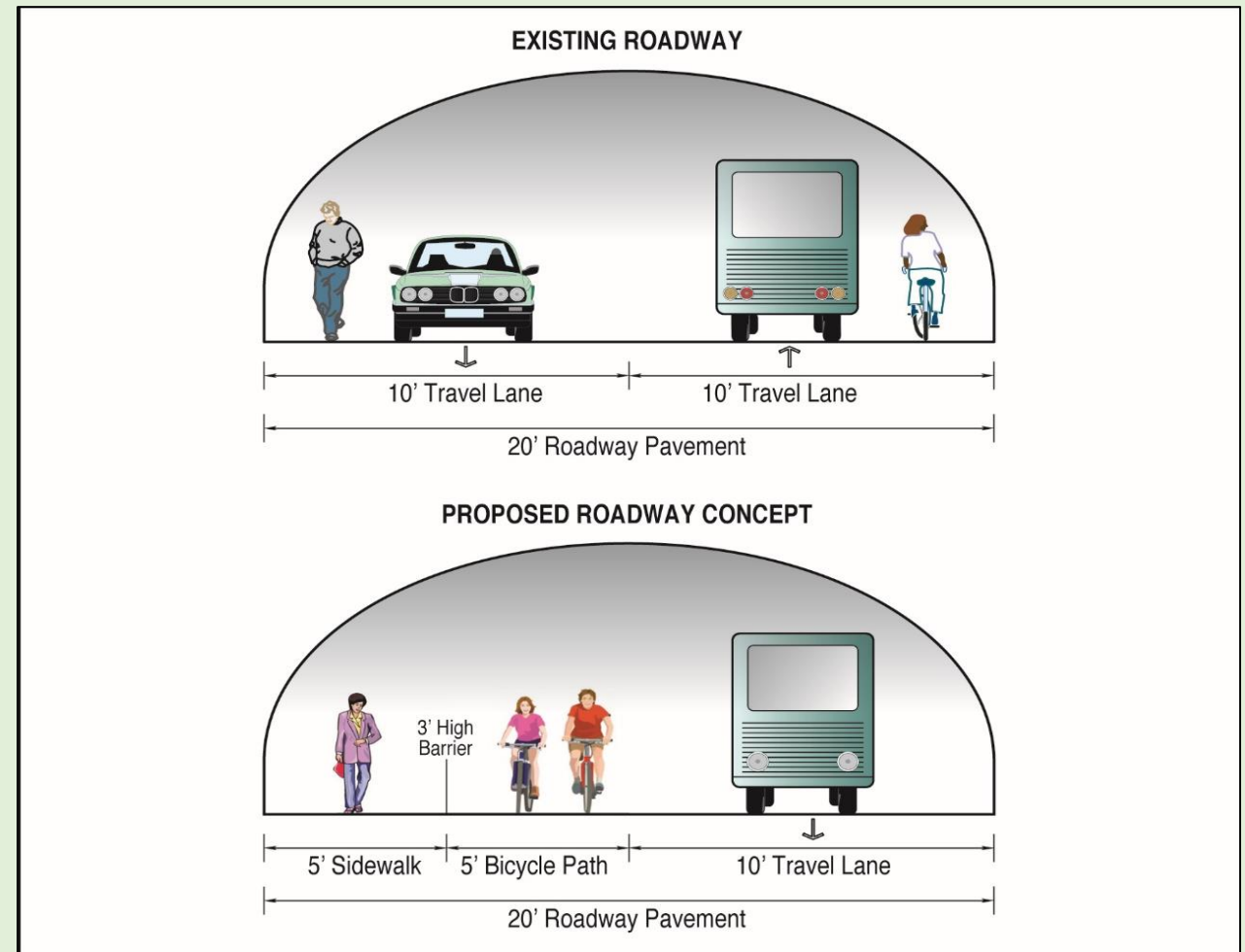


# Mt. Hollywood Tunnel: Proposed Design



Improvements to Mt. Hollywood Drive Tunnel include:

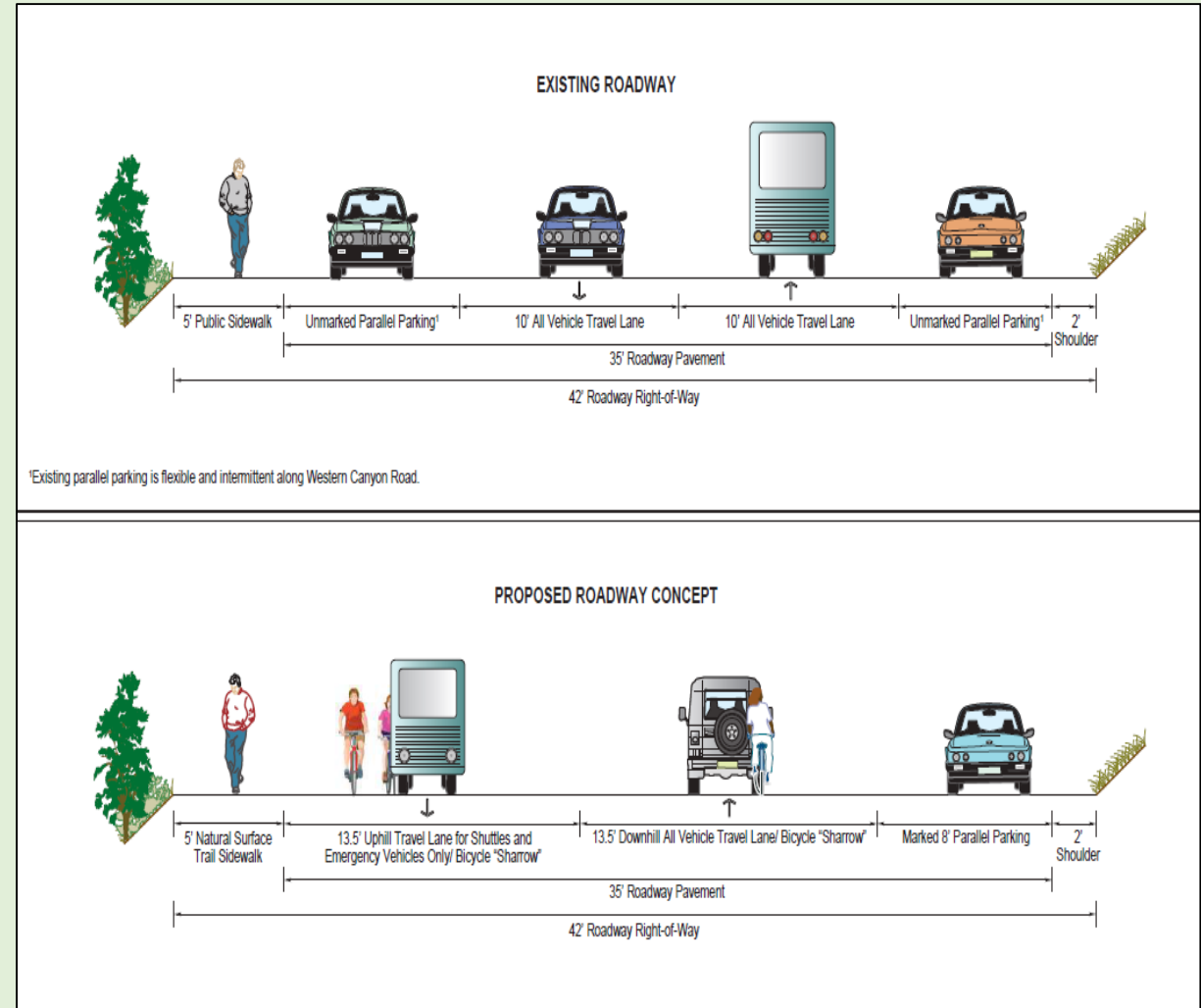
- One way traffic, improved lighting and dedicated pedestrian and bicycle paths using defined striping & pedestrian barrier
- Pedestrian path following entire loop to Griffith Observatory improving safety of those walking
- Implementation of crosswalks at base of East Observatory Road, Mt. Hollywood Dr. and Western Canyon Road
- Reduced speed limits



# Western Canyon Road: Proposed Design



- Western Canyon Road configured to parallel paid parking on upper-hill side from West Observatory Intersection to One Mile Tree
- Section 9 Parking Lot becomes specified pick-up and drop-off for shuttle service
- Designated shuttle stops along Western Canyon Road from One Mile Tree up to intersection at West Observatory



Source: Amec, Foster, Wheeler, Inc.

# Western Canyon Road: Section 9 Lot

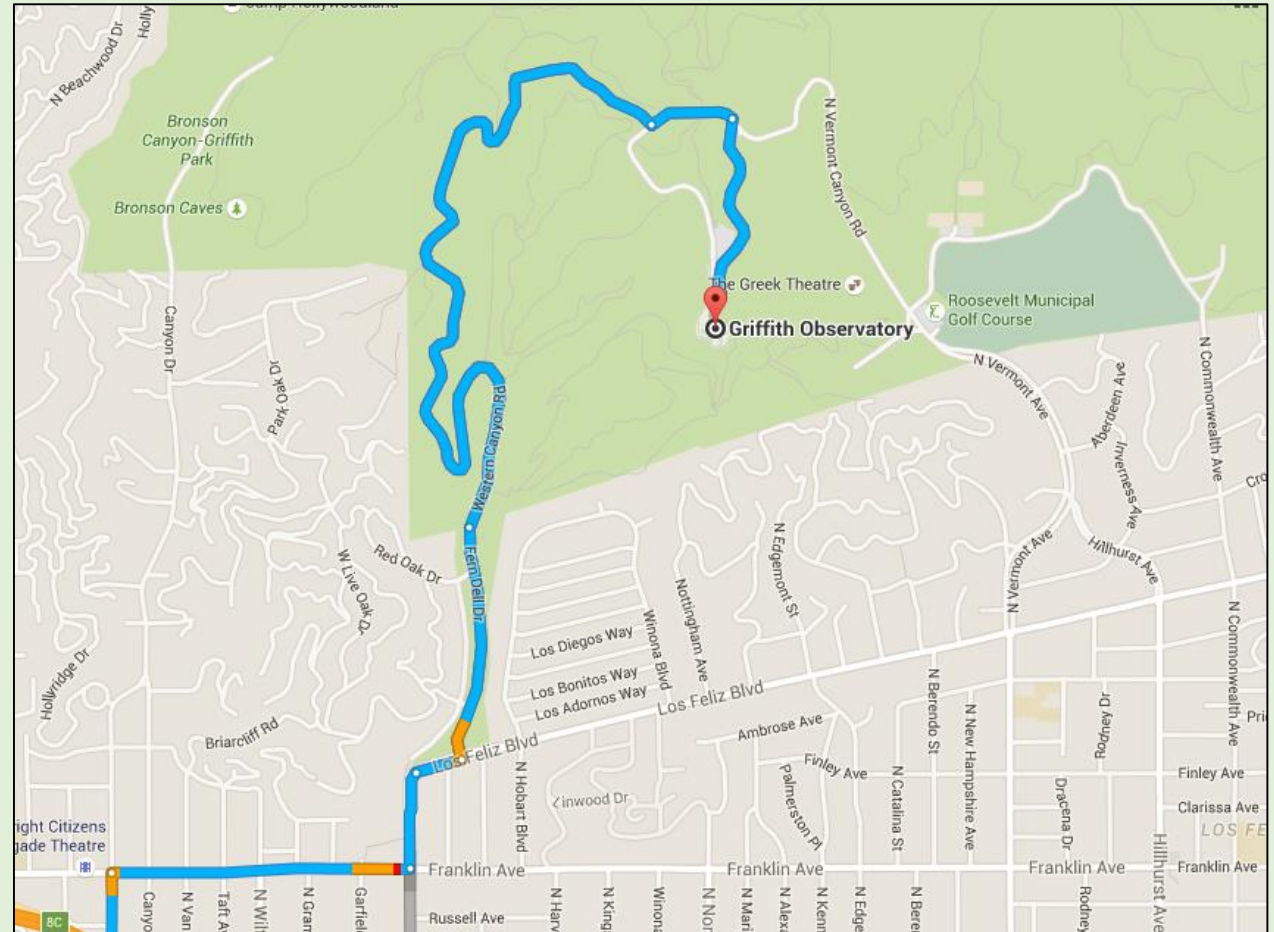


**Image 11:** Section 9 parking lot at base of Western Canyon Road

# Western Canyon Road: Proposed Design



- No private vehicle access to the Observatory from Western Canyon Road (Shuttle / Bike Only). Egress only.
  - Complete emergency ingress access
- Signage on Fern Dell and Los Feliz stating “NO Observatory Access”
- Current GPS directional instructions to be alternated once road circulation changes have been completed



Source: Google Maps, 2015



# Parking Impact



- Paid parking (pay stations & mobile payments)
- Angled parking
  - Increase ease of pulling in/out of spaces
- Increase parking turnover
  - Demand based pricing options
- Available parking spaces:
  - Increase of 23 additional spaces between W. OBS and E. OBS combined
    - Overall net loss on roads surrounding Observatory but opportunity to utilize existing surface lots throughout Park (i.e. Section 9, Pony Train & Greek Theatre).



Image 12: Griffith Observatory Parking Lot

# Case Study: Washington Park (Portland, OR)



**January 2014:** implemented a paid parking solution

- Previously 'Pay-at-the-gate' honor system
- Year 1 – Exceeded projected annual revenue targets
- Recently installed mobile payment option for customer convenience

**May 2015:** free park-wide weekend shuttle service

- Operates daily June through Labor Day
- 2016 hours of operation will be adjusted to support evening service hours
- 24-passenger bus with nine stops along the Washington Park loop
  - Arrives approximately every 15 minutes



Image 13: Washington Park Free Shuttle

## Lessons Learned

- Initial branding and signage are critical
  - 'Explore Washington Park' marketing and active website
- Stakeholder engagement
- Operational transparency

# Next Steps



- Ongoing Stakeholder Engagement & Public Outreach
- MND release January 4, 2016 (tentative)
- Town Hall meeting(s) January 2016



Image 14: Griffith Park entrance