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

- Speeding
- Safety (all modes)
- Cut-through

LEGEND
- Project Area
- Locations of Interest
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

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

• Intersections (8)
  • Peak hour volumes

• Roadway Segments (8)
  • Average daily traffic (one week)

• Speed Surveys

LEGEND
- Turning Movement Count (TMC)
- 7-Day Average Daily Traffic Count (ADT)
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
Field Observations

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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
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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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  - Limited sight distance approaching crosswalks
  - Limited traffic calming devices at crosswalks
  - No paved pedestrian facilities along Crystal Springs Dr
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
Countermeasure Toolbox – Short-Term (< 3 months)

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

• Cut-Through Traffic
  • I-5 & CSD – Reduce hours when access is allowed from freeway
    • Restrict access between park and freeway during peak hours at Riverside ramp or Zoo Drive (outside project area)

• Speeding
  • CSD – Restripe lanes with narrower widths (10’ typical)
  • Install raised crosswalks (for pedestrians and equestrians)

• Protected Active Transportation Facilities
  • CSD – Install buffered bicycle lanes (paint or bollards)
  • CSD – reduce vehicle travel lanes from 2 to 1
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Countermeasure Toolbox – Long-Term (> 12 months)

• Cut-Through Traffic
  • I-5 Ramps and CSD – Close ramp access to park
• Speeding
• Protected Active Transportation Facilities
  • CSD – close “upper” roadway to motorized road users
  • CSD – provide paved connection to Griffith Park Boulevard via path
  • CSD – provide paved connection to LA River Trail via tunnel
• Other Ideas
  • Improve quality of bus stops to promote use of transit to park
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• Which countermeasures will NOT work?
• What other issues need to be addressed?
Thank You!