

CITY OF BEVERLY HILLS
STAFF REPORT

Meeting Date: October 2, 2007
To: Honorable Mayor & City Council
From: Aaron Kunz, Deputy Director of Transportation
Subject: PROPOSAL TO EXTEND THE PEAK HOUR "NO STOPPING"
REGULATION ON OLYMPIC BOULEVARD FROM A 9:00 AM
END TIME TO A 10:00 AM END TIME

Attachments:

1. Traffic & Parking Commission June 11, 2007 Minutes
2. Traffic & Parking Commission July 12, 2007 Minutes

INTRODUCTION

In a proactive effort to reduce morning traffic congestion on Olympic Boulevard, the Traffic & Parking Commission identified extending the "No Stopping" peak hour regulation from an end time of 9:00 a.m. to an end time of 10:00 a.m. as a priority for 2007. To receive input, the Traffic & Parking Commission hosted two community meetings, the first in the evening on June 11, 2007, and the second in the day on July 12, 2007. At both meetings, businesses located on Olympic Boulevard expressed the most concern over the potential loss of parking.

After receiving community input and staff's analysis, the Commission voted 4 to 3 to forward City Council a recommendation to extend the peak hour regulation **only** in the westbound direction (north side) of Olympic Boulevard within City limits from a 9:00 a.m. end time to a 10:00 a.m. end time. Two of the Commissioners opposed still favored extending the peak hour end time in the westbound direction to 10:00 a.m., but only between Beverly Drive and Spalding Drive. One Commissioner opposed extending the regulation altogether.

DISCUSSION

The extension of the peak hour regulation to 10:00 a.m. is primarily an issue of whether the benefits of the possible improved traffic flow will out-weigh the loss of parking within this one-hour period. The most recent data shows that traffic volumes between 9:00 a.m. and 10:00 a.m. are highest in the westbound direction and relatively few resident and commuter vehicles park during this one-hour period.

Meeting Date: October 2, 2007

Olympic Boulevard is a heavily used major arterial commuter street with a peak hour "No Stopping" regulation from 7:00 a.m. to 9:00 a.m., and 3:00 p.m. to 7:00 p.m., Monday through Friday. These peak hour regulations create a third traffic lane to increase traffic flow during heavy commute periods. As several arterials in the region have morning peak-hour regulations until 10:00 a.m., the Traffic & Parking Commission only evaluated extending the morning peak-hour regulations. To staff's knowledge there are no arterials in the region with peak-hour regulations that start prior to 3:00 p.m.

Within Beverly Hills, the boulevard is comprised of a mix of multiple-family complexes and commercial buildings. Most commercial buildings are located at the east section between Beverly Drive and Robertson Boulevard to the west of Beverly Drive; Olympic Boulevard is comprised of multiple-family residential complexes except for one commercial building located between Bedford and Peck Drives with a pharmacy that opens at 9:00 a.m.

Traffic Volumes (Exhibit 1)

According to engineering standards, the two-lane capacity of Olympic Boulevard is estimated at 1,300 vehicles per hour per approach. This means when the volume of traffic during a certain hour (in this case, between 9:00 a.m. to 10:00 a.m. exceeds 1,300 vehicles, a third traffic lane would be needed to avoid congestion and provide safer and manageable circulations. The most recent traffic data from May 2006 showed that the time period between 9:00 a.m. to 10:00 a.m. had approximately 1,430 vehicles traveling on Olympic Boulevard westbound and 1,100 vehicles traveling eastbound. The traffic volumes at the following hour between 10:00 a.m. to 11:00 a.m. fell to 1,050 vehicles westbound and approximately 1,000 vehicles eastbound.

Therefore, with 1,430 vehicles, the westbound approach on the north side of Olympic Boulevard is above two-lane capacity, and a third lane would be justifiable. Additionally, in the morning hours, there is a clear destination point of Century City (westbound). Most of these vehicles travel in the outer most lane to make right turns onto major streets into Century City. Since the westbound traffic counts have high enough traffic volumes to meet the criteria for a third traffic lane, staff recommends extending the peak hour regulation to 10:00 a.m. on only the north (or westbound) side of Olympic Boulevard

Residential & Business Parking Conditions (Exhibit 2)

Staff surveyed the parking on Olympic Boulevard ten times during the period between 9:00 a.m. and 10:00 a.m. and found an average 20 vehicles park on the north side (westbound direction) of Olympic Boulevard and on average less than three of those vehicles were registered to residents.

Staff identified approximately 17 businesses located on the north side of Olympic Boulevard that opened before 10:00 a.m. Most of these businesses have on-site parking or other available metered spaces within walking distance. Considering

Meeting Date: October 2, 2007

the parking capacity of Olympic Boulevard is over 100 spaces, the displacement of an average of 20 vehicles for the one-hour period could likely be absorbed by available parking on the parallel streets; however, these spaces may not be as convenient as the parking available on Olympic Boulevard. At the suggestion of the Traffic & Parking Commission, staff surveyed all the parallel blocks north of Olympic Boulevard to identify areas where more parking could be added. With the removal of red curb markings, staff found that up to 11 spaces may be safely added on the parallel streets.

Community Input

During the course of the two community Traffic & Parking Commission meetings, 19 attendees provided input. Overall, most who spoke in opposition were representatives of businesses on Olympic Boulevard that are open before 10:00 a.m. Those in support expressed that loss of parking is out weighted by the improvements in traffic flow. In sum, one business representative and seven residents spoke in support of the proposal. Five business representatives and six residents spoke in opposition to the proposal.

In addition, staff received two letters supporting the proposal and ten letters in opposition. The Southwest Homeowners' Association, which represents the neighborhood bordering Olympic Boulevard from Linden and El Camino Drives submitted a letter supporting the proposal. From the same residential neighborhood, staff received a petition letter signed by 35 residents in opposition.

City of Los Angeles Regulations

In the City of Los Angeles, Olympic Boulevard to the west has three travel lanes in each direction at all times. To the east of the City, the westbound direction peak hour regulation ends at 9:00 a.m. and the eastbound direction ends at 10:00 a.m. The City of Los Angeles peak hour regulation was established when the traffic volumes were higher in the eastbound direction towards downtown Los Angeles. Since that time, the commute patterns have shifted with higher a.m. traffic in the westbound direction.

RECOMMENDATION

A resolution adopted by the City Council is required to change peak-hour parking regulations. If the City Council wishes to consider a resolution to extend the peak-hour regulation on Olympic Boulevard from a 9:00 a.m. end time to a 10:00 a.m. end time, staff recommends that the City Council consider extending it on the entire north side (westbound direction) within the City.



David Gustavson
Approved By

ATTACHMENT 1

A detailed Commission packet is available for review in the Library and the City Clerk's Office.



In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the Transportation Department at (310) 285-2500 at least seventy-two hours prior to the meeting so that reasonable arrangements can be made to ensure accessibility. Council Chambers is equipped with audio equipment for the hearing impaired, and is wheelchair accessible.

CITY OF BEVERLY HILLS

CITY HALL ROOM 180-A

AGENDA

SPECIAL TRAFFIC & PARKING COMMISSION MEETING

June 11, 2007

7:00 p.m.

ROLL CALL – 7:02 p.m.

PRESENT: FRIEDMAN, GOLDMAN, BRAUN, MILKOWSKI, SILVER, GOLD, SEFF
ABSENT:

STUDY SESSION – 7:02 p.m.

Chair SEFF explained the process of the two part hearing indicating that all Commissioners will save any discussion or dialogue until hearing public comments from both the June 11, 2007 Traffic & Parking Commission meeting and the July 12, 2007 meeting. After hearing all public comment, the Commission will make a recommendation and forward it to the City Council for consideration.

ORAL COMMUNICATION FROM THE AUDIENCE

(Speakers wishing to address the Commission will be limited to three minutes.)

ACTION ITEMS – 8:10 P.M.

1. CONSIDERATION OF THE MAY 3, 2007 REGULAR MEETING MINUTES

Motion by FRIEDMAN, seconded by SILVER

5/0 To approve the consideration of the May 3, 2007 regular meeting minutes.

AYES: FRIEDMAN, GOLDMAN, BRAUN, MILKOWSKI, SILVER, GOLD, SEFF

ANOES:
ABSENT:
ABSTAIN:
CARRIED:

2. OLYMPIC BOULEVARD – PROPOSAL TO EXTEND THE MORNING PEAK HOUR “NO STOPPING” REGULATION FROM 9AM TO 10AM

Deputy Director of Transportation, Aaron Kunz, provided an overview of the proposal to extend the morning peak hour “no stopping” regulation from 9am to 10am and clarified a discrepancy of traffic counts presented in the staff report.

Mr. Kunz explained to the Commission the data of the traffic study conducted by staff regarding the engineering standard on lane capacity on Olympic Blvd. The standard is 650 vehicles per lane, 1,300 in two lanes, and 1,950 vehicles in three lanes. More than 650 vehicles per lane have the potential to cause gridlock conditions. Between 9am and 10am, 1430 vehicles occupy Olympic Blvd. westbound indicating over capacity by the engineering standard. The eastbound direction traffic volume is currently under the engineering standard.

Mr. Kunz reported a technical analysis based on traffic counts, the number of cars parked along Olympic Blvd. over the survey period, and the number of businesses open before 10:00 a.m. with no off-street parking that may be impacted by extending the morning peak hour “no stopping” regulation from 9:00 a.m. to 10:00 a.m.

Commissioner GOLDMAN inquired whether any data of traffic counts along Gregory Way was collected. Bijan Vaziri, Traffic Engineer, provided the recent counts to the Commission. Traffic count ranges from 3,500 to 4,000 per day between 7:45 a.m. to 9:45 a.m.

PUBLIC COMMENT - 7:19 p.m.

Marisa Lederman, resident of the 9700 block of Olympic Blvd., expressed her support to extend the morning peak hour “no stopping” regulation from 9:00 a.m. to 10:00 a.m. She witnessed cars parked during the regulation period and expressed the potential dangers it may have to speeders.

Sanford Katz, business owner on the 8000 block of Olympic Blvd., opposed the proposal to extend the morning peak hour “no stopping” regulation from 9:00 a.m. to 10:00 a.m. Mr. Katz mention that his business has no off-street parking.

Paul Burnstein, resident of the 300 block of South Canon Drive, expressed his support to extend the morning peak hour “no stopping” regulation from 9:00 a.m. to 10:00 a.m. Mr. Burnstein has been campaigning on this matter for about 3 years. Mr. Burnstein recommended right turn only regulations on streets intersecting Olympic Blvd. that do not have traffic signals.

Ali Khosravi, business owner on the 9000 block of Olympic Blvd., opposed the proposal to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m. He noted that he receives most of his business between 9:00 a.m. and 10:00 a.m. and mentioned he has seen cars speeding resulting in accidents in front of his store.

Ken Goldman, resident of the 200 block of McCarthy, expressed his support to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m. Mr. Goldman travels along Olympic Blvd. everyday to go to work and believes traffic volume has increased. Merging traffic and residential cut through is impacting the area.

Earl Goldstein, owner of a building of Olympic Blvd., expressed his support to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m. Mr. Goldstein believes in a common good and feels this proposal falls in that category.

Stefan Dahlerbruch, resident of the 9000 block of Olympic Blvd., opposed the proposal to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m. and expressed that service vehicles such as gardeners need parking on Olympic Blvd.

Richard Synn, business owner on the 9000 block of Olympic Blvd., expressed his request to establish a designated parking space for his business. Chair SEFF directed Mr. Synn to speak with Transportation Planning Analyst, Gabriel Szasz, regarding his request.

Kelly Hartog, reporter for the Beverly Hills Courier, addressed the Commission stating that as a reporter, she is not taking a position but wanted to clarify that the Beverly Hills Courier has sufficient off-street parking.

Sam Sheldon, business owner on the 9000 block of Olympic Blvd., opposed the proposal to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m. He noted that there is little parking available for employees and extending the peak hour restriction will impact the parking availability for employees and customers.

Florence Rhodes, resident of the 200 block of South Carson Rd., expressed her support to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m. and requested left turning signs along Olympic Blvd.

Dean Panero, business owner on 9000 block of Olympic Blvd., opposed the proposal to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m. Mr. Panero informed staff that business opens at 9:00 a.m. and addressed his concerns to the Commission regarding the accuracy of the study.

Harriet Borson, resident of the 300 block of South Palm Drive, expressed her support to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m. She suggested that the residential permit parking restriction can start at 10:00 a.m. so employees can have a place to park.

Ely Erdan, business owner on the 9000 block of Olympic Blvd., opposed the proposal to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m. Mr.

Erdan expressed that employees arrive to work at 8:30 a.m. and would like to be included on the list of businesses along Olympic Blvd, which do not have off-street parking.

Deputy Director of Transportation, Aaron Kunz, informed the Commission that staff will conduct a follow up survey to include those businesses not included in the study provided. Traffic counts along Gregory Way between the hours of 9:00 a.m. and 10:00 a.m. will be provided to the Commission on the July 12, 2007 meeting. Additionally, staff will list the businesses that open before 10:00 a.m. along with surrounding parking restrictions and identify the parking availability for those businesses. Mr. Kunz explained that the City's municipal code allows permits for residents only.

Chair SEFF acknowledged the correspondence and the petitions submitted by residents relating to the proposal to extend the morning peak hour "no stopping" regulation from 9:00 a.m. to 10:00 a.m.

Commissioner GOLDMAN recommended to the Commission to hold all comments until the July 12, 2007 meeting.

Commissioner MILKOWSKI requested an update on the position of establishing Pico Blvd. as a one-way street. Mr. Kunz replied that it is in the preliminary stages and Los Angeles has not taken any position and it has not been reviewed by the City of Beverly Hills.

Vice Chair GOLD inquired on a method to reduce speed by utilizing existing stop lights. Mr. Kunz replied that modifying the stop light system would negate the damages of traffic flow. Traffic Engineer, Bijan Vaziri, stated that staff conducted a study on the speed of traffic at 6 locations on Olympic Blvd. Mr. Vaziri reported that at the 85 percentile, speed averaged at 38 mph on a 35 mph speed limit.

Commissioner BRAUN inquired on the percentage of parking from businesses that operate between the hours of 9:00 a.m. and 10:00 a.m. Mr. Kunz replied that an assessment will be made by providing the average number of cars parked during those hours.

Commissioner FRIEDMAN inquired on right turn only lanes. Mr. Vaziri reported that currently there are 3 right-turn only lanes located on Oakhurst, Wetherly, and El Camino Drives with restriction hours of 8:00 a.m. to 9:00 a.m.

Chair SEFF provided a closing statement.

ADJOURNMENT – 8:13 p.m.

Motion by SEFF

5/0 To adjourn meeting.

AYES: FRIEDMAN, GOLDMAN, BRAUN, MILKOWSKI, SILVER, GOLD, SEFF

ATTACHMENT 2

A detailed Commission packet is available for review in the Library and the City Clerk's Office.



In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the Transportation Department at (310) 285-2500 at least seventy-two hours prior to the meeting so that reasonable arrangements can be made to ensure accessibility. Council Chambers is equipped with audio equipment for the hearing impaired, and is wheelchair accessible.

CITY OF BEVERLY HILLS

CITY HALL ROOM 180-A

MINUTES

TRAFFIC & PARKING COMMISSION SPECIAL MEETING

July 12, 2007

9:00 a.m.

ROLL CALL – 9:02 a.m.

PRESENT: FRIEDMAN, GOLDMAN, BRAUN, MILKOWSKI, SILVER, GOLD, SEFF
ABSENT:

STUDY SESSION

Chair SEFF explained the process of the two part hearing indicating that all after hearing all public comment the Commission will make a recommendation and forward it to the City Council for consideration.

POLICE DEPARTMENT REPORT – 9:03 a.m.

Lt. Michael Gilmore introduced to the Commission the new Traffic Bureau Supervisor, Sgt. David Perez who will fill in for Lt. Gilmore when he is unavailable to attend a Traffic & Parking Commission meeting.

Vice Chair GOLD inquired as to what consists of a hit and run accident. Lt. Gilmore provided examples including hitting City property and leaving the scene of the collision without reporting it.

Commissioner BRAUN inquired as to why the *signed traffic citation* increased from the previous month. Lt Gilmore explained that it was due to the Click It or Ticket seatbelt enforcement campaign that took place in the month of May. Commissioner BRAUN also inquired as to why there was a significant increase in the *other hazards* category. Lt.

AYES: FRIEDMAN, GOLDMAN, BRAUN, MILKOWSKI, SILVER, GOLD, SEFF
 ANOES:
 ABSENT:
 ABSTAIN:
CARRIED:

2. OLYMPIC BOULEVARD – PROPOSAL TO EXTEND THE MORNING PEAK HOUR “NO STOPPING” REGULATION FROM 9AM TO 10AM

Chair SEFF made an announcement regarding the procedure to the two part hearing regarding Olympic Blvd. Two meetings were scheduled to obtain full public comment. Comments made by speakers at the June 11, 2007 meeting have been recorded and fully considered by the Commission. A recommendation will be made after discussion, which will be forwarded to the City Council for review.

Deputy Director of Transportation, Aaron Kunz, provided background information regarding parking on Olympic Blvd. It is a priority of the Traffic & Parking Commission to evaluate extending the peak hour parking restriction on Olympic Blvd from 9:00 a.m. to 10:00 a.m. The issue is balance of traffic circulation and available parking 9:00 a.m. and 10:00 a.m. The discussion to extend the peak hour restriction on Olympic Blvd will be ultimately determined by City Council.

Mr. Kunz presented to the Commission statistical data regarding vehicle lane capacity. The engineering standard of one lane is 650 vehicles per lane. Anything over that number, gridlock conditions may occur. The vehicle capacity per two lanes is 1,300 and 1,950 per three lanes. Currently, between the hours of 9:00 a.m. and 10:00 a.m. going westbound on Olympic Blvd., the vehicle capacity per two lanes is 1,430. The eastbound direction is less than 1,300 per two lanes.

Mr. Kunz followed up on Commissioner's inquiries including Pico Blvd. traffic volumes, the accident rates per hour on Olympic Blvd. between 9:00 a.m. and 10:00 a.m., and the number of businesses located on the North side of Olympic Blvd. that open before 10:00 a.m.

The Commercial Subcommittee participated in a tour of Olympic Blvd. and determined the following additional parking spaces. Six residential parking spaces on the 300 block of Spalding Drive, 2 meter parking spaces on the 300 block of S. Swall Dr., one meter parking space on S. Alma Dr., and two meter parking spaces on S. Palm Dr.

Staff anticipates the Traffic & Parking Commission develop a recommendation on the proposal to extend the parking restriction on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. on the westbound direction. It will be presented to the City Council for review.

Public Comment – 9:55 a.m.

Sam Sheldon, business owner of 9000 Olympic Blvd., addressed the Commission at the June 11, 2007 meeting. Mr. Sheldon opposed the proposal to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. He expressed that it will affect parking for his employees. He also suggested changing the hours of Pico Blvd. to help the traffic on Olympic Blvd.

Ben Simon, resident of the 200 block of Wetherly Drive, opposed the proposal to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. He believes that cutting off parking will hurt the local businesses and community.

Lee Bernstein, resident of the 300 block of Canon Drive, expressed support to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. and expressed that it will assist with the flow of traffic and will reduce car accidents.

Gloria Seiff, resident of the 300 block of S. Camden Drive, opposed the proposal to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. She expressed that more cars will create noxious fumes, noise, rear end accidents, and that it is detrimental to the local community.

Carmiah Whitfield, representative of Sparky's, a local business of the 9000 block of W. Olympic Blvd., opposed the proposal to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. She expressed that it will affect the business, the employees, and the customers. Customers who come in before work will not have a place to park. Employees will have difficulty securing a parking spot, and the elderly would have to walk several blocks.

Steve Dahlerbruch, resident of the 9000 block of Olympic Blvd., addressed the Commission at the June 11, 2007 meeting. He opposed the proposal to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m.

Tristram Buckley, resident of the 400 block of Rexford Drive, expressed his support to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. He expressed that backed up traffic causes toxic fumes so would like to see the traffic flow and air pollution minimized.

Ely Erdan, resident of the 400 block of S. La Peer Drive and business owner on the 9000 block of Olympic Blvd., addressed the Commission at the June 11, 2007 meeting. Mr. Erdan opposed the proposal to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. One hour will not make a difference. Allowing cars to park will force traffic into two lanes and will eliminate gridlock.

Charles Aronberg, resident of the 400 block of N. Bedford Drive, opposed the proposal to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd.

from 9:00 a.m. to 10:00 a.m. He expressed that more traffic will produce noise, accidents, danger to pedestrians, and decrease property value.

Emanuel Gottlieb, business owner on the 8000 block of Olympic Blvd., opposed the proposal to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. He expressed that Century City is affecting Beverly Hills traffic.

Jennie Lewkowicz, resident of the 8000 block of Olympic Blvd., opposed the proposal to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. Mrs. Lewkowics expressed that the community has limited parking, and taking away that parking will jeopardize local business.

Ken Goldman, representative of the Southwest Beverly Hills Homeowner's Association, expressed his, and the association's support, to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. It will eliminate gridlock to prevent cut-through traffic and maintain a livable community. This proposal will help residents.

William Goldstein, Beverly Hills resident near Roxbury Drive and Olympic Blvd., expressed his support to extend the morning peak hour "no stopping" regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. If there is no traffic flow the City of Beverly Hills has a problem.

Commissioner SILVER expressed that based on the data provided by staff regarding the traffic volumes on Gregory Way, traffic on the residential streets is not significant and therefore is not in favor of the proposal to extend the "No Stopping" peak hour regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. within City limits.

Commissioner GOLDMAN expressed that the City of Beverly Hills should focus on two areas along Olympic Blvd.; the business area between La Cienega Blvd. and Rexford Drive, and the residential area from Rexford Drive to the City limit to the west. He noted that in the residential area, the numbers of cars parked on Olympic Blvd. are mostly non-residents. Commissioner GOLDMAN expressed that he is in favor of extending the peak hour regulation in the residential area and not in the business area along Olympic Blvd. Commissioner GOLDMAN proposed to support a change in the parking restriction on Olympic Blvd. between Rexford Dr. and Spalding Dr. from 7:00 a.m. to 10:00 a.m. He also suggested adding a two hour parking restriction, and to discuss moving the evening peak hour restriction from 3:00 p.m. to 4:00 p.m. Deputy Director of Transportation, Aaron Kunz, noted that adding a "2-Hour" restriction or changing the afternoon parking regulation is not on the agenda and therefore the Commission may not make a recommendation at this meeting.

Commissioner MILKOWSKI expressed creating a balance between residents and business owners. It will significantly impact businesses that open before 10:00 a.m. if the City of Beverly Hills proposed to extend the peak hour restriction to 10:00 a.m. Commissioner MILKOWSKI does not support the proposal to extend the "No Stopping"

peak hour regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. within City limits.

Vice Chair GOLD expressed that the impact of cut through traffic on residential streets will worsen and public safety must be preserved. Vice Chair GOLD is in favor of the proposal to extend the "No Stopping" peak hour regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. within City limits.

Commissioner BRAUN expressed that cut through traffic is a big issue especially in the alley ways parallel to Olympic Blvd. Residents do not want any more congestion in their neighborhood. Commissioner BRAUN is in favor of the proposal to extend the "No Stopping" peak hour regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. within City limits.

Commissioner FRIEDMAN recommended providing alternative parking during the proposed peak hour extension time of 9:00 a.m. to 10:00a.m. to accommodate the needs of the residents and business owners. He suggested modifying staff's recommendation, in addition to extending the peak hour, to include a provision for parking on side streets.

Chair SEFF expressed that the highest number of accidents occur between 9:00 a.m. and 10:00 a.m., the traffic volumes significantly affect the flow of traffic and extending the peak hour will help move traffic and not necessarily give drivers the opportunity to speed. He asked staff to work with businesses to find ways to provide solutions for business parking availability. Chair SEFF expressed his concern regarding cut through traffic in the residential streets. The Commission needs to focus on the interest of the majority but not sacrifice the businesses. Chair SEFF is in favor of the proposal to extend the "No Stopping" peak hour regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. within City limits and requested staff to work with the Commission and the businesses to find alternative parking.

Deputy Director of Transportation, Aaron Kunz, replied that City staff will work with the businesses to find available parking but there are places where space is not available to meet business needs. He further noted that residential parking regulations could not be changed without resident consent.

Commissioner GOLDMAN pointed out that based on the data provided at the June 11, 2007 Traffic & Parking Commission meeting, more accidents occur between 9:00 a.m. and 10:00 a.m. and suspects that most of the problems occur near Olympic Blvd and Spalding Drive where cars park after 9:00 a.m. From the City limit along Century City businesses, cars park by or before 9:00 a.m. without causing gridlock.

Commissioner GOLD expressed that cars parked at any location along Olympic Blvd will cause cars to dive into other lanes increasing potential accidents. Commissioner GOLD reinforced his position in favor of the proposal to extend the "No Stopping" peak hour regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. within City limits.

Commissioner SILVER is in favor of Commissioner GOLDMAN'S modification of proposal to support a change in the parking restriction on the north side of Olympic Blvd. between Rexford Dr. and Spalding Dr. from 7:00 a.m. to 10:00 a.m.

Chair SEFF expressed his opposition of Commissioner GOLDMAN'S modification of the proposal to support a change in the parking restriction on the north side of Olympic Blvd. only between Rexford Dr. and Spalding Dr.

Commissioner BRAUN made a motion in favor of extending the peak hour regulation on the north side of Olympic Blvd. with a request that staff work with businesses to find alternative parking.

Motion by BRAUN, seconded by GOLD

4/3 To extend the "No Stopping" peak hour regulation on the north side of Olympic Blvd. from 9:00 a.m. to 10:00 a.m. within City limits with a request that staff work with businesses to find alternative parking.

AYES: FRIEDMAN, BRAUN, GOLD, SEFF

ANONES: GOLDMAN, MILKOWSKI, SILVER

ABSENT:

ABSTAIN:

CARRIED:

Commissioner GOLDMAN made a motion to extend the peak hour regulation on the north side of Olympic Blvd. between Rexford Drive and Spalding Drive from 9:00 a.m. to 10:00 a.m. with a request to discuss a "2-Hour" parking zone on the north side of Olympic Blvd.

Motion by GOLDMAN, seconded by SILVER

2/5 To extend the "No Stopping" peak hour regulation on the north side of Olympic Blvd. between Rexford Drive and Spalding Drive from 9:00 a.m. to 10:00 a.m. with a request to discuss a "2-Hour" parking zone on the north side of Olympic Blvd.

AYES: GOLDMAN, SILVER

ANONES: MILKOWSKI, FRIEDMAN, BRAUN, GOLD, SEFF

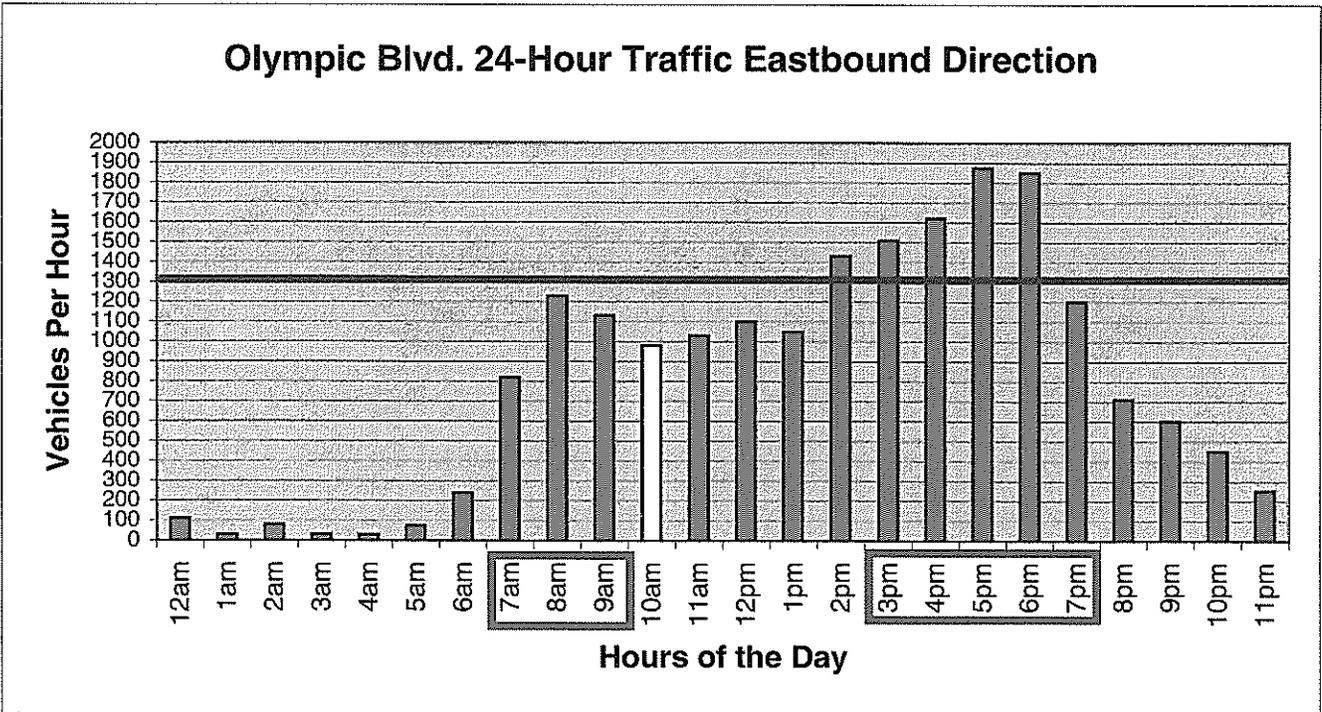
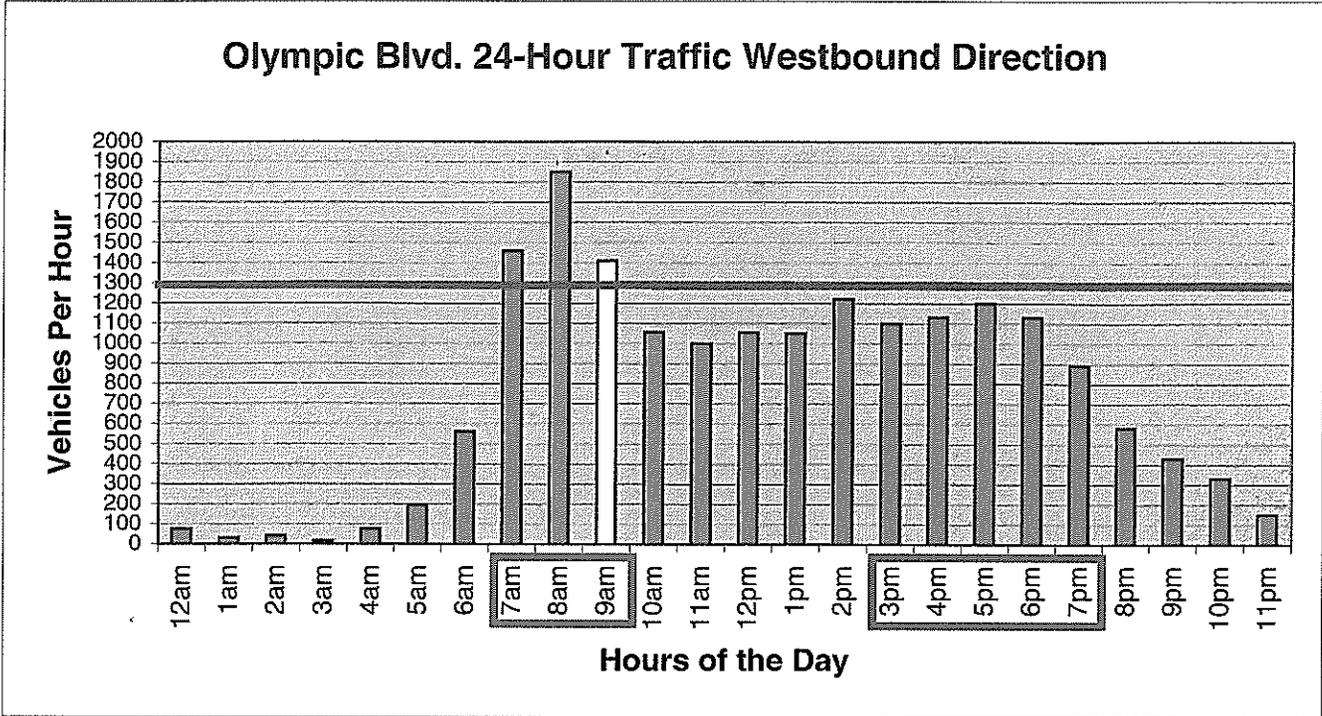
ABSENT:

ABSTAIN:

FAILED:

EXHIBIT 1

Olympic Blvd. 24-Hour East/West Traffic Direction May 2006



= Vehicles 9am to 10am



= Peak Hours



= Max Capacity for 2 Lanes

EXHIBIT 2

Olympic Blvd. Parking Occupancy

Olympic Parking Counts (between Spalding and Beverly Drives)

Day	Time	Non-Resident Vehicle*		Resident Vehicle		Total
		North	South	North	South	
Friday, April 6, 2007	9am-10am	15	6	2	1	24
Thursday, April 12, 2007	9am-10am	24	5	1	1	31
Monday, April 16, 2007	9am-10am	23	4	3	0	30
Tuesday, April 24, 2007	9am-10am	31	4	4	0	39
Monday, April 30, 2007	9am-10am	16	3	0	1	20

Day	Time	Non-Resident Vehicle*		Resident Vehicle		Total
		North	South	North	South	
Tuesday, April 10, 2007	9am-10am	21	6	0	0	27
Friday, April 13, 2007	9am-10am	21	6	4	4	35
Thursday, April 19, 2007	9am-10am	14	13	2	2	31
Friday, April 27, 2007	9am-10am	11	11	7	3	32
Tuesday, May 1, 2007	9am-10am	9	12	0	2	23

Olympic Parking Counts (between Beverly and Robertson Drives)

*For purposes of this survey, a non-resident vehicle is defined as one not registered to a nearby Beverly Hills address.