



CITY OF BEVERLY HILLS STAFF REPORT

Meeting Date: December 6, 2011
To: Honorable Mayor & City Council
From: Aaron Kunz, Deputy Director of Transportation
Subject: Sunset Boulevard – Results of Public Outreach
Attachments:

1. Iteris, Inc. Report
2. Traffic & Parking Commission Meeting Minutes
3. Correspondence
4. Public Notice

INTRODUCTION

This report provides the technical report and results of the public outreach process for potential improvements to the Sunset Boulevard intersections at Roxbury, Bedford and Camden drives. Staff seeks direction from the City Council in regards to whether or not to proceed with an environmental review process for any of the improvement alternatives for these intersections.

DISCUSSION

In 2000, the City commissioned a traffic study from Parsons Transportation Group (then the City's on-call traffic engineering consultant) to review the intersections. Parsons Transportation Group recommended that traffic signals be installed at all three intersections of Roxbury, Bedford and Camden Drive with Sunset Boulevard. The basis for the recommendation was to address traffic circulation and facilitate through movements while maintaining the existing balance of traffic flow among the three intersections. Other measures, such as turn restrictions and closing of medians, were not recommended due to potential impacts to adjacent streets (e.g., Whittier Drive and Benedict Cañon Drive). No public outreach was conducted as part of the Parsons Transportation Group study.

The City did not pursue the project but identified it as a priority project in the City's Capital Improvement Program budget – Intersection Improvements. With the impetus of additional resident concerns about the operation and safety of the three intersections, staff discussed the project with the City Council/Traffic & Parking Commission (TPC) Liaison Committee in 2010. The Committee agreed public outreach should be conducted and directed staff to explore improvement alternatives that did not involve traffic signals.

Staff retained traffic consultant *Iteris, Inc.* to prepare a traffic study and facilitate public outreach. The TPC held four meetings specifically dedicated to this project (three evening community outreach meetings and one daytime study session). The TPC evaluated nine potential improvement alternatives and reviewed in detail the consultant's data. Staff did not make a recommendation until the October 4, 2011 TPC Special Meeting, by which time the Commission had narrowed the number of alternatives to four:

- A. Install islands at each intersection to prevent north-south through movements across Sunset Boulevard. Islands would be constructed to allow left-turns from Sunset Boulevard to the residential side streets.
- B. Signalize North Bedford Drive at Sunset Boulevard. (*Staff recommended this alternative with minor striping and signage modifications on Sunset Boulevard at the Roxbury and Camden Drive intersections and northbound left-turn restrictions during peak periods at the Bedford/Benedict Cañon intersection.*)
- C. Signalize North Bedford Drive at Sunset Boulevard and Benedict Cañon Drive, and install islands at North Roxbury and Camden Drives to prevent north-south through movements. (*Alternative C was not recommended for further study.*)
- D. No change to existing conditions.

At the October 4, 2011 evening meeting, staff asked the Commission to make two recommendations:

- 1) That the TPC vote in favor or against recommending to the City Council that a Capital Improvement Project proceed to improve the Sunset Boulevard intersections. Staff recommended in favor of proceeding. *The Commission voted 4/3 in favor of proceeding.*
- 2) That the TPC vote to recommend their preferred alternative for the Sunset Boulevard intersections, should the City Council decide to proceed with a Capital Improvement Project. (*Note: the intent of this recommendation was to provide the City Council with a preference of the four final alternatives, regardless of whether or not the Commissioners were in favor or against*). Four Commissioners voted in favor of Alternative A; one in favor of Staff's recommended Alternative B with striping modifications; and two maintained their opposition to any alternative.

Staff recommended Alternative B as the most efficient/traditional way to address the occurrence of broadside accidents with the least amount of traffic dispersion to adjacent Whittier and Rodeo drives. Bedford Drive has the highest number of broadside accidents of the three intersections and is at the mid-point between the two signalized intersections. Installing a signal at Bedford Drive would address controlling speed concerns on Sunset Boulevard that were repeatedly expressed by residents during public comment. By installing an evening peak-hour turn restriction at Bedford/Benedict Cañon, impacts to Bedford Drive would be minimized.

The majority of the Commission recommends Alternative A in response to concerns of impacts on Bedford Drive and an aversion to placing additional traffic signals on Sunset Boulevard.

Per the Community Development Department, the alternatives listed other than No Build/No Change might trigger an Environmental Impact Report (EIR). The cost of this

type of EIR is approximately \$50,000 and would take 6-8 months to prepare or longer if challenged.

The City Council/TPC Liaison Committee discussed the results of TPC's review of the Sunset Boulevard Intersection on November 7, 2011. The Liaison Committee agreed that the item should be forwarded to the City Council for direction.

FISCAL IMPACT

An EIR, if necessary, would cost approximately \$50,000. Alternative A would cost approximately \$750,000, Alternative B would cost approximately \$435,000, and Alternative C would cost approximately \$1.4 million.

RECOMMENDATION

Staff requests City Council direction on whether or not to proceed with one of the improvement alternatives for Sunset Boulevard.



David Gustavson
Approved By

ATTACHMENT 1



City of Beverly Hills

Western Sunset Boulevard Study

FINAL REPORT

December 6, 2011

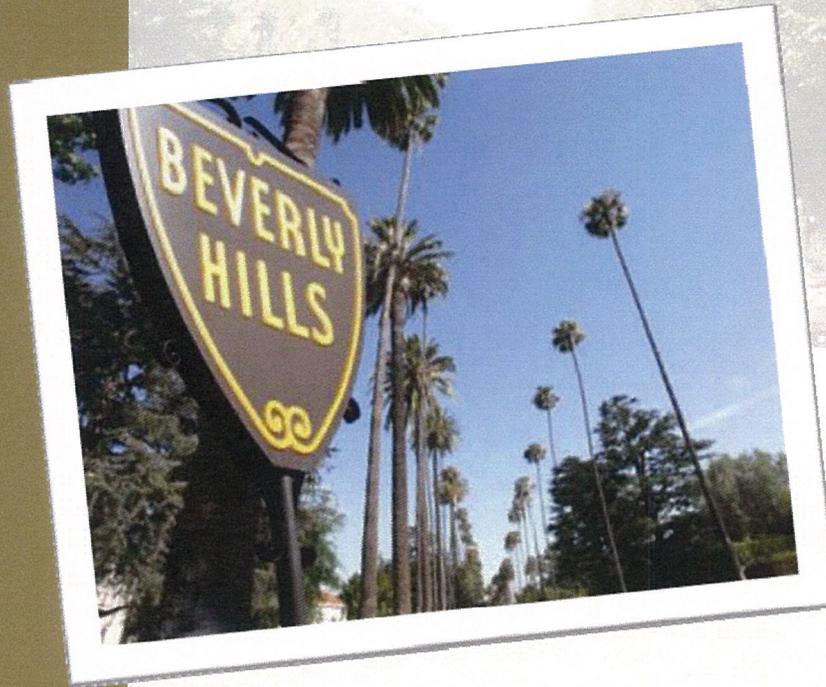


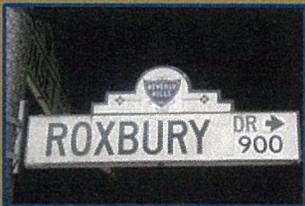
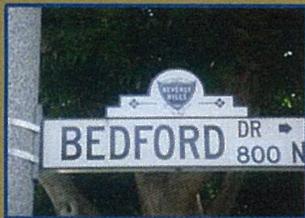


City of Beverly Hills
Western Sunset Boulevard Study

Final Report

EXECUTIVE SUMMARY





Executive Summary

1. Introduction

A. Project Background

The City of Beverly Hills has a line item in its Capital Improvement Program (CIP) for improvements to the three unsignalized intersections on Sunset Boulevard at Camden, Bedford and Roxbury Drives. There have been requests for improvements from residents who have witnessed accidents at these intersections.

Iteris, Inc. was retained by the City of Beverly Hills to assess conditions at the three unsignalized intersections and determine if improvements were appropriate and if so to make a recommendation as to what should be done to improve traffic conditions along this portion of Sunset Boulevard.

B. Project Study Area

The focus of this study is the three unsignalized intersections on Sunset Boulevard at Camden, Bedford and Roxbury, but because any changes at those intersections could affect traffic on adjacent streets, the study also looks at the signalized intersections at Whittier Drive to the west and Benedict Cañon/Rodeo/Canon Drives to the east.

The unsignalized intersections at Camden, Bedford and Roxbury are the only locations along Sunset Boulevard where north-south traffic can cross sunset Boulevard without the protection of a signal controlled intersection. All of the other unsignalized intersections on Sunset Boulevard in the eastern portion of the City are “T” intersections where only right turns from the side streets onto Sunset Boulevard are accommodated.

C. Goals of the Study

This study is intended to assess traffic conditions at these three locations and to investigate the accident history to determine if safety improvements are warranted. It is also intended to assess how any changes to the unsignalized intersections on Sunset Boulevard would affect traffic conditions on Sunset Boulevard and on the residential streets intersecting Sunset Boulevard. The goal of the study is to identify improvements that would improve safety without negatively impacting any residential streets by shifting traffic patterns.



2. Existing Conditions – Issue Identification

A. Geometrics and Traffic Control

Each of the three unsignalized intersections has the same layout. The side street approaches are stop sign controlled and all have one approach lane from which right, through and left turn movements can be made. The Sunset Boulevard approaches to the three intersections contain two approach lanes and dedicated left turn pockets.



There is a relatively wide median on Sunset Boulevard into which the left turn lanes are indented. The 25-foot width of the median is such that it makes it possible for a car crossing Sunset Boulevard to make the movement in two steps, crossing the oncoming traffic in one direction and pausing in the median area before proceeding across the traffic approaching from the opposite direction.

B. Traffic Volumes

The peak hours varied slightly from intersection to intersection, but were generally found to be either 7:45-8:45 or 8:15-9:15 in the AM and 5:00-6:00 or 5:15-6:15 in the PM peak. Left turns from Sunset Boulevard are heaviest at Whittier Drive with 188 turns in the AM and 181 in the PM peak hours, but the westbound left turns at both Roxbury and Bedford approach those at Whittier in the AM peak hours when they reach 179 and 166, respectively. The volumes on the side street approaches to Sunset Boulevard are influenced by the overall street pattern in this portion of Beverly Hills and in the Downtown business triangle.

C. Levels of Service

Intersection levels of service range from LOS A to LOS F, with levels A, B and C indicating generally good operations and Level D indicating that delay is increasing to the point that some vehicles do not get through the intersection in a single signal cycle. LOS E is considered capacity and LOS F represents jammed conditions. For signalized intersections, the LOS value represents the average level of delay experienced by all vehicles passing through the intersection, since all are controlled by the signal. At an



Executive Summary

unsignalized intersection, the LOS represents conditions on the stop-controlled approach and is presented as the LOS for the worst stop-controlled approach movement.

Each of the three unsignalized intersections operates at LOS F in the AM and PM peak hours indicating that it is difficult to make turns out of the side street approaches or to proceed straight across Sunset Boulevard in the peak hours. The Sunset/Whittier intersection operates at LOS B in the AM and LOS D in the PM peak hour. As noted earlier, the westbound left turn approach currently has queues that exceed the storage capacity of the left turn pocket and the left turn demand does not fully clear on all signal cycles. **Table ES-1** presents the LOS information for the five study intersections.

TABLE ES-1: EXISTING AM AND PM PEAK HOUR LEVELS OF SERVICE

INTERSECTION	PEAK HOUR PERIOD					
	Existing AM			Existing PM		
	LOS	Delay	V/C	LOS	Delay	V/C
Sunset Blvd/Whittier Dr	B	19.3	0.79	D	36.5	0.92
Sunset Blvd/Roxbury Dr	F	OVFL	-	F	OVFL	-
Sunset Blvd/Bedford Dr	F	OVFL	-	F	OVFL	-
Sunset Blvd/Camden Dr	F	OVFL	-	F	OVFL	-
Sunset Blvd/Rodeo Dr/Benedict Canon Dr	E	62.1	1.04	D	51.9	1.05

The six-legged approach intersection at Sunset/Benedict Cañon/Rodeo/Canon Drives operates at LOS E in the AM peak hour and LOS D in the PM peak hour. The shared through/left turn lane on Benedict Cañon often results in through traffic being delayed by left turning vehicles.

D. Cut Through Traffic

As noted earlier, the street pattern in this portion of Beverly Hills lends itself to the use of some of these residential streets as cut through routes by commuter traffic travelling between the San Fernando Valley and Downtown Beverly Hills, Century City, Westwood and areas along Wilshire and Santa Monica Boulevards. There are no commercial streets that connect the hillside areas and Sunset Boulevard to the commercial districts to the south and west, so commute traffic is “forced” to utilize residential streets.



E. Accident Statistics

The number of injury accidents at these three locations totaled 57 in the time period of 2005 through 2010. According to the Beverly Hills Police Department, four accidents have occurred in 2011, two at Bedford Drive and two at Roxbury Drive. By way of comparison, at the other six unsignalized intersections on Sunset Boulevard between Mountain Drive and Alta Drive, there was a total of three injury accidents between 2004 and 2009.



Accident statistics are typically expressed as accident or crash rates that are expressed in terms of the number of accidents per million entering vehicles. The million entering vehicles refer to the vehicles entering the intersection from all directions. **Table ES-2** illustrates the accident rates for the three intersections as well as the two adjacent signalized intersections.

TABLE ES-2: ACCIDENT RATES 2005-2010

	<i>Whittier</i>	<i>Roxbury</i>	<i>Bedford</i>	<i>Camden</i>	<i>Benedict/Rodeo</i>
<i>No. of Accidents in 6 years</i>	14	20	29	8	25
<i>Total Daily Entering Volume</i>	38,175	35,287	35,330	34,386	55,687
<i>Accident Rate (per Million Entering Vehicles)</i>	0.20	0.31	0.45	0.13	0.25



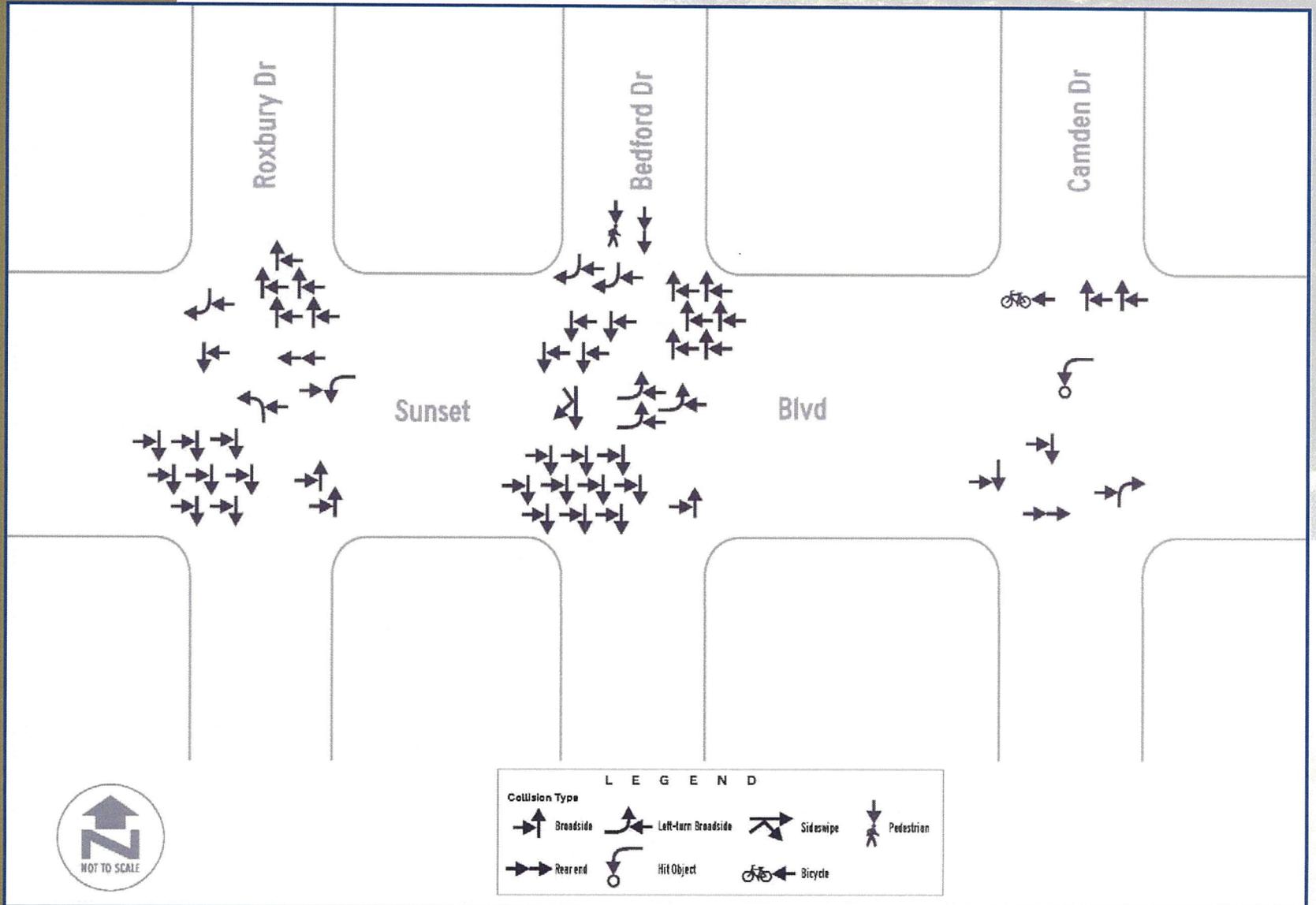
Executive Summary

The primary cause of the majority of accidents was failure to yield the right of way, which typically results in broadside accidents. At the Roxbury and Bedford intersections, 85-90% of the accidents involved vehicles attempting to proceed straight in a north-south direction across Sunset Boulevard prior to the accident. **Figure ES-1** illustrates the accident types and the direction of travel prior to the collision. Most of the cars travelling north-south across Sunset Boulevard that were involved in a crash with a vehicle travelling east-west on Sunset were hit on the far side of the median. There were 33 such accidents, 58% of the total. Only 8 of the broadside accidents involving north-south oriented cars occurred on the near side of the median and could potentially have involved a sight distance issue with someone pulling out from the side street and not being able to see an oncoming car on Sunset Boulevard. The reports contained no indications of sight distance problems for a car stopped at the stop sign limit line (e.g., trees blocking views of oncoming cars) or glare issues as a primary factor that caused the accidents. Only 9% of the accidents involved a vehicle turning left colliding with another vehicle.





FIGURE ES-1 INJURY ACCIDENTS DATA (2005 – 2010) TYPE OF COLLISIONS





3. Development of Alternatives

A. Alternatives

Based on the analysis of accident patterns, it was clear that the vast majority of accidents were occurring when vehicles travel across Sunset Boulevard got to the far side of the median island and for whatever reason were hit by oncoming traffic on Sunset Boulevard. In order to try to reduce this phenomenon, Iteris developed seven potential improvement alternatives that ranged from installation of one or more traffic signals to implementation of prohibited movements either through signage or physical changes to the intersections. The overriding principle behind the development of the alternatives was to encourage the use of safer locations for the north-south crossing movements.

Initially seven alternatives were developed, followed by two alternatives that were added following the first Community Workshop held to present the alternatives to the public.

B. Preliminary Evaluation of Alternatives

A preliminary analysis of the alternatives was conducted to reduce the number of alternatives to more reasonable number for detailed evaluation. The evaluation criteria were qualitative in nature and intended to provide a relative evaluation of the alternatives to one another rather than absolute values. **Table ES-3** provides the comparison of the alternatives with the relative values of the alternatives under each evaluation criteria. The shading in Table ES-3 is intended to give a visual representation as to how the alternatives fared under each criteria with green shading indicating those alternatives that had a generally favorable effect on that criteria and red shading indicating those that had some negative impact according to that criteria.



TABLE ES-3 PRELIMINARY EVALUATION OF ALTERNATIVES

	Alternative	Reduction of Potential Conflict Points	Intersection Operations	Traffic Diversion	Cost	Environmental Impact	Public Input
1	Restrict N-S Traffic – Peak Period	Moderate, but temporal in nature	Impacts at Whittier & Benedict/Rodeo	Minor: to Whittier & Benedict/Rodeo	Minor (\$25K-50K)	Minor	<i>Signs are not effective</i>
2	Close Medians	Highest	Impacts at Whittier & Benedict/Rodeo	Significant: to Whittier & Benedict/Rodeo	Minor (\$300K-400K)	Significant	<i>Concern for impacts at Whittier and Benedict Canyon</i>
3	Restrict N-S Traffic – All Day	Moderately High	Impacts at Whittier & Benedict/Rodeo	Moderate: to Whittier & Benedict/Rodeo	Minor (\$225K-325K)	Moderate	<i>Access to side streets maintained which should reduce diversions</i>
4	Signalize Bedford + Prohibit N-S Traffic on Roxbury & Camden	Moderate	Moderate	Moderate: to Bedford	Minor (\$250K-350K)	Minor	<i>Signal could attract traffic to Bedford and negatively impact residential neighborhood. Suggestions for an alternative combining Alternatives 3 and 4 to reduce reliance on signage</i>
4B	Signalize Bedford + No Change at Roxbury or Camden	Minor	High	Moderate to Bedford	Minor (\$250-350)	Minor	<i>This alternative was added by the Traffic 7 Parking Commission at the August 25, 2011 study session</i>
5	Signalize Bedford + Close Roxbury & Camden	High	Impacts at Whittier & Benedict/Rodeo	Moderately High: to Bedford	Moderate (\$400K-500K)	Minor	<i>Signal could attract traffic to Bedford and negatively impact residential neighborhood. Suggestion for an alternative to close Bedford and leave others open</i>
6	Close Camden and Signalize Roxbury & Bedford	High	Impact at Benedict/Rodeo	Moderate: to Roxbury & Bedford	High(\$600K-700K)	Minor	<i>Why close just Camden</i>
7	Signalize all Three Intersections	Moderately High	Good	Minor: to Roxbury, Bedford & Camden	High (\$750K-850K)	Minimal	<i>Signals could negatively impact residential character of the three streets. No impact on Whittier.</i>
8	Close Bedford + Signalize Camden & Roxbury	High	Moderate	Moderate to Camden & Roxbury	High (\$600-700K)	Minor	<i>This alternative suggested at Community Workshop</i>
9	Signalize Bedford + Islands at Camden & Roxbury Left in Only	Moderately High	Good	Moderate: to Bedford	Moderate (\$400-500K)	Minor	<i>This alternative suggested at Community Workshop</i>



Positive impact



Some negative impact



Executive Summary

C. Narrowing List of Alternatives

At the Traffic and Parking Commission meeting on August 25, 2011, the Commission agreed that the following alternatives should be evaluated in further detail to assess their potential benefits and impacts:

- **Alternative 3:** Islands at All Three Intersections to Restrict Movements
- **Alternative 4B:** Signalize Bedford, No Change at Camden or Roxbury
- **Alternative 9:** Signalize Bedford, Left Turn In Islands at Camden and Roxbury

Alternative 4 had originally restricted north-south movements at Camden and Roxbury Drives. The Commission desired to have the alternative assessed without the restrictions on north-south movements at those two streets as they could be added later, after the signal installation at Bedford if determined necessary.



4. Evaluation of Alternatives

This section of the report summarizes the traffic analysis of the three alternatives and compares them to existing (No Change) conditions, **Alternative D**.

Figure ES-2 illustrates the three remaining alternatives side by side.

A. Traffic Volume Changes

Alternative A precludes north-south through movements and left turns onto Sunset Boulevard from Camden, Bedford and Roxbury. The through movements are likely to move to the adjacent signalized intersections at Whittier or Benedict Cañon/Rodeo to cross Sunset Boulevard, or they could shift to a right turn movement onto Sunset, followed by a left turn at an adjacent intersection. The former left turns onto Sunset from the three side streets were assumed to shift to the signalized intersections.

Alternative B includes the installation of a traffic signal at Bedford Drive. It can be expected that some of the traffic currently utilizing the Camden and Roxbury intersections on Sunset Boulevard will shift to the new signalized intersection at Bedford

Alternative C includes the installation of a traffic signal at Bedford and the installation of the median islands at Camden and Roxbury to restrict north-south through movements and left turns out of the side streets. It is essentially a combination of Alternatives A and B. It would shift the north-south through movements and left turns from Camden and Roxbury to adjacent streets

In summary, the alternatives cause the following changes in traffic patterns;

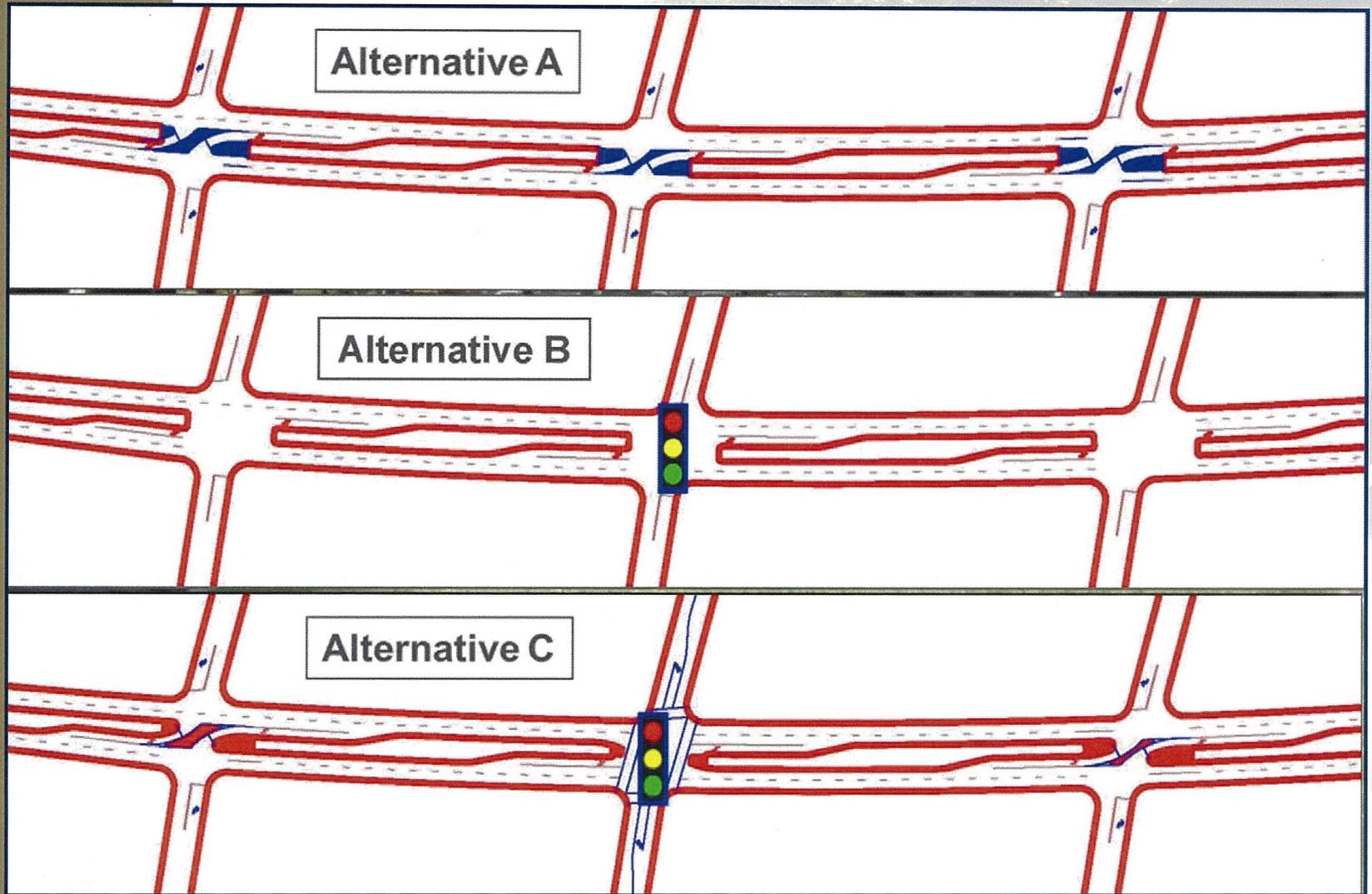
Alternative A: Shifts traffic from the three streets with unsignalized intersections at Roxbury, Bedford and Camden to Whittier and Benedict Cañon/Rodeo.

Alternative B: Shifts some traffic from Roxbury and Camden to Bedford, with no impact on Whittier or Benedict Cañon/Rodeo.

Alternative C: Shifts traffic from Roxbury and Camden to Bedford, Whittier and Benedict Cañon/Rodeo.



FIGURE ES-2. REMAINING ALTERNATIVES





Executive Summary

B. Traffic Signal Operations

The levels of service and queue lengths at the existing signals at Whittier and Benedict Cañon/Rodeo and at the potential new signal at Bedford were evaluated for the alternatives. The potential new signalized intersection at Bedford/Sunset would operate at Level of Service B in both peak hours, which is a good level of service.

Alternative A improves conditions at the three unsignalized intersections by removing many of the allowable movements from those locations. However, Alternative A has a significant impact on the intersection at Benedict Cañon/Rodeo/Sunset in both the AM and PM peak hours and an impact at Whittier/Sunset in the PM peak hour as a result of the traffic that is shifted to those locations.

Alternative B does not negatively impact any of the signalized intersections. It leaves the unsignalized intersections at Roxbury and Camden at Level of Service F, indicating that it will still be difficult to turn left off of the side streets in the peak periods.

Alternative C results in a significant impact at the Benedict Cañon/Rodeo/Sunset intersection in the AM peak hour and at the Whittier/Sunset intersection in the PM peak hour.

C. Cost Estimates

The cost estimates for the three alternatives were updated to reflect the refinements in the alternatives and the inclusion of the mitigation measures to accompany the two alternatives with a new traffic signal on Bedford. **Table ES-4** lists the cost estimates for the three alternatives.



Executive Summary

TABLE ES-4. ALTERNATIVES COST ESTIMATES

Alternative	Cost Estimate (2011\$)	
A: Medians at All Three Intersections	\$750,000	
B: Signalize Bedford at Sunset	\$870,000	\$435,000*
C: Signalize Bedford, Medians at Camden & Roxbury	\$1,400,000	\$871,000*
*Without traffic signal on Bedford at Benedict Canon		



5. Draft Recommendations

A. Staff Recommendation

At the October 4, 2011 Traffic and Parking Commission meeting, the results of the analysis presented in Chapter 4 were presented to the Commission. All three of the alternatives under consideration were described as effective in addressing the safety issues at the intersections. City staff and Iteris recommended that Alternative B be presented to the City Council as the preferred alternative, including the mitigation measures 4 to reduce the impact on Bedford Drive. This alternative was felt to provide a reasonable level of safety improvement without causing impacts on existing signalized intersections or adjacent residential streets.

B. Public Input on Draft Recommendation

Public comments at the October 4, 2011 Traffic and Parking Commission were focused primarily on two points; (1) Several people felt that the No Change Alternative was preferable to any of the alternatives that could potentially change existing traffic patterns, and (2) Residents of Bedford Drive objected to the staff recommendation of Alternative B because it would add traffic to their residential and would change the character of their street. Several people appreciated the objective nature of the analysis and felt it presented a fair depiction of the potential impacts of the alternatives.

C. Traffic and Parking Commission Recommendation

Following consideration of public input and deliberation on the need for improvements at the three unsignalized intersections, the Traffic and Parking Commission voted to recommend to the City Council that something should be done to improve these intersections. The Commission felt that the impacts on Bedford associated with the installation of a traffic signal would be significant and chose to recommend Alternative A as the preferred alternative. It was also understood that should the City decide to move forward with implementation of any of the alternatives, that a more detailed analysis of the impacts of the alternatives would be required through an environmental clearance process consistent with the California Environmental Quality Act.

D. City Council Hearing(s)

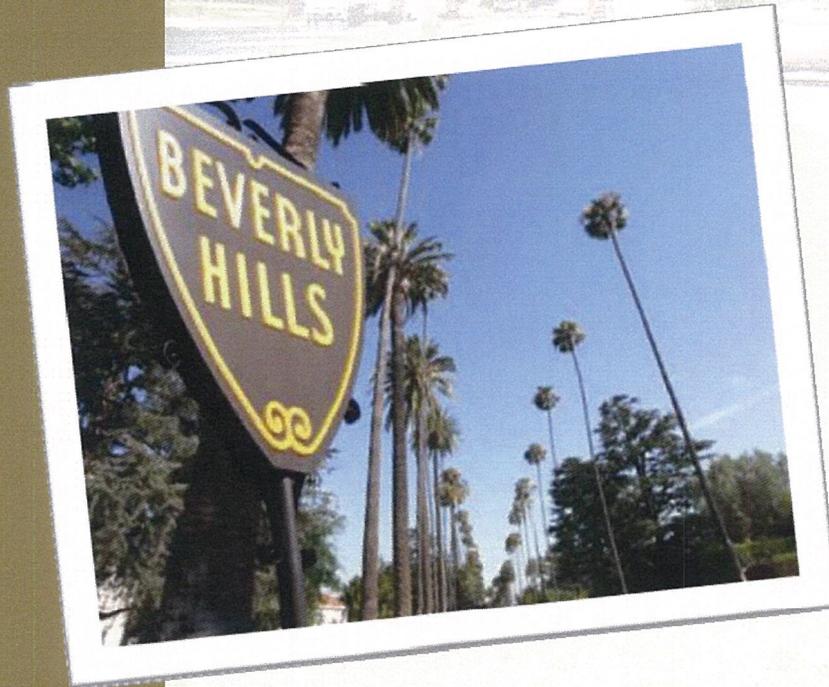
The next step in the study process will be to hold a public hearing before the City Council to obtain additional public input and discussion on the recommendations of the Traffic and Parking Commission.

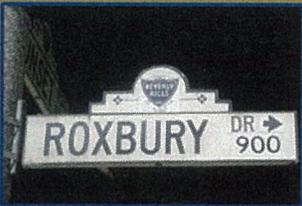
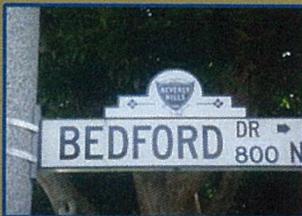
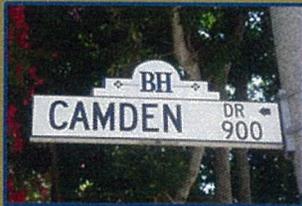


Table of Contents

Table of Contents

1. Introduction.....	1
2. Existing Conditions – Issue Identification.....	3
3. Development of Alternatives.....	25
4. Evaluation of Alternatives.....	38
5. Draft Recommendations.....	53





Introduction

1. Introduction

A. Project Background

The City of Beverly Hills has a line item in its Capital Improvement Program (CIP) for improvements to the three unsignalized intersections on Sunset Boulevard at Camden, Bedford and Roxbury Drives. There have been requests for improvements from residents who have witnessed accidents at these intersections. A previous study had recommended some peak period turning restrictions at the intersections, but its recommendations were never implemented due to concerns that traffic could be diverted to some adjacent residential streets.

Iteris, Inc. was retained by the City of Beverly Hills to assess conditions at the three unsignalized intersections and determine if improvements were appropriate and if so to make a recommendation as to what should be done to improve traffic conditions along this portion of Sunset Boulevard.

B. Project Study Area

The focus of this study is the three unsignalized intersections on Sunset Boulevard at Camden, Bedford and Roxbury, but because any changes at those intersections could affect traffic on adjacent streets, the study also looks at the signalized intersections at Whittier Drive to the west and Benedict Cañon/Rodeo/Canon Drives to the east. The Benedict Canyon/Rodeo/Canon Drives intersection on Sunset Boulevard is a six-legged intersection. **Figure 1-1** illustrates the study area and puts this portion of Sunset Boulevard in context with the rest of Sunset Boulevard in the City of Beverly Hills.

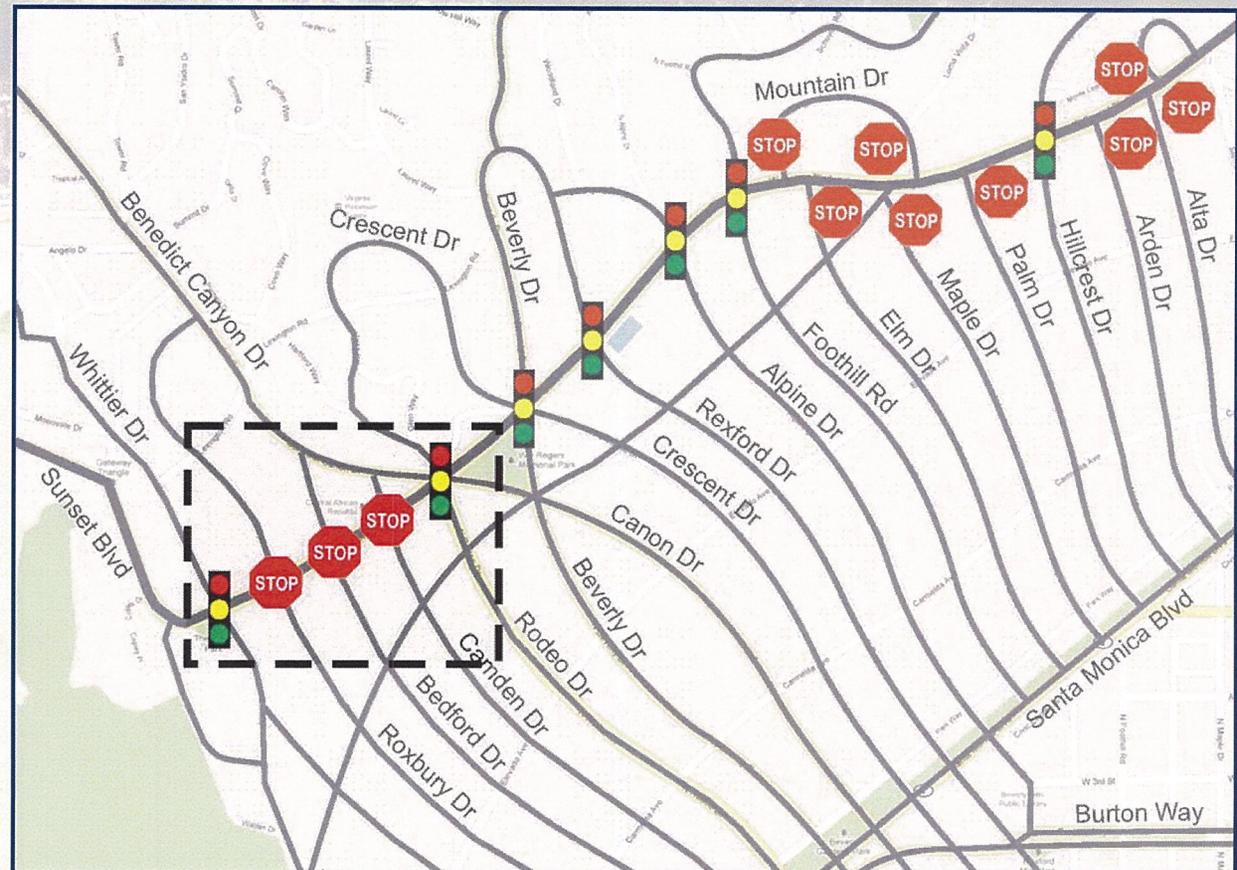
The unsignalized intersections at Camden, Bedford and Roxbury are the only locations along Sunset Boulevard where north-south traffic can cross sunset Boulevard without the protection of a signal controlled intersection. All of the other unsignalized intersections on Sunset Boulevard in the eastern portion of the City are “T” intersections where only right turns from the side streets onto Sunset Boulevard are accommodated. These three streets, Camden, Bedford and Roxbury, are also different from the streets to the east in that they serve as connections to the Downtown Beverly Hills business triangle, whereas the residential streets to the east with unsignalized intersections on Sunset Boulevard do not serve as direct access routes to Downtown Beverly Hills and most dead end at Santa Monica Boulevard.



C. Goals of the Study

This study is intended to assess traffic conditions at these three locations and to investigate the accident history to determine if safety improvements are warranted. It is also intended to assess how any changes to the unsignalized intersections on Sunset Boulevard would affect traffic conditions on Sunset Boulevard and on the residential streets intersecting Sunset Boulevard. All of the streets in the study area are residential streets, so any shifting of traffic caused by changes to intersections on Sunset Boulevard could have an impact on residential street traffic volumes. The goal of the study is to identify improvements that would improve safety without negatively impacting any residential streets by shifting traffic patterns.

FIGURE 1-1: SUNSET BOULEVARD BEVERLY HILLS STUDY AREA





2. Existing Conditions – Issue Identification

A. Geometrics and Traffic Control

Each of the three unsignalized intersections has the same layout. The side street approaches are stop sign controlled and all have one approach lane from which right, through and left turn movements can be made. The lane is wide enough however that when a vehicle is waiting to turn left or proceed straight across Sunset Boulevard, a right-turning vehicle can generally pull alongside the stopped one and make a right turn onto Sunset Boulevard. The Sunset Boulevard approaches to the three intersections contain two approach lanes and dedicated left turn pockets. Parking is allowed on Sunset Boulevard during non-peak periods, but there is very little parking activity on Sunset Boulevard because it is generally easy to park on the side streets where access to the residences is located.



There is a relatively wide median on Sunset Boulevard into which the left turn lanes are indented. The 25-foot width of the median is such that it makes it possible for a car crossing Sunset Boulevard to make the movement in two steps, crossing the oncoming traffic in one direction and pausing in the median area before proceeding across the traffic approaching from the opposite direction. There is only room for one vehicle to comfortably pause in the median area, but occasionally more than one tries to pause there, sometimes extending out into the through lanes or stopping in the median area beside another vehicle. The width of the median also means that left turn movements are also typically made as a two-step maneuver with the left-turning vehicles slowing to a stop in the left turn lane and then proceeding out into the median area and pausing before crossing the opposing through traffic.

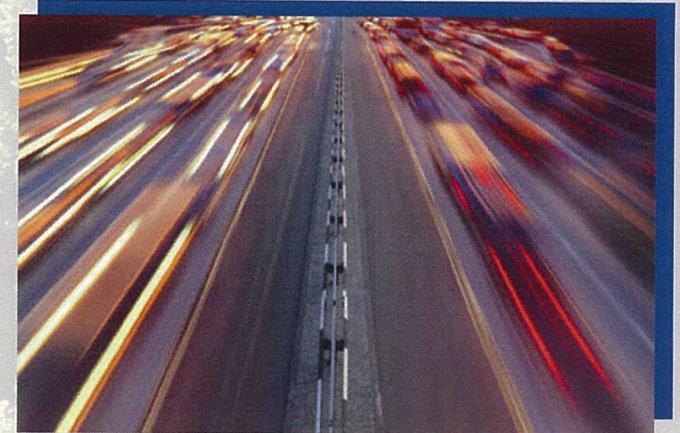
The adjacent intersections at Whittier and Benedict Cañon/Rodeo/Canon Drives are controlled by traffic signals. The Whittier intersection has two lane approaches on Whittier and protected left turn phasing on Sunset Boulevard. The Benedict Cañon/Rodeo/Canon Drives intersection operates with multiple phases, including left turn phases on Sunset Boulevard and split phase on the cross streets. The approach streets all have multi-lane approaches, including shared through/left turn lanes on the southbound approaches on Benedict Cañon Drive and Hartford Way (approach opposite the Rodeo Drive approach next the Beverly Hills Hotel).



Existing Conditions

B. Traffic Volumes

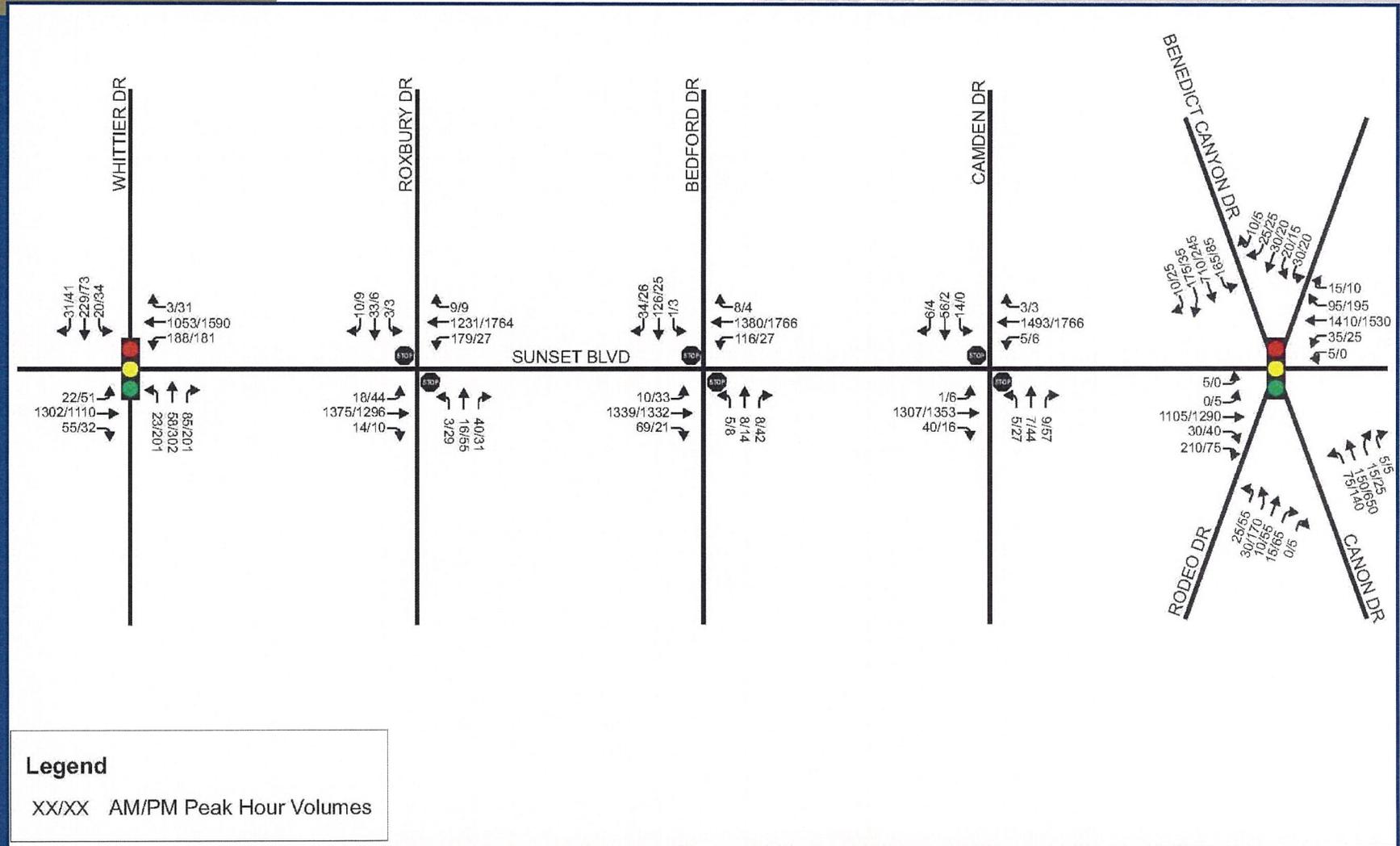
Peak hour turning movement counts were obtained from the City of Beverly Hills at each of the five study intersections along Sunset Boulevard. **Figure 2-1** illustrates the AM and PM peak hour turning movements at the intersections. The peak hours varied slightly from intersection to intersection, but were generally found to be either 7:45-8:45 or 8:15-9:15 in the AM and 5:00-6:00 or 5:15-6:15 in the PM peak. Left turns from Sunset Boulevard are heaviest at Whittier Drive with 188 turns in the AM and 181 in the PM peak hours, but the westbound left turns at both Roxbury and Bedford approach those at Whittier in the AM peak hours when they reach 179 and 166, respectively.



The volumes on the side street approaches to Sunset Boulevard are influenced by the overall street pattern in this portion of Beverly Hills and in the Downtown business triangle. **Figure 2-2** illustrates the street pattern and the destinations served by some of them. Whittier Drive is used by traffic that is connecting between Sunset Boulevard or Benedict Cañon and the Century City area or points to the west. The one-way street pattern in Downtown Beverly Hills affects the volumes on Roxbury, Bedford and Camden, with Roxbury and Camden heavier in the northbound direction and Bedford heavier in the southbound direction. The one exception to that is Roxbury in the AM peak, when its southbound volume is higher, largely resulting from traffic that turns left off of westbound Sunset Boulevard and then travels west on Lomas to Whittier. This is an alternate route for some of the traffic that would otherwise have turned left at Whittier, but due to the left turn queues at Whittier, which are typically visible in advance of Roxbury, many drivers turn at Roxbury rather than waiting through more than one signal cycle at Whittier. The gaps in westbound traffic on Sunset Boulevard created by the signal at Whittier make this a relatively easy left turn.



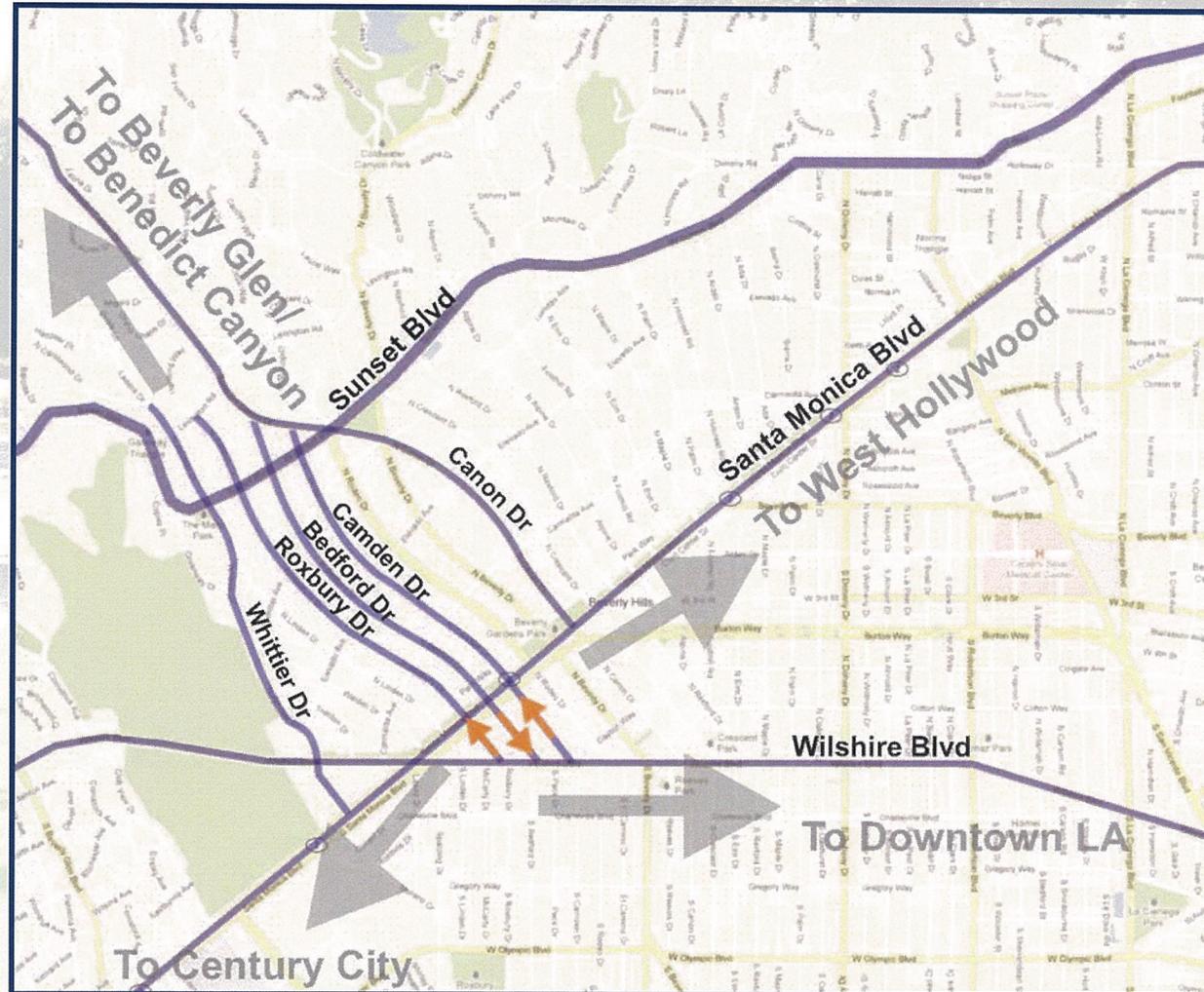
FIGURE 2-1: EXISTING AM/PM PEAK HOUR VOLUMES





Existing Conditions

FIGURE 2-2: ROADWAY NETWORK AROUND STUDY AREA





Existing Conditions

Figures 2-3 and 2-4 on the next pages, show the peak hour approach and departure volumes at the three unsignalized streets.

Table 2-1 provides a comparison of the existing average daily traffic volumes on the streets intersecting Sunset Boulevard. These are two-way, total daily traffic volumes. Benedict Cañon Drive has the highest volume, approaching 14,000 vehicles per day. South of Sunset, the volume is split between Rodeo and Canon Drives, with 6,130 on Rodeo Drive. Whittier Drive carried 8,870 vehicles per day south of Sunset, but only half as much, 4,475 per day, north of Sunset. Roxbury and Bedford Drives have comparable daily volumes, with less than 2,000 vehicles per day both north and south of Sunset, while Camden Drive has the lowest volume, below 1,000 ADT both north and south of Sunset.

**TABLE 2-1: AVERAGE DAILY TRAFFIC VOLUMES ON SIDE STREETS
APPROACHING SUNSET BOULEVARD**

	<i>Whittier</i>	<i>Roxbury</i>	<i>Bedford</i>	<i>Camden</i>	<i>Benedict/Rodeo</i>
<i>North of Sunset</i>	4475	1075	1460	730	13750
<i>South of Sunset</i>	8870	1675	1920	660	6130



FIGURE 2-3: AM PEAK HOUR TRAFFIC VOLUMES

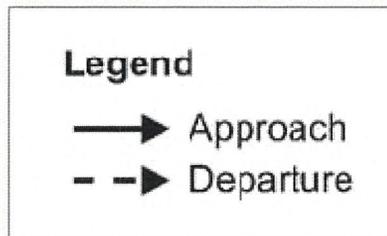
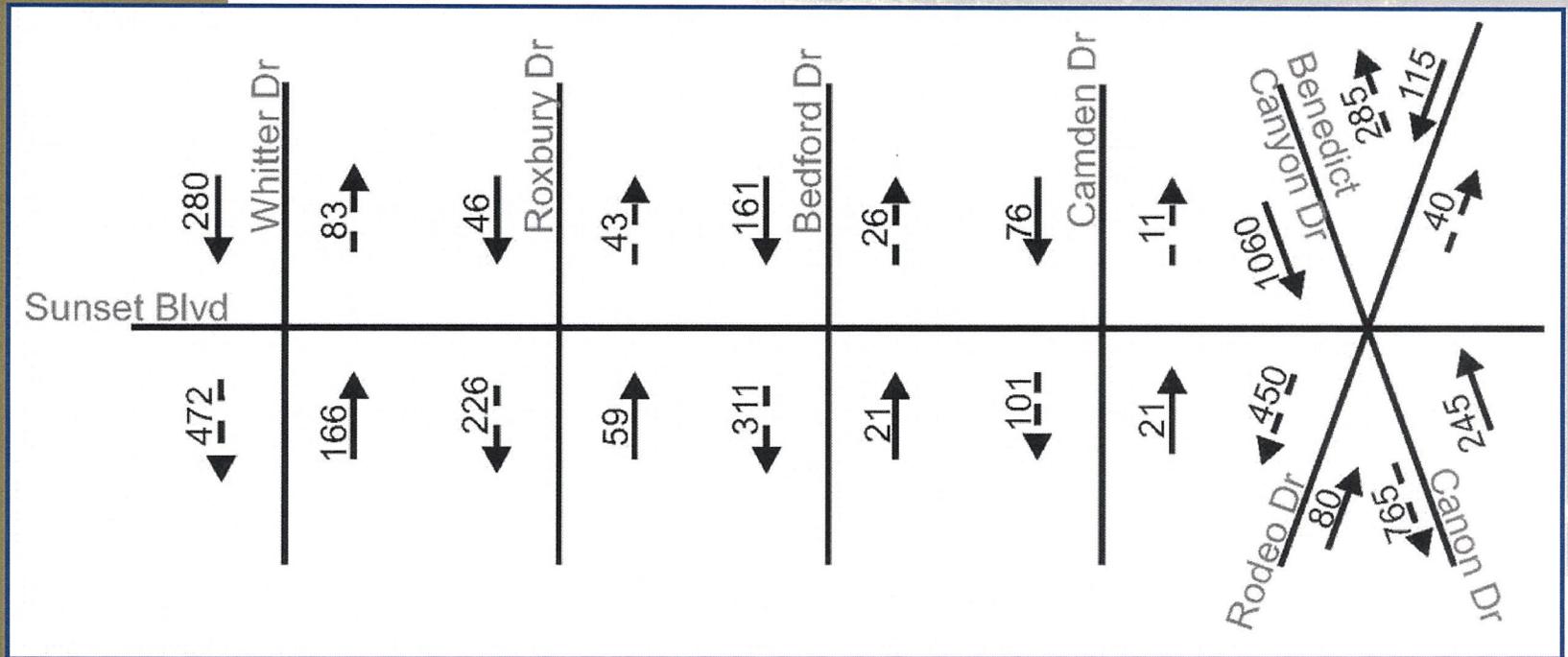
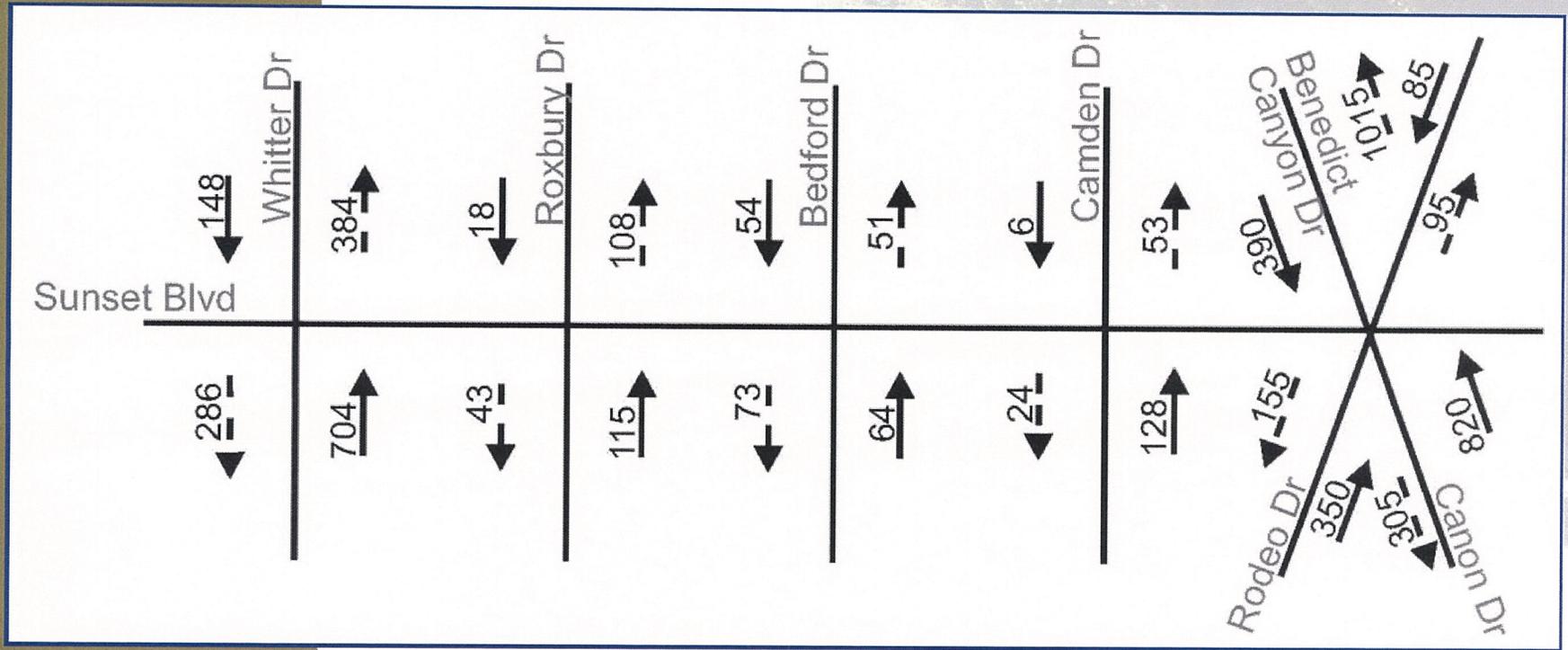




FIGURE 2-4: PM PEAK HOUR TRAFFIC VOLUMES



Legend

- ▶ Approach
- -▶ Departure



C. Levels of Service

Intersection operations are classified in terms of level of service (LOS) which is a measure of the level of congestion and delay experienced at the intersection. **Table 2-2** includes the definitions of the various levels of service.

TABLE 2-2: LEVEL OF SERVICE (LOS)

Level of Service	Description	Signalized Intersection Delay (seconds per vehicle)	Unsignalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 20	>10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35	>15 and ≤ 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35 and ≤ 55	>25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55 and ≤ 80	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 80	> 50

The levels range from LOS A to LOS F, with levels A, B and C indicating generally good operations and Level D indicating that delay is increasing to the point that some vehicles do not get through the intersection in a single signal cycle. LOS E is considered capacity and LOS F represents jammed conditions. For signalized intersections, the LOS value represents the average level of delay experienced by all vehicles passing



Existing Conditions

through the intersection, since all are controlled by the signal. At an unsignalized intersection, the LOS represents conditions on the stop-controlled approach and is presented as the LOS for the worst stop-controlled approach movement.

Each of the three unsignalized intersections operates at LOS F in the AM and PM peak hours indicating that it is difficult to make turns out of the side street approaches or to proceed straight across Sunset Boulevard in the peak hours. The Sunset/Whittier intersection operates at LOS B in the AM and LOS D in the PM peak hour. As noted earlier, the westbound left turn approach currently has queues that exceed the storage capacity of the left turn pocket and the left turn demand does not fully clear on all signal cycles. **Table 2-3** presents the LOS information for the five study intersections.

TABLE 2-3: EXISTING AM AND PM PEAK HOUR LEVELS OF SERVICE

INTERSECTION	PEAK HOUR PERIOD					
	Existing AM			Existing PM		
	LOS	Delay	V/C	LOS	Delay	V/C
Sunset Blvd/Whittier Dr	B	19.3	0.79	D	36.5	0.92
Sunset Blvd/Roxbury Dr	F	OVFL	-	F	OVFL	-
Sunset Blvd/Bedford Dr	F	OVFL	-	F	OVFL	-
Sunset Blvd/Camden Dr	F	OVFL	-	F	OVFL	-
Sunset Blvd/Rodeo Dr/Benedict Canon Dr	E	62.1	1.04	D	51.9	1.05

The six-legged approach intersection at Sunset/Benedict Cañon/Rodeo/Canon Drives operates at LOS E in the AM peak hour and LOS D in the PM peak hour. The shared through/left turn lane on Benedict Cañon often results in through traffic being delayed by left turning vehicles.

D. Cut Through Traffic

As noted earlier, the street pattern in this portion of Beverly Hills lends itself to the use of some of these residential streets as cut through routes by commuter traffic travelling between the San Fernando Valley and Downtown Beverly Hills, Century City, Westwood and areas along Wilshire and Santa Monica



Existing Conditions

Boulevards. There are no commercial streets that connect the hillside areas and Sunset Boulevard to the commercial districts to the south and west, so commute traffic is “forced” to utilize residential streets.

A goal of this study is to avoid making routes through these residential streets more attractive to cut through traffic and to not shift the existing through traffic from one street to another.

E. Accident Statistics

The City of Beverly Hills Police Department responds to accidents when called and files reports on injury accidents when the involved parties are clearly injured or claim to be in pain or a crime is involved. These reports are then submitted to the State of California and entered into the Statewide Integrated Traffic

Reporting System (SWITRS) database. This database provides summary statistics to cities for use in the tracking and analysis of accidents. As noted by members of the public in the June 6, 2011 community workshop for this project, there are non-injury accidents that occur at these three locations that do not get reported. There is no data available on those “fender benders.”



The number of injury accidents at these three locations totaled 57 in the time period of 2005 through 2010. According to the Beverly Hills Police Department, four accidents have occurred in 2011, two at Bedford Drive and two at Roxbury Drive. By way of comparison, at the other six unsignalized intersections on Sunset Boulevard between Mountain Drive and Alta Drive, there was a total of three injury accidents between 2004 and 2009. The major difference between the three unsignalized intersections

included in this study and those to the east on Sunset Boulevard is that these three are the only locations where vehicles can cross Sunset Boulevard without the protection of a traffic signal controlling east-west traffic. The other unsignalized intersections are all “T” intersections.

Accident statistics are typically expressed as accident or crash rates that are expressed in terms of the number of accidents per million entering vehicles. The million entering vehicles refer to the vehicles entering the intersection from all directions. **Table 2-4** illustrates the accident rates for the three intersections as well as the two adjacent signalized intersections.



Existing Conditions

TABLE 2-4: ACCIDENT RATES 2005-2010

	<i>Whittier</i>	<i>Roxbury</i>	<i>Bedford</i>	<i>Camden</i>	<i>Benedict/Rodeo</i>
<i>No. of Accidents in 6 years</i>	14	20	29	8	25
<i>Total Daily Entering Volume</i>	38,175	35,287	35,330	34,386	55,687
<i>Accident Rate (per Million Entering Vehicles)</i>	0.20	0.31	0.45	0.13	0.25

The accident rates at the Roxbury and Bedford intersections are above those of the adjacent signalized intersections which handle more total entering vehicles. The accident rate at the Camden intersection is considerably below the other intersections. City of Beverly Hills staff compiled accident rates at some other locations throughout the city for comparison. **Table 2-5** provides this comparison and shows that the Bedford and Roxbury intersections have some of the highest accident rates in the City of Beverly Hills. The table also shows the effectiveness of signals installed at Burton Way/Maple and Sunset/Hillcrest in reducing those intersection's accident rates.



Existing Conditions

TABLE 2-5: COMPARISON OF ACCIDENT RATES IN BEVERLY HILLS

Intersection	Accident Rate Per Million Entering
Sunset and Bedford	0.45
Sunset and Roxbury	0.31
Sunset and Hillcrest **	0.25
Sunset and Hillcrest	0.11
Burton Way and Maple **	0.33
Burton Way and Maple	0.05
Sunset and Rexford	0.12
Roxbury-Hartford-Benedict*	0.68
Wilshire and N. Santa Monica	0.14
Wilshire and Beverly	0.15
Wilshire and Doheny	0.18
Wilshire and Robertson	0.21
Wilshire and La Cienega	0.22
Santa Monica - Beverly Blvd.	0.07
Olympic and Spalding	0.21
Olympic and Beverly	0.17
Olympic and Beverly Wilshire	0.12
Olympic and Palm*	0.13

* *Unsignalized Intersection*

** *Before Signal Installations*



Existing Conditions

Figure 2-5 provides a summary of injury accident patterns. The comparable graphic for the six unsignalized intersections on the east end of Sunset Boulevard is included in Figure 2-6 for comparison purposes. As noted at the TPC meeting, 86% of the accidents at these three locations were broadside accidents.

FIGURE 2-5: INJURY ACCIDENT SUMMARY ROXBURY/BEDFORD /CAMDEN 2005-2010

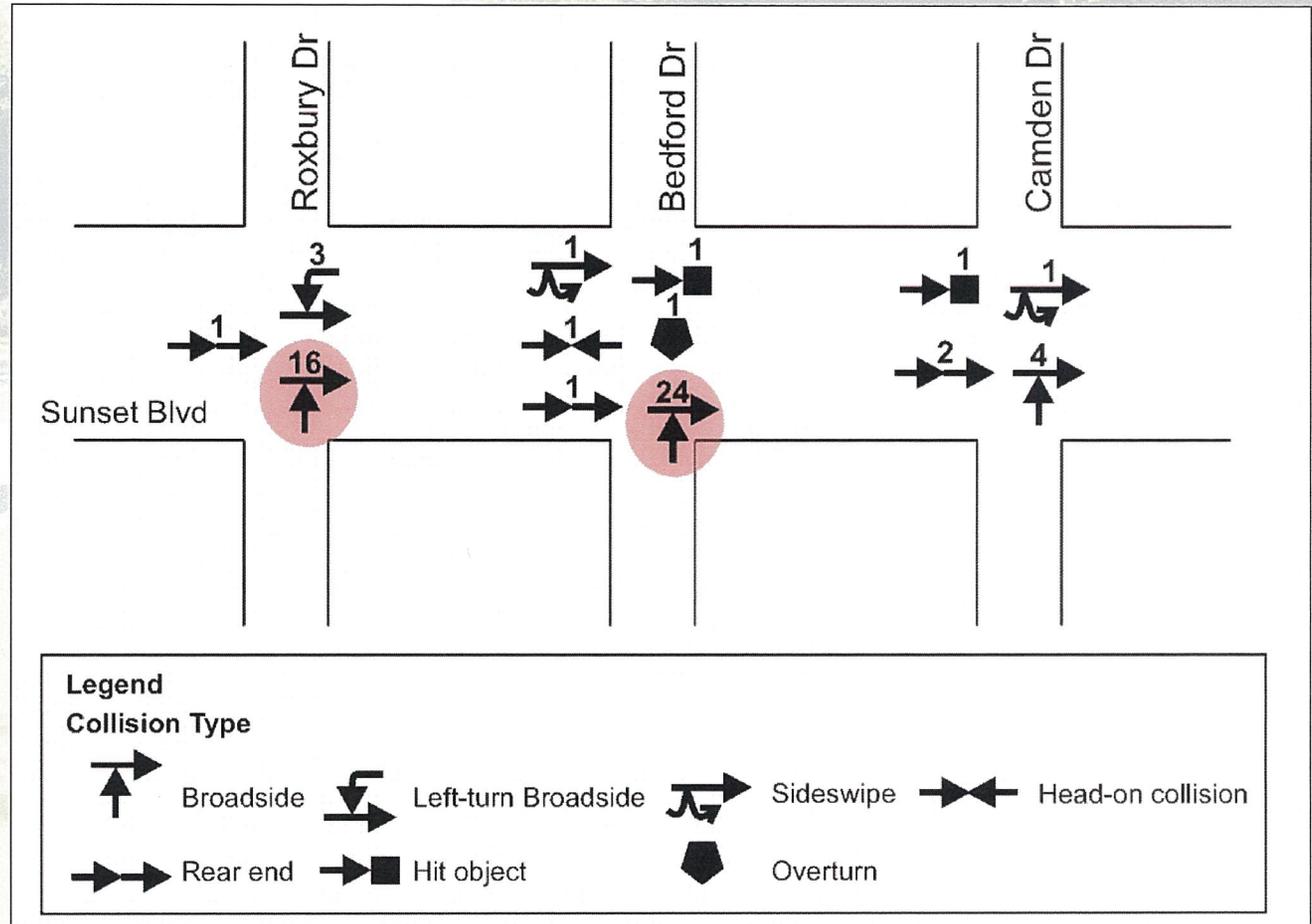
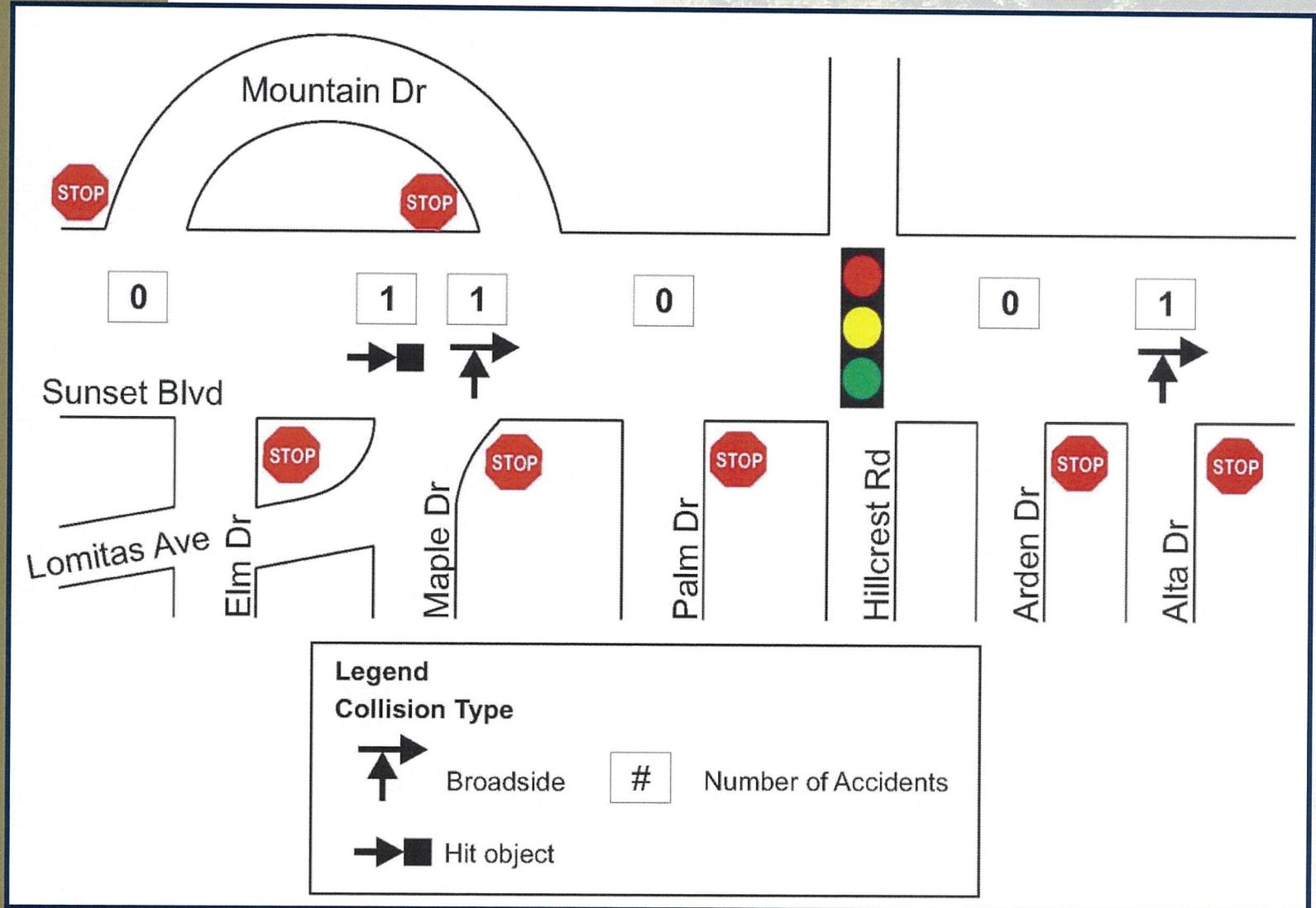




FIGURE 2-6: INJURY ACCIDENT SUMMARY EAST SUNSET BLVD INTERSECTIONS 2004-2009





Existing Conditions

In order to provide more detail on the accidents, the City's Transportation Department provided Iteris with copies of the SWITRS "Report 8 – Total Collisions" for the City of Beverly Hills for the years 2006 through 2009. Individual accident reports were provided for the 2010 accidents which have not yet been input in the SWITRS database. The SWITRS reports are summarized in the **Tables 2-6, 2-7 and 2-8**, one for each location. The tables list the day and time of each accident, the day of the week, primary causal factor for the accident, the type of accident, weather condition, roadway condition, and the movement that the involved vehicles were making prior to the accident (i.e., were they traveling straight through the intersection or making a left turn).

The primary cause of the majority of accidents was failure to yield the right of way, which typically results in broadside accidents. At the Roxbury and Bedford intersections, 85-90% of the accidents involved vehicles attempting to proceed straight in a north-south direction across Sunset Boulevard prior to the accident. **Figure 2-7** illustrates the accident types and the direction of travel prior to the collision. Most of the cars travelling north-south across Sunset Boulevard that were involved in a crash with a vehicle travelling east-west on Sunset were hit on the far side of the median. There were 33 such accidents, 58% of the total. Only 8 of the broadside accidents involving north-south oriented cars occurred on the near side of the median and could potentially have involved a sight distance issue with someone pulling out from the side street and not being able to see an oncoming car on Sunset Boulevard. The reports contained no indications of sight distance problems for a car stopped at the stop sign limit line (e.g., trees blocking views of oncoming cars) or glare issues as a primary factor that caused the accidents. Only 9% of the accidents involved a vehicle turning left colliding with another vehicle.

There were fewer accidents at the Camden intersection and more varied causes. This may be due to the somewhat lower volumes on Camden, but also to the fact that traffic frequently backs up from the adjacent signal at Benedict Cañon/Rodeo all the way to Camden thereby creating stopped traffic conditions on Sunset at Camden as opposed to fast moving traffic on Sunset at the other two locations.

The pattern of accidents throughout the day was reviewed to determine if they were concentrated in peak hours or late at night or spread throughout the day. **Figure 2-8** illustrates the accident pattern by hour of day for the three unsignalized intersections between 2005 and 2010. The hour with the highest volume of accidents was 1:00 PM in the afternoon. The broadside accidents are spread throughout the day, with relatively few occurring in the late night hours. It does not appear that time of day related visibility issues (i.e., glare from setting sun or night time darkness) are leading causes of accidents in this study area.



TABLE 2-6 ACCIDENT PATTERNS AT SUNSET/ROXBURY 2005 – 2010

Date	Time	Day	Primary Factor	Type	Weather	Rdwy Cond	Veh 1 Pre Collision		Veh 2 Pre Collision		Other Comments
							Mvmt	Dir	Mvmt	Dir	
10/19/2005	9:32	Wed	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	W	
11/16/2005	9:45	Wed	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
1/30/2006	15:41	Mon	ROW	Broadside	Clear	No Unusl Cnd	Ent TRF	N	Proc St	W	
2/14/2006	17:10	Tue	ROW	Broadside	Clear	No Unusl Cnd	Left Turn	N	Proc St	W	
4/26/2006	23:27	Wed	Alc/Drugs	Broadside			Proc St	N	Proc St	E	
8/16/2006	15:58	Wed	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	W	
3/9/2006	19:25	Thu	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	Third Car Stopped NB
11/16/2006	7:44	Thu	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
2/24/2007	10:23	Sat	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
3/5/2007	14:36	Mon	ROW	Broadside	Clear	No Unusl Cnd	Proc St	E	Proc St	S	
5/22/2007	16:21	Tue	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
7/9/2007	13:01	Mon	ROW	Broadside	Clear	No Unusl Cnd	Left Turn	N	Proc St	W	
3/11/2008	14:24	Tue	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	Third Car Stopped NB
5/22/2008	17:10	Thu	Unsafe Speed	Rear End	Raining	No Unusl Cnd	Proc St	W	Stopped	W	Third Car Stopped WB
4/6/2009	5:46	Mon	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	W	
4/19/2009	11:44	Sun	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	E	
2/18/2010	10:15	Thu	ROW	Broadside	Clear	No Unusl Cnd	Left Turn	W	Proc St	E	
3/29/2010	16:00	Mon	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	W	
6/28/2010	16:30	Mon	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	Third Car Stopped NB
10/21/2010	0:00	Thu	ROW	Broadside	Cloudy	No Unusl Cnd	Proc St	N	Proc St	W	

Boldface indicates party at fault

85% involve vehicles Proceeding Straight in N-S Direction



TABLE 2-7 ACCIDENT PATTERNS AT SUNSET/BEDFORD 2005 - 2010

Date	Time	Day	Primary Factor	Type	Weather	Rdwy Cond	Veh 1 Pre Collision		Veh 2 Pre Collision		Other Comments
							Mvmt	Dir	Mvmt	Dir	
4/11/2005	7:35	Mon	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	W	
10/27/2005	12:10	Thu	ROW	Broadside	Cloudy	No Unusl Cnd	Left Turn	E	Proc St	W	
3/28/2006	20:14	Tue	Improper Drive	Rear End	Raining	No Unusl Cnd	Proc St	S	Proc St	S	
5/5/2006	13:56	Fri	ROW	Broadside	Clear	No Unusl Cnd	Left Turn	E	Proc St	W	
8/11/2006	9:23	Fri	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	W	
9/2/2006	12:21	Sat	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	E	
9/20/2006	11:45	Wed	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	W	Third Car Stopped SB
2/23/2007	17:26	Fri	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	W	
4/17/2007	10:10	Tue	ROW	Broadside	Cloudy	No Unusl Cnd	Proc St	W	Proc St	S	
5/18/2007	21:32	Fri	Stop Sign	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	W	
6/5/2007	16:39	Tue	ROW	Broadside	Cloudy	No Unusl Cnd	Proc St	N	Proc St	W	
9/17/2007	10:25	Mon	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
10/27/2007	15:42	Sat	ROW	Broadside	Clear	No Unusl Cnd	Ent Traf	S	Proc St	W	
11/24/2007	12:16	Sat	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
9/8/2008	10:17	Mon	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
3/30/2009	13:32	Mon	ROW	Broadside	Clear	No Unusl Cnd	Ent Traf	N	Proc St	W	
5/5/2009	13:59	Tue	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	W	
5/29/2009	18:25	Fri	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
6/13/2009	13:17	Sat	ROW	Broadside	Cloudy	No Unusl Cnd	Proc St	N	Proc St	W	
6/19/2009	13:55	Fri	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
8/8/2009	12:25	Sat	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
9/24/2009	15:37	Thu	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
12/10/2009	19:38	Thu	Lane Change	Sideswipe	Cloudy	No Unusl Cnd	Proc St	S	Proc St	S	
1/7/2010	8:41	Thu	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	E	
2/28/2010	8:36	Sun	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
3/31/2010	16:00	Wed	Unknown	Veh/Ped	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
5/2/2010	17:44	Sun	ROW	Overtuned	Clear	No Unusl Cnd	Left Turn	E	Proc St	W	
5/20/2010	18:23	Thu	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
11/5/2010	0:00	Fri	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	W	

Boldface indicates party at fault

90% involve vehicles Proceeding Straight in N-S Direction



Existing Conditions

TABLE 2-8 ACCIDENT PATTERNS AT SUNSET/CAMDEN 2005 - 2010

Date	Time	Day	Primary Factor	Type	Weather	Rdwy Cond	Veh 1 Pre Collision		Veh 2 Pre Collision		Other Comments
							Mvmt	Dir	Mvmt	Dir	
3/17/2006	18:10	Fri	ROW	Broadside	Raining	No Unusl Cnd	Ent Traf	N	Proc St	E	
8/4/2006	15:20	Fri	Unsafe Speed	Rear End	Clear	No Unusl Cnd	Proc St	E	Stopped	E	Third Car Stopped EB
3/24/2007	19:56	Sat	Improper Turn	Sideswipe	Clear	No Unusl Cnd	Left Turn	W			
9/4/2007	9:29	Tue	ROW	Broadside	Clear	No Unusl Cnd	Proc St	S	Proc St	E	
11/13/2007	23:23	Fri	Unsafe Speed	Rear End	Clear	No Unusl Cnd	Proc St	W	Proc St	W	Veh 2 = Bicycle; Hit & Run
12/4/2007	15:57	Tue	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	W	
12/11/08	17:49	Thu	ROW	Broadside	Clear	No Unusl Cnd	Proc St	N	Proc St	W	
6/9/2010	11:36	Wed	ROW	Hit Object	Clear	No Unusl Cnd	Proc St	S	Proc St	E	

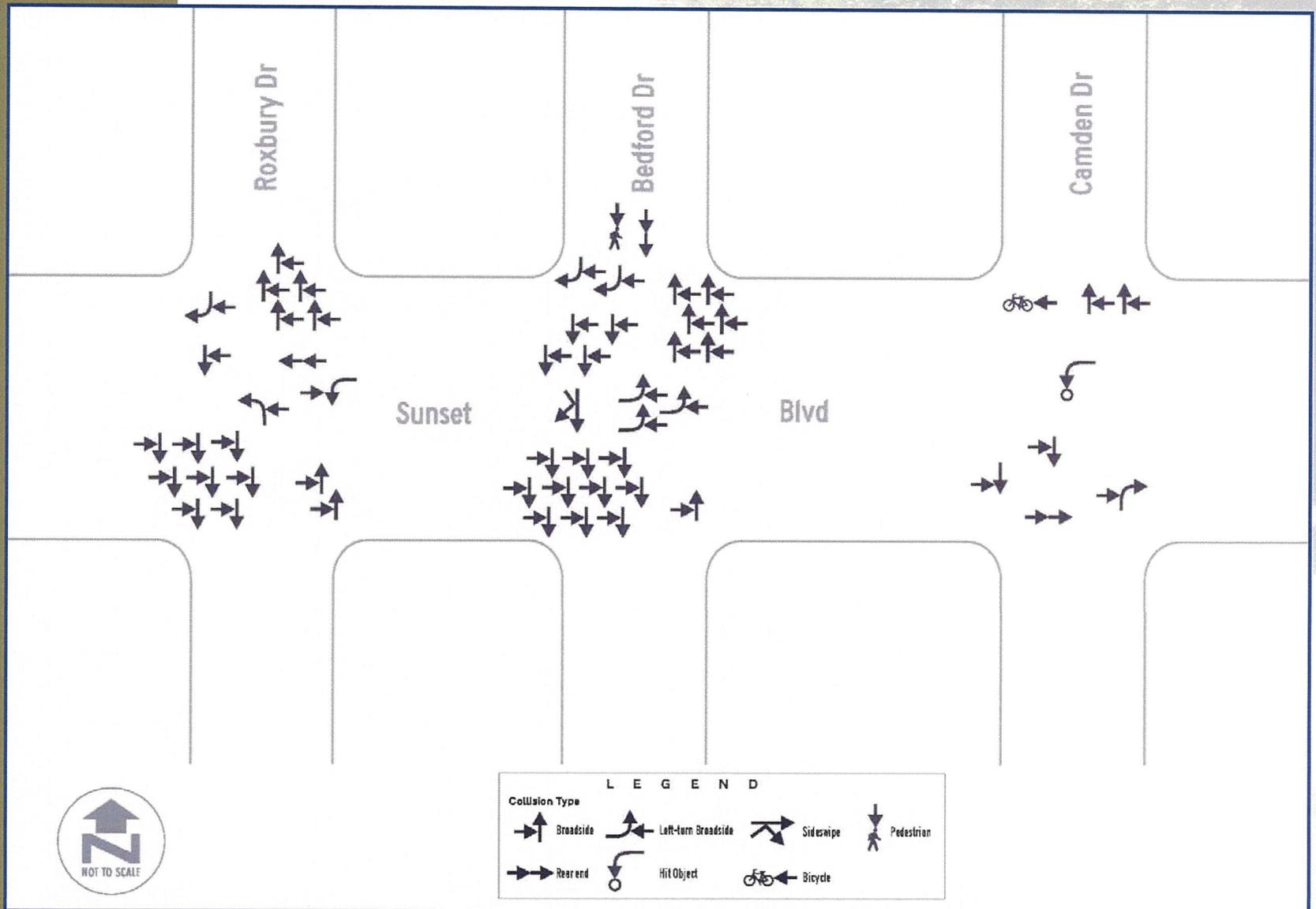
Boldface indicates party at fault **62% involve vehicles Proceeding Straight in N-S Direction**





Existing Conditions

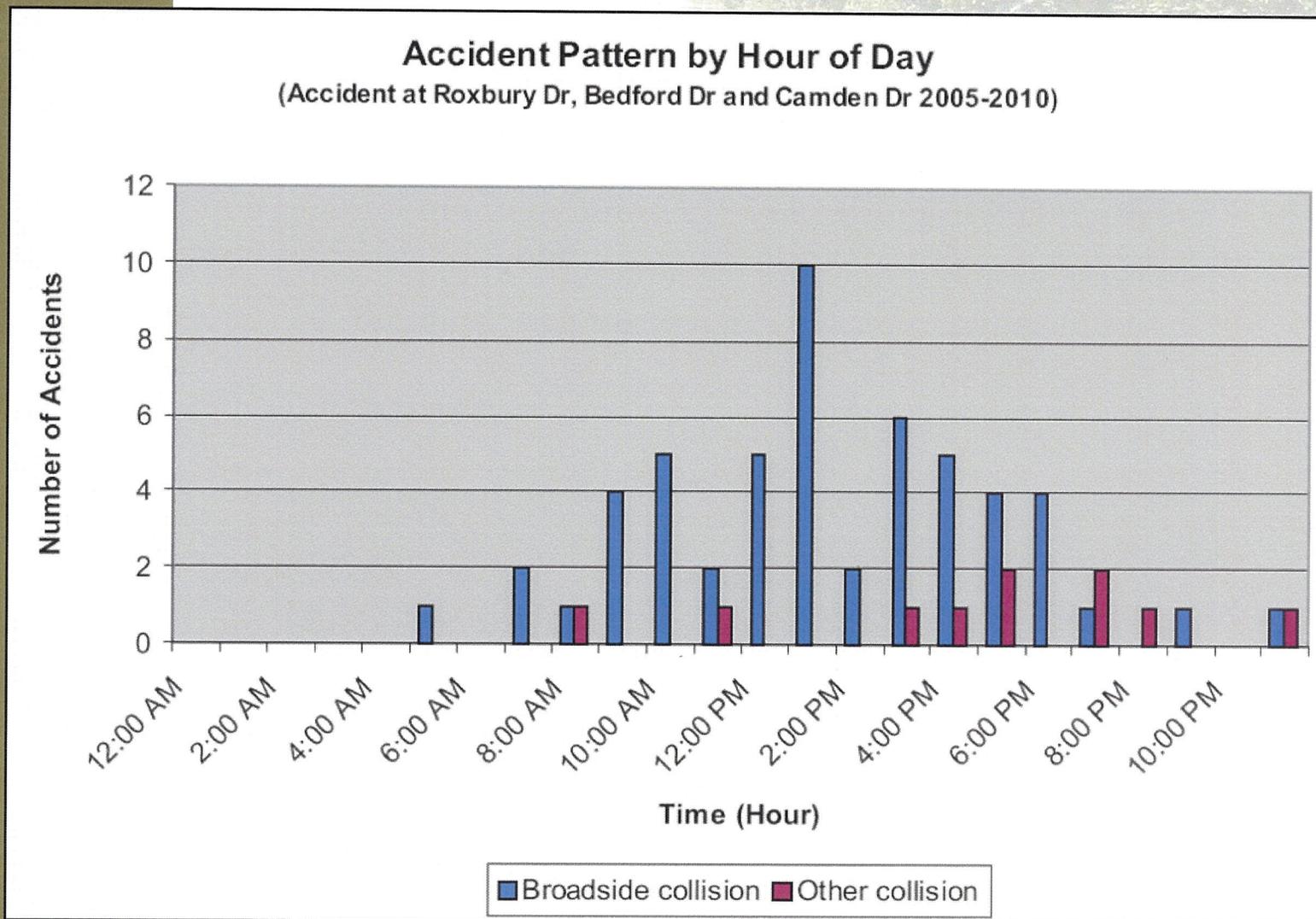
FIGURE 2-7 INJURY ACCIDENTS DATA (2005 – 2010) TYPE OF COLLISIONS





Existing Conditions

FIGURE 2-8 ACCIDENT PATTERN BY HOUR OF DAY





F. Signal Warrants

In the next chapter of this report, potential improvements are considered at the three unsignalized intersections. Anticipating that one or more of the alternative could entail the installation of a traffic signal, the warrants for a traffic signal were evaluated at each of the three locations. There are eight signal warrants that can indicate that a traffic signal should be considered for installation at an unsignalized intersection to reduce delay or increase safety. **Table 2-9** provides a summary of the six signal warrants were checked (the other two; pedestrian volume and school crossing were not applicable).

TABLE 2-9 APPLICABLE TRAFFIC SIGNAL WARRANTS

<i>Warrant</i>	<i>Roxbury</i>	<i>Bedford</i>	<i>Camden</i>
1. Eight Hour Vehicular Volume	✓		
2. Four Hour Vehicular Volume	✓	✓	✓
3. Peak Hour Vehicular Volume	✓	✓	✓
6. Coordinated Signal System		✓	
7. Crash Experience		✓	
8. Roadway Network			

✓ indicates warrant is satisfied

To meet the eight hour vehicular volume warrant, the volumes on the intersecting streets must be above 600 vehicles per hour on both Sunset Boulevard approaches to the intersection and must be above 150 vehicles per hour on the higher approach street volume for eight hours in a day. Warrant 2 considers the highest four hours in a day and is based on a curve of side street approach versus major street approach. The high volumes on Sunset Boulevard cause the four hour vehicular volume to be met at all three intersections.

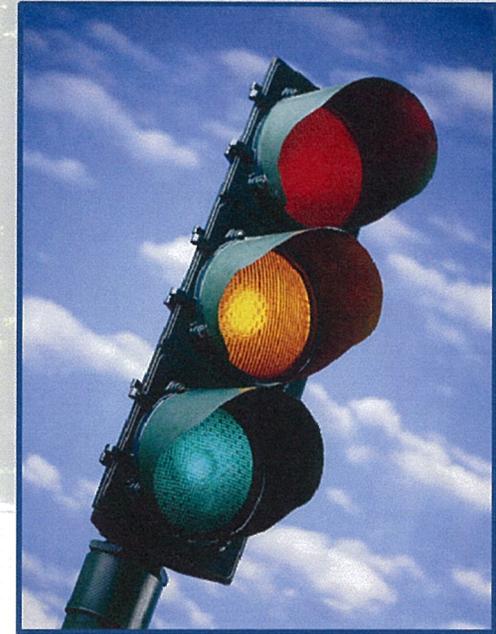


Existing Conditions

The peak hour vehicular volume looks at peak hour volumes. The coordinated signal system warrant considers the spacing of potential signals and the ability to provide progressive operations. The crash experience warrant requires that there be five or more crashes within a 12 month period that would be susceptible to correction by a traffic signal. The roadway network warrants considers the characteristics of the roadway in the overall network and its importance as a major route.

Note that meeting a warrant does not require installation of a traffic signal. It means that a traffic signal should be considered.

The Sunset/Roxbury intersection meets three of the signal warrants and is close to satisfying the Crash Experience Warrant. The Sunset/Bedford intersection meets four of the signal warrants, including Crash Experience. The Sunset/Camden intersection meets two of the warrants. The installation of a traffic signal at one or more of the three study intersections would provide a protected movement for north-south traffic attempting to cross Sunset Boulevard, which should reduce broadside accidents.





3. Development of Alternatives

A. Alternatives

Based on the analysis of accident patterns, it was clear that the vast majority of accidents were occurring when vehicles travel across Sunset Boulevard got to the far side of the median island and for whatever reason were hit by oncoming traffic on Sunset Boulevard. In order to try to reduce this phenomenon, Iteris developed seven potential improvement alternatives that ranged from installation of one or more traffic signals to implementation of prohibited movements either through signage or physical changes to the intersections. The overriding principle behind the development of the alternatives was to encourage the use of safer locations for the north-south crossing movements.

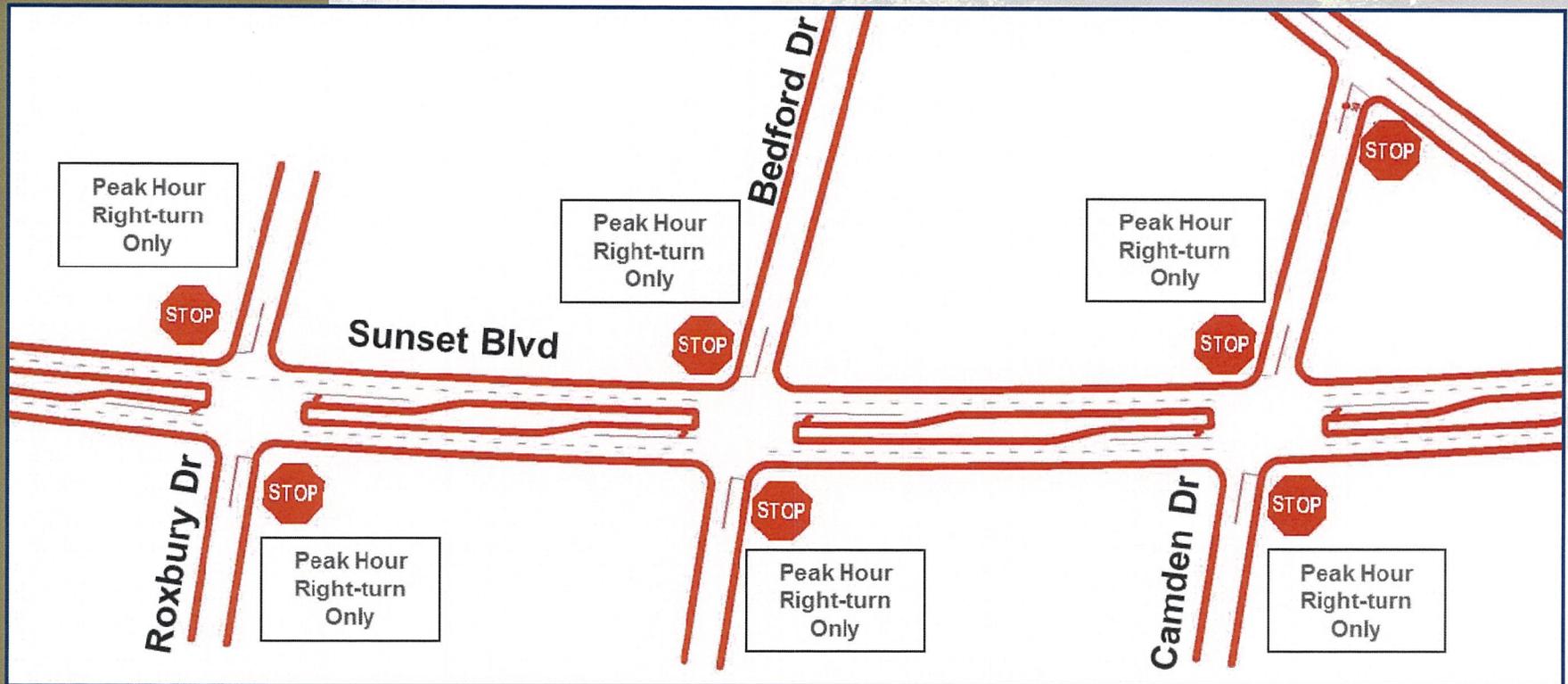
The initial seven alternatives are described in this section, followed by two alternatives that were added following the first Community Workshop held to present the alternatives to the public.



Development of Alternatives

Alternative 1: Peak Period Turn Restrictions

Alternative 1 would rely on signage to restrict movements at the approaches to the three unsignalized intersections to Right Turn Only during peak periods (7:00 - 10:00 AM and 4:00 - 7:00 PM). This alternative would rely upon compliance and require enforcement to be effective, but would be a low-cost alternative and could potentially be a first step in implementing changes along this section of Sunset Boulevard. Similar restrictions are in effect at some locations along Burton Way.

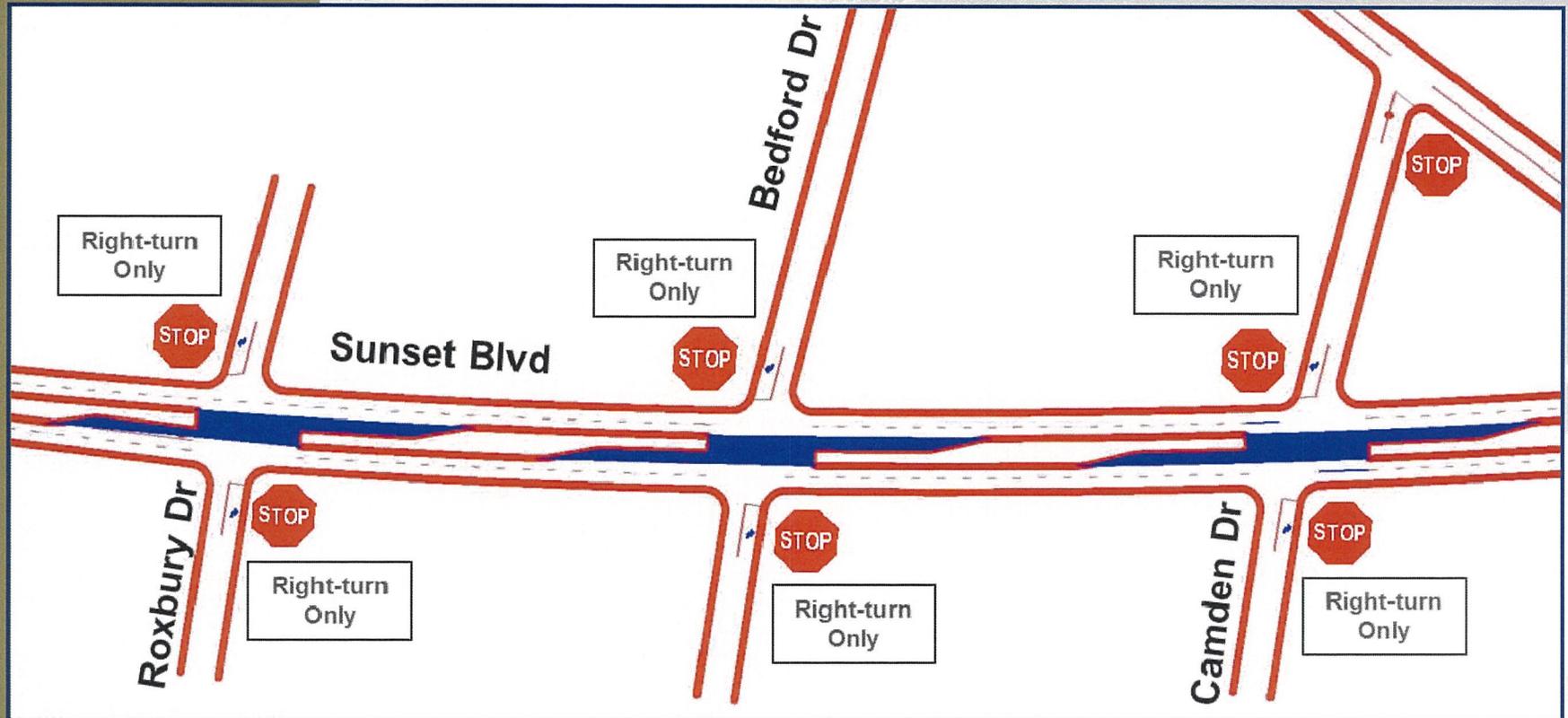




Development of Alternatives

Alternative 2: Close Median Openings at All Three Intersections

This alternative would eliminate the median openings at all three unsignalized intersections to create one continuous landscaped median between Whittier Drive and Benedict Cañyon/Rodeo/Canon Drives. It would physically constrain movements out of the three side streets to right turns only, making each side street intersection a “T” intersection. It would have the effect of shifting north-south through traffic and left turns to alternate routes. It would be self-enforcing and in effect 24 hours per day.

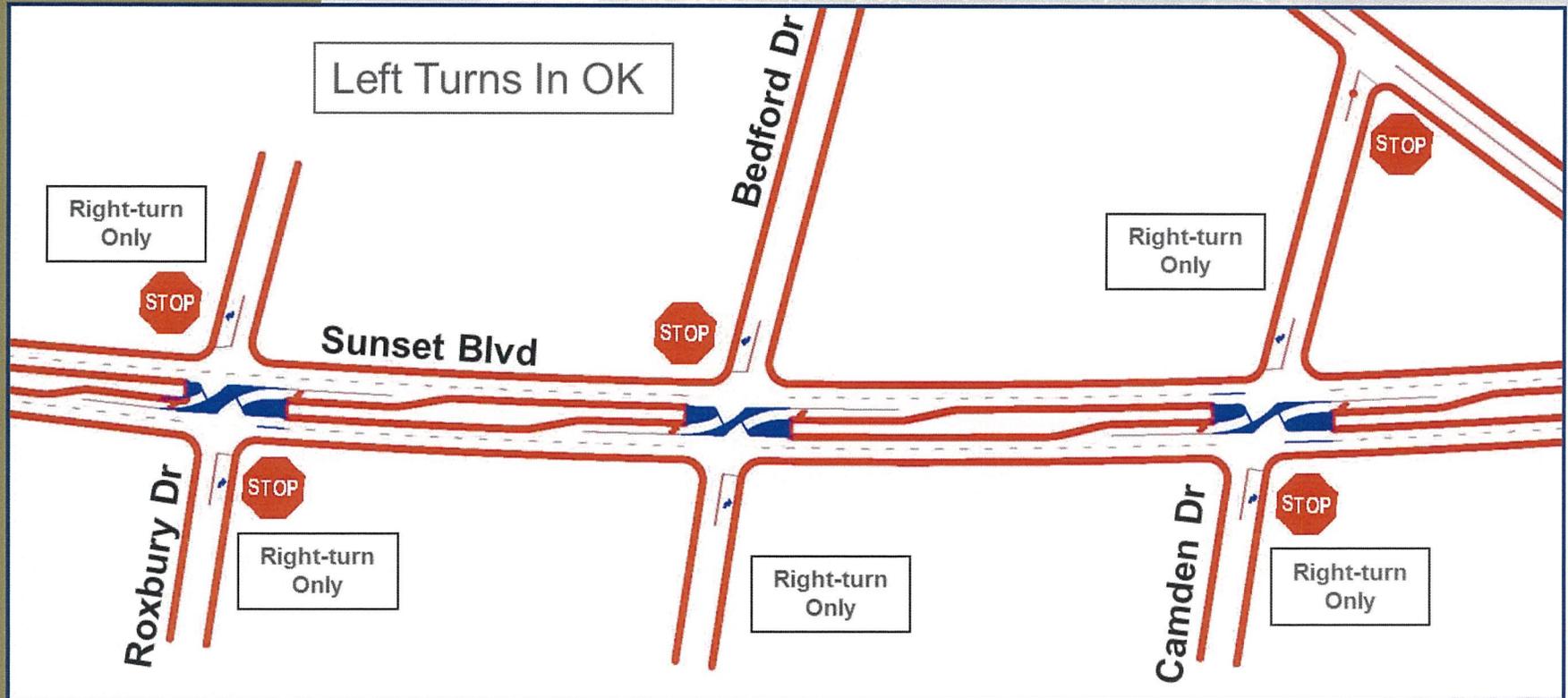




Development of Alternatives

Alternative 3: Islands at All Three Intersections to Restrict Movements

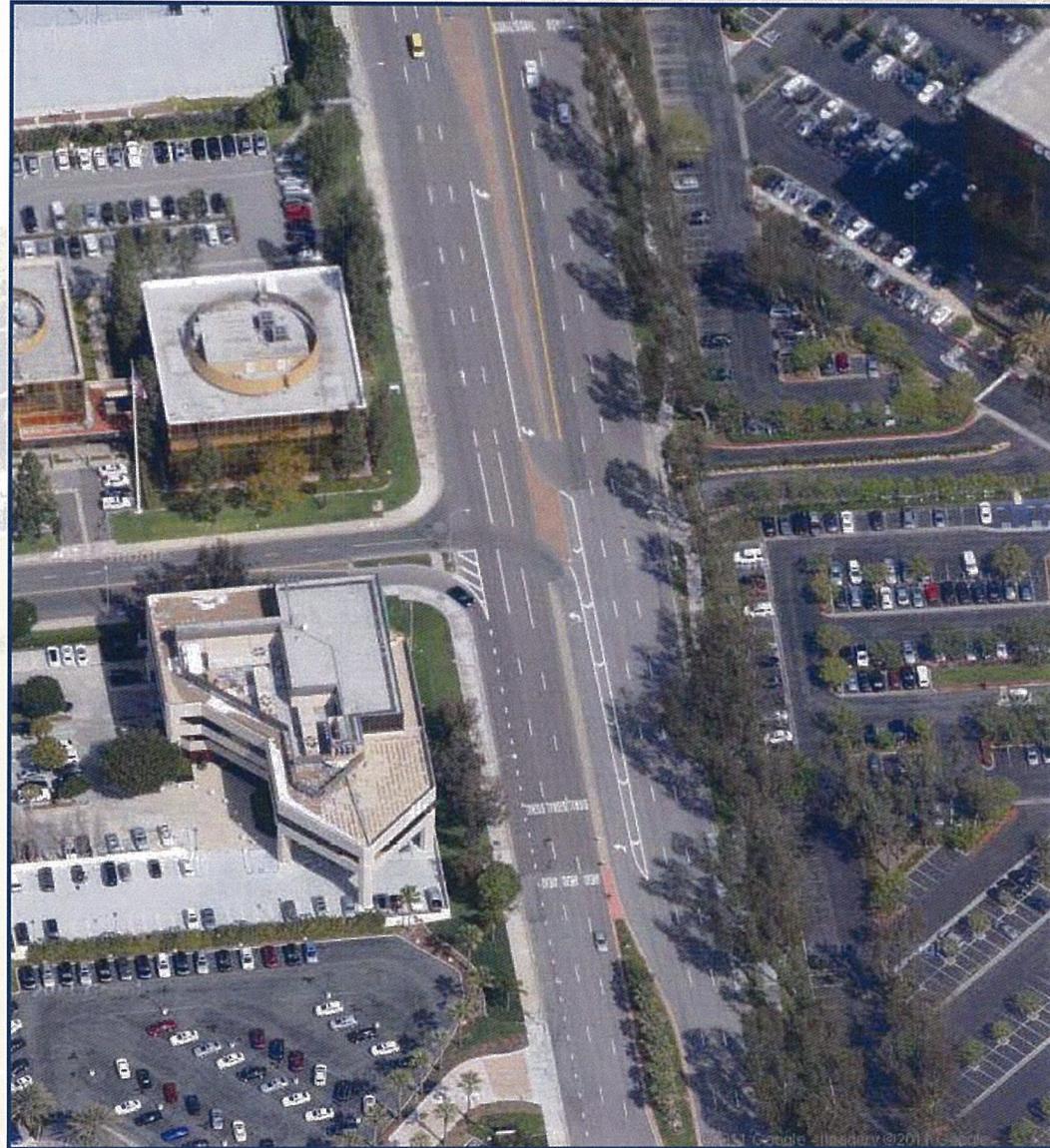
Alternative 3 would install “S” shaped islands in the median openings to preclude north-south through movements and left turns out of the side streets while continuing to allow left turns into the side streets. This would preserve access to the side streets for local residents, but make these streets less attractive to through traffic and reduce the potential for broadside accidents. There would be the potential for some drivers to shift their travel routes to include a right turn onto Sunset Boulevard, followed by a merge over to a left turn at the next intersection, to get across Sunset Boulevard, but it likely that many of those movements would shift to the signalized intersections at Whittier and Benedict Cañon/Rodeo/Canon. **Figure 3-1** shows an example of a median island that restricts through movements and left turns out of side street near John Wayne Airport in Orange County.





Development of Alternatives

FIGURE 3-1: MEDIA ISLANDS ALLOWING LEFT TURNS IN ONLY

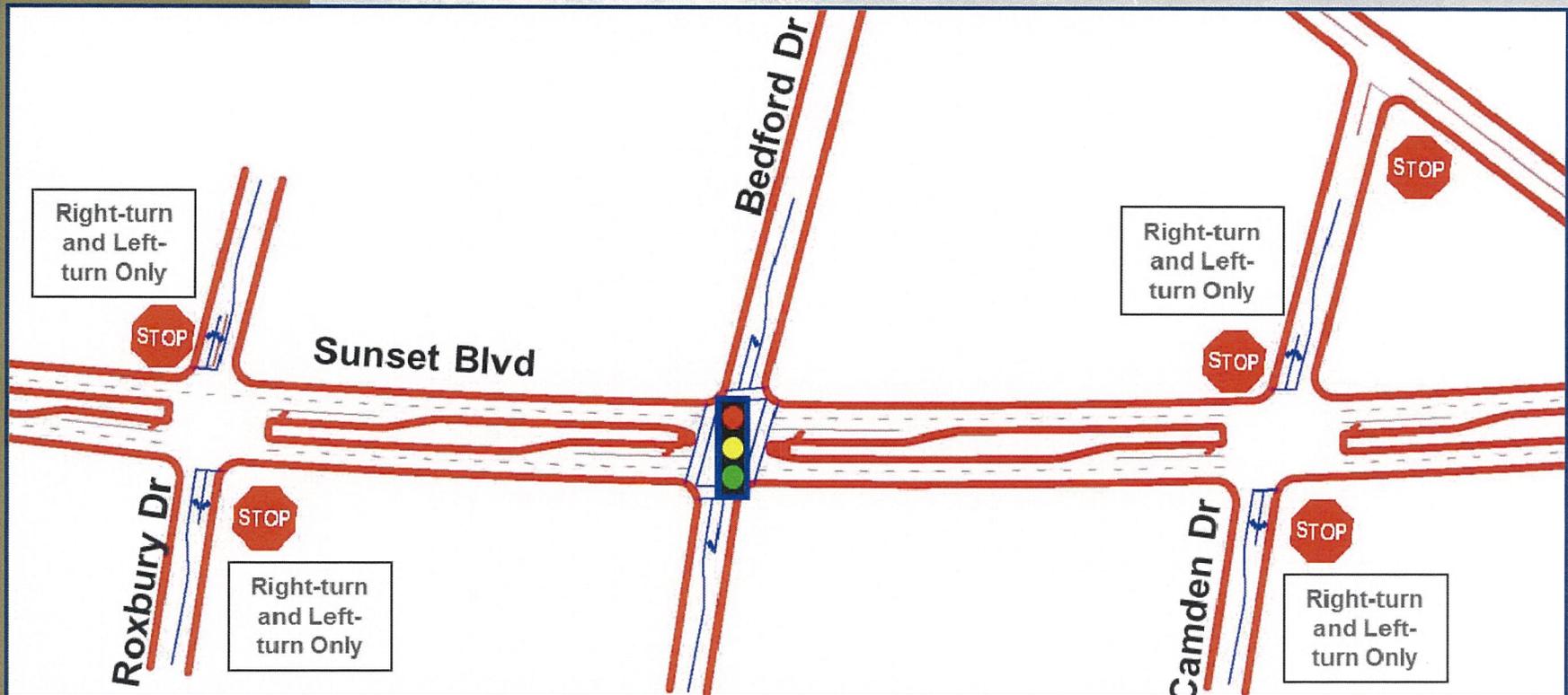




Development of Alternatives

Alternative 4: Signalize Bedford, Restrict N-S Through at Others

This alternative would entail the addition of a traffic signal on Sunset Boulevard at Bedford Drive, mid-way between the existing signals at Whittier and Benedict Cañon/Rodeo/Canon Drives. It would also include the prohibition of through movements across Sunset Boulevard at Camden and Roxbury via signage and pavement markings. It is anticipated that there will be some diversion of traffic to Bedford with this alternative as it will be easier to cross Sunset Boulevard at the signalized location and it will be prohibited to do so at Camden or Roxbury. It is already somewhat difficult for traffic to turn left onto Benedict Cañon from northbound Bedford Drive and with additional traffic attempting this move, it could become more difficult and congested, so a traffic signal may need to be included at that intersection as well if this alternative were implemented.

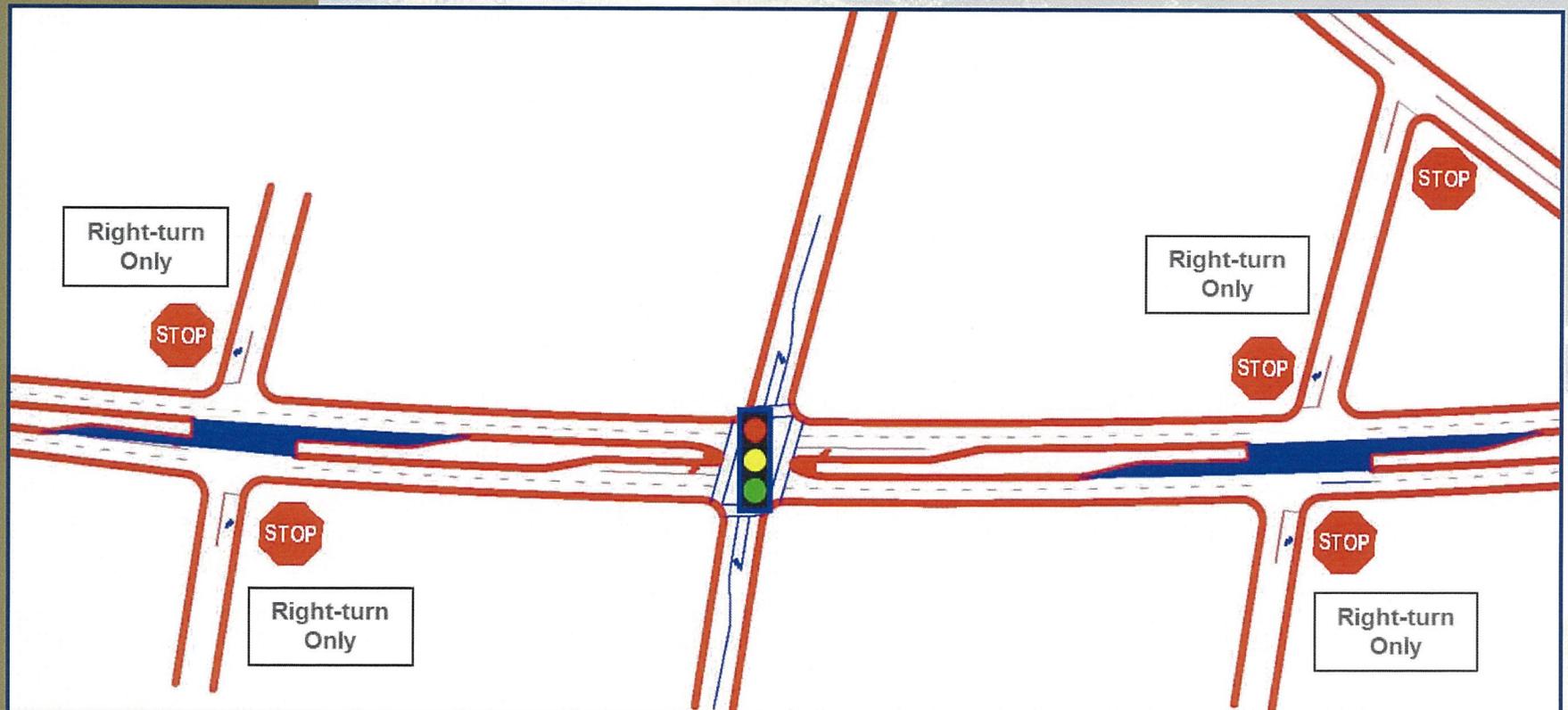




Development of Alternatives

Alternative 5: Signalize Bedford, Close Camden and Roxbury Medians

Alternative 5 is similar to alternative 4, with one new traffic signal on Sunset Boulevard at Bedford Drive, but it closes the median openings at Camden and Roxbury to make the restriction on movements across Sunset Boulevard at the two remaining unsignalized intersection self-enforcing, but making them physically no longer possible. The Roxbury and Camden approaches to Sunset Boulevard would become “T” intersections with right-turn-in/right-turn-out movements only. It is likely to shift traffic to Bedford to a lesser degree to Whittier and/or Benedict Cañon or Rodeo Drives for left turns, so the additional traffic signal at Bedford/Benedict Cañon is likely to be needed with this alternative.





Development of Alternatives

Alternative 6: Signalize Bedford and Roxbury and Close Median at Camden

Alternative 6 would add traffic signals at the Bedford and Roxbury intersections on Sunset Boulevard and close the median opening on Sunset at Camden. This would provide two additional protected crossings of Sunset Boulevard on streets that serve as access routes to Downtown Beverly Hills, one more oriented toward northbound traffic and the other more oriented toward southbound traffic. It would close the median on Camden Drive which is the lowest volume street out of these three. The median opening on Camden is at times blocked by eastbound through traffic on Sunset Boulevard which queues back from the Benedict Cañon/Rodeo/Canon intersection. Camden Drive also has very few houses on the block north of Sunset that would have reduced accessibility because it is a very short block.

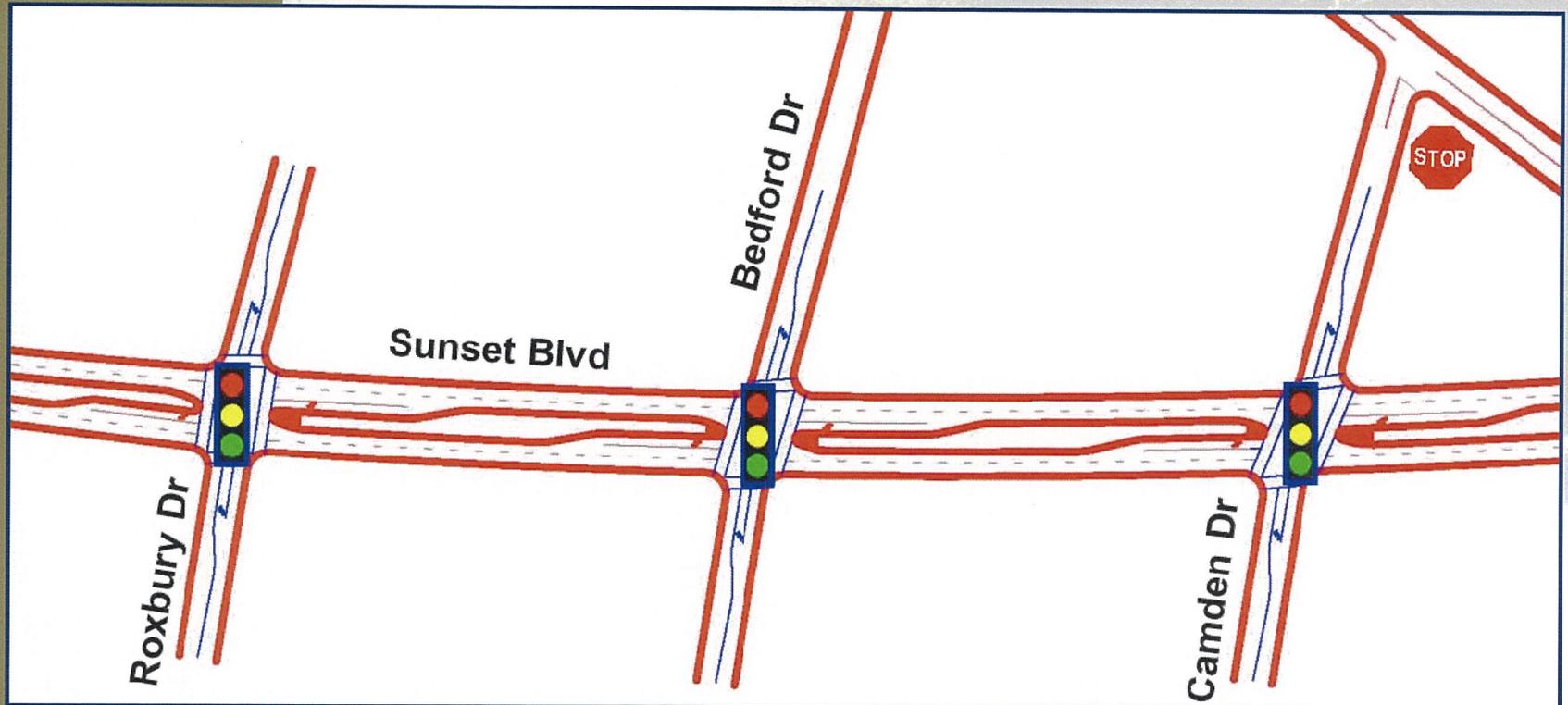




Development of Alternatives

Alternative 7: Signalize All Three Intersections

This alternative would treat all three unsignalized intersections equally by adding traffic signals at all of them. As noted earlier, they all do meet several warrants for traffic signal installation. It would not be expected that there would be any major changes in traffic patterns associated with this alternative.





Development of Alternatives

B. Community Workshop Feedback on Alternatives

A Community Workshop was held on June 6, 2011 to gain feedback on the goals of the study and the initial identification of alternatives. Those in attendance had comments about each of the alternatives as well as comments related to the need for speed reduction measures on the side streets and opposition to anything that would encourage additional cut through traffic on the side streets. There were also several comments related to frequency of accidents, particularly the non-injury accidents that do not get reported by the police department. A number of commenters also wanted reassurance that a new traffic signal was not a foregone conclusion.



As a result of feedback received at the Community Workshop, two additional alternatives were added to the study.

Alternative 8: Signalize Roxbury and Camden and Close Bedford Median

It was suggested that an alternative that closed the median opening at Bedford be considered, with traffic signals added at Camden and Roxbury to spread the north-south cross traffic to four signalized intersections.

Alternative 9: Combine Alternatives 3 & 4 (Signalize Bedford, Left Turn in Islands at Camden and Roxbury)

The combination of Alternatives 3 and 4 was suggested as a way to make Alternative 4 more self-enforcing. The addition of the median islands to Alternative 4 would physically restrict north-south through movements and left turns out of Camden and Roxbury. A signal mid-way between Whittier and Benedict Cañon/Rodeo/Canon would provide a signal-protected location for north-south movements and left turns. This alternative would also include a traffic signal at Bedford/Benedict Cañon.



Development of Alternatives

C. Preliminary Evaluation of Alternatives

A preliminary analysis of the alternatives was conducted to reduce the number of alternatives to more reasonable number for detailed evaluation. The evaluation criteria used to assess the nine alternatives were:

- **Reduction of Potential Conflict Points:** This was an indicator of the likely benefit in terms of reducing accident potential. The fewer locations where vehicles must cross each other's paths (conflict points) the lower the chance that conflict would result in accidents. This is particularly true since the primary cause cited on most of the accident reports at these three locations was "failure to yield the right of way."
- **Intersection Operations:** This criteria was used to assess the likely impact of the alternative on intersection operations along Sunset Boulevard. Would the alternative likely create impacts at the adjacent signalized intersections or result in delays to traffic traveling along Sunset Boulevard.
- **Traffic Diversion:** This was a measure of the likely diversion of traffic to other residential streets. Would traffic diverted from one of the north-south streets be likely to impact another residential street.
- **Cost:** This measure related to the order-of-magnitude capital cost required to implement the alternative.
- **Environmental Impact:** This criteria was intended to provide an assessment of the likely environmental impacts associated with the alternative. The primary impact of the alternatives was related to traffic impacts on residential streets, so this measure was closely correlated to the Traffic Diversion measure above. It was also intended to indicate the likelihood that an environmental impact report would be required to assess the impacts of the alternative, as opposed to a Negative Declaration.
- **Public Input:** This measure was a summary of comments heard at the Community Workshop.

The evaluation criteria were qualitative in nature and intended to provide a relative evaluation of the alternatives to one another rather than absolute values. **Table 3-1** provides the comparison of the alternatives with the relative values of the alternatives under each evaluation criteria. The shading in Table 3-1 is intended to give a visual representation as to how the alternatives fared under each criteria with green shading indicating those alternatives that had a generally favorable effect on that criteria and red shading indicating those that had some negative impact according to that criteria.



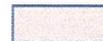
Development of Alternatives

TABLE 3-1. PRELIMINARY EVALUATION OF ALTERNATIVES

	Alternative	Reduction of Potential Conflict Points	Intersection Operations	Traffic Diversion	Cost	Environmental Impact	Public Input
1	Restrict N-S Traffic – Peak Period	Moderate, but temporal in nature	Impacts at Whittier & Benedict/Rodeo	Minor: to Whittier & Benedict/Rodeo	Minor (\$25K-50K)	Minor	<i>Signs are not effective</i>
2	Close Medians	Highest	Impacts at Whittier & Benedict/Rodeo	Significant: to Whittier & Benedict/Rodeo	Minor (\$300K-400K)	Significant	<i>Concern for impacts at Whittier and Benedict Canyon</i>
3	Restrict N-S Traffic – All Day	Moderately High	Impacts at Whittier & Benedict/Rodeo	Moderate: to Whittier & Benedict/Rodeo	Minor (\$225K-325K)	Moderate	<i>Access to side streets maintained which should reduce diversions</i>
4	Signalize Bedford + Prohibit N-S Traffic on Roxbury & Camden	Moderate	Moderate	Moderate: to Bedford	Minor (\$250K-350K)	Minor	<i>Signal could attract traffic to Bedford and negatively impact residential neighborhood. Suggestions for an alternative combining Alternatives 3 and 4 to reduce reliance on signage</i>
4B	Signalize Bedford + No Change at Roxbury or Camden	Minor	High	Moderate to Bedford	Minor (\$250-350)	Minor	<i>This alternative was added by the Traffic 7 Parking Commission at the August 25, 2011 study session</i>
5	Signalize Bedford + Close Roxbury & Camden	High	Impacts at Whittier & Benedict/Rodeo	Moderately High: to Bedford	Moderate (\$400K-500K)	Minor	<i>Signal could attract traffic to Bedford and negatively impact residential neighborhood. Suggestion for an alternative to close Bedford and leave others open</i>
6	Close Camden and Signalize Roxbury & Bedford	High	Impact at Benedict/Rodeo	Moderate: to Roxbury & Bedford	High(\$600K-700K)	Minor	<i>Why close just Camden</i>
7	Signalize all Three Intersections	Moderately High	Good	Minor: to Roxbury, Bedford & Camden	High (\$750K-850K)	Minimal	<i>Signals could negatively impact residential character of the three streets. No impact on Whittier.</i>
8	Close Bedford + Signalize Camden & Roxbury	High	Moderate	Moderate to Camden & Roxbury	High (\$600-700K)	Minor	<i>This alternative suggested at Community Workshop</i>
9	Signalize Bedford + Islands at Camden & Roxbury Left in Only	Moderately High	Good	Moderate: to Bedford	Moderate (\$400-500K)	Minor	<i>This alternative suggested at Community Workshop</i>



Positive impact



Some negative impact



Development of Alternatives

D. Narrowing List of Alternatives

A presentation was provided to the Traffic and Parking Commission of the City of Beverly Hills on June 27, 2011. The preliminary recommendation provided to the Commission was to eliminate alternatives that relied on signage to obtain compliance as these would require enforcement and might not provide the safety enhancement desired if drivers ignored or violated the turn restrictions. Iteris suggested that the Commission consider moving forward with the evaluation of alternatives that included the addition of signals at one, two and all three locations and not consider closing all of the median openings. This would have resulted in continued evaluation of Alternatives 3, 6, 7 and 9.

There were several Commissioners and members of the public who felt that nothing should be changed at the intersections on Sunset Boulevard. After a significant amount of public input and discussion amongst the Commissioners, the Commission asked for some additional detailed data on the accident statistics. This additional information was provided at a subsequent Traffic and Parking Commission meeting on August 25, 2011 and at that meeting, the Commission agreed that the following alternatives should be evaluated in further detail to assess their potential benefits and impacts:

- **Alternative 3:** Islands at All Three Intersections to Restrict Movements
- **Alternative 4B:** Signalize Bedford, No Change at Camden or Roxbury
- **Alternative 9:** Signalize Bedford, Left Turn In Islands at Camden and Roxbury

Alternative 4 had originally restricted north-south movements at Camden and Roxbury Drives. The Commission changed the Alternative to 4B to have the alternative assessed without the restrictions on north-south movements at those two streets as they could be added later, after the signal installation at Bedford, if determined necessary.

The next section of this report provides the detailed evaluation of these three alternatives, which were subsequently renamed Alternatives A, B and C to avoid confusion.



4. Evaluation of Alternatives

At the August 08, 2011 Traffic & Parking Commission (TPC) meeting, the Commission reviewed the detailed analysis of accident data at the three unsignalized intersections on Sunset Boulevard at Camden, Bedford and Roxbury Drives. The Commissioners agreed that the range of improvements to be evaluated at these locations should be narrowed to four alternatives, including the No Change Alternative. The three improvement alternatives recommended for further analysis were:

- **Alternative A (Formerly Alt. 3):** Install Median Islands to Restrict Movements at Camden, Bedford and Roxbury to Right Turns and Left Turns In Only
- **Alternative B (Formerly Alt. 4B):** Install a Traffic Signal at Bedford and Make No Changes at Camden or Roxbury
- **Alternative C (Formerly Alt. 9):** Install a Traffic Signal at Bedford and Install Median Islands to Restrict Movements at Camden and Roxbury to Right Turns and Left Turns In Only

As noted earlier, Alternative B had previously included signage and pavement markings to preclude north-south through movements. The Commission felt that these measures could be added later to Alternative 4B if deemed necessary and by not including changes at Camden and Roxbury, the impact of traffic diversion to Bedford might be reduced. This section of the report summarizes the traffic analysis of the three alternatives and compares them to existing (No Change) conditions, **Alternative D**.

Figure 4-1 illustrates the three remaining alternatives side by side.

A. Traffic Volume Changes

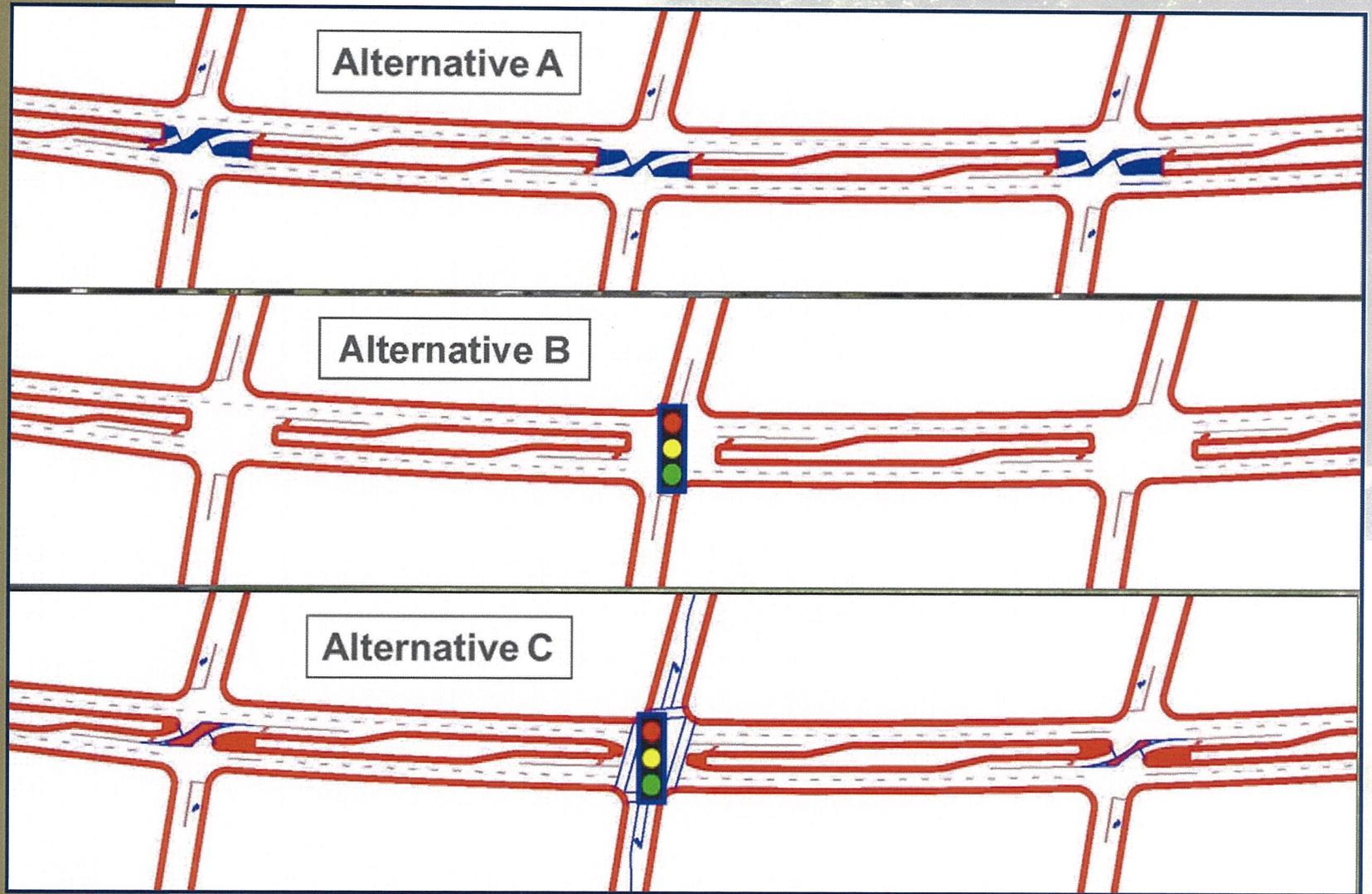
Each of the improvement alternatives under consideration will make some change in the physical characteristics of one or more of the three unsignalized intersections. This in turn, will likely result in some redistribution of existing traffic patterns.

Alternative A precludes north-south through movements and left turns onto Sunset Boulevard from Camden, Bedford and Roxbury. The through movements are likely to move to the adjacent signalized intersections at Whittier or Benedict Cañon/Rodeo to cross Sunset Boulevard, or they could shift to a



Evaluation of Alternatives

FIGURE 4-1. REMAINING ALTERNATIVES





Evaluation of Alternatives

right turn movement onto Sunset, followed by a left turn at an adjacent intersection. For the purposes of estimating the potential changes in traffic volumes associated with Alternative A, it was assumed that 50% of the through movements would shift to the nearby signalized intersections and 50% would make right turns followed by left turns. The former left turns onto Sunset from the three side streets were assumed to shift to the signalized intersections.

Alternative B includes the installation of a traffic signal at Bedford Drive. The original Alternative 4 had also included the installation of signs restricting north-south through movements at Camden and Roxbury, but those restrictions were felt to be ineffective and would require driver compliance and were eliminated by the Traffic and Parking Commission at their August 08 meeting. Alternative B adds a traffic signal at Bedford Drive and makes no changes at Camden or Roxbury Drives. It can be expected that some of the traffic currently utilizing the Camden and Roxbury intersections on Sunset Boulevard will shift to the new signalized intersection at Bedford. For the purposes of estimating the potential shifts in traffic, a range of assumptions was evaluated. It was assumed that between 50 and 75% of the north-south through traffic on Camden and Roxbury might shift to Bedford and between 33 and 50% of the left turns out of Camden and Roxbury might also shift to the new signalized intersection.

Alternative C includes the installation of a traffic signal at Bedford and the installation of the median islands at Camden and Roxbury to restrict north-south through movements and left turns out of the side streets. It is essentially a combination of Alternatives A and B. It would shift the north-south through movements and left turns from Camden and Roxbury to adjacent streets. For the purpose of evaluating the potential impact of Alternative C, it was assumed that 50% of those movements would shift to Bedford and 50% would shift to Whittier and Benedict Cañon/Rodeo.

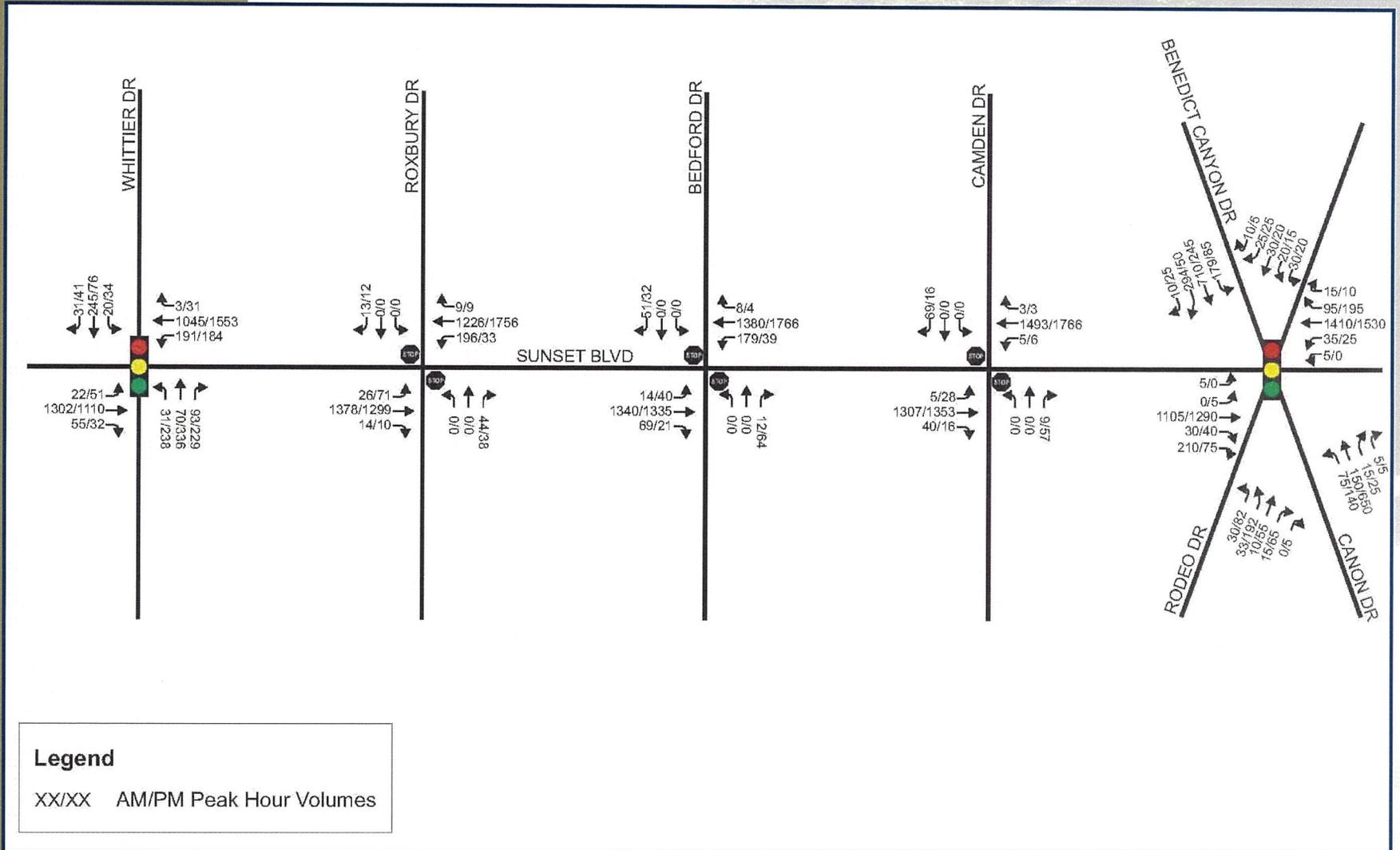
Figures 4-2, 4-3 and 4-4 illustrate the AM and PM peak hour intersection turning movements at each of the five study intersections with the three alternatives. Existing volumes were shown earlier in **Figure 2-1**. Some of the approach and departures volumes at the intersections are relatively small, so shifts in traffic associated with the alternatives make large percentage changes to the volumes. It is easier to understand the magnitude of the traffic volume changes by considering how the average daily traffic volumes on each street change in the blocks north and south of Sunset Boulevard.

Based on the assumptions summarized above, the changes in Average Daily Traffic (ADT) volumes expected with the three alternatives are shown in **Tables 4-1 and 4-2** for the blocks North and South of Sunset Boulevard, respectively.



Evaluation of Alternatives

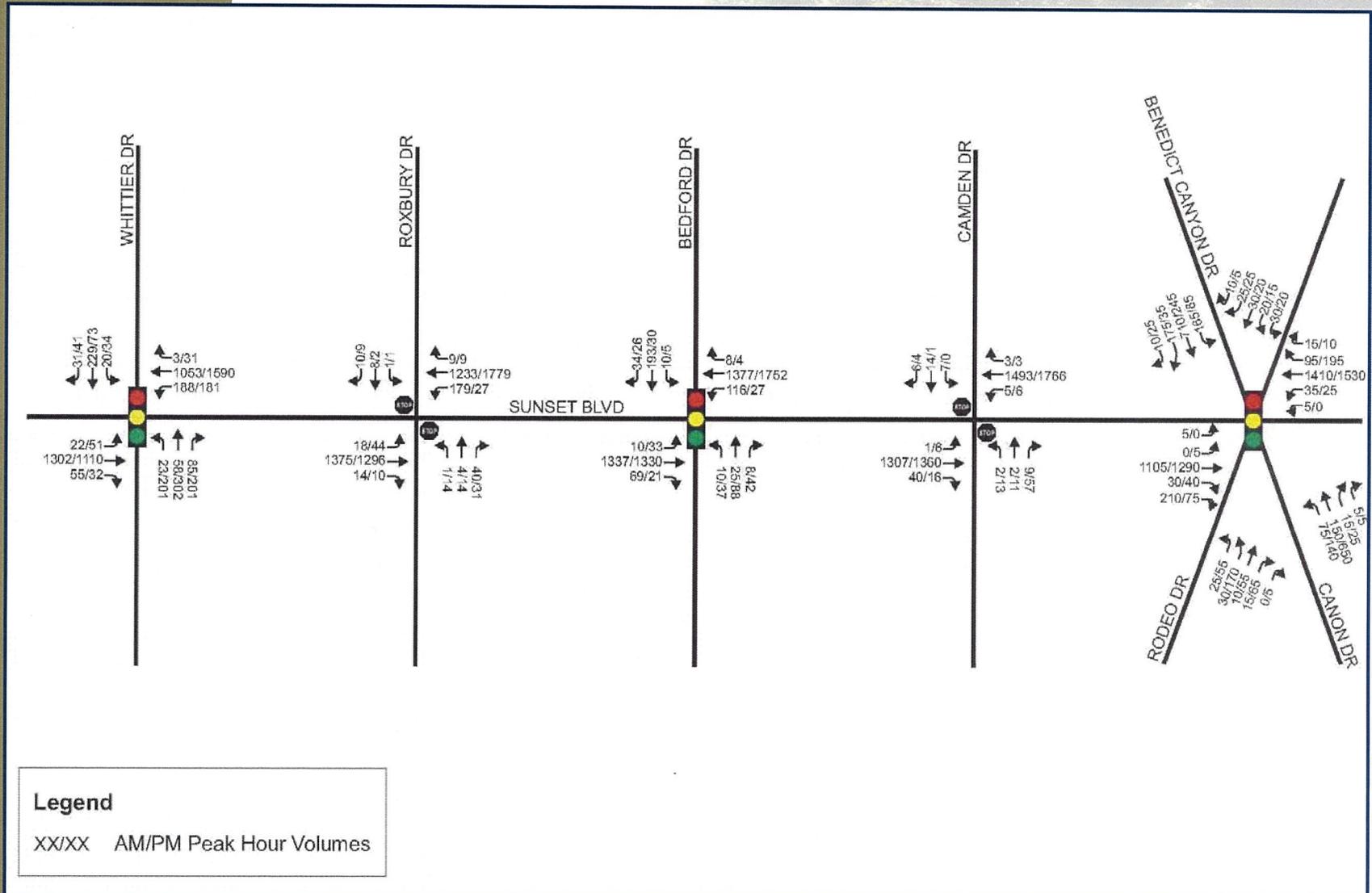
FIGURE 4-2. ALTERNATIVE A VOLUMES





Evaluation of Alternatives

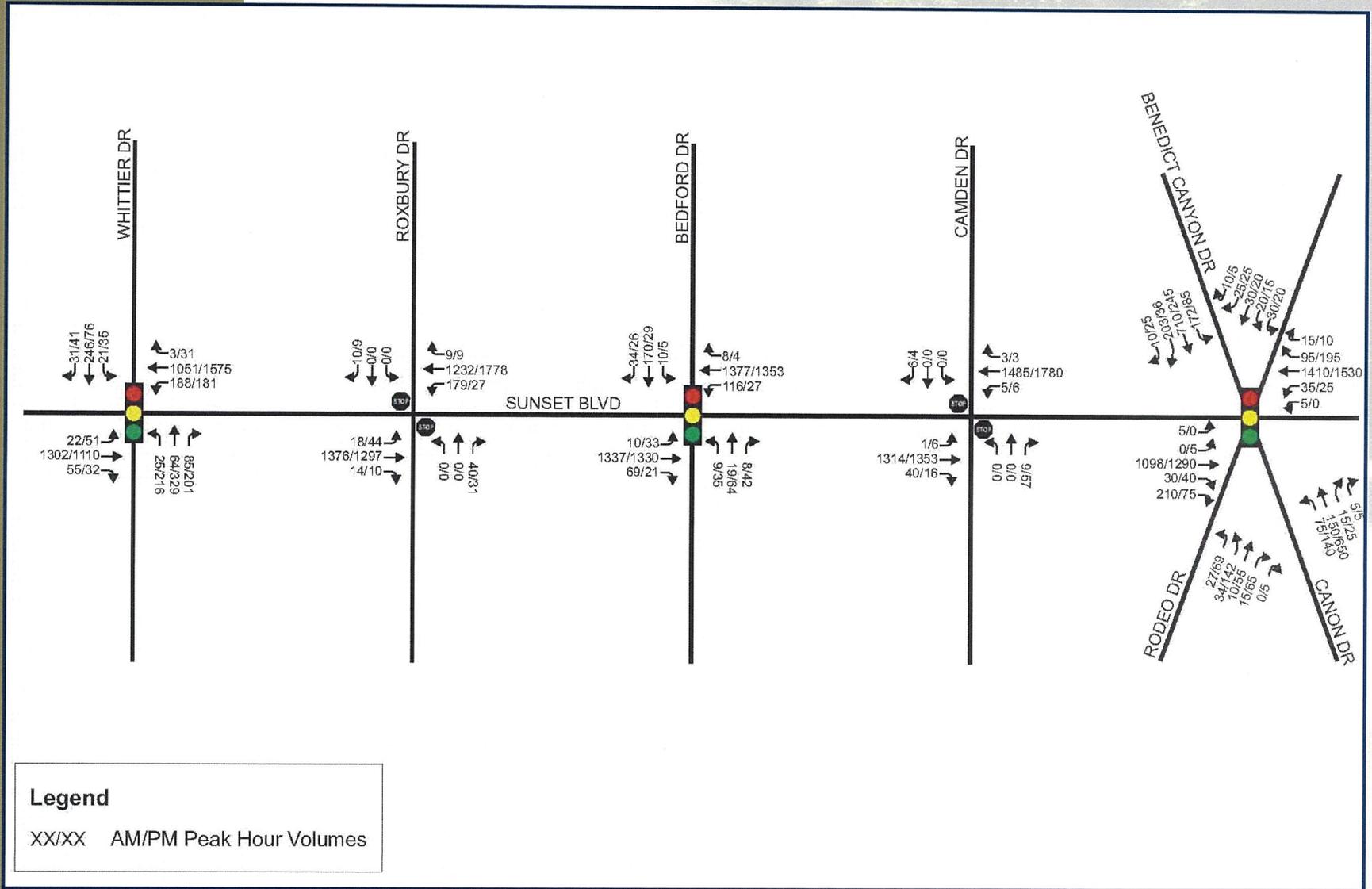
FIGURE 4-3. ALTERNATIVE B VOLUMES





Evaluation of Alternatives

FIGURE 4-4. ALTERNATIVE C VOLUMES





Evaluation of Alternatives

TABLE 4-1. AVERAGE DAILY TRAFFIC VOLUMES NORTH OF SUNSET BOULEVARD

	<i>Whittier</i>	<i>Roxbury</i>	<i>Bedford</i>	<i>Camden</i>	<i>Benedict/Rodeo</i>
<i>Existing ADT</i>	4475	1075	1460	730	13750
<i>Alt A ADT</i>	4795 (+320)	700 (-375)	745 (-715)	620 (-110)	14665 (+915)
<i>Alt B ADT</i>	4475 (+0)	645-790 (-285-430)	2035-2325 (+575 to +865)	290-440 (-290-440)	13750 (+0)
<i>Alt C ADT</i>	4750 (+275)	545 (-530)	2060 (+600)	115 (-615)	14110 (+360)

TABLE 4-2. AVERAGE DAILY TRAFFIC VOLUMES SOUTH OF SUNSET BOULEVARD

	<i>Whittier</i>	<i>Roxbury</i>	<i>Bedford</i>	<i>Camden</i>	<i>Benedict/Rodeo</i>
<i>Existing ADT</i>	8140	2215	2345	1370	5175
<i>Alt A ADT</i>	8870 (+730)	1675 (-540)	1920 (-425)	660 (-710)	6130 (+955)
<i>Alt B ADT</i>	8140 (+0)	1620-1885 (-330-595)	2995-3330 (+650 to +985)	880-1050 (-320-490)	5175 (+0)
<i>Alt C ADT</i>	8490 (+350)	1505 (-710)	3045 (+700)	665 (-705)	5530 (+355)

In summary, the alternatives cause the following changes in traffic patterns;

Alternative A: Shifts traffic from the three streets with unsignalized intersections at Roxbury, Bedford and Camden to Whittier and Benedict Cañon/Rodeo.

Alternative B: Shifts some traffic from Roxbury and Camden to Bedford, with no impact on Whittier or Benedict Cañon/Rodeo.



Evaluation of Alternatives

Alternative C: Shifts traffic from Roxbury and Camden to Bedford, Whittier and Benedict Cañon/Rodeo.

B. Significant Impact Criteria

The City of Beverly Hills has adopted thresholds of significance to determine when the impact of increased traffic on a residential street would be considered significant. Those criteria are:

- If ADT is 2,000 or less; project increases the ADT by 16% or increases peak hour volume by 16%, or both
- If ADT is between 2001 and 4,000; project increases the ADT by 12% or more or increases peak hour volume by 12%, or both
- If ADT is between 4001 and 6,750; project increases the ADT by 8% or more or increases peak hour volume by 8%, or both
- ADT is above 6,750; project increases the ADT by 6.25% or more or increases peak hour volume by 6.25%, or both

Tables 4-3 and 4-4 illustrate the percentage increases on the blocks north and south of Sunset Boulevard for the three alternatives.

TABLE 4-3. PERCENTAGE CHANGE IN VOLUMES NORTH OF SUNSET BOULEVARD

	<i>Whittier</i>	<i>Roxbury</i>	<i>Bedford</i>	<i>Camden</i>	<i>Benedict/Rodeo</i>
<i>Alt A ADT</i>	7%	-35%	-49%	-33%	7%
<i>Alt B ADT</i>	0%	-27% to -40%	39% to 59%	-40% to -60%	0%
<i>Alt C ADT</i>	6%	-49%	41%	-84%	3%



Evaluation of Alternatives

TABLE 4-4. PERCENTAGE CHANGE IN VOLUMES SOUTH OF SUNSET BOULEVARD

	<i>Whittier</i>	<i>Roxbury</i>	<i>Bedford</i>	<i>Camden</i>	<i>Benedict/Rodeo</i>
<i>Alt A ADT</i>	9%	-24%	-18%	-52%	18%
<i>Alt B ADT</i>	0%	-15% to -27%	28% to 42%	-23% to -36%	0%
<i>Alt C ADT</i>	6%	-32%	30%	-51%	7%

As shown with yellow highlighting in the tables, Alternative A would have a significant impact on Whittier, Benedict Cañon and Rodeo Drives. Alternatives B and C would have significant impacts on Bedford Drive. The daily volumes on Bedford Drive would remain low, however, in the 2,000 to 3,000 vehicles per day range, well below the volumes on Whittier or Benedict Cañon.

The increase in traffic on Whittier is sensitive because of the location of El Rodeo School at the southern end of Whittier. It would not be expected that the Sunset Boulevard alternatives would have an impact on the portion of Whittier adjacent to the school since the traffic that would be shifted to Whittier from Roxbury or Bedford Drives would likely have been traffic that was bound for the Downtown business triangle. Traffic traveling west to Century City or Westwood would probably not have been using Roxbury or Bedford and would have already been on Whittier. The traffic that may shift to Whittier is likely to only be in the northern block of Whittier and to use Linden, Lomitas, Elevado and Carmelita to transition back to the routes it is currently using between the Downtown area and Sunset Boulevard or points to the north of Sunset.

C. Potential Mitigation Measures

As part of Alternatives B and C, consideration has been given to the need for a traffic signal at Bedford Drive/Benedict Cañon. Such a signal might become warranted if traffic increased on Bedford and the northbound left turn from Bedford onto Benedict Cañon became difficult.



Evaluation of Alternatives

In order to reduce the amount of traffic that would shift to Bedford as a result of the signal installation on Sunset Boulevard, and to reduce the potential need for a traffic signal at Benedict Cañon/Bedford, the following mitigation measure is proposed for consideration, should this alternative be selected for implementation:

- Prohibit northbound left turns from Bedford Drive onto Benedict Cañon during the PM Peak Period from 3:00 – 7:00 pm. This will be accompanied by signage on Bedford south of Sunset Boulevard warning drivers of the prohibited turn ahead so they will not become “trapped” at that intersection and forced to turn right onto Benedict Cañon.

The impact of the turn prohibition at Bedford/Benedict Cañon is reflected in **Table 4-5** below.

TABLE 4-5. ALTERNATIVE B DAILY VOLUME AND PERCENTAGE CHANGES WITH BEDFORD/BENEDICT CAÑON TURN PROHIBITION

	<i>Whittier</i>	<i>Roxbury</i>	<i>Bedford</i>	<i>Camden</i>	<i>Benedict/Rodeo</i>
<i>North of Sunset</i>					
<i>Existing ADT</i>	4475	1075	1460	730	13750
<i>Alt B ADT with Mitigation</i>	4540-4560	701-835	1811-2045	346-485	13,820-13,830
<i>Percentage Change in ADT</i>	+1-2%	-22-35%	+24-40%	-34-53%	+0.5-1%
<i>South of Sunset</i>					
<i>Existing ADT</i>	8140	2215	2345	1370	5175
<i>Alt B ADT with Mitigation</i>	8210-8225	1775-1930	2770-3050	825-1095	5240-5260
<i>Percentage Change in ADT</i>	1%	-13-20%	+18-30%	-20-40%	+1-2%



Evaluation of Alternatives

The PM peak period turn prohibition reduces the level of impact on Bedford, but it is still above the City's threshold for a significant impact. The shifting of some traffic from Bedford in the pm peak period does not cause an impact on adjacent streets.

Another mitigation measure that can be employed to reduce the impact of the new traffic signal on Bedford Drive would be to monitor and adjust the signal timing at the new signalized intersection to provide a limited amount of green time for the north-south phase. The signal timing can be adjusted to constrain the volume of north-south through traffic by only allowing a limited number of cars through per signal cycle.

D. Traffic Signal Operations

The levels of service and queue lengths at the existing signals at Whittier and Benedict Cañon/Rodeo and at the potential new signal at Bedford were evaluated for the alternatives. **Table 4- 6** shows the levels of service and seconds of delay at the intersections in the AM and PM peak hours.

TABLE 4-6. AM AND PM PEAK HOUR LEVELS OF SERVICE

INTERSECTION	AM PEAK HOUR PERIOD											
	Existing			Alternative A			Alternative B*			Alternative C		
	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
Sunset Blvd/Whittier Dr	B	19.3	0.79	C	20.3	0.81	C	22.9	0.80	C	23.7	0.81
Sunset Blvd/Roxbury Dr	F	OVFL	-	B	1.8	-	F	OVFL	-	B	1.6	-
Sunset Blvd/Bedford Dr	F	OVFL	-	B	1.6	-	B	16.5	0.78	B	15.5	0.76
Sunset Blvd/Camden Dr	F	OVFL	-	A	0.5	-	F	OVFL	-	A	0.1	-
Sunset Blvd/Rodeo Dr/Benedict Canon Dr	E	62.1	1.04	F	83.1	1.11	E	67.9	1.05	E	67.3	1.06

INTERSECTION	PM PEAK HOUR PERIOD											
	Existing			Alternative A			Alternative B*			Alternative C		
	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
Sunset Blvd/Whittier Dr	D	36.5	0.92	D	42.2	0.97	D	36.5	0.94	D	38.6	0.95
Sunset Blvd/Roxbury Dr	F	OVFL	-	C	0.9	-	F	OVFL	-	B	0.6	-
Sunset Blvd/Bedford Dr	F	OVFL	-	B	0.9	-	B	13.9	0.80	B	13.2	0.79
Sunset Blvd/Camden Dr	F	OVFL	-	B	0.5	-	F	OVFL	-	B	0.4	-
Sunset Blvd/Rodeo Dr/Benedict Canon Dr	D	51.9	1.05	E	56.1	1.08	D	51.9	1.05	D	54.4	1.07

* based on more significant shift assumptions



Evaluation of Alternatives

Threshold of significance: Change in V/C of 0.020 or more at LOS E/F or 0.030 or more at LOS D

The potential new signalized intersection at Bedford/Sunset would operate at Level of Service B in both peak hours, which is a good level of service.

Alternative A improves conditions at the three unsignalized intersections by removing many of the allowable movements from those locations. However, Alternative A has a significant impact on the intersection at Benedict Cañon/Rodeo/Sunset in both the AM and PM peak hours and an impact at Whittier/Sunset in the PM peak hour as a result of the traffic that is shifted to those locations.

Alternative B does not negatively impact any of the signalized intersections. It leaves the unsignalized intersections at Roxbury and Camden at Level of Service F, indicating that it will still be difficult to turn left off of the side streets in the peak periods.

Alternative C results in a significant impact at the Benedict Cañon/Rodeo/Sunset intersection in the AM peak hour and at the Whittier/Sunset intersection in the PM peak hour.

E. Queuing Analysis

The length of queues at the signalized intersections was also evaluated for each alternative.

In the AM peak hour, with either Alternative B or Alternative C, the westbound left turn queues on Sunset Boulevard at Whittier and at Bedford are forecast to exceed the available storage capacity of the left turn lane based on the forecast 95th percentile queue (only exceeded 5% of the time).

In the PM peak hour, the westbound left turn queues on Sunset Boulevard at Whittier are forecast to exceed the available left turn lane storage capacity based on the 95th percentile queue for all of the alternatives, including under Existing Conditions.



Evaluation of Alternatives

Additional left turn queuing space should be pursued at the Whittier intersection as the west bound left turn queues occasionally block the through lane on Sunset Boulevard today. The left turn pocket on westbound Sunset Boulevard at Bedford should be lengthened to at least 130 feet if the signal is installed at that location. A redesign of the left turn pockets to angle them and bring them closer to the opposing through traffic lanes that will be crossed by the left turning vehicles, as has been done in several locations along Burton Way, should also be considered. This can lengthen the left turn storage capacity and shorten the left turning maneuver, thereby also reducing the amount of green signal time that will need to be devoted to the left turn phase.

The left queues on the north-south street approaches are not as much of a concern because they are not located in pockets in median islands which could overflow and block through traffic lanes.

F. Reduction in Accident Potential

It is not possible to forecast and quantify the likelihood of accidents at particular locations because of the many factors that cause accidents, many of them related to the behavior of drivers. In considering the three alternatives under consideration at the three unsignalized intersections on Sunset Boulevard, it can be said that Alternatives A and C would help to eliminate many of the broadside accidents at these intersections because the through movements are prevented at the unsignalized intersections, thereby eliminating the potential for the broadside accidents at all three locations under Alternative A and at two out of the three with Alternative C.

Alternative B is also likely to reduce the accident potential at these three intersections because it provides another signalized intersection mid-way between the signalized intersections at Whittier and Benedict Cañon/Rodeo. This is likely to reduce the speed of some of the traffic traveling this stretch of Sunset Boulevard, thereby reducing the potential for accidents. The new signal also will provide a convenient alternate location for some of the traffic that would have attempted to cross Sunset Boulevard at Camden or Roxbury to now do so with the protection of a signal controlled, north-south movement. This will allow some of the drivers who might find it challenging to cross Sunset Boulevard at Camden or Roxbury, but who do not want to travel as far out of their way to use the signalized intersections at Whittier or Benedict Cañon/Rodeo, to make a shorter diversion to Bedford to safely cross Sunset Boulevard. It should be noted that installation of a signal can result in some rear-end accidents, particularly if sight lines are not good or visibility is restricted, but that is not the case on Sunset Boulevard at Bedford.

Even though the alternatives would be expected to reduce the potential for broadside accidents at the three intersections, they do not necessarily improve safety elsewhere as the potential of right turn



Evaluation of Alternatives

accidents, mid-block sideswipe accidents and left turn accidents at these and adjacent intersections would still exist.

G. Cost Estimates

The cost estimates for the three alternatives were updated to reflect the refinements in the alternatives and the inclusion of the mitigation measures to accompany the two alternatives with a new traffic signal on Bedford. The second signal at Bedford/Benedict Cañon is included in the cost estimate for both Alternatives B and C. **Table 4-7** lists the cost estimates for the three alternatives.

TABLE 4-7. ALTERNATIVES COST ESTIMATES

Alternative	Cost Estimate (2011\$)	
A: Medians at All Three Intersections	\$750,000	
B: Signalize Bedford at Sunset	\$870,000	\$435,000*
C: Signalize Bedford, Medians at Camden & Roxbury	\$1,400,000	\$871,000*
*Without the second signal at Bedford/Benedict Cañon		

H. Summary

Three alternatives, plus the No Change condition, have been evaluated to address concerns about the incidence of accidents, particularly the high concentration of broadside accidents at the unsignalized Camden, Bedford and Roxbury intersections on Sunset Boulevard. The accident rates at these intersections are higher than many other intersections in the City of Beverly Hills, including the adjacent signalized intersections at Whittier and Benedict Cañon/Rodeo.



Evaluation of Alternatives

Should the Traffic and Parking Commission and the City Council determine that the City should implement improvements at these intersections, Alternative B appears to be the most effective alternative and results in the least impact on adjacent streets and intersections. With the potential mitigation measures discussed above, implementation of Alternative B would have an impact on Bedford Drive, but the volume on Bedford would remain in the 2,000-3,000 vehicle-per-day range, which would not significantly change the character of the street. Alternative B could fully address the safety issues at the Bedford/Sunset intersection while allowing staff to further evaluate the other two intersections with the intention of implementing additional safety measures to work in concert with the new signal.

Alternative A is forecast to have residential street impacts on Whittier, Benedict Cañon and Rodeo Drives and peak hour intersection impacts at the Whittier/Sunset and Benedict Cañon/Rodeo/Sunset intersections. Alternative C is forecast to have a residential street impact on Bedford Drive and intersection impacts at the Whittier/Sunset and Benedict Cañon/Rodeo/Sunset intersections.

It should also be noted, that implementation of Alternative B does not preclude the implementation of the additional improvements in Alternative C at a future date, if the anticipated reduction in accidents at the Camden and Roxbury intersections does not materialize.



5. Draft Recommendations

A. Staff Recommendation

At the October 4, 2011 Traffic and Parking Commission meeting, the results of the analysis presented in Chapter 4 were presented to the Commission. All three of the alternatives under consideration were described as effective in addressing the safety issues at the intersections. City staff and Iteris recommended that Alternative B be presented to the City Council as the preferred alternative, including the mitigation measures discussed in Chapter 4 to reduce the impact on Bedford Drive. This alternative was felt to provide a reasonable level of safety improvement without causing impacts on existing signalized intersections or adjacent residential streets.

B. Public Input on Draft Recommendation

Public comments at the October 4, 2011 Traffic and Parking Commission were focused primarily on two points; (1) Several people felt that the No Change Alternative was preferable to any of the alternatives that could potentially change existing traffic patterns, and (2) Residents of Bedford Drive objected to the staff recommendation of Alternative B because it would add traffic to their residential and would change the character of their street. Several people appreciated the objective nature of the analysis and felt it presented a fair depiction of the potential impacts of the alternatives.

C. Traffic and Parking Commission Recommendation

Following consideration of public input and deliberation on the need for improvements at the three unsignalized intersections, the Traffic and Parking Commission voted to recommend to the City Council that something should be done to improve these intersections. The Commission felt that the impacts on Bedford associated with the installation of a traffic signal would be significant and chose to recommend Alternative A as the preferred alternative. It was also understood that should the City decide to move forward with implementation of any of the alternatives, that a more detailed analysis of the impacts of the alternatives would be required through an environmental clearance process consistent with the California Environmental Quality Act.

D. City Council Hearing(s)

The next step in the study process will be to hold a public hearing before the City Council to obtain additional public input and discussion on the recommendations of the Traffic and Parking Commission.

ATTACHMENT 2

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

CITY OF BEVERLY HILLS
CITY HALL MUNICIPAL GALLERY
Beverly Hills, Ca 90210

MINUTES

TRAFFIC & PARKING COMMISSION SPECIAL MEETING

June 27, 2011

6:00 p.m. - Open House
6:30 p.m. – Special Meeting

ROLL CALL – 6:30 p.m.

PRESENT: L.J. FRIEDMAN, LEVINE, LICHT, GRUSHCOW, STEINBERG, I.M. FRIEDMAN,
FISHER

ABSENT: None

1. COMMUNITY MEETING FOR SUNSET BOULEVARD INTERSECTIONS AT NORTH ROXBURY, BEDFORD AND CAMDEN DRIVES

Chair Levine explained that the goal of the meeting is to evaluate nine alternatives and narrow down to three or four. Staff and consultants will provide further analysis of the three alternatives and then the Traffic & Parking Commission will provide a single recommendation to the City Council.

Chair Levine explained that this is one of the most complex issues the Traffic & Parking Commission has addressed. Not one solution will be satisfying to everyone. He explained the format meeting will include a presentation by staff and the consultant, followed by questions of the Commission, public input and Commission deliberation.

Lt. Rosen and Sgt. Cornelius from the Beverly Hills Police Department attended the meeting to answer questions and provide insight on traffic conditions on Sunset Boulevard.

Deputy Director of Transportation Aaron Kunz introduced Michael Meyer of Iteris, Inc. Mr. Meyer provided a presentation as included in the Traffic & Parking Commission packet.

Commission Licht expressed concern that traffic would divert to Whittier if the medians were closed and that Sunset Boulevard would be impacted with additional traffic signals.

Commissioner Fisher discussed the need to confer with risk management about potential liability.

Commissioner I. Friedman asked staff to investigate back-ups if a protected left-turn movement was not installed.

Vice Chair Steinberg requested additional information regarding accident data, including where, when, turning movements, time of day, seasonal fluctuations, and how these intersections compare to other areas in the City. She asked for clarification of the "peak-hour."

Commissioner L Friedman reiterated Vice Chair Steinberg's request and asked for criteria for developing recommendations.

Commissioner Grushcow emphasized the need for directional aspects of the accidents and requested that a table of accidents be provided and further definition of the 'peak-hour' accidents. He said that most information to date is qualitative and more quantitative data is needed. He also said the 'lay of the land' needs to be taken into account including trees and mailboxes.

Chair Levine reiterated the Commissioners' requests and asked for additional information regarding the signal warrants.

Staff noted that they will work with the consultant and respond more thoroughly to the Commission's questions at the next meeting.

2. PUBLIC COMMENT

Arnold Siedel expressed concern about back-ups and impact of signals. He suggested no changes to the intersections.

Harvey Shepherd noted few accidents and said he favored Alternative 9.

Leonard Epstein suggested no changes.

Kenneth Salkin suggested no changes.

Susan Rifkin noted the cost of the proposals and that there were more pressing problems in the City.

Joan Siedel suggested no changes.

Barry Bearett stated more data is needed but inclination is that no changes are needed.

Chair Levine asked if the Commission had any additional questions of staff

Commissioner Fisher asked if there were any grants available for the improvements. Mr. Kunz responded that funding is part of the capital improvement budget and grants are not typically available for this type of transportation improvement that does not increase capacity.

Commissioner I. Friedman asked about the cost of the study and funding sources. Mr. Kunz stated that the study is part of the capital improvement budget and based on time and materials. Right now, the study is approximately \$35,000.

Chair Levine asked for Commission comments.

Commissioner Fisher stated that there does not appear to be interest in any improvements and expressed concern about the potential of traffic diversion resulting from the alternatives.

Commissioner Licht asked staff how this issue came about. Director of Public Works & Transportation David Gustavson stated has been raised for a long time. Members of the public and current Traffic & Parking Commissioners and former and current City Councilmembers have raised this issue and staff felt at the very least, a study needed to be conducted. He emphasized that staff intentionally did not provide a recommendation and there is not a foregone conclusion and at the end of the day, the recommendation may be to do nothing. But, by conducting the study and the outreach, we would have done our job.

Commissioner Licht stated he is not convinced there is a need for improvements.

Commissioner L. Friedman stated he is leaning toward a more moderate approach or doing nothing but needs more data to before making a recommendation.

Commissioner I. Friedman doesn't think anything needs to be done.

Commissioner Grushcow said he is far away from making a recommendation without more data. He needs more information on the type and timing of accidents and is interested in why mid-day accidents occur. He is concerned that the improvements may cause unintended consequences. He emphasized the visibility problems resulting from trees are a mitigating issue that must be addressed.

Vice Chair Steinberg expressed that she is convinced that something must be done. She said that cars queue in the median and it is a concerning situation.

Chair Levine queried about the process. Mr. Gustavson said the intent of this meeting was to narrow the alternatives and provide additional analysis of those alternatives at the next meeting.

Chair Levine expressed that he does not have enough information to make an informed decision right now and has a lot of outstanding questions, especially with the directional flow of the analysis. He suggested that the item be continued.

Mr. Gustavson asked if any alternatives could be eliminated at this meeting. He polled the Commission which alternatives could be eliminated. The Commission agreed to eliminate alternative #1 and alternative #4 as they rely on only signage.

Chair Levine asked for clarification of what would be provided at next meeting. Mr. Gustavson stated the following information would be provided: additional accident information, line of sight issues, projection of unintended consequences, accidents to residents compared to non-residents (if possible), estimated traffic diversion and better accident diagrams.

Chair Levine questioned about conducting more outreach. Mr. Kunz noted that the Commission held two night meetings and over 1000 notices were sent out for each. He suggested that the next meeting should be a TPC study session where the Commission could fully study and become more comfortable with the data. He noted that the public would more likely attend meetings when there is a specific proposal.

ADJOURNMENT 8:15 p.m.

X

Jeffrey S. Levine
Chair

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

CITY OF BEVERLY HILLS

**CITY HALL ROOM 280-A
455 North Rexford Drive
Beverly Hills, CA 90210**

MINUTES

TRAFFIC & PARKING COMMISSION SPECIAL MEETING

August 25, 2011

9:00 a.m.

ROLL CALL – 9:00 a.m.

PRESENT: L.J. FRIEDMAN, LEVINE, LICHT, GRUSHCOW, STEINBERG, FISHER
ABSENT: I.M. FRIEDMAN

**1. TRAFFIC & PARKING COMMISSION STUDY OF SUNSET BOULEVARD
INTERSECTIONS AT ROXBURY, BEDFORD AND CAMDEN DRIVES**

Deputy Director of Transportation Aaron Kunz explained that the purpose of this special meeting is a study session to review traffic data related to the three intersections and discuss which alternatives for potential improvements to Sunset Boulevard should be further studied. No formal recommendations will be made at this meeting. A special Traffic & Parking Commission meeting is planned for October 4 for the Traffic & Parking Commission to make formal recommendations. At the future meeting, staff proposes that the Commission make two recommendations to the City Council: 1) Should any improvements be made to these intersections and 2) If the City Council determines that improvements should be made, which alternative does the Commission recommend.

Michael Meyer with Iteris, Inc. provided data on accidents on Sunset Blvd. with graphics of movement of the vehicles as the accidents occurred. Majority of accidents are cars that are north/south direction across Sunset Blvd. with eastbound westbound cars on Sunset. One correction in data, seven accidents listed were repeated (on Bedford), but Bedford still has the highest accident rate.

The Commission asked questions about the accident data. Mr. Kunz suggested the Traffic & Parking Commission discuss narrowing down the alternatives presented at the previous meeting to two or three options, the consultant will then go back and analyze the impacts of the remaining options, particularly the rate of traffic diversion.

Director of Public Works & Transportation David Gustavson added that when the TPC and staff do come back in October, whatever number of options selected, a formal staff recommendation will be provided to Commission.

Michael reviewed the alternatives for the TPC; Alternatives 1 (peak hour turn restrictions) and 4 (signalize Bedford/Sunset and turn restrictions at Roxbury and Camden). Staff noted that the proposed alternatives with traffic signals at the Sunset Boulevard intersections in the packets also included a traffic signal at Bedford and Benedict Canyon.

The Commission discussed the pros and cons of the various alternatives.

(Commissioner FISHER arrived at 9:40 a.m.)

After Commission discussion, Mr. Gustavson agreed that at the next meeting, the Commission will review Alternative "3" (median treatments at all 3 intersections), "4b" (Signal at Bedford Drive with no improvements or signage at Roxbury and Camden) and Alternative "9" (signal at Bedford; median treatments at Roxbury and Camden).

Traffic Engineer Bijan Vaziri noted that staff will analyze if Alternative "4b" could be implemented without a signal at Bedford and Benedict Canyon.

Mr. Meyer stated that the next main analysis will be the estimate of shifting of traffic, volumes to all the streets and potential impacts to adjacent streets.

Commissioner FISHER inquired if severity of accidents were discussed, reviewing cost benefit analysis. If the injuries weren't severe, perhaps the issue should not be addressed.

Chair LEVINE inquired if there is data that can be collected for injury analysis.

Mr. Gustavson stated that staff can look into it, but not certain detailed injury data will be available.

Commissioner L. FRIEDMAN added that although the injuries aren't known, it still raises issue of the concern of accidents, severe or not.

2. ACTION ITEM

Mr. Kunz discussed moving the October Traffic & Parking Commission Meeting to October 4, evening meeting 7pm. The TPC agreed to the new meeting date and time.

3. PUBLIC COMMENT

No comments.

ADJOURNMENT 10:16 a.m.

X 

Jeffrey S. Levine
Chair

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 City Clerk's Office at (310) 285-1000 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 280-A
455 N Rexford Drive
Beverly Hills, Ca 90210**

MINUTES

TRAFFIC & PARKING COMMISSION SPECIAL MEETING

October 4, 2011

6:30 p.m.

ROLL CALL - 6:32 p.m.

PRESENT: FISHER, L.J. FRIEDMAN, LICHT, GRUSHCOW, I.M. FRIEDMAN, STEINBERG,
LEVINE

ABSENT: NONE

STUDY SESSION - 6:32 pm

1. POLICE DEPARTMENT REPORT

Sgt. Michael Foxxen updated the Commission on Police Departmental (PD) activities and added that an OTS grant has been awarded to PD, which will fund six DUI checkpoints.

2. COMMISSION CHAIR REPORT

Mayor's Cabinet Meeting – September 14, 2011

Notes included in the packet.

3. SMART TRAFFIC MANAGEMENT

a. Bicycle Update

Informational update.

4. STAFF STATUS REPORT

a. Correspondence

Correspondence included in the packet.

b. Tour Bus Update

Deputy Director of Transportation Aaron Kunz explained the status of the headset requirement for tour buses.

c. Halloween Program 2011

Deputy Director of Transportation Aaron Kunz explained that the Halloween program will remain the same this year as last year's.

Commissioner LICHT requested that the Police Department close Walden Drive as early as 6 p.m. this year.

Staff will provide a program report in December.

d. Traffic & Parking Commission Project Matrix

The matrix was included in the packet.

COMMENTS FROM COMMISSIONERS (ORAL)

Chair LEVINE inquired about the signage on Gregory and Robertson. Traffic Engineer Bijan Vaziri stated that staff will be adding more signs and striping.

ORAL COMMUNICATION FROM THE AUDIENCE – 7:10 p.m.

No comments.

ACTION ITEMS – 7:10 p.m.

- 1. RECOMMENDATION TO CITY COUNCIL OF IMPROVEMENT ALTERNATIVE FOR SUNSET BOULEVARD INTERSECTIONS AT ROXBURY, BEDFORD AND CAMDEN DRIVES**

A two part recommendation was reviewed by the Traffic & Parking Commission:

- a. The Traffic & Parking Commission will vote in favor or against recommending to the City Council that a Capital Improvement Project proceed to improve the Sunset Boulevard intersections.

Deputy Director of Transportation Aaron Kunz explained that this process is a recommendation to City Council. The City Council will make the final decision of what changes, if any, will be made to the intersection.

Michael Meyer with Iteris presented background data on the initial Alternatives that were presented to staff and the community.

The four alternatives under consideration include:

- A. Install islands at each intersection to prevent north-south through movements across Sunset Boulevard. Islands would be constructed to allow left-turns from Sunset Boulevard to the residential side streets.
- B. Signalize North Bedford Drive at Sunset Boulevard.
- C. Signalize North Bedford Drive at Sunset Boulevard and Benedict Canyon Drive, and install islands at North Roxbury and Camden Drives to prevent north-south through movements.
- D. No Change to existing conditions.

Public Comment:

Arnold Seidel on N. Bedford Drive supports No Change.

Bijan Chad, owner of the commercial building at 903 N. Bedford Drive, supports no change.

Ira Goldberg on N. Bedford Drive supports No Change.

Joan Seidel on N. Bedford Drive supports No Change.

Al Hagen on N Bedford Drive supports Alternative A.

Frank Abramoff on N. Bedford Drive supports Alternative B.

John Benjy on N. Bedford Drive supports Alternative A.

Lisa Korbatov on N. Rodeo Drive supports No Change.

Laura Aflalo on N. Bedford supports No Change.

Lori Gordon on Benedict Canyon Drive supports No Change.

Norman Friedman on N. Roxbury has no position on the item.

Ariella Morrow on N. Bedford supports Alternative A.

Jamshid Maddahi on N. Bedford supports Alternative A.

Emil Khalili supports stacking lanes on Sunset Blvd. and adding peak hour turn restrictions.

Josh Krom on N. Elm supports Alternative A or No Change.

Barry Berkett on N. Roxbury supports No Change.

Red Richmond on N. Roxbury supports No Change.

Betty Hagen on N. Bedford supports No Change, however if had to select from the options, would support Alternative A.

Nancy Krasne on Oxford Way supports No Change.

Angela Maddahi on N. Bedford Drive supports Alternative A.

Joseph Nourmand on N. Bedford Drive supports Alternative A or No Change.

Daniel Benji on N. Bedford Drive supports Alternative A or No Change

Linda Morrow on N. Bedford Drive supports Alternative A.

Commission discussion:

The Commission discussed the item. Staff and Mr. Meyer addressed the Commission's inquiries.

Battalion Chief Ed Snyder stated that if islands were installed on Sunset it would have a very minor impact on emergency response to residents.

Correction on the handout from Iteris, the table title on page 18 of the PowerPoint presentation differs from Table 3 & 4 included in the TPC packet. Per Mr. Meyer, the correct table is reflected in the TPC packet.

Motion by L. FRIEDMAN, seconded by FISHER

4/3 To proceed with a decision to improve the Sunset Boulevard intersections.

AYES: L. FRIEDMAN, GRUSHCOW, STEINBERG, LEVINE

NOES: FISHER, LICHT, I. FRIEDMAN

ABSENT: None

ABSTAIN: None

CARRIED:

- b. The Traffic & Parking Commission will vote to recommend their preferred improvement alternative for the Sunset Boulevard intersections, should the City Council decide to

proceed with a Capital Improvement Project. Staff is recommending "Alternative B," signalize North Bedford Drive with minor modification to the striping and signage on Sunset Boulevard at the Roxbury and Camden Drive intersections and northbound left-turn restrictions during peak periods at the Bedford/Benedict Canyon intersection.

Motion by L. FRIEDMAN, seconded by STEINBERG

To poll the TPC and provide an opinion to the City Council on what Alternative the TPC favors, Alternative A, B, C or abstain.

Commissioner FISHER elects Alternative A.
Commissioner L. FRIEDMAN elects Alternative A.
Commissioner LICHT elects to abstain.
Commissioner GRUSHCOW elects Alternative B.
Commissioner I. FRIEDMAN elects to abstain.
Vice Chair STEINBERG elects Alternative A.
Chair LEVINE elects Alternative A.

Motion by LICHT, seconded by I. FRIEDMAN

To poll the TPC and provide an opinion to the City Council on what Alternative the TPC favors, Alternative A, B, C or D.

Commissioner FISHER elects Alternative A.
Commissioner L. FRIEDMAN elects Alternative A.
Commissioner LICHT elects Alternative D.
Commissioner GRUSHCOW elects Alternative B.
Commissioner I. FRIEDMAN elects Alternative D.
Vice Chair STEINBERG elects Alternative A.
Chair LEVINE elects Alternative A.

2. CONSIDERATION OF THE AUGUST 25, 2011 SPECIAL MEETING MINUTES

Motion by STEINBERG, seconded by FISHER

6/0 To approve the minutes.

AYES: L. FRIEDMAN, LICHT, GRUSHCOW, STEINBERG, FISHER, LEVINE
NOES: None
ABSENT: None
ABSTAIN: I. FRIEDMAN
CARRIED:

3. CONSIDERATION OF THE SEPTEMBER 1, 2011 REGULAR MEETING MINUTES

Motion by GRUSHCOW, seconded by L. FRIEDMAN

7/0 To approve the minutes.

AYES: L. FRIEDMAN, LICHT, GRUSHCOW, STEINBERG, I. FRIEDMAN, FISHER,
LEVINE
NOES: None
ABSENT: None
ABSTAIN: None
CARRIED:

ADJOURNMENT 10:10 p.m.

Approved and adopted
this 3rd day of November

X



Jeffrey S. Levine
Chair

ATTACHMENT 3



CITY OF BEVERLY HILLS

PUBLIC WORKS & TRANSPORTATION DEPARTMENT

MEMORANDUM

TO: City Council
FROM: Martha Eros, Transportation Planner
DATE: November 29, 2011
SUBJECT: Sunset Boulevard Correspondence Summary

Attached for your review is correspondence received the Public Works & Transportation Department regarding the Sunset Boulevard Study.

Date	Name/Address	(A) Islands at each intersection	(B) Signal N. Bedford	(C) Signal N. Bedford & Ben/Cny	(D) No Change	OTHER
11/27/11	Friedmann, N.					Traffic queuing & diversion
11/27/11	SStabler					Traffic impacts to Beverly Dr.
10/02/11	Khalili, F.				✓	Opposed to Alt. B
10/02/11	Maddahi, A.	✓				Opposed to Alt. B
10/01/11	Bagdasarian, E.					Alt. 7-signalize 3 intersections
9/30/11	Shokrian, M.	✓				
9/29/11	Baril, G.		✓			
9/25/11	Weiner, P.					Island at Whittier/ Linden
9/22/11	Zax, B.		✓			
9/21/11	Korn, C.	✓				
9/01/11	Seidel, M.				✓	
8/09/11	Eshaghpour, A.		✓			Speaker/ Comment Card
6/27/11	Salkin, K.					Speaker/ Comment Card: Traffic impacts to Walden Dr.

Date	Name/Address	(A) Islands at each intersection	(B) Signal N. Bedford	(C) Signal N. Bedford & Ben/Cny	(D) No Change	OTHER
6/27/11	Shephard, H.					Speaker/ Comment Card: Traffic light at Bedford; islands at Roxbury and Camden
6/18/11	Billet. S		✓			Close Roxbury and Camden
6/17/11	Gass. L.					Close Sunset/ Camden median
6/14/11	Raanan, J.					Speaker/ Comment Card: No traffic light at Camden Dr.
6/10/11	Lotwin, E.				✓	
6/09/11	Samuor. G.					Speaker/ Comment Card: No traffic light at Camden Dr.
6/08/11	Siegel, E.					Traffic impacts to Whittier Dr.
6/06/11	Maddahi, A.					Speaker/ Comment Card and Letter: Close Sunset/ Bedford median

From: Norman E. Friedmanr:
Sent: Sunday, November 27, 2011 4:39 PM
To: WebCBH TRANSPORTATION
Subject: oxbury/Camden/Bedford Study

I am an engineer by profession and live in the 900 block of Roxbury.

At this location we are troubled by 2 problems:

1. Inability to make a left turn at Sunset when traveling south, due to queuing on Sunset both east and west. Delays of as much as 5 minutes are common.

2. High performance vehicles traveling north on Roxbury, using it as a speedway. Through and left turn traffic speeds from Sunset upwards of 80 mph are common.

I attended the October 4 meeting and reviewed the Study handout. Neither the meeting discussion or the handout dealt with these problems, A computer Simulation including validated values for traffic queuing, considering traffic diversion, needs to be conducted. Although the report contains some discussion of these items, there is no discussion of how the parameters involved were determined. Without such a study, I fail to see how any of the Alternatives can be evaluated.

Independent of the foregoing discussion, for the Bedford/Signal alternative, is the traffic between the Whittier and Bedford signals measured and used to control delays due to queuing?

Norman E. Friedmann PhD.

From: SStabler
Sent: Sunday, November 27, 2011 3:33 PM
To: WebCBH TRANSPORTATION
Subject: Comment for City Council Study Session Regarding Sunset Intersections

Please ensure that whatever changes you make to the intersections of Sunset and Roxbury, Bedford and Camden do not direct more traffic onto Beverly Drive. It is already over burdened with traffic.

Martha Eros

From:
Sent: Monday, October 03, 2011 3:23 PM
To: Martha Eros; Forouzan Khalili
Cc: Aaron Kunz
Subject: Re: Sunset Blvd Intersections at N. Roxbury, Bedford and Camden Drives

Martha,
Thank you for your prompt attention to this matter. We will be present at the meeting to further explain and express our point of view on this important issue.
Regards

"Sent via .."

From: Martha Eros <meros@beverlyhills.org>
Date: Mon, 3 Oct 2011 15:10:24 -0700
To: 'Forouzan Khalil' <.....@......net>
Cc: Emil <.....>; Aaron Kunz <akunz@beverlyhills.org>
Subject: RE: Sunset Blvd Intersections at N. Roxbury, Bedford and Camden Drives

Hello Mr. and Mrs. Khalili,
Thank you for your comments regarding the Sunset Boulevard Improvement Project. I will forward your correspondence to the Traffic & Parking Commission today for review prior to tomorrow's meeting. Please feel free to contact me at 310-285-2542 if you have any questions or inquiries. Thank you.
Martha Eros

MARTHA EROS
TRANSPORTATION

From: Forouzan Khalili [<mailto:.....>]
Sent: Sunday, October 02, 2011 10:10 PM
To: WebCBH TRANSPORTATION
Cc: Martha Eros; Emil
Subject: Sunset Blvd Intersections at N. Roxbury, Bedford and Camden Drives

Dear Madam/Sirs,

On behalf of my husband and I, I would like to express our views on the upcoming special meeting regarding potential improvements to Sunset Blvd at N. Roxbury, Bedford and Camden Drives. First and foremost, I would like to strongly state that we are in the **OPPOSITION** of recommendation Alternative B which states to Signalize N. Bedford Drive at Sunset.

We are a family of five, living on the NE corner of Bedford Dr. and Sunset. As a result, the signalization of our corner would detrimentally affect us in the following ways:

1) Due to the fact that we are an active family who appreciates and takes advantage of the beautiful California weather, we are ALWAYS in use of our back yard. Be it swimming, playing soccer or just laying in the sun. Having a signal at our intersection will increase

- a) traffic,
- b) and as a result more fumes from vehicles travelling on our street
- c) Bedford Drive will become a thoroughfare, rather than a regular street. If there is not a signal, then the traffic is distributed between Camden, Bedford and Roxbury based on the direction the traveler is travelling to.
- d) Also, Bedford Drive is a relatively "short" street. As such, if a signal is used for the corner of Sunset and Bedford, the back up traffic will lengthen to Benedict Canyon. Thus, creating a traffic jam/back up as well as not allowing residents to back out of their drive way or exit their drive way onto Bedford Drive.

2) When we purchased our house 10 years ago, we were aware that our house sat at an intersection. However, if a signal is implemented on Bedford Drive, our property value will decrease tremendously, and also due to our street becoming a popular route to get to Santa Monica Blvd., thus a thoroughfare, our kids cannot go outside to walk or ride their bikes. Furthermore, the neighborhood would not be considered as luxury living any longer.

3) Lastly, plain and simple it's just not fair. There has been other less intrusive suggestions/recommendations presented which should be looked into. If the Department does not want to recommend Alternative D (No Change to existing conditions), then another less intrusive alternative is Alternative A to Install Islands. Islands have also been installed on Sunset Blvd further East of Bedford (Palm Drive) as well as on Burton Way between Rexford and Doheny, which has helped traffic and decrease accidents tremendously.

4) We believe, being a landowner as well as a taxpayer for the City of Beverly Hills, thought and consideration should be given to the best interest of the home owners. We DO NOT believe Alternative B would fulfill what is in the best interest of the residents of Bedford Drive. We strongly believe that if anything needs to be done to this intersection, further research needs to be conducted to see what is in the best interest of the residents and/or Alternative A (Islands with left turns) should be implemented.

I thank you in advance for your attention to this pressing matter.

Sincerely yours,

Forouzan Khalili, Esq.

Emil Khalili, DDS

Martha Eros

From: Martha Eros
Sent: Monday, October 03, 2011 2:29 PM
To: 'Angela Maddahi'
Cc: ; Aaron Kunz
Subject: RE: October 4th meeting

Hello Ms. Maddahi,

Thank you for your comments regarding the Sunset Boulevard Improvement Project. I will forward your correspondence to the Traffic & Parking Commission today for review prior to tomorrow's meeting. Please feel free to contact me at 310-285-2542 if you have any questions or inquiries. Thank you.

Martha Eros

MARTHA EROS
TRANSPORTATION PLANNER
CITY OF BEVERLY HILLS
PUBLIC WORKS & TRANSPORTATION
(310) 285-2542

 Please consider the environment before printing this e-mail

From: Angela Maddahi [mailto:amaddahi@webcbh.com]
Sent: Sunday, October 02, 2011 10:57 AM
To: WebCBH TRANSPORTATION
Cc: ; Aaron Kunz
Subject: October 4th meeting

Dear Parking and Traffic Commission:

I am aware of the October 4th meeting to further discuss the alternatives for improvement to the north / south traffic on Sunset Boulevard. I live on the southeast corner of Sunset Blvd. and Bedford Drive and am very aware of the traffic issues and the frequent accidents.

I will not be able to attend this important meeting, due to a prior commitment. I would like to voice my vote for option A, which is installing islands at each intersection to prevent north-south traffic.

Both Jamshid and I are extremely **AGAINST** installing traffic lights, as it would increase traffic and change the nature of our neighborhood.

If one vote counts, this is mine.

Thank you for your hard work on this very important issue.

Angela Maddahi

Angela Maddahi

[@webcbh.com](mailto:amaddahi@webcbh.com)

Office

Facsimile

cellular

If signalizing all three intersection is not the answer, can the Commission please recommend a solution that also helps the residents on Rodeo, Beverly and Canon by reducing the traffic on their streets? I was also told that the city is considering installing radar cameras that will ticket speeding drivers on these streets. Can you please let me know if that is still under consideration? Anything that reduces traffic and improves safety on our street would be greatly appreciated.

Respectfully,

Ed Bagdasarian
Resident -

re

Martha Eros

From: Martha Eros
Sent: Monday, October 03, 2011 2:28 PM
To: 'Mahin Shok'
Cc: Aaron Kunz
Subject: RE: Sunset Blvd. Intersection at North Roxbury, Bedford and Camden Dr.

Hello Mr. and Mrs. Shok,

Thank you for your comments regarding the Sunset Boulevard Improvement Project. I will forward your correspondence to the Traffic & Parking Commission today for review prior to tomorrow's meeting. Please feel free to contact me at 310-285-2542 if you have any questions or inquiries. Thank you.

Martha Eros

MARTHA EROS
TRANSPORTATION PLANNER
CITY OF BEVERLY HILLS
PUBLIC WORKS & TRANSPORTATION
(310) 285-2542

 Please consider the environment before printing this e-mail

From: Mahin Shok [<mailto:>]
Sent: Friday, September 30, 2011 2:24 PM
To: WebCBH TRANSPORTATION
Subject: Fw: Sunset Blvd. Intersection at North Roxbury, Bedford and Camden Dr.

We live on _____ . In case we cannot make it for the Meeting on Oct. 4th, we are sending this e-mail.

In response to your suggestions regarding the above subject, we would like to offer our concern and, to propose our preference for Plan A. Signalizing North Bedford Drive at Sunset Blvd will create a lot of traffice on Bedford Dr. We thank you for your consideration,

Mahin and Said Shokrian
9/30/2011

From: Jorbar18
Sent: Thursday, September 29, 2011 1:04 PM
To: WebCBH TRANSPORTATION
Subject: Sunset Blvd. intersections at Roxbury, Bedford and Camden Drs.

This email is intended to express our views regarding the proposed alternatives for the Sunset Blvd. at Bedford, Roxbury and Camden intersections:

We have lived at _____ for 38 years and have witnessed dozens of vehicle crashes at our intersection. We agree that something must be done to slow down traffic in this area. We support **Alternative B** as the best way to handle the situation.

Sincerely,
Gail and George Baril

From: Martha Eros
Sent: Monday, September 26, 2011 12:54 PM
To: 'Perrie.Weiner
Cc: Aaron Kunz
Subject: FW: Tuesday, Oct. 4 meeting - Sunset Blvd Intersections

Dear Ms. Weiner,

Thank you for your correspondence regarding the Sunset Boulevard intersections project. Your comments and recommendation will be forwarded to the Traffic & Parking Commission prior to the October 4, 2011, for review. Please feel free to contact the Transportation division with any questions or inquiries. Thank you.

Martha Eros
310-285-2542

www.beverlyhills.org/sunsetblvd

MARTHA EROS
TRANSPORTATION PLANNER
CITY OF BEVERLY HILLS
PUBLIC WORKS & TRANSPORTATION
(310) 285-2542

 Please consider the environment before printing this e-mail

-----Original Message-----

From: Weiner, Perrie M.
Sent: Sunday, September 25, 2011 8:52 PM
To: WebCBH TRANSPORTATION
Subject: Tuesday, Oct. 4 meeting

The problem with many of the proposals on the table is that they will have the effect of increasing traffic on neighboring streets. For example, I'm already noticing increases of traffic on streets like Linden.

Frankly, Linden is one of the streets that should be protected from through traffic (many non-residents from the business district are using Linden as a short cut from Santa Monica to Sunset, which is imperilling children in the neighborhood) .

The Island at Whittier and Linden should lock off all through traffic to Linden. Or, it should only allow passage in one direction, and not both North and South (similar to Sierra and Sunset).

I'm a resident in this neighborhood.

Thank you for your consideration,

Perrie

The information contained in this email may be confidential and/or legally privileged. It has been sent for the sole use of the intended recipient(s). If the reader of this message is not an intended recipient, you are hereby notified that any unauthorized review, use, disclosure, dissemination, distribution, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please reply to the sender and destroy all copies of the message. To contact us directly, send to perrie@beverlyhills.org. Thank you.

From: Martha Eros
Sent: Monday, September 26, 2011 8:43 AM
To: 'docbz'
Cc: Aaron Kunz
Subject: FW: Traffic signals at North Bedford Drive and Sunset

Good morning Mrs. Zax,
Thank you for your correspondence regarding the Sunset Boulevard Intersections study. I will forward your recommendation to the Traffic & Parking Commission for review prior to the October 4th meeting. Please feel free to contact me at 310-285-2542 with any questions.
Thank you.
Martha Eros

MARTHA EROS
TRANSPORTATION PLANNER
CITY OF BEVERLY HILLS
PUBLIC WORKS & TRANSPORTATION
(310) 285-2542

 Please consider the environment before printing this e-mail

-----Original Message-----

From: Barbara Zax [<mailto:>']
Sent: Thursday, September 22, 2011 9:39 PM
To: WebCBH TRANSPORTATION
Subject: Traffic signals at North Bedford Drive and Sunset

To the Traffic and Parking Commission:

We regret that we will be unable to attend the special meeting on October 4th.

As thirty-three year residents of North Bedford Drive, we wholeheartedly support **Alternative B**.

You know there is a a problem when, after once again hearing the sounds of screeching tires and breaking glass, your seven year old grandson turns to you and says, "Uh-oh, there goes another one."

Sincerely,

Barbara and Stanley Zax

Beverly Hills, CA 90210

From: Martha Eros
Sent: Thursday, September 22, 2011 6:15 PM
To: 'CBJJ1'
Cc: Aaron Kunz
Subject: FW: SUNSET AND ROXBURY

Hello Mrs. Korn,

Thank you for your email and recommendation regarding the proposed Sunset Blvd Improvement project. I will forward your correspondence to the Traffic & Commission for review at the October 4, 2011 meeting.

As mentioned during our conversation, the Commission and City staff are aware of the disturbances created by the tour bus activity in our residential neighborhoods, including the high volume of traffic on North Roxbury Drive. Staff continues to address compliance issues with the tour bus agencies, and are working towards mitigating regulations that may allow or prohibit activity by the numerous operators.

Please let me know if I can provide any additional information on the Sunset Boulevard project or regarding tour bus operations status. You may contact me at 310-285-2542 with any future questions. Thank you.

Martha Eros

MARTHA EROS
TRANSPORTATION PLANNER
CITY OF BEVERLY HILLS
PUBLIC WORKS & TRANSPORTATION
(310) 285 2542

 Please recycle for the environment before printing this e-mail

From: CBJJ1
Sent: Wednesday, September 21, 2011 5:03 PM
To: WebCBH TRANSPORTATION
Subject: SUNSET AND ROXBURY

**DEAR MARTHA:
WE LIVE AT . . . AND ARE IN RECEIPT OF YOUR LETTER
REGARDING SUNSET AND ROXBURY.
WE FAVOR #A WHICH WOULD BLOCK NO/SO TRAFFIC ACROSS SUNSET.
IN ADDITION, WHEN COMBINED WITH #C WOULD BE A GREAT SOLUTION
REDUCING SPEEDING AND ACCIDENTS FOR WHICH I AM FREQUENTLY ON THE
PHONE WITH 911.**

**AND ON ANOTHER NOTE: ROXBURY DRIVE HAS HAD A HISTORY OF MANY
FAMOUS RESIDENTS FROM MADONNA, TO THE GERSHWIN BROS, LUCILLE
BALL, PETER FALK, JIMMY AND GLORIA STEWART, JLO AND MARC ANTHONY,**

ANGELINA JOLIE, DIANE KEATON 2X, ROSMARY CLOONEY, OSCAR LEVANT, RITA HAYWORTH, ETC.

THUS WE GET ALL OF THE MINI VANS BOTH OPEN AND CLOSED, SOME BLACK AND UNMARKED, SOME WHITE AND RED THAT ARE MARKED. BY AND LARGE THE DRIVERS ARE LOUD ON SPEAKERS AND VERY RUDE TO THE RESIDENTS WHO ONLY WANT TO USE THEIR DRIVEWAYS AND STREETS. PERHAPS THE TRANSPORTATION DEPT. COULD SOMEHOW CURTAIL THEIR DOMINATION OF OUR QUIET STREETS. THE OPEN WHITE ONES ARE THE WORST, BECAUSE THEY COME THREE AT A TIME STOPPING IN THE CENTER OF STREET SO THAT WE HAVE TO WAIT FOR THE LINE TO MOVE ON. ONE EVEN PARKED AND GAVE THE RIDERS SOME STRETCH TIME IN FRONT OF OUR HOUSE: LEAVING THE AREA LITTERED WITH BOTTLES AND FOOD WRAPPER TRASH.

**THANK YOU FOR YOUR ATTENTION TO THESE MATTERS,
AMBASSADOR AND MRS. LESTER KORN.**

CAROLBETH KORN

MORTON SEIDEL & CO., INC.

INVESTMENT SECURITIES

8730 WILSHIRE BOULEVARD, SUITE 530
BEVERLY HILLS, CA 90211-2708

RECEIVED
CITY OF BEVERLY HILLS
11 SEP -8 AM 10:41
PUBLIC WORKS DEPARTMENT

September 1, 2011

Traffic and Parking Commission
City of Beverly Hills
465 No. Rexford Drive
Beverly Hills, CA 90210

Dear Commission Members

I read in the paper that you have voted unanimously on three proposals. Possibly, there is one more option for you to take. That is to do nothing. You have virtual signals on Roxbury, Bedford, and Camden now.

Eastbound traffic on Sunset is stopped at Whittier when the light is red, traffic clears, and cross traffic and turns can take place. Westbound traffic on Sunset is stopped at the Rodeo/ Benedict Canyon crossing, and that clears the westbound traffic and turns can take place.

Be aware that if you put a signal at Bedford and Sunset, it is possible to block traffic all the way to Benedict Canyon and create a new problem there. Cars could back up at Benedict Canyon as well as the 900 and 800 blocks of Bedford.

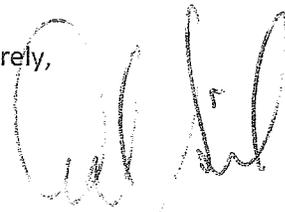
You know that in the business area Roxbury is one way facing north and carries that traffic directly up to Benedict Canyon. Those people would have to divert to Bedford. Furthermore, in the business area Bedford has southbound traffic. Any closure or signal would throw all of the traffic onto Bedford. That would not be acceptable to the City Council.

Rodeo, Canon, Beverly, Crescent, and Whittier have few if any homes affected by their signals. By adding a signal onto Bedford, you would immediately add stopped traffic on the north and south sides of Bedford and affect the value of many homes, as well as giving the residents unacceptable unhealthy car exhaust fumes. This does not correct any problem that does not exist at this time.

Testimony before you reported by the experts made it clear that there have been a minimum number of accidents over the time studied. Do consider saving the City's money and avoiding known and unforeseen problems by doing nothing.

Thank you for your consideration of this matter.

Sincerely,





West Sunset Boulevard Transportation Study
Monday, June 6, 2011 Community Meeting

Speaker/Comment Card

ASHER ESHAGHPOUR
Name

N. CAMDEN DR. B.H. 90210
Address (optional)

Email (optional)

Phone (optional)

Comments:

I HAVE COME TO CONCLUSION THAT
SINCE THERE IS A TRAFFIC LIGHT
ONE BLOCK EAST OF CAMDEN ON
SUNSET AND THERE ARE NOT ANY
TRAFFIC LIGHTS WEST OF CAMDEN
FOR 3 BLOCKS (WHITTIER), IT IS
LOGICAL IF ANY NEW TRAFFIC
LIGHT IS TO BE INSTALLED IT SHOULD
BEAT BEDFORD. ANYBODY WHO DISIRES TO GO WEST
FROM CAMDEN CAN UTILISE RODEO OR BEDFORD

Mail to: Public Works & Transportation
City of Beverly Hills
345 Foothill Road
Beverly Hills, CA 90210
MESSAGE: (310) 285-1500
FAX: (310) 278-1838
Email: transportation@beverlyhills.org

RECEIVED
CITY OF BEVERLY HILLS
PUBLIC WORKS DEPARTMENT
AUG - 9 PM 2:17



West Sunset Boulevard Transportation Study
Monday, June 6, 2011 Community Meeting

27

Speaker/Comment Card

KENNETH SALKIN

Name

WALDEN DRIVE

Address (optional)

Email (optional)

Phone (optional)

Comments:

I AM CONCERNED ABOUT THE
INCREASE IN TRAFFIC COUNT (CARS)
That ~~WILL~~^{MAU} INCREASE ON WALDEN
AND THE SPEED OF CARS AS A
RESULT OF PROPOSED CHANGES.

I ~~HAVE~~ HAVE young children
AND AM CONCERNED ABOUT SAFETY/ACCIDENTS

Mail to: Public Works & Transportation
City of Beverly Hills
345 Foothill Road
Beverly Hills, CA 90210
MESSAGE: (310) 285-2500
FAX: (310) 278-1838
Email: transportation@beverlyhills.org



West Sunset Boulevard Transportation Study
Monday, June 6, 2011 Community Meeting

²⁷
Speaker/Comment Card

HARVEY SHOPAARD

Name

Address (optional)

Email (optional)

Phone (optional)

Comments:

TRAFFIC LIGHT ON BEDFORD
WHICH HAS MOST ACCIDENTS. ISLANDS
AT REXFORD + CAMDEN TO PREVENT
CROSS-OVER ON SUNSET. THE FACT THAT
THERE ARE VERY FEW ACCIDENTS WEST
OF REXFORD WHERE THERE ARE ISLANDS
TO PREVENT CROSS-OVER

Mail to: Public Works & Transportation
City of Beverly Hills
345 Foothill Road
Beverly Hills, CA 90210
MESSAGE: (310) 285-2500
FAX: (310) 278-1838
Email: transportation@beverlyhills.org

From: Stu Billett
Sent: Saturday, June 18, 2011 12:41 PM
To: WebCBH TRANSPORTATION
Subject: West Sunset Blvd. Transportation Study

STU BILLETT

TIVE

Comments:

My wife and I attended the June 6th Meeting in the Library, but cannot attend the upcoming June 27th meeting.

I think your presentation on June 6th -- both physically with the 'proposals' blown up on easels, and the verbal presentation -- were professional and very clear. It was a bit disturbing that many people there didn't 'get' what the purpose of being there was, and insisted on 'arguing' about "putting speed bumps on Sunset Blvd".... etc., etc. My guess is that you are used to that however.

Living directly on Whittier and being just one house away from Sunset, we can attest to all those accidents that do not get reported. We have lived here for 27 years and the problem is not abating... it is increasing.

Both my wife and I feel that the most sensible solution (nothing will solve it completely!) would be Proposal #4... A traffic light at the corner of Bedford and Sunset, and stopping the 'cross-traffic' at Roxbury and Camden. Making those two streets able to make only right or left hand turns.

Again, thank you very much for all your hard work and good luck with whatever you end up doing. If there is anything we can do to help... feel free to ask.

Respectfully,

Lucile & Stu Billett

From: Lewis Gass [1]
Sent: Friday, June 17, 2011 1:43 PM
To: WebCBH TRANSPORTATION
Subject: Meeting of June 27, 2011

I regret I will be unable to attend the meeting on June 27, 2011.

Just wanted to express my opinion.

I live at [redacted] The traffic on this residential street in the early mornings and late afternoon makes it look like a major commuting thoroughfare. I find it dangerous and difficult to exit my property at these times.

There have been numerous accident at the corner of Camden and Sunset, as cars do not realize they are at Sunset, and roll through the stop sign onto Sunset where the cars travel at speed.

I would prefer to see the median on Sunset extended across the intersection of Camden so it is no longer a cross street from Benedict Canyon. A traffic light at the intersection would also be a safety method.

Thank you for the opportunity to express my views.

Lewis Gass



**West Sunset Boulevard Transportation Study
Monday, June 6, 2011 Community Meeting**

Speaker/Comment Card

JRBJ LLC John Raanan
Name

Camden B.H. 90210
Address (optional)

310
Phone (optional)

Email (optional)

Comments:

*I don't want Traffic lights
in the corner of Camden & Sunset*

Mail to: Public Works & Transportation
City of Beverly Hills
345 Foothill Road
Beverly Hills, CA 90210
MESSAGE: (310) 285-2500
FAX: (310) 278-1838
Email: transportation@beverlyhills.org

RECEIVED
CITY OF BEVERLY HILLS
PUBLIC WORKS DEPARTMENT
11 JUN 14 AM 10:24

From:
Sent: Friday, June 10, 2011 3:29 PM
To: WebCBH TRANSPORTATION
Subject: Re:North-South Sunset Traffic

Re: Roxbury-Bedford-Camden plans

Maybe you have never tried to make a left turn coming from the west on Sunset to go north to Lexington and have to sit through the protected red left turn arrow at Whittier that does not turn green and sometimes for more than the usual "every other green light" timing even when there is light traffic. If you fill in the Roxbury median it will be horrendous.

Better think twice before filling in those medians!

Does that mean that the next left turn to go to Lexington or to Benedict Canyon Drive or Coldwater Canyon will be at the horrendous Sunset/Rodeo/Benedict Canyon intersection????

Sent by Elaine Lotwin



West Sunset Boulevard Transportation Study
Monday, June 6, 2011 Community Meeting

Speaker/Comment Card

Name LAURA SAMUEL

Address (optional) N Camden Dr. #H 90210

Email (optional) _____

Phone (optional) _____

Comments:
Re: Community Meeting
I am against the street
light on Camden Dr.
This is a residential street
it will create a lot of
traffic on our block!
VARIATION 1 - through 4
WORKS FOR ME
THANK YOU.

Mail to: Public Works & Transportation
City of Beverly Hills
345 Foothill Road
Beverly Hills, CA 90210
MESSAGE: (310) 285-2500
FAX: (310) 278-1838
Email: transportation@beverlyhills.org

RECEIVED
CITY OF BEVERLY HILLS
11 JUN -9 PM 2:03
PUBLIC WORKS DEPARTMENT

From: ehalf of Eric Siegel
Sent: Wednesday, June 08, 2011 10:45 AM
To: WebCBH TRANSPORTATION
Subject: West Sunset Boulevard Transportation Study

Due to my travel schedule I was unable to attend the meeting on the West Sunset Boulevard Transportation Study on Monday night. I live on North Whittier and am very interested and concerned about some of the proposals in the study, which I had a chance to review online this morning. I agree that the cross-traffic on Sunset bears study, but it has to be done with a full awareness of the already perilous state of traffic on Whittier, and strongly recommend that no solutions that increase the traffic burden on Whittier, especially North Whittier, which is somewhat differently situated, be included when the proposals for consideration are reduced. That would be wholly inappropriate, especially given that reasonable alternatives exist, with the installation of traffic signals at all three intersections being very feasible and the most equitable to the homeowners impacted. Since we have been living on Whittier we have had a dog killed by a motorist speeding from Sunset to Lexington, been involved in a collision exiting our driveway with a motorist speeding from Sunset to Lexington, been rear-ended while turning into our driveway, and are routinely honked at by pass-thru motorists while attempting to turn into our driveway. While they would not reduce the traffic on Whittier, speed bumps would significantly improve the safety factor. If you are looking at improving traffic safety in this bloc, this ought to be included in the consideration.

Please reply to this email to confirm that you have received it and that my comments are reflected in the record. Thank you.

Eric Siegel

ve

90210



**West Sunset Boulevard Transportation Study
Monday, June 6, 2011 Community Meeting**

Speaker/Comment Card

Angela Maddahi
Name

S. Bedford Dr.
Address (optional)

Email (optional)

310
Phone (optional)

Comments:

Please consider closing off the median Sunset @ Bedford, as there is where the highest number of accidents occur. You can then direct traffic on Roxbury + Camden as you require.
Adding traffic lights is a BAD idea. It would increase traffic and car speeds and make our neighborhood even less safe.

Mail to: Public Works & Transportation
City of Beverly Hills
345 Foothill Road
Beverly Hills, CA 90210
MESSAGE: (310) 285-2500
FAX: (310) 278-1838
Email: transportation@beverlyhills.org

(310)

N. Bedford Drive

My name is Angela Maddahi and I have been a resident of Beverly Hills since 1983.

Since 1993, our family has lived

We have witnessed accidents happen at our street corner with the consistency of about one accident every 4 – 6 weeks. I am sure that your statistics will confirm this.

My husband, Jamshid, and I are very concerned about the wellbeing of our fellow citizens and our neighbors. Each time there was an accident, I approached the police officers on duty about this issue. I also registered my complaint with the traffic commission of the City of Beverly in the past with a plea to deal with this issue of accidents on our street corner. Therefore, I now really appreciate to have the opportunity to voice our particular concerns for the safety of our neighborhood and the consequent desire to keep traffic to a minimum.

Most accidents happen during rush hour, when the vehicle crossing Sunset does not see the vehicle traveling on Sunset. This is often due to the sun's glare and the sheer volume of traffic on Sunset. In the majority of accidents, there was extensive damage to the vehicles with engaged airbags, physical damage to the passengers requiring an ambulance and, on approximately 10 occasions, damage to our property as well. Unfortunately, we also witnessed one case, about five years ago, in which the passenger was fatally wounded.

It seems that our residential street, Bedford Drive, has become short cut and a south bound thoroughfare into the Beverly Hills business triangle. Southbound traffic on our street has been increasing, even though traffic lights at Whittier Drive are located two short blocks west and at Rodeo Drive two short blocks to the east. There are more traffic lights on Rexford, Alpine and Foothill Drives as well. I can speak on behalf of my family that we are fundamentally against installing another traffic light at the intersection of Sunset Boulevard and Bedford Drive. We already have numerous traffic lights on Sunset and this would cause even more backups than we already have on Sunset during rush hour. Please keep in mind that ours is a residential area and we would like to keep high traffic disturbances to a minimum.

While Jamshid could not be here today, he wanted to put forth a solution to this issue. We believe that people are crossing at Bedford because they are going south into the business triangle. The streets originally designated for this purpose seem to be Rodeo, Canon and Beverly Drives. However, the intersection of these streets at Lomitas is so large, confusing and overwhelming with so many stop signs, that vehicles tend to avoid this intersection, as they fear collisions. If we turn this intersection into a European style roundabout, cars would be able to pass this intersection with much more ease, alleviating a lot of the traffic on Roxbury, Bedford and Camden. Furthermore, we could do some planting and sculpture in the center of the roundabout, which would beautify the area. Personally, I think it would be best to prevent any vehicles crossing Sunset at either Roxbury, Bedford or Camden by closing the center median.

Again, I would like to reiterate that we are first and foremost interested in preventing accidents and saving people's lives, and preventing damage to our property. We are against increasing southbound traffic by installing a traffic light on Sunset and Bedford and believe that we have other viable options to achieve this goal. Each time we hear or witness a collision, we feel that this could have been prevented. Thank you for your attention.

2/2

ATTACHMENT 4



**CITY COUNCIL
Notice of Public Meeting**

**Sunset Boulevard Intersections at
North Roxbury, Bedford and Camden Drives**

Date: Tuesday, December 6, 2011
Time: Study Session, 1:30 p.m.
Location: City Hall, Council Chambers, 455 N. Rexford Drive, Beverly Hills, CA, 90210

At its Study Session on Tuesday, December 6, 2011, the Beverly Hills City Council will review potential improvements to Sunset Boulevard intersections at North Roxbury, Bedford and Camden Drives. **This meeting is scheduled to present recommendations to the City Council for improving the intersections and to receive direction for further study, if any.**

The three alternatives to be presented to the City Council include:

- A. Install islands at each intersection to prevent north-south through movements across Sunset Boulevard. Islands would be constructed to allow left-turns from Sunset Boulevard to the residential side streets (*Traffic & Parking Commission recommendation*).
- B. Signalize North Bedford Drive at Sunset Boulevard with minor modification to the striping and signage on Sunset Boulevard at the Roxbury and Camden Drive intersections, and northbound left-turn restrictions during peak periods at the Bedford/Benedict Canyon Drive intersection (*Staff recommendation*).
- C. No Build/No Change to existing conditions.

To express your views on this proposal you are invited to attend the December 6, 2011 Study Session, or submit your comments in writing by postal mail, e-mail or fax to the contacts noted above. If submitting correspondence, please submit by Monday, December 5, 2011, 5 p.m., to allow the City Council an opportunity for review prior to the 1:30 p.m. Study Session. All correspondence received will be presented to the City Council for review at the meeting.

For more information, please visit www.beverlyhills.org/sunsetblvd. If you have any questions regarding this proposal, please contact the Public Works & Transportation Department at (310) 285-2452.

Thank you,
Transportation Planning

November 21, 2011