



STAFF REPORT

Meeting Date: June 6, 2016

To: Honorable Mayor & City Council

From: Aaron Kunz, Deputy Director of Transportation
Martha Eros, Transportation Planner

Subject: Southwest Area Traffic Calming Update

Attachments:

1. Fehr & Peers Draft Memorandum - Traffic Calming Strategy for the Southwest Area
2. May 5, 2016 Traffic & Parking Commission - Minutes (excerpt)
3. May 5, 2016 Traffic & Parking Commission - Correspondence

INTRODUCTION

This report transmits information on proposed community outreach efforts to develop the scope of work for traffic calming in the Southwest Area, east of South Santa Monica Boulevard and Moreno Drive. Traffic calming in the Southwest Area of the City is identified as a FY2016/2017 City Council priority, including consideration of retractable bollards at Moreno Drive/South Santa Monica Boulevard gateway to address traffic impacts. Unless otherwise directed, staff will proceed with the next steps outlined in this report.

DISCUSSION

Residents in the Southwest Area of the City and the Beverly Hills School District have expressed concerns of increasing cut-through traffic generated from development west of the City, including the SM 10000 project (i.e., the Crescent Heights residential tower). The SM 10000 property has agreed to contribute \$200,000 to fund traffic studies once the project reaches 75% occupancy to provide any traffic improvements traffic calming measures resulting from that study. The timeframe for the building reaching 75% occupancy is unknown at this time.

The traffic mitigation "toolbox" for the North Santa Monica Boulevard Reconstruction Project includes measures to mitigate traffic in the Southwest Area as needed, including turn restrictions and diverters onto resident street blocks.

As a first step to define the City Council priority, Fehr & Peers transportation consultants prepared a *draft* scope of work outlining a process for neighborhood traffic calming strategies to address the entire southwest neighborhood, including the Moreno Drive and North/South Santa Monica Boulevard intersections. The scope of work ranges from installation of bollards on Moreno Drive to a comprehensive traffic calming strategy for the entire Southwest area.

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Staff discussed the Fehr & Peers memorandum with representatives of the Southwest Homeowner's Association (HOA) on March 25, 2016. The representatives expressed interest in testing low cost alternatives prior to the City expending funds on traffic studies and implementation of traffic control devices. One suggestion from the HOA representatives is installation of signage to prevent evening peak-hour left turn movements from eastbound Moreno Drive to northbound Durant, Robbins and Young Drives, and right-turn restrictions from South Santa Monica Boulevard to Charleville Boulevard. The HOA representatives will review existing traffic calming programs in the City of West Hollywood and revisit the "Livable Streets" traffic calming program tested in the Southwest Area during the late 1980's.

The City Council/Traffic & Parking Commission Liaison Committee met on April 20, 2016 and concurred that the Traffic and Parking Commission should review traffic calming strategies for the Southwest Area, consider the suggestions provided by representatives of the HOA and other members of the public, and develop a recommendation for the types of traffic calming measures to further study.

At the May 5, 2016 meeting, the Traffic & Parking Commission reviewed a memorandum from Fehr & Peers outlining the following options for a traffic calming strategy for the Southwest Area:

- 1: Installation of retractable bollards on Moreno Drive.
- 2a: Installation of retractable bollards on Moreno Drive, plus traffic calming measures immediately adjacent to Moreno Drive.
- 2b: Traffic calming measures immediately adjacent to Moreno Drive without bollards.
- 3: Installation of retractable bollards on Moreno Drive, plus a broader traffic calming strategy for the Southwest Area, between Santa Monica Boulevard and South Beverly Drive.
- 4: Implementation of specific turn restrictions during the afternoon peak period at several locations in the immediate vicinity of Moreno Drive without the use of physical measures.

The TPC received 11 letters and nine public comments from Southwest area residents on May 5 expressing concerns of anticipated cut-through traffic through Southwest Area residential blocks following completion of multiple construction projects in Century City; support for an incremental and cost-effective approach to initial implementation, including restricting turn movements and added signage to keep commuter traffic on arterial streets and out of the residential area; and overwhelming opposition to speed humps on the residential streets.

The TPC proposed a graduated approach to addressing cut-through traffic and supported a traffic study to review the impact of restricted turn movements for the Southwest Area residents. The proposed study would look at:

- Added challenges and time to access the street blocks with turn restrictions;
- Indicator-lighted signage;
- Volume of traffic on arterial streets and direction of flow of traffic;

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- Delaying the installation of bollards at Moreno Drive;
- Adding signage and increasing enforcement during evening peak hour traffic.

The TPC recommended hosting a publicly noticed Special Traffic & Parking Commission to provide information on traffic calming options and collect public comment from the community.

Staff proposes a Special Traffic & Parking Commission evening meeting in late June (pending Commissioners' availability) with noticing to the Southwest Area quadrant (bordered by Santa Monica Boulevard, Wilshire Boulevard, South Beverly Drive and Whitworth Drive) and school district representatives. Staff proposes that the Commission develop recommendations with an option to study traffic calming in the Southwest area of the City and a timeline to initiate the study with consideration of the 10000 SM project and the North Santa Monica Boulevard reconstruction project. Traffic & Parking Commission recommendations would be forwarded for consideration at a future City Council meeting.

FISCAL IMPACT

The Fehr & Peers memorandum outlines a potential scope of work for each strategy, including data collection, development of measures, public outreach, and processing of environmental clearance. Fehr & Peers estimates that planning consultant services for this effort range between \$10,000 and \$90,000, depending on the scope of the study. Estimated design and construction costs range between \$35,000 and \$220,000. Fehr & Peers is currently conducting traffic calming studies in the City of West Hollywood in a neighborhood with similar characteristics as the Southwest Area. In addition to the construction costs related to retractable bollards, on-going staff resources would be required to raise and lower the bollards and direct traffic.

RECOMMENDATION

Unless otherwise directed, staff will hold a Special Traffic & Parking Commission meeting to engage the community and receive public comment for the Southwest Area Traffic Calming priority. Staff will return to City Council at a future date for direction.

Susan Healy Keene
Community Development Director

Approved By



ATTACHMENT 1



MEMORANDUM

Date: April 28, 2016
To: Aaron Kunz, City of Beverly Hills
From: Steve Brown and Jaimee Bourgeios
Subject: **Traffic Calming Strategy for the Southwest Area**

LA15-2772

Background

Following a request by City Council, staff has asked for our assistance to develop a **process** for considering traffic calming measures for the Southwest Area of Beverly Hills. The area under consideration is generally bound by the City limit to the west, Olympic Boulevard to the south, Beverly Drive to the east and Wilshire Boulevard to the north, as shown on Figure 1. We understand the reason for the request to consider traffic calming measures is to manage cut-through traffic in the area associated with jobs in Century City and the additional traffic expected to be generated by SM 10000 (i.e., Crescent Heights), a residential project under construction at the corner of South Santa Monica Boulevard and Moreno Drive. Included below are options for size of the scope and associated schedule and cost for each.

Option 1

We understand the City Council might consider the installation of retractable bollards on South Moreno Drive south of the SM 10000 projects to eliminate southbound cut-through traffic during certain times of the day and days of the week. The tasks to evaluate this option would include the following:

- 7-day tube count on Moreno Drive to identify the distribution of traffic volume throughout the week
- Comparison of Moreno Avenue traffic pattern with Beverly Hills High School bell times
- Identification of installation location and times of day/day of week that they would be in the "up" position



- Completion of a traffic impact assessment, including additional data collection as needed, to estimate trip redistribution and determine impacts to the roadway network, if any, associated with this option
- Processing of environmental clearance, which might include a negative declaration, a mitigated negative declaration or an environmental impact report, depending on the extent of impacts, including proper noticing and coordination with Los Angeles/Century City
- Community outreach to present the results of the assessment and receive public input
- Return to City Council for consideration

Figure 1 shows one possible location for these bollards; however, other locations would be considered and a preferred location determined as part of this task.



FIGURE 1 – STUDY AREA



Option 2

A more expanded scope of work includes the bollard assessment under Option 1, plus identification of traffic calming measures in the vicinity of Moreno Drive to address the likely redistribution of traffic associated with the bollards. Such measures may include those for volume control (e.g., full and partial closures) and/or speed control (e.g., speed humps/tables, traffic circles, chicanes, narrowings).

In addition to the tasks outlined for Option 1, Option 2 would also include the following tasks:

- Broader traffic data collection to identify existing travel patterns in the immediate area
- Initial community outreach to present traffic data, hear existing traffic-related concerns, present a toolbox of traffic calming treatment options, and receive initial feedback regarding options
- Development of a traffic calming strategy with one to three treatments
- If necessary, completion of a traffic impact assessment to estimate trip redistribution and determine impacts to the roadway network
- Processing of environmental clearance, which might include a negative declaration, a mitigated negative declaration or an environmental impact report, depending on the extent of impacts, including proper noticing and coordination with Los Angeles/Century City
- Follow-up community outreach to present the traffic calming strategy and receive public input
- Return to City Council for consideration

Option 2B

Should the City wish to not move forward with the evaluation of bollards at this time but still identify traffic calming measures for the area in the immediate vicinity of Moreno Drive, measures for volume control and/or speed control could still be considered. The specific steps would be similar to those listed above under Option 2.



Option 3

An even broader option is to develop a traffic calming strategy for the greater Southwest area. In addition to the tasks outlines above for Option 1, Option 3 would also include the following tasks:

- Broader traffic data collection to identify existing travel patterns in the Southwest area
- Broader community outreach to present traffic data, hear existing traffic-related concerns, present a toolbox of traffic calming treatment options, and receive initial feedback regarding options
- Development of a traffic calming strategy with three or more treatments for the broader Southwest area
- If necessary, completion of a traffic impact assessment to estimate trip redistribution and determine impacts to the roadway network, if any
- Processing of environmental clearance, which might include a negative declaration, a mitigated negative declaration or an environmental impact report, depending on the extent of impacts, including proper noticing and coordination with Los Angeles/Century City
- Follow-up community outreach to present the traffic calming strategy and receive public input
- Return to City Council for consideration

Option 4

Another approach is to address traffic volume increases in the area by implementing specific turn restrictions during the PM peak period at several locations in the immediate vicinity of Moreno Drive. This option would be less expensive to study and implement but might include signal modifications if activated blank-out signs are installed at any signalized intersections (i.e., extinguishable signs that activate automatically by a clock). Without the use of physical measures, this option would depend more on police enforcement for compliance. The tasks to evaluate this option would include the following:

- Data collection to establish existing conditions
- Estimation of trip redistribution to determine volume increases on alternate routes
- Processing of environmental clearance
- Community outreach to present the results of the assessment and receive public input
- Return to City Council for consideration



Schedule

The broader the study area, the more time it will likely take to come to consensus on a preferred plan. As such, each option is expected to take increasingly more time to complete the **planning phase**.

Option 1 – 6 to 9 months

Option 2 – 8 to 12 months

Option 2B – 6 to 12 months

Option 3 – 9 to 18 months

Option 4 – 6 to 9 months

Additional time would be needed after the planning phase to design and construct the treatments. The design and construction phases could each range between 3 to 6 months. Commencement of construction, however, would depend on when it is programmed into the City's Capital Improvement Program.

Cost

The costs associated with each option will include consultant services for planning and design and construction cost, including capital expenditures. While the total cost would vary depending on the number of measures proposed and the level of environmental clearance required, the values presented in Table 1 are assumed to be at the upper end of what is expected.

It is important to recognize that there would also be staff time to oversee the planning, design and construction phases as well as on-going efforts associated with going into the field to raise the bollards multiple times a day and days of the week.



TABLE 1
TOTAL ESTIMATED COST BY OPTION

Option	Planning Consultant Services	Design Consultant Services	Construction	Total
1	\$40,000	\$25,000	\$40,000 ¹	\$95,000
2	\$80,000	\$55,000	\$80,000	\$215,000
2B	\$40,000	\$30,000	\$50,000	\$120,000
3	\$90,000	\$90,000	\$130,000	\$310,000
4	\$10,000 ²	\$15,000	\$20,000	\$45,000

Source: Fehr & Peers.

Notes:

1. The cost to install retractable bollards can vary significantly depending on the type of technology selected. The cost presented reflects a low-end price option.
2. The level of effort can vary for consultant services. The cost presented assumes that volume shifts would be estimated to determine relative percent volume changes for up to 10 alternate routes. Intersection peak hour level of service calculations are not included.

Additional Considerations

Temporary installations can be considered for most of the treatments if a trial period is desirable. For example, temporary barricades and signage could be installed to test the bollard treatment prior to procurement and installation of permanent retractable bollards. This can minimize cost if the treatment is identified for removal but also may result in additional cost if permanent features later replace the temporary features.

It can be difficult to come to consensus on an area-wide traffic calming plan, so the community outreach effort under Option 3 could potentially become an iterative process requiring more meetings.

While the intent of traffic calming is to slow down vehicles and or guide motorists to specific routes, these changes to the road network may also affect emergency response times. As such, the police and fire department should be included in the process of identifying a preferred plan.

ATTACHMENT 2

CARRIED

REPORTS FROM PRIORITY AGENCIES

2. Police Department Report

Lt. Foxen provided the Police Department report.

CONTINUED BUSINESS

No items

NEW BUSINESS

3. 500 Block of North Canon Drive

Consideration of a resident-initiated petition to establish a preferential parking zone on the 500 block of North Canon Drive.

Speakers: Alan Levine, Ned Low

Motion: MOVED by Commissioner Friedman, SECONDED by Commissioner Licht to adopt the resolution as presented (3-2).

AYES: Commissioners Friedman, Licht, Vice Chair Seidel

NOES: Commissioner Meshkaty, Chair Manaster None

CARRIED

4. Southwest Traffic Calming / Moreno Bollards

Overview of options to address traffic calming in the Southwest area of the city and adjacent to Beverly Hills High School.

Speakers: Ken Goldman, Gary Hollander, Adrienne Weitzman, Stephen Weitzman, Juan Melnek, Jan Block, Josh Weinburg, Dirk Foster, David Gordon

Action: The Commission provided input and items for additional study. The Commission also suggested a special evening meeting with noticing to the entire Southwest area.

Recess 11:55 AM – 12:01 PM

Commissioner Meshkaty did not return after recess.

PROJECT UPDATES

No Items

ATTACHMENT 3

Traffic & Parking Commission
Thursday, May 05, 2016

Southwest Traffic Calming / Moreno Bollards
Correspondence

DATE	ADDRESS
05/05/16	316 South Linden Drive
05/05/16	Southwest HOA/Ken Goldman
05/05/16	218 South Bedford Drive
05/05/16	246 South Bedford Drive
05/05/16	247 Mc Carty Drive
05/04/16	227 South Bedford Drive
05/04/16	309 South Linden Drive
05/04/16	226 South Bedford Drive
05/04/16	241 South Linden Drive
05/03/16	231 South Bedford Drive
05/02/16	Durant Drive

Submitted at the Traffic & Parking
Commission meeting of:

5/5/16
By: Jan Block

August 6, 2015

1/3

To Whom It May Concern

Re: Application No. 8-2015 – Linden

Our Property Address is 316 South Linden Drive

We were not asked to sign or participate in the petition or survey that was evidently circulated on our street. We lived through "speed humps" that were installed in front of our house years ago. WE ASOLUTELY DON'T WANT THEM AGAIN. The "speed humps" resulted in constant banging and screeching noise, and adversely affected the peaceful enjoyment of our property. Further, after the "speed humps" were installed they were shortly thereafter removed because, almost unanimously, both the property owners whose homes were abutting the "speed humps", as well as those owners adjacent to the abutting properties, constantly complained of the unreasonable noise and inconvenience they caused. Cars would slow down and then speed up when they go to the top of the speed hump. Many times the cars would "bottom out". Because of the bedrooms being in front of our home, we were consistenly woken up through the evening. Even if the "speed hump" would be placed between 312-315 Linden, we would still have the same effect.

It is my understanding that police and fire service vehicles do not favor speed humps, and I have been advised that our neighbors across the street, Debbie and Roger Cowen, at 317 South Linden Drive, have also sent in the objection to the installation of the speed humps on South Linden.

WE ARE TOTALLY AGAINST SPEED HUMPS BEING PLACED ANYWHERE NEAR OUR PROPERTY

Cordially

Jan & Alan Block

316 South Linden Drive

Beverly Hills, California 90212

– Home Phone

SPEED HUMP INSTALLATION: RESIDENT SURVEY

APPLICATION # 8-2015-LINDEN

The City has received an application for installation of speed hump(s) at 312-315 and 336-337 which has been agreed to by the owners of properties fronting the proposed locations. As a resident of the block, your position on the issue is also required. Please fill out this form and return it to the City by 9/14/15.

I, Tant Alan Block, as property owner, tenant, manager, and/or president (circle one) at Object Strongly, CONSENT / OBJECT / Object Strongly (circle one) to the proposed installation of speed humps on my block.

(310) 556-1230

Telephone #

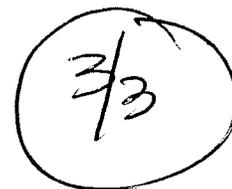
8/4/15

Date

Tant Alan Block

Signature

From: Alan Block
Sent: Wednesday, May 04, 2016 2:59 PM
To: Martha Eros
Cc: Block, Janet
Subject: FW: 316 South Linden Dr.



Martha:

Yesterday I was advised by a southwest neighbor that tomorrow morning there will be a meeting at City Hall to discuss methods to "calm" traffic in the southwest area of the city.

I have lived at 316 S. Linden for the past 32 years and am very familiar with the traffic patterns on our street. For the last few months our street has been subject to much more traffic than usual during the early evening, 5 p.m. to 7 p.m. rush hour traffic hours. I believe this is due to Linden Drive being referenced on the "WAZE" application as a shortcut for drivers going east on Olympic and wanting to go northbound. This may also be true for several other streets between Spaulding and Beverly Dr.

It has been suggested to me, and I would like to suggest that the City look into placing "No Left Hand Turn" signs on Olympic Boulevard for eastbound Olympic drivers between the hours of 5 p.m. to 7 p.m. which I believe will greatly relieve some of the traffic issues in the area.

I do not believe that the installation of "speed humps" will resolve any of the traffic issues that now effect our neighborhood and my wife and I are opposed to the installation of speed humps in front of or adjacent to our homes.

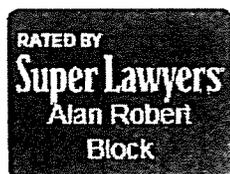
I would greatly appreciate receiving notice of any further meetings or discussions regarding this issue in that we do not receive the same from the Southwest Homeowners Association.

Thank you for your courtesy.

Respectfully submitted,

Alan Block

Alan Robert Block
Block & Block
1880 Century Park East, Suite 415
Los Angeles, CA 90067



Remarks from Ken Goldman, SWBHHA, to the T&P Commission Thursday, May 5.

1/7

1. Thanks to you, to the City Council and to Aaron and to Susan Healy-Keene and staff for taking the time and the initiative to do something meaningful to address the current and increasing levels of traffic coursing thru our neighborhood. For almost 4 decades now, the SWBHHA has been active in trying to protect the residential quality of life in southwest BH.

As you know, our area is surrounded by Wilshire Blvd on the north (with cars and employees to and from the triangle and the dept stores); So. Beverly Drive on the east (with its fun and vibrant restaurant and commercial scene); Olympic and the freeways to the south; and by CC immediately to the west.

2. The *immediate problem*, I believe, is the ever increasing peak rush hour deluge of cut-thru traffic from Century City into our residential neighborhood.

But, with longer vision, we also face the additional impacts of new development projects all around us, with growing numbers of cut-through traffic due to the WAZE app, and increasing congestion at major intersections. And, of course, the upcoming repair of Santa Monica Blvd. that will also cause cut-thru traffic albeit temporarily.

(2/7)

But we are very pleased to tell you that we have a complete, quick and extremely cost-effective solution. (HAND OUT FLYER)

3. I would like to suggest that we approach this in a pro-active way in two phases:

FIRST, to immediately address the increasing traffic from Century City in the p.m. peak. Traffic now backs up from the S.M./Wil intersection all the way to Ave. of the Stars from around 4 p.m. or so to 6:30 or 7. Frustrated drivers who don't want to wait thru 5 or 6 signal sequences, turn down Moreno and onto Durant or turn onto Charleville from Little S.M. and proceed eastbound and then cut thru the southwest to go east or to go down on the residential streets to Olympic. Charleville is routinely backed up, sometimes from Spalding to Beverly Drive.

And with the development of

- the 40-story bldg at the corner of Moreno
- The expansion of the Westfield Shopping Center and, I quote, “doubling the current capacity” for parking....which of course means twice the number of cars. 442,000 additional square feet! And the addition of 10 stories of condos at the shopping center
- Two new 40-story residential buildings behind the Century Plaza
- A new _____ catty-corner from the Century Plaza Hotel for which the City of LA granted 500,000

more square footage than the Century City Specific Plan would have allowed.



The Fehr and Peers memo suggests a \$105,000 to \$335,000 study. With all due respect, we know what the traffic issues in the area are and where the cars are coming from and going to and at what times. We think that money could be better used in planning and implementation.

And I don't think it makes sense—at this point-- to install bollards at a cost of several hundred thousand dollars (recalling what it cost the City to put in the bollards at Crescent and S.M.) and then further ongoing expense to have a City person put them up at the desired time and then put them down each day.

- Instead, let's put "No Left Turn" signs (and a red arrow at the Moreno Durant signal) at Moreno and Durant, at Moreno and Robbins and at Moreno and Young for the hours from 4 p.m. to 7 p.m. (the same hours as the parking restrictions on Olympic)
- And a "No Right Turn" sign at Little S.M. and Charleville.

This will keep much of the traffic off Durant, off Charleville and out of the residential area. And at those hours, most of the kids and adults at the high school are gone. But

- But it needs enforcement, particularly at the beginning to get the motorists out of their current patterns.
- In addition, there is substantial and increasing traffic on Linden, Roxbury and the other residential streets as a result of cars turning off Olympic and as a result

of WAZE. The should require “NO LEFT TURNS” eastbound off of Olympic....at least during rush hour.

4/7

SECOND-- To plan for and implement an area-wide traffic calming program in the southwest, similar to what West Hollywood has done in 3 residential areas. There are various traffic calming tools available—from cul de sacs, to pedestrian crossings; from humps or lumps to roundabouts and diverters; and many others. Some might be appropriate for our area; others would not be. For example, we should give thought to roundabouts or diverters at various intersections on Charleville and Gregory. I think that would both decrease and slow down traffic in our residential areas and would likely lessen cut-thru traffic on the north-south residential streets. But we ought to get started now, so that whatever measures make sense can be implemented in a proactive manner.

- And one thing we shouldn't forget is to try to improve the flow of traffic along big S.M., Little S.M. and Olympic and the applicable intersections. If that can be helped, it will in turn help reduce cut-thru traffic.
- And, of course, we will need to educate the residents to be sure the City has their support for the program. And our HOA will certainly actively help in this regard.
- I would hope that other residential areas in the City may—in the future—also want and need the solutions we come up with. Historically, the Southwest was the first area that needed and fought for area-wide permit parking to mitigate the

commercial activity around us. And now neighborhoods all over the City have followed our lead with their own efforts to improve the residential quality of life and safety on our streets.



Thank you for your time, attention and hopefully implementing programs to address this increasing threat to our residential quality of life in the southwest.

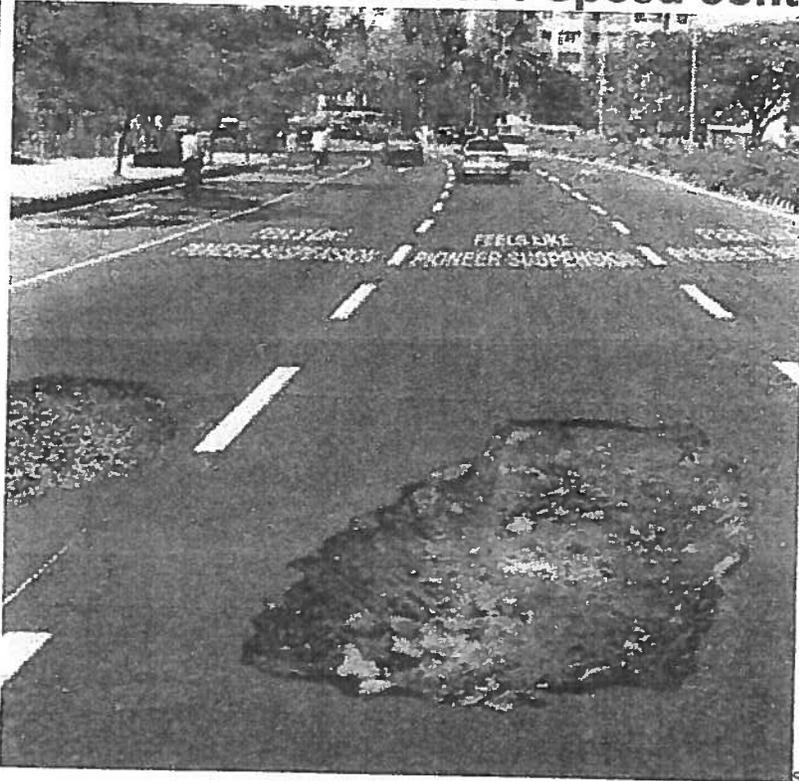
5/5/16

By: Ken Goldman

6/7

Canadian Speed Control!

Speed control being used in Canada.
How's this for effective speed control?



I don't know about you, but this would certainly
slow me down!

People slow down and actually try to "straddle"



7/7

the hole.

This is an actual speed control device that is currently in use.

It is MUCH cheaper than speed cameras, radar guns, police officers, etc.



Pretty clever -- especially when they move them around every day.

Isn't Art Wonderful?

From: **Joan Isaacs**
Subject: Traffic Calming Measures
Date: May 3, 2016 at 11:47 AM
To:

Submitted at the Traffic & Parking
Commission meeting of:

By: _____

I am opposed to speed humps in southwest Beverly Hills. We had them years ago and they were such a disaster that after a few months they were removed.

Joan Isaacs
Isaacs Realty LLC
218 South Bedford Drive
Beverly Hills, CA 90212

Stan and Joni Gitlin
246 South Bedford Drive
Beverly Hills, CA 90212

1/2

As 44 year residents of the Southwest area of Beverly Hills we are particularly concerned about the direction the city government wants to take us. We enjoy our little enclave within the big city. Most of the time our residential community is very calm.

Just because there is a little more traffic in the early morning and late afternoon during the week, it is no justification to totally destroy and make unpleasant our lovely residential community 24 hours a day for a couple of hours of mild traffic.

Many years ago the city of Beverly Hills spent a lot of taxpayer money to install and test the speed humps in the Southwest area of Beverly Hills. This was met with major dissatisfaction by the residents and the city eventually had to go to more expense to remove the humps.

We lived through the days with a speed hump in front of our house and it was a nightmare. These are some of the issues we discovered with the humps:

- 1) There were cars speeding up to go over the speed humps as drivers learned you feel them less when speeding.
- 2) And then there are cars that drive fast next to the curb because the hump tapers down there. And with this some cars miss the taper and hit the curbs with the possibility of going onto the parkway – an extremely unsafe situation.
- 3) Then there is the extra pollution when some cars slow down then speed up again and spew out nasty exhaust.
- 4) And some cars have squeaky brakes as they slow down before the hump – a very annoying sound.

5) We also experienced gardeners and drivers with open cargo pick-up areas whose equipment bounced up and down going over these humps. Many an evening and early morning we were awakened out of a deep sleep shaking to startling noise of cargo crashing down in the back of these pick-up trucks (our bedroom windows face the street).

6) We then found more cars driving fast down the alleyways making it unsafe to go out and use our trash cans.

7) Emergency vehicles have major difficulty navigating these speed humps and need to slow down when a fast response is needed to save lives.

If the city is concerned about livable streets they should look to regulating the following.

- 1) Stop all the drag racing and drivers with loud mufflers on sports cars cruising up and down South Beverly Drive. Where are the police to stop this? I never see any regulation. It is most unpleasant for the residents to enjoy a nice outside dining experience with all of these loud sports cars.
- 2) These same cars go down South Beverly Drive, turn right at Gregory up the 200 block of El Camino, make a right at Charleville, right at Beverly Drive and circle again. Where is the policy to stop this?
- 3) And talking about livable streets, where are the regulations requiring the vendors and shop keepers to maintain and keep clean the sidewalks in front of their stores and restaurants? South Beverly Drive in particular looks like a pig sty. Has anyone from the city ever walked down this street to see the mess it is?

I am happy to discuss these issues in further detail. You can call me at 310-
by email at

I would greatly appreciate your strong consideration of all of the issues presented in this letter.

Sincerely,

*Doni and Stan
Dittlin*

Sign in Office

Marcia and Gary Hollander
247 Mc Carty Drive
Beverly Hills, CA. 90212

Submitted at the Traffic & Parking
Commission meeting of:
5/5/16
By: Gary Hollander

May 5, 2016
Planning and Development Department
Re: Southwest traffic issues

Dear Board,

I have been a member of the Southwest Homeowners Board for many years and have been living on South McCarty Drive for close to 40 years. Regarding the traffic issues, I believe we need to take into consideration the fact that we live in the center of a very large city and that population density has grown enormously. With that in mind, there will always increasingly be traffic issues. Currently, we see little difference between the traffic on our north south street now and many years ago. Of course there is an increase in traffic during the hour of 4:45 -5:45PM but that is to be expected and accepted. Construction trucks are far more annoying than the one hour traffic problems.

More than 15 years ago, we had humps installed to slow traffic. They proved to be a disaster and were removed. We could not even get out of our driveway because we had no clue how fast the cars would take the humps. Furthermore the acceleration and deceleration and noise were unacceptable to those of us who had the humps placed in front of our homes. We also felt that the police and fire departments were hindered if there were an emergency.

Some members have voiced the thought of pushing traffic off our streets and onto south Beverly Drive. We traverse that street quite often. Traffic is terrible now with people double parking and attempting to park to shop or eat or use the street to drive through our city. More traffic on that street? It would also be a disaster.

Charleville has also been suggested as a street that needs to be calmed. We drive that street Monday through Friday at 7:45 AM and it is completely full. People are driving their kids to the Catholic school or going to the high school. Likewise, traffic increases in the afternoon when school lets out. What do you want them to do? When the hour is finished, things calm down and it is easy to drive on the street.

To imagine that people will drive down Charleville after leaving the new high rise being built north of the high school or the new Century City buildings seems naive. There is a stop sign at every street. The idea of driving is to move as fast as possible to get from A to B. Charleville would not be the answer for that. Most certainly, people would choose Santa Monica, Wilshire or Olympic.

I am for some forms of traffic calming but I believe a great deal of thought must go into the planning. It does not seem fair or correct that a few people will be selected from the Board to be in on the decision making while the rest of the community as well as some of those on the board are left out of these meetings.

Please think wisely and do not let a few members of our community sway you. We all need to be involved.

Marcia and Gary Hollander

WebCBH TRANSPORTATION

From:
Sent: Wednesday, May 04, 2016 8:43 PM
To: WebCBH TRANSPORTATION
Subject: Opposed to speed humps - Southwest BH Traffic Calming Strategies

Hi - I received today a notice of a Traffic & Parking Commission meeting to discuss strategies to calm traffic in the Southwest Beverly Hills area. We have lived at 227 South Bedford Drive since the 1980s.

One of the possible suggestions listed is speed humps. While I am generally in favor of speed humps and other traffic calming strategies, I recall that speed humps were tried on our block a few years back. I don't remember how long ago it was, though.

One of the humps was right in front of our house. Every time a car went over the hump, a loud thump was created, loud enough so that we heard it even when we were inside the house. I don't know whether this was a result of the design feature of these humps, the materials, or what, but the humps were removed in short order because so many people complained.

Please keep this in mind.

I do agree that something needs to be done, though. In particular, rush hour is a nightmare, particularly on Gregory and Charleville between Beverly Drive and Spalding/South Santa Monica Blvd.

Thank you.

Bob Jason
227 South Bedford Drive

WebCBH TRANSPORTATION

Subject: FW: southwest traffic calming

From:

Sent: Wednesday, May 04, 2016 7:13 PM

To: Martha Eros

Subject: southwest traffic calming

I live at 309 South Linden. I oppose any speed bumps. Please add me to the list to get notices concerning meetings etc on speed bumps and traffic calming issues.

Jack Levy Inc
Attorney at Law
269 South Beverly Drive #371
Beverly Hills, CA 90212

Judith and John Melnik

226 South Bedford Drive

Beverly Hills, CA 90212

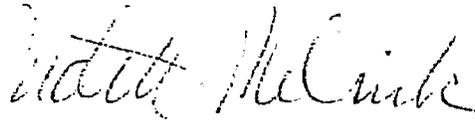
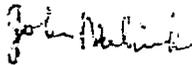
May 4, 2016

TO: Traffic and Parking Commission

Comments:

1. The issue regarding speed humps was addressed many years ago. A public meeting in front of the City Council was held and many people addressed the council. After hearing from the community regarding the noise caused by people speeding over the humps, the inconvenience of parking on the humps, and not finding enough homes to agree to having the humps in front of their own residences, it was agreed by all the council members not to ever revisit this issue.
2. The police and fire departments also spoke against the speed humps as a hazard to performing their jobs! The ambulance people also spoke against speed humps as they would have to slow down and when driving over the speed humps it would shake up the person inside the ambulance!
3. It was brought up that perhaps the city could build the speed humps with spaces on the humps for the tires to fit into in order not to bounce over them. But it was decided that in order to fit the tires in the correct slots they would still have to slow down. It was decided that the width of the fire truck tires would be different from the width of a police car tires making this suggestion ridiculous.
4. The last item that I would like to share with the council is that although Ken Goldman is head of the Southwest Homeowners' Association, he does not speak for all the people in the homeowner association.
5. The council needs to take all these facts into consideration.

Sincerely,



John and Judith Melnik

WebCBH TRANSPORTATION

From: blatt6@aol.com
Sent: Wednesday, May 04, 2016 12:08 PM
To: WebCBH TRANSPORTATION
Cc:

Subject: Traffic Calming Measures

Aaron, I've been unavailable for this issue due to timing conflicts, just returned from out of town and may not be able to attend the meeting tomorrow. I am a resident on South Linden Drive and wish to address calming measures needed on our street.

Because of the traffic light at Wilshire and Linden, and even more so now because of Waze, we Linden residents have such increased traffic that it's sometimes difficult even to exit our driveways. Cars come in 3's, 4's, 5's and even 6's and 7's. This can sometimes include cars turning north onto Linden from either direction on Gregory. The stop sign at Linden and Gregory is not enough to control the flow, not to mention speeders and those who think of residents' cars exiting driveways as pesky obstacles to whirl around. During summer when windows are open, we hear a steady stream of cars, especially in early mornings and evenings, as if we lived on a busy street instead of a supposedly quiet, beautiful residential street.

With the new Crescent Heights complex, the Waldorf Astoria, the expanded Century City mall, the new Century City projects and even the proposed condominium project at Charleville and Little Santa Monica, I can only guess at the impending nightmare to the Southwest area and most particularly to Charleville, Linden, McCarty and Roxbury as so many more cars will cut through to Olympic (and more generally to avoid LSM). I believe 200 Linden and 200 Spalding will take the greatest hits, but Spalding is a wide street. These two blocks of heavier traffic will be followed closely by the 200 block of McCarty and the 300 block of Roxbury as cars turn east from Linden or McCarty to Gregory and then south to Roxbury. The entire Southwest area will be affected.

Thanks so much for your attention and thoughtful solutions. This may require a variety of measures--including but not limited to no turn signs, limited hours, speed humps, bollards, etc.--but we residents truly need some relief.

Most sincerely,
Margie Blatt
241 So. Linden Dr.

Sent from AOL Mobile Mail
Get the new AOL app:

Sent from AOL Mobile Mail
To: Aaron Blatt

WebCBH TRANSPORTATION

From: Tuchman & Associates
Sent: Tuesday, May 03, 2016 10:28 AM
To: WebCBH TRANSPORTATION
Subject: May 5 Transportation hearing Objection letter
Attachments: 20160503102018.pdf

1/2

Please submit the letter to Staff and the file.

AVIV L. TUCHMAN
TUCHMAN & ASSOCIATES
6080 W. Pico Boulevard
Los Angeles, CA 90035

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TUCHMAN & ASSOCIATES
ATTORNEYS AT LAW
6080 W. PICO BOULEVARD
LOS ANGELES, CA 90035

2/2

May 3, 2016

City of Beverly Hills
Community Development – Transportation Planning
455 North Rexford Drive
Beverly Hills, CA 90210

Attn: Traffic and Planning Commission
Email: transportation@beverlyhills.org

Re: Notice of Public Meeting
Discussion of Traffic Calming Strategies for
Southwest Area and Moreno Drive
Date : May 5, 2016

Dear Traffic and Planning Commission:

Our family resides at 231 South Bedford Drive, Beverly Hills, California, 90212. We received Notice of a Public Meeting relating to "Traffic Calming Strategies" for the Southwest Area of the City.

Our family objects to the "Traffic Calming Strategies" currently proposed. We understand there are four categories relating to speed humps and retractable bollards. There needs to be further study of the proposals before any implementation. As to Bedford itself, we do not want speed humps; and if there are speed humps on other streets, then traffic will be diverted to our street, which is objectionable. **Accordingly, any action taken at this meeting is premature.** I will be unable to attend the meeting as I will be in New York during the week of May 5, 2016, however, some of our neighbors will be in attendance.

Thank you for your attention to this matter.

Very truly yours,

TUCHMAN & ASSOCIATES

AVIV L. TUCHMAN

ALT:rehm
cc:
Adrienne Weitzman

WebCBH TRANSPORTATION

From: Steve Katz
Sent: Monday, May 02, 2016 12:24 AM
To: WebCBH TRANSPORTATION
Cc: Ken Goldman; Aaron Kunz; David Siegel
Subject: "Traffic Calming Measures" at Durant Drive/Moreno Drive

Honorable Members
Traffic & Parking Commission

By way of introduction, our family lives in a duplex on Durant Drive, where we have resided for approximately 13 years. Our family and our neighbors are very concerned about the dramatically increased traffic that will be presented by the nearly completed construction of the condominium skyscraper at the end of our block, and the apparent ingress and egress for that building from and onto Moreno Drive. My family respectfully asks that the Traffic & Parking Committee recommend that the City Council take proactive measures to redirect vehicle traffic to and from the condominium building to/from Santa Monica Boulevard, away from both Durant Drive and Moreno Drive.

While we appreciate that one-way signs that redirect traffic away from Durant Drive and Moreno Drive may appear to provide sensible answers to the problem at hand, our experience in this already congested area of the city indicates otherwise. Our family spends a fair amount of time in the alley behind our home, immediately north of (and parallel to) Durant Drive, as we have a portable basketball net that wheels into the alley and is used regularly. When we are in the alley, we have continually observed -- in periods of 30 minutes or less, on average -- that cars drive westbound in the alley in utter disregard for the one-way signs that inform drivers that only eastbound traffic is legally permitted. In the absence of a visible police officer, we expect that the hundreds of additional drivers that will be residing in the condominium building will be even less inclined to follow traffic signs when hurriedly driving to or from their homes rather than, in much smaller numbers, simply seeking a shortcut through an alleyway.

Thank you in advance for the time and effort you dedicate to the protection of Southwest Beverly Hills residents in this regard, and of our family and neighbors on Durant Drive in particular.

Sincerely Yours,
Steve and Mandy Katz