



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

May 5, 2016

TO: Traffic & Parking Commission

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

SUBJECT: Southwest Traffic Calming/Moreno Bollards

ATTACHMENTS: A. Fehr & Peers Memo
B. Public Notice
C. July 16, 1990 Traffic & Parking Commission - Livable Streets Committee Recommendations

This report outlines options to study/test traffic calming in the Southwest Area, east of South Santa Monica Boulevard and Moreno Drive.

Background

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 mitigate any traffic improvements and 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.

To initiate this study, Fehr & Peers, the City's on-call traffic engineering consultant firm, has prepared a memorandum outlining five options for a traffic calming strategy for the Southwest Area as follows:

- 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 to South Beverly Drive.

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 consultant services for this effort range between

\$140,000 and \$80,000. 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.

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 signage preventing evening peak-hour left turn restrictions 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 also review the City of West Hollywood's programs and revisit the "Livable Streets" traffic calming program tested in the Southwest Area in 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 and provided a recommendation of which traffic calming measures should be further studied.

Noticing

Notices advising of the Traffic & Parking Commission's review of this item at the May 5, 2016 meeting were emailed to Southwest Homeowners representatives, Beverly Hills Unified School District, and interested parties.

Recommendation

That the Traffic & Parking Commission recommend to the City Council:

- 1) An option for traffic calming strategy for the Southwest Area of the City as outlined in the Fehr & Peers Report
- 2) Timeline to initiate a study/test to coordinate with the North Santa Monica Boulevard Reconstruction Project and the occupancy of the 10000 SM Blvd Project.

ATTACHMENT - A



MEMORANDUM

Date: April 28, 2016
To: Aaron Kunz, City of Beverly Hills
From: Steve Brown and Jaimee Bourgeois
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 - B

4/27/2016

NOTICE OF PUBLIC MEETING

Discussion of Traffic Calming Strategies for Southwest Area and Moreno Drive



Community Development Department - Transportation Planning invites your participation in the review of traffic calming measures for the Southwest Area of the City and adjacent to the Beverly Hills High School.

MEETING: Traffic & Parking Commission

DATE: Thursday, May 5, 2016

TIME: 10:00 a.m., or as soon thereafter as the matter may be heard

LOCATION: City Hall, Room 280-A, 455 North Rexford Drive, Beverly Hills, CA 90210

REVIEW: The Traffic & Parking Commission will review traffic calming measures for the Southwest area of the City and the High School. Measures to be reviewed include retractable bollards on Moreno Drive, peak-hour turn restrictions, and other traffic calming measures including signage and speed humps.

Staff is requesting that the Traffic & Parking Commission provide a recommendation to the City Council regarding which traffic calming measures should be studied. The Commission's recommendation(s) will be forwarded to the City Council for consideration at a future date.

PUBLIC COMMENT: Persons wishing to comment on this item are invited to attend the May 5, 2016 Traffic & Parking Commission meeting and/or submit written comments. Please submit correspondence a minimum of 24-hours in advance of the meeting date to allow for routing.

By Email: transportation@beverlyhills.org

By Mail: City of Beverly Hills
Community Development - Transportation Planning
455 North Rexford Drive, Beverly Hills, CA 90210

If you would like additional information regarding this proposal, please contact Transportation Planning at (310) 285-1128.

ATTACHMENT - C



CITY OF BEVERLY HILLS
INTEROFFICE COMMUNICATION

July 16, 1990

TO: Traffic and Parking Commission

FROM: William Stracker, Director, Transportation/
Engineering
Maria Rychlicki, Management Analyst

SUBJECT: Livable Streets Committee Recommendations for the
Southwest Portion of Beverly Hills

BACKGROUND

In Summer 1988, the City Council appointed a 15-member Livable Streets Committee to identify critical problems associated with the residential street environment and possible mitigations.

In April 1989, following a vigorous schedule of meetings, research and public input gathering, the Committee presented a Final Report to the City Council which was adopted by unanimous vote of the Committee. This report contained a 20-point plan for City Council consideration. Eleven concept projects were later identified as priority items.

Three major objectives influenced the Committee's recommended plan for increasing the "livability" of neighborhood streets. They were:

- 1) Reduce the volume of through-traffic in residential areas to increase pedestrian and resident safety.
- 2) Reduce vehicle speeds in residential areas to increase pedestrian and resident safety.
- 3) Make the use of arterial streets more attractive to reduce traffic volumes on residential streets.

The Committee's concept Projects 3a and 3b (See Attachment 1) was ranked as a high priority. The concept proposed the development of an intersection improvement program for the Beverly/Beverwil/Olympic intersection concurrent with the development of a traffic diversion/restriction program for the portion of Beverly Hills south of Wilshire Boulevard and west of Beverly Drive (called Area 1).

The Committee's philosophical guidelines for the development of specific recommendations were that a plan:

Traffic and Parking Commission
Livable Streets Committee Recommendations
July 16, 1990

- 1) would contribute to a decrease in traffic on every residential street in the area;
- 2) as a first step, would contain elements which could be built upon incrementally;
- 3) recognized that the Beverly/Beverwil/Olympic intersection improvement would have to be sufficient to permit both Olympic Boulevard and Beverly Drive to accommodate traffic diverted from the neighboring residential streets;
- 4) would be the culmination of an intensive public input and review process; and
- 5) would be installed on a trial basis, not to exceed 90 days.

The City Council, at its June 20, 1989 study session gave the Committee and staff direction to proceed.

In Fall 1989, the traffic engineering firm of Austin-Foust was hired to develop and test alternative improvements to the Beverly/Beverwil/Olympic intersection, and conduct a community participation program to develop a traffic diversion plan for Area 1.

DEVELOPMENT PROCESS

In November 1989, a Livable Streets Program Update Meeting was held to provide the community a status report on the program and process, and also to receive input from and introduce the consultant to the community.

Beginning in January 1990, as data collection and preliminary analyses were undertaken, the Livable Streets Committee, consultant and staff worked closely with a neighborhood "focus group." The purpose of this effort was to develop and refine the components of a Traffic Diversion program acceptable to Area 1 representatives prior to presentation to larger groups. The focus group was composed of representatives from:

- o the Traffic and Parking Commission,
- o the Planning Commission,
- o members of the Livable Streets Committee residing in Area 1,
- o Beverly Drive Merchants Association,
- o Beverly Hills School District,

Traffic and Parking Commission
Livable Streets Committee Recommendations
July 16, 1990

- o the Southwest Homeowners' Association,
- o the Beverly-Roxbury Homeowners' Association,
- o the Beverly-Angeles Homeowners' Association,
- o areas not represented by formalized associations such as Gregory Way and Spalding Drive, and
- o the Cities of Los Angeles and West Hollywood.

Since February 1990, the Livable Streets Committee has met seven times. The Area 1 Focus Groups has met eight times. A meeting was held in March with the Traffic and Parking Commission to provide a program update. Members of the public have attended several of these meetings, and numerous telephone contacts have taken place between staff and the public.

In March, 9,800 questionnaires were mailed to residents of the area south of Wilshire Boulevard (to Pico Boulevard, which included residents in the City of Los Angeles), and from Robertson Boulevard to the western City limit. In addition, 3,000 questionnaires were sent to businesses along Wilshire Boulevard. The purpose was to gain information which would contribute to a plan acceptable to residents of all streets which might be potentially impacted by an Area 1 plan.

Appendix 2 provides further details on the questionnaires and response.

In developing the Area 1 Plan, the Committee and Focus Group seriously considered numerous traffic control elements/devices not all of which are mutually exclusive. They included:

- o speed humps (raised areas in the roadway surface which reduce speed),
- o simulated medians (painted markings on the roadway surface which reduce speed),
- o chokers (physically narrowing intersection widths which reduces speed),
- o cul de sacs (physically sealing off streets at one end),
- o diagonal diverters (physical barriers forcing turn movements at intersections),

Traffic and Parking Commission
Livable Streets Committee Recommendations
July 16, 1990

- o restricted turn movements into residential areas (physical barriers prohibiting turn movements at intersections), and
- o one-way alleys (reducing alternative traffic routes).

The Committee determined that critical to the Area 1 Traffic Diversion Plan was that the Beverly/Beverwil/Olympic intersection improvement be sufficient to ensure that the north/south traffic diverted by the plan which will likely filter into east/west movements onto Olympic Boulevard can be accommodated by the intersection (including turning movements northbound on Beverly Drive). It is estimated that approximately 200 additional trips per peak hour will utilize the improved intersection.

In developing the Committee's recommendations, major concern was expressed regarding the potential impacts of the plan on:

- o Spalding Drive;
- o Durant Drive;;
- o Beverly Drive;
- o the High School;
- o residential streets south of Olympic Boulevard;
- o residential streets adjacent to the Beverly/Beverwil/Olympic intersection, including streets in Los Angeles;
- o emergency response time;
- o cyclists; and
- o alley traffic.

LIVABLE STREETS RECOMMENDED TRAFFIC DIVERSION PLAN

The Livable Streets Committee, at its July 9, 1990 meeting, voted unanimously to recommend a diversion plan for testing on Area 1 (See Attachment 2) for consideration by the Traffic and Parking Commission which contains the following elements:

- o the installation of diagonal diverters along Gregory Way at Linden, McCarty, Bedford, Peck, Rodeo and El Camino Drives (permitting through movements by emergency vehicles);
- o the prohibition of north-south cross traffic on Olympic Boulevard at the signalized intersections of Spalding,

Traffic and Parking Commission
Livable Streets Committee Recommendations
July 16, 1990

- Roxbury and Camden Drives (turning movements and pedestrian crossing would still be permitted);
- o installation of "chokers" at Gregory Way and Charleville Boulevard at Spalding, Roxbury and Camden Drives;
 - o optional speed humps for Moreno Drive between Lasky and Spalding;
 - o a.m. peak hour no left-turn restriction from northbound Spalding to westbound Olympic; and
 - o p.m. peak hour no right-turn from eastbound Olympic to Shirley Place and Spalding Drive.

The Committee recommends that the program be installed for a 60 to 90 day trial period to be removed by November 16, 1990. If installation cannot be implemented in time for such a trial period, it is recommended that the program be postponed until February 1991.

Secondary measures which might have to be considered after initial installation and review of the program include:

- (a) the designation of certain alleys as one-way;
- (b) the installation of peak hour right-turn restrictions northbound into the residential area by westbound Olympic Boulevard;
- (c) evaluation of impacts on the area south of Olympic Boulevard;
- (d) impacts on Charleville/Lasky/Durant;
- (e) impacts on El Camino Drive;
- (f) impacts on Beverly-Angeles Homeowners' Association area; and
- (g) Roxbury Park.

Staff will provide the Commission with a complete description of the program details at the July 16 study session.

PROPOSED BEVERLY/BEVERWIL/OLYMPIC INTERSECTION IMPROVEMENTS

The diversion strategies proposed for testing in Area 1 require that vehicles be routed to the adjacent arterials. The major

Traffic and Parking Commission
Livable Streets Committee Recommendations
July 16, 1990

arterials within this area are Olympic Boulevard, Beverly Drive, Beverwil Drive, and Wilshire Boulevard.

The growth of traffic on Olympic Boulevard combined with the geometrics of the Beverly/Beverwil/Olympic intersection have resulted in a situation where traffic has exceeded the ability of the traffic control equipment to efficiently handle the traffic flow. Any additional commuter traffic diverted from the Area 1 neighborhood, and from future traffic diversion plans to the east onto these streets will sorely tax the capacity of the Beverly/Beverwil/Olympic intersection. The upgrading of the traffic control equipment and improved channelization to increase traffic carrying capacity is needed.

The existing operation of the three sets of traffic signals at these intersections provides for protected east-west and north-south movements at each traffic signal. The north and south left-turns from Beverly Drive to Olympic Boulevard are "protected" (by left-turn arrows). Pedestrians are allowed to cross Beverly and Beverwil on the north and south and Olympic on the west side of Beverwil and the east side of Beverly.

The consultant and Livable Streets Committee have evaluated the merits of several alternatives by comparing the capacity of the intersection to the availability of increased "green signal" time for the intersection. The basic concept is that as protected traffic movements are removed, volume reduced, traffic diverted, or lanes added, additional signal time is then made available for other traffic movements within the intersection. Thus more efficiency is added resulting in more capacity available to the critical traffic movements. The analysis, of course, does not preclude the necessity of maintaining traffic safety.

Two traffic signal phasing/geometric modification alternatives have been developed by the consultant which the Livable Streets Committee recommends for Commission consideration. The Committee recommends an immediate testing of a Phase 1 proposal while further study of a Phase 2 proposal is undertaken for possible future implementation.

The first phase would increase the traffic carrying capacity of the intersection by 9% which is sufficient to carry the traffic diverted by the Area 1 Plan and have no negative impact on adjacent residential streets.

Traffic growth on Olympic Boulevard is approximately 1.5% per year. Thus a 9% improvement in capacity would return operations to roughly 1984 levels. The Committee recommends immediate implementation of Phase 1 which will increase the intersection volume capacity by the 200 cars per hour which will be diverted by the Area 1 Plan. (See Attachment 3)

Traffic and Parking Commission
Livable Streets Committee Recommendations
July 16, 1990

The proposal includes the following:

- o north-south and east-west protected traffic movements on Beverly Drive and on Olympic Boulevard;
- o northbound through, left, and right-turns on Beverwil Drive crossing and onto Olympic Boulevard;
- o right-turns only southbound Beverwil Drive extension;
- o restricted eastbound and westbound left-turns from Olympic Boulevard to Beverwil Drive; and
- o protected/permissive eastbound and westbound left-turns from Olympic Boulevard to Beverly Drive.

The Committee has also examined a proposal which would increase traffic carrying capacity of the intersection by 19%. This could theoretically regain pre-1980 levels of operation on Olympic Boulevard. The proposal couples more radical channelization improvements than proposed for Phase 1 with the same signal equipment. (See Attachment 4)

The Committee is concerned about the potentially significant impact this proposal might have on adjacent residential streets. Thus the Committee recommends further study for possible implementation as Phase 2.

The proposal includes the following:

- o north-south protected traffic movements on Beverly Drive;
- o north protected traffic movement on Beverwil Drive;
- o east-west protected traffic movements on Olympic Boulevard;
- o right and left turns only by southbound Beverwil traffic;
- o no protected left-turns from Beverly Drive to Olympic Boulevard; and
- o protected eastbound left-turn from Olympic Boulevard to Beverly Drive.

Staff will present both proposals in greater detail at the July 16 Study Session.

Traffic and Parking Commission
Livable Streets Committee Recommendations
July 16, 1990

PROPOSAL DISCUSSION

The Livable Streets Committee's recommendations for testing are in keeping with the City Council's charge, and also the objectives and the philosophy guiding the Committee's efforts.

The traffic diversion plan reduces traffic on every residential street in the area. (See Attachment 5)

The plan reduces vehicle speeds in the residential area.

The plan provides for access by emergency vehicles. (See Attachment 6)

The plan contains elements which can be modified incrementally as testing proceeds.

The Beverly/Beverwil/Olympic intersection improvements can accommodate the traffic diverted by the plan, with a subsequent opportunity for even greater capacity improvement after further study.

The plan is the product of hundreds of hours of citizen input.

The recommendations can be tested relatively inexpensively and removed quickly.

NEXT STEPS

Following the presentation and consideration of the Livable Streets Committee's recommendations for testing to the Commission, the Commission must determine whether it wishes to bring the proposals forward for presentation to the public for comment.

If the Commission determines the proposals ready for public comment, staff recommends that in order to maintain a schedule which permits installation, testing and removal by mid-November, the Commission consider two evening meetings prior to the August 2 Traffic and Parking Commission meeting. Suggested dates and times are Tuesday evening, July 24, at 7:30 p.m., Thursday evening, July 26, at 7:30 p.m. and Tuesday, July 30, at 7:30 p.m.

These two public workshops would provide the opportunity to present the proposal to the community and receive public input. In addition to a newspaper announcement, notices could be mailed to all residents in Area 1 urging their attendance to ensure the largest possible number of participants and elicit the widest range of comment.

Traffic and Parking Commission
Livable Streets Committee Recommendations
July 16, 1990

At the August 2 Traffic and Parking Commission meeting, a formal recommendation could be made, depending on the outcome of the public meetings, for City Council consideration at their August 7 meeting. If the Commission supports the Livable Streets Committee proposal, and the City Council gives direction to proceed, the Area 1 Diversion Plan could be scheduled for environmental consideration later in August and installed by September. The Beverly/Beverwil/Olympic intersection improvement installation could take place concurrent with the Area 1 Traffic Diversion Plan installation.

The testing phase would then be completed prior to the 1990 holiday season. Evaluation of the impacts could be undertaken through February 1991, at which time depending on the results, the community could consider permanent installation of the test or a modified program.

Alternatively, testing could begin in February 1991.

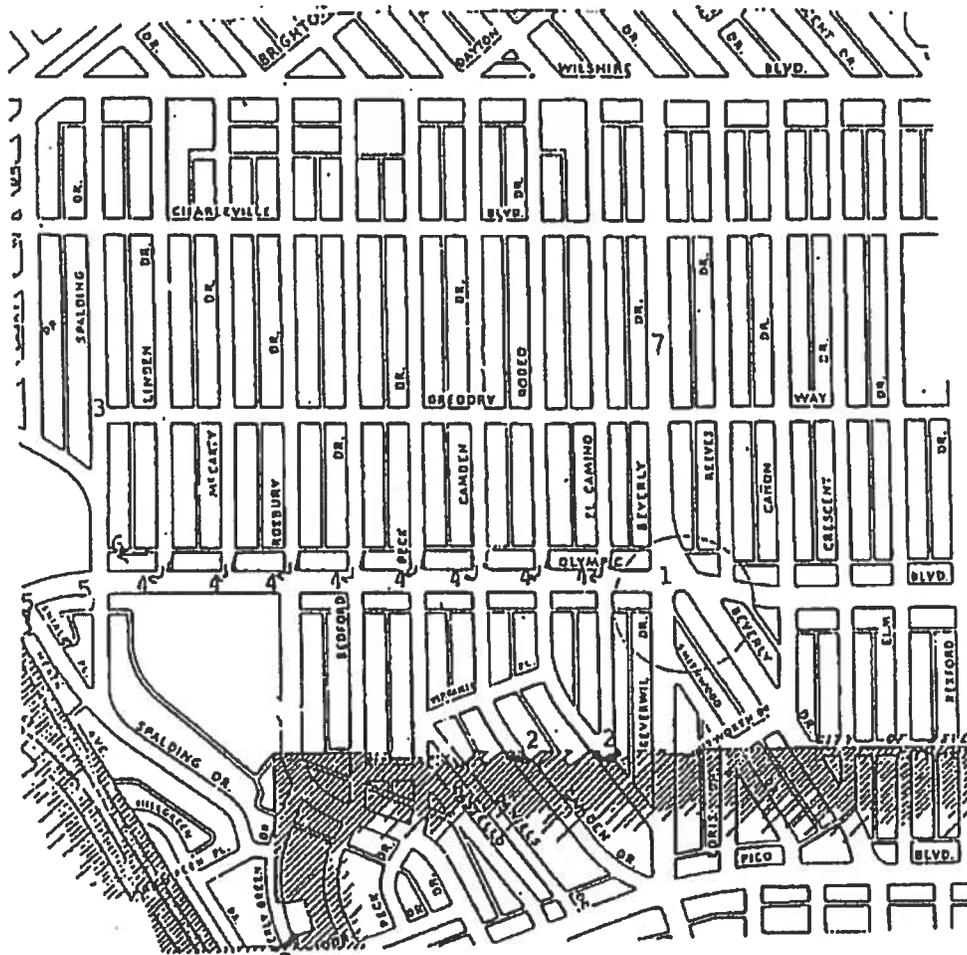
Wm Stracker
WILLIAM STRACKER

Maria Rychlicki
MARIA RYCHLICKI

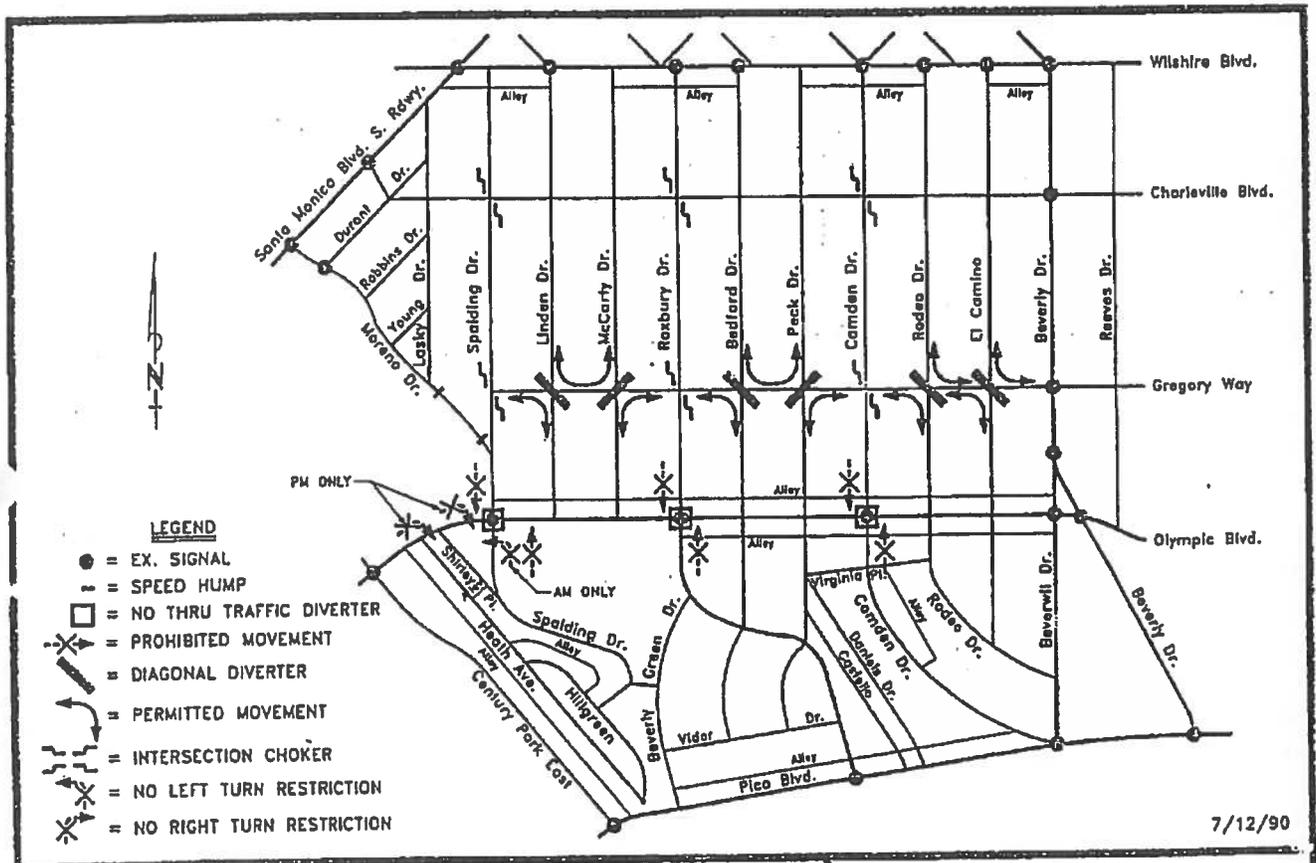
Attachments

AREA #1

Projects 3A & 3B



- 3A: 1. Improvement of Beverly/Beverwil/Olympic
- 2. Cul-de-sacs on Rodeo, Camden and Beverly Green Drives
- 3B: 3. Treatment to discourage through traffic on Spalding Dr.
- 4. Right turn only diverters on northern portion of all intersections between Spalding Dr. and Beverly Dr. at Olympic Blvd.
- 5. Diverters on Shirley Pl. and Spalding Dr. on southern intersection with Olympic Blvd.
- 6. One-way alley westbound between Spalding Dr. and Linden Dr.
- 7. Parking structure on So. Beverly Dr.

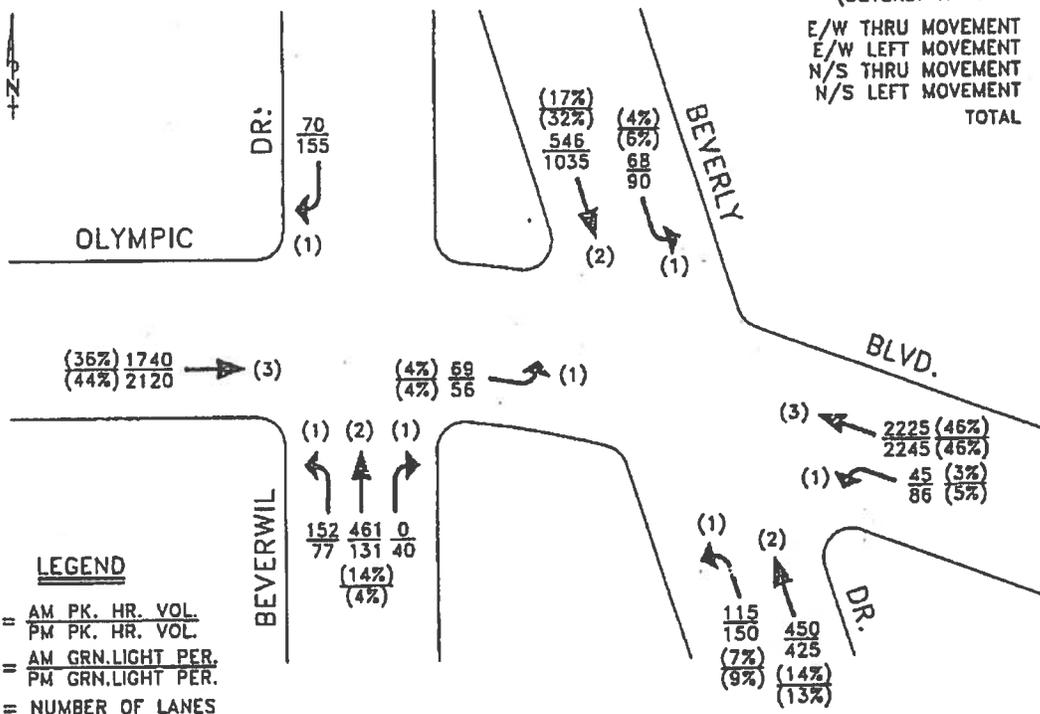


AUSTIN-FOUST ASSOCIATES, INC.

FIGURE 1
LIVABLE STREETS COMMITTEE
RECOMMENDED PLAN

MINIMUM GREENTIME PERCENTAGE
(BEVERLY AT OLYMPIC)

E/W THRU MOVEMENT	46%
E/W LEFT MOVEMENT	4%
N/S THRU MOVEMENT	32%
N/S LEFT MOVEMENT	9%
TOTAL	91%



LEGEND

- XXX = AM PK. HR. VOL.
- YYY = PM PK. HR. VOL.
- (XX%) = AM GRN.LIGHT PER.
- (YY%) = PM GRN.LIGHT PER.
- (Z) = NUMBER OF LANES

5/13/80

ALTERNATIVE 5

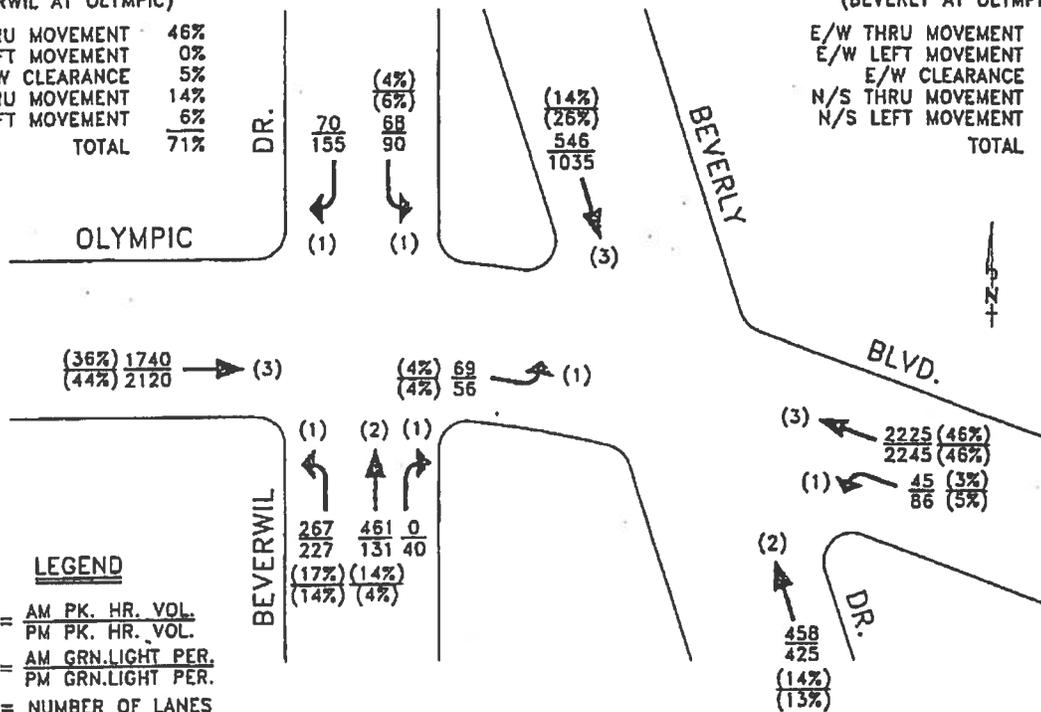
OLYMPIC/BEVERLY/BEVERWIL
COMPARISON OF MINIMUM
GREENTIME REQUIREMENTS

MINIMUM GREENTIME PERCENTAGE
(BEVERWIL AT OLYMPIC)

E/W THRU MOVEMENT	46%
E/W LEFT MOVEMENT	0%
E/W CLEARANCE	5%
N/S THRU MOVEMENT	14%
N/S LEFT MOVEMENT	6%
TOTAL	71%

MINIMUM GREENTIME PERCENTAGE
(BEVERLY AT OLYMPIC)

E/W THRU MOVEMENT	46%
E/W LEFT MOVEMENT	4%
E/W CLEARANCE	5%
N/S THRU MOVEMENT	26%
N/S LEFT MOVEMENT	0%
TOTAL	81%



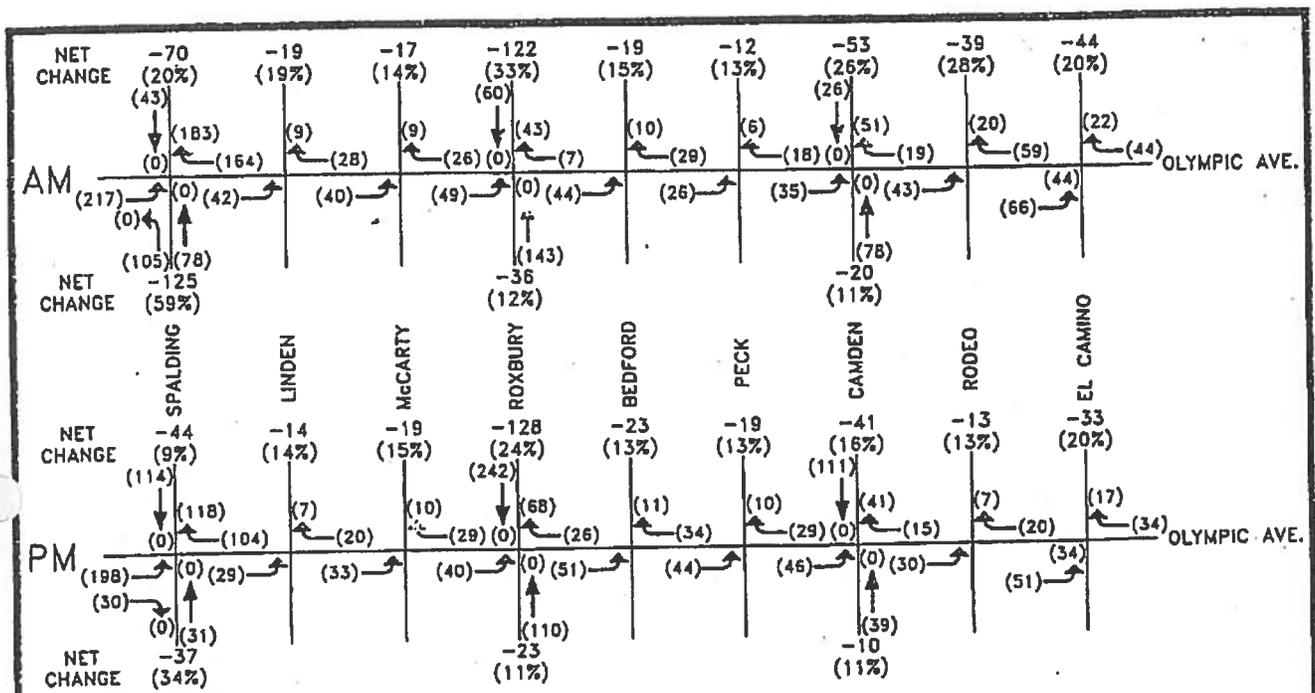
LEGEND

- XXX = AM PK. HR. VOL.
- YYY = PM PK. HR. VOL.
- (XX%) = AM GRN.LIGHT PER.
- (YY%) = PM GRN.LIGHT PER.
- (Z) = NUMBER OF LANES

5/13/90



ALTERNATIVE
OLYMPIC/BEVERLY/BEVERWIL
COMPARISON OF MINIMUM
GREENTIME REQUIREMENTS



ASSIGNMENT FACTORS

1. 100% OF DEPARTING THRU AT SIGNALS ARE DIVERTED.
2. 25% OF ARRIVING THRU AT SIGNALS ARE DIVERTED.
3. McCARTY DIVERTED TO ROXBURY, PECK TO CAMDEN, 50% OF RODEO TO CAMDEN 50% OF RODEO TO EL CAMINO.
4. 100 AND 200 BLOCK RESIDENTS USE SIGNALIZED STREETS TO CHARLEVILLE (EXCEPT RODEO).

7/12/90

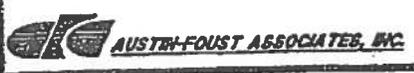
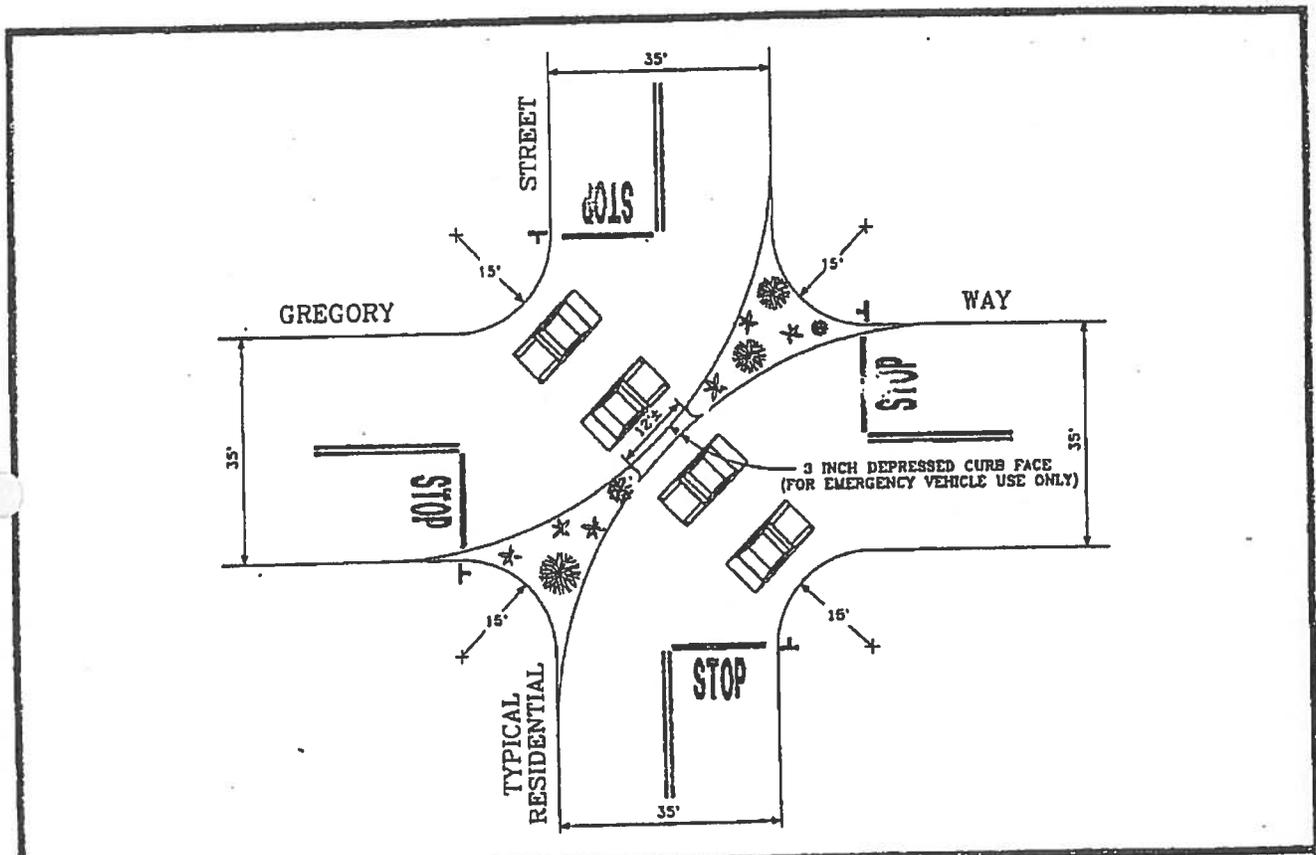


FIGURE 8
TRAFFIC DIVERSION FORECAST
LIVABLE STREETS COMMITTEE
RECOMMENDED PLAN



 **AUSTIN-FOUST ASSOCIATES, INC.**

DIAGONAL DIVERTER
 (which permits passage by
 emergency vehicles)

APPENDIX 1

LIVABLE STREETS COMMITTEE MEMBERSHIP

LIVABLE STREETS COMMITTEE CHARGE AND PROCESS

LIVABLE STREETS AREA ONE FOCUS GROUP MEMBERSHIP

LIVABLE STREETS COMMITTEE MEMBERS

Laurie Holz, Co-Chair
Stephen P. Webb, Co-Chair
Roger Behrstock
Phillip Brown
Rudy Cole
Ralph Feinstein
Lionel Furst
David Gordon
Ken Grier
Dr. Debbie Judelson
Rose Pine
Larry Schwimmer
Richard Seff
Gloria Seiff
Joseph Stabler

LIVABLE STREETS COMMITTEE
CHARGE AND PROCESS

All meetings of the Committee shall be noticed in writing by the Chairman or by City staff and posted in City Hall, the City Clerk's Office and the Library, and by written or verbal notice thereof to the Committee members at least twenty-four (24) hours prior to the meeting. All meetings of the Committee shall be conducted in public in conformance with California law (Brown Act) and Roberts Rules of Order. The Committee shall cause a copy of its preliminary meeting minutes to be filed with the City Clerk within forty-eight (48) hours after the conclusion of each meeting and a copy of its approved meeting minutes within forty-eight hours after approval. The Committee shall not convene any meeting without representation from the City Manager and, if necessary, City Attorney in attendance. The City staff shall provide the support as provided herein.

C H A R G E

The City Council charges the Committee with the following specific duties and responsibilities:

Phase I

1. Study the circumstances that cause today's residential street environment.
2. Develop a prioritized listing of the problems that the Committee would like to address relative to the residential street environment.
3. Working either as a "Committee of the Whole" or by Subcommittees, identify possible mitigations to each of the priority problems.

Phase I Workshop

It is the City Council's desire that the Committee meet in a workshop session with members of the Planning Commission and Traffic and Parking Commission prior to finalizing the Committee's Phase I Report.

The Phase I Report should specify an Action Plan for addressing the priority problems identified above. The Action Plan should represent a coordinated program of the Livable Streets Committee, the Traffic and Parking Commission and the Planning Commission. Each element of the Action Plan should indicate which body is to take lead responsibility for Phase II efforts and what the specific scope will be for each Action Plan element.

The Phase I Report should be submitted to the City Council by December 15, 1988.

Phase II

Phase II will consist of implementation efforts identified in the Phase I Action Plan. Phase II efforts may include, but not be limited to:

- * Trial or Model Projects (i.e., temporary street diversion plans or traffic improvement plans, etc.)
- * Signage Programs
- * Enforcement Programs
- * Public Informational Programs
- * Development of New City Codes

All programs requiring fund appropriation will require advance approval by the City Council.

Phase II Reports

The Committee shall make monthly reports concerning progress in achieving Action Plan objectives, as well as indicating future timetables for unattained plan elements.

The final Livable Streets Committee report will be due on or before March 21, 1989. Thereafter, the City staff will make periodic reports to the City Council, the Committee and City Commissions concerning all on-going efforts initiated through the Action Plan.

G U I D E L I N E S

1. In the interest of an efficient, fair and equitable process, all City Council appointed committee members are asked to work on a "committee" basis. Individual members are discouraged, except with authorization of the full committee, from contacting City Councilmembers, Commissioners, consultants or developers. No member is entitled to represent the Livable Streets Committee in any respect unless authorized in advance to do so by the full Committee.

Similarly, requests for information shall be channeled through the Committee Co-chairs or any Subcommittee Chairs who may later be designated. Requests of information from staff shall be channeled through the Director of Environmental Services.

City staff shall regularly provide the City Council with updates concerning the Committee's work, including any reports that the Committee wishes transmitted to the City Council.

All status reports will be transmitted through the City Manager's Office.

2. The role of the Committee is advisory. The Committee is asked to assimilate information and forward recommendations to the Traffic and Parking Commission, the Planning Commission and/or the City Council. Recommendations shall not be binding.
3. It is assumed that the Livable Streets Committee will serve as a fact-finding, research body and that it will eventually act as an advocate or "champion" for certain programs or physical improvements within the City. This role is intended to compliment -- not compete with -- the role of City Commissions. It is assumed that the Commissions will continue in their current role which includes responsibility for holding public hearings on new programs or projects. Review of specific public or private development project applications will remain the sole province of the Commissions -- as required of them by State or Municipal Code.
4. For any report prepared by the Livable Streets Committee, a minority report may be prepared, providing, however that a majority of the Committee agrees to include a minority report and a minimum of three committee members concur with the content of such report.

S U P P O R T

Neither the Committee nor staff is authorized to expend or commit the expenditure of City funds, including City staff time, other than what is necessary to produce minutes, provide documents which exist within the City's possession or are in the process of being developed, attend meetings of the Committee, or perform limited document reproduction and distribution. Any expenditure of funds or staff time in excess of the above shall require City Council appropriation. Staff will make every good faith effort to accomplish Committee informational and analytical objectives within existing, budgeted staffing levels.

LIVABLE STREETS AREA 1 FOCUS GROUP MEMBERSHIP

Peter Orgell
Alberta Stahl

Traffic and Parking Commission

Meralee Goldman
Rose Norton
(Ron Rosen)

Planning Commission

Laurie Holz
Stephen Webb
David Gordon

Livable Streets Committee

Majorie Blatt

Spalding Drive

Philip Brown

Beverly-Roxbury Hoemowners' Assn.
(and Livable Streets Committee)

Don Fox

Beverly Hills School District

Abe Glazer

Gregory Way

Ken Goldman

Southwest Homeowners' Association

Abe Knobel

Beverly-Angeles Hoemowners' Assn.

Russ Levi

Beverly Drive Merchants Assn.

Vivian Rescalvo

Councilmember Yaroslavsky's Office

Lucy Dike

City of West Hollywood

APPENDIX 2

LIVABLE STREETS SURVEY SUMMARY

In March, 9,800 residential questionnaires and 3,000 business questionnaires were mailed to that portion of the City (and Los Angeles) from Wilshire Boulevard south to Pico Boulevard, and from Robertson Boulevard to the western City limit. (See Attachments A - D). Four hundred fourteen completed questionnaires were returned from Area 1, 641 were returned from the residential area to the east, and 244 business questionnaires were returned.

The questionnaire response indicated that the majority of Area 1 residents responding (65%) did perceive a serious traffic intrusion problem in the residential area; that many residents would be willing to increase their travel time to and from home by three to five minutes (37%); some were willing to increase their travel time by more than five minutes (5%); but that little support existed for any specific proposed traffic diversion elements listed in the questionnaire. (See Attachment E) (In each example, there were a larger number of negative responses than positive.)

Additional data is available for Commission review.

WILLIAM E. STRACKER, P.E.
DIRECTOR OF TRANSPORTATION & ENGINEERING

TRANSPORTATION & ENGINEERING DEPARTMENT
333 NORTH FOOTHILL ROAD
BEVERLY HILLS, CALIFORNIA 90210



CITY OF BEVERLY HILLS

March 16, 1990

SUBJECT: City of Beverly Hills - Livable Streets Traffic Survey

Dear Resident:

In response to long standing community concerns, the City Council directed that a traffic study be conducted to determine the extent of "commuter" traffic using residential streets. The goal is to develop a solution acceptable to local residents to control outside traffic. Sample traffic counts collected indicate that a significant portion of such traffic is there to solely bypass congested major streets. In order to develop a plan acceptable to the residents on all streets potentially impacted by proposed change, we need information regarding your own travel patterns, your attitudes regarding the extent of the problem, and potential use of traffic diverters to discourage (or prevent) commuter traffic from using your residential streets.

Enclosed is a two part questionnaire. Part I is designed to obtain information regarding your travel patterns. Part II is an attitudinal survey both on the use of local streets as a commuter bypass and potential solutions. We ask that you take a few minutes to complete the questionnaire and mail it back to us within seven (7) days. A space is provided for your name and address, but this information is optional. Likewise, you are encouraged to provide comments which you feel might be helpful to us.

A series of community workshops will be held to discuss this study and you will be notified of the time and place of each. The first of these meetings will be in April.

If you have any questions or concerns contact Mr. William Stracker at (213) 285-2553.

Sincerely,

William E. Stracker, Director

ATTACHMENT A

Part II - Attitudinal Survey

1. Is traffic a serious problem in your neighborhood?

___ yes ___ no ___ undecided

2. Would you favor installation of any of the following traffic diverters on your own street?

	<u>Yes</u>	<u>No</u>	<u>Undecided</u>
a. One-way exits	___	___	___
b. Right-turn only restrictions	___	___	___
c. Street closures	___	___	___
d. Speed humps	___	___	___
e. Other _____	___	___	___

3. Would you favor installation of any of the following traffic diverters on other streets in your residential neighborhood?

	<u>Yes</u>	<u>No</u>	<u>Undecided</u>
a. One-way exits	___	___	___
b. Right-turn only restrictions	___	___	___
c. Street closures	___	___	___
d. Speed humps	___	___	___
e. Other _____	___	___	___

4. If traffic could be substantially reduced (as much as 25 to 50%) in your area, how much extra travel time would you accept?

___ less than one minute ___ up to two minutes ___ 2-3 minutes
 ___ 3-5 minutes ___ more than 5 minutes ___ None

5. What would you recommend as acceptable solutions to the traffic problems in your neighborhood?

Fold and Tape (DO NOT STAPLE)



City of Beverly Hills Dept of
 Transportation & Engineering
 333 N FOOTHILL RD
 BEVERLY HILLS CA 90210-9923

POSTAGE WILL BE PAID BY ADDRESSEE

FIRST CLASS MAIL PERMIT NO. 4664 BEVERLY HILLS CA

BUSINESS REPLY MAIL



NO POSTAGE
 NECESSARY IF
 MAILED IN THE
 UNITED STATES



Please Return Within Seven Days

Business Questionnaire

1. What is the name of your business? _____
2. What is your business' address? _____
3. Please provide name and phone number of contact person at your business. _____

4. How many employees drive to work each day? _____
5. From which direction do those employees who drive to your work site enter Beverly Hills?
 - a. ____ employees arrive from the north (e.g., San Fernando Valley)
 - b. ____ employees arrive from the south (e.g., El Segundo)
 - c. ____ employees arrive from the east (e.g., downtown Los Angeles)
 - d. ____ employees arrive from the west (e.g., Santa Monica)
6. Where do your employees park? _____

7. Would you favor installation of any of the following traffic diverters on nearby residential streets:

	<u>Yes</u>	<u>No</u>	<u>Undecided</u>
a. One-way exits	---	---	---
b. Right-turn only restrictions	---	---	---
c. Street closure	---	---	---
d. Speed bumps	---	---	---
e. Other _____	---	---	---

Fold and Tape (DO NOT STAPLE)

ATTACHMENT D



City of Beverly Hills Dept of
Transportation & Engineering
333 N FOOTHILL RD
BEVERLY HILLS CA 90210-9923

POSTAGE WILL BE PAID BY ADDRESSEE

FIRST CLASS MAIL PERMIT NO. 4664 BEVERLY HILLS CA
BUSINESS REPLY MAIL



NO POSTAGE
NECESSARY IF
MAILED IN THE
UNITED STATES



WJH

MINUTES

BEVERLY HILLS TRAFFIC AND PARKING COMMISSION

Special Meeting of Monday, July 16, 1990

The special meeting of the Traffic and Parking Commission was held in the City Council Chambers, 342 N. Foothill Road, at 7:30 p.m. on Monday, July 16, 1990.

1. ROLL CALL

Commissioners Present: Krakover, Krentzman, Orgell,
Saltzman, Stahl, Wasserstein

Commissioners Absent: Fenton (excused)

Staff Present: Stracker, Rychlicki, Treat,
Transportation; Scott, City
Manager; Daley, Fire Department;
Smith, Police Department

2. DISCUSSION OF LIVABLE STREETS PROPOSALS

Mr. Scott presented an in-depth review of the current status of the Livable Streets Committee and its proposals based on extensive research, development, and review. He spoke about the intention of the program: to reduce traffic volumes and speed on residential City streets in such a way that no street is "sacrificed" to accommodate others. It will be important to establish credibility in the residential community by implementing the test on a specified date and dismantling on a specified date.

Mr. Scott wants to provide the Council with recommendations that the Commission and Committee consider the "best" alternative. It will then be up to the Council to 1) implement the test; 2) require additional study to generate additional options; or 3) determine that the City should not go any further with the program.

In response to a question from the Commission, Mr. Scott said that the study session and actual trial period are to enable staff, Commission, and Committee to move from the theoretical concepts to the actual installation in order to "fine tune" the proposals in the field.

There was some discussion about the response of residents to the diversion demonstrations in their area: Diverters created to discourage commuters will also inconvenience

residents. Mr. Scott suggested having smaller meetings with neighborhoods, then break down into small discussion groups, perhaps asking them to diagram how they would get into and out of the neighborhood. These meetings could be run by the Livable Streets Committee, or the Traffic & Parking Commission, as the need dictates.

In response to a question, Mr. Scott advised that the speed humps on Moreno are not critical to the project, but it might be a good way to test their effectiveness. Improvements proposed for south of Olympic divert a significant amount of traffic during the p.m. peak. This is because some drivers will be "captured" before they get to the area. Mr. Stracker stated that deleting through traffic across Olympic will make right and left turns more efficient and that much of the traffic will have rerouted before it gets to a specific intersection.

Discussion of the two options for the Beverly/Beverwil/Olympic intersection occurred. It was noted that the 9% intersection capacity improvement could be analogous to the capacity of the intersection in 1984.

The Livable Streets Committee suggested that they work in conjunction with the Traffic & Parking Commission to develop a flow chart for the project, specifically to address communication, block meetings, Police Department interaction, and the business community. There was a question as to how we propose to monitor the test. Mr. Scott said that we possibly would have to hire more people and consultant time to supplement staff resources.

Upon viewing the demonstration, the Commission expressed concerns about maintaining safety during the test. An educational process would be conducted to show drivers how the diversion strategies work. Also, non-vehicular traffic--children, bikes, walkers, etc.--would be included in the process. Mr. Scott noted that through diversion techniques vehicle volumes will be reduced, thereby reducing conflicts.

Chief Daley and Lt. Smith discussed emergency access (included in the diversion plan), response time, and patrol patterns and said they would conduct their own evaluations during any diversion test.

David Gordon and Laurie Holz commented on perceived danger (during the demonstration drivers did not stop at the intersections perhaps because of the lack of opposing traffic), community reaction and acceptance, and the validity and type of survey responses.

There was discussion on how to proceed--public hearings at the Commission level and/or neighborhood meeting sponsored by homeowner associations and the Livable Streets Committee. It was suggested that for any meetings there be physical models and large diagrams with overlays to show people what can be done and how it will affect the neighborhoods.

3. ADJOURNMENT

Adjourned by consensus at 9:45 p.m.

Respectfully submitted,

Peter Orgell, Chairman

/vt

lp75m07a

MINUTES

BEVERLY HILLS TRAFFIC AND PARKING COMMISSION

Public Meeting of Monday, November 26, 1990

A meeting of the Traffic and Parking Commission to hear public input on the Livable Streets Concept was held in the Beverly Vista School Auditorium on Monday, November 26, 1990 at 7:30 p.m.

ROLL CALL

Commissioners Present: Fenton, Krakover, Krentzman,
Orgell, Saltzman, Stahl,
Wasserstein

Commissioners Absent: None

Staff Present: Stracker, Treat, Rychlicki,
Dunworth, Transportation; Scott,
City Manager

Chairman Orgell opened the meeting, welcomed the audience, reviewed the agenda/procedures, and thanked the Livable Streets Committee and Focus Group for their work efforts.

Mr. Scott: Gave a brief history of the program. The City is trying to develop a plan that can meet a consensus of the City Council to test. Council said that no test program would be acceptable to them if any of the n/s residential streets ended up with more traffic than it started with. The consulting Traffic Engineer has determined that the current concept does that. The test would be a temporary installation and at the end of the test period the traffic devices are removed. The goal is a significant traffic reduction of $\approx 20\%$ which would be noticeable to the residents. Concurrently the signals on Wilshire are being reviewed and the Beverly/Beverwil/Olympic signal is proposed for new equipment and more efficient operation.

Mr. Stracker: Beverly Hills would not be the only city to do these diverters. The concept must include a review of the entire street system, not just individual streets. He reviewed the exhibit, briefly explaining diverters, chokers, peak hour restricted turns at some locations and speed humps. Beverly/Beverwil/Olympic plans include deleting the Beverwil southbound through movement to allow more signal time for Olympic Boulevard.

Mr. Scott: Talked about appropriate volumes and actual volumes on the residential streets. 1200 vehicles per day is preferred in a residential area, while many Beverly Hills streets carry over 5000. He answered written questions from the audience re:

alley use, traffic enforcement, quantified success level, Council approval in the face of serious objections, travel time inconvenience, property values, location of speed humps, determination of percent residents vs. non-residents using the streets, and street sign enforcement. Just restricting turn movements from Olympic is very difficult to enforce.

At the insistence of the audience a vote was taken: 64 against test and concept, 30 for test, 31 no vote (approximately 125 in audience -- 110 signed in).

Chairman Orgell called on individuals wishing to make oral comments.

Phil Levine (255 McCarty): Cited large traffic volumes and noted that maybe it [the test concept] will work.

Merri Kaplan (305 S. Bedford): Does not object to the traffic because everyone in the country has traffic problems.

Steve Dahlerbruch: Cannot get out of garage in alley because of traffic volumes. He is impacted by bypass traffic and feels we have to try something in the alleys.

David Gingold (308 S. Roxbury): Approves form [of the concept] but not substance. Years ago cul-de-sacs were proposed, residents hated it. Now we have a diverter plan, with the same result. There doesn't seem to be a traffic problem to warrant the test.

Martin Singer (224 S. Camden): Is a new resident and one reason for moving here is convenience. Feels the plan creates a hazard for kids going to Beverly Vista school.

Pauline Spiker (474 Daniels): If concept is implemented she feels there will be a problem when her husband comes to get her at work. ~~says there is no [traffic] problem.~~

Ken Goldman (208 McCarty): Noted his participation in the process. The only aim of the program is to reduce traffic and make streets more livable. New projects on Wilshire will continue to increase. If we test [the program], at the worst it will be 4 months of inconvenience and the best is, it could work.

Merri Kaplan: Gives credit to TPC for doing their job. She feels that every resident in this area should be give the right to vote on this concept.

Mr. Klein (208 S. Spalding): This plan seems to encourage people to turn left across traffic. Will we keep track of headon accidents in order to compare before and after figures?

Sandy Hellman (201 S. Peck): Attended the Roxbury meeting and had reservations even then that we do not seem to be addressing

Charleville. She feels the plan will make Charleville the brunt of additional traffic.

Mr. Scott: The amount of traffic on Charleville is his #1 question.

David Peters (245 S. Spalding): Traffic volume has increased 10 fold. Believes we have to give TPC and the concept a chance.

Ms. Fogelman (1225 Beverly Green): Feels the plan will create major inconvenience to persons traveling anywhere north of Beverly Green from her area.

Larry Schwimmer: Is frustrated that so many people [in the audience] seem to know more about this plan in the five minutes that they listened at this meeting than he has in 2 years of being on the committee. Everyone on the Committee has done their homework in reviewing the concept.

Vernita Turner (9950 Durant): Although she came ready to fight, she is now willing to test. She is concerned about the impact on Durant Drive.

Chairman Orgell: Noted that it is difficult to argue when PD puts priority on traffic enforcement around schools rather than traffic enforcement around the City.

Ms. Light (316 El Camino): Even though she will be inconvenienced, she is willing to try because it can only get better for her children. Stated that her friends say they use her street as a shortcut all the time.

Val Wisut (240 S. Camden): Feels that this plan will make her a prisoner and that it will be a serious problem to get through intersections.

Gloria Shimer (313 S. Peck): Her mother cannot get to Gloria's house without using a signalized intersection and the program would change this.

Jerome (400 El Camino): Has problems with resignalization plans. If they are north or east of their own area it could be a problem to get home and the diverters will make it harder to drive children to and from school. Beverly/Beverwil/Olympic should be given more publicity.

Linda Moore (407 1/2 Shirley): opposes the plan (wrote letter).

Lucille Shermer (245 Spalding): Cannot see how this plan will help anything.

Mr. Laughler: The City must be careful that the cure is no worse than the illness, especially Beverly/Beverwil/Olympic. Feels the plan presented will create a bottleneck.

Ms. Segall (156 S. Almont): Lives and works near the City but not in this area. Believes Beverwil should take its share of traffic, especially since it has six lanes available.

Chairman Orgell advised that committee representatives were from all impacted areas.

Arthur Toll (312 S. Bedford): Feels that the premise of the program is wrong because his street is livable even with 2000 vpd. Says people will be driving around in circles, on the streets more, using more gas, making more pollution. Likes the commuter traffic on his street because they help the community.

Peggy Kauss, VP Beverly/Angeles HOA (480 S. Spalding): Says that they had no representative on the committee and were given turn restrictions as a conciliatory gesture. Feels that implementation of left turns will be inviting accidents.

Merri Kaplan: Instead of chokers, suggests that the lanes be striped with arrows for right turn and through lanes.

Shirley Karton (440 Smithwood): She has listened to the proposals and disagrees with the environmental "findings." Olympic is now in a state of gridlock. What are the arterials and "other routes" the City refers to?

Mr. Stracker: Arterials are those streets that are built for and intended to carry larger traffic volumes.

Shirley Karton: Feels we should be spreading out the traffic volumes onto many streets, not narrowing it down. Concerned about pedestrians, especially crossing Olympic. She is concerned that we are going to spend a lot of money but have no enforcement. We should put the money into more police officers to enforce the existing situations.

Laurie Holz (615 Trenton): During the past years the #1 perceived problem of residents is traffic volumes on residential streets. The top two priorities from all the meetings was the southwest residential area and Beverly/Beverwil/Olympic. She senses a general mistrust of government bodies presenting the plan. The many negative comments heard at this meeting assume that things will not work.

Mrs. Furst (615 N. Linden): She hears that many people do not like or want the interruption, but we will all learn the new routes if needed. Also hears that speed seems to be the perceived major problem - not traffic volumes. She is concerned about increased volumes on Moreno and safe school access. Says that many people avoid arterials because they are not easy to traverse. Feels that this is a Citywide issue.

Earl Amass (345 S. Rodeo): Wants a guarantee about the temporary installation. Speed humps will work, tweaking alleys to be discontinuous will work. Prohibit left turns on Olympic and the accident rates will drop. Does not agree with stopping through traffic across Olympic. Feels that it is overkill to try this whole program at once--start with things that may actually have a chance to work.

Paul Hoffman (438 S. Rodeo): Wants to hear about what happens after the test. Believes that if we reduce the volume now to 5 years ago level, it will be back at current levels in 5 years but then will still have the inconvenience of the restrictions. He would very much like to see speed humps on Rodeo s/o Olympic.

Arlene Malmer (300 S. McCarty): The main problem is speed and we need more enforcement. A real test should have only one variable.

Jeff Mars (273 S. Camden): It seems to him that we are trying to implement a plan 24 hours a day for a problem that is only 4 hours a day.

Dr. Miller (264 S. Rodeo): If this plan goes into effect he would only be able to get to his house from one direction. Residents know which streets are the safe ones to take now and he feels that residents are being asked to give up too much.

Judy Okun (309 S. Rodeo): She always crosses at signalized intersections and is willing for the plan to go for a trial. She cannot understand why we are closing Beverwil--it is an unfair burden on Beverly Drive since Beverwil is an arterial, 6 lanes wide.

Mr. Linn: Lives n/o Sunset but is interested in the concept. Even if the City could guarantee that the plan would work 100% and more than half the residents do not want it, it should not be implemented.

Chairman Orgell: The Commission will consider comments and will formally address the issue at the next regular meeting and make a recommendation.

ADJOURNMENT

MOVED by Consensus to adjourn the November 26, 1990 meeting at 10:40 p.m.

Respectfully submitted,

Peter Orgell, Chairman

/s/(tp75mlsc)