



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

Meeting of December 1, 2016

TO: Traffic & Parking Commission

FROM: Bijan Vaziri, Senior Transportation Engineer

SUBJECT: Traffic Engineering Quarterly Report

Traffic Engineering Activities – September 2016 through December 2016

(Bolded: New activities for this Quarter)

Staff: Bijan Vaziri P.E., Senior Transportation Engineer
 Roger Vinalon Jr., Traffic Technician

B: Ongoing traffic studies and data collection (citywide)

- 1: Conducted parking inventory surveys for 600 Block Sierra and adjacent street.
- 2: Responded to public inquiries about the placement of signs, red curbs, striping, address markings and traffic counts. Responded to requests for information from the public, traffic citation challenges, records subpoenas, expert witness requests, depositions, court appearance requests, complaints about traffic congestion and speeding, school area traffic/parking management inquiries, and other traffic engineering issues (including Web-CBH Transportation public inquiries and citywide “Comcate” generated public inquiries).
Ongoing.
- 3: Submitted **32** work orders to the Public Works Department that included placing or relocating traffic and parking signs, street markings, curb markings, striping plans, and meter heads/posts; signal timing adjustments; and coordination timing and signal pole replacements. Attached (page 4) is a summary list of work orders that were issued for the last 3 months.

8737 Wilshire - Arnaz side	Repaint red curb	9/1/16	9/7/16
713 and 714 N. Palm	Red curb and address painting	9/1/16	9/7/16
38 N. La Cienega	Replace vandalized sign	9/12/16	9/12/16
1025 Ridgedale	Grey out unauthorized red curb	9/15/16	9/16/16
445 Martin Lane	Install right arrow and 20 MPH advisory	9/15/16	9/16/16
1301 Park Way	Install two 3 ton signs	9/15/16	9/16/16

Whittier at Elevado and Trenton	Install peak hour, and NSAT signs	9/15/16	9/27/16
Sierra at Elevado	Red curbs	9/15/16	9/16/16
Trenton at Elevado	Paint crosswalk (northern leg)	9/15/16	
337 S. Elm	Red curb for hydrant	9/20/16	10/4/16
Almont at Dayton	Red curb for intersection	9/20/16	9/25/16
722 N. Foothill	Red curb	9/21/16	
Moreno - Robbins to Spalding	Sign and paint modifications	9/26/16	
500 N. Canon	Install Zone BT signs	9/27/16	10/12/16
400 S. Swall	Replace old Zone AB signs	9/28/16	9/30/16
ADDRESS	TYPE	ENTERED	RESOLVED
Gregory at La Cienega Park	Paint white zone for 10 min loading	9/30/16	10/6/16
220 El Camino	Red curb	9/30/16	10/4/16
100 S. Robertson adj. Horace Mann	Remove northernmost parking space	9/30/16	
Doheny Road	Sign and paint modifications	10/3/16	
Dayton between Crescent and Canon	Install meter pole and grey curb	10/3/16	10/25/16
433 N. Rodeo	Grey out white curb	10/4/16	10/5/16
360 N. Rodeo	Change 10 min to 3 min loading	10/4/16	
Dayton west of Maple	Change 2HR 8-6 signs to 2HR	10/11/16	10/12/16
356, 361 S. Maple	Extend red curbs	10/14/16	10/20/16
500 N. Canon (cut-outs)	Install delineators with four bus signs	10/17/16	10/11/16
9949 S. Santa Monica	Extend red and relocate meter pole	10/17/16	
Rexford at City Hall	Install 2nd double-yellow striping and R1-6	10/25/16	
Doheny-Oakhurst E/W alley n/o Wilshire	Red curb over yellow	10/25/16	10/26/16
361 S. Maple	Grey out red	10/27/16	10/31/16
Dayton east of Rodeo	Install new trolley signs	10/27/16	11/10/16
1100 San Ysidro and 400 S. Peck blocks	Install speed cushions	10/28/16	
400 S. Clark and adj. Whitworth	Replace faded Zone AB signs	11/10/16	

4: Speed humps applications in process:

- San Ysidro Dr. (north of Tower) - Pending the final approval of one adjacent resident. Staff has ordered speed hump construction materials. Delivery would be 4 to 5 weeks. Installations will be performed by the City crew. **Installation rescheduled for the week of November 28, 2016.**
- 400 Peck Drive. A petition was received signed by residents – Staff received an overwhelming support by the residents. Staff is preparing the purchase order for construction materials and installation is tentatively scheduled for late November 2016. **Installation scheduled for the week of November 21, 2016.**

C: Private Development Transportation Reviews

1: Continued the review process for Traffic Impact Reports, Environmental Impact Reports and other circulation issues of new developments:

- **Reviewed the circulation issues of the proposed One Beverly Hills Hotel (9900 Santa Monica) and attended three special planning Commission meetings regarding this project.**
- **Reviewed the study pertaining to crosswalks.**
- **Reviewed the evaluation of sight distance on Martin Lane.**
- **Reviewed the traffic circulation study of 9200 Wilshire project (proposed alterations to the approved project).**
- **Reviewed the proposed scope of work for preparation of traffic impact study (EIR required) at 100 N. Crescent.**
- **Provided staff support regarding circulation issues of the proposed One Beverly Hills Hotel (9900 Santa Monica) in response to three special City Council meetings regarding this project**

2: Reviewed over **78** traffic plan applications for public right-of-way permits in cooperation with the City's Permit Center. Traffic plans are required to be prepared by applicants for temporary closure of traffic lane(s), generally for the following purposes:

1. Delivery of construction equipment and materials; temporary use of metered spaces for special events; and utility repairs/replacements by *Edison*, phone companies and other utility companies.
2. **AT&T projects - reviewed 12 locations.**
3. ***Southern California Edison* construction sites citywide – 22 locations.**
4. ***Metro* La Cienega subway station utilities relocation of water, sewer, *SCE*, and storm drain - biweekly coordination meeting with the Metro and LADOT - Attended 1 meeting. Reviewed traffic plans for piling phase- attended 3 meetings. **Ongoing.****
5. ***NSMB construction staging and Traffic Control Plans* - reviewed 19 sheets.**
6. **Miscellaneous and over-the-counter traffic control plans - reviewed 27.**
7. ***Metro La Cienega subway station* - construction detour alternatives traffic study - Coordination with Metro and LADOT. Temporary relocation of traffic signal equipment at**

La Cienega and Wilshire. Attended coordination meeting- reviewed the traffic plans.
Ongoing.

8. **Metro Rodeo Subway Station** – *Potholing phase- Reviewed the traffic Control Plans (total of 35 sheets). Underground utilities phase - Reviewed 18 sheets- No new activities.*

3: Reviewed construction-related transportation issues for projects presently under construction:

Construction of new hotel (*Waldorf-Astoria*) - Public Right of Way improvements at Wilshire Blvd./N. Santa Monica Blvd. – **Conducted field evaluation between 9 PM-3 AM for implementation of the new off-site improvements at the intersection of Wilshire and N. Santa involving re-striping Wilshire Boulevard to 5 Approach lanes. Photo attached. This phase of project completed on 9-19-2016.**

Conducted Field review and plan preparation of re-striping of South Santa Monica Boulevard during the Construction of NSMB.

4: Out of the Ordinary:

Dear Traffic and Parking Commission,

As I am nearing retirement from the City of Beverly Hills (scheduled for December 30, 2016), I request your permission to use this section of the quarterly report to highlight my best achievements working for the City of Beverly Hills for the last 31 years. The position of a City traffic engineer requires tremendous coordination and involvement with many issues and cooperation with the public, a number of City Departments, City Commissions and the City Council. Therefore, the list of achievements for such a long duration could go to many pages. However, the following are my favorite that I thought to share with you.

Top ten Performances 1985-2016 (in reverse order):

10- New traffic signal design and channelization at Maple Drive and Burton Way; greatly improved the safety and increased efficiency while maintaining the residential environment Maple Drive.

9- Installation of a signalized mid-block crosswalk on Beverly Drive near Whitworth Drive (2008) greatly improved the safety.

8- Signal coordination along Sunset, Wilshire, North Santa Monica, Olympic and La Cienega reduced average delay from 25% (Olympic) to 8% (Wilshire).

7- The 1997 Simplification of the complex intersection of N. Santa Monica, Beverly Boulevard, Civic Center Drive and Palm Drive by placement of a cul-de sac on east portion of Civic Center Drive, reducing the vehicle delay and congestion and collisions (LOS F congestion changed to D during the Morning and E during the evening Peak).

6- Installation of protected left turn arrows at Sunset and Hillcrest, Sunset and Whittier, Burton Way and Rexford, South Santa Monica and Crescent, North Santa Monica and Canon, Canon and South Santa Monica, Beverly and Coldwater, Charleville and S. Santa Monica, Linden and S. Santa Monica, Olympic and Doheny, Wilshire and Crescent, and Wilshire and Rexford: greatly reduced visibility constraints, Right-of-Way confusion and therefore collisions.

5- Placement of vertical delineators along the centerline of Sunset Curve (west of Whittier) in 1998, resulting in more than 60% reduction in collisions.

4- Improvement of the intersection of Wilshire at N. Santa Monica resulting in 3 through lanes and 2 left turn lanes (elimination of shared lane) achieved by a 5 foot dedication from the Hilton as a part of the project impact condition.

3- Effective review of circulation impacts of private developments requiring extensive mitigation measures or funding for improvements. Century City High rise development (\$600K), 20th Century Fox (\$600K) - Cedar Sinai developments (\$400K) - Beverly Hills Hotel (upgrade 2 signal)- Barneys (upgrade 2 signals) - Beverly Hilton (new signal)- 8767 Wilshire (a new right turn lane) - Annenberg (one new right turn lane and one right turn widening) and relinquishment of N. Santa Monica from the State (\$800K for traffic signals).

2- Submission of applications for funding for “the Call for Projects” to LA County Metro, State authorities and Federal funding (12 applications submitted, 8 funded) which provided over \$ 5 million worth of funding for upgrading the City’s 92 Traffic signals, establishment of a signal system and interconnects, Transit Priority, Smart corridors, CCTV Cameras (14 locations), Emergency Vehicle Detection placed on all signals and capacity enhancement measures along N. Santa Monica, full street design for Sunset (2019-2020).

And last but not least:

1- Establishment of Exclusive pedestrian crossing phase at 6 intersections within the Business Triangle in 1987 resulting in a 67% reduction of Auto-Ped accidents and 33% reduction of overall accidents: first city in California; second city west of the Mississippi after Las Vegas. A number of inquiries from many cities in and out of the state have been received since 1990.

It has been a privilege to work for the City and the Traffic and Parking Commission.

Sincerely,

Bijan Vaziri P.T.E.
Senior Traffic Engineer