



**CITY OF BEVERLY HILLS  
TRAFFIC & PARKING COMMISSION  
SPECIAL MEETING**

**455 North Rexford Drive  
Room 280-A  
Beverly Hills, CA 90210**

**Monday, November 16, 2015  
6:00 PM**

I, Lester Friedman, Chairperson of the Traffic & Parking Commission, hereby call a Special Meeting at the time and place noted above to discuss the matters listed in the attached agenda.

**SPECIAL MEETING AGENDA**

**1. Special Meeting Agenda**

See attached agenda.

**2. Adjournment**

  
\_\_\_\_\_  
**Aaron Kunz, Deputy Director of Transportation**

**Posted: November 13, 2015**



In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the Community Development Department, Planning Division at 310-285-1126. Please notify the Planning Division at least twenty-four (24) hours prior to the meeting so that reasonable arrangements can be made to ensure accessibility.

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



In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the Transportation Department at (310) 285-1126 at least twenty-four (24) hours prior to the meeting so that reasonable arrangements can be made to ensure accessibility. Room 280-A is equipped with audio equipment for the hearing impaired, and is wheelchair accessible.

**CITY OF BEVERLY HILLS  
455 N. Rexford Drive  
Beverly Hills, California 90210  
Room 280-A**

**TRAFFIC & PARKING COMMISSION  
SPECIAL MEETING**

**Monday, November 16, 2015  
6:00 PM**

**AGENDA**

**OPEN MEETING**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**APPROVAL OF AGENDA**

**PUBLIC HEARING**

**1. Olympic Boulevard/Beverly Drive/Beverwil Drive Intersection**

The Commission is asked to conduct public outreach with residents and businesses near the Olympic Boulevard/Beverly Drive/Beverwil Drive intersection and provide a recommendation of improvement options.

**ADJOURNMENT**



**CITY OF BEVERLY HILLS**  
**TRAFFIC & PARKING COMMISSION**

November 16, 2015

**TO:** Traffic & Parking Commission

**FROM:** Aaron Kunz, Deputy Director of Transportation

**SUBJECT:** Olympic/Beverly/Beverwil Intersection

**ATTACHMENTS:** A. October 20, 2015 City Council Study Session Staff Report  
B. Modified Scenario D Diagram  
C. Correspondence

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The City Council reviewed *Fehr & Peers'* assessment of potential improvements for the Olympic Boulevard/Beverly Drive/Beverwil Drive intersection at the October 20, 2015 Study Session. The City Council asked the Traffic & Parking Commission to conduct public outreach with residents and businesses near the Olympic/Beverly/Beverwil intersection and provide a recommendation of improvement options.

**Background**

Background is provided in the attached October 20, 2015 City Council Study Session report.

**Discussion**

At the October 20, 2015 Study Session, the City Council reviewed four scenario options to improve the intersection as outlined below:

- Scenario A: Eliminate left-turn movement from northbound Beverly Drive to westbound Olympic Boulevard
- Scenario B: Prohibit left-turn movement from westbound Olympic Boulevard to southbound Beverwil Drive
- Scenario C: Upgrade traffic signal controllers along Olympic Boulevard and implement additional protected left-turn phases (i.e., arrows)
- Scenario D: Implement scenarios A, B, and C and close northbound Beverwil Drive through movements. This includes median reconstruction and removal of the traffic signal at Beverly Drive and Beverwil Drive.

Staff recommended proceeding with implementing scenarios A and B and placing the item on a Traffic & Parking Commission agenda. The City Council asked that public outreach be conducted with all scenarios considered plus a modified scenario D, which would maintain the left-turn movement from northbound Beverly Drive to westbound Olympic Boulevard, and incorporate protected phasing (i.e., arrows).

**Noticing**

Notices were mailed out on November 6, 2015 to all the residents & businesses on the 300 and 400 blocks of South El Camino Drive, South Beverwil Drive, South Beverly Drive, South Reeves Drive, South Canon Drive and Smithwood Drive. Notices were also sent to all businesses along

South Beverly Drive, from Wilshire Boulevard to Whitworth Drive, and along Olympic Boulevard, from El Camino Drive to South Canon Drive. The Beverly Hills Southwest and Beverly Roxbury home owners associations were notified as well.

**Recommendation**

That the Traffic & Parking Commission recommends to the City Council a scenario option(s) to improve the Olympic/Beverly/Beverwil intersection.

# **ATTACHMENT A**



## STAFF REPORT

**Meeting Date:** October 20, 2015  
**To:** Honorable Mayor & City Council  
**From:** Aaron Kunz, Deputy Director of Transportation  
**Subject:** Olympic/Beverly/Beverwil Intersection  
**Attachment:** 1. Executive Summary and Implementation Plan

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### **INTRODUCTION**

*Fehr & Peers*, the City's on-call traffic engineering firm has prepared an assessment of potential improvements for the Olympic Boulevard/Beverly Drive/Beverwil Drive intersection. This report outlines staff's recommendations for next steps related to improvements for this intersection.

### **BACKGROUND**

In response to concerns raised to the City Council/Traffic & Parking Commission Liaison Committee regarding the Olympic Boulevard/Beverly Drive/Beverwil Drive intersection, staff commissioned *Fehr & Peers* to prepare an assessment of improvement options.

Olympic Boulevard/Beverly Drive/Beverwil Drive intersection carries about 74,000 vehicles per day. With Beverly Drive splitting into two streets (Beverly Drive and Beverwil Drive) just north of Olympic Boulevard, two streets cross Olympic Boulevard very close to each other resulting in a relatively complex intersection.

Based on review of accident data, the average collision rate is equal to the state-wide average for comparable intersections. No geometric and signal timing deficiency of the intersection was the cause for any of the collisions. The design of the intersection continues to appear reasonable and consistent with best engineering practices. In recent years, the City has replaced all signage within the intersection, made adjustments to the signal timing and added lane markings. The City Council has recently approved red light photo enforcement for the intersection.

A project to redesign and simplify the Olympic Boulevard/Beverly Drive/Beverwil Drive intersection is planned for FY 2017-2018 in the *FY 2015-16 5-year Capital Improvement Program*.

## **DISCUSSION**

The *Fehr & Peers Executive Summary and Implementation Plan* describes four scenarios to improve the intersection as outlined below:

- Scenario A: Eliminate left-turn movement from northbound Beverly Drive to westbound Olympic Boulevard
- Scenario B: Prohibit left-turn movement from westbound Olympic Boulevard to southbound Beverwil Drive
- Scenario C: Upgrade traffic signal controllers along Olympic Boulevard and implement additional left-turn phases (e.g., arrows)
- Scenario D: Implement scenarios A, B, and C and close northbound Beverwil Drive through movements. This includes median reconstruction and removal of the traffic signal at Beverly Drive and Beverwil Drive.

Staff recommends implementing scenarios A and B as a pilot. With City Council concurrence, the item would be placed on a Traffic & Parking Commission agenda in order to receive public comment. After Traffic & Parking Commission review and preparation of the environmental assessment, staff would return to City Council for approval to proceed. Estimated implementation is 4 to 6 months after City Council approval. After implementation, staff recommends evaluating the scenarios for one year before proceeding with the next phase.

The advantages/pros of this approach include:

- Eliminates unprotected turn movement that involves approximately 15% of collisions
- Reduces congestion at center of intersection
- Scenario B will offset some of the increased traffic on Beverwil resulting from Scenario A
- Provides drivers a gradual adjustment of changes in traffic patterns
- Lower cost and shorter implementation time than larger projects

Disadvantages include:

- Increased traffic on Beverwil pending implementation of Scenario D
- Drivers would need to adjust to changes in traffic patterns twice
- Longer-term timeframe for implementation of entire improvement scenarios

If the City Council wants to implement additional improvements beyond scenarios A and B, staff would recommend Scenario D which includes all the improvements outlined in the *Fehr & Peers* report. Although Scenario C, upgrade of traffic signal controllers, could be implemented with Scenarios A and B or independently, a single contract for all scenarios is more efficient and likely more cost effective. As with staff's recommendation listed above, with City Council concurrence, the item would be placed on a Traffic & Parking Commission agenda to receive public comment, an environmental assessment would be prepared, and the item would be returned to City Council for direction to proceed. To complete Scenario D, staff recommends implementation in FY 2017-18 to

Meeting Date: October 20, 2015

minimize overlap with the Santa Monica Boulevard Reconstruction project and decking of the La Cienega subway station.

The advantages/pros of this approach include:

- All scenarios completed at one time
- Single public outreach/environmental assessment process
- Cost effectiveness and efficiency by hiring a single contractor

Disadvantages include:

- Longer timeframe for complete implementation
- Less gradual adjustment for drivers

### **FISCAL IMPACT**

Funding is available in the FY 2015-16 Capital Improvement Budget (CIP) # 367, *Install Traffic Signals and Intersection Improvements*. Estimated construction of Scenario A and B is \$20,000. Estimated construction cost of Scenario D is \$385,000.

### **RECOMMENDATION**

Staff recommends proceeding with implementing scenarios A & B improvement options for the Olympic/Beverly/Beverwil intersection.

Susan Healy Keene  
Community Development Director

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Approved By





# **ATTACHMENT 1**

## MEMORANDUM

Date: October 13, 2015

To: Aaron Kunz, City of Beverly Hills

From: Jaimee Bourgeois

**Subject: *Executive Summary and Implementation Plan for Improvements at Olympic Boulevard / Beverly Drive / Beverwil Drive***

Ref: LA15-2772

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### BACKGROUND

Fehr & Peers completed an assessment of safety and operations and identified a range of potential improvements for the Olympic Boulevard / Beverly Drive / Beverwil Drive intersection. The Liaison Committee considered the findings in December 2014 and directed staff to conduct detailed analyses for various options. Following the December meeting, City staff implemented changes that did not require further analysis; specifically, additional all-red clearance time, a new "Left-Turn Yield on Green" sign, and lane line extensions through the intersection. Furthermore, earlier in 2014, City staff lengthened the pedestrian phase across Olympic Boulevard. The intersection has also undergone signage upgrades and signal timing modifications in prior years. Concurrent with this study, City staff is also proceeding with implementation of red light violation camera enforcement.

Detailed analyses were conducted for various improvement options and documented in a memorandum entitled *Detailed Assessment of Improvement Options for Olympic Boulevard / Beverly Drive / Beverwil Drive Intersection* (October 13, 2015). This document serves as the executive summary of that report and provides an implementation plan for completing several phases of improvements.

### EXECUTIVE SUMMARY OF DETAILED ASSESSMENT

The Olympic Boulevard / Beverly Drive / Beverwil Drive intersection is a compound intersection that operates on one traffic signal controller and accommodates about 74,000 vehicles per day. A review of collision records revealed an average collision rate equal to the state-wide average for comparable intersections. The location that experienced the majority of collisions during the study period was the intersection of Olympic Boulevard and Beverly Drive at 66% of the total. The most frequent collision factor was not yielding the proper right-of-way (39% of total), followed by unsafe lane changing (28%).

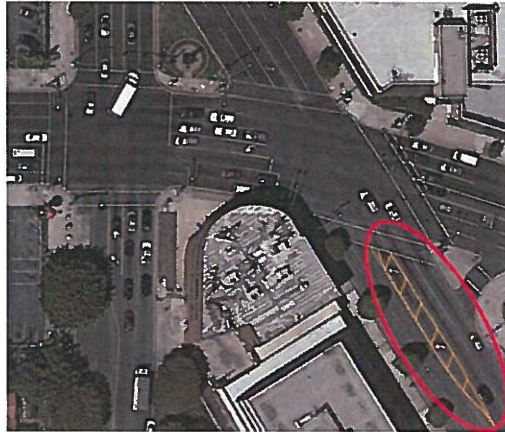
Resulting changes to traffic operations, transit service, and pedestrian and bicycle circulation were identified for four improvement scenarios (A through D). To better understand existing vehicular traffic patterns and to gain insight into how traffic patterns would likely change under each scenario, "Big Data" analytics were used. Through this process, it was identified that additional intersections, specifically Pico Boulevard / Beverwil Drive and Pico Boulevard / Beverly Drive located within the City of Los Angeles, would likely be affected by the redistribution of traffic and were therefore included in the study.



### **Scenario A**

Prohibit the left-turn movement from northbound Beverly Drive to westbound Olympic Boulevard by modifying existing roadway striping and signage, as illustrated in Figure 1. Approximately 1,500 vehicles per day (133 during the morning peak hour and 120 during the evening peak hour) would be shifted to another route.

**FIGURE 1**  
**SCENARIO A – Eliminate Northbound Left-turn Movement**



### **Highlights**

- Reduces the total number of collisions; eliminates an unprotected turn movement that is involved in approximately 15% of the collisions
- Improved operational performance at the Olympic Boulevard / Beverly Drive / Beverwil Drive intersection with some increase in delay at the Pico Boulevard intersections.
- Vehicles less likely to block the Olympic Boulevard / Beverly Drive intersection.
- Some motorists may choose to use Pico Boulevard instead of Olympic Boulevard thus reducing traffic levels on Beverly Hills streets.
- While this scenario would result in additional traffic on Beverwil Drive initially, volumes could be reduced if combined with Scenarios D or E (presented below).
- To accommodate a shift in traffic to northbound Beverwil Drive, striping modifications should be implemented to lengthen the left-turn pocket and additional green time should be provided for this movement.
- No changes to the bicycle or pedestrian network.
- Santa Monica Big Blue Bus Route 5 would need to be revised, as it currently utilizes this left-turn movement for weekday and weekend service; however, rerouting the bus could further improve safety at the intersection as it is often observed blocking the intersection due to the limited queuing space between Beverwil Drive and Beverly Drive.

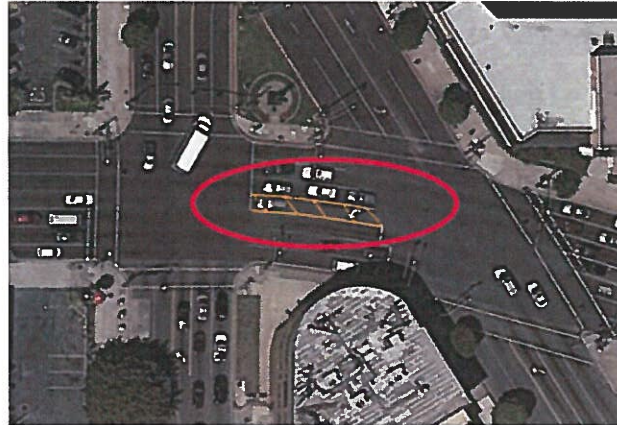
**Construction Cost:** The construction is estimated to be approximately \$10,000.



### **Scenario B**

Prohibit the left-turn movement from westbound Olympic Boulevard to southbound Beverwil Drive by modifying existing roadway striping and signage (see Figure 2). Approximately 500 vehicles per day would be rerouted (26 during the morning peak hour and 57 during the evening peak hour).

**FIGURE 2**  
**SCENARIO B – Eliminate Westbound Left-turn Movement**



### **Highlights**

- Reduces the vehicle demand within the short space of Olympic Boulevard between Beverwil Drive and Beverly Drive and reduces the likelihood of vehicles spilling into and blocking the Olympic Boulevard / Beverly Drive intersection.
- Does not significantly change the delay at the Pico Boulevard intersections and results in slightly decreased delay at the Olympic Boulevard / Beverly Drive / Beverwil Drive intersection since the total volume would be reduced.
- Eliminates the conflict point between unprotected left turning vehicles and a very high volume of oncoming eastbound through traffic, a condition which often results in motorists choosing shorter than desired gaps in oncoming traffic to complete a turn.
- Reduces the volume on Beverwil Drive thus improving the residential character of the roadway.
- No changes to the bicycle, pedestrian or transit networks.

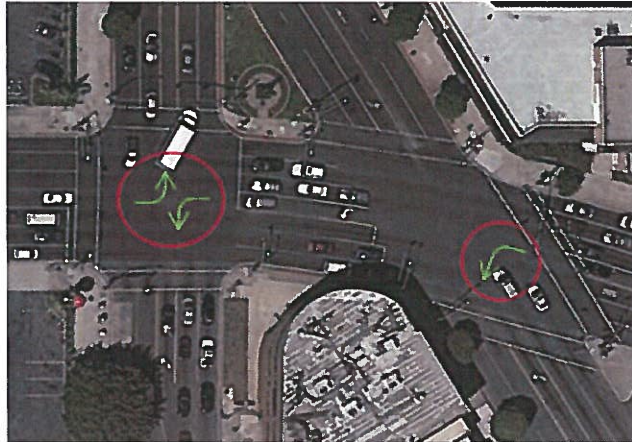
**Construction Cost:** The construction is estimated to be approximately \$10,000.



### Scenario C

Upgrade traffic signal controllers along the Olympic Boulevard corridor to Type 2070 and implement protected left-turn phases for eastbound Olympic Boulevard to northbound Beverwil Drive and westbound Olympic Boulevard to southbound Beverly Drive and southbound Beverwil Drive (as shown in Figure 3). No vehicles would be rerouted.

**FIGURE 3**  
**SCENARIO C – Provide Protected Left-turn Signal Phasing**



### Highlights

- A controller upgrade is needed to implement protected left-turn phasing (i.e., left arrow indications). The same upgrade would be advised for all controllers along the Olympic Boulevard corridor within Beverly Hills because they operate in coordination.
- Reduce the number of collisions associated with right-of-way violations; collisions involving these turn movements account for almost 25% of all collisions at the intersection.
- Results in modest delay increases at the study intersection due to the inherent inefficiencies associated with protected left-turn phasing.
- No changes to the bicycle or transit networks.
- All existing crosswalks would remain, but pedestrians would incur delay because they would no longer be able to cross concurrent with the left-turn movement. This would, however, reduce the number of conflict points between vehicles and pedestrians and consequently improve safety for pedestrians.

**Construction Cost:** The construction is estimated to be approximately \$150,000.



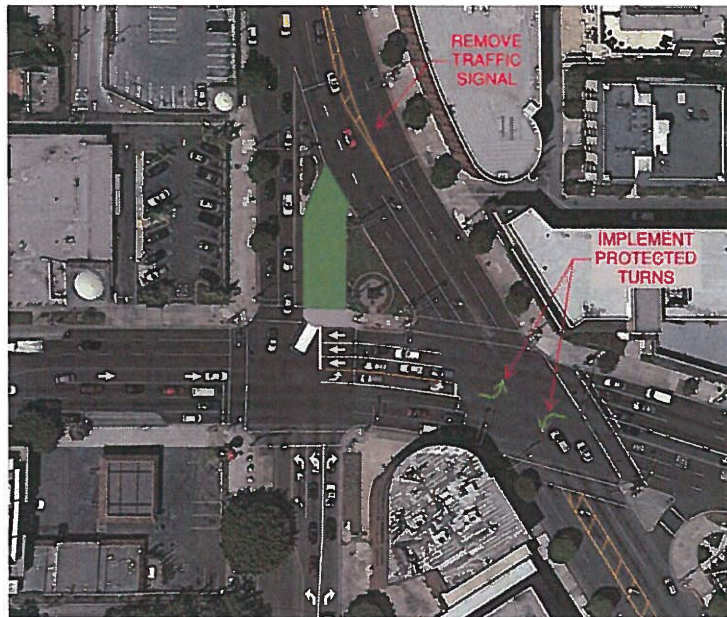


### Scenario D

Implement Scenarios A, B and C, and close the northbound segment of Beverwil Drive between Beverly Drive and Olympic Boulevard (see Figure 4). Approximately 11,000 vehicles per day would be rerouted. Specifically for the northbound Beverwil Drive through movement across Olympic Boulevard, a total of 445 and 239 vehicles would be rerouted during the AM and PM peak hours, respectively.

**FIGURE 4**

**SCENARIO D - Eliminate Northbound Left-turn Movement & Westbound Left-turn Movement, Implement Protected Left-Turn Phases and Close Northbound Beverwil Drive between Beverly Dr. and Olympic Blvd.**



### Highlights

- This scenario would result in the same changes as stated above under Scenarios A, B and C.
- Motorists seeking to travel north are anticipated to divert to Beverly Drive, Camden Drive, or other smaller residential streets to reach their destinations. Additionally, the eastbound left-turn movement would primarily be shifted from Beverwil Drive to Beverly Drive.
- The northbound through movement on Beverwil Drive across Olympic Boulevard would be converted into a left-turn lane, resulting in two left-turn lanes for vehicles traveling from Beverwil Drive to westbound Olympic Boulevard.
- Traffic signal control could be completely removed at Beverwil Drive / Beverly Drive and the number of turn movements at Olympic Boulevard / Beverwil Drive would be reduced, thereby reducing the complexity and potential number of conflict points at the intersection.
- Results in significant decreases in delay and queuing at the Olympic Boulevard / Beverly Drive / Beverwil Drive intersection but with the implication of increased delay along Pico Boulevard.
- The Santa Monica Big Blue Bus Route 5 would need to be revised (as described under Scenario A). No changes to the bicycle and pedestrian networks under this scenario.

**Construction Cost:** The construction is estimated to be about \$385,000.



It should be noted that an additional scenario similar to Scenario D but without controller and protected left-turn upgrades was studied in the detailed report. The scenario was ultimately excluded since staff felt that the protected left-turn phasing should be implemented if the intersection geometrics are simplified as described under Scenario D. The protected left-turn phasing is expected to reduce the number of traffic collisions and geometric simplifications would more than offset the expected increase in average vehicle delay associated with protected left-turn phasing.

### ***“Ideal Design” and Roundabout Scenarios***

The Liaison Committee asked staff to consider an ideal configuration of the intersection and/or the nearby roadway network. Beverly Drive and Beverwil Drive each carry roughly 13,000 vehicles per day. It would be ideal to shift traffic from Beverwil Drive to Beverly Drive to improve the residential character of Beverwil Drive. While Scenario D reduces northbound traffic on Beverwil Drive, additional access restrictions to reduce southbound traffic could include a partial (southbound) or full road closure on Beverwil Drive south of the commercial driveways on the south side of Olympic Boulevard with bicycle and pedestrian access maintained. It should be noted that the removal of through vehicular access in the southbound direction would require the rerouting of the Metro Local 14 bus.

In addition to reducing vehicles on Beverwil Drive, it would be ideal to further simplify the study intersection geometrics to address the complexity, close spacing and number of conflict points. One option could be to prohibit through movements along Beverwil Drive, allowing only left and right turns to/from Olympic Boulevard.

Finally, it would be ideal to provide enhancements for alternative modes of transportation. This could be achieved by reducing traffic volumes on Beverwil Drive, as stated above, and converting it to a bicycle boulevard or implementing a road diet and striping bike lanes. Bicycle access would be maintained through any partial or full road closures. While pedestrian facilities would not be affected, lower traffic volumes would improve the pedestrian experience along the residential street.

Also at the request of the Liaison Committee, staff considered the feasibility of a roundabout at this location. The daily volume of 74,000 vehicles was compared to the theoretical capacity of a two-lane roundabout at 47,000 vehicles per day (The National Cooperative Highway Research Program Report 672, *Roundabouts: An Information Guide, Second Edition*). In addition to insufficient capacity, a roundabout could not be designed with proper approach tapers without the City obtaining right-of-way from adjacent private property.

### **IMPLEMENTATION PLAN**

It is recommended that the City proceed with Scenarios A and B; that is, prohibit the left-turn movement from northbound Beverly Drive to westbound Olympic Boulevard and prohibit the left-turn movement from westbound Olympic Boulevard to southbound Beverwil Drive by modifying existing roadway striping and signage. This would involve the following steps:

- a. Conduct public outreach by way of the Traffic and Parking Commission.
- b. Prepare environmental document for CEQA clearance.
- c. Report findings from Traffic and Parking Commission and CEQA clearance to City Council for final project approval.



- d. Implement Scenarios A and B.
- e. Wait one year and conduct an after study to evaluate the project.

The primary benefits of this implementation plan are that the intersection is simplified and would experience improved operations, the two unprotected left-turn movements involved in 15% of the intersection collisions are eliminated, and implementation is relatively low cost and could be done quickly. It is important to note, however, that Beverwil Drive could experience a small increase in traffic (no more than 8%) until such time in the future if and when Scenario D is implemented.

If the City wishes to proceed with additional improvements, then implementation of Scenario D is recommended, which includes Scenarios A and B as described above, Scenario C (controller upgrades with protected left-turn phasing) and closure of northbound Beverwil Drive north of Olympic Boulevard. Implementation would involve a similar process as above:

- a. Conduct public outreach by way of the Traffic and Parking Commission.
- b. Prepare environmental document for CEQA clearance.
- c. Report findings from Traffic and Parking Commission and CEQA clearance to City Council for final project approval.
- d. Implement Scenario D.

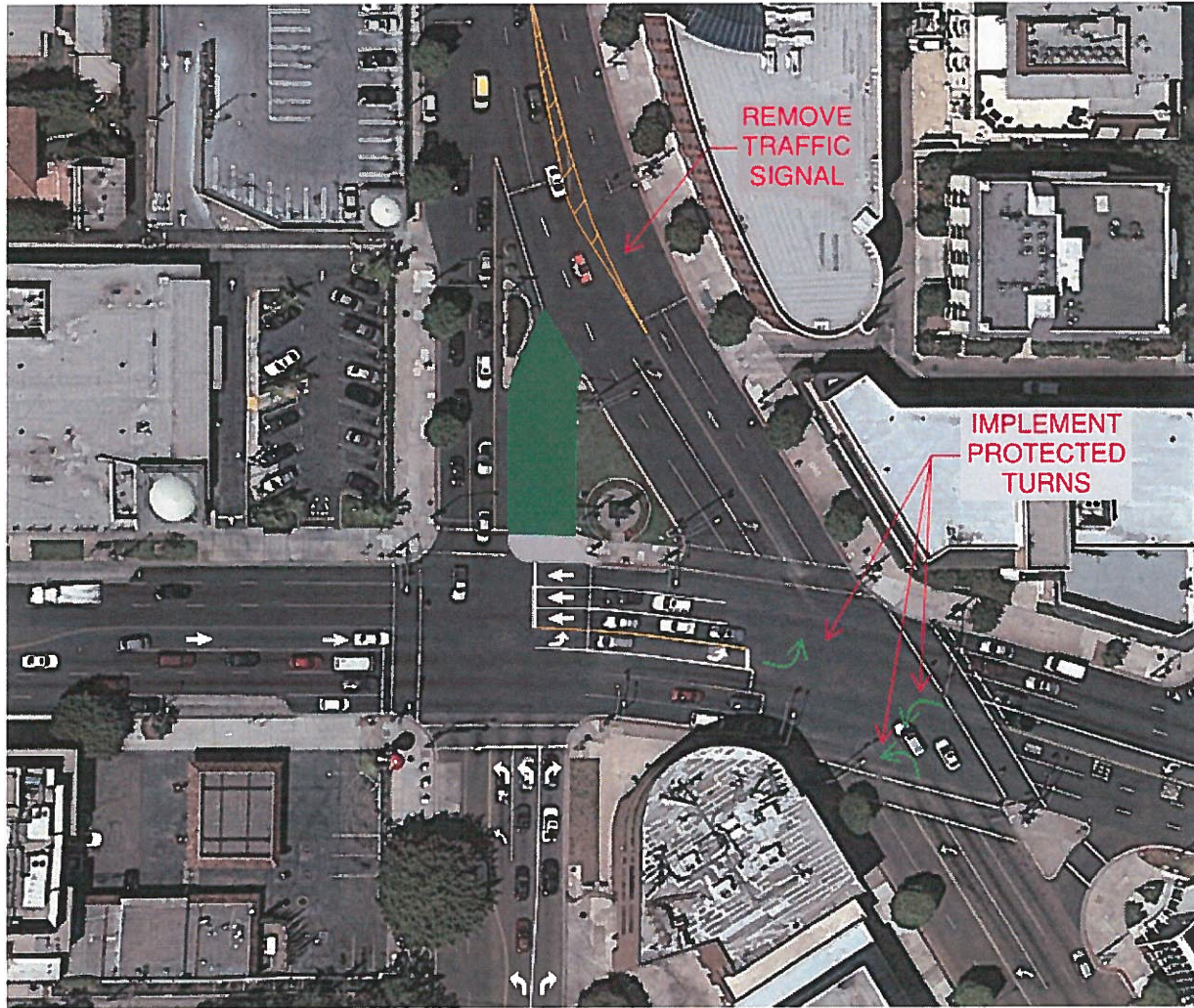
The primary benefits of this alternate implementation plan are that efficiencies would be gained by a single process for public outreach, environmental clearance and construction in comparison to a phased approach and the safety benefits associated with the full set of improvements would be realized sooner. The disadvantage is that completion of and realization of safety benefits associated with Scenarios A and B would be delayed.

Prior to implementation of any of the improvement scenarios contained in this report, environmental clearance is required, which includes the preparation of an appropriate environmental document that identifies environmental exemptions or impacts, if any, as required by the California Environmental Quality Act (CEQA). Through this process, the City of Los Angeles' volume-to-capacity LOS calculation methodology would be used and signal timing and/or roadway configuration changes would be considered cooperatively by both agencies as needed to alleviate impacts or to further improve the residential character of Beverwil Drive both within the City of Beverly Hills and the City of Los Angeles.



# **ATTACHMENT B**

# Modified Scenario D



# **ATTACHMENT C**

## **WebCBH TRANSPORTATION**

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**From:** Heidi Krilanovich  
**Sent:** Monday, November 09, 2015 6:34 PM  
**To:** WebCBH TRANSPORTATION  
**Subject:** Olympic/Beverly/Beverwil Intersection

To Beverly Hills Traffic & Parking Commission,  
As an employee of a business on S Beverly Drive, I have witnessed many accidents and near-misses at this intersection.

Most of the danger seems to come from people running the red light both directions on Olympic Blvd, by misjudging or being confused by or outright careless of the "double intersection" of Beverwil and Beverly in such close succession.

From your proposals, the one that seems it may eliminate some of the congestion and accidents is to:

- Upgrade traffic signal units along Olympic Blvd. to install additional left-turn arrows

Best regards,

**Heidi Krilanovich**  
**Reder & Feig LLP**  
**421 South Beverly Drive, 8th Floor**  
**Beverly Hills, California 90212**

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## WebCBH TRANSPORTATION

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**From:** Marcia Hollander  
**Sent:** Wednesday, November 11, 2015 10:47 AM  
**To:** WebCBH TRANSPORTATION  
**Subject:** Olympic/BeverlyHills intersection

Sirs:

While we cannot attend the meeting we would like to have our input on record.

1. Eliminating left turns to Olympic will cause very heavy traffic on South Beverly Drive. Those wishing to go to streets east and west on Gregory or Charleville will cause heavy traffic on South Beverly. Businesses will be affected.
2. Closing traffic northbound onto Beverly Drive will further clog Olympic and heavy traffic will occur on El Camino, Rodeo, Canon, etc to those wishing to get to Beverly Drive. It will affect businesses and people will go elsewhere rather than negotiate side streets to get to their favorite restaurant or store in Beverly Hills.
- 3\*. We vote to upgrade traffic signals. This is logical and should work for everyone including businesses, people living in the area, and those traveling through the city.

Thank you for allowing us input and we hope you put a lot of thought into this before implementing any changes.

Marcia and Gary Hollander  
247 McCarty Dr  
Beverly Hills

Sent via the Samsung Galaxy Alpha™, an AT&T 4G LTE smartphone

## WebCBH TRANSPORTATION

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**Subject:** Olympic/Beverly/Beverwil Intersection

**From:** Ken Goldman  
**Sent:** Thursday, November 12, 2015 5:40 PM  
**To:** Aaron Kunz  
**Cc:**

To: The Beverly Hills Traffic & Parking Commission

From: The Southwest Beverly Hills Homeowners Association

Members of the Commission:

The Southwest Beverly Hills Homeowners Association certainly supports your review and potential improvement to the “difficult” intersection at Olympic/Beverly and Beverwil. We wanted to share our concern, however, over one of the alternatives you will be evaluating.

Our Homeowners Association’s concern is option #4; that is, closing off through traffic on northbound Beverwil. If you close that off and force cars to turn right or left onto Olympic, there will be an increase in Olympic traffic and—importantly—there will likely be a substantial increase in cut-through traffic into the residential neighborhood for vehicles trying to get to the Triangle, to south Beverly Drive and/or to the anticipated subway stop on Wilshire. Further, if cars take other “through routes” such as Rexford, Camden or Roxbury to travel, for example, from Pico to the Triangle, that too would result in substantial additional traffic to the residential streets.

As you know, we have tried very hard to retain the residential quality of life in the southwest. That hasn’t been easy with Wilshire, Olympic, South Beverly Drive, Century City, etc. and the activity and traffic from those areas. A further increase in traffic of cars coming from the freeway or other areas south of Olympic into the residential streets would certainly be counter to the City’s efforts and the Council’s directions over the past many years.

We very much appreciate your consideration and would be happy to give you further input if you feel that would be helpful.

Ken Goldman  
President