

Please accept these comments with regard to West Los Angeles regional traffic.

Tract 7260 has been fighting the ever-rising tide of development and its resulting traffic for years. Along with our neighboring associations, we have long warned of gridlock conditions, increasing noise and air pollution, and decreased quality of life. It has become clear that our predictions were correct, and that whatever planning and/or mitigations that have been implemented are wholly ineffective or even harmful.

This document contains several specific areas of concern. We look forward to working with all concerned parties on this critical matter.

LADOT/City Accountability

The scene is all too familiar for those who participate in traffic and land-use issues.

A project is proposed that will have major impacts on the area. LADOT accepts the developer's traffic study despite conflicts with previous studies. In some cases, LADOT makes seemingly unsupportable claims of project traffic generation. A land-use committee hearing takes place. The community is represented by several representatives of homeowner associations. The developer, with superior resources, displays a multi-media presentation and packs the hearing with union workers, lawyers and consultants. The land use committee votes in favor of the project. The city council then holds a larger version of the land-use meeting. Even more union lawyers, consultants and lobbyists are present. The council then votes for the project, having been lobbied by the developer and having been assured by LADOT that, as the "city's traffic expert," it believes the project will not harm the area. The community is then left to do battle in the courts against a developer that has huge financial resources, huge human resources, and a stamp-of-approval from the city.

At no time in recent memory have the predictions and claims made by LADOT with regard to traffic impact been validated. At no time have they been held accountable for bad planning and advice. At no time has a pending project approval been withheld when traffic conditions worsened even though the increase in traffic was not predicted.

Simply stated, there must be accountability on the part of LADOT and the city when mitigations fail. If LADOT will not voluntarily accept responsibility for its actions, and then change its practices, we believe a charter amendment may be required.

Localized mitigations no longer effective

We believe that highly localized mitigations are not an effective way to mitigate large projects. The problem in West Los Angeles is far too pervasive. We strongly believe that all traffic mitigation efforts should go towards regional mitigation first.

Motor Mitigations/Statement Of Intent

We have attached our comments with regard to the CCNTMP. It is our belief that the mitigations implemented on Motor Avenue violate the Statement Of Intent passed by the city council with regard to the Constellation Place project. The document is dated 6/16/98. Section C.3 reads:

“Traffic shall not be diverted from one area to another within the New NPP Area, or to other non-arterial neighborhood streets outside the New NPP Area but rather to the major arterial streets, especially where capacity is increased by the ATCS and the other Constellation Place mitigation measures.”

The slides presented by LADOT at its most recent meeting clearly provide evidence that traffic has been diverted to non-arterials. Testimony by speakers further demonstrated that fact. The attached CCNTMP document details our position on the Motor mitigation in more detail.

ATCS/Statement Of Intent

The Statement Of Intent mentioned above also required a “before and after” test of ATCS to determine the actual increase in capacity” (see section A). To our knowledge, that study has not been completed and the results released. Despite this fact, and contrary to policy, other projects have been allowed to use the hypothetical capacity increases generated by ATCS. Further, the Statement Of Intent presented very specific allocations for increases in capacity provided by ATCS.

Mitigations/Pre-Project v. Post-Project

We believe that capacity increases should be in place *prior* to new traffic loads being dumped into the system. The region can no longer handle guaranteed traffic increases with theoretical mitigations that end up not performing.

Mitigations/Proof Of Efficacy

We believe the LADOT should be required to prove that mitigations work *before* allowing developers to use those mitigations. ATCS is an excellent example. The theoretical efficacy of ATCS at an imbalanced impacted intersection is far different than the efficacy at a balanced impacted intersection. Despite this fact, the same capacity increases are granted regardless of the type of intersection. Further, interactions between mitigations need to be considered. A prime example is the interaction between priority bus lanes on the Santa Monica project and ATCS. An additional example is the impact that overflowing left turn queues have on through traffic.

We ask a simple question: If every large project has had its traffic mitigated by LADOT approved mitigations, why is there so much more traffic? The equally simple answer is that LADOT’s array of mitigations clearly do not work as expected.

Mitigations/Double Use

Contrary to policy, projects have been allowed to double-dip on mitigations. This cannot continue.

Regional Traffic

We strongly support the effort to create a regional traffic plan. As part of this plan, we believe that everything must be “on the table.” Specifically, we believe that unimplemented Motor mitigations should be halted and already-implemented mitigations be fully reconsidered as part of the overall plan.

Mitigation Money/Use For Non-Mitigation Purposes

Mitigation money should not be used for beautification unless and until traffic is resolved. We are quite upset that mitigation money has gone toward crosswalk beautification on one street in one community. This is a gross misuse of funds, and we will seek reimbursement of mitigation funds misused in this fashion.

Mitigation Money/Accountability

There needs to be a complete, thorough and immediate accounting of all mitigation monies for the large projects in Century City. It is important for stakeholders to know what has been spent and what it has been spent on. It is also important that unspent funds be allocated to regional traffic improvement funds before they revert to the developer.

EIR/Project Accountability

We have seen many promises come and go in EIRs and other documents relating to large projects. All too often, no one holds developers and/or the city to the promises that are made. Two prime examples are the Santa Monica Project (in which a promised three-lane availability during the construction phase has been violated), and the failure of LADOT to perform the ATCS study which was required as part of the Constellation Place project. There are many other examples of concessions and mitigations won by the community not being

enforced. We believe that part of the traffic problem stems from the fact that the implementation and validation of traffic mitigations simply does not happen.

Poor Coordination

LADOT has done a poor job of coordinating work on arterials in West L.A. At one point, Santa Monica, Olympic and Pico all had major projects. This adds to ever-increasing levels of frustration among commuters and a decreased quality of life for residents. LADOT must establish a method of coordinating its own work, the work of other city agencies, and 3rd party project-related lane closures.

Tract 7260 Issues

The following issues are specific to Tract 7260.

Century Park West to Olympic WB - No turn on red

Ingress/Egress to the tract from Olympic is made near impossible as there is no break in through traffic. Cars turning right from southbound CPW fill in the gaps of westbound Olympic through traffic. We request that a “no left turn on red” control be considered. (see map marker A)

Benecia getting cut-through traffic

Benecia (via La Grange) has been receiving increased cut-through traffic from people traveling northbound Beverly Glen. In an effort to avoid Santa Monica/Beverly Glen, they turn onto La Grange, and proceed on Benecia to little Santa Monica. We request that a solution to this problem be explored. (see map marker B)

Photo-radar Beverly Glen/Olympic

A serious accident occurs at this intersection at least once a month. We request that photo-radar be considered for this intersection. (see map marker C)

Increased Beverly Glen Traffic – Ingress/Egress

Ingress/egress to the tract has become increasingly difficult and dangerous as Beverly Glen traffic increases. We request that this topic be explored. (see map marker D)

Increased Densification

Increased densification through conversion of single-family dwellings to multi-family dwellings continues to impact residents. This is occurring primarily in the southern portion of our area. We request that a moratorium on projects that increase density be considered until regional traffic plans are in place.

General Traffic Comments/Specific Intersections & Suggestions

Pico/Overland

The Pico/Overland intersection has become severely impacted. Pico WB to Overland SB turn lanes routinely overflow, thereby reducing the number of effective through lanes on Pico WB. Further, the Overland SB to Pico EB left turn lane also routinely overflows its queue and blocks all SB traffic on Overland. These problems have dramatically increased since the Motor mitigations. We have previously been told by LADOT that ATCS does not take into account these “physical constraints.”

Olympic/Overland

This intersection has also suffered from the Motor mitigation. The Olympic WB to Overland SB left turn queue routinely overflows and reduces the number of effective WB through lanes on Olympic. Note that commuters trying to get to the 10 often avoid Overland entirely, and travel down Olympic as far as Bundy.

Pico/Motor

This intersection has been so severely impacted by the Motor mitigations that Pico traffic in both directions is often gridlocked during peak and some non-peak hours.

405

We believe that the regional traffic plan that is ultimately drafted must include efficiency improvements on the 405 through West L.A. If the arterials are efficient, commuters will still find other ways to travel if the freeways are not moving.

405 SMB On-Ramp/Olympic Access

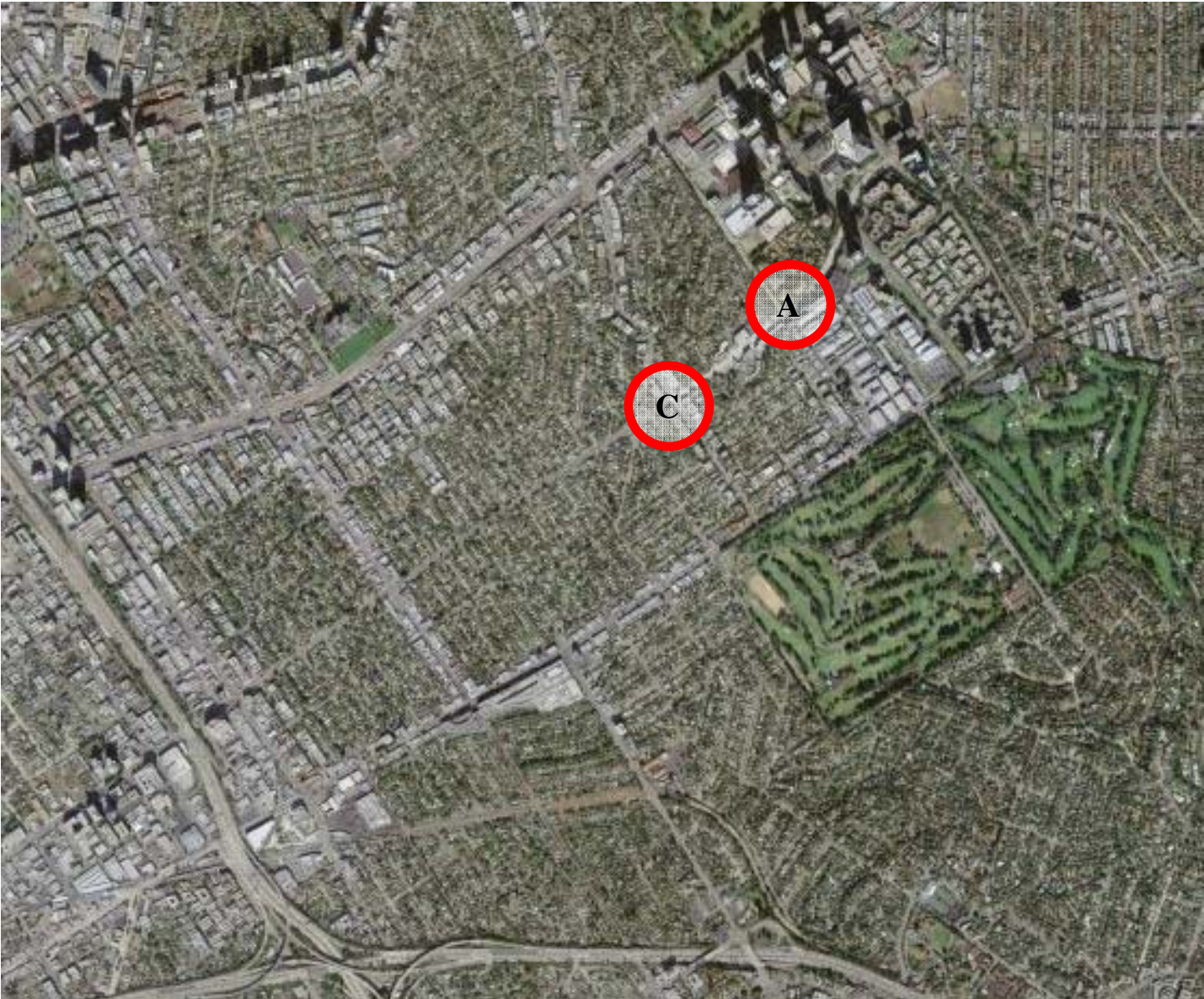
One suggestion which has been discussed within our group is widening Beloit between Olympic and the Santa Monica/405 SB onramp, and then providing for vehicles to enter the 405 onramp. We believe this might split the load of Santa Monica Blvd and give more efficient access to the 10 via the 405.

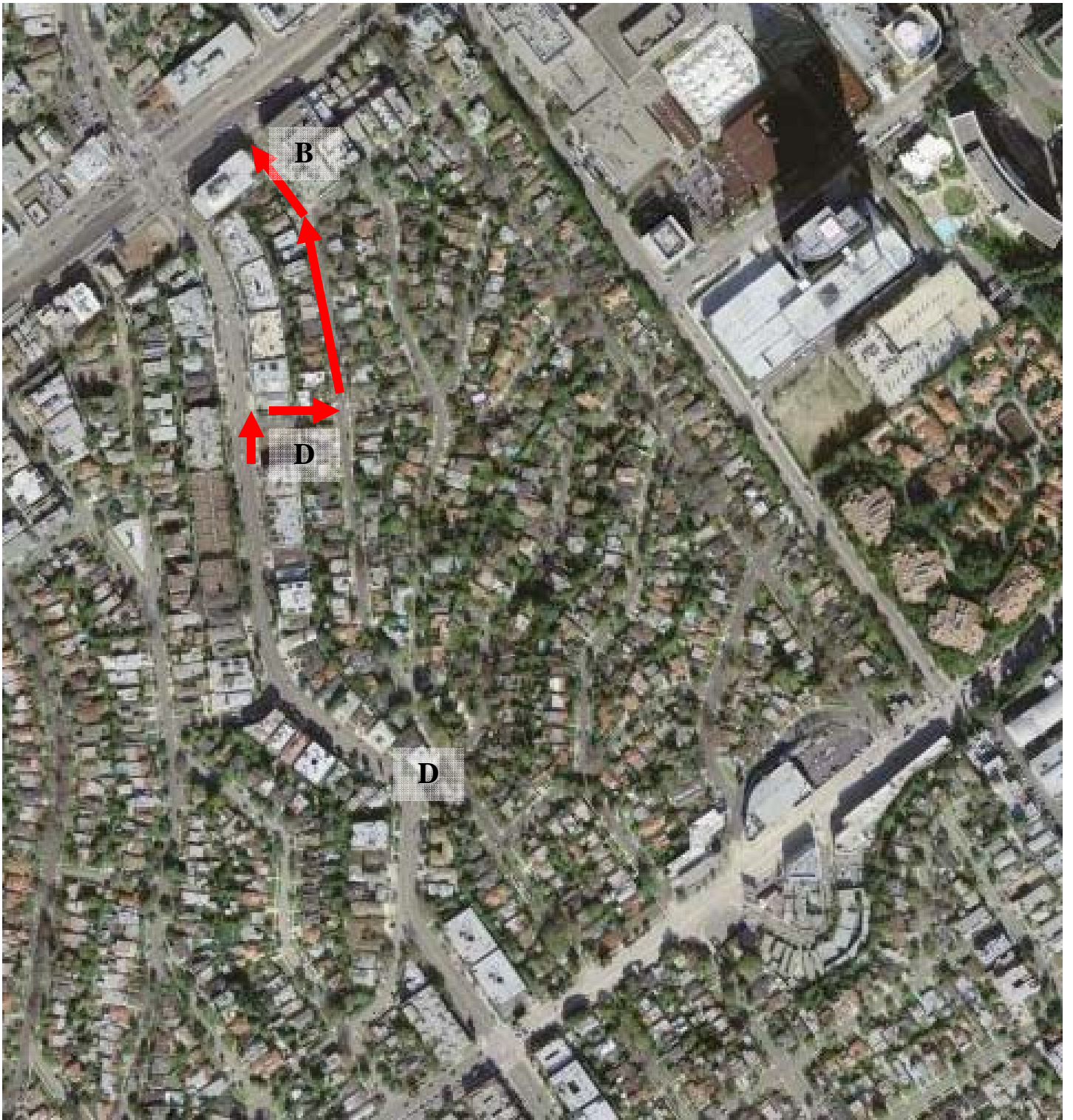
Santa Monica Transitway – Bottlenecks

We are concerned that once complete, the Santa Monica project will experience bottlenecks at Beverly Hills and the 405. The 405 side is more of a concern as commuters have greater opportunity to cut through residential areas if bottlenecks become too severe.

In conclusion, we would like to see the regional traffic planning move forward as quickly as possible. We also believe that until such a plan is in place, there should be a moratorium on further development/densification.

Bad traffic does not just “happen.” In the case of West L.A., it is the result of increased density without corresponding infrastructure to handle the additional load, combined with poor planning and unkept promises. Common sense would dictate that the infrastructure needs to be allowed to catch up before new development is allowed.





**Westside Neighborhood Council Traffic Study
TRAFFIC SURVEY**

This is the survey for RESIDENTS living in the WNC area.

**Commuters and business owners & operators please complete the survey specific to you.*

There are three different versions of the survey.

I. BACKGROUND INFORMATION:

I am a Los Angeles resident living in the WNC area bounded by the San Diego Freeway on the west, National Blvd./Santa Monica Freeway on the south, Century Park East on the east and Santa Monica Blvd. on the north.

I live on the 10300 hundred block of Dunkirk Avenue.

My zip code is: 90025.

I work in 90025 zip code.

To get to work, I regularly (please check all that apply):

<input type="checkbox"/> drive alone	<input type="checkbox"/> ride in a carpool or vanpool
<input type="checkbox"/> take the bus	<input type="checkbox"/> ride subway
<input type="checkbox"/> bicycle	<input type="checkbox"/> ride train/Metrolink
<input type="checkbox"/> walk	<input checked="" type="checkbox"/> retired or not applicable
<input type="checkbox"/> other, please specify: _____	
<input type="checkbox"/> I work at home	

II. PROBLEM IDENTIFICATION:

What is the major issue that concerns you about traffic (speed, volume, safety, etc.) on your street and when does this problem occur (day of week, time of day, problem and specific location)?

There are no problems on my street

What are the major issues about traffic (speed, volume, safety, etc.) on the streets in the local community and when do these problems occur (day of week, time of day, problem and specific location)?

See attached written comments

Is parking an issue where you live? yes no

If so, please specify the location and the problem including day of week and time of day: We experience weekend parking problems as a direct result of the rehab facilities located in our neighborhood (Discovery Program/Liberty House.

Other traffic-related issues that you would like us to know about?

See attached written comments

Suggested solutions to problems identified or additional comments / suggestions pertaining to area traffic and/or this traffic study:

See attached written comments

Optional: Name: Michael Eveloff Phone: 310-556-1370

Email: MEveloff@Pacbell.net

YES, I would like to receive Traffic Study updates.



Thank you for your participation.

Please return this completed questionnaire by 2/14/05 to:

WNC Traffic Study, PO Box 64370, LA CA 90064

or visit www.wnccla.org for a link to an online version
