

DAVID RYU
L.A. CITY COUNCILMEMBER



WELCOME

WEST SHERMAN OAKS HILLS NEIGHBORHOOD LIVABILITY PROJECT

BRIAN GALLAGHER

Principal Transportation Engineer, District Operations Bureau

SHIRLEY ZAMORA

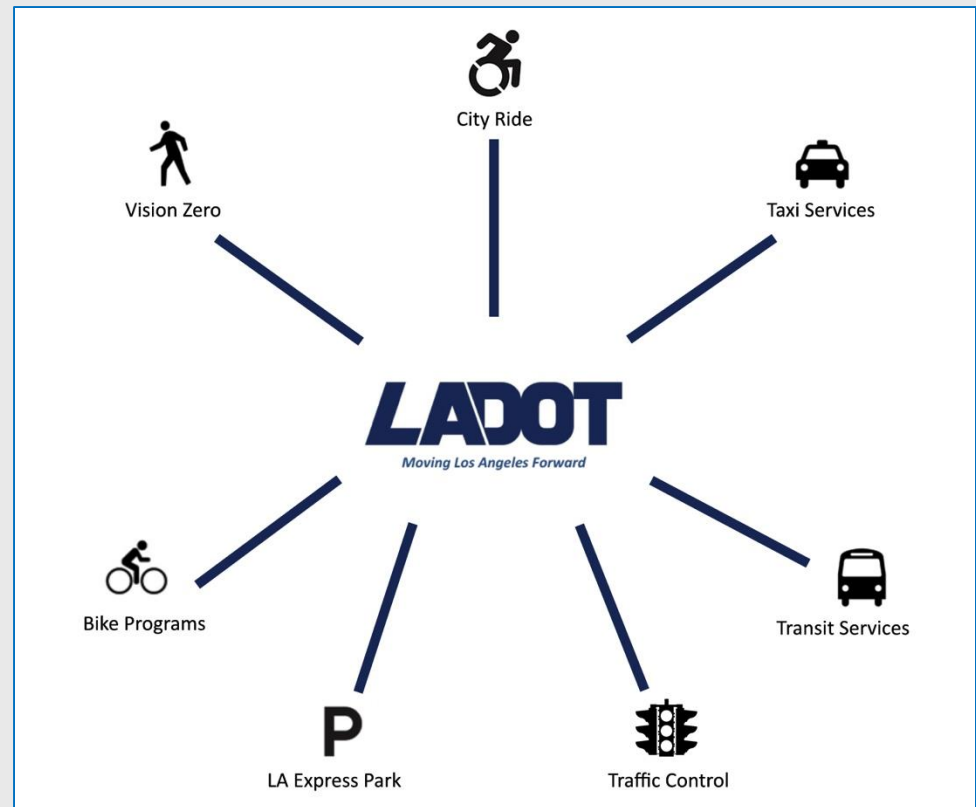
Transportation Engineering Associate, East Valley District



WE ARE LADOT

Our Vision

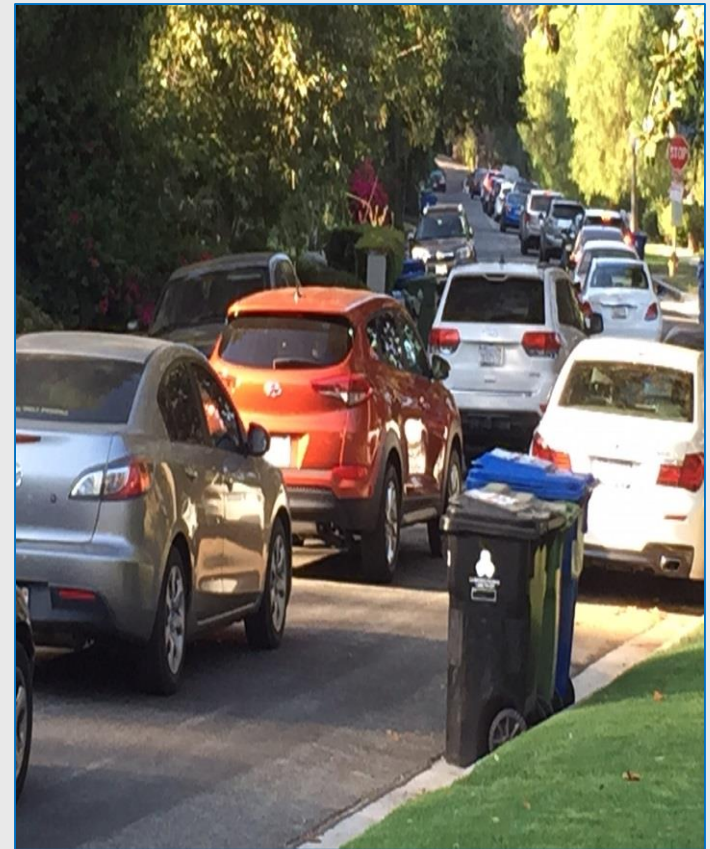
In Los Angeles, all people have access to safe and affordable transportation choices that treat everyone with dignity and support vibrant, inclusive communities



THERE IS A TRAFFIC PROBLEM IN OUR NEIGHBORHOOD

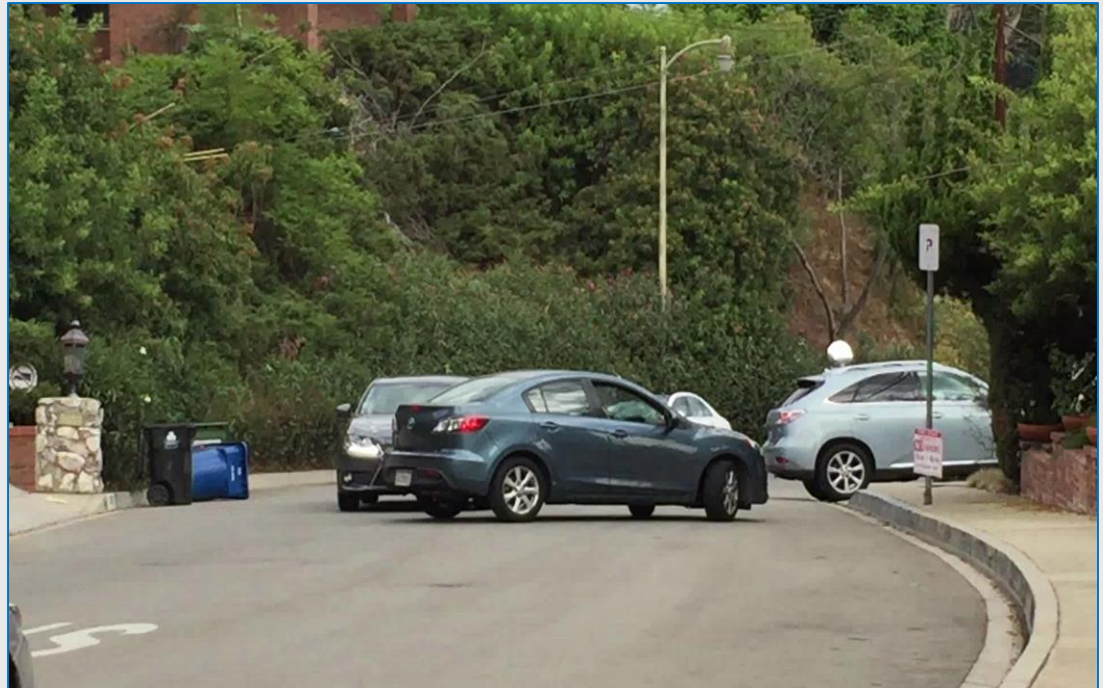
- What we have heard from the community and verified through data

- **BLOCKED STREETS EVERY MORNING**
 - Several streets more than 600 cars/hour
 - Long back ups of stopped cars
 - Vehicles cannot get by in the opposite direction, due to narrow roads
- **CANNOT GET IN OR OUT OF DRIVEWAYS**
 - One car every 5 seconds for some streets
 - Late for work
 - Late for school
- **SPEEDING VEHICLES ON CURVY ROADS**
- **STREETS HAVE BECOME UNSAFE**
 - Unable to walk dogs or visit neighbors
 - Parked cars, mailboxes, fences getting hit
- **EMERGENCY VEHICLE ACCESS IS BLOCKED**
- **TRAFFIC CONGESTION AND FRUSTRATED DRIVERS CREATING NOISE AND ROAD RAGE**



ROADWAYS JAMMED

- DRIVERS USING GPS SOFTWARE UNFAMILIAR WITH NEIGHBORHOOD
- MIDBLOCK U-TURNS
- LOCAL HILLSIDE STREETS NOT ABLE TO HANDLE LARGE VOLUMES AND HEAVY TWO-WAY TRAFFIC
- VERY HIGH FIRE HAZARD SEVERITY ZONE
- FIRE TRUCKS AND OTHER EMERGENCY VEHICLES NEED ACCESS
- NARROW ROADWAYS COULD DELAY EVACUATION PLANS



SAFETY AND SPEEDING

- COMMUTER TRAFFIC IN A HURRY -
SPEED THROUGH NEIGHBORHOOD
STREETS
- DRIVERS UNFAMILIAR WITH AREA
 - CURVES
 - PARKED CARS
 - VEHICLES BACKING OUT OF
DRIVEWAYS
 - PEOPLE WALKING IN THE STREET
 - DUMPSTERS
- LIMITED MANUEVERABILITY DUE TO
NARROW ROADWAYS



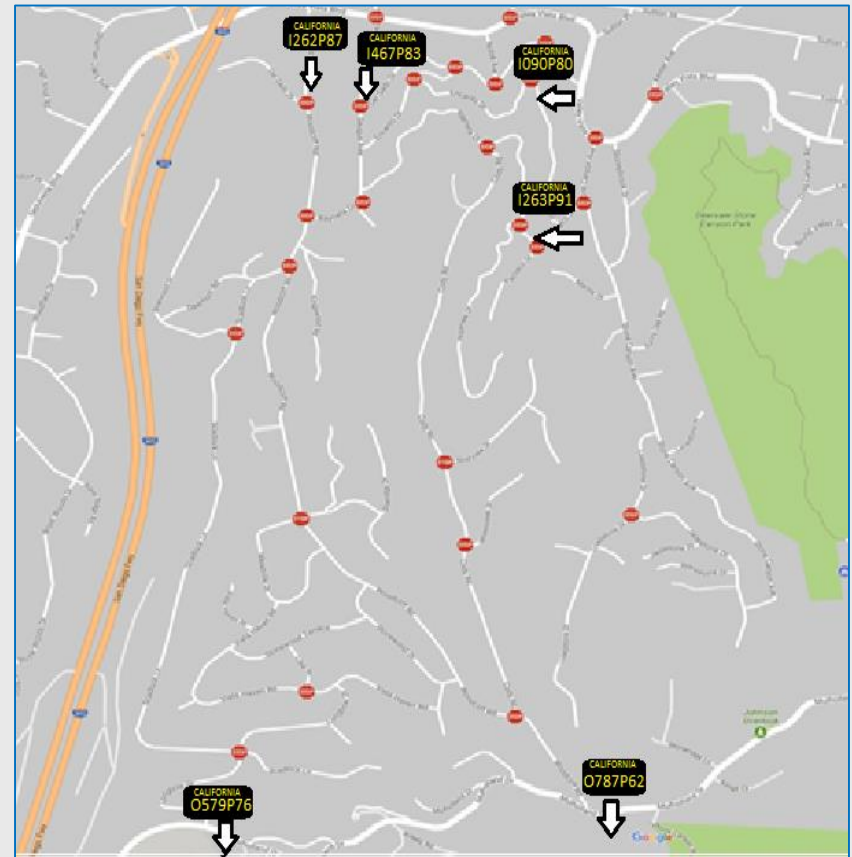
TRAFFIC DATA -

TRAFFIC COUNTS, COLLISION RECORDS, TRAVEL TIME STUDY

- LADOT MANUAL TRAFFIC COUNTS CONDUCTED AT 9 LOCATIONS
 - Most roadways at or over design capacity, most streets with over 290 vehicles per hour in AM peak, some over 600 vehicles per hour
 - Over capacity results in queuing, inability to access driveways
- POLICE DEPARTMENT COLLISION RECORDS ANALYZED
 - Most locations do not yet have significant history of collisions
 - HOWEVER, At Valley Vista Boulevard and Woodcliff Road
 - Left-turn crash patterns related to restricted visibility
 - Collisions limited to AM peak hours, 7 AM to 10 AM
 - Solution: Prohibit left-turns for northbound and westbound from 7 AM to 10 AM weekdays
- TRAVEL TIME COMPARISON STUDY
 - Similar travel times between Valley Vista Boulevard and Mulholland Drive for Woodcliff Road, Beverly Glen Boulevard, Sepulveda Boulevard, 405 Freeway

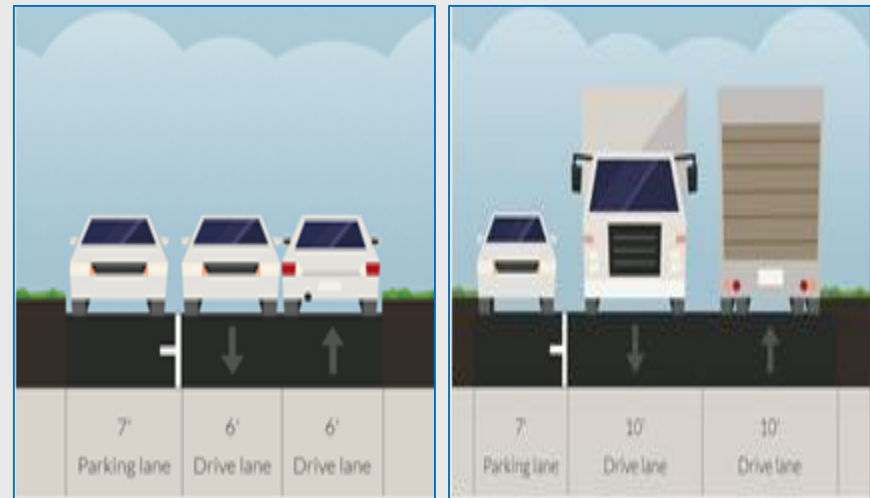
TRAFFIC DATA - LICENSE PLATE STUDY

- STUDY DETERMINED AMOUNT OF VEHICLES ENTERING AND EXITING THE ZONE
- AMOUNT OF CUT THROUGH TRAFFIC
- SET UP ENTRY POINT STATIONS TO RECORD LICENSE PLATE INFORMATION
- 4 IN STATIONS, 2 OUT STATIONS
- RESULTS
 - 927 of 1082 VEHICLES ENTERING CUT THROUGH (86%)
 - 927 of 1366 VEHICLES EXITING CUT THROUGH (68%)
 - 155 VEHICLES END UP IN ZONE











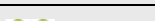
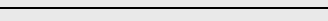
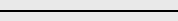
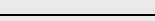
TRAFFIC DATA - ROADWAY WIDTH SURVEY

- MEASURED ROADWAY WIDTHS ARE LESS THAN 36 FT MINIMUM DESIGN WIDTH FOR LOCAL HILLSIDE RD
- FOR ROADWAY TO ACCOMMODATE PARKING ON ONE SIDE AND 2- WAY TRAFFIC (NO TRUCKS), WIDTH \geq 23 FT
- DESIRED WIDTH FOR FIRE TRUCK TO PASS A CAR + PARKED VEHICLE IS 27 FT
- SAMPLE WIDTHS
 - Del Gado, Encanto < 23 ft
 - Pacheco, Cody, Scadlock, Woodcliff S/O Deerhorn bet. 23 ft and 26 ft
 - Longbow, Saugus, Rayneta bet. 27 – 33 ft
 - Woodcliff Rd N/O Deerhorn 35 ft



TRAFFIC DATA - TRAFFIC VOLUMES

- LADOT MEASURED TRAFFIC VOLUMES IN AM PEAK HOURS (7-10 AM)
- MOST ROADWAY VOLUMES ARE AT, OR OVER DESIGN VOLUMES FOR THE ROADWAY CLASS (yellow and red on diagram are over capacity)
- SEVERE OVER CAPACITY
 - WOODCLIFF S/O MULHOLLAND DRIVE, 11.3 cars/minute
 - SAUGUS S/O VALLEY VISTA, 10.4 cars/minute
 - ALSO RAYNETA, CODY, SCADLOCK, DEERHORN, WOODCLIFF
- ONE CAR EVERY 5 SECONDS

LOCATION	VEH /HR	VEH /MIN	CLASS	CAPACITY (green ≤ 100%, yellow 100% -200%, red ≥ 200%)
Raynetta W/B LT @ Cody	290	4.8	Local	
Woodcliff S/B S/o Valley Vista	447	7.4	Collector	
Woodcliff S/B @ Cody	379	6.3	Local	
Cody W/B LT @ Woodcliff	297	5.0	Local	
Woodcliff S/B @ Mulholland	679	11.3	Local	
Valley Vista W/B LT @ Noble	96	1.6	Local	
Saugus S/B @Valley Vista	627	10.4	Local	
Valley Vista W/B @ Woodcliff	812	13.5	Avenue III	
Scadlock E/B RT@ Longbow	385	6.4	Local	
Woodcliff S/B @ Deerhorn	797	13.3	Collector	
Deerhorn S/B S/O Woodcliff	435	7.2	Local	
Woodcliff S/B S/O Deerhorn	362	6.0	Local	

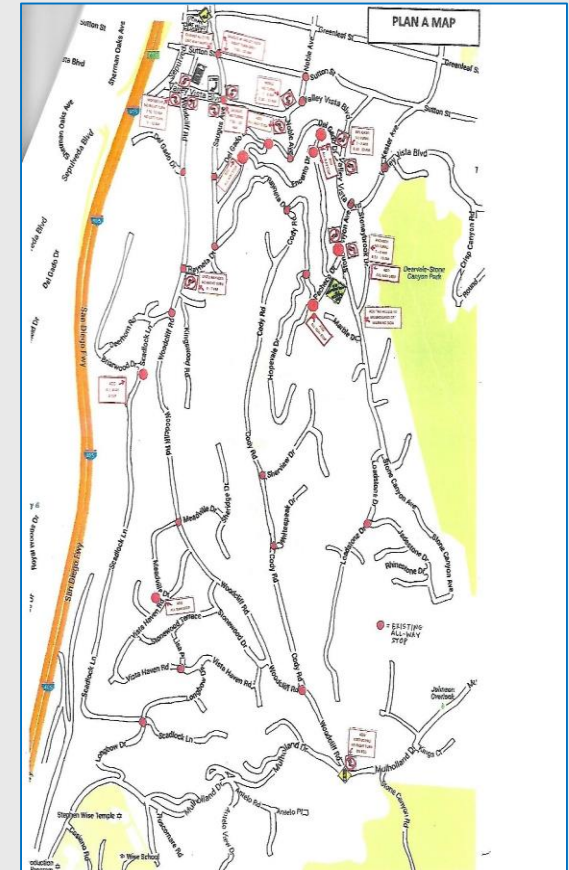
IDENTIFYING SOLUTIONS

- COLLABORATED WITH SHERMAN OAKS TRAFFIC WORKING GROUP TO IDENTIFY PROBLEMS, GATHER DATA, CREATE SOLUTIONS
 - RESIDENTS OF WEST SHERMAN OAKS HILLS
 - 4TH COUNCIL DISTRICT STAFF
 - LAPD
 - LADOT
 - MEMBERS OF SHERMAN OAKS NEIGHBORHOOD COUNCIL
- COMMUNITY TOWNHALL – 1/10/17
- OPPORTUNITY FOR FEEDBACK – OVER 1500 COMMENTS RECEIVED



PRELIMINARY NEIGHBORHOOD TRAFFIC MANAGEMENT (NTM) PLANS

- THREE ALTERNATE OPTIONS DEVELOPED
- PLAN "A"
 - ADD STOP SIGNS AND "NO RT ON RED"
 - RESTRICT TRAFFIC INTO THE NEIGHBORHOOD FROM 7-10 AM, AND ALLOW LIMITED ACCESS FOR SCHOOL TRAFFIC FROM VALLEY VISTA UNTIL 8:30 AM
 - **NO ACCESS INTO NEIGHBORHOOD FROM 8:30 -10 AM**
- PLAN "B"
 - ADD STOP SIGNS AND "NO RT ON RED"
 - RESTRICT TRAFFIC INTO THE NEIGHBORHOOD FROM 7-10 AM, AND ALLOW LIMITED ACCESS FOR SCHOOL TRAFFIC FROM VALLEY VISTA UNTIL 8:30 AM
 - **ALLOW LIMITED ACCESS INTO NEIGHBORHOOD FROM 8:30 -10 AM VIA PACHECO AND STONE CANYON**
 - HAVE INTERIOR TURN RESTRICTIONS TO PREVENT CUT THROUGH TRAFFIC TO MULHOLLAND
- PLAN "C" – DO NOTHING OPTION (ONLY SAFETY IMPROVEMENTS)
 - ADD STOP SIGNS AND "NO RT ON RED"



COMMUNITY FEEDBACK

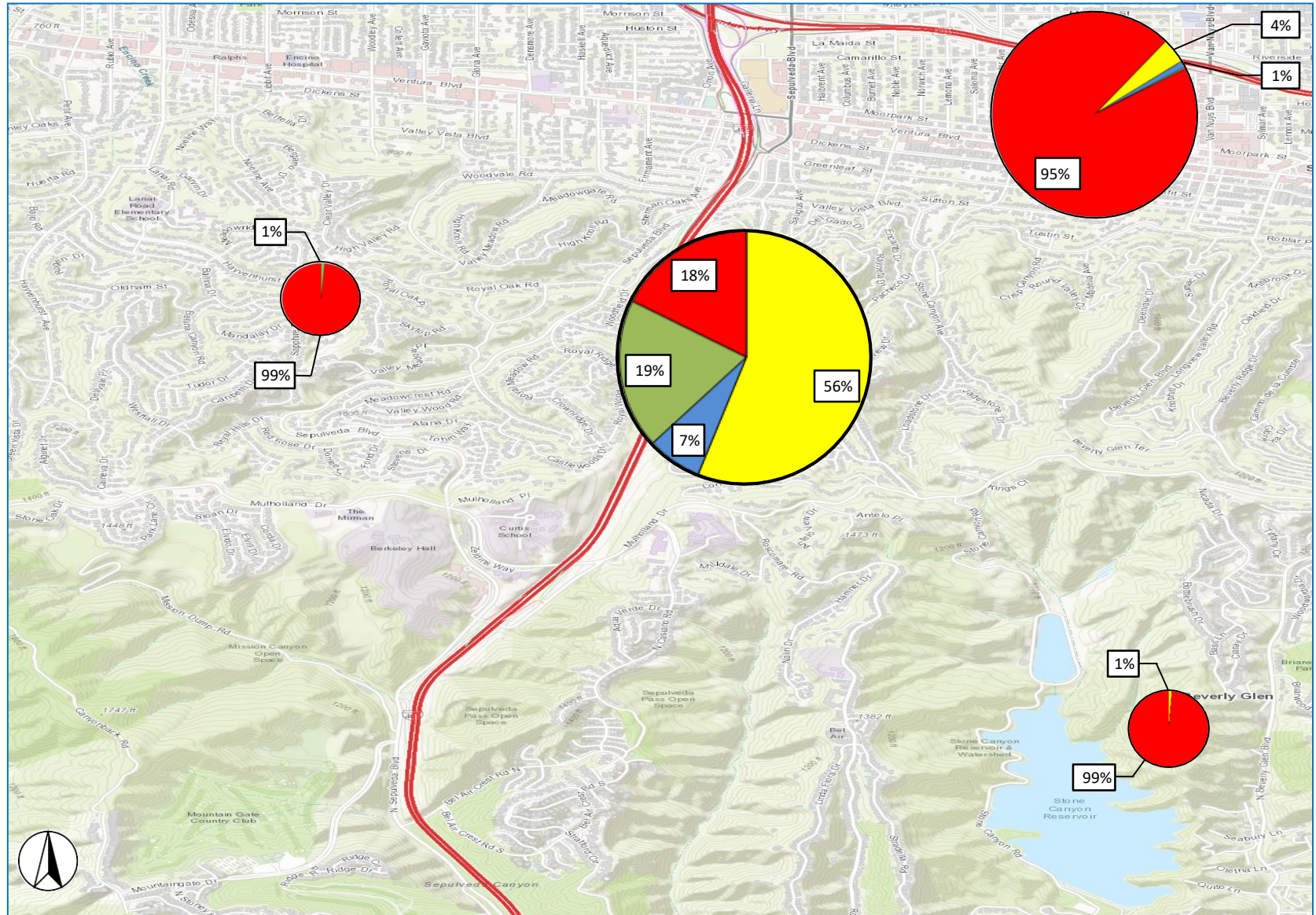
SUPPORT FOR IMMEDIATE ACTION

- OUR NARROW NEIGHBORHOOD STREETS ARE BLOCKED BY TRAFFIC USING IT AS A SHORT CUT
- WE CAN'T GET IN OR OUT OF OUR DRIVEWAYS - TO GET TO SCHOOL OR TO WORK
- CARS DON'T PULL OVER ON NARROW ROADS SO VEHICLES CAN GET BY IN THE OTHER DIRECTION
- ROADS ARE UNSAFE – SPEEDING, CRASHES
- THE EXTRA TRAFFIC HAS INCREASED NOISE, AIR EMISSIONS, ROAD RAGE
- ROADS NOT DESIGNED TO BE A 405 BYPASS

CONCERNS

- THIS WILL ADD TO CONGESTION ON LOCAL STREETS IN BEL AIR/ENCINO HILLS
- ANY PLAN SHOULD LOOK AT BROADER AREA/MORE STUDY
- WE WON'T BE ABLE TO GET OUR KIDS TO SCHOOL
- WE LIVE NEXT TO THIS NEIGHBORHOOD – NEED ACCESS
- PREVENTED FROM GETTING BACK INTO OUR NEIGHBORHOOD IN AM
- DON'T DIVERT TRAFFIC TO WILDLIFE CORRIDOR
- WILL MAKE THE CONGESTION SOUTH OF VALLEY VISTA EVEN WORSE
- "NO RT ON RED" WILL INCREASE CONGESTION ON MULHOLLAND
- TRAVEL TIME STUDY WAS DONE AT WRONG TIME
- END THE RESTRICTIONS AT 9 AM, NOT 10 AM





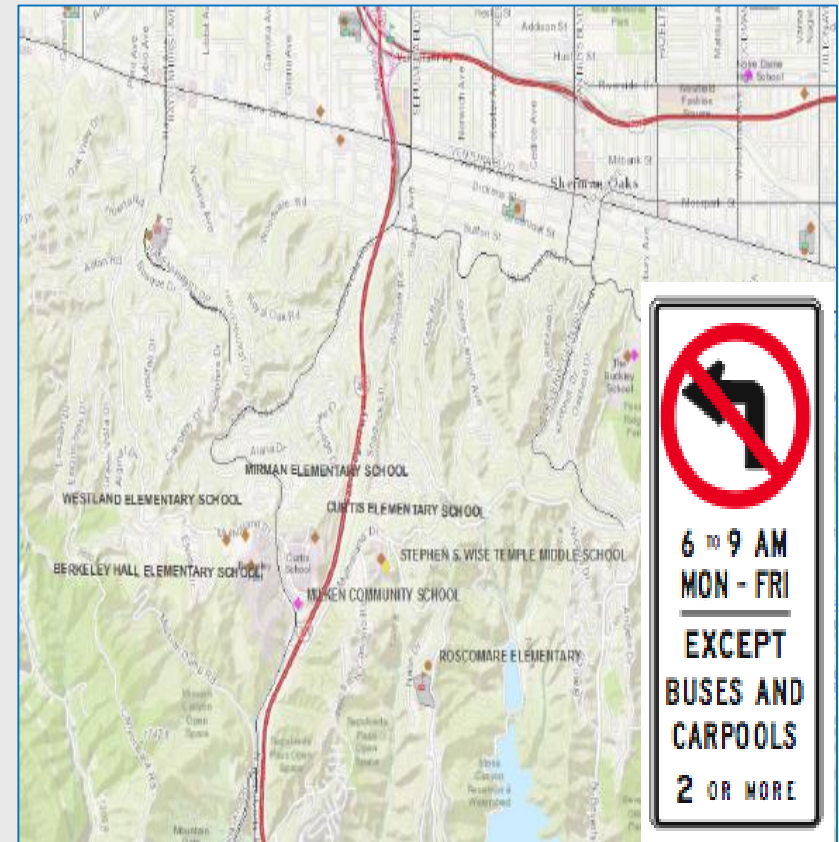
PLAN REVISED BASED UPON FEEDBACK

- SOLUTIONS TO SOME PROBLEMS ARE NECESSARY, BUT NOT ALWAYS EXPEDIENT (82% OF RESIDENTS SEEK HELP)
- WHAT CAN BE DONE TO REDUCE 58% AREA WIDE CONCERNS?
 - SCHOOLS WANT MORE ACCESS
 - REPEAT TRAVEL TIME STUDY DURING SCHOOL DAY
 - ALLOW RESIDENTS OF STONE CANYON TO GET TO MULHOLLAND DR
 - ALLOW RESIDENTS TO GET BACK INTO THEIR NEIGHBORHOOD
 - DON'T DIVERT TRAFFIC ONTO NARROWEST ROADS
 - ADJUST HOURS OF RESTRICTIONS
 - DON'T ADD TRAFFIC TO WILDLIFE CORRIDOR
 - REMOVE "NO RIGHT TURN ON RED" AT WOODCLIFF
 - CONDUCT TRIP RE-DISTRIBUTION STUDY



ACCOMMODATE MULHOLLAND DRIVE SCHOOLS

- OPPOSITION FOR ORIGINAL PLAN REGARDING ACCESS TO SCHOOLS ON MULHOLLAND DR
- 8 SCHOOLS SOUTH OF MULHOLLAND DRIVE CLOSE TO PROJECT AREA
- INITIAL PLANS DID NOT PROVIDE ENOUGH ACCESS
- SOLUTIONS
 - NEW SIGNS WILL BE EXEMPT FOR CARPOOLS, ALLOWING PARENTS TO GET KIDS TO SCHOOL ON TIME
 - ACCESS WILL BE ALLOWED ALL MORNING FOR CARPOOLS AT NOBLE AND SAUGUS
 - ACCESS FOR E/B RT AT WOODCLIFF



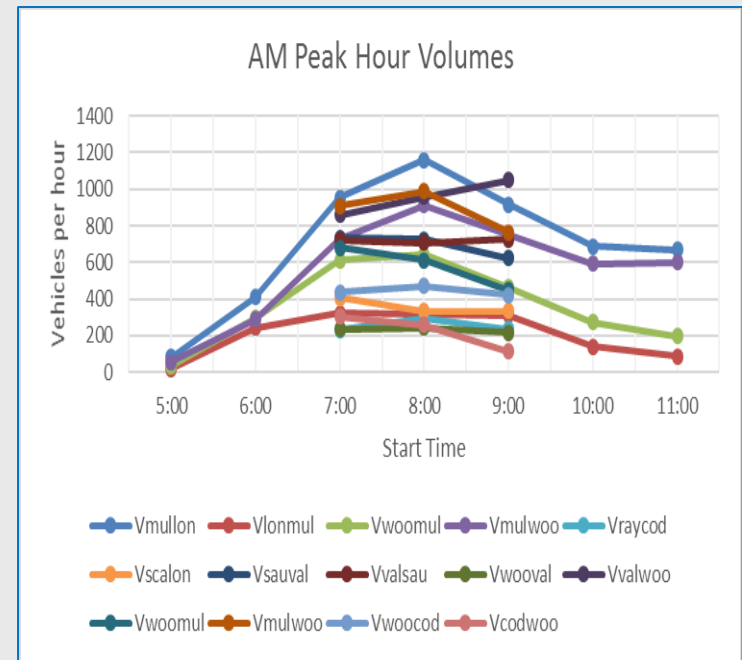
TRAVEL TIME COMPARISON STUDY - REPEATED ON A SCHOOL DAY BASED ON FEEDBACK

- TRAVEL TIME STUDY WAS DONE AGAIN, ON SCHOOL DAY
- STUDY DONE MAY 4, 2017 FROM 8 AM to 9 AM, WITH NO 405 FREEWAY INCIDENTS
- TWO RUNS PER ROUTE
- STARTED AT VALLEY VISTA BL, END AT MULHOLLAND DR
- AVERAGE OF ALL TRIPS IS 7.9 MINUTES
- AVERAGE TIMES
 - Woodcliff...10 min
 - Beverly Glen...8 min
 - 405 Fwy...8 min
 - Sepulveda...5.5 min
- SEPULVEDA BL SHOWED SIGNIFICANT TIME SAVINGS



PEAK HOUR TIME AND CARPOOL PERCENTAGE ANALYSIS - BASED ON FEEDBACK

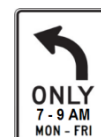
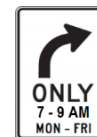
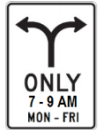
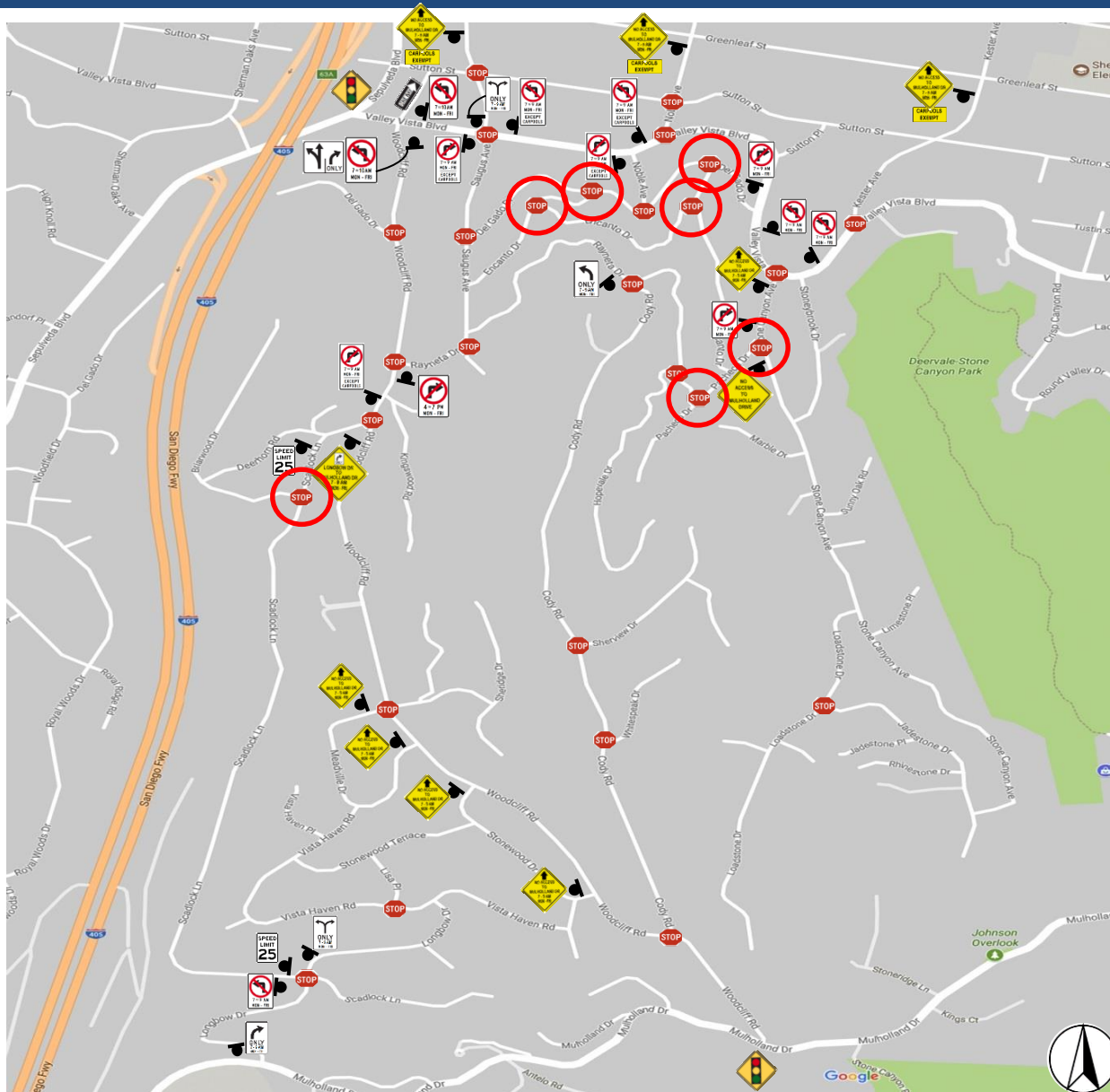
- MANY COMMENTS RECEIVED ABOUT CUTTING BACK HOURS, TO END AT 9 AM , NOT 10 AM
- PLOTTED HOURLY TRAFFIC VOLUMES FOR ALL ROADWAYS , VOLUME VS. TIME
 - VOLUMES PLATEAU BETWEEN 7 AM TO 9 AM
 - VOLUMES DECLINE STARTING AT 9 AM, REALLY STABILIZE BY 10 AM
 - THERE IS JUMP IN VOLUMES AT 7 AM
- GO WITH 7 AM TO 9 AM
- CARPOOL STUDIES ALSO DONE AT MULHOLLAND DR TO IDENTIFY AMOUNT OF POTENTIAL CARPOOL EXEMPTIONS
 - Longbow: 121 veh/hr (17% of total)
 - Woodcliff: 64 veh/hr (14% of total)

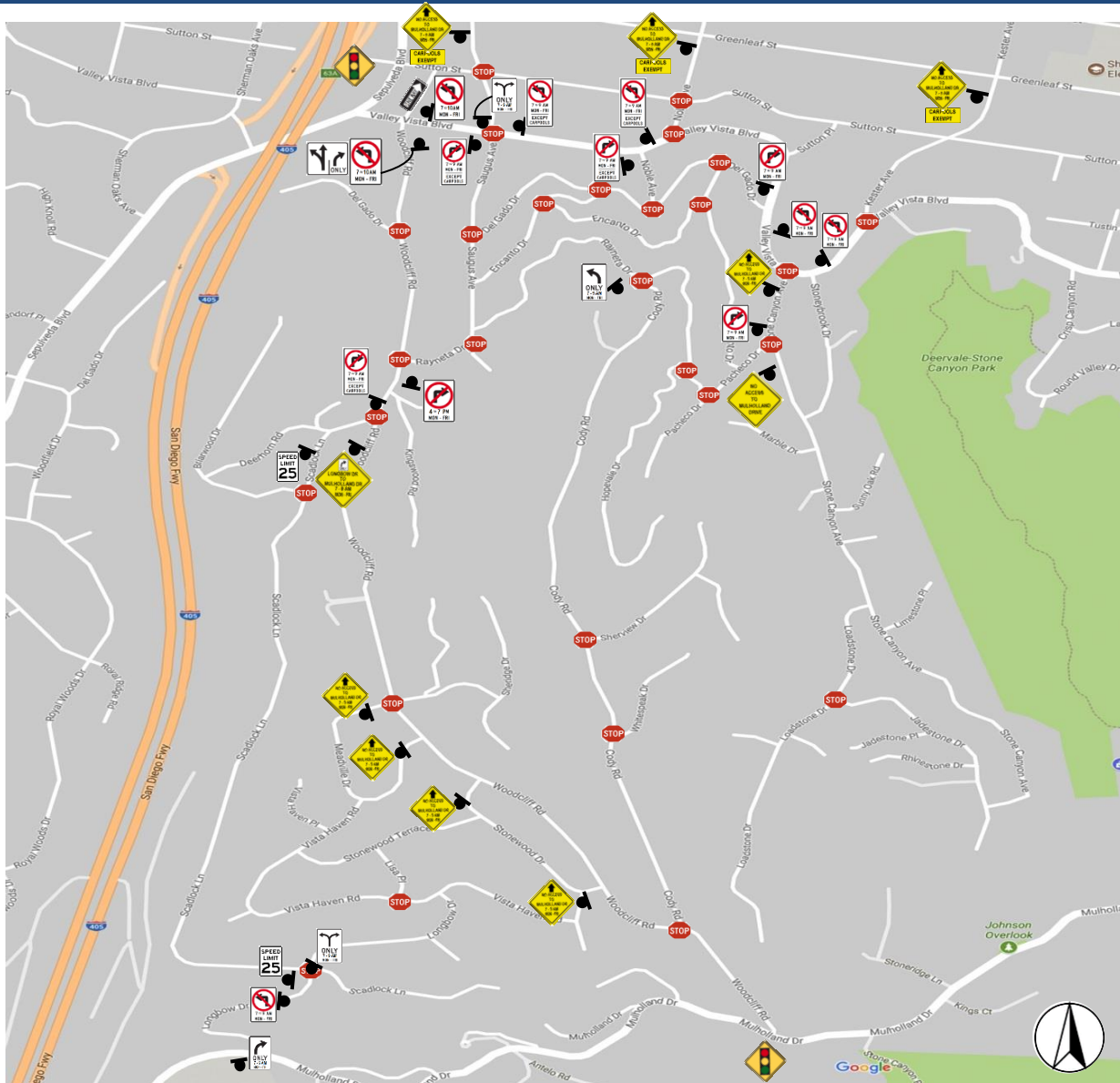


REVISED NEIGHBORHOOD LIVABILITY PROJECT

- MODIFIED ORIGINAL PLANS TO ADDRESS CONCERNS RAISED SINCE PUBLIC HEARING
- “NTM” NO LONGER OFFERED BY THE DEPARTMENT OF TRANSPORTATION...MULTIPLE NTM PLANS REPLACED BY A **SINGLE NEIGHBORHOOD LIVABILITY PROJECT**
- FOCUSED ON ITEMS REQUIRED FOR SAFETY OR TO ENSURE EMERGENCY VEHICLE ACCESS
- ALIGNED ROADWAY OPERATION WITH CITY’S MOBILITY 2035 ELEMENT OF GENERAL PLAN – MAKE LOCAL STREETS FUNCTION AND OPERATE AS LOCAL STREETS
- MODIFIED ELEMENTS TO PROVIDE DESIRED RESULTS AND MINIMIZE CONCERNS RAISED
 - HOURS OF OPERATION
 - TURN RESTRICTIONS
 - PROVIDE ALTERNATE ACCESS INTO THE NEIGHBORHOOD
 - MODIFY ALTERNATE ACCESS ROUTES TO LARGEST STREET
- ADDED ADDITIONAL ELEMENTS
 - ROADWAY RESTRIPING TO INCREASE CAPACITY AND MINIMIZE UNSAFE DRIVING
 - SIGNAL RE-TIMING TO ASSIST WITH DIVERSION/LIMIT CUT THROUGH

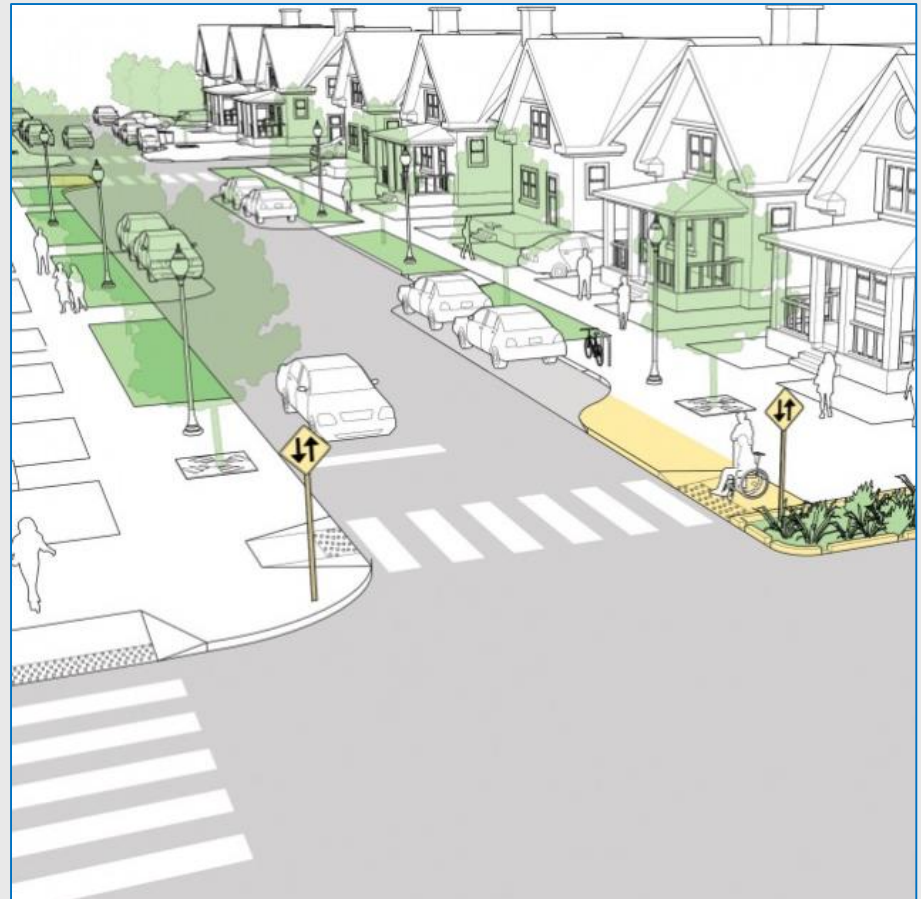
PROPOSED NEIGHBORHOOD LIVABILITY PROJECT





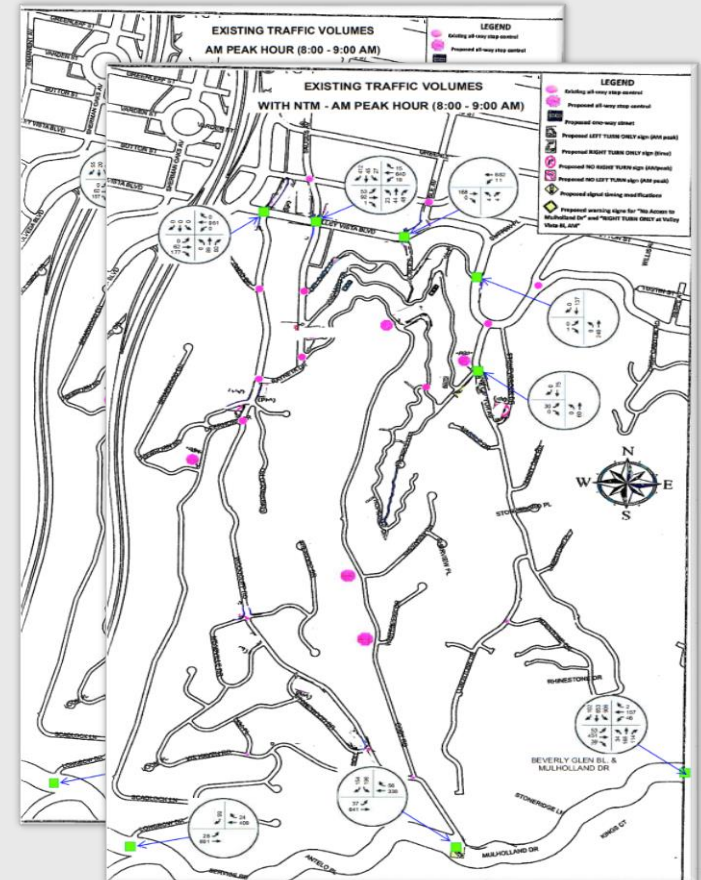
PROPOSED YIELD STREET

- ALTERNATING PARKING ON EACH SIDE OF THE ROADWAY WILL SLOW SPEEDS IN A RESIDENTIAL NEIGHBORHOOD
- HAS PROVEN EFFECTIVE AT REDUCING CUT THROUGH TRAFFIC
- SUPPORTS EMERGENCY VEHICLES ACCESS
- WORKS ON RESIDENTIAL STREETS \leq 28 FT WIDE
- USEFUL WHERE ON-STREET PARKING UTILIZATION IS \leq 60%
- BEING CONSIDERED FOR CODY, SCADLOCK, MAYBE OTHERS



TRIP RE-DISTRIBUTION STUDY RESULTS

- CONCERNS RECEIVED ABOUT ADDED TRAFFIC DIVERTED INTO OTHER ADJACENT NEIGHBORHOODS
- DEMAND FOR A TRIP RE-DISTRIBUTION STUDY TO SHOW HOW THE TURN RESTRICTIONS WILL AFFECT TRAFFIC VOLUMES
- TRIP RE-DISTRIBUTION STUDY CONDUCTED FOR A WEEKDAY FROM 8 AM TO 9 AM - RESULTS
 - SOUTHBOUND TRAFFIC ON BEVERLY GLEN S/O MULHOLLAND TO BE THE SAME (JUST GETS THERE DIFFERENTLY)
 - MORE SOUTHBOUND RIGHT/LEFT TURNS FROM BEVERLY GLEN ONTO MULHOLLAND
 - LESS EASTBOUND THRU ON MULHOLLAND
 - 81 VEHICLES/HR (16%) DIVERTED TO SOUTHBOUND BEVERLY GLEN TO MULHOLLAND, OTHERS WILL GO TO SEPULVEDA OR 405 FWY
- SIGNAL TIMING MODIFICATIONS POSSIBLE



ACTION STEPS TO DATE – NEXT STEPS

ACTIONS TO DATE

- STOP SIGNS AND SPEED LIMIT SIGNS INSTALLED
 - COLLECTION OF ADDITIONAL DATA
 - DOT INSTALLING NEW STRIPING, SIGNS ON VALLEY VISTA BETWEEN SAUGUS AND WOODCLIFF TO ADDRESS WRONG WAY DRIVER PROBLEM IN THE MORNING
- REMAINING ELEMENTS OF NEIGHBORHOOD LIVABILITY PROJECT
- LADOT WILL PREPARE FINAL PLAN; WHICH WILL BE POSTED ON WEBSITE AND DISTRIBUTED THROUGH WORKING GROUP PARTICIPANTS BY CD 4 IN THE NEAR FUTURE
 - COMMENTS ACCEPTED – NEXT 30 DAYS
 - ADOPTION OF NEXT PHASE THROUGH COUNCIL MOTION AND PUBLIC PROCESS



ACTION STEPS TO DATE – NEXT STEPS (continued)

- EACH PHASE WILL CONTINUE TO BE EVALUATED
- LADOT WILL REPORT BACK IN 8 – 12 MONTHS ON NEIGHBORHOOD LIVABILITY PROJECT
- COUNCILMEMBER RYU WILL WORK WITH COMMUNITY TO IDENTIFY A LIST OF GLOBAL PRIORITY PROJECTS THAT WILL IMPROVE TRAFFIC IN SHERMAN OAKS AND THE SAN FERNANDO VALLEY



QUESTIONS AND ANSWERS

PUBLIC COMMENT

COMMENTS AND QUESTIONS FOLLOWING THIS EVENINGS
MEETING WILL BE ACCEPTED THROUGH CLOSE OF BUSINESS
ON NOVEMBER 15, 2017 BUT MUST BE SUBMITTED USING THE
FOLLOWING SUBMISSION FORM LINK: <http://bit.ly/2x11dwo>