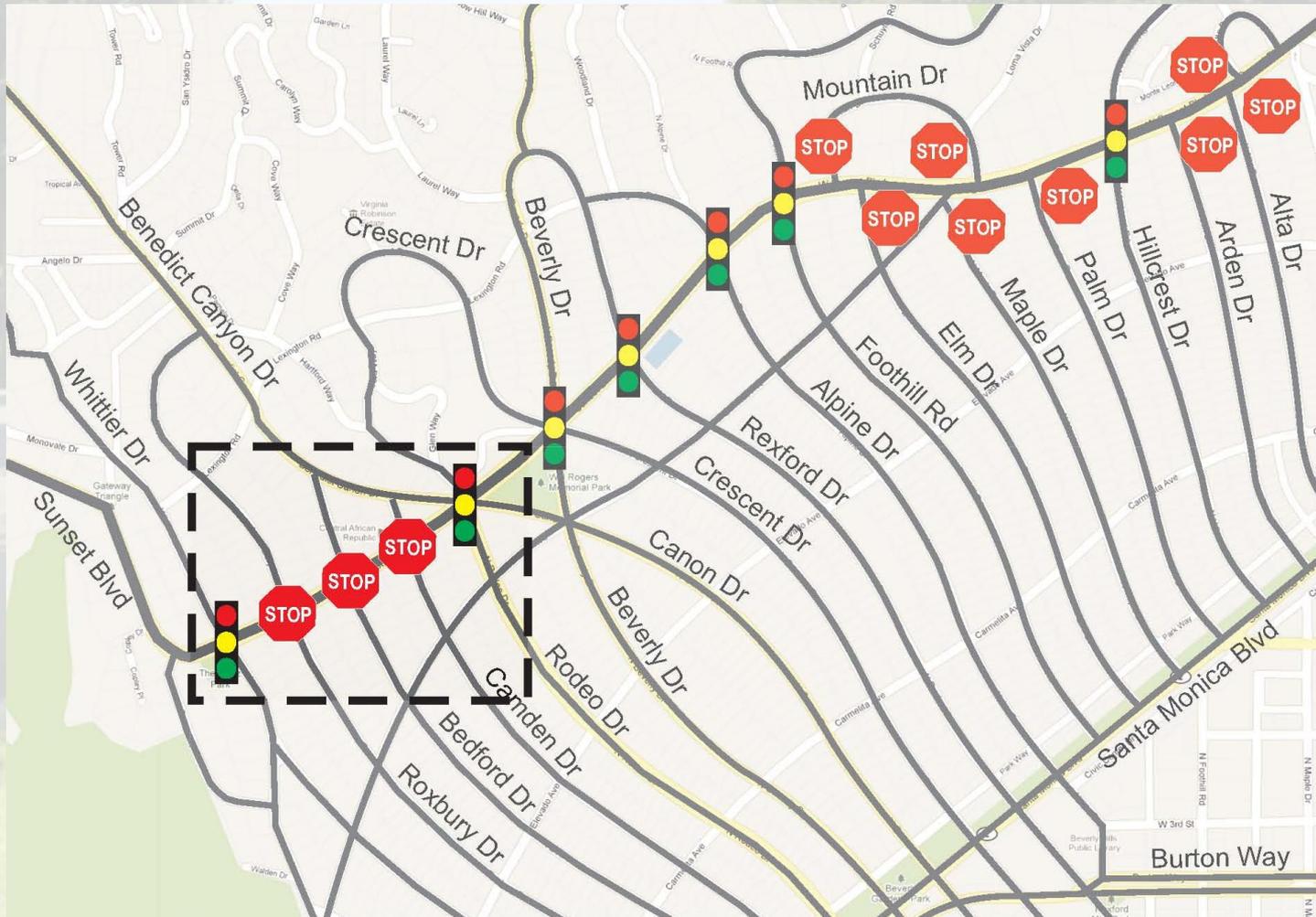

West Sunset Boulevard Transportation Study

Traffic & Parking Commission Presentation

Monday, June 27, 2011

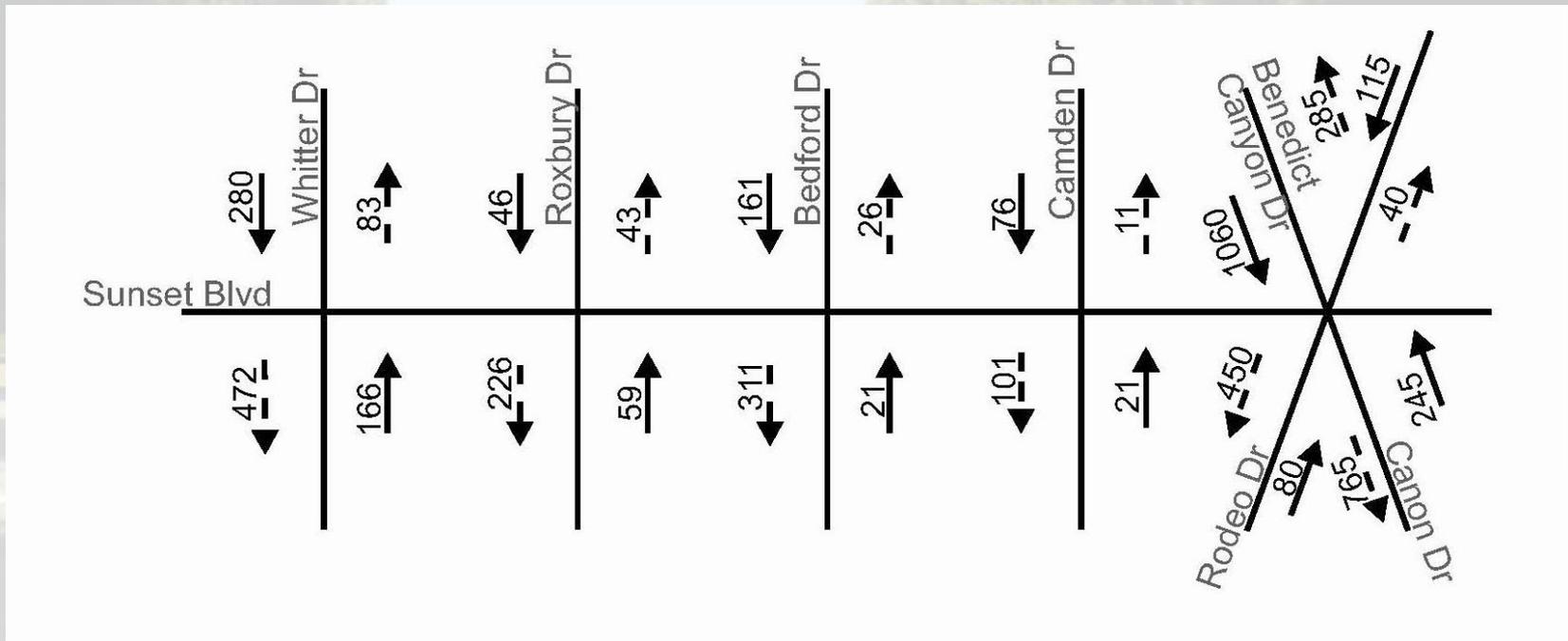
Sunset Boulevard in Beverly Hills



Western Study Area

- **Camden, Bedford and Roxbury**
 - Only Unsignalized Intersections with N-S Cross Traffic
 - Other Unsignalized Intersections are “T” Intersections
- **Whittier and Rodeo/Benedict Canyon/Canon**
 - Adjacent Signalized Intersections

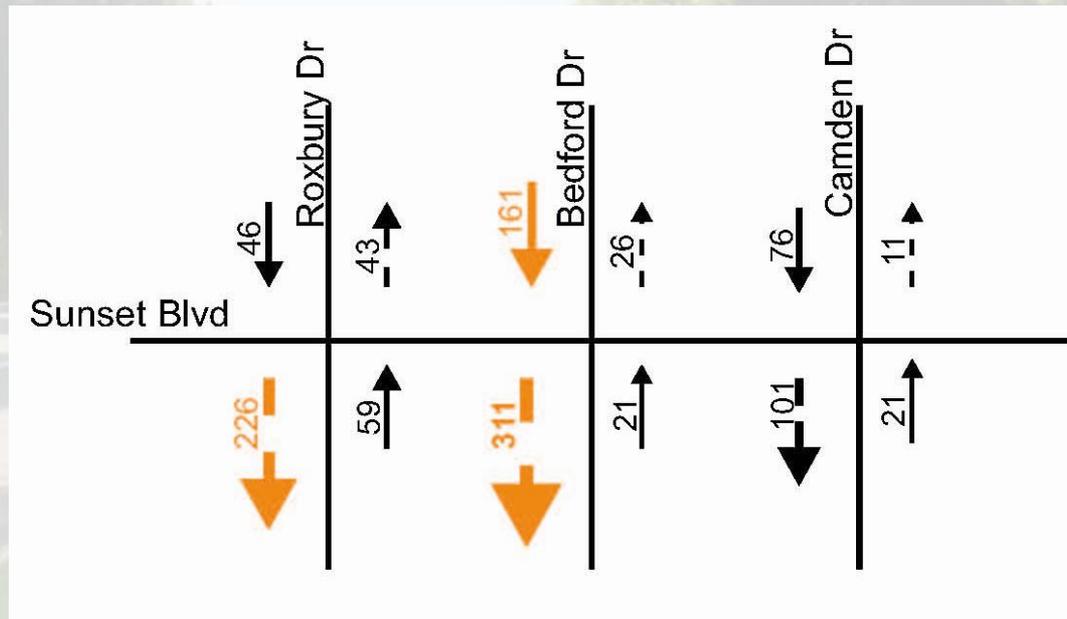
AM Peak Hour Traffic Volumes



Legend

-  Approach
-  Departure

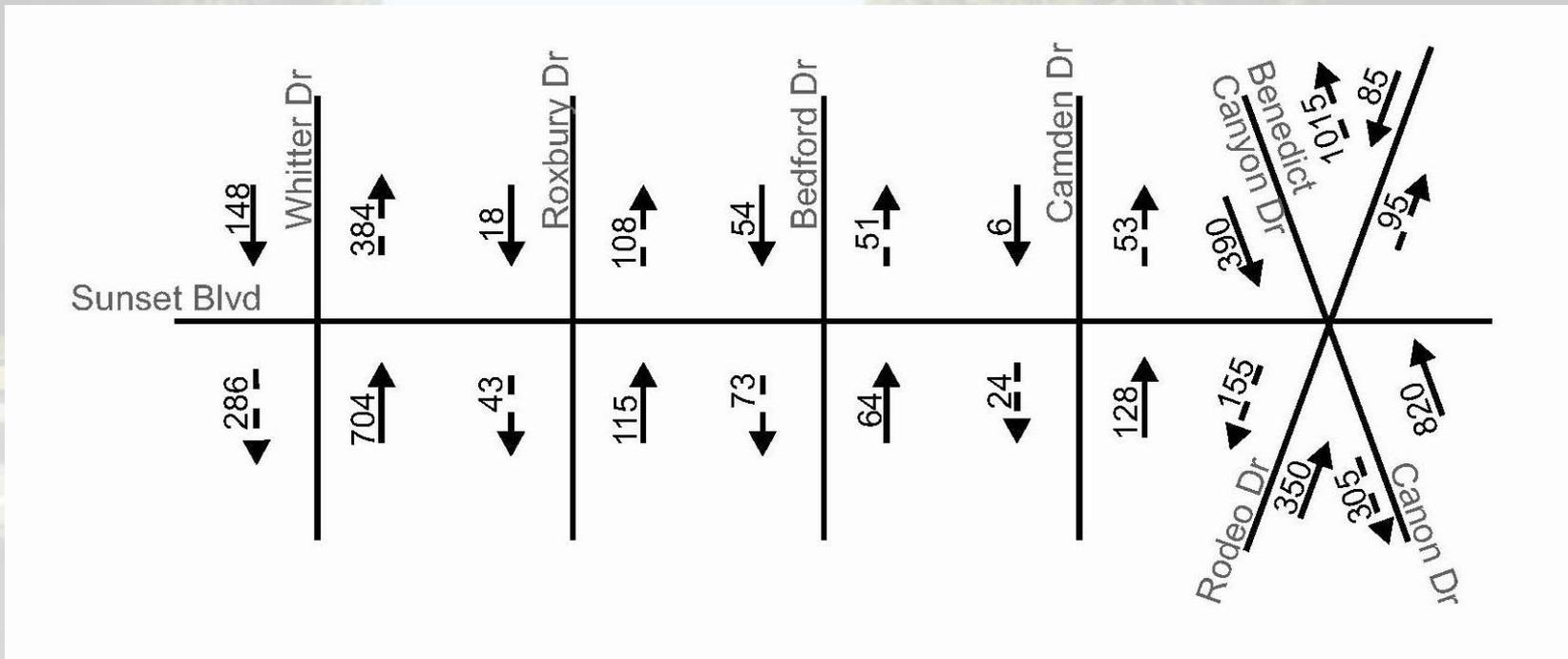
AM Peak Hour Traffic Volumes



Legend

-  Approach
-  Departure

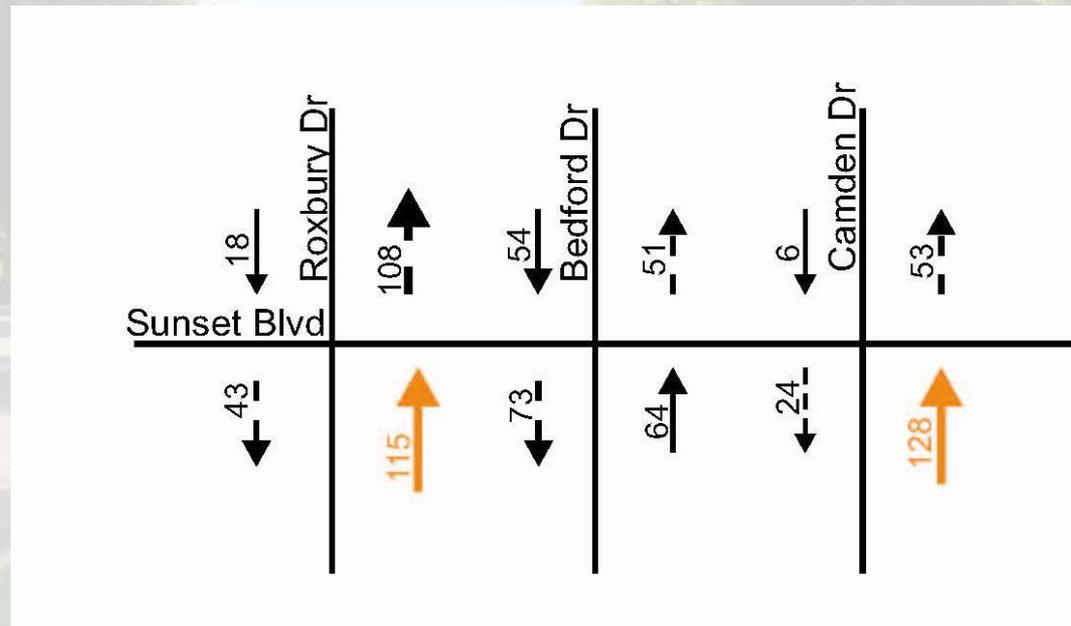
PM Peak Hour Traffic Volumes



Legend

-  Approach
-  Departure

PM Peak Hour Traffic Volumes



Legend

-  Approach
-  Departure

Peak Period Levels of Service

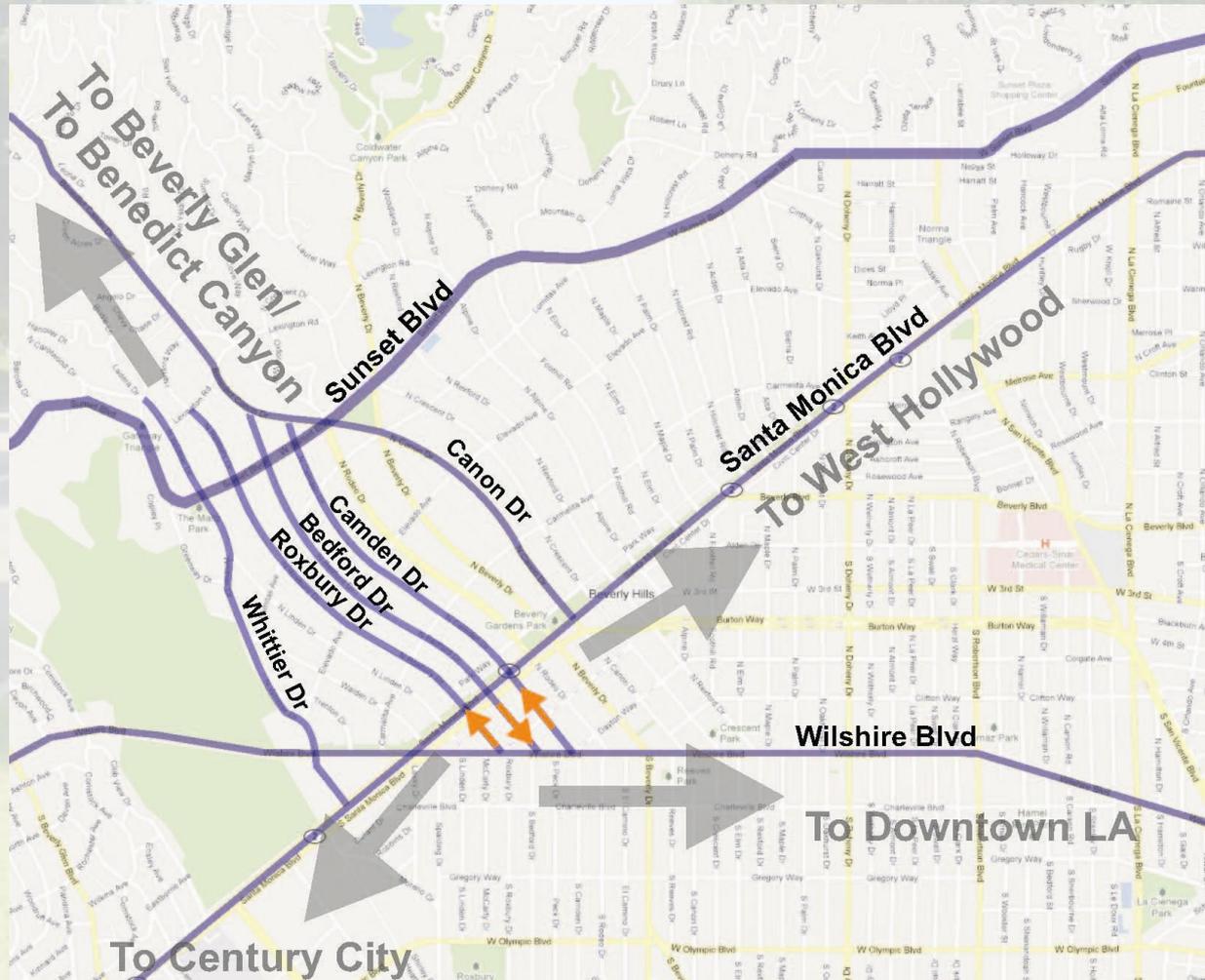
Intersection	AM Peak Hour LOS	PM Peak Hour LOS
Sunset Blvd and Whittier Dr	B	D
Sunset Blvd and Roxbury Dr	F*	F*
Sunset Blvd and Bedford Dr	F*	F*
Sunset Blvd and Camden Dr	F*	F*
Sunset Blvd and Rodeo Dr	E	D

* Unsignalized intersection LOS represents worst stop-controlled approach

Cut Through Traffic Issues

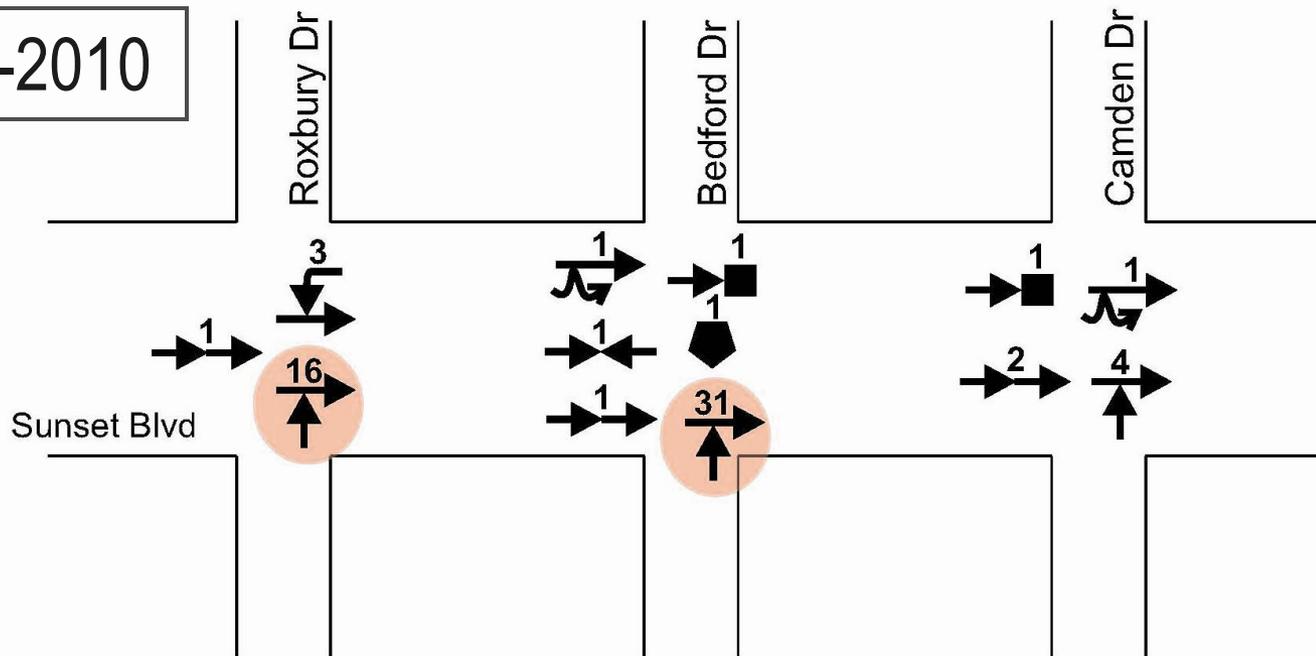
- **Whittier Drive used by Century City and Westwood Traffic**
 - Provides connections to Beverly Glen and Benedict Canyon
- **Roxbury via Lomitas to Whittier**
- **Benedict Canyon to Bedford used by southbound traffic to business triangle**
- **Roxbury and Camden heavier northbound in PM**

Roadway Network Around Study Area



Injury Accident Patterns

2005-2010



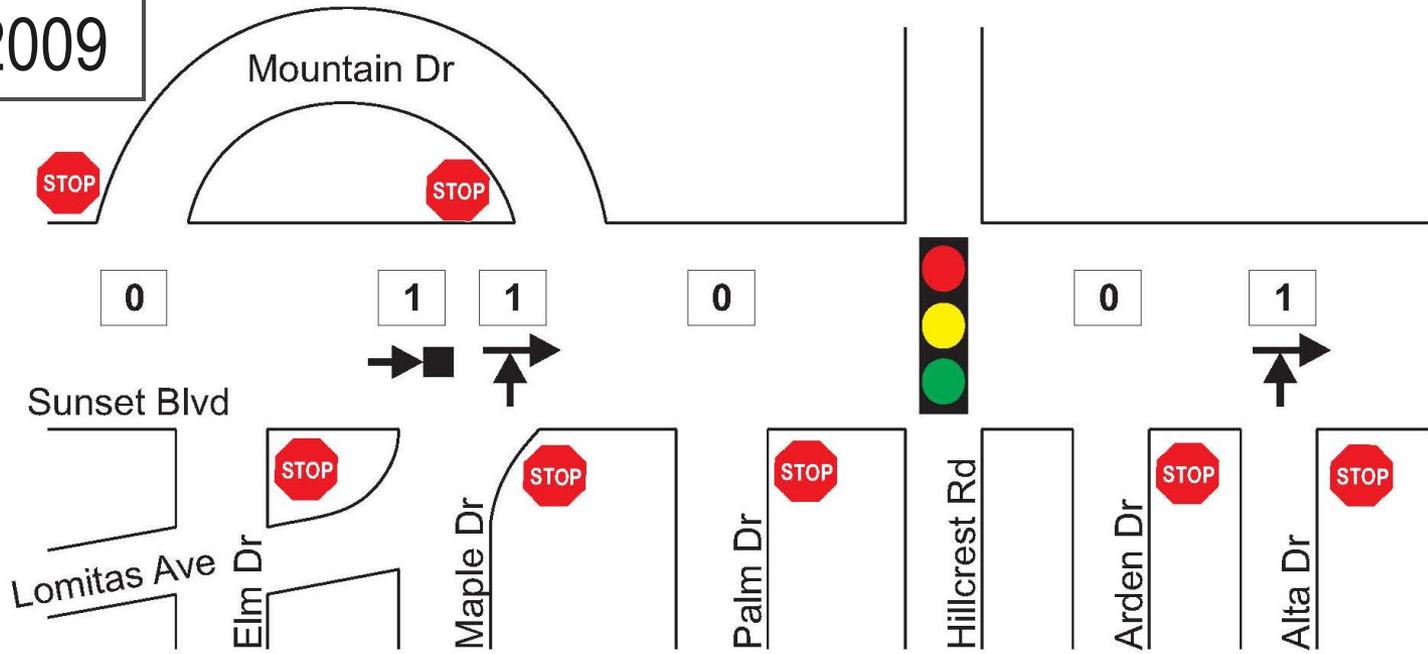
Legend

Collision Type

-  Broadside
-  Left-turn Broadside
-  Sideswipe
-  Head-on collision
-  Rear end
-  Hit object
-  Overturn

Injury Accident Patterns – East Sunset Blvd

2004-2009

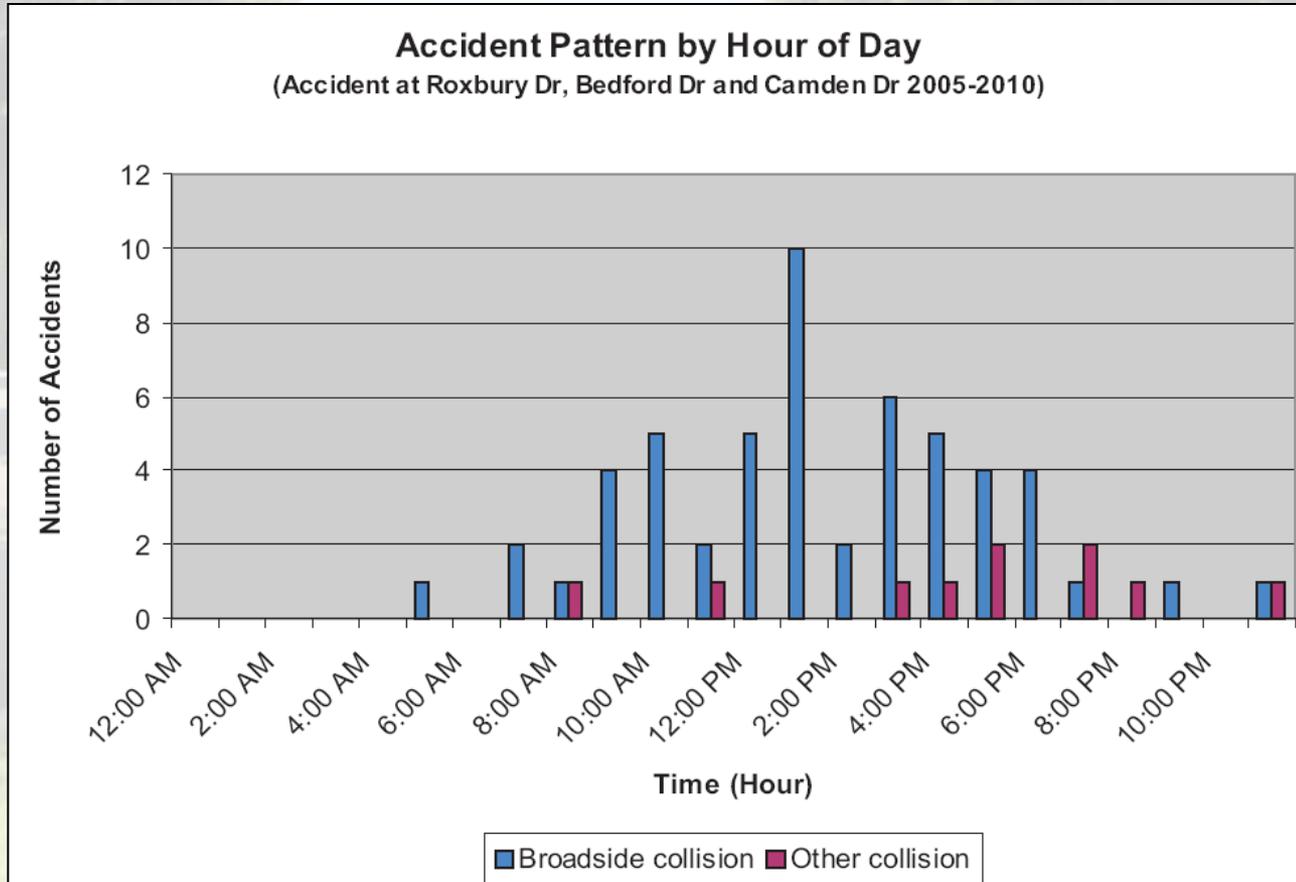


Legend

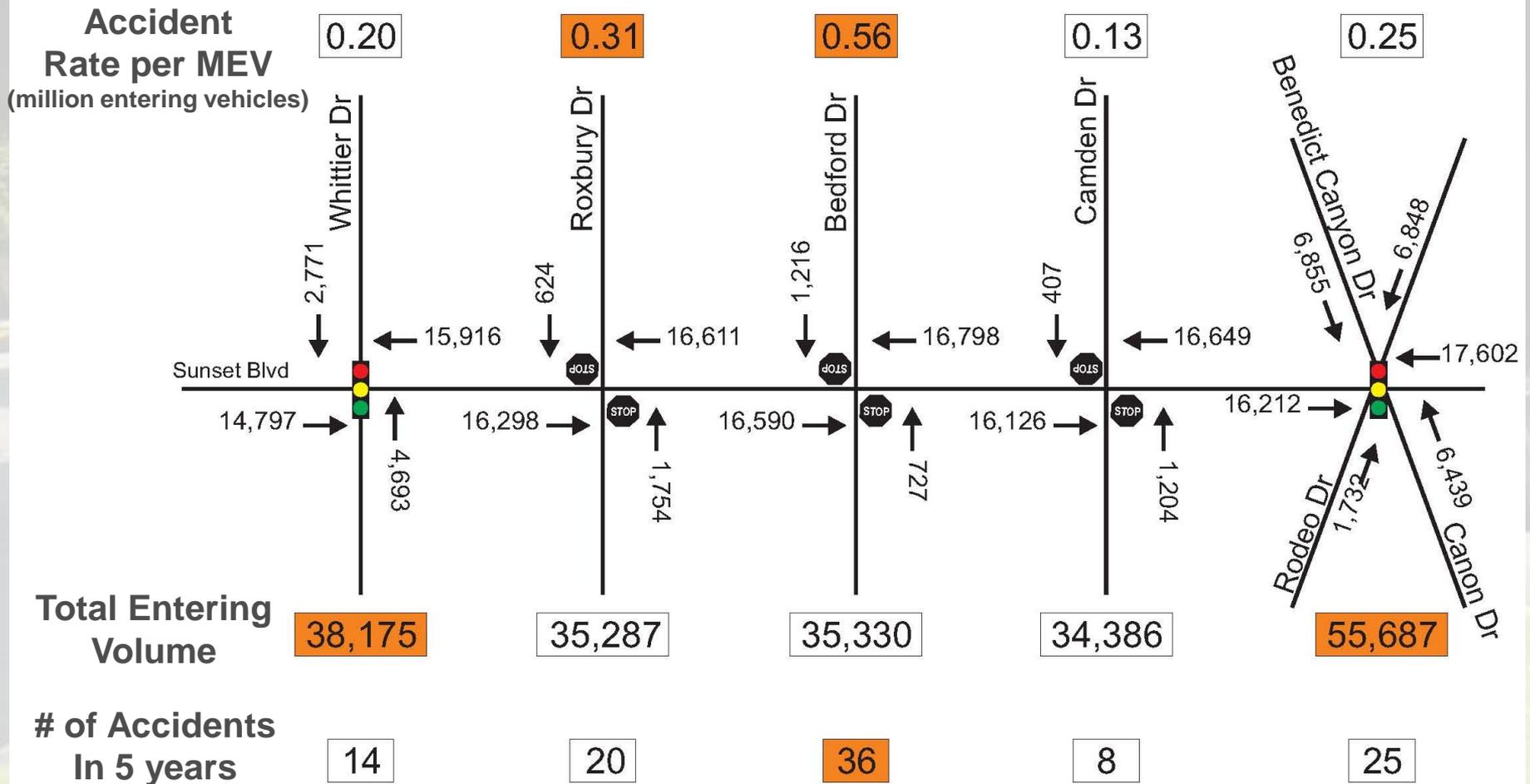
Collision Type

 Broadside # Number of Accidents
 Hit object

Accident Patterns



Accident Rates



Signal Warrant Analysis

- Meeting warrants means consider signalization; doesn't require it

Warrant Name	Sunset /Roxbury	Sunset/Bedford	Sunset/Camden
Eight Hour Vehicular Volume	✓	x	x
Four Hour Vehicular Volume	✓	✓	✓
Peak Hour Vehicular Volume	✓	✓	✓
Crash Experience Warrant	x	✓	x
Roadway Network	x	x	x



Warrant is Satisfied



Warrant is not Satisfied

Summary of Need for Improvements

- Improve Safety Crossing Sunset Boulevard
- Discourage Cut Through Traffic

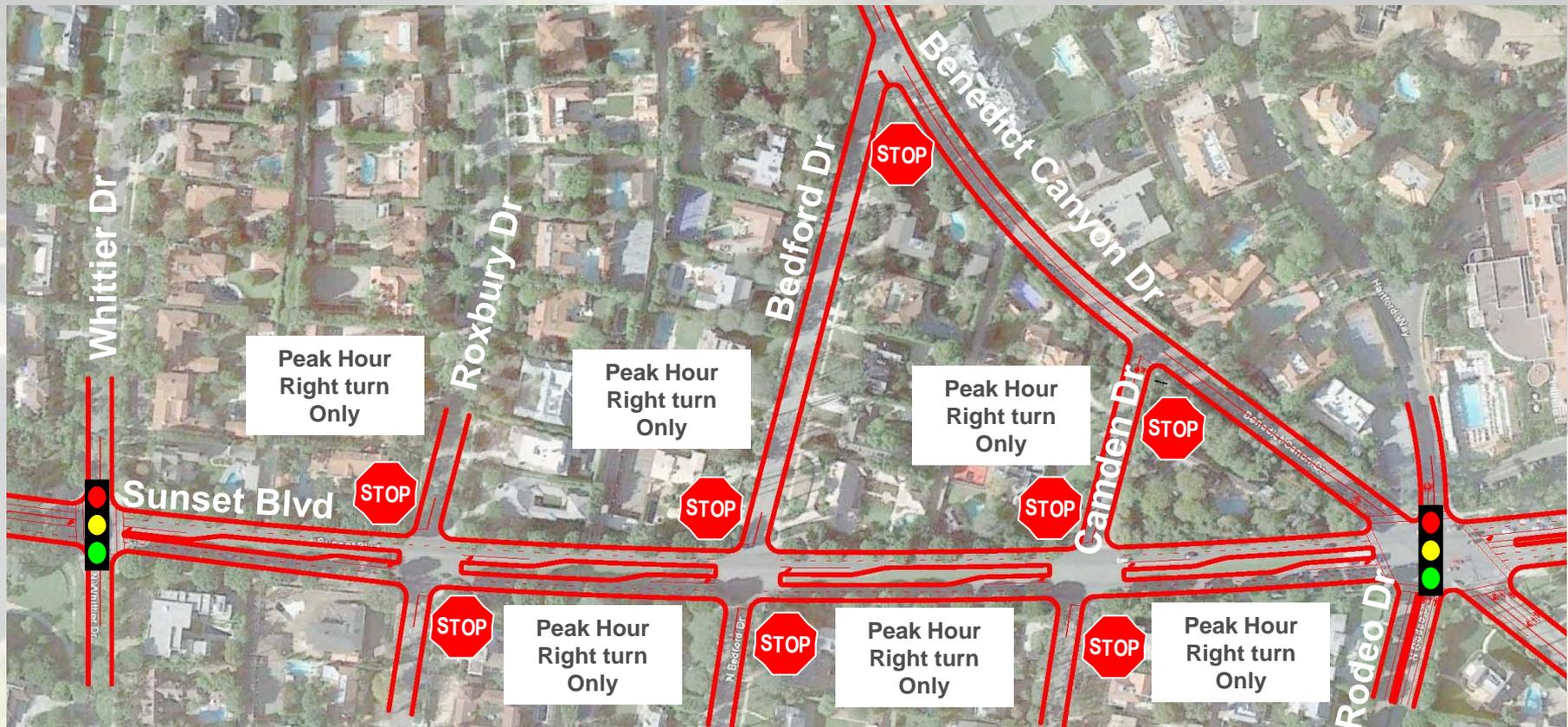


Developing Alternatives

- **Peak Period Turn Restrictions**
 - Don't Address Safety Issues in Non-Peak Hours
 - Peak Period Turn Restrictions Require Enforcement
 - Peak Period Turn Restrictions Opposed in Past
- **Permanent Changes to Traffic Control Devices**
 - Traffic Signals
 - Stop Signs
- **Physical Changes to Median Islands**
 - Restrict Certain Movements
 - Close Median Opening(s)

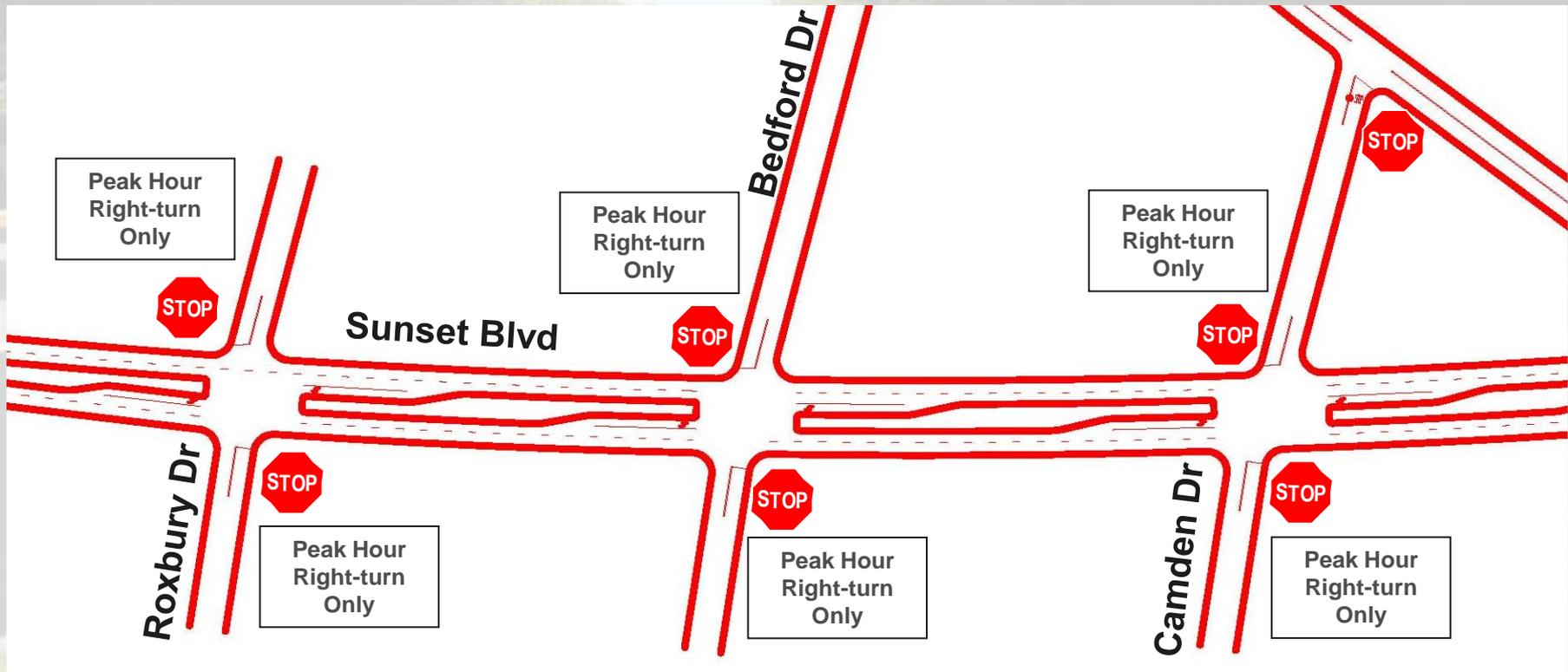
Alternative 1

Peak Period Turn Restrictions



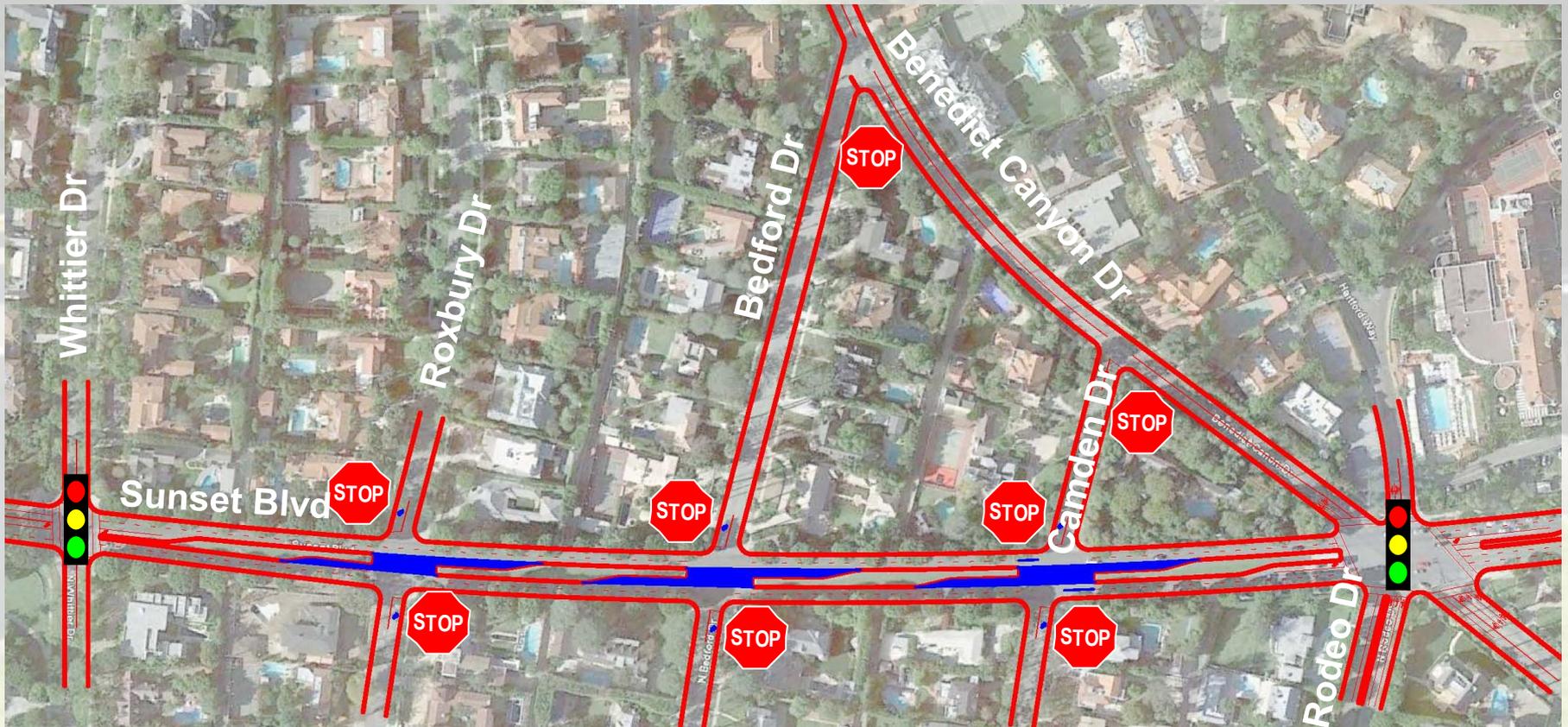
Alternative 1

Peak Period Turn Restrictions



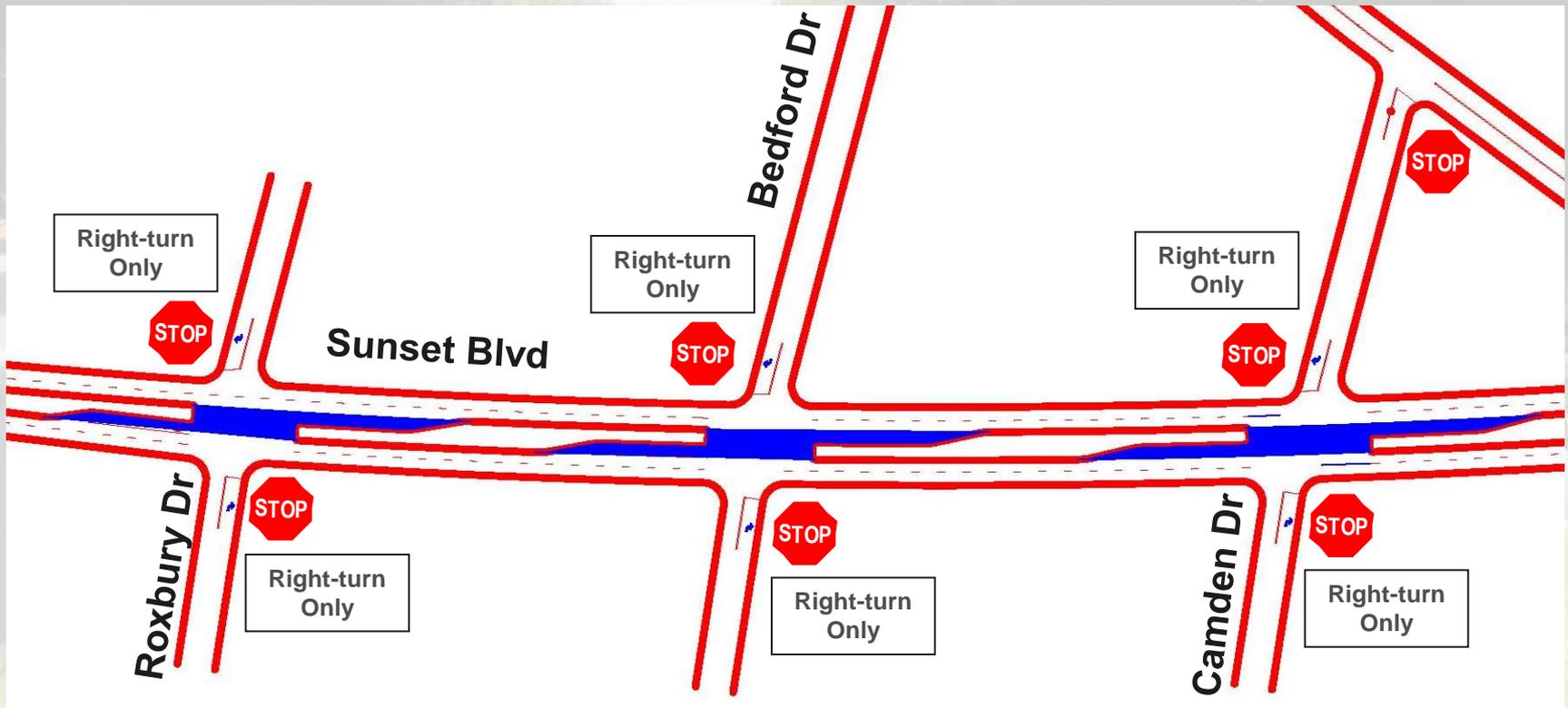
Alternative 2

Close Median Openings at all Three Intersections



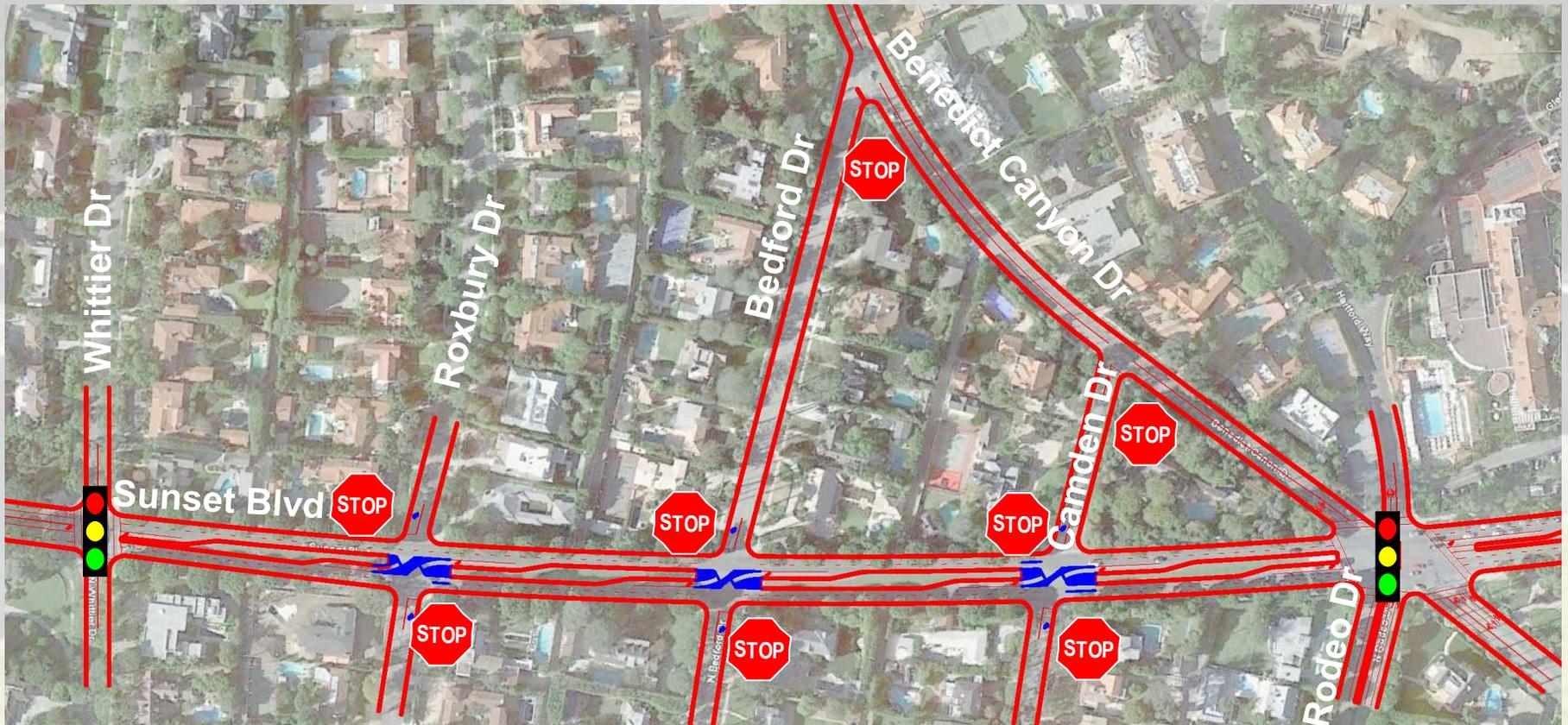
Alternative 2

Close Median Openings at all Three Intersections



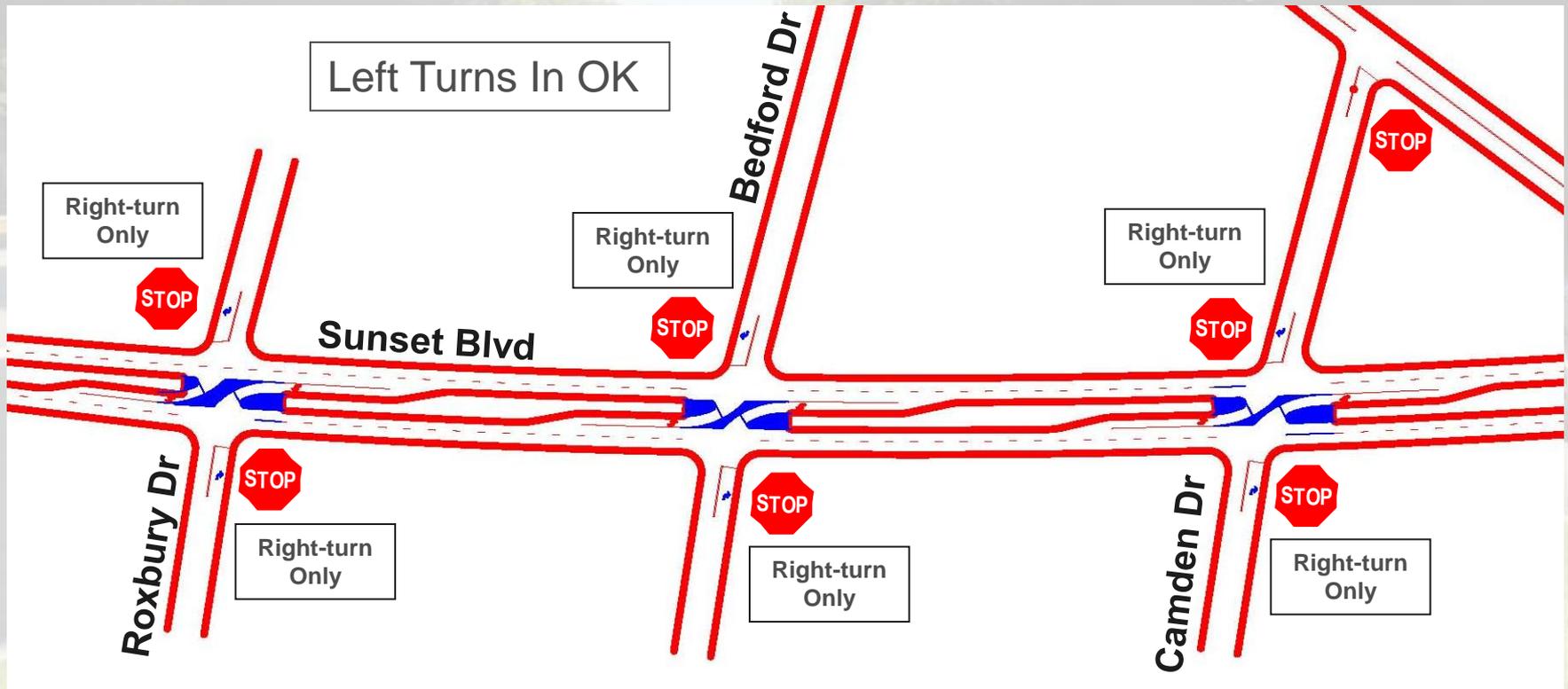
Alternative 3

Islands at all Three Intersections to Restrict Movements



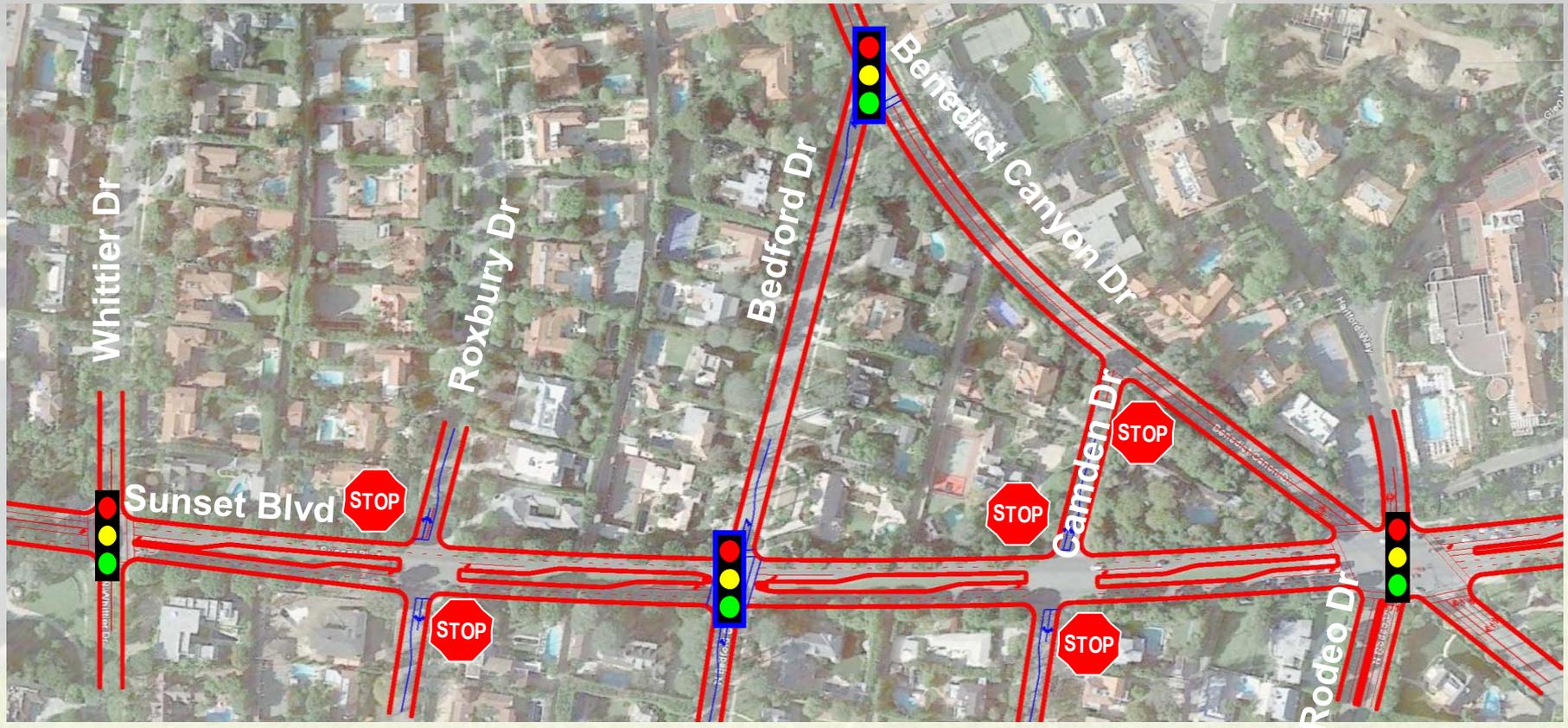
Alternative 3

Islands at all Three Intersections to Restrict Movements



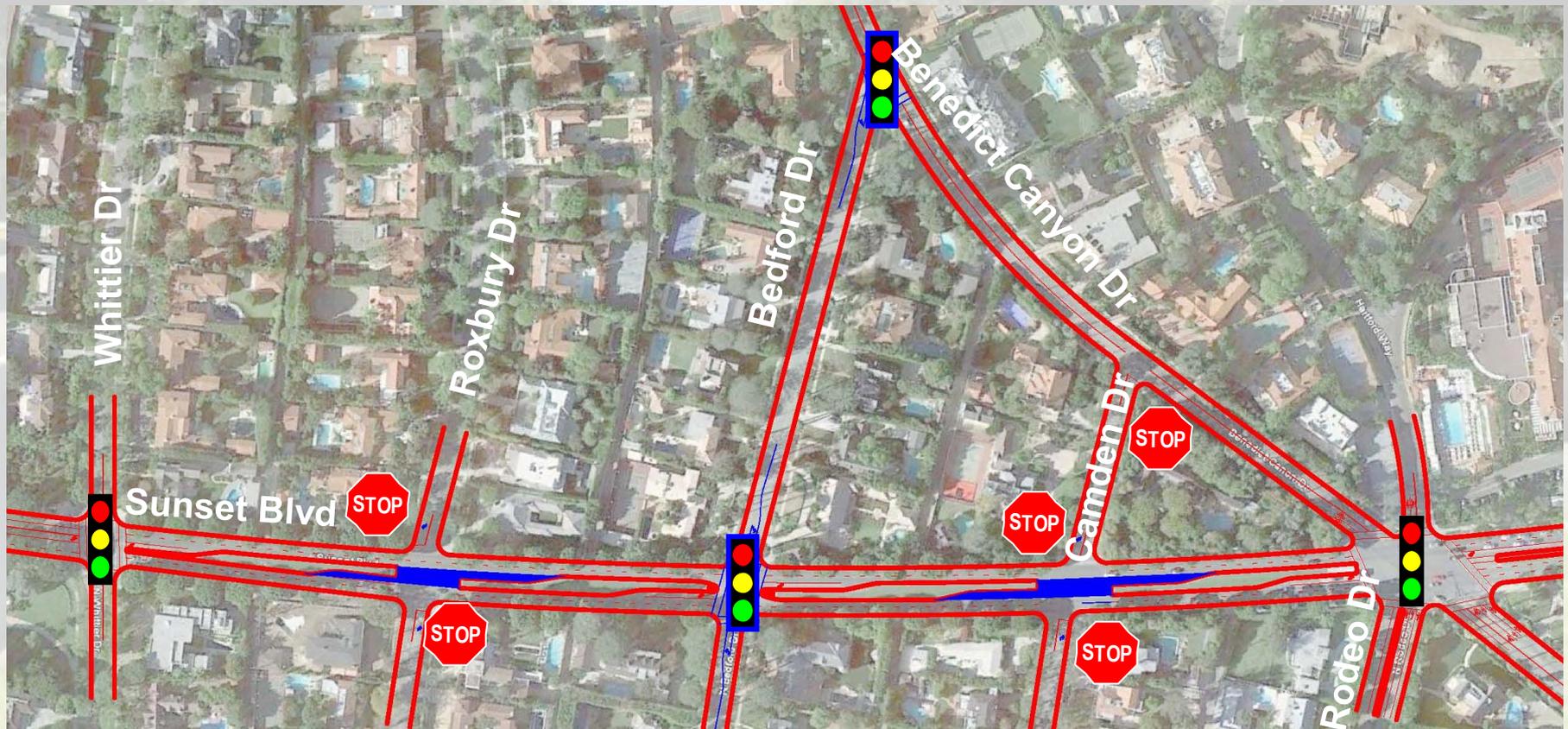
Alternative 4

Signalize Bedford, Restrict N-S Through at Others



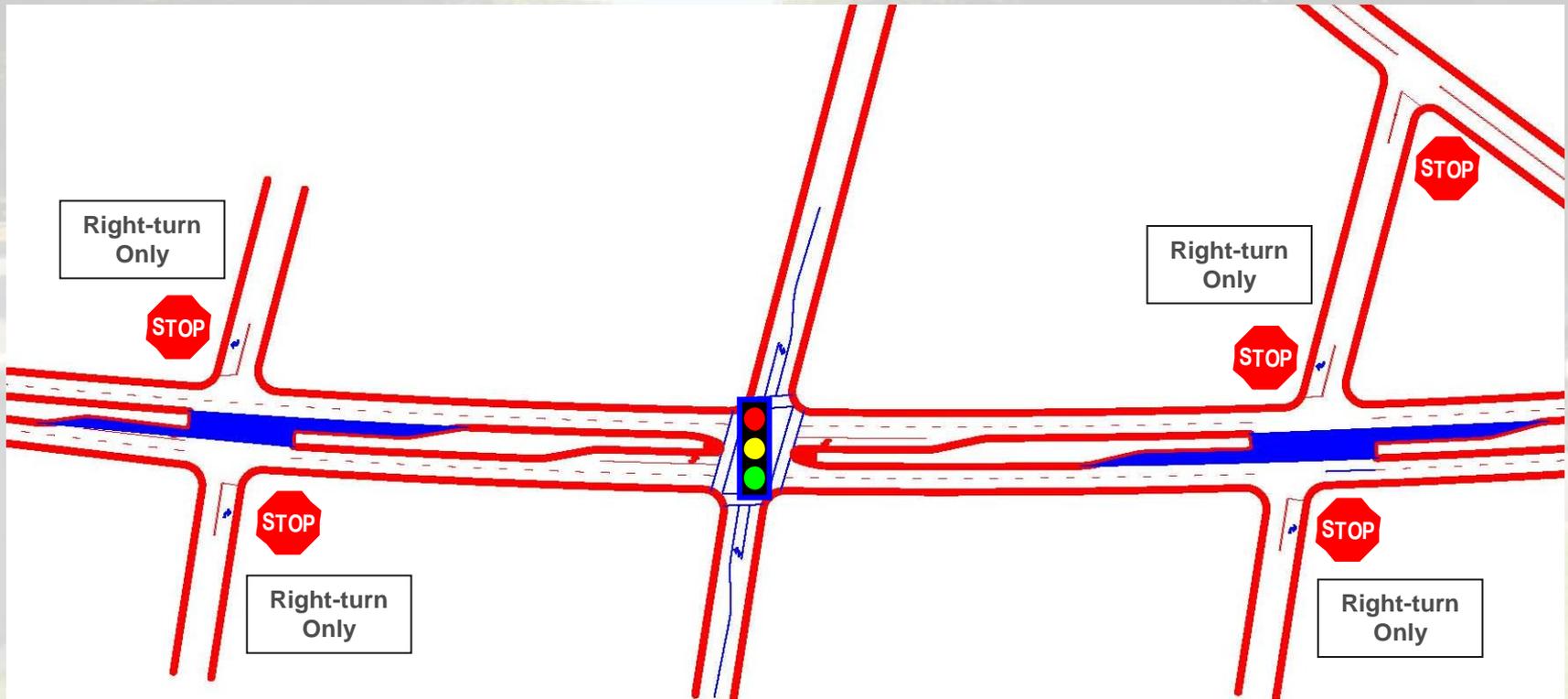
Alternative 5

Signalize Bedford, Close Camden & Roxbury Medians



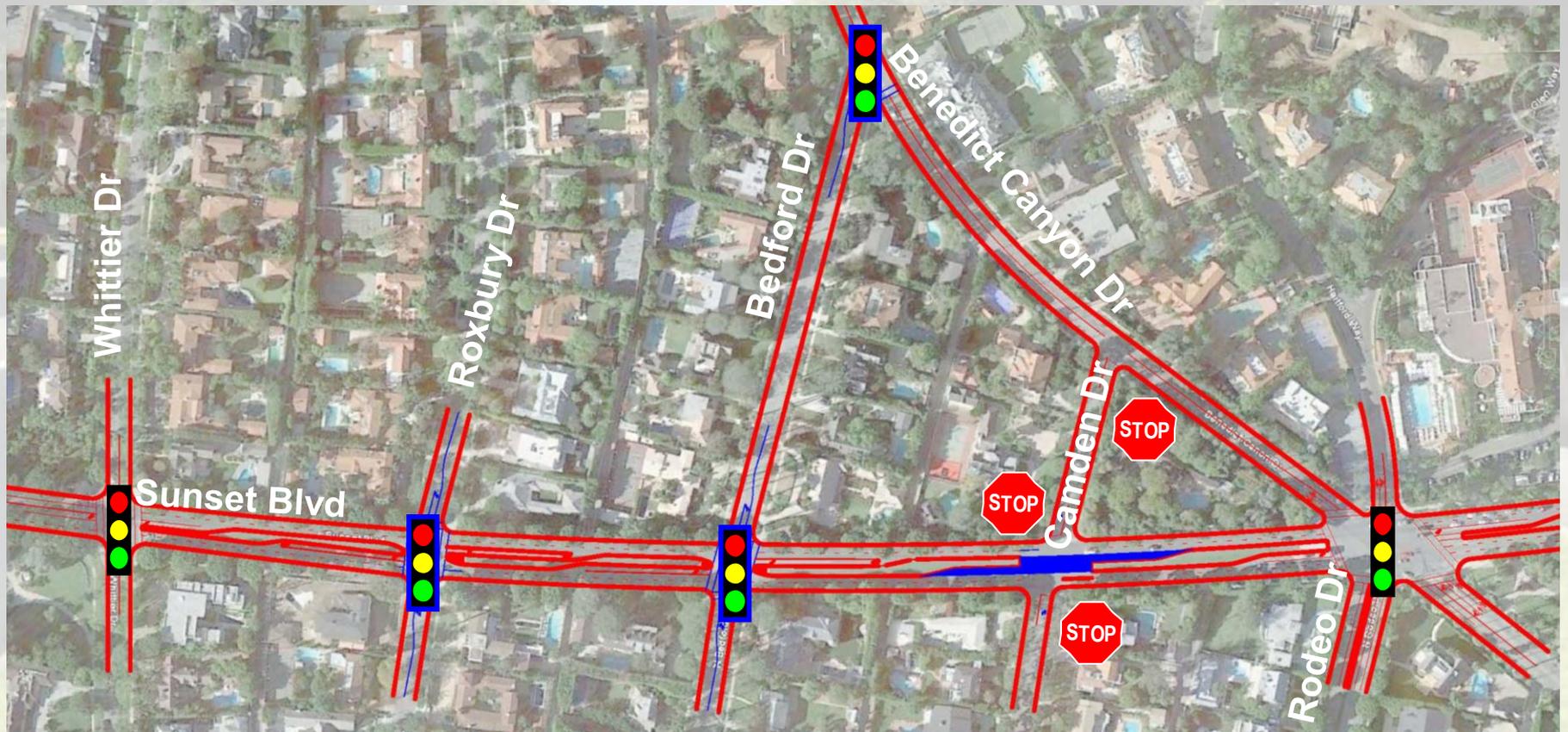
Alternative 5

Signalize Bedford, Close Camden & Roxbury Medians



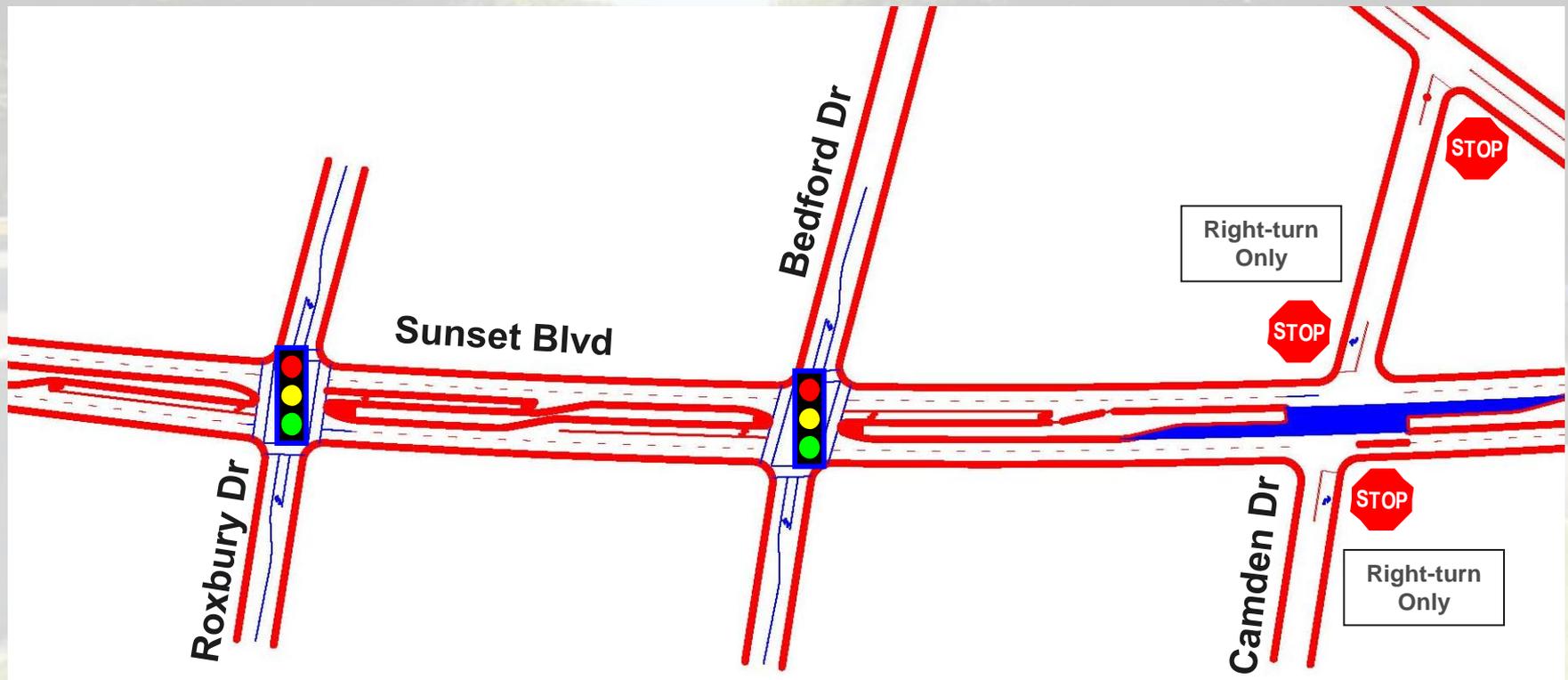
Alternative 6

Signalize Bedford & Roxbury, Close Camden Median



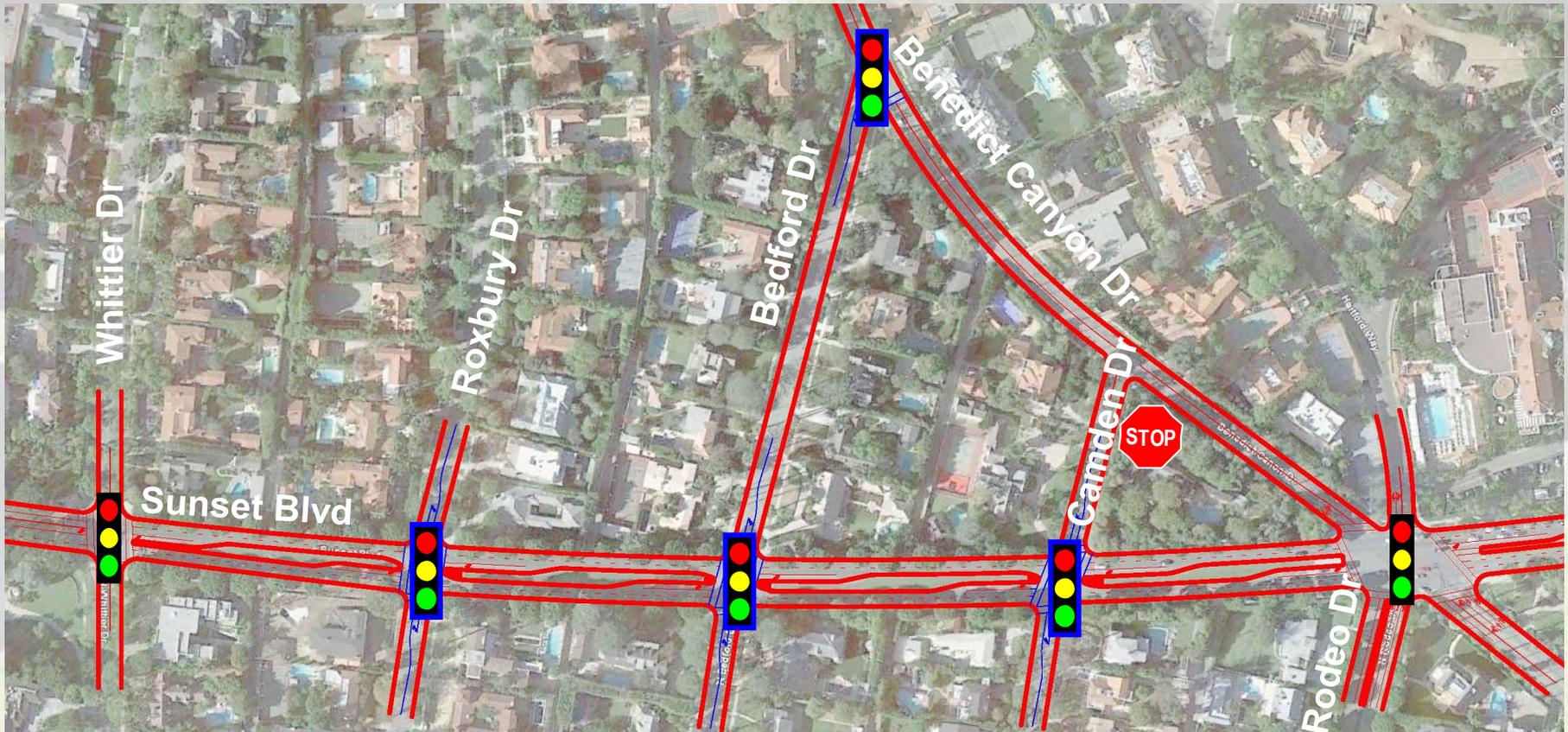
Alternative 6

Signalize Bedford & Roxbury, Close Camden Median



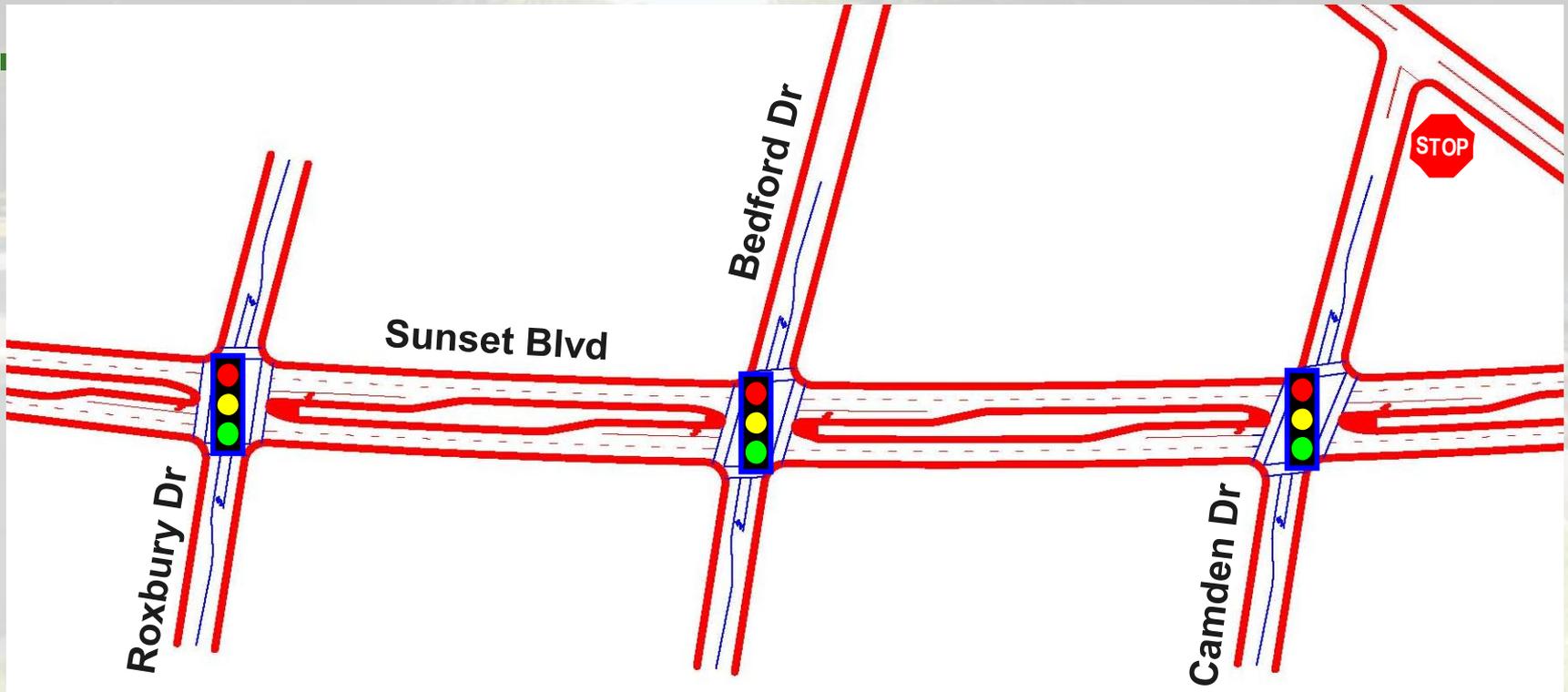
Alternative 7

Signalize All Three Intersections



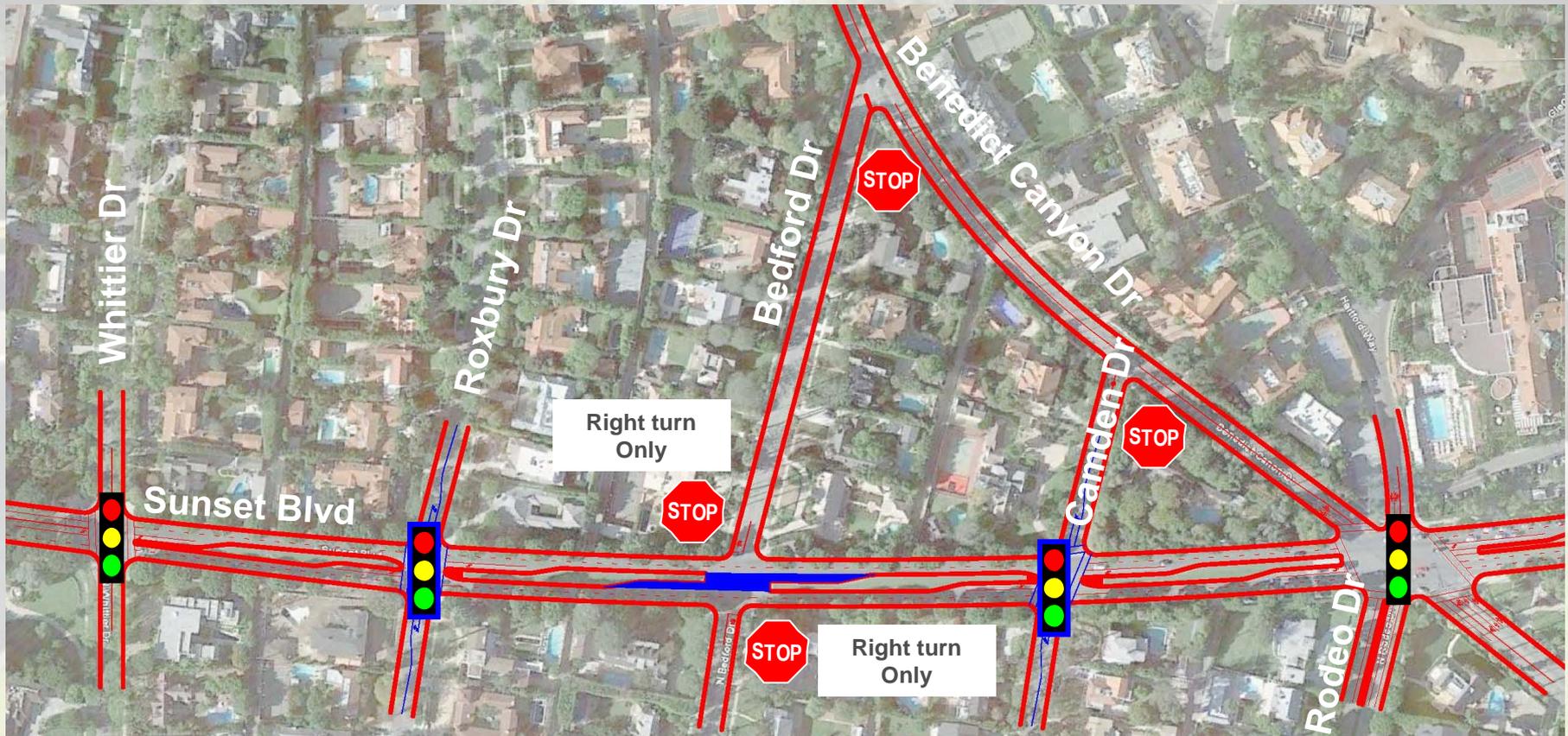
Alternative 7

Signalize All Three Intersections



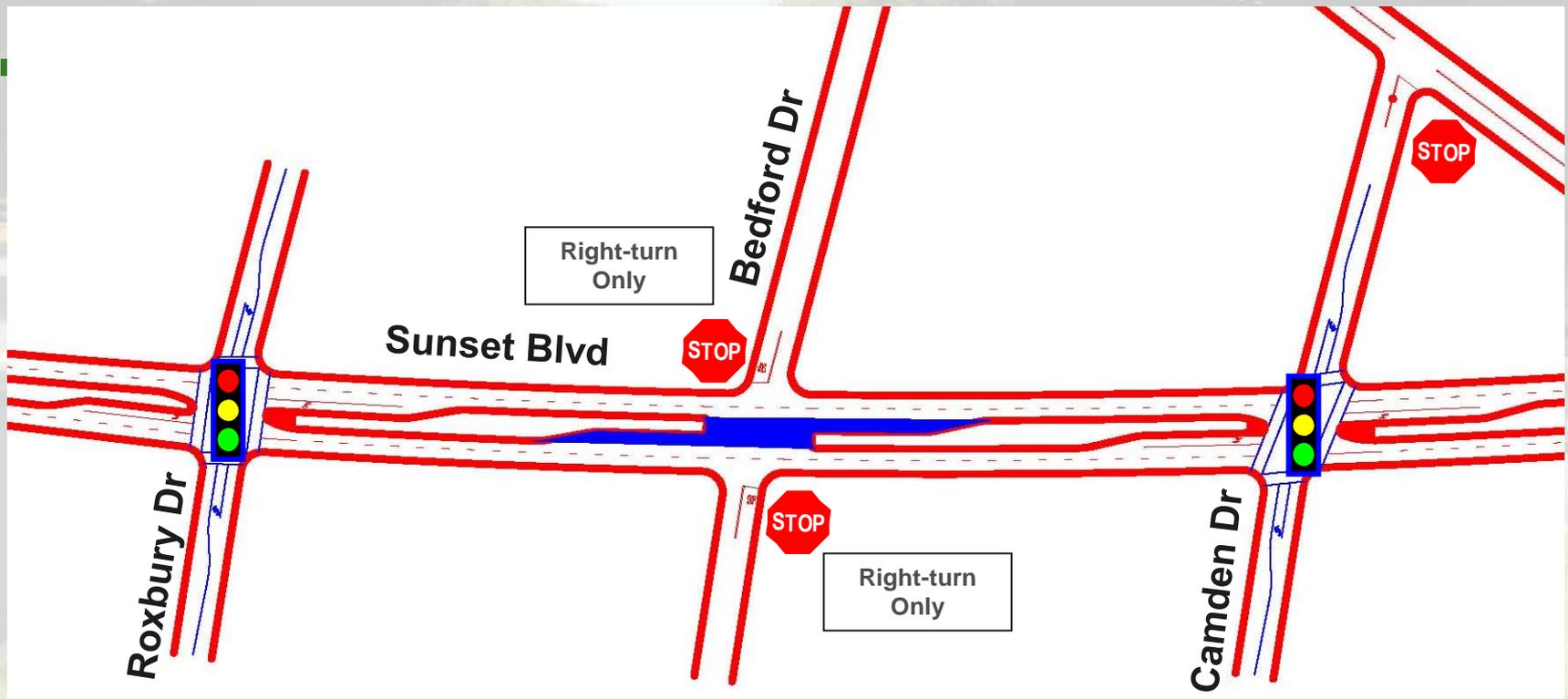
Alternative 8

Signalize Roxbury & Camden, Close Bedford Median



Alternative 8

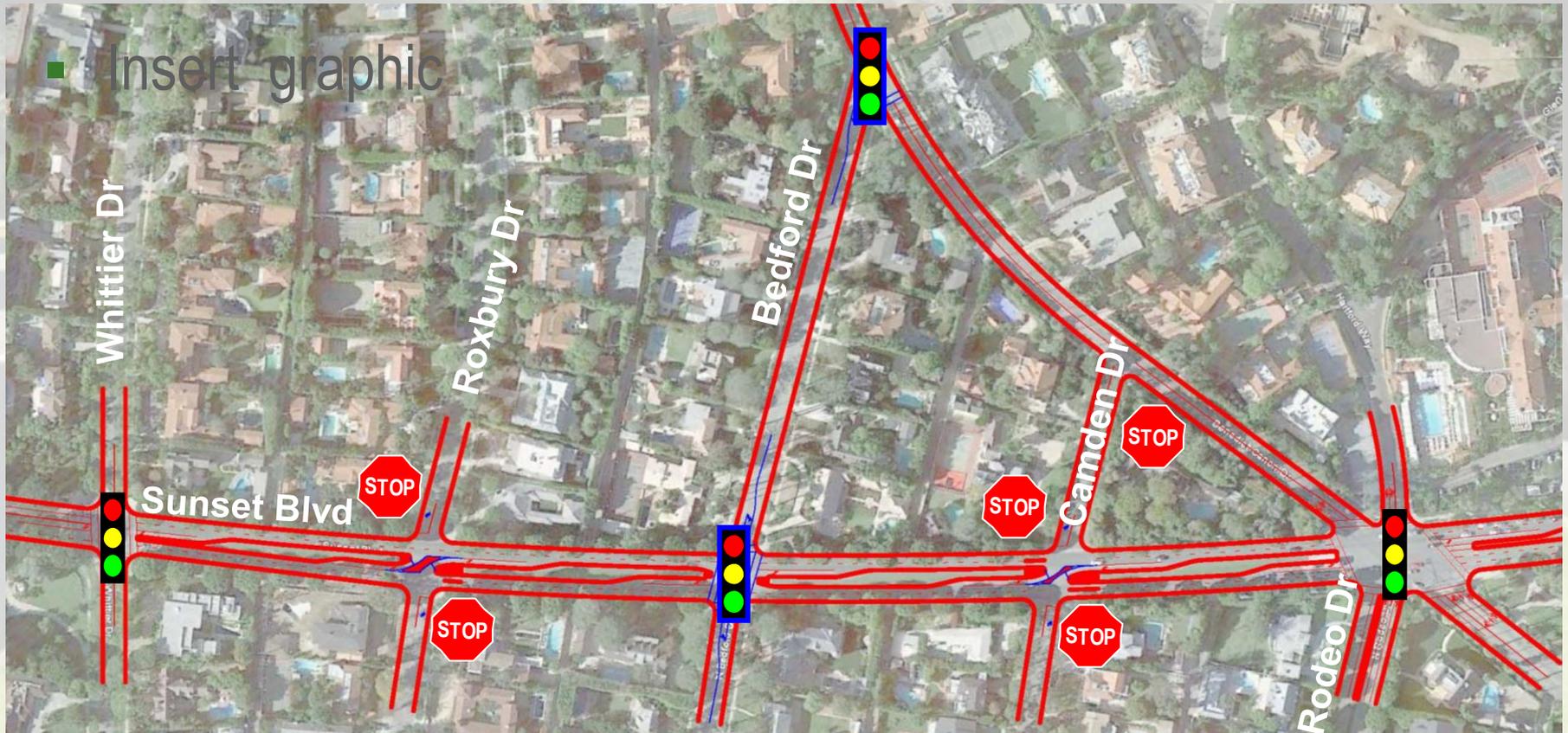
Signalize Roxbury & Camden, Close Bedford Median



Alternative 9

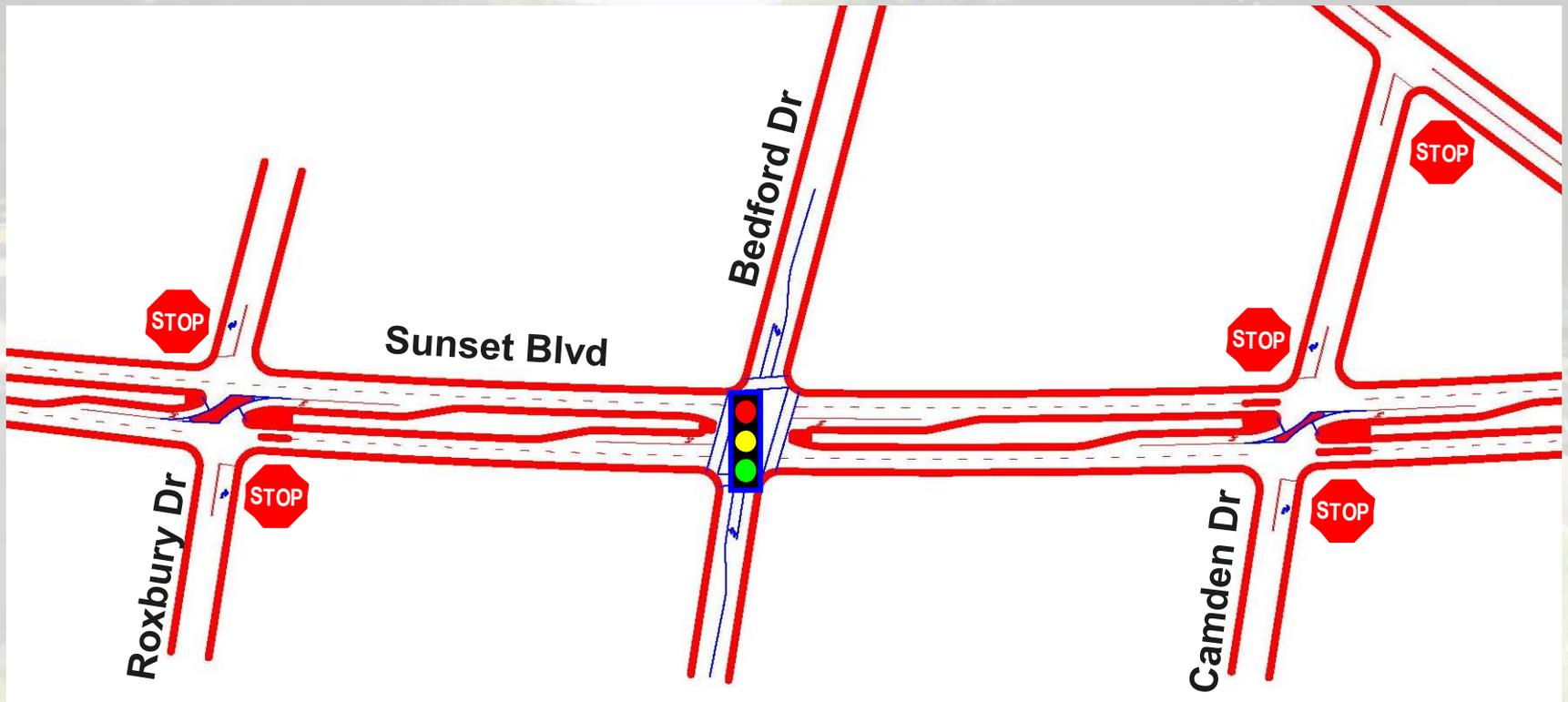
Combine Alternatives 3 and 4

- Insert graphic



Alternative 9

Combine Alternatives 3 and 4

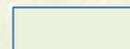


Summary of Comments at June 6th Workshop

- Measures to reduce speeds on side streets should be investigated
- Provide a comparison to accident history at other locations
- Is one or more traffic signals a forgone conclusion
- Accidents are frequent on Sunset Blvd at these three intersections and in the curve to the west
- Don't accommodate or encourage additional cut through traffic
- Comments on specific alternatives

Preliminary Comparison of Alternatives

Alternative	Reduction of Potential Conflict Points	Intersection Operations	Traffic Diversion	Cost	Environmental Impact	Public Input
1 Restrict N-S Traffic – Peak Period	Moderate, but temporary in nature	Impacts at Whittier & Benedict/Canon	Moderate: to Whittier & Benedict/Canon	Minor (\$25K-50K)	Minor	<i>Signs are not effective</i>
2 Close Medians	Highest	Impacts at Whittier & Benedict/Canon	Significant: to Whittier & Benedict/Canon	Minor (\$300K-400K)	Significant	<i>Concern for impacts at Whittier and Benedict Canyon</i>
3 Restrict N-S Traffic – All Day	Moderately High	Impacts at Whittier & Benedict/Canon	Moderate: to Whittier & Benedict/Canon	Minor (\$225K-325K)	Moderate	<i>Access to side streets maintained which should reduce diversions</i>
4 Signalize Bedford + Prohibit N-S Traffic on Roxbury & Camden	Moderate	Moderate	Moderate: to Bedford	Minor (\$250K-350K)	Minor	<i>Signal could attract traffic to Bedford and negatively impact residential neighborhood. Suggestions for an alternative combining Alternatives 3 and 4 to reduce reliance on signage</i>
5 Signalize Bedford + Close Roxbury & Camden	High	Impacts at Whittier & Benedict/Canon	Moderate: to Bedford	Moderate (\$400K-500K)	Minor	<i>Signal could attract traffic to Bedford and negatively impact residential neighborhood. Suggestion for an alternative to close Bedford and leave others open</i>
6 Close Camden and Signalize Roxbury & Bedford	High	Impact at Benedict/Canon	Moderate: to Roxbury & Bedford	High (\$600K-700K)	Minor	<i>Why close just Camden</i>
7 Signalize all Three Intersections	Moderately High	Good	Minor: to Roxbury, Bedford & Camden	High (\$750K-850K)	Minimal	<i>Signals could negatively impact residential character of the three streets. No impact on Whittier.</i>
8 Close Bedford + Signalize Camden & Roxbury	High	Moderate	Moderate to Camden & Roxbury	High (\$600-700K)	Minor	<i>This alternative suggested at Community Workshop</i>
9 Signalize Bedford + Islands at Camden & Roxbury Left in Only	Moderately High	Good	Limited	Moderate (\$400-500K)	Minimal	<i>This alternative suggested at Community Workshop</i>



Positive impact



Some negative impact

Preliminary Recommendations

- **Consider narrowing range of alternatives for further analysis to:**
 - **Alt 3: Restrict N-S traffic all day with islands that allow left turns only into side streets**
 - **Alt 6: Close Camden + signalize Roxbury & Bedford**
 - **Alt 7: Signalize all three intersections**
 - **Alt 9: Signalize Bedford + islands at Camden & Roxbury to allow only left turns into side streets (Alt 3 + Alt 4)**
- **Eliminate alternatives that rely on signage**
- **Evaluate signals at one, two or all three locations**

Next Steps

- **Traffic & Parking Commission Community Meeting**
 - Goal: Reduced Number of Alternatives
- **Consultant and City Staff Finalize Analysis**
- **Recommendations to Traffic & Parking Commission**
 - July/August
- **City Council Meeting(s)**
 - September



To Stay Informed

- **Tonight's Attendees Will Receive Notices of Future Meetings**
- **City Staff Contacts**
 - Aaron Kunz, Martha Eros, Bijan Vaziri
 - transportation@beverlyhills.org (310) 285-2500
- **Check City Website**



Questions & Comments

- Comments
 - Verbal or written comments tonight
 - Email: transportation@beverlyhills.org
 - Mail: 345 Foothill Rd., 90210

