

CITY OF LOS ANGELES

CALIFORNIA



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When making inquiries
relative to this matter
refer to File No.

03-0591-S1

CD 5

December 15, 2005

Mayor Antonio R. Villaraigosa
Councilmember Weiss
City Administrative Officer
Chief Legislative Analyst
Board of Public Works
Bureau of Street Services
Department of Transportation
Board of Transportation Commissioners

RE: AMENDING THE CENTURY CITY APPROVED NEIGHBORHOOD TRAFFIC MANAGEMENT
PLAN

At the meeting of the Council held DECEMBER 14, 2005, the following action
was taken:

- Attached report adopted..... X
Attached motion (-) adopted.....
Attached resolution adopted.....
FORTHWITH.....
Mayor concurred
To the Mayor FORTHWITH
Motion adopted to approve communication recommendation(s).....
Motion adopted to approve committee report recommendation(s).....
Ordinance adopted.....
Ordinance number.....

Handwritten signature of Frank T. Martinez

City Clerk
kw



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TO THE COUNCIL OF THE
CITY OF LOS ANGELES

Your

TRANSPORTATION COMMITTEE

reports as follows:

	<u>Yes</u>	<u>No</u>
Public Comments	<u>XX</u>	

TRANSPORTATION COMMITTEE REPORT relative to amending the Century City Approved Neighborhood Traffic Management Plan (CCNTMP).

Recommendations for Council action, pursuant to Motion (Weiss - Rosendahl):

1. APPROVE the following changes to the CCNTMP for the Neighborhood Traffic Management Measures and Arterial Flow Enhancements Phase I:

- a. Item No. 20 - modify to read, "Reduce northbound green time during AM peak period to meter northbound flow on Motor Avenue at National Boulevard to approximately 600 vehicles per hour. Eliminate one of the two through lanes. Increase northbound left turn green time."
 - b. Remove Item No. 35, "Install All-way stop at Earlmart Drive and Patricia Avenue."
 - c. Item No. 43 - modify the first sentence to read: "Install landscaped median island on Bagley Avenue south of Kincardine Avenue along with a two-way left turn lane extending 500 feet south of Kincardine Avenue."
 - d. Item No. 47 - modify the first sentence to read: "Install landscaped median island on Castle Heights Avenue south of Burgen Avenue."
 - e. Add Item No. 71 - "Remove the Pico Boulevard westbound right turn only lane at Avenue of the Stars."
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- f. Add Item No. 72 - "Convert the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left turn lane and double right turn lanes."

2. APPROVE the following changes to the CCNTMP for the Neighborhood Traffic Management Measures and Arterial Flow Enhancements Phase II:

- a. Item No. 1 - modify to read: "Install landscaped median island on Beverwil Drive between Beverlywood Street and Cattaraugus Avenue. Modify striping and signage as needed."
- b. Item No. 4 - modify to read: "Install landscaped median on Motor Avenue south of Pico Boulevard. Modify striping and signage as needed."
- c. Item No. 15 - modify the first sentence to read: "Construct landscaped gateway median island on Manning Avenue north of Ayres Avenue."
- d. Item No. 19 - modify the first sentence to read: "Construct landscaped gateway island on Prosser Avenue north of Ayres Avenue."

3. APPROVE the following changes to the Council District 5 (CD 5) Recommendations for the CCNTMP:
 - a. Remove Item No. 2 - "Install All-way stop at Earlmart Drive and Patricia Avenue."
4. RESOLVE that the substitutions or additional improvements as described above in Recommendation Nos. 1, 2 and 3 have been made in consultation with the appropriate Council Office and the affected communities and that the DOT has determined that the said substitutions or additional improvements are consistent with the CCNTMP and fulfill the transportation objectives of the improvement which it is to replace while retaining the integrity of the CCNTMP.

Fiscal Impact Statement: Neither the City Administrative Officer (CAO) nor the Chief Legislative Analyst (CLA) has completed a financial analysis of this report.

Summary:

At its November 30, 2005 meeting, your Committee considered a Motion (Weiss - LaBonge) relative to amending the Century City CCNTMP. According to the DOT, in 1998 developers for the Constellation Place development, JMB Realty Corporation/A.P. Properties, agreed to pay \$1 million to fund the study, development and implementation of a Neighborhood Traffic Mitigation Plan to address existing traffic concerns in the Cheviot Hills area. These funds were deposited into the West Los Angeles Transportation Improvement and Mitigation Specific Plan Fund (no. 681) under the control of the DOT to implement the CCNTMP. The fund balance was subsequently transferred to the Century City Neighborhood Traffic Protection Trust Fund which is administered by the Department of Public Works. Finally, the DOT prepared a Neighborhood Traffic Management Plan in consultation with Council District 5 (CD 5) and various community and homeowner associations.

Subsequently, the CCNTMP was revised in further consultation with various community and homeowner groups and on July 8, 2003, Council resolved to approve the revised CCNTMP for the Century City area of West Los Angeles. The resolution stated that the Approved CCNTMP may also be revised by providing substitute or additional improvements to the list after Council, in consultation with the appropriate Council Office and DOT, has determined that the improvements are consistent with the CCNTMP and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace.

On November 22, 2005 a Motion (Weiss - Rosendahl) was introduced in Council to further amend the CCNTMP to make substitute and additional improvements. In particular, the Motion recommends several changes to Phase I of the CCNTMP to include removing the Pico Boulevard westbound right turn only lane at Avenue of the Stars and to convert the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left turn lane and double right turn lanes.

The Councilmember for CD 5 then stated that the CCNTMP was intended as a means of mitigating the high volume of morning and afternoon rush hour traffic driving to Century City that passes through neighborhoods such as Cheviot Hills. Additionally, the Councilmember noted that the CCNTMP was negotiated with various community and homeowner groups in the affected areas and as such, the CCNTMP represents a number of compromises. Finally, the Councilmember stated that the most significant change that is being proposed in the Motion is converting the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single

left turn lane and double right turn lanes.

Additionally, the Councilmember stated that at present, there is only one right turn lane from Motor Avenue to Pico Boulevard that allows motorists to access the Century City business area and as such, this has been a source of complaint by residents of the surrounding neighborhoods is that they feel landlocked and unable to either leave or access their residences in the mornings and afternoons due to the high volume of traffic along Motor Avenue. The Councilmember further stated that the Motion is intended to allow neighborhood residents to have a better opportunity to exit their neighborhood in the morning and that all other elements of the CCNTMP will be retained. Finally, the Councilmember noted that it is not the intent of the Motion to have an action taken on one street to remedy a traffic problem result in an unintended consequence or burden to another street.

Finally, the Councilmember stated that a public hearing was held on the Motion's proposed changes at Rancho Park that was conducted by former Transportation Commissioner Phil Recht and that the CD 5 office has received numerous cards, letters, emails and phone calls from constituents and that based on the feedback received, there is support for the proposed changes.

The public then gave testimony, both pro and con, in respect to the various changes as detailed above in Recommendation Nos. 1, 2 and 3 and in particular, converting the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left turn lane and double right turn lanes. Specifically, members of the public testified that currently there is a high level of traffic volume of motorists desiring to turn right onto Pico Boulevard which has resulted in the queuing of motorists down Motor Avenue. This in turn has caused frustrated motorists to seek alternative routes along streets through the surrounding residential neighborhood. This in turn has caused a significant increase in neighborhood traffic thus making it difficult for the residents to leave their houses and posing a potential safety hazard.

Members of the public also gave testimony against making changes in the CCNTMP and in particular, in relation to converting the turn lanes leading off of Motor Avenue onto Pico Boulevard. Specifically, members of the public testified that the traffic calming measures in the CCNTMP have been successful and that creating an additional right turn lane onto Pico Boulevard from Motor Avenue would invite more commuter traffic into the neighborhood. Finally, members of the public testified that no changes should be made whatsoever until all phases of the CCNTMP had been implemented and their effects had been formally studied by the DOT.

Next, the DOT provided an overview of the proposed changes as contained in the above Motion and stated that with the exception of converting the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left turn lane and double right turn lanes, the other proposed changes are concerned with minor items, clarifying language and removing traffic elements that the community did not want. The DOT further stated that it has reviewed the CCNTMP and their effects on the community and concluded that the CCNTMP has significantly reduced traffic on Motor Avenue both northbound and southbound.

Additionally, the DOT stated that Council has given specific instruction on where specific traffic signal timing metering shall occur in order to achieve a traffic flow to 600 vehicles per hour during peak hours. The DOT also noted that Phase I of the CCNTMP consists of approximately 70 specific traffic calming measures aimed at reducing the volume in the communities surrounding Century City and at present, the DOT has implemented all of the Phase I measures.

Finally, the DOT stated that it does not believe that the changes proposed in the above Motion will not cause additional commuter traffic on Motor Avenue. Normally, the DOT controls traffic volume

as part of a neighborhood traffic management plan by controlling inlet volume (i.e. traffic volume that comes into the neighborhood) rather than outlet traffic (i.e. traffic leaving a neighborhood). However, in the case of area south of Century City, the DOT stated that it has taken steps to control the outlet traffic volume due to the significant inconvenience to the residents themselves. The DOT noted that making various changes in traffic flow is not always perfect and sometimes it is difficult to quantify and as such there is a balancing act between reducing commuter traffic in a neighborhood and how much inconvenience a neighborhood is willing to endure in exchange.

The Committee then questioned the DOT in regard to the traffic lanes at the intersection of Motor Avenue and Pico Boulevard and in particular, the concept that resulted in the initial creation of the two left turn lanes onto Pico Boulevard (there are three available turn lanes). The DOT responded by stating that the two left turn lanes was originally suggested by the community as a means of deterring commuter traffic but the DOT did not expect the high degree of queuing of motorists down Motor Avenue. The DOT also stated that according to its traffic volume counts, there are three times as many people making a right turn as there are people making a left turn onto Pico Boulevard.

Next, the Committee questioned the DOT in regard to traffic signal timing and in particular, allowing more time for motorists making a right turn from Motor Avenue onto Pico Boulevard. According to the DOT, if the time was extended then there will be too much traffic on eastbound Pico Boulevard since it is a short distance from Avenue of the Stars. The Committee then asked the DOT if it had considered making the middle turn lane both a right/left turn optional lane (i.e. motorists could go either way). The DOT responded by stating that when a turn lane is exclusive for one direction, more time can be provided for motorists to turn. In the case of an optional right/left turn lane, a motorist can block the right turn traffic if they desire to turn left (simultaneous left and right turns are not allowed). The Committee also suggested that if two right-turn lanes are provided, this might provide motorists with a greater options and a larger capacity for motorists waiting to turn, thereby reducing the queuing down Motor Avenue.

In the course of further discussion in relation to the issue of the right and left turn lanes onto Pico Boulevard, the Committee considered the issue of unintended consequences and stated that if further changes are required to address these unintended consequences, the DOT must give consideration to converting the middle turn lane into a right turn/left turn optional lane along with other proposed alternatives.

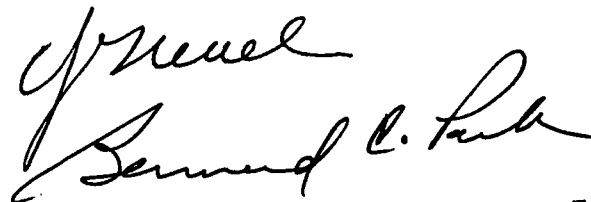
After further consideration and having provided an opportunity for public comment, the Committee moved to recommend that Council approve the recommendations as contained in the Motion. This matter is now forwarded to the Council for its consideration.

Respectfully submitted,

TRANSPORTATION COMMITTEE

MEMBER	VOTE
GREUEL:	YES
PARKS:	YES
LABONGE:	ABSENT

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12/6/05
CD 5



REPT.
ADOPTED

DEC 14 2005

LOS ANGELES CITY COUNCIL