



OLYMPIC WEST – PICO EAST SUMMARY

- Traffic congestion levels along Olympic and Pico Boulevards justify the implementation of all available traditional measures and consideration of non-traditional operational measures.
- Supervisor Yaroslavsky's proposal was evaluated by the Department of Transportation (LADOT) and elements of the proposal were not found feasible.
- LADOT has evaluated other alternative measures and has determined that the two measures of (1) the addition of peak period lanes; and (2) directional signal operation are feasible.
- The addition of peak period lanes for both the AM and PM peak periods will require initial parking adjustments as schools, religious institutions, businesses, and customers adjust to the new parking restrictions, as has occurred elsewhere in the City.
- Peak period lanes and directional signal operation will improve traffic flow for traffic traveling westbound on Olympic Boulevard and eastbound on Pico Boulevard, but not for traffic traveling eastbound on Olympic Boulevard and westbound on Pico Boulevard. However, the overall benefit is that motorists will have travel choices for improved directional flow that are not achievable through conventional measures.
- Each of the two feasible measures hold the potential of incrementally reducing commuter traffic on neighborhood streets along the Olympic/Pico Corridor due to improvements in traffic flow on the arterial routes. Further, access to and traffic volumes on Motor Avenue and Overland Avenue (northerly of Pico Boulevard) would be incrementally reduced due to metered left turn phasing to those routes.
- A two-phase approach (first peak period lanes, followed by directional signal operation) would allow the benefits of each phase to be assessed before advancing to the next phase.

Phase 1: AM and PM Peak Period Lanes on Olympic/Pico Boulevards

Peak period lanes provide added capacity during peak periods by utilizing the area reserved for curbside parking as travel lanes. Typically, major arterials have continuous peak period lanes to provide a consistent or maximum number of travel lanes. An inconsistency in peak period lanes limits roadway capacity in critical segments by not allowing continuous travel lanes, creating traffic merging conditions and increasing the potential of rear-end and side swipe accidents. The primary drawback of the installation of peak period lanes is the loss of some on-street parking during the peak periods.

The objective of this alternative is to achieve continuous peak period curb lanes in the preferred direction during both the AM and PM peak periods by implementing uniform parking restrictions on Olympic Boulevard. Pico Boulevard will have parking restrictions on the south side of the street from 7 to 9 AM and 4 to 7 PM between Centinela and Fairfax Avenues. On the north side of Pico Boulevard, 7 to 9 AM and 4 to 7 PM peak period parking restrictions will apply between Gateway Boulevard and Fairfax Avenue. Along the study segments of Olympic Boulevard between Centinela Avenue and Fairfax Avenue, and Pico Boulevard between Centinela Avenue and Fairfax Avenue, there are significant distances where peak period lanes are already in place. However, there are sections where either an AM peak period restriction, PM peak period restriction, or both are not present. In addition, in some sections the hours are not consistent from block to block. This concept will require the addition of peak period lanes and parking restrictions in the missing sections and consistent hours along the streets.

During this phase, the Mayor's Office and LADOT will work with stakeholders: residents, businesses, schools and temples to modify side street parking restrictions to provide passenger loading zones.

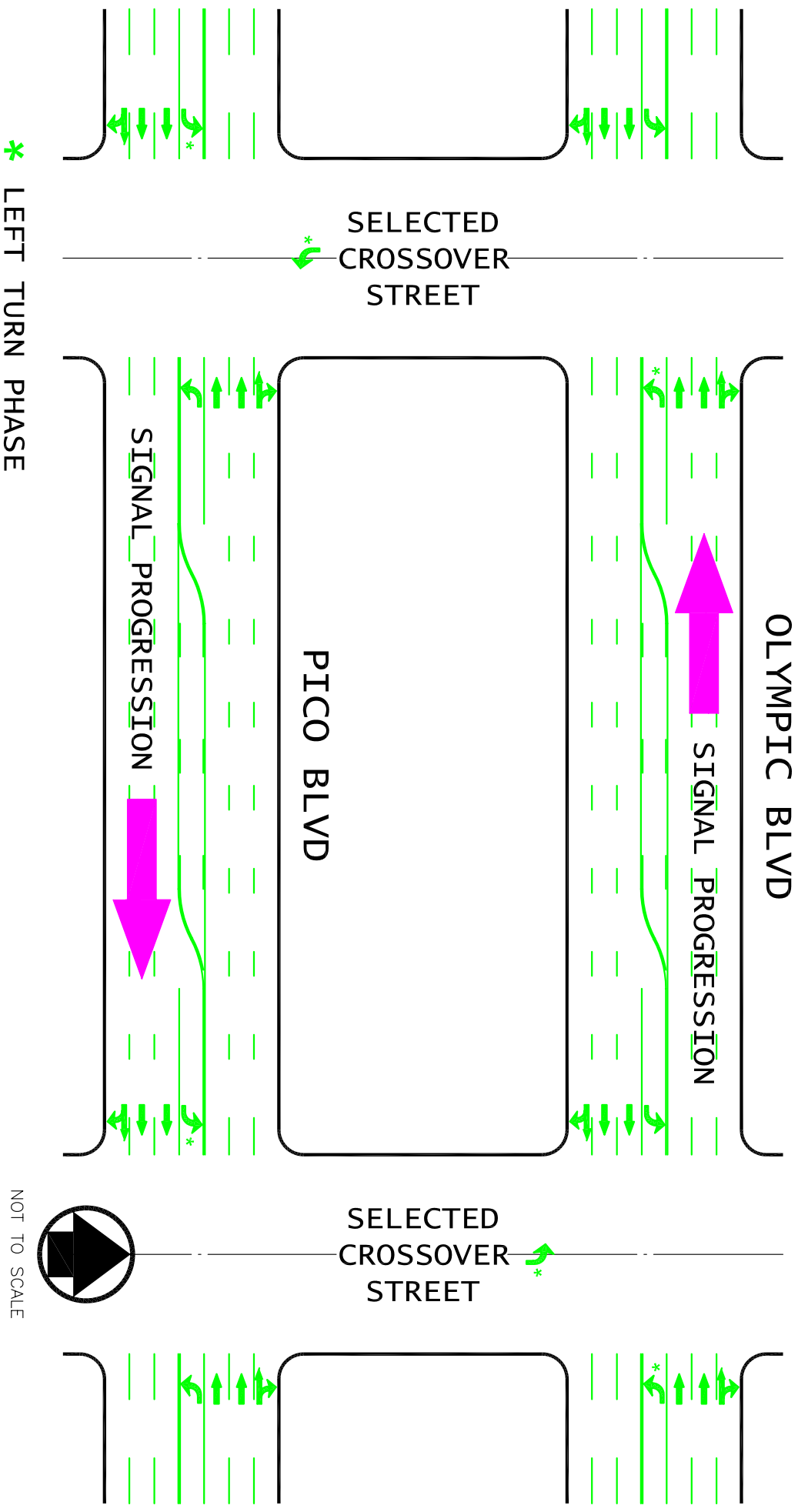
Phase 2: Directional Signal Operation

Among the many benefits of one-way streets are increased travel speeds and reduced delay accomplished in part by improved traffic signal timing. However, a one-way pair operation of Olympic and Pico Boulevards is not feasible because of the distance of separation between the two streets ($\frac{1}{4}$ to $\frac{1}{2}$ mile). Instead, LADOT has developed a strategy to treat these two-way streets as a pair and time the signals to favor one direction of travel over the other. This strategy is termed "directional signal operation". According to this strategy, Olympic Boulevard would favor westbound travel and Pico Boulevard would favor eastbound travel.

LADOT will provide expeditious review and execution of neighborhood traffic calming measures, if found necessary and if there is community support to do so. This can include Traffic Officers at key intersections if found necessary.

Although the preferential direction benefits and the minor direction degrades, the overall benefit is that motorists have a choice and a smooth-flow option not otherwise available through conventional measures.

DIRECTIONAL SIGNAL OPERATION CONCEPT



* LEFT TURN PHASE

NOT TO SCALE

