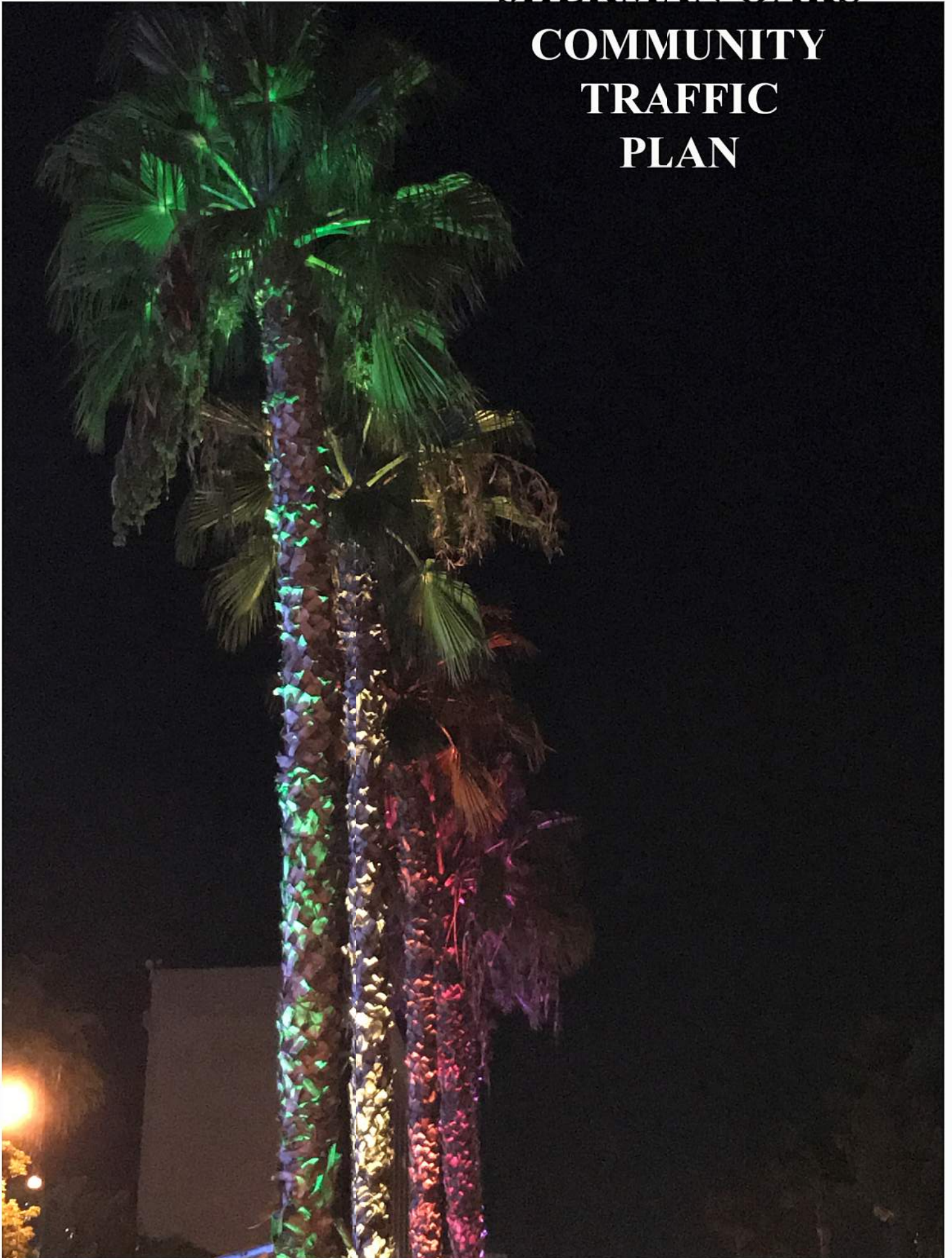


**SHERMAN OAKS**

**COMMUNITY**

**TRAFFIC**

**PLAN**

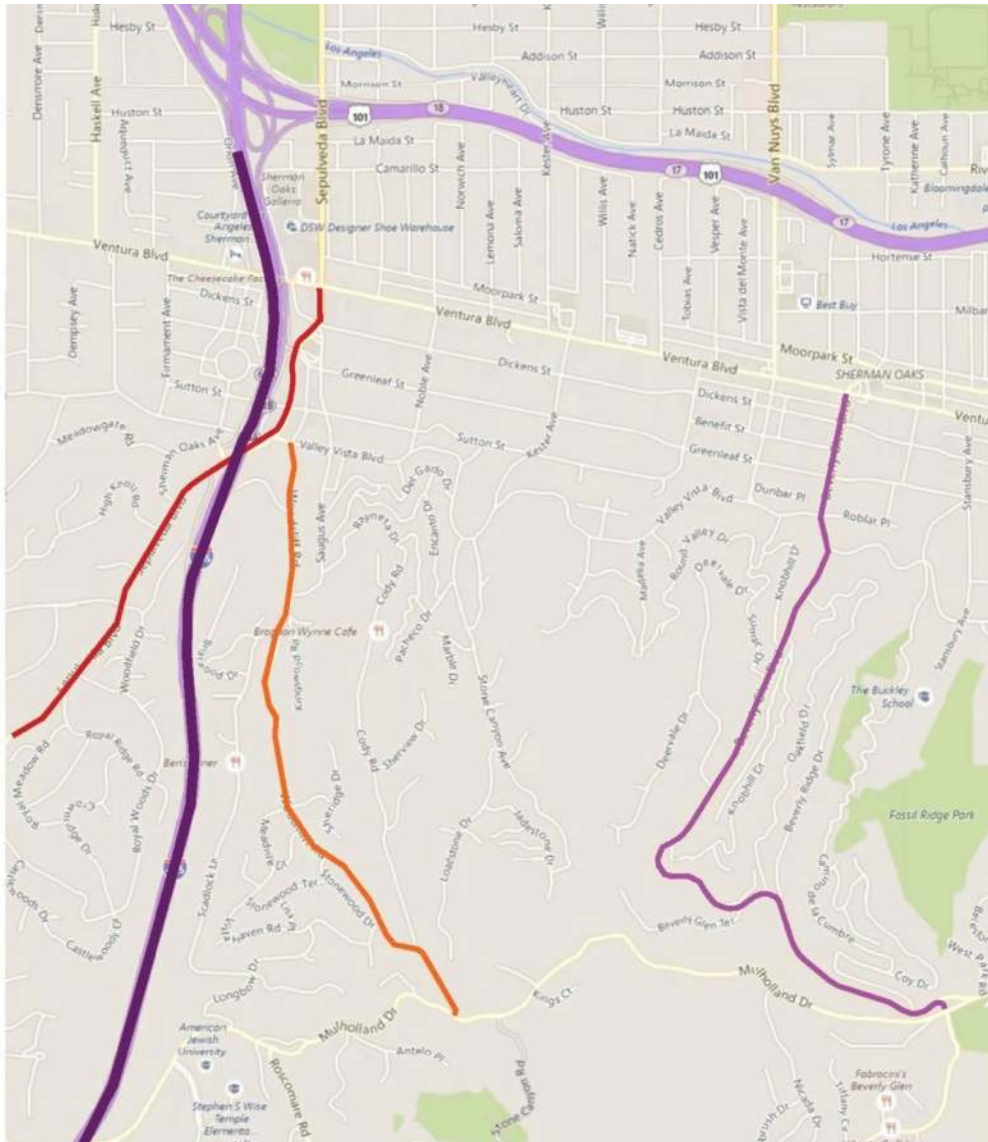


**PREPARED BY THE SHERMAN OAKS VISION COMMITTEE**

## Sherman Oaks Community Traffic Plan

Sherman Oaks is a community that is geographically bound by the Santa Monica mountains on its southern boundary, and the ever-expanding San Fernando Valley on its western, northern, and eastern boundaries. Sherman Oaks is about three miles from north to south and three miles from east to west. But, Sherman Oaks has only four exit routes along its southern border to the Westside, as shown in the figure below:

- San Diego Freeway;
- Sepulveda Boulevard;
- Woodcliff Road; and
- Beverly Glen Boulevard.



**405 FREEWAY**      **WOODCLIFF ROAD**  
**SEPULVEDA BLVD**      **BEVERLY GLEN**

*Only Four Exit Routes from Sherman Oaks*

## Sherman Oaks Community Traffic Plan

Sherman Oaks was first developed in 1927 with only three canyon exit routes to the Westside – the San Diego Freeway did not exist until 1964. This lack of viable exits created a huge future problem because there are so many job opportunities on the Westside.

Years ago, traffic flowing through Sherman Oaks was manageable. But, with increasing population growth more people from across the Valley started using these canyon routes to access their jobs and schools on the Westside – thus straining the capacity of these routes. As traffic became heavier, it began to overflow onto secondary streets. This caused many neighborhoods such distress that the city began limiting access to these secondary streets through turn restrictions during peak travel times. This further concentrated traffic onto already overcrowded canyon routes, many of which are substandard streets, causing gridlock. Throughout Sherman Oaks, much of our troubles stem from streets never intended for heavy traffic.

For example, Woodcliff Road was always a minor exit canyon route, with substandard sections that were never built to handle heavy traffic. As more traffic began using Woodcliff to access the Westside and private schools on Mulholland Drive, Woodcliff residents requested LADOT to study the situation. LADOT added one turn restriction for safety reasons, and is considering a plan with further restrictions. If this happens, all morning traffic that uses Woodcliff would now have only three exit routes available, thus further limiting exit options.

The Vision Committee feels that solving our ever-growing traffic problem requires viewing the community as a whole, rather than individual areas. We offer these suggestions freely with no regard to whether they are doable or not, but hope to start a dialogue that leads to solutions.

### Vision Committee Solutions to Access the Westside

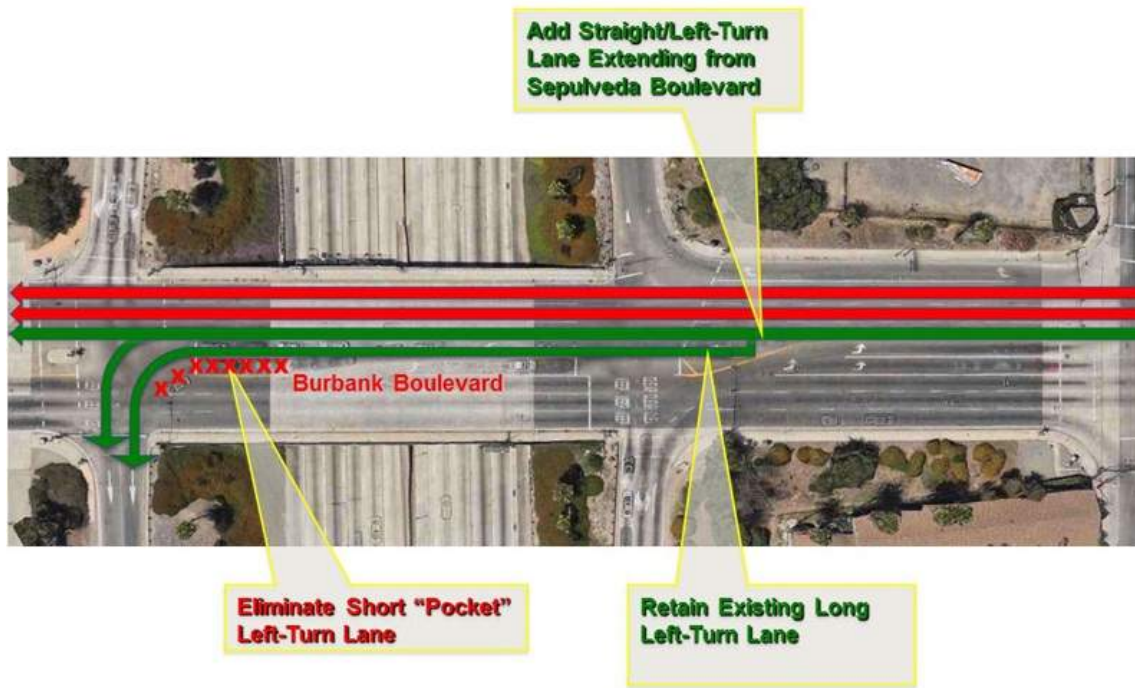
#### *San Diego Freeway*

- a. This freeway has been widened recently to six lanes of traffic to keep up with demand. But, only one of Sherman Oaks four on-ramps has been widened, and street access to the ramps has not been improved at all. All on-ramps should have a minimum of two lanes with two sets of metering lights, and all should have two street lanes feeding them, as shown in the “improved” configurations in the following figures. This would move traffic from the streets to the freeways.



*Improved Sepulveda On-Ramp to I-405 Southbound*

# Sherman Oaks Community Traffic Plan



*Improved Burbank On-Ramp to I-405 Southbound*



*Improved Woodman On-Ramp to I-101 Westbound*

## Sherman Oaks Community Traffic Plan



*Improved Ventura On-Ramp to I-405 Southbound*

- b. Add a second level to the 405 in the Sepulveda pass.
- c. Improve freeway on-ramps to maximize flow, including the signalization patterns of on-ramp traffic access signals.

## Sherman Oaks Community Traffic Plan

- d. Improve freeway entrance signage for better clarity, as shown in the figure below, helping to reduce hesitation time for drivers.



*Improved Freeway Signage with Graphics Landscaping*

- e. Consider cable cars through the Pass as done by other cities with steep grades.



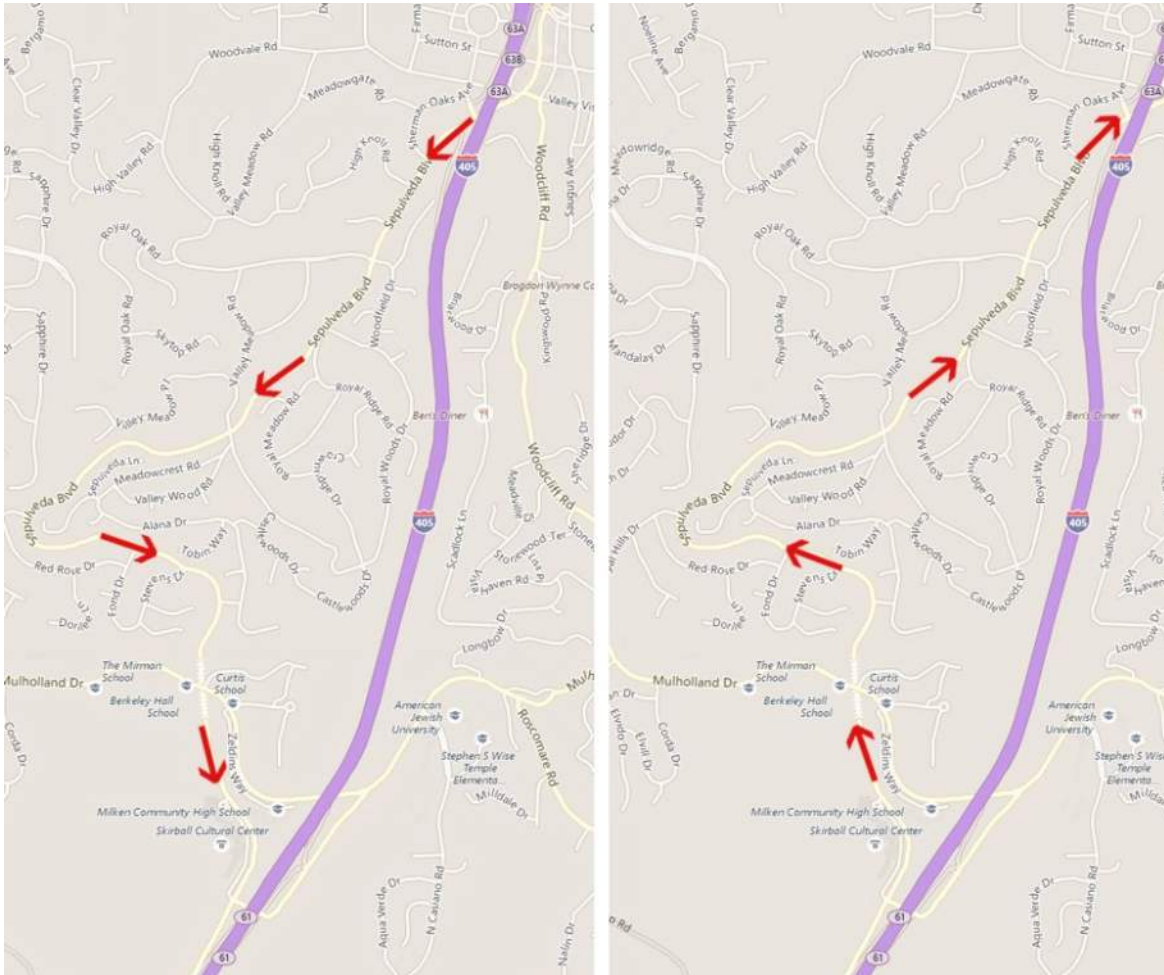
*Cable Cars to Commute Through the Sepulveda Pass*

## Sherman Oaks Community Traffic Plan

- f. Eliminate bus stops on traffic lanes that are dedicated freeway on-ramp lanes, e.g., Sepulveda Boulevard at Ventura Boulevard.

### *Sepulveda Boulevard*

- a. Make morning traffic one-way southbound on Sepulveda Boulevard, and evening traffic one-way northbound, as shown in the figure below.



*Sepulveda Southbound in Morning*

*Sepulveda Northbound in Evening*

- b. Allow only buses on Sepulveda Boulevard. More buses would move more people faster. This could include private buses that serve coffee and pastries in the morning, and drinks and snacks in the evening – making it more appealing to travel by bus. Such private buses could be funded through a developers' fund if traffic is negatively impacted by a development.

## Sherman Oaks Community Traffic Plan

- c. Enlarge the Mulholland tunnel to two lanes in each direction.



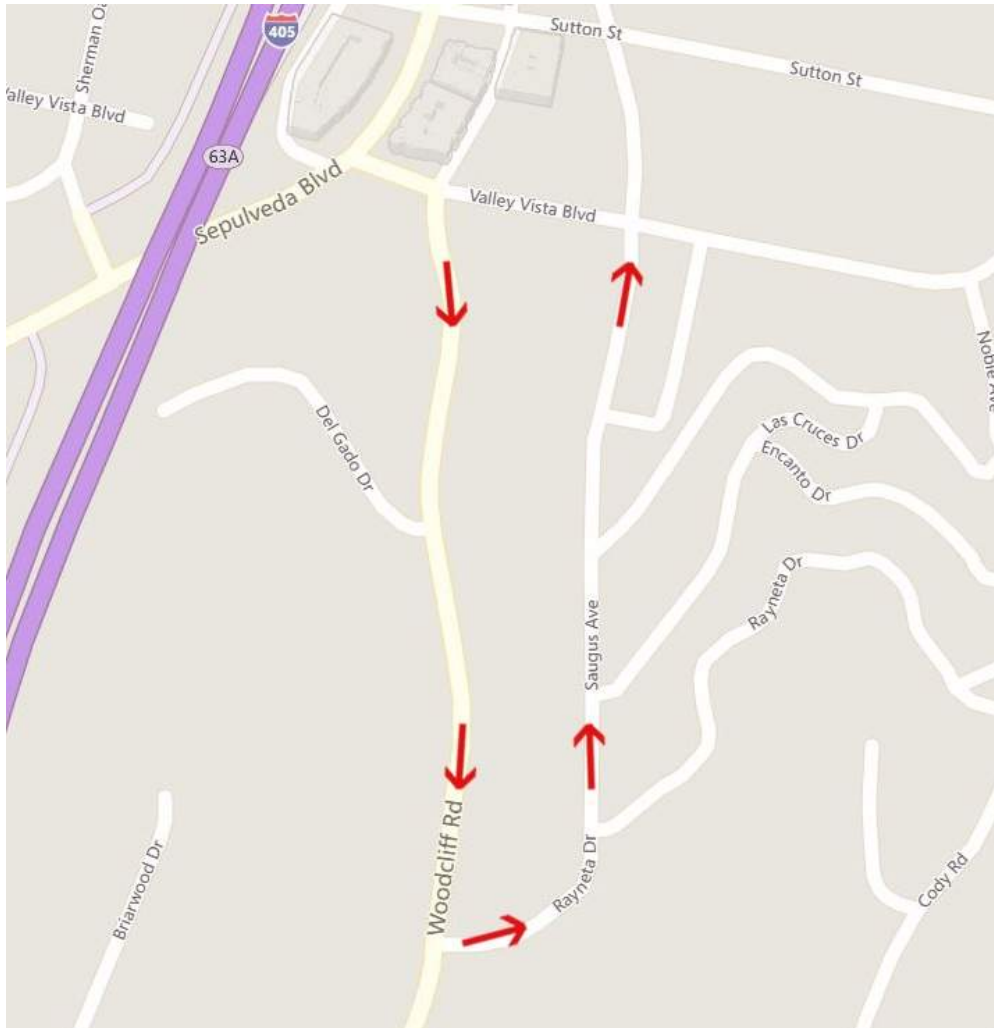
*Enlarged Mulholland Tunnel*



## Sherman Oaks Community Traffic Plan

### Woodcliff Road

- a. Convert Woodcliff Road and adjacent streets to a one-way loop, with two lanes of traffic on Saugus Avenue northbound and two lanes of traffic on Woodcliff Road southbound from Rayneta Drive to Valley Vista Boulevard, as shown in the figure below.



*Converted One-Way Loop for Woodcliff Southbound and Saugus Northbound*

## Sherman Oaks Community Traffic Plan

### *Beverly Glen Boulevard*

- a. Create roundabout at Mulholland Drive and Beverly Glen Boulevard intersection, as shown in the figure below. The current traffic signal at Mulholland Drive causes severe traffic to back up on Beverly Glen Boulevard.



*Roundabout at Mulholland and Beverly Glen*

- b. Convert Beverly Glen Boulevard to two lanes of traffic southbound from Valley Vista Boulevard to Mulholland Drive. Beverly Glen traffic is not as heavy south of Mulholland.

## Sherman Oaks Community Traffic Plan

- c. Convert Van Nuys Boulevard and Beverly Glen Boulevard to a one-way loop from Ventura Boulevard to Valley Vista Boulevard, as shown in the figure below.



*Converted One-Way Loop for Van Nuys Southbound and Beverly Glen Northbound*

### **Improvements on Non-Exit Routes Will Help Improve Overall Traffic Bottlenecks and Congestion**

1. Encourage construction of Class A office buildings along Valley boulevards and the Orange Line to decrease the number of commuters to the Westside. This may require rezoning.
2. Encourage staggered working hours especially with major employers, e.g., government, UCLA, and area schools.
3. Run more buses on the Valley's one-mile grid system roadways, with east-west lines connecting to north-south lines, running continuously like elevators.
4. Incorporate scramble (diagonal) crosswalks at major intersections, such as Ventura Boulevard at Sepulveda Boulevard and Ventura Boulevard at Van Nuys Boulevard.
5. Eliminate parking from 7 am to 10 am on canyon streets, e.g., Saugus, Greenleaf, Kester, and Cedros. This allows smoother traffic flow.
6. Improve bus service on Ventura Boulevard. Revive "limited" bus service. Offer discount Metro passes during peak travel hours.

## Sherman Oaks Community Traffic Plan

7. Create Fast Trac Congestion fee zone, using automated license plate readers to collect fees for driving between 7 am and 10 am in a zone bounded by Moorpark Street on the north, Firmament Avenue on the west, Woodman Avenue on the east, and Valley Vista Boulevard on the south, as shown in the figure below.



*Create Fast Trac Fee Zone with Rush Hour Cut-Through Traffic Fees*

8. Provide permanent traffic enforcement officers at the intersection of Sepulveda Boulevard and Ventura Boulevard, to prevent traffic jamming the intersection.
9. Improve the poor condition of many of Valley streets which adds to the slowing of traffic and distraction of drivers.
10. Incorporate left-turn signals that are triggered only when cars are in the left-turn lane.
11. Slow traffic on our city streets via medians and other traffic-calming devices that might force drivers to take alternative modes of transportation.
12. Build the Sepulveda Subway Tunnel and build a north-south Reseda Freeway, to create new needed exit routes from the Valley.
13. Delete the left-turn signal at Ventura Boulevard westbound to Hazeltine Avenue southbound, which has caused major traffic delays.
14. Eliminate bike lanes on Ventura Boulevard in the Business Improvement District (BID) area. Restudy bike lanes on Woodman Avenue. Bike lanes often make already tight street traffic more dangerous.

**Thank you!**