CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: March 22, 2018

To: Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: for Seleta J. Reynolds, General Manager
Department of Transportation

Subject: **SUNSET BOULEVARD – KENTER AVENUE TO I-405 FREEWAY REVERSIBLE LANE FEASIBILITY STUDY (CF 16-1396)**

SUMMARY

CF 16-1396 instructs the Los Angeles Department of Transportation (LADOT) to conduct a feasibility study for a reversible lane on Sunset Boulevard eastbound between Kenter Avenue and the I-405 Freeway to reduce congestion during peak travel periods. The study includes examining directional flows, constraints on left-turn movements, optimal hours of operations, and potential impacts to surrounding streets and neighborhoods; and consideration of temporary versus permanent reversible lane installations and their estimated costs.

RECOMMENDATION

That the City Council:

1. **ACCEPT** LADOT's findings identified in this report that illustrate a reversible lane on Sunset Boulevard between Kenter Avenue and the I-405 Freeway is not a feasible solution for reducing traffic congestion in this area.

2. **INSTRUCT** LADOT to coordinate with Caltrans to implement their Dynamic Corridor Ramp Metering System (DCRMS) in the I-405 Sepulveda Pass Corridor (Interstate 405 from I-10 to SR 101).

BACKGROUND

Reversible lanes were one of the primary methods used to handle peak period traffic flows prior to the 1960s. They were the most effective measure available at a time when there were no freeways, one-way streets, left-turn lanes, or an Automated Traffic Surveillance and Control (ATSAC) signal system. Los Angeles was the primary pioneer for this treatment and had dozens of reversible lanes throughout the city. However, by the 1960s reversible lanes were used less frequently because merchants objected to the required left-turn restrictions and there were significant capacity improvements made with one-way street conversions, increased left-turn channelization, the emerging freeway network, and expansion of the ATSAC system. Subsequently, extensive suburbanization and decentralization has created new traffic patterns with less pronounced directional peaks. Today there are only two streets in the Los

Angeles area that operate with reversible lanes. One is Prairie Avenue in the City of Inglewood, implemented in 1972 which accommodates the surge of traffic near the Hollywood Park racetrack. The other is 4th Street over the Los Angeles River, which was implemented in May 1997. Both use modern day electric overhead signs and a reversible lane striping pattern, which overcomes the problems associated with temporary metal-based stanchions and traffic cones that would delineate the division between opposing traffic flows but would roll into lanes when struck.

DISCUSSION

Application

Based on the experiences of Los Angeles and other cities, reversible lanes have a very limited application and can be considered for implementation where:

- There are pronounced directional splits
- It is feasible to prohibit left turns
- Aesthetic concerns regarding overhead structures can be overcome
- Project costs can be financed

Each of these criteria is discussed in more detail below.

Directional Split

The calculation to determine the directional flow needed to justify the use of a reversible lane operation is the number of lanes in each direction divided by the total number of lanes available. On a 6-lane street, the operation would be 4 lanes in the predominant direction and 2 lanes in the other direction (a 4/2 operation) and therefore should have at least a (4/6)/(2/6) or 67%/33% directional flow with at least 67% in the predominant direction. On a 5-lane street, the operation would be 3 lanes in the predominant direction and 2 lanes in the other direction with a minimum 60%/40% split. Accordingly, a 4-lane street with a 3/1 operation would require a 75%/25% split to justify a reversible lane operation and not cause congestion in the direction with lesser traffic.

Left Turn Prohibition

It is crucial that left turns be prohibited along the entire reversible lane route, as a single left turn would block the through movement in the reversible lane and nullify the goals and effectiveness of the operation.

Overhead Structures

Overhead sign structures are required for multi-lane streets with reversible lane operation. They provide the means to mount changeable illuminated electronic LED displays over each lane. The overhead signs show a green down arrow for a lane open in the given direction and a red "X" when it is closed to that direction. If the center lane is open to left turns during off peak periods, there are curved arrows in the overhead signs.

Cost

The special treatment associated with reversible lane operation requires that one or two overhead sign structures be installed every block, depending on its length. In addition to the numerous structures and

overhead electronic displays, there would have to be significant trenching, conduit installation, and cabling to interconnect the signs. Based on past installation costs/estimates, the cost for such a system today is estimated to be $2.5 million per mile.

SUNSET BOULEVARD TRAFFIC ANALYSIS

Since directional splits and prohibiting left-turn movements are crucial in determining the feasibility of a reversible lane, LADOT staff chose three signalized intersections along Sunset Boulevard between Kenter Avenue and the I-405 Freeway to perform manual peak hour traffic counts. The strategically chosen intersections were Bundy Drive, Barrington Avenue, and Woodburn Drive. Bundy Drive was chosen because it is west of Granville Avenue where the reversible lane operation would have to be 3/1 due to lane limitations and right-of-way constraints. It also has high traffic volume and eastbound left-turn movements into the Brentwood School West Campus. Barrington Avenue was chosen due to its high traffic volume, complex geometry, and direct access to a gas station, post office, restaurants, lounges, banks, bakeries, coffee shops, and several other local businesses that would be impacted by prohibiting left-turn movements. Woodburn Drive was chosen because it is the last intersection on the easterly end of the project limits where a 3/2 reversible lane operation would be feasible. Sunset Boulevard then widens to 6 lanes (4/2 operation) one intersection east of Woodburn Drive. The traffic counts shown in ATTACHMENT A were taken on a Tuesday and a Wednesday on non-rainy days while schools in the area were in session (i.e., not on spring break) to ensure they represent a typical day. The counts were also digitally video recorded and counted in the office to ensure accuracy.

FINDINGS

A uniform reversible lane operation along Sunset Boulevard from Kenter Avenue to the I-405 Freeway cannot physically be installed. The roadway configuration changes from 4 available lanes at Kenter Avenue (westerly end of the project limits), to 5 available lanes in the middle, to 6 lanes as Sunset Boulevard approaches the I-405 Freeway (easterly end of the project limits).

There are 4 lanes between Kenter Avenue and Granville Avenue, making a 3/1 reversible lane operation the only feasible option along this segment. A 3/1 operation would provide insufficient capacity in the contra flow direction, inhibit emergency vehicle access, and cause major congestion due to bus stops, right-turning vehicles, and break downs. Therefore, a 3/1 operation is not an acceptable reversible lane option and eliminates this segment of Sunset Boulevard for reversible lane consideration.

There are 5 lanes between Granville Avenue and Gunston Drive. If the left-turn pockets and two-way left-turn lanes are repurposed to be reversible lanes, a 3/2 reversible lane operation is possible. However, given the design restrictions of transitioning to and from a reversible lane operation and the large volume of left-turn movements at Barrington Avenue, the 3/2 reversible lane operation could realistically only be operated between S. Barrington Place and Gunston Drive (approximately a 1/3 mile long segment).

There are 6 lanes of traffic east of Gunston Drive, making a 4/2 reversible lane operation feasible. However, the distance between Gunston Drive and the I-405 Freeway is approximately 700 feet, making it impossible to install a reversible lane design in such a short distance.

Due to right-of-way restrictions, number of travel lanes available, and design considerations, the application of a reversible lane would be limited to a 3/2 operation on an approximately 1/3 mile segment of Sunset Boulevard from S. Barrington Place to Gunston Drive (see ATTACHMENT B).

The directional split volumes do not support a 3/2 operation if a through lane is being repurposed into a reversible lane. However, in this situation when the existing left-turn lanes would be repurposed into a reversible lane, directional split volumes are not a prohibiting factor as the repurposed left-turn lanes will provide an additional through lane without removing capacity in the contra flow direction.

The impacts of the prohibited left-turn movements would be extensive. Sunset Boulevard is the only street that provides access to hundreds of homes between S. Barrington Place and Gunston Drive. Prohibiting left-turn movements would require everyone that would normally turn left into driveways or at an intersection to take a more circuitous route by turning right (i.e., the opposite direction they want to go), circling through the adjacent community, and then crossing Sunset Boulevard at a signalized intersection. Examples of prohibited left-turn circulation scenarios are shown in ATTACHMENT C. Hundreds of left-turning vehicles would be impacted and delayed every day during the AM and PM peak hours of operations. The adjacent communities would see an increase in circulating traffic on their local streets. The additional cross traffic created at Sunset Boulevard by the prohibited left-turn movements would require time to be taken from the through movement on Sunset Boulevard. The reduced time for through movements on Sunset Boulevard would result in a reduction in through traffic of approximately 3,200 vehicles during the AM and PM peak hours of operation, which is counter to and will reduce the effectiveness of a reversible lane.

For a safe permanent reversible lane operation (i.e., not one implemented on a temporary basis like a sporting or special event), large poles, overhead structures, and reversible lane striping and signage are installed. This eliminates the problems associated with temporary metal-based stanchions and/or traffic cones that would delineate the division between opposing traffic flows but roll into lanes when struck. This also eliminates the costs and safety concerns associated with staff time to set up and take down the temporary installation on a daily basis. Since the poles and overhead structures are large in size, they have a potential to create a negative visual impact on the community. This segment of Sunset Boulevard is considered a Scenic Highway and installing a reversible lane may conflict with the Scenic Highway Guidelines established in the City's Mobility Plan 2035 (see ATTACHMENT D).

Visual inspection of the traffic flow illustrates the real delay issues and the reason why a reversible lane will not be effective on this stretch of Sunset Boulevard. The videos taken as part of the traffic count analysis, illustrate that the North/East traffic flow becomes congested due to the I-405 Freeway. The number one lane (the lane closest to the double yellow line) in the N/E direction on Sunset Boulevard continuously flows while the number two lane (curb lane) that leads to the freeway ramp comes to a complete stop. The three photos taken at Sunset Boulevard and Woodburn Drive (see ATTACHMENT E) illustrate this issue. Although the South/West traffic volume is high during the AM peak period, it does not have the same issue as the traffic disperses into the community. Since the number one lane in the N/E direction never gets congested to the point of needing an additional lane, a reversible lane that adds an additional through lane in the center of the street will not address the congestion caused by the freeway.

CONCLUSION

Given the above findings, LADOT does not recommend the implementation of a reversible lane on Sunset Boulevard from Kenter Avenue to the I-405 Freeway. However, since the congestion is ultimately being caused by the I-405 Freeway, staff recommends working with Caltrans to implement their Dynamic Corridor Ramp Metering System through the I-405 Sepulveda Pass Corridor. This is a system-wide adaptive ramp metering strategy which simultaneously coordinates with arterial traffic signal operation. It will dynamically adjust traffic according to current capacity restrictions caused by incidents or recurrent congestion.

FINANCIAL IMPACT STATEMENT

There is no fiscal impact to the General Fund.

ATTACHMENT A

SUNSET BOULEVARD TRAFFIC COUNTS

BUNDY DRIVE, TUESDAY, 4/20/17

	NORTHBOUND/ EASTBOUND APPROACH			SOUTHBOUND/ WESTBOUND APPROACH			3/1 Operation
Hours	Left Turn	Thru	% Thru Split	Left Turn	Thru	% Thru Split	% Thru Split Required
6-7 AM	**5**	421	24%	**31**	1354	76%	75%
7-8 AM	**24**	1189	42%	**30**	1643	58%	75%
8-9 AM	**39**	1486	48%	**37**	1612	52%	75%
4-5 PM	**7**	330	24%	**31**	1058	76%	75%
5-6 PM	**29**	528	30%	**35**	1244	70%	75%
6-7 PM	**22**	683	39%	**35**	1066	61%	75%

SUNSET BOULEVARD TRAFFIC COUNTS

BARRINGTON AVENUE, TUESDAY, 4/18/17

	NORTHBOUND/ EASTBOUND APPROACH			SOUTHBOUND/ WESTBOUND APPROACH			3/2 Operation
Hours	Left Turn	Thru	% Thru Split	Left Turn	Thru	% Thru Split	% Thru Split
6-7 AM	**1**	447	25%	**93**	1368	75%	60%
7-8 AM	**1**	1379	45%	**134**	1665	55%	60%
8-9 AM	**8**	1460	51%	**178**	1382	49%	60%
4-5 PM	**1**	680	41%	**133**	984	59%	60%
5-6 PM	**0**	762	41%	**128**	1111	59%	60%
6-7 PM	**2**	1264	51%	**153**	1209	49%	60%

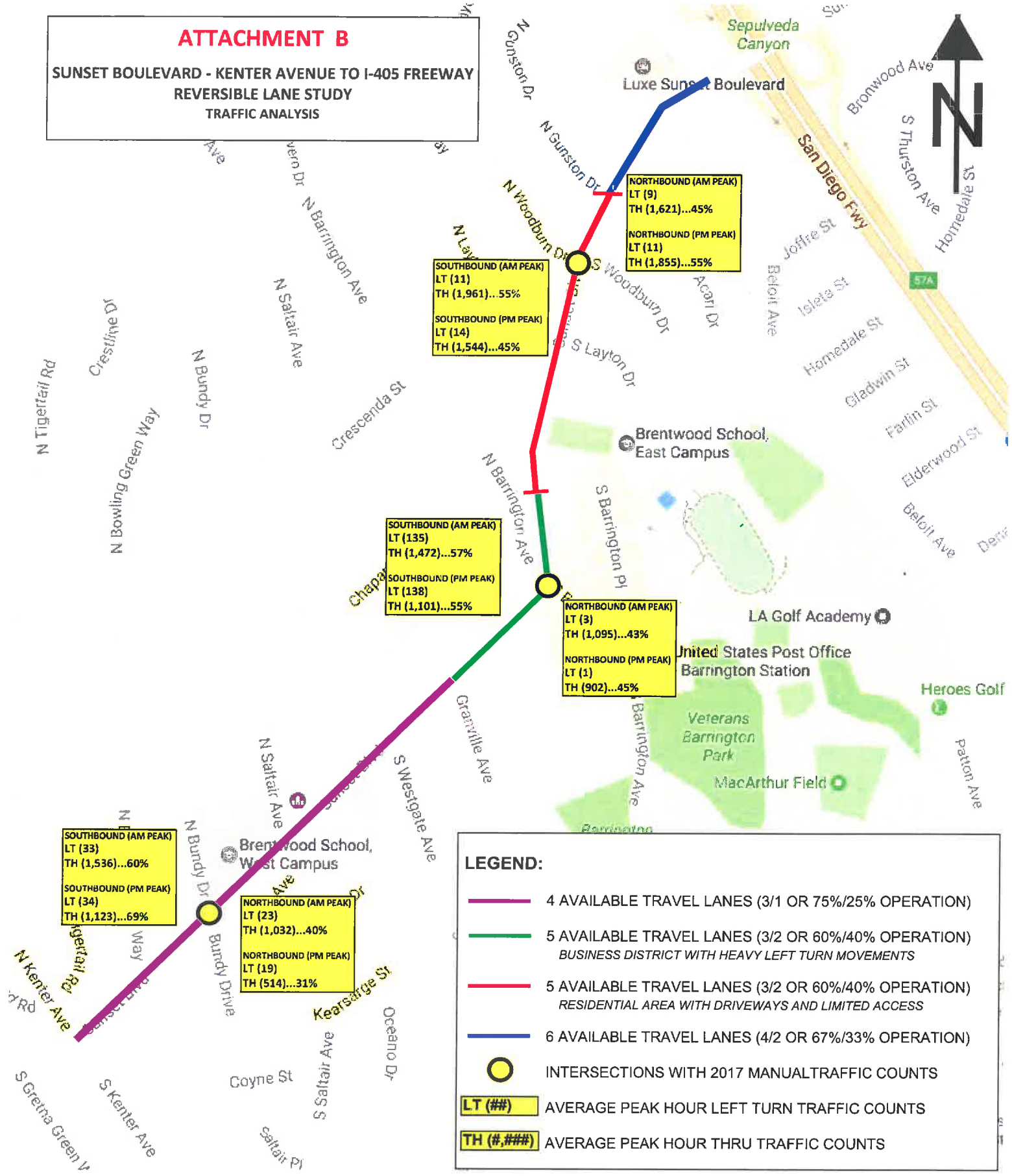
SUNSET BOULEVARD TRAFFIC COUNTS

WOODBURN AVENUE, WEDNESDAY, 3/22/17

	NORTHBOUND/ EASTBOUND APPROACH			SOUTHBOUND/ WESTBOUND APPROACH			3/2 Operation
Hours	Left Turn	Thru	% Thru Split	Left Turn	Thru	% Thru Split	% Thru Split
6-7 AM	**3**	677	29%	**6**	1626	71%	60%
7-8 AM	**10**	1932	47%	**14**	2171	53%	60%
8-9 AM	**15**	2254	52%	**12**	2087	48%	60%
4-5 PM	**11**	1874	59%	**14**	1328	41%	60%
5-6 PM	**10**	2359	60%	**11**	1599	40%	60%
6-7 PM	**11**	1333	44%	**16**	1705	56%	60%

ATTACHMENT B

SUNSET BOULEVARD - KENTER AVENUE TO I-405 FREEWAY
REVERSIBLE LANE STUDY
TRAFFIC ANALYSIS



LEGEND:

- 4 AVAILABLE TRAVEL LANES (3/1 OR 75%/25% OPERATION)
- 5 AVAILABLE TRAVEL LANES (3/2 OR 60%/40% OPERATION)
  BUSINESS DISTRICT WITH HEAVY LEFT TURN MOVEMENTS
- 5 AVAILABLE TRAVEL LANES (3/2 OR 60%/40% OPERATION)
  RESIDENTIAL AREA WITH DRIVEWAYS AND LIMITED ACCESS
- 6 AVAILABLE TRAVEL LANES (4/2 OR 67%/33% OPERATION)
- INTERSECTIONS WITH 2017 MANUALTRAFFIC COUNTS
- LT (##) AVERAGE PEAK HOUR LEFT TURN TRAFFIC COUNTS
- TH (#,###) AVERAGE PEAK HOUR THRU TRAFFIC COUNTS

ATTACHMENT C

(Prohibited Left Turn Circulation Scenario 1 of 4)

NO LEFT TURN

NORTHBOUND: No Left Turn on Sunset Boulevard



181 Homes

445 Population

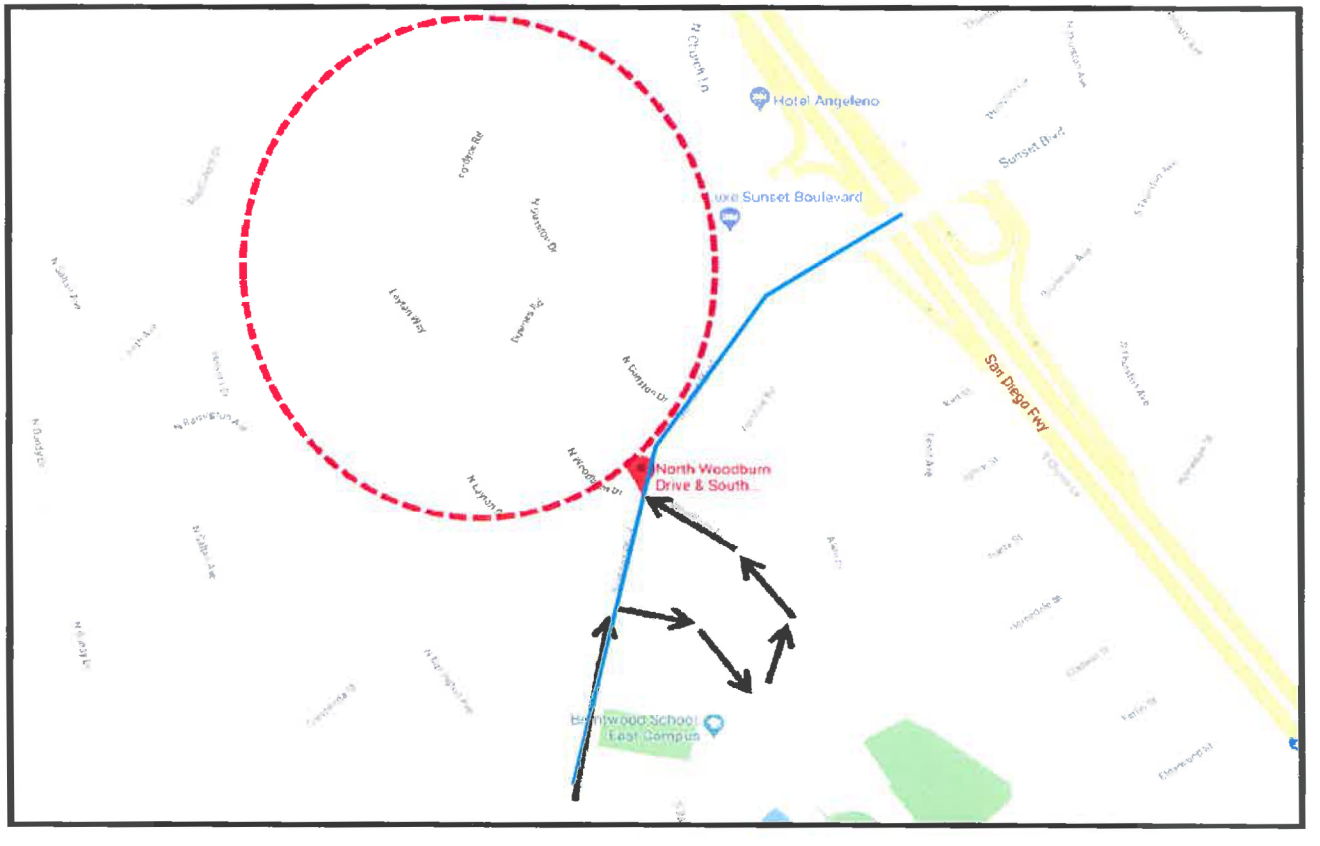


Sunset Boulevard

Alternate Route

Affected Community

NORTHBOUND PM Peak – Scenario 1



LADOT

ATTACHMENT C

(Prohibited Left Turn Circulation Scenario 2 of 4)

NO LEFT TURN

NORTHBOUND: No Left Turn on Sunset Boulevard

181 Homes

445 Population

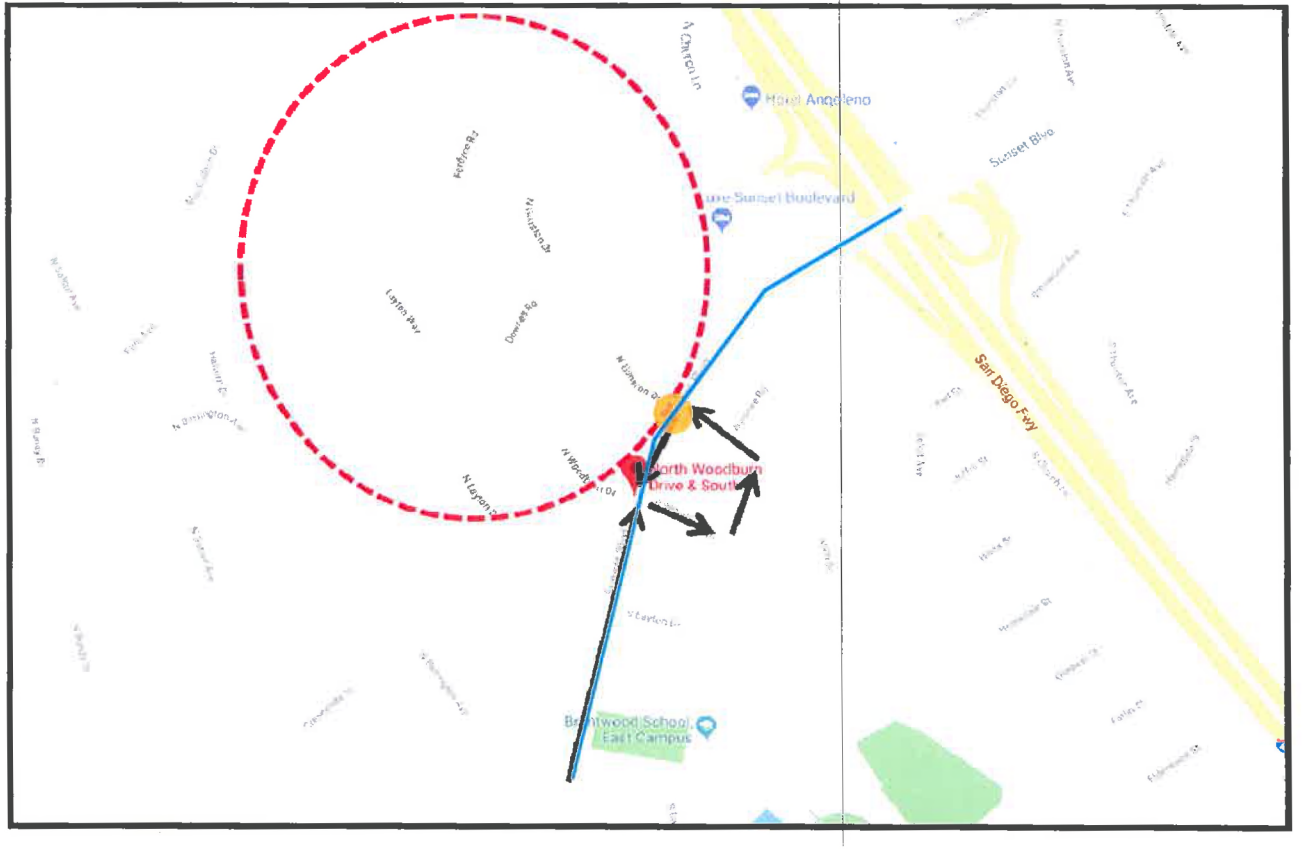
Sunset Boulevard

Alternate Route

Affected Community

Unsignalized Intersection

NORTHBOUND PM Peak – Scenario 2



LADOT

ATTACHMENT C

(Prohibited Left Turn Circulation Scenario 3 of 4)

NO LEFT TURN

SOUTHBOUND: No Left Turn on Sunset Boulevard

104 Homes

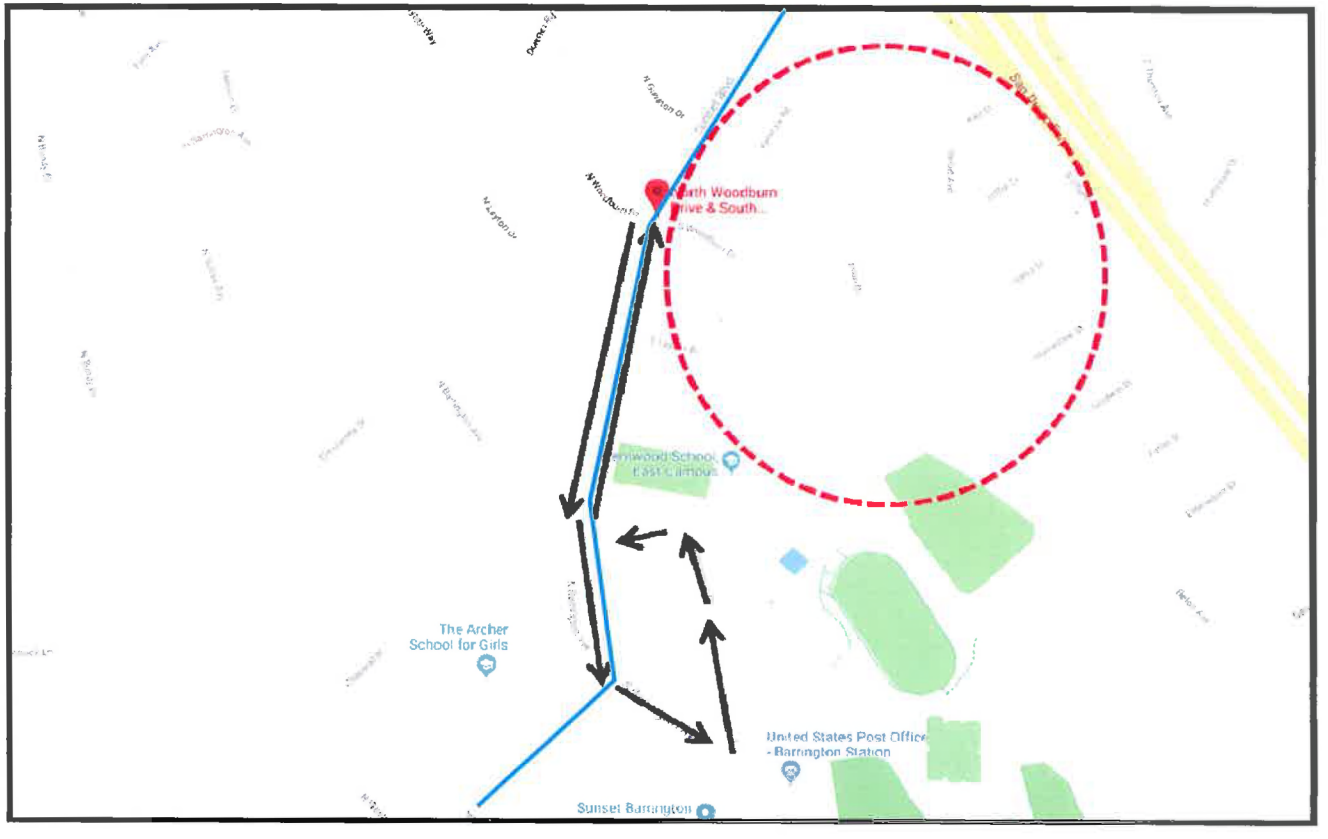
271 Population

Sunset Boulevard

Alternate Route

Affected Community

SOUTHBOUND AM Peak – Scenario 1



LADOT

ATTACHMENT C

(Prohibited Left Turn Circulation Scenario 4 of 4)

NO LEFT TURN

SOUTHBOUND: No Left Turn on Sunset Boulevard

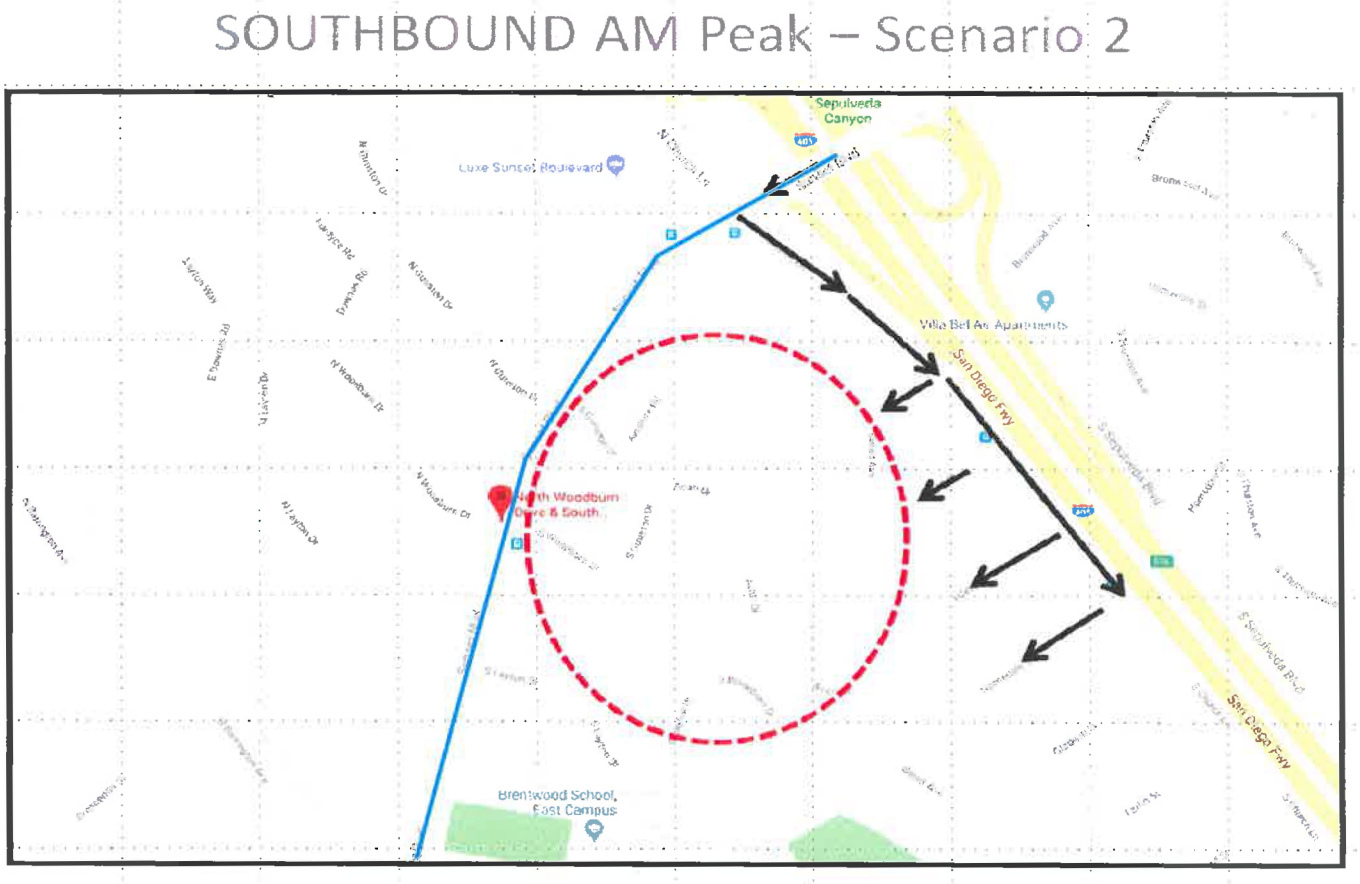
104 Homes

271 Population

Sunset Boulevard

Alternate Route

Affected Community



LADOT

ATTACHMENT D

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Appendix B: Inventory of Designated Scenic Highways and Guidelines

Scenic Highways Guidelines

Corridor Plans for each designated Scenic Highway should be prepared in accordance with each corridor's individual character or concept. These Corridor Plans may be incorporated into specific plan or district plan ordinances. In the absence of such adopted Scenic Corridor Plans, the following interim guidelines are established as part of this Plan:

1. Roadway

a. Design and alignment of a Scenic Highway roadway must include considerations of safety and capacity as well as preservation and enhancement of scenic resources. However, where a standard roadway design or roadway realignment would destroy a scenic feature or preclude visual access to a scenic feature cited in Appendix B of this Plan, design alternatives must be considered through preparation of an environmental impact report.

b. Design characteristics such as curves, changes of direction and topography which provide identity to individual Scenic Highways shall be preserved to the maximum extent feasible.

2. Earthwork / Grading

a. Grading for new cuts or fills shall be minimized. Angular cuts and fills shall be avoided to the maximum extent feasible.

b. All grading shall be contoured to match with the surrounding terrain.

c. In order to negate the environmental impacts of grading in designated Hillside Areas (as depicted on Bureau of Engineering Basic Grid Map No. A-13372), maximum effort shall be made to balance cut and fill on-site.

3. Planting / Landscaping

a. Fire-resistant native plants and trees shall be utilized in any parkway landscaping along Scenic Highways located within designated Hillside Areas.

b. In designated Hillside Areas, where previous plant material has been washed away or destroyed (due to excessive rainfall, fire, grading, etc.) erosion-controlling plants shall be planted to prevent erosion and mud/land slides. Such Hillside parkways and slope easements shall either be hydro-seeded, or terraced and then planted, with native fire-resistant plants.

c. Outstanding specimens of existing trees and plants located within the public right-of-way of a Scenic Highway shall be retained to the maximum extent feasible within the same public right-of-way.

d. Low-growing ground cover and/or shrubs shall be utilized as parkway planting along Scenic Highways in order to avoid blocking a desirable view of a scenic feature listed in Appendix E of this Element. Plant material size at maturity as well as overall scale of plants within the landscaped area must be carefully studied in the site analysis and design stages.

e. Landscaped medians of Scenic Highways shall not be removed. Such medians may be reduced in width (1) to accommodate left turn channelization within one hundred feet of a signalized intersection; or (2) to accommodate a designated Class II bikeway provided that there is compliance with Guideline 3c above, and that the resulting median width is not less than eight (8) feet.

4. Signs / Outdoor Advertising

a. Only traffic, informational, and identification signs shall be permitted within the public right-of-way of a Scenic Highway.

b. Off-site outdoor advertising is prohibited in the public right-of-way of, and on publicly-owned land within five hundred feet of the center line of, a Scenic Highway.

c. A standard condition for discretionary land use approvals involving parcels zoned for non-residential use located within five hundred feet of the center line of a Scenic Highway shall be compliance with the sign requirements of the CR zone.

d. Designated Scenic Highways shall have first priority for removal of nonconforming billboards or signs. Such priority extends to properties located along, or within five hundred feet of the center line of, designated Scenic Highways.

5. Utilities

a. To the maximum extent feasible, all new or relocated electric, communication, and other public utility distribution facilities within five hundred feet of the center line of a Scenic Highway shall be placed underground.

b. Where undergrounding of such utilities is not feasible, all such new or relocated tilities shall be screened to reduce their visibility from a Scenic Highway.

Scenic Byways Guidelines

Guidelines for Scenic Byways designated in the Community Plans should be established as part of the Community Plan Update or Revision process, with guidelines tailored to local considerations. Such guidelines may be incorporated into the Community Plan text or into a Community Design Overlay (CDO). Guidelines for scenic byway protection and/or enhancement should consider the following aspects:

1. Roadway Design and Alignment
2. Parkway Planting / Landscaping
3. Signs / Outdoor Advertising Restrictions
4. Utilities (e.g. undergrounding of new or relocated utility facilities)
5. Opportunity for Enhanced Non-motorized Circulation

Selection Criteria for Scenic Highways and Byways

1. Scenic Highways

Any proposed Scenic Highway should correspond to one of the following basic types:

- (1) An arterial street or state highway which traverses area(s) of natural scenic quality in undeveloped or sparsely developed areas of the City; OR
- (2) An arterial street which traverses urban area(s) of cultural, historical or aesthetic value which merit protection and enhancement.
- Specific criteria to be considered in the evaluation of proposed scenic highways include:
- 3) Visual impact of scenic features or area,
- (4) Type/angle/duration of view + location of viewer,
- (5) Vegetation (type and extent), and/or
- (6) Scenic characteristics

2. Scenic Byways

Any proposed Scenic Byway to be designated by a Community Plan shall correspond to one of the following basic types:

- (1) A non-arterial street which traverses an area of natural scenic quality in an undeveloped or sparsely developed area of the City;
- OR (2) A non-arterial street which traverses or borders significant Open Space (as depicted in Figure 6-1 of the Citywide General Plan Framework).

ATTACHMENT D

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Inventory of Designated Scenic Highways

Street Name	Alignment	Scenic Features or Resources/Comment
Adams Blvd	Figueroa to Crenshaw	
Avenue of the Stars	Santa Monica to Pico	Wide landscaped median, fountains
Balboa Blvd	1.Fwy. 5 to Sesnon; 2.Victory to Burbank Blvd	Streets should be designed so as to least disrupt the scenic qualities of the area it traverses. Sepulveda Basin, park access
Barham Blvd	Fwy. 101 to Forest Lawn Dr.	Dramatic pass with northerly Valley views
Beverly Glen Blvd.	Ventura Blvd. to Sunset Blvd.	Winding cross mountain road; valley views
Big Tujunga Canyon Blvd.	Fwy. 210 to northerly City boundary	Canyon road with impressive views of rugged mountains
Brand Blvd	Sepulveda to City boundary	Landscaped median
Broadway	98th St. to 112th St.	Wide landscaped median
Burbank Blvd	Balboa to Fwy. 405	Sepulveda Basin, park access
Burton Way	Le Doux Rd to City boundary with Beverly Hills	Wide landscaped median
Coldwater Canyon Dr	Ventura Blvd to City boundary with Beverly Hills	Winding cross mountain road providing access to the Mulholland Scenic Parkway
Colorado Blvd	Eagledale to Monte Bonito	(Specific Plan Ord. No. 168,046)
Crenshaw Blvd	Fwy. 10 to Slauson	
Culver Blvd	Vista Del Mar to Ballona Creek	Ocean and Marina views, Ballona wetlands
Eagle Rock Blvd	NE'ly Verdugo Rd to Colorado Blvd	Landscaped median
Forest Lawn Dr	Barham to Griffith Park Dr.	Winding road past Hollywood Hills; gateway to Griffith Park
Fwy. 5	Fwy. 210 to N'ly City limit	State Scenic Highway
Fwy. 101	Topanga Canyon Blvd to W'ly City limit	State Scenic Highway
Fwy. 118	DeSoto Ave to W'ly City limit	State Scenic Highway
Fwy. 210	Fwy. 5 to E'ly City limit	State Scenic Highway
Glendale Blvd	LA River Bridge to City Boundary with Glendale	Wide landscaped median
Harbor Blvd	Vincent Thomas Bridge to Crescent Ave + future alignment to Shepard St	Views of historic San Pedro and the Port
Highland Ave	Wilshire to Melrose	Landscaped median, significant palm trees
Huntington Dr N	Monterey Rd to E'ly City limit	Wide landscaped median
John S. Gibson Blvd	Harry Bridges Blvd to Pacific Ave	Views of harbor activities, Vincent Thomas Bridge
La Tuna Canyon Blvd	Sunland Blvd to Fwy. 210	Views of ranches in Verdugo Hills
Laurel Canyon Blvd	Ventura Blvd to Hollywood Blvd	Winding cross mountain road through rustic area

ATTACHMENT D

Inventory of Designated Scenic Highways

Street Name	Alignment	Scenic Features or Resources/Comment
Leimert Blvd	MLK to 43rd Place	Landscaped median
Lincoln Blvd (Highway Route 1)	Venice Blvd to City boundary with Santa Monica	State Scenic Highway
Los Feliz Blvd	Riverside Dr to Western Ave	Hillside and city views
Monterey Rd	Hardison Way to Huntington Dr	
Mountaingate Dr	Canyonback Sepulveda	Landscaped median
Mullholland Dr	1.Fwy. 101 westerly to Mulholland Hwy; 2.Mulholland Hwy to Valley Circle Blvd	(Specific Plan Ord. No. 167,943) Panoramic views, "ribbon of park"
Pacific Avenue/Front St	John S. Gibson Blvd to Harbor Blvd	Views of Vincent Thomas Bridge; views of historic San Pedro and Port
Pacific Coast Highway (Highway Rte. 1)	Entire alignment N. of Fwy. 10 (City portion)	State Scenic Highway
Palisades Dr	Sunset Blvd to N'ly terminus	Wide mountain road; good landscaping and ocean views
Paseo del Mar	Western Ave to Gaffey St	Hillside bluff route with ocean views, park access
Plummer St	Valley Circle to Topanga Canyon	(LAMC 17.05-T)
Porter Ranch Streets Corbin Ave Mason Ave Rinaldi St Sesnon Blvd Winnetka Ave	(future streets)	(Specific Ord. No. 166,-068)
Reseda Blvd	1.Portion N. of Rinaldi; 2.Ventura Blvd. to S'ly terminus	Street should be designed so as to least disrupt scenic qualities of the hillside area it traverses
Rinaldi St *	Fwy. 405 to Corbin Ave	Hillside street with good mountain, Valley Views
Riverside Dr	Los Feliz Blvd to Stadium Way	Essential link in "chain of parks" concept
Santa Monica Blvd	Sepulveda to City Boundary with Beverly Hills	
Santa Susana Pass Rd	Entire alignment within City	Dramatic pass; hillside and Valley views
San Vicente Blvd	1.Pico Blvd to Colgate Ave; 2.Goshen Ave to 26th St	Wide street with landscaped median [Specific Plan Ord. No. 161,766]; wide landscaped median
Sepulveda Blvd	1.Fwy 405 to Sunset Blvd; 2.Rayen St. to Devonshire St	Old cross mountain road with tunnel, views of mountains and Valley Wide street with landscaped median

ATTACHMENT D

Inventory of Designated Scenic Highways

Street Name	Alignment	Scenic Features or Resources/Comment
Sesnon Blvd *	Winnetka Ave to Balboa Blvd	Street should be designed so as to least disrupt the scenic qualities of the hillside area it traverses
Sherman Way	Variel to Kester	Wide street, landscaped median
Shepard Street	Pacific Ave to Gaffey St	Views of harbor, ocean
Silver Lake Blvd	Duane St to Armstrong Ave	Views to and from Reservoir; landscaped setbacks
Stadium Way	Fwy. 5 to Fwy. 110	Winding drive through Elysian Park
Sunland Blvd	Chivers Ave. to Fwy. 210	Hillside views
Sunset Blvd	PCH to City Boundary with Beverly Hills	Views of mountains, estates, UCLA campus
Tampa Ave	Portion N. of Devonshire St	Street should be designed so as to least disrupt the scenic qualities of the hillside area it traverses
Temescal Canyon Rd	PCH to Sunset Blvd	Broad avenue lined with parks and amenities
Topanga Canyon Blvd (Highway Rte. 27)	PCH to Mulholland Dr (City portion)	State Scenic Highway
Valley Circle Blvd	Mulholland Dr. to Plummer St.	"country road" winding past Chatsworth Reservoir with views of "Twelve Apostles" rock formations (LAMC 17.05-T.)
Venice Blvd	Longwood to Abbot Kinney	Wide street, landscaped median
Ventura Blvd	Valley Circle to Fwy. 405	(Specific Plan Ord. No. 166,650)
Vermont Ave	Gage to Gardena Blvd	Wide street, landscaped median
Vineland Ave	Ventura Blvd to Magnolia	Landscaped median
Vista del Mar	Culver Blvd to Imperial Highway	Sand dunes and ocean views
Wentworth St	Sheldon St to Fwy. 210	Views of hills, Hansen Dam and Tujunga Wash
Western Ave	1.25th St to Paseo del Mar; 2. Franklin Ave to Los Feliz	Hillside and ocean views Hillside and city views
White Oak Ave	Rinaldi to Devonshire	Deodar trees cultural-historic monument
Wilshire Blvd	1.Beverly Hills boundary to Malcom Ave; 2.Sycamore to Fairfax	(Specific Plan Ord. No. 155,044) Miracle Mile; landscaped median
Woodley Ave	Victory to Burbank Blvd	Park access; Sepulveda Basin
25th St	Western Ave to W'ly City boundary	Hillside and ocean views
Avenue 64	York Blvd to N'ly City boundary	

City of Los Angeles Transportation Element 1999 - Appendix E

ATTACHMENT E

SUNSET BOULEVARD LOOKING NORTHEAST AT WOODBURN DRIVE

(Typical Congestion from 4 PM – 5 PM)



LADOT

ATTACHMENT E

SUNSET BOULEVARD LOOKING NORTHEAST AT WOODBURN DRIVE

(Typical Congestion from 5 PM – 6 PM)



LADOT

ATTACHMENT E

SUNSET BOULEVARD LOOKING NORTHEAST AT WOODBURN DRIVE

(Typical Congestion from 6 PM – 7 PM)



LADOT