

Olympic West Pico East

Frequently Asked Questions (FAQ)

On February 14, 2008, Mayor Antonio R. Villaraigosa requested that the Los Angeles Department of Transportation (LADOT) implement certain traffic relief measures along Olympic and Pico Boulevards. The initiative, referred to as “Olympic West Pico East” (OWPE), was developed by the Mayor and Councilmember Jack Weiss and was part of the Mayor’s overall efforts to increase the convenience, reliability, safety and speed of Los Angeles’ transportation system. In response, LADOT, analyzed the Mayor’s request, and on March 25, 2008, approved a revised OWPE initiative (“Revised OWPE Initiative”). The Revised OWPE Initiative differs materially from the original proposal, while still providing significant traffic related benefits consistent with the Mayor’s and Councilmember Weiss’ goals.



Over the past nine months, a total of 27 community meetings have occurred regarding street operations for Olympic and Pico Boulevards, including 13 meetings since OWPE was first announced on November 26, 2007 by Mayor Villaraigosa, Los Angeles City Council members Jack Weiss and Bill Rosendahl, and Beverly Hills Mayor Jimmy Delshad.

The Revised OWPE Initiative will employ the following measures: (i) uniform peak period parking restrictions will be established on both Olympic and Pico consistent with the City’s General Plan and Community Plans; and (ii) traffic signals will be re-timed to improve traffic flow on both streets, in a manner which favors westbound travel on Olympic Boulevard and eastbound travel on Pico Boulevard.

The following frequently asked questions (FAQ) are provided to educate and inform residents, businesses, and visitors about the Revised OWPE Initiative, and to clarify misconceptions which may have been created as a result of revisions to the initiative as originally proposed.

Olympic West Pico East Frequently Asked Questions

Q: Is the Revised OWPE Initiative a “one-way street” proposal?

A: No, there will be traffic in both directions, on both streets, at all times, as well as parking on both streets during most hours of the day and night. No existing traffic lanes are being removed, nor is the direction of any traffic lane being altered.

Q. What are the initiative’s boundaries?

A: Centinela Avenue to the west and Fairfax to the east.

Q: Why is the City implementing OWPE?

A: Motorists on Olympic and Pico Boulevards during peak hours can move as slowly as nine or ten miles per hour despite a posted speed limit of 35 mph. This results in delay and traffic congestion. Mayor Villaraigosa, the City Council, and LADOT are committed to managing the City’s streets in a manner which seeks to minimize such adverse traffic effects.

Q: Won’t this proposal create freeways on the Olympic and Pico corridors?

A: No, evaluations by LADOT indicate overall travel speeds can be improved well below the posted speed limits of 35 mph. Faster yes, due to less delay, but within the existing speed limits.

Q: What are the specific implementation steps?

A:

- Implement peak period restrictions in areas which currently do not have such restrictions by installing new poles and “No Stopping” signs
- Change all existing “No Stopping” signs to “7-10 AM” and “3-7 PM” for Olympic Boulevard and “7-9 AM” and “4-7 PM” for Pico Boulevard
- Add lane striping to demark a peak hour curbside lane
- Install new left turn signals at designated major cross streets
- Activate new traffic signal timing to provide progression for traffic westbound on Olympic Boulevard and eastbound on Pico Boulevard
- Temporarily deploy traffic control officers to keep intersections clear and ensure motorist safety

Olympic West Pico East
Frequently Asked Questions

Q: When will the Revised OPWE Initiative be implemented?

A: Currently, LADOT intends to commence implementation on or after April 30, 2008. However, this date is subject to change as a result of pending litigation challenging the Revised OWPE Initiative. Once implementation of the Revised OWPE Initiative has started, it will take approximately 4 weeks to add the peak period striping and install the appropriate signage. It will take approximately an additional 8 weeks to stripe the additional lanes, add the left turn arrows and retune the signals.

Q: What happens to vehicles parked illegally during (new) peak period restrictions?

A: LADOT will enforce “No Stopping” restrictions to protect motorist safety and to ensure the efficient flow of traffic. After an initial warning period, those who block a peak period lane will be subject to citation and towing.

Q: How will residents, business, and motorists learn the details of the Revised OPWE Initiative?

A: Information will be posted on the LADOT website: www.ladot/lacity.org and an outreach campaign consisting of flyers, news media, etc. will be used.

Q: Will the Revised OWPE Initiative magically fix traffic congestion in the City of Los Angeles?

A: No, but it is a smart, fast, and reversible initiative that the City believes will improve traffic flow within the existing facilities (streets).

Ultimately, all of us must do our part, including:

- Using public transit or walking instead of driving whenever we can; “Go Metro with the Mayor” challenges all Angelenos to try and use public transit at least once a week
- Scheduling driving trips during less congested off-peak hour whenever possible
- Supporting quality, environmentally sustainable investment and development near rail and busway stations while protecting low density residential neighborhoods
- Supporting expansion of the rail transit and busway system in Los Angeles so that we have fast, reliable alternatives to driving

Olympic West Pico East
Frequently Asked Questions

Q: Is Revised OWPE Initiative permanent?

A: Not necessarily. If the initiative does not perform as anticipated, the initiative is fully reversible quickly and at minimal cost. LADOT will monitor the operation and performance of both streets after implementation to determine the effectiveness of the Initiative.

Q: What Council Districts are affected?

A: The following Council Districts are directly affected by OWPE:

Council District 5 – Jack Weiss

Council District 10 – Herb Wesson

Council District 11 – Bill Rosendahl

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