



June 30, 2007

Ms. Eugenia Chusid
City of Santa Monica, Civil Engineering Division
1437 4th Street, Suite 300
Santa Monica, CA 90401

RE: California Incline Bridge Replacement Project

Dear Ms. Chusid:

Thank you for the opportunity to submit comments to the City of Santa Monica concerning the draft EIR for the California Incline Bridge Replacement Project. These comments are submitted on behalf of the BOCA Neighborhood Association which is comprised of residents of the area at the mouth of Santa Monica Canyon (Entrada Drive, Mabery Road, West Channel Road, Ocean Avenue Extension and Ocean Way). As recognized in the Traffic Assessment completed by Bob Cheung of Katz, Okitsu & Associates, our neighborhood will be heavily impacted by the closure of the California Incline during its reconstruction since our streets will provide an alternate route into and out of downtown Santa Monica.

West Channel Road is already heavily used by commuters to Santa Monica and West Los Angeles from Pacific Coast Highway. It is not common to see a steady, uninterrupted, stream of traffic during the morning peak hours from PCH up West Channel/Entrada to 7th Street and San Vicente in Santa Monica. The addition of 20% to 30% in additional morning peak trips along this corridor, as predicted in the Traffic Assessment, is likely to cause a lengthy backup on PCH of cars waiting to turn into the Canyon.

During the evening peak traffic periods, it is already common for vehicles to be backed up on San Vicente to as far as 14th Street, or along 7th Street, waiting to enter the Canyon to proceed towards PCH. The addition of 20% to 30% in additional peak evening trips will cause this congestion to push further into Santa Monica.

Based on these concerns, we have the following specific comments we believe the City of Santa Monica, together with the City of Los Angeles, must address prior to closure of the California Incline:

- ◆ Minimize time that the Incline is closed to traffic by providing financial incentives for early completion and penalties for delays, and using round-the-clock construction (24 hours/day, seven days/week). Completing the project in the shortest amount of time is the best way to minimize the inconvenience.



◆ Assign traffic control personnel to monitor the following intersections at peak traffic times:

- Entrada Drive/Ocean Ave. Extension
- San Vicente/7th Street
- Ocean Ave. Extension/Ocean Ave.
- PCH/West Channel Road

These are likely to be the most impacted intersections in the vicinity of Santa Monica Canyon and the presence of traffic control personnel should assist with traffic flow.

◆ Take into account the narrow width of Ocean Avenue Extension in traffic planning. This is a sub-standard street with insufficient width to accommodate the traffic that uses this major route between Santa Monica and PCH. It is common for uphill traffic to come to a standstill on this street to let downhill traffic pass, and vice-versa, due to the narrow width. According to BOCA residents living on Ocean Ave. Ext., cars parked along this street are sideswiped almost daily. We are not certain that the Traffic Assessment adequately addressed the inability of this narrow street to accommodate additional traffic.

◆ Permit Right-turns from PCH onto the new Incline. Take this opportunity to make a badly needed improvement to the Incline by designing the intersection with PCH to permit traffic to make a right turn onto the Incline. While we understand there may be insufficient width to permit truck traffic to turn right, with a bit of ingenuity we hope that Santa Monica could find a way to design the new Incline to accommodate right turns by automobiles.

Please inform us of any opportunities for public input on the engineering and traffic studies as your work on the project continues.

BOCA Neighborhood Association

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cc: Norm Kulla, Councilman Bill Rosendahl's Office
George Wolfberg, President, Santa Monica Canyon Civic Association