



NEWS

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MTA AND ATSAC UPGRADE SEPULVEDA BOULEVARD AS ALTERNATIVE TRAVEL ROUTE

The MTA, the cities of Culver City and Los Angeles have again joined forces to improve and provide congestion relief by synchronizing 17 traffic signals on Sepulveda Boulevard in Culver City and the City of Los Angeles. The intersections will be integrated into the ATSAC system (Automatic Traffic Surveillance and Control System).

The new system is to promote a more efficient use of Sepulveda which parallels the 405 San Diego Freeway.

"Sepulveda Boulevard is a direct route between the South Bay including LAX, Marina del Rey, West Los Angeles, Santa Monica and Century City," said Second District Supervisor Yvonne Braithwaite Burke. "Upgrading this roadway to serve as an alternative route is a more efficient use of current transportation resources, instead of building new infrastructure."

"Culver City is always pleased to work the MTA and the City of Los Angeles on joint ventures of mutual benefit to the region. Traffic flow is an important issue and Culver City is proud to do its share in improving it," stated Culver City Mayor Albert Vera.

ATSAC is a semi-automatic traffic management system first introduced to the City of Los Angeles during the Olympics in 1984. Today, it functions with some of the most sophisticated technology in its field. By synchronizing traffic lights (sometimes exceeding a hundred intersections at a time), mobility is

MORE...

Sepulveda Boulevard Upgrade, Page 2

increased as vehicles flow freely at or near the speed limit for longer stretches before stopping at red lights.

A recent ATSAC Evaluation Study has shown that when a system is converted to ATSAC from a traditional synchronized signal system, a 12% improvement in travel times ensues with a 12.3% increase in travel speeds, a 32% reduction in delay, 30% reduction in stops, 10% reduction in air emissions, and a 9% reduction in fuel use.

In addition, an increase in the person-trip capacity of at least 7% can be expected for the entire network due to more responsive traffic signal timing and a more efficient use of available green-light time.

"This signal coordination and mobility improvement is part of the ongoing effort between MTA and the city of Los Angeles to integrate the region's systems of highways, transit, airports and other major traffic generators," Burke added.

The Sepulveda Project is currently underway and is scheduled for completion by Summer 1998.

The cost of the project is \$753,000. MTA will provide \$607,000, Culver City \$137,000, and LADOT the remaining \$9,000.

The area earmarked for the upgrade runs from the Sepulveda Boulevard and Centinela Avenue intersection on the Culver City/Los Angeles border to the south, and the Sepulveda/Lucerne Avenue intersection in Los Angeles to the north.

"ATSAC is generally regarded as one of the best examples of state-of-the-art traffic signal control and traffic management," said Burke. "A number of cities have modeled their own systems based on ATSAC. The system was one of ten winners of the 1992 Innovations in State and Local Government Award sponsored by the Ford Foundation. The ATSAC System was instrumental in successfully managing traffic in the Santa Monica Freeway corridor after the collapse of the Freeway resulting from the 1994 Northridge Earthquake."