



# **New Safety Campaign~**

## **WATCH YOUR SPEED • AND YOUR DRIVING • IN BENEDICT CANYON**

Safer driving — that's the slogan of a new BCA campaign, designed to help combat the increasing incidence of unsafe driving in the canyon area. The Association is asking everyone not only to just "WATCH YOUR SPEED" in Benedict Canyon, but to also "WATCH YOUR DRIVING." Our Los Angeles police department is increasing its helpful efforts but it's up to each and every one of us to help. Avoid speeding, tailgating, and particularly stop:

- a. passing on blind curves
- b. zooming around school buses loading and unloading youngsters
- c. whipping around curves and down the straight-a-ways over the double yellow lines
- d. ignoring or barely pausing for stop signs

Drivers who make these mistakes aren't just driving badly — they're endangering lives. To help combat this, a BCA safety committee has been formed. Chairman is Pat Kessler. If you observe any driver committing any of the above violations or in any way endangering a life — his, his passengers, people in other cars, or on the street — try to get the license number. Then call and give the number to Pat at 276-0063, or to Erika Kaufman at 275-6270. The car's owner will be contacted.

The BCA is not out to harass anyone, but enough residents have come forward to volunteer their help so that an active group has begun to deal with those who drive without regard for the lives of others.

As residents we are our best traffic control. By **STRICTLY OBSERVING THE SPEED LIMIT** — we can well inhibit those who would use our canyon as a race track for carnage and destruction. This can be a safe place to drive, in spite of winding roads and increasing traffic, if we all make a point of driving safely.

### **Reflector Dots In**

Meanwhile, orange reflector dots are now installed all the way along Benedict, thanks to Sam Taylor, Director of the Traffic Department, and to Joel Wachs. Councilman Wachs has worked especially hard to get the BCA-recommended safety features in in record time. Next on the agenda are the traffic signals for Hutton

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### **PUBLIC HEARING ON BUILDING MORATORIUM OCTOBER 24TH!**

The Los Angeles City Planning Commission has now scheduled the public hearing on a one-year building moratorium in the Santa Monica mountains for Thursday, October 24th, at 7:00 p.m. It will be held in the Auditorium — A Level, Water and Power Square, 111 North Hope Street, Los Angeles. Free parking for those attending will be in the Visitor Parking Lot on the West Side of Hope Street, between Temple and First Streets. **PLEASE COME!** This is your opportunity to speak out on an issue that affects all of us living in the mountain areas.

Purpose of the hearing is to decide whether or not to recommend a moratorium that would, once in effect, stop all new developments unless a tract map had already been filed. This hearing is decisive in that it is the **ONLY** public hearing left and what happens here will play a major role in the Commission's final decision. Once the Commission has decided, the only step left is action by the City Council.

The fact that this hearing is being held in the evening should make it possible for most canyonites to attend. Please try to come, and encourage your friends and neighbors to do the same!



**NEW HEARING ON  
COLDWATER DEVELOPMENT**  
Defeat of the plans for a hotel at Coldwater and Mulholland Drive occurred last June. Now the developer has filed a new subdivision tract map for the area. First public hearing on the proposed new housing development is scheduled for October 30 before the Advisory Agency. Place will be Room 561-A, City Hall downtown. For more information, call B.C.A. vice-president J. C. Zimmerman, 271-2406.

**NOMINATIONS WANTED**

Nominations are being accepted for BCA officers and directors for 1975. A nominating committee will be formed shortly. Anyone interested in serving, please call BCA president Donald Loze at 278-3461.

**NEW SAFETY CAMPAIGN**

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and Clear View Drives, now in the design state and due for installation hopefully before the end of the year. Priority has been moved up on the signals, thanks again to Councilman Wachs; original installation was to be May, 1975.

Signals and lowering of the speed limit on upper Benedict — which still has to be approved by the city council — are expected to help some of the speeding problems which have led to a number of bad accidents on Benedict Canyon Drive. Signals will also hopefully help control the increasing traffic flow so that residents will have an easier time getting out of side streets on to Benedict. But remember — this is NOT the answer, unless everyone cooperates by driving carefully.

**AN OPEN LETTER TO THE L. A. TRAFFIC DEPARTMENT**

*(The following letter was mailed to the L. A. traffic department in an effort to clarify the exact position of the department re lowering speed limits as provided by state law. It is the writer's opinion that obstacles not help are offered by this department. Readers interested in lowering speed limits on their streets are welcome to call the writer to learn what, if any, answer is received).*

September 25, 1974

Mr. Robert Leitch, Traffic Engineer  
City of Los Angeles Traffic Dept.  
6501 Fountain Avenue  
Los Angeles, Calif.

Dear Mr. Leitch:

Thank you so much for the time you have given me regarding the traffic speed limits on Yoakum Drive and Benedict Canyon Drive. As I stated to you last week, however, I need clarification on some of the points discussed.

It was my understanding that a new state law makes it possible for residents of residential streets 25 feet wide or less to ask for a lower speed limit — one that would be 20% less than the average speed of most cars on the street.

Yoakum Drive is approximately 12 feet wide much of its length, narrowing to 10 feet at one point. We have one blind curve and no sidewalks. Children from 6 to 17 walk up and down at least twice a day to the school bus. The residential street speed limit of 25 miles per hour is much too fast. Therefore, your help was asked in having the speed limit lowered.

Early in September you came to call and said the traffic department had done a traffic study on Yoakum and shown that most traffic moved at between 16 and 22 miles per hour, with speeders clocked at 30 miles an hour and over. On that basis, you were asked to help us obtain a speed limit of 20 miles per hour — which would be about 80% of the average speed. From then on we seem to have stopped communicating clearly.

Are we correct in understanding you to state that we have too few cars for your department to "bother" with? We have cars that scare our children, endanger their lives, our lives, and those of any animal foolish enough to cross the street. One such car a day is worth "bothering" with to us, especially when that car's driver can say he is going the legal speed limit, or only five miles over. That speed limit is potentially lethal on this street!

Does the state law which gives residents of streets such as ours the "right" to lower our speed limit also state that we can do so only if we have at least 50 cars an hour going by and only between 9:30 a.m. and 3:00 p.m.? Does it say, in other words, that rush hours and children literally "don't count?"

Even the state law requires 15 miles per hour at blind curves on mountain roads. Does the city traffic department consider ours not a mountain road because it is in the city? As of now, it is perfectly legal to take that blind curve at 25 miles per hour, even though the street is scarcely 15 feet wide at that point, just room for two cars to pass.

There are 74 houses on our street, an average of three residents per house, a small percentage of Los Angeles, perhaps, but tax-paying citizens nonetheless. How can we stop being a "too-low" statistic and get the help we need? How can we divert traffic department attention from "traffic flow" to traffic safety? How can we get someone to care? Your answer would be much appreciated.

Sincerely,  
L. Sines  
9755 Yoakum Drive  
Beverly Hills, Calif.



### BENEDICT HILLS UNDER NEW MANAGEMENT

The Benedict Hills Development is now under the direction of Cabot, Cabot and Forbes, an eastern real estate development corporation with west coast offices. The man in charge of the Benedict project is Mr. William Beck, an experienced and successful developer of hillside projects.

According to BCA president Donald Loze, a meeting has been held with the new firm and they have given every indication of living up to their reputation of being cooperative with neighborhoods surrounding their projects. Initial discussions have been started to see how the mutual problems facing both the developer and canyon residents can best be solved.

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### SEARCH FOR PARK CONTINUES

The search for a suitable park site for use by canyon residents continues. BCA committee chairman Dick Romonek has obtained topographic maps of the area, looking for land both flat and easily accessible. If you know of any land that could be donated or purchased, please call Dick at 276-6808.

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### SERVICES OFFERED

Canyon resident Louise Tellalian, R.N. offers classes in child birth education, La Maze method, A.S.P.O. certified instruction. If interested, call her at 274-2272.

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### OPENINGS AVAILABLE IN BEVERLY GLEN CO-OP

Benedict area parents interested in participating with their youngsters in the Beverly Glen co-operative nursery school can apply now. If you have a three- or four-year-old pre-schooler, the Glen Play group offers a varied program: *art, music, intellectual and physical development* in a relaxed, outdoor environment. Three or four days a week, 9:30 - 12:30. For information, call Sue at 475-1574 or Barbara at 474-0818.

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### CO-OP MEMBERS WANTED!

Would you like better quality, fresher fruits and vegetables — at cheaper prices? It's possible, according to canyonite Louise Tellalian, with a food co-op, and she'd like to start one in the Benedict-Beverly Glen area.

A minimum of 15 to 20 families are needed for a co-op, according to Louise — the more families the less work. Members take turns going down to the L.A. Central market to buy and pack the produce for weekly distribution.

A member now of the Mid-Wilshire Co-op, the Tellalian family state they get fruit and vegetables of superior quality and estimate they save up to 40%.

Speakers are available from L.A. food co-ops if anyone would be interested. Although co-ops start with produce, it is possible to later branch out into cheeses and staples and some co-ops even purchase meat. If you are interested in starting a co-op or learning more about one, call Louise Tellalian at 274-2272.

### NEW "BEVERLY RIDGE" TRACT

A new Corporation — Argent, Inc. — from Delaware, is the new developer for the Teamster's "Beverly Ridge" project. The Benedict Canyon Association will be watching carefully for filing of the first tract maps and will keep residents informed of any developments which may affect our area.

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### BOW AND ARROW

#### HEARING OCTOBER 15TH

Unless there is another last-minute postponement, the controversial question of whether or not to allow hunting with bow and arrow in the Santa Monica Mountains will be decided Tuesday, October 15th. Scheduled for 10:00 a.m. in the Council Chambers, friends and foes are urged to attend.

Bow and arrow hunting was banned several years ago, on the grounds that it was not only dangerous but also cruel, inasmuch as inexperienced hunters tended to wound animals rather than kill them. Now the hunters are again asking for permission to hunt, on grounds that they can help control overpopulation of such animals as deer, using the argument that their methods are not inhumane. Those opposed question the skill of many of the archers and believe the danger to people from stray arrows is considerable.

The issue is important and the decision extremely uncertain at the moment. Therefore, if you can, please try to attend the hearing and make your feelings known.

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### BABY-SITTERS COURSE . . . . .

Any children age 11 or older who are interested in taking the one day American Red Cross Baby-Sitting Course should call Jaycee Zimmerman, 271-2406.



Bulk Rate  
U.S. Postage Paid  
Permit No. 276  
Beverly Hills, Calif.

#### DOUBLE SESSIONS FOR WARNER

Benedict children will not be asked to attend school at the proposed North Warner school site on Beverly Glen Boulevard, but may face double sessions or busing in the not-too-distant future. This warning comes from BCA board member Rick Kessler, who urges all residents to vote on needed school bonds in the coming November election.

According to Mr. Kessler, Warner Avenue school must be rebuilt in the near future or face dangerous overcrowding. The temporary bungalows will go and unless there are enough classrooms in a new building, Benedict children could be assigned to a San Fernando Valley school or West Hollywood school. Double sessions are also a possibility. Roscomere Road school, for example, may go on partial double sessions this coming February. It CAN happen to us, so get out and vote in November!

#### Attention, New Residents!

If you or a neighbor, or someone you know, is new to this area, remember — the BCA is here to serve you. Call Cathy Romonek or your area representative for a directory, police and fire emergency number stickers, brush clearance and other folders.

#### PLANS FOR BUS SERVICE CONTINUE

The prolonged RTD strike has not halted interest in cross-mountain bus service. A proposal for mini-buses in the canyons is being supported by Councilman Joel Wachs. It calls for use of small buses powered by natural gas, similar to those now in use in Griffith Park. Funding will not necessarily need to come from the RTD's Proposition A, which is on the November ballot.

A Dial-A-Ride plan for Beverly Hills comes up for consideration shortly. Buses would operate initially only within the Beverly Hills city limits, but their success or failure could have a significant impact on Los Angeles planning.

#### DID YOU KNOW . . .

- . . . Benedict Canyon was named after Edson A. Benedict, a St. Louis storekeeper who filed a claim for the land in 1868? He and his son lived at the foot of the canyon and raised bees, beans, and walnut trees.
- . . . Benedict and Coldwater were originally rushing mountain streams in the rainy season, sending torrents of water down to the plains below, forming a chain of swamps and lakes. They gave the rancho which became Beverly Hills its name — Rodeo de las Aguas.