



**BABCNC Traffic Committee MINUTES**  
**Monday October 22, 2018 10:30 a.m. to 12:00 p.m.**  
**Bel Air Crest Clubhouse (At the top of the hill.)**  
**11701 Bel Air Crest Road (Access is only from Sepulveda Blvd.)**

**1. Call to Order with Roll Call & Introduction of Attendees:** Chairwoman, Irene Sandler, called the meeting to order at 10:41 am. Eight committee members were present.

Name	P	A	Name	P	A
Irene Sandler, Chair	X		Robin Greenberg	X	
Larry Leisten	X		André Stojka	X	
Robinson Farber	X		Leslie Weisberg		X
Pamela Pierson, MD	X		Patricia Templeton	X	
Kathy Copcutt		X	Maureen Smith	X	

**Guests in attendance** included Jay Greenstein, CD5 Council Member Paul Koretz’s Chief Field and Transportation Deputy for CD5’s West District, Officer Tony Perez, West Traffic; Madelynn Taras, Field Deputy for CD4 Council Member David Ryu, Joyce Page from Roscomare, Cathy Wayne and Ellen Evans, Laurel Canyon & North of Sunset representatives of the BABCNC respectively, and Fiona-Cole from Bel Air Crest HOA.

**2. Pledge of Allegiance**

**3. Approval of October 22, 2018 Agenda: Moved by André; seconded by Larry; 8/0/0; passed**

**4. Approval of June 19, 2018 Minutes: Moved by Larry; seconded by Rob; 7/0/1 abstention: Larry; passed**

**5. Public Comments** – Pamela asked Jay about the Boring project. Jay related that he is not involved with this project; however, five six months ago, he went down to Hawthorne where they are boring through the city, and believes that tunnel is to open in December. Jay was asked if the same type of project will be happening here, to which he responded that it is not likely to happen here. He heard from a someone at an HOA last week that the Boring Company made clear that they are not pushing that forward at this time.

**6. Chair’s Report – Irene Sandler**

**7. Representatives of Elected City Officials and Agencies (Reports, Updates & Discussion)**

- a) **Madelynn Taras** CD4 Council Member David Ryu’s Deputy Representative commented and responded to questions, as noted below.
- b) **Gurmet Khara**, Valley Director for Councilmember Paul Koretz: Not present
- c) **Jay Greenstein**, CM Paul Koretz’s Chief Field & Transportation Deputy at Western District Office commented and responded to questions, as noted below.
- d) **Tony Perez**, West Traffic Division, introduced himself, noting that he works in “Community Traffic.” He explained that most officers are deployed based on fatalities, severe accident and collisions, in addition to enforcement; however, he and fellow officers respond to community complaints, having direct contact with LADOT, mostly doing enforcement off the majors.  
He noted that all speed and engineering surveys have been updated so they will be enforcing more. Asked how they enforce survey parameters, he noted that they respond to estimated speed limits based only on “perfect conditions” having a critical speed, which 85% of people are at or below, (e.g., a 35

limit would be 40 or 41 but if at 50, they could follow through with a conviction.) The surveys are good for seven years, if no change on the street.

He further explained that when the majority of vehicles are going too fast, they have to raise the speed limit. They can only write tickets for maximum. Jay mentioned Paul Koretz's study to change speed surveys for larger urban neighborhoods because the "speed trap" issue is more of a rural issue, and feels that those in urban settings should not be stuck to a flaw in State law. Officer Perez noted that there are definitions in the vehicle code, as to the speed traps. Patricia asked if there is a benefit in writing to reps in Sacramento, to which Larry and Jay noted that it could not hurt.

Maureen asked if they are monitoring in this area. Officer Perez related that he is up there with his partner at areas such as Beverly Glen and Nicada, where he "shoots speed" (doing speed surveys); however, has not yet done this at Deep Canyon. André recommended they do so at Beverly Glen and Sunset. Tony noted that they tend not to do that area because they cannot enforce, as to do so would only increase the gridlock that is already there.

Larry asked about scooters, noting that unless the rules are enforced the people will be riding on the sidewalks. Tony noted that the city has not done anything as for officers other than posting what is enforceable, (e.g., have to be over 18, not ride on sidewalks, etc.) There are bike officers who are usually dealing with drugs in neighborhoods not just writing tickets. They have e-car officers and motor officers. Tony noted that, "bicycles by law have to follow all rules of the law."

Jay added as to the scooter issue that Paul Koretz had a conversation with Chief Moore a couple of weeks ago, and was told LAPD will do some media publicity to let people know that they can get ticketed if they violate the law. Jay is in the process working with Transportation Deputy for CD11 to talk through issues, and asks what we can do to make a difference with all of these priorities. He related that it would be hard to expect the officers to patrol and respond to radio calls to address these.

Cathy Wayne asked if it makes sense to fine and charge users for not docking in the proper locations. Jay does not think there is a will on the city council to compel these companies. He also noted that the new ordinance has limits on the number of scooters these companies can have.

Larry responded to Cathy Wayne's comment regarding docking locations, wishing to enforce users to leave scooters only at approved location. Larry explained to Committee to require user to drop off scooter only at docking station would be materially impact to business model since attractiveness of using scooter is to be able travel directly to final destination. He concluded that the key is to find solution that does not materially impact business model, yet limits scooters to only certain locations within approximately a block of final destination.

Madelynn interjected that per to Councilmember Ryu, as to the dockless issue or the "last mile" resort, if you change it to docking it will be more difficult and that the councilmembers love them.

Larry noted the issue of putting up regulations, enforcing them and getting the company to be compliant. He heard that BIRD will offer personal delivery and pickup service so they do not have to abide by the cap. He has also heard that there is a class action lawsuit by people who have been injured. Jay responded that most of his calls recently have been people who have had close calls or who have had injuries from scooters; people are afraid to walk dogs and walk with baby strollers.

Pamela mentioned the fact that trees are being chopped down in this city due to ADA requirements to keep sidewalks accessible (Willets v. City of LA); while scooters can be left behind on sidewalks blocking the way. Jay responded that they are asking questions and that these are the challenges. Madelynn recommended having a speaker from a BIRD or other scooter company.

Jay noted that the cities are trading information and will see what they can do. He added that the majority of councilmembers are favorable towards them, and that this is a City of LA issue, not a County issue. He noted that “Bike Share” will be a dockless program in partnership with Metro and DOT. See Links: <https://bikeshare.metro.net/stations/> and <https://la.streetsblog.org/2017/12/21/trying-out-l-a-s-three-dockless-bike-share-systems/>

André opined that the biggest problem is that they are on the sidewalks. Patricia added that one cannot see them coming. She described an accident a few days ago and recommended that they have a flag. Irene wondered if getting some funds back if you return the scooters to docking stations would help. Larry opined that young people are putting themselves at tremendous risk and they are not even aware of it. Cathy Wayne brought up ticketing. Jay noted that the ordinance might have addressed that. Larry related that the GPS should be a source of information as to the location of the scooters.

**8. Discussion & Possible Motion on Local Traffic Issues: Mulholland Drive** (including but not limited to traffic light at Casiano) and **Beverly Glen** just north of Sunset in Holmby Hills.

Irene asked about timing lights, individual versus a whole bank, e.g., to change one light. Jay noted that Gurmet and he have raised the issue with traffic signal timing. The new person is Erik Zambon about traffic signal timing. [Erik.zambon@lacity.org](mailto:Erik.zambon@lacity.org) Jay noted this is extremely complex.

Jay continued that some adjustments were made at Greendale in the summer and they have been observing, in response to those sitting at this table. They are looking at the data with weight sensors among other things. They have not heard any complaints or other comments from Harvard-Westlake parents or other residents. André noted that this is a major crisis.

Jay said he would see if any further adjustments can be made but that, per DOT, there is only so much you can do when the traffic volume is so great. He noted that any adjustment one makes has an impact.

Pamela asked about the advantage of full stops on hills with steep inclines versus yields. Jay responded that he does not know; that this is an engineering question; however, suspects it is a safety issue.

Jay asks us to send feedback to Gurmet & himself, and he will go to traffic engineers to inquire for us.

**9. Discussion & Possible Motion on Local Traffic Issues North of Sunset:** 1) Signals at La Cienega & Doheny Roads. West Hollywood Public Works has addressed signal at Doheny Drive but not Doheny Rd. 2) Traffic on Sunset in West Hollywood causes people to use hillside streets. People drive 25 on small curvy roads and even at speed limit, drivers can be reckless. Enforcement needed for 15-25 miles per hour. Get a speed limit & post a speed limit. **Motion** Request traffic study for narrow curvy hillside streets.

- Ellen Evans brought up two issues:

1) Need to get neighborhood off WAZE. “People are flocking to our streets because there is underlying traffic on Sunset...” She asked what we could do to help other municipalities work more toward follow-through to get people off our hillside streets.

2) Speeding and traffic studies: She has worked with Officer Goens; speeding is actually going 17. She would love the speed limit brought down to 15.

- Officer Tony Perez noted that there are advisory signs, so that they could put “15” as an advisory sign, which he has seen on certain curves.

- Madelynn said she could help us with this. She could meet with West Hollywood and Beverly Hills districts. She learned at Hollywood Hills West NC from a traffic officer that on the WAZE app, one can put “caution, police officer seen ahead” especially if you do see an officer.

- Ms. Page expressed concern that WAZE sends people into fire zones. Jay related that he has raised the issue and that CD5 is working on it. He noted that the app is trying to work with local government to address these issues. Ms. Page noted that there is a backup once a week for cars on the way to the school, where cars are going three miles an hour.

Pamela asked where the developers provide for additional driving space; the arteries are not conducting the amount of traffic or mass transit has not developed adequately. Jay responded that this is a land use issue; that parts of the city, e.g., CD11, collects funds for a number of projects for WLA and coastal areas, south of Sunset, e.g., Warner Center, to go into transportation infrastructure. Larry suggested that the time to exact contributions from builder is at Plan Check.

Robin asked about the signal at Casiano and Mulholland. Jay related that Gurmet may know, and suggested following up with her. Irene thinks it may be an issue of timing. Robin asked if any speed survey was done on Roscomare. Patricia is concerned speed limits would be increased.

Madelynn said that she works with DOT to help the constituents in the area. There was some discussion as to the Sherman Oaks Pilot program. Patricia commented that those streets are not arteries, they are local streets, tiny little local streets, same problem that they cut through traffic using those streets. They were trying to keep traffic from Woodcliff from turning onto even smaller streets and making gridlock, where emergency vehicles could not go in. Larry noted that the BABCNC got notice at the tail end, when the engineer did the analysis; they did not look for or assess the impacts.

Pamela and Cathy Wayne gave examples of difficulty getting out of their driveways, whether Mulholland, Woodcliff or Lookout Mountain, noting that we are paying taxes. Cathy added that they do not get a street cleaning and reiterated that no one is doing anything about WAZE. Madelynn said she is working on this.

Irene asked if Rob Farber could bring us information about the scooter issue.

**10. Update on Dockless Scooters: See link for Council File #17-1125 with ordinance, which passed.**

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=17-1125>

As discussed in the body of these minutes.

**11. Update and Report on Airport Noise - Sandler Deferred**

**12. Good of the Order:** Irene brought up the Mission Canyon dump road from Sepulveda ... noting that if you are going southbound on Sepulveda, the County and Department of Sanitation have combined with MRCA to request a park with three landfills that have been decommissioned, and take the roads currently used by Sanitation and make them trails. She does not expect to stop the park from happening but feels we have serious safety issues, especially as the entrance to the park is on Mountaingate.

Irene explained that they would like to put a 100-car parking lot, restrooms, and a 50-car parking lot on Mulholland where the schools are. She pointed out that the turn is extremely dangerous; everybody has to make a right. Fiona stressed the problem that everybody is concerned about right turn only; that traffic on Sepulveda is already a D or F. They have no traffic mitigations suggested for the park. Irene noted that this is a County project. Zev Yaroslavsky gave a million dollars to MRCA to put in this park but they did not. There was also discussion of the methane issue.

Irene recommends a letter to ask for a traffic change to make a safety change if they are going to insist that the entrance be there. She noted that the MRCA is taking public comment until the 31<sup>st</sup>. She pointed out that this is a County project within the Sanitation District; that SMMC is writing its letter. Irene also noted that we have homeless in the hills, and that MRCA was going to have a ranger on site, living there, and then it became off site with visits to check around; Irene and André would like to have a ranger patrolling day and night. Cathy Wayne responded that there are things one can ask for. Irene continued that it is County land requiring agreement with MRCA as to how this will be handled. Patricia expressed concern about the two biggest issues: fire and access.

**13. Adjournment** – Meeting adjourned at 12:33 Next meeting TBD