



BABCNC Traffic Committee Minutes
Monday January 7, 2019 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: Irene called the meeting to order at 10:57 a.m., at which time 7 committee members were present. Joyce Page, community member, was also present. Irene invited people to say something about issues they are concerned about during roll and introductions. These included but were not limited to:

André: Traffic control at Mulholland and Nicada has been successful. He is interested in: 1) Traffic up and down Beverly Glen & 2) Airplane noise, acknowledging that it is a federal issue.

Robin: Roscomare traffic; heard from an individual at City Council that Roscomare is the worst in the city.

Morgan Roth: He represents BIRD scooters.

Larry: General interest in traffic issues, scooter & Boring project; feels traffic in LA needs to be addressed.

Leslie: Public transportation, BIRD to bikes to Boring, to other forms of transportation to reduce congestion.

Pamela shares André’s concerns regarding congestion at canyons and Mulholland; as to FAA she believes we have an opportunity because it’s part of the Department of the Interior’s jurisdiction on the “Scenic Highway.” She is also concerned about safety of tour buses.

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

2. Pledge of Allegiance

3. Approval of January 7, 2019 Agenda
Moved by Larry; Seconded by Leslie; **7 yes; 0 no; 0 abstentions; passed**

4. Approval of October 22, 2018 Minutes
Moved by Larry; Seconded by Rob; **6 yes; 0 no; 1 abstention; passed**

5. Public Comments: None.

6. Chair’s Report – Irene Sandler noted that we haven’t had a meeting in a while, because of holidays and topics are ongoing and not necessarily ones we would make a motion on but we have talked about some of the issues at our regular board meetings and we need to concentrate on more local issues that we may be able to help with and address.

7. **Representatives of Elected City Officials and Agencies (Reports, Updates & Discussion)** None present

8. **Discussion and Updates as to progress made on the following topics:**

a. **Dockless Scooters**: Guest speaker to answer questions and address concerns about this topic. Please see link for Council File #17-1125 with ordinance that has been effective since October 5th.

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

Morgan Roth, Community Relations for BIRD, has been with the company for six months; previously worked as a deputy with congress, and has experience with NCs. Questions were asked and answered. André brought up the economic model, to which Morgan related that there is great ridership numbers; millions of rides; hundreds of thousands of recurrent users; 25-30 in August now over 130 including seven international markets. Users offsetting carbon footprint, reducing use of car. It is a start up.

Leslie lives in Bel Air, next to Westwood, brought up that there are a large number of these scooters all along Broxton Avenue, ridden by kids 12-16 years of age who jump on & off. She is concerned about safety and asks how we as a community may help make him aware of things. He offered to provide his business card and answer questions as quickly as possible. He acknowledged that this is a major ongoing issue, that people will scan licenses of others' to the use the app. He will get back to us on this.

Morgan noted that they've been taking a lot of meetings. They implemented a new feature "community vote" which allows users or nonusers to take photos of the scooters, scan them and send issues to the company. He works with Councilmember Mike Bonin and his office, who has been receiving decreased volume of calls with regard to the problems: He related that there are two types of problems: 1) Parking; 2) damaged scooters. He noted that one can report directly to the company as to the two major types of problems; it is an open communication 24 hours a day. What differentiates them from competitors is that they are local with most offices in Santa Monica or Venice, and they have a robust field team, "BIRD watchers," who go around in real time to help with any points a community may be experiencing. They will rebalance the numbers of scooters at any given spot. They send a BIRD watcher within a two-hour response window.

Asked, does the law limit speed to 15 miles per hour and are the scooters allowed to occupy the bike lane? And, if none, can they use auto lane? Morgan answered, yes, but only on those streets that are 25 mph. Morgan described the company as half tech/data company and half transportation company. As part of the CUP, (Conditional Use Permit) they have open source information available to the city, where the city can pull the data and make determinations as to future policies. Irene asked, who do you report to? He noted that each city is different; they have different requirements.

Larry noted that issue frustrating to most of the community is lack of enforcement; whatever the city comes up with will not be effective as it will not be enforced. He is seeing scooters on the sidewalk, going at a clip, and noted that one could have a collision while walking a dog. The other problem is where the scooters are being left and asks why not put into the app the capability of imposing a fine on the user. The user signs off on agreement when signing on. He thinks a portion of the penalty could go to the jurisdiction and another part to the company. He asks if the company can distinguish if scooter is on roadway or sidewalk, noting that GPS has limitations; could the software be upgraded as a cost of doing business? He noted that we hardly see a squad car here. He suggests that this could also apply to leaving bikes in certain locations, referring to Cathy Wayne's comment from last month, that they could leave them at certain depots. Larry continued that we've got to have a place to leave the bike or license a certain part of commercial properties. Larry mentioned Space X technology for enhanced GPS. He concluded this with a general comment that without deterrence for enforcement, kids will not comply.

Irene added that we cannot assume that other companies are doing the same thing. Morgan mentioned other companies. He opined that GPSs are still a long way out; they have looked at building in a feature of the scooter that can know – create a detector to determine if they are on the sidewalk; however, noted that each

city has different measurements of sidewalks. Morgan noted that they have done some high-level pitches with cities, invest a lot of time into R&D, and currently there is no incentive system in any city to eliminate those operators who do not comply. Larry noted that this is what we can impress on our representatives, the ones that can comply. Larry brought up the issue of beacons, to which Morgan noted that golf courses put beacons in the green as a prevention measure, as shopping carts do, and that this is old technology.

Cathy read an email comment by Patricia Templeton on the scooter issue, in which she stated that she supports the *concept* of scooters as a potential solution to the “last mile” issue, but the current *reality* of scooters is not something she supports. Of all scooter riders she has observed, fewer than approximately 3% are operating the scooters according to law. As they currently are being operated, they are a menace to other vehicles, pedestrians and themselves.

Morgan noted that law for over 18 to wear helmets has changed. They limit speeds to 15 miles per hour since inception. First mile, last mile, which he explained, in regards to Santa Monica. He noted that 98% of Santa Monica residents can get to public transportation. They are seeing tremendous use at the Metro station, and noted that if we can solve this hurdle we can drastically reduce all risks associated with being in a car. He discussed docks versus dockless and costs associated with both.

Joyce asked about insurance, to which Morgan noted that they carry insurance and indemnify the city of LA. Their user agreement protects the user and the city. Morgan noted that at the start of every single ride, they can communicate the rules; there is a pop-up on the app and on the floor board, on the frame, etc. Their app is in eight (8) different languages, but on this it’s English only.

Leslie asked, regarding legislation, what constitutes incentivization to which Morgan noted that they are almost 100% compliant; there are things that we can do to create a safer environment that aren’t required, (proprietary), e.g., different parking solutions, (some competitors don’t want any parking solutions.) They have a lot of staff who have worked in other transportation departments. He noted that the dock system failed. Some sort of parking solution will be great. They are currently allotted 3,000 vehicles for the whole city; in Santa Monica, 750 scooters. He continued that right now, we are operating under a CUP, which went into effect October to end of January. He noted that they might extend it; there may be a gap period before beginning the year-long pilot program, which language and regulations are far more robust. If there is a motion to extend a CUP, there may be an opportunity to hear public comment. Rob asked if can we ask LAPD what they need to at least get the message out that it’s not a free-for-all.

Irene related that she spoke to Jay Greenstein at CD5, who was very frank given the limited number of police officers. She asked what the citizenry can do to help with enforcement other than taking pictures. Morgan noted that any nonuser still has to download the app. Any improvement district or HOA, he would be happy to take the information. They have met with LAPD several times. The city still requires that each operator provide helmets, which costs a dollar for shipping and handling. People get them within 5 days to a week. Larry noted different needs of different parts of the city, however, was told it has to scale. He recommends that the company lobby Sacramento, as the state law trumps local ordinance. He noted that a lot of councilmembers opted out on the CUP until the ordinance appears.

Pamela suggested with use of database, collect driver’s license information and credit card, as it should be required to provide documentation that you are insured; therefore, if there is a problem we have, as a society, determined how we address that. Leslie noted that to insure a vehicle on a child, different states have different requirements to insure teenagers. André recommends talking to AAA, to which Pamela noted that there is an article in their magazine this month about this. Morgan recommends we go through the pilot program, which he will send to us. Pamela noted that the company is responsible for products, rather than the public.

[Leslie left at 12:09 pm.]

[Larry left at 12:13 pm.]

Pamela asked in the interest of consistency, why not have the County regulate this, to which he noted that the County is looking to do so. Irene asked about doing so through or with Metro. He mentioned that there is a pre-emption rule, where cities agree with county for some things. Counties have agreements with the cities. Pamela recommended having this within the bus system.
[Robin left at 12:20 pm.]

Final questions were about vehicle classification category for the scooters, which he noted is closer to bicycle than MVAs. He reiterated that the entire program will be evaluated and there will be time for public comment before the CUP comes up for renewal, after the pilot program.

At the conclusion of this portion of the meeting, Morgan related that will help us figure out topics for a presentation at a meeting and that he would be happy to do a pop-up demonstration if there is an interest to have this.

b. The Santa Monica Mountains building projects and the future of Sepulveda Blvd. and the I-405, and our BABCNC area related to:

i. Metro Cross mountain traffic projects Brief discussion was held on this, with comments including but not limited to that it is Metro if it's on the freeway or under the freeway. The city only does the streets. So, if they decide to use a street for cross mountain, like a lane dedicated for buses, when they take a car lane away, they can do that.

ii. The Berggruen Institute They have been unusually quiet for months.

iii. The revised Mission Canyon Park Mitigated Negative Declaration (MND) Is it out for public comment yet? When it is released to the public, we will probably have no more than 30 days to digest and respond to the MND.

iv. FAA: Airport Noise issues due to revised take-off/Landing locations. Private groups are already working on changing the new air-traffic flight patterns away from our Santa Monica Mountains' BABCNC areas, away from the hills of Studio City and Encino, and away from schools and wildlife.

v. Are we doing enough to protect the public who must escape a fire on our mountain roads?

9. Good of the Order:

10. Adjournment – Meeting adjourned at 12:30 pm. Next meeting TBD