



*Building A Better Community*



**BABCNC Traffic Committee Minutes**  
**Thursday April 11, 2019 10:00 a.m. to 11:30 a.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 & Welcome to the Group – Irene Sandler, Chair at 10:00 AM
2. Committee Roll Call was taken. Regular attendee, Joyce Page, asked to join the committee. She will be appointed at the upcoming BABCNC Board meeting on April 24, 2019 7:00 pm @ AJU Room 223.

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
			Joyce Page	X	

3. Non-Committee Attendees – Robert Schlesinger, Maureen Levinson, Steve Twining, Jason Spradlin, Fiona Cole, Patricia Hearst, Jarrett Thompson, Barbara Dohrman, Moacyn Silva, Wendy Morris.
4. Approval of April 11, 2019 Agenda – **Moved** by André Stojka. **Seconded** by Larry Leisten. **8/0/0. Passed.**
5. Approval of January 7, 2019 Minutes – **Moved** by André. **Seconded** by Larry **8/0/0. Passed.**
6. Public Comments – None.
7. Chair’s Report – Irene Sandler reviewed the previous meeting and more information about e-scooters.
8. Representatives of Elected City Officials and Agencies (Reports, Updates & Discussion):  
 - **CD5 Representative, Jarrett Thompson** –SoCalGas will be starting construction of the Sepulveda pipeline project June 3rd - late November from Bel Air Crest Road south 1400 ft. Work hours will be 9:00 AM - 3:30 PM but they are applying to work restricted night hours, to speed project by estimated 2 months.
9. **Special Presentation on the Sepulveda Corridor Project by Bob Anderson, Board of Directors and the Chairman of the SOHA Transportation Committee of the Sherman Oaks Homeowners Assn.** Bob is an engineer. He was introduced by Irene Sandler. Mr. Anderson gave the presentation, reviewing the four Sepulveda Pass mass transit options being considered by Metro. These include: HRT = Heavy Rail Transit; the first two, HRT1 and HRT2 are fully subways. They are worried about these being affordable. Within the Valley–Westside Transit Concepts, (HRT 1, HRT 2, HRT 3 and MRT 3), they completely oppose HRT 3 (Valley Elevated), and HRT 4 Monorail (Pass & Elevated). He explained the routes, with HRT 1 & HRT 2 being similar. He noted that they do support the subways (HRT 1 & HRT 2), which have the highest capacity and are the least invasive when done (14-15 miles long). They oppose HRT 3 and

MRT 1 because they are above ground and in the Valley. Costs were discussed. He related that the Environmental Impact Report (EIR) for this will not be complete until beginning of 2023 and the Measure M date to finish is in 2033. Questions were asked and answered.

Bob provided a 37-page handout: “MRT 2 An Affordable Alternative Valley-to-LAX Monorail Route Through the Sepulveda Pass” The printout includes Metro’s four concepts delineated, with photographs of locations and issues as to each of the options, including cost information, along with SOHA & SONC’s recommended alternative “MRT 2.”

A pdf of SOHA & SONC’s 37-page handout can be found at [www.babcnc.org](http://www.babcnc.org) under Traffic Committee, Supporting Documents. The same 37-page pdf is named: “Valley to LAX Monorail SOHA SONC 2019 04 11 NC LoRes” or click on: <https://www.babcnc.org/admin/docs/34485602-9338.pdf> If you are unable to open the link, feel free to email us at [council@babcnc.org](mailto:council@babcnc.org) and request the pdf, which we will send you.

Discussion, Update & Possible Motion in follow-up to the minutes from January meeting regarding the Bird Presentation on Dockless Scooters.

The Committee discussed possible parking enforcement of the e-scooters by meter maids.

[Some information can be found in Council File #17-1125 with ordinance that has been effective since October 5<sup>th</sup>. <https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=17-1125> Subsequently, on 02/05/2019, a document was submitted by Department of Transportation relative to the MYLA311 Dockless Enforcement Service Request and Pilot Status Update. Document was referred to the Transportation Committee, heard on 02/26/2019 and adopted on 02/26 with final council action on 02/27/2019. See link: [http://clkrep.lacity.org/online/docs/2017/17-1125\\_rpt\\_DOT\\_02-05-2019.pdf](http://clkrep.lacity.org/online/docs/2017/17-1125_rpt_DOT_02-05-2019.pdf) ]

10. Update from the BABCNC on the FAA – Wendy Morris gave update on the FAA & Quiet Skies. Wendy Morris is Past President of The Bel Air Hills Association.

Wendy Morris gave the presentation and passed out two flyers covering the issue of flight paths and the noise pollution they cause. She stated that the FAA has responded to questions about the new flight paths by stating that they were established due to “efficiency and safety”. She stated that she doubts this explanation, as she is also aware that lower flight paths save the airlines money.

[Some background information provided in our agenda for this item:

On 03/27/2019, the BABCNC approved a motion & community impact statement (CIS) in support of the motion in Council File# 15-0367-S2 (Krekorian & Buscaino) adding Burbank Airport to the original motion presented by (Koretz & Krekorian) to study impacts of noise on Van Nuys Airport, asking that Council AMEND the Trade, Travel, and Tourism Committee Report relative to requesting the Federal Aviation Administration to address the noise impact of new instructions for departing flights from Van Nuys Airport, to add recommendation “c” to read as follows:

c. Take into account the relationship between any changes in departing flight guidelines, instructions or procedures at Van Nuys Airport on the impacts Los Angeles communities caused by flights departing from Hollywood Burbank Airport. For reference:

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=15-0367-S2>

Noise Impacts / Van Nuys Airport / Federal Aviation Administration (FAA) / Los Angeles World Airports (LAWA) / FAA Reauthorization Act of 2018 / Part 175 / Formal Request

AND Another file on the subject: Council File #19-0119:

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=19-0119>

“Federal Aviation Administration (FAA) / Departure Procedures / Burbank-Glendale-Pasadena Airport Authority”

See link to report of CLA: [http://clkrep.lacity.org/onlinedocs/2019/19-0119\\_rpt\\_CLA\\_02-08-2019.pdf](http://clkrep.lacity.org/onlinedocs/2019/19-0119_rpt_CLA_02-08-2019.pdf) Between February and March 11th, the CLA document was referred to Rules, Elections, and Intergovernmental Relations Committee, then Council, then the Mayor and finally was adopted by City Council March 11, 2019.

Final report concluded: “NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution the City of Los Angeles hereby includes in its 2019-2020 Federal Legislative Program SUPPORT for any legislation or administrative action implementing dispersal headings or other lateral track variations for any new departure procedures out of Hollywood Burbank Airport to address the noise concerns of City residents.”

In addition: At the 03/27/2019 BABCNC Board meeting, per Janet Turner, Representative of Congressman Ted Lieu, a lawsuit has been filed by Congress and others opposing air traffic noise. “H.R.976 - Air Traffic Noise and Pollution Expert Consensus Act of 2019.”

<https://www.govtrack.us/congress/bills/116/hr976> HR976 directs FAA administrator to prepare a report on health impacts of noise & pollution from local planes, jets & drones.]

## **11. Update & Possible Motion on some traffic problems Patricia Templeton would like to address:**

Prior to bringing up item #12, Patricia related that she listened to the City Council Transportation Committee meeting yesterday, where they brought up that the city would like to license and to further regulate Uber drivers.

Patricia continued that the bigger issue they discussed was partnering with WAZE and the other map companies and to get data from WAZE, to get them to agree to not send routes down certain streets during rush hour, and these were based on the designations of the streets, e.g., how wide the streets were supposed to be and what it is designated as.

As to this agenda item, #12, Patricia raised the issue of LADOT's intention to use street designations for its potential program partnering with GPS traffic apps to reduce traffic on certain residential streets which are too narrow for the volume of traffic they are getting, but that Roscomare, and likely other hillside streets, had a street designation that is not commensurate with its actual width of 30 feet, which is even 6 feet less than a Local Street standard and only 2 feet wider than a Local Limited Street. Using only street designations, without regard to actual width, to determine which streets would be eligible for the program would leave deserving streets such as Roscomare and likely other hillside streets out of the program. The proposal in the transportation committee is to use the street designations, and Roscomare as an example, would not fall under this because it is designated as a hillside collector with a 40-foot width but in actuality it only has 30 feet. Discussion was held about differences between Google Maps versus WAZE. Street designations alone will not solve the problem because there are streets in the hills that do not correspond to their street designations; they are far narrower than their actual street designations.

She brought up the 2-year saga of the street buckling caused by tree roots and the problem that, not only hasn't it been fixed, but that Paul Koretz's office gives changing and conflicting stories as to why. Jarrett Thompson stated that there has been opposition to removing the trees damaging Roscomare Road. Discussion was held to get a straight an accurate answer from Street Services regarding what is going on. Irene suggested a motion that we hear from BSS, CD5 and any other responsible parties including the Bel Air Hills Association, because this is a real safety issue. Pamela agreed the street has to be repaired because it's buckled anyway; the roots can be pruned. Robin made a motion:

**Motion:** That the Bureau of Street Services look into the eradication of the raised pavement bumps that are in the street in front of the street trees at 2613 Roscomare and at the intersection of Hamner & Nalin, and on Nalin Drive, which the City is already aware of, and which Bel Air Hills Association has been complaining about for numerous years as a safety hazard. Moved by Robin Greenberg. Seconded by Larry Leisten. Irene suggested getting other problematic addresses from that association. 8/0/0. Passed.

Patricia brought up that there are two speed feedback signs on Roscomare, one entirely inoperable for over a year, and the other works when it feels like it but never at night. She has been trying to get these repaired for over a year, having contacted the city, LADOT, LAPD, and can't get a straight answer on who is responsible, and she was told that it was fixed. They are not fixed. It has been years that they've been not working. Robert S. brought up that if that's a city sign, it would come before the city council. Irene recommended finding out what pocket it comes from. Patricia is hearing that they've repaired it or will repair it. Others in the room also heard that they were fixed. She mentioned this to Rudy and Mo. Larry brought up his experience with the city on this, with the city. Irene asked Jarrett to let the CD5 office know to let the office know to follow up on service requests. Patricia recalled a service request for red curb item six months ago, and she didn't get her update from Jarrett's office.

Patricia continued that the next item she has is about stop sign enforcement, noting that nobody stops at stop signs, and the volume of traffic on Roscomare in association with the street designation.

12. Discussion and Possible Motion regarding concerns expressed by the President of the Holmby Hills Homeowners, who has sent an email asking for help with some traffic problems.

Jason brought up Holmby Hills traffic issues including but not limited to what he described as parking lot-level of traffic at Greendale and Beverly Glen. Irene noted that the timing of the lights is almost impossible. Discussion was held about problem with parking enforcement along the various streets. Irene recommended we have a report on this at the BABCNC meeting, to say we have these ordinances, we can't enforce them; Maureen has been tops on trying. Robert noted that he or Maureen could bring it up. Following discussion of traffic congestion problems and lack of enforcement of Hillside Construction Regulations as to construction trucks, the following motion was made:

**Motion:** That a letter be written to the Department of Planning regarding the lack of ticketing of enforcement of the construction vehicle traffic in Holmby Hills and elsewhere in the hills and brought to the BABCNC board for approval. Moved by Robin Greenberg. Seconded by André Stojka. 8/0/0. Passed. Jason Spradlin volunteered to write the letter.

13. Updates & Discussion on the proposed Berggruen Institute project – Irene related that there is nothing new on this.
14. Updates & Discussion on Mission Canyon Park & Revised MND – Irene Sandler stated that it will be months before more is heard on this project.
15. Report by Committee Members on their local concerns and possible solutions: Not discussed.
16. Report by Committee Members on follow up to previous meeting topics. Any new issues. Not discussed.
17. Good of the Order: Committee discussion on possible agenda items for future meetings.
18. Adjournment – 12:41 PM. Moved by André Stojka. Seconded by Larry Leisten. 8/0/0. Passed.