



BABCNC Traffic Committee Minutes
Thursday October 17, 2019 10:30am to 12:00pm
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 11:40 am
2. Committee Roll Call: 7 present, 6 absent and quorum met.

Name	P	A	Name	P	A
Irene Sandler, Chair	X		Robin Greenberg		X
Larry Leisten on phone	X		André Stojka	X	
Wendy Morris		X	Gail Sroloff	X	
Pamela Pierson, MD	X		Patricia Templeton		X
Maureen Levinson		X	Maureen Smith		X
Patricia Murphy	X		Leslie Weisberg		X
[S. Sanandaji resigned]			Joyce Page	X	

3. **Introduction of Attendees:** Irene invited all to introduce themselves and share their top concern:

Joyce Page related that she is concerned about possible monorail. She is also concerned about 30-ton trucks coming down Roscomare, causing damage, close to school and that cannot stop.

Lori Levi introduced herself as married to Patricia Murphy. They live above Sunset and La Cienega, and biggest concerns pertain to traffic, pipes going in in a residential area. Irene noted that there is a dovetailing between Planning & Transportation, and at some point, we will need to address this.

Patricia Murphy-Levi is part of the Doheny-Sunset Plaza Neighborhood Association, and is a BABCNC Alternate for our North of Sunset seat. She also has issues above Sunset. She is committed to being a part of this committee and the BABCNC, about any traffic concerns in her district.

Milene Minassians introduced herself as CD4 David Ryu’s Sherman Oaks Field Deputy, noting that she was here to answer questions.

Jarrett Thompson noted that he is the Bel Air Field Deputy for CD5 Paul Koretz.

Irene Sandler, Chairwoman of this Committee, related that she lives here in Bel Air Crest. Her concern is that the Metro County Transportation Board is looking to have cross-mountain transportation from the Valley to LAX, noting that we are in the middle of this, and that there is a domino effect where many of us will be affected. She would like you to bring issues from this committee back to your community.

André Stojka, is from the Bel Air Ridge Community on Beverly Glen. He represents that community on the BABCNC board. His concerns are about 1) a new four-way stop sign on Beverly Glen and Valley View which seems to slow traffic down the hill, and which he believes should be removed; 2) it becomes a speed way between Mulholland Drive and Nicada, and 3) there are drag races at 2:00 am on Beverly Glen.

Madelynn Taras, CD4 Field Representative for David Ryu returned, and invited everyone to let her know what they can help with.

Kris LeFan, is from Laurel Canyon, and is Chair of the Business Section of Beverly Hills Bar Association. He has a passion for oak trees and black walnuts. He is a Wonderland parent. He has many complaints on WAZE. He has done class actions. He would love to address WAZE concerns.

Gail Sroloff is a part of the Bel Air Association and is the Representative of the Bel Air District on the board of the BABCNC. Her concerns are that 1) there is proposed tunneling under Stone Canyon Road, to UCLA, the shortest route. There is water/a river underneath Stone Canyon Road and underground wires; there is a possibility that property values will be affected by possible eminent domain. Streets are crumbling and need to be repaved. “No Parking” signs have been removed by construction workers; they cannot get red flag warning signs. They cannot put red flag signs up because there are no-parking signs up.

Dr. Pamela Pierson lives at Beverly Glen and Nicada; her driveway was blocked today. She has been pushing for 10 years to get local government to put one stop sign for eastbound Mulholland Traffic because there is already one at Nicada. She noted that Laurel Canyon has two stop signs at Allenwood. She noted that her intersection has had a fatality and people are being harmed.

Larry Leisten, Bel Air Glen District Representative on the BABCNC Board, and Bylaws, Rules and Elections Committee Chairman, is present via telephone call.

4. Approval of October 17, 2019 Agenda: Moved by Irene, seconded and passed by 7/0/0.
5. Approval of April 11, 2019 Minutes: Moved by Irene, seconded by André and passed by 7/0/0. It was acknowledged that two of the current committee members are new and were not present at that meeting.)
6. Public Comments: As noted above. André would like to hear the history of the stop sign at Beverly Glen.
7. Chair’s Report – Irene Sandler
8. Representatives of Elected City Officials and Agencies (Reports, Updates & Discussion)

Irene introduced our three deputies present this morning, beginning with **Field Deputy, Madelynn Taras** from David Ryu’s office. She reported that she has printed out a spreadsheet with regard to streets having red flag days/no parking. She offered to drive through to see if missing signs. As to signage, she asked that if you see signs missing that one could see Google maps to see photos taken of prior signage, and to email your rep at CD4 or CD5 to let them know the sign is missing.

Gail asked, what about “no-smoking” signs, noting that she would like to have some signs. Madelynn related that the spreadsheet does not cover that but that her office has a couple that are ready to put up at Mulholland by fire station and in Nichols Canyon. Irene related that if you believe the street needs a sign to let them know. Madelynn sees that construction signs are being taken down all the time. Pamela noted that maybe there should be citing. Madelynn noted, as to the stop sign at Laurel Pass/Allenwood & Mulholland that there were a couple of crash reports there and that the stop signs were a long-time in coming. She noted that these also have been controversial; when you have stop signs on Mulholland, it slows down a primary artery, which has a domino effect, causing Waze to route people through the neighborhood.

CD4’s Milene Minassians gave report as to the stop sign at Beverly Glen and Valley Vista that DOT installed mid-last week. This intersection was studied in 2015; the stop sign is an interim safety measure until possible traffic signal. It has only been a week now; need traffic patterns to normalize. They are still seeing if they want to keep the stop sign there, and are open to removing it if it is creating more problems than meant to solve. André asked to whom do we send a letter, and was told to send it to CD4 and DOT. Her office is keeping a log of all calls on this. Pamela would like them to remove the stop sign.

CD5's Jarrett Thompson noted that this is DOT's process: To study location with stop sign with end game for signal, which can be studied for time and can be timed. Larry noted as to the issue of Beverly Glen and Valley Vista, that DOT opened a ticket to study an issue that a stakeholder raised in the past. He doesn't know what happened to that area, but spoke with a DOT engineer, and made several suggestions, including but not limited to putting a sign further forward, saying "yield upcoming..." Milene, from CD4, Sherman Oaks, said she would be happy to follow up with the DOT on this yield time. Irene noted that this may seem to be about one area but it is not: We have problems from Laurel to Sepulveda and beyond.

Jarrett continued:

1) Updates regarding signs, missing signs and how DOT operates: He noted that it is an issue with how DOT has been organized, and that they have no idea what signs are out there; they know it is a problem. He related that they have coincidentally hired a consultant (his wife) to create a citywide database. He assured us that they are working on it rapidly, and we will have a database noting where every sign is so we do not have to go back three years to find a sign and location through Google maps. He noted that every council district in the city has brought this up to DOT; it is easy to toss these signs in the dumpster, and parking enforcement cannot give tickets without the sign. He believes this will be done in the next year or so.

2) There is now a motion on WAZE by Councilmembers Krekorian and Koretz in council file #19-1213. <https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=19-1213> This proposes that the council amend LA Municipal code **to prohibit WAZE to reroute traffic inconsistent with street designations**. This is a motion, based on a loophole that the city has found. He noted that it is in the beginning stages. Irene would like to have this agendaized, and a straw poll vote was taken where all approved to do so.

Pamela asked Jarrett regarding this motion if it would add additional negotiation weight to say yes, you're making for-profit enterprise for our tax payers commuting streets, you may help direct traffic from highways and arteries, but not residential streets; we don't have to give you a permit to operate in the city. Jarrett offered to bring this to the city.

New Business

- 9. Red Flag Streets** Issues include but not limited to: Where there are no red flag signs, LAFD & LADOT cannot arrange for tickets or towing in BABCNC area. What happens if resident has no other place to park, or if vehicle is moved away, how do they evacuate? What about No Smoking signs?

[Note: Per Michael Schlenker in an earlier email to Irene and Cathy noted that the October 10th Red Flag parking restriction was lifted hours before the start of Saddleridge fire.]

Irene related that she spoke to Battalion Chief Joe Everett on conference call that Cathy set up this morning. She noted that he was not informed about the signage issues and concerns of the community; that he is looking at things generally. She spoke to him about what a red flag day is as opposed to what a red flag no parking day is. She noted that there is an algorithm that the city uses, which includes wind speed, among other calculations. He said he thinks there could be five or ten red flag days and all the other ones are red flag days without having to move cars.

LADOT is the towing and ticketing department. Irene would like to meet to talk about the red flag streets, and asked the deputies to get together with a meeting.

Madelynn noted that red flag conditions include wind speed, temperature and humidity; that the FD is on high alert; it could turn into a fire and parking restrictions. You will be notified. She doesn't believe FD would be open to changing their protocol. She would like to have a meeting with the community, LADOT, FD, & PD. Pamela would like to see that when giving notice on the news that they state, for emphasis, "Remember no parking in the hills."

Motion: To recommend to the Board to take a position/write letter requesting LAFD, LADOT and Councilmen take action to restore signage on already-established No Parking on Red Flag Day streets and to update their list of streets (many new/+substandard) as well as fines, towing, etc. Patricia **moved**; André **seconded**. **Amendment:** To add that we ask the Emergency Preparedness Committee to help us identify streets where there were signs and that we can then send that information to the council districts; **moved** by Gail; **seconded** by Pamela; **7/0/0**; **passed**; **Motion as amended: 7/0/0 passed as amended**. **Plan:** Refer to EP Committee for red flag definitions, parking restrictions, signage, and notification on public media.

Attention was next turned to agenda #11 regarding Metro.

10. Reports on Meetings on Airport Noise Abatement increased noise & lower flying levels

Some References:

- Noise Impacts / Van Nuys Airport / Federal Aviation Administration (FAA) / Los Angeles World Airports (LAWA) / FAA Reauthorization Act of 2018 / Part 175 / Formal Request
<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=15-0367-S2>
- Federal Aviation Admin (FAA) / Departure Procedures / Burbank-Glendale-Pasadena Airport Authority
<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=19-0119>
- Per 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.

Irene related that we finally have significant representation from Councilmembers Ryu, Koretz, and Krekorian along with Congressman, Ted Lieu (noting that the FAA is federal), and have Senator Ben Allen on our side. She noted that they are trying to have community meetings to let the community speak. "Next Gen" is a nationwide program, that takes away some of our human airport controller people, in the towers, and substitutes computerized satellite data, which then programs the flights in and out of airports and where they go. Arbitrarily, they decided to move the runway takeoff and flight pattern from Burbank and Van Nuys and condense them into a six-mile area, right over Studio City, Sherman Oaks and us, and then they can turn around and go wherever they want; they can fly low and affect the health of people and wildlife. She thought Santa Monica Mountains had protection against this.

Jarrett responded that it is very complicated issue. He is the CD5 office's airport person and is available to discuss this, and there are many issues, all encompassing. FAA claims the implementation has not affected the sudden shift in departures and arrivals. Some new info is coming out soon from City Attorney's office. Pamela related that she saw a piece of burning debris falling from an airplane, noting that we are in a corridor of a national park; therefore they are required to maintain a 2,000 minimum over the highest human structure. She has been calling the different airports to see how they ascertain the height. Told to look on Web-track, search any flight. Jarrett noted that Wendy Morris follows these. André noted that helicopters fly lower than the other requirements.

Motion: To recommend to the Board to send individual thank you letters to Councilmen Koretz, Ryu and Krekorian, for sitting on the South Valley Airport Advisory Committee and to Congressman Ted Lieu for his support, for airplane noise abatement: **Moved** by Pamela; **seconded** by Gail; **7/0/0**; **passed**.

11. Report from Metro meeting for neighborhood representatives held @ Skirball on the Metro

Sepulveda Pass Transit Project organized by Wendy Sue Rosen: This was an informative catch-up presentation by Metro for areas flanking Sepulveda Pass transit project. Issues for representatives who attended to report on include but not limited to:

- Supporting use of I-405 median, (public/private partnership) not officially on the table
- Metro is accepting applications for Public/Private Partnerships in November, to help fund project & have first preference on design, contracting & maintenance bids. Metro also wants a toll lane.
- There will be a UCLA station on campus.

Discussion & Possible Motion: To establish a consensus that will result in a letter from the BABCNC on Metro's plans for the Metro Sepulveda Transit Corridor.

Irene noted Sherman Oaks Homeowner Association's (SOHA's) mentioned use of a median of the freeway. Gail would like freeway median, underground, under the freeway. Irene noted that Sepulveda is supposed to carry traffic that is overflow from the freeway; they can't widen it, unless they start condemning property. The proponents from SO would like to see a stretch from the Valley to LAX, and the freeway does that. She noted that we need to propose alternatives to what they offer us, if we don't like what they have offered. www.metro.net/projects/sepulvedacorridor

Milene asked if we are 100% opposed to underground Van Nuys, to which Irene noted that Sepulveda is in Sherman Oaks, so we cannot vote on it, but can vote on the idea in concept. Milene would like to know which projects we like.

Pamela noted that conceptually, a compromise for all parties, there will be a period of time that people will be frustrated. She recommended that the start gradually introducing... maybe two lanes on one side or the other of the 405 from Santa Clarita to San Diego, combine a light rail. Jarrett responded that light rail is out of the question. It's a line of sight issue. He noted that one of the proposed routes is a monorail along the 405; when it gets to UCLA area, they have to cut out a corner where they would have to go underground to Westwood. Alternative companies are competing to come up with a field of dreams-type project, along with private partnership with funding.

Irene mentioned the proposed public/private partnerships, from which they could get funding. Irene asked, because we did not have consensus, having very little information, if there is a motion to propose to the board. Jarrett noted that Metro is a state organization. The city can say this is what we like. They now have a monorail and heavy rail concepts. Technically, there are six possibilities; and they slowly eliminate one at a time. They are at the very beginning stages. Vote is supposed to come in December. Jarrett will look for the most recent power point.

Patricia noted that in principle, we think we are opposed to going under the homes in the Bel Air area, unless they can come up with studies showing that it is safe. We would like more information from Metro; each community wants more information.

Irene noted that this group, SCAG: Southern California Association of Governments gets all of our projects. www.scag.ca.gov They are planning 30 years in advance, since 2003, to have 2030 community meetings. She would like to have someone assigned to look at these things. Jarrett noted that Planning found the right number, a 20- to 21-year window that they can predict... to get a train by 2028, to help speed up the process.

Joyce noted that there is never discussion of earthquake problems, landslides, documented, and there is water under Stone Canyon. She expects they will do geological studies. Jarrett noted that they have not

done EIR when they narrow down the selection. If they chose to go underground through mountains, they would go 500 to 600 feet down in certain locations.

Patricia asked if they are narrowing it down to two or three options, to which Jarrett responded that the current 4 options will be narrowed to at least two or three; then they will vote and start on environmental process. He noted that, as to the public/private partnership, follow Chicago: It was built as a public entity but sold it to private...with public/private partnerships, which speeds up the process. We are building the train lines to alleviate traffic. It would take 110,000 cars off the 405, Roscomare, BG, Mulholland, etc. Pamela feels this could be the start of a good plan to take cars off our streets; would like to have parking structures, functional with the rail systems, that can be expanded around town.

Jarrett related that one proposal is to bring a train down Van Nuys where they have a parking lot. They want people to drive to that location, using a park and ride concept. There will be parking there to encourage people to take the train down the Sepulveda Pass.

- 12. Follow Up, Discussion & Possible Action: “Mobile Mapping Applications (Apps) / Impact to Neighborhood City Streets / Reduce Hazards / Feasibility Report”** See Council File #18-0304 below <https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=18-0304>
April 2019: Transportation Committee approved as amended to approve the Mobility Plan 2035 Street Designations; and, to direct the Los Angeles Department of Transportation to develop a pilot program restricting the routing of vehicles onto Impacted Street Segments as a condition of entering into any data-sharing agreements with developers of mobile mapping applications, and to report in 90 days on the status of negotiations. http://clkrep.lacity.org/onlinedocs/2018/18-0304_rpt_tran_4-30-2019.pdf
ITEM #12 DEFERRED

- 13. Update, Discussion & Possible Motion on Dockless E-Scooters:** Metro is promoting the scooters for first & last mile use between stations. Question of use of Geo-Fencing. Ordinance has been effective since October 5th. Newest issues in council file #17-1125 pertain to areas of oversaturation; See LADOT report See council file: <https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=17-1125>

Pamela noted that part of the requirement for the pilot program was to have a data collection and asked how is it possible they are not collecting data on injuries and damage? They have insurance to maintain the pilot program. She opined that they want to push it onto LAPD. She related that there is a provision that states that any individual council office may be excluded from the program. She complained that she cannot get anyone to take responsibility for the accident in which a scooter hit her car and caused damage; noting that they have agreed to have indemnification. Mady responded that scooters are complicated issue. Pamela recommended that Ryu & Koretz can eliminate it now. Irene noted that people have been badly injured. There is an Austin study showing traumatic and head injuries. Mady asked that Pamela email her on this. Irene related that Metro is talking about scooters as a done deal for first and last mile. She noted that we might want to do some geofencing, but as a committee we cannot tell them where. Patricia noted that this does resolve some traffic issues. Pamela concluded that they cannot enforce.

- 14.** Report by Committee Members on local concerns and possible solutions, follow up to previous items
Have a meeting with Council people.
- 15.** Adjournment – 12:27 pm adjourned. Next meeting TBD: Try to come back after Irene returns from Europe on 12/10.

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