



Minutes
BABCNC Virtual Traffic Committee Meeting on Zoom
Tuesday February 2, 2021 6:30 pm – 8:00 pm

Name	P	A	Name	P	A
Irene Sandler, Chair	X		Robin Greenberg	X	
Larry Leisten / Resigned		X	André Stojka	X	
Wendy Morris	X		Gail Sroloff	X	
Pamela Pierson, MD	X		Patricia Templeton		X
Leslie Weisberg	X		Maureen Smith	X	
Robert Schlesinger	X		Joyce Page	X	
Philip Enderwood	X		Maureen Levinson	X	

1. Call to Order & Welcome to the Group – Irene Sandler, Chair called the meeting to order at 6:30pm.
2. Flag Salute
3. Committee Roll Call: 12 Present; 1 absent; 1 resigned.
4. Introduction of Attendees: Nickie Miner was present and asked to join committee. Cathy Wayne was present.
5. Approval of February 2, 2021 Agenda Moved by André; seconded by Maureen S.; 12/0/0; passed.
6. Approval of November 12, 2020 Minutes Moved by Maureen S., seconded by André. 11 yes; 1 no; Wendy has a revision; 0 abstentions; passed with plans for slight revision by Wendy.
7. General Public Comments – None
8. Chair’s Report – Irene Sandler – None
9. Representatives of Elected City Officials/Agencies
 - a) **CD5 Jarrett Thompson, Deputy Representative for Councilmember Paul Koretz:**
Resurfacing in CD5 is at limit for this fiscal year due to budget cuts; will pick up projects again in July.
Speed humps that might be illegal at around 12754 Mulholland, in CD4: Paid for by CM Ryu, paved by a private contractor, approved by the DOT Speed Hump Program & met qualifications, though are white.
Two DWP projects, trunk-line replacement project, 400 feet of Sunset at Sunset and Marymount, which will be down to two lanes. There are three trees in question in that area, working with resident a about; they will be removing one cherry tree as the root systems affect the pipeline.
DWP Pole Replacement project at Hutton & Oak Pass Road, to meet high-fire threat zone conditions. DWP is working with community; work hours 8-5, Monday - Friday, expect to be done by the end of March. As to concern by some that they are placing the poles there for the proposed hotel, Jarrett will get updates from Daniel, noting that these are high wind conditions, so it will be an improvement.
Privatizing Nicada Entrance: Bob Schlesinger asked how traffic will be affected by the proposed privatizing of the Nicada entrance, which backs up to Angelo Drive. André noted they are not talking seriously about privatizing now. Jarrett explained they have a consulting team on it; it will involve BOE & Planning, CEQA, & a city council vote.
 - b) **Tim Fremaux, Senior Transportation Engineer, LADOT Valley and Western Districts:**
 Chair Sandler noted that we had asked for a second left turn lane from Mulholland Drive and Skirball Drive. Tim Fremaux related that they initiated the process to revise the existing plan for that, worked with crews and it has been installed a couple of weeks ago. Irene thanked Tim on behalf of the Bel Air Crest and the entire NC. Tim is open to informally looking at ideas and if a great concern, would be happy to look at that. Dr. Pierson thanked Tim for the double left hand turn lane (which she had requested) and asked if any information on a stop sign at Nicada & Mulholland discussed previously. He noted that they are still processing these requests.

c) Officer Ryan Basaker & Sgt. Danny Eun, LAPD West Traffic, Wilshire Division

Speed humps: Officer Basaker noted that there is proper signage and arrows are painted on them.

Speed & racing vehicles: The Officer noted that racing vehicles is the most common complaint that they get all over the city. Due to limited resources, their Captain has disbanded the Speeding Unit. From 3pm-3am they have more cars to help combat racing vehicles. Day watch 6am to 4pm; they have a couple of motor officers until 8-9pm as well as collision investigators in cars throughout the night.

New procedure of Computerized Online Reporting System (CORS) without injury: Officer Basaker noted that beyond traffic, this has been used for vandalism, etc. If there is a traffic accident with no or minor injury, they advise people go online to report these. They have detectives going through reports; should help eliminate need for to investigate all but serious accidents or where crime is involved, like DUI.

Asked if arrests on racers has any effect on racing in the hills, Officer Basaker noted that several captains from WLA, Pacific & Wilshire are creating a task force to meet monthly to address this. There is a big difference between street racing & street takeovers – completely different crowds: may be violent with gang members involved. Racing is with high-end or modified vehicles, taking canyon roads and Mulholland. The offenders move around, people monitor them online but by the time the police get there, they will frequently be gone or on to another location. Philip noted that Valley Traffic still has a Racing Unit, and all of our officers are trying to solve this issue. Asked, Sergeant Eun noted that that an officer is taking City Property Involved (CPI) reports.

Philip showed a video of a late evening scene at Sepulveda & Moraga, noting that these things happen very quickly. We do not have Automated License Plate Reader (ALPR) Cameras in LA as they do in Beverly Hills. He showed video of people driving vehicles doing donuts for likes and monetized value.

A suggestion was to ask YouTube not to publish events that are a threat such as these street takeovers. Many people were coordinating these events on Instagram, SnapChat, etc., items would disappear and expire and then be uploaded to YouTube and other social media sites many days after the fact.

Asked what community members who pay taxes can do to help, Officer Basaker said we should call & email LAPD command staff for the Traffic Commander, Deputy Chief & Councilmembers to let them know how you feel.

Officer Basaker and Sergeant Eun discussed recent deployments. They noted that street takeovers and races are violent, even against the police officers, to the point where they have to send in a squad, four (4) black & whites, with 8-10 officers at a minimum, to put a stop to it. They just activated motor officers to handle investigations and have to spend time conducting accident investigations. This is where we can email the command staff and ask them to put officers like Ryan Basaker from CTSU Unit to focus on community requests and community problems.

Asked if they can ticket modified cars, which produce a great deal of noise, Officer Basaker related that many of the cars, higher-end cars, are not modified – they come that way. Sergeant Eun related that if they stay at or lower than a certain decibel level, e.g. Mustangs, Dodge Chargers, etc., they are legal; however, due to the small streets in the hills that echo a lot, they have to take these on a case-by-case basis. Asked, Officer Eun noted that backfiring does not start fires. - As to use of paper plates, Officer Basaker noted that many cars keep the paper plates to keep them looking new, which is a citable offense.

Chair Sandler thanked the officers for coming.

New Business (Updates, Discussion and Possible Action)

10. Discussion on Street Racing and Intersection Takeovers – P. Enderwood (Discussed above)

11. Discussion on LADOT's current relationship with mobile mapping applications – P. Enderwood (Discussed below)

12. Abbreviated Presentation on Open Data and how Waze works – P. Enderwood

Philip related that DOT maintains their relationship with providers such as Garmin and TomTom; they have had some difficulties in the past coming to agreements with Google Maps and Waze but seem to be fine now. Council files on this have not been updated recently; maybe due to COVID.

He noted that Patricia was talking to him in June about permanent slow streets network. See link below.

Council File #20-0838 Title: Permanent Slow Streets Network / Commuter Traffic Reduction / Pilot Program
<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0838>

Philip shared City of Los Angeles Open Data website on his screen, noting that most of the data available through ArcGIS for large data sets. You can type in crime data, for example, and find out what is going on in our neighborhoods. There is also data on COVID, locations, comparing the City with the County of Los Angeles.

See Website on Crosstown, USC Annenberg Communication School for trends. See the link below:

<https://annenberg.usc.edu/news/research-and-impact/crosstown-joins-data-journalism-pilot-project-local-media-association> Philip noted that there is a lot of valuable information here.

You can find building permits by accessing either geohub.lacity.org or data.lacity.org.

<https://planning.lacity.org/resources/open-data> He noted that LA Transportation uses these websites very actively, e.g., street resurfacing projects, measuring METRO ridership. LAPD data includes traffic collision data, vehicle and pedestrian stop data, different from arrest logs.

13. Update: Sepulveda Pass Transit Corridor METRO Project & buffer zone map presentation – Enderwood

Philip related that residents do not know if the train will be going under their home and he is concerned that processes are happening without a lot of input from residents. At the end of August, they had responded to some requests for proposals. They reviewed key contracts and approved contracts for an initial design. It was a 50-month contract awarded to three companies. There is a new bill from Senator Allen, SB44, which is cause for a lot of concern, because it appears to accelerate the environmental review process on this project. He feels that the bill mocks our review process, e.g., CEQA, to be thrown out without looking at the deep ramifications of digging under hillsides.

He noted that a METRO contractor put together initial information two years ago from local meetings with residents. Some of that data was transitioned to an open data platform, ArcGIS, and they uploaded the buffer zones, which were never seen before. He believes that this information could be removed in the future.

He noted that METRO has narrowed the designs to four major routes from eight. Philip noted that there are many things that can go wrong environmentally. He'd like to invite our senator to talk to us more about SB44. Currently, it has gone to the CA Senate Committee on Environmental Quality. Senator Allen is the chair of this committee.

Q&A followed: Irene asked about the meaning of the buffer zones. Philip related that a 500-foot buffer gap needs to be 500 feet in width to accommodate a train. Gail asked if the city is aware of water underground and thinks that the monorail would be the fastest. Philip thinks the city would understand the consequences but that they want to get this project done. There are still two private companies working on an option, for two more instead of four. Irene asked if we should have our County representative speak to this.

Maureen Levinson noted that we don't have any real information that pertains to the Sepulveda Transit Corridor however, if you look at what METRO has done with the Westwood people who are above the Purple Line subway, at a meeting on 3/21/19, METRO said the depth of the easement would be 50' to 180'. She noted that people would not be able to do construction or roadwork without METRO's approval. She is concerned that they pick a plan and then do the geological surveys.

Bob wonders why they cannot do what they do on the 105 and get it down the middle of the 405. Jarrett noted that the 405-monorail option is being considered, that this is the option that the CM is interested in seeing if feasible. Wendy referenced a giant water main underneath Sepulveda that would be impacted. Maureen L noted that a 9-foot water main would have to be relocated if they did an aboveground.

Dr. Pierson asked Jarrett if he is familiar with the Climate Center, who are sponsoring legislation that Senator Allen has proposed, SB44. Philip noted that Senator Wiener put forth a bill that passed in the current senate session. Many residents do not know this project exists. He noted that as a neighborhood council, we have tried to increase our presence but this is a very important project and hopes we can find a time to bridge the gap. Irene thinks we should look again at reaching out to the public.

Philip knows there was a lot of information about the Purple Line and many took a proactive stance. Businesses as much as residents should have a part in this conversation but they have not. He tried to find the maps of the buffer zones and was told they were not available, but was able to find it on his own through the internet. He noted the rise in crime near rail transit stations in the city.

Bob asked Philip about the UCLA connection to the project, to which Philip noted that they have talked about where they might place the station at UCLA but he does not know the status of this. Irene related that UCLA is an entity of itself and they asked for a station on campus. Philip noted that UCLA has a transportation department that works with METRO and that this is a project that they have been petitioning for a very long time. Maureen Levinson noted that it would cost a billion dollars a mile to tunnel, as with the Purple Line. With the monorail, could do it for 7.8 billion dollars before the Olympics scheduled to be in LA. It would be completed in 2058.

Irene thanked Philip for his great presentation. Wendy thanked Philip for his work and presentation and recognized Maureen's concerns, and validated that her concept that money rules is correct. She noted that all the data is only as good as how often it is updated, and what they put on for us to see.

14. Report by Committee Members on your local concerns, possible solutions, and traffic issues in your area or any follow-up to previous Traffic Committee items.

a) Proposed hotel in Benedict Canyon – Nickie Miner noted, as to traffic in Benedict Canyon, that Jarrett was instrumental in getting them calming devices at Mulholland, which have helped a lot. The noise is greatly reduced, thanks to Jarrett. 2) As to the proposed hotel in Benedict Canyon, **Robert Schlesinger** noted that the original plans have been changed; they originally proposed 99 rooms and now cut down to 59 rooms, with an EIR. He has been speaking to the Planning Director of Beverly Hills and wants to look at the EIR, noting that zoning for the area between Sunset and Mulholland zoned is “no commercial” but they are going full speed ahead.

Dr. Pierson asked when there is zoning, who has the authority to override the zoning laws, to which Bob responded, Vince Bertoni, who works with the Mayor. Asked further how they can override City Council, B&S codes, etc., Dr. Pierson noted that “commercial” has nothing to do with housing. She related that two years ago she spoke with a DWP supervisor in charge, and brought it to the board at that time a traffic shutdown at Coldwater at Mulholland, when they were airlifting steel poles into Franklin. She noted that there was a ridge and on the other side is the hotel. She thinks they are doing the pole replacements piece meal and suggests having Jill Banks Barad from the Board of Commissioners at the DWP explain what is happening.

b) Speed bumps approximately 35' apart on Mulholland west of Coldwater/Franklin Canyon – Dr. Pierson (Discussed above)

c) Report by Wendy Morris: Wendy related that we learned last Thursday that the FAA did a study back in 2015; they had the results then, and never divulged it until now in response to Congress demanding it in 2018. The study showed that their calculated modeling estimates of the number of people who would be extremely bothered by 65-decibel level noise, was not 12.5% of the population as they modeled it, but rather, when surveying actual people, that number was over 70%. In that same report it detailed in their own FAA report that the damage done to the heart as a result of noise, there are biochemical changes in response to and permanent heart disease leading to death; 70+% are extremely aggravated by this. The FAA knew all of this in 2015 and unleashed Next Gen on the entire country metropolis. Millions of people have suffered, and thousands have died and they did it anyway. None of this was published though it was known in 2015 until this week. It was published in the FAA's website because Congress demanded it. We have a problem with our governmental entities not being responsible and getting away with it, so when you see stuff on the internet, it is only what has been put there, and you have to ask yourself what is missing.

Dr. Pierson noted that it started at \$4.5 billion and current estimates are \$37 billion. The estimations are never accurate and there are real life consequences to this. People suffer. Irene related that the question is where we go from here. Dr. Pierson recommended Mark Shull's “Sky Posse,” described as incredibly detailed and enlightening.

15. Adjournment: The meeting adjourned at 8:31pm.

Next Meeting TBD