



Building A Better Community



**Bel Air-Beverly Crest Neighborhood Council
Traffic Committee Meeting (Virtual)**

Monday September 13, 2021, 6:00 P.M. to 8:00 P.M.
Dial (669) 900-6833 or (888) 475 4499 / Webinar ID: 882 8219 8562
<https://us02web.zoom.us/j/88282198562>

In conformity with the Governor’s Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the Bel Air-Beverly Crest Neighborhood Council meeting will be conducted virtually & telephonically. Members of the public who wish to listen to the meeting or participate in public comment to the Neighborhood Council may click link above or dial (669) 900-6833 or (888) 475 4499, enter Webinar ID **882 8219 8562** and press # to join meeting. Instructions on how to sign up for public comment will be given to listeners at the start of the meeting.

Public Comment: The public is welcome to speak. When the Committee considers agenda item “Public Comments,” the public has the right to comment on any matter that is within the Committee’s jurisdiction. Please note, under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, issues raised by a member of the public may become the subject of a future Board or Committee meeting. The public may signal that they will make public comment by clicking the ‘raise hand’ button via Zoom or by dialing *9 (if joining the meeting via telephone) to ‘raise hand’ when prompted by the presiding officer. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Committee’s jurisdiction will be heard during Agenda item #6, General Public Comment period. General Public Comment is limited to one (1) minute per speaker, and 15 minutes total, unless adjusted by the chair of the committee. Public Comment under any agenda item is also limited to one (1) minute per speaker.

AGENDA

| Name | P | A | Name | P | A |
|----------------------|---|---|------------------|---|---|
| Irene Sandler, Chair | | | Robin Greenberg | | |
| Robert Schlesinger | | | Nickie Miner | | |
| Robert Garfield | | | Asher Barondes | | |
| Gail Sroloff | | | Wendy Morris | | |
| Patricia Templeton | | | Joyce Page | | |
| Pamela Pierson | | | Maureen Levinson | | |
| Maureen Smith | | | Leslie Weisberg | | |
| Graham Greene | | | | | |

- 1. Call to Order**
- 2. Flag Salute**
- 3. Roll Call**

4. Approval of Agenda

Motion: Approve September 13, 2021 Agenda

5. Approval of Minutes

Motion: Approve April 14, 2021 Minutes

6. General Public Comment

BABCNC welcomes comment from the public on any topic within the Board’s jurisdiction but not on the adopted agenda.

New Business

7. Metro Express/Toll Lanes I-405 Sepulveda Pass ExpressLanes

(This is not part of the Sepulveda Transit Corridor Project)

Discussion & Possible Motion: To take a position and write a public comment letter, addressed to our City Council representatives, to go to the Board for approval regarding the proposed Metro Express/Toll Lanes I-405 Sepulveda Pass ExpressLanes before the October 1st deadline.

- Metro is evaluating alternatives to convert existing high-occupancy vehicle (HOV) lanes to dynamically-priced, high-occupancy toll (HOT) lanes, also called ExpressLanes, in the southbound & northbound directions of the I-405 Sepulveda Pass, between US-101 & I-10.

- Please review Metro's announcement in the link below and watch the StoryMap

<https://storymaps.arcgis.com/stories/88d93c10a2164de89349bbcd30bcf6b2>

8. Sepulveda Transit Corridor Project

Discussion regarding possible routes; please see background information here:

<https://thesource.metro.net/2021/04/15/here-are-five-route-alternatives-that-will-be-studied-for-sepulveda-transit-corridor/>

9. Support for Station Located Directly on the UCLA Campus as Part of Metro’s Sepulveda Transit Corridor Project (WRAC)

Motion:

The Westside Regional Alliance of Councils (WRAC) strongly echoes the sentiments expressed by numerous elected officials, neighborhood organizations, community groups, business associations, and many local citizens who urge that Metro must include a Station located directly on the UCLA campus as part of this pivotal transportation corridor project — specifically a one-seat ride from the San Fernando Valley directly to UCLA, hewing to Metro’s original proposal which suggested a 16-minute travel time for that segment, the fastest connection between the Valley and Westside and one that directly links people to where they want to go. This would be one of the most heavily trafficked Metro stops in the State, and would be the busiest non-transfer station in Metro’s system.

The Sepulveda Transit Corridor Project is part of the Measure M expenditure plan, with approximately \$5.7 billion for new transit service to connect the San Fernando Valley and the Westside, scheduled to open by 2033-35. Approximately \$3.8 billion is allocated to extend that service from the Westside to LAX with a 2057-59 opening date.

Metro is making strides to improve travel between the San Fernando Valley, the Westside and Los Angeles International Airport (LAX). The natural barrier created by the Santa Monica Mountains means that most people traveling between these areas are funneled primarily onto the I-405 Freeway, already ranked as one of the most heavily congested urban highways in the nation. More than 400,000 people travel through this area every day to commute to work, school, and other destinations along the freeway and beyond.

Having a Metro Station located directly on the UCLA campus would also help transport the tens of thousands of individuals who travel to UCLA on a daily -basis, including: UCLA students, staff, faculty, medical personnel, patients, and campus visitors.

Not having a Metro Station on the UCLA Campus would be a sorely missed opportunity, and have significant negative impacts on the West L.A. region and regional traffic congestion for decades to come. An on-campus UCLA Station also presents the opportunity to connect the Sepulveda Transit Corridor Project to the Metro Purple Line Subway Station Extension, which will have a Westwood/UCLA Station located at Wilshire & Westwood Boulevards. Additionally, without a one-seat ride to the Valley, ridership would be significantly hindered, thereby negatively impacting Metro's farebox recovery needs.

To provide this essential connectivity between transit lines in the San Fernando Valley and the City, to provide the critical "first mile, last mile" link between the Wilshire Purple Line Subway and the UCLA campus, and to build a robust transportation system that will serve transit riders for many decades to come, we also urge the Metro Board to ensure that the Sepulveda Transit Corridor Project also connect directly from the on-campus UCLA Station to the Westwood/UCLA Purple Line Subway Station at Wilshire Boulevard, to connect these two major north-south and east-west transit corridors.

10. Good of the Order

11. Adjournment

Public Access of Documents. In compliance with California Government Code (Govt. Code § 54957.5), non-exempt writings that are distributed to a majority or all of the board in advance of a meeting, may be viewed before the meeting at our website by clicking on www.babcnc.org. For a copy of any record related to an item on the agenda, please contact (310) 479-6247x7 or council@babcnc.org.

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