



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.

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

DRAFT MINUTES

Video Recording of this Traffic Committee Meeting: https://us02web.zoom.us/rec/share/D8siE-1CVg50JIicH3tcl4BiXhWlpI_8fgpSvp8HCOvrY11SXVtD3bwv5Sye_rg.jBuoepNZwJ4neQ1

1. **Call to Order:** Chair Sandler called the meeting to order at 6:02 P.M.
2. **Flag Salute:**
3. **Roll Call:** Board Administrator C. Palmer called the roll with 13 present initially at 6:05 P.M. Member Barondes arrived at 6:24 P.M. with **15 present** & **1 absent**.
4. **Approval of Agenda**
Motion: Approve September 13, 2021 Agenda **moved** by Bob; **seconded** by Member Sroloff; **approved**.
5. **Approval of Minutes**
Motion: Approve April 14, 2021 Minutes: Member Templeton noted that under item #18, where the committee discussed having Steve Hymon from Metro’s blog, The Source, as a possible guest, to remove the last line. Member Templeton **moved**; Member Pierson **seconded**; and the **April meeting minutes were approved as corrected**.

6. General Public Comment:

Jarrett Thompson, CD5 related that he is here to check in with us and leaves at 7:00 P.M.

David Karwaski, from UCLA Transportation will speak on agenda item #9. Chair Sandler related that we have a meeting next Monday @ 7:00 P.M. if we need to continue discussing that item and we will now discuss toll lanes because of an October 1st comment deadline.

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>

- Chair Sandler opened the floor to hear from the committee about the initiation of Metro Express Lanes, possibly toll lanes, in each direction, which would purportedly be installed before 2028 on time for the Olympics. Extensive discussion was held.

- When discussion briefly turned to the question of data, President Longcore retrieved some data from internet about the effect of tolling on throughput (*vehicles per hour*), on both the general and tolled lanes, citing examples in the report pertaining to the I-110 & I-10 in Los Angeles.

- To see the White Paper from the International Transport Forum entitled High-Occupancy Toll Lanes Their Distributional Impact and Effect on Congestion Discussion Paper – click on the link below.

<https://www.itf-oecd.org/sites/default/files/docs/high-occupancy-toll-lanes-impact-effect.pdf>

Public Comment: Ramsey Goyal introduced himself as being on the Traffic Committee of the Olympic Park Neighborhood Council and gave public comment. He brought up the possible benefit of adding toll lanes, which would not have the restrictions that the I-405 currently has, to incentivize use of public transportation, by creating a lane that does not have the same density of traffic that it currently has. Metro Rapid Buses would be able to use the toll lane to quickly transit from Santa Monica or the WLA area to the Valley. He cited examples including how the I-110 fast lanes function to let *Metro's J-Line, a rapid transit line formerly known as "Silver Line"* go through and referenced the Expo/Sepulveda station and line. Chair Sandler thanked Ramsey Goyal for his input.

Motion: To reject the proposition of having a toll lane on the 405 freeway, Alternative #1. **Moved** by Board Secretary Miner; **seconded** by Member Pierson. Following further discussion a roll call vote was taken with **12 Yes**; **1 No**: Member Templeton; and **1 Abstention**: President Longcore; (*Member Weisberg had left the meeting*). The motion **passed**. Chair Sandler would work on a letter for Monday's vote, with the assistance of Pamela Pierson.

Name		Name	
Irene Sandler, Chair	Yes	Robin Greenberg	Yes
Robert Schlesinger	Yes	Nickie Miner	Yes
Robert Garfield (<i>absent</i>)	0	Asher Barondes	Yes
Gail Sroloff	Yes	Wendy Morris	Yes
Patricia Templeton	No	Joyce Page	Yes
Pamela Pierson	Yes	Maureen Levinson	Yes
Maureen Smith	Yes	Leslie Weisberg (<i>left</i>)	0
Graham Greene	Yes	Travis Longcore, Ex Officio	AB

[At this point, Members Schlesinger & Miner, as well as President Longcore had to leave, bringing members present to 12; subsequently, several other members left; however, quorum was maintained]

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/> **Deferred**

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 fare box 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.

Irene opened discussion on this agenda item, noting her concern that we are in the midst of all this while many of the WRAC people are not. She noted that WRAC has sent out a letter today supporting the UCLA station. She recommended that we first decide what our stations are and asked if the committee wants to discuss the stations. Member Morris asked if this is a Sunset station, to which Chair Sandler replied, no.

Public Comment:

Jennifer Poulakidas from UCLA Government and Community Relations spoke generally on the WRAC motion, along with **Dave Karwaski**, who provided specifics.

Ms. Poulakidas supports an on-campus UCLA station on the Sepulveda Transit Corridor line, which she noted is important for UCLA, the students, faculty/staff and patients who come from the Valley and the Purple Line, from the east and west sides. She opined that it is a matter of access and equity for the city. They believe a station on the UCLA campus would serve the Westside and many others and that the Sepulveda Transit Corridor would not be a successful rail line without a stop at UCLA.

Dave Karwaski provided specific data points, noting that 26% of our commuters come down the I-405 from the north and by putting a station on the UCLA campus, there is the shortest travel time and the convenience. He noted that traffic would be best alleviated by shortest travel time and best connection. In order to maximize – to get people out of their cars – it is very straightforward that a station at UCLA is a much stronger project than not having one there.

Following extensive Q&A with Ms. Poulakidas and Mr. Karwaski, the floor was opened for further public comment.

Steve Sann introduced himself as the Chair of the Westwood Community Council and member of WRAC who works closely with Robin Greenberg, Nickie Miner, Robert Schlesinger and others from our community. He noted that they have discussed and have been tracking this. He related that regardless of the mode, there has to be a stop on the UCLA campus. This project has the potential to take people off the road, only if they can get where they want to go. He disclosed his loyalty to UCLA, and asked that we think of the folks coming to the hospital, medical clinics, Royce Hall, the Hammer or Pauley Pavilion, and noted that this will serve a cross section of folks, including a great many people who need to get to their jobs at UCLA. He noted that 10 WRAC neighborhood and community councils have supported this and he would like support from the Bel Air Community as well. He noted that it will be billions of dollars; it is for a hundred years where our children and their children will benefit. He recommended building it right.

Chair Sandler requested help from David Karwaski for information which she noted is not forthcoming from Metro. Mr. Karwaski agreed that Metro needs to give as much information as possible. He noted that we are still in the inception phase to look at all five alternatives, their impacts, costs, benefits and risks, etc. He agreed this is the time to get involved and that Metro should be more forthcoming. Member Sroloff noted that they haven't been forthcoming with the BAA either.

Chair Sandler related that she would like to know about train tunnels, to which Mr. Karwaski noted that he has been talking to his colleague at UCLA, a civil engineer professor, to lend some expertise on this. She noted that we welcome the opportunity to learn and discuss this in a rational manner. We want to be good stewards of our land, our roads, the whole city and county.

Motion: We would like a station at UCLA but we are not voting on the means to get there or the money it takes to get there; we are just voting on the principle. **Moved** by Chair Sandler; **seconded** by Maureen Smith. **Yes 7; 0 No; 1 Abstention;** Member Pierson; **8 absences; passed.**

Name		Name	
Irene Sandler, Chair	Yes	Robin Greenberg	Yes
Robert Schlesinger (<i>left</i>)	0	Nickie Miner (<i>left</i>)	0
Robert Garfield (<i>absent</i>)	0	Asher Barondes (<i>left</i>)	0
Gail Sroloff	Yes	Wendy Morris	Yes
Patricia Templeton	Yes	Joyce Page (<i>left</i>)	0
Pamela Pierson	AB	Maureen Levinson	Yes
Maureen Smith	Yes	Leslie Weisberg (<i>left</i>)	0
Graham Greene (<i>stepped away</i>)	0	Travis Longcore (<i>left</i>)	0

Ms. Poulakidas and Mr. Karwaski were welcomed to return. Ms. Poulakidas noted that she would be happy to answer further questions and thanked us for this opportunity to speak this evening.

Member Greene returned after stepping away briefly noting that he is in support; however, his vote was not counted during roll call and the vote was already completed.

10. Good of the Order:

11. Adjournment to Monday September 20th at 7:00 P.M. to approve the letter and to continue the discussion about routes. Adjourned at 8:00 P.M.