



Minutes
Bel Air-Beverly Crest Neighborhood Council “Virtual” Traffic Committee Meeting
Thursday November 6, 2025, 7:00 P.M.

Name	P	A	Name	P	A
Irene Sandler, Chair	X		David Christensen, Deputy Chair	X	
Robin Greenberg	X		Nickie Miner		X
Leslie Weisberg	X		Jonathan Brand		X
Patricia Templeton	X		Maureen Smith		X
Alan Kaye	X		Aaron Lawrence	X	
Gail Sroloff		X	Dr. Pierson Pierson, M.D.	X	
Maureen Levinson	X		Graham Green	X	
Robert Garfield, DDS (arr: 8:05)	X		Joyce Page		X
			Travis Longcore, Ph.D., <i>ex officio</i>	X	

At 7:07 PM Chair Sandler called the meeting to order, provided information on meeting procedures and called the roll with quorum met. Graham Green arrived at 7:14 PM, and Dr. Garfield at approximately 8:05 PM.

1. Approval of the November 6, 2025 Agenda:

The agenda was unanimously **approved**, as moved by Levinson.

2. Approval of Minutes: The January 12, 2022 Meeting Minutes (Attachment A) were unanimously **approved** as moved by Levinson.

3. General Public Comment:

Izzy Meyerson related that she lives on **Coldwater Canyon** and the speeding problem is out of control. In 20+ years, there has been a death a year, and an insane amount of roadkill. They put in the speed-reading sign but it has not provided deterrence for speeding. The situation is dangerous; people don’t realize how fast they are going around the curve, usually young boys learning how to drive their cars.

Raffaella D’Auria echoed the previous comment, noting that she lives on **Roscomare**, where traffic seems out of control; many people complain; they have a WhatsApp chat, she is on the BAHA traffic committee; people are getting very upset. Their cars are sometimes totaled; they are putting traffic cones which makes the problem worse. They feel that they have little agency now. She feels this is a frightening problem for them. Irene mentioned that Patricia Templeton has been active in that area.

4. Chair Reports -

Irene Sandler, Chair and David Christensen, Deputy Chair

5. Reports from Transportation Deputies regarding projects and issues in BABCNC territory

Chair Sandler welcomed our CD4 and CD5 representatives, Sidney Liss and Jarrett Thompson

Sidney Liss, Deputy for Councilmember Nithya Raman of Council District 4 (CD 4), was available to respond to the public comments given. Member Weisberg asked Sidney if they have given thought to traffic calming measures. Izzy Meyerson lives below Mulholland on the Beverly Hills side, where she has noted that there are two dead deer and dead raccoons. Sidney recommended that she speak to Jarrett Thompson, CD5.

Dr. Pamela Pierson asked Sidney for the status on the no parking 24/7 sign on the north side of Mulholland as the latest situation metastasized from a 30-car parking lot and now we have three additional properties who are using their right-way for private parking lots, for 6-8 vehicles each, which she described as hazardous, with people pulling cars out. She noted that they are having accidents, including the very serious accident with a young woman driving. Sidney noted that the spot is where the Red Door Life is. Dr. Pierson noted that the young woman came over into the oncoming traffic, ricocheted through the guardrail, and destroyed her car and the fence and ended up down almost on the side of another house, in that area, and it is a serious problem.

Chair Sandler asked him if he is hearing from other constituents on Mulholland that this is a problem, to which Sidney noted that this has been an ongoing conversation, that when they have spoken to DOT about this particular parking situation, and they have said they don't have a traffic safety justification to prohibit parking on that spot and that it could create a hazard if people who need to visit those homes have to park across the street... and have to cross Mulholland, and they have mentioned that that this is private property and don't think they are allowed to put parking restrictions up there. Dr. Pierson noted that there is a sign with the no-smoking sign posted exactly where the young woman flew over the cliff, just 100 feet from the area discussing... She added that just today they had three major fire alert runs and when the traffic has stopped, they really need that right of way to pass standing traffic, and it is in the 1992 and 1923 document that the right way is *not* for any parking. We do *not* have parking on Mulholland because it is a safety hazard. Sidney noted that he was unable to track that provision down and asked her to share it with him.

Dr. Pierson noted that it was passed by the City Council in 1992 and it is a Municipal Code, and that they are still parked in Bel Air Glen, and Nicada, still crossing Mulholland. She noted that we now have an adjacent property owner who took it into their own hands and built a new noncompliant fence behind the guardrail and put a screen across it, and you can't see... which is also not allowed. She doesn't know who enforces the law in this city.

Dr. Longcore noted that he has the 1993 Specific Plan, and he thinks they are talking about Alignment and Design of Mulholland Drive about travel lanes and shoulders. The question is whether this is in the shoulder. Sidney noted that the DOT understands the shoulder to mean the paved portion of road between the edge line and the gutter; not the unimproved dirt shoulder where people are parking. Dr. Pierson related that it is a Right of Way. There is an easement. It is 100 feet wide on that side of the street, and 100 on the south side. Nothing, no permanent improvements are allowed within the easement. That's why the fences are supposed to be set back. Sidney noted that another resident has mentioned the bollards and fence that were put up,

that he has asked Street Services to look at it and that they are going through the enforcement process. Dr. Pierson reiterated that the fences aren't compliant either; it looks like prison bars... There have just been two more accidents at the Mulholland and Nicada intersection, and it is becoming more serious.

Chair Sandler noted that we are talking about CD 5 too, which Dr. Pierson agreed it was. Jarrett wasn't aware of any accidents and will investigate it tomorrow; he had nothing specific to add. Chair Sandler asked Sidney if he will come to the next meeting and let us know the result of the investigation, to which Sidney responded that they have explored this with DOT in the past and they have rather summarily declined to implement what Dr. Pierson wants to see; stating that "it is a closed case." Chair Sandler would *not* want to close a case until we could have someone from LADOT. Jarrett said he could facilitate that. He noted that for the north side of Mulholland, speak with Steve from LADOT East Valley Office. For the south side of Mulholland, whatever treatment for the north side would be implementable on the south side. They have two different districts that handle that, and he will have to check in to be sure the engineers are coordinated for both sides, if there is the same issue on the north and south side.

Member Levinson asked Jarrett regarding Izzy Meyerson's question, and a suggested that Izzy participate in the C-PAB, where Jarrett is often present, and alert the LAPD stations to alert them that there is a growing concern on Coldwater and Roscomare. She thinks in January, C-PAB will meet again but Izzy could contact the LAPD on the Westside and ask for her SLO. Maureen offered Izzy to call the BAA to help her find out who her SLO is. Jarrett offered her to contact him offline at Jarrett.thompson@lacity.org and noted that he believes her when she said that speeding on the canyon roads have been an issue. He noted that it was a major problem during the pandemic, people were racing up and down. He noted that statistically, the best they have done to slow down traffic is to narrow the roadway or speed humps, which have counteracted racing and poor behavior in the past at Benedict Canyon at Mulholland where they installed delineators where people were doing donuts in the night on both side of the canyon. They can do little treatments, and recently installed stop signs at the Roscomare school parking lot... He thinks the stop signs are a positive upgrade. He would work with Kenneth to get LAPD out and mentioned some snowball approaches. Chair Sandler thanked him and asked what was done at Roscomare School as to the stop sign. He discussed various types of treatments that have and have not been implemented in the city. He noted that it takes time for DOT to adapt. Chair Sandler noted that we are having difficulty communicating with DOT. Jarrett mentioned the budget and job cuts in that department.

6. **AB 645 (Friedman - Santiago - Ting) / Speed Safety System Pilot Program / Automated Speed Enforcement / Vision Zero Policy**

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=23-0002-S55>

At the September 24th 2025 BABCNC Board meeting, the subject of this pilot program was discussed, and a motion was made to bring this to the Traffic Committee to engage on this project and learn more about it in its specific application on how it affects our BABCNC territory.

Background: On September 5, 2023, the City Council approved recommendation from the Rules, Elections and Intergovernmental Relations Committee Report and Revised Resolution relative to establishing the City's position regarding Assembly Bill 645 (Friedman-Santiago-Ting) that would authorize the City to implement a speed safety pilot program. **Council Action: ADOPTED**

Update from LADOT: <https://ladot.lacity.gov/speed-safety-system#where>

From this point on in the meeting, item #6 was discussed among other traffic issues, as noted below. The comments included herein are not typed verbatim, and there is an AI summary at the bottom of the minutes for further reference.

Jarrett Thompson, Deputy of Transportation for Council District 5 (CD 5) was available to respond to questions along with Sidney Liss from CD4.

Member Lawrence asked Jarrett about any site selections, and where the city is for choosing sites for the Vision Zero pilot study program for automatic ticketing cameras for speeding. Jarrett responded from his end, LADOT's Vision Zero team is working on the pilot program and hiring a consultant to generate a list of locations.

Jarrett has noted that if we have an area, bring it to him as soon as possible and they'll get it to the consultant. He doesn't know of any specific guidelines. He noted that this is a very important bill and program to Councilwoman Yaroslavsky, and that there are too many traffic fatalities in our city and district, including members of his office's own staff. The Councilwoman has told him to get as many cameras as possible... The City of LA was going to get 125 cameras citywide as part of this program, not very many; if you have locations, send them to him and they'll try to add them to the list.

Sidney is not aware of specific locations that are being considered in CD4. Chair Sandler asked if it would be appropriate to give them some areas for the program and put it on the next traffic committee meeting. Sidney noted as to him reporting back about Nicada, he thinks we need to have a further discussion about the problem to solve, he doesn't know how to move forward.

Dr. Timothy Steele, mentioned to Sidney that CD 4 was involved in the rearrangement of the traffic in the upper Beverly Glen though that traffic is in CD 5 but asked if the reason for his office being involved in that was because Mulholland and Nicada bordering *their district*. Jarrett responded that the answer would be "no."

Aaron asked Jarrett when we expect a consultant to be chosen, to which Jarrett noted that he did not know but to follow up with an email.

Alan asked Jarrett and Sidney, how do we lobby to make sure there are cameras going in both directions in CD4 and CD5 in these canyons? Jarrett doesn't know the metrics data they will utilize but send him your locations, have your submissions backed by your experienced issues, e.g., it makes sense that Coldwater and Beverly Glen are big thoroughfares, prioritize them, and they'll do their best to push. He reminded us that this is now only a pilot program, which if successful would lead to the full permanent program with more cameras.

Member Templeton related that she assumes that LADOT will decide on the metrics, and asked if we will find out what they are. Jarrett responded in the affirmative and that we'll have to reopen the council file. LADOT will finish their report on their proposal on how to run this program, it will go to the Transportation Committee, probably Board of Public Works, Public Safety and or a combo of those, and then to full council. If there are any changes it will go to committee. There is opportunity for public comment at both committee and full council. He'll try to notify the community when he hears something. Templeton also asked about stop-sign-running cameras, if they can be made, or if other

areas are using them, to which he noted that he hasn't heard anything. Templeton noted that we have a bunch of stop signs to help people slow down; sometimes people use them as an opportunity to pass cars that are stopped, as thinks happened to the Councilwoman who was coming to speak at their community meeting. In respect to that is traffic enforcement. Jarrett will talk to Ken and try to ask LAPD to see what their options are and check with the traffic enforcement times. Jarrett noted that the traffic enforcement officers love information as to times, noting that a lot of this happens during peak commuting hours but they can only be at one place at a time.

Templeton noted that her community is lucky to have speed feedback signs, but they are not working, one is overgrown with vegetation and the other is not working. She discussed history of having this problem five years ago, that took a year to fix. She noted that they spoke to LADOT five years ago, and they believe the southbound one is not in a good place and there was discussion about moving it but didn't have the money. Jarrett noted that this is why LADOT doesn't like speed feedback signs because they break down all the time. He will reach out to Ken and get it submitted for repair. However, regarding moving one, he thinks not now, but the financial status report was in budget this week and the four-year outlook is better than we thought six months ago; so maybe in a few years we'll have extra funds to make some improvements. He noted that getting the vegetation trimmed is a 311 request. She noted that she did put in a request but had no response. She noted it is for the southbound side.

Dr. Longcore shared a public comment email from Edward Allen regarding concerns about instituting AB 645, that it will be an easy gateway to abuse by city leaders. The letter Dr. Longcore read indicated concern that this technology will not solve the problem because of the poor driving habits of people.

Discussion was held on the Beverly Glen Traffic Project. (See AI summary below.) Cathy mentioned additional public comment letters from Leslie Galin and Margaret Black, and Dr. Steele gave update on the recommendations from Leslie Galin. Dr. Pierson related various efforts in the past to try to address people cutting through and trying to turn left on Mulholland that would lead to an accident by blocking the Nicada entrance. Jarrett noted the need to address Angelo and Briarwood. Jarrett noted we are 75% there, need to make it 100%.

Dr. Pierson noted that the sign at the foot of her driveway is very high. At least if the sign could be seen. The sign on the CD4 side, was set back and is partially covered with trees. Maybe if placed a little more obviously on Mulholland it might be more effective. That would be an excellent place to put the speed camera; at a blind curve, people speed around constantly. Jarrett will look into the speed camera.

Member Templeton was happy to hear him speak positively about local traffic-only sign, which are usually not for permanent use, and if there are efforts to get them approved by Caltrans or whoever approves the signs for the state. She would like to be first on the list on Roscomare. Jarrett noted that it is a cat and mouse game.

Further discussion was held. Chair Sandler expressed her appreciation for Jarrett for pursuing this for so many years, noting that we must give him feedback as much as possible, so if there is something that can be done to make it better, he will know. The people here keep going on the same roads.

Dr. Longcore expressed his appreciation of the discussion of this project, noting it takes 10 minutes to turn left into the Glen Centre and asked if there any reason that it couldn't be striped, as a left-turn lane, people could legally do this, and you can go left at Windtree, Tiffany Circle or left into the Glen Centre, that left turn would be a continuous left turn lane. Jarrett acknowledged the idea of expanding the left turn lane northbound... however, not to have a continuous turn lane Longcore would send him a drawing, Graham added his perspective on this, and Jarrett would be happy to look into it.

Discussion was held between Dr. Longcore and Jarrett regarding and Jarrett noted it took them 9 months to get the department for a correct number to the account. They put up the signs incorrectly when they started the project; took the signs down; people freaked out. They had a truck... in the shop for three weeks; ran out of money to simply remove paint from the street... a nightmare of a project. He apologized for having caught us off-guard. He noted that a lot of their projects are grant based, so they do a lot of outreach on the project we have grants for. A lot of times, the small general engineer doesn't do outreach; his excuse for why he dropped the ball, though he noted he should have known.

Chair Sandler noted an issue from a constituent in the Laurel Canyon area, where they found an underground spring in 2006. The constituent got a lawyer; the city did something when the lawyer appeared. The spring is now active again. She'd like to get some help, so it is not like it was before. She doesn't know how easy it is to do that kind of thing while we have traffic slowing and the underground springs she doesn't think are mapped. Sidney got the letter and noted the need to look into it. Sandler noted that people will be happy to know he will try to remedy that situation.

Dr. Pierson referenced the use of speed cameras in Germany for a long time.

Dr. Longcore noted that this is a standing committee and, in our bylaws, they meet monthly; the committee can make a difference. He doesn't think we should ignore the fact that this committee partnered with the PLU, not that no work was done; this committee is important. A way committees can be useful is to go through motions at the city, tracking the council files, for what is pertinent to transportation, even having some recommended to us, which are looking for support from the NC. This is the place that they could be discussed before coming to the board... Looking at proposals, and in conjunction with the Council office. He noted that the network was the purpose, if we have people like Jarrett and Sidney, as well as Kenneth come together taking all of this in. It will be a jumping off point in their discussion where the community is, and having the active people involved would help the network itself, especially in community meetings, have the council staff as partners.

Dr. Longcore continued that then there are special issues like the STCP, like having Bechtel come... have one operator or all operators who will be the contractors, and this is something where this committee can take the lead, and say we'd like to have a series of public forums with the builders of each of the options out there, since this is the question of the decade in terms of planning and transportation. This leads us from monthly meetings as needed, transportation motions that need CISs, and there may be motions that Jarrett is trying to move along that could use a CIS or two, maybe that gets picked up by WRAC and WRAC can build on the work we do... That said, it is up to us all how to move forward. Dr. Longcore noted that he is excited that everyone is here, that we have folks who want to participate and welcomed input from Jarrett, Ken and Sidney.

Jarrett noted that there are other transportation committees that have monthly meetings and invite him, he'll attend as able, often every other one as there are a lot of NCs in CD 5. A lot of other NCs use it as an opportunity to push for things impacting their NC local community, as well as provide input on city, county and statewide policy and projects. A lot of other groups will write letters on council files and state bills. He said to be cautious about the number of letters that you send. It's your ability to provide that input, comment, have the discussion in committee so you can provide comment on council files. There is importance of noting things on paper, email or CIS or following local or larger projects, e.g., STCP. There are a lot of opinions on that. They'd like to hear those.

Brief discussion was held about why Bechtel. Jarrett responded that companies reach out all the time to lobby... Templeton noted that she reached out to Bechtel, they offered to come...if we wanted to write a letter to Metro or our councilmembers and when asking if we want to schedule, we didn't get a consensus. Chair Sandler then we thought we'd hear from Metro, and it seemed to her we are in the same position as before our letter. Templeton noted the public comment period ended... Bechtel says we still have influence through our elected reps, if we wanted to hear from them, they'd be happy to talk to us... Jarrett noted that we still have opportunity to make comments...Sandler noted that this means we can take a new direction; there is more information that we can gather. Jarrett noted that this would be a good conversation for the next meeting.

Good of the Order: Dr. Pierson reported that for the next month, they are replacing 6 telephone poles along Mulholland, staging on Nicada, there will be signage, and lanes will be closed when they are moving these. There will be a lot of heavy equipment; spread the word. Templeton noted it would be good to get advanced notice. Dr. Pierson noted that the subcontractors were gone for a week and now they are back. It is a big project on the Rim of Stone Canyon, and it will divert a lot of traffic; maybe people may want to reconsider. She wanted to make sure that everyone is aware, so they are not inconvenienced. She just asked if they could be notified on the property where the work was happening. Send an email to Jarrett, who will reach out to DWP. They use contractors and it is an added level of Rim of Stone Canyon to Nicada, halfway down Mulholland towards Beverly Glen. Parking on Nicada with their big trucks, a massive cherry picker at the parking lot at the overlook. She encouraged them to post the orange signs so people would be aware and Roscomare and Woodcliff. They are working on the Southside of Mulholland only but will be closing that lane. The congestion east to Beverly Glen will become significant.

Adjournment: The meeting adjourned at 9:15 PM - Next Meeting: TBD

Summary with Task List of this meeting

Meeting Overview

- First meeting of the Traffic Committee after a long hiatus
- Discussion focused on traffic safety concerns across multiple neighborhoods
- CD4 representative Sydney Liss and CD5 representative Jarrett Thompson attended

Public Comments

- **Coldwater Canyon Concerns:**
 - Izzy Meyerson reported dangerous speeding problems on Coldwater Canyon
 - Speed feedback sign was installed but insufficient to deter speeding

- **Roscomare Traffic Issues:**

- Raffaella D'auria reported out-of-control traffic and vehicle damage
- Residents place traffic cones, which sometimes worsen the situation
- Speed feedback signs on both sides of Roscomare are not working due to overgrowth and other issues

Mulholland Drive Issues

- **Parking Concerns:**

- Pamela Pierson raised concerns about the north side of Mulholland being used as private parking lots

- **LADOT Response:**

- LADOT has stated there is no traffic safety justification to prohibit parking, per Sidney Liss
- Questions about a possible 1992/1993 municipal code regarding right-of-way parking
- Committee requested LADOT representative attend a future meeting to discuss

Beverly Glen Traffic Project

- **Project Overview:**

- Jarrett Thompson detailed a traffic project implemented on Beverly Glen after 6 years of planning
- Project includes removal of a southbound lane, new paint, bollards, and turn restriction signs
- Cost approximately \$20,000 and required traffic engineering studies

- **Community Concerns:**

- Residents expressed surprise at implementation without prior notification
- Concerns about traffic diversion to other streets, especially on the east side of Beverly Glen
- Criticism of the project forcing traffic to make left turns at blind curves

- **Next Steps:**

- Jarrett acknowledged communication failure but requested time to see if implementation works
- Councilwoman wants a community meeting about the project
- Will look into adding warning signs at key locations

Speed Camera Implementation (AB 645)

- **Program Status:**

- LADOT developing a pilot program with 125 cameras citywide
- Currently hiring consultants to generate location lists
- Final decisions expected by end of 2026

- **Location Selection:**

- Committee members encouraged to submit prioritized location suggestions to council offices
- Selection metrics to be determined by LADOT, likely based on accident data and high injury networks
- Specific interest in canyon roads due to persistent speeding problems

Additional Traffic Concerns

- **Traffic Calming Measures:**

- Discussion of speed humps limitations on hillsides with grades over 8%
- Exploration of traffic circles and other quick-build solutions
- Interest in "local traffic only" signs, which currently aren't approved for permanent use
- **Sunset Boulevard Bus Lane Project:**
 - Metro planning bus priority lanes on Sunset from Vermont to Havenhurst
 - Webinar scheduled for November 12th at 6pm
 - Concerns about traffic impact when removing a lane during peak hours
- **Construction Notice:**
 - DWP replacing telephone poles along Mulholland near Nakata
 - Equipment staged on Nakata, with lane closures expected on Mulholland

Committee Business

- **Future Meetings:**
 - Discussion about resuming regular committee meetings
 - Tentative next meeting scheduled for December 4th (*Later changed to 12/11*).
 - Value of committee includes providing community input and developing neighborhood council positions

Action Items

- Jarrett to look into Coldwater Canyon speeding concerns and countermeasures
 - Committee members to send prioritized location suggestions for speed cameras to council offices
 - Jarrett to reach out about repairing non-functioning speed feedback signs on Roscomare
 - Jarrett to look into vegetation trimming around speed feedback signs
 - Jarrett to investigate Beverly Glen-related traffic concerns and organize community meeting
 - Sydney to research underground spring issue in Laurel Canyon area
 - Committee to consider hosting forums about the Sepulveda Transit Corridor project
- A full transcript is also available upon request.

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