



*Building A Better Community*



**MINUTES**

**Bel Air-Beverly Crest Neighborhood Council**

**Traffic Committee Meeting**

Thursday, December 11, 2025, 7:00 P.M.

*Virtual Meeting via Zoom*

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
Maureen Levinson	X		Maureen Smith	X	
Alan Kaye	X		Aaron Lawrence	X	
Gail Sroloff		X	Graham Green	X	
Robert Garfield, DDS		X	Pamela Pierson, M.D.	X	
Patricia Templeton	X		Travis Longcore, Ph.D., <i>ex officio</i>		X

Irene Sandler called the meeting to order at 7:07 PM. Following the flag salute the roll was called by Chair Sandler, with 11 present and 5 absent. Travis Longcore, Ph.D. sent regrets, and was not present.

**CALL TO ORDER, FLAG SALUTE & ROLL CALL**

At 7:07 PM, the Pledge of Allegiance was recited, and Roll call was conducted by Chair Sandler, with 11 committee members present and 5 absent. (Robert Schlesinger was present, though not a committee member.) A quorum was confirmed. Chair Sandler called the meeting to order at approximately 7:14 PM and reminded participants that public comment on non-agenda items would be heard during the General Public Comment period, and that public comment on agenda items would be heard at the time each item is considered. She noted that under the Brown Act the committee may not act on matters raised during General Public Comment. Deputy Chair David Christensen noted he was late due to traffic. Patricia Templeton was initially overlooked in the roll call; she announced her presence and was recorded as attending. Joyce Page was removed from the active participant list.

**Item 1. Approval of the December 11, 2025 Agenda**

**Motion** to approve the December 11, 2025 Agenda was approved as moved by Maureen Levinson and seconded by Patricia Templeton.

## **Item 2. Approval of Minutes: November 6, 2025 Meeting Minutes**

Chair Sandler noted that the November 6, 2025 minutes had been distributed late — only that afternoon — and asked how many members had not yet had a chance to review them. Aaron Lawrence and Patricia Templeton indicated they had not read the minutes and stated they would abstain.

***Motion*** to approve the November 6, 2025 Meeting Minutes as written carried by all but **Aaron Lawrence and Patricia Templeton who abstained**, as ***moved*** by ***Members Smith and Christensen***.

## **Item 3. General Public Comment**

Chair Sandler opened General Public Comment, noting it is limited to matters not on the agenda, and that the committee is not permitted to respond or act on matters raised.

### **Public Comment Received:**

- Kavin Bloomer, \*\*\*\* San Ysidro Drive, identified himself as a neighbor to Beverly Park and described a traffic issue: on weekdays from approximately 6:00 to 8:00 a.m., 80 to 100 vehicles queue on San Ysidro waiting to enter Beverly Park. He noted he is in contact with several council and city representatives including a local police person to find a solution and indicated he may need the committee's assistance. He asked that his comments be included in the minutes and said he would follow up in the new year.

Chair Sandler indicated the committee would follow up with Mr. Bloomer. Board member Nickie Miner noted she believed she is a neighbor to Mr. Bloomer on San Ysidro; Chair Sandler agreed to facilitate a private exchange of contact information after the meeting.

### **Committee Member Comments (Non-Agenda Items):**

- Maureen Smith raised a concern about a recent traffic change at Nicada, restricting drivers to a right turn only onto Mulholland Drive, making access to her neighborhood inconvenient. Chair Sandler noted that CD5 Deputy Jarrett Thompson had addressed this issue at the prior meeting and indicated the committee would revisit it under the transportation deputy reports.
- Bob Schlesinger indicated he would lower his hand once he heard from the deputies on the same topic.

## **Item 4. Chair Reports**

Chair Sandler presented written reports received from the CD5 and CD4 transportation deputies in lieu of their in-person attendance.

### **Report from Jarrett Thompson, Transportation Deputy, Council District 5:**

Chair Sandler read the key points from Deputy Thompson's written report, which included:

- Beverly Glen Safety and Speed Improvement Project: New traffic calming improvements are being evaluated for issues requiring correction. Increased LAPD enforcement is being sought at Mulholland and Nicada. Since the last meeting, only one constituent has reached out with concerns; numerous others have emailed with thanks for the changes and requests for more enforcement.

Deputy Thompson encouraged any constituent with concerns to contact his office directly.

- Wildlife Traffic Deaths: Deputy Thompson responded to a prior inquiry from Chair Sandler; he stated he was unaware of a notable increase in wildlife road deaths in the canyon roads but was willing to investigate if documentation is provided. The committee discussed the issue briefly; Dave Christensen recalled a community member at the prior meeting reported an increase on Coldwater Canyon. Maureen Smith raised the issue of whom to call for dead wildlife on roads; Cathy Palmer noted that the city's 311 system (or the MyLA311 online portal) and the Council District office can help expedite requests for removal.
- Mulholland Drive Parking: Still being addressed in coordination with CD4, which is the lead. Deputy Thompson expressed readiness to move on action items if the committee has specific requests.
- AB 645 Speed Safety System: LADOT is actively working on the program. The city budget committee recently moved funds to create a program manager position. A link to the relevant council file was included in the written report and posted to the BABCNC website under Traffic Committee Supporting Documents.
- Metro Topics: Deputy Thompson provided updates on three Metro/Caltrans projects — (1) the I-405 Sepulveda Pass Pavement Rehabilitation Project (a Caltrans project, progressing slowly but producing noticeably smoother pavement in repaved sections); (2) the Sepulveda Transit Corridor Project (no new updates); and (3) the I-405 Express Lanes Project (no new updates).

#### **Report from Sidney Liss, Field Deputy, Council District 4:**

Chair Sandler read the key points from Deputy Liss's written report, which included:

He would be unable to attend the meeting but would continue monitoring agendas and would attend when requested. Key items from his written report included:

- Water on Laurel Canyon Boulevard: Working to have the matter referred to the appropriate engineering group to assess the groundwater situation, including confirming with Street Services that the source is groundwater rather than runoff. Engineers will evaluate next.
- Shield Fences / Design Standards: Requested examples of the fences in question; indicated the office may be able to pursue enforcement of specific plan design standards if violations are found.
- Mulholland Drive / Nicada Site: Will continue to explore available solutions.

Cathy Palmer noted that the letters from both deputies are posted to the BABCNC website under Traffic Committee Supporting Documents.

#### **Item 5. Reports from Transportation Deputies Regarding Projects and Issues in BABCNC Territory**

(Note: Item 5 was addressed as part of the Chair's report under Item 4 above, as both deputies submitted written reports in lieu of attendance. No additional formal presentations were made under this item.)

## **Item 6. Update and Discussion: AB 645 Speed Safety System Pilot Program / Automated Speed Enforcement / Vision Zero Policy**

Aaron Lawrence presented an update on the committee's work related to the AB 645 Speed Safety System, the state-authorized pilot program allowing the City of Los Angeles to deploy up to 125 automated speed enforcement cameras (speed safety cameras).

### **Program Overview (as summarized by Aaron Lawrence):**

- State legislation authorizes the city to deploy up to 125 speed cameras. The city is currently in the process of hiring a consultant to design the program and select locations.
- Cameras are activated when drivers exceed the posted speed limit by 11 or more miles per hour. Tickets start at approximately \$50. The law provides for a two-month warning period before fines are issued.
- The program is designed to be self-sustaining; cameras that do not generate sufficient revenue may be relocated to other locations.
- Each camera must pay for itself; non-performing cameras will be moved to backup locations.

### **Community Outreach and Location Identification:**

Following advice from CD5 Deputy Thompson, Aaron Lawrence emailed all board members to request candidate camera locations. Responses received to date include:

- Roscomare Road: Michael Kemp / Bel Air Hills Association expressed interest; Patricia Templeton confirmed the association has prior speed data from 2019 and provided an address range.
- San Ysidro Drive: Alan Kaye advocated for a camera on this street.
- Benedict Canyon: Mindy Mann (Benedict Canyon Association) expressed interest.
- Lower Beverly Glen (between Scenario Drive and Greendale Avenue): Graham Green advocated for cameras in this range.

Additional locations identified during discussion: Beverly Glen (generally), Coldwater Canyon, Laurel Canyon, Mulholland Drive, and Sunset Boulevard. Alan Kaye noted that community members at the prior meeting specifically advocated for cameras on Sepulveda, Beverly Glen, Benedict Canyon, and Laurel Canyon.

### **Discussion Highlights:**

- Irene Sandler urged specificity: because the canyons are long, the committee should identify specific intersections or address ranges, not just street names, to make the advocacy meaningful.
- Patricia Templeton noted that the committee's chances of obtaining cameras may be limited given citywide competition but that submitting a list promptly, and updating it once official selection criteria are released, is a sensible approach.
- Maureen Levinson suggested inviting LAPD West LA Traffic Division to a future meeting to provide accident data and contribute to the location assessment. The committee agreed unanimously.
- Maureen Levinson also suggested inviting the LADOT consultant once selected.
- Patricia Templeton noted that LAPD enforcement statistics may be unreliable indicators of speeding in areas where patrol is rare; however, accident data may be more useful.

- Aaron Lawrence agreed to serve as the committee's point of contact for collecting location suggestions from board members and the community.
- Nickie Miner cautioned that traffic studies can be notoriously inaccurate.
- Chair Sandler noted that traffic studies are expensive and it is unknown whether LADOT will commission studies in areas without cameras.
- Dave Christensen agreed to coordinate with LADOT / Jarrett Thompson's office on scheduling the next committee meeting and to provide a date so that Maureen Levinson can extend an invitation to the LAPD.

**Action Items Identified:**

- Aaron Lawrence to collect specific address ranges from community members and board members for inclusion in a formal advocacy list.
- Maureen Levinson to contact LAPD West LA Traffic Division to request attendance at an upcoming meeting (coordinating with Aaron Lawrence and subject to scheduling).
- Announce at the next full board meeting to invite stakeholders to submit specific addresses to Aaron Lawrence.
- Dave Christensen to schedule the next committee meeting (working with Cathy Palmer) to enable a confirmed date for the LAPD invitation.

No formal motion was made under this item; next steps were agreed upon by consensus.

**Item 7. Discussion on Tracking Upper Beverly Glen Traffic Issues**

Deputy Chair Dave Christensen introduced this item. He explained that the Beverly Glen Safety and Speed Improvement Project — which resulted in new signage restricting left turns at Nicada Drive / Beverly Glen Boulevard and at Nicada / Mulholland Drive — appeared abruptly to many residents, though CD5 reported it had been in development for five to six years. He noted that CD5 Transportation Deputy Thompson asked for approximately six weeks of community experience with the changes before the committee formally responds.

**Discussion Highlights:**

- Maureen Smith confirmed she has observed significant changes in the Upper Beverly Glen area near the Glen Center, including removal of stanchions, and expressed confusion about the evolving configuration and the loss of police traffic control presence.
- Dave Christensen proposed exploring a community survey to collect organized public feedback, potentially using SurveyMonkey distributed via the BABCNC email list (~800 subscribers), with a QR code posted at Jade's Market and the Beverly Glen Center.
- Aaron Lawrence suggested the survey could also be distributed via Nextdoor, social media, and the BABCNC newsletter.
- Irene Sandler urged caution about the survey questions to avoid generating issues the committee cannot address; she suggested working with Deputy Thompson to identify questions that would be useful to the engineers and city staff.
- Dave Christensen agreed to contact Deputy Thompson for guidance on what feedback would be most useful.

Public Comment (in-meeting attendee):

- David Van Iderstine (Bel Air Glen HOA, east side of Upper Beverly Glen, 220 homes): Provided detailed context. He noted that the cut-through route — Beverly Glen right turn onto Nicada, left on Woodwardia, then returning to Beverly Glen via Angelo Drive — is logically prohibited by the new signage but that enforcement has not yet started, which is normally expected after new prohibitory signs are installed. He noted that Waze has incorporated the new restrictions but that Apple Maps and Google Maps compliance is unknown. He recommended the committee contact Dr. Timothy Steele (Bel Air Glen HOA representative on the Neighborhood Council) for community outreach. He also noted the HOA maintains private traffic cameras.
- Bob Schlesinger recalled prior discussions about installing a traffic signal at Nicada and Beverly Glen / Mulholland Drive.

Additional Comments from Members of the Committee:

- Stakeholder Traffic Committee Member, Pamela Pierson, M.D.: Based on context and agenda, Dr. Pierson raised a technical question about camera field-of-view specifications that might allow a single camera to monitor two trouble spots (e.g., Beverly Glen and Benedict Canyon simultaneously). She also noted that the current no-left-turn restriction at Nicada and Mulholland — applicable only during peak hours (4:00–7:00 p.m.) — has had no observable effect, submitting video evidence to the committee.
- Stakeholder Traffic Committee Member, Graham Green advocated for speed cameras between Scenario Drive and Greendale Avenue on lower Beverly Glen. He proposed dynamic real-time signage at canyon entrances warning of traffic delay times at Mulholland and Sunset to discourage entry; however, the committee noted that once drivers are on the canyon road, there is no easy exit. The committee agreed to keep this idea on its list for further consideration.

**Action Items Identified:**

- Dave Christensen to contact Deputy Thompson to discuss what community feedback questions would be most useful to city engineers, and to explore whether a SurveyMonkey-based community survey is appropriate.
- Dave Christensen to also contact Deputy Sidney Liss (CD4) to assess any CD4 aspects of the Beverly Glen / Mulholland area.
- Irene Sandler to facilitate exchange of contact information between Nickie Miner and Kevin Bloomer (San Ysidro) following the meeting.

No formal motion was made under this item.

**Item 8. Update and Discussion on Metro Topics**

Chair Sandler provided brief updates on three agenda sub-items based on available information:

**8a. I-405 Sepulveda Pass Pavement Rehabilitation Project (Caltrans)**

The project is slowly progressing. Chair Sandler reported noticeably smoother pavement in repaved sections following a recent drive on the freeway. Dr. Pierson noted this is a Caltrans - not Metro - project. No additional updates are available.

## **8b. Sepulveda Transit Corridor Project (Cross-Mountain Project)**

No new updates. The committee noted it previously submitted a letter expressing reservations about all route alternatives without selecting a preferred option and has not received a response from Metro. The committee is in a wait-and-see posture pending Metro's route decision. Patricia Templeton noted that the tunnel option, if selected, is expected to generate less traffic disruption than an at-grade or elevated alignment along the 405.

Patricia Templeton also noted that Roscomare Road is experiencing increased cut-through traffic due to I-405 lane reductions, and expressed concern that, during future fire seasons, backed-up traffic on Roscomare could block evacuation routes.

## **8c. I-405 Sepulveda Pass Express Lanes**

No new updates. Chair Sandler noted the express lane conversion project has been postponed pending completion of the pavement rehabilitation project.

No formal motion was made under this item.

## **Item 9. Discussion on Electric Bikes**

Chair Sandler opened discussion of electric bicycle (e-bike) safety concerns, particularly given the holiday gift season and the large number of school-age riders in the hills.

### **Discussion Highlights:**

- Chair Sandler described the three classes of e-bikes: Class 1 (pedal-assist, up to 20 mph, no throttle), Class 2 (throttle-assist, up to 20 mph), and Class 3 (up to 28 mph). She expressed concern about young riders — including children as young as 7 — riding at speed in her Bel Air Crest neighborhood.
- Patricia Templeton noted that both conventional and e-bike riders routinely violate stop signs and red lights; she described near-miss collisions at Roscomare / Mulholland and called e-bikes a more serious safety problem due to their greater speed.
- Maureen Levinson suggested e-bikes should be treated like mopeds — requiring a license and helmet — and questioned whether e-bikes carry liability insurance. She referenced Assembly Bill 1778, which would impose an age limit.
- Bob Schlesinger agreed that liability insurance requirements, if implemented, would effectively impose age restrictions.
- Maureen Smith expressed concern about cyclists (including traditional road cyclists) on Mulholland Drive, where riders sometimes ride two or three abreast, making passing difficult and dangerous on blind curves.
- Irene Sandler noted that LADOT has a bicycle advisory committee and suggested inviting a representative to a future meeting.
- Cathy Palmer noted that a new City Council file relating to e-bikes exists and had been flagged as a city hot issue, and that the Westside Regional Alliance of Councils (WRAC) comprised of 14 neighborhood and community councils had recently considered a motion on the subject. She offered to email the relevant council file to members.
- Robin Greenberg agreed to look into the WRAC motion and report back.

### **Action Items Identified:**

- Robin Greenberg to obtain the WRAC motion on e-bikes and report back to the committee.
- Chair Sandler to inquire about inviting a representative from LADOT's bicycle advisory committee to a future meeting.
- Patricia Templeton / committee to include a request to CD5 Deputy Thompson (at his next appearance) for an update on where the City of Los Angeles stands on e-bike regulation.

No formal motion was made under this item.

### **GOOD OF THE ORDER**

- Cathy Palmer reminded committee members to RSVP for the upcoming in-person full BABCNC board meeting at TreePeople, which will include a potluck, optional moonlight walk, and a brief business meeting. She requested participants confirm what they will bring to the potluck.
- Dr. Pierson announced that the large utility pole installation project (the "Ginormous Telephone Poles" project) along Mulholland Drive has been completed, including a few additional poles. She advised that the poles will no longer block a lane of Mulholland Drive.

### **ADJOURNMENT**

***Motion:*** *To adjourn* carried unanimously as moved and seconded; no opposition or abstentions.

The meeting was adjourned at approximately 8:37 P.M.

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