



BABCNC Traffic Committee Minutes
Thursday February 13, 2020 10:00am to 11:30pm
Bel Air Crest Clubhouse 11701 Bel Air Crest Road

1. Call to Order & Welcome – Irene Sandler, Chair called the meeting to order at 10:15am.
2. Committee Roll Call: Roll was called with 8 committee members present and 6 absent.

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

3. Introduction of Non-Committee Attendees – Irene opened the meeting to all to introduce themselves.
 - Council District 4 Deputy Reps Madelynn Taras & Milene Minassians returned.
 - SLO Jim Lavenson from the WLA Police Station introduced himself. He related that he is covering for Chris Ragsdale who is on vacation now, and that Chris will be retiring in a year, at which time, he will be taking over Chris’s territory. He noted that Maria Gray, SLO from Brentwood, just retired and SLO Matt Kirk will replace her. SLO Mike Moore has Palisades.
 - Maya Zutler, from the Getty Center and Getty Villa came and provided a winter quarterly calendar and information from the Getty Center.
4. Approval of February 13, 2020 Agenda: Moved by Maureen; seconded by André; 7 yes; 0 no; 0 abstentions; approved.
5. Approval of October 17, 2019 Minutes: Moved by Pamela; seconded by Maureen; 6 yes; 0 no; and 2 abstentions by Patricia and Maureen, who were absent for that meeting; approved.
6. Public Comments – We welcome comment on topics not on adopted agenda within committee jurisdiction.
7. Chair’s Report – Irene Sandler
8. Representatives of Elected City Officials/Agencies, e.g., including but not limited to CD4, CD5, LADOT, and LAFD & LAPD

Madelynn Taras, CD4 Representative, related as to Sunset Plaza, the speed hump application opened up; DOT is studying those and they are strictly in DOT’s hands; CD4 has nothing to do with it. She noted that they had a couple speed bumps at 1700 Sunset Plaza Drive. Feel free to email Madelynn.taras@lacity.org Madelynn noted that in Laurel Canyon, there was a stop-sign snafu at Laurel & Mulholland. They worked with LA Green Team with brush clearance, trash, weeds, took out cacti blocking the view and will go back and say the obstruction has been removed to see if stop signs still need to be there for public safety.

CD4 Representative, Milene Minassians, related that the stop sign at Valley Vista and Beverly Glen has been removed. She hopes it helps with traffic. A new traffic signal has been approved. The stop sign was an interim safety measure that was not effective which is why it was removed. It is still an unsafe intersection so a new signal will be placed there; it will be synchronized so flow of cars will be appropriate.

Irene noted that Valley Vista is a major east-west thoroughfare. When it gets to Beverly Glen, it has no way of crossing over to the next Valley Vista, because of the peculiar bend in the road. For that reason, cars could not cross Beverly Glen from Valley Vista to Valley Vista on the other side. It was the unsafe problem. She concluded that if they put something new in, they should put enforcement there. Madelynn noted that with a new signal, they ask Traffic to monitor the first couple of weeks to encourage compliance and increase visibility. There are already traffic officers at Ventura and Beverly Glen. Pamela opined that the new signal is not going to work, like the stop sign.

Milene related that their offices and DOT are open to see if traffic officers can be at the signal. Milene noted that the reasoning behind it is that the intersection is not safe, e.g., collisions, bicyclists hit. The traffic signal will be synchronized; the justification is not congestion but public safety. André noted that when the stop sign was put in, traffic on Valley Vista, coming west and merging onto Beverly Glen increased; when the stop sign was removed, it decreased. He opined that they will be increasing traffic on a very residential street.

Pamela would like to have a stop sign at Nicada, opining that the light will not be optimal at Beverly Glen. Madelynn would like a DOT rep to come and speak. Gail and Maureen asked, what about use of speed bumps. Irene would like cameras for information. Bob mentioned the no right and no left hand turns at certain times. Irene related that this is between Valley Vista & Mulholland. Pamela opined that a “yield” sign would help. She and Irene like the idea of a camera to see true activity to assist traffic not to give tickets. Madelynn related that they can ask but noted that this is not how the department works. André would like to see a formal rationale for the light. Milene does not have the full report.

Asked with whom we may liaise at DOT, Tim Fremaux has replaced Brian Gallagher. Brian is working with the City Attorney on cases brought against DOT. Irene would like the neighborhood council to receive a report as to accident rates and locations. She asked what requires a report.

Officer Jim Lavenson related that if injuries or complaints of injuries, they will take a report. If collisions or complaints from citizens that people are not following rules of the road, if it is unsafe, they will get West Traffic Division for Traffic Patrol. Traffic Division’s Ryan Basaker will come to: 1) show the public we will be citing people; 2) makes people slow down a bit; and, 3) helps with gridlock. 4) If no complaint or visible injury, they will do an exchange of information, e.g., driver’s license and insurance for damage to the car. Officer Lavenson continued, it depends if serious injury, fire, smoke, they will be there with the LAFD; if not, if they have exchanged info and left, they’ll request further and call back. Citizens do not need to call in for exchange of info, because there is nothing they will do. If on Sepulveda, yes, call them.

Agendize: Request Tim Fremaux at the next Traffic Committee.

[Robin left the meeting.]

New Business

- 9. Discussion & Possible Motion:** To formulate a motion for a vote by the BABCNC board (at the February 26, 2020 board meeting) to write a letter to the Southern SFV Airport Noise Task Force requesting their strong encouragement to the FAA to find and implement quickly, a short-term relief measure for the air noise problem. This could be one of the plans suggested by the groups that have presented at the Task Force meetings or an alternative idea of the FAA's, but we need something put in place now to mitigate the current devastating situation while the FAA engineers take another 18-24 months to do the required Environmental Assessment and formulate a plan for the long-term solution. Goal - to have a letter sent to the Task Force prior to the March meeting which is on March 18th.

Patricia Templeton explained that this is about voluntarily not flying, and would like this to include commercial helicopters as her house rattles. André noted that helicopters are a different matter. Irene would have this as generalized air traffic including commercial and noncommercial helicopters. Pamela noted that the argument for controlling hours for commercial enterprise will be a long shot, but because we are most impacted over the ridges, e.g., where the Kobe helicopters are flown, at certain hours a day, we could request more equity over the flight paths; at least show some equity. It is not correct that only one group of residents are burdened. Patricia clarified that this group is asking the people who are flying not to fly over certain hours.

Maureen noted that helicopters are commercial businesses and she would like Conditional Use Permits down the line for commercial helicopters that can be enforced. Irene noted that we need to work with our council offices on how to do that. Milene related that she goes to those meetings and that CD4 has already sent a letter in support of the voluntary curfew from 10:00pm to 7:00am. Nowhere in the motion does it stipulate where they fly, only about the hours. Where they fly is outside the airport's control. The only thing the airport controls is the hours; it is voluntary. She does not believe this pertains to helicopters and added that it does not hurt to do this. Irene would like to get David Ryu's letter that we can support.

Irene noted that we need to work together to include MRCA. Our committee can create a motion to support CM Ryu's letter. It must be received before the March 18th meeting. The next meeting is Feb 20th.

Pamela noted that aircraft are required to maintain 2000' altitude over parks within the Department of Interior, and that no vehicle can come below 1,000, which is not being discussed, and that we should be protected along with plants and fauna, within this zone. Irene noted that we are the recipients of take-off and landing problem. Milene concurred that this is a comment made frequently at the meetings.

Motion: Support CM Ryu's letter, written to the Board of Airport Commissioners at LAX, sending strong support for establishing a nighttime curfew at Van Nuys Airport (VNY) **Moved by Patricia; seconded by André; 6/0/0; passed.**

Discussion & Possible Motion regarding three motions approved at BABCNC meeting which came from the Executive Committee before coming to the Traffic Committee

Motion 1. Request from Metro Project Manager, Cory Zelmer, ongoing updates of the progress being made regarding the process and progress of the ongoing work during the time period between January 2020 through the summer of 2020, when the Metro Board will vote on the chosen route(s) leading to a final decision which will, potentially, name a chosen partner for the public-private option and the route Metro has decided upon for Phase 2. We request ongoing dialogue with the Project Managers, not just the Metro Public Relations Department. (The Metro Public Relations Department does not want to meet with us at this time. If not now, when?) Irene moved; Maureen seconded; 19 yes; 1 no; Robert; 0 abstentions; passed. The above motion was passed at board meeting; however, needed to be brought to the Traffic Committee.

Irene discussed the original plan for this cross-mountain destination as one of four plans. She referred to recent CD5 meeting, where she learned that CM Paul Koretz prefers that this go down the center on the freeway. Irene gave history on median in the center of the 405, which they had for two years, then was removed. She stated that now they are saying that they don't have a wide enough area to put in the median.

Maureen noted that to build a monorail they just need five feet which already exists; Caltrans says it is an obstacle and there is a height limit. Bob noted that the San Pedro freeway is much higher. Irene noted that they would potentially put a monorail on Sepulveda, which she opined would kill Sepulveda. She noted that Bel Air Association does not want the underground because of the geology and liquefaction, and that there are no wonderful ways to do this. Maureen related that the monorail would be the least expensive and most cost-effective, wherein nothing has to be moved. It can be done before the Olympics; it can go to the airport.

André thinks to have them appoint someone to come to our meetings is a great idea. Irene would like an actual engineer. André believes this is a political decision and does not believe an engineer will come. Pamela would like us to coordinate with Brentwood & PCC & Westwood/UCLA. Irene noted that UCLA is done as they are having a station. Irene noted that Brentwood wants to talk about Bundy, not Sepulveda, that everyone has special interests. She would like to have someone here to hear what we have to say.

Patricia noted that now we are hearing third hand about the pros and cons. She would like to hear from the engineer about the pros and cons. André would like to ask for an engineer. Maureen noted that the only one argument against the monorail was the Caltrans issue, where a pillar, which you can see through, goes up to a “T” and causes a visual.

Irene noted that it is an issue for the people who are driving. Bob mentioned that the city just has to designate parking spaces. Maureen noted that two companies build monorails and Metro is looking for partnerships; however, it is now not on the table. She added that there are safety issues for lessening lanes. Irene noted that the standard is 12 feet and they would move it to 10 feet.

André would like to take a position on the toll lane, to have a motion on a toll lane at the next meeting.

Amendment to the motion: To insert that we have a person, a manager or representative come to our traffic meetings and discuss; instead of ongoing dialogues, request someone at our traffic committee meeting. André **moved**. Irene noted that Sherman Oaks has taken a strong position to have the monorail down the middle of the freeway and that we are trying to move them toward listening to the community. Irene would like to get someone from Paul Koretz’s office. **Add:** Have a Caltrans representative along with Metro amendment: Vote was taken with **7 yes; 0 no; 0 abstentions; passed.**

Motion 2. Regarding the time frame of any contract for maintenance of the project route and the trains, busses, whatever, monorail equipment will be used by a private company; the BABCNC does not want Metro to commit to the possibly 30-year contract. Rather, there should be a minimum of a two-year trial period and, if all goes well, a contract of no more than 10 years. After those ten years, the contract may be extended, based upon performance. (We would like to know what the performance standards would be...but that can become a later motion.). **Moved** by Irene; **seconded** by Robert, and following brief discussion, **this motion was withdrawn at the 01/22/2020 board meeting.**

- Irene noted that the city has never maintained a monorail and that we can discuss this with the person who comes. Officer Jim Lavenson suggested looking at cities who have this monorail system, ask about the benefits, their experience with maintenance, contract length and how it is going.
- Pamela noted Orlando has this; ask about their typical process, policies and procedures.
- Maureen would like to see transparency on the possible partnerships with Metro to see the thinking. Maureen noted that the city wants us out of our cars. We want someone here to give info and more transparency. **(Next meeting.)**
- Irene would like this to be what Paul Koretz suggested, on the freeway.
- Patricia Templeton related that BAHA has members concerned about the monorail. **NO ACTION**

Motion 3. The BABCNC will not support any alternative, e.g., monorail, over the freeway or other, until 1) our geological and fire safety concerns are thoroughly addressed, and, 2) the practicality of the chosen route is determined. **Moved** by Irene; **seconded** by Bob; **20/0/0; passed.**

- Irene noted that this goes back to our motion today.
- Maya recommended speaking to Councilmember Koretz and the Metro Board and Caltrans (per Maureen) beginning with Paul Koretz. Sheila Kuehl is on the Metro Board; speak with Nicole at her office.

NO ACTION

10. Update on Waze Motion – Philip Enderwood – absent. Irene noted that the neighborhood council has no information about how this works or what information Philip is changing. Patricia offered information on how Waze works. Maureen gave an example of how difficult it was for police officers to get to a party house; she does not know if it is related to Waze.
11. Update on Electric Scooters – Irene Sandler – Senior Lead Officer Jim Lavenson gave a report, noting that serious injuries are down this year in WLA, mostly pedestrians on their phones are being hit and people on scooters: 1) kids are not wearing helmets; 2) a lot of tourists are using these; causing problem with traffic.

Irene noted that it is nearly impossible to enforce. As regards first mile/last mile, she noted that Metro believes if we have various forms of transportation between Metro station and next stop, it will be a stop to have a Metro station in the middle of nowhere. The city is pushing electric scooters, bicycles, and modifications are being introduced. We cannot get enough reinforcement to get them off the sidewalk on to the street, and if they are on the street, they can be hit.

Maureen noted that she has been following the purple line in Westwood, and opined that LA is anti-family; they are not building parking; no first mile/last mile lane; you can't put your children on a scooter; you have to have a car to take them there. They have not figured it out.

On a separate note, Patricia Templeton asked if we can ask the police to take reports of property damage accidents for statistical purposes? Irene noted that there are civilian workers at the Police Department. Patricia related that no statistics are kept of non-injury/property damage accidents; no police report; no stats; no records; therefore, we have no way of knowing about the dangers of the streets. She would like Police Departments to take police reports on property damage cars. Irene related a story of a hit and run, and when she went to a station out of the area in which it happened, and was told that they would not take the report since she did not go to the station where the accident happened.

Regarding complaints about street racing and speeding, Jim invited emails to get traffic and patrol officers up there. He noted we have had both from Sunset 405 to PCH for years and still a problem on Wednesday nights. They do enforcement and write tickets. When they see a police car, they lock it down. Irene noted that this is beyond Wednesday night. Jim asked that we send him an email of time of day, with specifics.

Irene expressed need for help and enforcement. The Officer noted that they look at calls for service; how severe the call is. Chris's area includes Coldwater on the east, into Hollywood, the 405, Mulholland and Santa Monica. Westwood, UCLA police, and the Getty. He noted they are lowering crime to make you feel safer.

Maureen mentioned the party at Chalon that publicizes a business. Donald Brolin owns the house; Dan Bilzerian is the renter; Maureen spoke to Jim Lavenson about these party-houses. This person gets FilmLA permits. He ties the parties into a business.

12. Update on Berggruen Institute – No report
13. Report by Committee Members on local concerns and possible solutions, follow up to previous items
 - André is concerned about fires on side of freeways and would like to know what kind of referral Caltrans has. Bob noted to call the Police Department if it is about the homeless, as Caltrans will not respond. André explained that there is growth down to the road on the freeway.
 - Pamela related that big crews worked on Mulholland from the 101 at Cahuenga Pass to Laurel Estates.
14. Adjournment – Meeting adjourned at 12:30 pm Next meeting TBD

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