Greater Wilshire Neighborhood Council

Transportation Committee Minutes

Monday, August 28, 2014

1. Call to Order

A duly noticed Meeting of the Greater Wilshire Neighborhood Council Transportation Committee was held on Monday, August 28, 2014, in the Rectory of the Wilshire United Methodist Church, 4350 Wilshire Blvd., Los Angeles, CA 90005. The meeting was called to order at approximately 6:42 p.m.

2. Roll Call and Minutes

Present were members Jeffry Carpenter, Michelle Owen, and Julie Stromberg. Also present was Chi Ming Gong, Street Services General Superintendent I, Street Maintenance Division, Bureau of Street Services, City of Los Angeles.

Member Jack Humphreville joined the meeting later.

Member Cindy Chvatal-Keane was absent.

Michelle Owen, Transportation Committee Chair, called the meeting to order.

There was not a quorum for the March 10, 2014 minutes, which were tabled for the next meeting.

A quorum was present to vote on the May 12, 2014 minutes.

MOTION (by Mr. Carpenter, seconded by Ms. Owen): The Greater Wilshire Neighborhood Council Transportation Committee approves the Minutes of its May 12, 2014 Meeting as written.

MOTION PASSED unanimously by a hand vote with all 3 in favor, 0 opposed and 0 abstentions.

3. Old Business

A. Update on Mobility Element

No updates given. Comments from the Greater Wilshire Neighborhood Council Transportation Committee were submitted by the 05/13/14 deadline. Members expressed concern regarding particular areas; specifically, concerns regarding procedure and typology and general concerns

regarding the impact from redesignations. Mr. Carpenter will deliver documents to Transportation Committee at next meeting.

B. Update on Save Our Streets Initiative

Mr. Humphreville discussed the Sidewalk Committee Neighborhood Council Coalition. Mr. Humphreville explained that the Save Our Streets Initiative did not make it to the ballot because it did not have Mayor Garcetti's endorsement.

C. Update on Repair Status of Hancock Park Failed Streets

Member Cindy Chvatal-Keane was absent and no update report on the repair status of Hancock Park failed streets was given. Present members discussed that the matter involves an engineering survey, a prerequisite for resurfacing, which was flawed and had to be redone. City to pay total of 15% of cost to repair.

D. Review of BSS NC Blitz Round 2 June 2014

Member Julie Stromberg reported that the GWNC Transportation Committee received 25 nominations from the community, submitted 15 nominations for the BSS' 06-24-14 repairs (maximum number of submissions), 7 nominations were selected for the repair, and 5 areas were actually repaired. Repairs were performed at the following locations: (1) 1st Street and June Street; (2) 4th Street at McCadden Place; (3) 4th Street and June Street; (4) 4th Street and Rimpau; and (5) 9th Street and Plymouth Street. There were quite a few potholes on most of these streets, so BSS selected the most severe to repair. The next BSS NC Blitz will be in January 2015.

Areas to consider for the next round include: Curb work at 4th and Sycamore; repair at 4th and Orange Drive; repairs in La Brea Hancock area needed for a 20-year-old disabled person who had to be wheeled into the street because could not use the sidewalks, which is a public safety issue and Council office has been notified of the matter via email.

4. <u>New Business</u>

A. Guest Speaker: Chi Ming Gong, PE; Street Services General Superintendent I, Street Maintenance Division, Bureau of Street Services, City of Los Angeles

Julie Stromberg called upon Chi Ming Gong to report. Mr. Gong introduced himself and explained that he has worked for the Bureau of Street Services (BSS) for 20 years.

He explained that there is no funding for alley work this year. Funding for alley work cut off a few years ago, but he is working with executive offices to do something. Possibility of submitting some areas for next year for funding.

Personal city service options available to residents: rent a truck for $1200 and provide 2 employees with a load of asphalt for 8 hours on a Saturday. $1232 for street sweeping for an entire neighborhood. Email link on BSS website.

Mr. Gong reported on the BSS NC Blitz and that the BSS is changing the name of the BSS NC Blitz to BSS Neighborhood Council Initiative. He explained that the program consists of a single pothole crew with material for an 8-hour shift. Timeline for day of program is as follows:

- 6 a.m.: Asphalt prepared in the Valley (asphalt dispatch). Asphalt crew get 40-60 trucks and come back to yard for distribution.
- 7:30 a.m. – 8:00 a.m.: Ready to go. Black liquid given needs to be refreshed and prepared on truck to be hot when laid.
- 1:30 p.m. – 2: 00 p.m.: Repairs completed.

Details on the program are as follows:

- NC Initiative: single pothole truck for 1 community for 1 day.
- Visit every neighborhood council twice per year to get 7-8 repairs done.
- Aida Valencia first inspects the locations and gages what can be done in one day. Get 3.5 tons of asphalt for 600 square feet of asphalt 1 inch thick.
- Program created at his discretion.

Mr. Gong discussed that City of Los Angeles has two municipal asphalt plants. He is working on streamlining operations, but the BSS needs more truck drivers and trucks. He is working on an idea to get additional asphalt load, but rather do load in yard due to mess. He would like to expand NC initiative, but what are resources to augment that effort? He would like to take one weekend in September and hit the streets and see how many sidewalks can repair. Repairs to focus only on sidewalks.

Other items discussed:

- Asphalt and Concrete Repairs: Asphalt resurfacing grade/ super paved specifications are made to last, but not good for sidewalks offsets due to rocks. To properly do sidewalks, need find grade asphalt, which plants do, but extra needed could be for pavement group. Issue with sidewalk repair: staff and city planning do not like blasting concrete. Problem with repairs in HPOZs lies in HPOZs requiring concrete. No funding for doing repairs in concrete. Safety mitigations consider first. Asphalt repair available now and mitigate liability issue. Problems with concrete repairs: Remove concrete and tree roots (80% of problems). Concrete is 8-10 fold the cost. Asphalt is cheaper and concrete is more labor-intensive. Utility companies love asphalt. If expansive soil, cannot use concrete.
- General Operations Comments: Own asphalt plant on Saturdays. Get 8-hour days on Saturday. Resurfacing running 7 days per week. May be able to do work on alleys, but would need to be inspected before and see if pothole trucks can do it. Resurfacing running 7 days per week
- Tarzana Neighborhood Council: Asphalt repair example. Cost allocation parameters have to use is almost double. Overhead and indirect cost: not need to allocate on weekends. Get paid time and ½ on Saturday and Sunday. Unions not in favor of shift and change. Dealing with SEIU Local 721 Labor Union.

- Urban Forestry and Trees: Cannot do root pruning more than 1 quadrant every 5 years. Concern regarding sending the tree into shock and can fall over. Some trees cannot touch the roots, such as pine trees, unless take tree down and Board of Public Works will not allow healthy trees to be removed. Urban Forestry need to inspect, write a report, and submit report to Board, which takes 30-40 days. Cost is $300 per tree and not able to trim or repair as many trees. Urban Forestry willing to issue no fee permit for residents to trim down trees. Trying to address tree damage liability.
- Personal City Service: Personal city service available for sidewalk repair. Federal and state concrete funded work. Will get back to Board to see if available for concrete repair. $27 million floating around.
- 50/50 Program: How determined cost associated with 50/50 program? Only repair segment appeared to have issues (damaged segments). Ensure all ADA compliant (mandated). $10 per sq. ft., but at time 50/50 program ended, it was $18 per sq. for everything, including trimming tree roots. Service was accessible to property (homeowners) owners, but lost funding in 2009. Restricted access to property/private residential homeowners. Cost should have been higher. Jack Humphreville noted that private contractors are significantly cheaper.
- Other Issues: BSS has ¼ of the manpower did previously. If comes from the General Fund, not willing to consider new hires. Need utility clearance from 200 agencies. Trying to follow LADOT Master Plan and Great Streets and prioritize streets based on the two. BSS is trying to get to communities by designating ambassadors. Mr. Chong is CD4's Ambassador.

B. Follow-Up on Questions Outstanding from Metro's Presentation to GWNC in July

Ms. Stromberg reported that stakeholders sent questions to the GWNC for Metro to address in their July 2014 presentation to the GWNC Board. A number of questions were not addressed by Metro. The GWNC Transportation Committee sent a follow up email to Michael Cortez with Metro requesting that they address stakeholders' questions.

C. Motion on Intersection of 2nd Street & Sycamore Possible Referral to LADOT for 4-Way Stop Sign

Mr. Carpenter discussed the issue of major traffic on 2nd street, which is coming from La Brea. There are no markings at this intersection (no crosswalk and no Stop sign). Markings would help the intersection be safer. Mr. Humphreville stated that Mr. Carpenter will need signatures and recommends getting the orthodox Jewish community on board. Mr. Humphreville recommends asking for a stop sign and the rest is secondary.

MOTION (by Mr. Carpenter, seconded by Mr. Humphreville): The Greater Wilshire Neighborhood Council Transportation Committee recommends that the Greater Wilshire Neighborhood Council Board request that the L.A. Department of Transportation (LADOT) evaluate the pedestrian safety issues at Sycamore and 2nd Street, with possible remedies including: (a) converting the intersection to a 4-way stop; (b) raised crosswalk(s); and/or (c) at least prominently marking the intersection's crosswalks.

MOTION Passed unanimously by a hand vote with all 4 in favor, 0 opposed and 0 abstentions.

D. Extended Work Hours on Metro's Purple Line Project and Motion to Challenge Metro's Request for Extended Hours for Subway Construction

Ms. Stromberg began the discussion with an overview of the issues on this matter. Ms. Owen stated that she has video and other evidence of Metro noncompliance. Mr. Humphreville recommends for Ms. Owen to file a complaint with LAPD Commission who has a history of denying a Metro variance in Hollywood. Ms. Owen discussed Miracle Mile Residential Association's efforts on this matter. Miracle Mile Residential Association is spearheading efforts to oppose Metro Work Hours variances. La Brea Hancock Homeowner's Association wrote letter of support of Miracle Mile Residential Association's efforts.

Ms. Owen discussed her discussion at a recent GWNC Boar meeting where she made a request to homeowner's/residential associations to join forces and make concerted efforts to oppose Metro Work Hours variances. Ms. Owen would like to set up a GWNC Transportation Committee email requesting stakeholders to send documents evincing Metro's noncompliance to the GWNC Transportation Committee. Ms. Owen is considering including such solicitation on the La Break Hancock's homeowner's association's website. Since the motion regarding this proposed email was not on the agenda, no motion was made and only an update on Ms. Owen's outreach efforts were given.

E. Motion Regarding Transportation Committee Regularly Scheduled Meetings

Ms. Stromberg made the following proposed motion: That the GWNC Transportation Committee have regularly scheduled meetings every quarter, the first Monday or Thursday of said month. After a discussion among Committee members, the members decided to table the motion until the next meeting.

5. Review of Recent Notifications for Possibility of Further Study/Action and Committee Member Comments & Assignments

None.

6. Public Comments

None.

7. Announcements & Adjournment

No announcements. Meeting is adjourned at 8:30 p.m.