



Greater Wilshire Neighborhood Council  
Transportation Committee Special Meeting June 10, 2019  
MINUTES: Approved by the Committee on October 21, 2019

**I. WELCOMING REMARKS:**

A. Call to order

A duly noticed meeting of the Transportation Committee of the Greater Wilshire Neighborhood Council (“GWNC”) was held on Monday, June 10, 2019, at Bricks and Scones Coffee Shop, 403 N. Larchmont Blvd., Los Angeles, CA 90004. Chairperson Conrad Starr called the meeting to order at 7:03 p.m.

B. Roll Call

Mr. Starr called the roll. Three of the four Committee Members were present at the Roll Call: Jeffry Carpenter, Julie Stromberg, and Mr. Starr (Chair). Member Philip Farha arrived at approximately 7:15 p.m. The GWNC Transportation Committee quorum (the minimum number of Committee Members needing to be present to take binding votes on Agendized Items) was 51% of 4 Committee Seats, or three, so the Committee could take such votes. Also in attendance were GWNC Board members Jennifer Devore and Cathy Roberts. Board member Tucker Carney arrived later.

**II. GENERAL PUBLIC COMMENT ON NON-AGENDA ITEMS**

No general public comment was made.

**III. ADMINISTRATIVE ITEMS** (Discussion and Action)

(taken up after Item #4.A)

A. Nomination of and possible vote on new GWNC Transportation Committee member(s).  
*This item was taken up after item IV.*

Tucker Carney was nominated for GWNC Transportation Committee membership by Mr. Starr [**WHO SECONDED?**]. A vote was called. Mr. Carney was approved as a Committee member by a unanimous vote (4-0-0).

Mr. Starr agreed to agendize the nomination and vote of Jennifer Devore at the July, 2019 Committee meeting due to her stated unavailability for that meeting. Mr. Starr explained that by delaying the vote, quorum would not be adversely affected by her absence in July.

Support was expressed by the Committee for Ms. Devore’s joining as a member.

Ms. Stromberg announced her resignation as Committee Member effective at the end of the (June 10<sup>th</sup>) Meeting. Mr. Starr thanked her for her service to the Committee.

#### **IV. SPECIAL MEETING AGENDA ITEMS**

##### **A. Metro Crenshaw Line Northern Extension.**

- i. **Discussion of ways to conduct stakeholder outreach around the Crenshaw Northern Extension. Outreach may include a questionnaire or survey to collect stakeholder input regarding topics and questions addressed by the Crenshaw Northern Extension Advanced Alternatives Screening Study.**  
Mr. Starr distributed a draft survey.  
There was discussion, however it was decided to postpone consideration of the survey.
- ii. **Motion: to recommend the GWNC Board take a position to support or oppose any/all of the alignments currently under consideration by Metro, and/or to propose new alignments; and/or to support or oppose configurations (below grade, at grade, or aerial) for any or all of the alignments.**

The below substitute motion was made by Mr. Carpenter in written form:

**Substitute Motion:** “The Greater Wilshire Neighborhood Council’s board members and stakeholders actively participated in the information sessions sponsored by Metro on the alternative routes for the Northern Extension of the Crenshaw line. Together with the Mid City West Community Council, the P.I.C.O. Neighborhood Council, the City of West Hollywood and other organizations, the Greater Wilshire Neighborhood Council sponsored a community forum on the alternative routes proposed for the Crenshaw Line’s Northern Extension on April 25.

“The GWNC understands that Metro’s studies for the Crenshaw Line’s Northern Extension are understandably still at a very preliminary stage with many details and options yet to be defined and evaluated. However, the Greater Wilshire Neighborhood Council takes the position that, with respect to any potential rail route along La Brea, any configuration at or above grade within the corridor would be totally unacceptable and impractical as well as contradictory to the realization of the vision for livable transit-oriented communities in this corridor.

“La Brea Avenue is already today operating at and above capacity during significant portions of the day, even with the removal of curb parking for local businesses during morning and evening peak periods and is likely to be experiencing even greater levels of gridlock in the future with the limitations of the City’s arterial grid. The intrusion of an aerial structure in the median would impinge on traffic operations, left turn movements and general safety and visibility.

“La Brea is one of the primary corridors for emergency vehicle access, both from the LAPD Wilshire Division and LAFD Fire Station 61 and the use of the median lane is crucial during peak traffic hours. If the present-day median lane were to be eliminated, police cars, fire trucks and paramedic ambulances could be forced to race through narrow neighborhood streets, creating grave safety risks as well as serious delays in critical services.

“An aerial rail viaduct in the middle of the La Brea would have trains directly impacting the new upper story development for new housing and other uses that are envisioned to be fostered by pending Transit Oriented Communities. Even more

adverse, however, the aerial structure would over-shadow and obstruct the street, sidewalks and building frontages below, virtually assuring that La Brea Avenue would become a blighted and hostile place for pedestrians, residents and businesses.

“For reasons such as these, the Greater Wilshire Neighborhood Council would strongly urge Metro to remove consideration of an aerial or any at-grade rail configurations for a La Brea route alternative.”

**Mr. Starr seconded.** There was discussion.

Ms. Roberts noted that the La Brea Hancock Homeowners Association voted to oppose the La Brea alignment altogether.

Mr. Carney proposed the following modification in the second paragraph: to replace “however” with “Although we strongly support the integration of a north-south extension as a concept and need...” There was agreement by the Committee.

An insertion was proposed for the fourth paragraph: to insert “for emergency responders” between “crucial” and “during peak traffic hours...” There was agreement by the Committee.

Ms. Stromberg proposed the following insertion in the fifth paragraph: to insert “as well as sensitive land uses such as schools and religious institutions” after “...pedestrians, residents and businesses.” There was agreement by the Committee.

Mr. Starr read the amended motion as follows:

**Amended Motion (amended language in bold below):** “The Greater Wilshire Neighborhood Council’s board members and stakeholders actively participated in the information sessions sponsored by Metro on the alternative routes for the Northern Extension of the Crenshaw line. Together with the Mid City West Community Council, the P.I.C.O. Neighborhood Council, the City of West Hollywood and other organizations, the Greater Wilshire Neighborhood Council sponsored a community forum on the alternative routes proposed for the Crenshaw Line’s Northern Extension on April 25.

“The GWNC understands that Metro’s studies for the Crenshaw Line’s Northern Extension are understandably still at a very preliminary stage with many details and options yet to be defined and evaluated. **Although we strongly support the integration of a north-south extension as a concept and need,** the Greater Wilshire Neighborhood Council takes the position that, with respect to any potential rail route along La Brea, any configuration at or above grade within the corridor would be totally unacceptable and impractical as well as contradictory to the realization of the vision for livable transit-oriented communities in this corridor.

“La Brea Avenue is already today operating at and above capacity during significant portions of the day, even with the removal of curb parking for local businesses during morning and evening peak periods and is likely to be experiencing even greater levels of gridlock in the future with the limitations of the City’s arterial grid. The intrusion of an aerial structure in the median would impinge on traffic operations, left turn movements and general safety and visibility.

“La Brea is one of the primary corridors for emergency vehicle access, both from the LAPD Wilshire Division and LAFD Fire Station 61 and the use of the median lane is crucial **for emergency responders** during peak traffic hours. If the present-day median lane were to be eliminated, police cars, fire trucks and paramedic ambulances could be forced to race through narrow neighborhood streets, creating grave safety risks as well as serious delays in critical services.

“An aerial rail viaduct in the middle of the La Brea would have trains directly impacting the new upper story development for new housing and other uses that are envisioned to be fostered by pending Transit Oriented Communities. Even more adverse, however, the aerial structure would over-shadow and obstruct the street, sidewalks and building frontages below, virtually assuring that La Brea Avenue would become a blighted and hostile place for pedestrians, residents and businesses, **as well as sensitive land uses such as schools and religious institutions.**

“For reasons such as these, the Greater Wilshire Neighborhood Council would strongly urge Metro to remove consideration of an aerial or any at-grade rail configurations for a La Brea route alternative.”

Mr. Starr called the vote. The motion carried 3 in favor (Carney, Starr, Stromberg) - 1 opposed (Farha) – 0 abstentions.

#### **V. COMMITTEE MEMBER REPORTS**

*None were made.*

#### **VI. REQUESTS/MOTIONS FOR FUTURE AGENDA ITEMS.**

*None were made.*

#### **9. ADJOURNMENT**

Ms. Starr declared the Meeting **ADJOURNED** at 8:03 p.m.

Respectfully submitted,  
Conrad Starr

*The GWNC Transportation Committee Minutes page is  
<http://greaterwilshire.org/transportation-committee-agendas-minutes>.*