



Greater Wilshire Neighborhood Council  
Transportation Committee Meeting October 21, 2019  
MINUTES – Approved by the Committee on January 13, 2020

I. **WELCOMING REMARKS**

A. **Call to Order**

A duly noticed discussion of the Transportation Committee of the Greater Wilshire Neighborhood Council (“GWNC”) was held on Monday, October 21, 2019, at Marlborough School, Collins Room D-200, 250 S. Rossmore Ave., Los Angeles, CA 90004. Chairperson Conrad Starr called the discussion to order at 7:02 p.m.

B. **Roll Call**

Mr. Starr called the roll. Four of the five Committee Members were present at Roll Call: Mr. Starr (Chair), Tucker Carney, Jeffry Carpenter, and Philip Farha. One Committee Member, Jennifer DeVore, was absent. *[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 5 Committee Seats, or three, so the Committee could take such votes.]*

Also in attendance were Michael Schneider from Mid City West Community Council, two GWNC stakeholders from Areas 6 and 11, and another community member.

C. **Welcome**

Mr. Starr welcomed the assembled group.

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

A. **Michael Schneider, Mid City West CC Transportation Committee**

Mr. Schneider presented on the 4th Street Greenway, which would connect existing bike routes with additional traffic mitigations and improvements designed to allow safer travel for non-motor vehicles at several intersections. Mr. Schneider showed the assembled group images of a recently installed “diverter” at the intersection of N. La Brea Ave. and Rosewood Ave., where eastbound and westbound cars must turn right, while pedestrians and bikes (and similar vehicles) may cross via signalization for bikes and pedestrians.

An already approved portion of the Greenway will extend to N. La Cienega Blvd. There are efforts underway to create similar diverters at Rosewood Ave. and N. Fairfax Ave., where, Mr. Schneider noted, cars have crashed into corner buildings.

Approved plans include a diverter similar to one seen at a Yucca St. intersection. La Cienega will likely have same treatment as La Brea and Rosewood. The City of West Hollywood is considering a “zig zag” at Rosewood and San Vicente, and the route will continue to Doheny. He said Santa Monica Blvd. has bike lanes in West Hollywood.

Under current plans, there will soon be a continuous bike lane from the 405 Freeway to West Hollywood City Hall, which will be painted green.

He noted 4th Street is the most important through-street for cyclists *[Note: in a follow-up email, Mr. Schneider qualified that it's "the most important east-west going from Downtown LA to further west]*, but should be safer for cyclists, which is why a treatment similar to the Rosewood Ave./N. La Brea Ave. is being proposed for both W. 4<sup>th</sup> St. at S. Highland Ave. and for W. 4<sup>th</sup> St. at S. Rossmore. Ave. which do not currently have traffic signals. He noted there is likely a fair amount of cut-through traffic by motor vehicles traveling east and westbound through those intersections, and the proposed diverters and signals would have the potential to reduce rush hour cut-through traffic throughout Hancock Park, which should appeal to all residents and make streets quieter and safer.

Mr. Schneider showed photos of both intersections. He said the signal being requested would respond to the presence of bikes through detector loops and would remain green for 20 seconds *[Note: in a follow-up email, Mr. Schneider said the crossing time is subject to change]*. It would also have signalized crossing for pedestrians. At both intersections, east and westbound cars would have to turn right.

Noting the presence of bollards at Rosewood and La Brea, he said those were installed because cars were not adhering to the turn restrictions.

Mr. Schneider said he was specifically asking for support from the GWNC for changes to those two intersections that would mimic La Brea and Rosewood.

Mr. Carney noted that when he rides bikes and scooters on 4<sup>th</sup> St., the state of disrepair of the pavement is a safety issue.

Mr. Farha said he rides a bicycle on Rosewood frequently.

Mr. Schneider said in addition to community support, funding was needed. Responding to Mr. Carpenter, he said a grant from the State provided funding for the Rosewood Ave. section.

Responding to a committee member, he noted that Formosa Ave and Alta Vista Blvd. would provide a north-south connection between Rosewood Ave and 4<sup>th</sup> Street.

He said LADOT is "on board." While LADOT doesn't do traffic analyses of small residential streets, Mr. Schneider believes these mitigations have made the area safer. He added that there have been no complaints and that the Orthodox Community has been supportive, noting the signals have a "Shabbat mode."

Mr. Starr said he would be supportive of safety improvements at 4<sup>th</sup> St. and Highland and 4<sup>th</sup> St. and Rossmore, noting a close call between himself, on a bike, and a fast moving car just that evening at the latter intersection.

Mr. Carpenter said the Traffic Committee had previously heard concerns from its former chair around the "intrusion of cyclists."

Mr. Schneider invited Mr. Starr to share a Google Map showing the project concept and proposed route:

(<https://www.google.com/maps/d/u/0/viewer?mid=1CSz8u7IAgt6u6wjGpdszerBsJ4pXffVS&ll=34.07139611784651%2C-118.34322809999998&z=15>).

The 4<sup>th</sup> Street Greenway would extend onto S. Catalina St., which would connect it to an existing bike lane on W. 7<sup>th</sup> St.

The cost of the proposed treatments would be roughly \$300,000 per intersection [*Note: this comment lacks attribution; in a follow-up email, Mr. Schneider said he is unsure of the cost per intersection, but he suspects it would be lower than \$300,000*].

Stakeholder Chris Palencia (Area 11) said he would be supportive of a less modest proposal.

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

#### A. **Articulation of Committee Purpose**

Mr. Starr invited Committee Members to share their thoughts on what should be included in a “Committee Purpose” document, which he agreed to draft for discussion and possible action at the next meeting.

Suggestions included: safety, flow of traffic, and the future of transportation.

Parking was discussed. Mr. Starr said he opposed committee time being spent on Preferential Parking application matters, suggesting that might fall to Land Use. Mr. Farha [*at the time of this meeting, Mr. Farha was Chairperson of the GWNC Land Use Committee*] said Land Use deals with the issue of an appropriate supply of parking and daily usage, while the Transportation Committee should address issues of traffic flow as relate to parking. When in connection to a building, Land Use would be best to address the issue.

Mr. Carpenter said issues concerning La Brea Ave. and a “continuity of perspective” should be included.

Mr. Starr suggested he could schedule a special meeting for the discussion.

Mr. Farha said the purpose statement should include an outlook of the future, and a mission statement.

Metro issues should be included, as should trends in transportation.

Later in the meeting, it was agreed that the purpose should include the facilitating of traffic solution discussions between stakeholders or their associations and City departments who might hear their concerns knowing the Committee had been apprised of an issue.

#### B. **Review and Adoption of the April 15, 2019 Meeting Minutes.**

Mr. Farha moved to approve the April 15, 2019 minutes as drafted and presented. Mr. Carpenter seconded. The minutes were approved unanimously (4/0/0).

#### C. **Review and Adoption of the June 10, 2019 Special Meeting Minutes.**

Mr. Carpenter moved to approve the June 10, 2019 Special Meeting minutes as drafted and presented. Mr. Farha seconded. The minutes were approved unanimously (4/0/0).

#### D. **Review and Adoption of the July 15, 2019 Discussion Notes**

Mr. Carney moved to approve the July 15, 2019 discussion notes as drafted and presented. Mr. Carpenter seconded. The notes were approved unanimously (4/0/0).

#### E. **Nomination and Vote on Transportation Committee Chairperson(s)**

Mr. Farha nominated Mr. Starr as Transportation Committee Chairperson. Mr. Carney seconded. Mr. Starr was elected Committee Chairperson by a unanimous vote (4/0/0).

**F. Nomination of and Possible Vote on New GWNC Transportation Committee Member(s).**

There were no nominations at this time. Mr. Starr invited stakeholders to join.

**G. Review of Committee Meeting Schedule.**

Motion: to change to 3rd Monday of odd numbered months starting in 2020.

Mr. Starr moved as above. Mr. Carpenter seconded. The motion was approved unanimously (4/0/0).

Mr. Palencia said he might know of a meeting space if one was ever needed.

**IV. OLD BUSINESS**

**A. Discussion, Planning, and Possible Motion on GWNC Transportation Committee Outreach and Action Measures.**

Mr. Carpenter said the upcoming speed hump application window was an opportunity for outreach, and that, from among GWNC requests, he did not know of any who had made it through the process for speed humps, and it would be good to know who was applying.

**V. NEW BUSINESS**

**A. Highland /Melrose Traffic Situation**

Mr. Farha said residents from the SoHo neighborhood, through their small neighborhood association led by Don Hunt, had complained about speeding and unsafe traffic at N. Highland Ave. and Melrose Ave. and had asked Mr. Farha to request left-hand turn signals for northbound and southbound traffic.

Mr. Starr noted there may not be space for a turn pocket for northbound traffic, due to a center island south of Melrose.

One member noted that left turns are not allowed for northbound traffic from 7 to 9am and 4 to 7pm. Mr. Starr offered to introduce Mr. Farha by email to Bhuvan Bajaj from LADOT to discuss options;

**B. La Brea Blvd. - State of Disrepair from 6th St. to Wilshire Blvd.**

Motion: The GWNC Transportation Committee requests that surfacing repairs be made to the 600 Block of South La Brea Ave. for safety.

Mr. Starr moved the above. Mr. Farha seconded. The motion was approved by unanimous vote (4/0/0)

**C. Illegal Pickups and Drop-offs by Rideshare Drivers and Passengers**

Motion: The GWNC Transportation Committee recommends that the GWNC write a letter to CD4, CD5, the City Transportation Committee, and the Mayor to require rideshare companies to restrict pickups and drop-offs in rush-hour restricted zones while "No Stopping" is in force.

Mr. Starr moved as above. Mr. Carpenter seconded. There was discussion. Speaking in support of the motion, Mr. Starr noted that rideshare drivers are incentivized by the ratings they receive from passengers and are disincentivized to obey the law if it would mean inconveniencing a passenger. Mr. Carney noted that buildings should have designated pick-up spots for rideshare as a long-term solution.

Mr. Starr called the vote. The motion was approved unanimously (4/0/0).

Mr. Palencia noted that the bus-only lane lacked enforcement and directed the Committee to a post on LA Metro's blog, "the Source," where bus-mounted cameras had been proposed as a tool for enforcement of bus-only lane violations. Mr. Starr agreed to add a discussion to the agenda for the next regularly scheduled meeting of the Committee.

**D. Bureau Street Services Small Asphalt Repairs on 11/29/19 - Requests Due 11/20/19**

Mr. Starr noted the above. The Committee agreed it was appropriate to reassign the collection of locations needing repairs to GWNC's newly appointed Public Works Liaison, Hayden Ashworth.

**VI. COMMITTEE MEMBER REPORTS**

**A. Wilton/2nd Intersection Signal.**

Mr. Starr noted that the Ridgewood Wilton Neighborhood Association had been successful in having the signalization at the intersections of Wilton Dr., Wilton Pl. and W. 2<sup>nd</sup> St. restored to the configuration they preferred.

**B. 3rd/Plymouth Intersection**

Mr. Starr noted that a right-turn only lane had been approved at W 3<sup>rd</sup> St. and S. Plymouth Blvd. following an ongoing email exchange between a resident there and CD4 Field Deputy Rob Fisher, on which GWNC Transportation was copied.

**C. Clarification from LADOT on PPD Placards**

Mr. Starr noted that he had followed up with LADOT regarding an inquiry brought to the Committee at its July 15, 2019 discussion by an Area 7 resident involving the replacement of Preferential Parking District stickers by placards and had received this response from Felix Valde at the LADOT:

*"The switch to hang tags began about 4-5 years ago after a council member heard complaints from his constituents that their permits faded prematurely or had caused damage to bumpers (they had to be displayed on the rear bumper or window). After trying several materials, the only solution to prevent fading was to have a permit that was out of direct sunlight and car washes. Although the permit could have also been displayed in the rear window, it was not perfect as condensation, tinting or louvers could block the permit causing the vehicle owner to be cited. Other municipalities had started to adopt the hang tags so the City felt this was the direction to go until we can get License plate recognition in place (virtual permits - where your license plate is used as an identifier rather than a physical permit). Unfortunately, this method is still limited by technology and the city ordinance. A pilot program for about 1.5-2 yrs was done exclusively within Council District 5 before Citywide distribution of the hang tags were started in 2017.*

*"Another reason for the switch was for the Traffic Officers - if they do not see a permit on the bumper or rear window, they will check for a visitor's or disabled placard hanging on the front and finally the dash for a guest permit. That's potentially 4 places on a vehicle to check for permits which slowed enforcement down. By moving the permit to hang on a mirror, it minimized the search to one general area when checking for permits.*

*“Hopefully, this clarifies the development of the hang tags. Unfortunately, a sticker is no longer available unless an Annual is being requested for a motorcycle (or other two-wheeled motorized vehicles parked on the street).”*

## **VII. COMMITTEE MEMBER COMMENTS/ANNOUNCEMENTS**

### **A. Upcoming Meetings on Metro Crenshaw Northern Extension**

Mr. Starr summarized the issues to date regarding the Crenshaw Northern Extension and indicated that the meeting schedule was posted near the meeting sign-in sheet. A community member said that she had attended the Committee meeting for this issue.

### **B. Safe Sidewalks Rebate Program**

Mr. Starr noted that the sidewalk rebates were again available.

### **C. Cool Asphalt Pilot in La Brea Hancock**

Mr. Starr noted that a stretch of S. Mansfield Ave between W. 6<sup>th</sup> St. and W. 3<sup>rd</sup> St. would have its concrete replaced with white asphalt.

### **D. Safe Moves: Free Traffic/Bike/Pedestrian Safety Presentations**

This was not discussing.

### **E. Report on Carbon Footprint of Scooter-Rideshares**

Committee members noted they had all seen articles based on a study evaluating the likely carbon footprint of rideshare scooters.

Mr. Farha offered to invite Donald Shoup from UCLA to present on the Slow Traffic Movement, whose goal is to increase the ratio of slow traffic to fast traffic. Mr. Starr noted that Juan Matute might be another resource from academia. Jeffry Carpenter suggested two more names: Jarrett Walker and Jen Gell.

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

The committee agreed that the 4<sup>th</sup> Street Greenway should be agendaized for Committee support, as should a request for LA Metro to speed up the bus mounted enforcement of bus lane laws.

## **IX. ADJOURNMENT**

Mr. Starr adjourned the meeting at 8:40 p.m. He announced that the next GWNC Transportation Committee will be held at 7:00 p.m. on Monday, January 13, 2020, at Marlborough School, 250 S. Rossmore Ave, Los Angeles, CA 90004.

Respectfully submitted,

Conrad Starr

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