



Greater Wilshire Neighborhood Council  
Transportation Committee Meeting January 13, 2020  
MINUTES – Approved by the Committee May 18, 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, January 13, 2020, at Marlborough School, 250 S. Rossmore Ave., Los Angeles, CA 90004. Chairperson Conrad Starr called the discussion to order at 7:06 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, Jennifer DeVore, and Philip Farha. One Committee Member, Jeffrey Carpenter, 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 GWNC Alternate for Area 6, Cathy Roberts; and GWNC Alternate for Area 11, Joshua Kirchmer.

C. **Welcome**

Mr. Starr welcomed the assembled group.

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

There was none.

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

A. **Review and Adoption of the October 21, 2019 Meeting Minutes**

Mr. Carney moved to approve the October 21, 2019 minutes as drafted and presented. Mr. Farha seconded. The minutes were approved unanimously (4/0/0).

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

There were no nominations at this time.

IV. **OLD BUSINESS**

A. **Discussion, Planning, and Possible Motion on GWNC Transportation Committee Purpose and Procedures.**

By unanimous consent, this item was taken up after Item VIII.

At that time, it was agreed to postpone consideration of this item to the March 2020 meeting of the Transportation Committee.

Additionally, Mr. Starr apologized to Mr. Farha for not including the Melrose/Highland intersection traffic concerns in the agenda, and he agreed to add it to March 2020.

## V. **NEW BUSINESS**

### A. **4th Street Greenway**

[From the agenda: “At its October 21, 2019 meeting, Michael Schneider of the Mid City West Community Council Transportation Committee presented on the “4th Street Greenway,” a proposal of improvements to existing east-west bike lane infrastructure aimed at improving safety, encouraging its use, and eliminating gaps. Requested features in GWNC’s areas include diverters for eastbound and westbound motor vehicle traffic on W. 4th St. at the intersections of W. 4th St. and S. Highland Ave. and West 4th Street and S. Rossmore Ave. which would include right-turn-only lanes for motor vehicles; and bike- and pedestrian-only signals, triggered by bike-only induction loops and pedestrian push buttons, to restrict eastbound and westbound passage to pedestrians, bicycles, and similarly classified vehicles; and visual deterrents and other elements only at those intersections, including bollards, lane striping, and green lanes”]

**Motion:** The GWNC Transportation Committee recommends the GWNC support the 4th Street Greenway as presented at its October 21, 2019 meeting and that the GWNC communicate its support to the City Transportation Committee, to CD4 and CD5, to LADOT, and to the Mayor and his Vision Zero team, and request the City support and fund the 4th Street Greenway project.

Mr. Farha moved as above. Mr. Carney seconded.

#### **Discussion:**

Mr. Starr shared images of the intersection of La Brea and Rosewood, where such a mitigation had been installed; and images of the intersections of 4<sup>th</sup> Street and Highland, and 4<sup>th</sup> Street and Rossmore. Mr. Farha spoke in favor. Mr. Starr noted that the bollards and green painting on the street were not obligatory. Mr. Carney noted that bikes, scooter, and other small vehicles would trigger the signal.

In public comment, Ms. Roberts said a plan view of the intersections in question were important for her to see.

Ms. DeVore said she sought a guarantee that the proposed signalization would not later evolve into traffic signals for motor vehicle traffic to cross Highland and Rossmore on 4<sup>th</sup> Street.

Ms. DeVore moved to amend by inserting “with the condition that the street lights will never be opened up to east-west car traffic” after “...and fund the 4<sup>th</sup> Street Greenway project.” Mr. Starr seconded.

The amendment passed 3/1/0.

Mr. Farha moved to amend by replacing “to the City Transportation Committee, to CD4 and CD5, to LADOT, and to the Mayor and his Vision Zero team” with “to the appropriate agencies.” Ms. DeVore seconded. There was no discussion.

Mr. Starr called the vote on the amended motion. The motion passed unanimously, 4/0/0.

## **B. Bus-Lane-Only Violations and Enforcement**

[From the agenda: “At its October 21, 2019 meeting, a GWNC stakeholder brought up the proposal for a study of bus-lane-only violations, as detailed in The Source website at <https://thesource.metro.net/2019/09/04/say-cheese-to-keep-the-bus-lanes-clear-please/>.”]

**Motion:** The GWNC Transportation Committee recommends the GWNC request the City to study and evaluate technological solutions for assessing and quantifying bus lane violations and to fund as appropriate.

No motion was made or vote taken. Mr. Farha expressed concern over the City using “for profit solutions” and engaging 3<sup>rd</sup> party companies. In public comment, Ms. Roberts noted the history of lawsuits related to the City’s past use of red light cameras.

## **C. CIS for Council File 19-1273-s1: as moved by Councilmember Koretz**

**Motion:** to recommend GWNC file a CIS in support of CF 19-1273-s1

Mr. Starr moved as above and Ms. DeVore seconded. Mr. Starr spoke in favor of the motion, noting that Uber and Lyft are not profitable, and yet they are driving taxis out of business.

Mr. Carney spoke in opposition, noting that taxis in L.A. “don’t have medallions” like in New York, with a cap in L.A. of 2,346 taxis. He said they are not expensive to license, and the same 9 operators control L.A.’s taxis, that these are not individual businesspeople, while Uber and Lift include over 100,000 drivers. He warned against “picking a winner” and recommended letting the market decide. He noted rideshare companies had “forced taxis to change.”

Mr. Farha said the remote pickup at LAX (“LAXit”) works well as a decentralized solution.

It was noted the Council Motion should be restricted to handicapped rider pickup.

Ms. Roberts said a taxi had refused her service when she attempted to hail it from a Downtown L.A. hotel because she was not leaving from the hotel. Mr. Starr said a rideshare was blocking the bike lane outside the same hotel.

Mr. Kirchmer expressed agreement with Mr. Carney.

Mr. Farha moved to replace “support” with “opposition.” Mr. Carney seconded. The amended passed 3/1 (Starr)/0. The amended motion passed 3/1 (Starr)/0.

## **D. Request by Metro to Extend the Term of the Sycamore Center Opening Enclosure - Purple Line Construction - Wilshire Blvd. from S. Sycamore Ave. to S. Mansfield Ave.**

**Motion:** to recommend GWNC request that Cd4 reject the extension of the Center Opening Enclosure past February 2020 as requested by LA Metro.

Mr. Starr moved as above. Mr. Farha seconded. Mr. Starr invited Mr. Kirchmer, whom he described as Secretary and long-standing member of the Sycamore Square Neighborhood Association (SSNA) Board of Directors, to explain the history.

Mr. Kirchmer said Metro had approached the SSNA in 2017 requesting a 6-month work island on Wilshire, which the SSNA supported, and that they later asked for an extension to 2020, arguing it would be better and safer than intermittent street closures. He said businesses said they had seen a drop in customers and were complaining. It was noted that one business, and insurance agency, had closed.

Mr. Kirchmer said LA Metro had informed SSNA that they were applying for another 6-month extension, which was the maximum the city would allow per application, but they could not name a true end date or provide a timeline for the closures.

It was noted that the Center Opening Enclosure “kills a lane of traffic” in each direction and prevents left turns.

Mr. Starr called the vote. The motion passed unanimously, 4/0/0.

VI. **COMMITTEE MEMBER REPORTS**

There were none.

VII. **COMMITTEE MEMBER COMMENTS/ANNOUNCEMENTS**

Mr. Farha said Banh Oui bakery on Melrose had asked for a crosswalk at Orange Dr. because many people cross Melrose at that intersection. They had asked Mr. Farha for help. Mr. Starr agreed to add it to the March agenda.

Mr. Starr noted that speed humps could be applied for, for a limited time.

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

Mr. Starr agreed to add the Melrose/Highland intersection, the Melrose/Orange crosswalk request, and a motion to change the regular meeting date to the 4<sup>th</sup> Monday of odd-numbered months to the March agenda.

IX. **ADJOURNMENT**

Ms. DeVore moved to reschedule the March meeting to Monday, 3/23/2020. Mr. Farha seconded. The motion passed unanimously.

The meeting was adjourned at 8:33 p.m.

Respectfully submitted,

Conrad Starr

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