



Greater Wilshire Neighborhood Council  
Meeting of the Transportation Committee  
May 23, 2022  
DRAFT MINUTES

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, May 23, 2022, via Zoom (online and by telephone). Committee chairperson Cindy Chvatal called the meeting to order at 7:00 p.m.

B. **Roll Call**

Mr. Carpenter called the roll. Six of the nine Committee Members were present at Roll Call: Jeffry Carpenter, Cindy Chvatal (chair), Conrad Starr, Julie Stromberg and Sam Uretsky. Frank Moser joined the meeting at 7:02 p.m. Jonah Bliss, Owen Smith and Jon Vein were absent. GWNC board secretary Jennifer DeVore moderated the meeting. *[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 9 Committee Seats, or five, so the Committee was able to take such votes.]*

II. **COMMENTS BY GOVERNMENT REPRESENTATIVES**

(LAPD Traffic Division staff participated under New Business)

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

There were no public comments.

IV. **ADMINISTRATIVE ITEMS**

A. **Review and Adoption of Committee Minutes.** Draft minutes for the March 28<sup>th</sup> and April 8<sup>th</sup> meeting were not available, so this item was carried over.

B. **Committee Membership.** Frank Moser’s appointment to the Transportation Committee was approved by the GWNC at its May meeting, so this was Mr. Moser’s first Committee meeting as a member.

V. **NEW BUSINESS**

A. **Discussion with LAPD Traffic Division on Enforcement in GWNC Neighborhoods.**

Sargent Dan Eun was introduced on Zoom, along with Commanding Officer Captain Anthony Otero calling in from his car on an audio connection. Also introduced was Officer Dave Manning from the Wilshire Division and Officer Jorge Arellano from the Olympic Division.

Sargent Dun and Captain Otero discussed their experiences trying to enforce speed limits as well as parked cars block peak flow traffic lanes. Captain Otero noted that speed humps on neighborhood streets require initiation by the street's residents.

Ms. Stromberg noted a number of locations of conflict—

- i. Highland south of Wilshire. Speeding traffic along this narrowed portion of Highland, along with the compromised sight lines with parked cars and the road dips, makes it impossible for pedestrians to cross safely.
- ii. Wilshire and Highland Intersection. The configuration of this offset intersection makes it hazardous for pedestrians to cross, particularly on the west side.
- iii. Windsor Village. Ms. Stromberg cited various conflict areas, including speeding through the 9<sup>th</sup> and Lucerne intersection and along 8<sup>th</sup> Street.

Sargent Eun responded that speed surveys had been done on Highland Avenue but had determined that traffic speed levels were actually not at what would be termed a “critical” level. Overall, in the West LA Traffic Division, actual traffic incidents were termed “not too bad.”

Ms. Chvatal asked if the Division had enough officers for enforcement. Sargent Eun responded that no, they did not—but there might never be enough to achieve broad overall compliance.

Ms. Chvatal inquired about what effects the pandemic has had on traffic, especially late at night. Sargent Eun responded that, at the start, the accidents rates were very low. Captain Otero noted that street “takeovers” have since become a particular problem and that the Department is working to increase the investigation units to target perpetrators. He also noted an increase in attacks on officers at traffic stops as a concern.

Mr. Moser stated that 6<sup>th</sup> Street is the biggest problem street in his assessment because of speeding and the accidents that result from speeding. Ms. Chvatal affirmed the problems of 6<sup>th</sup> Street, notably from La Brea east to Van Ness, but the challenge is to devise measures to make 6<sup>th</sup> Street safer, for pedestrians as well

as for cars.

Officer Dave Manning responded that the Division has identified 6<sup>th</sup> Street as a problem area in need of enforcement, noting the June Street intersection as one particular problem locale.

Sargent Eun noted, however, that he estimated that 50-60% of the violations seem to be by local residents so getting the understanding and cooperation of local residents could be helpful. Ms. Chvatal and Mr. Starr demurred on this assessment. Sargent Eun discussed coordination of LAPD enforcement with prospective LADOT mitigation measures. Captain Otero invited the Committee to be in touch with him by email with thoughts on how enforcement could be made more effective.

Mr. Moser raised another area of concern, upper Larchmont Blvd. [a concern previously referred to the Committee by John Winther and Edie Frere], particularly in the vicinity of the intersection with Clinton near the Page School. Too many drivers roll through this 4-way, posing a special danger to school children and pedestrians generally. Officer Manning said he would take note of the situation.

Ms. Chvatal asked what the GWNC could do to help LAPD address these issues. Captain Otero asked how the GWNC had involved the Council Offices. Ms. Stromberg responded that contact had most recently been made with Council District 5 over the need for safe pedestrian crossings at 8<sup>th</sup> and or 9<sup>th</sup> Streets on Highland [in addition to 6<sup>th</sup> Street concerns]. Sargent Eun said that funding enforcement initiatives can be effective. He noted that the Department has been able to make good use of Council Office funds in past, particularly in getting the extra officer hours that are sometimes needed.

*[At this point, Charlie Ho, Supervising Planner for Active Transportation, joined the meeting and was introduced to the discussion. At 7:57 p.m., Owen Smith also joined the meeting.]*

**B. Discussion with LADOT Active Transportation on available modifications and mitigations for our streets and sidewalks (Charlie Ho, LADOT)**

Mr. Ho responded that the challenge for putting in a crosswalk at 8<sup>th</sup> and Highland would be that it “could not be controlled.” Regarding conflicts crossing Larchmont, Mr. Ho suggested working with the District Engineer, noting that Rosewood is being looked at as a neighborhood pedestrian “low stress corridor” [which could tie into a Larchmont crossing].

Ms. Chvatal reiterated the need to install safe pedestrian crossings on Highland at 8<sup>th</sup> and/or 9<sup>th</sup> Streets. Mr. Starr cites Metro’ “First/Last Mile” station area circulation plan calling for an 8<sup>th</sup> Street crossing on Highland, as well as a Mansfield crossing on Wilshire. Mr. Carpenter raise the need for a pedestrian crossing on Beverly Blvd. at Orange Drive or Mansfield.

Mr. Ho responded that the Committee would need to work with Bhuvan Bajaj on those requests. Mr. Starr said he would email a link to Metro’s plan to Mr. Ho for his follow up.

*[At this point, the Committee received a text from Michael Schneider, representing Streets for All and the Healthy Streets LA ballot initiative, that he would be able to join the meeting at 8:30 p.m. Mr. Schneider subsequently joined the meeting at 8:31 p.m.]*

C. **Mid-City West Proposed Motion** (Discussion and Possible Action) (Michael Schneider, MCWCC)

The Committee viewed a 3–4-minute presentation from Mr. Schneider on the “Healthy Streets for LA ballot measure, which included a facts sheet and statistics noting that Los Angeles’ pedestrian fatalities are now four times the national average. Noting that many safety measures called for in the city’s Mobility 2035 Transportation Plan have not been implemented, a key element of the measure would require automatic implementation whenever a street is repaved or improved.

Ms. Chvatal was concerned that the Mobility Plan needed updating. Mr. Carpenter questioned if the consequential timing of improvements would be strategically optimum, noting that vital safety improvements could continue to go neglected. Mr. Starr asked about how potential discontinuities, citing specialized issues not designated in the Plan, such as reconstruction of broken-up concrete streets.

After brief, general discussion, no motion was put forth.

VI. **OLD BUSINESS** *[this item was taken up prior to V.C.]*

A. **Continued Transportation Committee Member Outreach: Transportation and Traffic Safety Priority Issues in Greater Wilshire Communities.**

Mr. Starr cited the over-use of the curb lane (and peak period travel lane) on La Brea in the vicinity of 8<sup>th</sup> Street by businesses for longer-term placement of dumpster and other construction paraphernalia as a problem that arisen in his Area.

VII. **COMMITTEE MEMBER COMMENTS/ANNOUNCEMENTS**

There were no further Member comments or announcements.

VIII. **REQUESTS FOR POSSIBLE FUTURE AGENDA ITEMS**

There were no other requests for future agenda items. The next meeting of the Committee was noted to be at 7:00 p.m. on Monday, July 25, 2022. via Zoom ID 921 5993 555.

The meeting adjourned at 8:54 p.m.