



WEST HILLS NEIGHBORHOOD COUNCIL

JOINT BOARD and STREETS & TRANSPORTATION COMMITTEE ONLINE AND TELEPHONIC MEETING AGENDA

Tuesday, August 25, 2020 at 7:30 p.m.

This meeting of the West Hills Neighborhood Council Streets & Transportation Committee will be conducted online via Zoom Webinar and telephonically. All are invited to attend and participate.

To attend online via Zoom Webinar, [CLICK HERE TO JOIN](https://zoom.us/j/95492683794) or paste the following link into your browser:
<https://zoom.us/j/95492683794>.

To call in by phone, dial toll-free (833) 548-0276 or (669) 900-6833, then punch in this Webinar code when prompted: **954 9268 3794#**.

This meeting is open to the public. Comments on matters not on the agenda, but within the jurisdiction of this committee will be heard during the Public Comment period. Those who wish to speak on an agenda item will be heard when the item is considered.

Committee Members: Anthony Scearce (Chair) Olivia Naturman, Faye Barta, Thomas Booth, Dan Brin, Bonnie Klea, Heidi Manning, Steve Randall, Myrl Schreiberman, Ron Sobel, Joan Trent, Brad Vanderhoof

1. **Call to Order** and Roll Call
2. **Comments from the Chair**
3. **Announcements**
4. **Public Comments** on matters of committee jurisdiction not on the agenda (2 minutes)
5. **Discussion and Possible Approval of Minutes** from the July 28th, 2020 Streets and Transportation Committee Meeting
6. **Discussion and Possible Action:** on Utility Box Art Project
7. **Discussion and Possible Action:** on Pedestrian Flags
8. **Discussion and Possible Action:** on CF 20-617 Public Right-of-Way Dine-in Service / Streamlined and Affordable Permitting Program / Restaurants / Temporary Parking Requirements Suspension
9. **Discussion and Possible Action:** on CF 20-0147-S7 Coronavirus Outbreak / Covid-19 / Temporarily Suspend Enforcement/ Non-Metered Time Restrictions / Rush Hour Parking
10. **Discussion and Possible Action:** on sending letter CD 12 and City Representatives regarding excessive vehicle exhaust noise
11. **Discussion and Possible Action:** on "Slow Streets LA".
12. **Discussion and Recommendations:** on September 22nd, 2020 meeting Agenda Items
13. **Adjournment**

Public Input At Neighborhood Council Meetings: When prompted by the presiding officer, members of the public may address the committee on any agenda item before the committee takes an action on the item by punching in *9 (if calling in by phone) or by clicking on the “raise hand” button (if participating online through Zoom) and waiting to be recognized. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on matters not appearing on the agenda that are within the committee’s jurisdiction will be heard during the General Public Comment period. Please note that under the Ralph M. Brown Act, the committee is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future committee meeting. Public comment is limited to 2 minutes per speaker, unless adjusted by the presiding officer of said committee.

Notice to Paid Representatives - If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code §§ 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

The Americans With Disabilities Act: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices and other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least three business days (72 hours) prior to the meeting you wish to attend by contacting the WHNC’s executive director via email at Michelle.Ritchie@westhillsnc.org If you are hearing impaired please call 711.

Public Access of Records: In compliance with Government Code Section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at the meeting where such writing was considered or by contacting the WHNC’s executive director via email at Michelle.Ritchie@westhillsnc.org Requests can be made for a copy of a record related to an item on the agenda.

Reconsideration and Grievance Process: For information on the WHNC’s process for board action reconsideration, stakeholder grievance policy or any other procedural matters related to this Council, please consult the WHNC Bylaws. The Bylaws are available at our website, www.WestHillsNC.org.

Servicios De Traducción: Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte Michelle.Ritchie@westhillsnc.org

Streets & Transportation next meets on Tuesday, September 22nd, 2020



WEST HILLS NEIGHBORHOOD COUNCIL

SPECIAL JOINT BOARD and STREETS & TRANSPORTATION COMMITTEE ONLINE AND TELEPHONIC (DRAFT) MEETING MINUTES

Tuesday, July 28, 2020

Revised July 30, 2020

Committee members in attendance: Anthony Scarce, Faye Barta (left 8:35 PM est.), Dan Brin, Bonnie Klea (left 8:35 PM est.), Heidi Manning, Olivia Naturman, Steve Randall, Myrl Schreiberman, Ron Sobel, Joan Trent, and Brad Vanderhoof
Board member Zach Volet also in attendance

Committee Chair Anthony Scarce called the meeting to order at 7:48 PM. A quorum was established.

Numbers refer to agenda items.

2. Chair Comment: Chair Anthony Brosamle has resigned from the committee. There are two open seats on the committee. At this time, as per Board President Dan Brin, a co-chair will not be appointed.

3. Announcements: None

4. Public Comment: Adriane Hoff, speaking for Streets for All Adapt Program, described efforts by BSS and LADOT to take advantage of the reduced traffic during the pandemic and rapidly repave major streets. BSS does the repaving and LADOT does lane restriping. She said there is currently no commitment from the city to improve bus or bike lanes. She asked for the Committee to consider a motion recommend the implementation of her organization's mobility plan. Reeyan Raynes said Adriane is a great advocate for transportation and other neighborhood councils have taken action on CISs related to this issue.

5. Approval of Minutes from the June 23rd, 2020 Streets and Transportation Committee Meeting: approved

6. Bicycle Lanes on Shoup Avenue: The City sent a letter saying this is not feasible. Reeyan said the Canoga Park NC had a similar proposed resolution and reduction of parking was a major concern. They moved to support a WHNC resolution if LADOT does community outreach. Dan said, according to Eric Moody CD12 is against "road diets." Anthony suggested the committee not pursue this for now. Heidi asked how street sweepers work around the bollards install at protected bike lanes, using Platt as an example. Dan said the bollards are removable. Adriane said the city has smaller sweepers for bike lanes. Reeyan said the letter saying the bike lane is not feasible was based on a preliminary study and a more extensive study is planned.

7. Designating the Palm Trees on March Avenue a Cultural Landmark: This item was also on the Beautification Committee agenda. Reeyan explained the Historic Cultural Monument designation.

Steve moved to support the motion Reeyan proposed (included as supporting material for agenda). Anthony seconded.
Yes – 10, No – 1, Abstain – 0, Absent – 1 The motion passed.

8. Slow Streets LA: Anthony said he has not seen enough public interest. Item postponed until August.

Faye Barta and Bonnie Klea left the meeting.

9. Speeding and Racing on Valley Circle Blvd.: Ron said he lives on-half block from Valley Circle and speed warning signs are needed. Myrl said this is similar to an issue the committee dealt with on Platt and excessive speed between Ingomar and Sherman Way has ceased. Dan suggested a night-time road diet. Karin Korach, 25-year resident of Castle Peak Estates, said she has "never heard it like this," and asked why there is no police involvement. Steve, Citizens Police Advisory Board member, said traffic control has dropped in priority. Reeyan said the traffic task force still exists but they tend to target large organized activities. He suggested at night having the signal stay red in all directions until a car approaches. He said rumble strips are controversial due to noise and potential hazards. He suggested speed feedback signs. Olivia mentioned the committee has been talking about this for five years and said an Arizona State University study found: speed bumps, rumble strips, arresting racing spectators, citing and releasing drivers, and decoy cars are all ineffective. The measures the study found effective: extremely high fines, street engineering, organized events to provide an outlet for the desire to race, and restorative justice with community involvement. Karin said she has seen speeders commonly ignore red lights. Anthony said there is much more simple speeding than racing. He sees drivers practicing drifting and they know they are breaking the law.

Anthony moved to request Valley Traffic Division monitor Valley Circle in the evening. Dan seconded.
Yes – 8, No – 0, Abstain – 1, Absent – 3 The motion passed.

10. Approval of Committee Operating Rules: Anthony described the changes. Anthony Brosamle is no longer a co-chair. Anthony Brosamle and Barry Seybert are no longer committee members. The number of members and quorum have been adjusted accordingly.

Dan moved to approve the Committee Operating Rules. Olivia seconded.
Yes – 9, No – 0, Abstain – 0, Absent -- 3

11. Recommendations for August 25th, 2020 Agenda Item: None

Committee Co-chair Anthony Scearce adjourned the meeting at 8:52 PM.

The next meeting of this committee will be held on Tuesday, August 25, 2020 at 7:30 PM.



PUBLIC WORKS & GANG REDUCTIO
TRANSPORTATION

MOTION

As a result of the economic tumult resulting from the COVID-19 pandemic, small businesses have taken a beating. As the contours emerge of what the next phases of public health orders will look, many small business owners are struggling to imagine how their enterprises will survive. One industry that will surely struggle with continued physical distancing rules is the restaurant industry — and the City needs to consider how it can help the industry alive, businesses thriving, and workers employed.

Most restaurants, even popular spots in the LA food scene, survive on thin margins. If restaurants reopen for dine-in service under distancing rules that shave their seating capacity dramatically, they will not likely survive. The impact to Los Angeles economy would be extreme. Prior to the current crisis, the restaurant industry had faster job growth than any other sector of the city's economy, employing more than 125,000 people and increasing 3.3% per year. Restaurant workers are among the most economically vulnerable in the city, with an average annual income of barely \$22,000. The collapse of the restaurant industry would be catastrophic for the city's economy and ruinous for its workers. These effects would be particularly acute in communities of color, where hourly wage jobs provide a lifeline for immigrant families and minority-owned restaurants provide an important pathway to the middle class.

While many restaurants have quickly adapted to takeout and delivery-only business models, returning to profitability and full employment will depend on restoring dine-in service. However, until there is a vaccine, physical distancing requirements are likely to require restaurants to cut indoor dining room capacity by 50% or more—far below what is required for profitability. There is an urgent need for innovative ways to expand dining capacity or neighborhoods will lose beloved local institutions and Los Angeles will lose one of its defining cultural assets. Temporarily allowing restaurants to use some available space in the public right of way is a relatively simple and cost-effective way of boosting their capacity and helping them survive.

As other sectors of the economy continue to telecommute, lower traffic volumes are likely to persist even as the economy starts to recover. Furthermore, with lower occupancy, restaurants will need less parking for customers. The City should create opportunities to repurpose underutilized street space and parking lots to support the economic survival and recovery of the restaurant industry. Expanding outdoor dining will help restaurants return to profitability, restore staffing levels and incomes for workers, and provide customers with a healthier and safer dining environment consistent with public health guidelines.

The City's existing sidewalk dining program offers one model for allowing restaurant expansion into the public right-of-way, but few sidewalks are wide enough to meet requirements and


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restaurants report that the permitting process is cumbersome and expensive. Other programs, such as LADOT's People Street, convert underutilized roadways into parklets and pedestrian plazas, but don't currently allow for table service. A new program is needed that combines the best attributes of these existing programs, but is also flexible and affordable for struggling restaurants with limited funds and unique space constraints. The City should act urgently to adapt these programs to meet the current needs of the restaurant industry and ensure that they are available in time for the resumption of dine-in service.

I THEREFORE MOVE that the City Council direct the Department of Transportation (LADOT) and Bureau of Engineering (BOE) to report back with a streamlined and affordable program for permitting restaurants to provide dine-in service within the public right-of-way that can be launched as soon as allowed by public health rules.

I FURTHER MOVE that the City Council direct the Department of City Planning to report back with recommended actions to temporarily suspend parking requirements and other applicable codes to allow for the conversion of private parking lots to dining space at existing restaurants.

PRESENTED BY:


MIKE BONIN
Councilmember, 11th District

SECONDED BY:

MONICA RODRIGUEZ (verbal)
Councilmember, 7th District

TRANSPORTATION


MOTION

On March 16, 2020, Mayor Garcetti announced relaxed parking enforcement as part of the City's response to COVID-19. From March to June 2020, the Los Angeles County unemployment rate has risen from 6.6% to 19.5% respectively. With thousands of Angelenos out of work and millions abiding by the "Safer-At-Home" order, which is still in effect, it is necessary to extend relaxed parking enforcement.

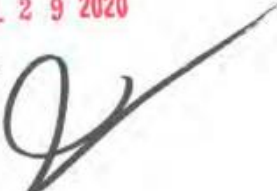
While some businesses are operating in-person at significantly decreased capacities, many more businesses and their employees are staying at home. Families across the City must also continue to provide necessary emergency child care as the Los Angeles Unified School District announced the continuation of its online education. In addition, families are continuing to provide support for the elderly, face ongoing potential job losses, and experience daily uncertainty due to COVID-19.

I THEREFORE MOVE that the Council instruct the Los Angeles Department of Transportation to continue to temporarily suspend the enforcement of peak/rush hour and gridlock zone parking restrictions, relax posted non-metered time parking restrictions, and suspend the issuance of residential street sweeping parking citations until the "Safer-At-Home" order is lifted.

PRESENTED BY: 
MITCH O'FARRELL
Councilmember, 13th District

SECONDED BY: 

ORIGINAL

JUL 29 2020
msr 

From: NoHo NC President <nohopresident@gmail.com>

Date: August 13, 2020 at 1:00:59 AM PDT

To: undisclosed-recipients: ;

Subject: Vehicle Exhaust Noise

This was on our Agenda in 2017, but nothing has been done.

We received two letters from other neighborhood council's, but I think the problem is getting worse, and other communities are beginning to understand the increasing frustrationc

Some of these vehicles sound like machine guns and the LAPD are getting calls from stakeholders believing they are gunshots when the noise is actually coming from vehicles.

PLEASE JOIN US!

Presentation, Discussion and Possible Action: To send a letter to our city representatives regarding excessive vehicle exhaust noise level which has created an atmosphere of intimidation, fright and serves as a mating call for street racing. The NoHo Neighborhood Council believes that increasing the fines associated with excessive and purposeful exhaust noise may limit the increasing problem in our neighborhoods and the City of Los Angeles. We will hope to partner with other Neighborhood Councils to ensure that our streets are safe from reckless drivers and unnecessary noise.

--

Paul Storale

NoHo Neighborhood Council

Board President

NoHo Arts Rep.

NoHo NC Rep. to FilmLA

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