**NORTH WESTWOOD NEIGHBORHOOD COUNCIL**

SPECIAL MEETING OF THE TRANSPORTATION AND SAFETY COMMITTEE

**MINUTES**

Wednesday May 27th**,** 2020, 5:00pm to 6:00pm

1. **Call to Order, Roll Call**

* Call to order at 5:03 pm. Peters, Skiles, Arciniega, Parker, Kaufmann, Daboussi, Lewis present. Quorum met.

1. **Announcements**
2. **General Public Comment on Non-Agenda Items**
3. **Approval of 2/4/20 meeting minutes.**

* Peters moves to approve the 2/4/20 meeting minutes, Skiles seconds.
  + Motion carries 6-0-1 abstention.

1. **Safety Issues**
   1. Public Safety Update
      1. Daboussi: increase in apartment burglaries.
      2. Kaufmann: at Campus Safety Alliance meeting, heard heavy increase in burglaries but decrease in other violent crimes.
      3. Skiles: Increased burglaries are a logical result of fewer people around, economic desperation.
2. **Transportation Issues**
   1. **Discussion and possible recommendation with respect to a “safe streets”/”slow streets” program in North Westwood**

* Peters moves that the committee recommend that the board of the NWWNC requests the following slow streets program for North Westwood,
  + Street Segments:
    - BROXTON AV: LE CONTE AV to WEYBURN AV - 90024
    - BROXTON AV: WEYBURN AV to KINROSS AV - 90024
    - KELTON AV: GAYLEY AV to OPHIR DR - 90024
    - KELTON AV: WILKINS AV to OHIO AV - 90024
    - LANDFAIR AV: GAYLEY AV to MIDVALE AV - 90024
    - LANDFAIR AV: MIDVALE AV to OPHIR DR - 90024
    - LANDFAIR AV: ROEBLING AV to GAYLEY AV - 90024
    - LE CONTE AV: GAYLEY AV to LEVERING AV - 90024
    - LEVERING AV: VETERAN AV to 330' S/O VETERAN AV - 90024
    - LEVERING AV: 330' S/O VETERAN AV to KELTON AV - 90024
    - LEVERING AV: LE CONTE AV to GAYLEY AV - 90024
    - MIDVALE AV: WILKINS AV to OHIO AV - 90024
    - OPHIR DR: KELTON AV to VETERAN AV - 90024
    - STRATHMORE DR: GAYLEY AV to LANDFAIR AV - 90024
    - STRATHMORE DR: KELTON AV to VETERAN AV - 90024
  + Number of Intersections Impacted: 25
  + Council District: 5
  + Neighborhood Council District: NORTH WESTWOOD NC
  + Total Street Mileage: 1.21 Miles
* Arciniega seconds.
* Public comment
  + Jimmy Tran
    - Member of the Westwood community, regularly bikes and uses public transit. Asks NC to sponsor LA DOT safe streets program. Any effort to improve walking and biking in Westwood is worthwhile.
* Steve Sann
  + Concerned that nobody talked about importance of engaging stakeholders on streets like Broxton before making a motion. Helen’s Cycles has permanently gone out of business as a week ago. Le Pain Quotidien filed for bankruptcy, won’t be reopening. Businesses rely on deliver and pick up. Critical to consult with BID, affected businesses, stakeholders. Broxton has wide sidewalks between Weyburn and Kinross, not a case where people don’t have ample room to walk while social distancing.
* **Motion carries unanimously 7-0-0.**
  1. **Discussion and possible resolution urging that the City of Los Angeles accelerate road repaving during Covid in a manner consistent with implementing the bike lanes, bus lanes, and pedestrian improvements called for in the 2035 Mobility Plan.**
* Skiles moves that the committee recommend that he NWWNC adopt the following motion:

TO: Seleta Reynolds, General Manager, LADOT

Adel Hagekhalil, General Manager, StreetsLA

Eric Garcetti, Mayor, City of Los Angeles

Councilmember \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

*Whereas emissions from cars are the largest contributor to poor air quality and climate change in Los Angeles;*

*Whereas Los Angeles has one of the highest rates of childhood asthma in the country and gridlock costs our economy $19 billion per year;*

*Whereas the average Angenelo spends 168 hours per year stuck in traffic;*

*Whereas the Los Angeles City Council adopted a “2035 Mobility Plan” in 2015;*

*Whereas the City’s normal modus operandi is to implement street reconfigurations (such as adding bike or bus lanes) while repaving a street;*

*Whereas COVID-19 has resulted in a dramatic reduction of vehicle traffic in Los Angeles;*

*Whereas the Bureau of Street Services (StreetsLA) has chosen to take advantage of the drop in vehicle traffic to accelerate the repaving of major streets in the City through the “ADAPT” program;*

*Whereas the Los Angeles Department of Transportation (LADOT) has responsibility to stripe the street and therefore choose how the space it used;*

*Whereas LADOT is responsible for community outreach and generating the necessary political will to make changes to our streets (such as implementing bus or bike lanes);*

*Whereas LADOT cannot keep up with the pace ADAPT is moving, resulting in streets on the Mobility Plan being repaved without the plan being implemented;*

*Whereas it is expensive and unrealistic during austerity that the City will go back and add bus or bike lanes to streets that were recently striped before they have to be repaved again (potentially in decades);*

*Whereas Mayor Eric Garcetti issued Executive Directive on February 10, 2020, instructing city departments to “deliver more and better bus transit” “activate streets” with more active transportation options and “prioritize the Right-of-Way” fulfilling commitments under L.A.’s Green New Deal;*

*Whereas bus lanes could help provide for more frequent and efficient buses, helping to reduce crowding post COVID-19;*

*Whereas a comprehensive bus lane and bike lane network could dramatically reduce single occupancy vehicle use and traffic congestion;*

*Whereas post COVID-19 transit riders that can afford to may opt to buy cars for fear of getting sick, with no good alternative available to them, increasing gridlock;*

*Whereas Los Angeles’ streets cannot support the normal vehicle traffic volume even at today’s car ownership rates;*

Therefore be it resolved that the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Council requests that the City implement the 2035 Mobility Plan (including any bus or bike lanes as specified in the plan) when repaving streets under the ADAPT program (and after the ADAPT program), or delay such repaving until such a time that the 2035 Mobility Plan can be implemented.

* Arciniega seconds.
* Public comment
* Steve Sann
  + This has already underway for two and half months, LADOT already working on an incomplete section of Sunset Blvd. Unfortunately, the idea of accelerating subway pile driving work is too little too late. Beverly Hills jumped the gun, approached Metro, fully closed four to five blocks to accelerate digging. Metro now says they don’t have the crews, time, or resources to do the same work in Westwood. We’ve missed the gate on that.
* Motion carries unanimously 7-0-0

1. **Adjournment at 6:14 pm.**