

**HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL  
TRANSPORTATION COMMITTEE MEETING  
August 24, 2017**

**Meeting Minutes**

Danielle Mead, HHWNC Transportation Chair, called the meeting to order at 6:05 pm.

There were 7 stakeholders in attendance (4-5 additional arrived later in the meeting). City officials in attendance were Alice Roth (Field Rep from Councilmember David Ryu's office), Brian Gallagher (LADOT Senior Transportation Engineer), and Jeannie Shen (LADOT Transportation Engineer).

Ms. Mead recapped the issues with La Cuesta, Lisco and Desmond Estates as well as previous meetings held on the subject.

Ms. Shen distributed LADOT's proposal in the form of a map with suggested street changes. La Cuesta between Nichols Canyon and Lisco is proposed to be made one-way northbound, while Del Zoro is proposed to be made one-way southbound. The proposal addresses a "pinch point" on La Cuesta where the road is too narrow for two-way traffic, causing vehicle collisions, as well as hindering access for emergency vehicles. The proposal also addresses the narrowness and resulting dangerous conditions of Del Zoro which, partially due to parking on one side, is too narrow for two-way traffic.

Stakeholder comments were heard, including the reading of a letter from a stakeholder who could not attend the meeting.

Stakeholder comments and the general discussion can be summarized as follows:

1. Concern about new one-way restriction redirecting traffic onto Del Zoro, which also can't handle increased traffic;
2. Concern about new one-way restriction redirecting traffic onto Desmond Estates, where residents cannot currently back out of their driveways due to cars coming and going from the adjacent Runyon Canyon parking lot;
3. Desire of some residents to remove a portion of La Cuesta from public use and making it a private street, followed by a short discussion of the street vacation process;
4. Questions about the historical status of La Cuesta and Del Zoro, on which there is disagreement as to whether they have been removed from or closed to public use in the past;
5. General concerns about increased cut-through traffic and not enough being done by the city to mitigate the impacts on residents;
6. Appreciation that the no-turn signs would be removed, though most stakeholders prefer that happen regardless of whether the one-way restrictions are implemented;
7. General concerns and frustration about Runyon Park visitors, the parking lot and safety;
8. Suggestions were made for generally reducing vehicles in the area, including implementing a DASH bus to Runyon, limiting the number and frequency of tour buses and having a pick-up/drop-off area for Runyon to limit people waiting for available spaces in the parking lot.

Mr. Gallagher stated that any solution implemented would be studied after a certain time period and measured against pre-determined criteria to determine the resulting impacts on traffic flow and vehicle counts.

Following the discussion, it was decided that a follow-up meeting would be held within the next ~30 days to finalize the plan for the area.

The meeting adjourned at 7:50 pm.