

**HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL
TRANSPORTATION COMMITTEE MEETING
September 28, 2017**

Meeting Minutes

Danielle Mead, HHWNC Transportation Chair, called the meeting to order at 6:00 pm. HHWNC Vice President Orrin Feldman was present to co-chair the meeting since the Area 6 chair position was vacant at the time of the meeting.

There were approximately 40 stakeholders in attendance. 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 welcomed all attendees, introduced the city officials and gave a brief overview of the previous meetings held on the La Cuesta/Del Zuro/Lisco/Desmond Estates traffic and safety issues.

Ms. Shen passed out a traffic volume study that LADOT did to show the difference in time traveling between different points in the area. The study included travel times with the current restrictions (no right turn onto Lisco going north from La Cuesta from 4-7 pm, no left turn between 7-10 am from Mulholland to Desmond Estates), as well as expected travel times under the one-way street proposal (which would involve removing the existing no-turn signs). The travel times were the result of Ms. Shen traveling the routes several times and then averaging the results. Ms. Shen also explained that the original no-turn signs were put in to address resident concerns about high cut-through traffic volume.

Ms. Shen then walked attendees through the various changes in travel time, with most routes experiencing an increase of 1-2 minutes with the one-way streets versus current traffic flow.

A stakeholder asked if the purpose of the proposal was to decrease traffic through the area. Mr. Gallagher explained that no, the proposal was addressing the issue of vehicle crashes and near misses at a pinch point on La Cuesta due to the narrow width of the road.

Mr. Feldman asked Ms. Shen to explain how they came to be looking at these streets and get asked to work up a plan. Ms. Shen explained that the original signs were an interim solution at the request of CD4 because of the pinch point on La Cuesta. Mr. Gallagher explained that they were contacted by residents because of concerns about traffic safety on the streets. LADOT went out to look at the streets and shared resident concerns, but not related to the number of cars (as the counts were fairly low compared to other areas in the Hills). The proposal is all about safety and preventing collisions, and now that they've been put on notice, they can't just walk away from the problem. He also stated they don't have the luxury of waiting months to address the problem.

Mr. Gallagher noted that they originally looked at La Cuesta for a one-way going north, and then they looked for another street that could be the one-way going south (to create a couplet). They ended up looking at Del Zuro because it's also very narrow and is not wide enough for two-way traffic and the current street parking. Traffic would be higher on one street in the mornings, but higher on the other

street in the evenings, so total traffic volume would be expected to remain the same on both streets during a 24 hour period.

Mr. Gallagher explained that their goal is to make the streets safer. The travel times for some routes will be a few minutes longer, but the traffic volume should remain about the same, and the streets would become safer because there's only traffic coming in one direction. He said that if Del Zuro isn't made one-way, they would need to take out the street parking there. They realize that the one-way streets may be inconvenient for residents, and they know it's not the perfect solution, but they need to do something. They want to hear from residents about the proposal and if they do the one-way streets, what potential issues might arise and also what might be a Phase 2 in terms of taking additional steps.

Ms. Mead asked LADOT to address three main concerns/questions which have been brought up in a lot of the email comments she's received from stakeholders:

1. Residents have been told that Del Zuro is a private/decommissioned street, which is why Bureau of Street Services won't come out and repave it. Is that true and if the plan is put into place, can Del Zuro be brought up to a better standard.
2. Residents feel that the only thing keeping speeds low in the area is the fear drivers have of a head-on collision. Residents believe that by making the streets one-way, drivers won't have that fear and vehicle speeds will increase.
3. Residents are concerned about diversion of traffic onto other streets which also have hairpin turns and pinch points.

Mr. Gallagher said that as far as they know, Del Zuro is a public street. The city attorney said that there was a court challenge to the 1939 ordinance that made many hillside streets "publically withdrawn" and therefore they are still public streets. This includes Del Zuro and La Cuesta. He also mentioned that Del Zuro is scheduled to be slurried in the near future and Alice Roth from CD4 confirmed that was the case. Since the city won't slurry streets that are private, this indicated the streets are public.

Ms. Roth (CD4) gave a brief recap of her involvement in the issue and how the situation developed over the last few months. She apologized about not everyone being involved at the beginning but explained that she was initially contacted by a few residents and was working directly with them. She brought in the neighborhood council to do outreach to more residents.

Mr. Feldman suggested that better outreach should be done in the future because it's a major issue and many people were left in the dark. Mr. Gallagher explained that if there wasn't a significant safety concern, they would do more outreach and be trying to come up with a better plan. But they need to "put a band-aid on the cut" and they won't be walking away from the neighborhood - the solution would be temporary until a better solution can be found.

A stakeholder asked a clarifying question as to whether this proposal was a "done deal" or if LADOT was indeed looking for resident input with an open mind. Mr. Gallagher apologized if it sounded that way and confirmed they do have an open mind and if they hear feedback that makes them want to think differently about the proposal, they will.

Mr. Gallagher also explained that they can do additional things to make the travel lane narrower to help decrease speed (responding to the concern that one-ways will increase vehicle speed) such as painted

edge lines, pedestrian walking areas, etc. Mr. Gallagher mentioned another street, Camino de la Cumbre, on which they did a similar project and the residents loved the results.

In regards to the concerns about diverting traffic to other streets, Ms. Shen said they are open to looking at other streets such as further up La Cuesta and La Castana.

Ms. Mead read/summarized several comments submitted in advance by stakeholders who weren't able to attend the meeting. Two comments were in support of the one-way streets. All other comments were against the one-way streets.

Ms. Mead opened up public comment with 1 minute 30 second per comment due to the high number of comment cards and only an hour left of the meeting.

Stakeholder comments included:

- Concerns about diverting traffic to other areas
- Safety of pedestrians on La Cuesta where it would remain two-way
- Requests for larger study of streets in the area, changes not done piecemeal
- Impacts of people coming/going from Runyon Canyon park
- Potential increase of vehicle speed due to one-way (due to no oncoming traffic)
- Requests for more police presence for enforcement of existing signs and speeding
- Suggestions of stoplights and/or stop signs at intersections leading into the area
- Wanting the city to do something about Waze, city needs to address that street policy is being set by a private company (Waze)
- Suggestions of speed bumps on various roads and yellow lines on Nichols Canyon
- Questions about why these streets are being targeted for changes but not other hillside streets which have the same conditions
- Suggestion for more stop signs that will slow down traffic speeds
- Desire to keep current signs since Waze will pick those up and not route people through those areas (and removing the signs might result in more cut-through traffic from Waze)
- Suggestions to make certain streets "dead ends" or put up "blocks" so only local residents could use the streets (not possible due to CA vehicle code, Mr. Feldman also mentioned constitutional right allowing for free travel)
- Some residents said they won't be able to get in/out of their driveways if streets are one-way
- Question about whether the city cares about cut-through traffic and whether minimizing cut-through traffic is a LADOT priority
- Concerns about ambulances and fire trucks being able to get through
- Traffic will be increased on Del Zuro from Runyon visitors, putting pedestrians on Del Zuro at risk

Mr. Feldman did a straw poll to ask whether residents preferred the no-turn signs vs the one-way streets proposal and whether the no-turn signs are effective. Majority said yes.

Mr. Gallagher explained that they were looking to go beyond the no-turn signs because those restrictions are only for certain times of day. He asked if people would prefer 24-hour no-turn signs instead of one-way streets. Mixed reaction from attendees, with some saying the existing signs don't always work.

In response to a question about LADOT's approach to cut-through traffic, Mr. Gallagher explained that addressing cut-through traffic is not a priority. He also explained that LADOT doesn't have the resources to do large-scale projects that extend to large swaths of the city. However, they can look at ways to slow down traffic with stop signs or putting in 25 MPH signs. Speed limits are based on the CA vehicle code, which says they can put in 25 MPH signs without doing a speed study on a local street. If they do a radar study, the new speed will be determined by the 85th percentile of what speed people are actually driving. He explained that in many situations, the speed actually ends up being increased on the street.

Mr. Gallagher said that residents can ask for stop signs and they are easy to get. Speed humps are limited in availability and not possible on sloped streets.

Based on a stakeholder comment asking why they are included Del Zuro, Mr. Gallagher asked if everyone would prefer that Del Zuro be left alone even if La Cuesta was one-way. There is general agreement from stakeholders that making Del Zuro one-way would make the situation worse, but most are still not happy with idea of La Cuesta being one-way.

Ms. Shen clarified some of the traffic counts based on questions from stakeholder concerns about the amount of traffic which would be diverted to Del Zuro. Not all traffic that comes up La Cuesta from Nichols Canyon continues on La Cuesta - many of those vehicles go up Lisco to Runyon, so they would not necessarily end up on Del Zuro.

Following the public comments, Mr. Gallagher said it sounded like LADOT needs to go back to the drawing board and come up with a different solution. They agreed to come back in another approximately 30 days to present a new proposal and get stakeholder feedback.

The meeting adjourned at 7:50 pm.