

**HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL
TRANSPORTATION / AREA 6 JOINT MEETING
January 11, 2018**

Meeting Minutes

Danielle Mead, Transportation Chair, called the meeting to order at 6:05 pm. Co-chairing the meeting was Mary Yarber, Area 6 Chair. In attendance were Brian Gallagher and Bhuvan Bajaj from LADOT and Alice Roth from CD4. There were approximately 20 stakeholders present.

Brian Gallagher let everyone know that Jeannie Shen, who had previously worked on the one-way street proposal, has moved to a new assignment and Bhuvan is taking her place moving forward.

Danielle recapped the meetings and proposal up to this point.

Brian stated that they had gone out to the neighborhood and met with some stakeholders to look at a broader area instead of just the original streets. The goal was to make the entire area better and rework the La Cuesta proposal to make it more tolerable to residents than what was originally proposed.

The revised proposal includes the following changes:

- Modifying 2-way operation on La Cuesta to one-way just between Lisco and south of the pinch point, with the lower section (below 2633 La Cuesta) remaining 2-way traffic. One-way will be northbound to mitigate speeding issue.
- Marked edgeline, 10 feet off curb, will be added so that drivers must stick to the right side of the road. Edgeline can be used by pedestrians, possibly parking, and emergency vehicles will still be able to drive over it. Fire department has approved. In the future, there could be a fire truck activated warning sign which would notify drivers if the fire truck was coming against the one-way traffic.
- A sign will be erected at Mulholland and Desmond Estates letting them know that they won't be able to make a left turn from Lisco onto La Cuesta. Should prevent people from going into the neighborhood.
- Del Zuro will remain 2-way traffic.
- No Left/No U-Turn (7-10 am) at Mulholland and Desmond will remain in place.
- At Del Zuro and Nichols Canyon, where the stop sign was put on the left side because there's no place to put it, a second stop sign will be erected on a channelized island on the right side of the road, along with "stop ahead" pavement markings. They will work with police department to get better enforcement of vehicles not stopping at that intersection.
- At Nichols Canyon and Woodrow Wilson, they will put a painted medium island on south leg of Nichols Canyon to force drivers to make a more 90 degree turn, slowing traffic and reducing potential of head-on collisions.
- Adding all-way stop at intersection of La Castana and Woodrow Wilson to slow traffic and make it easier to get out of La Castana.
- LADOT is open to adding reflective markers along double yellow center lines or white edgelines along the side of road to better align traffic in the general area if stakeholders would like that.

- LADOT is also open to making additional changes as the plan is put in place to address any unanticipated issues resulting from the changes.

Meeting opened up for public comment/discussion.

Concern about traffic coming up La Cuesta since now it will be one-way and the “no right turn” sign at Lisco and La Cuesta will be removed - this could encourage additional traffic going up to Runyon from Nichols Canyon. Brian explained that the primary objective of the proposal is to address the pinch point on La Cuesta because of the documented crashes and near-crashes. The pinch point should not have existed, but it does now, so it needs to be addressed.

Concern about new proposal still shifting traffic from one part of La Cuesta to the other part (along with Del Zuro), especially since residents who live on Lisco or Desmond Estates will now have to go right on La Cuesta when coming down Lisco (when they could have gone left or right before). Brian committed to continuing the conversation, every month if necessary, to find out how the plan is affecting the other streets and tweak/add things as necessary.

Questions about whether the pinch point could be fixed by widening the road? Is the curb that exists actually in the right place or is it on the roadway, causing the street to be narrower than it should actually be? It’s unclear where the property line resides. Brian explained LADOT is not able to widen the street by cutting into the side of the road and moving dirt, it would be millions of dollars and would need to be initiated by CD4 or BOE.

Question about where exactly the pinch point is located. The pinch point is located just north of Keith King’s driveway and it’s between 13 and 13.7 feet wide. The street would need to be at least 16 feet, though that may still result in side-swiping. A new two-way street would be required to be 36 feet wide, though it would be a little less in a hillside street.

Stakeholder stated that majority of traffic turning down Desmond from Mulholland is coming from the West and not the East, so the “no left turn” sign is not effective. Brian suggested meeting after the meeting to see if the sign can be changed or another sign added. There may be a better way to address the problems without impacting residents on Desmond Estates.

Concern that drivers will still come down from Mulholland and turn right onto La Cuesta, going down Del Zuro. The existing “no left turn” is only for the mornings and there is a lot of traffic in the evenings, which needs to be addressed. Brian confirms they will do traffic counts after the changes are made to see if additional things need to be done.

Question about whether Del Zuro is indeed an “in service” street, has come up before but never resolved. It needs paving. Alice said she is working to determine whether it’s a public street, and if it is, she will get it on the resurfacing schedule.

Question about what happened with the Yield signs that were temporarily installed near the pinch point? Could bollards be used to narrow the street instead of making it one-way, with drivers being forced to take turns going through the pinch point. Brian replied that bollards cannot be used because of emergency vehicle access. The yield signs were tried, but were not successful.

Concern about a hairpin turn in the area - can mirrors be put in? Brian replied that mirrors would need to be private, but that they can take away parking at the curve, put double-yellow center line to better align cars. They can also put some advisory signs before the turn to make people slow down.

Continued questions about the location of the pinch point and whether it was artificially created when a homeowner put in landscaping on their property. Is the curb in the right place or on the actual roadway? Stakeholder said assessor maps may show the homeowner's property line may not extend to the curb. Brian confirmed that city property does not extend beyond the curb and they cannot "eminent domain" the property. But they will go back and check with BOE. There are situations where private property has been built on city property, but this does not appear to be the case here. In most cases, those situations are grand-fathered in.

Stakeholders question whether city understands that pushing traffic to the other part of La Cuesta and Del Zuro will make it dangerous for people who live in that area and walk in the street with children and dogs. There are no sidewalks there. Brian recommended that people do not walk in the street because they are doing so at your own risk. That is LADOT's general position.

Additional concerns that if the "no right turn" at Lisco is removed, Waze will direct people that way up from Nichols Canyon to Mulholland. If the sign is left in, residents on Desmond Estates won't be able to get home and that issue is what started this whole discussion and resulted in these proposals. Stakeholders believe that cut-through traffic has declined since that sign went in.

Discussion of next steps. Brian said the pinch point one-way change will be implemented before the end of January and then additional traffic counts will be done. They can also come out to meet with people onsite after the changes are implemented. Additional discussion can happen after the meeting to fine-tune some of the specific proposals. A follow-up meeting is tentatively scheduled for February to get resident feedback on how things are going with the changes in place.

Additional topics of discussion included:

- Addressing issues of the intersection at Mulholland and Desmond Estates where the Runyon parking lot is located. There is a meeting scheduled between LADOT and Park Rangers to discuss those issues.
- Explanation of "local access" signs. "Local" means local area (adjective), not "local residents".
- Appreciation of yellow line reflectors put in by LADOT on Nichols Canyon, they have really helped.
- Issue with intersection of Nichols Canyon and Hollywood, with turning cars backing up traffic. Street is not wide enough to add a lane or restripe, but maybe the light can be re-timed. Also causing problems on Courtney - plastic delineators can maybe be installed to force people to stop at Nichols from Courtney.
- Status of properties where homeowners have illegal landscaping. Investigator has gone out and sent notices to homeowners about compliance. People can send other issues to Alice.

Danielle made an announcement about the agenda item on the upcoming HHWNC board meeting about issues related to Runyon Canyon park impacting residents in the area.

The meeting adjourned at 7:22 pm.