

Proposed Minutes

Encino Neighborhood Council TRAFFIC/TRANSPORTATION COMMITTEE MEETING

WEDNESDAY, MAY 29, 2013 @ 1 PM
ENCINO WOMAN'S CLUB (KITCHEN) 4924 PASO ROBLES AVE. ENCINO
MOTION, DISCUSSION AND VOTE MAY BE TAKEN ON ALL AGENDA ITEMS

Committee Members: ENC Board Members or ENC Alternates: Laurie Kelson-chair, Diane Rosen, Ken Silk, Jerry Silver, Jason Ackerman, Glenn Bailey - Alternate **Stakeholders:** Margie Grossman, Victoria Jarvis, Harriet Belasco, Chuck Hand, Tonya Barseghian - Alternate (Voting members: Kelson, Silk, Silver, Ackerman, Bailey, Jarvis, Hand) Excused absence Rosen and Belasco.
Visitors: Ken Firoozmand - West Valley DOT, Mia Rubinstein

1. Roll call, Call to Order, Determination of a Quorum.
1:03 PM, 7 voting committee members

2. Old Business: Update Motion: The ENC moves to adjust the timing of the Southbound Hayvenhurst traffic light adjacent to the Tapia Brothers Corn Stand to coordinate with the Southbound light at Magnolia in the PM hours. - Laurie Kelson
Discussion with Ken Firoozmand: Difficult because of the Westbound freeway off-ramp. A small adjustment.

3. Update on the I-405 (Metro.net/405) - Laurie Kelson

Continue to watch for updates on closures. The project is at least a year behind and over budget,

4. Mobility Plan Map of Encino for Encino NC Review and Comment - Glenn Bailey
Formerly know as the transportation element. Scoping comments due by June 5, 2013. Thoughts about repurposing streets.

We should hold a meeting to discuss this issue. There will be many meetings in the future to present the ENC ideas.

Comment from Homeowners of Encino via Jerry Silver.

LA'S MOBILITY PLAN UPDATE
By Gerald A. Silver,

The Los Angeles Planning Dept. is updating its Transportation plan, now re-branded as the Mobility Element of the City's General Plan. This update opens the door to all modes of travel on City streets, not necessarily good for Los Angeles. Traditionally, Los Angeles streets were maintained primarily for vehicle/bus transportation, not bicycle usage. Many people believe that Los Angeles streets are too dangerous for extensive bicycle use, and creates an incompatibility between bicycles and motor vehicles.

Typical of City planning efforts in the past, were inadequate and faulty community outreach efforts that led to conclusions that were not widely accepted by the public. The missing link in the

Mobility Plan goals is a strong nexus new between growth, development and transportation infrastructure. The failure to constrain new development until transportation infrastructure is actually in place dooms the Mobility Plan to failure. The faulty reasoning that effective “transit corridors” are actually in place allows more development to take place creating even more traffic problems, not less.

The City should not “repurpose” its City streets, or buy into current fads and buzz-words, such as parklets. While parklets, (amenities jutting out onto boulevards), provide a cheap solution to the need for public open space with amenities like seating, dining, planting, bike parking and art, they are dangerous and certainly hinder the flow of traffic. For Los Angeles, repurposing City streets into parklets makes about as much sense as repurposing City parks as paved park lots, or repurposing City libraries for storage of utility poles!

City Planners should ask the public to rank or prioritize street usage. Does the public want faster traffic flow or “slower traffic calming”, more attractive streetscapes, safer streets, more pedestrian friendly streets, or streets open to more modes of travel (skate-boards, bicycles, etc.), more parking spaces, better police/fire access, better curb alignment, more planted medians, more reverse lanes or one-way streets, etc.? Asking whether the public wants more outdoor dining located physically on city streets is meaningless in absence of accident rates and impacts on traffic flow. The right questions that need to be asked, rather than open-ended, vague questions such as: “Are you concerned about the impact on our natural resources and our physical health?”

The Mobility Plan should encourage more investment in streets, better flowing traffic, better street maintenance, more parking spaces and more available parking lots. The free, open market is the most effective tool to enable residents to make transportation choices. Rather than “forcing” residents out of their cars and into public transit, the City should provide better, cleaner, faster, safer transportation options. Then allow the market place to determine the best usage of City streets, not Central Planners.

Conservation of natural resources is important, but so is the comfort and convenience of the traveling public. While the conservation of natural resources is important, it should not be the means to dictate transportation options. Thirty-story, high-rise apartments, for example, may be more efficient than single family dwellings, but fails to address the needs of many families.

To learn more about the Mobility Update, go to: <http://ideas.la2b.org>. Readers may send comments to the LA Planning Dept., Claire Bowin, email Claire.bowin@lacity.org

5. Discussion on Louise Avenue between Oxnard Street and Burbank Boulevard: classification status, center median, road diet, and other possible traffic calming strategies.

Ken Firoozmand will look into a traffic count. Considerations: Width of the street, left-hand turn pocket at Hatteras, parking lanes.

6. I would like to propose the following resolutions to be put on the agenda: BY JASON ACKERMAN:

-A call to the Army Core Of Engineers to pave the dirt "sidewalks" on the North and South side of Magnolia blvd with permeable concrete to connect the existing network along Magnolia Blvd terminating at Rubio Ave(North side) and Petit Ave(south side) with the LADOT Encino Park & Ride complex at Hayvenhurst Ave and Magnolia Blvd.

Motion: The Army Corp and/or The Bureau of Engineering of the city of Los Angeles to pave dirt sections of Magnolia St between Hayvenhurst Ave and Rubio (S) and Hayvenhurst Ave and Petit (N) with permeable concrete. VOTE: 4/0 - CONSENT ITEM

Ackerman, 2nd Silver

I would like to propose the following resolutions to be put on the agenda:-submitting to LADOT a proposal to study and create separated (protected) bike lanes along Balboa Blvd between Burbank + Ventura Blvd so that the bike lane occurs between the curb and street parking.

More information is needed.

7. Gerald Silver requests another motion to the council office and DOT to require work on Ventura Blvd to be done at night.

MOTION: Move that the City of Los Angeles not permit closure of traffic lanes on Ventura Blvd. in Encino during the hours of

7 AM to 8 PM weekdays except for emergencies. VOTE: 6/1

Not encouraged by Ken Firoozmand.

8. Chuck Hand requests: To have the DOT address the inequity and efficiency of the timing at the signal where Casino meets Mulholland Drive and Casino.

DOT will investigate.

9. Chuck Hand also requests: Signal timing adjustment at Mulholland Dr @ Disney Dr. (South side).

DOT will investigate.

10. Report on Curb painting on Balboa N of Ventura Blvd. East side. Laurie Kelson

White zone painted.

11. Board Comment

Glenn Bailey would like the commuter bus stop at Magnolia and Hayvenhurst moved to the S side of the intersection.

12. Public Comment

Mia Rubinstein left a speaker card regarding school parking problems. This has been a continued problem. The education committee should take it up again.

13. Adjournment: 3 PM