

**CD11 NEIGHBORHOOD EMPOWERMENT CONGRESS
TRANSPORTATION ADVISORY COMMITTEE
(Co-Chairs: David Ewing and Ken Alpern)**

MINUTES AND MOTIONS--Monday, July 11th, 2011, 6:45-8:45 P.M.
West LA Municipal Building, (Adjacent to Felicia Mahood Center)
Room 200 (Auditorium, Second Floor)
1645 Corinth Ave. (near intersection at Santa Monica Blvd. and Corinth Ave.)
Los Angeles, CA 90025

I. Call to Order – Ken Alpern (Chairing this meeting)

II. Introductions – All (5 minutes)

III. Motions Passed at Last Meeting (6/13/2011):

After some discussion on the true meaning and intent of the LADOT chief engineer referred to in the Wilshire BRT project, an alternative motion regarding the Wilshire BRT project **PASSED 7-0-2**:

NEW MOTION: Whereas, Metro has eliminated the Westwood Corridor area of the Wilshire BRT project, and

Whereas, the community has raised concerns to LADOT and Metro that have not been addressed, and

Whereas the Centinela to the 405 portion is the only portion remaining West of La Cienega,

Therefore, be it resolved that the CD11 Transportation Advisory Committee does not support the implementation of the Wilshire BRT from Centinela to the 405 as a stand alone portion of the route,

But would support a full implementation of the BRT from the ocean to Downtown Los Angeles.

The CD11 Transportation Committee also supports Alternative A-2 as a first phase of for the Wilshire BRT project, which would create a contiguous bus lane east of Beverly Hills from San Vicente to Park View.

MOTION (Bart Reed): The CD-11 Transportation Advisory Committee strongly supports a contiguous transit corridor from Sylmar to Pacoima to Van Nuys / Sherman Oaks to UCLA / Westwood to Expo / Sepulveda to LAX. Further, the Committee supports a Rail Tunnel to connect Sherman Oaks with UCLA and Westwood as the mode of choice in the 405 Corridor.

The motion PASSED 10-2-0.

MOTION (Phillip Brown): The CD11 Transportation Advisory Committee supports the analysis of the concept of road and BRT transit improvements to the I-405 corridor by the utilization of a Flow Boulevard as a frontage road to the 405 Freeway, and the committee requests analysis of this concept (to be found at <http://www.flowboulevardplan.com/index3.html>) in the Westside Mobility Study.

The motion (shortened and altered from the original motion) PASSED 7-3-0

MOTION on Modified Parking Requirement Districts (Cary Brazeman):

Whereas the Los Angeles zoning code already provides a mechanism for the establishment of Parking Reduction Districts; and

Whereas the proposed Modified Parking Requirement Districts ordinance would remove protections intended to prevent adverse impacts on residential neighborhoods; and

Whereas the proposed Modified Parking Requirement Districts ordinance would allow for spot rezoning of parking requirements on a project-by-project basis, thus decoupling transportation and land use planning; and

Whereas the proposed new Modified Parking Requirement Districts ordinance contains no monitoring and compliance mechanisms to ensure there is sufficient real parking capacity versus “phantom parking” capacity in MPR Districts on an ongoing basis; and

Whereas the proposed new Modified Parking Requirement Districts ordinance would limit community notification of proposed and future district changes;

Therefore, be it resolved that the CD11 Transportation Advisory Committee reaffirms its general support for the existing code provisions and opposes the proposed Modified Parking Requirement Districts ordinance, but recognizes that some changes to the code may be needed to facilitate prudent parking policies in the immediate vicinity of transit stations and lots, and in the immediate vicinity of dedicated public parking structures and lots.

The motion PASSED 8-2-0.

MOTION (Barbara Broide and Bart Reed): The CD11 Transportation Advisory Committee supports the continued operation of the Westwood Flyaway service and the consideration of an additional stop in the vicinity of Pico and Sepulveda Blvds.

The motion PASSED 12-0-0.

VIII. (taken out of order) 405 Freeway Widening Update

Update of 405 Freeway Widening Project: Kasey Shuda of Metro presented to the Committee about the measures taken to warn others and accommodate the 405 Freeway closure this weekend. This will also be an opportunity for emergency preparedness for the city, county and other governmental agencies. Although some weeks and weekends will be better than others with respect to mobility, the full mobility previously enjoyed by the Westside will not occur until the project is completely finished at the end of 2013.

IV. Presentation (Fehr and Peers): Westside Mobility Study Update

Tom Gaul of Fehr and Peers gave an update of the studies and outreach that this project/study has performed to date, and input and outreach suggestions were offered by the committee with respect to rail connectivity, parking, and economic and land use development. The next time he and his team presents will be in the fall/winter at the end of this year. Issues such as population growth, the veracity of previous SCAG studies, and other topics were also discussed.

V. Old Business/Unresolved items from previous meetings

a) **MOTION (Alex Thompson and Ken Alpern): The CD11 Transportation Advisory Committee supports a north-south Bicycle Route on Sepulveda Blvd. to connect the bike paths on Venice and Santa Monica Blvds., as well as a major bicycle parking lot at the future Sepulveda/Exposition Expo Line station**
Tabled/Postponed because Mr. Thompson was not present.

b) Bergamot Village/Bundy Village Update (Charles Grobe, Ray Klein, Lauren Cole and others)

VI. Bicycle Master Plan Update (Jay Ross, Kent Strumpell, Alex Thompson, others) and potential motions, if time permits

a) Backbone Bikeway Network and L.A. City Bicycle Plan Update

VII. New Business and possible motions (time permitting)

a) **MOTION (Matthew Hetz): The hours of "No Parking" during morning and evening commuter hours be lengthened to more accurately reflect the current, expanded hours of the morning and evening commuter rush.**

Tabled/Postponed because Mr. Hetz was not present.

b) **MOTION (Eli Lipmen and Ken Alpern): The CD11 Transportation Advisory Committee supports the leverage of the existing Venice Blvd. Rapid Bus Line to mirror the service frequencies of the Metro Exposition Light Rail Line, with rebranding and promotion to connect Expo Line riders with the community and its recreational and business opportunities,**

while also simultaneously promoting use of the Exposition Light Rail Line to Westside residents.
[The motion PASSED 12-0-0.](#)

c) **MOTION:** (Ken Alpern and Bart Reed):

MOTION TO SUPPORT THE VALLEY-WESTSIDE RAIL TUNNEL FOR THE I-405 CORRIDOR TRANSIT PROJECT

Whereas, the I-405 Freeway has the highest amount of average annual daily traffic (374,000 trips) of any highway in the nation (Source: U.S. Department of Transportation);

Whereas, congestion on the I-405 Freeway takes a heavy toll on commuters, with 580,000 hours of delay for vehicles passing Getty Center Drive (Source: Caltrans);

Whereas, Westside and San Fernando Valley stakeholders need a fast and reliable alternative to getting stuck in traffic on the I-405 Freeway;

Whereas, currently there is no effective alternative corridor or transit line for the Sepulveda Pass for people going to and from the San Fernando Valley and the Westside, as shown by pleas from elected officials to "stay home" while the I-405 Freeway is closed in July 2011;

Whereas, the Metro Red Line subway has reduced the growth of congestion on the 101 Freeway between the San Fernando Valley and Downtown by carrying over 144,000 passengers daily (Source: Los Angeles County Metropolitan Transportation Authority, "Metro");

Whereas, other regions of the County, such as the Westside, South Central LA, and the San Gabriel Valley, are lobbying hard to get more funds and to push their transit projects forward;

Whereas, Measure R has set aside \$1 billion for a transit project to connect the San Fernando Valley with the Westside, plus additional funds to connect the north and south San Fernando Valley;

Whereas, the federal government has provided a 60% match in funding for another Measure R rail transit project;

Whereas, Metro has yet to define the type of project, such as rail, bus, or toll lane / auto toll tunnel;

Whereas, the I-405 Transit Project is the final project in the Measure R timeline;

Be it therefore resolved that,

1. The CD11 Transportation Advisory Committee strongly supports the development of a contiguous rail transit line from the Sylmar Metrolink Station to the Expo Line, and eventually to LAX as the plan for the I-405 Transit Corridor;
2. The Measure R Sepulveda Pass and Van Nuys transit projects should be studied and developed together as one integrated project, rather than two disjointed projects;
3. Further, the CD11 Transportation Advisory Committee supports a rail tunnel from Sherman Oaks to UCLA and Westwood as the mode of transit, versus the use of project funds for busways or conversion of High Occupancy Vehicle (HOV) lanes to toll lanes for this project;
4. Finally, the CD11 Transportation Advisory Committee calls upon the Mayor, the City Council, the County Board of Supervisors, legislators, Members of Congress, and Metro to take action to accelerate the timeline and obtain federal matching funds for this project so that Westside and San Fernando Valley stakeholders can enjoy its benefits as soon as possible.

[The motion PASSED 9-0-2.](#)

IX. Next Meeting: August 8th at West L.A. Municipal Bldg. in Room 200

X. Announcements/Future Agenda Items

XI. Adjournment