

CITY OF LOS ANGELES
CALIFORNIA

**Palms Neighborhood Council
Transportation & Infrastructure
Committee**

Christopher Gonzalez Wienberg, Chair
Katrina Kaiser, Vice-Chair
Kasey Crawford, Member
Kay Hartman, Member
Tyler Koke, Member
Michael Shaw, Member
Steven Stanton, Member



10008 National Blvd. #210
Los Angeles, CA 90034

PALMS NEIGHBORHOOD COUNCIL

<https://palmsnc.la/>
[@palmsnc](https://facebook.com/PalmsNC)

**Transportation & Infrastructure Committee Meeting Agenda
Thursday, October 12, 2023 – 7:30 pm
Fire Station 43 - 3690 Motor Avenue, Los Angeles, CA 90034**

Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte Colin Jaehnke, Secretaria, por correo electrónico al Colin.Jaehnke@palmsnc.la para avisar al Concejo Vecinal.

PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS Comments from the public on other matters not appearing on the agenda that are within the Board’s jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to two minutes per speaker, unless adjusted by the presiding officer

The Neighborhood Council system enables meaningful civic participation for all Angelenos and serves as a voice for improving government responsiveness to local communities and their needs. We are an advisory body to the City of Los Angeles, comprised of stakeholder volunteers who are devoted to the mission of improving our communities.

- I. **CALL TO ORDER & ROLL CALL**
 - a. Call to Order
 - b. Roll Call
- II. **INTRODUCTIONS**
 - a. Introductions and Welcome
- III. **GENERAL PUBLIC COMMENT**
 - a. Limited to non-agenda items – subjects related to transportation and infrastructure issues
- IV. **COMMITTEE BUSINESS**
 - a. Committee member updates
 - b. **DISCUSSION and POSSIBLE ACTION** on letter regarding Metro reliability (see supplementals)
 - c. **DISCUSSION and POSSIBLE ACTION** on letter to Metro board representatives regarding congestion pricing (see supplementals)

- d. **DISCUSSION and POSSIBLE ACTION** regarding letter requesting prioritization of Palms / Jasmine HAWK crossing (see supplementals)
- e. **DISCUSSION and POSSIBLE ACTION** regarding speed hump program reform (see supplementals)
- f. **DISCUSSION and POSSIBLE ACTION** regarding accessibility ramp at SE corner of Motor and Regent
- g. **DISCUSSION and POSSIBLE ACTION** regarding study of Marina Central Park
- h. **DISCUSSION and POSSIBLE ACTION** regarding Palms slow streets
- i. **DISCUSSION** regarding Sepulveda Corridor project
- j. **DISCUSSION** regarding Palms NC participation in STC4All
<https://www.stc4all.org>
- k. **DISCUSSION** of opportunities for street pedestrianization in Palms
- l. **DISCUSSION** of opportunities for using traffic circles to calm traffic on collector streets
- m. **DISCUSSION** of traffic signal synchronization
- n. **DISCUSSION and POSSIBLE ACTION** on [WRAC Motion regarding Metro TCN program](#)

V. ADJOURNMENT

- a. Next meeting is scheduled for November 9, 2023 at 7:30pm at Fire Station 43

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: NCsupport@lacity.org.

Public Posting of Agendas –

Neighborhood Council agendas are posted for public review as follows:

Woodbine Park Kiosk, 3409 S. Vinton Ave

<https://palmsnc.la/>

You can also receive our agendas via email by subscribing to L.A. City's [Early Notification System \(ENS\)](#)

Notice to Paid Representatives –

If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org.

Public Access of Records –

In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website: <https://palmsnc.la/> or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact Colin Jaehnke, Secretary, at Colin.Jaehnke@NeighborhoodCouncil.org.

Reconsideration and Grievance Process –

For information on the NC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NC Bylaws. The Bylaws are available at our Board meetings and our website <https://palmsnc.la/>.

To our Metro people,

It is becoming increasingly clear that Metro's first areas of focus needs to be the safety and reliability of the system. It doesn't matter how many places the Metro can reach if it cannot reach them safely and reliably. When I step into the system, getting to my appointment safely and on time should be the rule and not the exception. Especially, if I build into my travel time a missing bus. It is clear that this is not the case.

The Palms Neighborhood Council urges Metro to prioritize their spending as follows.

1. Public safety
2. System reliability, especially the busses
3. Expanding the reach/destinations

November xx, 2023

To: LADOT, Yaroslavsky, Mayor Bass, Metro
CC: Jarrett

Los Angeles has traffic problems that are world renowned. The City and County are embarking on measures to reduce congestion with the expectation that the combination of projects works enough magic to get Angelenos from point A to Point B in a reasonable amount of time.

Palms Neighborhood Council favors the combination of ideas, including Congestion Pricing. Congestion Pricing would be a big change for the City. We have to be careful about how this is introduced so it is accepted and not defeated. The options on the table are too big for a first cut. We ask that we start with something small, a proof of concept, one that is likely to succeed and then grow the concept out from there. Downtown seems like an obvious pilot given that it has plenty of multi-modal options. An even smaller pilot could be something on one of the congested areas of the Westside like Westwood. The idea is to keep the pilot small to increase its chances for success.

Assuming the system will be transponder-based, the Palms Neighborhood Council urges the planners to provide means testing so those at the bottom of the pay scale who need to get to work are not financially burdened more than they already are. We also urge the planners to provide a system where people who do not use the transponder are not charged a fee. After all, the goal is not to drive into the congested area. We'd also like there to be a way that someone can enter the congested area boundaries without a transponder and without penalty.

The Palms Neighborhood Council is excited to see the City and County looking for ways to solve our problems. Sometimes it's better not to try to solve the whole problem in one jump and take small bites to build approval.



PALMS NEIGHBORHOOD COUNCIL

RE: Prioritization of Funded Crosswalk at Palms/Jasmine

September 14, 2023

To:

Councilmember Katy Yaroslavsky
200 N. Spring Street, Suite 440
Los Angeles, CA 90012
councilmember.yaroslavsky@lacity.org

Clare Eberle, Transportation Planner, LADOT
Department Headquarters
City of Los Angeles
Department of Transportation
100 S. Main St., 10th Floor
Los Angeles, CA 90012
clare.eberle@lacity.org

CC:

Jarrett Thompson, Transportation Deputy, Council District 5
6380 Wilshire Boulevard, Suite 800
Los Angeles, CA 90048
jarrett.thompson@lacity.org

The Palms Neighborhood Council was recently informed that a signalized crosswalk request at the intersection of Palms Blvd and Jasmine Ave has been fully funded. The Neighborhood Council has also received a significant amount of feedback from stakeholders on the need for greater investment in pedestrian-friendly safety enhancements in our community.

Currently, Palms does not have a single HAWK crosswalk implemented, in contrast with our neighboring communities of Mar Vista and South Robertson, both of which have at least one pedestrian beacon crossing installation within their boundaries. As one of Los Angeles' most densely populated, highly diverse communities, under investment in our area has left many residents vulnerable to road traffic.

While the Palms Neighborhood Council has submitted a number of crosswalk requests in the last few years, this is the first time one has been fully funded. The intersection of Palms/Jasmine is in immediate proximity to our only TK-5 public school, Palms Elementary, as well as our community's sole recreational area, Woodbine Park. Palms Boulevard is however a 4-lane road with high-speed traffic that divides our neighborhood, leaving many

residents with few options to safely access our school or park. Frequently, residents are forced to wait for brief lulls in traffic at this intersection where vehicles regularly drive in excess of 35 MPH, the posted speed limit, before attempting to cross. The only two nearby crossings are at busy intersections over 1500 feet away from each other, which is an impediment to pedestrian mobility in our community.

The Palms Neighborhood Council would greatly appreciate Councilmember Katy Yaroslavsky's support in prioritizing implementation of this fully-funded, first of its kind project for our diverse neighborhood in order to help address current deficits in safe pedestrian infrastructure.

Sincerely,

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President, Palms Neighborhood Council



PALMS NEIGHBORHOOD COUNCIL

RE: Speed Hump Program Reform

September 14, 2023

To:

Councilmember Katy Yaroslavsky
200 N. Spring Street, Suite 440
Los Angeles, CA 90012
councilmember.yaroslavsky@lacity.org

Clare Eberle, Transportation Planner, LADOT
Department Headquarters
City of Los Angeles
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100 S. Main St., 10th Floor
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CC:

Jarrett Thompson, Transportation Deputy, Council District 5
6380 Wilshire Boulevard, Suite 800
Los Angeles, CA 90048
jarrett.thompson@lacity.org

The Palms Neighborhood Council requests LADOT to consider reforming the City's current iteration of its Speed Hump Program due to significant issues regarding equity that have led to notable shortfalls in transportation infrastructure investment among denser, multi-family residence neighborhoods such as ours.

As presently designed, the process pits neighborhoods against one another, competing for an extremely finite number of spots in a randomized, first-come-first served basis that fails to consider neighborhoods with the greatest need. Notably, "Step 3" in LADOT's "*Survey of Residents: Request & Approval Process*" presents a major roadblock for residents living in multi-family communities such as Palms, due to the requirement that a designated Block Representative "*obtain signatures from at least two-thirds (66.7%) of the affected residences*" on the requested street just to proceed with a LADOT survey. Neighborhoods composed of mostly apartment buildings such as Palms are significantly more difficult to access than single-family neighborhoods, where a designated Block Representative could easily go door-to-door to petition the project. Apartment buildings have gated or access restrictions

that make this near impossible, and in addition, the significantly higher density of multi-family neighborhoods mean a Block Rep in these areas would be required to obtain hundreds or potentially thousands of signatures, as opposed to their single-family home counterparts, who may only need to obtain a few dozen signatures at most, to reach this benchmark criteria.

Due to these consequential shortcomings, the program favors wealthier, single-family neighborhoods that have a much lower threshold to achieve while remaining excessively burdensome to multi-family residence neighborhoods. As LA County's *Equity in Infrastructure Initiative* has suggested, while programs like this may have been originally conceived in a way to serve communities equally rather than equitably, they fail to address "historical disparities in infrastructure investments and services for communities who have not had a voice." (lacounty.gov)

One solution could be incorporating speed humps into the routine design for all eligible streets, meaning that when a street is re-paved, it will include considerations for building out speed humps. Prioritization should be determined by LADOT based on neighborhood need, historical equity and data. This would allow for a more objective and fair system that would empower even distribution of popular infrastructure enhancements, improving the livability and safety of residents for all LA neighborhoods.

Sincerely,

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President, Palms Neighborhood Council