



WEST HILLS NEIGHBORHOOD COUNCIL

JOINT BOARD and STREETS & TRANSPORTATION COMMITTEE ONLINE AND TELEPHONIC SPECIAL MEETING AGENDA

Wednesday, June 23, 2021, at 7:30 p.m.

This meeting of the West Hills Neighborhood Council Streets & Transportation Committee will be conducted online via Zoom Webinar and telephonically. All are invited to attend and participate.

To attend online via Zoom Webinar, [CLICK HERE TO JOIN](https://zoom.us/j/95492683794) or paste the following link into your browser:
<https://zoom.us/j/95492683794>.

To call in by phone, dial toll-free (833) 548-0276 or (669) 900-6833, then punch in this Webinar code when prompted: **954 9268 3794#**.

This meeting is open to the public. Comments on matters not on the agenda, but within the jurisdiction of this committee will be heard during the Public Comment period. Those who wish to speak on an agenda item will be heard when the item is considered.

Committee Members: Anthony Scearce (Co-Chair), Bob Brostoff (Co-Chair), Faye Barta, Brian Begun, Thomas Booth, Dan Brin, Tariq El-Atrache, Bonnie Klea, Heidi Manning, Steve Randall, Myrl Schreiber, Joan Trent, Brad Vanderhoof

Call to Order and Roll Call

Comments from the Co-Chair(s)

Announcements

Public Comments on matters of committee jurisdiction not on the agenda (2 minutes)

1. **Discussion and Possible Approval of Minutes** from the April 2021 Streets and Transportation Committee Meeting
2. **Discussion and Possible Action:** on Resolution regarding passive infrared sensor-controlled traffic signals
3. **Discussion and Possible Action:** on the Sidewalk and Transit Amenities Program (STAP) Digital Displays in West Hills
4. **Discussion and Possible Action:** on Metro Bus System to extend and connect the Roscoe 152 line and Valley Circle 169 line.
5. **Discussion and Possible Action:** 2021 -2022 fiscal year budget request
6. **Discussion and Possible Action:** on Committee Standing Rules
7. **Discussion and Possible Action:** on Mural Advisory Subcommittee
8. **Adjournment**

Public Input At Neighborhood Council Meetings: When prompted by the presiding officer, members of the public may address the committee on any agenda item before the committee takes an action on the item by punching in *9 (if calling in by phone) or by clicking on the “raise hand” button (if participating online through Zoom) and waiting to be recognized. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on matters not appearing on the agenda that are within the committee’s jurisdiction will be heard during the General Public Comment period. Please note that under the Ralph M. Brown Act, the committee 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 committee meeting. Public comment is limited to 2 minutes per speaker, unless adjusted by the presiding officer of said committee.

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 §§ 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

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The Americans With Disabilities Act: 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, and other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least three business days (72 hours) prior to the meeting you wish to attend by contacting via email NCsupport@lacity.org or calling (213) 978-1551. If you are hearing impaired please call 711.

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 the meeting where such writing was considered or by contacting the WHNC’s executive director via email at Michelle.Ritchie@westhillsnc.org Requests can be made for a copy of a record related to an item on the agenda.

Reconsideration and Grievance Process: For information on the WHNC’s process for board action reconsideration, stakeholder grievance policy or any other procedural matters related to this Council, please consult the WHNC Bylaws. The Bylaws are available at our website, www.WestHillsNC.org.

Servicios De Traducción: Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte Michelle.Ritchie@westhillsnc.org

Streets & Transportation next meets on Tuesday, July 20th, 2021



**CITY OF
LOS ANGELES
CALIFORNIA**



P.O. BOX 4670, WEST HILLS, CA 91308
WWW.WESTHILLSNC.ORG
MAIL@WESTHILLSNC.ORG

WEST HILLS NEIGHBORHOOD COUNCIL

SPECIAL JOINT BOARD and STREETS & TRANSPORTATION COMMITTEE ONLINE AND TELEPHONIC MEETING MINUTES

Thursday, May 27, 2021

Revised June 9, 2021

Committee members in attendance: Anthony Scarce, Faye Barta, Brian Begun, Thomas Booth, Bob Brostoff, Bonnie Klea, Heidi Manning, Steve Randall, Myrl Schreiber, Joan Trent, and Brad Vanderhoof.

Also in attendance: Char Rothstein, Dennis, Reeyan Raynes, Dave Curtis, Dave Bowman

Committee Chair Anthony Scarce called the meeting to order at 7:31 PM. A quorum was established.

The April meeting minutes were approved.

Comments from the Chair: Anthony asked Brad to be official committee secretary and parliamentarian. Anthony announced Bob will be acting committee co-chair awaiting confirmation by the Board.

Public Comment: None

Numbers refer to agenda items.

2. Proposed medians on Fallbrook (north of Roscoe) at Schoenborn Street and Eccles Street. The proposed plan is regarding the fulfillment of T condition (g) from Mr. John Bowman, Esq. Elkins KaltCPC-2007-237. Mr. Dave Curtis, PSOMAS: Anthony said the median discussion needs to go back to the WHNC Zoning and Planning Committee. Char agreed. Bob said the T conditions were approved 14 years ago with no public hearings or public comment. John Bowman and Dave Curtis presented a median proposal. The 2009 zoning change to allow expansion of two Thermo-Fisher facilities called for the restriction of southbound left hand turns onto Schoenborn and Eccles. Brookfield Properties acquired permits and posted bonds for the required medians. DOT expressed safety concerns with the proposed medians. A hybrid median and Bollard proposal was created to address the safety concerns. Dave Curtis presented different variations of the hybrid design. Residential driveways near the intersections were a consideration.

Anthony moved to approve hybrid design #2 pending concurrence from the Zoning and Planning Committee. Myrl seconded.

Yes – 10, No – 1, Abstain – 0, Absent -- 3

The motion carries.

3. CIS/CF 21-0002-S121 Electric Vehicle Charging Station / Installation Application / Vehicle Emissions Reduction / AB 970 (McCarthy and Chiu): Item tabled to June.

4. CIS/CF 21-0002-S77 Speed Safety System Pilot Programs / California Vehicle Code Amendment / Street Safety Tool / Speed-Related Fatalities / AB 550 (Chiu):

Anthony moved to support a CIS in support. Steve seconded.

Yes – 10, No -- 1, Abstain – 0, Absent -- 3

5. Resolution Regarding Passive Infrared Sensor-controlled Traffic Signals: Anthony presented a proposed resolution.

Yes – 11, No – 0, Abstain – 0, Absent -- 3

The resolution will be sent to the WHNC Board.

6. Sidewalk and Transit Amenities Program (STAP) Digital Displays in West Hills: Item tabled to June.

Committee Chair Anthony Scarce adjourned the meeting at 8:46 PM.

The next meeting of this committee will be held on Tuesday, July 20, 2021 at 7:30 PM.

Speed Mitigation Plan/Overspeed Detection For West Hills, CA

Problem Statement

West Hills has a large quantity of long, and wide streets that have little to no controlled intersections. While this is great for traffic flow, it has created an environment of dangerous conditions for speeding.

Summary

Increases in accidents and fatalities as well as the general concern by West Hills Stakeholders demands a review and investigation on possible solutions to mitigate speeding in our community. There are several considerations that must be taken into account before identifying a potential solution. These include traffic flow, effectiveness of mitigation methods versus the negative impact on traffic as well as the long term viability of the mitigation response.

Issues With Recommended List of Mitigation Methods

We reviewed the pre-approved list of mitigation options that are currently available. The list includes making physical changes to the street, speed notification devices, and the direct interdiction by Law Enforcement. Unfortunately, there seems to be an inverse relationship between the success of most of the mitigation methods with the impact on traffic flow. Several streets in West Hills are major traffic routes through the West Valley. Any solution to manage this issue must not adversely affect normal traffic flow. Direct interdiction by Law Enforcement has the highest positive impact on traffic safety, but is very inefficient and cannot be relied on as a full time solution.

Proposed Solution

One geographic feature unique, but fairly common to West Hills are long and wide streets. Having streets with large gaps in traffic control systems does have a positive impact on traffic flow, but has the unintended consequence of allowing for speeding. This is happening at an increasing frequency. We believe the best solution that would have the greatest mitigation on the negative effects of these types of streets, but minimal impact on traffic flow is to install traffic light controlled pedestrian crosswalks with overspeed detection. These would be installed between our long streets dividing them into smaller controlled pedestrian segments. These traffic lights would be equipped with passive infrared sensors that can detect the speed of

approaching cars and set a predefined speed above the posted limit. Should someone approach the light beyond this threshold, it would trigger a red light at the crosswalk. For shorter streets that are identified as high risk for speeding we request that intersection lights be modified to also support overspeed detection. Finally, we ask that all traffic lights that have overspeed support have the capability to log instances of being triggered with a timestamp (no driver information will be collected). By logging overspeed triggers we can identify location, and time of day that are potentially at higher risk of speeders and as a result we can deploy Law Enforcement to supplement mitigation. This approach would solve multiple problems. First, it would limit the damage done by speeding by restricting the availability of long open lanes of streets. Second, it would allow for more spaces for pedestrians to safely cross the streets, and finally, it would have a low impact on normal traffic flow. This is existing technology, and can be installed with minimal physical or fiscal impact.

Figure 31. Passive infrared sensors.

When a vehicle enters the sensor's field of view, the change in emitted energy is used to detect the vehicle as illustrated in Figure 32. A vehicle entering the sensor's field of view generates a signal that is proportional to the product of an emissivity difference term and a temperature difference term when the surface temperatures of the vehicle and road are equal. The emissivity term is equal to the difference between the road and the vehicle emissivities. The temperature term is equal to the difference between the absolute temperature of the road surface and the temperature contributed by atmospheric, cosmic, and galactic emission. On overcast, high humidity, and rainy days, the sky temperature is larger than on clear days and the signal produced by a passing vehicle decreases. This, in itself, may not pose a problem to a properly designed passive infrared sensor operating at the longer wavelengths of the infrared spectrum, especially at the relatively short operating ranges typical of traffic management applications (Klein , 2001).

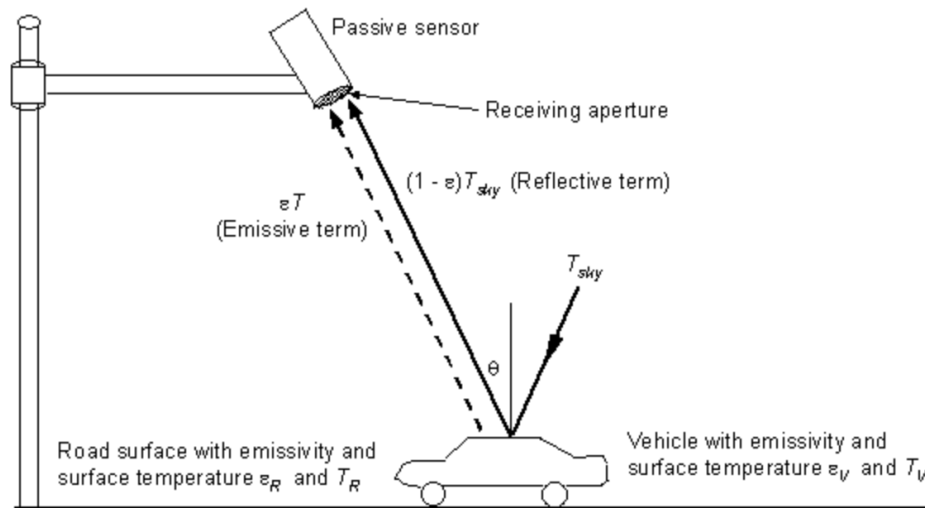


Figure 32. Emission and reflection of energy by vehicle and road surface.

Application and Uses

Multi-channel and multi-zone passive infrared sensors measure speed and vehicle length as well as the more conventional volume and lane occupancy. These models are designed with dynamic and static-thermal energy detection zones that provide the functionality of two inductive loops. Their footprint configuration is shown in Figure 33. The time delays between the signals from the three dynamic zones are used to measure speed. The vehicle presence time from the fourth zone gives the occupancy of stationary and moving vehicles.

For more information on Passive Infrared Sensors please see:
Image above reference from:

Office of Highway Policy Information

<https://www.fhwa.dot.gov/policyinformation/pubs/vdstits2007/05pt2.cfm>

WHEREAS, speed is the primary factor in fatal traffic collisions and continues to kill hundreds of people in Los Angeles every year; and

WHEREAS, speeding motorists are making the streets in West Hills increasingly dangerous in recent years, resulting in many accidents, injuries and deaths; and

WHEREAS, the tragic death of Colleen Wong on March 19, 2021, who was killed by a driver who was travelling at a very high rate of speed on a surface street, shows that it is imperative to address speeding on our streets; and

WHEREAS, police have limited resources available to patrol our community's streets, especially at night, when street racing is most prevalent; and

WHEREAS, such measures as road humps, roundabouts and traffic choke points are impractical on major arteries like Valley Circle Boulevard, Platt Avenue, Sherman Way, Roscoe Boulevard, Fallbrook Avenue and Shoup Avenue; and

WHEREAS, one geographic feature unique, but fairly common to West Hills are long and wide streets. Having streets with large gaps in traffic control systems does have a positive impact on traffic flow, but has the unintended consequence of allowing for speeding. This is happening at an increasing frequency; and

WHEREAS, mitigation on the negative effects of these types of streets, but minimal impact on traffic flow is to install traffic light controlled pedestrian crosswalks with overspeed detection. These would be installed between our long streets dividing them into smaller controlled pedestrian segments. These traffic lights would be equipped with passive infrared sensors that can detect the speed of approaching cars and set a predefined speed above the posted limit. Should someone approach the light beyond this threshold, it would trigger a red light at the crosswalk; and

WHEREAS, in addition to installing traffic controlled pedestrian crosswalks, several existing intersections that have been identified as high speed zones, also have overspeed detection sensors added to them; and

WHEREAS, all installed overspeed detection sensors be capable of recording a timestamp and location, so that any light or lights that have a high number of red light activations, can be identified so the City can supplement these sensors with law enforcement support

LET IT BE RESOLVED that the West Hills Neighborhood Council urges LADOT and the Los Angeles City Council to investigate passive infrared sensor controlled traffic signals at pedestrian crosswalks between existing traffic signaled intersections.

X

Charlene Rothstein
President - West Hills Neighborhood Council

X

Faye Barta
Vice-Pres.-West Hills Neighborhood Council

Mr. John Lee
Councilman
City of Los Angeles Council District 12

Dear Mr. John Lee:

West Hills Neighborhood Council has concerns regarding the Sidewalk and Transit Amenities Program (STAP) Digital Displays in West Hills.

Specifically, the parameters of digital advertising and/or digital displays to ensure compatibility with their surrounding environments, traffic safety, and land use zones such as specific plans and scenic highways; and policy governing data collection, ownership, privacy and use from devices placed within public rights-of-way or on City facilities.

West Hills has few bus benches that can accommodate digital displays that are not in close proximity to single family residences. Where we are not opposed to covered bus benches, benches with digital displays we feel would be a nuisance to our stakeholders.

We request that all digital display type bus bench proposals be denied anywhere within the boundaries of West Hills or at the least any proposal for this type of bench be brought to the West Hills Neighborhood Council for review before approval.

cc Bureau of Street Services

WHEREAS, West Hills has a growing Senior population; and

WHEREAS, Many of our Seniors rely on others to transport them to shopping centers and Social Security office etc; and

WHEREAS, keeping ones independence in our "Golden Years" is very important; and

WHEREAS, Paratransit service is only available on existing bus routes; and

WHEREAS, the Northwest corner of West Hills has a growing population due to new development; and

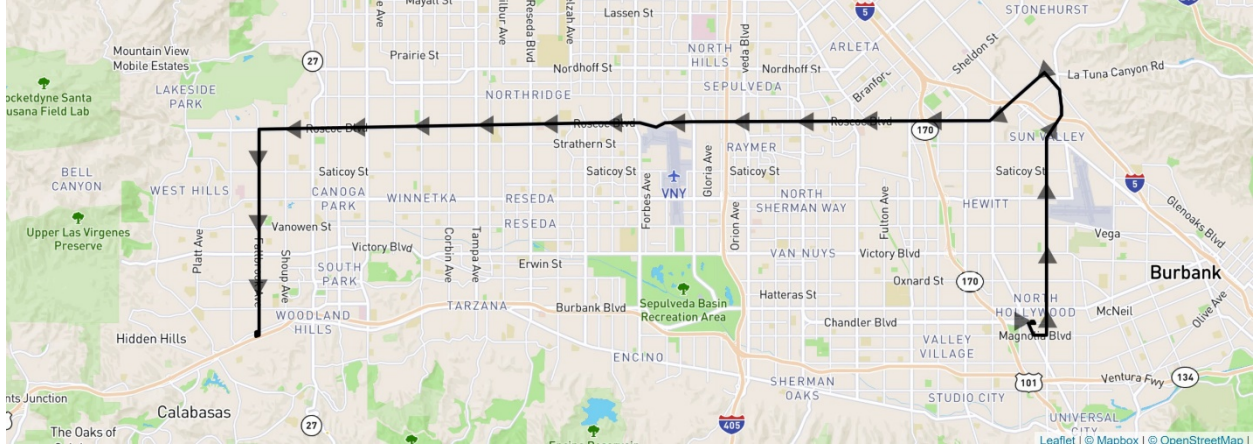
WHEREAS, the Northwest corner of West Hills has no Metro Bus Service; and

WHEREAS, Roscoe Blvd. LA Metro Bus route #152 terminates at Fallbrook; and

WHEREAS, Valley Circle Blvd. LA Metro Bus route #169 terminates at Vanowen.

WE THEREFORE REQUEST, the LA Metro review and consider extending the Roscoe Blvd. route #152 to Valley Circle Blvd. and extending the Valley Circle route #169 to Roscoe Blvd, at the next Planning and Programming Committee Meeting.

Metro Bus Route #152



Metro Bus Route #169

