



WEST HILLS NEIGHBORHOOD COUNCIL

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

Thursday, May 27, 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 Scarce (Co-Chair) Bob Brostoff (Co-Chair) Olivia Naturman, Faye Barta, Brian Begun, Thomas Booth, Dan Brin, Bonnie Klea, Heidi Manning, Steve Randall, Myrl Schreiber, Joan Trent, Brad Vanderhoof

Call to Order and Roll Call

Comments from the Co-Chairs

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: Discussion and possible action:** on the 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
3. **Discussion and Possible Action:** on CIS/CF 21-0002-S121 Electric Vehicle Charging Station / Installation Application / Vehicle Emissions Reduction / AB 970 (McCarthy and Chiu)
4. **Discussion and Possible Action:** on CIS/CF 21-0002-S77 Speed Safety System Pilot Programs / California Vehicle Code Amendment / Street Safety Tool / Speed-Related Fatalities / AB 550 (Chiu)
5. **Discussion and Possible Action:** on Resolution regarding passive infrared sensor-controlled traffic signals
6. **Discussion and Possible Action:** on the Sidewalk and Transit Amenities Program (STAP) Digital Displays in West Hills
7. **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

Public Posting of Agendas: WHNC agendas are posted for public review at Shadow Ranch Park, 22633 Vanowen St., West Hills, CA 91307 or at our website, www.westhillsnc.org. You can also receive our agendas via email by subscribing to the City of Los Angeles Early Notification System at www.lacity.org/government/Subscriptions/NeighborhoodCouncils/index.

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, June 15th, 2021



WEST HILLS NEIGHBORHOOD COUNCIL

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

Tuesday, April 20, 2021
Revised April 21, 2021

Committee members in attendance: Anthony Scarce, Brian Begun, Thomas Booth, Dan Brin, Bonnie Klea, Heidi Manning, Olivia Naturman, Daniel Osztreicher, Steve Randall, Myrl Schreiber, Joan Trent, and Brad Vanderhoof.

Also in attendance: Saif Mogri, Elodie Barnes, Stanislav Kaplan, Rachel Katz, and Aaron Schwartzbart

Committee Chair Anthony Scarce called the meeting to order at 7:32 PM. A quorum was established.

Comments from the Chair: The Cultural Heritage Commission has approved the palm trees along March Avenue for historical monument status.

Public Comment: Aaron Schwartzbart and Stanislav Kaplan from MOTORGOSPEL Ministries introduced themselves.

Numbers refer to agenda items.

1. Speeding and Street Racing: Anthony shared data from the Neighborhood Traffic Management Program (NTMP). The data shows the effectiveness of different speed enforcement methods. Dan said there is a public forum on speed racing in the San Fernando Valley on April 21 at 4:00 PM (online). The forum is presented by Councilmember Lee, State Senator Stern, LAPD, LADOT, and CHP.
2. Saticoy and Fallbrook Accidents: This topic was suggested by a stakeholder. Elodie Barnes described the frequency of accidents at the intersection. Many accidents result from excessive speed. Residents in the area often lose power as utility poles are knocked down. She suggested a left turn signal might help the situation.

Bonnie Klea left the meeting.

Dan moved to request a traffic survey from LADOT. Brian seconded.

Yes – 11, No – 0, Abstain – 0

Anthony will make the request.

3. Traffic Survey/Poll of Stakeholders: Anthony explained his desire for a survey is to gauge stakeholder opinions and find out what issues concern them the most. Marie Javdani can develop a survey proposal for the committee to review.

Anthony moved to have Marie draft a survey proposal for stakeholders to determine opinions on traffic, cars, e-bikes, scooters, and everything transportation. Dan seconded.

Yes – 9, No – 0, Abstain – 2

4. Sidewalk and Transit Amenities Program (STAP): A CIS on this item has been tabled at the WHNC Board for three months. Anthony said he would like to postpone discussion until after a presentation by Adel H. Hagekhalil, Executive Director and General Manager, Bureau of Street Services (StreetsLA). Item tabled.

5. Agenda Items for the May Agenda: In May the Committee will discuss solutions for Item 1.

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

The next meeting of this committee will be held on Tuesday, June 15, 2021 at 7:30 PM.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, currently pending in the State legislature, is a bill, AB 970 (McCarthy and Chiu), which would require an application to install an electric vehicle charging station (EVCS) to be deemed complete, if five business days after the application was submitted, the city, or city and county has not deemed the application to be incomplete, or issued a written correction notice detailing all deficiencies in the application; and

WHEREAS, AB 970 would further require an application to install an electric vehicle charging station to be deemed approved if twenty business days after the application was deemed complete, and the following have occurred: (1) the city, county or city and county has not approved the application; (2) the building official has not made a finding that the proposed installation could have an adverse impact upon the public health or safety, or require the applicant to apply for a land use permit; (3) the building official has not denied the permit; and (4) an appeal has not been made to the Planning Commission of the city, county, or city and county; and

WHEREAS, on December 11, 2019, the Council adopted Ordinance No. 186485 (Council File No. 17-0309), making EV-ready charging stations more readily available citywide by requiring that all *new* multi-family dwelling units, residential occupancies other than one and two family dwellings and townhouses, hotels and motels, allocate 10 percent of the parking spaces to electric vehicle charging stations; and 30 percent as electric vehicle parking spaces; and

WHEREAS, on April 28, 2021, President Biden stated in his address to Congress, the introduction of an infrastructure proposal called the *American Jobs Plan*, which among various policy objectives, includes \$174 billion in spending to boost the electric vehicle market and shift away from gas-powered cars, as a source of job creation/economic development and to curb the country's greenhouse gas emissions, thereby making AB 970 very timely if it were to be enacted into law; and

WHEREAS, AB 970 would advance the City's policy objective, as reflected in Ordinance No. 186485, addressing air quality concerns by requiring EV charging stations and parking spaces in newly constructed multi-family dwelling units, and thereby, reducing vehicle emissions, which are a major contributing factor to air pollution;


NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles, hereby includes in its 2021-22 State Legislative Program SUPPORT of AB 970 (McCarthy and Chiu), which would require an application to install an electric vehicle charging station to be deemed complete, if five business days after the application was submitted, the city, or city and county has not deemed the application to be incomplete, or issued a written correction notice detailing all deficiencies in the application; and thereby, advance the City's policy objective to make electric vehicle-ready charging stations available citywide (Ordinance No. 186485).

PRESENTED BY:

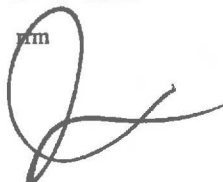


MITCH O'FARRELL
Councilmember, 13th District

SECONDED BY:



MAY 18 2021



File # :	CF-21-0002-S121
Title :	AB 970 (McCarthy and Chiu) / Electric Vehicle Charging Station / Installation Application / Vehicle Emissions Reduction
Type :	Transportation
City/State :	Los Angeles, California

Summary :	<p>Any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor. Currently pending in the State legislature, is a bill, AB 970 (McCarthy and Chiu), which would require an application to install an electric vehicle charging station (EVCS) to be deemed complete, if five business days after the application was submitted, the city, or city and county has not deemed the application to be incomplete or issued a written correction notice detailing all deficiencies in the application. AB 970 would further require an application to install an electric vehicle charging station to be deemed approved if twenty business days after the application was deemed complete, and the following have occurred: (1) the city, county or city and county has not approved the application; (2) the building official has not made a finding that the proposed installation could have an adverse impact upon the public health or safety, or require the applicant to apply for a land use permit; (3) the building official has not denied the permit; and (4) an appeal has not been made to the Planning Commission of the city, county, or city and county.</p> <p>https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB970</p>
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Motion :	<p>Support CF 21-00002-S121 with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles, hereby includes in its 2021-22 State Legislative Program SUPPORT of AB 970 (McCarthy and Chiu), which would require an application to install an electric vehicle charging station to be deemed complete, if five business days after the application was submitted, the city, or city and county has not deemed the application to be incomplete, or issued a written correction notice detailing all deficiencies in the application; and thereby, advance the City’s policy objective to make electric vehicle-ready charging stations available citywide (Ordinance No. 186485).</p>
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ST Position :	
Vote :	

“YES” Vote:	YES = YES on the Motion
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“NO” Vote:	NO = NO on the Motion
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RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

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

WHEREAS, the tragic death of Monique Munoz on February 17, 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, automated speed enforcement is a proven street safety tool that has reduced traffic deaths and injuries by 70 percent in some cities; and

WHEREAS, on March 22, 2021, AB 550 (Chiu) was amended to require the Secretary of Transportation to develop and adopt guidelines for the implementation of pilot programs to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries by authorizing the limited use of speed safety systems; and

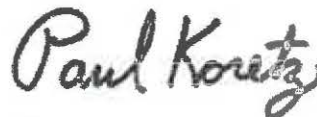
WHEREAS, the legislation would also require the Secretary to consult with local governments, and work collaboratively with privacy stakeholders to consider and adopt guidelines regarding privacy and use of data; and

WHEREAS, the City's 2021-22 State Legislative Program includes support of legislation that would amend the California Vehicle Code Section 21455.6(c) to allow cities to "opt-in" to an Automated Speed Enforcement System; and

WHEREAS, passage of AB 550 (Chiu) would allow the City to develop thoughtful programs to deploy this technology equitably while protecting individual privacy;

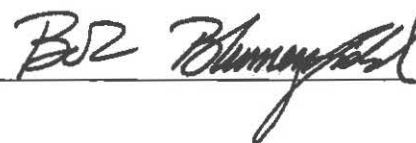
NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT for AB 550 (Chiu) that would authorize pilot programs to implement speed safety systems.

PRESENTED BY:



PAUL KORETZ
Councilmember, 5th District

SECONDED BY:



MAR 23 2021

mst



WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or .agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

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 the imperative to save lives in this case supersedes the costs and drawbacks of camera-based traffic control measures.

LET IT BE RESOLVED that the West Hills Neighborhood Council urges the Los Angeles City Council with concurrence of the Mayor to include in its 2021-2022 State Legislative Program SUPPORT CF 21-0002-S77 for AB 550 (Chiu) that would authorize automated speed enforcement technologies pilot programs in the community.

X

Dan Brin
President - West Hills Neighborhood Council

X

Charlene Rothstein
Vice-Pres.-West Hills Neighborhood Council

Committee Meeting Date: May 27, 2021

Board Meeting Date June 3, 2021

File # :	CF-21-0002-S77
Title :	AB 550 (Chiu) / Speed Safety System Pilot Programs / California Vehicle Code Amendment / Street Safety Tool / Speed-Related Fatalities
Type :	Transportation
City/State :	Los Angeles, California

Summary :	<p>Any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or .agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor.</p> <p>Speed is the primary factor in fatal traffic collisions and continues to kill hundreds of people in Los Angeles every year. Automated speed enforcement is a proven street safety tool that has reduced traffic deaths and injuries by 70 percent in some cities; AB 550 (Chiu) was amended to require the Secretary of Transportation to develop and adopt guidelines for the implementation of pilot programs to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries by authorizing the limited use of speed safety systems.</p> <p>https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB550</p>
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Motion :	West Hills Neighborhood Council Supports CF 21-0002-S77 with the concurrence of the City Council and Mayor, that the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT for AB 550 (Chiu) that would authorize pilot programs to implement speed safety systems.
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STPosition :	
Vote :	

“YES” Vote:	YES = YES on the Motion
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“NO” Vote:	NO = NO on the Motion
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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).

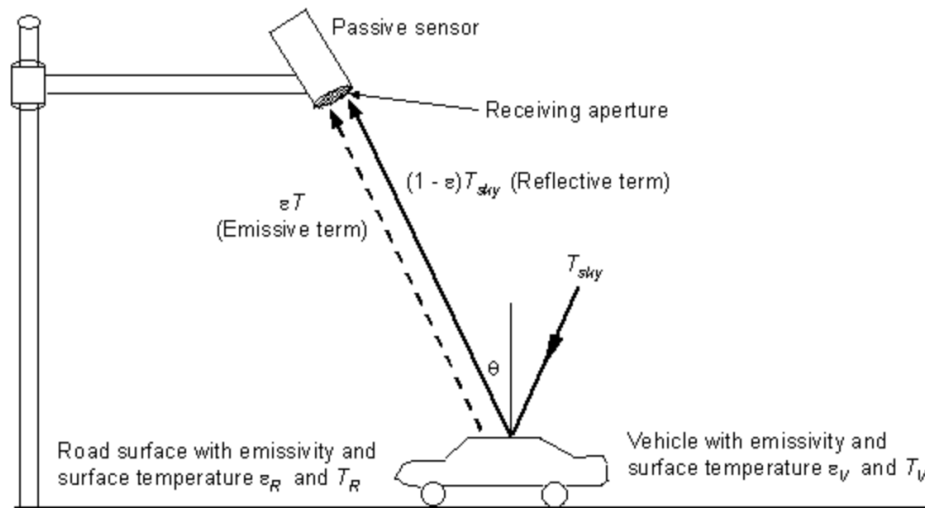


Figure 32. Emission and reflection of energy by vehicle and road surface.

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

Dan Brin
President - West Hills Neighborhood Council

X

Charlene Rothstein
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