

**DRAFT MINUTES
EASTSIDE WORKING GROUP
CITY OF WEST HOLLYWOOD
APRIL 26, 2016
6:30 P.M.**

**COMMUNITY CONFERENCE ROOM
WEST HOLLYWOOD CITY HALL
8300 SANTA MONICA BOULEVARD
WEST HOLLYWOOD, CA 90069**

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Bianca Siegl.

- A. Pledge of Allegiance
Chad Blouin led the Pledge of Allegiance.
- B. Reminder to Speak Clearly Into Microphone and to Turn Off All Cellular Phones and Pagers

Working Group Members and public were reminded to speak clearly into their microphones to accommodate the public record tapes and the hearing-impaired.

C. Roll Call

Working Group Members present:
Marina Berkman, Justine Block, Chad Blouin, Rose Disarno, Carlos Florez, Emily Gable, Tod Hallman, Brian Keith Holt, Steve Martin, Jared Miesler, Dani Shaker, Jesse Slansky, Agassi Topchian, Neal Zaslavsky

Working Group Members absent:
Jesse Slansky,

Staff present:
Bianca Siegl, Long Range and Mobility Planning Manager
Garen Srapyan, Associate Planner
Steve Boland, Consultant
Danny Casillas, Administrative Specialist III

- D. Approval of Minutes
Motion: Approve minutes, Working Group meeting of March 22, 2016

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Moved: Hallman Second:
Aye: Blouin, Disarno, Florez, Gable, Hallman, Holt, Martin,
Miesler, Shaker, Topchian,

Abstain: Marina Berkman, Justine Block, Neal Zaslavsky
Motion passed.

2. PUBLIC COMMENT

No comments.

3. NEW BUSINESS

A. Mobility Discussion

Overall comment and suggestions of the EWG on mobility based on the following questions presented to the group:

- Safety and Walkability
 - What else can we do? How can we continue to improve?
 - How do we want to use our street network?
- Bicycling
 - What are some of the next generation bike facilities we should be looking to?
- Public Transit
 - Are there other/stronger connections to Metro Rail that can be implemented?
- Parking
 - What else can be done to support retail and mitigate neighborhood impacts?
 - Are there opportunities for new parking supply?
EWG Discussion and Opportunities
- Land Use ideas – Better jobs/housing balance - Creating office space and studio related jobs – things that the residents can go to work at nearby
- As redevelopment continues to occur and residential housing grows, there are more bikes on sidewalks and limited space on the sidewalks which causes bike/pedestrian conflicts – one

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solution – increasing bikeway capacity on other streets where there is not room for them on current streets

- One solution is to provide new development that provides live/work and will have an agreement that they will not have a car – provided within the building a car share, mopeds, and bikes
- From La Brea to Fuller – there are spots that don't fit entire parking spaces, but they could be used for wider parkways to help alleviate some of the bike/ped conflict and help add to visibility at intersections
- Could the Zipcar parking be expanded within the new developments - city is looking at expanding Zipcar service and including it in TDM updates for new larger development - would need to update the code
- Advocate for bicycles and pedestrians that are separated from cars/traffic
- Sizable number of elderly on the Eastside, and many of them will not be riding bikes – rather than bike lanes, it would be better to put into public transit – it would be more useful to the seniors
- Intersections SM and La Brea and Fairfax – transit stops and number of pedestrians – pedestrian scramble could work for those intersections
- Discussion about bike lanes need to be coordinated with neighbors to ensure they connect to other facilities
- Flow through traffic – city already discussing crosswalks – there are safety issues at the crosswalks not at intersections – focus on more safety at those high volume intersections
- Petition requirement puts the burden on the residents to get something done – would be better to just notice people and allow for protest (they exist because people were coming in late to the process and protesting to council) – the petition area has been narrowed
- Alleys have all been neglected (area on Fountain between Poinsettia and Formosa) there are some sections where there

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could be greenspace and sidewalk system that is flush with the street, still fulfill all the basic functional requirements while incorporating beautification

- City needs educational and marketing visual – skateboards and bikes on sidewalks – reminder on safe practices
- Santa Monica is more visual and attractive to walk along (avoid fountain with narrow sidewalks)
- Are the City lights synchronized – yes
- Worst idea to mix all three modes – need separated spaces
- Fountain Ave design input
- Downtown – faster transit options? Better marketing and understanding – London does a good job of matching all of those modes and showing where the network is
- Bike hubs at new metro stops are pretty weak – long waiting list
- Dedicated bus lines – BRT
- Parking permit programs – not that many on the Eastside – it is a nightmare for people that are looking for parking – nearby businesses take over the street – maybe the whole Eastside should have a permit program/zones

What would get us out of our cars?

- More neighborhood services (not enough services on the eastside) – recreation, social, restaurant, work opportunities
- Fortunate to live and work in West Hollywood (but have to travel downtown or Santa Monica) – transportation options need to be comparable to driving time
- Would be cool to have a zip moped (like Zipcar)

Questions from the EWG

- Driving from one side of town to the other is now a nightmare – would expanding some of these facilities like bike lanes add to congestion/traffic? – can we provide higher level of safety/enforcement by bicycles
- Parking – we've changed from 2 side to angled parking on one side of the street to calm traffic or add more spaces?

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- Can some of the parking meters in the evening be transformed into drop off/pick up zone for passenger transportation – passenger loading zones – how many might be on the eastside?
- What are the number of trips or percentage that are through trips? – likely a large majority of the traffic is pass through
- If 94% is non-residents, what are they doing and where are they coming from?
- Wondering if all the new rail stations coming online needs to get the other nearby cities to participate as well – would this help reduce traffic congestion in the Eastside. – Are other cities doing this? – To varying degrees
- Seems like many of us are working closer to where we live compared to 20 years ago
- Is the housing dynamic and high cost of housing in West Hollywood a consideration in travel patterns – folks cannot afford to live near their workplaces

Michael Wojtkielewicz, WEST HOLLYWOOD, spoke about the eastside being walkable but not pleasant.

Chuck Fisher, WEST HOLLYWOOD, spoke about getting to the meeting on bike in 12 minutes and pointed out that the elderly do bike.

Stephanie Harker, WEST HOLLYWOOD, spoke about the challenge of getting drivers to give up their cars.

Cathy Blaivas, WEST HOLLYWOOD, spoke about the need to make drivers more aware of bicyclists.

4. WORKING GROUP MEMBER COMMENTS

No comments.

5. PUBLIC COMMENT

No comments.

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6. ADJOURNMENT

Action: The Eastside Working Group adjourned at 8:10 p.m. until the next meeting on May 24, 2016, 6:30 p.m., West Hollywood City Hall, 8300 Santa Monica Boulevard, Community Conference Room West Hollywood, California 90069

APPROVED BY MOTION OF THE EASTSIDE WORKING GROUP THIS 24TH DAY OF MAY 2016.

Bianca Siegl

ATTEST:

Staff Liaison