

Mar Vista Bi-Monthly LADOT/CD11/LAPD Traffic Committee Meeting
July 17, 2019 at 10:00 a.m.

DRAFT MINUTES

The meeting was called to order at approximately 10:05. In attendance were Rudy Guevera, representing LADOT, Alek Bartosouf representing CD11 Mobility, and Albert Olson, MVCC representative, who chaired the meeting. LAPD was unable to attend.

The minutes of the March 2019 meeting were approved..

Four items were on the agenda, and discussed as follows:

Old Business –

None

New Business –

1. Consideration Requested by Don Sriro:

Request for enforcement of speed limit signs on Inglewood Blvd. between Navy & National, and on National Blvd., or suggestions for other traffic slowing measures for this area.

Rudy Guevera commented that Inglewood Blvd. at the point of the stakeholders request is classified as a “Collector”. The whole segment of street is appr. 725 ft. And there are, as the stakeholder mentioned, Speed Tables in the middle of the block. And the 15 MPH sign in front of the speed tables is only a warning sign, a suggested advisory speed for the speed tables. It is not an enforceable speed limit sign. He indicated that the only possible assistance to this request is for additional speeding enforcement by LAPD. Albert Olson will email this request to John Lawrence, the LAPD representative, and it was suggested that the stakeholder also contact LAPD, probably the Senior Lead Officer Adrian Acosta.

2. Consideration Requested by Richard L.:

Request for additional lane markings at the intersection of Palms & McLaughlin; and request for MERGE sign on Palms just west of Sawtelle.

The stakeholder requested: “Heading westbound on Palms Boulevard as you’re passing the 405 freeway overpass just West of Sawtelle There needs to be a traffic merging sign where they turn from two lanes into one.

Mr. Guevera indicated there is already a “Right lane merges left” yellow sign attached to the Mast arm of the traffic pole as you head westbound on Palms past Sawtelle Blvd. There are also two “Merge left Arrows” pavement markings in the second lane directing drivers to merge left. LADOT will send an Engineering Aide to verify that the sign is there and in good condition and to repaint the two “Merge left” pavement arrows. **This item will be placed in Old Business for follow-up at the next meeting**

Secondly, the stakeholder requested that heading on Palms Boulevard East bound as you are passing the McLaughlin intersection there needs to be lines to keep car in the left lane (this is where it changes from one lane into two) instead letting vehicles go to either lane.

Mr. Guevera indicated that they cannot change the striping for this direction at this time. Eastbound traffic on Palms Blvd has the choice to take either lane. And some drivers need to take the right hand lane, as they are preparing to turn right at the upcoming cross-street. Traffic waiting on

McLaughlin northbound to go onto Palms Blvd can make a right turn on green indication. In order to make a right turn on red indication, they have to yield to pedestrians and upcoming traffic on Palms Blvd, just like they would at any other intersection. In order to shift traffic to No. 1 lane on Palms LADOT would need to Cat-Tracks all traffic in a short distance and they are not going to do that. According to LADOT the last 5 year available reported crashes by LAPD does not show a pattern of crashes associated with this issue. In fact, it does not show a single crash of a vehicle driving eastbound hitting a driver going northbound making a right.

And third, the stakeholder suggested that heading northbound on McLaughlin Avenue at Palms Boulevard drivers are very confused because the right turn lane is over 20' wide. There needs to be a separation point from the lane going straight along McLaughlin Avenue to make a Right turn to Palms Blvd. East Bound.

Mr. Guevera stated that the No. 2 lane is around 19.5 ft. wide because part of the area is to allow for parking on the side of the street. He stated that signs and markings are appropriate as is, and cannot be changed. He did indicate that they will consider widening the middle island indicators to show a clearer separation. **This item will be placed in Old Business for follow-up at the next meeting.**

3. Consideration Requested by Bob Gallion and Holly Tilson

Request for installation of a sidewalk on Rose Ave. between South Centinela Ave. and Colonial Ave.

At this time there doesn't seem to be any regular path through City channels to create an additional sidewalk on Rose Ave. The street in question does have a sidewalk on one side, and the City seems to think that if there is at least a sidewalk on one side, then there is not a priority to justify construction of a sidewalk on the other side as well. Many streets in the City have this situation. Including one street a couple blocks over from Rose, also between Colonial and Centinela. Mr. Guevera discussed the possibility of adding crosswalk markings at the intersection, but that is not feasible if there are no curb ramps cutouts, and if there is not a stop sign to support the crosswalk. And installing a stop sign so close to the intersection of Rose and Centinela seems problematic.

If the stakeholders who made the request want to continue the pursuit of a sidewalk it would probably be best to do so through the advocacy approach of a Neighborhood Council resolution, etc.

4. Consideration Requested by Mariana Lem:

Request for additional weight limit signs on Inglewood Blvd. & Palms, along with enforcement of existing weight limit restrictions on Inglewood Blvd.

LADOT currently posts weight limit signs at entrances onto local or collector streets from major roadways. Currently there are weight limit signs posted at the following intersections.

- Inglewood & Venice Blvd. (going north on Inglewood)
- Inglewood & National (going south on Inglewood)
- Palms & McLaughlin (going west on Palms)
- Palms & Centinela (going east on Palms)-no picture

LADOT does not post additional signs within these configurations, so they will not be adding additional signs. CD11 has asked that LADOT send out an inspector to check the existing signs, and replace them if they are faded or in some way not visible. LADOT will do so.

Additionally, according to Mr. Guevera, SEC.80.36.1 (RESTRICTED USE OF CERTAIN STREETS) of the City Codes, has specific exceptions to enforcement of the weight limit signs. And these exceptions include passenger busses (such as school busses and LADOT LANOW shuttle busses), along with commercial vehicles that are going to or from locations within the neighborhoods serviced by the streets in question. These exceptions seem to make enforcement of the weight limits rather

problematic, as LAPD would have to sit at a location and wait until they see a truck using the street and then follow the truck to see where it is going. This probably makes it difficult for LAPD to prioritize their time to deal with these situations.

Regarding enforcement, LAPD was not available for discussion, but it is always possible to contact LAPD, either through the Senior Lead Officer contact, or possibly 311, to request enforcement within the parameters discussed above.

The next Mar Vista Bi-Monthly LADOT/LAPD/CD11 Traffic Committee Meeting will be held on September 18, 2019, at Council District 11 West Los Angeles Office, 1645 Corinth Ave., Room 201, Los Angeles, CA 90025.