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Westwood Neighborhood Council

Agenda
WRAC Mobility and Transportation Committee
Wednesday, April 21, 2021 – 7:00 to 8:30 PM
<https://westsidecouncils.com/meetings>

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- 1. Call to Order and Roll Call** – Co-chairs Nancy Matson and Selena Inouye presiding
- 2. Adoption of the Agenda**
- 3. Introductions and Public Comment for Items Not on the Agenda**
- 4. Approval of Minutes** – March 17, 2021
- 5. Special Orders**
 - a. Mobility and Transportation reports – Alek Bartrosouf CD 11 and Jay Greenstein CD 5 (when available)
- 6. Old Business**
 - a. Discussion of the committee’s mission statement, goals and objectives
 - b. Discussion and possible recommendation for WRAC to support action regarding [EV charging stations](#): signage and parking enforcement
 - c. Discussion and possible recommendation for WRAC to support [Council File 19-0604](#): regarding Heavy-Duty Truck Idling Regulations/Parking Restriction/Ordinance
 - d. Discussion and possible appointment of a committee secretary
- 7. New Business**
 - a. Discussion and possible recommendation for WRAC to support Council Files [CF 20-0584](#) and [CF 20-0498](#) regarding Telecommuting
 - b. Discussion and possible action regarding committee topic priorities (follow-up on the conversation started at the February 17, 2021 meeting)
 - c. Discussion and possible action regarding meeting housekeeping items: time limits on comments, time limits on discussion of agenda items, meeting end time
- 8. Reports** (up to 5 minutes each)
 - a. Report/updates from Metro (Steve Lantz)
 - b. Introduction and report from the StreetsLA Stakeholder Advisory Council (Adriana de la Cruz)
- 9. Future Meetings and Agenda Items**
 - a. Solicit input from committee members about future agenda items
 - b. Next meeting Wednesday, May 19, 2021 at 7:00 PM
- 10. Public Comment and Announcements**
- 11. Adjournment**

Better Signage and Enforcement for Public EV Chargers

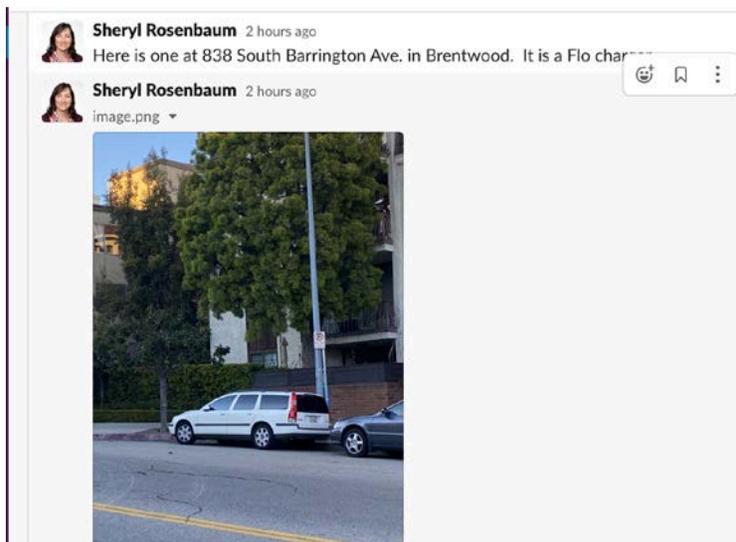
Background Information:

Governor Newsom has declared that only fully electric vehicles will be sold by 2035; Volvo will cease all sales of ICE cars as of 2030. With the planet already at one degree of warming above the preindustrial era, electric vehicles, along with other zero and low emission transit methods, are a key part of the strategy to get climate change under control.

Adoption of EVs is severely hampered by limited access to charging infrastructure. The few existing public charging locations are too often blocked by ICE cars -- or EVs which are not currently charging -- using them as parking spots.

Equity Note: The lowest income EV drivers, and potential drivers, are most affected by this lack of access. While wealthier single family owners can install chargers in their homes at relatively low cost with incentives from LADWP, this tends to be a much more costly and drawn out process for condo owners contending with HOAs. Renters, while technically having the legal right to install their own charger, have little incentive to do so without the promise of a long-term lease, and uncooperative landlords can require tenants to pay for both the installation and de-installation of chargers, making it an untenable expense.

Here is an example of a Flo station in Brentwood with no street signage with an ICE car blocking it. Most drivers would have no way of knowing they are blocking the chargers.



In some cases, drivers are aware but park there, anyway.



Sheryl Rosenbaum 1 hour ago



FYI this one has signage and writing on the parking spot itself so it has been added in some places. This car parked there anyway. 11617 Santa Monica Blvd, Los Angeles, CA 90025

image.png ▾



Motion:

The WRAC Mobility & Transportation Committee requests that the city of Los Angeles improve signage in electric vehicle charging locations to discourage non-charging vehicles (both ICE and EVs) from parking there. It further requests that the city issue a warning ticket and subsequent fine to any vehicle owners who repeatedly park in these spots illegally once adequate signage is installed.

**SUPPORT FOR PROPOSED LIMITATION OF PARKED MOTOR VEHICLE IDLE TIME –
KORETZ (CF #19-0604)**

Summary: WRAC supports Councilmember Koretz's motion to limit parked motor vehicle idling time – Council File 19-0604. (Proposed wording below.)

Background: *(from the Neighborhood Council Sustainability Alliance website - www.ncsa.la)*
Given our worsening air quality and its public health ramifications, in addition to the climate crisis, we see this as an opportunity to limit harmful emissions while raising drivers' awareness about their contributions to the dangers and how they can help.

Eight states and many cities have already implemented limits to car idling. It is less polluting and more fuel-efficient to turn off a modern, fuel-injected vehicle than to let it idle for more than 10 seconds. With the increased use of cell phones, however, the problem of distracted idling seems to be getting worse, not better. And with the rapid expansion of ride-hailing and delivery services, parked vehicles are often left running.

For more information visit turnitoff.com and ncsa.la/vehicle_idling_fact_sheet.

Full Motion:

This motion calls upon LADOT to conduct a car idling ban educational campaign.

The Westside Regional Alliance of Councils (WRAC) supports Councilmember Paul Koretz's motion to ban parked vehicle idling. It is necessary to address the issues of poor air quality in Los Angeles due to the increasing concerns over the climate emergency.

Car idling puts 3 million tons of CO₂ into California's atmosphere annually. At least one-third of greenhouse gas emissions in Los Angeles is from the transportation sector.

The Los Angeles region has received an on-going annual failing grade from the American Lung Association's "State of the Air" report. Los Angeles is considered the most ozone-polluted metropolitan area in the United States.

Air pollution poses significant dangers to public health, including risk of premature death, reproductive and developmental harm, cardiovascular disease, lung cancer, and asthma. Over 250,000 children and 1.1 million adults in the Los Angeles metropolitan area reportedly have asthma, with low-income communities of color particularly at risk.

Sensitive locations all over Los Angeles, such as schools, hospitals and senior centers, as well as emissions choked areas such as garages, parking lots and travel hubs are most at risk. Distracted Idling is increasing as we sit in our cars to charge and talk on phones, as ride-hailing and delivery services leave parked vehicles engines running.

**SUPPORT FOR PROPOSED LIMITATION OF PARKED MOTOR VEHICLE IDLE TIME –
KORETZ (CF #19-0604)**

Idling is a zero MPG activity which creates 3 million tons of unnecessary CO2 and other pollutants in CA annually. It is counterproductive to be concerned about car MPG standards and completely ignore this zero MPG behavior.

At least 7 states, and many cities, have already implemented a parked vehicle idling ban. For example, NYC has had one of the strongest all-vehicle parking idling laws for decades. We are in support of adopting the best practices from these states and cities.

There are exemptions for extreme temperatures, the health and the well-being of passengers, safety or emergency vehicles and commercial vehicles. This will not hurt low-income or homeless people, it will not be enforced in any way if the health or wellness of vehicle occupants are at stake, it will not interfere with necessary emergency and safety vehicle functions, and it will not interfere with commercial vehicle functions that require a parked idling engine.

Research has consistently found that it's less polluting and more fuel efficient to turn off a modern, fuel-injected vehicle than let it idle for more than 10 seconds long. Limiting needless vehicle idling to one minute or less will protect everyone.

We need an effective ordinance coupled with a good educational campaign by LADOT.

This motion would raise consciousness to turn off parked idling vehicles. WRAC calls on LA City Council to support Koretz's parked vehicle idling ban and post "Clean Air Zone - No Idling Allowed" signs in sensitive areas.

SUPPORT FOR TELECOMMUTING MOTIONS

Council Files CF 20-0584 (Ryu/Koretz) and CF 20-0498 (O'Farrell/Martinez)

Council Files CF 20-0584 (Ryu/Koretz)

(link:<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0584>) and CF 20-0498 (O'Farrell/Martinez) (link:<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0498>) which both request feasibility studies for new initiatives regarding telecommuting.

MOTION:

The Westside Regional Alliance of Councils (WRAC) supports motions (City Council File: 20-0584 and 20-0498) introduced by Councilmember David Ryu/Koretz and O'Farrell/Martinez to create incentives for employees of businesses and for government officials and employees to work from home.

While remote work is not a panacea for the climate crisis, making the practice more widespread and available in Los Angeles could help to reduce commuter traffic, which would have the benefit of reducing vehicle air pollution and greenhouse gas emissions. Teleworking is just one of many tools in our toolbox that we must utilize to fight the climate crisis and create sustainable air quality improvements to our region.

By improving air quality, we also create healthier Angelenos. Air pollution is linked to a host of health problems and makes people more vulnerable to COVID-19. A recent UCLA study found that approximately 14,000 premature deaths could be avoided annually if California decreases greenhouse gas emissions to net zero by 2050. Underserved communities who suffer the most from air pollution would see disproportionately higher level of benefits from cleaner air, the study also found.

WRAC supports the City studying these issues further and exploring their implementation in the City of Los Angeles.