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Westside Neighborhood Council
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Westwood Neighborhood Council

Agenda
WRAC Mobility and Transportation Committee
Wednesday, February 19, 2025 – 7:00 to 8:30 PM
<https://westsidecouncils.com/meetings>

Join Zoom Meeting:

<https://us02web.zoom.us/j/85493452587?pwd=RDNzZ0ZFWW95UEg2S1NZbJlVcUhhUT09>
Meeting ID: 854 934 52587 | Password: 230002 | Dial by your location: +1 669 900 9128

1. **Call to Order and Committee Member Roll Call** – Chair Selena Inouye presiding
2. **Public Comment for Items Not on the Agenda**
3. **Adoption of the Agenda & Approval of Minutes** – outstanding minutes from 2024
4. **Special Orders**
 - a. Mobility and Transportation reports – Jeff Khau/Sean Silva CD11 and Jarrett Thompson CD 5 (when available)
5. **Committee housekeeping items** – welcome new committee members
6. **Old Business:** for updates, further discussion and possible action
 - a. [Metro TCN 405 Freeway motion](#) is a WRAC Adopted position; Disabled Parking and EV Charging motion sent back to committee (attached); Bus Lane Violations Enforcement Pilot Program motion heard by WRAC Board 2/17/2025 (attached)
 - b. Digital billboards: [Metro TCN](#), [STAP](#) and [IKE](#) programs
 - c. Metro projects: [Sepulveda Transit Corridor](#), [I-405 ExpressLanes](#) and the [Traffic Reduction Study](#) project
 - d. [LADOT Westside Mobility Projects](#)
 - e. 2028 Olympics Transportation Planning – [\\$3.2 billion requested](#), [\\$200 million Federal grant](#) in the works, [\\$900 million already received in 2024](#)
 - f. Incidents/street takeovers involving e-bike and scooter users (Tropp)
 - i. Venice NC motions on this topic for the MTC to consider [here](#) and [here](#)
7. **New Business:** for discussion and possible action
 - a. City Council mobility/transportation motions and [CFMS](#) updates since the last MTC meeting (all committee members)
 - b. Case study of Palisades Fire evacuation to identify needed changes to the [City of Los Angeles Emergency Plans](#) regarding evacuation routes (Inouye)
 - c. New safety concerns regarding air travel as the result of [FAA personnel firings](#) (Tropp)
 - d. Request for new parking and traffic violations reporting in the My311 app (Tropp)
8. **Reports** – including topics for discussion and possible action
 - a. Metro (vacant)
 - b. Neighborhood Council Sustainability Alliance Transportation Committee (vacant)
9. **Future Meetings and Agenda Items**
 - a. Next meeting: Wednesday, March 19, 2025 at 7:00 PM via Zoom
 - b. Upcoming guests: Archer Aviation – TBD, LAPD West Traffic Division – TBD, SkyRail and Sepulveda Transit Corridor Partners – TBD, LA City Department on Disability - TBD
10. **Public Comment and Committee Member Announcements**
11. **Adjournment**

SUPPORT THE PROVISION OF DISABLED PARKING AND EV CHARGING SPACES IN ALL NEW CONSTRUCTION UNDER AB 2097 AND LOS ANGELES CITY EXECUTIVE DIRECTIVE 1 (ED1)

WRAC Mobility and Transportation Committee
October 16, 2024
Broide/Inouye, passed 9-1-0

“The _____ NC/CC, a member of the Westside Regional Alliance of Councils (WRAC), requests that the Department of City Planning (DCP) reconsider their position stated in their memorandum **SUBJECT: [IMPLEMENTATION OF AB 2097 \(2022\)](#)**, dated on October 23, 2023, with regards to Disabled Parking and EV charging spaces. This memorandum is in conflict with the language of AB 2097, which allows cities to provide EV charging and parking for the disabled even if no other parking is voluntarily provided. We respectfully request that DCP review the language in AB 2097 within the context of disabled rights and the City of Los Angeles’ active support for EV vehicles, and reconsider the decision not implement the exemption language in AB 2097, which provides for disabled parking and EV charging in new construction.

<https://planning.lacity.gov/project-review/assembly-bill-2097>

https://planning.lacity.gov/odocument/ecf69160-4a89-4078-a0b6-15ad6fdfbc33/AB2097_Memo_Oct_2023.pdf

[Council File 22-0002-S117 \(expired\)](#)

BACKGROUND

From the California Legislative Information website:

[AB 2097](#) would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within 1/2 mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. By changing the duties of local planning officials, this bill would impose a state-mandated local program.

SEC. 2.

Section 65863.2

(f) This section shall not reduce, eliminate, or preclude the enforcement of any requirement imposed on a new multifamily residential or nonresidential development that is located within one-half mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development if this section did not apply.

The bottom line: AB 2097 does not negate requirements for Electric Vehicle Charging Stations (EVCS) or Handicap Parking Spaces.

In their memorandum, DCP states that, "Since EV and Disabled Access requirements apply to parking spaces otherwise "provided" by the development project, if any parking spaces are voluntarily provided, EV and Disabled Access standards should be complied with when applicable."
(attached)

We believe that EV and Disabled Access should always be provided, whether parking spaces are voluntarily provided or not, for the following reasons:

- 1) We believe that, if the City of Los Angeles is serious about its commitment to encouraging EV use, it should include EV charging stations in every new construction project to increase the inventory of EV chargers in the City, and
- 2) We believe Disabled Access parking should be a requirement in every new construction project, as it makes the project accessible and disabled-friendly, which increases the chances that a person with a disabled placard and/or adaptive vehicle can live there. In addition, it allows persons with disabled parking placards to easily visit, socialize with and care for their friends and family living in these projects.

According to **Disability Rights California** (DRC), in their article [Letter: \[Docket No. FR-6257-A-01\] Nondiscrimination on the Basis of Disability: Updates to HUD's Section 504 Regulations. RIN 2529-AB03](#)

“2. Parking and transportation access is a major challenge.

A major problem is parking and access to transportation. Buildings with adequate accessible parking are rare. DRC handles many complaints about failures of Section 504 covered housing to provide accessible parking spaces in their parking lots and failure to provide them as a reasonable accommodation/or modification. Complaints include insufficient spaces, refusals to designate spaces for individual use, and refusals to provide adequate parking (accessible and other) for care and service providers. Updated regulations should require significantly more accessible parking spaces, including at least one accessible space for every mobility unit, plus accessible spaces for guests and service providers. Many people with mobility disabilities have a difficult time accessing public transit, and paratransit is scarce and unreliable. These individuals rely on adaptive vehicles. We also note that as the country moves to electric vehicles (California will be phasing out new gas vehicles in coming years), accessible electric vehicle (EV) charging stations/parking spaces should be required.⁸⁶

For a variety of reasons, including a push to public transit for environmental reasons, space and density limitations in urban areas, and incentivizing market rate housing production, many newer developments are built with limited or no parking. For example, California no longer allows local jurisdictions to require any parking spaces in new housing development near transit.⁸⁷ This is extremely challenging for people with disabilities who need their adaptive vehicles. It is therefore critical that the updated regulations require accessible parking, even when no other parking is on site.

Not all individuals with disabilities own adapted vehicles, so equal consideration needs to be given to the transportation needs of people who do not own cars. For some people, a half-mile to transit is too far to travel (especially where there are broken, or no, sidewalks), and for others public transit is simply not accessible. Therefore, we urge HUD to include in the updated regulations accessible drop off/pick up loading zones for accessible ride-shares (taxicabs/Lyft/Uber); paratransit; and visitors and service providers for residents with disabilities.

The new regulations would also benefit from addressing access to transit and services and coordination with service providers.”

86: See the California EV accessibility regulations at Cal. Bldg. Codes Ch. 11B-228 et seq.

87: Assemb. B. No. 2097, 2021-2022 Leg., Reg. Sess. (Cal. 2022), codified at Government Code Section § 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions.

**OPPOSES COUNCIL FILE: 24-1151: BUS LANE VIOLATION
ENFORCEMENT PILOT PROGRAM / CITY REVENUE /
SPENDING PLAN PROPOSAL / CORE SERVICES & PROGRAMS**

WRAC Mobility and Transportation Committee
Broide/Lantz, passed 6-1-3

The _____ NC/CC, a member of the Westside Regional Alliance of Councils (WRAC), opposes the allocation of revenues from the Bus Lane Violation Enforcement Pilot Program to items that are not specifically related to public transit. We therefore oppose using these funds for "Transportation improvements and temporary staffing related to the 2028 Olympic and Paralympic games." A \$200 million Federal grant is already in the works to help with the proposed use of public buses at the 2028 Games.

Council Files: [24-1151](#) and [21-1224](#) (CFMS)

BACKGROUND

The Bus Lane Violations Enforcement Pilot Program issues citations to vehicles parked in designated bus lanes, impeding the travel of Metro buses within the City of Los Angeles.

Per the [MOU between Metro and the City of LA](#) (Council File [21-1224](#)), cameras will be installed at the front of Metro buses. LADOT will hire 2 full-time traffic officers who will review the camera footage for violations. LADOT's parking services contractor will issue citations and set up Citeweb, a photo enforcement application.

The ratio of program expenses is approximately 75% Metro and 25% LADOT. Each year, after program expenses have been reimbursed, any net revenues will go to LADOT. At that time, Metro and the City will discuss the possible reinvestment of net revenues to transportation enhancements within the City. LADOT will then report back to the Mayor and City Council for approval.

Council File [24-1151](#) instructs the City Administrative Officer (CAO) to report back on the best uses of Bus Lane Violations Enforcement Pilot Program net revenues, with an emphasis on prioritizing services and programs essential to safety and mobility, including but not limited to:

- a. Restoration of parking enforcement traffic officer positions or a set aside for overtime.
- b. Restoration of services and programs that were curtailed in the FY 2024-25 Budget, including the Speed Hump Program, Paint and Sign Maintenance, and safe street and pedestrian safety improvements,
- c. Transportation improvements and temporary staffing related to the 2028 Olympic and Paralympic games.
- d. Implementing safety and mobility initiatives in Council Districts with bus lines participating in the program - CD 11 and CD 5.

CONCERNS

After reviewing both Council Files and the MOU, it appears that 3 of the items in the City Council's list of best uses for net revenues in Council File 24-1151:

- a. are not the result of a discussion between Metro and the City about possible reinvestment of net revenues, and
- b. are not a list of transportation enhancements within the City as described in the MOU.

Instead, it appears to be a list of City services and programs that were cut from the 2024-25 City budget due to the lack of City funds.

In regards to item c., Transportation improvements and temporary staffing related to the LA28 Olympic and Paralympic Games:

- a. The [current 2028 Olympics transportation plan](#) is the bus leasing program used by Atlanta in 1996 and Salt Lake City in 2002. It facilitates the donation or leasing of buses and bus operators from public transit agencies around the United States to Metro.
- a. There is a [\\$200 million Federal grant](#) to Metro currently in the works. This is addition to the [\\$900 million Federal grant received in 2024](#) for the Purple Line expansion (\$709.9 million), street and transit infrastructure (\$160 million) and improved transportation access during the LA28 games (\$139 million).