

Minutes for SBRA Board Meeting - Thursday, June 17, 2021

Present: Alisa, Lauren, Elyse, Judie, Laurel, Len, Mark, Marylin, Melissa, Norman, Pam, Sue, Toby, Gary, Merri

Call to Order: 7:04PM

Approval of Minutes from Board Meeting 5/19/21

- Pam moved to approve the minutes, and Marilyn seconded the motion
- Minutes approved; Gary abstained

Guest Speaker: Ryan Wiggins and Tham Nguyen, MTA (Office of Extraordinary Innovation)

- Presentation will be sent out
- Contact info: Tham Nguyen (project manager) nguyentha@metro.net
- Using current footprint and working with what we have to come up with a solution
- Congestion Pricing
 - Working on a plan to recommend a traffic reduction pilot program. Is it feasible? Where and how can it work?
 - The existing method is not sustainable (not economically or environmentally achieving justice)
 - Goal is to reduce traffic and provide higher quality options for getting around
 - Put revenue from program back into the community
 - Equity will inform the development and analysis of programs
 - Timeline: winter 2021, four concept areas introduced. 2025 is implementation goal.
 - Locations:
 - 1A) Santa Monica Mountains (corridor); 1B) US-101 and I-5 (corridor).
 - 2: Downtown LA freeways (corridor)
 - 3: Downtown LA (cordon)
 - 4: 10 W of Downtown LA
 - What is the affordability and burden on different households? There would be low-income assistance programs
- Group discussion/ questions

Reports:

- Treasurer's Report
 - \$3013.96 in account

Melissa

- BCC Meeting on 5/12/21 Len/ Pam
 - July 1 new candidate will be announced to go against Bonin
 - Electronic recycling Aug 21 10am-2pm (location unknown at time of minutes)
 - Alertwildfire.org to watch fire spotting cameras
 - Mail theft is extreme; carriers are being held at gunpoint for keys to multi-family boxes. Trying to shift to mailbox locks to prevent mail theft. Call 877-477- 4273 to get local operations technician. Call 626-405-1228 to reach a postal inspector (direct line) or tmdennis@uspis.gov 800 877 8339 service technician.
 - Contact denagelm@lasd.org to report on San Vicente encampment
 - new businesses coming in and getting liquor licenses
- Community Safety Report Pam B.
 - Many burglaries; grand theft autos
 - crime rates overall stayed the same compared to last year; increase in property crime; dramatic increase in burglary/ theft from a vehicle; burglaries are down
- Social Media Report Merri
 - Merri has been posting on FB for 8 years and is 'retiring' from posts. Thus, traffic is down.
 - We focused on posting history, research pieces, arts, etc. Following never got over 300.
 - What is goal of our Facebook? Can we evaluate our media presence?
 - Discussion about Wild Apricot and moving website. What would this cost? How many more members to cover the cost?
 - AN EARTHQUAKE OCCURRED
- AGM Merri
 - AGM Report
- Marketing/ Membership Report Gary/ Merri
 - Wild Apricot
 - If we have one platform, we can handle many functions in one place
 - Setting goals for membership; setting goals for sponsorship
 - How do we convert people to members?
 - We are missing major demographic: apartment renters
 - Discussion held about best way to get members. Mailers? Direct conversations?
 - 50% of Brentwood are renters

- Transportation Report Lauren
 - Presentation given earlier re: congestion pricing in Los Angeles
 - Purple line: tunneling to begin in August in Westwood
 - LAX section will not be completed until 2050

Old Business:

New Business:

- Group dinner!
 - Thursday, July 15th, 6:30 p.m. at ChinChin and we can do separate checks
 - Email Alisa if you are coming and if you are bringing a guest

Member Questions and Comments

- This Saturday from 12-4, Topanga Canyon jazz concert at Juilan Juilan. Picnic and bring blankets! Very first piece of land on left side after turning up Topanga off PCH.

Next meeting scheduled for July 15, 2021 (will be our group dinner!)

Marilyn motion to adjourn at 9:06 p.m.; seconded by so many people!



South Brentwood
Residents Association
June 17, 2021



We're studying ways
to reduce traffic.

TRAFFIC REDUCTION STUDY

Metro's 10-year Strategic Plan

Vision 2028:

To deliver a mobility system that enables people **to travel swiftly and easily** throughout the LA County region, no matter where they want to go or when.

Traffic congestion is bad.



We're working on a study to recommend a *pilot program*.

For a traffic reduction pilot program with congestion pricing and additional transportation options, we will consider...



Can it be feasible
as part of a traffic
reduction effort in
LA county?



Where and
how could it
work?



Are there
willing
partners?

Traffic Reduction Pilot Program Framework

Goals of a pilot program



- Reduce traffic through congestion pricing, and
- Provide more high-quality options for getting around

We're striving for these additional positive outcomes:



Improve public health and safety



Support environmental and economic justice



Improve the economy



Re-invest net revenues in communities served/affected

Equity will inform the development and analysis of concepts.

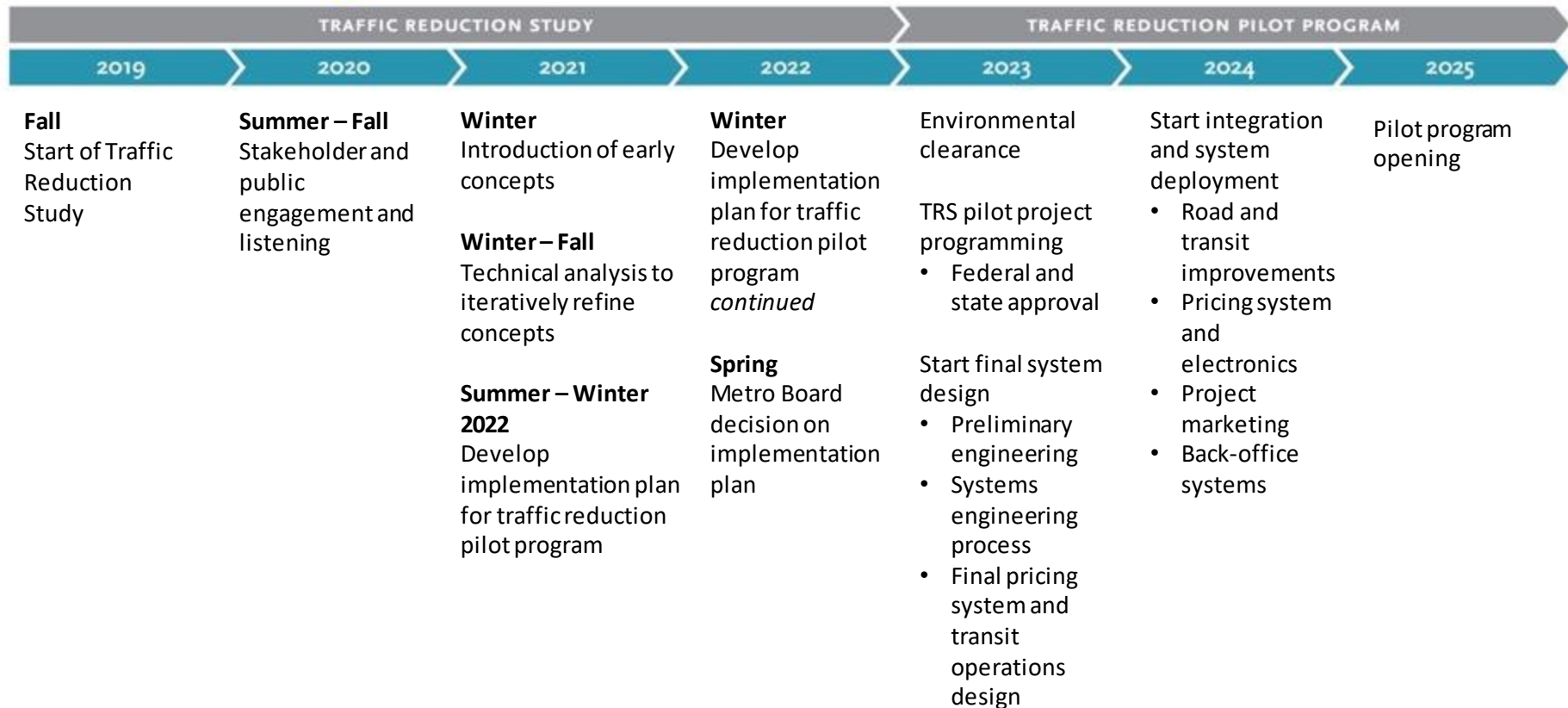
1. **Identify** who could be impacted and how.
2. **Establish** desired outcomes and determine how to measure progress toward them.
3. **Measure** potential benefits and burdens.
4. **Develop** strategies to address burdens and increase benefits, such as subsidies and reinvestment of net revenues.
5. **Develop** proposed transportation improvements.
6. **Circulate** and refine pilot concept.

Better options are part of this study.



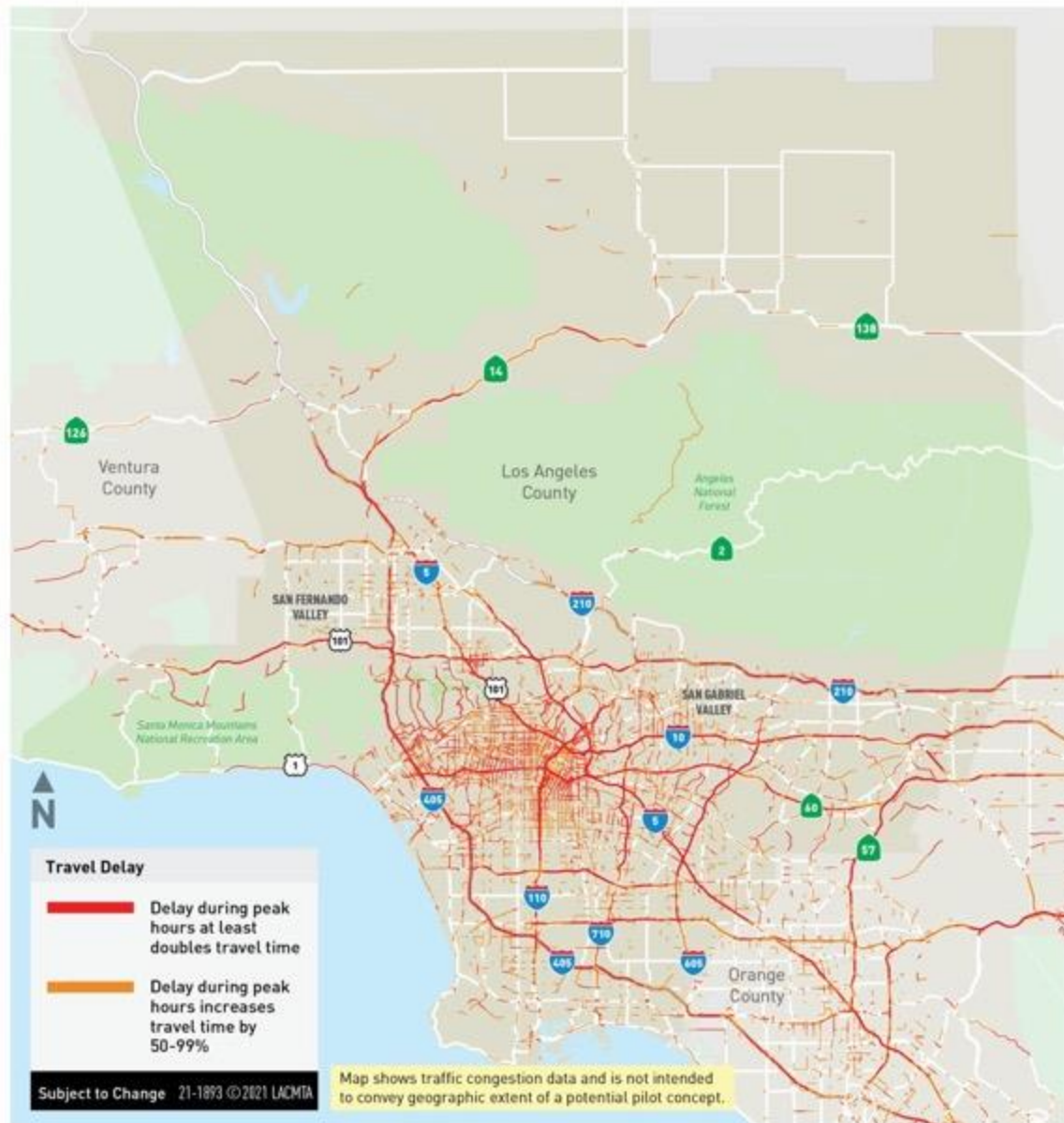
Anticipated Schedule

We
Are
Here



ONGOING PUBLIC PARTICIPATION

Opportunity for Significant Traffic Reduction



Appropriate Pricing Models to Achieve Objectives



Corridor Pricing

- Pricing all lanes on freeway
- Pricing freeway / adjacent roads
- Pricing at exit / entrance ramps



Cordon Pricing

- Single cordon zone
- Multiple cordon zones
- Areawide pricing



Hybrid Systems

- Screenline crossings
- Corridor / Cordon pricing

Pricing to manage demand works.



London

- > Reduced Vehicle Trips 15-20%
- > Reduced Congestion:
 - 30% within zone
 - 20% approaching zone
- > Increased Bus Trips 38%
- > Decreased Bus Waiting 30%
- > Reduced Emissions 12-19%



Stockholm

- > Reduced Vehicle Trips 22%
- > Reduced Congestion:
 - 33% in the mornings
 - 50% in the evenings
- > Increased Transit Trips 7%
- > Increased Bicycling Trips 22%
- > Reduced Emissions 7-14%



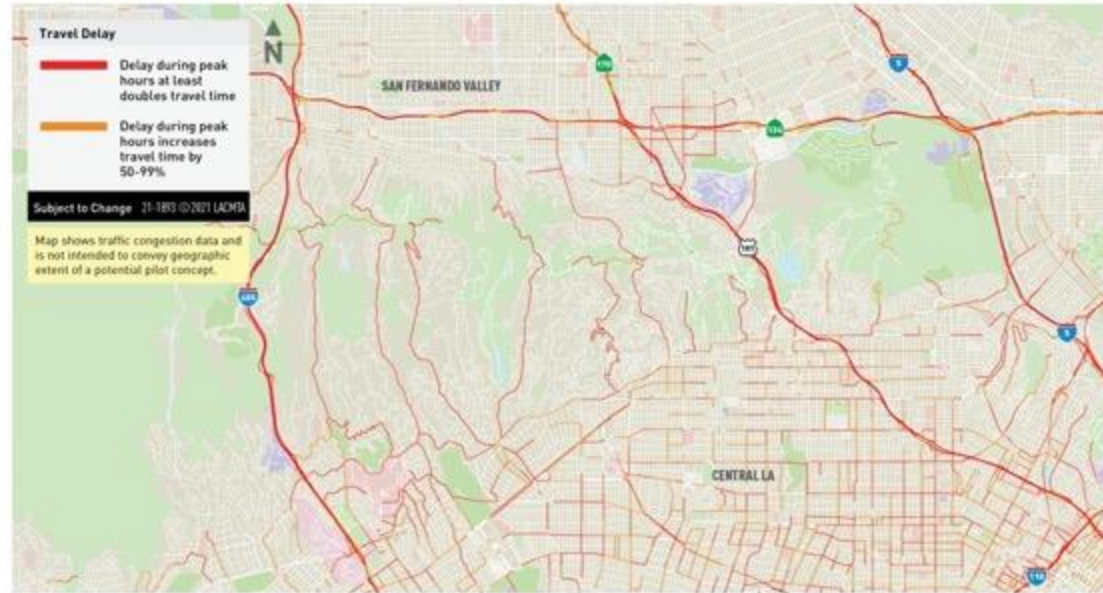
SR-520, Seattle

- > Reduced Congestion 25% AM peak
- > Reduced travel times by 8 minutes
- > Increased speeds from 27 mph to 45 mph peak-of-peak; 55+ remainder peaks
- > No significant diversion to alternative routes

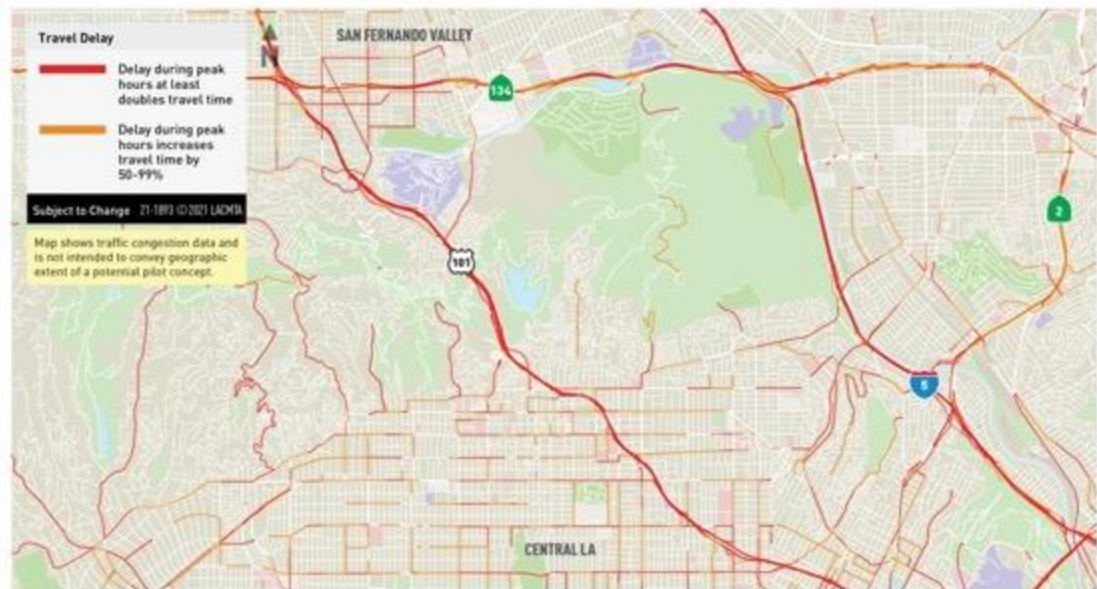
Figures represent reported local changes that occurred upon implementation of programs.

Concept Consideration Areas 1A & 1B

1A: Santa Monica Mountains (Corridor)

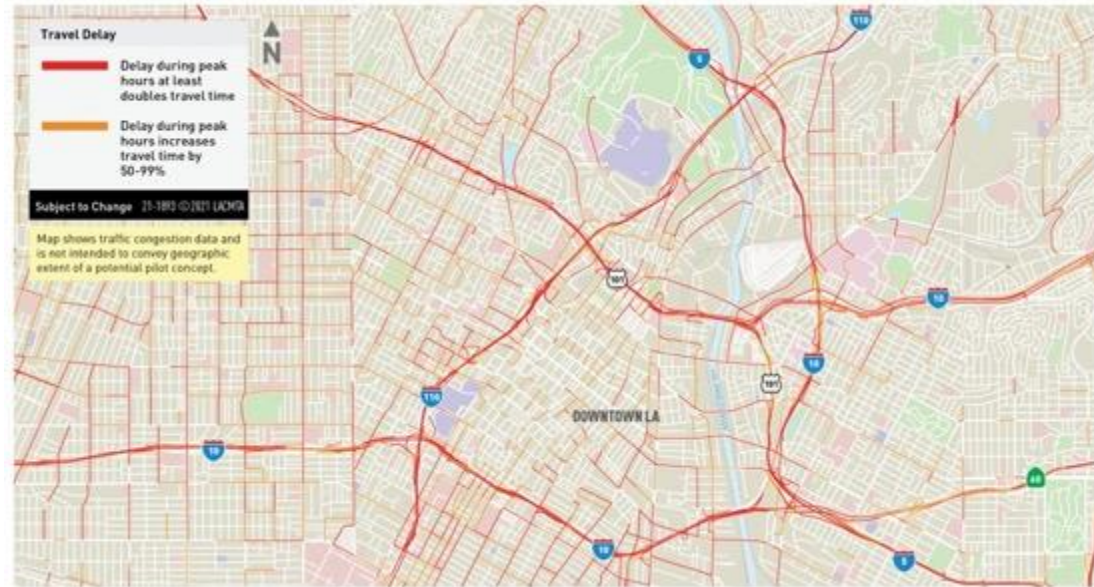


1B: US-101 & I-5 (Corridor)

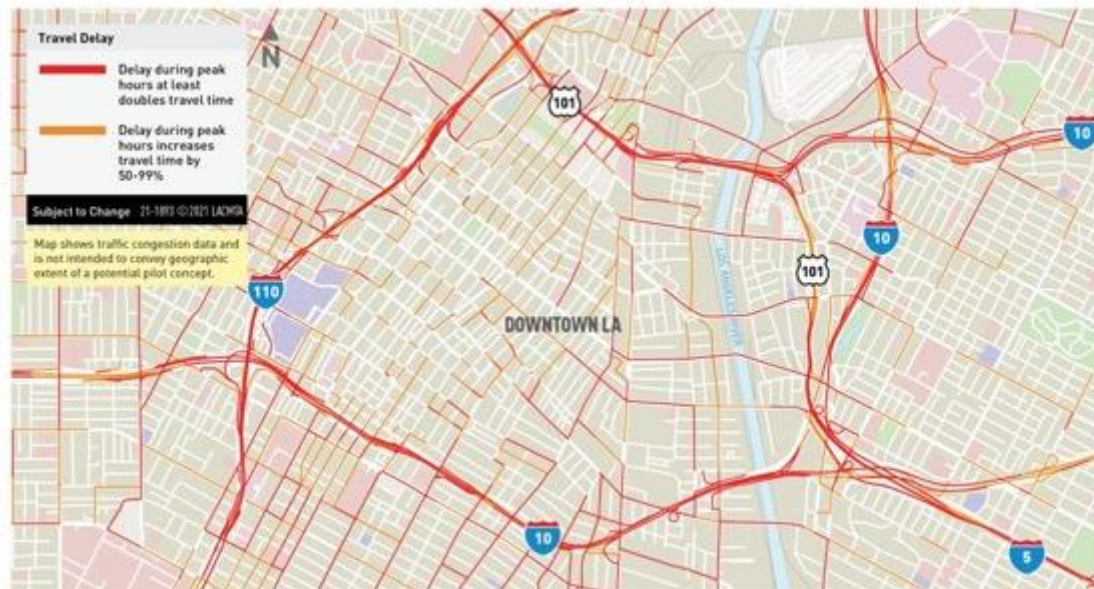


Concept Consideration Areas 2 & 3

2: Downtown LA Freeways (Corridor)



3: Downtown LA (Cordon)



Concept Consideration Area 4: I-10 West of Downtown LA (Corridor)

Travel Delay

-  Delay during peak hours at least doubles travel time
-  Delay during peak hours increases travel time by 50-99%

Subject to Change 21-1893 © 2021 LACMTA

Map shows traffic congestion data and is not intended to convey geographic extent of a potential pilot concept.



WESTSIDE

CENTRAL LA

DOWNTOWN LA

We received numerous questions and ideas.

If drivers have to pay, what are they getting back?

How can we ensure this benefits, instead of hurts, low-income and minority communities?

How will you ensure that the voices of low-income and disadvantaged communities are heard?

Any program should support and not hinder business and job growth and economic recovery.

Less traffic and cleaner air would be great, but I worry about being able to afford the cost.

We need to address air pollution and carbon emissions reductions. This would help.

Most of our region doesn't have great transit. I don't see how a program works without better transit.

Will this help make my bus trip better? We need faster and better transit.

The congestion heat map shows heavy traffic in central LA. If we can make this move, we can reduce a lot of congestion on our freeways.

Am I going to get charged for picking up my kids from school or daycare?

What about people who depend on their vehicles for work and cannot drive at another time of day?

Reducing traffic means increasing speed, right? Won't that result in more accidents on our roads?

Perhaps incentivize companies to encourage remote, telecommuting opportunities?

I'm worried that this would shift traffic into my neighborhood.

I support this to reduce traffic but think it could increase the cost of delivering goods. How could this be avoided?

Will traffic really come back? Won't enough of us be telecommuting and we won't need this?

This is how we're incorporating them into concept analysis



Mobility

Roadway
Congestion



Access to Opportunity

Travel Time
Job Accessibility
Diversion
Transit Ridership
Mode Share
Active
Transportation



Community Health & Environment

Vehicle Miles
Traveled
Climate
Change
Air Quality



Affordability

Household
Budget
Burden



Financial Impacts

Financial
Operations &
Maintenance
Net Revenue

Next Steps

Share what we've learned from the initial technical analysis

Conduct stakeholder and public engagement to:

- Prioritize metrics, outcomes, tradeoffs
- Identify strategies to address impacts to low-income and vulnerable communities
- Determine re-investments and mobility improvements to address burdens and increase benefits
- Identify feasible concepts to carry to the next stage of study

To Inform:

- Equity assessment
- Income analysis
- Financial plan development
- Transportation improvements analysis

Thank You

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metro.net/trafficroduction



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