



CITY OF BEVERLY HILLS  
**TRAFFIC & PARKING COMMISSION**

November 7, 2013

**TO:** Traffic & Parking Commission  
**FROM:** Department of Transportation  
**SUBJECT:** Status Report

The purpose of the staff report is to provide the Commission with updates on pending items; therefore, the Commission cannot make formal recommendations on these items.

**a. Santa Monica Boulevard Update**

The Santa Monica Boulevard Blue Ribbon Committee will hold its first meeting on Thursday, November 7, 2013. Attachment A provides a notice of the Committee meetings.

**b. San Francisco Disabled Parking Permit Committee**

Attachment B provides a "White Paper" prepared by Chad Lynn regarding San Francisco's efforts to address increasing use of Disabled Parking Permits.

**c. 2013 Work Plan Update**

Attachment C provides an update to the Traffic & Parking Commission 2013 work plan.

**d. Electronic Packets**

Attachment D provides information on plans to provide electronic packets to the Community Development Department Commissions.

**e. Purple Line Section 1 Advisory Group**

An oral report will be provided.

**f. Correspondence**

None received

**g. Traffic & Parking Commission (TPC) Matrix**

The TPC pending project list is attached for Commission review. (Attachment E)



## SANTA MONICA BOULEVARD RECONSTRUCTION PROJECT Public Notice

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch within Beverly Hills. This reconstruction project includes only North Santa Monica Boulevard and no portion of South Santa Monica Boulevard.

The Beverly Hills City Council has appointed a *Santa Monica Boulevard Blue Ribbon Committee* to develop recommendations for enhancements that could be included along with the core reconstruction project. The primary items the Committee will address are bicycle lanes and landscaped medians.

Public input is essential to help the Committee members develop their recommendations. Therefore, the Committee will hold three public outreach meetings and two mobile tours over the next few months.

**Public Outreach meetings:** All meetings will take place at 6 p.m. in the Community Meeting Room on the second floor of the Beverly Hills Library.

- **Thursday, November 7**
  - Introduction, committee structure and goals, review of initial conceptual design concepts
- **Tuesday, December 10**
  - Refinement of and evaluation of conceptual design concepts
- **Wednesday, January 8**
  - Development of recommendations

**Mobile tours:** We will meet at City Hall on North Crescent Drive; please call or e-mail us in advance to reserve a seat on the shuttle bus.

- **Wednesday, November 13** at 3:30 p.m.
- **Sunday, November 17** at 1:00 p.m.

We encourage you to attend the meetings and one of the mobile tours, or provide your comments and suggestions through the City's webpage, e-mail or mail.

City webpage: [www.beverlyhills.org/SMBLVD](http://www.beverlyhills.org/SMBLVD)  
Email: [SMBLVD@beverlyhills.org](mailto:SMBLVD@beverlyhills.org)  
Hotline: (310) 285-1092  
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Community Development Department–Transportation  
455 North Rexford Drive  
Beverly Hills, CA 90210



CITY OF BEVERLY HILLS  
**TRAFFIC & PARKING COMMISSION**

**ATTACHMENT B**

November 7, 2013

**TO:** Traffic & Parking Commission  
**FROM:** Chad Lynn, Director of Parking Operations  
**SUBJECT:** Disabled Placard Reform

**INTRODUCTION**

Disabled parking placards are issued by the State of California, Department of Motor Vehicles (DMV) and entitle placard holders to the following privileges:

- Parking Spaces Reserved for the Disabled
- Parking Meters for Unlimited Periods of Time and Without Payment
- Time-Restricted Parking Areas for Unlimited Periods of Time

The number of disabled parking placards issued within the state has been steadily increasing each year, creating a greater competition for the available parking resources. In San Francisco the following was estimated:

- 500,000+ Disabled Placards
- 29,200 Meters Parking Spaces (17 placards per meter)
- 700 'Blue Zones' (714 placards per zone)

With the increase in the number of placards in circulation, there is also a perception of an increase in the perceived misuse of disabled placards, leading to complaints and a call for action to discourage the misuse of disabled placards.

The most important step in addressing the misuse of disabled placards is defining and understanding what 'misuse' means in the enforcement area. The City receives several complaints about areas and users relate to 'misuse' of placards.

The following represents types of misuse enforced by the City:

Lost/Stolen/Expired	Use of a placard that has been reported lost or stolen or has passed the posted expiration date
User Mismatch	The user of the placard is not the person to whom the placard has been issued
Forged DP Placard	User makes a forgery of a legitimate DP placard

The following represents types of misuse that are NOT enforced by the City:

Physician Illegitimately Issued DP Placard	Physician issues a DP placard for non-qualifying reasons
User Illegitimately Issued DP Placard	User submits a DMV application with a forged or fabricated doctor's prescription

These types of misuse are rarely enforced by the City, because at the time of inspection, the placard is properly issued to the user through the DMV and the officer on site has no evidence to suggest misuse is occurring.

Lastly, and perhaps most commonly communicated to the enforcement personnel, are situations in which the reporting party witnesses a disabled placard being used by someone that appears to be able-bodied. From an enforcement perspective, the City remains sensitive to users that may appear able-bodied, but may have intermittent symptoms or may have hard to see conditions which require accommodation and meet the standard for obtaining and using a disabled placard. The City enforces the 'misuse' of disabled placards based on the user(s) present at the time of parking and the proper issuance of the placards pursuant to the DMV records.

As a demand for parking resources becomes increasingly competitive, critics have become more vocal that the payment and time-limit privileges that are provided to disabled placards have made the system susceptible for abuse at the user level. This permit has essentially become a statewide free and/or unlimited time parking pass. In the City of Beverly Hills a resident living in a multi-family area with a need to park a vehicle on-street overnight would be required to obtain a permit costing \$130 annually. This same resident could seek to obtain a disabled parking permit and would not only gain the parking privilege afforded by the City permit, but would also gain the meter and time-limit privileges in surrounding areas and communities.

In recent years, there have been multiple attempts to create legislative reform to discourage the misuse of disabled parking privileges, many of which have failed due to the impacts upon and the a lack of support from the disabled community. In an effort to balance the needs of the disabled community, discourage the misuse of these parking privileges and to mitigate the impacts of the declining parking resources, the City of San Francisco created an Accessible Parking Policy Advisory Committee to research and make policy recommendations related to these concerns. This policy groups includes staff from the Mayor's Office on Disability, Transportation officials, citizen advocacy groups and disabled advocacy groups.

This Policy group has made the following six recommendations:

1. Increase the number of blue zones (Local to SF)
2. Improve enforcement of placard misuse (Local to SF)

- a. DMV should make placard holder photos available to parking officers (Legislation)
3. Increase oversight of placard approvals (Legislation)
  - a. DMV database about who certified the placard
  - b. Eligibility criteria should ensure a functional need
4. Remove the meter payment exemption (Legislation)
  - a. All may park, but all must pay
5. Direct revenues to accessibility improvements (Local to SF)
6. Establish reasonable time limits (Legislation)
  - a. Four-Hour time limit at regular and 'blue zones' unless posted time is longer
  - b. Thirty minutes in green or short-term loading zones

The City of Beverly Hills, along with 14 other agencies, is part of an informal coalition following and contributing to this committee's process. The City of San Francisco is still in the process of public outreach related to the recommendations made by this committee, with the last public forum having been held on October 19, 2013. The City plans to seek policymaker support late in 2013. If these actions are supported, the earliest they would seek legislative action would be 2014 with an effective date of 2015.

### **DISCUSSION**

Separately, the City of Beverly Hills has been working with Dr. Donald Shoup and Professor Fernando Torres-Gil of UCLA on the possibility of seeking legislative reform to the disabled parking misuse problem. Although attempting to address the same concerns, the focus of this cooperative has been to promote the adoption of a bifurcated disabled parking placard program, which would only provide free and unlimited parking to a small segment of the disabled community which exhibited extreme mobility impairment. Specifically, this cooperative was seeking support for the adoption of legislation that has already been adopted and successfully implemented in the states of Michigan and Illinois.

Aside from the involvement with the informal coalition of agencies working with San Francisco, our cooperative has engaged the staff of both the DMV and the City of San Francisco with our suggestions related to the adoption of the bifurcated placard reform.

The DMV remains neutral on the topic, but has recognized the significant impacts facing parking agencies related to both impacts and enforcement. This recognition has led to less opposition on the part of the DMV to respond to legislative requests for improved services; however, funding will remain a significant issue that will require resolution.

The City of San Francisco has invested a tremendous amount of resources in creating a grassroots community advisory group and a public outreach program to engage the community at large. As a result, they are currently interested in moving forward with the recommendations of their advisory group, both locally and at the state level. Although they do not appear to be in opposition to anything that has been proposed by our

cooperative, provided it does not conflict with their agenda, they will not be providing any resources toward promoting it either.

### **RECOMMENDATION**

Staff is recommending supporting, in concept, the statewide legislative reforms that have been proposed by the City of San Francisco's Committee report as follows:

- #2 Improve enforcement of placard misuse (Local to SF)
  - DMV should make placard holder photos available to parking officers (Legislation)
- #3 Increase oversight of placard approvals (Legislation)
  - DMV database about who certified the placard
  - Eligibility criteria should ensure a functional need
- #4 Remove the meter payment exemption (Legislation)
  - All may park, but all must pay
- #6 Establish reasonable time limits (Legislation)
  - Four-Hour time limit at regular and 'blue zones' unless posted time is longer
  - Thirty minutes in green or short-term loading zones

Staff is further recommending monitoring and working with the City of San Francisco to develop proposed legislation to achieve these goals. Upon development of the actual legislation, the City of Beverly Hills should reevaluate its position to determine if the legislation as proposed continues to meet the goal of our community.

Staff is recommending this course of action for the following reasons:

- As proposed, none of these recommendations are in conflict with what the City of Beverly Hills is seeking related to disabled placard reform
- The City of Beverly Hills has limited resources to pursue this reform compared to the City of San Francisco
- Conflicting proposals may bifurcate support for either proposal and/or may create additional opposition for both proposals

#### Alternative 1

The City may continue to pursue legislative reform that is not in alignment with the City of San Francisco. This is not recommended for the same reasons as stated above.

#### Alternative 2

The City may promote the legislative reform as proposed by the City of San Francisco on its own timeline and not in conjunction with the City of San Francisco. Staff does not recommend this for many of the same reasons as listed above and because the San Francisco model is not yet an officially adopted agency position, so these positions and proposals may change.



CITY OF BEVERLY HILLS  
**TRAFFIC & PARKING COMMISSION**

November 7, 2013

**TO:** Traffic & Parking Commission  
**FROM:** Aaron Kunz, Deputy Director of Transportation  
Chad Lynn, Director of Parking Operations  
**SUBJECT: WORK PLAN UPDATE**

This report provides an update to the 2013 work plan presented to the Commission in March 2013. The 2013 work plan is attached.

**Advance Capital Investment in the Community.**

- A) **Sunset Boulevard Improvements:** Staff reviewed the accident data at the intersections of Roxbury, Bedford and Camden Drives one year after implementation (March 2013). The data showed that the median islands accomplished the intended goal of reducing broadside accidents. With the current situation functioning as intended and other pending capital improvements city-wide with higher priority, staff delayed the consideration of permanent islands and mitigation measures for adjacent intersections until 2014.
- B) **Wilshire Mid-Block Crosswalk between Swall and Clark Drives:** The November 5, 2013 City Council agenda includes a project award to construct the mid-block crosswalk. Construction should take place in early 2014.

**Disabled Placards**

Disabled Placard enforcement details were conducted in August and September of 2013. Initial observations suggest that these enforcements followed the standard violation rate of 1%-5%. Staff is compiling and reviewing the results of those enforcement efforts and gathering information from complaints and observations to begin additional enforcement efforts in Nov 2013 and Jan 2014.

The City is also working with local advocates Dr. Donald Shoup and Professor Torres-Gil in conjunction with the City of San Francisco on possible proposed legislation for disabled placard reform at the state level. The City of San Francisco has completed a grassroots reform effort locally (NorCal) and is in the process of presenting its findings and recommendations (previously presented to the Commission) and seeking direction from their policy makers regarding how to proceed with legislative reform, both locally and at the state level. The City of Beverly Hills, is currently working with SF to consider supporting the SF model and reforms.

**Santa Monica Boulevard**

The City Council approved an agreement with the Psomas team to perform design services for the Santa Monica Boulevard Reconstruction Project. The City Council formed a "Blue Ribbon Committee" to hear public comment and make recommendations for the conceptual design of the boulevard (e.g., bicycle lanes, median islands and pedestrian facilities). The Blue Ribbon

Committee's first meeting is on November 7. The City Council also referred recommendations for construction mitigation to the Traffic & Parking Commission. Discussions are planned to begin at the December Traffic & Parking Commission meeting.

### **Citywide Bike Plan**

Bicycle routes and Crescent Drive were placed. Bicycle counts were conducted prior to installation. Staff has received the initial 30 bicycle racks and is receiving bids for installation. Staff plans to begin installation of the bicycle racks by the end of calendar year 2013.

Bicycle planning efforts are now focused on Santa Monica Boulevard. Evaluation of next steps for a City-wide bicycle plan is now anticipated to begin after completion of the Santa Monica Blue Ribbon Committee efforts in early 2014, including participation in developing a regional bike sharing program.

### **Strategic Parking Plan**

A parking demand model has been developed and ready for use. The scope of a strategic parking plan is pending.

### **Taxi Study Implementation**

The City is in the process of drafting the Request for Proposals (RFP) for the taxi franchise program. The City is currently reviewing the considerations of what changes will be required of the Municipal Code and what terms will be created as part of the Franchise agreement. The City is planning to release the RFP in the first quarter of 2014.

### **Technology**

The City is moving forward with the installation of space counting technology in the parking facilities along the Beverly Drive corridor and in the Bedford Drive parking facility. This information will drive internal count systems and information published on the City's website and applications related to parking availability. As part of a separate signage and information project, this system will power exterior counts and lot full informational signage.

The City has also ordered Credit Card Only pay-on-foot stations which will offer users the ability to pay for parking before returning to their vehicles in select parking lots. These pay stations will also be used for monthly parking customers to be converted from invoicing and for early bird customers to convert to 'monthly' type access cards instead of ticket and cash collection. These improvements are expected to improve throughput at the parking facilities where they are implemented. At this time, this will not impact any staffing at these facilities and booth attendants will remain in place as they are today.

The City has engaged in another pilot program for counting and space monitoring at the Santa Monica Five parking facilities. The equipment has been installed and tested and we are now awaiting final integration with the City's pay-stations before commencing the official six month pilot period.

**Other Work Plan Items**

- A. Addressing tour bus loading and operations: The Police Department increased enforcement of the tour busses in residential areas this past Summer and complaints have decreased. Staff is refocusing efforts from a “Tour Bus Master Plan” to addressing the staging and loading of tour busses and addressing Louis Vuitton’s request to move the loading zone in front of their store upon completion of construction.
  
- B. Develop and refine valet policies and procedures: Pending completion of the taxi franchise RFP.



CITY OF BEVERLY HILLS  
**TRAFFIC & PARKING COMMISSION**

Meeting of March 7, 2013

**TO:** Traffic & Parking Commission  
**FROM:** Aaron Kunz, Deputy Director of Transportation  
**SUBJECT:** 2013 Work Plan: Continued from the February 7, 2013 Traffic & Parking Commission Meeting

As requested by the Traffic & Parking Commission, staff is providing a revision to the proposed 2013 Work Plan provided at the January meeting. Staff's goal in developing the work plan is to coordinate Commission activities with the FY 2013/14 Final City Council Priorities (attached) and the FY 2013/14 budget work plan (under development).

**Advance Capital Investment in the Community**

The two transportation projects in this category are outlined below. The extent of public outreach regarding these two projects and Traffic & Parking Commission involvement has not yet been defined.

- A. **Sunset Boulevard Improvements:** March 2013 marks the full one-year test of the Sunset Boulevard Intersection improvements test at the intersections of Roxbury, Bedford and Camden Drives. The following milestones are anticipated:
- Commission review of accident and traffic data to compare to data collected prior to installation of the test improvements in April or May 2013
  - Commission review of potential mitigation measures for the adjacent intersections in May or June 2013

The results of Traffic & Parking Commission's review will be incorporated in recommendations to the City Council regarding if permanent modifications should be made to the medians at these intersections.

- B. **Wilshire Mid-Block Crosswalk between Swall and Clark Drives:** Staff has retained Iteris, Inc. to design a mid-block crosswalk (planned for completion by end of February 2013). Staff plans to present the design to the City Council in April 2013. At that time, the City Council may ask the Commission to accept public comment regarding the proposal.

### **Disabled Placards**

The City Council added this priority as a joint effort between the Public Works & Transportation and Policy & Management (City Manager's Office). Additional disabled parking enforcement details will begin in the current fiscal year as overtime budget permit. Disabled parking enforcement details will continue into the 2013/2014 fiscal year based upon the final budgeting process and the available resources.

With the support of City staff, the Ad-Hoc Disabled Parking Sub-Committee of the Traffic & Parking Commission is continuing to pursue the establishment of relationships with disabled community advocacy groups and legislative changes to maintain or improve disabled access while mitigating misuse.

### **Santa Monica Boulevard**

Staff released the Request for Proposal (RFP) for design services to reconstruct Santa Monica Boulevard in mid-January. The RFP schedule includes the following milestones:

- Agreement Award: May or June 2013
- Initial Presentation to City Council (public outreach plan, construction phasing and construction mitigation): July/August 2013
- Public Outreach (conceptual design): September 2013 through January 2014
- City Council selection of conceptual design
- Completion of Design: November 2014
- Construction Commences: Spring 2015

The public outreach (conceptual design) phase is intended to facilitate the City Council's decision with respect whether or not to include bicycle lanes and/or landscaped medians on the reconstructed Boulevard. It will also include decisions on construction phasing, construction mitigation, street lighting, transit stop amenities, street signage and landscaping.

When awarding the agreement for design services, staff will recommend to the City Council that a Committee comprised of two members each from the Traffic & Parking, Public Works, and Recreation and Parks Commissions be formed to hear public comment and develop recommendations to the City Council.

### **Citywide Bike Plan**

As a first step toward a Citywide Bike Plan, after recommendations from the Traffic & Parking Commission, the City Council directed staff to move forward with bicycle routes on Burton Way and Crescent Drive. The installation of striping and signage is planned to be completed in May or June 2013. Per City Council direction, staff will conduct bicycle counts on the new bikeways and report activity to the Traffic & Parking Commission and City Council during the twelve (12) month pilot period. The City

Council may request that the Traffic & Parking Commission receive public input at the end or before of the twelve (12) month pilot period.

The City Council has directed staff to proceed with installing bicycle racks Citywide and agreed with the process for City-initiated bicycle rack installation and bicycle Rack On Request program. In February 2013, staff will forward Traffic & Parking Commission recommendations for a custom bike rack design. Pending City Council direction in February, staff estimates the new racks will be ready for installation in the Summer of 2013. Per the guidelines presented to the City Council, the Traffic & Parking Commission would review appeals and/or disputes regarding proposed locations of bicycle racks.

Staff plans to present options to the Traffic & Parking Commission and City Council regarding next steps in developing a Citywide Bike Plan in July 2013.

### **Taxi Study Implementation**

Staff is seeking direction from the City Council at the Study Session of February 5, 2013. Staff will maintain the current status of taxicab enforcement and regulation or begin implementation of potential changes to the taxicab regulator program as directed.

If staff is directed to pursue changes, timeline and implementation of such changes will be based on the allocation and/or availability of resources in the current fiscal year or those provided as part of the 2013/2014 budgeting process.

### **Fiscal Sustainability**

The Parking Authority and City Council will review the current financial status of the Parking Authority and potential subsidizations from the City to the Parking Authority for continued operations as part of the 2013/2014 budgeting process.

### **Technology**

The City's focus on technology is currently on implementing the "Munis" financial and permit system. The scope of work for implementation of the Munis system does not include parking and transportation permits (preferential parking, overnight parking, taxi and valet). After completion of the Munis implementation (approximately two (2) – three (3) years), Public Works & Transportation staff will work with the Information Technology Department to develop a system for the parking and transportation permits.

The City is planning for the replacement of aging LPR/GPS enforcement equipment that will be reaching end-of-life in the 2013/2014 fiscal year. Staff is also planning for the phasing out of Windows XP and Server 2007 software, which may require additional hardware upgrades for compatibility within the Parking Access and Revenue Control Systems (PARCS).

As part of the planning process for the opening of the Annenberg Center for the Performing Arts, the City is working in conjunction with the Annenberg Center on the integration of a reservations management system between the Center's ticketing system and the City's PARCS system. This integration will provide an opportunity to pre-purchase parking tickets through the Center's website and from operators when purchasing theater tickets. The City is also working on the integration of a valet parking management system for use during the Center's operations.

In off-street parking facilities, the City is exploring relationships with space monitoring vendors to create accurate counting systems and the ability to push parking occupancy and availability to the public through third party vendors, and applications through the City's website and smartphone applications.

### **Other Work Plan Items**

In addition to the City Council priorities, staff expects the Commission's work plan to include:

**A. Addressing tour bus loading and operations**

Staff has been assigned to develop a tour bus management plan and is currently working with the City Attorney's Office regarding the City's authority in regulating tour buses. Staff plans to provide a report to the City Council on the tour bus management plan by May 2012.

**B. Continue addressing permit parking issues**

Typically, the Commission addresses four (4) to six (6) permit parking requests per year.

**C. Develop and refine valet policies and procedures**

A Traffic & Parking Commission Ad-Hoc Committee has developed proposals for new valet policies and procedures. Consideration of these policies and procedures by the City Council was postponed due to priority focus on taxi issues. Staff plans to re-initiate this project in the Summer of 2013.

This item is scheduled for Commission discussion and review.

We look forward to a productive 2013.



**ATTACHMENT D**

**City of Beverly Hills**

Planning Division

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TEL. (310) 485-1141 FAX. (310) 858-5966

# Traffic & Parking Commission Report

**Meeting Date:** November 7, 2013

**Subject:** Paperless Agenda Packets for Commissioners

**Recommendation:** Discuss the use of electronic reading devices for meeting agenda packets and provide feedback to staff

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## REPORT SUMMARY

This report provides information about the City's transition to paperless agenda packets. Staff is requesting feedback from the Commission on the City's use of paperless agenda packets for Traffic & Parking Commission meetings.

## BACKGROUND

One of the Community Development Department's initiatives for the 2013/14 fiscal year is the further implementation of a streamlined development review process by incorporating electronic technology into the Planning and Commission review process. This would entail replacing manual packet preparation with electronic presentation of agenda materials and providing Commissioners with electronic devices to easily access material.

Currently, the City is capable of preparing paperless agenda packets. The City has been posting agenda packets on the City's website through Granicus, a software program used for agenda preparation and online posting. Wireless internet is also available at the Council Chambers and Commission Meeting Rooms; individuals can pull up an agenda, click on an agenda item, and view council reports and attachments using laptops or tablets.

## DISCUSSION

An electronic reading device (e.g. tablet) will be needed to display the electronic packets. The City's Information Technology Department's standard device is the iPad tablet. It is the device currently issued by City staff for operations and daily use. Additionally, the iPad is currently the only device that would allow users to annotate and e-mail agenda items using the iLegislate application by Granicus.

The City Council has already budgeted a one-time expense to purchase tablets for Commissioners. The average that can be spent per device is approximately \$750.00.

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The transition to paperless agenda packets is anticipated to be implemented before the end of the calendar year. Commissioners may opt to receive a hardcopy agenda packet for a period of time after the implementation of paperless agenda packets.

**RECOMMENDATION**

Staff recommends the Traffic & Parking Commission provide feedback on the City's use of paperless agenda packets for Traffic & Parking Commission meetings.

Traffic Parking Commission  
Pending Items

**ATTACHMENT E**

	Date	Project	Requested Action	Status	
97	Aug-11	Valet Ordinance	Develop/update policies & procedures for Valet services.	Scheduled for July 2013 Status Report	TBD
114	Sep-12	Tour Bus Activity	Tour buses stopping and interfering with traffic.	Staff is continuing to work with Visitor's Bureau and TPC subcommittee on a Tour Bus Management Plan. The focus is to find an alternative to the existing drop-off location on Dayton Way. The Police Department has significantly increased patrol of tour buses.	Mar-14
119	Mar-13	Sunset Boulevard Improvements	A) Commission review of accident and traffic data for comparison to data collected prior to installation of test improvements; B) Review of potential mitigation measures for adjacent intersections.	*Note: Study delayed due to closure of Coldwater Canyon in Los Angeles, which impacted traffic counts. Staff recommended postponement of permanent measure for another year to be able to collect more detailed and pertinent data.	Jan-14
125	Apr-13	Medical Building Striping	Present an updated list of medical buildings with striping	Michele McGrath will provide an updated list of buildings that have received striping and use ordinance at the next Community Development Quarterly Report.	Dec-13
126	Sep-13	Bus Benches	Provide an updated list of bus benches that have been replaced as well as their locations	Of the 40 bus benches ordered, 32 have been installed. A list of locations will be provided at the December meeting.	Dec-13
127	Sep-13	Parking Structure Elevators	The Commission asked that a list of parking structure elevators and their statuses be updated continually.	Staff will update the list of elevators, particularly elevators that are out of service. This list is now scheduled to be provided in December.	Until completion
128	Sep-13	Crosswalk between Swall and Clark	The Commission asked for status of the mid-block crosswalk to be installed. Costs will be shared 50/50 between the City and the Audi Dealership.	The agreement for construction was included on the November 5 City Council meeting agenda	Mar-14

Bicycle	A. Grushcow, J. Levine		Active
Parking	L. Friedman, J. Steinberg		Active
Tour Bus	J. Levine, J. Steinberg		Active
Disabled Parking	J. Levine, A. Licht		Active

**CITY COUNCIL LIAISON REPRESENTATIVES:  
NANCY KRASNE and JULIAN GOLD**