

**COUNTY OF LOS ANGELES  
HIGHWAY SAFETY COMMISSION  
MINUTES AUGUST 3, 2022**

The meeting was held virtually using the ZOOM Platform.

1. Call to order  
At 9:23 a.m.
2. Pledge of Allegiance  
Recited.
3. Roll Call – Introduction of New Commissioners

Present: Chair Guillermo Villalobos  
Commissioner Wajenda Chambeshi  
Commissioner Yolanda Davis-Overstreet  
Commissioner Robert Ringler  
Commissioner Margot Rogers-Ocañas

Absent, but excused: Vice-Chair Vincent Rosario and Commissioner Bob Guthrie. Commissioners Wajenda Chambeshi, Yolanda Davis-Overstreet, and Margot Rodgers-Ocañas provided an introduction and brief background of themselves.

Also, in attendance were the following:

- Supervisorial District 1: Martin Reyes
- Staff: Joaquin Herrera, Executive Officer  
Ron Matsuoka, Senior Civil Engineer  
Rezwan Kabir, Associate Civil Engineer  
Guillermo Gonzalez, Associate Civil Engineer  
Charles Spears Jr., Sr. Civil Engineer Assistant  
Laura Jacobson, Deputy County Counsel
- Appellants: Jorge Gallegos and Jose Gallegos
- Community: Sofia Quinoñes, Marcy Rodriguez, Gloria Morin, and Sylvia Corona

4. Approval of March 2, 2022, Meeting Minutes

The Minutes of the March 2, 2022, Highway Safety Commission (HSC) meeting were unanimously approved.

5. Citizen Appeal of Request Denied by Public Works

Chair Villalobos introduced Item 5, and stated that for the sake of the new commissioners and public, he would first like to provide a brief overview of the makeup of the HSC, HSC functions, and how meetings are conducted:

The HSC is a body of individuals who are volunteers. There are five commissioners appointed, one by each member of the Board of Supervisors (BOS); two other volunteers are chosen by the Chair of the BOS, one each from the public school and parochial school systems. Together, the HSC functions as an appeals Board where a constituent(s) from the County of Los Angeles who is denied a traffic control measure by the department of Department of Public Works (PW), can attend, appeal, and see if that decision can be overturned.

The HSC first hears a presentation by the PW Engineer assigned to the case, followed by questions from the HSC. The appellant requesting the traffic safety measure then gives a presentation before the HSC, followed by comments from the public. The HSC then deliberates and makes a decision.

After review, the HSC may uphold PW denial of the request due to the location or intersection not meeting the traffic control warrants of the State of California. The Commission does recognize the appellant concerns and wants to offer other alternative traffic safety measures that could present a win-win solution to both PW and the appellant.

Chair Villalobos asked Mr. Herrera if there was any Citizen's appeal request that have been denied by PW for today's agenda. Mr. Herrera responded there were no new items.

6. Report on Business Other Than Appeals

- Crossing Guard Update

Mr. Herrera informed the HSC that since the last commission meeting of March 2, 2022, PW recommended one new crossing guard deployment, which was deployed in June 2022 at the intersection of Via Corona Street and Woods Avenue for the Arts in Action Elementary School in East Los Angeles (ELA). The total number of locations with crossing guard service will increase to 235. Please note that the total number of crossing guards employed by the Los Angeles County Office of Education for these 235 locations is 243, which is due to some locations being served by more than one crossing guard.

7. Continuation of Business from Prior Agenda

Denial of All-Way Stop at the intersection of Gage Avenue and Harris Avenue  
Appellant: Jorge and Jose Gallegos

Chair Villalobos asked County Counsel (CC) staff present to introduce themselves. Deputy CC Laura Jacobson introduced herself and stated she has taken over for Julie Weissman who retired earlier this year and will be acting as Counsel to the Commission moving forward.

Chair Villalobos asked if there was any representative from Supervisorial District 1 (SD1) present. No response.

Chair Villalobos proceeded to provide a brief overview on the denial of an appeal for an all-way stop at the intersection of Gage Avenue and Harris Avenue, located in the First District eastside community of City Terrace:

- On March 2, 2022, Appellant Mr. Jose Gallegos, under a citizen's appeal, made a presentation before the HSC for an all-way stop at the intersection of Gage Avenue and Harris Avenue. After hearing presentations from PW, Mr. Gallegos and comments from the public, the HSC made a decision to uphold PW decision on the denial of an all-way stop.
- The HSC, however, felt there was a need for other safety devices and/or precautions to be reviewed for possible placement, and instructed PW to review/restudy and give a presentation on how the County can provide, other than an all-way stop, some form of traffic safety measures to alleviate concerns from the neighborhood and community.

Mr. Rezwan Kabir introduced himself and stated he will give a follow-up presentation on the request for a multi-way stop control at the intersection of Harris Avenue and Gage Avenue in City Terrace. Mr. Kabir clarified that Martin Reyes from SD1 was present. Mr. Martin Reyes introduced himself as the Transportation Deputy for Supervisor Hilda Solis.

Mr. Kabir asked the Chair to clarify when the public can ask questions since there were hands raised. Chair Villalobos responded, that as he stated earlier in Item 5 of the agenda, the HSC has a procedure that is followed. First a presentation is made by PW, followed by questions from the commissioners; Mr. Gallegos and the public will then be allowed to speak and ask questions related to the presentation.

Chair Villalobos further clarified that Mr. Gallegos, the public there to support him, or any public official present, will be able to speak following the presentation and ask questions pertaining to this item only.

Mr. Kabir proceeded with a PowerPoint presentation regarding the history and background on the denial of a request for an all-way stop control at the intersection of Gage Avenue and Harris Avenue (see attached PowerPoint Presentation).

Mr. Kabir concluded the presentation and welcomed questions.

Chair Villalobos thanked Mr. Kabir for the presentation and asked the Commissioners if they have any questions or comments.

Commissioner Chambeshi asked whether PW recommendations to not install rumble strips due to excessive noise something the community supports? Mr. Kabir responded the recommendation to not install rumble strips came from PW with no community input and that rumble strips are generally used in mountain or rural areas due to excessive noise. From traffic data, there are 4800 vehicles per day so residents can expect to hear loud rumbling noise each time a vehicle passes through. PW has received noise complaints from residents in previous installations, and this factor was part of the determination by PW in making its decision. Mr. Ron Matsuoka added with the traffic volume of 4800 vehicles per day and consideration of installing two sets of rumble strips at this location, residents will experience excessive noise from the rumble strips 9600 times each day. PW has received complaints over the excessive noise from previous installations.

Commissioner Chambeshi stated that most of the improvements have been installed along the corridor. At the last meeting, there were strong sentiments from the community about safety concerns at this intersection. Based on your experience and expertise as an Engineer, do you foresee these recommended improvements addressing the concerns raised by the community? Mr. Kabir responded that PW had applied as many applicable measures as possible, and with the commissioner's motions, installed additional warning signage and additional visual elements consisting of centerline pavement markings as well as striping. With these improvements, PW has taken many or most of the measures that can be taken to address the residents' concerns of speeding and safety at this location.

Chair Villalobos commented that both of Commissioner Chambeshi's questions inquired about the neighborhood and residents' thoughts on the new installations and pointed out that the improvements were installed in May 2022, with one more installation to take place in September 2022. He further stated, as done in other cases where the HSC made a recommendation to install safety measures, the HSC has come back and asked PW as well as the public to give feedback on the effect of the new installations at a later date.

Chair Villalobos asked Mr. Kabir that for Point 6 of his presentation, a curve warning sign is shown for the northbound direction along Gage Avenue. Is there an existing warning sign for the southbound direction along Gage Avenue or does one need to be put in?

Mr. Kabir responded that for the scope of this motion, only the northbound curve warning sign was verified as existing in the field. None of the field photos taken indicate whether the southbound sign is present. Mr. Kabir asked Mr. Matsuoka if he can speak regarding when it may apply to one direction but not in the other. Mr. Matsuoka responded it is typically based off measured and posted speeds. The sign is only supplemental and not technically required to be posted.

Mr. Matsuoka asked if the Commission would like for PW to further investigate. Chair Villalobos responded yes.

Chair Villalobos asked the Commissioners if there are other questions on this presentation.

Commissioner Davis-Overstreet asked if there is a record of any fatalities or accidents that happened at this intersection that can be used as platform to monitor moving forward. She thinks this connects to the community feedback questions that Commissioner Chambeshi had. The improvements should be monitored to determine they are working in reducing speed and/or fatalities. Mr. Kabir responded that for the multi-way stop control study, only collisions within the intersection are reviewed. Over a five period, from 2015 to 2020, there were no reported collisions at the intersection. While there were a number of reported collisions occurring along Gage Avenue, none of these collisions can be considered towards a multi-way stop control. For the multi-way stop control study, minimum traffic volume and collision history warrants must be met. The minimum traffic volume entering the intersection from the minor street (Harris Avenue) is not met. Since there is a collision history along Gage Avenue, PW can monitor to see if collisions decrease over time. Mr. Kabir added that accidents occurring outside the intersection, fall outside the scope of the study.

Chair Villalobos asked Mr. Kabir that when he started his presentation, he mentioned two items that had failed in the study that formed the decision to deny the request, and asked Mr. Kabir, for the sake of Commissioner Davis-Overstreet, to point out which traffic warrants are reviewed when the department receives a stop control installation request. Mr. Kabir responded there are four warrants that are reviewed for multi-way stop control studies: 1) minimum volume warrant - minimum number of vehicles entering the intersection from the major and minor streets as well as pedestrians crossing the major road, 2) collision experience at the intersection, 3) visibility, and 4) speed data.

Chair Villalobos commented that from the March 2, 2022, presentation, in unincorporated Los Angeles County, policing for traffic is performed by the California Highway Patrol. He stated, that in this case, under the accidents warrant, there weren't sufficient reported accidents, although the public had mentioned there was one or two accidents that have taken place that were unreported. Chair Villalobos commented to the Commissioners this is how the department bases their decision and how they present to the HSC.

Chair Villalobos opened the meeting to the public, to allow for Mr. Gallegos and others present to speak.

Mr. Jorge Gallegos introduced himself and stated he is Mr. Jose Gallegos's son and stated he would be speaking on his behalf. He stated that he submitted an email the previous night with notes to the HSC website, Frequently Asked Questions Section, and was not sure whether the commissioners had seen the notes. He

referenced Commissioner Davis-Overstreet comments regarding fatalities and residents' concerns and stated that is why stop signs are being requested. He stated that while there have not been any collisions in the immediate zone of the intersection, there have been collisions within 300 feet of the intersection, with one of the accidents occurring in front of his house. He added there have been numerous accidents prior to 2015 and a fatality that occurred back in 2007, and that the whole point of the stop sign request is to reduce the velocity of the traffic to prevent collision and pedestrian crossing accidents.

Mr. Gallegos further added that the proposal to add red curb on Harris Avenue is counterproductive because it would make on-street parking scarcer than it already is.

Chair Villalobos asked if there are additional comments from Mr. Gallegos.

Mr. Jose Gallegos (per Spanish translator) stated it is necessary to install stop controls at the intersection of Gage Avenue and Harris Avenue. There are a lot of children crossing the intersection and buses that travel along the roadway. Mr. Gallegos related that he was dismayed with the response of a PW employee working nearby when he asked if they were planning on installing stop signs at the intersection and the PW's employee responded that someone would need to be killed first before stop signs are installed. Mr. Gallegos pleaded that stop signs are needed at the intersection as well as crosswalks. He stated that in addition to the stop sign and crosswalk request, speed limit signs, speed limit pavement marking, and curve warning signs are needed on Gage for southbound and northbound traffic. He commented that motorists tend to drive 5 to 10 miles over the speed limit and use this section Gage Avenue as a short cut. The red curb on Harris Avenue is not helpful since the residents need more on-street parking since there are no driveways. Mr. Gallegos pleaded with the HSC to assist in installing these safety measures for the sake of the neighborhood.

Chair Villalobos asked Mr. Jorge Gallegos if the comments made by his dad (Jose Gallegos) reflect those questions or comments sent yesterday by email. Mr. Jorge Gallegos respond Yes.

Chair Villalobos stated that Mr. Jose Gallegos original request was for an all-way stop control.

Mr. Gallegos is now requesting/pleading with the Commission and PW to install stop signs and crosswalks at the intersection. The HSC did not address the crosswalk issue as one of the seven points that the HSC asked PW to review, and not sure whether crosswalks are installed in conjunction with a stop sign device. He stated he noticed no marking for crosswalks from the photos shown earlier. The only pavement marking present is a stop limit line for the stop sign at Harris Avenue.

Chair Villalobos thanked the Gallegos's for their comments and opened the meeting to public comment on this issue.

Ms. Sophia Quinones introduced herself and stated she is with the Boyle Heights ELA Coalition and brought to the attention of CC Laura Jacobson and Martin Reyes, that for the first time today a Spanish translator was present and Mr. Gallegos comments were interpreted. She felt the HSC prior decisions were made without having had a proper translator and hoped that for future meetings a translator can be present for the benefit of the Spanish-speaking community members. She felt the HSC prior decisions were made in violation of Mr. Gallegos civil rights by not having proper interpretation.

Ms. Quinones stated for the record that this presentation and the review of this area was not done during the winter when there is fog and rain. She supports Mr. Gallegos request for a stop sign or at least speed bumps. She added that at the last commission meeting, PW stated that the Fire Department would need to make that determination, and now PW is stating noise is an issue. She felt the HSC needs to be consistent as a body and not misrepresent the requests of the public.

Chair Villalobos stated that a speed hump or speed table is a raised asphalt change in elevation in the roadbed, and the things that were previously discussed were sound control issues related to rumble strips.

Ms. Quinones stated for the record, from the last HSC meeting, she was led to believe that the Fire Department would need to make the determination regarding the installation of speed bumps. She added the main concern is to slow down velocity of traffic and the stop signs would be perfect and if people are complaining about noise, then put the stop signs in. She mentioned the proposed improvement of Gage Avenue from 3rd Street to Pomeroy Street and installation of lane lines (striping). She stated lane lines in the ELA area cannot be seen at night, especially at night when the fog moves in, and wants to have the lane lines striped the way they are done in Pasadena, or as previously stated, wants work done in City Terrace to be similar what is done in the Malibu and Whittier Canyon roadways.

Ms. Quinones continued and stated she is also opposed to the removing any parking space. She commented that some of these homes were built before the automobile era, so parking in the area is limited due to no driveways, and removal of on-street parking would make it difficult for people to carry their groceries, especially for the elderly.

She also stated there are accidents people do not report. She has seen pictures of the accidents. She feels accidents along Gage Avenue are due to speed and curve in the roadway, especially for older vehicles with no power steering or vehicles with low tire pressure. She asked the HSC to please take into consideration Mr. Gallegos petition.

Ms. Quinones commented she met with Mr. Waqas Rehman (SD1) and Ms. Bello Hernandez with PW to talk about the suggestions made by the HSC regarding Gage Avenue. She feels it is systemic racism, when the ELA area has never been dealt with respectfully, especially regarding streets that are not painted correctly.

She further stated that people are in imminent danger because Gage Avenue is not painted the way it is on the westside. There should be 4 way stops at every intersection, with lane lines painted correctly and reflectors installed. She, along with Mr. Rehman and Ms. Hernandez, were supposed to do a ride along to review conditions along streets in City Terrace and ELA before Mr. Rehman retired. She feels it is a burden for her to file a complaint on every single street that needs to be upgraded, maintained, and buildout. Ms. Quinones requested the Commission to postpone any decision until it does further studies, talk to other neighbors on that block, and reassess.

Ms. Quinones added that she heard about Mr. Gallegos interaction with PW roadway crews and did not appreciate the foul language used by PW personnel, stating it was uncalled for and unacceptable to the community. She looks forward to working with Ms. Hernandez and Mr. Reyes in the future to address the more lingering issues that go beyond this intersection on Harris Avenue, and again stated she strongly recommends Mr. Gallegos petition be approved.

Ms. Quinones proceeded to ask Chair Villalobos, for the record, what is your relationship to Frank Villalobos. Chair Villalobos replied that is his business and not her business and not any business of this hearing, and that the HSC needs to stick to items on Agenda. Chair Villalobos further clarified that Frank Villalobos is his brother and added that he himself is a Commissioner representing the First District.

Chair Villalobos asked Ms. Quinones that as a representative of the Boyle Heights ELA Coalition, did she bring up to City officials these same traffic issues in Boyle Heights which is in the City limits? Ms. Quinones responded that she did bring the issue up with the City Public Works. Chair Villalobos stated that roundabouts are not an agenda item, and that discussion of roundabouts can be held between Ms. Quinones and the HSC at a future date and asked that other members of the public be allowed to address on this issue.

Ms. Quinones responded that she hopes that roadway improvements are completed along Gage Avenue between 3rd Street to Pomeroy Avenue as previously stated by Mr. Villalobos. Chair Villalobos corrected Ms. Quinones that he previously stated that motorists use Gage Avenue as a short cut and that this route starts on 3rd Street and ends up at City Terrace Drive, as brought up by Mr. Gallegos. Ms. Quinones asked for clarification, will the entire area be reviewed for improvements in the future. Chair Villalobos responded that Ms. Quinones will be working with Mr. Reyes and Ms. Hernandez in the future to review conditions in the area and that a separate meeting can be held to address any issues identified. Ms. Quinones added that PW is supposed to cut trees in the area as well.

Chair Villalobos asked if there are other members of the public that wishes to address the Commission.

Ms. Sylvia Corona stated she does not like the HSC because she does not see any member of the community or group being represented and feels that a petition to the



BOS is needed to have people from the community be represented on the HSC. She stated that any scheduled community meeting should be held at a location nearby. She also stated that Mr. Gallegos had his car crashed into 3 separate times on Gage Avenue. She also expressed concerns on speeding along Gage Avenue, lack of enforcement from the California Highway Patrol, and added there are no bike lanes, and that the striping along Gage Avenue looks faded.

Chair Villalobos stated that Ms. Corona has all the rights to address the BOS. The County of Los Angeles is a very large area, one of the largest in the United States and has five separate distinct Districts. Each of the five members of the BOS has appointed a member of the HSC, with two members elected by the Chair of the BOS from the public and parochial school systems. Chair Villalobos emphasized that there is community representation on the HSC from each supervisorial district.

Chair Villalobos continued that he is born in Boyle Heights, lived in Boyle Heights, City Terrace, and ELA, and currently lives in Montebello. He further stated he works in ELA and has over 60 years working and living in the area. The Chair expressed his dismay with Ms. Corona's comments accusing the HSC members of not being representatives of the community and takes personal affront since that also accuses him of not representing the interests of the community. The Chair continued that he was appointed by Supervisor Gloria Molina and reappointed by Supervisor Hilda Solis. The other members of the commission also represent their communities and are appointed by the other respective members of the BOS. Ms. Corona apologized and stated her comments were not directed to him. Chair Villalobos stated that the HSC members volunteer their time, are professionals, and are here as an appeal body to help, and all of the measures presented today are a help. However, he has heard public comments such as parking is more important than visibility and safety, which does not make sense. The reason why the corner is painted red is to increase visibility at the intersection so approaching vehicles on Harris Avenue can have proper visibility to a make a proper right- or left-hand turn.

Chair Villalobos asked the commissioners if they had further comment.

Commissioner Ringler stated that public input is valuable and welcomed. However, the public may not be aware of the traffic controls and procedures for resolving traffic issues affecting their community. The role of the Chair is difficult as the Chair facilitates and is tasked with focusing on meeting agenda items. Today's agenda item is for an all-way stop at the intersection of Gage and Harris, and Chair Villalobos comments are correct. Red curb is place there for public safety. If you make it difficult for people to enter an intersection, then you run the probability of higher traffic collisions. The community is asking for safety measures at the intersection, and stop signs are not always a panacea, and rumble strips are very rarely used and are used mostly in isolated areas as they are very noisy.

Chair Villalobos thanked Commissioner Ringler and stated he received a call from Mr. Rehman with SD 1 about one week after the March 2, 2022, HSC meeting. Mr. Rehman was made aware of the HSC decision to deny the appeal for a 3-way

stop. The purpose of Mr. Rehman's call to the Chair was to express to the fact that Supervisor Solis was requesting the HSC to revisit the 3-way stop intersection case once more as a commission. The Chair told Mr. Rehman he would contact the PW to determine what can be done because the HSC had taken a vote and denied the traffic measure.

Chair Villalobos further stated the HSC is an appeals Board and whatever action the HSC takes is forwarded by the PW to the BOS, and whether we approve or deny something, the BOS is the body that takes action. Because the HSC took action to deny, and we did so in the best interests of the County, we then look to County Counsel for guidance on how to approach this request. Chair Villalobos asked if CC was present and if so, to please address the recommendation they had provided on how to revisit this case with both PW and the Board.

CC Laura Jacobson responded that as stated by Chair Villalobos, this is a procedural question. The commission is an appeals Board for decisions made by PWs brought to them by members of the public. In this instance, at the last meeting an appeal was brought before the HSC who on the advice from PW, which form its decision based on best engineering practices, decided not to reverse the PW decision and to advise the Board as such. Today's presentation by PW provided a status update on the recommendations by the HSC to address the community's safety concerns.

Ms. Jacobson further stated in order for the HSC to procedurally revisit the initial request for a traffic control device at this intersection, there needs to be new information brought to the commission' or PW' attention that would alter the conclusions and the engineering study that was done to deny the request and appeal. The HSC interest is protecting the community health and safety, and should new information alter PW review of the intersection, PW and the HSC can revisit the issue again. But at this time, since the appeal was denied at the last commission meeting, it's not properly before the commission today. We would anticipate the PW will remain engaged with the community and revisit the request if new information arises, in which case, the community would be free to ask PW for a reevaluation of the recommendations in this area. The HSC would then be able to revisit its decision but as of now the matter is closed procedurally.

Chair Villalobos asked Ms. Jacobson that based on the new request received today by Mr. Gallegos for stop signs and crosswalks at the intersection, would that able him to approach PW to request another appeal for the installation of a 3-way stop and crosswalk? Ms. Jacobson responded that would be a question for PW since she was not present at the last meeting and is not fully familiar with the scope of what was looked at when PW advised against installation of the traffic control device at the last hearing. It is a better question for PW whether or not it was included in previous report.

Chair Villalobos asked Mr. Matsuoka if that is a question PW can answer considering Supervisorial District 1 may want to pursue revising this request. Mr. Matsuoka stated yes, SD1 can request PW to re conduct a study at the intersection. It does

not have to be Mr. Gallegos, although Mr. Gallegos can also make such a request. Our current policy is to review the same location every two years. Since the study is approaching 2 years, a request can be made to PW to review the intersection for traffic control measures.

Chair Villalobos stated he is satisfied and welcomed the other commissioners to express their opinions that the department has fulfilled the request by the HSC to study alternative traffic control measures to make the intersection safer other than a 3-way stop control. The Chair asked if the commissioners had any further comments.

Commissioner Ringer asked if the revisiting of the 3-way-stop controls need to include a crosswalk study. Chair Villalobos responded it would be up to Martin Reyes to return to PW or the Commission SD 1's position on this case and intersection.

The Chair continued he would be supportive in reopening the installation of a crosswalk along with the stop control measures. In my opinion, there are two bus stops cattycorner to each other. There is a need for a crossing of pedestrians at this intersection to approach these bus stops in either direction along Gage Avenue.

Commissioner Ringer asked if studies been done with crosswalks versus no crosswalks. Chair Villalobos responded no. Commissioner Ringer stated the crosswalk would need to be specially marked and lighted with some form of overhead device to warn of that there is a crosswalk approaching, which would be a PW decision. Chair Villalobos commented that what's being discussed as a 3-way stop request may end up a traffic signal.

Chair Villalobos asked stated he would follow up with Martin Reyes to confirm with SD 1 how they want to approach this matter. The Chair asked Mr. Matsuoka to also contact SD 1 to discuss the case. If there are no further questions from the commissioners, let's move to Item 8 of the agenda.

8. Special Orders  
None

9. Public Comment on Any Matter Not on the Agenda

Ms. Corona thanked Mr. Villalobos for the meeting stating it was important for her. She stated she wants to be involved in her community.

Chair Villalobos thanked her for her comments and stated what the public has got to offer is very important to the commissioners. We are people like you and need to hear both sides of the story. Its people like you that help the HSC in making decisions.

Ms. Quinones stated that some roundabouts in the community were decisioned upon in closed doors by the MTA without legal authority to do so. Unfortunately,

those decisions involved City Councilman Jose Huizar who has been indicted by the FBI. She stated that she met with PW Ms. Hernandez, and Ms. Hernandez agreed to provide a listing of roundabouts pushed through by the MTA. She stated for the record she believes the decisions made by the MTA were illegal and part of the pay to play with corruption of the former Councilman. She stated that the current Councilman has failed to meet with the community advocates who had protested and requested to participate in hearing dealing with several shared roundabouts that border the City and County. She also complained to PW the removal of a stop sign at Indian and Chavez, which now poses an imminent danger to those pedestrians who cross the street, as well as the removal of a traffic lane on Cesar Chavez. She hopes there is future dialog to discuss removal of the roundabouts as they are a safety hazard for the community and wants a moratorium to stop the roundabouts as a child has already died in one of these roundabouts.

Chair Villalobos stated there is County staff that has been assigned to this project, its joint project between the County, City, and MTA. The roundabouts are used as a traffic control and traffic circulation and safety measure where two or more highways intersect. In the City of Los Angeles, it been used in the neighborhoods for traffic and circulation control. The County has also installed roundabouts in residential neighborhoods along with the installation of bike lanes. They are not a deterrent to the neighborhood but more for safety and protection. The HSC hears your statements about people being hurt and can take into consideration your comments as personal knowledge and can pass that information to the people working on this project.

Ms. Quinones stated there is an investigation on this corruption and want to bring it to the attention of HSC. Chair Villalobos responded that he doesn't think the ex-Councilman affairs have nothing to do with HSC meetings. Ms. Quinones responded that the City Public Works and City Charter is violating the Brown Act. The City Charter states that those who live in the County have a say on projects with shared City and County boundary. Our constitutional rights are being denied in the City. The County needs to do a better job at who they assign to this project to allow unincorporated residents to give testimony.

Chair Villalobos asked Mr. Matsuoka if he can address any of the comments made. Mr. Matsuoka stated it is beyond the scope of his group but can reach out to the appropriate parties and make them aware of the residents and neighborhood concerns. Chair Villalobos stated that would be helpful.

Ms. Corona also stated she is also very concerned and disagrees with the roundabouts. Chair Villalobos asked Ms. Corona to provide her contact information so the appropriate parties can contact her.

Ms. Marcy Rodriguez stated she lives in ELA and has concerns on collisions occurring on Gage Avenue. She also is very concerned about the roundabouts being placed in the community. Chair Villalobos stated the HSC may revisit the issue on Gage Avenue and hopefully there is a win-win for everyone. With regards

to the roundabouts, the HSC has already directed the other ladies to a different department, and we can do the same for you. Chair Villalobos further stated that he works in ELA and drives these streets and believes some of the roundabouts have a designated bike lane. The County is doing the best that it can and hopefully there will be no accidents taking place, and if they do occur, hope that it gets reported. Ms. Rodriguez stated she understands what is being said but pedestrians are still crossing the roadway while motorists are negotiating the roundabout, it doesn't matter how slow the vehicles are travelling through the roundabout. The pedestrian still has difficulty trying to figure out which direction the vehicle is traveling in the roundabout.

Chair Villalobos stated the HSC understands and does not want any pedestrian or vehicular fatalities to occur. The HSC is trying to make the County streets a safer place. Unfortunately, there are State traffic guidelines that must be followed. The PW can guide us through the decision-making process and study our streets to make them safer. Ms. Rodriguez responded that the PW needs to not just drive the roadway but to make observations during the times the kids are getting out of school.

Commissioner Ringler asked Ms. Jacobson if there is a way to limit discussion on public comments not related to an agenda item to three minutes as is done in other commissions and committees within the City and County. Ms. Jacobson stated there are ways to formalize public comment for non-agenda items and would be happy to work with Mr. Herrera to formalize and add as an agenda item for the next HSC meeting. The Chair concurred that time limits are needed. Commissioner Ringler stated he respects the public input but with no time limits makes it difficult for the HSC to accomplish its business.

Ms. Jacobson responded she will work with Mr. Herrera to formalize time limits for the next agenda and thinks it would be in the best interest of anyone giving comments as well as for the commissioners receiving them and bring some sort of structure and order to the comment period for the next agenda.

10. New Business

None

11. Next Meeting Date:

February 1, 2023

12. Adjournment

Meeting adjourned at 12:20pm