

## Communication from Public

**Name:** Upper Nichols Canyon Neighborhood Association

**Date Submitted:** 10/04/2023 10:36 AM

**Council File No:** 17-1115

**Comments for Public Posting:** UNCNA Community Impact Statement for Ordinance 187078 October 3, 2023: The Upper Nichols Canyon Neighborhood Association offers its guarded support for the Ordinance, with the following faults & observations being noted: 1. We were not consulted. We are disappointed and surprised that Ordinance was drafted without any input from the stakeholders in our area. Despite years of involvement on the issue, our Neighborhood Association learned about this Ordinance only after it was written. No additions or amendments are being considered, despite this Ordinance affecting Tour Bus behavior on streets we drive every day. We should have been included. 2. The Ordinance ignores a major tour bus stopping point. While the ordinance forbids Tour Buses from stopping or parking on many segments of Mulholland between the Cahuenga Pass and Laurel Canyon, the ordinance still leaves open the stretch of Mulholland between Woodrow Wilson (east) and Multiview. This means the home regularly mistaken for Quentin Tarantino's home is not being protected. We urge you to include the stretch of Mulholland outside this residence in the "No stopping" portion of the ordinance. No location is stopped at more frequently, and the road curves here as well. We have ample video proof of Tour Bus bad behavior at this segment of Mulholland. 3. The Ordinance ignores a commonly blocked intersection. Tour bus drivers regularly come to a full stop in the intersection of Mulholland and Woodrow Wilson (east), bringing north/south traffic to a complete halt while they point out an alleged celebrity home. A sign forbidding blocking the intersection would be useful. If anyone in our neighborhood had been consulted, they would have mentioned this illegal, dangerous and common tour bus behavior. 3. Enforcement minimums should be provided. Without regular enforcement, the tour buses will ignore the rules, just as they currently do. Additionally, DOT's idea of filming buses and writing tickets later for all shown violating the law should be implemented. Apparently this has been done at other locations for other types of traffic violations. 4. We are concerned about unintended consequences. Specifically, we're concerned that tour buses may choose to drive very slowly in lieu of stopping, since stopping will be forbidden. We hope the police will enforce minimum speed rules as well as no stopping and no parking rules. Even now tour

buses regularly drive slowly and wave cars to pass them in dangerous situations. More behavior like this could lead to more and worse accidents. 5. We would like specific benchmarks for success. How long will the Ordinance be allowed to stand before it is considered a success, or in need of revision? We already have a list of improvements, described above. When will these or any other changes be able to be considered? Thank you for your time and consideration