

Mar Vista Community Council
Transportation and Infrastructure Committee
Chair: Albert Olson
Tuesday, January 27 7-9 PM
Santa Monica Bundy Campus Multi-Purpose Room #123
Agenda

- 1) Call to Order
- 2) Introductions and Public Comments on topics not on the agenda
- 3) Approval of minutes, and possible nomination and approval of committee officers.
- 4) Report on Recent MVCC Board Actions relating to T & I motions
 - a. The City of Santa Monica has approved (11/25/08) the final EIR for the Charnock Wells Restoration Project, and approved the project as described in that document.
 - b. The following motion was approved by the MVCC Board at their December regular meeting: Policy Motion: **The MVCC requests that CD11 study in fiscal year 2008-2009 and fund in fiscal year 2009-2010 installation of pedestrian crosswalks with pedestrian activated traffic signals on Washington Place and East Boulevard and Washington Place and Marcasel Avenue. Additionally, it is requested that consideration be given to including also traffic calming bump outs and center median planter as safety and beautification measures.**
 - c. The following motion was withdrawn from consideration of the Board at the recommendation of Bill Pope, creator of the motion: Policy Motion: **The MVCC requests that LADOT look into the feasibility of re-timing the traffic signal lights on Venice Blvd at Centinela Ave., Walgrove, and Lincoln Blvd so as to increase the flow of north/south traffic at these intersections which currently have cue backups that encourage cut-through traffic in adjacent residential neighborhoods.**
 - d. The following motion was sent back to committee to be reworded: Policy Motion (Proposed by the MVCC PLUM committee) **The MVCC opposes any new construction that increases density until a clear defined plan to guarantee supply of existing water requirements, as well as enough additional water to sustain increased density, is adopted by the City of Los Angeles.**
- 5) T & I Related Committee Reports
 - LA DOT Bi-Monthly Meeting - Linda Guagliano
 - Neighborhood Traffic Management Committee - Bill Pope
- 6) New Business (with possible motions)
 - a. Policy Motion (re: Traffic Control Tiger Teams, proposed by Westside Regional Alliance of Councils):
 - 1. As gridlock is a major quality of life issue, the City of Los Angeles City Council is hereby requested to implement an enforcement mechanism and fine system to alleviate the constant gridlock in intersections in the City Limits.**
 - 2. While the City has found it both effective and profitable to implement "Tiger Teams" to clear "No Parking, Tow Away Zones" during peak hours, the city has been unable to control gridlock.**
 - b. Policy Motion: (Chuck Ray)

WHEREAS on November 3, 2008 the residents of the 3100 block of Corinth Avenue submitted a petition to the Councilmember for Council District 11 requesting his agreement that the boundaries of Overnight Parking District 505 shall be extended to include the 3100 block of Corinth Avenue and

WHEREAS the Los Angeles Department of Transportation has taken the position that a resolution of the full City Council is necessary,

THEREFORE the Mar Vista Community Council hereby resolves that they support the petition of the residents of the 3100 block of Corinth Avenue and request the Councilmember for Council District 11 to ask the full City Council to extend the boundaries of the Overnight Parking District 505 to include the 3100 block of Corinth Avenue.

- c. Discussion, with possible motions, of proposed MOU between Los Angeles Department of Transportation and Neighborhood Councils (See ITEM 1)
- d. Discussion, with possible motions, of Councilmember Rosendahl's resolution to the Transportation Committee to draft an amendment to LAMC 85.02 "creating a provision for councilmembers to designate discrete and distinct areas of their council districts where people would be allowed to park and sleep overnight." Council File 08-3125 (See ITEM 2)
- e. Discussion of digital billboard issue, including discussing a possible Community Impact Statement regarding the new proposed City Billboard Ordinance, and the California Assembly Bill 109 that would create a moratorium on the creation or conversion of any digital billboards in the State for 3 years.

Please go to <http://banbillboardblight.org> to read about the new City Ordinance.

7) Old Business

- a. Policy Motion (Proposed by the MVCC PLUM committee) **The MVCC opposes any new construction that increases density until a clear defined plan to guarantee supply of existing water requirements, as well as enough additional water to sustain increased density, is adopted by the City of Los Angeles.**

This motion was sent back to committee by the Board for additional work on language.

- b. Update/Discussion of 30-day Pilot program in Brentwood area to restrict RV parking on residential streets. And CD11's statement that program would be rolled out to Mar Vista area on successful completion of Pilot.

8) Public Comment

9) Adjournment

ITEM 1

Memorandum of Understanding between Neighborhood Councils and the Los Angeles Department of Transportation.

This Memorandum of Understanding (hereinafter "MOU") contains guidelines that are mutually agreed upon this _____ day of _____ by and between the Los Angeles Department of Transportation (LADOT) and all Neighborhood Councils signing this document..

RECITALS:

Whereas, Article IX of the Charter of the City of Los Angeles and the implementing Regulations as currently set forth in Ordinances 174006 and 174975 provide that:

(1) _____ Information from the City should be sent to Certified Neighborhood Councils as soon as practical so that they are afforded as much opportunity as is practical to provide comment before decisions are made; and

(2) _____ Certified Neighborhood Councils may provide comment and feedback to the City Council, its committees, and to City Boards and Commissions by using the Early Notification System. The Neighborhood Council may communicate its views either by way of mailed letter, fax, e-mail or by a representative appearing in person to make a presentation on an item before the City's decision-makers, and

(3) _____ Neighborhood Councils shall monitor the delivery of City services in their respective areas and have periodic meetings with responsible City departments, subject to their reasonable availability.

Whereas, LADOT and the NCs mutually agree that the People of Los Angeles will benefit from increased communication and cooperation between LADOT and NCs;

THEREFORE, LADOT and the participating Certified Neighborhood Councils enter into this MOU in order to establish a collaborative working relationship based on communication, education, and partnership.

LADOT Responsibilities:

1. DOT will designate a person as the primary point of contact for each of the NCs represented in this MOU. Each LADOT District Office liaison will be responsible for working with the NCs within District Office boundaries. The District Office so designated shall"

- Attend and participate in board and committee meetings of NCs in their assigned Districts regarding transportation issues
 - o DOT commits to discuss with the Board and/or its Transportation Subcommittee DOT programs, projects, services, and procedures for authorizing traffic control devices.
- Receive requests for information, assistance, or service from NCs in their District, transmitting the requests to the appropriate persons(s) within the LADOT, with the goal of providing responses to the NC in a timely manner
- Processing requests for speakers or educational materials.

2. Notification and Coordination

LADOT's NC Liaison will notify and coordinate with participating NCs on issues of City-wide interest that are under LADOT jurisdiction. District Office liaisons will identify issues that are of significant interest to the individual NCs within District boundaries and will provide NCs with advance notice of no less than 5 working days when an identified item is scheduled for consideration by the Board of Transportation Commissioners.

3. Education

LADOT will provide education relative to traffic control devices and the development review process through workshops, participation in the Congress of Neighborhoods, presentations at NC meetings, and distribution of educational materials through traditional and/or electronic media, including the Internet.

4. Representatives

Each Neighborhood Council signing this MOU will designate a person as a primary point of contact with DOT; if no such designation is made, LADOT will communicate with the elected Chair of the NC and/or the Transportation Subcommittee Chair, if applicable

6. Priorities

NCs will prioritize service requests it makes to LADOT.

7. Customer Service Surveys

LADOT will provide Customer Service Survey(s) to Neighborhood Councils on an annual basis in order to get feedback on the effectiveness of its outreach to NC's and its response to NC requests.

8. Oversight

Each participating NC that elects to enter into this MOU agrees to the formation of an NC Oversight Committee (NCOC), made up of one representative from each participating NC. The Oversight Committee shall monitor compliance with this MOU by both the NCs and LADOT.

9. Modifications to MOU

This MOU may be modified by mutual agreement of the LADOT and the NCOC. LADOT and NCOC agree to meet as soon as possible, but in no event later than sixty days after a modification to this MOU has been requested in writing by either party. Modifications to this MOU must be in writing and must be signed by authorized representatives from the OC and LADOT.

10. Term of MOU

This MOU remains in effect until revoked in writing by either party.

STATEMENT REGARDING BEST EFFORTS

The LADOT and participating NCs pledge to make their best efforts to comply with all of the provisions of this MOU. All parties recognize that no cause of action can arise by failure of either party to comply with any provision of this MOU. This MOU shall not establish any rights for any third party that is not a signatory to this MOU.

ITEM 2

As a result of the current economic crisis, families and individuals are falling upon hard times and are too often faced with stark and unpleasant choices, Many people have lost their jobs, their homes, and their support network. Many people cling to stability by their fingernails, living in their vehicles as they try to get back on their feet, or as a last-ditch effort to avoid sleeping on the streets,

Current city law, however, effectively criminalizes living in one's vehicle on a publicly owned street. L.A.M.e. Section 85.02 states: *"No person shall use a vehicle parked or standing upon any City street or upon any parking lot owned by the City of Los Angeles or under control of the Los Angeles County Department of Beaches and Harbors as living quarters either overnight, day-by-day, or otherwise,"* (Title and Section Amended by Ord. No.158,219, Eff. 9/19/83.)

In an effort to balance the quality of life of residents with social justice, other cities have crafted more nuanced ordinances, still forbidding camping in vehicles on city streets, but creating special zones where people can sleep safely in their vehicles, They have done so without impacting the quality of life in residential neighborhoods, Communities practicing such a balanced approach include Eugene, Oregon, and the County of Santa Barbara,

As the economy worsens and more and more people face poverty or homelessness, the time has come for the City of Los Angeles to pursue such a balanced approach. The current ordinance should be amended, creating a process that allows each councilmember to designate zones in his or her district where people can sleep in their vehicles. These zones could include municipal properties, parking lots of churches or community-based organizations, industrial areas, and other areas that would have minimal impact on residential communities.

I THEREFORE MOVE that the City Council request that the City Attorney, in collaboration with the Chief Legislative Analyst, draft an amendment to LAMC Section 85,02, modeled after the Santa Barbara and Eugene initiatives, creating a provision for councilmembers to designate discrete and distinct areas of their council districts where people would be allowed to park and sleep overnight.

I FURTHER MOVE that the Chief Legislative Analyst explore funding opportunities that would allow such specially designated areas to be matched with staffing, security, and social services, as is done in Santa Barbara County.

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