



## Mar Vista Community Council



Transportation and Infrastructure Committee  
Wednesday, September 6, 2017, 7:30 PM - 9:00 PM  
Windward School Boardroom 1030, Building C (by baseball diamond)  
11350 Palms Blvd, Los Angeles, CA 90066 (SW corner of Palms and Sawtelle Blvds.)  
Co-Chairs: Michelle Krupkin and Ken Alpern

### AGENDA

1. Call to Order—Michelle Krupkin and Ken Alpern presiding
2. Introductions and Discussion of Items Not on Agenda
3. Approval of minutes of previous meetings
4. Public Comment
5. T & I Related (Great Streets) and Other Reports
  - a. MVCC Liaison to Bi-Monthly CD11/LADOT/LAPD Traffic Committee Meeting - Linda Guagliano (10 min)
  - b. LA DWP – NC MOU Committee and Reform Efforts/Goals (Chuck Ray)
  - c. Venice Blvd. Great Streets Project (see Agenda Item 6.c.)
6. Old Business/Open Issues: Committee/Task Force/Updates
  - a. Update of bus shelter info (from Jessie Holzer, Len Nguyen, Joseph Galloway, and Francois Nion) to add, improve, replace and upgrade key bus locations.  
(Passed at MVCC BOD meeting 7/11/2017):  
POLICY MOTION: Installation of Modern Bus Shelters at Venice/Centinela and National/Sepulveda  
WHEREAS, the MVCC has always been in favor of enhancing commuter mobility and quality of life for commuters utilizing all modes of transportation, and

WHEREAS, the MVCC has always supported the rights of bus and other transit commuters to access mass/rapid transit in shelters providing shelter, comfort, and--ideally--LED signage and other amenities to serve the needs of commuters to know when upcoming buses are arriving utilizing the best of modern technologies,

Therefore, the MVCC supports installation of a modern bus shelter at the northwest corner of Venice/Centinela, with protection from the elements and all installable modern amenities, such as LED signage of future bus arrivals and cellphone-charging stations powered by solar paneling, to be included if at all possible, and to be supported logistically and financially the Outfront/JCDecaux Street Furniture, the Los Angeles CD11 office, and the MVCC, and

Therefore, the MVCC supports installation of a modern bus shelter at the southwest and southeast corners of National/Sepulveda, with protection from the elements and all installable modern amenities, such as LED signage of future bus arrivals and cellphone-charging stations powered by solar paneling, to be included if at all possible, and to be supported logistically and financially the Outfront/JCDecaux Street Furniture, the Los Angeles CD11 office, and the MVCC.

Status: Venice/Centinela shelter completed/installed.

What next: National/Sepulveda shelter(s), and where should our next shelter(s) be?

- b. (Passed at MVCC BOD meeting 7/11/2017):  
POLICY MOTION: Update on Stormwater Treatment System at Mar Vista Park

Whereas, the Mar Vista Community Council (MVCC) has always supported infrastructure and environmental efforts to promote clean and reclaimed storm and other water runoff both locally and regionally, and

Whereas, the MVCC was, and still is, strongly in support of the water reclamation project adjacent to Mar Vista Park to be used to disinfect stormwater for park landscape irrigation, and which was paid for by \$4.5 million in City and State funds

Whereas, the MVCC has learned that some significant questions remain unanswered as to the functionality of the water reclamation system for Mar Vista Park,

Therefore, the MVCC expresses strong concerns as to the functionality of the water reclamation system, as well as to the appropriate use of City and State funds and other resources, and

Therefore, the MVCC calls for immediate updates and presentations by the L.A. City Bureau of Sanitation and the L.A. Department of Public Works to the address these questions and concerns, as well as the functional status of the water reclamation project/system, to the MVCC Board of Directors, and to the greater stakeholder constituency of the Mar Vista Community Council.

Status: Wing Tam of Bureau of Sanitation to present to MVCC BOD on 9/12/2017

c. Update on Venice Blvd Great Streets Project Studies)

POLICY MOTION: Traffic/Transit Studies to Improve Venice Great Streets Project

Whereas, the Mar Vista Community Council (MVCC) has always supported efforts to enhance mobility and smooth traffic flow for all modes of transportation in and adjacent to its boundaries, and

Whereas, the MVCC favors a Great Streets Project on Venice Blvd. that best serves the needs of all of its constituents, and

Whereas, the MVCC strongly supports accurate and guiding data to best serve the needs of commuters on or adjacent to Venice Blvd,

Therefore, the MVCC calls upon the LA Department of Transportation and Metro, working in conjunction with the CD11 office, to supply all appropriate data and/or traffic studies on both Venice Blvd. and adjacent/connecting major thoroughfares like Palms, Centinela, Washington Place, and Washington Blvd for both the morning and (especially) the afternoon (3-7 pm) rush hour portions of the day, particularly before and after implementation of the CD 11 Pilot Program on Great Street Venice Blvd., and

Therefore, the MVCC calls upon Metro to work with CD11 to provide bus ridership numbers for Metro regular and Rapid Bus lines on Venice Blvd, particularly before and after the implementation of the CD 11 Pilot Program on Great Street Venice Blvd.

Status:

7. New Business

a. LADWP Labor and Governance

1) POLICY MOTION: LADWP Labor Agreement Proposal

(The LANNC DWP Advocacy Committee met at the DWP Headquarters on Saturday, July 1st. The following resolution was passed with a request that each Neighborhood Council consider passing their own version. As the MOU with the IBEW 18 union has already passed the City Council, there is no council file where this would be noted in a timely fashion. It was suggested that, if passed, an NC should sent their resolution to the Mayor and the fifteen members of the City Council. It might also be attached as a CIS to Council File 13-1627.)

Whereas the DWP Board of Water and Power Commissioners approved the new labor agreement between the Department of Water and Power and the IBEW Local 18 at a Special Meeting on Tuesday, June 20, 2017;

Whereas the documentation concerning the new labor agreement was not placed on-line until the day of the meeting;

Whereas the City Council approved the new labor agreement on June 28, 2017;

Whereas DWP, the City Council, and the Mayor did not conduct any outreach to the Neighborhood Councils or the Ratepayers;

Whereas, the lack of transparency erodes the trust of confidence of Ratepayers and Angelenos in the Department, the City Council, and the Mayor;

Therefore, the Mar Vista Community Council calls for a full presentation and discussion on the new labor agreement to the Neighborhood Councils and the Ratepayers."

(NOTE: Councilmember Bonin was one of the three NO votes on the labor agreement at the City Council. His expressed reasons were the lack of transparency and the unseemly rush to get it passed.

The Ratepayer Advocate, Dr. Fred Pickel, stated that most of the rate increases in the agreement are COLAs and not necessarily amounts cast in stone. It all depends on the rate of inflation in the next four years. He further noted that the last agreement contained NO raises for three of its four years and a 2% raise for the fourth year. There are a few raises in the new agreement that are based on the industry salary survey commissioned by Dr. Pickle's office late last year where it was shown that DWP has labor categories that are significantly below the rates paid in both municipal and private utilities.

While there is precedent and laws that prevent open discussions of ongoing labor negotiations in California, the City Government could have engaged in outreach before the beginning of negotiations. This would have strengthened the City's position at the bargaining table during the negotiations.)

- 2) POLICY MOTION: Support of Dr. Frederick Pickel to be reappointed as the Executive Director of the Office of Public Accountability/Ratepayer Advocate for another five year term.  
(Dr. Pickel is currently operating on a temporary contract. The City Council has not taken the necessary action to select the next Executive Director for the Office of Public Accountability/Ratepayer Advocate. This greatly weakens Dr. Pickel's effectiveness. The DWP Committee suggested in April that all Neighborhood Council pass resolutions in support of giving Dr. Pickel another five year contract.)

Whereas Dr. Frederick Pickel has served well as the Executive Director of the Office of Public Accountability/Ratepayer Advocate for a five-year term as specified in the City Charter;

Whereas the City Council has continued Dr. Pickel as the interim Executive Director of the Office of Public Accountability/Ratepayer Advocate until another five-year appointment occurs as specified by the City Charter;

Whereas the City Council is overdue on appointing the selection committee that will review and select someone for the next five-year appointment as specified in the City Charter;

Therefore, the Mar Vista Community Council calls for rapid action by the City Council to appoint the selection committee and endorses Dr. Frederick Pickel to be reappointed as the Executive Director of the Office of Public Accountability/Ratepayer Advocate for another five year term.

(The City Charter specifies that a five member Citizens' Committee be empanelled to select the

Executive Director of the Office of Public Accountability for each five-year term. The Mayor has sent two nominations, Ms. Blanca De laCruz and Mr. Tony Wilkinson. Tony is a great choice as the President of the LADWP-NC MOU Oversight Committee. Council Member Nury Martinez has nominated Ms. Elva Yanez. The Council President, Herb Wesson needs to get the ball rolling by sending in his two nominations. If passed, this motion should be sent to Council President Herb Wesson, the Mayor and become a CIS attached to Council Files 17-0795, 17-0796 and 17-0797.)

b. Potential Reversal of Lane Reductions on Venice Blvd.

1) POLICY MOTION: Restoration of 3 car-lanes in each direction on Venice Blvd.

The Mar Vista Community Council asks that Councilmember Mike Bonin immediately reverse the lane reductions on Venice Blvd. and implement other strategies to improve the safety, efficiency, and accessibility of our roads for pedestrians, cyclists, and vehicles. As representatives of your constituents and your elected advisory body, we believe strongly that this is the only remedy that addresses the constant, voluminous, community outcry on this issue.

c. Opposition to Proposed Stop Light at Sawtelle and Charnock

1) POLICY MOTION:

Whereas, the LADOT is recommending the implementation of a stop light at Sawtelle and Charnock; and

Whereas, the neighbors living next to the stop light will be significantly impacted in that they will be restricted from easily and reliably accessing their homes;

Therefore, The Mar Vista Community Council calls for a re-evaluation by LA DOT of any proposed stoplight that does not take into consideration any and all needs and impacts of these neighbors.

d. Advocacy/Laws for Potential Safety Measures for Bicyclists and Pedestrians

1) POLICY MOTION: Universal Helmet Laws and Night Lights for Bicyclists

The Mar Vista Community Council supports requirement of all bicyclists, regardless of age, to wear protective bicycle helmets, and to have reflective night-lights installed on all bicycles, regardless of age.

2) POLICY MOTION: Distracted Pedestrians Crossing Streets and Highways

The Mar Vista Community Council supports both informational and legal efforts to prevent pedestrians from crossing streets or highways while viewing any mobile electronic device.

3) POLICY MOTION: Regional Safe Bike Routes Policy Motion

WHEREAS, Mar Vista Community Council, Councilmember Bonin and Mayor Garcetti are committed to:

the successful implementation of the Vision Zero Action Plan January 2017, which states, "all Angelenos have a right to safe mobility;" and

WHEREAS, the Venice Boulevard "Great Street" pilot program was implemented on May 19, 2017, including several changes to the roadway between Beethoven Street and Inglewood Boulevard to adhere to the intentions of Vision Zero; and

WHEREAS, during the 10 week period from implementation through July 31, 2017 at least 13 bicycle and/or motor vehicle accidents have been reported on the Venice Boulevard "Great Street," which implies that the current roadway configuration is failing to meet the objectives of Vision Zero; and

WHEREAS, the "Great Street" roadway configuration on Venice Boulevard has had unintended consequences of reducing safety by causing substantial gridlock on Venice Boulevard and many alternate routes, increased cut-through traffic on nearby residential streets, greater pollution from idling motor vehicles, and slower fire/police emergency response times; and

WHEREAS, a diverse grassroots group of community members have coalesced since May 19, 2017, resulting in over 2,800 electronic signatures asking Councilmember Bonin to restore the old three traffic lane per direction Venice Boulevard configuration in the "Great Street" roadway segment; and

WHEREAS, a recent survey of 45 businesses on Venice Boulevard found that 82% oppose the lane reduction element of the "Great Street" pilot program and that many business owners have witnessed accidents and close calls that are caused by the current unsafe roadway configuration; and

WHEREAS, Council District 11 has communicated that the "Great Streets" roadway changes on Venice Boulevard consist of a pilot program, using inexpensive temporary materials, and that the City would keep what the community loves and remove what the community does not want; and

WHEREAS, extensive segments of government owned land exist in and around Mar Vista that could be used for protected bike paths and bike lanes that would be substantially safer than the currently unsafe "Great Street" configuration on Venice Boulevard;

THEREFORE, Mar Vista Community Council moves to advise Council District 11 to immediately remove the lane reduction element of the "Great Street" pilot program and temporarily return Venice Boulevard to an improved version of the previously established six motor vehicle lane configuration, with potential improvements including a resurfaced roadway, slightly narrowed motor vehicle lanes to encourage slower traffic speeds, slightly widened bike lanes that are clearly designated with green paint, and a reduced speed limit, as allowed by State law upon completion of the roadway re-stripping and any required speed study; and

THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to conduct a feasibility study exploring the following alternative long-term protected bike lane solutions along the entire length of Venice Boulevard, from Venice Beach to Downtown Los Angeles:

1. Removing the center median, which is a former Red Car Rail right of way ("ROW"), to increase useable roadway and provide at least 3 motor vehicle lanes, expanded turning lanes, an extra wide bike lane, and a standard parking lane on each direction of the 2-way roadway, or
2. Replacing the center median Red Car ROW with a signalized protected bikeway, while retaining at least 3 motor vehicle lanes, expanded turning lanes, and a standard parking lane on each direction of the 2-way roadway, or
3. Constructing at least one off-street public parking facility per 3 city block segment, to enable removal of the current parking lanes to create a roadway that includes at least 3 motor vehicle lanes, expanded turning lanes, and an extra wide curb adjacent protected bike lane on each direction of the 2-way roadway; and

THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to pave new regional connector bike paths on an expedited basis, especially including:

1. A path along the former rail ROW adjacent to the southwest side of the California 90 Expressway/Freeway from the Marvin Braude Costal Bike Trail in Marina del Rey and connecting to both the Culver Boulevard Median and Ballona Creek Bike Paths in Del Rey; and
2. Reinstallation of the former rail bridge top, potentially via fast-track City approval of 5000 Beethoven "Del Rey Pointe" apartment development plans, to connect existing and potential new bike paths in Del Rey across Ballona Creek and into Playa Vista via either McConnell Avenue and/or following the ROW to Jefferson Boulevard; and

THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to initiate a collaborative effort with the Cities of Culver City and Santa Monica to designate a north/south on-street bikeway through Del Rey / Mar Vista to follow a likely route from the Ballona Creek Path along McConnell Avenue, past the Culver Boulevard Median Bike Path, continuing along

McConnell Boulevard, connecting to Wade Street after crossing Washington Boulevard and Washington Place, and continuing through Mar Vista on May Street, Cabrillo Boulevard, and Stewart Avenue before connecting to Airport Avenue and into current and proposed parks on the Santa Monica Airport site, and

THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to conduct a feasibility study to explore installation of bike lanes along the entire length of Walgrove Avenue, accomplished through removal of the existing parkway, widening of the street without removing any existing parking spaces, and roadway restriping, including green paint to designate the bike lanes. Such changes should include attempted coordination between the Cities of Los Angeles, Culver City, and Santa Monica to potentially include installation of a traffic signal at Washington Boulevard and Walgrove Avenue, and to seamlessly connect to the 23rd Street bike lane in Santa Monica, and

THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to initiate a collaborative effort with the County of Los Angeles and City of Culver City to restore existing bike paths, including resurfacing uneven sections and redirecting flood drain outlets to clear excess sewage runoff, specifically including Marvin Braude Coastal Bike Path in Marina del Rey, Ballona Creek Bike Path, and Culver Boulevard Median Bike Path, and

THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to initiate a collaborative effort with the County of Los Angeles and City of Culver City to expand the frequency of police patrols, sweeping of sand, glass and other debris and removal of weed overgrowth from all area bike paths, bike lanes and bikeways.

8. Public Comment
9. Future Agenda Items
10. Adjournment

**\* PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS** – *The public is requested to fill out a “Speaker Card” to address the Board on any agenda item before the Board takes an action on an item. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Board’s jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to 2 minutes per speaker, unless adjusted by the presiding officer of the Board.*

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**\* RECONSIDERATION AND GRIEVANCE PROCESS** - *For information on MVCC’s process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the MVCC Bylaws. The Bylaws are available at our Board meetings and at our website, <http://www.marvista.org>.*