



## Mar Vista Community Council



**MAR VISTA COMMUNITY COUNCIL**  
**GREAT STREETS AD HOC COMMITTEE**  
Wednesday August 12, 2015, 6:30 to 8:00 pm  
Mar Vista Library  
12006 Venice Blvd., Mar Vista, CA 90066  
(SW corner of Venice and Inglewood Blvds.)

Chair: Michelle Krupkin

### MINUTES

1. Call To Order and Welcome – Chair (1 min.) 6:40 p.m.
2. Introductions and Public Comments (for items not on the agenda) (2 minutes)  
Sharon Commins commented that there should be better tree spacing the MV business district. Trees should be planted where two (2) buildings meet.
3. Motion to approve July 2015 minutes (2 minutes). Passed. 11-0-0
4. Reports (15 Minutes)
  - a. Great Streets Program brief definition –Michelle Krupkin
  - b. Report from Mar Vista Chamber of Commerce member Lenore French.  
Lenore reported that the Team Make It Mar Vista was awarded a Great Streets Challenge Grant. Lenore went on to report on funding efforts and to state that 8/21/15 is the deadline to give towards the project and have funds matched on ioby.org. Lenore described the project and spoke about the various aspects of the event, including the art projects and the pop-up bike lane.
5. New Business (30-65 minutes)
  - a. Jessie Holzer, Mobility Deputy, CD11. Discussion of the year's worth of events leading up to the unveiling of CD11's pilot programs for Great Street Venice Boulevard. Jessie reviewed the overall process, which included the following: the January 25 2015 Mar Vista event with Mayor Garcetti and Councilman Mike Bonin leading a walking survey of Mar Vista; the April 2015 push for input at key locations such as the Venice Grind, Venice High School, the Mar Vista library and May 2015 data analyzing. Jessie discussed the various aspects that CD11 heard feedback as being key priorities for MV Stakeholders, such as: midblock crosswalks (to shorten crossing distances), protected bike lanes, (separation between bikes and cars), more trash cans and collection, drought tolerant plants, community art and a more balanced transportation system.

Councilman Mike Bonin said that he was impressed with the large outreach and feedback.

Jessie went through the overview of what the CD 11 pilot programs will look like. The pilot protected bicycle lane will consist of temporary striping and signage as well studies before and after the implementation of the temporary pilot program.

Justin Pascone of the Great Streets Studio shared that there have been 180 survey responses since the unveiling of the pilot program. 76% of those surveyed agreed with

the pilot program, while 14% were maybe responses and 10% disagreed. In terms of the pop up parklet idea, 100% like the concept.

Jessie discussed the pilot program midblock crosswalks project. They would be implemented the same time as the protected bike lanes, which would be Winter 2015/Spring 2016. There would be four additional crossings on Venice: Mountain View Blvd., Ocean View Blvd., Boise Avenue and Meier Street.

Jessie stated that there are currently no targeted locations yet for art or landscaping, but they are projects that would be part of the pilot program eventually.

Jessie and Justin then opened up the discussion to questions. Greg Tedesco discussed using secondary streets for bike heavy traffic instead of Venice Blvd. so that bikes would be yielded to on these secondary streets. Robin Doyno said that bikes may not want to ride where cars are.

Steve Wallace mentioned his concern with cut-through traffic. He gave an example of an event on Venice and Sawtelle the prior year that caused cut through traffic. How can we avoid cut through traffic? Steve Wallace brought up the example of a Larchmont type area but had concerns for cut through traffic.

Councilman Mike Bonin said that some streets may need protection from cut through traffic. He also shared that this pilot program is to figure out what a protected bike lane would be like and if it is workable.

Nat Gale of Great Streets Studio also responded to the cut through issue that the Dept. of Transportation (DOT) will need to gather data for potential impact(s) in more detail. Nat also stated that we have to determine how we want Venice Blvd. to serve Mar Vista. Venice should be the Main Street for Mar Vista.

Jessie Holzer said that the pilot program will be constantly monitored and evolving.

Sharon Commins brought up a concern that when Beethoven and Centinela get backed up, Wade gets cut through traffic. She likes the idea of a protected bike lane but is apprehensive that that a rapid transit street like Wilshire may take away from the character of the Mar Vista neighborhood.

There was some discussion of potential for bottleneck traffic and the timing of traffic signals at Venice and Lincoln and the bottleneck and gridlock that occurs there.

Greg discussed right turn barriers to prevent cut-through traffic.

Lenore French brought up her concerns arising from biking to work twice a week from Mar Vista to Century City. She mentioned clean air and preferring the most direct route. She shared that there are many concerns and thoughts among cyclist, but that we have to start somewhere and the CD11 Great Streets pilot program is a place to start. She referenced an online video of improvements to a Hollywood intersection.

Councilman Mike Bonin shared how many elements will change the character of Venice Blvd., such as mid-block crosswalks and curb bumpouts. He also discussed how the feel of less traffic lanes may cause the feel of driving slower and that consequently the street may become more alive. It is hard to predict what will happen.

Damien Newton of LA Streetblogs said that a road diet impact is hard to predict. It would be nice to consider bike boulevards. He also shared how scary the school drop-

off areas can get scary during rush hours and gave the example of Richland Elementary and Mark Twain Middle School.

Greg spoke about Montreal being a walkable city with not that much in terms of barriers, protectors but tons of striping, bike corrals and bike rentals.

There was a short discussion with Nat Gale and Councilman Mike Bonin discussing a Bike Share system that is meant to augment other transportation. Metro Bike system is looking to come downtown with possible docking stations or leave anywhere areas.

The discussion steered back to the mid-block crosswalks. Jessie shared that DOT requires these to be fully signalized but would not want to use in-pavement flashers. The design is not done yet.

Steve Wallace wondered if midblock crosswalks would also be stops for bikes as well.

Councilman Mike Bonin stressed the importance of continuing community engagement with mini-surveys and perhaps zone director studies. Both the councilmember and city staff promised that adjustments to the pilot could be made quickly if needed.

Jessie indicated that the Department of planning is working on a long-term streetscape for Venice Blvd.

Steve Wallace asked what the budget was.

Nat Gale expressed that there is a 1.5 million dollar budget for pilot programs for any street. For example, Caesar Chavez is doing curb radius treatments at 4-5 intersections vs. Mar Vista doing bollards (barriers) on Venice for a protected bike lane, spacing 1 per every 5 feet. These would be drilled into the ground plastic bollard but removable (model K71) like the Reseda Avenue protected bike lane in Northridge.

There was some discussion of getting the DOT engineers to attend the November 28 2015 event Make It Mar Vista to observe the pop up protected bike lane in order to better plan for the pilot launch.

Sharon Commins commented that with any surveys that are done, it is important to be sure that Mar Vista stakeholders are selected to fill out surveys for accurate results.

- b. Public Comment
- c. Future Agenda Items
- d. Adjournment at 7:57 p.m.

---

*\*in compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting, may be viewed at <http://www.marvista.org> or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact [secretary@marvista.org](mailto:secretary@marvista.org).*

*\*\*As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or any auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days prior to the meeting you wish to attend by contacting [chair@marvista.org](mailto:chair@marvista.org).*