



Mar Vista Community Council



MAR VISTA COMMUNITY COUNCIL
GREAT STREETS AD HOC COMMITTEE
Wednesday September 12 2018 6:30 to 8:00 pm
Mar Vista Library
12006 Venice Blvd., Mar Vista, CA 90066
(SW corner of Venice and Inglewood Blvds.)

Co-Chairs: Michelle Krupkin and Gabriel Hill

MINUTES DRAFT

1. Call To Order and Welcome – Chair (1 min.) acting chair: Michelle Krupkin 6:35 pm
2. Introductions and Public Comments (for items not on the agenda) (2 minutes)
3. Motion to approve recent Great Streets minutes (2 minutes) Minutes were approved with one correction.
4. Reports (15 -20 Minutes)
 - a. Great Streets Program brief definition-Michelle Krupkin, MV Community Council. Also see Item 6a for discussion.
 - b. CD11 Mobility Deputy Alek Bartrosouf shared Mar Vista related mobility issues. He discussed the two recently installed intersections at McLaughlin and Victoria and McLaughlin and Charnock. Alek also shared that DOT is moving to install crosswalks at the next two intersections on the list which are: the intersection of Beethoven, Zanja, and Caswell and the intersection of Zanja and Alla. These are in the process of going to contractors and are in the works. CD11
 - c. Lenore French, gave an overview of the most recent September 6 2018 Mar Vista Art Walk (MVAW), themed "Science." She remarked that they learned their lesson from the March 2018 Art Walk and so did staging for the September 6 2018 Art Walk starting the night before. That made everything work much more smoothly. There was a slight problem which occurred at the pop-up beer garden at Alana's Roasters - music continued past 10 pm which should not have happened. This was the first time there was a pop-up beer garden, run by King Eddie Saloon who had the ABC license and is from downtown LA. There was science related art and talks during the event. The attendance was down from the June 2018 Art Walk but was still good – an estimated 3000 attendees. A stakeholder asked questions about current art curator for MVAW. Lenore said that Eddie Flores, son of restaurant owner of Don Chuey's, is one of two curators along with Monique. A stakeholder commented that the art on Venice Blvd. from Inglewood to Grand View looked more like a swap meet than an art walk and that he did not see any science theme. Lenore replied that the music performed was techno that was science based. A stakeholder asks Lenore about the upcoming NACTO conference walkshop in which she is listed as one of the walkshop speakers. Lenore says that it was news to her. She knows nothing about any of this. Michelle asks Alek is he knows who is funding this particular walkshop in Mar Vista and how the data came about that states that emergency vehicles are moving faster? What data is this lecture based on? Alek says that he does not know anything about this and suggests that Hannah, who was not in attendance 9/12/18, be contacted regarding this walkshop. The GS and T&I committee still haven't seen data that supports this supposition. We would like to know a little bit more about this. A stakeholder comments that there is no one on the walkshop speaker list from any of the groups that have concerns about Venice Blvd. It is not a balanced prospective.

There was a motion to move discussion of Item 6e to the next item. The motion was seconded and voted for and passed. Item 6e was discussed next.

5. Old Business (10 minutes)
 - a. Policy Motion: Establishment of Street-Sweeping Route and Services for Centinela Blvd. Between Palms Blvd. and National Blvd. STATUS: PASSED at 8/14/18 BoD meeting. Needs possible follow-up letter to CD11, CD5 BoSS and LADOT.
 - b. Policy Motion Policy Motion: MVCC Support for the restoration of the “Opt-out” clause in the City of Los Angeles Sidewalk Vending Program. STATUS: Postponed for discussion no later than January 2019 at 8.31.18 Special Meeting of the BoD.
6. New Business (45 - 50 minutes)
 - a. Discussion of Mission Statement for Great Streets Ad Hoc Subcommittee page. Looking at the below info, discussion and possible drafting of an updated Mission Statement for Great Streets Ad Hoc Subcommittee. Mayor Eric Garcetti launched the Great Streets Initiative to help re-imagine neighborhood centers, one main street at a time.

Goals:

 - Increased Economic Activity
 - Improved Access and Mobility
 - Enhanced Neighborhood Character
 - Greater Community Engagement
 - Improved Environmental Resilience
 - Safer and More Secure Communities
 - Improved Public Health

Discussion of a potential mission statement ensued. Draft mission statement:

The Great Streets Ad hoc Subcommittee was founded in response to Mayor Eric Garcetti’s Great Streets Initiative with the goals being increased economic activity, improved access and mobility, improved environmental resilience (see above for full list). The committee welcomes input from all Mar Vista stakeholders.

- b. Wajenda Chambeshi, Program Manager of Great Streets, discusses past and future projects on Great Street Venice Blvd. -Mr. Chambeshi was not able to be in attendance but is planning to attend the October 10 2018 Great Streets meeting.
- c. Discussion and possible motion: Silver Lake Neighborhood Council (SLNC), asked their Councilman, David Ryu, for the funds to do an independent traffic study. He agreed and that study was completed in May 2018. In the spirit of transparency, should MVCC request an independent traffic study of the Pilot Program on Great Street Venice Blvd.? Discussion and possible motion to follow.

A stakeholder gave the background of the SLNC independent traffic study. There was a process wherein a community group of concerned stakeholders came together, with people on both sides of the issue. Independent contractors were interviewed that did not include any firms that had anything to do with the design or implementation of the Rowena Road Diet. Then the traffic study was done to examine existing conditions along Waverly Drive and Angus Street, which resulted in several suggested mitigations. Following this, a motion was passed at City Council requesting that LADOT report to City Council on the feasibility of implementing these potential mitigations and cost estimates.

Stakeholders discussed that there should be a similar study for Venice Blvd. with a specific eye towards cut through traffic problem and have them complete a report with suggested mitigation factors. These are things have been asked for from LADOT and they have consistently not addressed these issues or provided this information. These are concerns that the community has wanted to address for over a year. There have been to date 76 accidents. Potential radius of the study was briefly discussed.

Alek says that he thought that the study might not be necessary if the benchmark study had addressed these issues.

It was discussed by the stakeholders that cut-through traffic had actually not been addressed. It was discussed that there was no response to the CA Public Records Act Request for all data pre and post pilot installation that concerned cut through data. Raw data has not supplied. No data has been delivered to the MVCC Transportation and Infrastructure Committee nor this Great Streets Ad Hoc Subcommittee.

Alek mentioned Fehr & Peers Consulting as a possibility.

Stakeholders disagreed, since that firm is not independent since they were involved in the design and implementation of the GS Venice Blvd. Pilot Program and thus would not be able to be an independent party. They were at the March 2018 LADOT Open House presenting charrettes in a positive and non-neutral manner.

Alek discussed the difference between the Rowena Road Diet and the Great Street Venice Blvd. Pilot Program, and discussed the benchmark study.

A stakeholder who is familiar with the benchmark report discussed that a one-day traffic study was done by Fehr & Peers on September 25 2015. That date was a Sunday which was the day before the Jewish holiday of Yom Kippur and said that there were 37,000 cars on Venice Blvd.

If you contrast that with a Caltrans report studying the intersection of Venice and Centinela, which said that there were 46,500 going through that intersection every day, the Caltrans report had peak hour numbers, which Fehr & Peers did not. Caltrans numbers are so different than the numbers Fehr & Peers came up with. Why is there such a huge discrepancy?

LADOT's Nat Gale said that they did not have the 6-month data at the March 2018 Open House. Who is the replacement for Nat Gale?

No one has been hired as of yet according to Alek.

If a traffic study is being done on a Monday or is not a week-long study, that will be questioned as an incomplete study.

Methods of measurement were discussed, such as pneumatic tubes, INRIX data, etc.

Alek discusses what kind of data might be presented in November 2018 or the end of the year.

Stakeholders discuss that nearby council districts such as CD5 and areas such as Palms and Westwood are not participating in road pilots and diets like this one.

A motion was not written due to time constraints, but planned for the next Great Streets Ad Hoc Subcommittee meeting in October.

A stakeholder also expresses concerns that the city wants to get cars off the streets, but there is no particulate data studied from the impact of cars before or during the pilot, due to the CEQA exemption.

- d. Tracey Corinne, Mosaic Artist discussed that she still had not been paid for the three-mosaic tile project that was installed at 12515 Venice Blvd. on June 14 2018. She was putting the future Mosaic Hopscotch planned for near the Mar Vista Library on hold until she is paid for the 12515 Venice Blvd. project that had already been completed almost 3 months ago.
- e. Hannah Levien, CD 11 West LA/Mar Vista Field Deputy discusses design options for the Venice Blvd. Downtown Mar Vista Gateway Signage. The Mar Vista community and stakeholders are invited to participate in the discussion and decision-making process. Michelle shared background information on the MV Gateway Signage. CD11's Alek gave some background information that he was given by Hannah, who couldn't attend the meeting tonight. Steve Wallace and Chris McKinnon gave their background on the Downtown MV Welcome Signage dating back some years. Background on the Downtown MV Welcome Signage was discussed. There was discussion about which concept was finalized and then what happened when the design went to the city for design and installation phase. There was a discussion about the large cost to install concrete footings on each of the two signs. Steve said that that the process was dropped at some point and then it resurfaced.

Steve asked why if it was a loose-end project, why no one called Len Nguyen or him or Chris to touch base on the project. Steve shared that Hannah told him that the project was going to be funded by LA City. Steve knows that Rosendahl awarded money for the beautification of Venice Blvd. which was supposed to include the welcome signs.

Alek says that the money is there and that he will check-in with Hannah for a status update. Chris comments that thinks that the words Mar Vista should be large so as to be readable when passing by.

There was more discussion of the design. There was agreement that it was Design A, with funding in place and concrete footing to be designed. Chris asked to see the budget and to see how much of the 62000 is being used. He also comments that the signage should be placed at Walgrove at the west end and the Culver City border on Venice Blvd. at the west end.

7. Public Comment
8. Future Agenda Items
9. Adjournment 7:57 PM

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