



## Mar Vista Community Council



**MAR VISTA COMMUNITY COUNCIL**  
**GREAT STREETS AD HOC COMMITTEE**  
Wednesday October 10 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

1. Call To Order and Welcome – Chair (1 min.) acting chair: Michelle Krupkin 6:37 pm
2. Introductions and Public Comments (for items not on the agenda) (2 minutes)

A stakeholder shared that Time Warp Music, a Venice Blvd. small business, would be closing. They will be approximately the 16<sup>th</sup> business on Great Street Venice Blvd. to close. Two stakeholders did outreach to the businesses on GS Venice Blvd. 39 businesses agreed to display the Restore Venice Blvd. signs. A business contacted a stakeholder and told him that they had been harassed by CD11's Mar Vista Deputy about the signs.

Selena shared that although she was invited by Lily O'Brien, LADOT, to give a talk to NACTO workshop conference participants at 1:45 pm on Thursday October 4, Selena received a call to cancel the talk at 1:47 pm. This sort of behavior is rude, unprofessional and unacceptable.

Wajenda asked about the businesses closing on GS Venice Blvd. Selena replied that Time Warp Music will actually be the 21<sup>st</sup> business to leave since May 20 2017. A full list is posted on [RestoreVeniceBlvd.com](http://RestoreVeniceBlvd.com) as well as a list of documented traffic accidents, which number over 70 since May 20 2017.
3. Motion to approve recent Great Streets minutes (2 minutes) There was a motion to approve the minutes, a second. The September minutes were approved.
4. Reports (15 -20 Minutes)
  - a. Great Streets Program brief definition-Michelle Krupkin, MV Community Council.
  - b. CD11 Mobility Deputy Alek Bartosouf, back from a vacation, shared Mar Vista related mobility issues. Metro Bike Share will be working on getting agendized to do a presentation to the MVCC Board of Directors soon. Metro Bike Share hubs will be coming to Mar Vista.

Alek also shared that the LA Conservation Corps of Volunteers are organizing a cleanup on some of Venice Blvd.'s medians. Michelle mentioned the broken utility pipe on the median just west of Grand View that has been there for decades. Alek took note of that matter. Mary shared that on the Boise midblock crossing, the median walkway has uncovered bolts and cut-off pipes coming up out of the ground in the walkway near the fence, which is a hazard. Alek said he will also note this and follow up. Alek said that a Bus Arrival Board is coming very soon for the Metro Bus Shelter on the SW corner of Venice and Centinela.

Another item Alek gave an update on was the Pavement Mural that is planned for installation on Pacific and Grand View. Alek said that LADOT is going through the signature paperwork and that Dept. of Cultural Affairs/Bureau of Street Services and LADOT would be working to install it sometime in November 2018. It is to be a design of yin and yang fish. A stakeholder heard about a similar yin and yang fish pavement mural in Germany. There was concern expressed that the design might too closely resemble the German artwork. It was hoped that the design is original and relevant to Mar Vista.

Michelle asked about the Venice Blvd. Streetlight Banners that Jessie Holtzer had said were due to be changed in November 2018. Alek said he was not familiar with the Streetlight Banners and wanted to try to find out more about them.

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.
- c. Mission Statement discussion for Great Streets Ad Hoc Subcommittee page. STATUS: to finalized for posting on MVCC website.

6. New Business (45 - 50 minutes)

- a. Wajenda Chambeshi, Program Manager of Great Streets, discussed past and future projects on Great Street Venice Blvd.

Wajenda was asked if he knew what had Great Streets Initiative Department done in the past for Venice Blvd. and if are there any future ideas that Great Streets wants to propose in Mar Vista on Venice Blvd.

Wajenda said that since he joined the Great Streets Department, the biggest project for Mar Vista has been the current Great Street Venice Blvd. Pilot Program Project. There was no traditional transitional memo about the VB pilot program given to him because everyone in the department had left and what he found out had been through his own research. He felt that the part that is missing is interaction with the community.

Based on how Great Streets is designed, the project is supposed to be community focused, in terms of ideas, more a bottom up sort of project. For example, the hopscotch board that is in the works. That idea and other ideas should come from the community since it's supposed to be a community interactive program.

Michelle shared that before the relinquishment of Venice Blvd. from Caltrans to LA City which occurred November 1 2016, there was extensive discussion in the Great Streets Ad Hoc Subcommittee meetings about sidewalk repair, tree maintenance and replacement that never was acted on. There was a visit from personnel from LA Stormwater Dept. and a discussion of Stormwater capture possibilities on Venice Blvd. Now the sidewalks are currently being redone, but only in the traditional manner, without any Stormwater capture elements. We'd like to be able to embrace some of programs that Great Streets was supposed to be about.

Street Furniture was another project that was discussed.

Michelle asked about the fund that Caltrans gave LA City upon relinquishment – which was \$14.8 million dollars. 1.5 million went into a fund for Great Streets and the rest went into another fund supposedly to upgrade the sidewalks. Venice Blvd. wasn't supposed to have to wait for a blitz, all the sidewalks on Great Street Venice Blvd. were supposed to be repaired. I am not sure who to speak to about that.

Alek says that the relinquishment money is still there, sitting in a fund, and has not been spent outside of the 1.5 million. He was not sure, but said that he thought that the money had not been spent since there was a larger visioning exercise that had to take place. Venice Blvd. is a very long and wide street that encompasses three different council districts, so there is a larger conversation that has to take place to determine how that money is going to be spent.

Selena expressed that Mar Vista wants to be part of that conversations. We didn't get some things we were promised, like street furniture, beautification and other items. Instead we got things we didn't want, like reconfigured parking that is not working for businesses and stakeholders.

Selena went on to share that the community would like to wipe the slate clean, go back to square one, and have a process where there is community input. We would like a process where it's clear what is on the table. Transparent, accountable, community engagement are three things that are lacking with this project.

Selena expressed that we are not opposed to improving bicycle infrastructure. I don't know if local cyclists were even brought together to discuss options. I'm pretty sure that LA County Bicycle Coalition had input, but not local Mar Vista bicyclists.

Moving the parking created an ADA issue for people that used to off-load onto the sidewalk with their mobility devices. There is a difficulty getting to the curb for people with access issues with walkers, canes and wheelchairs when having to cross the bike lane after parking. Bicyclists are not yielding for pedestrians. There have been 2 pedestrians hit by bicyclists.

Selena went on to say that there is a question about Venice Blvd. being inappropriate for a road diet given on the number of cars travelling on it. There is a big discrepancy between the Caltrans data for annual average daily traffic (adt) and the one-day survey done by Fehr and Peers on the day before Yom Kippur in 2015. A similar project was installed in Eagle Rock, with significantly lower adt than Venice Blvd.

Selena shared that two pedestrians were struck in December 2017 at two streets identified as cut-through traffic, McLaughlin and Charnock. One of those pedestrians died six days later from their injuries. This is very concerning. Cars speeding on cut through streets.

There are accidents and incidents that don't go the SWITRS database that we have concerns about.

Michelle spoke about a letter from LA County Bicycle Coalition to Connie Tipton of City Planning mentioning that bicycle design should adhere to NACTO standards which mandate that bicycle friendly streets should be implemented on streets that have with traffic volumes of less than 1500 cars per day and design speeds of 15 miles per hour.

Alek responded that that's a concept from Bicycle Friendly Streets, which doesn't apply here on the Great Street.

Selena spoke about making Pacific Ave. a bicycle boulevard, like Long Beach. There are great creative things that could be done for this community. Instead, we have a project that just doesn't make sense, causing over 20 businesses to leave or go out of business, causing problems for our emergency responders and other issues. We want a community-based solution. This design isn't the only one. We were presented only this design. There are other designs, like the designs in Livable Blvd. Plan part of West LA TIMP.

Another option is the Greening the Boulevard design plan. Mary discussed the benefits of some of the designs from that plan, including having a protected cycle track next to the sidewalk, with parking next to the curb.

Stakeholder Vianney Boutry says that he thought that this was supposed to be a temporary test, discuss what works and doesn't and then we figure out what would be best for the community.

Alek says that the data is being collected and there should be a report issued by the end of December 2018. Think of this one-year project as a one-year long community meeting.

A stakeholder commented that he feels that there is a consultant doing the planning, a consultant is doing the report but what is missing are the actual concerns of the community. Concerns about all

the businesses leaving. Concerns about all the accidents and cut through traffic and the problems that emergency responders have getting anywhere using Venice Blvd.

Perhaps the consultant should be here listening to us and taking these things into consideration.

Alek said that the consultant doing the one-year report is Fehr and Peers who did the six-month benchmarking study.

Selena said that Fehr and Peers reps were recently on Venice Blvd. a couple weekends ago and only asking vague questions about people's connection to the community on Venice Blvd. They were not asking what people thought about this project. They did the same questions pre-project. The Fehr and Peers rep was given a lot of feedback and she did not take notes.

Alek said that Fehr and Peers are not being paid to solicit public opinion. They are gathering data and that includes some intercept surveys. The benchmark study that was done before the project went in, all of those data sets and variable will be included in the year-long study that is due to come out before the end of December 2018. Data from the past, six-month data and year-long data will be presented.

Selena asked when the community will be given opportunities to give feedback.

Alek answered that the community will be given that chance at out-reach meetings as well as a town hall to present that data.

There was a discussion from a stakeholder of how benchmarking really would not reflect any changes such as the loss of businesses on Venice Blvd. or the traffic accidents or the cut through traffic.

Selena requested the executive version of the report from Fehr and Peers from Wajenda.

Wajenda and Selena discuss the professional and the lighter version of the report. She wants something more than the Open Source data that is not organized and has no context.

Alek discussed how data is going to be included and how methodology will be explained in the one-year report.

Mary asked What is the end game? The end game needs to be clear. Such as here is choice 1, choice 2 etc. Who is making the decisions? Are we going to have a seat at the table? It shouldn't be the city saying this is what we chose, are you ok with it? That's not community involvement.

That is the way this has been perceived. That we have no choices. Restriping, making it a different color is just the same design. That is not a choice.

Alek said that we don't want to have predetermined options. This is a process. We want to have the one-year meeting, digest that data, and continue having outreach meetings to see what the feedback from the community points us to.

A stakeholder said that the quality of life here has diminished precipitously as this design has been on Venice Blvd. There is more traffic on my street than I have ever seen before. There is more cut-through traffic, there is more pollution in the air, there are more angry neighbors. This has not brought the community together, it has separated everybody. The people that hate are over here, the three quarters of us and those that love it to pieces are over here, the one quarter. They won't communicate with you.

Mary also spoke about the ADA issues. Title 2 has specifications for street parking for persons with disabilities, I cannot see in any way how this iteration of the road design can be made to comply. There was a case called Fortyune vs. City of Lomita that resulted in the government writing specifications for on-street parking. For example, you have to have a 60-inch access aisle from the sidewalk with curb cuts around the spot and 60-inch access aisles to the spot so the person can get out. No vehicular traffic can cross that access to the spot. In the Venice Blvd. design, currently the bike lane crosses it. I don't see how it can be made to be ADA compliant. We have had Geoffrey Straniere from Department on Disability twice to these meetings and he said that his department was not involved in the design or implementation of the Venice Blvd. Pilot Program. The DOD might

be involved going forward, but they were certainly not involved with the design nor was there any ADA consultant that was part of the design.

Michelle commented that Venice Blvd. design is different than other Great Streets, curb cuts, parklets, etc.

Selena mentioned that Great Streets Reseda Blvd. was asked what they wanted to do.

A stakeholder comments that what they have done is taken a State Highway and flooded it through residential streets. It's a safety and traffic nightmare that these residential streets were never designed to accommodate. People go flying speeding down these streets. I live a mile away north near National. People speed, that's not improving safety and is an issue that is of great concern. The reason that we don't trust your process is that Councilman Bonin won't talk to people about this. People have told him we don't like what's happening, no response from Bonin. People are going out of business and Bonin doesn't talk to them. He doesn't communicate, he doesn't listen. It feels like a railroad to me.

Another stakeholder says, if you don't know the answer to constituent's questions, shouldn't you at least work on the process?

- b. Tracey Corinne, Mosaic Artist. Discussion of current status of payment for the three (3) mosaic tile project at 12515 Venice Blvd. installed June 14 2018, and discussion of the future mosaic hopscotch project planned for placement near the Mar Vista Library. Michelle gave a brief history of the mosaic project that has been in the works since 2016, but on hold until Venice Blvd. was relinquished to LA City by Caltrans. Tracey stated that she still had not yet been paid for the completed three (3) mosaic tile project. Tracey expressed frustration that the paperwork was continuing, including dealing with Rebecca at LA City Dept. of Cultural Affairs, Paul Ruelas at LA City Dept. of Risk Management, David Duran and Hannah Levien at CD11. Tracey said she was supposed to meet with Hannah Levien, CD11 West LA/Mar Vista Deputy, the following day to discuss the follow-up on this matter. Michelle stated that the efforts were two-fold, 1) to get Tracey paid for the completed three-mosaic tile project and 2) to get a proper plan in place with CD11, Bureau of Street Services and any other relevant entities going forward with the future mosaic hopscotch project planned for placement near the Mar Vista Library. This would be so that Tracey is not rushed into that project like she was unduly rushed on the three-mosaic tile project, to the detriment of other work she had to needlessly put aside due to the poor planning that transgressed surrounding the three-mosaic tile project. Tracey needs at least a three-month lead time and wants to have all paperwork done properly before the installation takes place. Wajenda Chambeshi stated that he would like to be involved and try to assist in the project as well.

Michelle stated that since each Great Street gets one sidewalk repair blitz per fiscal year, it would be nice to know far in advance when that repair time is scheduled in order to plan fully for the mosaic project. No one at CD11 seemed to know that the repair blitz for fiscal year 2017-2018 was scheduled for June 2018 and thus did not communicate it to Tracey until the last minute, resulting in Tracey being very rushed on this project. Michelle wondered why other projects on Great Street Venice Blvd. are able to be completed properly with paperwork and payment and in contrast this project has been a great deal of stress, no proper paperwork path from the city and no payment even though work was completed almost 6 months ago.

- c. Discussion and possible motion: Should MVCC request an independent traffic study of the Pilot Program on Great Street Venice Blvd. similar to the independent traffic study completed in May 2018 for 4<sup>th</sup> District Councilmember David Ryu?  
There was discussion and a motion was written. Selena made the motion, Sheri seconded and the motion passed as follows:

WHEREAS, the Great Streets Venice Boulevard pilot project has caused conflict and controversy in Mar Vista and the surrounding communities; and

WHEREAS, numerous requests for pre- and post-project data to the Great Streets Initiative in

Mayor Garcetti's office, the Active Transportation and Vision Zero offices in the Los Angeles Department of Transportation (LADOT), and Councilmember Mike Bonin's office have been non-responsive; and

WHEREAS, the limited data and analysis that has been released from LADOT and Councilmember Bonin's office is contradictory to the experiences of the community members living near, conducting business on and otherwise using Venice Blvd.; and

WHEREAS, numerous requests for Town Hall meetings with question and answer sessions have been denied by LADOT and Councilmember Bonin's office; and

WHEREAS, the Silver Lake community, when faced with a similar situation, asked for and were granted funds to hire a transportation contractor to conduct an independent traffic study regarding the Rowena Avenue road diet by their Councilmember David Ryu; and

WHEREAS, Mar Vista stakeholders, on behalf of the businesses and residents, commuters, emergency responders and others impacted by the Great Streets - Venice Blvd pilot project, would like to seek the same remedy in order to receive answers to their questions and concerns that have heretofore been unaddressed by the Great Streets Initiative, LADOT and Councilmember Bonin.

THEREFORE, in the spirit of community engagement, transparency and accountability, the Mar Vista Community Council (MVCC) will assemble a community panel under the auspices of the Great Streets Ad Hoc Subcommittee, and

THEREFORE, the MVCC requests that Councilmember Bonin provide the funding for an independent traffic study of the Great Streets - Venice Blvd pilot project, to be done within 2 months by an independent firm of the community panel's choosing, excluding current Great Streets contractor Fehr & Peers Transportation Consultants.

- d. Hannah Levien, CD 11 West LA/Mar Vista Field Deputy could not attend. Update from Alek B on the Venice Blvd. Downtown Mar Vista Gateway Signage project is that LA Conservation Corps of Volunteers is currently reviewing the installation contract.
7. Public Comment: The bike lane floods when it rains. Bad design.
8. Future Agenda Items: Mary Hruska suggests increasing the urban canopy along Venice Blvd.
9. Adjournment 7:57 pm

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