



# Mar Vista Community Council



## SUPPLEMENTAL MEETING MATERIALS

Regular Meeting of the Board of Directors

<http://www.marvista.org/minutes-and-agendas.php>

Tuesday, February 12<sup>th</sup>, 2019, at 7:00pm

Mar Vista Recreation Center Auditorium  
11430 Woodbine Street, Mar Vista, CA 90066

### Table of Contents

Item 11.1 – Discussion of the Venice Blvd. Reconfiguration.....	2
Item 11.2 – Presentation from Community Art Machine .....	5
Item 11.3 – Preparation for MVCC Election .....	6
Item 12.1 – Monthly Expenditure Report .....	8
Item 14.1 – Stakeholder Petition Regarding Venice Blvd.....	10
Item 14.2 – Independent Traffic Study.....	12
Item 15.1 – Community Impact Statement Regarding Public Education Funding .....	13

## Item 11.1 – Discussion of the Venice Blvd. Reconfiguration

[mvcc.director.hanna@gmail.com](mailto:mvcc.director.hanna@gmail.com)

---

**From:** Eric Bruins <eric.bruins@lacity.org>  
**Sent:** Tuesday, January 15, 2019 11:24 AM  
**To:** Elliot Hanna; Kadota, Rob  
**Cc:** Alek Bartrosouf; Hannah Levien  
**Subject:** follow-up re: Great Streets  
**Attachments:** Letter to CM Bonin - Venice Blvd Great Street One-Year Evaluation Report (2018-12-20).pdf

Gentlemen,

Thank you for meeting with us on Friday. Per our conversation, I am sharing the determination letter from LADOT stating that the Great Streets configuration will remain permanently, based on the findings of the LADOT report. Councilmember Bonin concurs with this determination.

We encourage stakeholders with questions about the data used to make this decision to review the LADOT report (40 pages) and data appendix (130 pages), both of which are available here: <https://www.veniceblvdmarvista.org/evaluation/>. Alek is more than happy to answer any specific questions about this data (or facilitate responses from City departments).

Our office remains committed to collaborating with MVCC to make the Great Street an even better place than it has become over the past year. These efforts--highlighted in Councilmember Bonin's video announcement--include landscaping, public art, trash/recycling cans, lighting, street furniture, and other beautification/amenities. We also commit to keeping MVCC informed about the various traffic and mobility improvements announced in the video, several of which have already been completed.

I appreciate the spirit of partnership that we shared on Friday. Moving forward, it is my hope that all of our collective time and energy can be invested in accomplishing our mutual priorities on behalf of the community we all serve.

Sincerely,  
-Eric

--

**Eric Bruins**  
*Transportation Policy Director*  
Councilmember Mike Bonin  
City of Los Angeles  
[213-473-7011](tel:213-473-7011) | [www.11thdistrict.com](http://www.11thdistrict.com)



[Sign Up for Mike's Email Updates](#)

Download the City of Los Angeles MyLA311 app for smartphones!

# CITY OF LOS ANGELES

CALIFORNIA

Seleta J. Reynolds  
GENERAL MANAGER



ERIC GARCETTI  
MAYOR

DEPARTMENT OF TRANSPORTATION  
100 South Main Street, 10th Floor  
Los Angeles, California 90012  
(213) 972-8470  
FAX (213) 972-8410

December 20, 2018

Honorable Mike Bonin  
Councilmember, 11<sup>th</sup> District  
200 N. Spring Street, Room 475  
Los Angeles, California 90012

Subject: **Venice Boulevard Great Street One-Year Evaluation Report**

Dear Councilmember Bonin:

In response to the Great Streets Initiative, LADOT implemented a year-long pilot project to assess design improvements on Venice Boulevard in Mar Vista. Using a two-year outreach process, LADOT designed a project that would support and strengthen this vibrant corridor, provide safety for all modes of travel, support local businesses, and improve placemaking for Mar Vista. The pilot project primarily used paint, signs, and other low-cost temporary materials to test the operation and reception of new roadway design features. LADOT also installed permanent safety modifications such as new signals and crossings along the corridor.

LADOT committed to evaluate this project to ensure the new design features achieved the projects goals and the larger goals of the Mayor's Great Streets Initiative. Staff gathered traffic volume, travel speed, collision data, and survey responses at the start of the project, and they collected, validated, and analyzed these data points again following the year-long pilot period. Based upon this analysis, we have observed these promising trends:

- 1) **The project is safe.** Venice Boulevard in Downtown Mar Vista is safe, and safety has improved for most of the great streets segment. LADOT found no severe or fatal injuries in the one-year period, and collisions due to speeding have reduced. The protected and buffered bicycle lanes resulted in a decrease in cyclist injuries. At the busiest intersection, Venice Boulevard and

Centinela Avenue, collisions dropped by 75 percent. The exception to the safety improvements is at Venice Boulevard and Wade Street, which saw an increase in left-turn collisions. These collision types are correctable, and LADOT is immediately implementing left-turn phasing at this intersection. Excluding Wade Street, collisions are down 14 percent from the prior one-year period.

- 2) **The project is efficient.** Venice Boulevard has returned to pre-project traffic volumes and travel times during peak periods fall mostly within one minute of previous measures. We found more people are walking, riding scooters, and using transit, and more cyclists on Venice Boulevard are now riding in the enhanced bicycle lanes versus the sidewalk. We did note a slight reduction in the total number of cyclists during commute hours. We have installed continuous count stations to better understand how cyclist activity on Venice Boulevard varies throughout the day and week and to collect data on the frequent trips made on non-peak hours. Overall, the combined increase in pedestrian, scooter, and bicycle use is a significant 11 percent. The data shows the Venice Boulevard Great Street can accommodate existing vehicular demand while also encouraging multi-modal activity.
- 3) **The project is good for business.** Business revenue has increased along Venice Boulevard by over seven percent from 2016 to 2017. The 2017 period includes the impacts of construction, but only half a year of the projects benefits, making this a particularly encouraging trend. People report coming to the great street more often and spending more money when they visit.
- 4) **More people enjoy Downtown Mar Vista.** Public surveys reveal an increase in the number of people who feel that the neighborhood is safe, attractive, lively, and has a strong identity.

For these reasons, I have determined that the project should remain in place. I hope you will support this decision based on these trends and other evaluation findings.

Attached you will find the Venice Boulevard Great Streets One-Year Evaluation Report. My staff can answer any questions you may have on the evaluation report, methodology, and data findings. If you have any immediate questions, please don't hesitate to contact Tim Conger, Senior Transportation Engineer, at [tim.conger@lacity.org](mailto:tim.conger@lacity.org).

Sincerely,



Seleta J. Reynolds  
General Manager

Attachment

## Item 11.2 – Presentation from Community Art Machine

The Community Art Machine, is fiscally sponsored by Fulcrum Arts. The project's goal is to improve communities with art and hard work. It currently has three programs underway:

- The first is Machine Community Art Studio—an art space available to the public seven days a week to create and showcase art at no charge.
- The second is the C.U.T.S Crew (Cleaning up the Streets)—a community service-based art crew specializing in murals and neighborhood cleanups.
- The third is the Mobil Graffiti Yard—a mobile wall system measuring forty feet wide by eight feet tall with the main goal of providing safe, legal venues for graffiti art.

Kimberly Karukoh is the general manager of the Community Art Machine nonprofit project. Her responsibilities include program development, volunteer management, and building and managing projects for the Community Art Studio and Mobile Graffiti Yard, as well as facilitating projects for the CUTS crew.

Kimberly has skills and experiences from 15 years of retail sales and management combined with 5 years as an educator, specializing in students with mild to moderate disabilities. She graduated from the University of Maryland with a BS in Elementary Education with a minor in Special Education. As an educator, she was committed to integrating the arts and adding arts-based enrichment activities whenever possible. In her transition into arts-based nonprofit work at the Community Art Machine, she has been dedicated to activating more members of the community in the arts through transformational leadership. Kimberly is (2019) Arts for LA ACTIVATE Cultural Policy Fellow and is earning a certification in Digital Marketing (projected completion Jul 2019).







Item 12.1 – Monthly Expenditure Report

## Monthly Expenditure Report



Reporting Month: January 2019

Budget Fiscal Year: 2018-2019

NC Name: Mar Vista Neighborhood Council

Monthly Cash Reconciliation					
Beginning Balance	Total Spent	Remaining Balance	Outstanding	Commitments	Net Available
\$26813.14	\$1470.12	\$25343.02	\$325.19	\$0.00	\$25017.83

Monthly Cash Flow Analysis					
Budget Category	Adopted Budget	Total Spent this Month	Unspent Budget Balance	Outstanding	Net Available
Office	\$36000.00	\$533.06	\$20343.02	\$150.00	\$20017.83
Outreach		\$937.06		\$175.19	
Elections		\$0.00		\$0.00	
Community Improvement Project	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Neighborhood Purpose Grants	\$6000.00	\$0.00	\$5000.00	\$0.00	\$5000.00
Funding Requests Under Review: \$0.00		Encumbrances: \$0.00		Previous Expenditures: \$15186.86	

Expenditures						
#	Vendor	Date	Description	Budget Category	Sub-category	Total
1	THE WEB CORNER	01/01/2019	(Credit card transaction)	General Operations Expenditure	Outreach	\$160.50
2	MAILCHIMP MONTHLY	01/26/2019	(Credit card transaction)	General Operations Expenditure	Office	\$27.00
3	STORQUEST-WLA/SAWTELLE	01/31/2019	(Credit card transaction)	General Operations Expenditure	Office	\$461.00
4	Saint Andrew's Lutheran Church	12/05/2018	The MVCC approves the expenditure of up to \$300 fo...	General Operations Expenditure	Office	\$25.00
5	Rob Kadota	12/28/2018	Funding Motion: The Mar Vista Community Council...	General Operations Expenditure	Outreach	\$447.07
6	COPYLAND, INC.	01/09/2019	Funding Motion: /the MVCC appropriates u...	General Operations Expenditure	Outreach	\$329.49
7	COPYLAND, INC.	01/11/2019	Funding Motion: The MVCC approves the expenditure ...	General Operations Expenditure	Office	\$20.06
<b>Subtotal:</b>						<b>\$1470.12</b>

Outstanding Expenditures
--------------------------



#	Vendor	Date	Description	Budget Category	Sub-category	Total
1	Westsidevineyard	01/08/2019	Board Motion / Community Benefit Statement&#...	General Operations Expenditure	Office	\$100.00
2	Mar Vista Farmers' Market	01/18/2019	Funding Motion: The Mar Vista Community Counc...	General Operations Expenditure	Outreach	\$175.19
3	Saint Andrew's Lutheran Church	01/24/2019	Funding Motion: The MVCC appropriates \$6...	General Operations Expenditure	Office	\$50.00
<b>Subtotal: Outstanding</b>						<b>\$325.19</b>

## Item 14.1 – Stakeholder Petition Regarding Venice Blvd.

### LADOT/GREAT STREETS INITIATIVE/CD 11 GREAT STREETS - VENICE BLVD PILOT PROJECT MOTION

**Background:** The Venice Blvd. “Great Street” pilot project was implemented on May 20, 2017. This one-year pilot project included removing one traffic lane in each direction to install curbside protected bike lane, a buffer/loading zone and reconfigured on-street parking.

This pilot project was presented as a collaboration between Mayor Garcetti’s Great Streets Initiative, Council District 11 and LADOT, with regular input from stakeholders through the Mar Vista Community Council (MVCC). But since stakeholders started voicing their concerns regarding this pilot project in June, 2017, Mayor Garcetti’s Great Streets Initiative, Council District 11 and LADOT (they) have ceased collaborating with stakeholders and the MVCC.

For example:

- 1) they do not regularly attend MVCC committee meetings where the pilot project is discussed,
- 2) they withhold information and data collected on this pilot project,
- 3) they refuse to hold a Townhall meeting to address stakeholders’ concerns,
- 3) they refuse to discuss removing or significantly altering components of the pilot project that many stakeholders have identified as not working, and
- 4) they made decisions about this pilot project without involving stakeholders and the MVCC in the decision-making process.

Councilman Bonin attended the July 11, 2017 MVCC Board meeting to announce the beginning of the project and hear feedback from the MVCC and its stakeholders. On December 20, 2018, he released a YouTube video to inform us the pilot project was a success and was here to stay.

---

**MOTION:** Be it resolved that the Mar Vista Community Council (MVCC) will send a letter forthwith to LADOT, the Great Streets Initiative and Councilman Mike Bonin's office stating:

- 1) transportation projects like this should be an ongoing partnership between stakeholders, the Community Council and the City, and the MVCC is the best and most direct way to communicate about projects like this with the public, and
- 2) no transportation project of this scale and magnitude can be considered, planned, implemented or approved without the ongoing involvement and approval of the MVCC and its stakeholders.

Furthermore, the letter will demand that the previous partnership with the MVCC on the Great Streets Venice Blvd pilot project be revived immediately or the MVCC will withdraw its support for this pilot project.

MAR VISTA COMMUNITY COUNCIL - STAKEHOLDER PETITION

As Mar Vista Community Council (MVCC) Stakeholders, the undersigned individuals request the addition of the above Motion to the MVCC Board of Directors agenda for the January 8, 2019 meeting.

Printed Name: Michael Deese Signature: [Signature] Date: 12/22/18  
Address: 3650 Wade St LA, CA

Printed Name: Sheri Odeve Signature: [Signature] Date: 12/22/18  
Address: 3650 Wade St LA CA

Printed Name: Steve Odeve Signature: [Signature] Date: 12/22/18  
Address: 3650 Wade LA CA 90066

Printed Name: Benee Knory Signature: [Signature] Date: 12/24/18  
Address: 3744 Ocean View ave LA 90066

Printed Name: Jeff Knory Signature: [Signature] Date: 12-24-18  
Address: 3744 OCEAN VIEW AVE. Los Angeles, CA 90066

Printed Name: Rebecca French Signature: [Signature] Date: 12-24-18  
Address: 3744 Ocean View ave. Los Angeles 90066

Printed Name: Mary Hruska Signature: [Signature] Date: 12/21/18  
Address: 3216 Grand View Blvd LA CA 90066

Printed Name: GLENN HRUSKA Signature: [Signature] Date: 12/21/18  
Address: 3216 GRAND VIEW BLVD ; LA, CA 90066

Printed Name: ROBERT INOUYE Signature: [Signature] Date: 25-Dec-18  
Address: 3954 COOLIDGE AVENUE, MAR VISTA, CA 90066

Printed Name: Selena Inouye Signature: [Signature] Date: 12/25/18  
Address: 3954 Coolidge Ave, LA CA 90066

## Item 14.2 – Independent Traffic Study

### **Motion as amended on 11/13/2018 and committed to Great Streets Subcommittee -**

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 Boulevard; 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 Boulevard 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, and request that Councilmember Bonin fund an independent traffic study of the Great Streets Venice Boulevard Pilot Project, to be completed within four months of contract with an independent firm of the Community's choosing, excluding current Great Streets contractor Fehr & Peers Transportation Consultants.

### **Proposed substitute –**

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 Boulevard; 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 Boulevard 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 to conduct an independent traffic study of the Great Streets Venice Boulevard Pilot

**Item 15.1 – Community Impact Statement Regarding Public Education Funding**

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

**RESOLUTION**

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must first have been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, California has the fifth largest economy in the world, and the largest Gross Domestic Product (GDP) of any state in the nation; and

WHEREAS, despite California's leadership in the global economy, the state falls in the nation's bottom quintile on nearly every measure of public K-12 school funding and school staffing; and

WHEREAS, California ranks 45<sup>th</sup> nationally in the percentage of taxable income spent on education, 41<sup>st</sup> in per-pupil funding, 45<sup>th</sup> in pupil-teacher ratios and 48<sup>th</sup> in pupil-staff ratios; and

WHEREAS, K-12 school funding has not substantially increased, adjusting for inflation, for more than a decade; and

WHEREAS, under the Local Control Funding Formula (LCFF), state funding for K-12 schools has only this recently returned to levels predating the Great Recession of 2007; and


WHEREAS, the modest revenue increases since the implementation of LCFF have been eroded by rapidly increasing costs for health care, pensions, transportation and utilities; and

WHEREAS, California funds schools at roughly \$1,961 per student less than the national average, which translates to approximately \$3,462 per student when adjusted for California being a high-cost state; and

WHEREAS, California trails the average of the top 10 states by almost \$7,000 in per-pupil funding; and

WHEREAS, to close opportunity and achievement gaps and create a public school system that offers consistently high levels of education, the State must provide appropriate resources to meet student need;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2019-20 State Legislative Program SUPPORT for any legislative or administrative action that would fund California public schools at the national average or higher by the year 2020, and at a level that is equal to or above the average of the top 10 states nationally by 2025 and to maintain, at a minimum, this level of funding until otherwise decreed.

PRESENTED BY: 

JOE BUSCAINO  
Councilmember, 15th District

SECONDED BY: 

  
JAN 16 2019

ORIGINAL