

Mar Vista Bi-Monthly LADOT/CD11/LAPD Traffic Committee Meeting
March 20, 2019 at 10:00 a.m.
West Los Angeles Office of CD11 Councilman Mike Bonin
1645 Corinth Ave., 2nd Floor, Los Angeles, CA 90025

DRAFT AGENDA

Call to Order.

Approval of Minutes of January 16, 2019 Meeting.

Agenda items for discussion are as follows:

LADOT Agenda Items:

Old Business –

New Business –

1. Consideration requested by Tom Ponton:

The intersection of Victoria & Barry. There is current a 2 way stop there for cars traveling north/south on Barry Ave, but no stop for cars traveling east/west on Victoria. There have been numerous bad accidents there, and I think a 4 way stop would really help. Part of the problem is the 8-12 foot high hedges that several of the corner yards have, which are all the way to the corner at the very edge of the sidewalks. The visibility is very bad!

2. Consideration requested by Tom Ponton:

The parking situation around the Mar Vista Post Office, located at the southeast corner of Grandview Blvd. and Venice Blvd is very bad. People are parking illegally in the alley, blocking traffic, just to mail a letter, or check their PO Box.

a. The lot is full due to cars parking there all day, since there's no time limit or other enforcement by the post office.

b. The drive up mailbox on Grand View Blvd was removed and 6 parking spaces were added in that location.

c. This might be a good thing, except meters were never installed, so again cars are parking there all day with no limitation.

The parking lot situation is difficult to solve, since we have no control over the Post Office, but a solution to the street parking situation is easy! Just install short term meters, perhaps with a 15 minute limit. Or maybe even reserve the first 3 spaces for mail drop off only.

3. Consideration requested by Nanette Pastor-Hanna

While walking with a neighbor, I noticed that the T-intersection at Corinth Ave. and Biona Dr. doesn't have a stop sign in any direction. My neighbor informed me that a couple of teenagers stole the sign a few years ago, and it's never been replaced. Can you please put in for a sign? It would be at the south end of Corinth. We get lots of cut through traffic, so this is an accident waiting to happen! Here's a Google image... <https://goo.gl/maps/7PQUptJXqG2>

4. Consideration requested by Sara Roos

The pavement on Sepulveda between Palms and National is abominable. It might be there is some long-term plan going on. But is there some way of getting this section repaired?

5. Consideration requested by Sara Roos

I would like to request that the mid-block pedestrian lights for the pedestrian walks along Venice Blvd between Inglewood Blvd Centinela Ave :

a. Be made truly on-demand. Presently, when you push the button it is approx 5 minutes before you can get across the street. By that time many, many stretches of traffic will have passed when one could just cross the street without the light. As is, when you push the button for a light, you wait many minutes for it to change, letting those prime moments pass by and then the light changes on a string of cars, who must then stop for you whereas had you just crossed when clear, *no one* would have been inconvenienced. The lights should be set to turn yellow then red within a couple seconds of being pushed. They do this in SM, why can't that happen here? The claim is that the road reconfiguration is to improve "walkability". This in no way happens when there is such a long wait required.

b. Be reconfigured so the two halves of the walkway work together. As long as it takes the light to change when pressed by a pedestrian, this must happen twice because the walk signal is for only one half of the walk. In fact the pressing must happen twice, plus the pedestrian who is able-bodied, is forced to walk a not insignificant way out of their way to reach the second stop light. Had, for example, that second stop button been placed at the terminus of the first-half walk, at least the long wait could have been in part mitigated by the walk to get there. It's not and more, the entirety should be timed so that there's one push and the light upon wending one's way across the median, is welcoming upon arrival.

c. The pedestrian lights should only be "on" when pedestrians are crossing. I don't believe any of these pedestrian lights should be on permanently. I believe the signal should be on-demand upon a pedestrian's pushing the button, else it should be off. The constant glare of four on-lights through the .8m stretch that are rarely used just amps up everyone's anxiety and the sense that the traffic is not moving - and in fact it frequently does not move, needlessly -- see above.

d. All the railings for the pedestrian ramps are *coated* with some sticky goo -- it's so gross. If ever I were tempted to traverse the street in the right way, waiting, zig-zagging and waiting again -- all that is out the window if you were to touch that railing. There are multiple incentives to bypass those lights in every conceivable way for multiple sufficient reasons

6. Consideration requested by Brian Zutter

Request for traffic signal lights at Sepulveda Blvd. and Clover Ave. to protect pedestrian crossing. Please see attached letter, which contains signatures from over 50 people.

The next Mar Vista Bi-Monthly LADOT/LAPD/CD11 Traffic Committee Meeting will be held on May 15, 2019, at Council District 11 West Los Angeles Office, 1645 Corinth Ave., Room 201, Los Angeles, CA 90025.