



Joint meeting of Parking and Transportation Committee and Board of Directors – Minutes

Meeting Date: 10/7/2019

Meeting Time: 7:00pm

Meeting Location: James Beach, 60 N Venice Blvd, Venice, CA 90291

Contact: James.Murez@venicenc.org

1. 07:08pm – Call to Order and Roll Call

James Murez (Chair)	x	Nick Antonicello	x
Selena Inouye	x	Jonathan Deer	x
Alyson Wilson	x	Ira Koslow (ex-officio)	o

2. Start time + 00:05 -- Approve Agenda as Presented NA/JD 5,0,0

3. Review, Comment and Adopt Minutes from prior meeting

4. PUBLIC COMMENT – non-agenda items related to Parking and Transportation Committee only

Old Business: (carried over from prior meetings)

5. PTC 2016-2019 Report

- a. **Item for discussion and possible action**, Venice Grand Prix, target date for first event June 19-21, 2020
- b. **Public Comment**
- c. **Committee Discussion**
- d. **Motion:** Request VNC Board approval to begin outreach efforts and discover the approval requirements through the City to conduct a human or electrical powered road race event on the streets of Venice and report back the findings to the VNC Board. JD/AW 5,0,0

6. Certified Land Use and/or Community Plans

- a. **Item for discussion and possible action**, Ask to have Green paint applied to bike paths throughout Venice.
- b. **Public Comment**
- c. **Committee Discussion**
- d. **Motion:** Request VNC send a letter to LADOT to paint bike lanes to be consistent with Santa Monica bike lanes on Main Street and Venice Blvd as a test with intent to expand to all bike lanes in Venice. Green paint shade to match "Bright Green" as recommended by National Association of City Transportation Officials (www.nacto.org). JD/SI 5,0,0

7. Streetscape, Landscape and Sidewalks

- a. **Item for discussion and possible action**
- b. **Public Comment**
- c. **Committee Discussion**
- d. **Motion: Recommend considerations**
- a. **Discussion:** Lack of street repair

8. Bus Stop and Layover Locations (carry over)

- a. **Item for discussion and possible action**, consideration for Venice Blvd location, end of the line concept, restrooms, time of use and turn-a-round space. Alternative Metro Div #6 yard on Main St. Also consider impacts of street parking and lane width overlapping with Bike Lane.
- b. **Public Comment**
- c. **Committee Discussion**
- d. **Motion: Recommend considerations**

9. Mobility Station, LADOT 701 (carry over)

- a. **Item for discussion and possible action:** Proposed landscape, hardscape and infrastructure improvements, evaluate needs and solutions to address community issues.
- b. **Public Comment**
- c. **Committee Discussion**
- d. **Motion:** Adopt proposed revisions to approved permit as shown on drawings

10. Culver City Storm Water Project – Washington Blvd / Lincoln Blvd (carry over)

- a. **Item for discussion and possible action** – update on status of project by chair
- b. **Public Comment**
- c. **Committee Discussion**
- d. **Motion: Recommend considerations**

11. Adopt fundamental Policy Statement:

- a. **Item for discussion and possible action:** Proposed wording for community and land use plans to include as an objective protect Venice quality of life for local property owners, residents and business operators in relationship with public right-of-ways improvements, with safety, preservation of historical community character and scale and mobility requirements as primary issues that must be considered before regional factors are imposed.
- b. **Public Comment**



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- c. **Committee Discussion** - JD to work on wording
- d. **Motion:**
- 12. **Memorandum of Understanding (MOU) with LADOT and LAPD on film permit requests.**
 - a. **Item for discussion and possible action...** LAPD and LADOT must approve all street use permits prior to issuing filming permits, the MOU will ask these permits to be copied to NC's with ample time to comment before issue action is taken.
 - b. **Public Comment**
 - c. **Committee Discussion** – JD to research cycle time
 - d. **Motion:** PTC recommends the VNC Board send a letter to the Chief of LAPD and the Department Director of LADOT requesting a meeting to establish an MOU that will describe notification to NC's of all film related permits being issued.
- 13. **Community Impact Statement,**
 - a. **Item for discussion and possible action,** Recommend Board submit a CIS in opposition of CF 19-0002-S163 with respect to all roads within the Venice Land Use Plan. The "Resolution" to support SB-127 referenced in the Council File states data that is unsupported including that 20% of all traffic in California is now by bicycles and pedestrians. Furthermore, Caltrans #187 West of Lincoln Blvd was relinquished 25 years ago and the condition of the roadway today is considered by LADOT to be a poor to very poor condition and the landscaping besides never being completed of maintained has more than a dozen street trees that have been killed and not replaced. The City of LA does a much worse job of maintaining the roads they have and therefore CA #1 should not be transferred to City control. **see item #14 below.**
 - b. **Public Comment**
 - c. **Committee Discussion**
 - d. **Motion:**

New Business

- 14. **Lincoln Blvd / Caltrans Route #1 relinquishment to LA City** (Matt Fisher)
 - a. **Item for discussion and possible action:** Whereas, The State of California and Caltrans owns, controls and maintains Lincoln Blvd throughout the Venice neighborhood as part of the State highway.
Whereas inconsistent maintenance and overall stakeholder direction has led to the inadequate conditions and inability for community concerns regarding growth or repair.
Whereas in previous years, the city of Santa Monica CA has successfully negotiated the relinquishment of Lincoln Blvd and secured funding to repair and enhance through the State and City in exchange for assuming full responsibility for maintenance and future care of the State highway. <https://www.smgov.net/departments/council/agendas/2011/20110823/s201108238-A.htm>
Whereas, the recent passing of SB 127 and it's complete streets effort would not fit the need or required criteria of Lincoln Blvd, therefore other efforts are required to assure safety and fit the needs of the community, commuters and visitors alike.
Now therefore be it resolved that the Venice neighborhood council recommends the city of Los Angeles begin working with the State of California and the Venice neighborhood council on negotiating the relinquishment and future of the portion of Lincoln Blvd located between Navy St and Maxella ave. to the City of Los Angeles. Furthermore it is resolved the Venice neighborhood council recommends a series y community input meetings and a community impact statement be submitted on the future direction of design and use of Lincoln Blvd.
SB 127
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB127
Complete streets
<https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/what-are-complete-streets/>



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Council file: 19-0002-S163 LA city council motion seeking review

http://ens.lacity.org/clk/councilagendas/clkcouncilagendas3134449_09172019.html

b. Public Comment

c. Committee Discussion: Matt Fisher to reach out to LADOT with invite to meeting on 10/29 to make presentation & JD to revise wording.

d. Motion:

15. Traffic Signage, Speedway at Venice Blvd (Jim Robb)

a. Item for discussion and possible action, propose traffic control signs to prevent vehicles from turning east onto N. Venice Blvd (one way west) from Speedway (one way south).

b. Public Comment

c. Committee Discussion

d. Motion: Recommend VNC send a letter to LADOT requesting additional One Way signage be posted with emphasis on exit from parking lot at 38 N Venice Blvd., possible solution to include arrow(s) painted onto the street. JD/NA 5,0,0

16. Proposed Zone change of Public Parking LADOT Lot 731

a. Item for discussion and possible action: Proposed mixed use building project will limit the Cities ability to solve the parking shortage the City imposed through several LAMC code changes related to required parking. This project will increase traffic and parking demands before the existing traffic congestion and parking shortfalls have been adequately addressed. The historic Venice Canals terminate within the proposed site after passing under a California historic landmark, the original bridge from 1902. The proposed project will encapsulate on two sides thereby removing all but direct overhead light and air and cast shadows onto the canal for majority of the day year around. The restriction of light will change the ecology of the plants and fish life living in the water and limit the public access to view these historic community elements. Venice is the only community in the City of Los Angeles that is within the Coastal Zone controlled under the California Coastal Act that can't have Zone Parking because the City has failed on two prior attempts to demonstrate how they will address visitor access as well as resident and business parking requirements. Furthermore, the VNC in 2016 asked the City for a Parking Inventory within the Venice Coastal Zone and to date they have only responded to say they are working on it without committing to any publication date.

b. Public Comment

c. Committee Discussion

d. Motion: Send a letter to LA City Planning opposing proposed permit application, copy Council Office and Coastal Commission. Parking solutions which address all shortcomings imposed by the LAMC and Coastal Commission must be addressed before any reduction of Public Space Parking Lots can be altered to anything that does not address the existing conditions and brings them into conformance. Included but not limited to the existing conditions are the inability to offer Zone Parking (preferential permit) to properties within the Venice Coastal Zone and Commercial and Industrial parking requirements that grossly inhibit community sustainability since LAMC and Coastal Act imposed restrictions. NA/AW 5,0,0

17. Community Involvement - Bike Corrals and Parklets

a. Item for discussion and possible action, Whereas the Los Angeles Department of Transportations livable streets program, AKA people streets, allows for communities to transform underused areas of L.A.'s public asset, over 7,500 miles of city streets into bike corrals, parklets and pedestrian plazas. Whereas, refusal to comply with the city charter section 907, lack of coastal development permits, uninformed decision making and negligent administrative processes has led to inappropriate uses and confiscation of needed parking in areas of high tourism with inadequate street parking and areas with properties dependent on parking for licenses and business.

<https://ladotlivablestreets.org/programs/people-st> Upon Council approval, send to: City of Los Angeles Councilmember Mike Bonin Field deputy Morgan Bostic Councilmember Wesson LADOT mike.bonin@lacity.org Councilmember.bonin@lacity.org Clerk.cps@lacity.org ladot@lacity.org councilmember.wesson@lacity.org morgan.bostic@lacity.org Kevin Ocubillo • peoplest@lacity.org

b. Public Comment

c. Committee Discussion

d. Motion: Recommend VNC send a letter to LADOT asking to notify VNC prior permitting any Bike Corral or Parklet, Livable Street, People Streets or Great Street projects with ample time for VNC to comment. NA/JD 5,0,0



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18. Protection of Historic District (James Murez/Mona)

- a. **Item for discussion and possible action:** The historic columns heads extend past the curb line, tall vehicles and the column buttresses clearance becomes negative, historic landmarks are damaged resulting in costs to the property owner, possible cause changes to loading zone locations and street widths, historically grant deed include sidewalk but the historic records include the columns as part of the history the was Venice of America a California City (pre 1900's) (further documented in 2004 LUP). Without protection the result will be the loss of historic landmarks. The buttress are in danger of being becoming headless, destroyed because traffic pattern have shifted since last curb alignment.
- b. **Public Comment**
- c. **Committee Discussion:**
- d. **Motion:** Send LADOT request asking for solution to protect historic column heads, request response include wording for upcoming community plan of historic district. Request short term remedies thru LAPD barricades and ticket. NA/SI 4,0,0 (AW had to leave)

19. Mass transit density bonus – postponed

- a. **Item for discussion and possible action:** Venice of America 1904 (VOA) was founded on mass transportation railroad lines, a turn-around station which serviced a capacity relative to population; shifts in transportation capacity coupled with zoning and building regulations introduced to LAMC have caused a traffic congestion and parking shortages.
- b. **Public Comment**
- c. **Committee Discussion:**
- d. **Motion:**

20. 20th Ave. Walk Street - Install Bollard(s) (Jim Robb)

- a. **Item for discussion and possible action:** As a result of poor signage and proper traffic limitation protection, unfamiliar drivers frequently drive down this pedestrian only walk street. Installing one or more bollards would add safety for pedestrians and protect the properties along the walk street from automobiles driving where they do not belong.
- b. **Public Comment:**
- c. **Committee Discussion**
- d. **Motion:** Send a request to LADOT to propose a solution to protect 20th Ave Walk Street from automobile access. NA/JD 4,0,0

21. Wrong Way Traffic Hazard, Main St. at Sunset

- a. **Item for discussion and possible action,** The dangerous conditions that exist at the intersection of Sunset Ave and Main St are due in part because of the narrow roadway width on Sunset Ave between Main St and Pacific Av. This 20 foot right-of way only allows traffic to flow in one direction west. There is not enough space for ADA compliant sidewalks and the only sidewalk that does exist is located on the northern side of the street. Additionally Sunset being one of a very few paths from the Oakwood neighborhood to the beach is a particularly high traveled pedestrian route. The City has installed traffic crosswalk lighting for both the Main and Pacific intersections. The "Little Main St" segment which branches between Rose and Main St also intersects with the Sunset and Main intersection at a steep angle from the north side adding to the complexity of this navigation. The hazard is being created by the 100 Sunset Av property driveways which exits onto Sunset, a one way street to the west. Although the MTA for years did not abide by the laws and at one point installed a stop sign, the fact remains the street width of Sunset is not large enough for bidirectional traffic.
- b. **Public Comment**
- c. **Committee Discussion** – postpone pending meeting with LADOT
- d. **Motion: Recommend considerations** Send a request to LAPD to enforce laws as they exist for vehicles traveling the wrong way when existing 100 Sunset Ave Copy LADOT

22. Limiting the number of scooters in Venice (Jim Robb)

- a. **Item for discussion and possible action:**
- b. **Public Comment**



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- c. **Committee Discussion** – Jim Robb agreed to organize follow up joint OFW/PTC/Board meeting with providers and LADOT on 10/28/2019. No action taken at this time.
 - d. **Motion:** Whereas each dockless electric transportation device vendor offers an App which tells riders where designated drop-off locations are located throughout Venice, Therefore Be It Resolved that the Venice Neighborhood Council recommends a policy that dockless electric transportation device meters not shut down until properly parked and deposited at the designated drop-off locations.
- 23. Asking that a policy be in place where the dockless electric transportation devices' meters do not turn off until properly parked at designated drop off locations and Scooter signage (Jim Robb)**
- a. **Item for discussion and possible action:**
 - b. **Public Comment**
 - c. **Committee Discussion** – considered as part of #22 above
 - d. **Motion:** Install signage re. operating procedures, fines and enforcement for dockless electric transportation devices Whereas signage regarding the usage of dockless electric transportation devices will help promote self-regulation and proper usage, Therefore Be It Resolved that the Venice Neighborhood Council recommends that LADOT install signage at the 22 designated sidewalk drop off locations for purposes of enforcement of operating procedures, such as monitoring riding on the sidewalk and minors operating the devices alone (which would be considered child endangerment), thus holding the cardholder (the parents in the case of minors) liable and accountable, indicating a \$197 fine; and that a pilot program of law enforcement commence 30 days after the installation of these signs.
- 24. Asking that a policy be in place where the dockless electric transportation devices' meters do not turn off until properly parked at designated drop off locations. (Jim Robb)**
- a. **Item for discussion and possible action:**
 - b. **Public Comment**
 - c. **Committee Discussion** – considered as part of #22 above
 - d. **Motion:** Require that dockless electric transportation devices be properly parked in order for meters to shut down Whereas each dockless electric transportation device vendor offers an App which tells riders where designated drop-off locations are located throughout Venice, Therefore Be It Resolved that the Venice Neighborhood Council recommends a policy that dockless electric transportation device meters not shut down until properly parked and deposited at the designated drop-off locations.
- 25. Comments on items not on the agenda for consideration**
Robert Thibodeau added to committee
Regular PTC meeting date changed to last Tuesday of each month starting October 29, 2019.
- 26. ADJOURN 9:20p**

PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS: The public is requested to fill out a "Speaker Card" to address the Neighborhood Committee on any agenda item before the Neighborhood Committee takes action on an item. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Neighborhood Committee jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Neighborhood Committee is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Neighborhood Committee meeting. Public comment is limited to 1 minute per speaker, unless adjusted by the presiding officer.

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