

Discussion Forum Committee

August 20, 2013 Presentation* to

Venice Neighborhood Council

*“Given that each of us lives in a different world,
what can we do to minimize misunderstandings?”*

Takeaway Materials

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* 140805 JDM NOTE to potential new DFC members:

This document summarizes the work of the DFC from its formation in April, 2012 through the August 2013 presentation and the subsequent 2014 election to the August 5, 2014 DFC meeting. It provides not only the products of its work but, more importantly, insights into the evolution of the DFC Procedure used to accomplish it. The DFC primary focus throughout this period has been oriented to the Walkability Vision Goal.

At its August, 5, 2014 meeting, the DFC broadened its focus to include the other VNC Vision Goals with an initial emphasis on the Diversity Vision Goal using the same DFC Procedure. For further information, contact the DFC Chair (Joe Murphy, 310-305-1444, joedmur@gmail.com) or any former or current DFC member.

Presentation Outline

Theme: Courtesy · **Vitality**

*Illustration courtesy of Brian McKinney
(DeDe Audet's son)*

Illustration of Vitality

(slide 1)

<p>Introduce Committee Members Contributions to VNC</p>	<p>IraK Proactive Deliberative Long-term</p>	<p><i>Member Photo</i> <i>(slide 2)</i> <i>1 minute</i></p>
<p>VNC Vision Goals</p>	<p>JoeM & SarahD How the DFC got from the VNC Vision Goals to focusing initially on the Walkability Vision Goal which evolved into an ongoing effort to generate a Venice-Specific <u>Bike-Sharing / Inter-Mobility Study</u></p>	<p><i>Visions → Study</i> <i>(slide 3)</i> <i>Vision Goals Banner</i> <i>(slide 4)</i> <i>Brainstorming Walkability Ideas into a Catalogue of Ideas & Strategies</i> <i>(slide 5)</i> <i>(Walkability Vision Goal Ideas Matrix)</i> <i>(slide 6)</i> <i>1 minute</i></p>
<p>“Walkability” Discussion Sample</p>	<p>SarahD How can we encourage the residents and visitors of Venice to get out of their cars and spend more time enjoying our community as pedestrians?</p>	<p><i>Role Play (4 minute performance)</i> <i>(slide 7)</i> (Distribute Takeaway Materials) <i>5 minutes</i></p>
<p>Bike Sharing /Inter-Mobility Study</p>	<p>SarahD</p>	<p><i>Study Photo</i> <i>(slide 8)</i> <i>2 minutes</i></p>

Dialogue with Board

1 minute

Collaboration Role Play Script (p 1)

Don Novack **YES! Parking** & Joe Murphy **NO! Parking** & Sarah Dennison **Facilitator**

Setting: The September 11, 2013 & several later DFC Meetings were discussions, using Sarah's facilitation model, focused on coming up with ideas for implementing the **VNC Walkability Vision Goal**. The following exchange centers on an Abbot Kinney issue & reflect a small portion of some actual exchanges illustrating how the flow moved from **Positions** thru **Underlying Issues** to **Finding Common Ground**— an approach which could result in **Consensus** on one of several possible **Alternative Strategies**. The statements of the actors **Sarah Don Joe** do not necessarily reflect their positions or opinions on issues raised. The skit leaves out the much broader mix of issues raised in the discussions over several months, some of which are in the **Walkability Vision Goal Ideas Matrix**, which has been distributed to you.

Session 1

Sarah – Comments To Audience

The goal of our **Discussion Forum Committee** is to explore **collaboration skills** that can be used when we hold differing opinions. Tonight we want to show you a brief example of how our members interact with one another. In this stage, we need to allow the parties to express their opinions so that they feel understood.

State Positions to get them **On the Table**

Let's start with a question

How can we encourage the residents and visitors of Venice to get out of their cars and spend more time enjoying our community as a pedestrian?

Don?

Parking Don

I have an idea for an automated parking garage in Venice. Parking garages help **Walkability** by taking cars off streets.

No Parking Joe

How does a parking garage encourage **Walkability**? Parking garages, like freeways, generate more cars.

I want to talk about widening sidewalks, putting tables & chairs outside where people can sit & talk & eat & people-watch – where they can just relax & enjoy themselves – spaces where kids can play – spaces where us humans can safely do what we would do if there were no cars there!

Collaboration Role Play Script (p 2)

Session 2

Sarah – Comments To Audience

Dialogue to identify Underlying Interests

Once Positions are heard, the parties feel they can ask questions of each other so that they can get insights into the other parties' Underlying Interests.

Joe?

No Parking	Joe	Don, why do you want to put a parking garage right in the center of Venice? That's SOOOO... Santa Monica!
Parking	Don	Our businesses need customers to remain viable.
No Parking	Joe	What if we could get the customers without a parking garage?
Parking	Don	I'd abandon the garage idea in a heartbeat! But I just don't think trolleys or shuttles from other parking areas would work, at least not in the short term – perhaps in 25 years! But why are you opposed to any new parking?
No Parking	Joe	Parking and freeways kill Walkability . We're stuck in a Walkability-Killing straightjacket. How do you propose getting us out of it?
Parking	Don	I think it has to be done incrementally. I agree with what you want to accomplish, but it can't happen overnight.
No Parking	Joe	Actually, I must admit you're right. Let's see if we can come up with some things we can both agree on.
Parking	Don	Sounds good to me.

Collaboration Role Play Script (p 3)

Session 3

Sarah – Comments To Audience

Brainstorm to find Common Ground

We use Brainstorming techniques to generate many ideas quickly without stopping to judge or analyze the ideas until we have finished a long list. At that point we can begin to develop Alternative Strategies that serve multiple Underlying Interests if we have found Common Ground.

Parking	Don	<p>Don?</p> <p>My parking garage idea doesn't need to always serve cars or to accommodate only cars. I've been gathering ideas from many individuals which I support – and I'm open to other ideas.</p> <p>For instance:</p> <ul style="list-style-type: none">• Parking structures could be designed for future alternative uses if required.• We have designed it with parking for bikes, zip-cars and electric vehicle chargers.
No Parking	Joe	<p>Hmm. I'm interested! Your 'design for future alternative uses' idea really appeals to me.</p> <p>How about designing it to accommodate ...</p> <ul style="list-style-type: none">• Future small housing or mixed uses?• A rooftop park?

Collaboration Role Play Script (p 4)

Sarah – End-of-Skit Recap

(Distribute Takeaway)

This skit was designed to communicate the *DFC Discussion Process* and how it facilitates consensus-building when:

- key interests are at *'the table'*
- free of pressures to *'make decisions'* or to *'choose sides'*

Since this process is spread out over several sessions, it enables people with diverging interests to:

- get to know one another and their *Positions*
- explore *Underlying Interests* through *Dialogue*
- use *Brainstorming* to find *Common Ground*
- generate *Alternative Strategies* for policy considerations
- build broader consensus by keeping constituents informed

Summary of Prior DFC Discussions

of DFC Meetings

<p>3 May · Aug 2012</p>	<p>Orientation & Initial Focus After acknowledging that the VNC Vision Goals overlap and that it is unrealistic to focus on all of them at once, the DFC decided to focus initially on the VNC Walkability Vision Goal.</p>
<p>4 Sep · Dec 2012</p>	<p>Focus on Walkability Ideas With Sarah Dennison facilitating, we brainstormed until we had a list of everyone's ideas filling several large sheets of paper. After trying to channel these ideas into broad major categories, we prepared the Walkability Ideas Matrix which you have before you – which includes ideas solicited from and submitted by DFC members and members of the public. It will be occasionally updated to include future ideas received from all sources.</p> <p>A DFC report will be prepared summarizing each alternative strategy considered with the pros & cons of each strategy. This report, with an Executive Summary prepared by the DFC, will be submitted to the VNC Board with individual DFC member comments included.</p>
<p>4 Jan · Apr 2013</p>	<p>Focus on Proposed Bike-Sharing Study One DFC member (Sarah Dennison) was personally interested in initiating a Bike-Sharing Study and had access to a resource (Ilaria Mazzolini, a professor at the Southern California Institute of Architecture) who offered to try to interest SCI-Arc in approving a credit course conducted by her & using her students to achieve this study objective. Status is pending.</p> <p>Although encouraged in its discussion, the DFC has not formally endorsed or approved this specific initiative since doing so is a Board function.</p> <p>Future specific initiatives may be similarly encouraged and included in DFC 'alternative strategies' reports without a DFC consensus Regarding a specific initiative.</p>
<p>4 May · Aug 2013</p>	<p>Focus on Presentation to Board Several individuals requested that the DFC update the Board on what it has done since its May 2012 formation and how it functions. The originally scheduled June Board meeting date has been rescheduled to the Board's August meeting; the delay has been used to prepare the DFC presentation to the Board, to further progress on the proposed Bike-Sharing Study, and to explore options for the future of the DFC. The results to date are as follows:</p> <ul style="list-style-type: none"> (i) The proposed Bike-Sharing Study has not been approved by SCI-Arc and half of the required funds have been pledged; (ii) The work on the DFC Presentation to the Board has been improved to focus on DFC's efforts to date and its evolving structure and methods; and (iii) The recent discussion of future DFC options has started – all of which has helped with preparing this more focused DFC Presentation to the Board.

VNC Walkability Vision Goal Ideas Matrix (Page 1 of 9 pages)

(implementation may require funding and/or new/amended laws)

Ideas Submitted By

Joe Murphy 310-305-1444

	Comments	Doability	Status
<p>Allow merchants and residents to provide chairs & benches & tables and related amenities (awnings/heaters) on sidewalks or parking strips for pedestrian use (not for advertising)</p>	<ul style="list-style-type: none"> I've observed that an unassuming bench on the parking strip where I live has been used spontaneously by kids (of all ages) and adults to meet & greet & and play. On the corner of Andalusia & Altair, I observed a middle-aged woman seated on the sidewalk using a sketchpad on a tri-pod. An unassuming bench at that location would encourage similar uses by other artists. Similar benches throughout Venice could induce pedestrianism. 	<p>The one unassuming bench on the parking strip in my neighborhood was presumably put there by a private citizen. If the idea is backed by a viable <u>Venice Community</u> consensus, the 'black box' (ie, non-Venice) part of the political environment would find it difficult to oppose the changes that would allow individuals in Venice to spontaneously install such unassuming seating places in their neighborhoods and business environments.</p>	<p>Research needed</p> <p>If implemented, we may not need to accept street furniture with advertising installed by commercial interests.</p>
<p>Make chalk available for kids to use on sidewalks & other neighborhood spaces</p>	<p>Children of all ages love to create artwork in public spaces.</p>	<p>Simply make chalk widely available</p>	<p>Can be done by community</p>
<p><u>Walkability Impact Disclosure Ordinance</u></p>	<p>Require government departments to prepare and publish a report indicating the impact of their proposed actions on the walkability of the communities in which the actions are to be implemented.</p> <p>Currently, many government departments act without being required to consult a community & without regard to impacts of their actions on community walkability such as:</p> <ul style="list-style-type: none"> Cutting down trees Installing street-lights & telephone poles & bus-stops in sidewalks Widening streets Unknowns 	<p>Create committee with the necessary expertise to:</p> <ul style="list-style-type: none"> Draft & lobby <u>Walkability Impact Disclosure Ordinance (WIDO)</u> into all applicable ordinances Arrange for easy community monitoring of compliance of all departments with the <u>(WIDO)</u> 	<p>Research needed</p>
<p>Legalize spontaneous unobtrusive art →</p> <p>Other examples:</p> <ul style="list-style-type: none"> Anonymous distribution of art Neighborhood 'book loan' kiosks 	<ul style="list-style-type: none"> On the bike path along the river to the beach, stones were arranged in multiple statues by an unknown individual. The statuettes were not properly permitted and were therefore disassembled by gov't A stakeholder was recently arrested for Vandalism for painting waves on former canal streets 	<p>Create local permit system to reduce difficulties to get a permit – same day approval with flexibility to authorize – by email or telephone?</p>	<p>Research needed</p>

VNC Walkability Vision Goal Ideas Matrix (Page 2 of 9 pages)

(implementation may require funding and/or new/amended laws)

Ideas Submitted By

Joe Murphy (cont) 310-305-1444

	Comments	Doability	Status
Legalize 'jaywalking'	Gives pedestrians priority over cars	When streets are closed, people use them. This would be a step towards a more walkable Venice.	Research needed
Make it illegal to construct (or to require) residential parking garages, & allow conversion of existing garages into other uses	<ul style="list-style-type: none"> Creates opportunity for creating less-costly housing which supports the VNC Diversity Vision Goal. Increases pressure to adopt viable alternatives to current felt need for individually owned cars. 	If San Francisco can do it, so can Venice.	Research needed
Mediation service	Neighbor-to-neighbor problems	Can be done by community individuals– may require minimal mediation skills development.	Can be done by community individuals
Convert all street designations into Walkability-Friendly designations (ie, 'state-highway' designations are not Walkability-Friendly)			Research needed
Convert all of Venice into a Walkability Zone <ul style="list-style-type: none"> Convert all Venice streets into 'Sharrows' for all types of vehicular & non-vehicular 'mobility' options Change street designations to allow this result to occur (ie, Pacific does not have to continue to be a dangerous high-speed thorough fare for vehicular traffic only) 		Create committee with the necessary expertise to: <ul style="list-style-type: none"> Draft & lobby Walkability Zone provisions into all applicable ordinances Get Walkability Zone signs posted at all necessary locations to implement the concept 	Research needed

Idea Submitted By

Sarah Dennison Sarah.dennison@venicenc.org

& Ilaria Mazzoleni info@imstudio.us

	Comments	Doability	Status
Bike-sharing study for Venice by SCI-Arc to be conducted by Ilaria Mazzoleni and her students	Broadly supported	Fund-raising discussion currently under way.	<u>Summary</u> : SCI-Arc has declined to approve the project for the fall semester 2013. We are in the process of finding another way to do the study and a way to raise funds to pay for it.

Idea Submitted By

LADOT - Drusilla van Hengel

[424-272-5875 druvanhengel@altaplanning.com](mailto:druvanhengel@altaplanning.com)

	Comments	Doability	Status
International Walk to School Day The LADOT, through its Pedestrian Program and in collaboration with LAUSD, is sponsoring a citywide Walk to School Day in October, as part of the City of Los Angeles' Safe Routes to School (SRTS) Strategic Plan .	Encourages Walkability by: <ul style="list-style-type: none"> improving safety of students walking to school increasing the share of students walking/biking to school providing physical activity opportunities 	Doable	Currently being organized

VNC Walkability Vision Goal Ideas Matrix (Page 3 of 9 pages)
 (implementation may require funding and/or new/amended laws)

Ideas Submitted By

Daffodil Tyminski 609-876-8418

	Comments	Doability Status	
<p>Authorize use of parking strips as vegetable gardens</p>	<p>Currently illegal</p>	<p>Can be done</p>	<p>Research needed</p>
<p>Curbed LA Friday July 19, 2013, by Eve Bachrach Santa Monica's First Four Pedicabs Now Taking Fares</p> 	<p>Now that Santa Monica's first pedicabs have hit the streets, will the tourist-ferrying bike taxis ease downtown's traffic nightmare or manage to make it even worse? Who knows! With only four licensed drivers (so far) pedaling for just one company, they're unlikely to make much difference either way. But, according to LA Bike Taxi owner Jose Prats, they've brought joy to the people in their first day in business, and what's more important than that?"</p> <p>"There's lots of people that were pointing at us and smiling and surprised to see Pedicabs in Santa Monica" he told Santa Monica Patch.</p> <p>Prats said his drivers spent their first day in business scouting locations, and will probably spend most of their time near the pier, Third Street Promenade, and Ocean Avenue. He hopes to add more drivers as business expands -- licensing is run by the city and includes a bicycle safety class.</p> <p>Santa Monica's First Licensed Pedicab Business Hits the Street [SMPatch] Pedicabs Archive [Curbed LA]</p>	<p>Can be done</p>	<p>Research needed</p>

Idea Submitted By

Edmund Cohen 310-985-8463

	Comments	Doability	Status
<p>Make Venice into a pre-eminent artistic center</p>	<p>Enables artistic synergy to rub off on children which produces more intelligent and creative adults</p>	<p>Can be done -- may already be an objective of the Arts Committee</p>	<p>Not precluded -- can be done by community individuals</p>

Idea Submitted By

Nick Antonicello 310-621-3775

	Comments	Doability Status	
<p>"ski valet" constructed above the boardwalk from the Venice Pier to the Santa Monica pier</p> <p>This would be an interesting attraction and people mover during high peak visitation to the beach during the summer.</p>	<p>My vision would be you could get on at the Venice Pier and ride entirely to and back from Santa Monica for a certain fee. It would be a great way for someone to experience the beach from a moving, unobstructed view. The valet could be traditional one passenger chairs like at any ski lift or multiple seating capsules or gondolas.</p> <p>People could get off at the end of the boardwalk or continue to the Santa Monica pier and then return later. It would be a great way for tourists to see both Venice and Santa Monica in one visit. It would also be an interesting way for people to move along the beach.</p>	<p>Can be done</p>	<p>Research needed</p>

VNC Walkability Vision Goal Ideas Matrix (Page 4 of 9 pages)

(implementation may require funding and/or new/amended laws)

Idea Submitted By

Ira Koslow 310-392-0868

Comments

Doability Status

Explore funding alternatives	Many Walkability goals will require various levels and sources of funding	Can be done	Looking for new ways to implement the bike-sharing component of the proposed Walkability Vision Goal study
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Ideas Submitted By

Donna Schubert 310-428-4855

Comments

Doability Status

Long-term Strategy	<ol style="list-style-type: none"> 1. Even Sidewalks would be a great start to Walkability. 2. Less Visiting Carson the streets. Originally facilitated by Destination Parking Garages (Hi Style Architecture, Healthy Beach Box Lunches, Bike & Skate Rentals& other Retail at base...maybe open green space available to community on top) connected with a shuttle system, scattered throughout Venice (mostly on Lincoln or East of). Design garages to be the tallest structures in Venice with ability to convert to other uses as LA develops mass transit infrastructure and people evolve to depend more on public transportation. 3. After 1 and 2 – ability to convert some streets to promenade type streets – restricting cars, providing bike, skate and strolling paths to the beach, complete with benches on the sides to sit and watch the world go by. 4. Refuse containers for visitors. 5. You Are Here murals scattered about our community to facilitate our visitors experience (and amuse locals)...of course painted by local artists...in true Venice style. 	Can be done	Research needed
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Idea Submitted By

Erin Sullivan-Ward 310-428-4855

Comments

Doability

Status

Grand Boulevard Center-Planting Island	Grand Boulevard can become more pedestrian and bike-friendly by: <ul style="list-style-type: none"> • Putting in a median with plants and parking on one side • Provides additional parking, calms traffic • Trees will provide beautification for the street 	A study has already been completed by the Neighbors of Grand. Plans were drawn up by a Grand Boulevard resident.	Plans completed, a presentation has been made to Rosendahl. Next step is a presentation to DOT.
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VNC Walkability Vision Goal Ideas Matrix (Page 5 of 9 pages)

(implementation may require funding and/or new/amended laws)

Idea Submitted By
Laura Slagi 310-396-5702

Idea Submitted By	Comments	Doability	Status
<p>More Lincoln Boulevard Ideas</p>	<p>Lincoln Boulevard can become more pedestrian-friendly by:</p> <ul style="list-style-type: none"> landscaping to provide shade and visual interest along sidewalk Create crosswalks to integrate both sides of the street (east and west) at streets between the traffic lights. Create interesting "island" landscapes or sculptural areas in the middle of the street where double yellow lines create shapes. There are about 6 of these in Venice. Create street seating areas, and encourage restaurants to put in sidewalk seating with portable landscape barriers. Encourage the city to underground the utilities along Lincoln. Work with property owners to improve landscaping and create interesting spaces for public access or visual interest in unused parts of the property facing Lincoln Upgrade fencing with plantings along the street Unify both sides of Lincoln with special architectural or landscape elements on both sides at corners. 	<p>All ideas are doable. Some need the state approval since this is a state hwy. Others need public (city) funding or planning wavers.</p> <p>The help of architects and landscapers are important as well as reaching out to the landlords.</p>	<p>Many ideas were considered by Rosendahl's planner and The Venice Community Coalition. The idea was to put together a plan and present it to the city and state. Some ideas were to be pilot projects such as integrating both sides of Lincoln with landscaping or other features at a particular four corner areas.</p> <p>Places for additional crosswalks and island treatments were identified.</p> <p>There was also a discussion of taking a particular mini- mart and transforming it with paint and plantings.</p> <p>An effort to decrease clutter in signage already was undertaken on private property and there is an effort currently underway to force non-conforming billboards to take down and/or reduce their size.</p>

Idea Submitted By
Mark Ryavec Comments

Idea Submitted By	Comments	Doability	Status
<p>Bicycling Vision An 8/13/13 email from Mark Ryavec bicycling in Hamburg, Germany:</p> <p>"I have never seen such deference to a cyclist. Transitioning from a bike/foot path along the Elbe River to the Elbchaussee, the main thoroughfare for automobile traffic, I approached a crosswalk. Rush hour traffic in both directions came to a complete halt to accommodate me. Later, cycling on the right margin of the Elbchaussee headed out of town, many cars behind me would not pass me, treating me like a slow car with a right to the entire lane. It was only after I waived them on that they would carefully pass me."</p>		<p>I don't know if this can be done in Venice.</p>	<p>Research needed.</p>

VNC Walkability Vision Goal Ideas Matrix (Page 6 of 9 pages)

(implementation may require funding and/or new/amended laws)

Idea Submitted By

Mehrnoosh Mojallali 310-392-0411

Comments

Doability

Status

Walkability Magnets

Venice Dog Park: Community Center –
Children’s play area – Art Display

Walkability magnets provide a series of destinations which encourage walkability in a community.

I have created a preliminary & flexible design concept (see below illustration) which can be enhanced & modified as it is moved forward toward implementation. Improvement of such public space can serve as a magnet to bring the community together to engage in a variety of activities.

Can be done

Ready for approval process



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VNC Walkability Vision Goal Ideas Matrix (Page 7 of 9 pages)

(implementation may require funding and/or new/amended laws)

Idea Submitted By

DeDe Audet 310-251-1054

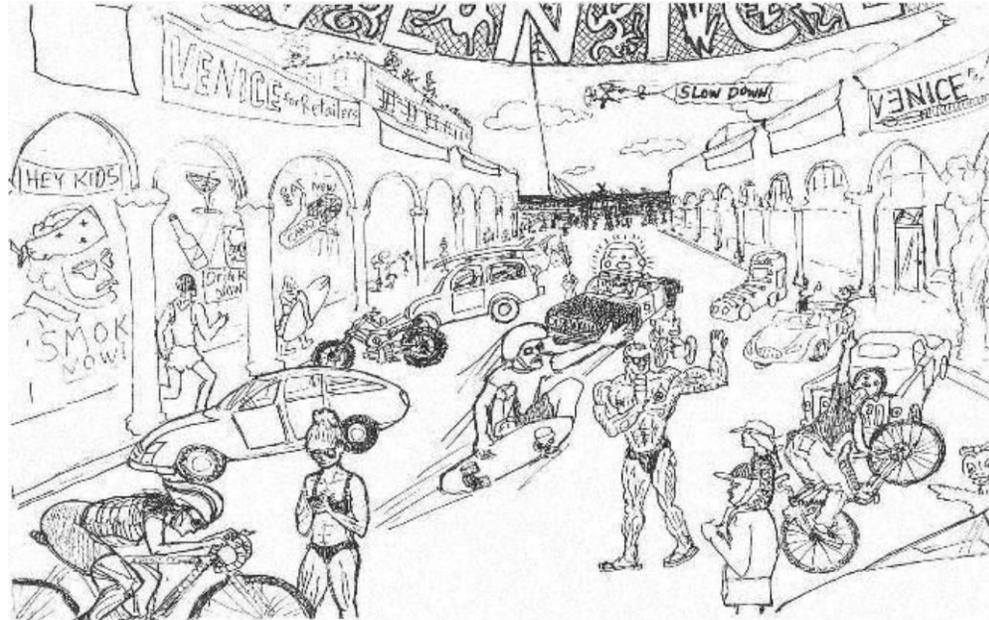
Accessibility

Doability

Status

Face-to-face enjoyment of other people & their quirks & personalities → **Vitality**

Whether we **walk or ride or glide***, we can improve Venice to let people go where they want to go. We can do this if we do a better job of managing how we get around. Below is an illustration of a familiar place where it can happen naturally.



NOTE: The above illustration was created by my son Brian McKinney at my request & is reprinted with his permission. It shows visually what I've learned from my research.

As someone said at the July 2 DFC meeting:

COME TO VENICE & SLOW DOWN

This is exactly the type of thing that a group of people (ie, our VNC) can do.

Courtesy will make this happen

*This applies to **all** ways of getting around Venice.

Can be done

Research needed

VNC Walkability Vision Goal Ideas Matrix (Page 8 of 9 pages)

(implementation may require funding and/or new/amended laws)

Ideas Submitted By
Don Novak 310-396-3105 &
Joe Murphy 310-305-1444

	Comments	Doability	Status
Parking facility proposal	<p>Long term objective is to reduce the use of cars in Venice by providing alternative non-vehicular means of:</p> <ul style="list-style-type: none"> • access for non-residents; and • mobility for residents and non-residents alike. <p>A parking facility appropriately located can help ease the transition from a car-centric to pedestrian-centric environment as follows:</p> <ul style="list-style-type: none"> • accommodate current short-term need to sustain Abbot Kinney & other area merchant's requirement for non-resident customers • as pedestrian-centric alternatives come on line: <ul style="list-style-type: none"> (i) transition use of parking facility to car/bike-sharing facility (disabled to be accommodated) (ii) transition beach parking lots to non-vehicular uses • bike storage/lockup (& maintenance?) <p>& drop/rent a car, hybrid recharge,</p>	Can be done	Proposal being developed and circulated by Don Novack & other interests
Transition ideas		All doable.	Some already done or under way.
<ul style="list-style-type: none"> • Create & encourage use of Venice internal circulation shuttles & shuttles from future rail terminal in Santa Monica & from LAX 	To accommodate Venice & non-Venice resident access needs	Currently being explored & a widely supported concept	The Abbot Kinney trolley is a pilot experiment being tested to circulate in several Venice areas – similar ideas encouraged
<ul style="list-style-type: none"> • Encourage use of remote parking lots & terminals serviced with on-call shuttles to and from Venice 	To accommodate non-resident access needs		Research needed
<ul style="list-style-type: none"> • Coordinated valet parking system 	Reduces imposition on residential parking		Already functioning
<ul style="list-style-type: none"> • “Do-it-yourself” bike repair shop with great local ‘volunteer expertise’ available 	<p>July 2013 Letter to Argonaut from Marisa Miller, Santa Monica: I recently wandered into Bikerowave www.bikero.wave.org 12255 Venice Boulevard near Centinela Avenue in Mar Vista to perform some easy repairs and maintenance on my bike. A kind man by the name of Tom Soletto helped me. I thought I was done, when he asked if I needed anything else. I had an old bell on my bike that I bought in Holland in 1968 when I was living there. I have put his bell on all of my bikes and it is very special to me. It stopped working, and I thought that I would need to replace it with a newer United States version. However, Tom took the bell apart and worked on it for about 20 minutes. He was so intent and impressed with the inner mechanisms of this antique bell and intent on making it work once again. When I saw that it still did not work, I told him that I appreciated his help but I could see that my dear old bell was just ready to be put out to pasture. Tom insisted on taking it home to spend more time working on it. After about three weeks and some visits to an electric train shop for special parts, Tom fixed the bell! He told me that after hearing my story of buying the bell in Holland in 1968 and using it on all my bikes, he wanted to do this for me. I was taken by Tom's kindness and generosity</p>	Can be done	Space needed in Venice

VNC Walkability Vision Goal Ideas Matrix (Page 9 of 9 pages)
 (implementation may require funding and/or new/amended laws)

You are invited to submit your own VNC Walkability Vision Goal Ideas

Idea Submitted By

<Your Name> <your contact information>

Comments

Doability

Status

<Your Idea>	<Rationale: how it enhances Walkability>	<How it can be done>	<What's happening at present>
<Your Idea>	<Rationale: how it enhances Walkability>	<How it can be done>	<What's happening at present>
<Your Idea>	<Rationale: how it enhances Walkability>	<How it can be done>	<What's happening at present>

The DFC is continuing to Brainstorm VNC Walkability Vision Goal Ideas & hereby invites you to contribute your ideas.

Use the format above - one idea per line - to submit your Walkability Ideas to the DFC.

Your submission will be included with the below ideas as part of a report to the VNC Board at its August 20, 2013 meeting.

Subsequent submissions will be included in future reports.

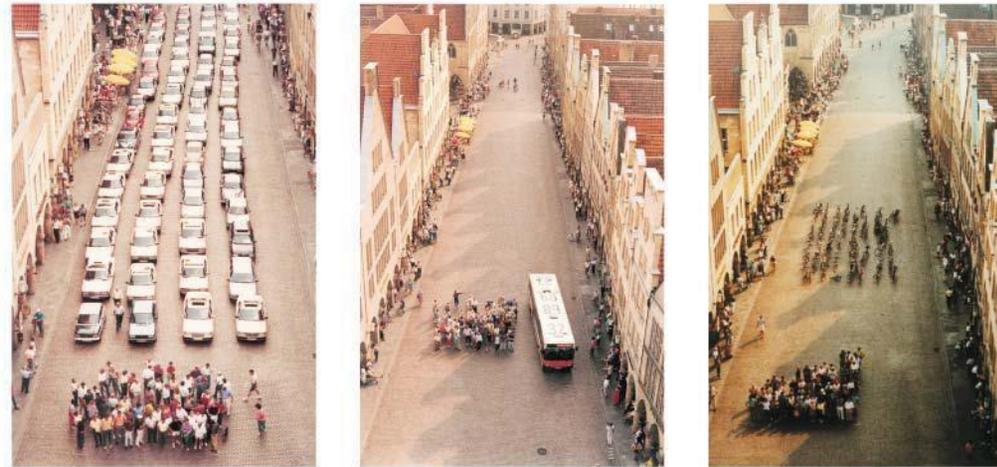
All ideas, no matter how far 'out-of-the-box' you may perceive them to be, are welcome & will be included as written.

Bike Sharing / Inter-Mobility Study (p 1)

Venice Neighborhood Council, Discussion Forum Committee, March 5, 2013

Iaria Mazzderi, imstudio mi/la, SCI+Arc Faculty, info@imstudio.us

Sarah Dennison, FAIA, LEEDAP, sarah.dennison@venicenc.org



Credit: Press-Office City of
Münster, Germany

Space needed for various types of transportation: car, bus and bicycle

Slow down, bike safely, lock it up, enjoy the city

Will Venice develop a bike-sharing program? Will the city “find the space” for bike lanes? Will the citizens leave their cars to embrace the bike culture? Will we be able to live, perceive, observe and access our neighborhoods at a different speed? Will we be able to observe and “use” the city at a different pace? Will our health improve when we all start walking and biking again? Will bike-sharing be able to reinvigorate the sense of community? Will traffic decrease? Will vacant parking lots be able to revert to public spaces? Will we slow down global warming and reduce pollution? Is bike sharing the most effective way to get people to cover medium distances, run errands, and visit our city? Will more people on the streets increase the sense of security? Will the combination bike + public transportation use be effective in the long run?

Venice affords a real opportunity to establish a model bike-sharing program for the City of Los Angeles. These and other questions will be posed, and neighborhood area activities observed, dissected, and analyzed, in order to find strategies for implementation of a comprehensive bike-sharing plan in one of the most lively and forward-looking communities along the coast. The goal of the study will be to provide Venice with a summary guide to help initiate and implement a comprehensive bicycle mobility program with the vision of becoming one of the “greenest” districts in Los Angeles, while offering its citizens and visitors an enhanced quality of life.

Bike Sharing / Inter-Mobility Study (p 2)

PLANNING AND DESIGN STUDY FOR A BIKE-SHARING SYSTEM FOR VENICE

Purpose: To analyze the bicycle infrastructure and bike-sharing needs of Venice, the City of Los Angeles' only beach community, and to design and assess strategies for implementing a comprehensive Venice program to increase bicycle use, and thus walkability throughout the community by means of studying existing conditions for bicyclists in Venice, applicable bicycle programs around the globe and specific Venice stakeholder input regarding the vision for future bike-sharing in our area.

We propose that the study be carried out by college students, led by Ilaria Mazzoleni, Faculty member at the Southern California Institute of Architecture in Los Angeles through a seminar class to be taught during the Fall Semester of 2013.

RESEARCH (ANALYSIS) PHASE

Mapping: Begin by gathering information and mapping existing bike-related conditions in Venice, including public transportation routes, street sections, bike lanes, locations of current bike lock-ups and bike rental locations, and identification of potential major destination sites within and adjacent to the community.

Precedent Study: Research and analyze relevant sustainable bike planning in other cities world-wide to find specific examples of program elements that might work well in Venice.

Survey/Community Outreach: Using a cross-sectional profile of Venice stakeholders by age, ethnicity and gender, interview a total of approximately 200 residents, business owners, commuters, and visitors interview individuals to determine the specific needs and visions of bicycling in and out of the community. Provide leadership and presentation materials for 4 Community-wide meetings (Introduction, Preliminary Progress, Draft Study Results and Final Study Presentation) to involve community members in the process of the study as it proceeds.

Policy: Summary of bicycle planning policy in Los Angeles, local planning and zoning regulations, and public transportation planning as it relates to the Venice community.

Bike Traffic Calculation: Estimates of the likely number of people to take advantage of future bicycle infrastructure and bike sharing program elements.

DESIGN (SYNTHESIS) PHASE

Design Criteria: Location and preliminary design ideas for proposed new bike-sharing system components including designs for permanent new bike rental stations, typical temporary bike lock-ups near a variety of destinations and proposed locations for new bike paths and traffic lanes.

Final Documentation: Summary graphic and written material in booklet form presenting the research and design ideas investigated during the study period as well as the design team and the community's recommendations for future implementation of the bike-sharing plan.

Phasing Summary: Prioritization of bike-sharing system implementation recommendations based upon findings of the bike-sharing vision developed with the Venice community, existing elements in place, analysis of the most significant needs and assessment of available funding.

Implementation Costs: Rough estimates of the costs to purchase and construct specific elements of the Venice bike-sharing plan will be produced and be valid in the current market year. These costs will be estimated by researching current market values for the installation of individual bike-sharing system design elements.

Bike Sharing / Inter-Mobility Study (p 3)

STUDY FEES AND EXPENSES

Study Costs: The cost for a seminar based study led by Ilaria Mazzoleni, AIA, LEEDAP and students from the Southern California Institute of Architecture taking place over the fall Semester 2013 will be \$8000. Included in this cost is the time and work of the students and professor, computer analysis and general graphic representations of work produced, interviews with 200 Venice stakeholders, four 2-hour presentations to the community, and 10 copies of the final study summary booklet.

Presentations will be formatted using digital media and graphic and written material for community meetings and will be shown via digital projection.

Study Expenses: Digital files will be available in PDF format for community use as necessary; hard copies of interim presentation materials and additional copies of the final study publication will be provided as desired and invoiced as reimbursable expenses with a 10% mark-up to cover processing costs.



Venice Neighborhood Council

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VNC Vision Goals

VNC Standing Rule 20 adopted unanimously by the Board on April 21, 2009 & amended unanimously by the Board on May 20, 2014 to insert the [Focus on Children Vision Goal](#)



To stimulate the vitality of the VNC, the Board and VNC Committees are encouraged to consider the below [VNC Vision Goals](#) in their deliberations.

Although the VNC is a political body, and inevitably it may become embroiled in issues that divide the community, these goals are designed to promote a more proactive, collaborative vision for VNC Committees to include in their deliberations as they formulate recommendations for Board consideration. The intent is to create a working framework of integrated strategies capable of achieving, over time, broader consensus and increased:

Focus on Children

Consider strategies that promote & expand opportunities for children to experience direct meaningful involvement in all aspects of the social and economic and cultural activities of the Venice Community. Include this **Focus on Children** as an integral part of the **consideration** of **strategies** in all of the below [Vision Goals](#).

Participation

Consider strategies that encourage & facilitate broader involvement of stakeholders, major organizations, community groups, and government institutions, etc.

Walkability

Consider strategies that reduce the use of cars and that promote alternatives such as walking, skateboarding, biking & bike racks, circulation systems (trolleys), park & ride rather than additional parking, street-narrowing/sidewalk widening, walk/bike/skateboard lanes separated from traffic, easier neighborhood pedestrian access to commercial stores, etc.

Diversity

Consider strategies that encourage & facilitate realistic recommendations designed to increase economic diversity, including affordable housing, etc.

Creativity

Consider strategies that promote the arts, encourage & facilitate creativity. This can apply to architecture, public art, social events (neighborhood gatherings/street movies/theatre/dance/pottery/...), etc.

Collaboration

Consider strategies that encourage & facilitate 'level playing fields' for collaborative negotiation; opt for procedures & policies that 'promote flexibility & dialogue' over 'reacting defensively to rigid criteria', facilitation/mediation training, etc.

Brainstorming

Consider strategies that encourage & facilitate exploring of non-traditional options for achieving shared objectives, etc.

Thanks for the opportunity to tell you about the DFC

... and ...

What are your questions?

JDM Note: Speaking for myself ... presentations of this sort often leave listeners with unanswered or inadequately answered questions, perhaps because the time pressures inherent in VNC Board Meetings provide presenters with limited time to understand, reflect, and provide thoughtful answers to your questions or to ask you clarifying questions so that we actually understand what you are asking. So if you have the time to do so, please note any thoughts or concerns this presentation has generated in your mind and send them to us by emailing them to any of the below DFC Members:

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Thanks.

Discussion Forum Committee

Joe Murphy Chair 310-305-1444

(modified by JDM May 20, 2014 to insert the [Focus on Children Vision Goal](#))

The presentation slides and this takeaway document are available at <http://www.venicenc.org/discussion-forum-ad-hoc-committee/>