

Mar Vista Community Council  
Transportation and Infrastructure Committee  
Chair: Albert Olson  
Vice Chair: Chuck Ray  
Tuesday, February 24 7-9 PM  
Santa Monica Bundy Campus Multi-Purpose Room #123

DRAFT MINUTES

The meeting was called to order at 7:08 pm. The attendance sheet was signed by Albert Olson, Linda Guagliano, Dorothy Garven, Chuck Ray, Bill Pope, and Marilyn Marble.

The minutes of the January 27, 2009 meetings was unanimously approved.

A report was made on recent MVCC Board actions relating to T & I motions. Bill Pope suggested that the MVCC should be able to suggest locations to address for the Traffic Control Tiger Teams as proposed by the Westside Regional Alliance of Councils.

Chuck Ray reported on actions taken since the MVCC passed the policy motion on extending the boundaries of the Overnight Parking District 505 to include the 3100 block of Corinth Avenue. Councilmember Rosendahl has sent a letter of support to Rita Robinson, General Manager of LADOT. Tamara Martin of the Parking Section of DOT has acknowledged the receipt of both the Councilmember's letter and the letter from MVCC with the policy motion. However, she is requiring that there be approval of the full Los Angeles City Council. To this end she will be preparing a report. Ms. Martin acknowledged that there ARE NO APPROVED PROCEDURES in her department to cover this request. Len Nguyen, Field Deputy for CD 11, has stated that they are preparing a motion for the City Council consent file to be accepted by consent as soon as all the documents requested by Ms. Martin are assembled.

There was a general discussion on the proposed MOU between the Los Angeles Department of Transportation and the Neighborhood Councils. Bill Pope stated that, in addition to the sentiments expressed at the last meeting that the MOU should be NEGOTIATED with the Neighborhood Councils rather than dictated in a one sided way, the Neighborhood Councils should be careful not to accept the assumption of the burden of fielding stakeholder complaints without a clear ability to weigh in on policy matters of the Department.

Linda Guagliano reported on the most recent meeting of the LA DOT Bi-Monthly Meeting. Linda reported that there is a new Constituent Advocate, Nancy Franco, in the West LA Office of CD 11.

Bill Pope reported on the Neighborhood Traffic Management Committee. For Rose and Beethoven Avenues the DOT will only provide speed bumps or stop signs for mitigating cut-through traffic. There are no written DOT policies in this area. John Fisher, a senior official of DOT, of DOT appears to be against more aggressive mitigation tactics. It is suspected that some large developments in the future will require the use of our neighborhood streets to get there traffic impacts into line with the planning guidelines.

Albert Olsen stated that the MVCC motion on street redesignations will be sent by a letter to the Los Angeles Department of Transportation.

Bill Pope is to provide a list of name of key persons in the Los Angeles Department of Transportation.

Bill Pope reported that the radar gun from the MVCC speed trailer has been shipped back to the manufacturer for evaluation and a quote for repairs. The quote will also include costs for possible upgrades, such as a side looking radar speed sensor.

Old Business (with possible motions)

- a. Policy Motion (Proposed by the MVCC PLUM committee) approved 7-1-0

**The Mar Vista Community Council is deeply concerned about the current shortages in the municipal water supply, and the forecasts of even greater shortages in the near future.**

**Therefore, the MVCC requests that the Los Angeles City Council consider an ordinance that would forbid any new density-increasing land development project**

- i. **If the City finds it necessary to issue an water-rationing plans, either by ordinance or executive order, and**
- ii. **Unless the City has signed-contracts guaranteeing at least a twenty-year water supply for existing Los Angeles residents plus the density increase effectuated by the proposed land development project.**

b. The current concerns about illegal billboards and digital billboards was discussed. It was noted that the City Council has extended the moratorium on permits for new billboards for another forty-five days.

c. Policy Motion approved 7-1-0

**The Mar Vista Community Council is very supportive of the Exposition Corridor Transit Project – Phase 2. We are, however, increasingly concerned about the traffic impact of this project in the Mar Vista Community.**

**The residential and arterial streets of MarVista are greatly impacted by any extreme traffic congestion on the major north/south arterial boulevards such as Bundy Drive, Sawtelle Blvd. and Sepulveda Blvd. As traffic on these streets becomes backed up, commuters immediately turn into the residential neighborhood streets of Mar Vista in an attempt to bypass the congestion.**

**Additionally, the close proximity of the crossings at Sepulveda, Sawtelle, and Pico, seems to potentially create a natural bottleneck with auto traffic competing with trains at grade crossings.**

**Therefore, the MVCC requests that the Exposition Metro Line Construction Authority authorize the construction of either above-grade or below-grade crossings at these three important arterial streets.**

New Business

Bill Pope presented his views and concerns of transportation issues that might be addressed in the upcoming Community Plan Update. His presentation discussed how the Department of Transportation has based their existing policies on data provided by the Institute of Traffic Engineering. This data, gathered over many years from cities around the country, is not appropriate from the reality of the situation here in Los Angeles.

The DOT has also adapted a curious method of extrapolating traffic growth figures in such a way that what might have required a developer to provide for a certain amount of traffic impact of his new development in the 1960's now requires him to only provide for one quarter of the same impact. This will drop to only one fifth of the impact in the next ten years.

Bill Pope suggested that, while it is unlikely that a City Council as currently constituted would support tighter controls on developers in regard to the traffic impacts of their projects, some control on new development can be done in the local community plans.

The meeting adjourned at 8:30 pm