

Letters from Mar Vista Stakeholders Supporting Venice Blvd. Great Street

I am a resident of the Venice Mar Vista area and have been since 2003. We are a one-car family and have always opted to walk, bike or take metro when and wherever possible. We have two teenage boys who are well versed in taking public transportation here in LA (and around the world) and they like to bike or skateboard in the neighborhood.

I want to share a concern that I see on the Nextdoor forum about several residents wanting to fight the great streets pilot program initiative that the city is currently doing.

I for one am a HUGE supporter of it. THANK YOU city of Los Angeles for finally taking into account my family's life, well being and safety on the road.

As someone who has my life endangered every time I ride my bike, it's good to know there will be a dedicated bike lane so that myself and my family members can feel safe while getting around in a mode of transport other than driving. From a safety perspective, our son was classmates with Jack Phoenix, a 15 year old boy who was decapitated on Venice Blvd one Sunday night as he was walking home. Personally I was hit by a driver texting on his phone on Beethoven between Venice and Washington as I was riding home one Saturday afternoon. He had zero concern for that fact that we were on a narrow street, honked at me, yelled at me and clipped the side of my arm with his car. Fortunately I am an experienced rider and did not get hurt. Two years ago my now 15 year old son was hit by a motorist on his way to Mar Vista park. This driver on his morning commute, hit the back tire of his bike and injured my son who fell to the pavement. He also damaged my son's bike wheel and did not take responsibility for his collision. This motorist did not stop to check on the safety of my then 13-year old child.

When I listen to the gripes and complaints from fellow neighbors who want to revert Venice Blvd. back to three lanes, they fail to see the efforts the city is making in looking at ways for ALL residents to have a VARIETY of transport options, other just simply using cars, in the safest way possible.

I am unable to attend the MVCC meeting on Tuesday evening as I have to work. However, I would like my voice to be heard. I fully oppose the Mar Vista residents who have zero concerns for the well being of pedestrians and cyclists and are trying to fight the Great Street initiative. The efforts that the city is doing is a GREAT idea. I hope the program becomes permanent.

Thank you,
Meg Wells
Resident of 4104 Beethoven Street

As a Mar Vista resident, business owner, pedestrian, and bicyclist, I'm writing you *again* to urge you to vote no on motion 6d being put before the MVCC board regarding the Great Streets Project on Venice Blvd. As I understand and have witnessed the rancor surrounding this issue, I would hope that we can, as voted on in July, let the project proceed through the entirety of pilot phase. I would also ask that any changes made, now or in the future, be based on solid data and not the perception bias of those that stand against the project. Just like any community, we thrive on a variety of voices and experiences. However, I feel that those protesting the loudest refuse to accept that this issue

extends beyond their windshields. We need a vibrant street that provides safe access to all and I believe this project, though not perfect, is a better way forward for all.

As I use a bicycle as my primary form of transportation I have experienced first-hand the dangers of the previous configuration. From delivery trucks parking in the bike lane, to the constant threat of a car door opening suddenly in my path, to the irresponsible and distracted drivers drifting and outright driving in the bike lane. This new configuration alleviates all of those issues and is in **no way less safe** than before. I appreciate the slower speeds and even as a driver the slight delay presented is minimal and I find it an appealing trade off for a safer community. **This project has made Venice Blvd. safer for all users.**

I would also like to add that since you're putting motions forward that are *already state law*, e.g. lights on bicycles, I would – following your applied logic – like to add the following existing state laws to the motion:

- 1) All motorists must refrain from the use of mobile electronic devices while operating a vehicle
- 2) All motorists must come to a full and complete stop at all stop signs and red lights. The vehicle may then proceed once it has been determined that it safe to do so
- 3) All vehicles must stop to allow pedestrians to cross the street at all marked and unmarked crosswalks
- 4) Bicycles are allowed to use a full lane of traffic
- 5) Vehicles may not exceed the posted speed limit

**Respectfully,
Fred Davis
Mar Vista Stakeholder**

I'm writing to reiterate my support (as a Mar Vista resident who drives, bikes, and walks on Venice Blvd) for the Great Streets pilot. I am strongly opposed to all the motions before the T&I committee tonight intended to restore traffic lanes to Venice Blvd at the expense of bike/pedestrian safety and the quality of life for myself and other Venice Blvd residents.

As I've communicated in past e-mails and in oral comments at the previous T&I committee meeting, the road diet component of the Great Streets pilot has made Venice Blvd a more pleasant place to walk and bike and has made it easier for me to access businesses near Venice and Grand View. It has also made my commute through Mar Vista much safer on occasions when I have to travel to UCLA for work during rush hour (currently about once a week).

It would be a disheartening step backwards for the community council to push for restoration of traffic lanes, since car speeds in the three-lane segments of Venice Blvd are frequently unsafe and excessive, while traffic noise from vehicles going 50 miles an hour or more is highly detrimental to my quality of life.

I learned a lot about my Mar Vista neighbors' concerns regarding traffic congestion at the previous T&I meeting, and I am sympathetic to the views stated about problems with left turns at the Centinela and Venice intersection, about cars not merging early enough on Venice, about pedestrians and transit riders crossing the bike lane, and about cut-through traffic on side streets. It seems to me that LADOT could take a number of measures to address these specific problems without restoring traffic lanes on Venice Blvd and endangering vulnerable road users. I would happily support a set of solutions that

adequately prioritized safety for all road users (including those on foot or bike). Examples of alternative solutions might include

- * Installing protected left turn lights in all directions at Venice and Centinela, combined with "scramble" or "continental" all-way walk signals similar to those recently adopted in Santa Monica and Westwood (to alleviate left turn challenges at that intersection)
- * Additional signage and road striping on Venice alerting drivers to the merge (to deal with late merges near Inglewood)
- * Increased speed limit and stop sign enforcement on streets affected by cut-through traffic
- * Do not enter or one-way street restrictions (combined with enforcement) to discourage cut-through traffic (similar restrictions are in place near Venice and Lincoln and behind the Costco, and appear to be effective)

The present motions, however, do not offer a realistic way forward for any form of transportation in the neighborhood besides driving. The "Regional Safe Bike Routes" motion, similarly, seems manifestly unrealistic given the realities of the planning and construction processes in LA. The Great Streets pilot is not perfect (which perhaps reflects the fact that it is a pilot), but it would be much better for the neighborhood to build incrementally on the traffic calming and safety improvements rather than throwing the whole thing out and starting from scratch.

To sum up, I hereby register my strong opposition to the Policy Motion calling for "Restoration of 3 car-lanes in each direction on Venice Blvd," as well as Policy Motions numbered 1, 2, 3, and 4 in the agenda. I will not be able to attend tonight's meeting, but I look forward to re-engaging with the committee in the future.

**Best Regards,
Misha Dworsky
13001 Venice Blvd, #5**

To The Board:

This is the third letter written regarding my support of the Great Streets / Vision Zero lane reduction on Venice Boulevard, and I hope it is the last.

I am dismayed that, after the Board voted to see the pilot period through, they succumbed to the pressure of the Restore supporters to revote that measure. I don't understand why this has occurred, and can only assume that this effort is designed to continuously grind everyone down until there is a "win by bullying".

I am also dismayed that the Board is has cordoned off precious time during its Transportation meeting tonight to entertain and debate a measure set forth by the Restore supporters that is redundant to CA State Laws already in place (specifically the requirement for all bikes to have lights after dark, see below in italics for the existing law), as well as the motion to remove the median on Venice Boulevard which, due to the underlying infrastructure, and the fact that it is higher on the north side than the south side through downtown Mar Vista, cannot be implemented without spending millions of taxpayer dollars and effectively shutting down the street for months. If the Restore people think they have gridlock now, let's see how they do if that passes.

Using lights and reflectors at night is the law (CVC §21201). During darkness, bicyclists must have the following equipment:

- A front lamp emitting a white light visible from a distance of 300 feet.*
- A rear red reflector visible from a distance of 500 feet.*
- A white or yellow reflector on each pedal or on the bicyclist's shoes or ankles visible from a distance of 200 feet.*
- A brake which will enable the operator to make a one brake wheel stop on dry, level, clean pavement.)*

These inadequately researched measures feel like they are being thrown out to keep this issue going in an attempt to diminish the vigor of the side that wishes to see the Pilot Program through. The fact that the Board is allowing for this is very poor form, as is the public infighting that we have witnessed amongst its members, not to mention the allowance of the audience in our meetings to practice despicable, rude, and threatening behavior, without consequence. It is tragic to me that we have now lost two of our most committed Board members as this issue spirals our community out of control, and that police presence is now required at meetings that have Great Streets issues on the agenda.

I support you all in finding a way to elevate the dialog, integrity, fairness, and optics of this issue and get back to the good work you all have been doing for years on end.

I formally ask you to weigh this letter as one of support of the Pilot Program, and to make it Public Record, and would appreciate confirmation of its receipt.

Respectfully,

Yvette Roman Davis

Pacific Avenue, Mar Vista Stakeholder

Dear Mar Vista Community Council,

I know what it is like to have a family member killed in the middle of a crosswalk.

My Grandfather was killed when I was living on Mt. View Ave. where I was born in Mar Vista.

Such tragedies are preventable.

We do not need a 6 lane commuter highway right through then center of Mar Vista.

I support the Mar Vista Great Streets that has made Venice Blvd. slower. safer and more walkable for our community.

Sincerely,

Professor Michael Brodsky

Dear Members of the Mar Vista Community Council:

I just found out about the MVCC T&I meeting tonight and the motions being presented regarding Venice Blvd. I strongly encourage the Mar Vista Community Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

As a mother with two young children, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Sincerely,

Adrienne Bussell

3727 Boise Ave., Los Angeles, CA 90066

Dear Mar Vista Board,

Please resist the reactionary forces that are trying to make Venice Blvd more dangerous for pedestrians and people on bicycles. The Great Streets trial has barely started, and so far the data support retaining the bike and pedestrian safety features. And, for me, Mar Vista is a far more appealing destination now that Venice Blvd is designed with all users in mind.

I've heard some pretty illogical arguments for eliminating the bike and pedestrian features before the trial is complete. The classic nugget of "common sense" wisdom is that the project is pushing cars onto side streets. While it may become important to study where trips shift as a result of this project, "common sense" is usually wrong when it comes to driver behavior after a road diet. In most cases, some of the traffic that avoids the road diet is shifted, but a substantial portion simply disappears. This phenomenon is discussed in Jeff Speck's book, "Walkable City" and various studies that I unfortunately do not have handy.

I have also heard people complain that the (briefly) idling cars increase local pollution. I have seen a single study that concluded that a road diet increased particulate emissions in the immediate vicinity of the street by about 1%. Of course, that minuscule increase is offset, locally and regionally, by the elimination of many trips as discussed above.

Leave Venice alone until the trial is complete. The bike lane has brought me to Mar Vista many times since it was installed because it makes the street safer and more pleasant. Human life and the ability to enjoy local stores without the roar of 50+ mph traffic is far more important than commuters 30 second delay. More importantly, if we are ever going to make this city livable for all, and if we are going to stop the earth's climate from further breakdown, we need to build streets that accommodate road users other than drivers. Please think big and save the Venice Great Street project.

Alex Fisch=

Dear Members of the Mar Vista Community Council:

I strongly encourage the Mar Vista Community Council to continue to support the project on Venice Blvd as part of the Mar Vista Great Streets Initiative. Please do not approve the motion to reverse the safety improvements on Venice Blvd.

Please continue with your earlier plans to perform a proper evaluation of the improvements.

Initial evaluations by DOT have demonstrated an average of only 30 seconds longer travel time during rush hour on that stretch since the reconfiguration.

There already has been a decrease in traffic accidents reported to police since the improvements, although the numbers of accidents are too small to be statistically significant so far.

I am a Venice resident and travel on Venice Blvd most frequently by car, and less often on my bicycle, for commuting, shopping and visiting restaurants and coffee shops. I am very happy to see these improvements and am looking forward to expansion. The main problem is it's such a short stretch; the protected bike lanes should extend for miles. I would much rather commute and travel locally by bicycle, if it wasn't so dangerous and stressful. Remember, the more people use bicycles for travel, the result is fewer cars on the road, and more space is left for those who want to or need to drive instead. More comfortable and safe bicycling, more crosswalks to safely cross the street, better public health due to more exercise, cleaner air, less noise, more sense of community, bicyclists who notice the businesses along Venice Blvd and can easily stop to visit them; the list of the project's benefits is long. And what about the safety and comfort of those who cannot afford to drive a car and who travel by bicycle? Are their lives and safety less important than the convenience of the more wealthy car drivers?

Please don't listen only to the impatient car drivers; the streets don't belong to them, and they don't represent all drivers. Our public streets belong to all of us, including bicyclists, pedestrians, and public transit riders.

Sincerely,

Alice Stek, MD

Venice

First Name: Allison

Last Name: B

Email: alib2542@gmail.com

Message: I wanted to reach out and say that I am seeing an hearing a lot of negative feedback regarding the new Venice Blvd. changes. I want to let you know that we LOVE it and think it is a great opportunity to teach our children and our community to get out and bike, be it to work or for dinner or any meal for that matter. We are local Mar Vista residents and we love the change and the progression our neighborhood is showing LA. At Mar Vista Elementary we have walk/bike to school Wednesday....how great is it that kids can now do it safely! I LOVE IT! People need to give it a chance and see how much it will positively affect and effect our community...or maybe encourage them to "get up and out"... in lieu of complaining on Next Door! Maybe if they tried it they would see how awesome it is. Please let me know if you have any questions...I just wanted you to hear/read some positive feedback. Smiles, Allison

Hello Mike, MVCC Board and Len,

I am a community member/resident and have played an active role in Mar Vista for almost 7 years now. I know that the MV Great Streets on the Venice lane configuration was divided evenly by our residents (as I was at the MVCC meeting), I wish that all of us (for or against) would have been notified and this would have been communicated better to all the stakeholders to let us know that you are now holding a meeting with this on the agenda. I think it is not fair as it is not giving many time to plan and attend that feel passionate about this issue.

I support the Great Streets and LOVE it and have been down on Venice on my own, and my kids more than I have in the 7 years we have lived here...I want to be at the meeting but can not attend due to childcare challenges etc...

I am asking that the motions be postponed to the October (or later) meeting so that all who are interested can attend and have their voice heard.

I do look forward to hearing back from you.

Thank you,

Allison Beale

Smiles,

Allison

Allison Beale, MEd. | Director of Marketing

First Class Senior Care

Hello, I had written before the recent meeting, as well as in July, to implore you to leave the bike lanes and allow the pilot project to follow through. I am writing today to thank you for not reversing your decision from July and for making sure that despite heated public opinion and outcry, proper procedure is followed. I know there is a very loud vocal minority making their unhappiness heard, and I just wanted

to make sure that you knew that there are MANY of us who truly do appreciate the job you are doing and the seriousness in which you are dealing with this situation.

Many thanks for all of your hard work for the city, **Allison Bragard**

Dear MVCC and Mike Bonin,

As a daily commuter riding my bike three to four times a week through Mar Vista I love the new bike lanes. They are not perfect, but they make my commute safer. As only a portion of my daily commute I can verify that once I get to that one mile of Venice Blvd bike lanes I can actually slow down a little. No longer racing the speeding cars I feel a bit safer. Although I agree that cars making right turns don't always look at the bike lane to make sure no one is there it is otherwise a lovely ride. There is room for improvement, but there has not been sufficient amount of time to analyze the good and bad of the new bike lanes. Things take time for people to get used too. As a driver also I can let you know that when possible I do reroute my drive if I don't want to sit on that part of Mar Vista in traffic (during rush hour) by taking a parallel road. This is not a hard thing to do.

Please keep the bike lanes.

Thank you,

Amy

To whom it may concern,

I'm not sure I can attend the meeting at the MVCC tonight (I've got a 9 month old with a 7:30 bedtime), but I did want to register some support for the road changes in Mar Vista and for the Great Streets project in general.

First of all, whether or not the changes to Venice Blvd end up being permanent or not in Mar Vista, I think the aim is important to making that stretch a walkable stretch of a neighborhood. I live on May, half a block up north of Venice, and people barrel down that stretch of street. The slow down doesn't bother me. In fact, I think it encourages more thoughtful driving in that area.

I also think that the protected bike lane is a good idea. I don't cycle, so I can't say whether or not it would make me feel safer as a cyclist. However, as a driver, I appreciate it (cyclists don't always pay the greatest attention to drivers, and vice versa). The only issue I have is that there does have to be a greater awareness on both drivers and cyclists parts for the right turn onto a side street. If you see a

cyclist, you know to pause and wait, and ideally will do that to double check anyway, but it does feel like a blindspot.

As a driver, I do see some slow down of traffic, but nothing worth the utter outrage being expressed. I commute on that stretch of street every day -- both coming and going-- and at 7:30 - 8 (on my way to work) and 5:30 - 6:00 p.m. (coming home), there's a slight delay, but nothing overwhelming. I can't really speak for different times of day, but weekends don't seem to be any different. However, all of my opinions are based on personal experience and anecdotal data.

Regardless, I think that what's called for is a collection of data on the effect the changes are having on the neighborhood and businesses. Are we seeing more pedestrian and cycling traffic? Are businesses seeing a negative effect? Are traffic injuries lessening. But this seems like best practices for any major community initiative.

I truly believe this is a good thing for this stretch of neighborhood -- encouraging new businesses, encouraging more pedestrian and cycling traffic, encouraging a community feeling. And I think it's important to see more data before making a decision on it's efficacy.

I support Councilman Bonin's efforts, and the way he's listening to both sides of the issue and advocating for changes when necessary (like making sure the pedestrian crossings and signals are better timed).

Thank you you to the MVCC and to Councilman Bonin for your advocacy for Mar Vista in general. I was hesitant to move to the Westside after nearly 15 years in Hollywood, and have fallen utterly in love with the Mar Vista community over the past five years and hope to see it continue to develop and form an even stronger community that can embrace change, growth, and diversity.

**Sincerely,
Andreanna Ditton**

From: **Andrew Cheeseman** <amcheeseman@gmail.com>
Date: Tue, Sep 5, 2017 at 1:58 PM
Subject: I support Great Streets
To: board@marvista.org

As a homeowner at Westminster Ave and Wasatch, I love the idea of Great Streets, and welcome this project because:

- I support safer streets
- I want more options for safe bike riding
- I prefer higher property values that come with walkable neighborhoods
- I want to live in a more walkable neighborhood

To the people who complain that traffic has increased, I would like to say:

- Traffic will continue to increase no matter what. But this is our opportunity to improve the neighborhood. I've seen Downtown do this with the many larger sidewalks, bike lanes, little gardens, etc; Santa Monica do this with the 3rd Street Promenade and on Main street; and downtown Culver City do a mini version of this. It has worked out great for these neighborhoods, and I'm so glad we are next.

Please continue to support this project.

-Andrew

Andrew Cheeseman | [310 570 2920](tel:3105702920) | amcheeseman@gmail.com

Connect to me: Twitter twitter.com/acheeseman

LinkedIn [linkedin.com/in/andrewcheeseman](https://www.linkedin.com/in/andrewcheeseman)

Dear Councilman Bonin,

I am unable to attend tonight's meeting in Mar Vista, but I wanted to express my support of the Great Streets project on Venice Blvd. I thought that our community was certainly included in the planning- our opinions and suggestions were solicited and there were explanations and renderings of the proposed project. I walk from my home to businesses on Venice Bl. a few times per week, and appreciate that the new configuration makes Venice Blvd. less of a zooming thoroughfare. It feels both safer and more conducive to strolling and riding my bike now. Thank you!

Warm regards,

Ann Major
3726 Boise Ave.
LA 90066

My name is **Ans (Anna) Egthuysen**, originally from Amsterdam, The Netherlands. I have lived in MarVista (flats) since 1995, and am an avid bicycle rider. Thank you for the opportunity to allow me, and other stakeholders, to express opinion on a vital part of our community on Venice Blvd. I was involved with two workshops in 2010, with mayors and transportation professionals in cities San Francisco and in Los Angeles, that dealt with safety and planning for (future) pedestrian and bicycle paths. Professionals from the Netherlands were present to facilitate and advise on transportation safety. Out of one of the workshops, done in Los Angeles, the idea arose of green marking of bicycle blocks and path on pavement. In the Netherlands we have gone through the transportation processes already, the mistakes made before, and during the sixties, the improvements since, and over time, has saved many many lives.

I am **Pro** Vision Zero, **PRO** Great Streets, and **PRO** new Street design which I have observed from various corners on Venice Blvd. between Beethoven and Inglewood Blvd., and noted that it has improved traffic speed, and safety in Mar Vista. Great Streets is a Community Uniter, not a divider. The extra time it takes of vehicles to go from A to B is negligible. On multiple occasions that I have been watching traffic in Morning, during commuter traffic, as well as evenings, on South and North Side of Venice Blvd., I have seen fire department trucks, police cars, and ambulances moving forward, just as before and not hindered more, or less, as if driving on Venice Blvd., away from the Great Streets zone.

Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. We now also need to think of guidelines involving the so called "self driving" vehicles.

Thank you Mike Bonin, (and mayor Eric Garcetti), for being persistent in the collaborative approach to prioritize safety, and keep updating the best, and latest in professional design policies, and standards, also for the adjacent residential streets connecting to Great Streets. Everyone can follow "Smart Growth America" online, the National Complete Streets Coalition for making neighborhoods Great Together, with Vision Zero !

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers **shouldn't stop the community** from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives. This vibrant community deserves to have safe streets for families and humans who use this route to connect with their lives.

As a cyclist that grew up in this community I firmly support the street safety improvements on Venice Blvd. This protected bike lane would have drastically improved my life as a Venice high school student but even now I breathe a sigh of relief with a giant smile when I ride this route. I know that for at least a few blocks I don't have to battle cars driving at unsafe speeds or scream when someone doesn't look as they open their door or pulls out of a parking space. I have been the victim of accidents that would have been prevented with such protected bike lanes as these.

If these lanes go you are giving people the right to speed, we must value humans lives. I know that if these protected bike lanes are taken out I and cyclists alike will be yet another victim of preventable death.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Sincerely,

Areli Morales

Dear Mike Bonin,

The Santa Monica College Bike Club would like to express their support for the Venice Blvd Great Streets project.

This makes a great difference since many students have told us that they did not bike to school because they are afraid of riding on the streets of LA.

As we encourage students to bike to campus (for many obvious reasons) and to do so in a safe manner, we are glad to see that students commuting from Mar Vista & Culver City can now feel a lot safer on this portion of their commute. Students can now also safely ride to the Bikerowave where they get free stand time, how amazing is that?

On behalf of many Santa Monica College students, thank you!

Santa Monica College Bike Club

[Instagram](#) - [Facebook](#)

Dear Mar Vista Board members,

Thank you for not reversing your July decision regarding the lane reductions on Venice Blvd and insisting on proper procedure. There are many stakeholders that have not yet discovered how they benefit from the changes made on the Great Streets stretch of Venice Blvd as it takes time for people to recognize that there are new and enhanced ways for them to interact with this stretch of Venice Blvd and the businesses located there.

While there may be issues that need to be addressed I have no doubt that we are moving in the right direction by reclaiming this street as a vibrant center for Mar Vista.

School children and their parents will in time see that they can safely travel to school on foot or by bicycle and be able to leave their car behind.

Elderly, families and children alike benefit from the added cross walks that encourage an increased use of this area as a whole. In time we will all benefit from a change in culture that embraces pedestrians and cyclists as an equal voice in a car obsessed city.

I am sure we can find ways to address the valid concerns made by some without reversing the hard work of many that have an equal stake in our community.

We need to represent not only those who gather and organize and present their case loudly.

The seniors in Mar Vista who might not be able to make it to a meeting and children up to 18 who don't have a political voice yet deserve our best efforts to ensure that Mar Vista will be now and in the future a place we can all call home.

Thank you for holding steady in your decision.

Best,

Birgitta Kastenbaum

Birgitta Kastenbaum
Conscious Living coach and End of life guide

Hi,

I am sending this email because I will not be attending tonight's meeting.

As a Mar Vista resident who commutes by bike not only because I believe it is a great way to get around but also because I will never be able to drive for health reasons, I would like to let you know that I strongly support the protected bike lane on Venice Blvd.

Biking is not just a fun activity you can do on the weekends, it is a sustainable, healthy and affordable way to get around and I am glad to see that more and more people around LA are becoming aware of this. The more people commute by bike, the less traffic, the less parking problems, the less air pollution and the happier the people.

We should ALL be allowed to be & feel safe when going to work, school, the grocery store or anywhere else, no matter how we choose to get around and this lane is a great start, I believe EVERYONE can benefit from it.

I understand that there are strong & loud opponents to this project but I would like everyone to remember that there are also many strong supporters of this project who do not express their support because they do not believe it is necessary; people are always more likely to be loud about what they find unpleasant.

I truly hope this new protected bike lane remains.

Sincerely,

Caro Vilain

Resident of Mar Vista=

As a resident of Mar Vista who commutes by bike on a daily basis and who has been extremely thankful for the protected bike lane on Venice Blvd, I would like to share this article with you. <https://www.treehugger.com/bikes/new-study-looks-attitudes-drivers-toward-cyclists-and-it-aint-pretty.html>

I cannot drive for health reasons so my bicycle is the best way for me to get around. I enjoy it, it is healthy, sustainable and very affordable.

However, it does get scary, no matter how careful I am. I follow the rules of the road and respect other road users, no matter how they choose to get around, but this does not stop a large amount of motorists from putting me in great danger on a daily basis. I was hit three times, each time was in a bike lane and each crash was caused by a motorists not paying attention, 2 of these crashes happened on Venice Blvd. This is why I was extremely delighted about the new protected bike lane on Venice Blvd and I would like to thank you for allowing me to feel safe on part of my commutes. I strongly encourage you to continue supporting this project on Venice Blvd. I understand that some motorists can find it controversial in the beginning but I believe EVERYONE can benefit from this in the end.

Sincerely,

Caro Vilain

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

I commute on Venice Boulevard several times a week and feel unsafe once I get East of Inglewood, where the new protected bike lane stops. I got hit by a car that came into the bike lane on Venice & Sepulveda I also got hit by a door on Venice & Motor just last week; I am an extremely careful cyclist and I always follow the rules of the road but these incidents make me feel unsafe on the Venice Bike Lane so being able to ride on a protected bike lane for part of commute makes a real difference

As a student, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Sincerely,

Caro Vilain
Resident of Mar Vista

Despite the well organized opposition, as a long time Mar Vista resident, I think the new configuration of Venice Boulevard is a huge improvement. The old six lane Venice Blvd. made downtown Mar Vista inhospitable and downright ugly. It was as if a pedestrian district was located next to a freeway. Now that the businesses are separated from the traffic, it makes it much more pleasant to stroll through the area and patronize what is there. Add a few street trees, and downtown Mar Vista will see a renaissance -- transforming itself in the way that some other LA downtowns such as Atwater Village and others have done.

As for separating the bike lane from traffic, despite what the anecdotal evidence on the stoptheunsafeststreets web site, study after study have shown that physically separating bike lanes from traffic makes them far safer. There is ample evidence of that, particularly from the Netherlands where it is policy. In fact, the new configuration should be extended to the beach!

Perhaps if bicycle riders obeyed traffic laws like they should and followed the guidelines of the League of American Wheelmen, there would be fewer incidents like those in the anecdotes.

If there is truly concern about traffic density, perhaps those against the Venice Boulevard project should have voted for Proposition S as I did and halt the overbuilding in residential areas while providing inadequate parking and infrastructure to support the increased density. Take Playa Vista as a lesson in poor planning and look at McLaughlin, Inglewood, and Bundy Avenues any morning before 10:00 AM or any afternoon after 3:00 PM.

Thank you for your attention.

Charlie Axilbund
11610 Regent St.
Mar Vista, 90066
caxilbund@iasinfo.com

Hi MVCC and VNC board members,

I won't be able to make the MVCC meeting tonight, but I wanted to weigh in on the Great Streets debate. I support the Akers/Alpern motion to keep the Great Streets program in place with further research into ADA compliance and the other measures mentioned in the motion.

I ride my bike to the Farmers Market every weekend because that's the only time I feel safe enough on

the streets of LA to ride: early in the morning on a Sunday. How great it would be to feel as safe as I do in those protected bike lanes any day of the week!

Keep the Great Streets program alive! Please support the Akers/Alpern motion tonight.

Thanks,

Christy Wilhelmi
Founder, [Gardenerd](#)

Just adding my voice to those in support of the changes along Venice Blvd--thanks!

Claudia McCowan
3870 East Blvd

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

As a bicyclist and bike commuter in town, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Sincerely

,

Dan Hanasono
12068 Culver Blvd.
Los Angeles, CA 90066

Hello

I am a Mar Vista resident for 20 years and a Los Angeles native. I want to share my support for the great streets project. I think it has been an absolute improvement to the neighborhood as far as safety and enjoyment. I live about two blocks from Venice off of Grand View and I love walking and biking in the area with my baby.

I feel it has 100% made the area more walkable.

I do think the lights that were added should be made to flashing lights only when a pedestrian pushes the button (similar to what they have on Washington), I do think the bike lane should be painted green as planned and I do think the meters should be taken out and changed to a pay station Other than that my vote and support are to keep the New Great Streets Thank you for your time

David Frank
12114 Herbert St
L.A CA 90066

Once again it's necessary to emphasize the critical importance of having safe streets for *everyone*. As a native Angelino I can say we still have a *long* way to go... I wish to state unequivocally my support for the Vision Zero concept of eliminating all traffic related deaths (& serious injuries) from our streets (I have personally witnessed both on our streets).

I urge you to support completion of the Venice Blvd traffic study in Mar Vista. As someone who drives, cycles and walks to my shopping & errands along Venice, I hope separated bike lanes remain a part of Venice Blvd after the study ends.

I also hope that suitable adjustments are made to better alert drivers & bicyclist to upcoming right turns and right-turn-only lanes along the route.

Look toward our better future, plan! We can't recreate or relive the past. Resilience *is* Strength!

David Feuer

PS. A quick way to evaluate the safety of a bike lane is to ask yourself the question, "would I send my son/daughter to school/friends/store along this lane?" If not, then our politician-representatives have failed to properly instruct our DOT, & failed us.

Hello,

I would like to express my absolute elation with the road diet in Mar Vista. My children and I can finally cross Venice Blvd without fear of being hit due to the congestion. It feels so good to bike on the Venice Blvd bike path and be protected from the traffic.

I live just off Venice Blvd near Wasatch so I do have to plan my car exiting strategy onto Venice Blvd but it is worth it for the safety of my self and my children! We love it, please please keep it!

In health and abundance,
Dr. Christie

Dr. Connie Christie, DAOM, L.Ac.,Dipl. OM, Certified Rolfer
Affinity Acupuncture and Rolfig
12030 Washington Blvd. Suite 120
Culver City, CA 90066
310-390-7500
www.acupuncturemarvista.com

Please accept my vote by email as I work Wed evenings, which by the way is locally on Washington Blvd where I either walk or bike to work.

I am 100% against 7B The Potential Reversal of Lane Reductions on Venice Blvd.

Things finally have settled down with the traffic/commuters accepting the changes. More families are strolling and enjoying our great neighborhood and the quality of our lives have improved due to the safety changes in the lane reductions. I let my older children go biking down Venice Blvd alone now knowing they are safe. Please allow this improvement to remain and let's continue to make changes to improve the safety and enjoyment of lives in our community.

My wholehearted thanks again to Mayor Garcetti and Mike Bonin!

Also, a very favorable yes vote on 3) POLICY MOTION: Regional Safe Bike Routes Policy Motion!

In health and abundance,
Dr. Christie

Dr. Connie Christie, DAOM, L.Ac., Dipl. OM, Certified Rolfer
Affinity Acupuncture and Roling
12030 Washington Blvd. Suite 120
Culver City, CA 90066
310-390-7500

Dear Mar Vista City Council and Councilmember Bonin,

I'm writing in support of the Akers/Alpern motion to maintain the "Great Streets" Project for its full trial period.

I've been a resident of Los Angeles for 14 years and specifically Venice for the last five of those years.

I support the project and its progressive vision for a future where Angelenos can safely enjoy their neighborhoods. I support its effort to encourage less dependence on cars and fossil fuel. And, if nothing else, I support giving the community and leadership time to learn what works — and what doesn't work — with "road diets" like this. We seriously can't give up after just a few months, can we? It seems that all we would learn is that "change is hard" — and that's something we all already know :-)

Hopefully I can count on the council's continued support of progressive action like this that improves the quality and safety of our neighborhood.

Warm regards,

Elijah Perona
853 Marco Pl

Venice, CA 90291=

Dear Mar Vista City Council and Council Member Bonin,

I am sending this brief but heartfelt note in support of the Akers/Alpern motion to maintain the "Great Streets" Project for its full year trial period.

I am a 25-year resident of Venice, own two houses in the Walk Street area, and spend lots of time both in my car and on my bicycle. I am obviously committed to — and familiar with — this part of Los Angeles. I sympathize with the frustration that this trial is causing some residents and understand that progress is never easy — particularly progress that challenges our dependency on cars or interrupts well-established commuting habits. But I believe any inconvenience will be outweighed by the long term benefits to alternative transportation, safer bicycling and pedestrian environments, and a more enjoyable sidewalk atmosphere for local businesses and their customers.

Could I be wrong? Perhaps. But at the very least, I believe the experiment warrants its full 1-year trial in order to learn as much as possible about its successes and shortcomings. To give up prematurely would be a sad outcome.

I look forward to seeing the council's continued support of progressive action like this that improves the quality and safety of our neighborhood.

Warm regards,

Eric Grunbaum
853 Marco Pl
Venice, CA 90291

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I writing with the hope that will support the continuation of the Venice Blvd. Great Street Project. As the project is so new I'd really hate to see it ended due to the unfounded fears and misinformation. Let's please keep moving forward for the full year as intended. I understand it's not perfect and changes will inevitably be made for the better, but let's make these changes based on sound data and not the impatience of those that wish to return to the unsafe configuration.

As a cyclist, pedestrian, resident and business-owner in Mar Vista I firmly support the street safety improvements on Venice Blvd.

Best,
Fred Davis
11901 Pacific Ave.
Los Angeles
90066

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I've written previously in support of the project and wanted to voice my support again since I cannot attend the meeting at Mar Vista Rec tomorrow.

I am a driver, cyclist and pedestrian and would like to live in a safer neighborhood that promotes and develops a greater commitment to cycling and walking in the community. I support the project and encourage the refinement of its application. I do cycle daily on Venice and have concerns about cyclist visibility when obscured by parked cars and when I hear from neighbors on NextDoor who claim to never see cyclists. I wonder if additional off-street parking solutions would allow for those parked cars to be repositioned so only a curb or barrier separates cyclists and drivers. I also find the new crosswalks to be a little industrial in design. I'd love to see beautification efforts as part of the final design. Brick crossings would really enhance the neighborhood feel. Perhaps raised brick crossings would slow traffic (and really fire up the vocal resistance...).

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives. I look forward to seeing the plan refined as it is further implemented.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Thank you,

Galen Graham

Dear Members of the Mar Vista Community Council:

I strongly encourage the Mar Vista Community Council to continue supporting the pilot project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, but we can't let misinformation and impatience stop us from building safer streets and more vibrant communities. Because even the best drivers can kill on dangerous streets, we need streets designed primarily for safety.

As a cyclist and a business owner on Venice Blvd, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmer's market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to designing vibrant and safer streets in Mar Vista.

Sincerely,
George Whittam
BikeRoWave Head Mechanic
12255 Venice Blvd.

--

George Whittam
georgewhittam.com

Dear members of the Mar Vista Community Council board:

Thank you very much for not reversing your July decision, and for insisting on proper deliberative procedure, with respect to the Great Streets initiative at yesterday's Board meeting. I believe that this initiative is a very important experiment, and it deserves the patience and due deliberation that you have shown.

Thank you also for your community service during what has turned out to be a time of vocal differences among some community residents. I know that makes your efforts more difficult; but it also makes them more important.

Best regards,
Glen Whitney
Venice resident

Dear Mar Vista Community Council,

I just heard about the recent meeting at which a motion to urge the reversal of the Venice Boulevard pilot Great Streets modification was placed on the agenda shortly before the meeting. I am concerned that with the short advance notice, the constituents who turned out at that meeting were not representative of the general population of Venice and Mar Vista.

I am unfortunately away from LA and will not be able to attend the MVCC Board meeting next Tuesday, so I wanted to voice my support for the pilot project. Los Angeles, if it is to remain the vibrant and successful city that it is under the pressures of climate change and uncertainties in future energy sources and supplies, must become more hospitable to a wide variety of transportation options. And those different forms of transportation must safely share the arteries present in the city. The Great Streets pilot project is an admirable step in that direction, and the residents of LA deserve the objective data which will be generated by the full study period of the pilot. That data will be far more valuable to

future transportation decisions in the city than the vociferous complaints of a few residents who may scapegoat the project for the difficulties of getting around our enormous urban landscape. And don't forget that every person considering biking or walking instead of driving, who overcomes the barriers to doing so because of the added safety and/or convenience afforded by the Great Streets modifications, represents one fewer car on the road, improving traffic for all.

Please stay the course and gather the vital information that the Great Streets pilot has the potential to provide.

Sincerely yours,
Glen Whitney
Venice resident

Dear Members of the Venice Neighborhood Council and Mar Vista Community Council:

I am writing to encourage your councils to continue supporting the Great Streets project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. As a Venice resident for whom bicycling is the primary form of transportation, and who frequently uses Venice Blvd as a bicycle route, I can attest how much safer I feel, and how much more efficient it is, to ride in the section where the bike lane is inside a buffer of parked cars. Having such a buffer is widely regarded as the gold standard of bicycle safety. More importantly than my personal experience, visibly increasing the safety of bicycling lowers one of the major barriers to many other individuals adopting cycling as a frequent form of transportation: the serious safety risks presented by bicycling. And when more people bicycle, everyone wins: traffic is reduced, streets are quieted, pollution is lessened, and safety is improved.

I understand that some citizens of the area have voiced strong concerns about the project. I worry that such complaints stem mainly from the initial confusion engendered by the lane changes; my recent anecdotal observations are that traffic on Venice is not now much worse than it was prior to the changes. More importantly, your councils should not rely on either my or other residents' anecdotal evidence. That's why I strongly encourage you to stay the course with the LA DOT through its 1-month, 3-month, and 6-month data collections and evaluations so that our neighborhoods can base their decisions on sound data, to provide residents with the safest, most vibrant, and most livable environments attainable.

Respectfully yours,
Glen Whitney
Venice resident

RE: Support for Venice Blvd Great Streets Safety Improvements

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

As a local resident, (4300 block of Lyceum Ave.) commuter and active bike rider I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Thanks,

Gary W.

Dear MVCC Board- The Vision Zero program and the 2035 Mobility Plan is a great idea and direction for Los Angeles and is something I support whole heartedly. Continue to fight the good fight against the nimby's and nay sayers who want a soulless 6 lane freeway running through Mar Vista. Seek refinement if necessary but please do not abandon the project (pilot or otherwise.)

Do not let the loudest voices drown out the reasonable ones. We can have a better Mar Vista but must stand up to those who fear change. (and respond thoughtfully to those who say an awful lot of nasty things online) in the process...

I say stay the course and use the Pilot program for what it is intended; to figure out how we integrate transit and people for the betterment of Mar Vista.

best regards
jefferson

PS. I live on ashwood avenue in Mar Vista

Jefferson Schierbeek
architects **Addison Schierbeek**
jefferson@addisonschierbeek.com
c 310 963 0563

<http://addisonschierbeek.com>

From: Jeffrey Lee Hellrung, Jr. [mailto:jeffrey.hellrung@gmail.com]
Sent: Monday, July 10, 2017 9:02 PM
To: MVCC@empowerla.org; VeniceNC@empowerla.org
Cc: councilmember.bonin@lacity.org
Subject: Support for Venice Blvd Great Streets Safety Improvements

Below is a sample email I got from a friend who also lives in the neighborhood. Sure, it's a generic email, but it nonetheless sums up my sentiments pretty accurately.

I'm a resident of Mar Vista on Venice Blvd that commutes to/from work by bike almost daily on Venice Blvd right through the Great Streets improvements. (On the few days I don't bike, I take the 33.) I feel the wider, protected bike lanes are safer, and the whole corridor just feels more friendly and inviting to bikers and pedestrians.

Hello

I wanted to write a quick note to tell you how happy I am about the changes to Venice Blvd as part of the Great Streets project. My family patronizes many of the businesses along that corridor and I feel much better knowing that cyclists and pedestrians are protected from racing traffic, car doors and distracted drivers. I know it will take some time for everyone to adjust to the changes, but I really believe these changes are good for our community.

Thank you
Jill Weiner
4240 Kenyon Ave, LA 90066

Dear MVCC Members

I am unable to attend tonight's Transportation and Infrastructure Committee meeting, but I wanted to voice my opinion on agenda items 7b and 7d regarding Venice Blvd. I do not support these motions.

Venice Blvd is the heart of our community. My son takes music lessons there. My family walks, bikes and yes, sometimes drives, to the library, the post office, the coffee shop and the farmer's market. I do not want this street to be a 6 lane highway with speeding vehicles. Car commuting is not the only use for Venice. The needs of all users-- pedestrians, cyclists and drivers, should be honored. And I do not think car drivers are being overly inconvenienced. I drive along Venice Blvd at least 5 times a week and, excluding the few days immediately after the changes, I have not noticed significant traffic delays.

I believe in the goals of the Great Street Project and strongly support continuing the pilot program, monitoring data and coming up with data driven solutions to identified problems. We all know traffic is a problem in Los Angeles and part of the solution is to make people feel safer using non-car forms of transit.

Thank you for your time
Jill Weiner
4240 Kenyon Ave

Scheduling conflicts prevent us from attending what seems a hastily called revote on the great streets initiative. The following is what we would like to say:

Community Leaders,

The discussion of great streets has devolved into an argument about whether or not we need a “road diet.”

We do.

In 1961 Jane Jacobs observed that rush hour drivers couldn't cross LA in any faster than did the pioneers in wagons.

Since that day, we have added countless miles of road, thousands of acres of parking and of course tens of thousands of automobiles and traffic still doesn't move faster.

Road building has sliced communities into ribbons, plowing under homes, parks and natural resources. – It's time for a diet!

Building roads has inexcusably burdened the economy of our city, converting taxable homes and business into sterile, expensive pavement. – It's time for a diet!

Roadways have isolated our children, isolated the elderly and isolated the disabled and the disadvantaged in the name of traffic efficiency. - It's time for a diet!

Traffic has killed and maimed tens of thousands of our fellow citizens. – It's time for a diet!

Traffic and Roads have poisoned our air and created a vast climate-changing heat island. – It's time for a diet!

Our addiction to cars has consumed unconscionable quantities of the world's precious resources. – It's time for a diet!

Community leaders, I urge you to stay the course. Allow the great streets / Vision Zero project to continue to completion, modify the designs as needed and then aggressively expand their reach. This is less about a road diet than it is about making Los Angeles the great city it can be.

Thank you

Jim and Karen LeFever

Coolidge Ave.,

Mar Vista 90066

Another day, another vote?

It appears that we are asked once again to vote on the transportation reconfiguration on Venice Blvd.

This request for a revote appears to be based more on political realignments than on new or compelling research or facts. The reasons for the requested revote as enumerated in the proposed resolution itself seem largely based on anecdotal evidence, implied problems, impressions and on nameless anxieties.

Research on the effects of the current test design is underway and initial results seem to show that the effects are not nearly so dire as feared. The Council has voted to recommend completing the research

on the project and that process should be completed and analyzed before considering changing direction.

The area does have significant traffic problems, most related to north / south commutes on the arteries of the community. In fact many of the problems ascribed to the Venice Blvd. project are likely the result of unresolved north / south traffic flow issues. Comprehensive studies of the neighborhood and city need to be conducted and holistic solutions identified and pursued. Traffic reduction and management in the north / south direction is critical.

Endlessly debating and voting on the Venice project only distracts from resolving the larger issues.

Regards,

Jim and Karen LeFever
3963 Coolidge Ave.
LA 90066

I would like to see Venice Bl changes given a chance with more research done.

Joan Temple
Mar Vista resident

I believe it would be premature to add back the lanes to Venice Blvd. I'm a native Los Angeleno and my general vision for the future of our streets, our neighborhoods, and our City differs considerably from the multilane, car dominant culture that evolved and pervades throughout our City. Greater mass transit, cyclists and pedestrian oriented transportation should be our goal, and this, along with driverless cars entering the mix, will make our roads become safer.

A younger generation is showing much less interest in driving. The sharing economy is developing and how we model our cities is changing, orienting toward greater walkability.

Those who drive Venice Blvd. are disgusted with the closure because it has added more congestion and driving time to their commutes during peak traffic hours. Surrounding neighborhoods object to the added traffic now driving down their side streets. Those in favor of reverting back to the pre-road diet plan have also suggested that it was safer than what is there now. On this last point, evidence demonstrates otherwise.

It is my opinion that we are in the early stages of this program and, if we hold to the vision our City planners are implementing, these immediate entrenched concerns will fade. We need the time to adapt to the change, tweaking it along the way, and assisting in its maturation. The City is implementing a major city-wide bike program. Mass transportation is growing, and neighborhoods, such as ours in Mar Vista, are revived and flourishing.

Before we revert back to the old plan that has no vision, a business as usual car dominated street plan with speeding traffic flowing through our neighborhoods, we should take the time to educate ourselves on other possibilities, this and other plans, and continue to develop a vision and a plan for how we can get from here there.

I'm advocating for seeing beyond the immediate and for patience



[JOSEPH TREVES](#) / *Associate Partner*

I am in support of the present configuration.

I just returned from Victoria, BC, and I was impressed daily by the large number of bicyclists that rode around the city. People who drove their cars did so within the speed limits which by the way was slower than ours, and bike paths were everywhere. I even noticed that in parts of the city they had employed the same lane closure as we are trying here in LA with a lane reduction and a bike lane on the curb side of car parking. The folks I spoke with were abundantly happy with how the city has managed transportation and provided for cyclists. I remain uncertain as to why we have such a strong negative reaction toward changing our transportation culture. Is our reliance on automobile transportation that beneficial that we can't attempt to try something else? Tweaking the scheme that has been rolled out might be a better long term approach than to abandon it all together.



[JOSEPH TREVES](#) / *Associate Partner*

Hello,

I fully support the Venice Blvd. Great Street Project. Rather than cars speeding on the long blocks of Venice Blvd. between Inglewood and Beethoven we can now enjoy a street where the traffic is somewhat modulated. The new crosswalks between the original crosswalks are a pleasure to use and are making Venice Blvd. in Mar Vista much more pedestrian and bicycle friendly.

It appears we all have chosen to live in traffic choked Los Angeles, sitting in traffic is our way of life. A complaint often heard is that Los Angeles is not walkable and people are isolated in their cars. Now there is an opportunity to give our community more of an identity with an actual walkable core the resulting outcry about traffic is shrill. Is it time to get rid of the Mar Vista Farmers Market because it blocks an important north south street and creates congestion? The Farmers Market has become an important part of our community identity, just as the Great Street Project will if given a chance.

Perhaps its time for us all to leave a few minutes earlier, drive a little more slowly and share our community space with pedestrians and cyclists. Let's make it a place where one wants to take a stroll

after having a meal at one of our area's restaurants or ride a bike a few blocks safely with your kids, where we support our Mar Vista small businesses.

Thank You,

Julia Quinn=

Dear MVCC T&I Committee,

Its really disappointing to see these policy motions come after so much debate. The tenor of the discussion over the Great Streets Initiative has been dominated by bullies who think that vehicle traffic must dominate every other mode of transportation, and that pedestrian and bicyclist safety is the sole responsibility of the pedestrian or bicyclist. This is classic windshield bias and wholly without merit.

Los Angeles has a terrible problem with aggressive, entitled motorists, and these policy motions exemplify this problem.

I am 100% against every single one of these motions.

As a pedestrian, cyclist and motorist, I feel that going back to SIX lanes on Venice boulevard, in the middle of my community, is a step backwards. The pilot project needs to be seen to completion.

The most insulting and baseless of these proposals is the mandatory use of bike helmets for adults. As a cyclist, I find the motion to force helmets on adults absurd, as bicycle helmets do not prevent collisions and mandating their usage only serves to discourage cycling. There is no known correlation between mandatory helmet use and reduced injuries.

If you want to prevent head injuries, you should force motorists to wear helmets, as they are at a much higher risk of injury, given the speeds at which they travel. This is borne out by scientific data. You should research this stuff before proposing such ill-informed policies.

Please stop wasting your time with these victim-blaming, nanny-state motions that do NOTHING to create safer streets in Mar Vista, and only serve to widen the divide between those who want Venice Boulevard to be safer for pedestrians, motorists and bicyclists, and those who want it to go back to being a high-speed commuting corridor.

This is a waste of your valuable time and I resent having to waste my valuable time to write this letter.

I live and work here in Mar Vista. I walk my dog on Venice Blvd multiple times a day. I ride my bike on its bike lanes. The most dangerous parts of Venice remain the parts that are still six lanes, where traffic speeds along at over 40 mph. Do something about THAT and I will support those motions.

respectfully,

Lara Wojahn

Dear Members of the Mar Vista Community Council:

Please continue supporting the pilot project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, but we can't let misinformation and impatience stop us from building safer streets and more vibrant communities. Because even the best drivers can kill on dangerous streets, we need streets designed primarily for safety.

As a local pedestrian, cyclist, and motorist, I strongly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmer's market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to designing vibrant and safer streets in Mar Vista.

As I am unable to attend the July 11 meeting, please consider this email as my vote to support the pilot project.

All the best,

Lara Wojahn
12517 Mitchell Avenue

Good Morning - We are writing to thank you for not reversing your July decision regarding the Venice Blvd. Great Streets project and insisting on proper procedure at last night's meeting.

My husband and I support the project and the need to collect data before making changes. Regardless of the outcome, we especially appreciate the Board's persistence and dedication to creating a civil and respectful community. We appreciate that, as a volunteers, your time and knowledge is contributed - thank you.

Sincerely,
Laura Rose
Nick Mattoni
3660 S. Barrington Ave.
Los Angeles, CA 90066

To: Mar Vista Community Council

I am writing to support the Venice Boulevard "Great Street" project including the existing car lane reduction configuration. Additionally, I support efforts to provide more bike lanes and more connected bike routes.

As I've aged, I have become more cognizant of needing to walk in the neighborhood which includes requiring a longer time to cross the street, not having to walk so far to stop lights, taking the bus, and using drive services and ride sharing programs. I feel much safer having a center meridian to wait for the light. I still drive but limit my driving to avoid adding to congestion. I'm willing to plan and let go of doing what I want when I want and not be one more car on the road.

A piece of the project which has been missing is a public education component. I see the need for a strong education, incentive and alternative transportation component. I would like to see more coordinated efforts to educate and change behavior rather than returning an old ineffective model.

Thank you for your service,

Laura Rose
3660 S. Barrington Ave.
Los Angeles, CA 90066

Hi - I planned on coming to the LADOT presentation today because I love data but my arthritic knees are acting up. On that note - Here's a personal testimony you are welcome to use.

One of the many Great Streets changes I strongly support are the increased number of street lights and the safety meridians. As my arthritis kicks in, I literally can't manage the long blocks and wide street. Please let's support our aging population. Someday, in we are lucky, we will all get old. Thank you for your work. **Laura Rose**

Dear Mike Bonin and Mar Vista Board,

I ride my bike to work through the Venice protected bike lane, I like to ride my bike to Alana's coffee shop and go to yoga. Last year before the protected bike lanes were put in I got hit by a car. I am a strong supporter of the protected bike lanes.

I am very frustrated that there is another motion to take out the bike lanes. This summer I already went to the council meeting where I spoke in favor of the pilot project. I already showed my support and was there to see the results of the vote to see the pilot project through. Why is there going to be another vote?

I am worried that many people will not go to the meeting because it was so unpleasant last time and because many people think that it was already voted on!

Los Angeles decided on Vision Zero, now we need to implement it.

Sincerely,
Lauren Teplin

Dear MVCC BOD friends,

I just wanted to thank you for not reversing your July decision and insisting on proper procedure with respect to Motions M, N and O at Tuesday's BOD meeting. As a personal supporter of the Venice Great Street Pilot, I am gratified to know that the project may yet survive its intended one-year beta test period. As the organizer of the Mar Vista Art Walk, the mission of which is to encourage residents to walk their streets more and drive less, I am particularly happy to see that the crosswalks, which were used by literally thousands of Angelenos at the latest Sept. 7 art walk, will continue to provide safety and accessibility for pedestrians of all ages and abilities."

Lenore French
President and Founding Member
GREEN COMMUNICATIONS INITIATIVE, INC.
organizers of the Mar Vista Art Walk

11466 Washington Place, Ste. A
Los Angeles, CA 90066-5062
323.828.5880

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

As a cyclist, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

I have enjoyed these new protected bike lanes and feel much safer on the road. I use Venice Blvd. for my ride to the beach and this project has been a massive improvement in safety and quality of the bike lane. Unfortunately I am not able to make the council meeting on July 11 due to prior work obligations. However, I fully support this project!

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Sincerely,

Leo Quisumbing
Operational Risk Consultant

Residence Address:
4256 Campbell Drive
Los Angeles, CA 90066

To the Mar Vista Community Council,

I'm sorry I could not be at the meeting tonight, but want to express my support for the changes which have made Venice Blvd. safer for all.

Libby Hartigan, Mar Vista resident since 1994

Libby Hartigan
5161 Inglewood Blvd.
[Los Angeles CA](#)

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

As a Mar Vista resident since 1994, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Sincerely,

Libby Hartigan
5161 Inglewood Blvd
Los Angeles CA

I don't understand what we have to keep doing this because a small minority of very loud and obnoxious bullies keep throwing tantrums that they don't want to share the streets with bicyclists and pedestrians. I'm sorry that I can't be at the meeting on Wednesday, but even if I could I don't think I'd want to subject

myself to the hostility and abuse posed by these screaming maniacs. It's bad enough that I read (and sometimes respond to) their nastiness on NextDoor.

I love love love the new configuration of Venice Blvd. Yes, it is inconvenient for me as I live on Inglewood Blvd. and Venice is a main thoroughfare for me when I am driving. But I am more than willing to sacrifice a little bit of time in order to have a street that is safer for bicyclists (I am even now considering purchasing a bike!). And as a daily walker on Venice, I love that the traffic is farther away from me and that there are pedestrian cross streets between the big intersections.

Please do not cave in to the loud mob who only care about their own interests. The majority of us want an environment that is safe and fit for the entire community.

Sincerely,
Lorraine Suzuki
3870 Inglewood Blvd.
LA CA 90066

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

As an older adult who both walks and drives Venice Blvd. regularly, and who lives 1/2 block south of the reconfigured area, I firmly support the street safety improvement. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, I believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Sincerely,
Lorraine Suzuki
3870 Inglewood Blvd.

Hi Everyone,

Thanks for making an awesome change!

I own a house on Mitchell Ave, just south of Venice Blvd in Mar Vista. I am loving the great streets program in Mar Vista.

Since the change my family and I are spending more time on Venice Blvd and loving it. It's quieter and the cross walks have made the North side of Venice far more accessible to us. We frequent Alana's and The Mar Vista now more than we ever have before.

Long story short - IT'S GREAT! It has literally made the neighborhood a neighborhood. The benefits far outweigh the slightly longer time it takes to drive through the area, which at worst is about 5 minutes.

Please do everything you can to make the change permanent.

Thanks!

-Marc=

Dear Board,

As a resident of Mar Vista just off Venice Blvd at Moore Street and as a business person whose company maintains an office just off Venice on Wade St, I am disturbed that there was not more notice given that there will be two motions on our Venice Blvd Great Streets project at a meeting of the Transportation/Infrastructure Committee. Apparently, the MVCC Great Streets Committee has now been absorbed into the Transportation/Infrastructure Committee.

I have sent emails in support of the pilot project, and I was at the Board meeting on July 11, 2017 where I spoke in support of the new lane configuration. I also attended the Safe Streets Open House on July 22. I cannot be at the meeting tomorrow evening, September 6, 2017.

I feel that there was not enough notice given that another motion to restore the six lane configuration would be on the agenda. The issue to restore lanes was voted on before on July 11 and there was not overwhelming support to remove the lanes. Therefore the Board voted to keep the pilot.

The supporters of Restore Venice complain bitterly that they were not involved in the planning which was held in plain view for all those who wanted to participate. So I find it interesting that no notice was given for an important vote where at the last meeting, the lane reduction advocates and the restore the lanes advocates were fairly evenly divided. I am outraged at the language implying that there is overwhelming opposition to the lane reduction project as this is not what I have seen at meetings and in my neighborhood.

I would ask that you postpone such motions until proper notice is given for an October or November meeting.

If you are not going to postpone the motions, then please record me as voting to KEEP the lane reduction pilot and voting no on motion 7 b.

I believe there needs to be a community discussion and meetings on the motion in 7d. I would ask that 7d be postponed until community discussion can take place.

Respectfully,

**Margot Griswold
3773 Moore Street
LA, CA 90066**

**With offices at
3791 Wade Street
LA, CA 90066**

Dear Members of the Mar Vista Community Council:

I strongly encourage the Mar Vista Community Council to continue supporting the pilot project on Venice Blvd as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, but we can't let misinformation and impatience stop us from building and testing safer streets.

As a scientist who not only lives and works in Mar Vista, with a home on Moore Street and an office on Wade Street both just off Venice Blvd, I find it appalling that the Board of the Community Council would even consider abandoning the pilot project that was **designed through community dialogue throughout a yearlong open process. The project did not pop out of a box. Therefore, we owe it to ourselves to allow the pilot project to continue, take the data as planned, and see if the project has achieved the goals of safer streets with or without a minor inconvenience of a few more minutes drive-time.**

As an older resident, I looked at the project with suspicion, but I have been using it with no problem. I still work, and I still have to drive in and out of the neighborhood. I use Venice Blvd without hesitation.

I strongly support this pilot street safety improvement project. The project is meant to make all residents and visitors safer. Similar to how the farmer's market has improved our community, I believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with informed evaluations and data collection, and I urge you to remain committed to designing vibrant and safer streets in Mar Vista.

Sincerely,

Margot Griswold, Ph.D.

**3773 Moore Street
Mar Vista 90066**

**3791 Wade Street
Mar Vista 90066**

I wasn't able to attend the meeting on Tuesday, but was very relieved to hear that we are sticking to the decision made in July to keep this project going forward until the facts are in.

I was recently in NYC, riding I up the very busy thoroughfare of 1st Avenue near 96 th street and noticed the configuration of bike path and parking we are testing out here. If they can do it there....

I just want to thank you for sticking to procedure and correct protocol in the face of what I feel is abusive opposition. There is so much room for true dialogue and learning. It's very sad we cannot deal with it in this way, in our beloved community.

Marilyn Zweifach, Barry and Charnock.

I am distraught and saddened by part of our communities response to the Great Streets trial on Venice. I think it is short sighted and about self interest over the potential good it can do for the city as a whole and our community.

There is a desperate need to change our car culture which is becoming more and more untenable. More lanes, as we have learned is not the answer. The more we can make it more attractive to walk, bike, or use public transportation the better.

The more we can redesign our drive through streets the more we can promote a more vibrant sense of community. I think that was Mayor Garceti's vision, along with pedestrian and cyclist's safety. I will be so upset if these angry voices disrupt this important trial. Frankly I found their behavior at the last council meeting inappropriate and embarrassing.

I hope you keep this in mind as you participate in any decisions made about this project.

Marilyn Zweifach, 40 year resident of Mar Vista, currently at 3606 Barry Avenue.

Dear Mar Vista Council:

I am writing to urge you to maintain the protected bike lanes along Venice Blvd. Many opponents to these new safety features will claim that they are a handicap for the elderly who need to go everywhere in their personal cars. However, as a 67 year old female bicyclist I would like to dispute that claim! I am thrilled with the changes and feel much safer as I frequently ride to YGSB and Mitsuwa. Anecdotaly, I notice an uptick in riders every week. I expect as neighboring communities begin to launch their bikeshare programs (Venice, tomorrow; Culver City and Palms, May 2018) the safety and convenience of the changes you have bravely pioneered will be even more appreciated by cyclists and pedestrians.

I admit that it is not yet a perfect system. Can we institute some minor changes such as removing parking (but maintaining a slower speed limit) during peak commute hours?

I urge you to maintain the changes for at least the length of the one year trial period.

Thank you very much,

Mary Daval

I am a Mar Vista resident and business owner. I support the protected bike lanes on Venice Blvd. Perhaps you will have to make modifications. That's all right. I support compromise. But to just go back to the way things used to be is not improvement, not progress--in fact, it is the opposite. Remember, bicyclists are decent people, too. We are your neighbors. Do not abandon us.

Thank you

Eric Konkol
masterword@aol.com

Greetings Mar Vista Board!

Thanks to you all for not reversing their July decision and insisting on proper procedure in meeting in October.

Thanks for all your hard work during this contentious and polarizing time in our community.

Hang in there!

Thanks,
Melinda

Melinda LeBlanc | 11120 Queensland Street H 62 Los Angeles, CA 90034

Dear Members of the Mar Vista Community Council:

I strongly encourage the Mar Vista Community Council to continue supporting the pilot project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, but we can't let misinformation and impatience stop us from building safer streets and more vibrant communities. Because even the best drivers can kill on dangerous streets, we need streets designed primarily for safety.

As a cyclist, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmer's market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to designing vibrant and safer streets in Mar Vista.

Sincerely,

Melissa Riedel-Lehrke
3791 Wade Street
Los Angeles, CA 90066

Dear Mar Vista Community Council,

Thank you for a great Mar Vista ArtWalk!

I have not had so much fun in a long time. It was a fantastic event and the best ArtWalk yet.

This one had it all. Great Art. Great food. Great music. Great places to mingle. Really great people. It is the type of event that makes and defines a community and the type of event that many communities wish that they could put on as successfully. Thank you to the council, organizers, sponsors, volunteers and participants.

I had intended just to drop by and check it out, but ended up eating, talking and listening to music for... hours.

New this year was the Mar Vista Great Street Initiative improvements which included the new protected bike lanes and I wonder if that was responsible for even bigger crowds who seemed to stay longer and enjoy themselves even more.

The Mar Vista Great Street Initiative improvements are making a difference!

The new lights and crosswalks made going from one stage to the other, safe and convenient. It encouraged me to cross the street (which I did several times) that joined both sides of Venice Blvd. together.

The new protected bike lanes encouraged me to easily ride up and down Venice even more safely at night to check out all the great art and exhibitions that ran for blocks!

I also noticed that the protected bike lanes, with the cars on the street side, gave people extra breathing space for people standing and mingling on the sidewalks. It made the sidewalks more intimately buffered from the noise of the cars going by.

Who knew that Venice Blvd could be so downright cozy at night!

Thank you for your continued support for both the Mar Vista ArtWalk and the Mar Vista Great Streets Initiative.

Sincerely,

Professor Michael Brodsky

Dear Mar Vista Community Council and Venice Community Council,

I fully support recent safety renovations to Venice Blvd.

I am a commuter and I commute daily to my job as a Professor at Loyola Marymount University.

I can choose drive my car or ride my bike.

Recent improvements have encouraged me to ride my bike more often and I use Venice Blvd. to go to either Lincoln or Centinella on my way to work.

This makes my commute much safer.

I was born on Mountain View Ave. and later lived on Butler Ave. Today I still live close by in Sunset Park but nearly every Sunday I also ride my bike to the Mar Vista Sunday Farmers Market and have lunch in one of the great nearby restaurants .

I still feel that this is my home.

I applaud recent improvements that make my daily commute and weekly visits more enjoyable and safe.

Sincerely,

Professor Michael Brodsky, LMU
3009 17th. St. Santa Monica, CA 90405

P.S. Now if we can make Walgrove even safer, I would REALLY appreciated it! =

Dear Members of the Mar Vista Community Council:

I encourage you in the strongest possible terms to continue to support the Venice Great Street project in Mar Vista. As a Westside resident, I believe that this project makes this stretch of Venice Blvd, more useful, safer and pedestrian and bike friendly. I also think that the improvements will greatly enhance the attractiveness of Mar Vista as a destination to enjoy eating, shopping, walking and biking for both residents and visitors. Keep up the good work and don't be discouraged by naysayers.

Best regards,

Michael Gutperle

Dear members of the Mar Vista Community Council & the Venice Neighborhood Council:

I write to strongly encourage you to continue supporting the Great Streets project on Venice Blvd that was initiated as part of the Mar Vista Great Streets Initiative. Fueled by misinformation, this project has come under attack before the project was even complete. Impatience of drivers seeking to pass through our communities shouldn't stop us from building safer streets and more sustainable neighborhoods. These safety improvements will prevent future injuries and can save lives while simultaneously improving the experience of all who live & visit Mar Vista.

As a an architect who regularly visits Mar Vista and Venice for both my work and to spend time with my loved ones, I have experienced this project firsthand as a driver, on a bike, and on foot. I firmly support the improvements that have been implemented thus far on Venice Blvd. I participated in the community dialogue related to this project, including ideas guiding the street's design at CicLAvia in March. I think that as people become more accustomed to the redesigned street, it will show itself as an asset that empowers people to experience Mar Vista and its businesses. But none of that will happen if we don't give the project a chance.

I urge you to remain committed to creating healthier and safer streets in Mar Vista by continuing to support this project.

Thank you for your consideration,

Michael MacDonald
4116 Scandia Way

To the Mar Vista Council,

My husband and I really like the protected bike lanes on Venice. We choose to bike all over West LA including to the Farmer's Market every Sunday and to the beach. Since we have been biking for years, we are confident in our ability to ride with traffic. However, the protected bike lanes makes it safer for more cyclists and especially families to get around the area on bikes.

Being 'doored' often results in serious injuries including concussions and broken limbs. The protected bike lanes with parked cars on the other side of the barriers removes the fear of a driver simply opening a car door and causing injury to the cyclist they failed to look for.

One way to return the car lane for the drivers might be to remove the on street parallel parking on Venice. That way the cyclists could have the protected bike lane and the drivers could have that third traffic lane.

In short, LA is not just for cars! We are trying to get away from polluting via fossil fuels, trying to get people healthier and trying to improve well-being in our communities. Making it easier to bike is good for all of these reasons. Drivers need to learn to share the road with everyone! We should be encouraging healthy activities, less car reliance and more sustainable use of resources not bowing down to single person cars.

Thank you,
Michelle Castelletto
Anthony Castelletto
3608 Keystone Ave.
Los Angeles 90034

PS. Yes we live in Palms but we spend money in Mar Vista!

I'm writing to applaud the vision and implementation of Great Streets in Mar Vista on Venice Blvd . The walkability and bikeability has improved, and the commercial district is more welcoming and accessible than ever before.

As the entire Westside makes these changes, more people will be encouraged to get out of their cars, and use alternative transportation. It's tough changing habits and our car culture is so ingrained...just ask this native Angeleno, who saw the first 12 years of life through a car window!

Please stay the course and attend to the thousands of families who actually benefit from these improvements.

Michelle Weiner
Culver City Bicycle and Pedestrian Advisory Committee
Transition Culver City, Lead
Bike Culver City, Communications

Dear MVCC Board,

I understand that there are voices clamoring for this reversal. I must confess that waiting at an extra light, I have experienced knee jerk anger at having to wait an extra 30 seconds. Is it rational? Probably not. It's probably testosterone. So in order to make a rational decision on how to proceed, we really should look at the data. So I would ask, for instance, how much longer is it taking motorists to traverse the revised path versus the original configuration? Is it 10%? 15%? 20%? Are there other questions we need to ask? Do we have all the data we would want to evaluate this model? Because if we don't, we'll never restore the configuration again to get it.

Steve Fox

Dear Elliot,

I'm writing to reiterate my support (as a Mar Vista resident who drives, bikes, and walks on Venice Blvd) for the Great Streets pilot. I am strongly opposed to all the motions before the T&I committee tonight intended to restore traffic lanes to Venice Blvd at the expense of bike/pedestrian safety and the quality of life for myself and other Venice Blvd residents.

As I've communicated in past e-mails and in oral comments at the previous T&I committee meeting, the road diet component of the Great Streets pilot has made Venice Blvd a more pleasant place to walk and bike and has made it easier for me to access businesses near Venice and Grand View. It has also made my commute through Mar Vista much safer on occasions when I have to travel to UCLA for work during rush hour (currently about once a week).

It would be a disheartening step backwards for the community council to push for restoration of traffic lanes, since car speeds in the three-lane segments of Venice Blvd are frequently unsafe and excessive, while traffic noise from vehicles going 50 miles an hour or more is highly detrimental to my quality of life.

I learned a lot about my Mar Vista neighbors' concerns regarding traffic congestion at the previous T&I meeting, and I am sympathetic to the views stated about problems with left turns at the Centinela and Venice intersection, about cars not merging early enough on Venice, about pedestrians and transit riders crossing the bike lane, and about cut-through traffic on side streets. It seems to me that LADOT could take a number of measures to address these specific problems without restoring traffic lanes on Venice Blvd and endangering vulnerable road users. I would happily support a set of solutions that adequately prioritized safety for all road users (including those on foot or bike). Examples of alternative solutions might include

- * Installing protected left turn lights in all directions at Venice and Centinela, combined with "scramble" or "continental" all-way walk signals similar to those recently adopted in Santa Monica and Westwood (to alleviate left turn challenges at that intersection)
- * Additional signage and road striping on Venice alerting drivers to the merge (to deal with late merges near Inglewood)
- * Increased speed limit and stop sign enforcement on streets affected by cut-through traffic
- * Do not enter or one-way street restrictions (combined with enforcement) to discourage cut-through traffic (similar restrictions are in place near Venice and Lincoln and behind the Costco, and appear to be effective)

The present motions, however, do not offer a realistic way forward for any form of transportation in the neighborhood besides driving. The "Regional Safe Bike Routes" motion, similarly, seems manifestly unrealistic given the realities of the planning and construction processes in LA. The Great Streets pilot is not perfect (which perhaps reflects the fact that it is a pilot), but it would be much better for the neighborhood to build incrementally on the traffic calming and safety improvements rather than throwing the whole thing out and starting from scratch.

To sum up, I hereby register my strong opposition to the Policy Motion calling for "Restoration of 3 car-lanes in each direction on Venice Blvd," as well as Policy Motions numbered 1, 2, 3, and 4 in the agenda. I will not be able to attend tonight's meeting, but I look forward to re-engaging with the committee in the future.

**Best Regards,
Misha Dworsky
13001 Venice Blvd, #5**

Dear Members of the Mar Vista Community Council,

I am a Mar Vista resident -- I have lived at 13001 Venice Blvd, #5 since January of this year -- and I am writing once again to voice my strong support for the Great Streets improvements on Venice Blvd.

I strongly urge the MVCC to reject the motions on tonight's agenda that call for the city to reverse the Great Streets pilot and add car traffic lanes back to Venice Blvd.

As someone who lives on Venice Blvd, I think the road diet has made it much more pleasant to walk and cycle in my neighborhood and has made me much more inclined to venture down to Grand View for dinner when I have free time. **Given the pretty alarming speed of traffic and the unpleasant levels of motorcycle noise on my building's stretch of Venice Blvd, I can only wish there were a road diet (or something else to get cars & bikers to slow down and drive at a safe speed) where I live.**

It's important to me that the MVCC (and Councilmember Bonin) understand that neighborhood residents have experienced concrete improvements in the quality of the neighborhood since the separated bikeways and additional street crossings were installed.

I also note that the MVCC agenda includes a figure for a number of traffic accidents since the Great Streets improvements were installed, which is meant to indicate "that the current roadway configuration is failing to meet the objectives of Vision Zero." I hope the council realizes that we can't learn anything about the effects of the road diet from a single number reported out of context without historical baselines (e.g., number of traffic incidents in the same place in the previous year), control groups (e.g., number of incidents for the same time period on Ocean Park Blvd or Washington Blvd), adjustment for seasonality (i.e., people bike more in the summer), adjustment for economic conditions and fuel prices (i.e., people drive more when the economy is strong and gas is cheap). More importantly, the absolute number of traffic incidents involving bikes and pedestrians can easily increase *as a result* of safety improvements as more individuals decided to ride bikes or walk.

The city absolutely needs to be tracking the safety impacts of road diet projects so we can make reasoned decisions about how to go forward on the basis of the best evidence possible. I hope that my comments have given some indication of why we need trained professionals (and more than just one data point) using valid epidemiological methods to understand what the project's real impact is.

I would also note that what matters for vision zero (and ultimately for safety in our city) is not just the number of traffic incidents but their severity. **Congestion and gridlock are no fun, but what I'm really worried about is if I'm going to get killed biking down Venice Blvd by some maniac doing 50. The Great Streets pilot has given me a lot of confidence that nothing like that is going to happen between Beethoven and Inglewood.**

I sympathize with my Mar Vista neighbors' concerns about traffic congestion--I also drive in the neighborhood a few times a week. However, as someone who bikes the length of Venice Blvd from Abbott Kinney to Beethoven as part of his daily commute, I simply cannot imagine that the city would want to return Mar Vista to the far less safe and comfortable unprotected bike lane configuration that we have on the rest of Venice.

If they haven't already, I wish some of the tenacious opponents of the Venice Blvd improvements would try riding the Venice Blvd bike lanes from Sawtelle to Lincoln and then reflect on where they feel safer and more comfortable riding. It would be a huge unforced error for the city to backtrack on such obvious safety improvements before drivers and the neighborhood have had a chance to adjust.

**Sincerely,
Misha Dworsky
13001 Venice Blvd, #5
Los Angeles, CA, 90066**

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

As a neighborhood resident and cyclist, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

In addition, I find it much more pleasant to walk and bike from Beethoven to Grand View than I did before, leading me to visit local businesses (esp. Grand View Market, Alana's, Mitsuwa, and Little Fatty) more than I used to before the bike lanes were protected from the cars. Mar Vista has begun feeling much more like home to me as a result.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Best,

**Michael Dworsky
13001 Venice Blvd, #5
LA, CA 90066**

MVCC Board

Thank you for your vote last night. As a former board member, I know how hard it can be to stick to your convictions in the face of an angry and hostile crowd. I wish this could be your last vote on this matter but, unfortunately, it is pretty clear that it won't. Please know that there is a strong contingent in this community that wants and supports these changes to Venice Blvd., and that you have our support and appreciation.

Mitch Rishe

Dear MVCC Board,

I am the current Chair of the Bike Mar Vista! Committee. I am also the former Chair of the PLUM Committee and of the T&I Committee, and I was an MVCC At-Large Director from 2012-2016 and its Vice Chair from 2014-2016. However, I write to you as a resident and stakeholder of Mar Vista regarding Venice Blvd.

In the immortal words of Yogi Berra, "It's deja vu all over again." Just two months ago, this board considered, after substantial public comment, a motion to remove the protected bike lane on Venice Blvd. and "restore" the boulevard to 6 lanes of car traffic. That motion was resoundingly defeated 8-3. Now, the special interest group on the losing side of the motion, a director on the losing side of that motion, and a new director who apparently did not like the outcome of that motion, have each submitted their own motions to once again "restore" Venice Blvd. to 6 lanes of car traffic (Items 13(m)-(o)). I urge you to reject these motions.

I will not attempt to sway you with appeals to saving lives and making Great Street Venice a thriving and walkable community. You already heard plenty of that in July, and you will no doubt hear plenty of that on Tuesday (but for your reference, below is what I wrote to the board in advance of its July meeting). Rather, I appeal to your integrity and the integrity of the Mar Vista Community Council. What will become of our community if a special interest group, dissatisfied with the vote of the board, can simply hop from committee to committee repeatedly re-introducing a defeated motion in the hope that the decision will eventually be reversed? And what will become of the integrity of the board if a director dissatisfied with the vote of his fellow directors repeatedly re-introduces a defeated motion in the hope that, next time, the board will vote his way? This board must reject this gamesmanship and once again resoundingly defeat these motions.

You will recall that the public comment in July was pretty much evenly split among supporters and opponents of the Venice Great Street. Please keep that in mind as you re-consider these motions. It is simply not possible for those who support the changes to turn out month after month to re-iterate their support and face a hostile and angry crowd hell-bent on doing everything in their power to get their driving lanes back (going so far as to attempt a recall of councilmember Bonin). But just because supporters of the changes aren't as vocal or as angry does not mean we aren't as numerous.

Unfortunately, I will be traveling for work and will not be able to attend Tuesday's meeting. But please, I urge you, reject these ill-conceived motions. Thank you.

Mitchell Rishe

To the MVCC Board,

Thank you for making the courageous decision to support the continuation of the Venice Blvd. Great Streets bike lane and road diet. From my time on the Board, I know how difficult it can be to resist the demands of a loud and angry crowd. I was pleased to hear that the supporters of Great Streets equaled the number of opponents (even if they didn't equal the volume and vitriol).

Take pride in the knowledge that your decision will have impacts within Mar Vista and beyond, as you have given strength to other council districts considering road diets but concerned about the potential backlash.

While there will be some people we will never convince, the success of Venice Blvd. will speak for itself, as people and businesses come to a safer, nicer, bike- and pedestrian-friendly Venice Blvd.

Once again, THANK YOU!

Mitch Rishe

Dear Mar Vista Community Council,

I am the current Chair of the Bike Mar Vista! Committee. I am also the former Chair of the PLUM Committee and of the T&I Committee, and I was an MVCC At-Large Director from 2012-2016. However, I write to you as a resident of Mar Vista regarding Venice Blvd. I encourage you to support the alternative director's motion submitted by Sherri Akers and Ken Alpern to continue the Venice Blvd. Pilot Project.

In March of this year, the Bike Mar Vista! Committee submitted to this Board a motion to support Vision Zero. The Board approved the motion on consent at its March 14 meeting (just four months ago). That motion recognized that "Vision Zero Los Angeles is the City's commitment to eliminate all traffic deaths by 2025," with a focus on "protecting our most vulnerable road users, including children, older adults, and people walking and bicycling." In passing the motion, this Board committed to "support[] the City's Vision Zero initiative, and the implementation of an action plan." The overriding purpose of the lane reconfiguration of Venice Blvd. (designated a "High-Injury Network Priority Corridor") is to save lives, and is part of MVCC's commitment to Vision Zero.

Downtown Mar Vista has undergone a remarkable transformation over the past several years. With the overwhelming success of the Mar Vista Farmer's Market, new restaurants and businesses have come here – Louie's, Little Fatty, The Mar Vista, Surfing Cowboys, Alana's Coffee Roasters. I firmly believe that the lane reconfiguration of Venice Blvd. will be as transformative for Mar Vista as the Farmer's Market has been. While some may view Venice Blvd. as simply part of their daily commute, it is my hope that downtown Mar Vista will become a pedestrian and bicycling destination, like Abbott Kinney or Melrose Ave. A place where parents feel safe cycling with their children, and where seniors feel safe crossing the street. Great Street Venice Blvd. can make that happen!

Finally, please do not accept the notion that the lane reconfiguration is actually unsafe. Protected bike lanes like the one now in place on Venice Blvd. have been installed in cities throughout the U.S. and the world, including New York, Chicago, Salt Lake City, Washington D.C., Montreal and Victoria, Canada, and Paris, France (and usually without controversy). It is a tested and trusted design to improve safety and save lives.

I unfortunately will be travelling for work on July 11, and therefore will be unable to attend the meeting in person. But I trust the Board will honor its prior commitment to Vision Zero and will give the City the opportunity to study the impacts and of the current configuration and make adjustments where necessary. I therefore urge the Board to support Sherri and Ken's alternative motion.=

Mitchell Rische

Dear Mar Vista Community Council:

I've biked a lot in a lot of cities around the country and the world, and am often impressed by how much better other places accommodate us riders. But here in my own neighborhood, I was thrilled to find an exception to that rule: the way the pilot segment of Venice Blvd. was planned and executed.

I've often heard Los Angeles described as "72 suburbs in search of a city." Maybe that's true, but whenever I go walk or bike or drive along that stretch, I feel very proud of both my suburb and my city for making this improvement.

Obviously the pilot program should continue to be studied, and adjustments may have to be made. But as far as my wife and I are concerned, it's a smashing success! I hope you'll expand, rather than contract (let alone scrap) this important advancement in our neighborhood.

Thanks for your kind attention —

Monte Montgomery
11803 National Blvd.
Los Angeles, CA 90064
montgomery.monte@gmail.com
c 310-696-1011
www.montfilm.com

Dear Members of the Council:

I strongly encourage the MVCC to continue supporting the project on Venice Blvd as part of the Mar Vista Great Streets Initiative and reject the improperly named "Potential safety measures for bicyclists and pedestrians".

The proposed policy of 7b (potential reversal of lane reductions on Venice Blvd) ignores the initial positive safety data that shows vehicles speeds have decreased with only a minimal impact on travel times. Speed is a large factor in the injury outcome of a pedestrian or bicyclist involved car collision. We know speed kills and this Great Streets initiative works to reduce speeds considerably through physical changes to the street. Posting a lower speed limit does little if the street is designed to let drivers comfortably drive over the speed limit; it's an easy proposal that does nothing to address the systematic safety issue of speed in crashes with all road users.

The projected should be allowed to continue to gather further data. With more data, an informed decision backed by evidence, not by noise made by a vocal minority, can be made on the continuation and improvement of the project.

The suggested policies motions under 7d (potential safety measures for bicyclists and pedestrians) place the blame on the wrong parties and do not address the safety issue of speed.

Requiring a helmet law for all individuals is short sighted and places the blame incorrectly on people who ride bikes. Studies from London and Adelaide, Australia found cars were responsible for 66% and 80% respectively of all car and bike involved incidents. Laws should address the culpability of cars and vehicles, not placing the onus on the victims. Likewise, laws should focus on distracted driving, not pedestrians.

The regional safe bike routes motion again ignores the initial safety data from the project while also isolating people riding bikes from engaging with the community along the corridor. Relegating the bike path to the median isolates users by forcing them across multiple lanes of fast moving traffic to park and enjoy the businesses along the corridor. The path becomes a thoroughfare from A to B rather than connective tissue in the community.

While I do agree with adding new regional connecting bike paths to surrounding areas along Walgrove and Wade etc. as well as the increasing bike path maintenance, not under the current stipulations involving converting Venice from 4 lanes to 6 lane highway.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Thanks,

Natalie

Wade St.

Dear Mar Vista City Council board,

I am writing to request that you allow time to collect data and assess the road diet in Mar Vista.

Changing back to six lanes without a plan, would not only be an underinformed reactionary move, but it would endanger Vision Zero. We need our cities to be walkable today and in the future. Mar Vista needs to lead in making road improvements so that other areas can learn and follow. As a Culver City resident I look forward to the opportunity to refer to Mar Vista's successful great street to make changes of this nature in our own city. I am a strong supporter of walkable cities and support Vision Zero. We need input, data and an informed approach to move forward with improvements to make our cities great and walkable.

**Thank you,
Nancy Barba
415-420-0992
Culver City resident**

Dear Mike Bonin and Board,

I am a master student in Transportation and Mobility and also an avid cyclist in Mar Vista. I strongly support the new bike lane configuration on Venice Blvd / Mar Vista. It makes the street safer for all road users. Taking into account that Venice Blvd is included in the high injury network, a change is definitely necessary in order to commit the Vision Zero Action and avoid traffic deaths.

Thank you.
Best regards,

Pablo Lujan Garcia.

Please count me as AGAINST New Business Items b and Item d. D has some good points about helmets and pedestrian use of electronic devices, but it's a thinly disguised attempt to stop the road diet on Venice, which I COMPLETELY SUPPORT, but for occasional tweaks here and there.

The convenience of commuters in traffic pales against the unnecessary deaths that occur because motorists are driving too fast. Make LA more commuter and bike friendly. More parks, more open spaces, more carefully planned housing with height restrictions.

Peter

Peter Kolstad
Post Production Independent, Colorist
Blackmagic Certified Instructor for Da Vinci Resolve
Avid Certified Instructor
Avid Certified Support Representative (ACSR)
peterks@verizon.net
Coolidge Ave., Mar Vista

Dear Members of the Mar Vista Community Council:

I strongly encourage the Mar Vista Community Council to continue supporting the pilot project on Venice Blvd. as part of the Mar Vista Great **Streets Initiative**. **This recently installed project has come under attack, but we can't let** misinformation and impatience stop us from building safer streets and more vibrant communities. Because even the best drivers can kill on dangerous streets, we need streets designed primarily for safety.

As an older adult and cyclist, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue, which included my input at the GV Farmers Market, throughout a yearlong open process and is meant to make all residents and visitors safer. **Similar to how the farmer's market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.**

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to designing vibrant and safer streets in Mar Vista.

Sincerely,

Peter Kolstad

3967 Coolidge Ave. LA, CA 90066

Dear Members of Mar Vista Community Council,

I support the current layout of Venice Boulevard. The protected bike lanes are a significant improvement over the past configuration of the street.

I am a volunteer and board member of the Bikerowave co-op, which is located on Venice Boulevard, between Time Warp and The Mar Vista. I regularly cycle in Mar Vista and am happy to say it is a much calmer, safer, and more pleasant experience with the changes to the street.

I encourage each of you to attend the Mar Vista Art Walk this Thursday to see for yourselves just how many people want to be able to walk and cycle in our neighborhood.

Thank you for helping improve Mar Vista.

Rachel Stevenson

Dear Members of Mar Vista Community Council,

I support the new layout of Venice Boulevard. The protected bike lanes are a significant improvement over the past configuration of the street.

I am a volunteer and board member of the Bikerowave co-op, which is located on Venice Boulevard, between Time Warp and The Mar Vista. I regularly cycle in Mar Vista and am happy to say it is a much calmer, safer, and pleasant experience with the changes to the street.

I saw a family of five using the bike lanes about a week ago. The youngest child was probably about 6 years old and was happily cycling past the businesses in his family's neighborhood. This is who the boulevard should be designed for - the most vulnerable among us. We should not kowtow to those who want to speed through our community, putting our residents and visitors at risk.

Thank you for helping improve Mar Vista.

Rachel Stevenson

Dear Members of the Mar Vista Community Council,

Thank you for taking all the heat last night!

I want to reiterate that your support for the changes made to Venice Blvd. is a bold step in the right direction. Like Mar Vista, cities around the world are investing in non-motorized vehicle transportation to encourage more human, more livable communities. The fact that the road is a public space is still a radical notion for many motorists; I am proud that Mar Vista has made its support for active transportation clear.

In the majority of roads in Los Angeles, my safety as a cyclist was excluded from the design and build process. Thank you for considering cyclists and pedestrians in your plans. I will continue to support the protected bike lane.

Thank you again!

Rachel

--

Rachel Horn
B.A. Environmental Earth Sciences
University of California, Berkeley
rawkalehorn@gmail.com

Lifer from Mar Vista, I went to Webster Jr high and VeniceHigh so I know what I'm talking about I'm 57 now and I like the new two lane, it slows down all these Nimrod's flying down Venice bl

Richard Shapiro

I'm writing you to let you know that as a community member who shops and visits and enjoys Mar Vista, I want the pilot program to continue as it was designed.

I urge you to vote NO on Tuesday on the Measure that would immediately reverse the lane reductions. Let's get the results after the original designated timeline.

Sincerely,

Robin Dennis
4126 Coolidge Avenue, LA 90066

Hello,

While the new temporary (or permanent, depending on future evaluations and community feedback) lane configurations in downtown Mar Vista are quite a change, I am totally in favor of this pilot program continuing as planned. Let's give ourselves the time to see the impact on possible injuries to bicyclists (hopefully reduced), retail business, traffic congestion, etc. A lot of people with good intentions have done a great job to implement it; give it a chance.

I urge you to keep this pilot program in place.

p.s. I grew up in Mar Vista, graduated from Venice High, and now live just south of Washington Place near McLaughlin.

Sincerely,
Robin Gurse Dennis
310-617-1595

Dear Friends,

I've been a Mar Vista homeowner for 25 years and have been thrilled with the local changes made to slow vehicle traffic in our area, as part of the Great Streets Project. I am one of those

people who has made a choice to get out of my car more often and to walk and bike both as a healthy pastime and for running errands. But in doing so, I've found myself at risk of great personal harm. I see vividly the inattention that drivers have on their commutes, with their obsession with mobile phones and texting. And too, with the increase in anger and road rage towards bicyclists who obviously make easy progress during packed rush hour commutes.

The existing bike lanes and crosswalks have been woefully inadequate to protect cyclists and pedestrians. Venice Blvd. until recently, has been one of the scariest streets in the area with minimal space for cyclists trapped between parked cars and frustrated motorists drag racing to the next red light. No safe egress has been provided until this fantastic new Great Streets Initiative has begun implementation in the past few months. I think the changes made to Venice Blvd. here in Mar Vista are exactly the kind of forward looking change we've needed, and should serve as the poster child for how communities can work together for the safety of all travelers.

Not only do I enthusiastically support the current changes but I hope they can be radically extended. We need the same sort of safe roadways extended as far west as the beach and as far east as the Culver City train station.

Don't let the NIMBYS get you down. Change is the only constant in this world and in this case, change is necessary to evolve as a community with safe travel guaranteed for everyone. Keep up the good work.

Peace,
Roger

To the Board Members of MVCC and VNC,

As a resident of Mar Vista I would like to express my concern for the efforts being conducted to abort the Vision Zero pilot project on Venice Blvd.

I strongly support the objectives of this project and believe that since it is only a pilot project at this time it should be given the chance to run its course to collect data and see whether it does make a difference in reducing accidents.

I am open to modifications being made to the plan as long as it does not reopen all six lanes to traffic until the end of the pilot phase.

With thanks,
Ron Kato

Please do not throw the baby out with the bathwater. It's easy for people to get angry over a sloganized campaign that demonizes new ideas. The "road diet" ideas need time to work out, need time to be tested, and the public should of course have the right to give its input and that input should matter. But to quash an idea before it has had an opportunity to be tested is wrong. Don't give up on making LA's

roads safer for pedestrians and bicyclists. Even with the rage, which seems wholly out of proportion to the efforts being made, don't succumb to bullying. Give feet a chance.

Sarah Spitz, KCRW Producer/Publicity Director (retired)

"Culture Watch" columnist, Santa Monica Daily Press

(active) <http://www.smdp.com/category/life/culture-watch>

UCCE LA County Certified Master Gardener (2006-active); Certified Master Food Preserver (2011-2014)

Food Forward Advisory Council Member, www.foodforward.org

Slow Food LA Food Preservation Advisor <http://sfpla.org>;

Facebook: <https://www.facebook.com/SFPLAB/?fref=ts>

CERT (Community Emergency Response Team 10) Santa Monica volunteer

There is a lot of angry talk about Venice Blvd and Vision Zero. It's too easy to let mob rage and emotion drive action.

I think that the Vision Zero plan and 2035 Mobility Plan need a chance to work out the kinks. Don't jump to an angry decision (repeal and replace ACA is a prime example) to wipe out the good with the bad.

Please give the plan an opportunity to work; modify it as needed and let's make our communities friendlier to walkers and bikers; it will be good for all of us.

Thank you for considering my opinion.

Sarah Spitz, KCRW Producer/Publicity Director (retired)

"Culture Watch" columnist, Santa Monica Daily Press

(active) <http://www.smdp.com/category/life/culture-watch>

UCCE LA County Certified Master Gardener (2006-active); Certified Master Food Preserver (2011-2014)

Food Forward Advisory Council Member, www.foodforward.org

Slow Food LA Food Preservation Advisor <http://sfpla.org>;

Facebook: <https://www.facebook.com/SFPLAB/?fref=ts>

CERT (Community Emergency Response Team 10) Santa Monica volunteer

Dear Members of the Mar Vista Community Council, the Venice Neighborhood Council and Councilman Bonin:

I strongly encourage the Mar Vista Community Council, the Venice Neighborhood Council and Councilman Bonin to continue to support the changes to Venice Boulevard and surrounding areas, to improve safety and improve our community.

As an avid cyclist and community member, I firmly support the improvements on Venice Boulevard, Culver Boulevard, Dockweiler beach area to increase pedestrian and cyclist safety.

I encourage you to not be swayed and reactive by the vocal car commuting community who have viciously attacked these improvements to our neighborhoods. More time is needed to fully evaluate these changes and people will need more time to modify their behaviors as a result of the road changes.

**Sincerely,
Sarah Hunter
4358 Lyceum Avenue
Los Angeles, CA 90066**

Dear Mar Vista Community Council Board Members,

I wrote to you in July expressing my support for the Venice lane configuration and am very appreciative that you voted to support the continuation of the pilot project. I am baffled that a mere two months later there are now 3 motions on the September agenda proposing that Venice Blvd be returned to a six lane highway.

I urge you to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. It would be irresponsible to restore the street to 6 lanes without thoroughly studying the results. This configuration has shown to be enormously successful in cities throughout the world.

I have lived and worked in Mar Vista for 30 years. We finally have a town center that we can enjoy as pedestrians and cyclists, rather than just speeding through. We all have to accept the need to slow down. I wish this had been done when I was raising my three kids.

Scott Littell CPA
slittell@littellcpa.com

I urge the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This project has come under attack with a great deal of misinformation. These safety improvements will prevent future injuries and save lives. This vibrant community deserves to have safe streets for families and humans who use this route to connect with their lives. It would be irresponsible to restore the street to 6 lanes without thoroughly studying the results. This configuration has shown to be enormously successful in cities throughout the world.

I have lived and worked in Mar Vista for 30 years. The new protected bike lane will finally make me feel safe as a bike rider – and also as a pedestrian who will no longer be at risk from cyclists on the sidewalk. We simply must mature into a less car centric community and this is a much needed first step. We all have to accept the need to slow down.

Let's continue to improve our streets with rigorous and informed evaluations. Please remain committed to creating vibrant and safer streets in Mar Vista.

Scott Littell CPA
slittell@littellcpa.com
Coolidge Ave., Mar Vista

Hello,

I live in Del Rey and regularly use the new bike path on Venice to cycle. It makes me feel very safe and I think the layout is very clear.

I also like it as a pedestrian and feel better walking my toddler in the area. I have experienced no adverse side effects as a driver. A bit of congestion is fine by me.

As we experience extreme heat and close brush fires exacerbated by climate change - the importance of becoming a less car dependent city couldn't be clearer.

I'm disappointed that the anti vision zero people hate spending an extra 2 minutes on their daily commute but will gladly spend 3 hours a month complaining about the improvements at these meetings.

I hope the council will remain committed to the pilot program so the data can be collected and we can all move forward with an informed decision at the end of the pilot.

I am away on vacation this week otherwise I would attend the meeting to physically show my support. I hope the anti crowd are civil and respectful to you this time.

Thanks,
Sean Cameron

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

As a cyclist, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, we believe the "small town feel" of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

When I first moved to LA I was too afraid to cycle in this city but programs like this have made it safe for me to ride and I am very grateful. I have recently begun working in Santa Monica and ride from Del Rey using the new Venice Blvd. bike lanes every week day, before I would have used my family's second car but now I ride my bike.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Sincerely,

Sean Cameron

Dear MVCC,

I'm writing in support of the Venice Boulevard Great Streets Pilot.

I'm a long-time Mar Vista resident and am stunned that after so much public input and outreach, the MVCC vote committing to support the initiative is not being honored. How can we count on Board decisions if any one decision can be retracted? A lot of time and thought went into the Great Streets initiative, and I am in support of safer streets for of of us as a community, not just for drivers, but for pedestrians and bikers too. Shouldn't we be looking out for everyone?

I'm disheartened by the negativity and the smear campaign against Mike Bonin, who has been a huge advocate for our community, and who has been so accessible to community input. I've seen nothing but support and results from Mike Bonin, including new stop signs to make our neighborhood safer, and signs to prevent campers around our schools.

Change is hard and I appreciate that some are frustrated by the traffic issues, but those can be worked out in a respectful and logical way, such as by better timing the lights. Let's not go backwards, but continue to move forward together as a community. You are our leaders, the ones who hold a vision for a better future. Cities across the globe are moving in this direction to build safer and more pedestrian-friendly neighborhoods. Let us be part of the trend of the future. Let Mar Vista be a visionary community.

Thank you for your support!

Shilpa Agarwal

Hello-

I am writing to share my support of the Great Streets project in Mar Vista. I have lived in Mar Vista for the past 11 years and have three young sons. We walk or bike to the Farmer's Market every weekend from Coolidge Ave along Venice Blvd. We have found the new arrangement to be much safer than the previous lane configuration.

We understand that many people are against this due to the additional congestion on Venice Blvd. While we are not sure this is the very BEST configuration, we feel very strongly that safe biking and walking lanes are extremely important to our growing neighborhood and urge you to continue the pilot program to find the very best solution for drivers and walkers.

Sincerely,

Skyler Mattson

310-592-5246

Coolidge Avenue resident for 11 years

I'm writing to support the retention of the Great Streets treatment on Venice Blvd & to recommend you oppose the return of Venice Blvd into the original 3 lane configuration. I was born in Santa Monica, grew up in Mar Vista and commute mostly by bike through Mar Vista from Culver City to my job at SMC daily.

I ride my bike through here at many hours of the day including early morning, morning drive time and afternoon drive time between 4 pm - 6 pm several times a week.

All summer long I've deliberately ridden east bound Venice from Beethoven through to McLaughlin and generally have not seen the declared "gridlock" claimed by drivers opposing the configuration. Only once on a Thursday was it heavy out of approximately 30 trips I've take this way during afternoon drive time. It's worth noting that Thursdays are traditionally the heaviest traffic day of the week and I've witnessed similar backup with the previous lane configuration. In talking with colleagues who live in the area, there is a knee jerk reaction that the treatment is bad, but when asked if they've used the street recently they all say they avoid it and have not experienced it. In other words many of those who oppose it don't actually use it.

I do use it and generally feel safer & see families with kids riding in the protected bike lane when I ride. It did take some adjusting to the new configuration and the tweaks LADOT made to the turn pockets have helped clarify and lessen dangers. What I've come to appreciate is the neighborhood surrounding the great streets treatment feels calmer and many restaurants along the route are full, relaxed and just cool to experience along here with the buffered bike lanes and parking. I've drive this route as well when I drive and have used the street parking and have an overall positive experience. You have a great asset with this but I suspect our primitive driver centric reptilian brains aren't letting most see it. It took me a fair amount of effort to figure out how to leave my car at home and commute by bike and I think we're all better for it. I think if you can step away from the steering wheel and honestly be objective you'll realize what a benefit you really have now.

You do not need three lanes of continuous traffic rushing through here as is being demonstrated. The calmer approach is a benefit to the community and the businesses. It takes time for people to learn the bike routes and explore them as well as integrating them into their commutes. Placing a bike lane in the center of the median creates flow problems for commuting cyclists who are effectively marooned from businesses and turns to connecting streets. Having the cyclists on the right side of the street provides more opportunities for a more normal commute and as someone who has used both methods (like Culver Blvd. in Del Rey area) I prefer the current treatment in Mar Vista.

I encourage you NOT to call for the immediate restoration of the street to three traffic lanes and embrace the new normal which is actually quite positive to the stretch of road. LA has a driver mindset and if we want to reduce traffic and traffic accidents we need to embrace projects like these which encourage alternate means of transportation. We don't need to drive our cars all the time to get everywhere. Some people can't use alternatives but that doesn't mean the rest of shouldn't. If you want fewer cars, please continue to build routes which encourage walking, biking and lessens car trips.

-Steve Herbert, Chief Engineer, KCRW/SMCCD

Dear Members of the Mar Vista Community Council and the Venice Neighborhood Council:

I strongly encourage the Mar Vista Community Council and the Venice Neighborhood Council to continue supporting the project on Venice Blvd. as part of the Mar Vista Great Streets Initiative. This recently installed project has come under attack, much of it being fueled by misinformation. Impatience of drivers shouldn't stop the community from building safer streets and more vibrant neighborhoods. These safety improvements will prevent future injuries and can save lives.

As a life long resident of the area and one who commutes on Venice both as a driver and cyclist, I firmly support the street safety improvements on Venice Blvd. This project was designed through community dialogue throughout a yearlong open process and is meant to make all residents and visitors safer. Similar to how the farmers market has improved our community, we believe the "small

town feel” of this Great Streets initiative will do the same for Mar Vista and will further improve community culture.

We must continue to improve our streets with rigorous and informed evaluations, and I urge you to remain committed to creating vibrant and safer streets in Mar Vista.

Sincerely,

Steven Herbert
Culver City, CA

Dear Councilman Bonin, City Council Members, Dept of Transportation, Safety Dept, etc etc

I am a huge supporter of the Mar Vista Great Streets Project. I am one of FIVE households living in 90066.

Change is difficult. And the current test execution of the traffic & bike lanes, additional crossings with stoplights etc can be improved and optimized in ways which will benefit motorists, cyclists, pedestrians AND build a greater sense of Community.

PLEASE stay strong, and remain committed to a year-long test of the Great Streets Project. It is premature to dismantle it. It is premature to walk away from the vision.

We cannot be bullied by people who want to continue SPEEDING down Venice Blvd. I take alternate routes when I'm driving to avoid this section when I want to go fast. I appreciate the improved walkability, cyclability and SAFETY of the lanes. Most importantly, I enjoy SLOWING DOWN, meeting new people and stopping into stores I would normally speed by.

Thank you for your vision and courage to continue this project, in the face of such "strong" and angry protest against this awesome project. Your Courageous Leadership is needed, and one day, hopefully more people will appreciate how your leadership created a new way for them to explore and enjoy OUR neighborhood.

Steve Seto
310.636.9103

To the MVCC and VNC,

I would like to express my appreciation for the efforts made on behalf of creating a more pedestrian friendly stretch along Venice Boulevard in Mar Vista. As a long time resident of Mar Vista, I am grateful for the changes and see them as a significant improvement to the neighborhood. I have not yet felt inconvenienced by the congestion residents have complained about, partly because I see that as a small price to pay for the sense of community that can be achieved. I'm sure that there will be room for improvement, but I love the idea of what has been created and look forward to seeing how it develops.

Su Addison
architects **Addison Schierbeek**
su@addisonschierbeek.com
c 310 413 4899

Dear MVCC,

It has come to my attention that the council will be entertaining another vote tonight on whether or not to restore the lanes on Venice Blvd. to the pre-pilot configuration. **WHY?** I thought that was settled at this summers huge meeting, which I attended, and which by the way, had more supporter than detractors.

This is very disappointing and I urge you to stand strong in support of giving the project a real chance, one year.

The latest data from LADOT shows that travel times are returning to normal “After some interruptions during construction, *travel times between Inglewood Boulevard and Beethoven Street on Venice Boulevard are now within 90 seconds of pre-project trips*” That’s from the mailer I just received. And if I understand most of the detractors on Nextdoor and those at the MVCC meeting, that was the main complaint.

The data also shows a *reduction in injury collisions*

In addition the LADOT is apparently planning on addressing the legitimate issues some have with the changes, improving right turns, improving bike lane visibility, and allowing emergency vehicles to pre-empt traffic signals so they can move through the intersections more quickly.

I understand that you are under pressure from a LOUD (I’m on Nextdoor too) minority, yes minority, but it seems to me that there are those that thrive on conflict and controversy and this change has provided some with the perfect outlet for there generalized frustration. Change is hard and often deeply disturbing for some, in time most everyone is capable of adjusting. I would liken this to my ugly kitchen, which I found most intolerable when we purchased our home in 2012, I hardly notice it now, (still waiting on that remodel:)

The nay sayers will adjust PLEASE hold the course.

With gratitude,

TIA TUENGE

[A r t o f S a c r e d L i v i n g](#)

3 1 0 6 5 0 - 9 9 2 9

Hi MVCC,

I know you're all taking A LOT of heat right now. Many of my neighbors have little tolerance for change and no vision.

My family and I love the changes, Venice Blvd. is moving in the right direction. Mar Vista feels much more neighborhoody and we’ve taken to walking and biking along Venice.

I notice from all the hubbub on Nextdoor that many complainers don't live in the affected area, which leads me to believe Venice is just a pass through for them. For some of us who live close to the changes they are very welcome.

I will be at next Tuesday's meeting and doing all I can to round up more supporters.

Please don't cave to the haters.

Kind regards,

TIA TUENGE

[Art of Sacred Living](#)

3 1 0 6 5 0 - 9 9 2 9

To Whom It May Concern at the MVCC Board:

I am a Mar Vista resident and just learned of a meeting tonight to address a request to restore Venice Blvd to six lanes. I know these irate voices are load in your ear, but please know there are many of us that have greatly appreciated the fore-sight of the recent changes to Venice Blvd. I, for one, am most grateful for the bike lanes and feel confident that I and my fellow westside drivers can learn to navigate the changes and drive safely. Stating otherwise - given how many cities in the world have adopted such urban planning - is simply not data-driven, and therefor perhaps a ploy for people who have either 1) serious issues with change or 2) are more concerned about their commute taking a few extra minutes than the health of our planet and the livability of their community. Or both. While I know their voices are loud, please do the right thing for the good of the many, instead of the raucous few. Keep Venice Blvd. as is - bike friendly. In time, I am convinced the Mar Vista community will fully appreciate your efforts to keep us a progressive community. Going backwards is never the right solution.

Thank you for all that you do in service to your Mar Vista community. I am so very grateful for your time and talent on my neighborhood Board and hope you know how appreciated many of us feel for the work you do on all of our behalves. Stay strong.

Yours sincerely,

Varina Bleil

90066

Hello. My name is Bill Howell an 18 yr home owner in Mar Vista, on Allaseba Drive. I am a bicycle commuter as well as runner on Venice Boulevard.

I am writing to thank my city for the changes that have been made for bicycles and pedestrians on Venice Boulevard. Keep up the terrific work.

Bill Howell

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