



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: 19-0092 - Uphold Great Street CEQA Exemption

Anna Martinez <anna.martinez@lacity.org>
To: Clerk Council and Public Services <Clerk.CPS@lacity.org>

Wed, Feb 27, 2019 at 8:32 AM

----- Forwarded message -----

From: **Brett Beekley** <brett.beekley@gmail.com>
Date: Tue, Feb 26, 2019 at 10:20 PM
Subject: 19-0092 - Uphold Great Street CEQA Exemption
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Dear Councilmember Mike Bonin and the Transportation Committee, in reference to Council File 19-0092:

After my car was totaled when I was rear-ended driving into work 2 years ago, I started biking, bussing and running for my commute into work. Immediately, I was happier-- I wasn't stressed out from driving, my schedule wasn't limited by traffic, and I felt more connected with the neighborhoods around my commute (which meant a lot more stops for happy hour on the way home).

I can attribute that happiness largely to the infrastructure that has helped make these commute modes possible-- such as the wide, clear bike lanes on Grand View Blvd and the Great Streets pilot on Venice. However, there is a lot to be improved. For example many of Venice Blvd's other wide, unprotected intersections often feel unsafe to walk or bike across.

We should be expanding this infrastructure to help give more people the option of a commute without a car. **Please support the Great Streets project and uphold the LADOT determination that the project is exempt from CEQA.**

Thank you,

Brett Beekley
Mar Vista, 90064



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092 SUPPORT Venice Blvd Great Street

Gloria Pinon <gloria.pinon@lacity.org>

Wed, Feb 27, 2019 at 8:24 AM

To: Clerk - Public Use - Clerk Council and Public Services <Clerk.CPS@lacity.org>, Anna Martinez <anna.martinez@lacity.org>

----- Forwarded message -----

From: **Linda Theung** <linda.theung@gmail.com>

Date: Tue, Feb 26, 2019 at 11:28 PM

Subject: Council File 19-0092 SUPPORT Venice Blvd Great Street

To: <cityclerk@lacity.org>, <hannah.levien@lacity.org>

Dear Councilmembers Bonin, Martinez, and Koretz,

I'm a supporter of Venice Boulevard's Great Streets. I think it would be such a travesty if the project was undermined by those who want to keep things status quo—or worse, revert back to days when Venice was designed with cars as a top priority.

Prior to the project, the street felt like a freeway, with cars zooming by at speeds up to 50 mph. As a pedestrian, I never really even considered walking along this stretch of Venice because I didn't feel safe, and it was the most unpleasant walking experience I could've imagined.

Today, the Great Streets stretch of Venice is the envy of many residents who live along L.A. thoroughfares that feel like pre-Great Streets Venice Boulevard. Any street in L.A. would be so lucky as to undergo the growth and revitalization that was sparked by this project. It has made the neighborhood much more enjoyable, and I have definitely brought more dollars to the area, helping support small businesses who've been attracted to the idea of a pedestrian-friendly street.

I'm attaching screenshots from Google Maps showing the corner of Venice and Grand View before and after Great Streets was implemented. As you can see, in the shot from October 2008, the buildings on that corner appear unoccupied: "for lease" signs appear on the windows. In contrast, the shot from December 2017 shows people *gasp* walking on the corner, and numerous thriving businesses that've invested in the neighborhood as a result of Great Streets.

I hope you will consider making Venice Boulevard's Great Streets a permanent feature in this neighborhood.

Best,

Linda

--

Linda Theunglinda.theung@gmail.com | (626) 233-6509

2 attachments**Venice-after.png**
1573K



Venice-before.png
1463K



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Venice Blvd Great Street- Council File 19-0092

Gloria Pinon <gloria.pinon@lacity.org>

Wed, Feb 27, 2019 at 8:23 AM

To: Clerk - Public Use - Clerk Council and Public Services <Clerk.CPS@lacity.org>

----- Forwarded message -----

From: 'Birgitta Kastenbaum' via Clerk - CityClerk <cityclerk@lacity.org>

Date: Tue, Feb 26, 2019 at 7:52 PM

Subject: Venice Blvd Great Street- Council File 19-0092

To: <cityclerk@lacity.org>, <hannah.levien@lacity.org>

Council File 19-0092 - Venice Blvd Great Street

Dear Councilmembers Bonin, Martinez and Koretz, and all others involved in making this a permanent change.

I am writing to ask you to make permanent the changes made to Venice Blvd.

I want to make you alert to the fact that a significant number of the pedestrians I talk to are not aware of how to be part of the decision making process for our neighborhood, some are elderly, some are hispanic families, some are just hardworking locals who have not heard of MVCC and are not on social media, they do however enjoy the benefit of the hard work of many who had a vision for a walkable and pedestrian friendly Mar Vista.

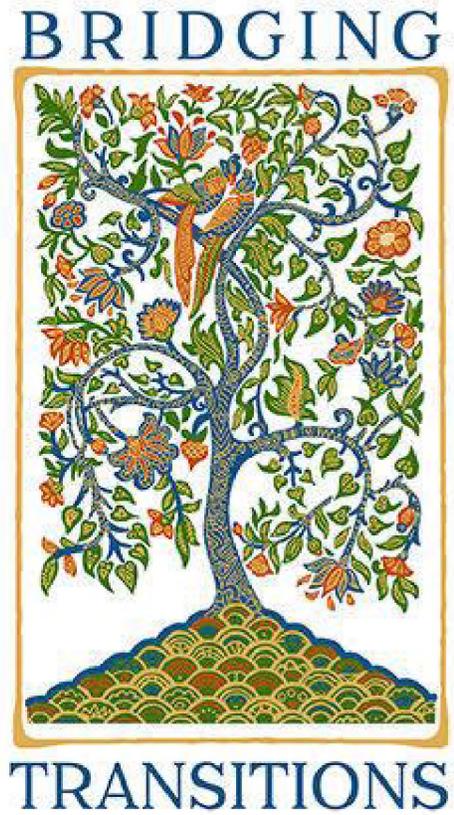
I know that traffic is a little slower and yes some of the side streets do seem to be impacted but I would offer that this might also be due to the many new apartments recently built and still being built south of Mar Vista that has added more through traffic.

Please lets enjoy a tiny piece of city that has a slower neighborhood feel!

Looking at how many people are trying to move to Mar Vista from other parts of the city I would say, that this vision is in high demand and should be replicated in other areas of Los Angeles.

Respectfully,

Birgitta Kastenbaum



Birgitta Kastenbaum

Essential Oils Educator & Certified Aroma Touch Practitioner
Life Coach
End of Life Guide & Doula

Want to find out more?

Connect with me to receive a 30 minute complimentary wellness consult or coaching call.

[Birgitta@bridgingtransitions.net](mailto:birgitta@bridgingtransitions.net)
www.bridgingtransitions.net
my.doterra.com/birgitta
Cell 310.699.7591

Facebook: www.facebook.com/bridgingtransitions
LinkedIn: www.linkedin.com/in/birgittakastenbaum



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092, Venice Blvd Great Street

Gloria Pinon <gloria.pinon@lacity.org>

Wed, Feb 27, 2019 at 9:58 AM

To: Clerk - Public Use - Clerk Council and Public Services <Clerk.CPS@lacity.org>

----- Forwarded message -----

From: **Grazia Caroselli** <grazia2u@gmail.com>

Date: Wed, Feb 27, 2019 at 9:56 AM

Subject: RE: Council File 19-0092, Venice Blvd Great Street

To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>, <cityclerk@lacity.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who (lives/bikes/walks/drives/shops) on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

I have been watching the experiment along Venice Blvd, and I think it's working out better for pedestrians, bicyclists and to slow down cars a bit. The traffic has not slowed down substantially, so I think it's worth keeping.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes Venice Blvd. more easy to travel and a more people-centered place.

Your neighbor,

Best regards,

Grazia Caroselli
Evolve Productions
310.717.7566
grazia2u@gmail.com

"Every morning when I wake up I say,
I'll never be as young as I am Today
Today is the youngest day of the rest of my life,
Get up and do something fun."

~ Rochelle Ford



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092

Anna Martinez <anna.martinez@lacity.org>
To: Clerk Council and Public Services <Clerk.CPS@lacity.org>

Wed, Feb 27, 2019 at 9:56 AM

----- Forwarded message -----

From: **Christen Hebrard** <christenhebrard@hotmail.com>
Date: Wed, Feb 27, 2019 at 9:54 AM
Subject: Council File 19-0092
To: cityclerk@lacity.org <cityclerk@lacity.org>
Cc: Hannah Levien <hannah.levien@lacity.org>

Hello,

As an parent, community member and environmentalist living in Mar Vista, I would like to formally register my support for the changes done to Venice Boulevard in Mar Vista as part of the Great Streets initiative. My support is on behalf of the community members, pedestrians and transit commuters who are both better served and safer in light of these changes. The project reflects the modernization of the community and the opportunity for all residents, not just those in cars to partake in commerce and lend to the multi-layered diversity of our community.

Thank you for your consideration,

Christen Hebrard
[3516 Sawtelle Blvd #215](#)
Los Angeles, CA 90066



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092, Venice Blvd Great Street

Anna Martinez <anna.martinez@lacity.org>
To: Clerk Council and Public Services <Clerk.CPS@lacity.org>

Wed, Feb 27, 2019 at 10:36 AM

----- Forwarded message -----

From: **Stefan Wrobel** <swrobel@gmail.com>
Date: Wed, Feb 27, 2019 at 10:29 AM
Subject: RE: Council File 19-0092, Venice Blvd Great Street
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>, <cityclerk@lacity.org>, <hannah.levien@lacity.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who (lives/bikes/walks/drives/shops) on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes Venice Blvd. more easy to travel and a more people-centered place.

Your neighbor,

Stefan Wrobel
Venice Resident



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092 Venice Blvd Great Street

Anna Martinez <anna.martinez@lacity.org>
To: Clerk Council and Public Services <Clerk.CPS@lacity.org>

Wed, Feb 27, 2019 at 11:06 AM

----- Forwarded message -----

From: **Maggie Begley** <maggie@mbcprinc.com>
Date: Wed, Feb 27, 2019 at 10:59 AM
Subject: Council File 19-0092 Venice Blvd Great Street
To: <cityclerk@lacity.org>, Hannah Levien <hannah.levien@lacity.org>

Dear Councilmembers Bonin, Martinez and Koretz,

I believe the Great Streets changes to Venice Boulevard in Mar Vista have been a huge success. This parking lane configuration is much safer for exiting a parked car and the number of pedestrians who are out and about and enjoying our Mar Vista center is increasing.

I am on this stretch of Venice Blvd every single day, as I live on the corner of Wasatch and Barbara and do many of my daily activities on Grandview Blvd.

Please don't be swayed by the small minority of Mar Vista residents who oppose the Great Streets initiative on Venice Boulevard. I believe the vast majority of my neighbors are now discovering the many shops, restaurants, farmer's market and meeting places that are at the hub of our community. This sense of communal living is a great comfort in a depersonalized world and I hope to see it thrive in the coming years. Thanks for all your hard work.

Respectfully,

Maggie Begley

Maggie

Maggie Begley/MBC

310.390.0101 M) 310.749.3055 Maggie@mbcprinc.com



Connect
^ Create
S Collaborate

City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092, Venice Blvd Great Street

Anna Martinez <anna.martinez@lacity.org>

Wed, Feb 27, 2019 at 11:59 AM

To: Clerk Council and Public Services <Clerk.CPS@lacity.org>

----- Forwarded message -----

From: **'Brian Nilsen' via Clerk - CityClerk** <cityclerk@lacity.org>

Date: Wed, Feb 27, 2019 at 11:43 AM

Subject: RE: Council File 19-0092, Venice Blvd Great Street

To: councilmember.bonin@lacity.org <councilmember.bonin@lacity.org>, paul.koretz@lacity.org <paul.koretz@lacity.org>, councilmember.martinez@lacity.org <councilmember.martinez@lacity.org>, john.white@lacity.org <john.white@lacity.org>, cityclerk@lacity.org <cityclerk@lacity.org>, hannah.levien@lacity.org <hannah.levien@lacity.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who drives, walks, bikes, and shops on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

As a driver, I've found the Great Streets improvements to make my drive more pleasant through that area, even at rush hour. It's significantly nicer walking with noticeably less traffic noise, and it's part of a network of improvements that have made it easier for my wife and I to bike to the farmer's market on Sundays. For me, the improvements have been entirely positive.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes Venice Blvd. more easy to travel and a more people-centered place.

Your neighbor,
Brian Nilsen
2340 1/2 S Beverly Glen Blvd
Los Angeles, CA 90064



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: To the Transportation Committee, in reference to Council File 19-0092

Anna Martinez <anna.martinez@lacity.org>
To: Clerk Council and Public Services <Clerk.CPS@lacity.org>

Wed, Feb 27, 2019 at 12:00 PM

----- Forwarded message -----

From: **Annie Bickerton** <aebickerton@gmail.com>
Date: Wed, Feb 27, 2019 at 11:50 AM
Subject: To the Transportation Committee, in reference to Council File 19-0092
To: <cityclerk@lacity.org>, <hannah.levien@lacity.org>

Dear Councilmembers Bonin, Martinez and Koretz,

As a resident who both lives and works in the Mar Vista community, **I am writing to express my support for the Venice Boulevard Great Street.**

I walk or bike to and from work in Mar Vista daily. The Great Streets project has made my experience as a pedestrian and cyclist feel safer and friendlier. I appreciate the effort you have taken to make this community less oriented around cars and commuters.

As a renter and Millennial resident of the neighborhood, I feel that our voices are not being heard in spite of the fact that my peers in the neighborhood are supportive of the environment you are aiming to foster with Great Streets. I'm horrified by the way that a negative but vocal minority has tried to silence the support for this project within the community.

Per the latest report from the LADOT, the adjustments to Venice Boulevard have no drawbacks; Great Streets are good for communities. Business is up along the corridor, there are fewer injury accidents, and traffic remains relatively unchanged from before. I believe in and trust your reporting around this issue.

I hope that you will continue to support our Great Street here in Mar Vista. We need determined and unwavering leadership to keep us on a path to smart and safe planning for this community.

Thank you.

Annie Bickerton

781-608-8954



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Protect Bikers and Bike Lanes Please

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Feb 27, 2019 at 1:08 PM

Please attach this email to CF 19-0092 as a communication from the public

----- Forwarded message -----

From: **Jessalyn Waldron** <jessalyn.waldron@gmail.com>
Date: Wed, Feb 27, 2019 at 12:58 PM
Subject: Protect Bikers and Bike Lanes Please
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>
Cc: <jesi@la-bike.org>

RE: Council File 19-0092

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who lives on Venice Blvd where it meets Motor ave. I bike to and from work, as well as through Mar Vista on my way to the beach and also to UCLA where I am a student. I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Boulevard a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place.

Best,

Jessalyn Waldron
University of California Los Angeles
History Major, Education Minor

2/27/2019

City of Los Angeles Mail - Fwd: Protect Bikers and Bike Lanes Please

UCLA Transfer Center Staff | Mentor Coordinator

(323)529-4709

[Linkedin](#)

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John A. White

Legislative Assistant

Transportation Committee

Trade, Travel, and Tourism Committee

(213) 978-1072





City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: In Support of the Great Streets Project in Mar Vista

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Feb 27, 2019 at 1:08 PM

Please attach this email to CF 19-0092 as a communication from the public

----- Forwarded message -----

From: **Blake Roberts** <blakeroberts1@live.com>

Date: Wed, Feb 27, 2019 at 12:57 PM

Subject: In Support of the Great Streets Project in Mar Vista

To: councilmember.bonin@lacity.org <councilmember.bonin@lacity.org>, paul.koretz@lacity.org <paul.koretz@lacity.org>, councilmember.martinez@lacity.org <councilmember.martinez@lacity.org>, john.white@lacity.org <john.white@lacity.org>

To the Transportation Committee, in reference to Council File 19-0092:

I would like to express my support for the Venice Boulevard Great Street.

Per the latest report from the LADOT, the adjustments to Venice Boulevard have no drawbacks; Great Streets are good for communities. Business is up along the corridor, there are fewer injury accidents, and traffic remains relatively unchanged from before. I often ride my bike through the Great Streets Project, and I feel the adjustments make me much safer, even more so than a normal bike lane.

I hope that you will continue to support our Great Street here in Mar Vista.

Thank you,

Blake Roberts

--

John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072





City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092, Venice Blvd Great Street

Anna Martinez <anna.martinez@lacity.org>
To: Clerk Council and Public Services <Clerk.CPS@lacity.org>

Wed, Feb 27, 2019 at 1:07 PM

----- Forwarded message -----

From: '**Guillermo Arguelles**' via Clerk - CityClerk <cityclerk@lacity.org>
Date: Wed, Feb 27, 2019 at 1:00 PM
Subject: Council File 19-0092, Venice Blvd Great Street
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>, <cityclerk@lacity.org>, <hannah.levien@lacity.org>, <jesi@la-bike.org>, <Cynthia.Rose@smspoke.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who lives and bikes on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes Venice Blvd. more easy to travel and a more people-centered place.

Your neighbor,
Guillermo Arguelles



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092, Venice Blvd Great Street

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Feb 27, 2019 at 1:06 PM

Please attach this email to CF 19-0092 as a communication from the public

----- Forwarded message -----

From: Cynthia Rose <Cynthia.Rose@smspoke.org>
Date: Wed, Feb 27, 2019 at 12:08 PM
Subject: Council File 19-0092, Venice Blvd Great Street
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>
Cc: <cityclerk@lacity.org>, <hannah.levien@lacity.org>

Please see the attached .pdf letter in support of the Venice Blvd Great Street Project. Test is also included below.

Dear Council-members Bonin, Koretz, and Martinez

Re: Council File 19-0092

Slowing traffic is the key to providing a thriving city center that is safe for everyone from our children to older adults and we believe the changes on Venice Blvd have been a huge success. The time is now to make a strong commitments to Vision Zero and true meaningful investment in safer streets in all our local communities. We strongly encourage you to make permanent the improvements on Venice Blvd as part of the Mar Vista Great Streets Initiative. No doubt you have heard the attacks of the small but vocal minority who would like you to think they speak for the community as they continue tactics that include misinformation, bullying and slander — because of this, many have chosen to disengage! We cannot allow this vocal minority fueling misinformation or the impatience of drivers to prevent our community from building safer streets and more vibrant neighborhoods.

We are not suffering alone in the current increasing epidemic of serious injuries and traffic fatalities. Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This must change! Nationally, almost 40,000 people die each year in traffic collisions, numbers are up everywhere. We must continue to support the adoption of proactive and aggressive campaigns to address this crisis. We must progress beyond words on a page if we truly want to succeed in reducing preventable traffic fatalities and serious injuries. One's life should be not put at risk for walking or riding a bike, especially when we are encouraging people to walk and bike in their daily lives, for their health, and the environment. The Great Streets improvements have made Venice Blvd a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Making these safety improvements on Venice Blvd permanent will prevent future traffic related injuries and save lives.

“Managing speed,” a report from The World Health Organization [1], notes that excessive or inappropriate speed contributes to 1 in 3 road traffic fatalities worldwide. “Measures to address speed prevent road traffic deaths and injuries, make populations healthier, and cities more sustainable.”

In the 50's, traffic deaths, individual and totals were openly published in the daily newspaper. Our current tendency is to bury this data, which dehumanizes these preventable deaths and injuries making them so abstract as though they are someone else's problem. They are our problem. With collaboration, openness and outreach we can begin to again humanize this growing epidemic and implement real solutions like the Great Streets Project on Venice Blvd.

We firmly support the street safety improvements on Venice Blvd - designed through community dialogue throughout a yearlong open process and now with data supporting it is undeniably safer with ZERO fatalities or serious injuries in its first year of implementation. Similar to how the farmers market improved the vibrancy and sense of community, we believe the “small town feel” of this Great Streets initiative has done more of the same for Mar Vista — and if made permanent will continue to further improve the communities health, culture and safety.

We must continue to improve our streets by supporting rigorous and informed evaluations. I urge you to remain committed to creating vibrant and safer streets in Mar Vista. Your leadership is needed to help point the way and bring our city and region into the future with your support today making this project permanent and denying the CEQA appeal. Sincerely,

Cynthia Rose
Director
Santa Monica Spoke
Cynthia.Rose@SMSpoke.org
[\[1\] Speed management key to saving lives, making cities more liveable](#)

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Cynthia Rose
Director
Santa Monica Spoke
SMSpoke.org

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John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **2019 Feb - Venice Blvd - Support Safer Streets.pdf**
218K



A community group dedicated to biking in Santa Monica and Climate Action Santa Monica. Working to make the City of Santa Monica a more sustainable, bikeable place to live, work and play.

February 27th, 2019

Dear Council-members Bonin, Koretz, and Martinez

Re: Council File 19-0092

Slowing traffic is the key to providing a thriving city center that is safe for everyone from our children to older adults and we believe the changes on Venice Blvd have been a huge success. The time is now to make a strong commitments to Vision Zero and true meaningful investment in safer streets in all our local communities. We strongly encourage you to make permanent the improvements on Venice Blvd as part of the Mar Vista Great Streets Initiative. No doubt you have heard the attacks of the small but vocal minority who would like you to think they speak for the community as they continue tactics that include misinformation, bullying and slander — because of this, many have chosen to disengage! We cannot allow this vocal minority fueling misinformation or the impatience of drivers to prevent our community from building safer streets and more vibrant neighborhoods.

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In the 50's, traffic deaths, individual and totals were openly published in the daily newspaper. Our current tendency is to bury this data, which dehumanizes these preventable deaths and injuries making them so abstract as though they are someone else's problem. They are our problem. With collaboration, openness and outreach we can begin to again humanize this growing epidemic and implement real solutions like the Great Streets Project on Venice Blvd.

We firmly support the street safety improvements on Venice Blvd - designed through community dialogue throughout a yearlong open process and now with data supporting it is undeniably safer with ZERO fatalities or serious injuries in its first year of implementation. Similar to how the farmers market improved the vibrancy and sense of community, we believe the “small town feel” of this Great Streets initiative has done more of the same for Mar Vista — and if made permanent will continue to further improve the communities health, culture and safety.

We must continue to improve our streets by supporting rigorous and informed evaluations. I urge you to remain committed to creating vibrant and safer streets in Mar Vista. Your leadership is needed to help point the way and bring our city and region into the future with your support today making this project permanent and denying the CEQA appeal.

Sincerely,

Cynthia Rose

Director

Santa Monica Spoke

Cynthia.Rose@SMSpoke.org

[1] [Speed management key to saving lives, making cities more liveable](#)



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: SUBJECT: RE: Council File 19-0092

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Feb 27, 2019 at 1:07 PM

Please attach this email to CF 19-0092 as a communication from the public

----- Forwarded message -----

From: **Terence Heuston** <terenceheuston@gmail.com>
Date: Wed, Feb 27, 2019 at 12:10 PM
Subject: SUBJECT: RE: Council File 19-0092
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Dear Councilmembers,

The only problem with the Venice Blvd protected bike lanes is that they do not go far enough. The fact that there is not one safe, protected, direct route to ride a bike from DTLA to the ocean is a major omission in our collective attempts to reduce our carbon footprint and create a safer, more sustainable, and more prosperous city.

We have less than eleven years to significantly reduce our carbon footprint if we are going to ward off the most severe climate change projections. Increasing housing density around high quality transit, a network of bus only lanes, and a network of protected bike lanes are essential if we are going to reach our greenhouse gas reduction goals.

I implore you to expand the Venice protected bike lanes with the urgency that our climate breakdown requires.

Sincerely,
Terence Heuston

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072





City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Feb 27, 2019 at 1:07 PM

Please attach this email to CF 19-0092 as a communication from the public

----- Forwarded message -----

From: **Sara Siegal** <ssiegal@gmail.com>
Date: Wed, Feb 27, 2019 at 11:57 AM
Subject: Council File 19-0092
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>
Cc: <jesi@la-bike.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who bikes, walks, and shops on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Boulevard a more vibrant corridor by increasing walking, biking, and scooting by 11%. I personally feel much more comfortable biking on Venice after the improvements! At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place.

Your neighbor,

Sara Siegal

Culver City, CA

Member of the Del Rey Neighborhood Council

--

John A. White
Legislative Assistant
Transportation Committee

Trade, Travel, and Tourism Committee
(213) 978-1072





Fwd: Council File 19-0092

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Feb 27, 2019 at 1:06 PM

Please attach this email to CF 19-0092 as a communication from the public

----- Forwarded message -----

From: **Helen** <helenchin1221@gmail.com>

Date: Wed, Feb 27, 2019 at 9:34 AM

Subject: RE: Council File 19-0092

To: councilmember.bonin@lacity.org <councilmember.bonin@lacity.org>, councilmember.martinez@lacity.org <councilmember.martinez@lacity.org>, john.white@lacity.org <john.white@lacity.org>, paul.koretz@lacity.org <paul.koretz@lacity.org>

Cc: jesi@la-bike.org <jesi@la-bike.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who lives in Mar Vista, rides my bike, and frequents the businesses on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Boulevard a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place.

Your neighbor and resident, Helen Chin

--

John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072





City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092 and CEQA Appeal for Venice Boulevard Great Street Project - Finalized Project and Additional Improvements

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Feb 27, 2019 at 1:07 PM

Please attach this email to CF 19-0092 as a communication from the public

----- Forwarded message -----

From: **Garrett Oneal** <info@sg.actionnetwork.org>

Date: Wed, Feb 27, 2019 at 11:43 AM

Subject: Council File 19-0092 and CEQA Appeal for Venice Boulevard Great Street Project - Finalized Project and Additional Improvements

To: <john.white@lacity.org>

John White,

I strongly support the Westside Los Angeles Neighbors Network's CEQA appeal of the finalization of the Great Streets Venice Blvd. project.

There were many significant concerns raised during the one-year pilot project to support a fair argument that the road diet has had significant impacts upon the environment. Concerns that have not been acknowledged, answered or addressed by LADOT, the Great Streets Initiative, or Councilman Bonin's office.

So how can the City of Los Angeles make this project permanent without an environmental review? How can the City go back on its promise made in March 2018 that: "If it (Great Streets Venice Blvd) is made permanent, there will be an environmental assessment and accompanying public process."

Please rectify this error by granting the CEQA appeal brought before you by the Westside LA Neighbors Network.

Garrett Oneal
garrettoneal@yahoo.com
647 1/2 crestmoore pl
venice, California 90291

--

John A. White
Legislative Assistant

Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072





City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: I love the protected bike lanes! Council File 19-0092, Venice Blvd Great Street

Gloria Pinon <gloria.pinon@lacity.org>

Wed, Feb 27, 2019 at 1:42 PM

To: Clerk - Public Use - Clerk Council and Public Services <Clerk.CPS@lacity.org>

----- Forwarded message -----

From: **Fern Lim** <fernlimyay@gmail.com>

Date: Wed, Feb 27, 2019 at 1:14 PM

Subject: I love the protected bike lanes! Council File 19-0092, Venice Blvd Great Street

To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>, <cityclerk@lacity.org>, <hannah.levien@lacity.org>, <jesi@la-bike.org>, <Cynthia.Rose@smspoke.org>

Hey there Councilmembers Bonin, Koretz, and Martinez!

I moved from New York City last fall where I primarily moved around the city by bicycle. I was under the impression that LA is a die-hard car city, and my heart felt so sad to give up an environmentally-friendly and physically active—not to mention FUN—method of getting around my community.

Lo and behold, I moved to Mar Vista and discovered the stretch of Venice Blvd with protected bike lanes—what JOY to realize that council members were forward thinking and able to see the greater picture: we humans need to instigate change on a wider level. Behavioral change, supported and encouraged by structural changes, that will help reverse or at least slow the damage we do to our planet.

I have only recently returned to bicycling: I felt too scared to cycle here despite having lived in both Shanghai and NYC with my bicycle being my primary mode of transportation. Cars barely seem to see pedestrians; how will they see cyclists when they aren't used to looking out for us? Thanks to the BEST Class + Ride: CicLAvia Street Skills event last weekend, I'm back on my bike!! We started and ended on Venice Blvd: What a relief it was to ride there after the tension of riding unprotected down Centinela, the narrower portions of Washington towards Culver downtown, and even Venice Blvd itself before hitting the glorious protected stretch.

Please, please, please, support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal. I am a patron of the stores on that stretch as a pedestrian and cyclist—Small Batch, Sam: Johnson's Bookshop, and yes, Venice Grind too, though they closed before I could become a regular. I understand from the signage that many stores on that stretch want to restore Venice Blvd. I can't blame them—change is hard, especially when it requires short-term sacrifices for long-term gains. From what I understand, the Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation. How cool is that?!

In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. (<—See why I was so terrified of cycling when I first moved here, despite being an avid cyclist in cities with even busier streets?) This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes Venice Blvd. more easy to travel and a more people-centered place. And despite being an introvert, I LOVE PEOPLE!

Your [new!] neighbor,

Fern Lim

—

***Human Telegraphs* Season 1 trailer!**

Fern [writes](#), [acts](#), and [designs](#)
and can be found on
[IG](#) • [TW](#) • [IMDb](#) • [LinkedIn](#)



City Clerk Council and Public Services <clerk.cps@lacity.org>

Fwd: Council File 19-0092, Venice Blvd Great Street

Anna Martinez <anna.martinez@lacity.org>
To: Clerk Council and Public Services <Clerk.CPS@lacity.org>

Wed, Feb 27, 2019 at 1:57 PM

----- Forwarded message -----

From: **Bryan Beretta** <me@bryanberetta.com>
Date: Wed, Feb 27, 2019 at 1:32 PM
Subject: RE: Council File 19-0092, Venice Blvd Great Street
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>, <cityclerk@lacity.org>, <hannah.levien@lacity.org>, <jesi@la-bike.org>, <Cynthia.Rose@smspoke.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who shops on Venice Blvd. My primary means of getting there is by bicycle and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation. This real, measurable point should not be ignored. It should be repeated time and time again as a reason for solidifying the changes.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes Venice Blvd. more easy to travel and a more people-centered place. A people centered community is a successful community.

Sincerely,
Bryan Beretta

Fwd: In Support of the Great Streets Initiative

1 message

STACY ROBERTS - Stacy Roberts
to: Carolina P...

Wed, Feb 27, 2019 at 8:27 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Kalofonos, Ippolytos A.** <IKalofonos@mednet.ucla.edu>

Date: Wed, Feb 27, 2019 at 5:30 AM

Subject: In Support of the Great Streets Initiative

To: councilmember.bonin@lacity.org <councilmember.bonin@lacity.org>, paul.koretz@lacity.org <paul.koretz@lacity.org>, councilmember.martinez@lacity.org <councilmember.martinez@lacity.org>, john.white@lacity.org <john.white@lacity.org>

Cc: jesi@la-bike.org <jesi@la-bike.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who lives just off of Washington Blvd on the border of Culver City and Mar Vista. I bike, walk, drive, and shop on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

I commute to work everyday on my bike from Culver City/Mar Vista to UCLA, and for part of that commute I tow my 4-year old daughter in a trailer and drop her off at preschool. My 7-year old son bikes alongside myself and/or my wife on his way to school many days as well. LA is a beautiful city on a bike, and I must say the Great Streets initiative is one of the most forward-thinking and exciting local initiatives in recent years. The downtown Mar Vista area is our go-to hub for shopping and recreation, whether its Mitsuwa, the library, getting ice cream or dinner, the farmer's market, etc. We are devoted Art Walk (and Cyclavia!) attendees, and I love that not only are Great Streets safer but they are more friendly and human. People are much more likely to shout and curse at each other from inside their cars than when they meet face-to-face on the street.

Great Streets makes me proud to live in this area, and when out-of-town friends ask me how I survive the LA traffic and pollution, I brag about our progressive civic leaders and about the direction LA is going. When I imagine what LA could be in 20 years when my children are grown and starting families of their own, I picture less cars and more space and support for alternatives - bikes, feet, public transportation, etc. The Great Streets improvements have made Venice Boulevard a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer. Traffic is a health and safety issue in terms of air pollution as well. 60,000 kids in LA go to school next to a freeway, including my children who each day learn, play, and grow literally in the shadow of the 405, America's busiest highway. There are parts of West LA that lack sidewalks! At one point, it seems our city planners envisioned a pedestrian-less city. This clearly was not a sustainable vision. This is a travesty and we need to be working on ways to decrease traffic, pollution, and reliance on fossil fuels in big and small ways. The Great Streets Initiative is an elegant solution that reduces traffic while beautifying and creating person-centered civic spaces.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place. Please include me in your list of Great Streets supporters and fans. Thank you for your vision and leadership on this central issue.

Your neighbor,

Ippolytos Kalofonos

Home owner on 4249 East Blvd #2, Los Angeles 90066

Parent at University Parents Nursery School 3233 Sepulveda Blvd and at El Marino Language School.

Ippolytos Kalofonos, MD PhD MPH
Assistant Professor
UCLA International Institute
West LA VA Medical Center Department of Psychiatry
Center for Social Medicine and Humanities

Semel Institute of Neuroscience and Human Behavior
Department of Psychiatry and Biobehavioral Sciences
University of California, Los Angeles
760 Westwood Plaza, Suite B7 - 435
Office: 37 - 355
Los Angeles, CA 90095-1759
310-794-5809

UCLA HEALTH SCIENCES IMPORTANT WARNING: This email (and any attachments) is only intended for the use of the person or entity to which it is addressed, and may contain information that is privileged and confidential. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. Unauthorized redisclosure or failure to maintain confidentiality may subject you to federal and state penalties. If you are not the intended recipient, please immediately notify us by return email, and delete this message from your computer.

Fwd: Please support making the Mar Vista street safety improvements permanent

1 message

Wed, Feb 27, 2019 at 7:59 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Sarah Daunis** <sarahdaunis@gmail.com>

Date: Tue, Feb 26, 2019 at 6:27 PM

Subject: Please support making the Mar Vista street safety improvements permanent

To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Cc: <jesi@la-bike.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I hope all is well with you. I am a community member who walks and shops on Venice Blvd. I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to please deny the CEQA appeal.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place.

Your neighbor,

Sarah Daunis
West Los Angeles
SMMUSD Public School Teacher

Fwd: Council File 19-0092

1 message

Wed, Feb 27, 2019 at 8:02 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Ben Creed** <creed.ben@gmail.com>

Date: Tue, Feb 26, 2019 at 5:28 PM

Subject: Council File 19-0092

To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Cc: Jesi Harris <jesi@la-bike.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes the neighborhood more easy to travel and a more people-centered place. Your actions will set one of two precedents with far-reaching implications: a future where all modes of travel are possible, or a doubling down on the prioritization of only the deadliest and dirtiest mode at the expense of all others. Please do what you know is the right thing.

Your neighbor,

Ben Creed

City of Los Angeles

Los Angeles County Bicycle Coalition, West Hollywood Bicycle Coalition, Suneast Condominiums Homeowners Association, father of a one-month-old

Fwd: Council File 19-0092 and CEQA Appeal for Venice Boulevard Great Street Project - Finalized Project and Additional Improvements

1 message

Start Reply
To: [Redacted]

Wed, Feb 27, 2019 at 8:01 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Baron Bruno** <info@sg.actionnetwork.org>

Date: Tue, Feb 26, 2019 at 3:58 PM

Subject: Council File 19-0092 and CEQA Appeal for Venice Boulevard Great Street Project - Finalized Project and Additional Improvements

To: <john.white@lacity.org>

John White,

I strongly support the Westside Los Angeles Neighbors Network's CEQA appeal of the finalization of the Great Streets Venice Blvd. project.

There were many significant concerns raised during the one-year pilot project to support a fair argument that the road diet has had significant impacts upon the environment. Concerns that have not been acknowledged, answered or addressed by LADOT, the Great Streets Initiative, or Councilman Bonin's office.

So how can the City of Los Angeles make this project permanent without an environmental review? How can the City go back on its promise made in March 2018 that: "If it (Great Streets Venice Blvd) is made permanent, there will be an environmental assessment and accompanying public process."

Please rectify this error by granting the CEQA appeal brought before you by the Westside LA Neighbors Network.

Baron Bruno

baronbruno@gmail.com

1 Ironsides St Apt 6

Marina Del Rey, California 90292

Fwd: 19-0092 - Uphold Great Street CEQA Exemption

1 message

Star Roberts <[redacted]@lacity.org>

Wed, Feb 27, 2019 at 8:01 AM

For Carolina Peters <[redacted]@lacity.org>

Please attach this email to CF 19-0092 as a communication from the public

From: **Brett Beekley** <brett.beekley@gmail.com>

Date: Tue, Feb 26, 2019 at 10:20 PM

Subject: 19-0092 - Uphold Great Street CEQA Exemption

To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Dear Councilmember Mike Bonin and the Transportation Committee, in reference to Council File 19-0092:

After my car was totaled when I was rear-ended driving into work 2 years ago, I started biking, bussing and running for my commute into work. Immediately, I was happier-- I wasn't stressed out from driving, my schedule wasn't limited by traffic, and I felt more connected with the neighborhoods around my commute (which meant a lot more stops for happy hour on the way home).

I can attribute that happiness largely to the infrastructure that has helped make these commute modes possible-- such as the wide, clear bike lanes on Grand View Blvd and the Great Streets pilot on Venice. However, there is a lot to be improved. For example many of Venice Blvd's other wide, unprotected intersections often feel unsafe to walk or bike across.

We should be expanding this infrastructure to help give more people the option of a commute without a car. **Please support the Great Streets project and uphold the LADOT determination that the project is exempt from CEQA.**

Thank you,

Brett Beekley
Mar Vista, 90064

Fwd: Council File 19-0092 - Letter in support of Venice Blvd safety improvements

1 message

Staci Roberts <staci.roberts@lacity.org>
To: Carolina Peters <carolinapeters@lacity.org>

Wed, Feb 27, 2019 at 8:00 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Astrid Theeuwes** <astrid.theeuwes@gmail.com>

Date: Tue, Feb 26, 2019 at 9:33 PM

Subject: Council File 19-0092 - Letter in support of Venice Blvd safety improvements

To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>,

<john.white@lacity.org>

Cc: <jesi@la-bike.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who lives in the Palms areas and bikes and walks across the Westside whenever possible. This includes on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

I understand the Great Streets improvements have made Venice Boulevard a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place.

It truly makes me feel safer as I ride with my 11-month old and get him to discover the fun experience of biking. He loves it, babbles in the back seat and keeps his eyes wide-open trying to take it all in, which he cannot do when strapped into his car seat.

Your neighbor,

Astrid Theeuwes
310 980-8126

Fwd: Venice Blvd Redesign

1 message

~~Paul Roberts, paul.roberts@lacity.org~~
~~To: Paul Roberts, paul.roberts@lacity.org~~

Wed, Feb 27, 2019 at 7:51 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Michael Monagan** <michael@monagan.com>
Date: Tue, Feb 26, 2019 at 5:30 PM
Subject: Venice Blvd Redesign
To: <john.white@lacity.org>

Dr. Mr. White,

I am a community member who lives and drives on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Boulevard a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place.

Your neighbor,
Michael Monagan

Culver City

Fwd: Council File 19-0092 - Venice Boulevard Great Street

1 message

~~Staci Roberts <staci.roberts@lacity.org>~~
~~To: Carolina Peters <carolina.peters@lacity.org>~~

Wed, Feb 27, 2019 at 7:50 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Yvette Roman** <yphoto@earthlink.net>
Date: Tue, Feb 26, 2019 at 4:37 PM
Subject: Council File 19-0092 - Venice Boulevard Great Street
To: Councilmember Bonin <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>, <cityclerk@lacity.org>, Hannah Levien <hannah.levien@lacity.org>
Cc: <jesi@la-bike.org>

Dear Councilmembers Bonin, Martinez, and Koretz,

I am a 3rd generation Mar Vista stakeholder and small business owner, and I am writing to give my support to the Great Streets improvements on Venice Blvd.

My entire household is grateful for these changes, and we are lending our support to you to make them permanent. We live on the eastern edge of the new bike lane, and as a family who walks, bikes, and drives, I can attest that we all feel much safer.

Redesigning the street has created a lovely downtown center, and parking is not a problem. Our neighborhood has never been more vibrant. New shops and restaurants have cropped up, and we frequent them constantly. We appreciate the new trashcans, the landscaping, the metro bikes, and all of the other assets that the program has brought to us, with special note to the new crosswalk at Mountain View. Since the traffic signals were timed, it has never been easier to drive through that stretch, and we are on it daily.

Be assured that the Restore Venice Boulevard group does not speak for my household, nor do they have a mandate to accurately represent the wishes of our community. Their presence has caused our MVCC meetings to become so contentious that we have been forced to have uniformed police officers in attendance. I have witnessed people being screamed at, called names, and bullied when they have spoken out in support of the Great Streets program, which is childish and absurd, and has no place in our community. Truth be told, sadly, I have stopped going to the gatherings altogether.

My fondest wish for our neighborhood is that our new street becomes permanent. The only thing I would like to have "restored" is the decency and kindness of our constituency towards each other.

Regards,

Yvette Roman Davis
Pacific Avenue
Mar Vista

Fwd: Venice Blvd: THANK YOU!

1 message

Wed, Feb 27, 2019 at 7:48 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **The Warhorse** <topherhendricks@gmail.com>
Date: Tue, Feb 26, 2019 at 4:37 PM
Subject: Venice Blvd: THANK YOU!
To: <councilmember.bonin@lacity.org>, <john.white@lacity.org>

Hi there Mr. Bonin and Mr. White!

I just want to say a huge THANK YOU for supporting safe streets, and drop a quick line expressing how much I love the Mar Vista protected bike lanes.

I live in downtown, and work in Hollywood, but I regularly bike to Venice to get a bit of exercise in the mornings before work. The best route to take is Venice Blvd, but it's a very dangerous haul through most of it. I'm a stickler for following all the laws of the road, but it's never enough to stop me from getting cut off and hit by scofflaw drivers (I'm extremely lucky to have never had a serious injury considering how often this happens, knock on wood).

Getting to the Mar Vista section is such a breath of fresh air. For a brief section of my ride, I can ease up my white knuckle grip on my handlebars and relax a bit. I see lots of other cyclists, scooter riders, and pedestrians out and about in the area, and it's so pleasant to have nice little chats at red lights with others. Of course, there have been plenty of mornings with people parking their cars in the lanes still (and on several occasions, passing police vehicles would not heed me waving my arms asking them to stop and do something about it), but even then the lanes in Mar Vista are so much better than every other street I ride.

Despite how risky it is here in LA with our major lack of cycling infrastructure, I love biking; it's good for my physical & mental health, my wallet, and, above all, the environment. I hope you'll be able to expand the lanes to more sections of Venice Blvd, and eventually connect it to other protected systems around the city. Right now, the cycling network is just so disparate and disconnected, and it makes it hard for cyclists to get around safely. I know that if I had children, I would be much more hesitant to continue riding. There are so many thousands of roads in LA; it's absolutely mind-boggling how in this city that's theoretically perfect for cycling (so few hills and great weather), we can't get even just one protected route all the way east/west or north/south. I would go miles out of my way on a commute to be able to ride without fear of car drivers.

I really appreciate leaders like you two who are helping to lead the charge on pushing Los Angeles into a better future for everybody (even if some drivers are kicking and screaming along the way). I'm sure you get a lot of angry earfuls from selfish folks who can't see beyond their windshields, and so I just want to toss this email out to say that there are plenty of us out there who love what you're doing, and know that it's the best way forward.

Thank you for a job well done.

Topher T. Hendricks

topherhendricks@gmail.com
(908)256-3558

Fwd: I support Venice Blvd Great Streets Project

1 message

~~Steve Bonin <steven.bonin@lacity.org>~~
~~To: Councilmember Steve Bonin <steven.bonin@lacity.org>~~

Wed, Feb 27, 2019 at 7:44 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Steven Guerry** <steven.guerry@gmail.com>
Date: Tue, Feb 26, 2019 at 3:41 PM
Subject: I support Venice Blvd Great Streets Project
To: <john.white@lacity.org>, <councilmember.bonin@lacity.org>

I no longer live in the neighborhood but visit frequently, often with my bike. I really appreciate the improvements along Venice Blvd and want to express my support. I'm strongly opposed to the CEQA appeal. I already sent a message through Councilman Bonin's website. I may have inadvertently sent an email in support of the CEQA appeal. Thank you.

Steven Guerry

Fwd: Council File 19-0092 - Venice Blvd. Great Street

1 message

~~Stacy Roberts <stacyroberts@lacity.org>~~

Wed, Feb 27, 2019 at 7:44 AM

~~To: Carolina Peters <carolinapeters@lacity.org>~~

Please attach this email to CF 19-0092 as a communication from the public

From: **Mitchell Rische** <mitchellrishe@gmail.com>

Date: Tue, Feb 26, 2019 at 3:25 PM

Subject: Council File 19-0092 - Venice Blvd. Great Street

To: <cityclerk@lacity.org>, <councilmember.bonin@lacity.org>, Paul Koretz <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <hannah.levien@lacity.org>, <john.white@lacity.org>

Dear Councilmembers Bonin, Martinez and Koretz,

I am a former director of the Mar Vista Community Council (MVCC), a former chair of the MVCC transportation and infrastructure committee, and former chair of the MVCC planning and land use committee. I am a 15-year resident of Mar Vista and a native Angeleno. *I write in support of the Great Street changes on Venice Blvd., and urge you to make them permanent.* I travel the protected bike lane segment of Venice Blvd. often, usually by bike, to shop at the Mar Vista Farmer's Market, or to shop or eat at one of the many establishments along Venice Blvd. I also regularly (once a week) commute by bike along the non-protected length of Venice Blvd. to my office in Downtown L.A. For anyone that commutes along Venice Blvd., there is no question that the protected segment of Venice Blvd. is a safer and more pleasant experience for bikers, pedestrians, children and the elderly.

I happen to work on Spring St. in downtown, which recently implemented a similar protected bike lane with a reduction of a lane of traffic. Anecdotally, I have observed no discernable difference in traffic before and after implementation of the protected bike lane. As the City implements more of these protected bike lanes throughout the City—along Figueroa St., Spring St., and soon Main St.—it would be a terrible setback for the City to reverse the protected bike lane on Venice Blvd. Rather, the City should *expand* it. Removing the protected bike lane will not solve West L.A.'s traffic woes, but it will make the street more dangerous for bikers, pedestrians, children, and the elderly.

Thank you,

Mitchell Rische

P.S. I hope to see you at CicLAvia in Mar Vista this weekend!

Fwd: 19-0104

1 message

~~From: Roberta Tapp <fijiwatertapp@yahoo.com>
To: Carolina Peters <carolina.peters@lacity.org>~~

Wed, Feb 27, 2019 at 7:43 AM

Please attach this email to CF 19-0104 as a communication from the public

From: **roberta tapp** <fijiwatertapp@yahoo.com>
Date: Tue, Feb 26, 2019 at 3:12 PM
Subject: 19-0104
To: john.white@lacity.org <john.white@lacity.org>

Dear Mr. White,

Please convey to the members of the Transportation Committee my support for the motion offered on 1-29-19 by Council Members Blumenfield and Harris-Dawson. I too oppose the incursion of an entirely new form of digital advertising onto our streets.

These "Firefly" signs are dangerous, ugly, distracting, and even illegal under the California Vehicle Code. Our visual environment is already burdened enough with the clutter of advertising, and these signs will take rotating digital ads into every neighborhood of the city, including residential neighborhoods where they have never been before.

I have a 2 young drivers in our household and the last thing they need is anymore distractions while driving. Please protect our communities and help keep our streets safe from further distractions.

We need to stop this now before it spreads any further.

Thank you,

Roberta Tapp

Wife, Mom, Sister, Aunt and Volunteer

Torrance, CA 90501

Fwd: Safer Streets in Venice

1 message

•m '.n

Wed, Feb 27, 2019 at 7:45 AM

m

Please attach this email to CF 19-0092 as a communication from the public

From: **Dana Variano** <dana,variano@gmail.com>

Date: Tue, Feb 26, 2019 at 3:54 PM

Subject: Safer Streets in Venice

To: <councilmember,bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Cc: <jesi@la-bike.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am a community member who bikes on Venice Blvd, and i am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place.

Your neighbor,
Dana Variano
LA City Resident, 90039

"When philosophers start talking like architects, get out while you can, chaos is coming. When they start laying down rules for beauty, blood in the streets is from that moment inevitable. When reason and measurement are made authorities for the perfect society, seek sanctuary among the cannibals...because the answer is not out there like America waiting for Columbus, the same answer for everybody forever. The universal idea speaks through humanity itself, and differently through each nation in each stage of history." -T. Stoppard

Fwd: Statement in support of the Venice Blvd Great Street, in reference to Council File 19-0092

1 message

~~Carolina Peters <carolinapeters@lacity.org>~~
~~Carolina Peters <carolinapeters@lacity.org>~~

Wed, Feb 27, 2019 at 7:26 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Harrison Hopkins** <harrisonhopkins@gmail.com>
Date: Tue, Feb 26, 2019 at 7:59 AM
Subject: Statement in support of the Venice Blvd Great Street, in reference to Council File 19-0092
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

To the Transportation Committee, in reference to Council File 19-0092:

As a resident of Mar Vista for the past three and a half years, I would like to express my support for the Venice Boulevard Great Street.

I frequent several shops on this section Venice Boulevard, including Grand View Market, Mitsuwa, Alana's Coffee, and others. To get there, I often either walk or bike as I live less than a mile away. I can attest that the improvements make me feel safer on that section of the street.

But you don't have to take my word for it: Per the latest report from the LADOT, the adjustments to Venice Boulevard have no drawbacks; Great Streets are good for communities. Business is up along the corridor, there are fewer injury accidents, and traffic remains relatively unchanged from before.

The Westside LA Neighbors Network represents neither me nor the thousands of others in Mar Vista who are happy with our street. Their actions and arguments continue to be devoid of fact, with support from community outsiders who value their commutes more than the communities they pass through.

I hope that you will continue to support our Great Street here in Mar Vista.

Thank you,
Harrison Hopkins

Fwd: Venice Blvd Great Street

1 message

Star [REDACTED]
To: Carolina [REDACTED] <[REDACTED]@lacity.org>

Wed, Feb 27, 2019 at 7:33 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Erik Roithmayr** <jamisquest@gmail.com>
Date: Tue, Feb 26, 2019 at 9:26 AM
Subject: Venice Blvd Great Street
To: <councilmember.bonin@lacity.org>
Cc: <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

To the Transportation Committee, in reference to Council File 19-0092:

I would like to express my support for the Venice Boulevard Great Street. As a nearby neighbor, and one who lived in Mar Vista for a number of years, having the protected bike lanes has been great.

Per the latest report from the LADOT, the adjustments to Venice Boulevard have no drawbacks; Great Streets are good for communities. Business is up along the corridor, there are fewer injury accidents, and traffic remains relatively unchanged from before.

I hope that you will continue to support our Great Street here in Mar Vista.

Thank you.

Erik R

Fwd: In reference to Council File 19-0092 - Great Streets Project

1 message

~~From: Roberto [redacted] <[redacted]@lacity.org>~~
~~To: Carolina [redacted] <[redacted]@lacity.org>~~

Wed, Feb 27, 2019 at 7:31 AM

Please attach this email to CF19-0092 as a communication from the public

From: **Pablo Luján** <pablo.lujan.la@gmail.com>
Date: Tue, Feb 26, 2019 at 8:44 AM
Subject: In reference to Council File 19-0092 - Great Streets Project
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

To the Transportation Committee, in reference to Council File 19-0092:

I would like to express my support for the Venice Boulevard Great Street. I live in Marina Del Rey and I frequently go to Mar Vista riding the bicycle. Per the latest report from the LADOT, the adjustments to Venice Boulevard have no drawbacks; Great Streets are good for communities. Business is up along the corridor, there are fewer injury accidents, and traffic remains relatively unchanged from before.

I hope that you will continue to support our Great Street here in Mar Vista.
Thank you.

Pablo Lujan Garcia.

Fwd: Support of Venice Great Street 19-0092

1 message

Wed, Feb 27, 2019 at 7:32 AM

Please attach this email to CF19-0092 as a communication from the public

From: **Kristen Pawling** <kristenmtpawling@gmail.com>

Date: Tue, Feb 26, 2019 at 8:59 AM

Subject: Support of Venice Great Street 19-0092

To: councilmember.bonin@lacity.org <councilmember.bonin@lacity.org>, councilmember.martinez@lacity.org <councilmember.martinez@lacity.org>, john.white@lacity.org <john.white@lacity.org>, paul.koretz@lacity.org <paul.koretz@lacity.org>

To the Transportation Committee, in reference to Council File 19-0092:

I would like to express my support for the Venice Boulevard Great Street.

I live a couple miles from the project and have benefited from the pedestrian improvements when visiting businesses on Venice. I'm able to park once then easily cross the street to go from Ace Hardware to CVS and back over. The mid block crossings are much safer! My husband is a bicycle commuter and this project has made the days he uses it so much safer.

Per the latest report from the LADOT, the adjustments to Venice Boulevard have no drawbacks; Great Streets are good for communities. Business is up along the corridor, there are fewer injury accidents, and traffic remains relatively unchanged from before.

I hope that you will continue to support our Great Street here in Mar Vista and work quickly to make further types of projects a reality. A friend of ours was "doored" recently for the second time, sustaining injuries while cycling on the on-street part of the Expo Bike Path. His injuries could have been prevented with the kind of interventions used on this project.

Thank you,

Kristen Torres Pawling

Fwd: Please Support Venice Great Streets Project (Council File 19-0092)

1 message

Wed, Feb 27, 2019 at 7:38 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **michael macdonald** <michael.s.macdonald@gmail.com>

Date: Tue, Feb 26, 2019 at 1:53 PM

Subject: Please Support Venice Great Streets Project (Council File 19-0092)

To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Honorable Councilmembers Bonin, Koretz, and Martinez,

I am a community member who shops and eats on Venice Blvd, and I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal of the project.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 240+ people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place.

Your neighbor,
Michael MacDonald
Los Angeles

Fwd: Support for safer streets - Council File 19-0092

1 message

~~Staci Bonin <staci.bonin@lacity.org>~~
~~To: Caroline Peters <caroline.peters@lacity.org>~~

Wed, Feb 27, 2019 at 7:38 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **TraderHam** <traderham@gmail.com>
Date: Tue, Feb 26, 2019 at 12:01 PM
Subject: Support for safer streets - Council File 19-0092
To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Dear Transportation Committee,

As a resident of West Los Angeles, I prefer to ride my bicycle whenever possible, than drive my car. I always fear for my life when riding my bike due to the lack of safe bike lanes. As a resident, I 100% support the Venice Boulevard Great Streets project (Council File 19-0092).

We need to build on this and make more streets safe! I hope that you will continue to support safe streets, in Mar Vista, and all of Los Angeles.

Sincerely,

Hamid Valai
213-915-8768

Fwd: Venice Great Streets, CF 19-0092

1 message

Staci Bonin [mailto:staci.bonin@lacity.org]
To: [mailto:staci.bonin@lacity.org]

Wed, Feb 27, 2019 at 7:37 AM

Please attach this email to CF 19-0092 as a communication from the public

From: Kent Strumpell <kentstrum@aol.com>
Date: Tue, Feb 26, 2019 at 11:01 AM
Subject: Venice Great Streets, CF 19-0092
To: <councilmember.bonin@lacity.org>, Koretz Paul <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>
Cc: Bruins Eric <eric.bruins@lacity.org>

Dear Council Memebbers,

I urge you to support making the Venice Great Streets improvements permanent.

As a cyclist and a driver, my regular experience of the protected bike lanes on Venice Blvd. in Mar Vista is that the improvements have made this intimidating, high-speed road a safer, more inviting corridor to travel through and visit. The minimal delays that I have encountered during peak hours in the project area are consistent with the findings of the city's recent report. I find them a minor inconvenience well worth the benefits that the project has brought to the area.

But there is an important climate change dimension to projects like this as well. Providing travelers with viable non-automobile mobility options is a crucial part of what we must do to reduce energy consumption. Because even if every car on the road were to be electric, they would still be consuming huge quantities of power, power that is needed to fulfill numerous critical uses that must be fueled with the limited renewable electricity that we are trying to convert to.

And fully developing a citywide network of safe lanes for low-speed mobility will also give us a way to avoid congestion for many trips. When I travel by bike or scooter I am mostly immune to the maddening congestion that plagues me when I drive. Using a bike for transportation is something that many more people wish they were able to do comfortably. According to surveys done in our city, not having a safe, pervasive bikeway network available is the primary reason given for not cycling for everyday transportation. Projects like the Venice Great Street improvements are how we will give people this choice.

Finally, I want to acknowledge that change is difficult. Certainly there has been some loud opposition to reconfiguring our roads to serve more travel modes. But in this day of climate change, worsening congestion from a flawed mobility paradigm and safety hazards unfairly imposed on vulnerable road users, we must change. And it is your leadership that is needed to point the way that will bring our city into the future.

Thank you for all you do. Sincerely,

Kent Strumpell
City of LA Bicycle Advisory Committee
CD 11 representative
310-527-1618
6483 Nancy St.
Los Angeles, CA 90045
kentstrum@aol.com

Fwd: council file 19-0092

1 message

~~Staci Roberts <staci.roberts@lacity.org>~~

Wed, Feb 27, 2019 at 7:42 AM

~~To: Caroline Peters <caroline.peters@lacity.org>~~

Please attach this email to CF 19-0092 as a communication from the public

From: **Marilyn Zweifach** <mz@rossmoore.com>

Date: Tue, Feb 26, 2019 at 2:42 PM

Subject: Re: council file 19-0092

To: <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Cc: Jesi Harris <jesi@la-bike.org>

Dear Council Members,

I have been informed that you will be making a decision about the great street changes on Venice Boulevard in Mar Vista, as to whether to make these changes permanent.

I have been a supporter of these changes since their inception, and had participated in the effort to include residents ideas about improving the quality of life in this area.

I believe in the recent effort to create a greater sense of community in our city, while attempting to move us from being a car culture, which is becoming more and more untenable. I have been a ardent supporter of MoveLA, and the great streets initiatives

We angelenos are change resistant, especially when it comes from what we perceive as driving expediency. The early angry and vituperative protests and predictions about the Venice Boulevard changes have not come to pass, or they have turned out to be highly exaggerated. I reside on the corner of Charnock and Barry, and I do not experience a greater amount of cut through traffic. At least I should say, no greater than all of of the through streets everywhere because of the exponential increase in traffic.

I would rather be inconvenienced than participate in valuing expediency over the health and welfare of our city and neighborhoods. Although I bike infrequently, when I do, I am so grateful for the added safety I feel.

I am so proud to be a resident of a city and government that promotes this kind of change. It gives me hope.

With respect and gratitude for your service to our community,

Marilyn Zweifach

40 year resident, pedestrian, shopper, bicyclist, of Mar Vista

Sent from my iPad

Fwd: Venice Blvd Great Streets Project

1 message

~~Steve Roberts <steve@roberts.com>~~
~~John White <john.white@lacity.org>~~

Wed, Feb 27, 2019 at 7:41 AM

Please attach this email to CF 19-0092 as a communication from the public

From: **Mike Kook** <mjpk_999@yahoo.com>
Date: Tue, Feb 26, 2019 at 2:42 PM
Subject: Venice Blvd Great Streets Project
To: <john.white@lacity.org>

I am opposed to the Venice Blvd Great Streets Project.

Fwd: Venice Blvd--Council File 19-0092

1 message

Wed, Feb 27, 2019 at 7:40 AM

~~State Representative [redacted]~~
~~Tommy [redacted]~~

Please attach this email to CF 19-0092 as a communication from the public

From: White, Jed <jed.white@bcplaw.com>
Date: Tue, Feb 26, 2019 at 2:11 PM
Subject: Venice Blvd--Council File 19-0092
To: councilmember.bonin@lacity.org <councilmember.bonin@lacity.org>, paul.koretz@lacity.org <paul.koretz@lacity.org>, councilmember.martinez@lacity.org <councilmember.martinez@lacity.org>, john.white@lacity.org <john.white@lacity.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

I am writing to support making the Mar Vista street safety improvements permanent and ask the committee to deny the CEQA appeal.

I live in West LA and work in Santa Monica and I regularly bike to work and home. The Great Streets improvements have made Venice Blvd. have made me significant safer. I now use my car less often.

Sincerely,

Jed White



JED WHITE
Partner
jed.white@bcplaw.com
T: +1 310 576 2114 F: +1 310 260 4114 M: +1 323 788 3904

BRYAN CAVE LEIGHTON PAISNER LLP
120 Broadway, Suite 300, Santa Monica, CA 90401-2386

bcplaw.com

Fwd: Council File 19-0092 = make the Mar Vista street safety improvements permanent

1 message

Wed, Feb 27, 2019 at 7:40 AM

Please attach this email to CF 19-0092 as a communication from the public. There is an attachment also.

From: **Will Wright** <will@aialosangeles.org>
Date: Tue, Feb 26, 2019 at 1:58 PM
Subject: RE: Council File 19-0092 = make the Mar Vista street safety improvements permanent
To: <councilmember.bonin@lacity.org>, Paul Koretz <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>
Cc: <eric.bruins@lacity.org>

Dear Councilmembers Bonin, Koretz, and Martinez,

As the Director of Government & Public Affairs for the Los Angeles Chapter of the American Institute of Architects, I am writing to support your leadership efforts to make the City of Los Angeles safer, healthier and more inclusive.

Our streets and sidewalks become the critical urban tissue that helps us achieve a safer, healthier and more inclusive community and Venice Boulevard is one of the most vibrant back-bones we have in our city.

Therefore, I am writing to support efforts to make the Mar Vista street safety improvements permanent and to ask the City Council Transportation Committee to deny the CEQA appeal.

The Great Streets improvements have made Venice Blvd. a more vibrant corridor by increasing walking, biking, and scooting by 11%. At the same time, it has significantly increased the number of new storefronts and added \$3 million in business revenue to the sector. Most importantly, Venice Blvd. is undeniably safer: no fatalities or serious injuries have occurred in its first year of implementation.

Traffic violence is the number one killer of children aged 14 and younger in America. In 2017 alone, 270 people died walking and biking in the streets of Los Angeles. This is part of why I'm working with an active community of neighbors pushing to make our streets safer.

Thank you for supporting this project and denying the CEQA appeal. The new Venice Blvd. increases our safety, decreases our environmental impacts, and makes my neighborhood more easy to travel and a more people-centered place.

A step backwards would send a terrible signal to the people of our city that the fearful complaints of a few can prevent the healthy progress of the many.

Very truly yours,

Will Wright, Hon. AIA|LA
Director, Government & Public Affairs
American Institute of Architects | Los Angeles Chapter
3780 Wilshire Blvd, Suite 701
Los Angeles, CA 90010
(213) 639-0764
will@aialosangeles.org

Fwd: Council File 19-0092 and CEQA Appeal for Venice Boulevard Great Street Project - Finalized Project and Additional Improvements

9 messages

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Feb 27, 2019 at 1:07 PM

Please attach this email to CF 19-0092 as a communication from the public

----- Forwarded message -----

From: **Garrett Oneal** <info@sg.actionnetwork.org>
Date: Wed, Feb 27, 2019 at 11:43 AM
Subject: Council File 19-0092 and CEQA Appeal for Venice Boulevard Great Street Project - Finalized Project and Additional Improvements
To: <john.white@lacity.org>

John White,

I strongly support the Westside Los Angeles Neighbors Network's CEQA appeal of the finalization of the Great Streets Venice Blvd. project.

There were many significant concerns raised during the one-year pilot project to support a fair argument that the road diet has had significant impacts upon the environment. Concerns that have not been acknowledged, answered or addressed by LADOT, the Great Streets Initiative, or Councilman Bonin's office.

So how can the City of Los Angeles make this project permanent without an environmental review? How can the City go back on its promise made in March 2018 that: "If it (Great Streets Venice Blvd) is made permanent, there will be an environmental assessment and accompanying public process."

Please rectify this error by granting the CEQA appeal brought before you by the Westside LA Neighbors Network.

Garrett Oneal
garrettoneal@yahoo.com
647 1/2 crestmoore pl
venice, California 90291

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072

Fwd: LADOT's Venice Boulevard Great Street Project

2 messages

Wed, Feb 27, 2019 at 7:42 AM

Please attach this email to CF 19-0092 as a communication from the public

----- Forwarded message -----

From: **Michael** <m.ernstoff@larents.biz>

Date: Tue, Feb 26, 2019 at 5:31 PM

Subject: LADOT's Venice Boulevard Great Street Project

To: Councilmember Mike Bonin <councilmember.bonin@lacity.org>, <paul.koretz@lacity.org>, <councilmember.martinez@lacity.org>, <john.white@lacity.org>

Cc: <jesi@la-bike.org>

Please vote to retain all or most of the bicycle path enhancements that are part of the Venice Blvd. Great Street Project.

I am in a position to evaluate the impact of the changes. (1) I live on Victoria Avenue, within one city block from the Venice Blvd. Great Street Project; (2) I frequently walk the region of the Venice Blvd. Great Street Project when I go to the post office; (3) I ride my bicycle through the Venice Blvd. Great Street Project when I bicycle to the beach, something I do several times a month; (4) I drive through the Inglewood Blvd / Venice Blvd intersection nearly every time I go anywhere in my car.

Having a dedicate lane for bicycles is a definite plus. There is heavy bicycle traffic on Venice Blvd during the morning and evening commutes, and having a dedicated lane for bicycles makes navigating the stretch from Inglewood Blvd to Centinella Blvd. far safer for bicyclists. Yes, traffic has back up and on occasion become grid locked, but I think that can be reduced by better coordination of the traffic light patterns, and it is becoming less of a problem as commuters learn to deal with the situation. Over time, those in a rush will learn to take Washington Place in stead of Venice Blvd to avoid potential traffic jams.

I'm not a lawyer, so I can't comment as an expert as to whether or not the project required an environmental impact report. However, little will get done if the City is required to file an environmental impact report every time traffic cones are put up and lanes re-stripped.

Please consider these factors when deciding how to vote.

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