



**ECHO PARK
NEIGHBORHOOD COUNCIL**



Chair

Joselyn Geaga-Rosenthal

Vice Chair

Kevin Fisher

Members

Mike Jolly

Jeffrey Kontorovski

**JOINT MEETING OF THE EPNC
PUBLIC SAFETY, PUBLIC WORKS
AND SUSTAINABILITY COMMITTEE
AND BOARD OF GOVERNORS**

**Tuesday April 3, 2018
6:30 P.M.**

**MEETING LOCATION
Echo Park United Methodist
Church, ground floor
1226 N Alvarado St
Los Angeles, CA 90026**

**CERTIFIED NEIGHBORHOOD
COUNCIL
APRIL 16, 2002**

TELEPHONE: 323 487 9124

WEBSITE: echoparknc.com

EMAIL: info@echoparknc.com

MAILING ADDRESS

P.O. BOX 26557, LA CA 90026

While this meeting is noticed as a Joint Board and Committee meeting, its purpose is to have a Committee meeting. All matters discussed during this meeting upon which action may be taken will be forwarded to the Board for discussion at a future public and agendized Board meeting.

A G E N D A

1. Administrative items 5 minutes
 - a. Call to Order and Welcome
 - b. Roll Call
 - c. Adoption of minutes

2. Community/Government reports:..... 5 minutes
 - a. Government agencies and officers
 - b. Community Organizations

3. Public Comment on Non-Agenda Items, one minute per speaker..... 5 minutes

4. Presentation on CAO Street Infrastructure Report Laila Alequresh.....20 min.
(Summary report attached)

5. Discussion of Vision Zero (LA Times article on Vision Zero in section of New York City attached).....5 min.

6. Discussion and possible action re proposed recommendation for gun control rules and guidelines.....10 min

7. Old Business.....5 min

a)Items discussed at the September 2017 meeting and update (attached)

b)Mike Jolly’s proposal for filtered water distribution center in EPNC area.

8. Future Agenda Items..... 2 minutes

9. Announcements..... 2 minutes

10. Adjournment

Se les pide al public de llenar una tarjeta con sus datos de dirigir palabra a la mesa directive del concilio en referencia a cualquier asunto de la agenda, y antes de que el concilio tome acción sobre el asunto. Comentario de public sobre asuntos de agenda serán atendidos solamente cuando el respectivo asunto está bajo consideración. El comentario del public sobre otros asuntos que no aparecen en la agenda y están en la jurisdicción de concilio serán escuchados durante el period del comentario del public en general. Por favor note que bajo la ley de “Brown Act”, el concilio no puede hacer nada de recomendaciones al respect durante el de un committee. El comentario del public está limitado a dos minutos por participante, amenos de que el limite de uno minute sea suspendido por el official del Concilio que preside la junta.

Las agendas de las juntas del Concilio de la Vecinidad del Echo Park son puestas a la vista del public en general para conocimiento en las siguientes sitios: 1) La Biblioteca del Echo Park – 1410 W. Temple Street, LA 90026. Las agendas también se pueden haller en el sitio oficial de EPNC en la red-electronica www.echoparknc.com. El public, y miembros de la vecindad de Echo Park también pueden suscribir al Sistema de notificación de la ciudad de Los Angeles “Early Notification System” (ENS), a través del le red-electronica de la ciudad www.lacity.org, para recibir noticias de las juntas del concilio de la vecindad del Echo Park Elysian. Para más información, llame a Oficial de Información, al telefono 323 487 9124 o escriba a: info@echoparknc.com ,

Como identidad de acuerdo con el Titulo II de la ley “American Disabilities Act” Americanos con incapacidades, la ciudad de Los Angeles no discrimina por ase de incapacidad. Haga su solicitud y se le prove acomodaciones rasonables para asegurar acceso de igualdad a los programas, servicios, y activades. Intérprete de Lenguaje de señas, asistencia con aparatos para oír, o otros aparatos auxiliary y/o sevicios se les pueden proveer através de ser solicitados. Para asegurar disponibilidad de servicios, por favor haga su solicitud a lo menos de 3 dias de trabajo (72- horas) antes de la junta, y pongase en contacto con Chief Information Officer, al telefono [323 487 9124](tel:3234879124) o escriba a: info@echoparknc.com ,

De acuerdo con elcodigo gubernamental sección 54957.5, documentos no-exento, que están distribuidas a la mayoría o a todos los miembros del concilio por adelantado de la junta, pueden ser vistos en la junta del concilio o en the red-electronica del concilio www.echoparknc.com.

SI REQUIERE SERVICIOS DE TRADUCCION, FAVOR DE NOTIFICAR AL CONCILIO VECINAL 3 DÍAS DE TRABAJO (72 HORAS) ANTES DEL EVENTO. SI NECESITA ASISTENCIA CON ESTA

NOTIFICACION, POR FAVOR CONTACTE A PAUL BOWERS, FUNCIONARIA DE LA MESA A CARGO DE INFORMACION, AL [323 487 9124](tel:3234879124) o escriba a: info@echoparknc.com

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

The agendas for the EPNC meetings are posted for public review at the following location: 1) Echo Park Branch Library -1410 W. Temple Street, LA 90026, as well as at the EPNC’s official website at www.echoparknc.com. Stakeholders may also subscribe to the City of Los Angeles Early Notification System (ENS), through the City’s website at www.lacity.org, to receive notices for EPNC meetings. For more information, you may also contact Chief Information Officer, at [323 487 9124](tel:3234879124) and email: info@echoparknc.com

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PUBLIC ACCESS OF RECORDS – In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website: www.echoparknc.com or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact Chief Information Officer, at [323 487 9124](tel:3234879124) or email: info@echoparknc.com.

ATTACHMENTS

SUMMARY REPORT FUSE

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REPORT from OFFICE OF THE CITY ADMINISTRATIVE OFFICER November 20, 2017 Date: CAO File No. Council File No. Council District: 0220-05425-0000 The Council The Mayor To: v From: Richard H. Llewellyn, Jr., Interim City Administrative Officer Reference: 2017 FUSE Fellow Report Subject: EVALUATION OF THE STATE OF STREET RELATED INFRASTRUCTURE SUMMARY

As a result of a desire of the Mayor and Council to improve the delivery of public works services, this Office retained a FUSE Corps Fellow, Laila Aleqresh, to conduct a review and prepare a report on the state of street related infrastructure. Fuse Corps deploys highly skilled and passionate entrepreneurs into public service to solve some of the biggest challenges facing communities across the country. In conducting this review, Ms Aleqresh worked with the entire Department of Public Works (all Bureaus and the Board), the Department of Transportation (DOT), the Department of Water and Power, this Office, the City Council, and the Mayor's Office. Over 400 one-on-one interviews were conducted, numerous field observations were performed and the operations of both the City of Los Angeles and other municipal jurisdictions were studied to learn from their experience. The FUSE Report (attached) highlights several areas of opportunity for improvement. In summary, they are: • Alignment - Address decentralized governance of infrastructure programs and differing goals which can unintentionally impact service delivery to our residents; • Communication - Break down siloes between divisions, Bureaus and departments and share relevant information across groups in a timely manner; • Coordination - Synchronize street related programs so activities are sequenced and completed in the correct order to preserve investments and improve on-time project delivery; • Customer Centricity - Build stronger relationships with our constituents by putting the customer first; • Data & Technology - Improve data collection, data sharing and usage; integrate technology solutions where appropriate to manage programs; and, • Planning - Improve planning using a strategic, outcomes based approach that spans all street related programs. | The FUSE Report provides recommendations to address these opportunities and to improve the effectiveness of service delivery. To support City decision makers, the recommendations are CAO File No. 0220-05425-0000 PAGE 2 separated into three Tiers based upon the scale of the recommendations. The scale of the recommendations is determined by the potential impact, the potential cost and the timeframe over which implementation is projected to occur. The following Tier 1 improvements represent significant structural changes that address the fragmented and siloed decision making that currently exists. This results in less strategic decision making around the City's key infrastructure assets. The first recommendation moves DOT into Public Works as a Bureau. The second recommendation creates an Office of Infrastructure Management within the Board of Public Works. These changes are expected to provide an organizational structure that allows for better alignment of related work, provide active support for the delivery of transportation and street related services and provide a framework that further strengthens strategic delivery of capital projects. Given the scope of these changes, it is recommended that they be considered in the context of the 2018-19 budget process. Should Mayor and Council elect to include this in the upcoming budget process, it is recommended that this policy decision be made by the end of February to allow sufficient time for inclusion in the Mayor's Proposed Budget. If approved as the policy direction, this Office will work with the Mayor's budget team to include the necessary actions for implementation. Tier 1: Improvements to the City's Infrastructure Delivery Ecosystem The report considers these the highest impact recommendations and recommends implementation in the near future. • 1.1: Improve coordination,

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VISION ZERO ARTICLE – LA TIMES

'Vision Zero' brings traffic fatalities in New York to an all-time low By NINA AGRAWAL

FEB 01, 2018 | 5:20 PM

Today Queens Boulevard is a moving puzzle of buses, baby strollers, delivery trucks, ambulances, bicycles and pedestrians. But in the last three years, not a single pedestrian or cyclist has died on the seven-mile main drag through the city's largest borough. (Feb. 2, 2018)

It was once known as the "Boulevard of Death."

Between 1990 and 2015, a total of 185 people — most of them pedestrians — were killed in traffic accidents along its 12 lanes and its vast intersections.

Today Queens Boulevard is as busy as ever, a moving puzzle of buses, baby strollers, delivery trucks, ambulances, bicycles and pedestrians, including Marco Portillo, who was scurrying toward a bus stop on a recent afternoon hand-in-hand with his wife and three children. "We never let go of them," he said.

But in the last three years, not a single pedestrian or cyclist has been killed along the seven-mile main drag through New York's largest borough. It has become exhibit A in "Vision Zero," Mayor Bill de Blasio's initiative to eliminate traffic fatalities in the city within 10 years.

Started in 2014 at the beginning of the mayor's first term to fulfill a campaign promise, the \$1.6-billion effort aims to use legislation, enforcement, education and engineering to change behavior and make streets safer.

It appears to be working. Total traffic fatalities in the city, including those involving pedestrians, cyclists, motorcyclists and motor vehicles, fell from 299 in 2013 to an all-time low of 214 last year.

Pedestrian deaths were down from 184 to 101, though deaths of bicyclists rose from 12 to 23.

"The last time New York City streets were this safe, people were getting around with a horse and buggy," De Blasio said at a news conference in January.

City Councilman Jimmy Van Bramer of Queens touted the program as a model for other cities that have been struggling to integrate growing numbers of vehicles, bicycles and pedestrians on outdated roads.

"If you can make Queens Boulevard safer, you can make any street in this city and country safer," he said at the news conference.

Boston, Chicago, San Diego and Seattle have also introduced similar programs in recent years, with mixed results. In Los Angeles, Mayor Eric Garcetti created his own Vision Zero, but in 2016, its first full year in effect, traffic deaths rose more than 40%.

The concept originated in Sweden in the 1990s. Its guiding philosophy is that no loss of life or serious injury on roadways is acceptable.

"Once you decide that safety is the priority ... a lot flows from that," said Paul Steely White, executive director of Transportation Alternatives, a local advocacy group that promotes public transit, bicycles and walking over driving.

Take street redesign, for example.

Since 2014, the New York City Department of Transportation has made hundreds of safety improvements to Queens Boulevard and other streets: removing parking spots and vehicle lanes to make room for protected bike lanes and pedestrian space; adding stop signs to "slip" lanes; and installing "leading intervals" at traffic lights that allow pedestrians to start crossing before cars are allowed to proceed.

Transportation officials have also worked with the city's Police Department to step up enforcement of traffic laws. Last year, police issued nearly 550,000 summons for speeding, failing to yield to pedestrians or cyclists, making improper turns and disobeying traffic signs or signals — up from 340,000 in 2013, according to the department.

Perhaps the biggest change was the reduction in the citywide default speed limit from 30 mph to 25 mph in 2014. The new speed limit, which applies to nearly 90% of city streets and required state approval, helps drivers and pedestrians avoid collisions and makes it half as likely a pedestrian will be killed if one does occur, according to the city.

"When we lowered the speed limit, a lot of people said the sky would fall," De Blasio said when announcing the latest statistics. "Well, it didn't. Most New Yorkers recognize it was making people safer."

Amy Cohen, a co-founder of the advocacy group Families for Safe Streets, campaigned for the lower speed limit, standing outside her Brooklyn home with a radar gun to measure car speeds after her 12-year-old son, Sammy Cohen Eckstein, was hit and killed by a van there in 2013.

"It is making a difference," she said of the new limit.

About a year and a half after Sammy died, 5-year-old Roark Bennett was struck at the same intersection. Roark lived — an outcome his mother attributed to the lower speed limit.

Transportation Commissioner Polly Trottenberg said the initiative has had support from all corners of the city, as well as state elected officials.

"That's made a big difference in terms of our ability to do some very aggressive and important safety projects as well as to garner some very major resources," she said.

It took years to overcome fierce opposition to narrowing roadways to create bike lanes and pedestrian plazas — efforts that began under the previous mayor, Michael R. Bloomberg.

Still, not everyone has backed the latest changes. Community Board 4 in Queens opposed the addition of bike lanes.

"The idea of shrinking down Queens Boulevard — while it was great for safety purposes, we just felt it would have created even more congestion," said Christian Cassagnol, the board's district manager. "And essentially that is what happened."

Cassagnol said traffic around the Queens Center mall is mayhem, "like holiday season all the time."

Linda O'Rourke, 70, who lives a block north of Queens Boulevard in the Elmhurst neighborhood and walks with a cane, avoids crossing the street because it feels unsafe. But she echoed the feelings of other locals when she complained about the new bike lanes.

"The bicycle lanes are a problem because they cut the traffic" space, she said, adding that the commute to Manhattan takes longer now.

Trottenberg said her agency tries to keep traffic flowing, but with New York's population growing, tourism surging and construction booming, she has to balance competing needs.

"The commitment of Vision Zero as a philosophy is that crashes are preventable," she said. "I don't think that means that you have carte blanche to remove every car on the road. You nonetheless have to operate within a major city and an existing transportation system."

Some advocates say the city needs to do more, and faster.

"You need to make these improvements the rule and not the exception on New York City streets," said White of Transportation Alternatives. "If there was a wholesale adoption ... we could be saving hundreds of lives, not just scores."

nina.agrawal@latimes.com

Twitter: @AgrawalNina

Nina Agrawal is a staff writer for the Los Angeles Times. She previously reported for WLRN-Miami Herald News and for the Latin American affairs magazine Americas Quarterly. A Southern California native, Agrawal is a graduate of the University of Pennsylvania and Columbia University's Graduate School of Journalism and School of International and Public Affairs.

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ATTACHMENT

EPNC Public Works Public Safety Sustainability Committee

Minutes of Meeting September 5, 2017

Attendance: Members and Board -Joselyn Geaga-Rosenthal – Chair; Mike Jolly; Jeffrey Kontorovsky; Ida Tallala; Community Stakeholders – Santiago Perez; Bonnie Ko

Public comments:

Bonnie Ko – advocated for bike lanes on Temple Street between Beaudry and Virgil.

Santiago Perez – advocated for addressing safety of pedestrian crossings, specially for elderly and children at the following intersections with Alvarado namely: Scott, Berkeley, Montana and Sunset.

The following action items were agreed upon:

Regular meetings of the committee will be on the first Tuesday of the month from 6:30PM to 8PM.

Focus of meetings will rotate among the three topics for this committee with one topic being allocated 60 minutes of time and the other two allocated 15 minutes each. Public Safety will be the main topic at the October Meeting, followed by Public Works in November and Sustainability in December.

The following concerns were identified under each area.

Public Safety:

- a) Safety of pedestrian crossings at Alvarado with the following cross streets: Scott, Berkeley, Montana and Sunset
- b) Safety issues inside the grounds of Echo Park Lake such as:
 - i. Consumption of alcohol and smoking weed
 - ii. Skateboarding and bicycling
 - iii. Vendors using unstable and unsafe cooking stoves and charcoal
 - iv. Homeless camps
 - v. Unsanitary conditions in public restrooms; once per day maintenance is inadequate because of the volume of use.

Action: Jeffrey Kontorovsky to ask Rampart SLO, Officer Solorzano to the October 3, 2017 Committee Meeting.

Public Works:

- a) Presentation or Town Hall on Vision Zero which has identified Temple Street (from Beverly Blvd. to Beaudry) as a high injury network and priority corridor. Bicycle lanes mentioned in public comment could be an aspect of countermeasures envisioned
- b) Echo Park Lake: the color of red curbsides are not maintained; the sidewalk on the westside of the Lake/east side of Glendale Blvd. is not safe for joggers because it is narrow and has light poles obstructing pedestrians. Joggers have been observed using traffic lanes as a result.
- c) Need update on cross walk or light at the intersection of Portia and Sunset – an issue brought to the BOG several months ago.
- d) Powerwash on Sunset Blvd. (Paul Bowers project.)
- e) Clarify whether there is a moratorium on installing speed humps on side streets.

Sustainability

Review Los Angeles City's sustainability plan that establishes a set of ambitious and achievable visions for 14 topic areas to transform Los Angeles over the next 20 years.

- Local Water: We lead the nation in water conservation and source the majority of our water locally.
- Local Solar Power: We increase LA's clean and resilient energy supplies by capturing the energy from our abundant sunshine.
- Energy-Efficient Buildings: We save money and energy by increasing the efficiency of our buildings.
- Carbon & Climate Leadership: As a proactive leader on climate issues, we strengthen LA's economy by dramatically reducing greenhouse gas (GHG) emissions and rallying other cities to follow our lead.
- Waste & Landfills: We become the first big city in the US to achieve zero waste, and recycle and reuse most of our waste locally.
- Housing & Development: We address LA's housing shortage, ensure that most new units are accessible to high-quality transit, and close the gap between incomes and rents.
- Mobility & Transit: We invest in rail, bus lines, pedestrian/bike safety, and complete neighborhoods that provide more mobility options and reduce vehicle miles traveled.

- Prosperity & Green Jobs: We strengthen and grow our economy, including increasing green jobs and investments in clean technology sectors.
- Preparedness & Resiliency: We are prepared for natural disasters, and we decrease our vulnerability to climate change.
- Air Quality: We all have healthy air to breathe.
- Environmental Justice: We ensure the benefits of the pLAN extend to ALL Angelenos.
- Urban Ecosystem: We all have access to parks and open space, including a revitalized LA River Watershed.
- Livable Neighborhoods: We all live in safe, vibrant, well-connected, and healthy neighborhoods.
- Lead By Example: We have a municipal government that leads by example throughout every department in the City of Los Angeles.

Proposed Actions for Public Safety/Public Works/Sustainability Committee

- a) Make four (15 minute) presentations per year at the BOG to clarify how individuals can participate and advance these goals.
- b) Collaborate with EPNC Outreach Committee in distributing reusable grocery tote bags.