

# NOTES FROM LINCOLN BOULEVARD COMMUNITY OPEN HOUSE SEP 10, 2012

## Welcome from Elaine Polachek, Assistant City Manager

Elaine said the meeting was originally planned as a simple out-reach to Lincoln businesses to update them on the work in-process --- but due to obtaining additional funds, the project had stretched in terms of timeline as well as the scope, now offering more opportunities for a wider community outreach and a broader number of possible enhancements to LB as well as more detailed planning over a much longer period -- she called this a chance to Envision Lincoln.

## Lincoln Boulevard Tentative Schedule:

- Paving project -- Q1 2013 (pushed from Nov 2012)
- Tree Planting -- early Q2 2013
- Peak-Hour Bus Lanes -- Q2
- Envisioning Lincoln process -- Q4 2013 through all year of 2014

## Relinquishment:

- Officially transferred Lincoln from CalTrans to the City June 4, 2012
- The section of Lincoln -- fwy to south city limit -- the northern section was replaced 2 years ago and is not involved in this project
- City to receive \$2.2M in FY 2013/14 (money is designated for use to return the street to a "state of good repair". The money that comes from grants must be spent as it is made available

## Funding Update - Martin Pastucha, Director of Public Works

- Currently budgeted \$2.8M, includes:
  - Federal funds - STFL (Caltrans)
  - Prop-C Local Return (Metro)
  - General city fund
- Additional federal funds have been identified (Caltrans) -- docs to be submitted this month\*\*

*The City is in the process of programming the additional Federal Earmark funds which would affect General Fund obligations on the project and partially fund planning efforts currently scheduled.*

## **Funding Update - cont.**

*\*\* I did not fully grock this discussion topic but it basically went "we had money for redevelopment projects but we lost it, or some of it, but then we got more money for this section of Lincoln than we expected, but now we need to spend it faster than we thought we had to and also we can do more, but we will need to move money around a bit, but that has impacts with other projects that are on-going so there are tricky issues and maybe unforeseen switchy-changy problems or maybe even,opportunities to contend with and why don't you let the grown ups figure this out?)*

## **NEAR TERM EFORTS**

### **Paving Project - Mark Cuneo, Public Works**

#### **Schedule and Phasing**

- Begin Construction Q1 2013 -- bids, project plans and schedule all submitted this week to City Hall
- Concrete repairs during Daylight hours -- parking panel replacement/repair as-needed
- Asphalt repairs/paving during Night
- Paving will be three phases -- Fwy - Pico/ Pico - OP / OP - Venice border
- Paving will involve a full surface grind to 2-4" deep with a rubberized paving of 4" -- grinding will take 3-4 weeks
- Due to grinding, the detection loop wires will be replaced with video monitor systems
- Typical nighttime working hours are 8PM-6AM -- WEEKDAYS ONLY
- There will be "LOTS" of hauling truck activity at night to remove material and bring in new stuff
- NO WEEKEND WORK PLANNED

## **POTENTIAL IMPACTS**

### **Traffic**

- Mitigated by performing disruptive work at night
- 1 Lane available in each direction available at all times

### **Noise/Dust**

- Typically short term only
- Milling will be scheduled early to minimize noise impacts
- Paving is typically less noisy and will be scheduled later

## **Peak-period Bus-only Lanes - Patrick Campbell, BBB**

### **Traffic flow is improved**

- Within the city bus service will improve by decreasing per-bus travel time by 8 min -- there are 9 buses and two main routes involved - though Mr. Campbell did some of the calculating of buses/routes in his head and updated his answer to this at least once
- Bus-Only Lanes will prohibit parking Weekdays Only -- between Pico and Ozone -- Northbound 7-10AM, Southbound 4-7PM
- Traffic flow for cars will improve by allowing the Bus-only lane to serve as a dedicated right turn lane for autos
- Bus-only Lanes will be used by: Buses, Bicyclists\*\*, Shared Ride Vehicles, Emergency Vehicles

*A parking utilization study was conducted in 2005, presented to Staff in 2007 and the results were validated in 2012 as still accurate. The conclusions was that parking is not maximized n Lincoln with few cars using available spaces. Parking during bus-only lane operation is expected to transition to the opposite side of Lincoln and spillover to adjacent streets*

*THIS WAS THE BIGGEST ISSUE AND BUSINESSES VOCALLY OPPOSED THIS PORTION OF THE PRESENTATION STATING "we were not consulted" and some threatened to move to other cities as their customers would be lost due to hassles with the loss of street parking.*

*Sam Morrissey, Director Transportation, said that the status of permit-only restricted parking (on adjacent streets) had not been evaluated nor had the adjacent streets been surveyed for parking occupancy impacts.*

*Sam said businesses were Not consulted about this plan to prohibit parking and that the effort began in 2005, before the LUCE, was submitted to staff already and approved.*

*Sam stated that crosswalks and other pedestrian safety measures that might be added to accommodate opposite-side parking and increased use of adjacent street spillover parking has not been considered and is not planned for this phase of the project.*

*Sam said that loading zones, valet parking areas and other special use designation opportunities exist and that businesses should be encouraged to contact the project manager or his office. (I did not make a note of the project manager data -- whoops!)*

*Mr. Campbell was asked about a southbound bottleneck caused by the flow of BBB from the bus-only lane into Venice (which will not have them) -- he said yes there should be a negative impact but City of LA is looking into also adding bus-only lanes for continuity, but TBD at this point.*

*Additionally, the subject of shared parking facilities was discussed and there are no current active plans other than the two Overlay Areas at Pico and OP, which both call for additional Parking as per the LUCE -- but these are plans at this time and not part of the current projects that are funded.*

*\*\* I did not ask or find out if the bus-only lane will have biking "sharrows" icon markings*

## **Other near-term Efforts**

### **- Tree Planting Opportunities -- Public Landscape**

- 17 existing vacancies
- 16 potential new sites created
- Species selection will be through the Urban Forest Task Force (UFTF) -- a sub-committee to be formed for this project -- *the first UFTF meeting is scheduled for 9/26/2012 at the Main Library from 6:30-9PM*
- Trimming is scheduled for early FY 12/13 (thus, 2013??)
- After species selected, planting to use Urban Forest funds
- Planting after the completion of the paving

### **- Power Washing & Trash Containers -- Martin Pastucha**

- The hope is to give the whole sidewalk a bath after the paving -- new trash can quantities, locations not discussed beyond the expectation to "offer more"

### **- Art Opportunities -- Jessica Cossack, Cultural Affairs Manager**

- Adoption of repainting utility boxes by local groups, schools, businesses, artists are an option
- Creative and playful signage examples shown
- Artist designed bike racks -- the Cultural Affairs Dept has funds for two but would like to locate more funding for these types of projects -- and looks to support from public

*The John Muir Woods mural Olympic High was discussed -- Jessica says Jane Golden is ready/willing to restore the piece but it is not a city mural but under SMMUSD jurisdiction -- talks between the City and SMMUSD underway -- HOWEVER -- Jessica pointed out that restoration and repair of older, damaged and neglected murals was expensive and funds for one restoration project would pay for numerous new ones -- her attitude is that murals should be treated as public art spaces that rotate a timetable such as 5-10 years. Janie Gates, Principal of Olympic, said she has a contact in PA who knows Jane Golden but that the current plan for use of BB funded renovations other school include the installation of a vine-covered steel lattice around the mural -- thus it would be obscured from view but enhanced with foliage that would not further damage it.*

### **- Code Compliance -- Joe Trujillo, Code Compliance Officer**

- All businesses received a code compliance warning letter with a request that public spaces be maintained and that generally that the codes be complied with
- 32 Specific businesses received out-of-compliance warning letter and were given a month to comply
- Review is currently underway to catalog compliance and take further steps as-needed
- Overall the plan is to push property owners to keep properties clean, maintain parkways and remove non-compliant signage initially -- more thorough and technical code issues will be pursued over time
- All service alleyways were inspected as part of the review

## - Code Compliance -- continued

- The recycle center at Alberton's was Not reviewed and Joe will look into having someone inspect it for code violation issues
- Bus stop benches and enclosures are not the responsibility of adjacent businesses -- BBB is responsible for keeping them clean and repaired

## **LONG-TERM EFFORTS**

### **Future of Lincoln -- Francie Stefan, Community & Strategic Planning Manager**

#### Community Vision for Lincoln from the LUCE:

- Lincoln could have an active and inviting pedestrian environment
- Streetscape enhancements will link the densely populated Sunset & OP neighborhoods -- ideally drawing foot traffic and patrons to Lincoln
- Diverse local businesses that bring daily retail and restaurant uses to nearby residents -- Francie said "maybe someday there will be tutor dining on Lincoln"
- Upgraded transit amenities and pedestrian crossings/connections TO INCREASE PEDESTRIAN USE AND SAFETY
- "Gateways that celebrate SM" were listed in her PowerPoint slide but not discussed
- Smooth and safe traffic flow -- Legal Grind's owner commented that there have been 185 vehicle accident at the corner of OP and LB inn the last decade -- Francie said proper planning such as turn lane lengths make a difference and this is what has been added to the re-striped OP and there have been (so far) fewer safety issues on OP since the changes to the lanes were made

The following was shown as a slide but the meeting devolved into a free-roaming Q&A/angry mob, thus none of this was discussed:

- Public realm and streetscape improvements
- Façade and site improvements that are visually engaging
- Private property standards for windows, entries, existing parking lot improvements, etc.
- Shared parking and TDM strategies\*\*
- Landscaping
- Transit facilities upgrades
- Integration with downtown north of I-10

*\*\*Francie did confirm that if any shared parking was created, the first projects that would be implemented would be a the two Overlay Zones at OP and Pico*

## **Public Comments recorded at the meeting**

### **Peak-period Bus-only Lanes**

- Loss of parking!! Need more info and more analysis -- ELAINE POLACHEK SAID THAT AS OF NOW THEY WOULD BE SCRAMBLING TO RE-PLAN AND RE-THINK THE PLAN
- Consider impact to long term existing businesses
- City to work with individual businesses to address concerns
- Look at issue to accommodate additional parking on adjacent side streets
- Address tensions between residential permit parking and proposed relocation of commercial and retail parking
- Loading access during peak times -- valet?

### **Public Art**

- Local art in ugly places
- Mural on Olympic HS - replace, restore or re-imagine
- Bike racks! Double as public art

### **Code Compliance**

- Trash issues from BBB stops

### **The Future of Lincoln**

- Alberton's turn lane is deadly
- Recycling center has downstream impacts such as drunken recyclers
- Address homelessness
- Utilization of excess parking -- e.g., Alberton's large lot is available
- Biking on Lincoln should be safe and currently it's the worst place to ride in the entire city
- Consider formation of a Lincoln business district (the CoC was present and invited folks to join and said that Lincoln was discussed at the most recent meeting. Elaine Polachek suggested businesses join the LBTF business sub-committee and Jeff Jarrow introduced himself)
- Analyze the current and future development standards based on site constraints .