



Richard Williams <richard.williams@lacity.org>

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## Fwd: Council File: 14-0163-S3

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Anna Martinez <anna.martinez@lacity.org>

Tue, Jan 23, 2018 at 1:56 PM

To: Richard Williams <richard.williams@lacity.org>, Maria Espinoza <maria.espinoza@lacity.org>, Staci Roberts <staci.roberts@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

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**Anna Martinez**  
**Office of the City Clerk**

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

From: 'Joanne DAntonio' via Clerk - CityClerk <cityclerk@lacity.org>

Date: Tue, Jan 23, 2018 at 1:35 PM

Subject: Council File: 14-0163-S3

To: "CityClerk@lacity.org" <CityClerk@lacity.org>

January 23, 2018

City of Los Angeles Council Members

200 N Spring Street, Room 361

Los Angeles, CA 90012

Via Email

Dear Honorable Council President Herb J. Wesson, Jr. and City Council Members:

*The Neighborhood Council Sustainability Alliance Trees Committee urges the City to prioritize areas impoverished of street tree canopy over sidewalks with mature trees that provide essential services to the city, particularly in the absence of an Environmental Impact Report. Selecting, locating, and managing trees to provide ecosystem services is becoming increasingly important facets of municipal and consulting forestry. The science of urban tree growth modeling is fundamental to quantifying these services which naturally and economically maximize the City's objectives to cool streets, mitigate climate change and reduce greenhouse gases in addition to increasing groundwater recharge, and stormwater capture. **We, therefore, ask the Council to amend the motion** to address areas of highest need for **street** tree canopy which allows the City to most efficiently and effectively invest public funds as well as address environmental, socioeconomic and public health disparities.*

*Furthermore, we firmly believe that ignoring the current frequent removal of mature street trees without considering all alternatives or providing adequate public notice is detrimental to the*

*environmental benefits and quality of life benefits that are important to all Angelenos. We strongly urge the City Council to instruct the Bureau of Street Services to develop better standards for sidewalk repair that maximize the preservation of mature trees in light of a 2008 study about Los Angeles' million tree program that found a mortality scenario for new tree plantings of up to 56%. Mature trees serve the City's objectives to mitigate climate change and reduce pollution in addition to increasing groundwater recharge, stormwater capture while maintaining aesthetic compatibility with distinctive neighborhood styles and historic designs. Replacement trees, even in multiples may not provide the equivalent benefits, require much more water over many years to establish, and often cannot be accommodated in the same amount of space.*

*Lastly, we urge the City to remember parts of the original motion, including:*

*'The City is proud of its urban forest and should make reasonable efforts to protect and replace lost trees. However, in compliance with the Willits Settlement Agreement, priority will be given to accessibility.*

*The City's Municipal Code provides for guidelines related to street trees. Additionally, the City also has long-standing practices related to tree removals and replacement. It is recommended that the Board of Public Works and the Bureau of Street Services report back with recommendations on how the City's current tree removal and replacement policies and practices can be streamlined and simplified to ensure that tree related issues do not hinder the speed at which sidewalk repairs are made and to ensure that tree replacement, consistent with City policies, occurs in a responsible and effective manner.*

*14.1 Instruct the Board of Public Works and the Bureau of Street Services to report back with recommendations on: a. Simplifying and streamlining the City tree removal and replacement policies and procedures so that they do not hinder the progress of sidewalk accessibility repairs; b. Ensuring that any trees removed are replaced and that the health and size of the City urban forest is protected; c. Ensuring that tree replacements are consistent with the City goals of protecting infrastructure (i.e. sidewalks, curbs, streets), minimizing operations and maintenance costs (i.e. location near street lights and traffic signs) and minimizing use of water for landscaping; and, d. Policies and procedures addressing the potential use of alternatives to tree removals such as meandering sidewalks, grade separations and tree relocations."*

Joanne D'Antonio  
Chair, Neighborhood Council Sustainability Alliance Trees Committee

CC:

Honorable Councilmember Gil Cedillo, City Council District 1  
Honorable Councilmember Paul Krekorian, City Council District 2  
Honorable Councilmember Bob Blumenfield, City Council District 3  
Honorable Councilmember David Ryu, City Council District 4  
Honorable Councilmember Paul Koretz, City Council District 5  
Honorable Councilmember Nury Martinez, City Council District 6  
Honorable Councilmember Monica Rodriguez, City Council District 7  
Honorable Councilmember Marqueece Harris-Dawson, City Council District 8  
Honorable Councilmember Curren D. Price, Jr., City Council District 9  
Honorable Councilmember Mike Bonin, City Council District 11  
Honorable Councilmember Mitch Englander, City Council District 12  
Honorable Councilmember Mitch O'Farrell, City Council District 13  
Honorable Councilmember José Huizar, City Council District 14  
Honorable Councilmember Joe Buscaino, City Council District 15  
Los Angeles City Clerk



Richard Williams <richard.williams@lacity.org>

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## CF # 14-0163-S3 Sidewalk Repair Program - LACBC Comment Letter

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**Cesar Hernandez** <cesar@la-bike.org>

Tue, Jan 23, 2018 at 4:59 PM

To: richard.williams@lacity.org

Cc: cityclerk@lacity.org, councilmember.bonin@lacity.org, councilmember.martinez@lacity.org, Councilmember.krekorian@lacity.org, councilmember.blumenfeld@lacity.org, Councilmember.Englander@lacity.org, fredy.ceja@lacity.org, councilmember.harris-dawson@lacity.org, councilmember.huizar@lacity.org, councilmember.price@lacity.org, councilmember.rodriquez@lacity.org, councilmember.ryu@lacity.org, councilmember.wesson@lacity.org, councilmember.buscaino@lacity.org, councilmember.ofarrell@lacity.org

Dear Mr. Williams,

Attached is a comment letter I am submitting on behalf of the Los Angeles County Bicycle Coalition (LACBC). The letter is in regards to Council file 14-0163-S3, the Sidewalk Repair Program.

LACBC firmly believes that the Vision Zero High Injury Network should keep the Vision Zero High Injury Network in the Sidewalk Repair Program prioritization methodology.

Please let me know if you have any questions. Thank you.

Sincerely,

Cesar

**Cesar L. Hernandez**  
**Deputy Executive Director of Advocacy**  
**Los Angeles County Bicycle Coalition**

[Operation Firefly is back! Join Team Firefly today.](#)

634 South Spring Street, Suite 823, Los Angeles, CA 90014  
cesar@la-bike.org | T: (213) 629-2142 x 127  
[www.la-bike.org](http://www.la-bike.org) | [Facebook](#) | [Twitter](#) | [Instagram](#)

Help make L.A. County a healthy, safe and fun place to ride a bike: [Become an LACBC member today!](#)



L A - B I K E . O R G

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2018-01-22 - CF # 14-0163-S3 Sidewalk Repair Program - LACBC Comment Letter.pdf  
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Los Angeles County Bicycle Coalition  
634 S. Spring St. Suite 821  
Los Angeles, CA 90014  
Phone 213.629.2142  
[www.la-bike.org](http://www.la-bike.org)

January 22, 2018

Council President Herb J. Wesson, Jr. and Members of the Los Angeles City Council  
Los Angeles City Council  
200 N. Spring Street, Room 435  
Los Angeles, CA 90012  
Via email: [richard.williams@lacity.org](mailto:richard.williams@lacity.org)

**Re: CF # 14-0163-S3 Sidewalk Repair Program**

Dear Honorable Council President Herb J. Wesson, Jr. and City Council Members,

The Los Angeles County Bicycle Coalition (LACBC) works to make all communities in Los Angeles County a healthy, safe, and fun place to ride a bike. LACBC strongly encourages Los Angeles City Council to **keep the Vision Zero High Injury Network (HIN) in the Sidewalk Repair Program (SRP) prioritization methodology.**

In the Summer of 2017, the City's Safe Sidewalks LA Citizens Advisory Committee worked to develop a scoring system to coordinate the SRP. The Citizen Advisory Committee stressed the importance of prioritizing sites within 500 feet of the City's Vision Zero HIN and Action Plan. The HIN is a unique transportation planning methodology that captures the inequitable need for safety improvements in the most vulnerable and historically disinvested communities. This past fall, the City Bureau of Engineering recommended to include HIN priority criteria in the proposed prioritization and scoring system for the SRP.

**We support the inclusion of the HIN in the prioritization criteria for the SRP because it promotes social equity, interdepartmental coordination, and stakeholder support.**

- **Social Equity:** The City of Los Angeles Department of Transportation (LADOT) developed the HIN by analyzing five years of traffic collision data as well as data from the LA County Department of Public Health. Many of the areas burdened with the poorest health outcomes also have a disproportionate amount of severe and fatal injuries from collisions. Nearly half of the HIN is in our most vulnerable communities. The HIN is the only element of the SRP prioritization scheme that incorporates social equity. By removing the HIN from the SRP methodology and placing more emphasis on Incident Reports, the City favors communities where residents are more likely to file claims and service requests: those with more access to information, time, and skills to report needed repairs. Removing the High Injury Network would lead to the inequitable distribution of public resources and would perpetuate the neglect of particular neighborhoods that most need and deserve infrastructure investment.

- **Interdepartmental Coordination and Program Alignment:** The 2017 Chief Administrative Office (CAO) FUSE Fellow Report identified opportunities to improve street related infrastructure. Two of the top six recommendations centered on alignment of decentralized infrastructure programs and goals and on coordination of street programs by multiple departments. The HIN identifies where LADOT has planned or completed projects; considering proximity to the HIN when prioritizing sidewalk repair requests offers a chance for interdepartmental coordination, and a more holistic approach to improving the built environment. The SRP is about a coordinated and cohesive transportation network that accommodates all road users and retaining the HIN in the SRP serves as a step towards better interdepartmental coordination.
- **Stakeholder Support:** The Bureau of Engineering assembled the Safe Sidewalks LA Citizens Advisory Committee to provide critical stakeholder input on the development of the SRP. The Committee recommended including the HIN in the Program's methodology. Moreover, LADOT developed the criteria for the HIN through a series of stakeholder engagement sessions and surveys. The priorities of these groups and individuals should be valued and upheld by our policy-makers.

**We disagree with the Budget and Finance Council Committee's recommendation to remove proximity to the HIN from consideration** when prioritizing sidewalk repair requests across the City of Los Angeles. The Committee's preference for Incident Reports is inequitable and inadequate. Please ensure that the HIN is reinstated in the SRP prioritization methodology.

Sincerely,

Erik Jansen  
Executive Director

CC:

Honorable Councilmember Gil Cedillo, City Council District 1  
Honorable Councilmember Paul Krekorian, City Council District 2  
Honorable Councilmember Bob Blumenfield, City Council District 3  
Honorable Councilmember David Ryu, City Council District 4  
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Honorable Councilmember Joe Buscaino, City Council District 15  
Los Angeles City City Clerk



Richard Williams <[richard.williams@lacity.org](mailto:richard.williams@lacity.org)>

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## Fwd: Comments for Council File 14-0163-S3

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**Anna Martinez** <[anna.martinez@lacity.org](mailto:anna.martinez@lacity.org)>

Wed, Jan 24, 2018 at 10:44 AM

To: Richard Williams <[richard.williams@lacity.org](mailto:richard.williams@lacity.org)>, Maria Espinoza <[maria.espinoza@lacity.org](mailto:maria.espinoza@lacity.org)>, Staci Roberts <[staci.roberts@lacity.org](mailto:staci.roberts@lacity.org)>, Gloria Pinon <[gloria.pinson@lacity.org](mailto:gloria.pinson@lacity.org)>

Please see email below.

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Mail Stop 160-01



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

From: **Nancy Hanover** <[nh.picogsi@gmail.com](mailto:nh.picogsi@gmail.com)>

Date: Tue, Jan 23, 2018 at 10:33 PM

Subject: Comments for Council File 14-0163-S3

To: [+amanda@investinginplace.org](mailto:+amanda@investinginplace.org), [CityClerk@lacity.org](mailto:CityClerk@lacity.org)

I would like to submit a comment letter to Council File 14-0163-S3. I think it is critical that this be fixed and the for the Los Angeles City Council to retain the Vision Zero High Injury Network (HIN) in the Bureau of Engineering (BOE) proposed Sidewalk Repair Program (SRP) prioritization methodology. The HIN represents the only prioritization criteria in the BOE-proposed SRP to include City interdepartmental coordination, social equity, and a tool to potentially accelerate and scale-up this program. Signed: Nancy Hanover-Reyes, [1568 S. GENESEE AVE. 90019](https://www.google.com/maps/place/1568+S.+GeneSEE+Ave./data=!4m2!3m1!1e1)