

## Communication from Public

**Name:** Cynthia M High  
**Date Submitted:** 02/24/2020 04:13 PM  
**Council File No:** 17-1115

**Comments for Public Posting:** February 18, 2020 I am Cynthia High, treasurer of the Los Angeles Tour Guide Association. We urge you to continue to work on the details of ordinance 17-1115 before it is passed. It needs more work. Tour operators were not involved in its development. There are important factors that were not considered due to the lack of input. I want to be extremely clear: the tour operators of the Los Angeles Tour Guide Assoc are committed to following the rules and being good partners with the city and the homeowners. That's one of the reasons why we started this organization. I am going to provide a sampling but not complete list of some of our concerns: 1) We are concerned that this ordinance still does not address enforcement. Is there a hotline, an office dedicated to assist homeowners? Where can homeowners send video or photos? 2) By focusing on the licensed operators, those with TCP#s, the ordinance actually encourages unlicensed operators who can drive about without scrutiny, without safety training, without drug testing, without vehicle safety inspections, without commercial insurance, without any of the safeguards provided by a licensed operator. The harder you make business for the licensed operators, the more you are encouraging unlicensed operators (albeit unintentionally). 3) The ordinance unfairly hurts small operators who are already playing by the rules. It may even put them out of business. And the inclusion of small SUVs, 5 and 7 passenger vehicles, we do not believe was based on safety. 4) It ignores the fact that Mulholland Drive is a truck route. How can it be unsafe for tour vans but not for trucks? Mulholland Drive deserves special attention. It is an extremely important route for several tour operators. We should do what's necessary to make it a safer route. 5) In San Francisco, when tour buses were banned from key locations due to homeowner concerns, the results were not what they had hoped for. The neighborhood continue to be flooded with Uber and private vehicles. The results? An increase in traffic, in garbage and in crime as criminals break into the cars of unsuspecting tourists. 6) The law that gave impetus to this ordinance (AB-25) states that limiting tour vans must be based on safety. It is customary for road safety ordinances to be based on size, weight and road conditions. The sweeping and zealous nature of this ordinance appears to have strayed from its original intent. The tour operators

at L A Guides urge you to continue to work on the details of this ordinance before it is passed. Please seek out input from tour operators. [treasurer@laguides.org](mailto:treasurer@laguides.org)

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- 3) The ordinance unfairly hurts small operators who are already playing by the rules. It may even put them out of business. And the inclusion of small SUVs, 5 and 7 passenger vehicles, we do not believe was based on safety.
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- 7) The tour operators at L A Guides urge you to continue to work on the details of this ordinance before it is passed. Please seek out input from tour operators.

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