

Los Angeles Walks

losangeleswalks.org

hello@losangeleswalks.org
508.916.7863
830 Traction Ave. #3
Los Angeles, CA 90013

May 1, 2018

Councilmember Paul Krekorian and Budget & Finance Committee
Los Angeles City Hall
200 N. Spring Street
Los Angeles, CA 90012

RE: Mayor's Proposed Fiscal Year 2018-2019 Budget

Dear Chair Krekorian and committee members,

Since 1998 Los Angeles Walks has advocated for policies and programs that make Los Angeles a city where walking is safe, accessible, fun, and equitable – something we believe to be a fundamental right. From hiring the City's first pedestrian coordinator in 2012 to adopting a Vision Zero policy in 2015, Los Angeles has come a long way since the late '90s. Across the country, LA is now looked to as a national leader, a city seriously investing in its residents' mobility, health, and safety.

These priorities are reflected in the Mayor's Fiscal Year (FY) 2018-2019 Proposed Budget, and **Los Angeles Walks is encouraged by the City's growing attention to and investment in safe streets and healthy communities.** The proposed \$9.5 million increase in Vision Zero funding over last fiscal year is significant and notable. We are also encouraged by the proposed \$41 million annual investment in the safety and accessibility of LA city sidewalks, an often overlooked but critical piece of infrastructure that serves absolutely everyone – from children to older adults, drivers to transit riders.

As pedestrian advocates, Los Angeles Walks must acknowledge the skyrocketing number of people killed while walking in LA. **Over the past two years in the City of Los Angeles, pedestrian deaths increased by 82%, reaching a 15-year high.** Despite the 432 Vision Zero interventions implemented in 2017, **the pace and level of change City departments are making to our roadways has not kept up with a rapidly escalating public health problem – one that last year killed 245 people and seriously injured more than 1,000.**

In order to achieve the City's initial Vision Zero goal – a 20% reduction in traffic fatalities by 2017 – the City would have had to invest \$80 million in engineering changes, education, engagement, and evaluation, according to the Los Angeles Department of Transportation. Since launching Vision Zero in August 2015, though, overall traffic fatalities in LA have jumped 34%. **We raise this alarming fact not to express doubt in the Vision Zero program, but just the opposite: to convey the critical need to fund and implement projects that**



everyone walks in L.A.

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[@heyimwalkinghere](#)

meaningfully address those collision factors that cause death and severe injury on our streets roughly every seven hours – namely, excessive vehicle speed.

We appreciate the need for incremental change and are glad to see \$4.5 million proposed for “Phase 1” improvements on a new set of Vision Zero High-Injury Network (HIN) corridors. **In the coming year, we hope to see robust public engagement and a clear public process established to determine those “Phase 2” improvements that will be implemented on six Complete Street Corridors**, as Los Angeles Walks recommended in a previous letter (attached). These projects, eventually solidified in concrete in 2019 (“Phase 3”), will physically alter the urban environment to encourage safer speeds and to deter reckless driving. These changes can’t come soon enough.

We encourage the City to use a community-centered process to determine all Vision Zero elements, including the use of enforcement. Los Angeles Walks is interested in reducing the number of interactions between residents and law enforcement officers, especially along the High-Injury Network, which includes many neighborhoods that have long been neglected; lack the design elements that encourage safe walking, biking, and driving; and have identified concerns regarding over-policing. **We recommend the City establish resident/community oversight and public accountability of the \$1.5 million proposed for Vision Zero enforcement activities, and consider community-based alternatives to traditional enforcement tactics.** We continue to call on the Los Angeles Police Department to make up-to-date demographic, geographic, and typology citation data available and accessible to the public.

Again, Los Angeles Walks is eager to see the City of Los Angeles move into its Vision Zero “year of action,” and to see the Sidewalk Repair Program accelerated through increased investment. We hope to see residents deeply engaged in a transparent process of designing their neighborhoods. We trust the proposed funding will result in Vision Zero projects that meaningfully address the core collision factors that regularly kill and injure people walking in LA, without targeting historically neglected communities for increased enforcement.

We appreciate your consideration. Should you have any questions, please reach out to me at emilia@losangeleswalks.org or 508-916-7863.

Sincerely,



Emilia Crotty, Executive Director
Los Angeles Walks

cc: Deputy Chief of Staff Matt Szabo, Mayor’s office
Deputy Mayor Miguel Sangalang, Mayor’s Office
Deputy Mayor Barbara Romero, Mayor’s Office
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
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Honorable Councilmember José Huizar, City Council District 14
Honorable Councilmember Joe Buscaino, City Council District 15
General Manager Seleta Reynolds, Department of Transportation
City Engineer Gary Lee Moore, Bureau of Engineering
Director Nazario Saucedo, Bureau of Street Services
Los Angeles City City Clerk

Attachment: Comment letter re: Council File 17-0950 – March 24, 2018





Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014

213-629-2142
www.la-bike.org

April 30, 2018

Los Angeles City Council
Budget & Finance Committee

Los Angeles City Hall
200 N. Spring Street
Los Angeles, CA 90012
Via email to: richard.williams@lacity.org

Re: Mayor's Proposed Fiscal Year 2018-2019 Budget

Dear Chair Councilmember Krekorian and committee members:

The Los Angeles County Bicycle Coalition (LACBC) works to make Los Angeles a healthy and safe place to ride a bike, walk, and access daily resources. We value community-driven projects, culturally responsive community engagement, and equitable project implementation -- all of which requires adequate funding. LACBC acknowledges and appreciates the diligent work and coordination of City departments and elected officials to develop a comprehensive City budget that responds to the diverse and often competing needs of Angelenos.

One step forward

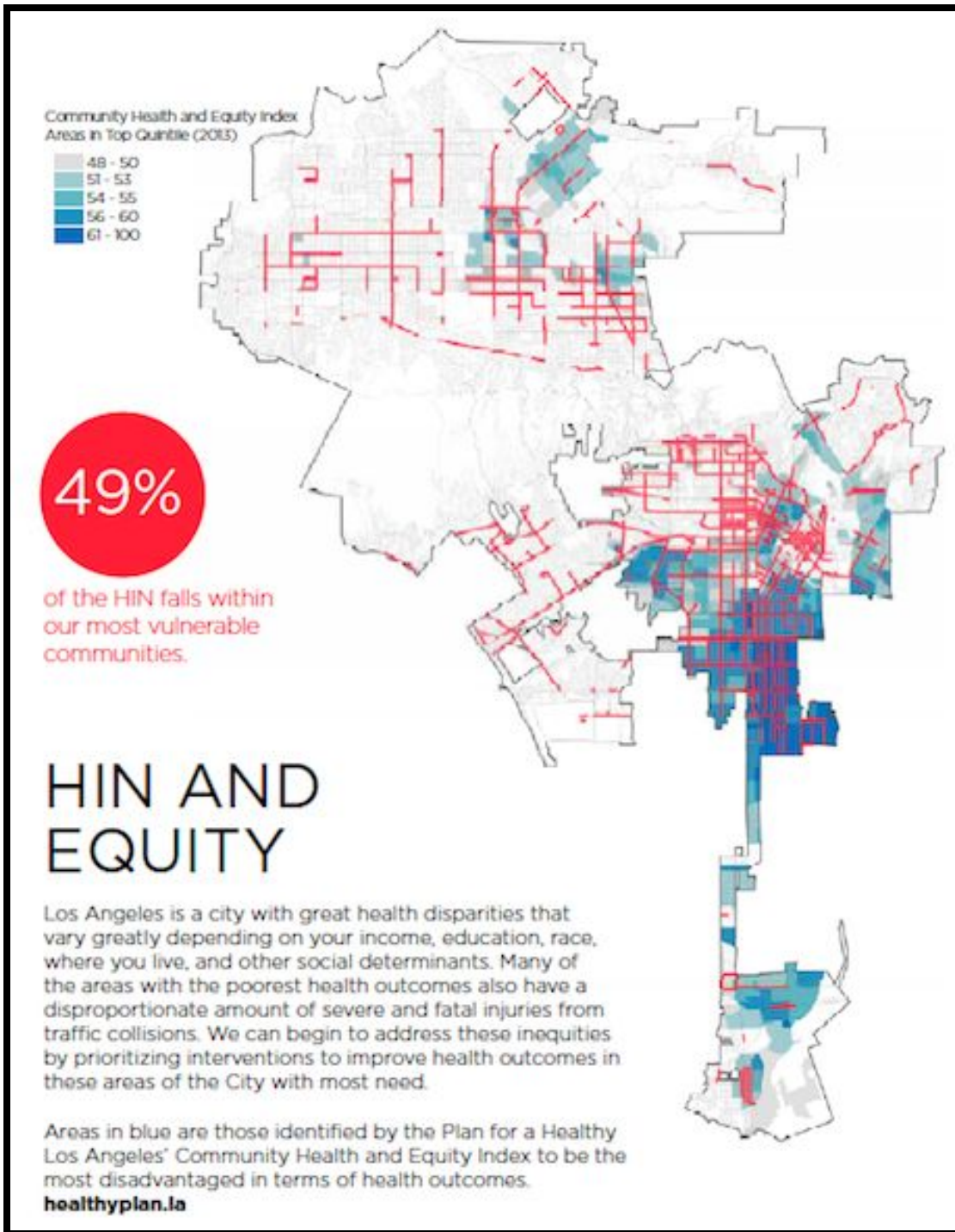
LACBC is pleased that the City has increased its investment in safe street infrastructure since last year. The allocation of nearly \$38 million toward this year's proposed Vision Zero budget grows resources by about \$10 million since last year, and by about \$35 million since the 2016/17 budget. Similarly, other safety projects totaling \$52.4 million, geared toward people walking and biking, increased slightly over last year. Additionally, this year's proposed budget allocates \$41 million to sidewalk repair and improved accessibility. We see these increases as important steps in the right direction.

Two steps back

While these budget increases are a start, LACBC knows that the City can and should do better to make streets safe for people walking and biking. In the past few weeks, four fatal traffic crashes -- three of them hit-and-runs -- took place in South LA, an area highlighted by the Vision Zero High Injury Network and social equity indicators (see image on Page 2). The deaths included a man crossing the street in his wheelchair, a man walking, and two men riding bikes, one of which was only 22 years old. Clearly, the city needs to make a larger investment in safety improvements in these neighborhoods, which have faced historic disinvestment and neglect.

Moving forward

These tragedies are preventable, and need to be treated as such. Safer streets require robust investment in infrastructure and community engagement. Last year, Seleta Reynolds, General Manager of Los Angeles Department of Transportation (LADOT), stated that to achieve the goal of zero traffic deaths by 2025, the City would need to invest \$80 million per year in safety improvements. The proposed Vision Zero budget allocation is still less than half of that. Moreover, investment in community engagement remains at a stagnant \$1 million for Vision Zero. While the City works to effectively implement a comprehensive complete streets model on six corridors, LACBC respectfully requests that it considers the recommendations outlined on Page 3.



Source: Los Angeles Department of Transportation

Key Recommendations

1. **Double Vision Zero Education and Outreach funding.** LACBC respectfully encourages the City to dedicate a significantly larger amount of funding to community engagement by at least doubling the amount allocated to Education and Outreach, so that it totals \$2 million. LACBC believes The City should use these funds to work with community based organizations that have experience partnering with disadvantaged communities. Community members should be educated on potential street safety treatments and participate in the planning process for future infrastructure improvements. Engagement should be culturally and linguistically competent, and should ensure that community members can meaningfully participate in the project selection and development process.
2. **Resume commitment to bike lane installation.** LACBC's 2015 Bike and Pedestrian Count found that bike lane installation decreased from 101 miles in 2013 to just 11 miles in 2015, and only 25% of high priority bike lanes identified in the Bicycle Plan had been installed since 2010. The City Blue Book notes on page 702 mark a similar trend of about just 10 miles per year of bike lane installation for 2016, 2017, and 2018/19 (projected). The City should focus its efforts on engaging residents of South LA and other vulnerable communities highlighted in the Health and Equity Index to determine bicycle facility projects that align with the Mobility Plan.
3. **Use prioritization criteria to drive equitable investments.** The City should use prioritization criteria *for all safety projects and programs*. While the \$52.4 million for "Other Safety Projects" is good, it remains unclear how these were chosen. The City should be transparent in prioritizing safety projects and use data-driven tools such as the High Injury Network (HIN), the Plan for a Healthy LA Community Health and Equity Index, the Sidewalk Repair Program criteria, and road reconstruction criteria to identify potential areas with the greatest need. This would provide an opportunity for continued coordination between City departments, and would also work to redress historical and systemic disinvestment in low income communities and communities of color.
4. **Develop goals and performance measures for all safety projects and programs.** The City should establish a transparent, public process for developing shared goals around safety, equity, accessibility, and sustainability. Similarly, the City should develop performance measures to evaluate outcomes that relate to each goal. For example, outcomes such as decreased traffic fatalities and reduced vehicle speeds on project corridors could be used to evaluate the effectiveness of safety investments.
5. **Couple transportation investments with anti-displacement measures.** LACBC is committed to ensuring that infrastructure improvements do not end up hurting the communities they aim to protect by displacing low-income residents. Nearly half of the HIN falls in neighborhoods with a greater percentage of people of color, immigrants, and low-income families. The City should ensure that increased resources are coupled with anti-displacement measures that preserve affordable housing and increase tenant protections. The City should consider using Measure M local return and/or other sources of revenue for affordable housing acquisition in areas where infrastructure investments are being made and that are particularly vulnerable to gentrification.
6. **Clarify Vision Zero enforcement strategies.** Collision data shows that a disproportionate number of serious and fatal collisions take place in communities that are exposed to over-policing and experience higher rates of violent police interactions, some of which have resulted in the untimely deaths of Black and Latinx residents. Vision Zero should not justify the over-policing of communities of color and the criminalization of low-income individuals, immigrants, youth, and transgender and queer individuals. As such, the City must be transparent with its Vision Zero enforcement activities by making these efforts publicly available, clearly articulating what they consist of, and transparently reporting its citation data. Similarly, the City should establish public

oversight of the allocation of funds for enforcement activities and provide the public with information on how, when, and where deployment will occur.

In the interest of saving the lives of families, friends, and neighbors, Vision Zero encourages and necessitates that cities and public agencies reject the status quo and embrace change. LACBC urges the City of Los Angeles to move forward in its Vision Zero “year of action,” and to consider the recommendations outlined above. We hope to see Angelenos deeply engaged in a transparent process of designing their neighborhoods. We trust the proposed funding will result in Vision Zero projects that meaningfully address the core collision factors that regularly kill and injure people who bike in LA, without targeting historically neglected communities for increased enforcement.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erik Jansen', with a long horizontal flourish extending to the right.

Erik Jansen
Executive Director

Cc: Deputy Chief of Staff Matt Szabo, Mayor’s Office
Deputy Mayor Miguel Sangalang, Mayor’s Office
Deputy Mayor Barbara Romero, Mayor’s Office
Honorable Councilmember Gil Cedillo, Council District 1
Honorable Councilmember Bob Blumenfield, Council District 3
Honorable Councilmember David Ryu, Council District 4
Honorable Councilmember Paul Koretz, Council District 5
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Honorable Councilmember Monica Rodriguez, Council District 7
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Honorable Councilmember Curren D. Price, Council District 9
Honorable Councilmember Herb Wesson, Council District 10
Honorable Councilmember Mike Bonin, Council District 11
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Honorable Councilmember Jose Huizar, Council District 14
Honorable Councilmember Joe Buscaino, Council District 15
General Manager Seleta Reynolds, Department of Transportation
City Engineer Gary Lee Moore, Bureau of Engineering
Director Nazario Saucedo, Bureau of Street Services

May 1, 2018

Councilmember Paul Krekorian and Budget & Finance Committee
Los Angeles City Hall
200 N Spring Street
Los Angeles, CA 90012

RE: Mayor's Proposed Fiscal Year 2018-2019 Budget

Dear Chair Councilmember Krekorian and committee members,

Each year Investing in Place tunes in to the City of Los Angeles annual budget process. Our goal is to advocate for data-driven public investments in our city services that will produce equitable outcomes and an improved quality-of-life for the people of Los Angeles. We greatly appreciate the hours of hard work put in by our City departments and elected officials to craft a balanced budget that meets the needs of our 4.2 million neighbors.

No Longer the Road Less Traveled

The Mayor's Fiscal Year (FY) 2018-2019 Proposed Budget is an indication of how far Los Angeles has come in recognizing the importance of the built environment on safety, accessibility, and opportunity. **Three years ago, there were no City policies addressing the role of road design in the loss of human lives or the value of our sidewalks to serve our local businesses and people of all ages, incomes, and abilities.** In that time of increased awareness, we also saw increased investment from the City: the Vision Zero program's funding has increased from \$3 million to \$37 million proposed this year. This proposed budget also contains the largest sidewalk infrastructure investment the City has made in years, with a total annual investment of \$41 million allocated to sidewalk repair and improved accessibility.

This year is also a first effort to efficiently invest new transportation funding sources from outside the City, including the \$122 billion Measure M County sales tax revenue and SB 1, the \$5 billion (annual) State gas tax. As mobility and budget advocates, we are thrilled that the increased awareness around the importance of transportation investments is being matched with increased funding opportunities.

Our tables below also highlight other proposed funding for both Vision Zero projects and programs and non-Vision Zero projects and programs that would improve access and safety for people using all modes of transportation.

The \$37 million dedicated to Vision Zero is especially promising, given that the Vision Zero High Injury Network (HIN) is the [closest proxy to a social equity measurement](#) used by the City of Los Angeles to guide projects and investments.

Proposed Vision Zero Budget Allocations (FY 2018-19)

Signals	\$10,363,000
Concrete Work	\$6,038,000
Speed Surveys	\$241,000
Lighting	\$1,862,000
Maintenance	\$450,000
Design, Planning, Project Management	\$3,035,000
Education & Outreach	\$1,000,000
Enforcement	\$1,500,000
Project Development	\$4,715,000
Complete Streets Corridors (Vision Zero elements)	\$7,247,000
Administrative	\$364,000
SUM TOTAL	\$36,815,000

Proposed Traffic and Pedestrian Safety Projects and Budget Allocations (FY 2018-19)

Speed Hump Program	\$1,293,515
Great Streets Program	\$3,584,553
Expo Bike Path Project	\$1,260,000
Cypress Park Pedestrian Bridge Project	\$200,000
LA Riverway	\$1,500,000
Maintenance	\$1,987,415
Lighting/Signals	\$2,849,646
Road Reconstruction	\$3,918,662
Education	\$300,000
Capital Infrastructure Expenditure Plan Safety Projects	\$26,936,263
Administrative/Staffing	\$842,090
Other Bike and Pedestrian Projects/Programs	\$8,928,747
SUM TOTAL	\$53,600,891

Proposed Sidewalk Repair and Access Allocations (FY 2018-19)

Sidewalk Repair Fund	\$31,100,000
Sidewalk Access Request Acceleration Program	\$10,000,000
SUM TOTAL	\$41,100,000

Note: Funding sources include Measure R, Prop A, Prop C, Measure M, SB 1 Gas Tax, Local Transportation Fund, Street Damage Restoration Fund, Public Works Trust Fund, and General Fund. Does not include Metro [Multi-year Subregional Program \(MSP\)](#), Metro Capital Projects, or Federal Funds.

Following the Money

This progress in awareness and resource allocation is exciting. And we don't want the City to stop there. We see the following steps as a path to a safe and healthy City that provides access for people of all ages, incomes, and abilities:



With this dedication of dollars, we want to continue working with the City to develop a transparent plan with shared definitions, goals, and performance measures. The need for improving safety, access, and addressing equity disparities will always outweigh the available resources we have. We believe the City can most effectively leverage its existing funds by:

1. Establishing **Citywide goals** for projects and programs funded by these resources that **prioritize communities and neighborhoods with historical disinvestment**;
2. Creating **shared prioritization and performance measures to evaluate success** in achieving these goals; and
3. Opening up the **project selection and development process to community organizations and members** who will benefit from and be impacted by these investments.

Best Practices

The City of Los Angeles is currently developing project scopes for six Complete Streets corridor projects that were selected based on shared need for improvements in traffic safety, roadway conditions, sidewalk safety and accessibility, and sustainability. These projects utilize existing City prioritization criteria, including the Vision Zero High Injury Network (HIN) and streets identified as “D” or “F” rating for surface conditions. These projects are also funded by a combination of City, County, and State funds.

These projects have the potential to be a **nationwide best practice in addressing the safety, access, and equity needs of all road users** through comprehensive planning and project development. The City of Los Angeles can become a model for Complete Streets implementation by developing Citywide goals and metrics for these projects through a **transparent process that is open to the public and identifies shared equity and data-based outcomes**.

INVESTING *in* PLACE

In the longer-term, the City can utilize these goals, metrics, and processes to explore **multi-year planning and budgeting** for transportation and infrastructure investments. **Using Citywide prioritization criteria** (including the HIN, the City's Sidewalk Repair Program criteria, and road resurfacing ratings) to identify potential locations and investment needs ahead of time would provide the City time to **work with communities to identify infrastructure solutions and develop projects**, as well as give **City departments the ability to scope reasonable budgets and design/implementation timelines**. Local Council Districts might still retain annual approval of a multi-year budget and project lists, but at least there would be **something in existence to respond to or build upon, rather than starting from scratch every single year**.

We support the concept of a Citywide Infrastructure Plan and strongly recommend revisiting this idea as the City demonstrates increased financial commitment to multi-modal transportation projects that address safety, access, and equity.

Thank you for your commitment to achieving a City of Los Angeles budget that serves the people of Los Angeles.

Sincerely,



Jessica Meaney, Executive Director
Investing in Place

cc: Deputy Chief of Staff Matt Szabo, Mayor's office
Deputy Mayor Miguel Sangalang, Mayor's Office
Deputy Mayor Barbara Romero, Mayor's Office
Honorable Councilmember Gil Cedillo, City Council District 1
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Honorable Councilmember Joe Buscaino, City Council District 15
General Manager Seleta Reynolds, Department of Transportation
City Engineer Gary Lee Moore, Bureau of Engineering

INVESTING
in **PLACE**

Director Nazario Saucedo, Bureau of Street Services
Los Angeles City Clerk



Richard Williams <richard.williams@lacity.org>

Please do not increase funding for vision zero

Steve Cohen <sjcsjc@ca.rr.com>
Reply-To: sjcsjc@ca.rr.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 1:38 PM

Richard Williams,

RE: Council file No. 18-0600

Regarding Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

Please don't vote for this. Please rethink it and come up with something that actually works.

As a Venice resident the Venice Blvd. lane diet impacts my life every day, and not for the better. I am a bicyclist and strongly support improving bike lanes throughout the city. But this project hasn't helped me as a cyclist, hasn't improved safety, and hasn't beautified the neighborhood. It's killed many small businesses, made the roads LESS safe and it's made transportation by car more difficult.

Yes, we all voted to spend money to improve traffic flow, and I would happily do that again -- but I would never vote for this Vision Zero boondoggle. If the city wants to reduce traffic accidents, focus on people who text while driving. If the city wants to improve neighborhoods, fix potholes and sidewalks. If the city wants to help cyclists, give us more usable, traditional bike lanes, and paint them green. Those steps would be less expensive and more effective than the silly, short range and short sighted lane diet.

Collisions per 1 million vehicle miles traveled have gone up from 3 pre-project to 3.22 post-project and injury collisions per 1 million miles traveled have gone up from 1.95 pre-project to 2.33 post-project.

Mr. Bonin said he'd respond to neighborhood reaction and to data. We now have both. Most residents hate the project (some like it, of course, but most don't). And accidents have increased because the lane diet doesn't solve the real problem -- cell phone use while driving.

Gridlock and cut through traffic are much worse.

I voted for Mr. Bonin, but now I very much regret that vote. And I voted for Mr. Garcetti and regret that vote, as well. We want solutions. Not hair-brained, impulsive schemes.

I also urge you to restore the lanes on Venice Blvd, clean up the neighborhood, fix the streets and add bike lanes that work. Stop this boondoggle now before it's too late.

Thank you for listening,
Steve Cohen



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Rosa Santana <info@actionnetwork.org>
Reply-To: Santana_r03@yahoo.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 7:21 AM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

Based on what was done on Venice Blvd. in Mar Vista, I have zero confidence that this money will be used wisely.

The road diet on Venice Blvd., what our community refers to as the lane thefts, has not made the boulevard any safer. Using 6 month project data from LADOT, we know that collisions per 1 million vehicle miles traveled have gone up from 3.00 pre-project to 3.22 post-project and injury collisions per 1 million vehicle miles traveled have gone up from 1.95 pre-project to 2.33 post-project.

What the lane thefts have done is create numerous collateral effects, among them:

- 1) gridlock on Venice Blvd which is affecting LAFD emergency response times during peak travel hours
- 2) a serious cut through traffic problem in our neighborhoods because the traffic volume on Venice Blvd has been decreased by LADOT from 46,500 to 31,000 cars a day
- 3) small businesses are hurting because reducing the lanes by 33% - from 6 to 4 - has resulted in 33% fewer potential customers driving down Venice Blvd.

Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Rosa Santana
Santana_r03@yahoo.com
12000 lamanda st 1
Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

CC Budget and Finance Meeting: Public Comment - Homelessness & Sanitation

Cecilia Najar <cecilia310@mac.com>

Tue, May 1, 2018 at 10:33 AM

To: Richard Williams <richard.williams@lacity.org>

Cc: councilmember.Krekorian@lacity.org, councilmember.huizar@lacity.org

Dear City Council Budget and Finance Committee:

I am a resident of downtown and I am advocating for all those who live, work (500,000+) and visit downtown (19 million).

Homelessness:

Downtown has the highest concentration of homeless individuals in shelters and on the street. We also have the highest concentration of residents, workers and visitors.

- We need the funds to create enough shelter for 25-30K unsheltered individuals outside of downtown. Downtown is rife with open air drug dealing and gang activity. Putting more at risk individuals in an area where drug gangs prey on vulnerable people is a crime in itself. Skid Row should be a gateway, not a destination for those who struggle with homelessness, addiction and mental illness.

- We need to fund more C-3 teams and more teams helping to help individuals reconnect and relocate to family and friends.

- We need to fund more mental health facilities so those who are disabled by mental illness can have immediate and lasting assistance. Those facilities need to be in safe areas, outside of downtown.

- Drug addiction! Drug addiction is creating and fueling our homeless situation. Statistics at the Union Rescue Mission show that addicts who recover outside of Skid Row are far more likely to remain drug free. The recidivism rate for those outside of Skid Row is 20%. 80% of those within Skid Row return to their addiction. We need to fund and move drug treatment centers away from the dealers inside Skid Row.

- Jobs! We need more funds directed at helping the homeless and poor find employment. Fund or create tax incentives for companies to train and hire people have been in the CES system.

- Bathrooms. All of downtown LA is a cesspool of human waste. It is a regular sight to witness people defeating or urinating on Main, Spring, Broadway, 7th, 6th and 5th Streets from Fig to Alameda Streets. The city needs to find innovative cost solutions for bathrooms. A disease epidemic is imminent under these conditions. We need an innovative solution to a basic human need.

- Hygiene stations / Mobile hygiene stations like the Hygiene Spot are also essential for health and well-being of the downtown area.

- Police foot beats. No, we do not want to criminalize homelessness but we have to disrupt the culture of lawlessness that allows drug dealers to set-up shop on the major corners and subway stops.

Sanitation:

- Given our high concentration of residents, workers and visitors downtown requires far more sanitation. The level of daily filth in the form of human and animal waste, garbage, and encampment trash is the training ground for an epidemic. With 19 million visitors and more on their way, people visiting the Convention Center, Staples Center, Grand Central Market and the restaurants and bars of downtown should not be confronted with streets of feces, urine, and garbage.

- More encampment clean-up. Every alley in the few square miles of downtown is full of encampment trash. Skid Row needs two dedicated teams for just encampment trash.

- A cost analysis should also be done that examines how many city services and how much money goes to preserving tents on the street. If there were enough shelter for all, how much would we save in sanitation, police services, etc.

Thank you for your time and consideration.

Cecilia



Richard Williams <richard.williams@lacity.org>

From LA Barber College-Upcoming Budget meeting

Michele <labcoutreach@att.net>
To: richard.williams@lacity.org

Tue, May 1, 2018 at 8:53 PM

Hello Richard,

I would like to submit my input on behalf of LA Barber College. We are located at 440 S. Broadway Ste #G8 Los Angeles, Ca. 90013. I would like to weigh in on the upcoming budget meeting as a invested member of this community.

Homelessness is a Nationwide problem and it became worse after the closing of Mental hospitals in the 80's and now where are all those lost people who need much more than temporary housing, all in our streets when they need to be in a facility that have trained staff, administering the proper mental, physical and hygiene needs. Some people, because they are just no longer there mentally do not have the mental capacity to walk into a doctors office to receive their meds on a daily bases. I wish we could as a Nation stop putting a bandaid fix on homelessness.

Immediately in downtown, we desperately need more officers walking the streets and having a bigger presence checking the alleyways that are becoming a place to shoot up. As a women I am becoming more concerned at the behaviors of some of the homeless recently. The security guards really do their best to keep us safe, but as you know their power is limited. Downtown LA brings in a lot of Commerce and we would love a strong partnership with the City, LAPD, Historiccore and the Business Owners.

I would also like to see the City provide funding towards hauling away trash, that seems to pile up in downtown from the homeless (furniture) baskets, carts etc.

Thank you,

Michelle Matthews
Administrator
(213) 629-3303 ext 101

Sent from my iPhone



DTLA

Eileen Colavita <spinshoppe@me.com>
To: richard.williams@lacity.org

Tue, May 1, 2018 at 8:13 PM

Dear Mr. Williams-

As a resident and business owner in DTLA, the following must be addressed ASAP before people like myself leave this part of town bc there is no reason to work and pay taxes to see the homeless seem to have more rights than we do.

SROs cannot only be built in DTLA. DTLA is enjoying some of the most exciting progress in he city and the surroundings must be cleaned up. Otherwise, you will see a mass exodus:

1. DTLA Safety: Our area is dramatically underserved in terms of LAPD resources and presence. Our exponentially growing population combined with the proximity of the also exponentially growing population of Skid Row presents massive challenges to public safety here. Furthermore, vehicular patrols are singularly ineffective as deterrents given this density and the frequency of illicit street activity: public drug use, public drinking, drug sales, lewd acts, and all too frequent assaults in addition to the erratic and unpredictable dangers presented by numerous people suffering from severe mental illness. Oddly enough, all the above have figured out how to look innocent for the two seconds that it takes a patrol car to pass.

Accordingly, I ask that the LAPD Central Division receive a permanent increase in funding and staffing to support 24-hr foot patrols in DTLA, with a strong emphasis on the Historic Core area (Broadway, Spring, and Main between 3rd St and 8th St). Our situation is dramatically different than that of every other area of the City, and conditions have been deteriorating rapidly of late. What would never be tolerated in, for example, Brentwood or Beverly Hills CANNOT be tolerated here, and as taxpaying law-abiding citizens we demand equal protection under the law.

2. DTLA Health & Sanitation: The chronic homeless crisis is nothing less than an unmitigated humanitarian disaster in Skid Row. The only answer is to decentralize services and distribute them and supportive housing throughout the entire LA city and county area. Given the fact that Skid Row has already given rise to its own unique strain of tuberculous (and I still cannot believe I wrote that about an area in the central area of the second largest city in the wealthiest nation in history) and dangerous infective agents such as MSRA are rampant on those hellish streets, it is only a matter of time before any number of disastrous diseases will emerge, as is the case with any Fourth World pesthole.

This is a ticking time bomb on the very steps of City Hall, in a city which will host the Olympics in a few years. There are many, MANY things that are unacceptable about this situation, but this may potentially have global consequences at some point.

Absent the best possible action (calling in the National Guard, FEMA, and the CDC as the US would for any similar situation in rational times, or for a foreign nation involved in a US military action), it is imperative that the City devote the maximum amount of resources and funding possible to cleaning up encampments and generally improving sanitation in all of DTLA. The Business Improvement Districts (BIDs) CANNOT do this job alone, and again DTLA has arguably the greatest concentration of dangerous sanitation problems in the entire City.

3. City Attorney's office: Although this may be more of a policy demand than a funding request per se, the City Attorney must be made to understand that his function is not to serve as an ATM for special interest groups filing spurious lawsuits against the City. We expect and demand him to fight this sort of litigation at each and every turn, right up to the US Supreme Court. Numerous court decisions designed to expand Skid Row in the name of 'rights' have produced what could only be described as the ninth circle of hell, and the pending Mitchell settlement must not include expanding Skid Row's official boundaries beyond their current dimensions in ANY way. Indeed, this office's prime focus should be fighting to reverse the court decisions that have produced this disaster as well as changing the Lanterman Act to get the profoundly mentally ill off the streets and into care.

In addition to additional funding for this office to fight--NOT settle--lawsuits, I also request funding and direction to investigate cases of patient 'dumping' in DTLA as well as intentional relocation of homeless individuals to DTLA by other cities, counties and states (in particular, Las Vegas, OC, and New York). The City Attorney must file suit against all external governmental entities that send their 'problem people' here. Not only is this a grossly immoral action, it is a drain on the taxpayers of Los Angeles that we sound not and cannot be asked to assume.

4. Affordable Housing: I ask that efforts to provide affordable housing in DTLA, defined as high-density developments that are accessible to people of middle incomes who work in the area (primarily in the service sectors) be aggressively funded and pursued immediately. This would act to minimize commuting (and reduce traffic congestion) while ensuring that DTLA will grow as a diverse, vibrant community.

I strongly OPPOSE ANY further expansion or funding of shelters or single room occupancy (SRO) buildings in DTLA. Many more are needed, but they must be built and distributed equitably throughout LA city and county. Centralizing these facilities destroys their intent and utility by providing an overall environment hostile to recovery for those suffering from addiction as well as dramatically increasing local crime rates. DTLA has done almost infinitely more than its share already; we are done with this.

I fully understand that resources are finite, and that there are a great many other communities with urgent needs. However, DTLA is by any rational standard dramatically different. We are in the midst of unparalleled, historical growth of a magnitude not seen in modern times. We are also squarely in the middle of an unprecedented humanitarian, moral, and ethical crisis unknown in modern developed nations, and in fact are the epicenter of the entire US homeless crisis. WE NEED HELP. NOW.

Thank you for collecting these comments, and thank you for your attention.

Respectfully, etc.

Eileen Colavita

Spin Shoppe Public Relations

8201 Beverly Blvd Suite 305 | Los Angeles, CA 90048

office 310.858.2222 | cell 310.717.6269

SpinShoppe.com | like us on Facebook | follow us @SpinShoppePR / Instagram



Budget Comments

Nicholas Previsich <nkprev@yahoo.com>

Tue, May 1, 2018 at 8:00 PM

To: "richard.williams@lacity.org" <richard.williams@lacity.org>

Hi, Mr. Williams. My name is Nick, and I'm a homeowner in DTLA (Historic Core area) as well as president of the El Dorado on Spring Property Owner's Association. I would like to submit the following for consideration in the budget formulation process:

1. DTLA Safety: Our area is dramatically underserved in terms of LAPD resources and presence. Our exponentially growing population combined with the proximity of the also exponentially growing population of Skid Row presents massive challenges to public safety here. Furthermore, vehicular patrols are singularly ineffective as deterrents given this density and the frequency of illicit street activity: public drug use, public drinking, drug sales, lewd acts, and all too frequent assaults in addition to the erratic and unpredictable dangers presented by numerous people suffering from severe mental illness. Oddly enough, all the above have figured out how to look innocent for the two seconds that it takes a patrol car to pass.

Accordingly, **I ask that the LAPD Central Division receive a permanent increase in funding and staffing to support 24-hr foot patrols in DTLA**, with a strong emphasis on the Historic Core area (Broadway, Spring, and Main between 3rd St and 8th St). Our situation is dramatically different than that of every other area of the City, and conditions have been deteriorating rapidly of late. What would never be tolerated in, for example, Brentwood or Beverly Hills CANNOT be tolerated here, and as taxpaying law-abiding citizens we demand equal protection under the law.

2. DTLA Health & Sanitation: The chronic homeless crisis is nothing less than an unmitigated humanitarian disaster in Skid Row. The only answer is to decentralize services and distribute them and supportive housing throughout the entire LA city and county area. Given the fact that Skid Row has already given rise to its own unique strain of tuberculous (and I still cannot believe I wrote that about an area in the central area of the second largest city in the wealthiest nation in history) and dangerous infective agents such as MSRA are rampant on those hellish streets, it is only a matter of time before any number of disastrous diseases will emerge, as is the case with any Fourth World pesthole.

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Absent the best possible action (calling in the National Guard, FEMA, and the CDC as the US would for any similar situation in rational times, or for a foreign nation involved in a US military action), **it is imperative that the City devote the maximum amount of resources and funding possible to cleaning up encampments and generally improving sanitation in all of DTLA.**

The Business Improvement Districts (BIDs) CANNOT do this job alone, and again DTLA has arguably the greatest concentration of dangerous sanitation problems in the entire City.

3. City Attorney's office: Although this may be more of a policy demand than a funding request per se, the City Attorney must be made to understand that his function is not to serve as an ATM for special interest groups filing spurious lawsuits against the City. We expect and demand him to fight this sort of litigation at each and every turn, right up to the US Supreme Court. Numerous court decisions designed to expand Skid Row in the name of 'rights' have produced what could only be

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In addition to additional funding for this office to fight--NOT settle--lawsuits, I also request funding and direction to investigate cases of patient 'dumping' in DTLA as well as intentional relocation of homeless individuals to DTLA by other cities, counties and states (in particular, Las Vegas, OC, and New York). **The City Attorney must file suit against all external governmental entities that send their 'problem people' here.** Not only is this a grossly immoral action, it is a drain on the taxpayers of Los Angeles that we sound not and cannot be asked to assume.

4. Affordable Housing: **I ask that efforts to provide affordable housing in DTLA, defined as high-density developments that are accessible to people of middle incomes who work in the area (primarily in the service sectors) be aggressively funded and pursued immediately.** This would act to minimize commuting (and reduce traffic congestion) while ensuring that DTLA will grow as a diverse, vibrant community.

I strongly OPPOSE ANY further expansion or funding of shelters or single room occupancy (SRO) buildings in DTLA. Many more are needed, but they must be built and distributed equitably throughout LA city and county. Centralizing these facilities destroys their intent and utility by providing an overall environment hostile to recovery for those suffering from addiction as well as dramatically increasing local crime rates. DTLA has done almost infinitely more than its share already; we are done with this.

I fully understand that resources are finite, and that there are a great many other communities with urgent needs. However, DTLA is by any rational standard dramatically different. We are in the midst of unparalleled, historical growth of a magnitude not seen in modern times. We are also squarely in the middle of an unprecedented humanitarian, moral, and ethical crisis unknown in modern developed nations, and in fact are the epicenter of the entire US homeless crisis. **WE NEED HELP. NOW.**

Thank you for collecting these comments, and thank you for your attention.

Respectfully,

Nicholas Previsich
[416 S. Spring St #306](#)
[Los Angeles, CA 90013](#)
310-469-1444



Richard Williams <richard.williams@lacity.org>

City Budget - homelessness & sanitation

Rena Leddy <rena@fashiondistrict.org>

Tue, May 1, 2018 at 4:32 PM

To: "richard.williams@lacity.org" <richard.williams@lacity.org>, "councilmember.Krekorian@lacity.org" <councilmember.Krekorian@lacity.org>

Cc: Joella Hopkins <joella.hopkins@lacity.org>, Councilmember Huizar <councilmember.huizar@lacity.org>, Rena Leddy <rena@fashiondistrict.org>

Councilmember Krekorian,

On behalf of the LA Fashion District Business Improvement District (BID), thank you for accepting public comment on the Mayor's 2018-2019 City Budget. The BID consists of 100 blocks in downtown Los Angeles and represents 1100 property owners and 4000+ small businesses. The BID boundaries border on Skid Row and we have anywhere between 350 -434 people sleeping on our sidewalks each night. Outreach teams and City Sanitation programs minimally service the Fashion District. Our small businesses have had 80 fires, associated with the encampments, over the past year, 20% of which caused private property damage.

We are pleased with the Mayor's proposed \$20 million for homeless shelters throughout the city. However, we do not believe this is adequate. Downtown LA is ground zero for homelessness. It would cost \$20 million just to build shelters for Skid Row. The funds for services and shelters need to address the area where homelessness is the most extensive – that is downtown. We'd like to see temporary shelters opened and outreach teams start immediately. There are more people sleeping downtown every day and many of them are dying on the sidewalks. The City needs to commit to \$20 million for shelters throughout the city as well as an additional \$20 million for downtown.

Thank you for your consideration.

Rena Leddy

Renew the BID in 2018- Watch our 3 minute video: <http://bit.ly/2H7afxn>

Rena Masten Leddy

Executive Director



LA Fashion District BID

110 E 9th St, Suite A1175 | Los Angeles, CA 90079
Phone: (213) 488-1153 ext. 712

Mobile: (310) 600-3247

www.fashiondistrict.org



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Stephen Schiller <info@actionnetwork.org>
Reply-To: mrhandyman@aol.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 2:00 PM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

Based on what was done on Venice Blvd. in Mar Vista, I have zero confidence that this money will be used wisely.

The road diet on Venice Blvd., what our community refers to as the lane thefts, has not made the boulevard any safer. Using 6 month project data from LADOT, we know that collisions per 1 million vehicle miles traveled have gone up from 3.00 pre-project to 3.22 post-project and injury collisions per 1 million vehicle miles traveled have gone up from 1.95 pre-project to 2.33 post-project.

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- 3) small businesses are hurting because reducing the lanes by 33% - from 6 to 4 - has resulted in 33% fewer potential customers driving down Venice Blvd.

Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Stephen Schiller
mrhandyman@aol.com
3947 Keeshen Drive
Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Judy Schiller <info@actionnetwork.org>
Reply-To: flipperjam@aol.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 2:01 PM

Richard Williams,

RE: Council file No. 18-0600

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Thank you,

Judy Schiller
flipperjam@aol.com
3947 Keeshen Drive
Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Ann Cargal <info@actionnetwork.org>
Reply-To: anncargal@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 2:07 PM

Richard Williams,

RE: Council file No. 18-0600

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Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Ann Cargal
anncargal@gmail.com

Los Angeles, California 90291



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Harlan Klipp <hklipp@sbcglobal.net>
Reply-To: hklipp@sbcglobal.net
To: richard.williams@lacity.org

Tue, May 1, 2018 at 4:29 PM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

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Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Harlan Klipp
hklipp@sbcglobal.net
1935 E.Mountain Street
Pasadena, California 91104



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Chris Reese <thatdonfc@mac.com>
Reply-To: thatdonfc@mac.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 4:49 PM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

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I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Chris Reese
thatdonfc@mac.com

Los Angeles, California 90291



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Kent Alves <khalves@msn.com>
Reply-To: khalves@msn.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 6:41 PM

Richard Williams,

RE: Council file No. 18-0600

I live in Mar Vista and Vision Zero has impacted our neighborhood very negatively via Venice gridlock which has turned our quite residential streets in substitute highways. The concerns of those suffering from a mass of cut through traffic have fallen a deaf ears from our city representatives.

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

Based on what was done on Venice Blvd. in Mar Vista, I have zero confidence that this money will be used wisely.

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Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Kent and Marlene Alves

Kent Alves

khalves@msn.com

3228 Grand View Blvd.

CA, California 90066- 1029



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Louis Valenzuela <info@actionnetwork.org>
Reply-To: louispuuck@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 9:12 AM

Richard Williams,

RE: Council file No. 18-0600

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I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Louis Valenzuela
louispuuck@gmail.com
840 Venice Blvd #15
[Venice, California 90291](#)



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Moises Bautista <info@actionnetwork.org>
Reply-To: mireyacortez76@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 9:14 AM

Richard Williams,

RE: Council file No. 18-0600

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Thank you,

Moises Bautista
mireyacortez76@gmail.com
3712 centinela ave
[Los Angeles , California 90066](#)



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Richard Novak <info@actionnetwork.org>
Reply-To: icenet333@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 9:20 PM

Richard Williams,

RE: Council file No. 18-0600

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Thank you,

Richard Novak
icenet333@gmail.com
4137 McLaughlin Ave. #8
Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Stephanie Don Vito <info@actionnetwork.org>
Reply-To: stephmdv@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 9:22 PM

Richard Williams,

RE: Council file No. 18-0600

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Thank you,
Stephanie Don Vito

Stephanie Don Vito
stephmdv@gmail.com

Marina Del Rey, California 90292



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Dov Paz <info@actionnetwork.org>
Reply-To: mailboxq@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 9:28 PM

Richard Williams,

RE: Council file No. 18-0600

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- 3) small businesses are hurting because reducing the lanes by 33% - from 6 to 4 - has resulted in 33% fewer potential customers driving down Venice Blvd.

Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Dov Paz
mailboxq@gmail.com
3730 May street
LA, California 90066



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Judith Paz <info@actionnetwork.org>
Reply-To: jpazpot@yahoo.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 9:29 PM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

Based on what was done on Venice Blvd. in Mar Vista, I have zero confidence that this money will be used wisely.

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I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Judith Paz
jpazpot@yahoo.com
3730 May street
LA, California 90066



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Julie Cano <info@actionnetwork.org>
Reply-To: joolee67@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 9:31 AM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

Based on what was done on Venice Blvd. in Mar Vista, I have zero confidence that this money will be used wisely.

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I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Julie Cano
joolee67@gmail.com
13207 Venice blvd
Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Mike Mekari <info@actionnetwork.org>
Reply-To: districtmike@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 9:42 PM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

Based on what was done on Venice Blvd. in Mar Vista, I have zero confidence that this money will be used wisely.

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Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Mike Mekari
districtmike@gmail.com
12015 Venice Blvd
[Los Angeles California , California 90066](#)



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Susan Abbott <info@actionnetwork.org>
Reply-To: smelissaa@aol.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 9:53 PM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

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Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Susan Abbott
smelissaa@aol.com
8029 Holy Cross place
Los Angeles, California 90045



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Alon Reininger <info@actionnetwork.org>
Reply-To: aramy964228@yahoo.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 10:11 PM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

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Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Alon Reininger
aramy964228@yahoo.com
3645 Redwood Ave
Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

James Driscoll <info@actionnetwork.org>
Reply-To: rebel_of_comedy@yahoo.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 10:17 PM

Richard Williams,

RE: Council file No. 18-0600

I am writing in response to the LA City Council's consideration of Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

If what was done to Venice Boulevard in Mar Vista is a taste of what this project is going to deliver, I am sad to say that I do not have faith that the money will be used wisely.

Traffic deaths have gone up after the removal of two lanes took place. People are cutting through side streets and endangering residents. I see ambulances and fire trucks stuck in traffic all the time. It's been a mess.

Please, please, do not throw more money away on a failed experiment. I know the intent was good but it is not working. I also hope that you will join me in asking that the two lanes that were foolishly taken away be restored on Venice Blvd.

Thank you,
James Driscoll

James Driscoll
rebel_of_comedy@yahoo.com
2306 Oakwood Avenue, Apt 101
VENICE, California 90291-4955



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Donna Dicarlo <info@actionnetwork.org>
Reply-To: ddicarlo90291@yahoo.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 10:18 PM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

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- 3) small businesses are hurting because reducing the lanes by 33% - from 6 to 4 - has resulted in 33% fewer potential customers driving down Venice Blvd.

Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,
dona diCarlo

PS I have seen multiple ambulances have to wait because of having no spare lane. I see traffic backed up to the freeway everyday. I see NO ONE ON THE BIKE PATHS. I see this a selfish move for one town you have more people more apt building. YOU CAN TAKE AWAY LANES it is a crazy idea

Donna Dicarlo

ddicarlo90291@yahoo.com

2600 Abbot Kinney Blvd unit 4

Venice Blvd, California 90291



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Ridaa Murad <rmurad@breakformre.com>
Reply-To: rmurad@breakformre.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 10:36 AM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

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Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,
Ridaa

Ridaa Murad
rmurad@breakformre.com
404 Sherman Canal
Venice, California 90291



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

mary hruska <info@actionnetwork.org>
Reply-To: busdisora@aol.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 11:31 AM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

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Since its implementation in 2015, traffic related fatalities have increased under Vision Zero. I urge you to ask LADOT for an explanation why this program isn't performing to expectations before you give it more money.

I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,
Mary Hruska

mary hruska
busdisora@aol.com
3216 grand view blvd
[los angeles, California 90066](#)



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Sheri Odere <sheri@odereinc.com>
Reply-To: sheri@odereinc.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 11:37 AM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

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I also urge you to join us in asking for the lanes to be restored on Venice Blvd.

Thank you,

Sheri Odere
sheri@odereinc.com

Wade st
Mar vista, California 90066



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Rebekah haraczka <info@actionnetwork.org>
Reply-To: beaches4u@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 12:27 PM

Richard Williams,

RE: Council file No. 18-0600

I understand that the LA City Council is considering Mayor Garcetti's request to increase the budget for Vision Zero to \$91 million dollars.

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Thank you,

Rebekah haraczka
beaches4u@gmail.com

Los Angeles, California 90291



Richard Williams <richard.williams@lacity.org>

I Do Not Support an Increase in Funding for Vision Zero LA

Ken Marek <info@actionnetwork.org>
Reply-To: kenneth.marek@gmail.com
To: richard.williams@lacity.org

Tue, May 1, 2018 at 12:58 PM

Richard Williams,

RE: Council file No. 18-0600

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Thank you,

Ken Marek
kenneth.marek@gmail.com
3924 Redwood Ave
Los Angeles, California 90066