



Richard Williams <richard.williams@lacity.org>

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

Helga Gendell <gendell@ca.rr.com>
Reply-To: gendell@ca.rr.com
To: richard.williams@lacity.org

Fri, May 11, 2018 at 11:42 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.

I live in PDR, but have family in Mar Vista and go there to restaurants, etc. Not sure if you've read the Relinquishment Assessment Report, but it states on E: "COLA identifies SR-187 as a Divided Major Class II Highway. Selection criteria for designation includes performance - 3 travel lanes in each direction during peak hours + left-turn lanes at signalized intersections. I presume three lanes in each direction is NOT the existing situation." It also states on 6: "the relinquishment will have no adverse impact to traffic signal operation within SR-187.

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,

Helga Gendell

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[Playa del Rey, CA, California 90293](#)



Richard Williams <richard.williams@lacity.org>

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Stuart Chandler <smchndlr@access4less.net>
Reply-To: smchndlr@access4less.net
To: richard.williams@lacity.org

Fri, May 11, 2018 at 3:21 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 I now refer 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.
- 4.) I feel very confused and insecure when I scan Venice for a parking place: the "new" layout is most confusing and I simply continue to a stretch that I can decipher. The re-drawn parking layout really repulses me and seems needlessly complex.

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 know of the Tru-Value Hardware Store: it has lost about 20% of its walk-in retail business. I angled that it is still there. We have lost one restaurant which employs about 15 people.

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

Thank you,

Stuart Chandler

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