



Richard Williams <richard.williams@lacity.org>

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

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Michelle Stultz <Office@venicechurch.org>  
Reply-To: Office@venicechurch.org  
To: richard.williams@lacity.org

Sat, May 5, 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.

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 and plead with you to join us in asking for the lanes to be restored on Venice Blvd!!!

Thank you,  
Michelle Stultz

Michelle Stultz  
[Office@venicechurch.org](mailto:Office@venicechurch.org)  
3645 Meier street  
LOS ANGELES, California 90066



Richard Williams <richard.williams@lacity.org>

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

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Sara Sluss <info@actionnetwork.org>  
Reply-To: sara.sluss@gmail.com  
To: richard.williams@lacity.org

Sat, May 5, 2018 at 7:03 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 Venice and have personal experience with this boondoggle of a project.

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.

My husband and I both now avoid driving on Venice Blvd where it was once a common thoroughfare for us. I feel so sorry for the local businesses along the boulevard, but it is an impossible situation and as a responsible driver, I feel it is necessary to avoid places of known traffic congestion and unsafe driving. With the congestion as it is, I can not imagine riding a bicycle through the area. The increased air pollution from idling cars would stop if the traffic didn't. Venice is no longer safe for anyone, unless your commute (car or bicycle) is at 2 in the morning.

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,

Sara Sluss

[sara.sluss@gmail.com](mailto:sara.sluss@gmail.com)

2129 Glencoe Ave

Venice, California 90291-4008



Richard Williams <richard.williams@lacity.org>

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## Vision Zero budget

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**Dan Grody** <dan@tellemgrodypr.com>  
Reply-To: dan@tellemgrodypr.com  
To: richard.williams@lacity.org

Sat, May 5, 2018 at 9:26 AM

Richard Williams,

RE: Council file No. 18-0600

How is Vision Zero going to stop collisions between cyclists and pedestrians on residential streets? A pedestrian was killed in front of my home on Globe. Ave. when a cyclist collided with the individual crossing the residential street. The pedestrian died from the injuries sustained. You can view the memorial on the Los Angeles Vision Zero map here: <http://visionzero.lacity.org/map/memorial/5638681>

How do Vision Zero efforts in Mar Vista -- the road diet on Venice Blvd. -- prevent speeding drunk drivers in the middle of the night -- this is the main cause of traffic deaths over the last two decades on Venice Blvd. Lane reductions from 6 to 4 lanes don't stop people from speeding, and rush hour speeds aren't fast enough to be a concern to road users.

How does Vision Zero stop the cut through traffic now speeding through Mar Vista neighborhoods? At least 6000 vehicles are now driving through neighborhoods instead of on Venice Blvd.

How does Vision Zero make anyone feel safer on Venice Blvd. when the changes to improve safety have proven insignificant at best and more dangerous at worst?

I might have supported a budget increase for Vision Zero if I didn't experience the bungled roll out of the Vision Zero project on Venice Blvd. in Mar Vista. Vision Zero might work in other countries, but in Los Angeles, the approach has been flawed, and rather confrontational to our neighborhoods.

Nothing is being discussed about how you will deal with the increase in potential conflicts between pedestrians, vehicles and personal transportation like scooters and e-bikes.

Since its implementation in 2015, traffic related fatalities have increased under Vision Zero.

Your intentions might be good, but your implementation has been a failure and you've lost this constituent's trust.

The problem with Los Angeles Vision Zero leadership is they are putting 100% of collision responsibility on those driving in cars when education and awareness is needed for ALL road users. Stricter, reoccurring driving tests and enforcement. LOOK before you open the door

campaigns, PUT DOWN THE PHONE Campaigns. We need sidewalks and roads fixed. We need you to go back to the basics and fix our city.

I urge you to consider common sense solutions to traffic safety and restore the lanes that frankly, you stole from Venice Blvd. in Mar Vista.

Thank you for your service,

Dan Grody

[dan@tellemgrodypr.com](mailto:dan@tellemgrodypr.com)

Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

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

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**Diane Laurino** <dianewoz@msn.com>  
Reply-To: dianewoz@msn.com  
To: richard.williams@lacity.org

Sat, May 5, 2018 at 11:10 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.

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

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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,

Diane Laurino  
[dianewoz@msn.com](mailto:dianewoz@msn.com)

Marina Del Rey, California 90292