



Richard Williams <richard.williams@lacity.org>

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

Laura Smith <info@actionnetwork.org>
Reply-To: akasmith63@yahoo.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 12:38 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:

- 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,

Laura Smith
akasmith63@yahoo.com
4273 Lyceum Avenue
Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

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

Jeanna Kienzle <jeanna@kienzlefamily.com>
Reply-To: jeanna@kienzlefamily.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 12:23 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:

- 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,

Jeanna Kienzle
jeanna@kienzlefamily.com
3525 Redwood Ave
[Los Angeles, California 90066](https://www.google.com/maps/place/Los+Angeles,+California+90066)



Richard Williams <richard.williams@lacity.org>

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

Lydia Paul <monga5@verizon.net>
Reply-To: monga5@verizon.net
To: richard.williams@lacity.org

Tue, May 8, 2018 at 10:42 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.

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,

Lydia Paul
monga5@verizon.net
Ocean view ave
Los angeles, California 90066



Richard Williams <richard.williams@lacity.org>

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

angela mchenry <info@actionnetwork.org>
Reply-To: tamchenry@aol.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 9:30 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:

- 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,

angela mchenry
tamchenry@aol.com
12407 Victoria Avenue
[Los Angeles, California 90066](http://LosAngeles,California90066)



Richard Williams <richard.williams@lacity.org>

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

Lisa zullo <l.zullo@ca.rr.com>
Reply-To: l.zullo@ca.rr.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 7:16 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:

- 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,

Lisa zullo
l.zullo@ca.rr.com
3714 Moore Street
[Los Angeles , California 90066](#)



Richard Williams <richard.williams@lacity.org>

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

Susan Semsen <info@actionnetwork.org>
Reply-To: lasuziq@gmail.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 5:19 PM

Richard Williams,

To whom it may concern:

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,

Susan Siemsen

Susan Semsen

lasuziq@gmail.com

1525 Glenavon Ave

Venice, California 90291



Richard Williams <richard.williams@lacity.org>

Funding for Vision Zero LA?

John Russo <info@actionnetwork.org>
Reply-To: jtrusso@gmail.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 5:06 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.

To date the LADOT's interpretation of Vision Zero has been a disaster. Pedestrian deaths are up by 80% since Mayor Garcetti announced his Executive Directive in 2015 committing LA to Vision Zero. And the reasons why it's having the opposite impact on safety is obvious...the DOT's ideological belief that "road diets" are a magic bullet to fix all safety problems.

In Playa del Rey and Mar Vista no analysis was fine in the accidents which resulted in injury our death in the past ten years...a road diet was fine in violation of nationally recognized and the LADOT's own standards...And the result? Accidents and injuries went up, not down.

Using 6 month project data from LADOT for Venice Blvd 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.

This road diet had had the opposite of the desired impact on safety and created 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,

John Russo
jtrusso@gmail.com

Seattle, Washington 98115



Richard Williams <richard.williams@lacity.org>

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

Steven Pearl <info@actionnetwork.org>
Reply-To: sbpearl@gmail.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 4:34 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:

- 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,
Steven Pearl

Steven Pearl
sbpearl@gmail.com
225 Carroll Canal
Venice , California 90291



Richard Williams <richard.williams@lacity.org>

Additional Funding for Vision Zero at the expense of lives?? NO WAY

howard giller <info@actionnetwork.org>
Reply-To: hmgiller@yahoo.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 4:27 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.

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,

howard giller
hmgiller@yahoo.com
806 Amoroso Place
CA, California 90291



Richard Williams <richard.williams@lacity.org>

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

Mina Friedler <elimina@ca.rr.com>
Reply-To: elimina@ca.rr.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 4:23 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:

- 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,

Mina Friedler
elimina@ca.rr.com
2342 Clark Ave.
[Venice, California 90291](#)



Richard Williams <richard.williams@lacity.org>

Fwd: IVCLA cut in Governmental Service Program

Anna Martinez <anna.martinez@lacity.org>

Tue, May 8, 2018 at 4:18 PM

To: Richard Williams <richard.williams@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see the email below.

--

Anna Martinez
Office of the City Clerk
200 N. Spring St., Rm. 360
Los Angeles, CA 90012
213-978-1025
213-978-1027 - FAX
Mail Stop 160-01



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

From: **Janet Elliott** <jelliott@ivcla.org>

Date: Tue, May 8, 2018 at 4:16 PM

Subject: IVCLA cut in Governmental Service Program

To: CityClerk@lacity.org

The Honorable Paul Krekorian
Chair, Budget and Finance Committee
Los Angeles City Council
c/o City Clerk
Room 395 City Hall
[200 N. Spring Street](http://www.lacity.org)
[Los Angeles, CA 90012](http://www.lacity.org)

Dear Councilman Krekorian:

IVCLA is honored and appreciative of the City of Los Angeles's participation in our mission and for the financial support of our annual \$40,000 grant. Since our beginning 38 years ago, we have valued our strong relationship with the City. This is why we are extremely distressed and disappointed the Mayor's 2018 budget cut the IVCLA grant in half.

The \$20,000 cut will devastate our ability to create strong programming for the hundreds of international visitors who are chosen each year by U.S. Embassies around the world through the

International Visitor Leadership Program (IVLP), as well as the participants who come to L.A. through the other international exchange programs we coordinate. Although our work is an important component for the United States' public diplomacy efforts, it is equally important to our community.

We are proud the City strongly supports City Diplomacy during a time of increasing retreat from international collaborations at the national level. IVCLA plays an important role in L.A.'s City Diplomacy, as we remain dedicated to keeping dialogue open between the people of Los Angeles and the rest of the world.

Despite the importance of our accomplishments, our financial challenges remain:

- IVCLA maintains a highly cost effective budget with no waste.

There is no room for any cuts to be made to our expenses.

- Two full-time Program Officers make all the arrangements for the nearly 1,000 visitors IVCLA hosts each year.

The City Grant amount covers the salary for one Program Officer.

- One part-time Program Assistant provides essential support for the Program Officers.

The \$20,000 cut means we cannot afford the part-time Program Assistant.

- IVCLA Program Officers currently accept all the international participants selected to come to Los Angeles, even though ***their work load is already at capacity.***

- Therefore, due to the loss of our part-time staff person our programming capacity will be cut by 21% and we will have to turn-away visitors. In 2017 IVCLA visitors paid \$135,967 in hotel taxes. ***The \$20,000 cut will DECREASE the hotel room taxes paid by IVCLA international visitors by \$28,500.***

Although the global, national and local benefits of our work are huge, our office is a small non-profit. In addition to our programming responsibilities, we work hard organizing local events, trying to increase our membership and soliciting for sponsorships. Still our budget remains extremely tight as increasing expenses match any gains we make in revenue through our fundraising efforts.

Our extremely dedicated staff knows the professional appointments and cultural excursions we arrange for international influencers every day, throughout every district in the city, is providing fact based information for them to take home and share with others. And they know the Angelinos who meet with them, either as a professional resource or as an IVCLA member hosting them for dinner, are able to form opinions about situations in other countries through first-hand information from experts. These connections also promote Los Angeles as a destination for return visits and future collaboration.

We could list many pages of examples about meetings IVCLA has arranged that challenge stereotypes; that inform the visitors about the organizations, businesses and people who thrive in Los Angeles; and that forge solid links in the global marketplace. Below are just a few examples:

Last month we arranged a program for an IVLP group from Korea who were here to discuss *Disability Rights*. One of the meetings we arranged was with **Shane's Inspiration**, a wonderful organization that develops universally accessible playgrounds, allowing children with disabilities to play side-by-side with their able-bodied peers, creating a truly integrated environment where compassion and acceptance can flourish. It also provides community outreach, education, and transportation programs to overcome the barriers of bias and fostering friendships and understanding among children of all abilities. The Korean participants were provided a tour of **Rocket's Universe Playground at North Weddington Park** to see for themselves how children enjoyed the accessible playground. They found the concept extremely interesting and hope to continue discussions with Shane's Inspiration.

Last week IVCLA arranged for an IVLP group from Tajikistan, whose topic was *Countering Violent Extremism Through Media and Messaging Strategies*, to meet with the City's Office of Gang Reduction and Youth Development. The group found the meeting very useful and hopefully will continue collaborations with the office and the others resources we arranged for them to meet such as Homeboy Industries, Dr Erroll Southers at USC, and Timelist Group.

Councilman Krekorian we hope you and the entire Budget and Finance Committee believe sharing best practices globally, which we facilitate daily on many important topics, is a valuable part of L.A.'s City Diplomacy. We hope the City Council will fully fund our \$40,000 grant, allowing us to continue our important work.

Sincerely,



Janet Elliott

President

Sincerely,



Matt Olsen

IVCLA Board Chair

Janet Elliott
President /CEO

International Visitors Council of Los Angeles
3450 Wilshire Boulevard, Suite 705
Los Angeles, CA 90010
213 388 1428 ext. 27 phone

213 388 5879 fax

Check out our new website

www.ivcla.org

jelliott@ivcla.org



The International Visitors Council of Los Angeles (IVCLA) is a private, non-partisan, non-profit organization, which implements international professional and cultural exchanges, including the U.S. Department of State sponsored International Visitor Leadership Program. The mission of IVCLA is to create international understanding and cooperation between the Los Angeles region and the rest of the world. IVCLA is committed to creating a world of peace and prosperity through citizen diplomacy. IVCLA fosters communication between the citizens of the Los Angeles region and established or potential foreign leaders in government, politics, media, business, education, science, arts and other key fields with the purpose to increase mutual understanding - and thereby contributes to improving relations between the United States and other countries.

Please consider the environment before printing this email



Richard Williams <richard.williams@lacity.org>

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

Eva Greene <info@actionnetwork.org>
Reply-To: evagreene99@yahoo.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 2:28 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:

- 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,

Eva Greene
evagreene99@yahoo.com

Los Angeles, California 90291



Richard Williams <richard.williams@lacity.org>

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

Lisa Russo <info@actionnetwork.org>
Reply-To: hileyrusso@yahoo.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 2:06 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 vision being implemented is quite different than what was envisioned in Sweden Vision Zero.

I urge you to re-think your plans and come up with real solutions. Review collisions on the high injury network. Figure out why they occurred and then think about implementations that would prevent future collisions.

Think about your economic centers where commuters are driving to in droves. Where you already have mass transit into the centers. How can we make these areas safer and other commuting methods more viable?

Venice Blvd is not an economic center. Only a handful of people will be using the 0.8 miles of bike lanes you have installed. Many, many people are impacted by increased traffic. Businesses have been hurt and some have even gone out of business. LADOT data shows cars have left the Blvd and moved to the residential streets. Speeds are not down, they are up (did not meet your goal). This is an implementation that has not met any of its goals. Return the lanes on Venice Blvd. Go back to the drawing board and work "real solutions".

Thank you,

Lisa

Lisa Russo
hileyrusso@yahoo.com

Playa Del Rey, California 90293



Richard Williams <richard.williams@lacity.org>

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

SCOTT STODDARD <info@actionnetwork.org>
Reply-To: scottwstoddard@aol.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 1:40 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:

- 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. The diverted traffic is a MESS!

Thank you,
Mar Vista Resident Scott Stoddard

SCOTT STODDARD
scottwstoddard@aol.com

Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

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

jude epstein <info@actionnetwork.org>
Reply-To: judibird2013@gmail.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 1:33 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:

- 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,

jude epstein
judibird2013@gmail.com
2313 clark ave
venice, California 90291



Richard Williams <richard.williams@lacity.org>

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

Clark Price <info@actionnetwork.org>
Reply-To: ridgwaymusic@gmail.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 11:17 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,

Clark Price
ridgwaymusic@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

Selena Inouye <info@actionnetwork.org>
Reply-To: SelenaLCSW@aol.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 7:59 AM

Richard Williams,

RE: Council file No. 18-0600

Please do not approve 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, and the extensive research our community has done on this project, I have zero confidence that this money will be used wisely.

The lane thefts on Venice Blvd. have not made the boulevard any safer. Using 6 month project data from LADOT and the road segment rate calculation cited in Severin Martinez's paper Who Wins When Streets Lose Lanes, I 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. Why aren't you asking LADOT for an explanation why this program isn't performing to expectations before giving it more money?

As the leader of the grassroots group Restore Venice Blvd., I also urge you to join us in asking for the lanes for vehicles to be restored on Venice Blvd.

Thank you,

Selena Inouye
SelenaLCSW@aol.com

Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

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

Kennalee Mattson <info@actionnetwork.org>
Reply-To: kennaleem@aol.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 9:08 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,

Kennalee Mattson
kennaleem@aol.com

Los Angeles, California 90066



Richard Williams <richard.williams@lacity.org>

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

Jordana Kronen <jordanamax@mac.com>
Reply-To: jordanamax@mac.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 9:12 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, JORDANA KRONEN

Jordana Kronen
jordanamax@mac.com
3496 Ashwood Ave.
[Los Angeles, California 90066](#)



Richard Williams <richard.williams@lacity.org>

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

Trish Halfacre <thalfacre@hodgeins.com>
Reply-To: thalfacre@hodgeins.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 9:19 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,

Trish Halfacre
thalfacre@hodgeins.com
3704 Beethoven Street
[Los Angeles , California 90066](https://www.lacity.org)



Richard Williams <richard.williams@lacity.org>

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

Judy Esposito <judy.esposito@msn.com>
Reply-To: judy.esposito@msn.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 9:22 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,

Judy Esposito
judy.esposito@msn.com

Los Angeles, California 90291



Richard Williams <richard.williams@lacity.org>

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

Maryann P. Hunter <tiger29834@sol.com>
Reply-To: tiger29834@sol.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 9:46 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,

Maryann P. Hunter
tiger29834@sol.com
2328 Ocean Ave
Venice, California 90291



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 8, 2018 at 9:54 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,
dona

Ps HOW CAN YOU NARROW STREET AND PUT UP ALL THESE NEW BUILDINGS WITH MULTIPLE PEOPLE WITH CARS. IT DOES NOT MAKE ANY SENSE WE ARE ALREADY BACKED UP FOR BLOCKS ON Venice Blvd I see emergency vehicle waiting for green light. Does that make sense to you?
GET RID OF HOMELESS ON THE BEACH

donna Dicarlo
ddicarlo90291@yahoo.com
2600 Abbot Kinney Blvd #4
Venice, California 90291



Richard Williams <richard.williams@lacity.org>

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

Jennifer Rafeedie <jrafeedie@chla.usc.edu>
Reply-To: jrafeedie@chla.usc.edu
To: richard.williams@lacity.org

Tue, May 8, 2018 at 9:59 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,

Jennifer Rafeedie
jrafeedie@chla.usc.edu
11428 Charnock Road
[Los Angeles , California 90066](#)



Richard Williams <richard.williams@lacity.org>

/ Return lanes in Venice Blvd /Funding for Vision Zero LA

Jennifer Ritchey <jenniferritchey@mac.com>
Reply-To: jenniferritchey@mac.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 10:11 AM

Richard Williams,

Hi.

The situation on Venice Blvd is incredibly short sighted and dangerous. It is not creating more commerce for MV but rather forcing traffic and speeding onto alternative cut through a in residential neighborhoods. Please restore the lanes on Venice. Blvd.

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.

Kind regards-
Jennifer Ritchey

Jennifer Ritchey
jenniferritchey@mac.com
310 Grand Blvd
Venice, California 90291



Richard Williams <richard.williams@lacity.org>

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

jose figueroa <info@actionnetwork.org>
Reply-To: figueroaj95@yahoo.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 10:19 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,

jose figueroa
figueroaj95@yahoo.com
920 Venice Blvd Apt 110
CA, California 90291



Richard Williams <richard.williams@lacity.org>

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

John Hobbs <info@actionnetwork.org>
Reply-To: johnnyhobbs@gmail.com
To: richard.williams@lacity.org

Tue, May 8, 2018 at 10:25 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,

John Hobbs
johnnyhobbs@gmail.com
3726 Sawtelle Boulevard, Apt. 6
[Los Angeles, California 90066](#)