

"I do hope there will be some practical solutions to the parking situation.

Here we are, age 91 and 95 and we've been managing--until we lost the possibilities of apron parking. In the recent past, our friends have shopped at the food markets for us and when needed, neighbors and friends

have pitched in and made life possible here at 10966. We certainly cannot

impose on them the additional task of finding the very elusive parking spots.

Our basic fear is whether we can manage to remain here. For example,

should one of us require pharmaceutical or medical care, will the parking

problems create major difficulties in our securing such aid?

At the same time, moving at our age is indeed daunting.

These are some of the problems that create sleepless nights in our home--we

do hope there will be a humane and practical resolution to the present parking problems. Our hope is that ~~the parking situation will be resolved~~

~~the parking situation will be resolved~~ APRON PARKING WILL BE RESTORED

Lil Hara
10966 Strathmore Drive
Los Angeles, CA 90024

Date: 7-27-11
Submitted in Trans Committee
Council File No: 10-1673
Item No.: 5
Deputy: [Signature]

To Whom it May Concern:

I have been a client of Jean-Louis Rodrigue's since 1998, and have benefited enormously from his expertise in Alexander Technique--a type of physical therapy that improves flexibility and movement in the body. I am disabled and a wheelchair user. I am concerned that apron parking will no longer be allowed in his Westwood neighborhood. For many years, I have needed to use his apron spot in order to visit him for training since there are very few parking spaces available. To my knowledge, there are no handicapped parking spaces on his street, or even in the general area. In addition, I would not even be able to park on another street and use my manual wheelchair to get to his studio because the grade on Strathmore is much too steep. As you know, most of the neighborhood is situated on hills. I understand that allowing apron parking occasionally may cause the sidewalks to be blocked for wheelchair access. However, that is only because of the very few people that do not follow the rules. Forbidding apron parking will actually cause more difficulty for disabled people like myself who need to park as close as possible to the entrances. I urge you to consider that taking away the ability for the residents to park in apron will actually make it more difficult for a greater number of disabled people. I thank you for your time.

Sincerely,

Ann Colby Stocking
UCLA Class of '01
MFA Acting

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#1



#2



Date: 7-27-11
 26, 2011, at 2:19 PM. Parking. Girl wrote:

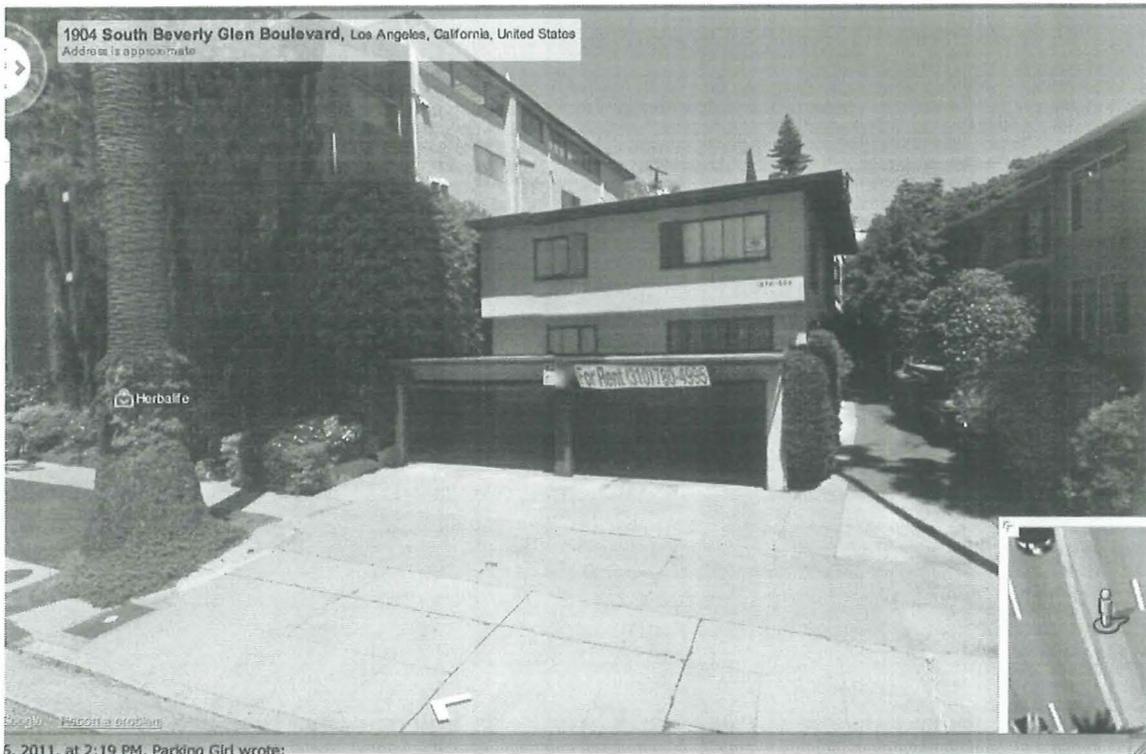
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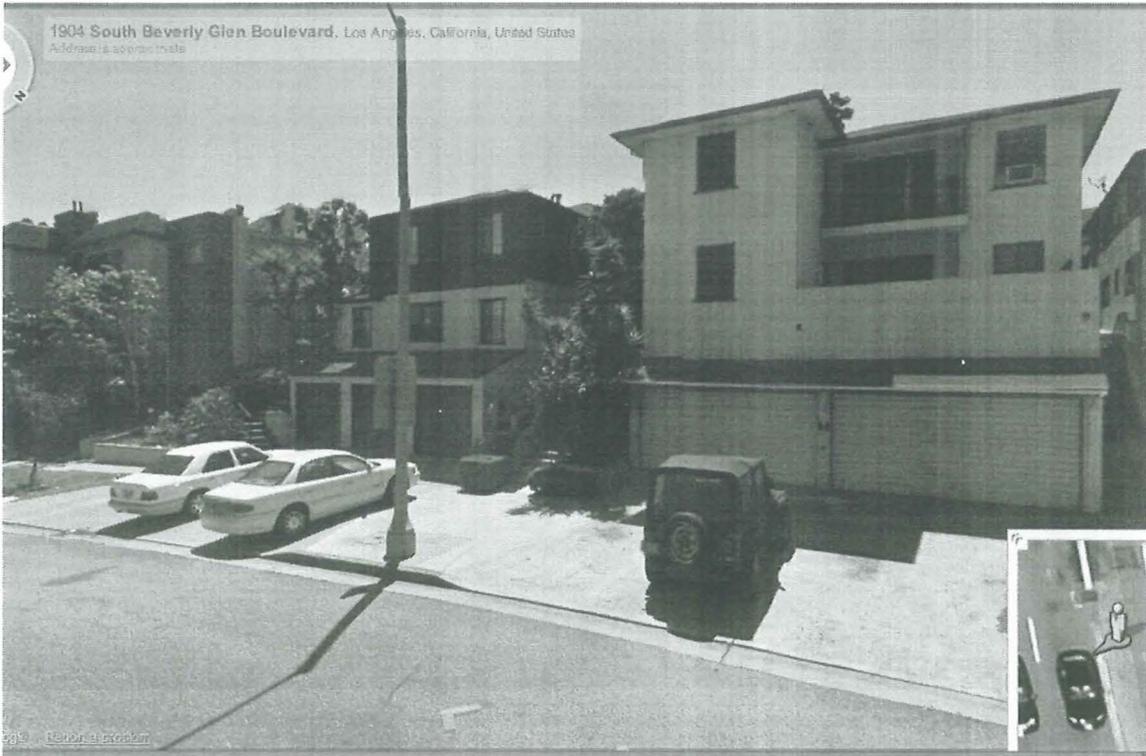
Deputy: [Signature]

#3



6. 2011. at 2:19 PM. Parking Girl wrote:

#4





#7



#8

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Dear Councilmembers, Legislative Assistant and staff,

I understand that the Wednesday 7/27/11 Transportation Committee will be meeting to discuss Council File 10-1673 which discusses street parking in front of driveways.

As an alternative for those City of Los Angeles residents and businesses that enjoy and have parked safely on their long aprons for generations, I have submitted to the Chairman, my councilmember, Bill Rosendahl the following wording for a motion to change the L.A.M.C. which I believe, and could be confirmed by the City Attorney and the California Attorney General, does not conflict with the California Vehicle Code or any ADA requirements.

Please consider the following amendment (in red) at the appropriate time to the

Los Angeles Municipal Code - Chapter VIII Traffic Section 80.00 Division "N" Parking Prohibited or Limited **SEC. 80.53. STANDING IN PARKWAYS PROHIBITED.** No person shall stop, stand or park a vehicle within any parkway, **except in a permitted driveway apron whose length is such that the vehicle stopped, standing or parked does not encroach on the sidewalk or the street including the convenience strip.**

(Definitions (h) "Parkway" shall mean that portion of a street other than a roadway or a sidewalk.)

I have read the California Vehicle Code section 22500 and I see no conflict with my proposed amendment to the LAMC.

In the CVC Section 22500

"(e) In front of a public or private driveway, except that a bus engaged as a common carrier, schoolbus, or a taxicab may stop to load or unload passengers when authorized by local authorities pursuant to an ordinance."

This section (e) it does mention "In front of a public or private driveway" Driveway apron parking is not "in front of" it is IN the driveway. It is clear to me that the CVC intends "in front of" to mean in the roadway as it mentions exceptions like dropping off by schoolbus and taxicab.

I have also read section (l) of CVC 22500

"(l) In front of or upon that portion of a curb that has been cut down, lowered, or constructed to provide wheelchair accessibility to the sidewalk."

A. The "curb" was not lowered to "provide wheelchair accessibility to the sidewalk" as was required by ADA when all the curbs of the sidewalks at street crossings were lowered. It was "constructed" to allow property owner access to their driveway in the 1920's well prior to any ADA requirements.

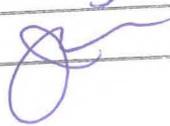
B. Vehicles in a long enough driveway apron are not "In front of or upon that portion of the curb" anyway they are on level ground well out of range of the "lowered" portion or convenience strip width. Again I would contend "In front of" refers to the roadway not the driveway apron. And again I refer to my point A which takes precedence.

I also see no conflict with ADA requirements or ACLU requests as vehicles safely parked in the driveway apron in the Mar Vista Oval and other parts of the city do not impede pedestrian or wheelchair or vehicle flow. If needed I can send a picture of my car safely parked in the apron.

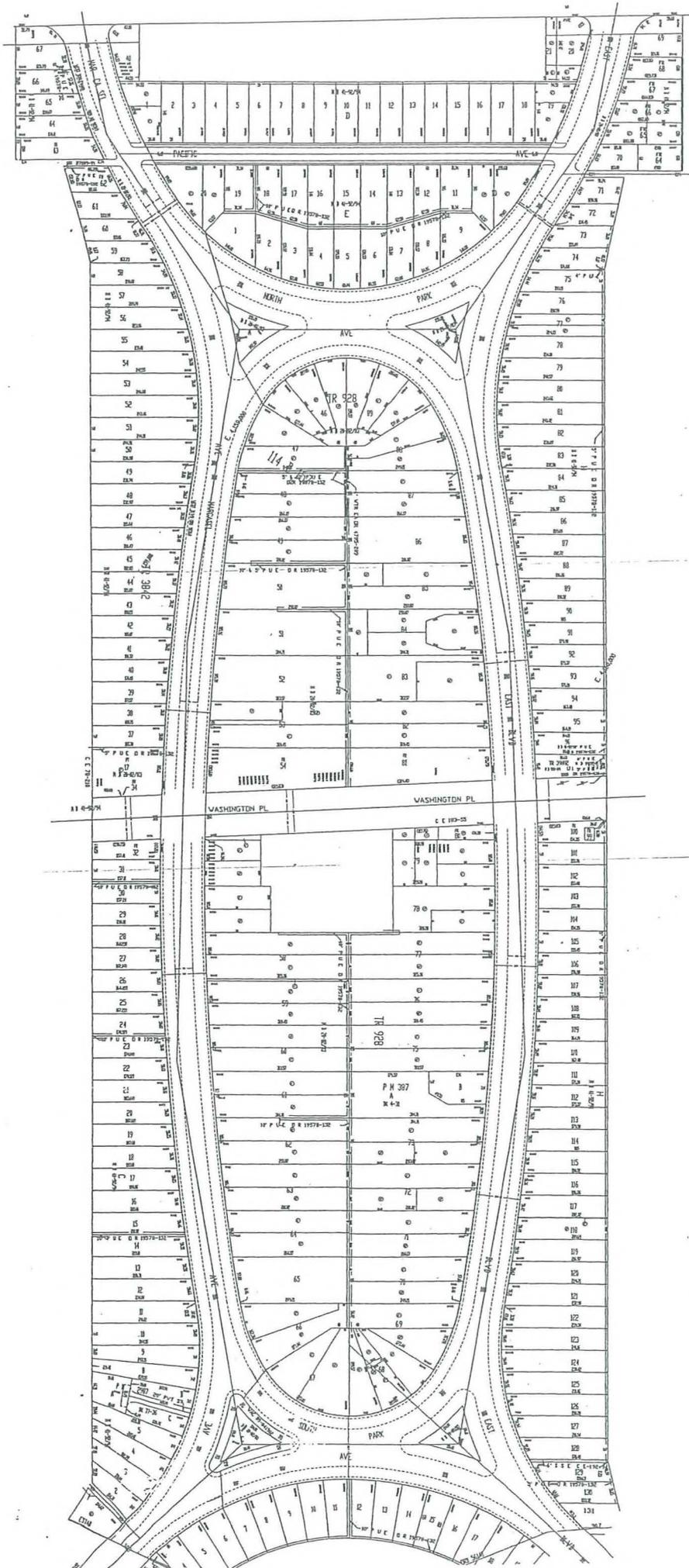
I hope some clarity comes from the City Attorney and if necessary a change in his interpretation and I look forward to introduction of a council motion to amend the LAMC soon thereafter.

Sincerely,

Christopher McKinnon
11837 North Park Avenue
Los Angeles, CA 90066
310-572-7929
213-494-7404 cell
chrispm@afewgoodideas.com

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MAR VISTA OVAL STREETS ASSESSMENT

PLAN
SCALE: 1" = 100'



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Barden vs. Sacramento, 2003

In 2003, the situation of the sidewalks in Sacramento become subject to a lawsuit due to their violation of the American's with Disabilities Act. Sacramento was punished stiffly for their violation in the class action law suit. The city's summary of the lawsuit is on line, and settlement includes the allocation of public money concerning six criteria:

Summary of the Barden vs. Sacramento Settlement

For up to 30 years, the City of Sacramento will allocate an amount equal to 20% of its annual Transportation Fund (monies allocated to the City from the California Gas Tax and Measure A) to make the City's Pedestrian Rights of Way accessible to individuals with vision and/or mobility disabilities. This will include installation of compliant curb ramps at intersections, removal of barriers that obstruct the sidewalk, including narrow pathways, abrupt changes in level, excessive cross slopes, and overhanging obstructions, and improvements in crosswalk access. Specifically, the Agreement includes the following:

- Curb Ramps will be constructed to comply with state and/or federal law (whichever provides the higher access standard) in place at the time of construction.
- Detectable warnings for people with vision impairments will be installed at each location where sidewalks intersect vehicular ways.
- Improved crosswalk access, including more accessible pathways and detectable warnings for blind or low vision pedestrians, will be provided.
- The City will ensure that all newly constructed sidewalks and crosswalks, as well as any sidewalks and/or crosswalks that are renovated as part of larger construction projects, are accessible and served by curb ramps.
- The proposed settlement also provides for payment of damages to the Named Plaintiffs only and authorizes payment of attorney fees and costs to Class Counsel.
- When barriers in the Pedestrian Rights of Way are under the control of entities other than the City of Sacramento (including, for example, transit agencies and local utilities), the Parties will work cooperatively with these entities to address such barriers.

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