

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

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#### Contact Information

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The Board approved this CIS by a vote of: Yea(7) Nay(0) Abstain(6) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/10/2022

Type of NC Board Action: Against

#### Impact Information

Date: 03/12/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-1115

Agenda Date:

Item Number:

Summary: The Atwater Village Neighborhood Council (AVNC) strongly opposes this motion on bicycle "chop shops," which will add nothing that existing laws do not already cover but will subject legitimate bicycle vendors and mechanics to harassment and criminalization, further persecute unhoused Angelenos for the sole "crime" of being visible in public, and accomplish nothing for those who depend on bicycles for transportation in our city, the greatest threat to whom is by far the lack of protection from cars on our city streets..

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Stealing bicycles is already illegal. So too is selling goods known to be stolen. So too, in businesses like this, is selling stolen goods without taking due diligence in figuring out if they are stolen. So too is buying stolen goods. So too is concealing stolen goods. So too is aiding in any of those efforts. So too is blocking pedestrians and the path of travel for those with mobility disabilities. This motion would change none of that. The legal tools already exist here.

Instead, this motion would make illicit, in most circumstances, the street sale of and repair of *all* bicycles and would imperil and cast suspicion on street vendors of non-stolen bicycles, who often serve poor riders. Obtaining and servicing low-cost bicycles is vital for many low-income travelers and travelers of color. Many delivery people and messengers who rely on low-cost bicycle service would see their livelihoods threatened. For bike-riders, outdoor repair shops serve our lowest-income communities as a means of economic survival and transportation. For bike vendors—all of whom this motion implicitly tars as thieves and accomplices—outdoor repair shops provide subsistence profits for those who cannot (yet) afford an off-street commercial space.

This motion relies on the assumption that a poor person with a bicycle in poor condition must have stolen it; but the fact is that the vast majority of bicycles used by poor and working people in Los Angeles and any other city have been salvaged countless times over from frames that were discarded in some instances decades ago.

In early 2020,, our neighborhood council was in the final stages of planning a community bike repair clinic in partnership with SELAH,

targeting our outreach especially to Atwater's unhoused residents. It is mind-boggling to think that if we had not had to cancel the event due to the pandemic, those residents could be cited for employing or demonstrating to each other the skills we had helped them learn.

The Los Angeles City Council has an abysmal record of supporting safe bicycling infrastructure on our city streets and this motion is a further insult to those who rely on bicycles for transportation. As evidence of just how far removed this proposed ordinance is from the concerns of those riding in our city every day, one City Council member justified his support for it at the February 8th hearing by claiming that every single Metro Bike Share bike in his district had been stolen. He was apparently unaware that Metro had in fact removed them all in order to replace them with a different kind.

This neighborhood council supports accessible sidewalks, safe bike use, and secure bike storage. Section 56.15.3 does not add anything to further those goals, but further criminalizes poverty and non-automobile mobility in this city.