

Communication from Public

Name: GREGORY WRIGHT

Date Submitted: 05/19/2025 11:51 PM

Council File No: 25-0600

Comments for Public Posting: SAFE STREETS FUNDING IS FUNDAMENTAL TO SAFETY IN CAR-CENTRIC LOS ANGELES! Mayor Bass's proposed elimination of safe streets funding is an intolerably bad idea for Los Angeles. I am a senior Angeleno who has remained car-less for the past 19 years in L.A., completely reliant on Metro, LADOT, and my feet for my transportation. I wait for countless cumulative hours for the Metro buses and LADOT Dash Connectors to get everywhere I go -- surrounded by the endless din and danger of speeding pickup trucks and SUVs and muscle cars. The City Council should ensure that road safety programs retain full funding. There are additional ways L.A. can make our roadways safer. If the city still has a "Slow Streets" program: Residential SLOW STREETS that are also permeably paved as SPONGE STREETS to enable rainwater infiltration would serve two very compatible eco-functions! Fund and promote this! CD4 councilmember Nithya Raman expressed interest in this idea to me in a phone call shortly before she was elected to the L.A. City Council, but as far as I know this has not been followed up on. And some arterials could include traffic speed-limiting water-infiltrating central lanes. PAY HOW YOU DRIVE AUTO LIABILITY INSURANCE is one of the less-obvious ways L.A. (and California and the nation for that matter) can make our streets safer -- as well as more sustainable and climate-friendly and less carbon-intensive, more equitable, more pleasant, and more quiet. Universal PHYD auto liability insurance -- sometimes also called User-Based Car Insurance -- would make our roadways significantly safer for all, especially pedestrians and transit users -- while lowering automotive climate emissions and air pollution significantly, by using the incentive of vastly lower car insurance premiums for technologically verified safe driving that is also much more fuel-efficient driving and conversely by charging much higher insurance rates for the aggressive high-speed, fast-braking, fast-cornering drivers whose fuel consumption-per-mile is much greater). Notable: PHYD Car Insurance can be deployed much faster than vehicle and street redesign! Pay How You Drive Car Insurance simultaneously accomplishes Much Safer Roadways for All Users and Roadside Residents, Much Greater Insurance Cost Equity, Decarbonization, Particulate and Gaseous Air Pollution Reductions, Reduction in

Motorist-Law Enforcement Interaction, and even Recreational Vehicular Noise and Vibration Pollution Reduction (a growing problem everywhere, especially in southern California) by making every driver directly financially responsible for their contributions to both roadway danger and climate/air pollution emissions by the way they drive. Not bad for a single policy intervention! The mandated or incentivized addition of effective speed feedback and fuel-efficiency displays that are not visually over-complex and distracting (such as text-less color blocks that vary between fuel-efficient green and carbon-intensive red) could be a significant part of making U-PHYD Car Insurance a useful tool in the race to decarbonize society -- a way that makes every responsible driver a part of the moment-to-moment solution to climate degradation. Gregory Wright Member, Sherman Oaks NC Sustainability and Transportation Committee Participant, NCSA Transportation Committee coolpilot@roadrunner.com Public Comment re

<https://cityclerk.lacity.org/publiccomment/?cfnumber=25-0600>

Communication from Public

Name: Jeffrey Kavın

Date Submitted: 05/20/2025 02:16 AM

Council File No: 25-0600

Comments for Public Posting: A copy of my email to LADOT General Manager Rubio-Cornejo explaining how the City can generate enough additional revenue from the Venice Median Parking Lots to prevent the Layoffs of up to 10+ City Employees is attached.

Subject: Immediate Action required to save City Jobs and public access to Venice beach this summer

Dear General Manager Rubio-Cornejo,

As we approach the peak summer season at the beach, the City of Los Angeles has stepped up its efforts to block and deter public access to the beach parking lots in Venice. Replacing the current practices that block and deter public use and access to LADOT Lots #731 and #701 with steps to increase usage and public access to these beach parking lots would generate enough revenue to pay the annual salaries of up to 10+ public employees.

The following is a partial list of the things that the City is doing to block and deter access, usage and revenue at the beach parking lots in the Venice Median, which are documented in more detail in the report attached to this email:

1. The attendants at Lot #731 have been instructed to keep the entire entrance to the parking lot blocked off with traffic cones, bollards and chains at all times during their operating hours to make it look like the parking lot is closed. The attendants move one of the bollards to allow for entry when a vehicle enters the lot in spite of the fact that the parking lot looks like it is closed.
2. The City has implemented unnecessary steps and procedures at the entrance to the Venice Median Parking lots to limit the number of vehicles getting into the beach parking lots, creating long lines and waits on summer weekends and other peak times. Instead of filling the spaces and turning them over as visitors leave, the line to get into LADOT Lot #731 has been so constricted that it can run continuously all afternoon without filling all of the spaces in the parking lot because the number of vehicles leaving through the 3 exits is almost as high as the maximum number of vehicles that can get through the entrance. Simply implementing new procedures at the entrances to the beach parking lots will generate hundreds of thousands of dollars in annual revenue at no cost to the City and extend beach access for residents and visitors who are being denied access to the beach by these steps.
3. Lot #701 is kept chained shut on almost all days of the year, including peak days and times when the public lot on Venice beach is turning visitors away. Installing a Pay Station near the entrance to Lot #701 that charges affordable hourly rates will generate a significant amount of revenue throughout the year and help to provide equitable beach access for millions of residents living in Los Angeles who are being excluded from Venice Beach.
4. The City has been manipulating prices to block and deter public use of the beach parking lots, charging flat rate prices for beach parking 1 and 2 blocks from the beach that are consistently much higher than at the lots actually on the beach. As one online review warned potential visitors to Lot #731: "DON'T COME HERE! Extortion - they charge a \$20 flat rate when the park across the street is half of the price!" The City's practice of ripping off the public and charging prices that exclude most City residents is inexcusable.
5. The attendants at both parking lots in the Venice Median totally shut them down frequently during the day, including at peak times when visitors are being turned away from the beach.
6. At some point before the end of September 2023, the night pay system at Lot #731 was made inoperable by vandalism. It took the City about 15 months to replace the damaged pay box while people were stealing substantial sums of cash from the Pay Box on a nightly basis. A new system,

installed around the beginning of 2025 was not working on all but about 2 of my many visits to the parking lot since it was installed, including a visit on May 11. Given the high volume of visitors in this location and the number of vehicles in the lot at a single time in the evening, the City is likely to generate about \$150,000 to \$300,000+ in additional revenue per year or more simply by fixing the pay system, consistently posting the \$5.00 price on the sign on Pacific Ave and posting additional signs with the \$5.00 price on North Venice Blvd to attract customers currently paying \$15.00++ for parking in the private lots.

7. The attendants at Lot #731 have been instructed to place cones at the entrance to Lot #731 to make it look like the lot is closed to drivers on Pacific Ave looking for parking. About 50% of the time, a Lot Closed sign is also placed facing Pacific Ave during the hours that the attendants are working.
8. Visitors following the City's signs to beach parking on North Venice Blvd are directed to Lot #701, which is closed on most days of the year. When Lot #701 is closed, visitors following the signs to the beach are forced to drive away from the beach and Lot #731. A single Pay Station at the entrance to Lot #701 with a low hourly rate would generate a very significant amount of annual revenue and provide beach access to millions of Los Angeles residents who cannot afford to pay the prices being charged at the beach.
9. The attendants for both of the parking lots in the Venice Median have started going home between 4 and 5 pm, even when the parking lot on Venice beach is still turning visitors away. The attendants usually close the entrances to the Median parking lots for about 20+ minutes before they go home, sometimes turning away long lines of visitors that have been waiting to get into the lot. Keeping the parking lots open later will increase revenue and increase access to the beach, especially when the lot on the beach is still full.
10. The City owns the three beach parking lots on the beach in Venice which are managed by the County. I have taken pictures showing that the City owned lot at the end of Venice Blvd turns visitors away every weekend during the summer, sometimes starting long before noon. The visitors turned away are never informed that there is parking available in the Median. The nearby lots at Rose Ave and Washington Blvd also turn visitors away with similar frequency. While the City claims that the Median parking lots are for "overflow", it makes every effort to make sure that the visitors turned away from the beach do not park in the Median. Instead of just sending visitors away, all 3 lots on the beach should be directing visitors to the parking lots in the Median when they have parking available.

The practices and procedures described above being used to block and deter access to the beach primarily target beach access for blacks, other people of color and low-income visitors in Violation of the City's Diversity, Equity and Inclusion Policies because members of these groups cannot afford to pay the exclusionary prices being charged and commonly have to drive much longer distances to get to the beach. The tactics being used by the City of Los Angeles to block minority access to Venice beach include and expand upon the most common tactics used by small wealthy beach towns to keep blacks and other people color off of their beaches.

On your watch, the City of Los Angeles has been the worst bad actor in the Country in terms of the steps being taken by a public entity to block and deter beach access by people of color and other members of disadvantaged groups because of the things being done and the number of people affected in the second largest City and largest County in America.

In spite of higher prices being charged, the City's efforts to block and discourage access to the Venice Median parking lots have also had a devastating impact on the gross revenues at Lots #731 and #701. According to documents produced by LADOT in response to public records requests, the annual revenue at Lot #731 dropped from \$1,104,000 in Fiscal Year 2016-2017 to about \$430,000 in Fiscal Year 2023-2024. The LADOT records also show that Lot #701 dropped by an even higher percentage, with gross revenue dropping by almost 75%, going from gross revenues of \$326,000 in Fiscal Year 2015-2016 to only about \$83,000 in Fiscal Year 2023 to 2024. The combined drop in revenue for both beach parking lots in the Venice Median is costing the City over \$900,000 a year in revenue that could be used to pay the salaries of employees who would otherwise be subject to layoffs. The actual cost to the City is even higher because of the City's failure to implement practices to increase revenue from what it was in the past.

The City should be able to generate significantly more revenue from the Venice Median parking lots compared to the 2015 to 2017 period with improvements in the practices and procedures in effect at that time, which included the failure to post signs on North and South Venice Blvd informing visitors about the availability of beach parking at a price lower than at the beach, a totally dysfunctional night pay system that did not work for almost half of the parking spots in the lot, poor signage and the failure to direct visitors turned away from the 3 lots on the beach to the median lots.

The City will lose hundreds of thousands of dollars that it needs to save jobs if it fails to address these issues immediately before the peak summer season begins. More importantly, any failure to take immediate action will block and deter access for millions of people living in Los Angeles who cannot afford to pay the prices being charged for beach parking in Venice and/or are being denied access to the beach parking lots by the procedures described above.

The City of Los Angeles cannot undo the damage it has done to beach access for disadvantaged groups and others. Many of the families who were subjected to and exploited by the practices documented in the attached report will never return. Every child growing up in Los Angeles should have the opportunity to visit our City's beach in Venice during the summer. City officials need to replace their existing acts blocking and deterring access with an organized plan to make the beach accessible to all residents, not just the ones who can afford to pay the \$18.00 to \$40.00 prices being charged by the City and the County on Summer Weekends.

Respectfully,

Jeff Gavin

Communication from Public

Name:

Date Submitted: 05/20/2025 07:06 AM

Council File No: 25-0600

Comments for Public Posting: City council should consider merging classifications so that when there are shortages of personnel such as due to layoffs, you can back fill other departments when you have an excess of employees wasting away in other departments that are not as efficient.

Communication from Public

Name: Lynette K Henderson

Date Submitted: 05/20/2025 07:49 AM

Council File No: 25-0600

Comments for Public Posting: Dear Councilmember, Thank you for your leadership and commitment to protecting the City of Los Angeles' environmental future by restoring staff positions critical to parks, brownfields, LA River restoration, and climate initiatives. In the face of increasing climate challenges, these dedicated professionals will help ensure Los Angeles remains safe, resilient, and livable for all residents. Their work to expand green spaces, manage urban heat, and implement climate adaptation strategies is more vital than ever as our city confronts rising temperatures and environmental pressures. Your support for these positions reflects a meaningful investment in both our present quality of life and our future sustainability. We deeply appreciate your foresight and dedication to creating a cooler, greener, and more climate-resilient Los Angeles. Sincerely, Lynette K. Henderson

Communication from Public

Name: Nancy Lee

Date Submitted: 05/20/2025 08:10 AM

Council File No: 25-0600

Comments for Public Posting: Dear Councilmember, Thank you for your leadership and commitment to protecting the City of Los Angeles' environmental future by restoring positions critical to parks, brownfields, LA River restoration, and climate initiatives. In the face of increasing climate challenges, these dedicated professionals will help ensure Los Angeles remains safe, resilient, and livable for all residents. Their work to expand green spaces, manage urban heat, and implement climate adaptation strategies is more vital than ever as our city confronts rising temperatures and environmental pressures. Your support for these positions reflects a meaningful investment in both our present quality of life and our future sustainability. We deeply appreciate your foresight and dedication to creating a cooler, greener, and more climate-resilient Los Angeles. Sincerely, Nancy Lee

Communication from Public

Name: Jason Enright

Date Submitted: 05/20/2025 08:44 AM

Council File No: 25-0600

Comments for Public Posting: My name is Jason Enright, and I live in North Hollywood, District 2. Thank you to the Budget, Finance, and Innovation committee for not only approving the Mayor's proposal to continue the Unarmed Model of Crisis Response (UMCR) pilot but also EXPANDING it to 3 additional police divisions. As the Council finalizes the budget, I am asking that you retain the Mayor's proposed budget allocation of \$9.376 million AND approve the \$4.4 million for expansion as recommended by the Budget committee as UMCR not only provides crucial services to assist some of the most vulnerable Angelenos but also saves LA taxpayers money. The average call responded to by a UMCR team only costs the city \$35 whereas a police response to a call of the same type and duration costs \$85. We at LA Forward see UMCR as part of the City's long-term commitment to establishing a 24/7, comprehensive city-wide, unarmed crisis response program. The current proposed funding will allow UMCR to provide critical coverage to almost 43% of the city, and we look forward to the City Council allocating funding to expand the program to cover 100% of the city in the coming years. Sincerely, Jason Enright

Communication from Public

Name: Susan Deming

Date Submitted: 05/20/2025 08:50 AM

Council File No: 25-0600

Comments for Public Posting: My name is Susan Deming: Thank you to the Budget, Finance, and Innovation committee for not only approving the Mayor's proposal to continue the Unarmed Model of Crisis Response (UMCR) pilot but also EXPANDING it to 3 additional police divisions. As the Council finalizes the budget, I am asking that you retain the Mayor's proposed budget allocation of \$9.376 million AND approve the \$4.4 million for expansion as recommended by the Budget committee as UMCR not only provides crucial services to assist some of the most vulnerable Angelenos but also saves LA taxpayers money. The average call responded to by a UMCR team only costs the city \$35 whereas a police response to a call of the same type and duration costs \$85. We at LA Forward see UMCR as part of the City's long-term commitment to establishing a 24/7, comprehensive city-wide,unarmed crisis response program. The current proposed funding will allow UMCR to provide critical coverage to almost 43% of the city, and we look forward to the City Council allocating funding to expand the program to cover 100% of the city in the coming years. Sincerely, Susan Deming

Communication from Public

Name: Penny Sommers
Date Submitted: 05/19/2025 09:36 PM
Council File No: 25-0600
Comments for Public Posting: Please see attached.



May 20, 2025

Honorable Members of the Los Angeles City Council:

The League of Women Voters of Greater Los Angeles writes to show our strong support for the RepresentLA (RepLA) program.

It was most disappointing to see the Mayor's draft budget had not included funding for RepresentLA. Fortunately, the Budget Committee made that correction, allocating \$1 million to this vital program.

As Angelenos who are deeply committed to the due process of immigrant communities in Los Angeles, we believe that continuing the work of RepLA is critical. RepLA has made significant strides in its mission, serving 5,075 individuals since its launch in 2017, including survivors of labor trafficking, asylum seekers, and veterans of the U.S. Armed Forces. The program ensures fair representation and safeguards the rights of immigrants, veterans, and our most vulnerable populations.

At a time when the Trump Administration's executive orders and attacks are being swiftly rolled out in unprecedented ways, the City Council must vote to approve the \$1 million for RepresentLA in its final budget. The funding will show the City's commitment to partnering with nonprofits and the County to support due process for Angelenos.

We strongly urge you to support funding the RepresentLA Program at \$1 million.

Sincerely,

Penny Sommers and Mary Dickson, Co-presidents
League of Women Voters of Greater Los Angeles