

Communication from Public

Name: John Yi

Date Submitted: 09/13/2023 09:19 AM

Council File No: 20-1536-S3

Comments for Public Posting: Dear Chair Blumenfield and Members of the Budget & Finance Committee On behalf of Los Angeles Walks, I write to support CF 20-1536-S3, the motion to create the Reinvestment in Accessibility, Infrastructure, and Streetscape Enhancements for Los Angeles (RAISE LA) fund is an important, and integral step in our efforts to make Los Angeles a more walkable, resilient, and secure city. For the first time, with passage of the proposed ordinance, the City of Los Angeles will dedicate all ad revenues collected from our street furniture and bus shelter program (the STAP program) to improving the accessibility, shade, and condition of our streetscapes and public rights of way. As a pedestrian advocacy nonprofit, most of our community members are also regular transit riders. Well shaded and invested bus shelters are critical for our walking Angelenos and in our effort to create a more multimodal City. Los Angeles has a massive backlog of public right of way improvements and a massive gap in funding said improvements. This is especially true of our bus shelters. It is estimated that it would take about \$238M to implement the 3,000 new shelters we have committed to under the new STAP contract. About half that cost is for the sidewalk improvements needed along with new shelters to make the locations fully ADA accessible and compliant. Resolving ADA issues at our bus stops gets us a good step closer to having a fully accessible City. While we likely cannot fund all of that backlog through RAISE LA, we can definitely establish a substantial floor from which we can leverage other funds, help finance improvements or meet debt obligations, or directly pay for improvements. As drafted, the new fund would also offer flexibility to pay for pedestrian improvements and street trees. While the main focus would be on bus shelters, the ability to use fund dollars in these two ancillary areas will mean the Bureau of Street Services can address shelter locations holistically. By establishing a new citywide special fund, improvements can be prioritized for locations with the most disinvestment and subsequent need, as well as locations with heavy volumes of riders, and our investments can align with our City's equity goals. By maintaining the existing discretionary street furniture funds for council districts at an amount reflective near their highest revenue levels, we can also continue to furnish local leaders with

appropriate funds to help advance local community priorities. This represents a thoughtful approach to modifying our current usage of street furniture and bus shelter ad revenue. We urge the City Council to pass CF 20-1536-S3 with the draft ordinance language included as amended at the Public Works Committee and look forward to implementation of the new STAP bus shelters with the assistance of the financial commitment of RAISE LA. Thank you for your consideration of this locally significant project and please do not hesitate to contact our organization with any questions. Sincerely, John Yi Executive Director, Los Angeles Walks

September 12, 2023

Budget & Finance Committee
Los Angeles City Council
200 N Spring St.
Los Angeles, CA 90012

RE: Support for CF [20-1536-S3](#)/ Raise LA

Dear Chair Blumenfield and Members of the Budget & Finance Committee

On behalf of Los Angeles Walks, I write to support CF 20-1536-S3, the motion to create the Reinvestment in Accessibility, Infrastructure, and Streetscape Enhancements for Los Angeles (RAISE LA) fund is an important, and integral step in our efforts to make Los Angeles a more walkable, resilient, and secure city. For the first time, with passage of the proposed ordinance, the City of Los Angeles will dedicate all ad revenues collected from our street furniture and bus shelter program (the STAP program) to improving the accessibility, shade, and condition of our streetscapes and public rights of way. As a pedestrian advocacy nonprofit, most of our community members are also regular transit riders. Well shaded and invested bus shelters are critical for our walking Angelenos and in our effort to create a more multimodal City.

Los Angeles has a massive backlog of public right of way improvements and a massive gap in funding said improvements. This is especially true of our bus shelters. It is estimated that it would take about \$238M to implement the 3,000 new shelters we have committed to under the new STAP contract. About half that cost is for the sidewalk improvements needed along with new shelters to make the locations fully ADA accessible and compliant. Resolving ADA issues at our bus stops gets us a good step closer to having a fully accessible City. While we likely cannot fund *all* of that backlog through RAISE LA, we can definitely establish a substantial floor from which we can leverage other funds, help finance improvements or meet debt obligations, or directly pay for improvements.

As drafted, the new fund would also offer flexibility to pay for pedestrian improvements and street trees. While the main focus would be on bus shelters, the ability to use fund dollars in these two ancillary areas will mean the Bureau of Street Services can address shelter locations holistically.

By establishing a new citywide special fund, improvements can be prioritized for locations with the most disinvestment and subsequent need, as well as locations with heavy volumes of riders, and our investments can align with our City's equity goals. By maintaining the existing



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discretionary street furniture funds for council districts at an amount reflective near their highest revenue levels, we can also continue to furnish local leaders with appropriate funds to help advance local community priorities. This represents a thoughtful approach to modifying our current usage of street furniture and bus shelter ad revenue.

We urge the City Council to pass CF 20-1536-S3 with the draft ordinance language included as amended at the Public Works Committee and look forward to implementation of the new STAP bus shelters with the assistance of the financial commitment of RAISE LA.

Thank you for your consideration of this locally significant project and please do not hesitate to contact our organization with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "John Yi", with a stylized flourish at the end.

John Yi
Executive Director,
Los Angeles Walks

Communication from Public

Name: Jessica Meaney

Date Submitted: 09/13/2023 09:51 AM

Council File No: 20-1536-S3

Comments for Public Posting: I support the City Council to pass CF 20-1536-S3 with the draft ordinance language included as amended at the Public Works Committee. In the City of LA, there are over 6,000 bus stops, accompanied by an extensive bus service network. Out of Metro's 119 bus lines, 105 of them operate either partially or entirely within the City of LA, resulting in an estimated 6,000 stops scattered throughout the city. In an article published by Dot.LA on March 8, 2023, it was reported that an alarming 95% of the City of LA's bus stop sidewalks fail to meet ADA compliance standards. The critical need to enhance our sidewalks for accessibility, shade provision, and bus stop amenities has been neglected for far too long. For instance, a 2021 report from the City Controller's Office revealed a backlog of more than 50,000 requests for sidewalk repairs. During the previous spring's annual May budget hearings, City staff disclosed that it takes an average of 120 days to repair damaged street lights. Furthermore, it was noted that there is a backlog of over a decade for the installation of access ramps (curb cuts) at intersections. As currently drafted, the new fund would also provide the flexibility to address long-standing infrastructure needs within the City's public right-of-way, all of which directly impact the bus riding experience. Thank you!