

COUNCIL ROLL CALL

BUDGET RECOMMENDATIONS #

17-0600

5/18/17

Called Special by:

Written P/c

|        |                      | YES | NO |
|--------|----------------------|-----|----|
|        | <u>BLUMENFIELD</u>   |     |    |
|        | <u>BONIN</u>         |     |    |
|        | <u>BUSCAINO</u>      |     |    |
|        | <u>CEDILLO</u>       |     |    |
|        | <u>ENGLANDER</u>     |     |    |
|        | <u></u>              |     |    |
|        | <u>HARRIS-DAWSON</u> |     |    |
|        | <u>HUIZAR</u>        |     |    |
|        | <u>KORETZ</u>        |     |    |
|        | <u>KREKORIAN</u>     |     |    |
|        | <u>MARTINEZ</u>      |     |    |
|        | <u>O'FARRELL</u>     |     |    |
|        | <u>PRICE</u>         |     |    |
|        | <u>RYU</u>           |     |    |
|        | <u>PRES. WESSON</u>  |     |    |
| TOTALS |                      |     |    |

AS AMENDED

SUBSTITUTE

☐☐

U.V.

☐

ADOPTED

☐

FAILED

☐

Ethics Commission

45. Recognize savings from various 2016-17 accounts to partially offset the following:  
(\$105,000)
- a. Add resolution authority and six months funding for one Auditor II assigned to auditing candidate committees for Municipal Elections (\$38,941 direct cost/\$17,948 indirect cost).  
\$56,889
- b. Add resolution authority and six months funding for one Management Analyst to provide Ethics-related education and outreach (\$42,230 direct cost/\$18,892 indirect cost).  
\$61,122
- c. Add funding for as-needed salaries.  
\$50,000

Finance

46. Restore regular authority for one filled Senior Management Analyst I and resolution authority for five Customer Service Specialists with full year funding (\$392,741 direct cost/\$193,963 indirect cost), to be partially offset by a reimbursement from special fund receipts (\$99,000).  
\$487,704

Finance and Unappropriated Balance

47. Add funding in the Unappropriated Balance for Cloud Services and software for the LATAX replacement project, pending further policy considerations.  
\$250,000

Fire

48. Reduce Sworn Salaries by \$2,000,000 and increase Constant Staffing Overtime by a commensurate amount based on historical spending patterns.  
-\$0-
- Add*  
49. ~~Add~~ resolution authority and three months funding for six Firefighter/Emergency Incident Technician (EIT) positions (\$248,153 direct cost/\$167,973 indirect cost) who assist incident commanders with accountability, situation awareness, resource status and emergency safety procedures during fires. *OK*  
\$416,126
50. Add resolution authority and six months funding for three Fire Inspector II positions (\$200,824 direct cost/\$118,854 indirect cost) in Fire Development Services to address increased citywide construction activity and plan check workloads, to be partially offset by fees generated (\$106,000).  
\$213,678



## Recreation and Parks

- R 65. Instruct the Department of Recreation and Parks to report to the Arts, Parks and River Committee on the Summer Night Lights Program and how it has incorporated identification of human trafficking victims into its training program.
- R 66. Instruct the Department of Recreation and Parks to report to the Arts, Parks and River Committee on the use of energy efficient variable speed pumps at Recreation and Parks pools.
- R 67. Instruct the Department of Recreation and Parks to report to the Rules, Elections, Intergovernmental Relations and Neighborhoods Committee on a possible ballot measure to create a lower rate or a separate tier for Recreation and Parks for water and electricity costs.
- R 68. Instruct the Department of Recreation and Parks to report to the Arts, Parks and River Committee regarding on the status of the Woodland Hills Recreation Center.
- R 69. Instruct the Department of Recreation and Parks to report to the Arts, Parks and River Committee on options for using grey water and/or recaptured stormwater at Recreation and Parks facilities.
- R 70. Instruct the Department of Recreation and Parks, *to report to APR Cmte?* with the assistance of the General Services Department, to report on the plan for regular maintenance of drought-tolerant landscaping at City facilities. *OK*

## Transportation

- R 71. Instruct the Department of Transportation to report to the Transportation Committee on the timeframe to complete the review of Metro traffic plans and non-Metro plans. The report should include recommendations for streamlining the processes and the resources necessary to reduce turnaround time.
- R 72. Instruct the Department of Transportation to report to the Transportation Committee regarding the High Injury Network (HIN) and what percentage of deaths are related to a lack of radar enforcement. The report should include what it will take to post correct traffic signs on 100 percent of HIN streets so traffic officers can give citations and save lives.
- R 73. Instruct the Department of Transportation to report to the Transportation Committee on a plan for coordination between the Department of Transportation and the Bureau of Street Services for Vision Zero and street reconstruction work in the High Injury Network (HIN).

CC-17-0600

FROM DEBORAH PURPURY  
LOS ANGELES WALKS  
RELATED TO VISION ZERO



LOS ANGELES COUNTY  
**BICYCLE  
COALITION**  
WWW.LA-BIKE.ORG



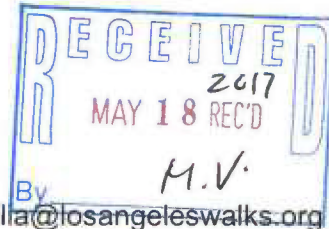
**INVESTING  
in PLACE**

**LOS  
angeles  
walks**

May 17, 2017

Contact Information:

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To: Members of the Los Angeles City Council:

Nearly two years ago, the City of Los Angeles, led by Mayor Eric Garcetti, made a policy commitment to eliminate traffic fatalities in Los Angeles under the banner of Vision Zero. In Executive Directive #10, Mayor Garcetti established an ambitious goal of reducing traffic deaths by 20% by 2017 and eliminating traffic deaths in Los Angeles by 2025. A wide range of City leaders, from elected officials to Transportation, Public Works, Police, and Fire Department staff joined members of the Los Angeles community and the LA Vision Zero Alliance to celebrate this bold commitment and to celebrate the launch of an important, long overdue initiative.

Mayor Eric Garcetti followed his public commitment to Vision Zero with a successful campaign to pass Measure M. He tirelessly championed the passage of a 2016 ballot measure that promised voters an investment in all modes of transportation, and a safer, more connected Los Angeles. With a wide coalition of support including the American Heart Association, AARP, and others, proponents sold Measure M as the ballot measure that would secure a future of safe mobility transportation options for everyone in LA, no matter your mode.

**Unfortunately, since these landmark achievements - the commitment to end traffic fatalities and the passage of Measure M - we are now concerned that our City leaders are backpedaling, and are taking Los Angeles in the wrong direction.**

Mayor Garcetti's recent actions convey that his vision of a safer, multimodal city was an empty promise - a political pledge with no financial backing. In the deadliest city in the United States for traffic crashes, this is not just disappointing, it is unacceptable. "A City's true commitment to policy priorities is best measured by how it allocates public funds within each budget proposal. With its recent budget action, the City has shown it is not actually committed to saving lives on our streets and sidewalks - this at a time when pedestrian fatalities rose by 58% in LA last year." says Emilia Crotty, Policy and Programs Manager at Los Angeles Walks.



What action are we referring to? At the most recent Budget and Finance Committee, held on Friday May 12th, Committee members Mike Bonin and Nury Martinez were visibly surprised when Committee Chair Paul Krekorian introduced a motion dedicating half of all Measure M local return funding solely to resurfacing streets and improving pavement conditions. Councilmember Krekorian's motion ignored the pending [proposal](#) the Transportation Committee put forth in late March, which proposed investing approximately \$30 million of local return per year into Mayor Garcetti's Vision Zero initiative - an initiative in line with the promise of Measure M: a future of safe, multimodal mobility.

The Transportation Committee's March proposal was to be taken up later in May, likely in a joint meeting with the Gang Reduction and Public Works committee with presentations from all the City departments that work on our streets and sidewalks (Bureau of Engineering, Bureau of Streets Services, Department of Transportation), allowing for a robust policy discussion on how to best invest the City's Measure M local return dollars. To see this sudden motion from Committee Chair Paul Krekorian (who, in the past, has been a huge safety champion, especially for sidewalks) caught everyone off guard. During last Friday's Budget & Finance Committee discussion, it became clear that this new motion was one supported, if not directly from the Mayor's Chief of Staff, Matt Szabo.

Not only are Councilmembers Bonin and Martinez surprised by this action, so are we. The proposal to spend 50% of Measure M local return funds on street repaving goes directly against the vision that voters and organizations who mobilized around Measure M got behind - improved transit and safe ways to access transit.

And, if the decisions made at the Budget & Finance Committee stands, only about \$3 million will be dedicated in the 2017-2018 budget for Vision Zero. With half of those Vision Zero investments in Los Angeles allocated to the Police Department, which is set to receive \$1.5 million from the general fund. This flies in the face of Vision Zero best practices from across the country, which clearly advise cities to lead with engineering, not enforcement. National and local experts and advocates state that a Vision Zero policy that leads with law enforcement will *not* result in safer streets, all lives being valued and saved, or the cultural shift needed for a successful Vision Zero campaign.

"The current proposed City Budget does not prioritize the safety and well being of Angelenos who use multiple modes of transportation. Most notably, by failing to invest in Vision Zero, the budget fails to invest in low-income communities and communities of color who are disproportionately impacted by serious traffic injuries and deaths--and the unintended consequences in street improvements, like displacement. Instead of investing in infrastructure and education in communities that need it most, the City has decided to spend much of its limited Vision Zero allocation on the Police Department and increased enforcement. The Department of Transportation has shown a genuine willingness to engage the community, respond to feedback, and come up with a concrete plan to implement Vision Zero in a manner that will save lives. When faced with a decision about priorities, it's been made clear that the

City prefers police and potholes over people's lives," says Tamika Butler, Executive Director of the Los Angeles County Bicycle Coalition.

In making these budget priorities, the City is ignoring one of its biggest public health crisis, one that is disproportionately impacting neighborhoods with greater percentages of children, seniors, people of color immigrants, individuals with disabilities, and low income households. For example, Council District 9, in South Los Angeles, has no roads that will qualify for road repair under the currently proposed metrics, but has a large portion of traffic fatalities and dangerous infrastructure.

"The data shows that most of the corridors in the High Injury Network (HIN) have higher percentages of low-income communities of color. These are the same neighborhoods impacted by historic divestment in community design and over-policing. It's unreasonable to expect people to change how they move around their communities without investing in the infrastructure to support safer and more accessible streets and sidewalks. The prioritization of enforcement over design fosters a culture of 'broken window' policing and the criminalization of low-income communities. We ask the City of Los Angeles to look at its own Department of Transportation projections and consider its wise guidance on how we invest in design and infrastructure to reach our shared goal of reducing lives lost on our city's streets to zero," states Megan McClaire, Director of Health Equity at Advancement Project California.

Each year since August 2015, City leaders have set aside small dollar amounts directly for Vision Zero. In the \$8.5 billion FY16 City of Los Angeles budget, less than \$650,000 was directed to support Vision Zero, primarily focused on new staff positions. In the \$8.76 billion FY17 City of Los Angeles budget, approximately \$3 million is directed to support Vision Zero, including a modest increase in new infrastructure. The budget proposal voted on last week allocates only \$1.5 million towards implementing Vision Zero Action Plan engineering solutions, including bus stop lighting, concrete street improvements, and pedestrian lighting from transportation dollars (Measure M and SB 1) and \$1.5 million for LAPD vision zero enforcement from the General Fund. This does not amount to a concrete investment, literally or figuratively, and shows that the City of Los Angeles is not leveraging Measure M funds to provide safe transportation options for all, as over \$45 million in Measure M local return funds are allocated to the City in fiscal year 2017-2018.

"The Mayor's Vision Zero Executive Directive, when declared in 2015, was incredibly inspiring, as was the future promised by Measure M, which voters overwhelmingly supported. Over 70% of the electorate said "yes" to investing in transit, complete streets, and walkable and bikeable communities - trusting that investments would really do this," says Jessica Meaney, Executive Director at Investing in Place.

Leaders and community groups working in the City of Los Angeles are deeply concerned to see Mayor Eric Garcetti's first implementation of Measure M funds focused on pavement quality not the vision of Measure M or saving lives through Vision Zero.



CC 17-0600

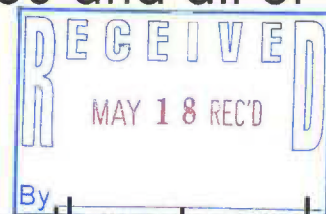
FROM DEBORAH MURPHY

LOS ANGELES WALKS

Good day councilmembers RELATED TO VISION ZERO  
IN BUDGET

I am deborah murphy, founder of los angeles walks and the chair of the city's pedestrian advisory committee.

I am a pedestrian everyday, as are all of you and all of us. We are all pedestrians.



I started la walks in '98 because my life was threatened everyday by drivers speeding down the streets that I walked on to get to my bus.

As a designer, I recognized that the design of our streets was the #1 cause of that speeding - big wide roads that create an open road feeling for drivers; corners that are easy to swoop around; traffic signals that are timed for car movement not pedestrian crossing times; lack of pedestrian lighting that puts walkers in the dark; and more.

I have fought all these years to bring more attention to road safety and was excited when mayor Garcetti

adopted vision zero with the promise of funding street redesign on the high injury network. Street redesign takes real money not spare change.

Yet here we are today fighting to get the \$\$ needed to save lives – especially children and seniors in our low-income communities of color because the council would rather save the tires of wealthy drivers.

Fully fund vision zero now before more lives are lost. Those lives should be on your conscience.

As Alissa walker stated in curbed la yesterday –  
“Traffic deaths now rival homicides as a public safety threat. vision zero is the gun buyback program for la’s streets.

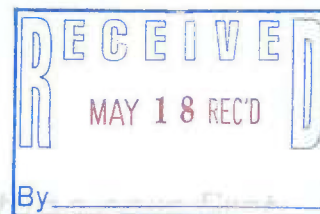


CC-17-0600  
FROM DEBORAH MURPHY  
LOS ANGELES  
RELATED TO VISION ZERO  
BUDGET

FIRST PERSON   LOS ANGELES   BIKES

# Why do city leaders want to keep LA's streets dangerous?

14



To make Los Angeles safer, we have to stop putting...

BY ALISSA WALKER | @AWALKERINLA | MAY 17, 2017, 1:10PM PDT



A Vision Zero installation by LA-Más and PESA shows the number of collisions on Adams Boulevard, one of LA's most dangerous corridors. | LA-Más

Four times a day, taking my daughter to and from school, I cross one of the 40 most dangerous streets in the city.

Temple Street is hilly, for one, so visibility for turning is particularly bad. It's straight, with few lights, so drivers treat it like a speedway. It's wider than it needs to be, with short crosswalk crossing times that make it hard to get to the other side. It's close to the freeway, so cars don't slow down when they exit the offramp. In the 10 months I've been traveling this route, I've seen two frightening crashes.

Every time I navigate this street with my 2-year-old, I see a statistic as clearly as if it were painted on the pavement below my feet: Traffic deaths, according to the county's public health department, are now the leading cause of death for Los Angeles children.

Last year, 260 pedestrians, cyclists, motorcyclists, drivers, and passengers died on LA streets—a staggering 43 percent increase from 2015. This year's outlook is grimmer. So far in 2017, pedestrian deaths are up 48.5 percent compared to the same time last year, according to Seleta Reynolds, general manager of the city's transportation department.

“There is no question we are moving in the wrong direction,” she said at a budget hearing earlier this month.



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Some advocates would say LA has been moving in the wrong direction for 60 years, ever since the city opted to redesign itself for cars. But just in the last year, voters overwhelmingly [approved Measure M](#), voting for more mobility options.

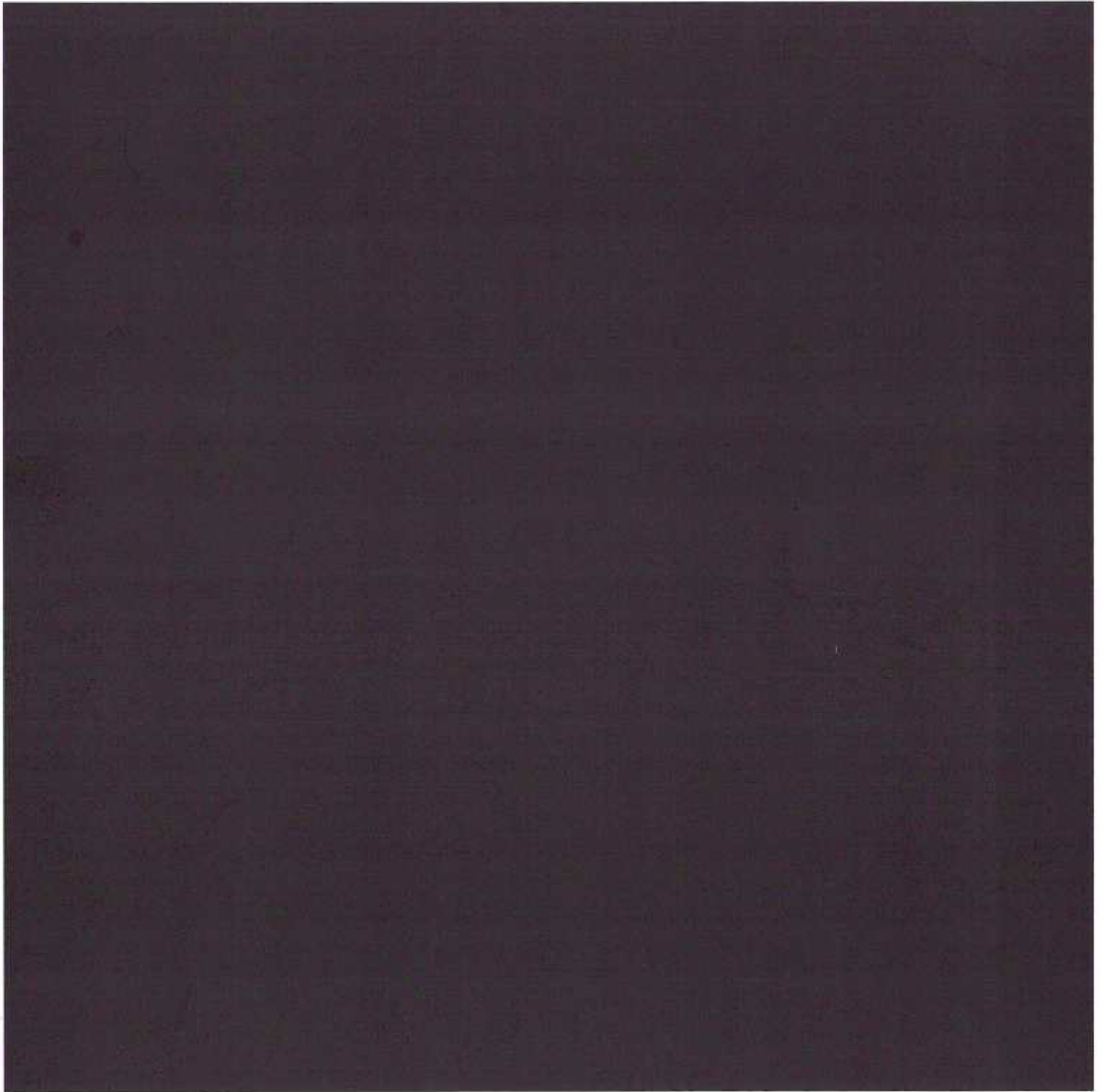
Now is the perfect time to change LA's transportation destiny, says Jessica Meaney, executive director at [Investing in Place](#), as 70 percent of voters said “yes” to not only better public transit but also to more walkable and bikeable communities.

“Approving Measure M was absolutely a turning point for LA,” she says, “but now city leaders have to deliver on the future that was promised to voters.”

The city has a proven strategy to deliver that future. The plan, called Vision Zero, aims to [end traffic deaths by 2025](#), but it also offers a blueprint for the city to stop prioritizing cars and offer more choices for moving through LA’s streets.

But not all city leaders are on board, and a budget battle over the future of LA’s streets

is putting the city at a crossroads.



LA's Vision Zero initiative [maps](#) the city's traffic deaths as well as planned safety improvements. two-thirds of all deaths and serious injuries occur on 6 percent of LA streets. | Vision Zero LA

“We know that children and grandparents are going to die. We know that. We’ve seen the data,” said Los Angeles City Councilmember Mike Bonin at the May 1 budget



meeting. “If gunshots were taking the lives of our children and grandparents, we would be fully funding a way to address that—with urgency.”

Comparing traffic deaths to homicides is now relevant. If traffic deaths continue to increase at the same rate in 2017 as they did in 2016, more people in LA will be killed by cars this year than by gun violence, according to [Los Angeles Times homicide data](#).

Ask a City Council member about homicides and they’ll likely give you a list of what they’re doing to prevent them: gun buyback programs, neighborhood safety groups, or increased enforcement in areas prone to violence.

Vision Zero is like a gun buyback program for LA’s streets. It’s a quick and effective strategy for taking the deadly weapon—the speeding car—away from people who are most at risk.

The dramatic increase in LA’s traffic deaths has been blamed on an [overall increase in driving](#)—a trend that’s mirrored nationwide—[smartphones in cars](#), and [jaywalking pedestrians](#).

But Reynolds says LA’s streets are growing more dangerous because the city is becoming denser—and its transportation infrastructure hasn’t changed quickly enough to support it. More people are choosing to walk or bike in places that were originally built to move cars fast, she says.

“A street that was designed for more vehicles going higher speeds is no longer appropriate for how people are using the street,” Reynolds says. High speeds even contributed to a jump in driver versus driver deaths, says Reynolds, which went up 50 percent in 2016.

The new [Vision Zero strategy](#) focuses heavily on getting drivers to slow down, through speed limit evaluations, increased enforcement, and an ad campaign. But speeding can be most effectively controlled

**LA’s streets are growing more**

by road design, says Reynolds, which is why her department is emphasizing the need for infrastructural changes—like lane consolidations, road diets, and traffic-calming devices like speed bumps and medians—to reduce speed.

Even a small intervention, such as a [curb extension](#), which narrows the roadway at an intersection and forces cars to make turns more slowly, can reduce the number of crashes by 20 percent, she says.

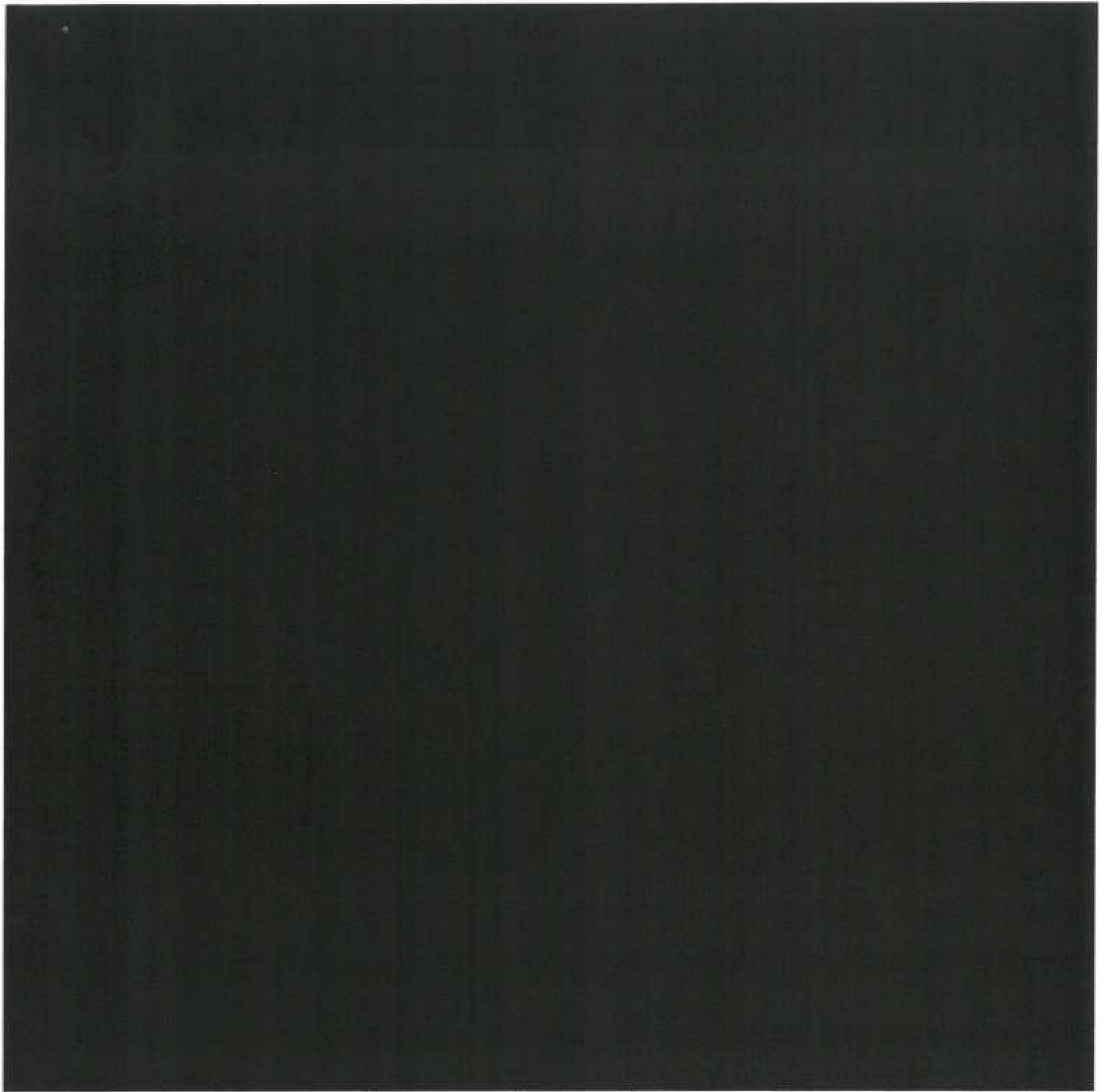
Public health officials agree that reducing vehicle speeds is one of the best tools to save lives and reduce serious injuries when collisions occur.

“Road design has a major impact on health,” says Jean Armbruster, director of the [Policies for Livable, Active Communities and Environments](#) program in the county’s public health department. “Research shows that when pedestrians are hit by a car, they’re much more likely to die if that car is traveling more than 20 miles per hour.”

Richard Jackson, professor of public health at UCLA and the former director of the National Center for Environmental Health at the Centers for Disease Control and Prevention, recommends thinking about healthy road design as not just a way to stop collisions, but also to encourage walking and biking to prevent early mortality. “The rate of diabetes in the U.S. is *twice* what it was 20 years ago,” he says. “Anything that we do that’s removing the ability to be active is killing people.”

**dangerous because the city is becoming denser—and its transportation infrastructure hasn’t changed quickly enough to support it.**





One of Vision Zero's biggest successes is the scramble crosswalk at Hollywood and Highland. In the year before its installation there were 19 crashes, resulting in 13 injuries. In the year after it was installed, there was only one non-injury crash. | LADOT

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Earlier this year, LA's transportation department released a comprehensive strategy for Vision Zero that included infrastructure changes for the city's 40 most dangerous corridors. In April, Mayor Eric Garcetti proposed funding that plan to the tune of



\$16.6 million—more than four times the amount in last year’s budget.

At a meeting of the City Council’s transportation committee on March 29, Councilmember Bonin made a proposal to dedicate two-thirds of the local return funds from Measure M—the money each city in LA County gets from the sales tax increase to use at its discretion—to fund Vision Zero. That would add at least \$40 million more to Garcetti’s figure just for 2017. His plan was approved 3-2, with support from councilmembers Jose Huizar and Nury Martinez.

But last week, the prospect of this new path for the city was dashed.

At a budget and finance committee meeting on Friday, councilmembers Paul Krekorian, Mitch Englander, and Bob Blumenfield introduced a motion that would, in effect, completely wipe out most Vision Zero funding from the 2017 budget, leaving only about \$3 million from other sources. They want to direct half of Measure M’s local return money toward resurfacing roads instead, and save the rest in an unappropriated balance.

Bonin says he felt blindsided.

“Maybe it’s just because I’m the head of the transportation committee, but I am genuinely haunted that there are street segments where people are going to get seriously injured or killed,” Bonin says.

Two years ago, the city’s transportation department announced the Vision Zero initiative, a partnership with other departments—including police, engineering, fire, and street services—which uses a data-driven approach to street safety that was first modeled in European communities.

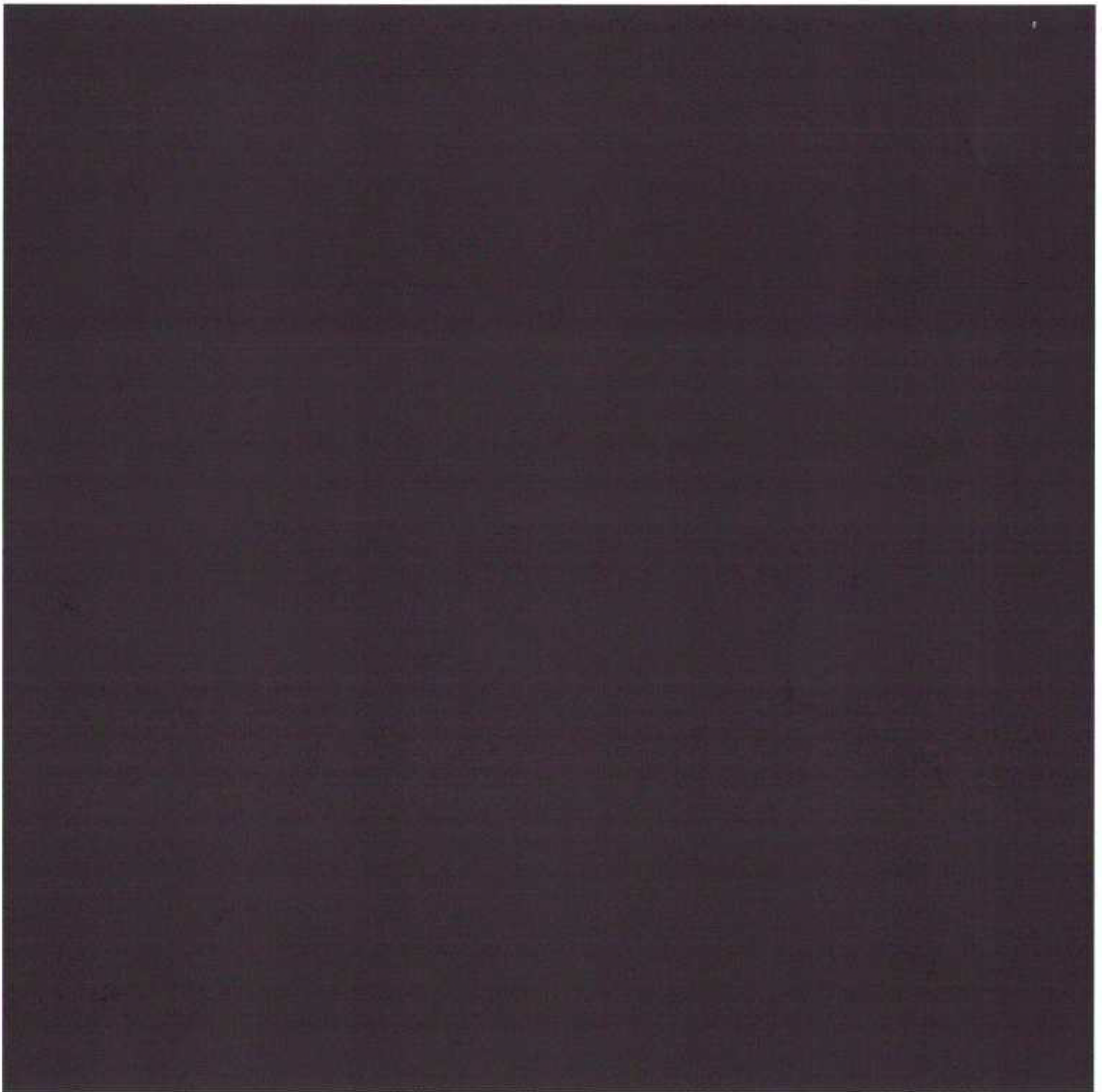
Most major cities in the U.S. have adopted Vision Zero policies over the last few years, some with exceptional success. But compared to other large cities, LA’s Vision Zero strategy is woefully underfunded, hollowing out its ability to actually save lives.

New York City’s Vision Zero policy, which has been in place since 2014, has seen a

. corresponding three-year reduction in traffic deaths. Last year, traffic fatalities declined to their lowest levels ever. Although the city has twice the population of Los Angeles, fewer people died on New York City streets last year.

In 2017, New York City is investing \$115 million in Vision Zero, and it will spend even more in the years to come, with a five-year plan to spend \$1.6 billion on traffic safety improvements, including major infrastructure projects in all five boroughs.





A billboard on Roscoe Boulevard emphasizes how speed contributes to fatal crashes. Roscoe at Van Nuys Boulevard is the most dangerous intersection in the city of Los Angeles. | Vision Zero LA

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Los Angeles spent a little over \$3 million on Vision Zero in 2016, its first full year with a Vision Zero plan. The 2017 budget includes the same meager allotments: \$1.5 million for improvements and \$1.5 million on police enforcement.

Reynolds estimates the city would need \$80 million in 2017 just to reduce fatalities by 20 percent.

In comparison, the City Council moved last Friday to dedicate \$23 million in Measure M local returns for street resurfacing.

Councilmembers Paul Koretz, David Ryu, and Joe Buscaino are pushing for local return funds that prioritize street resurfacing over Vision Zero because they say it's what their districts want.

Less than one-quarter, or 17 percent, of Measure M revenue is earmarked for street and sidewalk repairs. The tax increase was initiated by Metro, and the highest share of the funding is set aside for major transit projects. But Ryu says his constituents expect Measure M money to go toward road improvements.

“Voters were told that these funds would help enhance our city's infrastructure—fixing our roads, bolstering public safety, increasing transportation options, and enhancing the commuter experience and the quality of life in our neighborhoods,” he says.

Bonin argues there are other pools of money from which to draw to pay for street resurfacing. He points to a newly implemented statewide gas tax that could be used to chip away at the city's resurfacing list. Plus, he says, there's no reason that Vision Zero improvements couldn't include repaving and other necessary repairs.

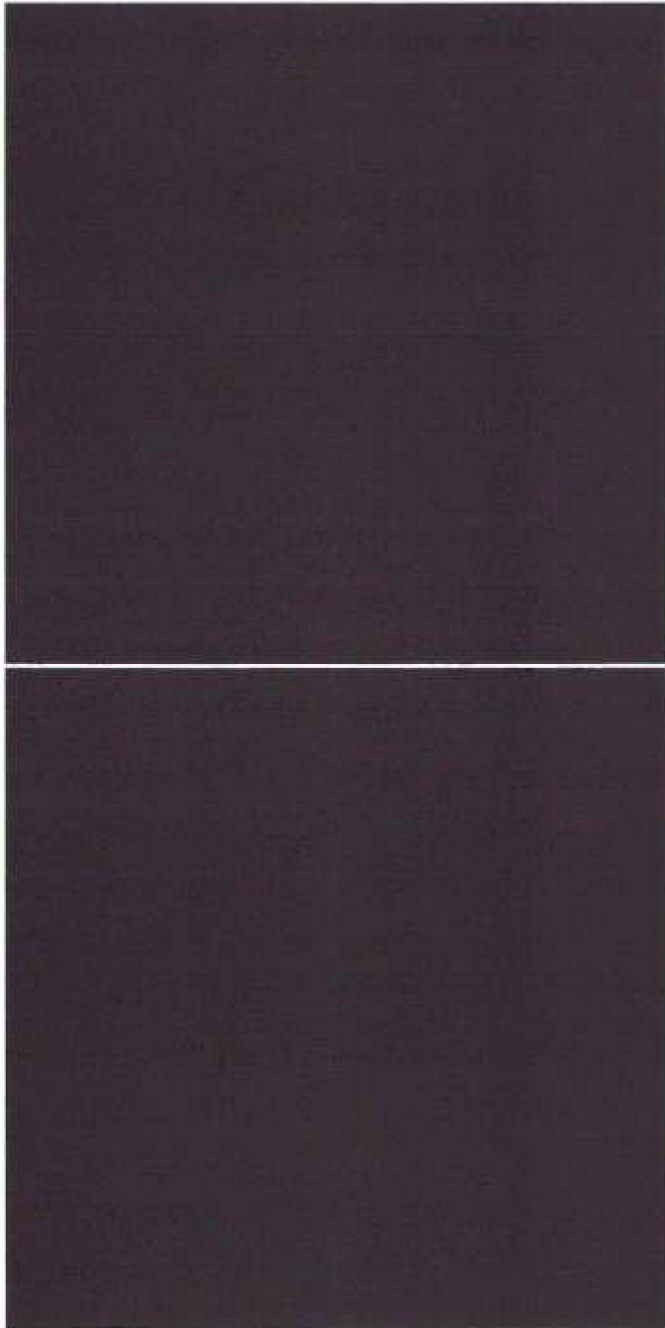
“For whatever reason, people who are advocates for street reconstruction feel that street reconstruction is threatened if you do Vision Zero,” says Bonin. “Some folks hear ‘safer streets’ and they reflexively think, ‘Oh, this is about bike lanes.’”

One reason some councilmembers might be so resistant to Vision Zero is that wealthier neighborhoods generally need fewer safety improvements. LA's traffic deaths are distributed across the city disproportionately, concentrated in neighborhoods with lower rates of car ownership, where residents must walk, bike, or use transit, which means these high-injury streets would be addressed first.



Street resurfacing money, though, has historically been divided up evenly by council district, so when it comes to Vision Zero, certain neighborhoods might feel they're being shortchanged.

There are no high-injury corridors prioritized for improvements in Council District 4, for example.



Outreach materials prepared for community meetings on Florence Avenue in South LA highlight how planned improvements address the high number of crashes. | Vision Zero LA

“It was very clear that constituents in my district overwhelmingly were asking for repairs of our streets,” Ryu told the *Los Angeles Times*. At an April 20 transportation meeting of the Sherman Oaks neighborhood council, representatives from Ryu’s office asked attendees to endorse the resurfacing plan because none of Vision Zero’s prioritized corridors were in Council District 4, and therefore constituents wouldn’t directly benefit from Vision Zero, at least for the first year.

On May 9, the Mid-City West neighborhood council, which straddles Council District 4 and Council District 5, unanimously endorsed Bonin’s Vision Zero-focused plan.

In an op-ed for the *Daily News*, Bonin and fellow councilmember Marqueece Harris-Dawson argued that the geographic disparity is exactly why a well-funded, unified approach to the city’s traffic deaths is needed. “These areas tend to be low-



income neighborhoods that have historically suffered from generations of under-investment,” they wrote.

Martinez echoed the call to fully fund Vision Zero—even if every council district doesn’t end up getting the same cut.

“It’s been over 40 years that these communities have been forgotten, and every time we talk about being equitable and fair, these communities continue to be left behind, and I’m not going to allow that to happen,” she said at the March 29 meeting.

It’s not hard to find examples of homeowner associations, local businesses, and advocacy groups like Fix the City that work to oppose safety changes recommended by the transportation department, with arguments that are largely directed at bike lanes. Sunland and Tujunga residents recently flocked to a community meeting to express their distrust in Vision Zero, with one person calling it “part of a global scheme to get drivers out of their cars.”

But some councilmembers have undermined recommended life-saving projects in their own districts.

In Council District 1, Councilmember Gil Cedillo has come under so much fire for denying safety improvements repeatedly recommended for Figueroa Boulevard—including a proposed crosswalk where a boy was later killed—that his strongest challenger, Joe Bray-Ali, ran against him on a safe streets platform. (In yesterday’s runoff election, Cedillo won re-election.)

Koretz has claimed that road resurfacing should be prioritized for the safety of cyclists, but his actions in his own district don’t support this statement. Last year, after pressure from homeowner groups, Koretz voted down six miles of safety improvements recommended for Westwood Boulevard intended to protect the large number of car-free UCLA students. This not only prevented the proposed safety benefits for all users of busy, dangerous Westwood Boulevard, it also pushed cyclists onto smaller streets that would not be prioritized for paving.

Ryu has also suppressed safety improvements, delaying an LADOT-recommended road diet for 6th Street near LACMA and raising doubts about a road diet in Silver Lake. After a young woman was killed by a hit-and-run driver while crossing Rowena Avenue in 2012, Ryu's predecessor Tom LaBonge implemented the road diet, reducing four vehicle lanes to two in an attempt to slow cars down.

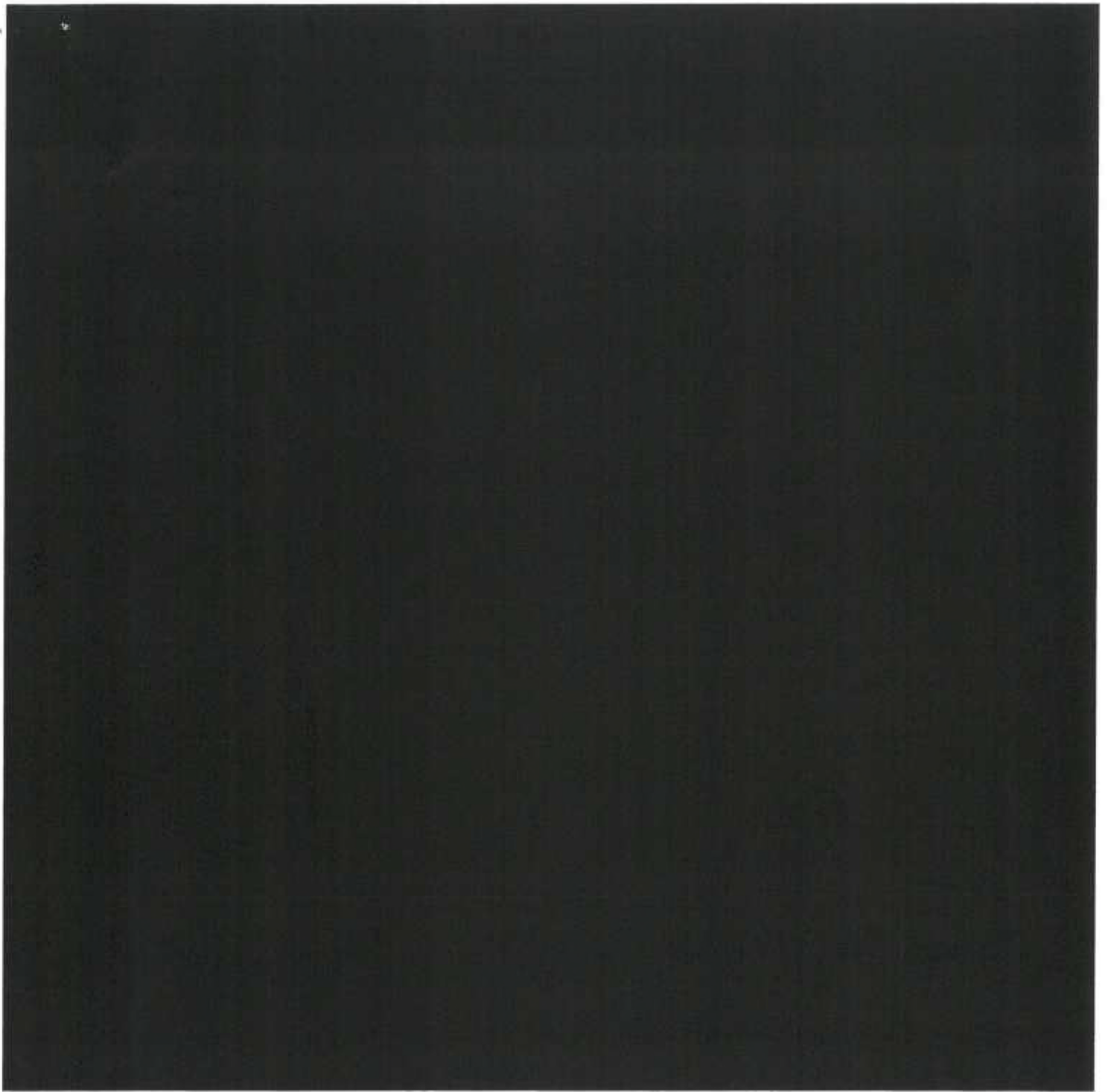
Before he left office, LaBonge declared that Rowena was unequivocally safer. "There hasn't been a fatality on that street since the road diet came in," he told the Los Angeles Times in 2015.

Three independent studies, including one by data scientists, have shown the Rowena road diet works. There have been zero high-speed crashes on the street since the road diet was completed. Yet at the urging of local residents who are petitioning to take the road diet out, Ryu is hiring an independent consulting firm to study the road diet again. According to spokesperson Estevan Montemayor, the goal is to "determine the effectiveness of the road alterations that were made," and the cost of the study is \$88,850, which will be paid for with the council district's discretionary funds.

That kind of money could pay for other critical safety improvements, like a rapid flashing signal, says Emilia Crotty, policy and program manager at pedestrian advocacy organization Los Angeles Walks.

**We need a city council that rejects the status quo and says 'enough is enough'—traffic crashes are preventable.**





This high-visibility crosswalk with flashing lights was installed at a West Hills intersection where two women were killed crossing the street. | Vision Zero LA

“Projects like road diets, which have worked here in LA and across the country, save lives,” says Crotty. “Now we need a city council that rejects the status quo and says ‘enough is enough’—traffic crashes are preventable. We need a city council that fully backs life-saving projects and fully funds Vision Zero.”

If the City Council wants to make an argument about fiscal responsibility and transportation funding, Vision Zero improvements will likely save the city the most money over time.

In addition to a [\\$1.4 billion class-action lawsuit](#) LA settled for its broken sidewalks, [negligent street design](#) is now being specifically cited in major lawsuits brought against the city. Last month, LA settled a [wrongful death suit](#) awarding \$9.5 million to the family of a woman killed while crossing a street in Playa del Rey—on a stretch of Vista del Mar with no crosswalks for two miles, where several collisions had already occurred. Last week, the city paid \$4.5 million to the family of a [cyclist killed in Eagle Rock](#) who was thrown from his bike after striking uneven cement on a bike route on Colorado Boulevard. The money from just those two settlements, plus the \$3 million already promised, could have fulfilled the mayor's original \$16.6 million recommendation for Vision Zero.

The City Council will vote Thursday to approve a budget that has zero new money for Vision Zero. Tomorrow's also [Bike to Work Day](#), so when you call your councilmember to ask how they're voting, it would also be a great time to ask the person who represents you how they plan to get to City Hall that day.

If they're not riding a bike, I can pretty much guarantee their reason is the same as the one that I hear from all of my LA friends who aren't biking to work on Thursday: They would—if they felt safer.

## THE LATEST

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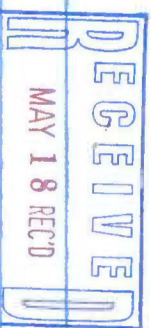


### Stylish 1951 post and beam in Long Beach asks \$1.2M

The four-bedroom home includes classic modernist features like beamed ceilings, floor-to-ceiling windows, and mahogany-paneled walls.

BY [ELIJAH CHILAND](#) | [1 COMMENT](#)





Good morning city council members.

My name is Jonathan Ayon I'm the community organizer at the Thai Community Development Center in East Hollywood. As part of Act LA I am here today to stress the same concerns my colleagues are expressing today.

Nearly half of the streets on the High Line Network are in neighborhoods with a greater percentage of people of color, immigrants, and low income families.

This includes our community of Thai Town which Thai CDC strives to protect and improve.

City Council has the opportunity to fund Vision Zero engineering efforts at a level that will result in a 20% reduction in traffic deaths by the end of 2017 and 100% reduction in deaths by the end of 2025.

Vision zero investments should be paired with 10% of local returns dollars going to anti-displacement efforts to ensure that people currently living in our communities can afford to stay in their communities.

We urge city Council to commit to its own vision zero goals and protect our residents from traffic violence.

We urge you and your staff to sit down with Act LA and work with us to make this a reality. Thank You!

Jonathan Ayer



Luis Campillo, Manager, LA Metro Area, AARP CA  
626-585-2617 City Council File 17-0600

Every forty hours in Los Angeles, a person is killed in a traffic collision. A disproportionate number of those collisions involve victims who are over the age of 50; 29% of all collision deaths, in fact, are pedestrian older adults.

Our members, and the data, drove us to go "all-in" behind Measure M last year, the first time AARP California advocated for a local ballot tax initiative. Many members shared their concerns about voting for this tax increase and asked AARP what its role would be AFTER the election.

We made it very clear to our 700,000 members in Los Angeles County; AARP expects results.

And there is no more important result than the safety and well-being of our members and their families. Budgets represent priorities. With that in mind, we look forward to applauding the passage of a budget that, with new Measure M revenue from voters, will prioritize the work of making the Mayor's goal of eliminating traffic deaths and LADOT's Vision Zero Work Plan a reality.



City Council File 17-0600

May 18, 2017

Good morning, I'm Emilia Crotty, Policy & Program Manager at Los Angeles Walks, a member of the Vision Zero Alliance.

I'm also a bike rider. I ride my bike to work every day, and rode here today. Happy Bike to Work Day.

So, I'm intimately familiar with the condition of LA roads. Every pothole I hit, I feel in my body.

I also know what it's like to have cars whizzing by me at 45 miles an hour, all the time, everywhere I go, understanding that when hit at 45 miles an hour my chance of surviving that collision is about 5%.

Our streets are designed for speed. And speed is killing us. It's the primary factor in just about every fatal crash in Los Angeles.

And it's predominantly killing pedestrians - people walking to transit, people who make \$16,000 a year and do not own a car, people of color, children, older adults.

What I want to see is a City Council that prioritizes the lives of these people over pavement condition.

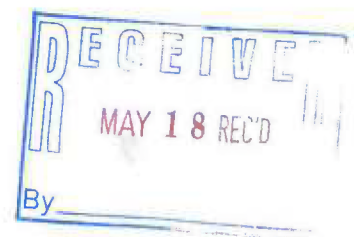
Redesigning our streets to manage speed and save lives first, with an added benefit of improved road conditions - not the other way around.

A City Council that considers a "failing street" one that's deadly, not one that's simply rough.

I urge you to fully fund Vision Zero, including measures to protect our most vulnerable, so as conditions improve, they can stay where they are.

Thank you.

Emilia Crotty  
Los Angeles Walks







Good morning Councilmembers,

I'm Laura Raymond with ACT-LA, a citywide coalition fighting for affordable housing and good local jobs near transit in Los Angeles.

Our coalition is here today to support Vision Zero in urging investments that would lead to a 100% reduction in traffic-related deaths by the end of 2025. We join them in urging strategic, data-driven investment that advances equity - nearly half of the streets on the High-Injury Network are in neighborhoods with a greater percentage of people of color, immigrants, and low-income families.

Also, we know from many organizing experiences that transit investments- whether it's a new train stop or a bike lane - in under-invested communities are often met with fear of displacement from rising property values. Given the intense housing crisis and the scale of evictions and increasing homelessness we are seeing in the city, this fear is very much justified and that is why we are also urging that 10% of local return funding go towards anti-displacement to ensure that the people currently living in communities seeing transit investments can afford to stay in their communities. We have a plan for establishing a target fund within the New Generation Fund - an existing City fund - to acquire at-risk affordable properties. We would target properties in Transit-oriented Communities that data shows to be particularly vulnerable to displacement. 10% of local return could go a very long way towards preservation, and there are very few funding streams for these types of strategies.

We urge the City Council to commit to its own Vision Zero goals and also protect our residents from displacement.

Thank you.

Laura Raymond  
Campaign Director  
Alliance for Community Transit - LA

## LAROCHE PAC

World Land-Bridge, Stop WWII

## Things Will Work Out Just Fine

May 19, 2017

President Donald Trump and Ens. Erin Reynolds pose for a photo during the 136th Coast Guard Academy commencement exercise in New London, Conn., May 17, 2017. Coast Guard photo by Petty Officer 2nd Class Patrick Kelley.



Wednesday's appointment of Robert Mueller as a "special counsel" was a fraud, a farce and an outrage from the get-go. To begin with, Deputy Attorney General Rosenstein's order starts out by stating it as fact that Russia interfered in the U.S. elections—even though no evidence of that has ever been presented. And then, the man named as "special counsel," former FBI Director Robert Mueller, has a long record of proven corruption. He was a leader of the "Get-LaRouche Task Force" which framed-up Lyndon LaRouche on false charges in 1988, after years of efforts. Then he was named FBI Director days before the Sept. 11, 2001 terrorist attacks, and spent the next twelve years as FBI Director covering up the evidence of the Saudi-British authorship of those attacks.

Could anyone worse have been found to lead this fishing expedition?—to be allowed to spend virtually unlimited time and money in investigating and prosecuting anyone he chooses, on whatever grounds he decides? From an FBI which regularly creates crimes in order to "solve" them?

Some of President Trump's words to the graduating class of the Coast Guard Academy yesterday, before the "special counsel" announcement, are even more appropriate now.

Amidst a lengthy discussion of the history and role of the Coast Guard, President Trump said, "Now, I want to take this opportunity to give you some advice. Over the course of your life, you will find that things are not always fair. You will find that things happen to you that you do not deserve, and that are not always warranted. But you have to put your head down and fight, fight, fight. Never, ever, ever give up. Things will work out just fine.

*"Look at the way I've been treated lately — (laughter) — especially by the media. No politician in history — and I say this with great surety — has been treated worse or more unfairly. [Except Lyndon LaRouche—ed.] You can't let them get you down. You can't let the critics and the naysayers get in the way of your dreams. (Applause.) I guess that's why I — thank you. I guess that's why we won.*

*"Adversity makes you stronger. Don't give in. Don't back down. And never stop doing what you know is right. Nothing worth doing ever, ever, ever came easy. And the more righteous your right, the more opposition that you will face."*

Later, after alluding to what he had accomplished at the start of his Presidency, he added, "And we are setting the stage right now for many, many more things to come. And the people understand what I'm doing, and that's the most important thing. I didn't get elected to serve the Washington media or special interests. I got elected to serve the forgotten men and women of our country, and that's what I'm doing. (Applause.) I will never stop fighting for you, and I will never stop fighting for the American people."

Now the outrageous appointment of a "special counsel" occurred in a very specific context. On one level, President Trump had frightened the enemy when he showed again that he is prepared to fight, when he rightly fired FBI Director Comey—another rotten apple. But this is not the important point. Remember



Lyndon LaRouche's remarks when Donald Trump won the Presidential election. He said that this was not an American event, but a world one. The world had rejected Obama and everything he stood for, in effect.

In its world context, the appointment of the special counsel was only an impotent rearguard action against the onward march of the World Landbridge reflected in the Beijing Belt and Road Forum of May 14-15, and developments unfolding around the globe since then. It occurs at a time when we can consolidate a victory for Lyndon LaRouche's Four Laws, with the United States joining fully in the Belt and Road.

We're coming off a historic victory. We must be tough as nails with the population.

The special counsel appointment, the Russia hysteria, and the crazy talk of impeaching the President, are all nothing but evil lies. At bottom, even many of those who are spreading them (like Sen. Schumer, for one example), actually know that they are all evil lies. But they have convinced themselves that we live in a universe where evil lies will win out in the end—precisely because they are evil.

That may have been true before, but it's not true any longer.

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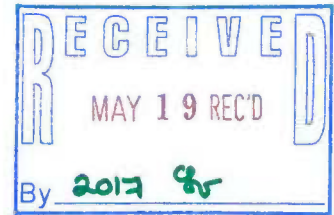
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Public Comment



To: The Los Angeles City Council  
Cc: Council Staff Assigned to Implementation of Proposition M

From: Virgil Grant - President of the Southern California Coalition  
Adam Spiker - Executive Director of the Southern California Coalition

Re: Protections for Those Seeking Licensure in Los Angeles

Date: May 14, 2017

---

### **Why Protecting Those Eligible for Cannabis Licensure is Important**

1. There is a ten year history of enforcement against those seeking licensure which has caused many legitimate businesses to be raided and closed during periods of City policy shifts even though they were already compliant with ordinances the City subsequently passed.
2. It would appear that those hostile to cannabis have historically used the "gap" period during which the City was working on, but had not passed ordinances, to raid indiscriminately or, in more recent times, engage in selective or targeted enforcement.

### **Some Examples of Enforcement Actions Taken During a Gap Period:**

1. On July 25, 2007 minutes after the City Council passed a moratorium, the first step to establishing an eligibility list and creating an ordinance, the Drug Enforcement Agency (the DEA) raided ten compliant dispensaries

Among those raided was Don Duncan's California Patients Group (CPG). Don Duncan, one of the most accomplished medical cannabis activists in the country, had been negotiating with the City for months, and had convinced the City to create an eligibility list which would be established while the City worked on an ordinance.

Duncan's facility was among the most compliant in the City; many of the protocols he had established at the business had been in use for nearly ten years at dispensaries in Northern California. The City felt they were so useful that some of these operating procedures were subsequently written into the City's medical cannabis ordinances and can still be seen in Proposition D. There was no basis for a local raid, hence the presence of the DEA.





Given the above, it is not surprising that some eligible for licensure under the 2007 “187 List” chose not to participate in subsequent filings which were then used to establish eligibility, though they continued to follow best practices and pay taxes.

4. In August of 2012, the Los Angeles City Council passed a motion authorizing the City to work with the Drug Enforcement Agency (the DEA). On September 26, 2012 the DEA swept through the 14<sup>th</sup> Council District, raiding, among others, a dispensary famous for its work with cancer patients. The dispensary was indisputably one of the Pre-ICO dispensaries, completely compliant with the City’s later enacted Proposition D.

This happened even though the City had committed to repealing its ban which it voted to do on October 9, 2012, a mere twelve days after the raids, which means the raids took place while the Council was actively working on a repeal of its ban.

The City should take steps now to see that those who come forward in good faith to seek licensure and work with the City on crafting an ordinance are not made targets as Don Duncan was in 2007 and so many others after him.

#### **Protecting Entities Eligible for Licensure**

1. The City should create a “Notice of Intent to Register List” (NOIR). The notice of the opportunity to register shall be widely circulated and applicants shall be given sufficient time to register, in any case no less than 90 days.

To protect those on the list, the City **will not** create a list with names and addresses as they did with the 2007 “Pre-ICO” list. Rather, each applicant deemed eligible for the list will be assigned an identifier number, unique to that applicant and no other. The list of the numbers shall be the only document available to the public, press and law enforcement.

The entity to which the number has been assigned, shall only be revealed to law enforcement upon presentation of a valid warrant or court order signed by a judge. An administrative agency within the City Government may then release to law enforcement information connected to the unique identifier number, or indicate to law enforcement that the entity is not on the NOIR list. The City should adopt the same protections against federal interference proposed in a California State Bill, AB 1578, with the additional caveat that Los Angeles City Council Members, their employees and agents, as well as local law enforcement are subject to the same rules. Such entities may not instigate or facilitate actions by the federal, state or local



Government so long as businesses on the NOIR list and are not subject to a valid warrant or court order signed by a judge.

2. If the City finds it cannot meet its self imposed deadline of September 2017 for the issuance of licenses it should issue provisional licenses based on the NOIR list. These provisional licenses should be strong enough to serve as proof of local licensing or authorization at the state level. Those applying for provisional licenses will have their applications processed in the order they were received by the City. Many dispensary businesses in Los Angeles are eligible for priority licensing at the State level, a privilege which will be lost if the City does not issue licenses in a timely manner.
3. City employees, members of law enforcement, elected officials and their agents shown to be willfully opposing City policies relating to medical marijuana licensing or, during the pre-licensing period, overtly or covertly engaging in work slowdowns, pursuing inappropriate enforcement actions, or refusing to conduct inspections shall be subject to sanctions by the City. Such individuals would face the loss of their jobs or their elected status and be prosecuted to the full extent allowed by state and local law.

### **Establishing a NOIR List is Advantageous for the City of Los Angeles**

Currently, the only indication of how many businesses will seek city licensure arises from a survey done by the California Department of Agriculture in 2016. This survey was done by county. Since the County of Los Angeles has a ban, it is assumed that these survey results will somewhat reflect those seeking licensure in the City of Los Angeles.

A link to the survey results can be found here:

<https://static.cdfa.ca.gov/MCCP/document/2016%20Licensing%20Survey%20Results.pdf>

The survey results are old. The survey itself was not widely circulated and may reflect only a fraction of those who intend to seek licensure in the City of Los Angeles. By establishing a NOIR list, the City would be able to gain a much more accurate idea of how many licenses they need to issue.

The City currently has no idea of how much of the available land is already leased or owned by those seeking licensure. A news story in the Los Angeles Times indicated that businesses are moving aggressively to secure land as quickly as possible in other areas. Los Angeles may be just as attractive to investors. (See: <http://www.latimes.com/local/la-me-marijuana-cultivation-20160510-story.html>)





New maps are being created by the City which would show overlays for each sensitive use and residential abutment set-off. But as to locations already secured, which would have to be subtracted from the overall land availability, the City really has no baseline to proceed from.

If the City were to establish a NOIR list, and those wishing to obtain a place on the list were to indicate that they had landlord letters of intent or ownership of property, this would provide a starting point for estimating how much land had already been secured and now needs to be subtracted from the gross amount of land available for licensure.

Historically, those who came forward and placed their names on the 2007 "Pre-ICO" list, were good actors who wanted regulations and were already following best practices. They caused so few problems for the City that in every marijuana ordinance the City has produced since, the right of the "Pre-ICO" descendants to operate, has been preserved.

Just as it was in 2007, those putting their names on a list in 2017, are also putting their reputations on the list, and probably have every intention of cooperating with the City and following City regulations.

Thus, by establishing a NOIR list, the City gains invaluable information on how many would seek licensure, but far more importantly, how many licensees are committed to best practices and a working partnership with the City.

If you have any questions or concerns, please contact our President, Virgil Grant, at (310) 493-7651 or our Executive Director, Adam Spiker, at (714) 654-1930.

The Southern California Coalition (the Coalition) is the Southland's largest industry trade association, representing cannabis stakeholders across all licensing categories. It is unique in that it also includes major advocacy groups for minorities, patients and veterans as well as an organized labor component. The Southern California Coalition's mission is to ensure that cannabis legislation is fair, balanced, and inclusive.



**Metro**

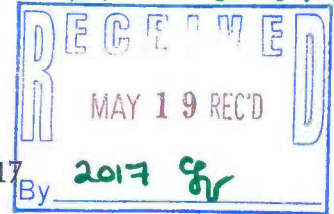
Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

ITEM # 11

17-0002-S77



## FACT SHEET

### OPPOSE SB 268 (MENDOZA) AS AMENDED MAY 1, 2017

SB 268 (Mendoza) was recently amended to include language that seeks to restructure the Metro Board of Directors. This is the fourth attempt by Senator Mendoza to restructure the Metro Board of Directors. As with all the other previous attempts this bill was not developed through and inclusive bottoms-up, is based on faulty assumptions, and only creates winners and losers.

### ISSUES

- Mandating a Board structure without a local consensus, is never productive and will not further the agency's work of improving mobility for the 10 million residents of Los Angeles County.
- The bill side steps a local process to develop a Board governance structure that supports a countywide Long Range Transportation Plan that has a consensus, there is not a strong case that this proposal will maintain that consensus and achieve any greater balance.
- Current law already allows for one of the City of Los Angeles seats to be transferred to a corridor city should the population of the county change to ensure equilibrium and fair representation.
- Los Angeles County voters approved Measure M by over 71%: an overwhelming majority.
- This overwhelming approval was the result of an extensive, bottoms-up process to develop the measure.

### THE FACTS

- SB 268 is predicated on the proposition that the supervisors only represent the unincorporated population of the county, rather than the broad interests of the 2 million people in each of their districts. When Metro was organized, we chose for good reason to include all 5 supervisors, and the system has worked well for over 20 years.
- The LA County Board of Supervisors represents 100 percent of Los Angeles County's population, which includes 88 cities and unincorporated areas.
- Under the current version of SB 268 large portions of the County could be left with no representation on the Metro Board of Directors.
- Furthermore, by arbitrarily allocating seats amongst the Board of Supervisors there could be citizens who live in the unincorporated areas that would, also, not be represented on the Board.

### MORE CHANGES TO THE BOARD WITH NO BASIS

The proposal would also add the County Auditor as a member, which is unprecedented, unnecessary and duplicative because Metro is subject to multiple audit requirements including the following:

- Annual independent audits.
- Independent audits of sales tax expenditures.
- Regular audits by the federal government.

Metro urges that this legislation be held until local stakeholders can engage in a more appropriate process to resolve any issues with board governance. Please feel free to contact Michael Turner at (213) 922-2122 or [turnerm@metro.net](mailto:turnerm@metro.net) should you have any questions.





**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Mail Stop 99-3-1  
Los Angeles, CA 90012-2952

John Fasana  
Chair  
Board of Directors

May 5, 2017

The Honorable Tony Mendoza  
California State Senate  
State Capitol, Room 5061  
Sacramento, CA 95814

Dear Senator Mendoza:

I write as the Chair of the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors to express the Board's opposition to your measure Senate Bill 268 as amended on May 1, 2017, which seeks to change Metro's current governance structure.

The Board of Supervisors represents all people in Los Angeles County within incorporated cities and unincorporated areas of the county. Contrary to your fact sheet, SB 268, as amended on May 1, 2017, does not add seats representing the cities other than Los Angeles. Notwithstanding these issues, local governments negotiated Metro Board composition at the local level.

The Board has long maintained that there should be no changes to the Board unless there is a locally derived consensus to do so. SB 268 does not reflect local consensus on Metro Board governance. We are concerned that legislation on this subject, without such a consensus, is not productive and will not further the agency's goals of improving mobility for the 10 million residents of Los Angeles County.

We find the proposal to place the County Auditor on our Board to be unprecedented, unnecessary and duplicative. Metro is subject to the strongest ethics requirements of any local agency furthermore Metro is subject to multiple audit requirements including the following:

- Annual independent audits.
- Independent audits of sales tax expenditures.
- Regular audits by the federal government.

Metro also has an independent Inspector General and is required to maintain an independent procurement department, all of which is unique to transportation agencies in California.

As was mentioned previously, the Board has adopted a principle that there should be no changes to the Board composition without a locally derived consensus to do so. We recognize your intent to have such a discussion, but we would suggest that the legislation be held until those discussions have taken place and the region has arrived at a consensus on a new structure.

Please do not hesitate to contact me to discuss Metro's strong opposition to SB 268.

# Glaser Weil

Item 15 f116

333 S. Hope Street  
Suite 2610  
Los Angeles, CA 90071  
310.553.3000 TEL  
213.620.5749 FAX

17-0348

17-0348-S1

Timothy B. McOsker

**Direct Dial**

310.556.7870

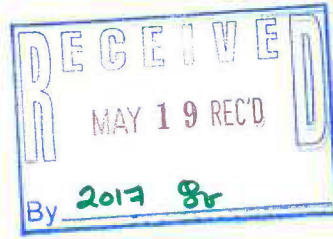
**Direct Fax**

310.843.2670

**Email**

tmcosker@glaserweil.com

May 19, 2017



HAND DELIVERED

Council President Herb Wesson  
City Hall  
200 North Spring Street  
Los Angeles, CA 90012

Honorable City Councilmembers  
City Hall  
200 North Spring Street  
Los Angeles, CA 90012

**Re: Council File 17-0348/17-0348-S1**

Council President Wesson and Honorable City Councilmembers,

This office represents Jeffrey Franklin on the appeal as described in Item No. 15 on the May 19, 2017 Continuance Agenda. We also represent Mr. Franklin's interests with respect to the Charter Section 245 Motion agendized as Item No. 16.

The parties in this matter have reached a mutually acceptable agreement and resolution, therefore we hereby withdraw the appeal filed pursuant to Public Resources Code Section 21151(c) on March 29, 2017. In addition, we respectfully request the Council to vacate the Charter Section 245 motion.

We appreciate your consideration of this matter and thank the Council for continuing these items to today, in order to allow the parties to reach an agreement.

Sincerely,

TIMOTHY B. MCOSKER  
of GLASER WEIL FINK HOWARD AVCHEN & SHAPIRO LLP

TBM:cp

cc: Terry Kaufmann-Macias, City Attorney  
Vince Bertoni, Director of Planning