

Broken Sidewalks, Congested Parking, and Possible Solutions for North Westwood Village



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Abstract

This report is an examination of sidewalks and parking in North Westwood Village. The condition of the sidewalks, which is affected by on-street parking, is such that pedestrians, especially those in wheel chairs, cannot easily access the neighborhood's sidewalks. Disabled individuals are forced to redirect and even lengthen their route to school and/or work. This inability to access local sidewalks is in violation of the Americans With Disabilities Act. As affirmed in the U.S. Supreme Court ruling of *Barden vs. Sacramento*, cities must provide safe and accessible sidewalks to the disabled.

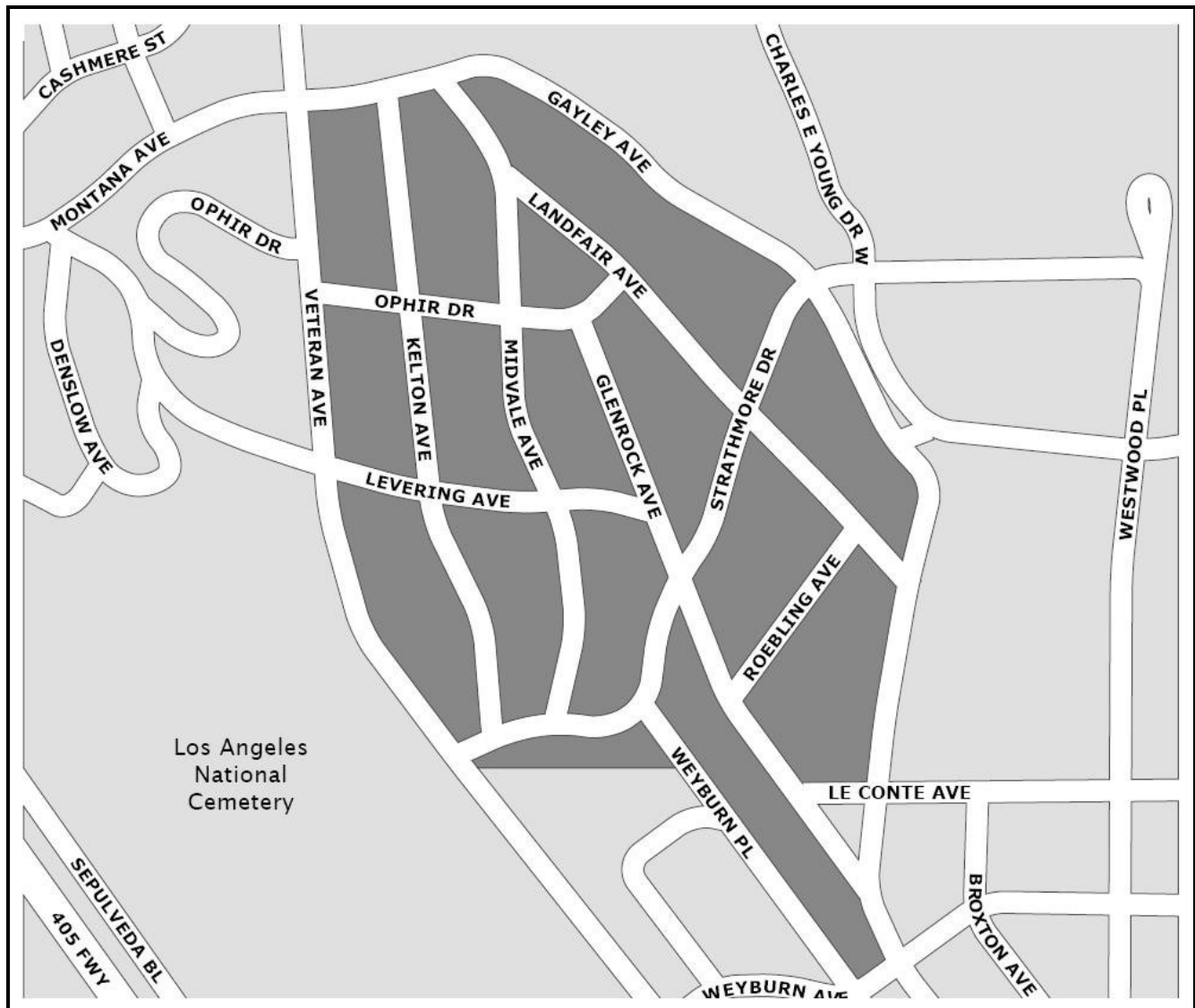
Parking in North Westwood Village is difficult. Horribly, so. Studies show that North Westwood Village is constantly over-burdened with cars, and many of these cars park illegally. Characteristics of parking in North Village include: small parking spaces; arbitrary parking restrictions; curb competition with objects such as dumpsters and moving crates; cars parked too close together; cars parked on sidewalks; and cars parked so that they jut into the street. However, the real crux of this problem is that all the cars that park on the streets of North Village are parking for free.

A possible solution to both the condition of the sidewalks and the congestion of the streets is found in the metering of individual parking spaces and investing the revenue into the street where it was collected. The research suggests that if we were to use metered stalls in North Village, the city could generate enough revenue to repair the sidewalks in less than a year. Creating set curb parking spaces would also dictate parking configurations which would help eliminate tight and illegal parking.

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Maps of North Westwood Village



Map 1: Shaded Regions Denote North Westwood Village



Map 2: Zoning Map of North Westwood Village

Introduction

This report is an attempt to analyze the slapdash situation of parking in North Westwood Village; identify the perilous condition of its sidewalks, roads, and driveways; and suggest reasonable and worthwhile solutions to the city government of Los Angeles.

The survey of North Westwood Village, especially the study of Glenrock, was conducted during the spring quarter of 2008. I am a current resident of North Westwood Village and collaborated in a project during the spring quarter of 2007 and can conclude that my current observations are in no way exceptional. Parking in North Westwood Village is an epidemic that threatens to become a pandemic unless properly treated..

This project was conducted under Donald Shoup, professor of urban planning at the University of California, Los Angeles. Information from the professor's class; his book, The High Cost of Free Parking; as well as materials produced by other students of his class, namely the Eric Agar and Robert Campbell study are found in this report.

The 2000 Census reports that there are 11,021 residents of North Westwood Village. The tremendous density within the eleven streets that compose North Village create absolute bedlam.¹ Cars are parked vertically so that they jut into the street, they are crammed in horizontally so that their bumpers touch and they are even parked on front lawns.

The condition of parking is a great concern, but of an even greater concern is the situation of the neighborhood's sidewalks. Sidewalks are the only thoroughfare that individuals with wheelchairs can use. In fact, there is a current situation in North Westwood Village where individuals in a wheelchairs cannot take the direct route to campus because of the poor condition of the sidewalks. This forces them to redirect and lengthen their routes.

The purpose of this report is to describe the situation of sidewalks and parking, but it is also to propose a solution to the broken sidewalks and congested parking in North Westwood Village.

¹The eleven streets are Veteran, Kelton, Midvale, Landfair, Ophir, Galey, Glenrock, Strathmore, Roebling, La Conte and Weyburn

Three questions about this research

In doing my research I am often berated with questions regarding its importance. Broken sidewalks do not seem to be a concern to most people. In fact, rather than criticize the condition of the sidewalks in Westwood, individuals try to rationalize the situation. Of the many rationalization, three stand out:

- 1) Los Angeles is the second largest city in the country, of course there are going to be broken sidewalks in an area that is so thoroughly paved.
- 2) The city government should not take money out of their relatively small transportation budget to repair only one neighborhood.
- 3) The population of North Village is composed primarily of students who will only live in North Village for a couple of years. It is more practical for a government to repair streets for long term, permanent residents rather than a transitional population that has little care for the long term condition of their neighborhood.

Response to the three questions

The answers to these questions are essential to my exposition. Before sidewalks and parking can be analyzed, before I show pictures of cracked concrete and certainly before I suggest remedies to the epidemic, these questions need to be answered.

Proposition 1: Broken sidewalks are inevitable.

Los Angeles is indeed a big city and many parts of it are indeed broken. Much of this is inevitable, things fall apart. However, there is a mechanism in place to tend to inevitable signs of aging: the city government. Los Angeles is divided into 15 council

districts and North Village is represented by Jack Weiss. Unlike the concerned citizen that can only complain about broken sidewalks, Jack Weiss has the power to distribute municipal funds. Some of these funds could easily be allocated to repair the neighborhood sidewalks. It could be assumed that representative democracy exists to fix potholes and broken sidewalks.

When a bridge collapses in an earth quake—which could also be seen as inevitable—the bridge is repaired because of its necessary purpose. In much the same way sidewalks serve an indispensable function to all pedestrians but especially to the disabled. The deterioration of things is inevitable, time cannot be stopped, but the maintenance of necessary public utilities must also be inevitable. The issue concerning sidewalks, is that they are not yet seen to be as vital as they truly are.

Proposition 2: Why should one neighborhood be fixed up over others?

This proposition is at the heart of my possible solutions to parking in North Village. Indeed, repairing sidewalks is expensive and admittedly it does lack the pizzazz of a ribbon-cutting ceremony, but does that mean it should be neglected. The city's task in paving streets and laying down sidewalks did not end after the concrete was poured in the 1960s. There is still a great deal to do.

Parking in North Westwood Village is problematic because it is given away for free. In Westwood Village, where the city owns the streets, sidewalks and the curbs, we find meters. If one desires to park in Westwood Village they have to pay a fixed metered price or park in a garage. Cannot the same principle of paying to park be applied to the streets in North Westwood Village? Regardless of zoning regulations, the streets and sidewalks of any residential area belong to the city. If the city government were to charge for parking in North Westwood Village and if that revenue were to be invested into maintaining the sidewalks and street wouldn't the neighborhood become self-sustaining? Furthermore, any neighborhood that is self-sustaining mitigates the city's economic responsibility to pay for repairs out of their own pocket. The buck has been passed to the resident and to the consumer.

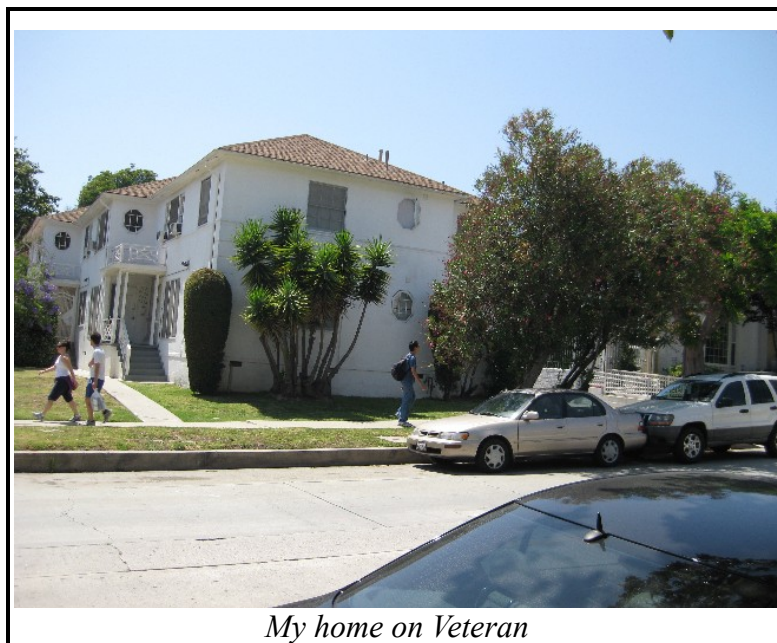
Proposition 3: the population of North Village will move out quickly.

This proposition is more infuriating than it is logical. It should also be said that this proposition is mildly unconstitutional—as per the 14th amendment and the fact that all citizens are created equal. It is obvious that the population of North Village is transitional, but it must be said that there is always a population of over 11,000. If the city were to charge for metered parking, what difference is it to them who is paying the fare at any given moment?

The notion that because the population is transitional they do not need to be tended to by the government is ludicrous. In the grand scheme, all populations are transitional in one way or another. The idea of using meters to charge for parking, and using that revenue to repair sidewalks and streets seizes the transitional population, and fixes their payments in time.

Person A parked in a parking stall 1 hour, therefore they owe the City of Los Angeles \$1.

The population is only transitional if they city does not seize them where they live and demand that they pay for what they are using.



My home on Veteran

Components to Sidewalks and Parking in North Westwood Village

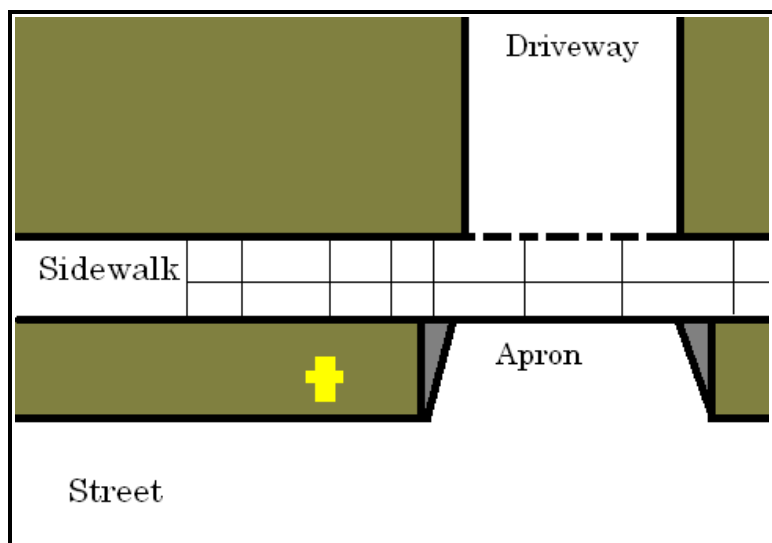
What contributes to the current situation of parking within North Village? The situation is not an entity unto itself, but rather a creation of many factors both within Westwood and the nation.

Among the technical factors that make parking in North Westwood Village difficult are apron parking; arbitrary parking restrictions; select permit parking districts; trashcans, dumpsters and moving crates cluttering the street; and over-developed trees.

Among the legal factors that make parking difficult are unknown and unenforced city, state and national laws. The situation of parking would be vastly different if certain vehicle codes and anti-discrimination laws were vigorously enforced.

Apron Parking or Parkway Parking

Definition- when an automobile parks on the incline of the driveway. Or, parking on the space between the road and the sidewalk.



Apron parking is most common in snout houses throughout Westwood Village. The snout houses, whose garages are below the apartments, provide enough space for one car to park legally. Additional cars either park between the first car and the sidewalk or on the apron and out into the street. There are many of these buildings

in North Village, and more often than not the second parking space is sold by the lessor to the lessee.

Can these spaces be sold? If there is enough space for both cars to park before the sidewalk, then the lessor has every right to sell these spaces. If, however, the cars that

park in this space can only do so by either jutting out into the sidewalk or on the apron they pose a problem. For a time the LAPD sought to enforce apron parking, but if illegal spaces are sold, then who can be held responsible? Do they ticket the car that is parked illegally? Or do we fine the lessor who is selling things that they do not own?

According to the Agar/Campbell report, 205 cars park in aprons each day. This number may sound high, but considering that North Village has over 11,000 residents, the total amount of apron parkers is less than 2% of the population. For a percentage that is so small, their actions greatly contribute to congestion and deterioration of North Westwood Village. Their actions hinder the 9% of the population that is disabled.

Apron parking creates a danger that jeopardizes motorists, pedestrian and the disabled. The question of apron parking can not related to the destination of a few cars, but rather the greater benefit of public safety.



* Graphics courtesy Agar/Campbell report



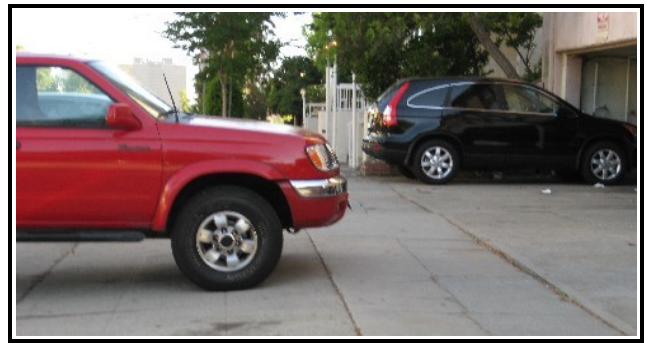
A vehicle illegally parked over the sidewalk



Six vehicles attempting to park on the parkway rather than the sidewalk



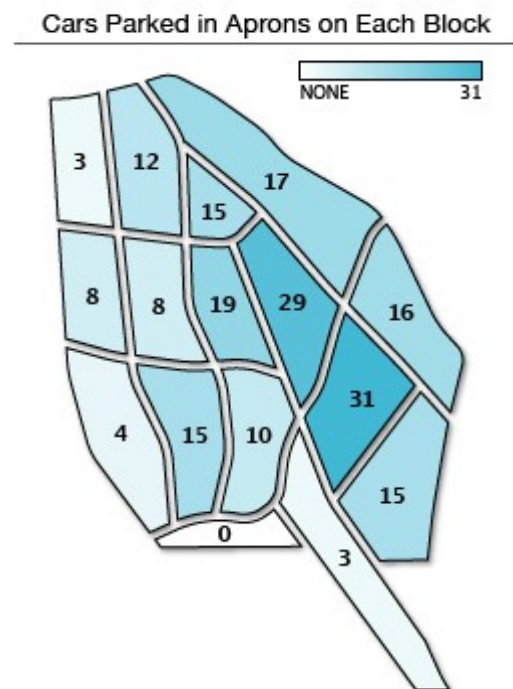
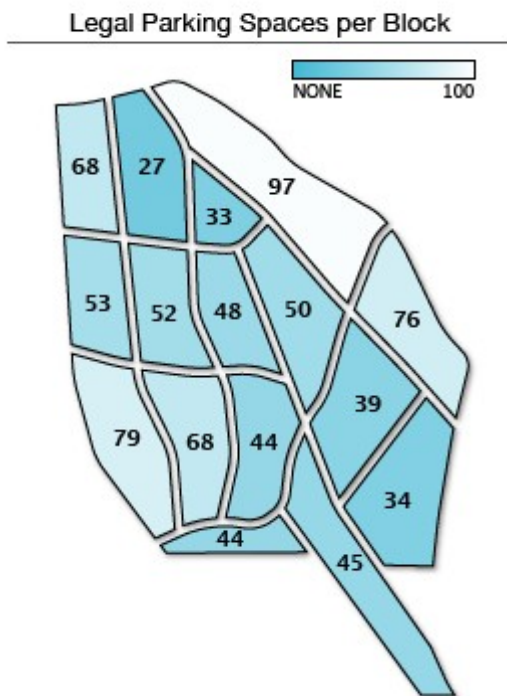
An apartment on Landfair with vehicles parked three deep



A truck and a car both hanging over onto the sidewalk.

Prevalence of Apron Parking in North Westwood Village

	Curbside Spaces	Vehicles in Apron	Total Vehicles in Street
	(1)	(2)	(3)=(1)+(2)
Landfair (4 blocks)	118	54	172
Roebling (1 block)	25	16	41
Glenrock (1 block)	46	15	61
Midvale (4 blocks)	89	26	115
Levering (3 blocks)	97	26	123
Gayley (5 blocks)	79	15	94
Kelton (3 blocks)	129	23	152
Ophir (4 blocks)	61	9	70
Strathmore (5 blocks)	136	17	153
Veteran (3 blocks)	70	4	74
Le Conte (1 block)	7	0	7
Total	857	205	1,062

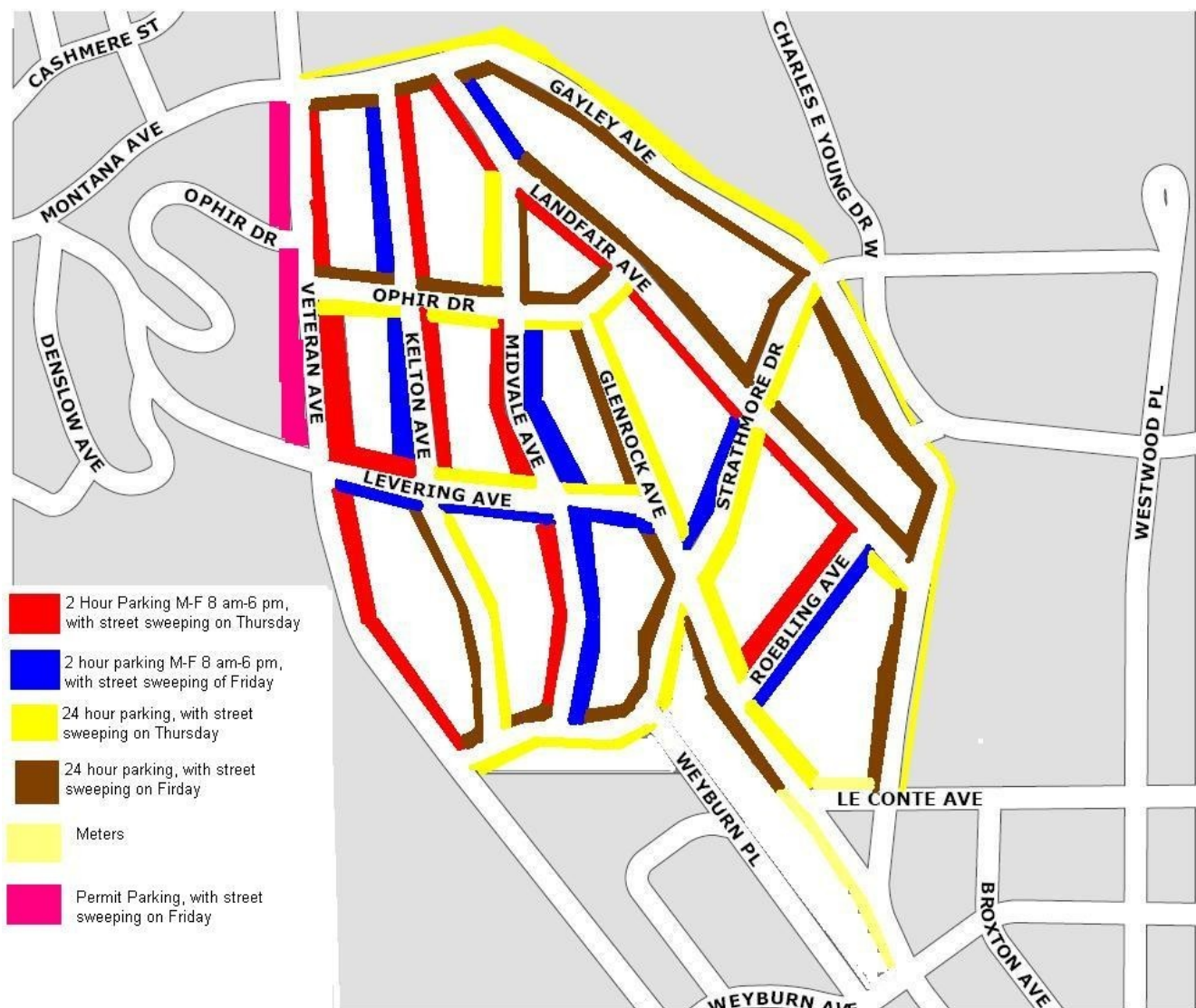


*Courtesy Agar/Campbell Report

Arbitrary Restrictions

Another barrier to on-street parking in Westwood Village is the arbitrary hourly restrictions. There are three different types of restrictions within North Village: permit parking, which is on one block of Veteran; unrestricted parking, where cars are only limited by weekly street sweeping; and two hour parking, where cars are liable to be ticketed if they park for longer than two hours in a single space.

Map 2: Parking restrictions in North Westwood Village as observed on June 5th 2008.



The convoluted and confusing nature of the lines within the map closely resembles the lack of logic used in planning the parking restrictions. On streets with 24 hour parking, cars nest for the greater part of the week. Certain fraternities on Gayley orchestrate parking rearrangements when a street spot becomes available. When one member of a fraternity is departing from an on-street parking space, a vehicle parked in the fraternity drive way will move to the vacated spot. 24 hour parking spaces become possessions. In one of these spaces a car could park for free for 165 strait hours before having to move their car for 3 hours because of street sweeping.

The areas with two hour parking are typically vacant during the day-light hours of 8 am to 6 pm because the majority of the residents are in class or at work. Individuals who park their cars at night in 2 hour restricted zones typically move their cars near the cemetery on Veteran or on side-streets where there is no restriction except for street sweeping. Ideally a 2 hour restriction is aimed at creating population overturn, but that sentiment is lost as the streets are relatively empty during the enforced hours. These spots become tremendously valuable after 4pm, because one can safely park there until 10am the next morning.

This arbitrary restriction is both an annoyance and a waste. Why can you park on some streets for 165 continuous hours, while on other streets parking for over 2 hours warrants a \$45 ticket? The individuals who are parking on the unrestricted streets benefit tremendously relative to their neighbors on the adjacent block. The 2 hour restricted zones do nothing but waste valuable parking spaces in a dense area.

The 400 and 500 block of Veteran both allow for permit parking. After proving street residency with two separate forms and individual may purchase a permit for a nominal fee of \$15 for 4 months. A permit does not guarantees a parking place, but it does narrow down the competition for spaces. The 400 block of Veteran where I live, has over fifty individuals who own permits, yet there are barely over twenty on-street places to park.



Other Objects Parked on the Streets

Aside from vehicles, there are other objects that are left in the streets of North Village. One of the major obstructions, because of the transitional nature of the population, is moving crates. The most common items, however, are trash cans and dumpsters. Trash is collected from trash cans on Tuesdays, while dumpsters are collected at random. Moving crates, trash cans, and dumpsters all needlessly take up valuable parking spaces.



Trees

Trees pose a difficult problem to sidewalks and parking in North Westwood Village. Trees and tree roots pose a two step problem: firstly, tree roots gradually break sidewalks; and secondly, when tree roots are cut to protect the sidewalk the tree becomes more prone to fall down. This poses a danger to both pedestrian and personal property.



Various Trees in North Westwood Village

The Governance of North Westwood Village : The Westwood Community Design Board and North Westwood Village Specific Plan

The North Westwood Specific Plan is the established development standard for North Village. This document, signed in 1988, has regulated every structure built in Westwood over the last 20 years .

The North Westwood Specific Plan dictates the amount of parking that each building in North Westwood Village must have:

C. Parking Standards. All projects shall provide and maintain automobile parking spaces at the following ratios:

1. At least 2 ½ parking spaces for each dwelling unit containing four habitable rooms or less. One additional parking space shall be provided for dwelling units with more than four habitable rooms.
2. At least 1 ½ parking space for each guest room or efficiency dwelling unit.
3. Of the parking spaces required, guest parking shall be provided at a ratio of 1/4 space for every dwelling unit, guest room or efficiency dwelling unit. Guest parking shall be clearly identified.

This is the minimum amount of parking that developers had to build, and few properties have more parking than the minimum requirement.



Right- a parking garage on Ophir.

Left- a note taped to a parking stall on Glenrock



The Specific Plan is also the document responsible for the landscaping of North Village. When the plan was set into law in 1988 many lessors and owners planted the very trees that are now threatening the condition of the sidewalks with their roots. Twenty years later many of these landscaping codes are overlooked as cars, motorcycle, and bicycles park illegally in front yards. The text of the Specific Plan reads:

LANDSCAPE STANDARDS

A. General Requirements. All projects shall incorporate landscaping in conformance with the following requirements:

1. A landscape plan prepared by a licensed architect or landscape architect shall be submitted to the Westwood Community Design Review Board for review and approval.
2. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.
3. Use of artificial plants for exterior landscaping shall be prohibited.
4. Landscaped areas shall be planted with a variety of plant materials which include shrubs, trees, ground cover, lawn, planter boxes or flowers.

B. Street Trees

1. Street trees, shall be approved by the Street Trees Division of the Bureau of Street Maintenance and shall be planted at a minimum ratio of at least one for every 30 lineal feet of street frontage abutting a project.
2. Street trees shall be at least 12 feet in height and not less than three inches in caliper at the time of planting

If the Specific Plan were enforced the area would look vastly different. The city zoning commission chooses to neglect the standards set forth twenty years ago.

Legal Code of Parking

Another factor contributing to the issue of congestion in North Westwood Village is a failure to enforce city, state and federal law. The condition in North Village would be considerably different if the laws were simply enforced.

Los Angeles Municipal Code

SEC. 80.00. DEFINITIONS.

- (h) “**Parkway**” shall mean that portion of a street other than a roadway or a sidewalk.

SEC. 80.53. STANDING IN PARKWAYS PROHIBITED.

No person shall stop, stand or park a vehicle within any parkway



Application: This law effectively outlaws apron parking within the city of Los Angeles.

Los Angeles Municipal Code

SEC. 80.50. DEPARTMENT TO INDICATE ANGLE PARKING.

(Amended by Ord. No. 134,523, Eff. 7/17/67.)

The Department is hereby authorized to determine and designate those streets and portions of streets along which the angle parking of vehicles will reduce parking congestion to the benefit of the public and where the surrounding conditions are such that the free movement of traffic will not be interfered with by that method of parking. The Department is hereby directed to mark all places so designated by white lines upon the surface of the roadway, indicating the angle at which parking is permitted, provided, however, that angle parking shall not be permitted

- (a) At any place where passing traffic would thereby be caused or required to drive upon the left side of the highway;
- (b) Upon any street where that method of parking is prohibited by the Vehicle Code.

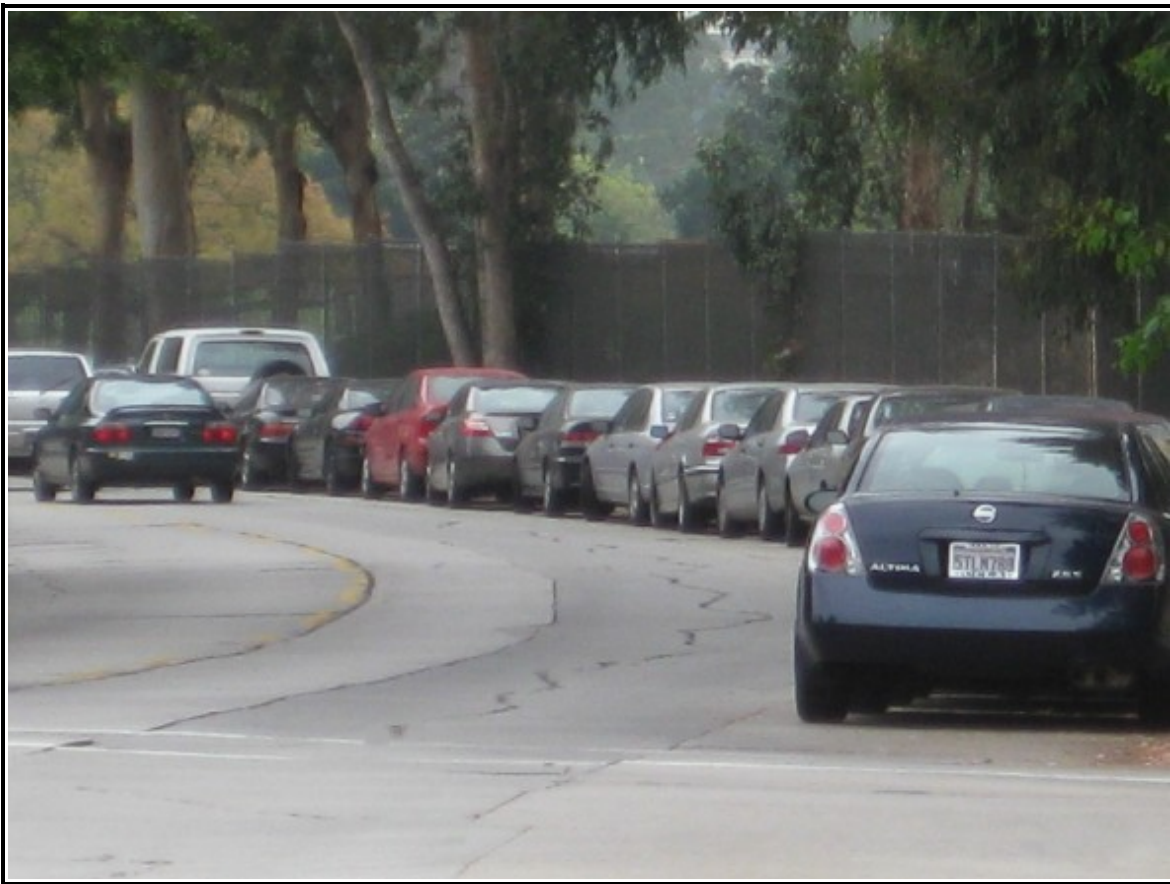


Application: The city has the authority to determine if the angle a vehicle is parked contributes to congestion. If the removal of such a vehicle could positively alleviate congestion, the vehicle must be ticketed.

Los Angeles Municipal Code

SEC. 80.73.2. USE OF STREET FOR STORAGE OF VEHICLES – GENERALLY – WHEN PROHIBITED. (Amended by Ord. No. 177,569, Eff. 7/3/06.)

It shall be unlawful for any person who owns or who has possession, custody or control of any vehicle to park that vehicle or leave it standing upon any highway, street or alley for 72 or more consecutive hours.



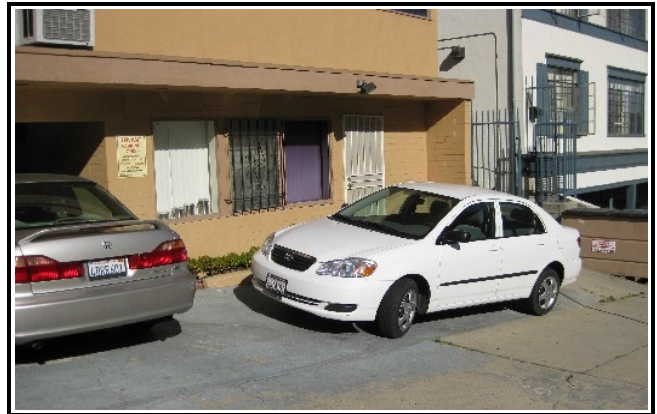
The 600 block of Veteran Ave, adjacent to the National Cometary, where over 100 cars park all day/every day except for Friday street sweeping

Application: The vehicles parked on the blocks of Westwood Village where parking is only limited to weekly street sweeping must be moved once every three days.

Los Angeles Municipal Code

SEC. 80.71.3. PARKING IN FRONT YARDS. (Added by Ord. No. 170,903, Eff. 3/16/96.)

No person shall park any vehicle in the front yard of any residential property. "Residential property" shall mean any property used for human habitation and shall include, but not be limited to, any property in the "A" or "R" Zones of the City. The front yard shall consist of that area in the front of the property between the adjacent street and any building or structure thereon, exclusive of any area used as a driveway to access a garage or other parking structure



The motorcycles are not parked in marked spaces, while the automobile is parked in the front yard.

Application: Cars, but especially motorcycles cannot park in the front yards. The property owner on the right may scoff and assert that he is parked on paved ground, however the Westwood Community Design Board deems that 50% of one's front yard be landscaped. Landscaping includes the use of natural plant growth rather than parked automobiles.

California Vehicle Code

22500. No person shall stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:

(f) On any portion of a sidewalk, or with the body of the vehicle extending over any portion of a sidewalk, except electric carts when authorized by local ordinance, as specified in Section 21114.5. Lights, mirrors, or devices that are required to be mounted upon a vehicle under this code may extend from the body of the vehicle over the sidewalk to a distance of not more than 10 inches.

(g) Alongside or opposite any street or highway excavation or obstruction when stopping, standing, or parking would obstruct traffic.



Both the car, hanging over the sidewalk, and the van, parked on the parkway, could be ticketed.

The American's with Disabilities Act of 1990

In 1990 President George H.W. Bush signed the American's with Disabilities Act into law. The bill states that over 43 million citizens of the United States live with either a physical or mental disability. Moreover, the handicapped in America suffer from discrimination without the benefit of legal recourse. The law's forward states that,



“individuals with disabilities are a discrete and insular minority who have been faced with restrictions and limitations, subjected to a history of purposeful unequal treatment, and relegated to a position of political powerlessness in our society...”

The bill's four purposes are stated in the introduction: firstly, to create a national mandate to eliminate discrimination against the disabled; secondly, to provide clear, enforceable standards to address discrimination; thirdly, to ensure that the Federal Government plays a central role in enforcing the the standards established in the bill; and lastly, to invoke the full power of Congress and the might of the 14th amendment, which provides equal protection, to regulate commerce in order to address instances of discrimination. But what exactly is discrimination?

Subject to the provisions of this title, no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.

This is not only Federal Law, it is a civil rights act. In a legal sense, to discriminate against a disabled individual by excluding him from participation in activities of a public entity, like going to school or going to work is identical to refusing to hire someone because of their race.

What then, in relation to North Westwood Village is contrary to the American's with Disabilities Act of 1990? The sidewalks.

The condition of the sidewalks in North Westwood Village, cracked, broken, and decaying, violates the Americans with Disabilities Act as individuals in wheelchairs do not have equal access. The 2000 Census reports that of the 11,021 residents of North Westwood Village, 1,015 have at least one disability. That is 9% of the total population.² It is unknown of that 9% how many cannot access the sidewalks, but to allow inequality to exist against one individual is still unconstitutional.

The 2007 Agar/Campbell study articulated the condition of the sidewalks.

	Street Footage	Broken Footage ³	Sidewalk Area (5 feet wide)	Broken Sidewalk Area	Percent Broken
	(1)	(2)	(3)=(1)x5 ft	(4)=(2)x5 ft	(5)=(4)/(3)
Le Conte	220	40	1,100	200	18%
Roebling	1,325	74	6,625	370	6%
Ophir	1,829	95	9,145	475	5%
Glenrock	1,845	65	9,225	325	4%
Veteran	2,362	15	11,810	75	1%
Midvale	2,894	78	14,470	380	3%
Levering	3,714	148	18,570	740	4%
Gayley	3,785	282	18,925	1,410	7%
Landfair	3,907	210	19,535	1,050	5%
Strathmore	3,985	15	19,825	875	4%
Kelton	4,362	109	21,810	545	2%
Total			151,040	6,445	4%

² Source: U.S. Census data for tracts 2653.03, 2653.04, and 2653.05

³ Potentially difficult to traverse using wheelchairs or walking canes.

The American's with Disabilities Act seeks to end discrimination. Section 302 of the act legislates the “prohibition of discrimination by public accommodation.” The text of that section reads:

- (i) Denial of participation.--It shall be discriminatory to subject an individual or class of individuals on the basis of a disability or disabilities of such individual or class, directly or through contractual, licensing, or other arrangements, to a denial of the opportunity of the individual or class to participate in or benefit from the goods, services, facilities, privileges, advantages, or accommodations of an entity.
- (ii) Participation in unequal benefit.--It shall be discriminatory to afford an individual or class of individuals, on the basis of a disability or disabilities of such individual or class, directly, or through contractual, licensing, or other arrangements with the opportunity to participate in or benefit from a good, service, facility, privilege, advantage, or accommodation that is not equal to that afforded to other individuals.

The fact that the sidewalks are broken denies certain individuals in wheelchairs and with walking canes the ability to participate normally in society. Individuals who can traverse over the broken sidewalks are placed at an unfair advantage over their disabled peers.

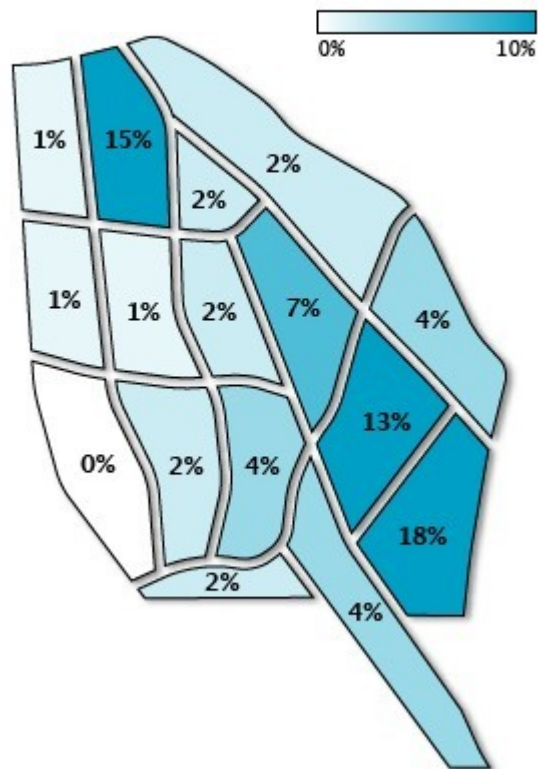
North Westwood Village, and moreover the city of Los Angeles, is guilty of violating the American's with Disabilities Act because their discrimination includes, from section 302, 2A:

- (ii) a failure to make reasonable modifications in policies, practices, or procedures, when such modifications are necessary to afford such goods, services, facilities, privileges, advantages, or accommodations to individuals with disabilities, unless the entity can demonstrate that making such modifications would fundamentally alter the nature of such goods, services, facilities, privileges, advantages, or accommodations;
- (iii) a failure to take such steps as may be necessary to ensure that no individual with a disability is excluded, denied services, segregated or otherwise treated differently than other individuals because of the absence of auxiliary aids and services, unless the entity can demonstrate that taking such steps would fundamentally alter the nature of the good,service, facility, privilege, advantage, or accommodation being offered or would result in an undue burden;

(iv) a failure to remove architectural barriers, and communication barriers that are structural in nature, in existing facilities, and transportation barriers in existing vehicles and rail passenger cars used by an establishment for transporting individuals (not including barriers that can only be removed through the retrofitting of vehicles or rail passenger cars by the installation of a hydraulic or other lift), where such removal is readily achievable



Broken Sidewalk by Block



Barden vs. Sacramento, 2003

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

Summary of the Barden vs. Sacramento Settlement

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

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

Sacramento's budget for the next decade reflects this settlement:

City of Sacramento

Capital Improvement Program

RG76

PUBLIC RIGHT-OF-WAY ACCESSIBILITY PROGRAM

Project Description Upgrading, retrofitting, construction and/or reconstruction of curb ramps, crosswalks, audible pedestrian signals and/or other elements within the Public rights-of-way. Carry out the settlement agreement for the Barden Lawsuit.

Project Objectives To bring the Public rights-of-way into compliance with all access laws and regulations.

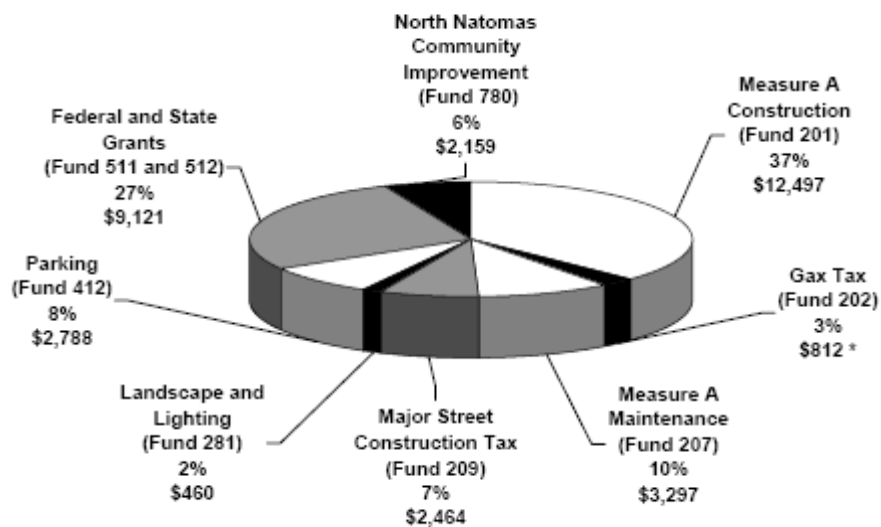
Existing Situation There are locations around the City of Sacramento within the Public rights-of-way which need to be upgraded, retrofitted or constructed to meet current access laws and regulations.

Operating Budget Impact This program will use 20% of available transportation monies as defined in the Barden Lawsuit settlement agreement of December 2003.

FY Initiated 2000

Fund	Fund Source	Budget through 6/2006	Est Balance 6/2006	2006/07	2007/08	2008/09	2009/10	2010/11
201	MEASURE A - PROJ.	\$6,019,927	\$631,565	\$5,490,600	\$7,039,223	\$5,981,547	\$2,956,000	\$3,006,000
	This Project Total	\$6,019,927	\$631,565	\$5,490,600	\$7,039,223	\$5,981,547	\$2,956,000	\$3,006,000
	2006-2011 Funding	\$24,473,370						
	Total Funding	\$30,493,297						
FY	2006/07 Funding	\$5,490,600						
	Project Start date	July 2000						
	Estimated Complete date	June 2034						

FY 2005/06 Transportation Funding
Total Programming by Fund Type
(in '000)
\$33,598



Measure A, which is a response to Barden, allocated 47% of the 2006 budget to the construction and maintenance of sidewalks

Sacramento's loss in the Supreme Court cost them greatly, and will continue to do so for the next several years. If anything, the Barden decision, which was upheld by the Supreme Court, creates a statute for other lawsuits to be filed. Barden vs. Sacramento decreed in no uncertain terms that parkways were access points to wheelchairs and that sidewalks had to accommodate wheelchairs.

Could North Westwood Village, with 4% of its sidewalks broken and 9% of its population living with disabilities be subject to a similar law suit?

If the city of Los Angeles were to be sued, the repairs, as seen in Sacramento, would have to be city-wide and would cost millions and possibly billions of dollars. How could Los Angeles pay for such a suit? If the condition of the city's sidewalks are not readily addressed, then at some point the court will be forced to uphold the law and penalize Los Angeles.



Councilman Jack Weiss and his criticisms

As mentioned before, North Westwood Village has a city councilman to whom we appeal to fix the sidewalks and parking in the community. That councilman is Jack Weiss, whose city website reads:

“Making Los Angeles a safer and better place to live and work.

The safety, health, and quality of life of residents in my district are my top priorities as a City Council Member, and my goal is to make our city a safer and better place to live and work. The number one responsibility of my Council office is to provide city services to



residents and neighborhoods. **Improving the condition of roads, sidewalks, trees, parks and libraries makes our neighborhoods stronger.** I have been working to improve the capacity of the City's emergency services so we can prevent disasters, anticipate dangers, and respond better to emergencies. Public safety is the number one priority of local government, and we need to devote more to fire, police, and emergency medical services, so we can be ready for disasters and everyday accidents. I look forward to working with you to make your neighborhood a safer and better place to live, and I urge you to

keep in touch with me about the issues that are affecting you. If you have a neighborhood or city concern, please do not hesitate to call my office.” Jack Weiss

However, Councilman Weiss has been notified about the condition of parking in North Westwood Village and has failed to act. Professor Donald Shoup has sent several emails to the Councilman as well as a four page letter. The Councilman has never replied to the professor's emails.

Excerpts from the Shoup-Weiss Emails

Dear Councilman Weiss,

Parking Enforcement Officers selectively enforce the law: they ticket cars that are illegally parked on the street during street-cleaning hours, but do not ticket cars that are illegally parked on the sidewalk of the other side of the same street. While I was taking the photograph in Figure 5 of the attachment, a Parking Enforcement vehicle drove past and ignored the car parked on the sidewalk. In my letter to you on July 28, I described this same selective non-enforcement of the law against parking on the sidewalk. I never received a reply to this letter, which I will attach.

Given the long trail of complaints that parking on the sidewalks in the North Village violates the Americans with Disabilities Act, your complacent attitude toward the problem surprises me. And given that anyone who walks through the North Village can always see many cars parked on the sidewalks, saying that the City strictly enforces the law against parking on the sidewalk seems ill informed or misleading, to use the most polite terms.

In case you missed the coverage in the *Daily Bruin* about how cars parked on the sidewalks in the North Village create hardships for wheelchair users, here is the link to an article about the problem: <http://www.dailybruin.ucla.edu/news/2007/jul/30/anthony/>

The wheelchair user interviewed in the article, Victor Pineda, wrote to Mayor Villaraigosa on July 18 about inaccessible sidewalks, and he sent a copy to you, but he did not receive a reply (the letter is attached). Because Victor cannot travel to campus by the shortest route (along Strathmore Drive through the North Village), he must detour along Weyburn Avenue through Westwood Village to get to campus. But while I was in Westwood yesterday morning, I saw that cars also park on the sidewalk on Weyburn Avenue (see Figure 6 in the attachment). If you used a wheelchair to commute from your apartment to the UCLA campus and found the sidewalks blocked in every direction, what route would *you* choose?

I hope that an ADA lawsuit will not be needed to remedy the mobility problems for the wheelchair users who live in the North Village. If Los Angeles loses an inaccessible-sidewalk lawsuit like the ones that other cities in California have recently lost, the financial consequences for the city would be catastrophic. Enforcing the laws against parking on the sidewalks would be a quick and simple way to improve accessibility for the disabled residents of the North Village. In case you have any doubts about how serious the problem is, here is a link to data about ADA violations in the North Village: <http://shoup.bol.ucla.edu/NorthWestwoodVillageData.pdf>

Donald Shoup. (September 14, 2007)

But the professor's emails were not responded to. The city councilman, was either too busy or too far removed to, “make (the) neighborhood a safer and better place to live.” That statement must be a typo on his city webpage.

Interview with former governor Michael Dukakis

Former Governor of Massachusetts and current UCLA public policy professor Michael Dukakis is an active voice for parking reform in North Westwood Village. On June 9th 2008 I conducted a phone interview with the Governor about parking in North Westwood Village.

Daniel Hage-(DH) What are your thoughts on apron parking?

Michael Dukakis-(MD) I've never seen anything like it in my life. The police enforce apron parking in other parts of Los Angeles but not in North Westwood Village. If that's not selective enforcement, what is? The city is effectively treating neighborhoods differently. Apron parking is a violation both of city law and of state law but they chose not to enforce it. It's amazing.

(DH) Who is to blame for the situation of apron parking, residents, property owners or the city?

(MD) It's a university area and there are a lot of transients. Particularly though, land lords are a problem. They increase rent as if the apron spot were theirs to sell. It's clear that laws are being violated but they still sell the space. The LAPD decided to start issuing tickets in January (2007) but because of the situation with the residents still being in school and having no alternative, they postponed enforcement until the summer. Then the city councilman, Jack Weiss, proposed an ordinance to allow apron parking. That ordinance was not passed but it's still sitting around in some committee. Weiss does not respond to my emails. What's even more amazing is that he's running for city attorney. I'm also in touch with Shelly Smith in the Department of Transportation and I asked her to enforce the law but I've had no real response to her either. It's like punching a soft punching bag, you punch it in one place and it pops out in another place. One of the reasons I'm doing this is because I was almost hit by a car while walking up Strathmore. I was on the crest of the hill and a car was apron parked into the sidewalk and I had to walk around it by walking into the street. Just as I walk into the street a car, driving in his correct lane, almost hits me. It's a miracle that both of us were okay. After that I contacted the police chief who worked for me in Massachusetts. But still, there is no enforcement.

(DH) The condition of the sidewalks is in clear violation of the American's with Disabilities Act, what is going to happen to the city when a suit is filled against them?



(MD) Well, they're going to be subject to millions of dollars of damage in liability. It's ridiculous to force disabled people to have to sue the city to enforce the law. If this happened on the other side of Westwood they would be ticketed instantly. Again, in all my years of public work, I've never seen anything like this before.

(DH) My possible solution is creating meters for every stall in North Westwood Village. What other solutions can you think of?

(MD) Well, most university towns have problems with parking. Most just establish residential zones to keep kids from just parking on those streets. In Hermosa Beach there are permits that allow someone to park parallel to a driveway if they have the driveway owner's permission. That's just one idea. But firstly they just have to start enforcing the law. Your idea of metering could do wonders in generating enough revenue to repair the streets and sidewalks..

(DH) Any parting words?

(MD) Again, I've spent a long time in public life and I have never, never encountered government like this.

The interview with Governor Dukakis proves that there are individuals who care deeply about parking and sidewalks in North Westwood Village. The Governor's voice bordered between outrage and disgust. He mentioned his experience in public office a number of times, always mentioning that he had never seen anything like the city's refusal to enforce apron parking before. It is interesting that a man who served as the governor of Massachusetts for twelve years and ran on the Democratic ticket for president in 1988 is stunned by the parking situation in North Westwood Village. To Governor Dukakis, and many others, the issues of apron parking and broken sidewalks seem painfully obvious. Why then, is it so difficult to move on this issue?

Proponents of the status quo- “The Residents of North Village”

The Internet blog, westwoodparking.blogspot.com, is dedicated to preserving the 300 apron parking spaces in North Westwood Village. They are adamantly opposed to Governor Dukakis's and Professor Shoup's efforts to have the police enforce the law. The blog is laced with incendiary and inappropriate content, but one of the more succinct and appropriate letters reads:

Dear Mr. Dukakis:

The residents of the North Village surrounding the UCLA campus are well aware of your efforts to abolish tandem parking. We are fundamentally opposed to your propositions and are prepared to do whatever it takes to preserve our right to park the way we have for thirty plus years.

We find your approach to this situation somewhat back-handed with no real motive, other than one that may be personal, pleasing your wife who does not like the way Tandem Parked cars look from a city planning perspective. Your approach never included a formal town-meeting, or other public venue that was officially recognized by any City Municipality. There were student meetings that carried no real weight in our eyes or the eyes of city officials over-looking this situation.

All sorts of excuses have been brought into the picture, creating an air of chaos and uncertainty into our community, for one, the issue of the ADA has been brought up, when in fact there is no issue. Furthermore solutions to the problem have been suggested that worsen the case for the ADA issue and completely contradict your arguments. Instead of Tandem Parking it is suggested that people Parallel Park in the driveways, this would solve nothing from an ADA perspective. All of this goes to show that the real issue is not ADA related and more of a personal motive.

Having researched the history of this situation for the past 4 years, the residents of this community feel that your continued efforts to abolish Tandem Parking are harassment. The city itself has dismissed your requests several times yet Alex Fay and his entourage backed by yourself and professor Shoup continue to rebel-on. We find this behavior nothing short of harassment; we ask that you stop this immediately.

We have legal teams in position to combat this at a higher more expensive level if necessary, causing the city, yourself, this community, a much higher price to pay and increased anger and emotions that can and should be avoided.

Respectfully yours,
North Village Residents

(August 17, 2007)

The North Village Residents make several points in the letter: firstly, they stand by the fact that they have been parking in the apron for thirty years; secondly, they question the governor's motives and his strategies; thirdly, they attempt to poke holes in the applicability of the American's with Disabilities Act; fourthly, they point to the city's history of not ticketing apron parking; and lastly they threaten the governor with legal action. Do these points have any merit?

The fact that they have parked in the apron for thirty years is immaterial. Is there any difference from that and saying that I've been speeding on the highway every day for the last thirty years and therefore do not deserve a ticket? Committing a crime repeatedly does not endow one with immunity.

The governor's motives are immaterial. What precise motive is it that would drive someone to want to have the law enforced in their community. A sense of justice, perhaps? If the Governor's strategies can be questioned, it is simply because of his role in society. He was the one time boss of the current Los Angeles Chief of Police, William Bratton, and has political connections with Mayor Villaraigosa as well. It seems obvious that if one has the ear of those with the authority to create change they would speak into that ear. Governor Dukakis is, in a sense, his own middleman.

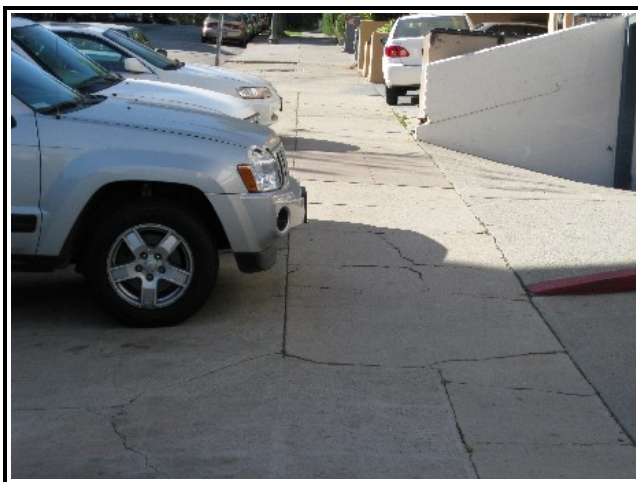
Thirdly, the residents try to poke holes in the American's with Disability argument. This is the very same argument that was used by Sacramento in its lawsuit against Barden. The issue with the ADA deals with cars that are parked on the sidewalk, but the fundamental point is the condition and accessibility of the sidewalks. Furthermore, the parkway serves as an access point to wheel chairs and cannot be parked in under any circumstance. The resident's surely do not know the specifics of the American's with

Disabilities Act.

Fourthly, the fact that the city does not ticket apron parking is because of the considerable power of the North Village property owners. The ordinance that Councilman Weiss proposed to legalize apron parking was issued on behalf of the property owners. Within points two and four the Resident's at first complain about the Governor's political influence and then brag about their own.

Lastly, the fact that the residents are willing to take this issue to court is nothing more than a threat. If the governor or professor Shoup continue to ask the LAPD to enforce the law, there will eventually be a law suit. The letter cites that the city would be pained by a lawsuit. This is indeed true, but only if the city were to lose an ADA lawsuit and have to pay millions in liability.

Furthermore, this letter was signed, 'North Village Residents' of which I am one. I never saw this letter and I lived in North Village in August of 2007. I do not agree with arguments of this letter as they are baseless and illogical. The post that contains the letter hides behind the user name of PARKHERE. Who exactly this user is, is unknown. His motives and his strategies can therefore also be questioned. It must be said that he, and he is the most active user of the blog, is unlike Governor Dukakis in that he hides his identity.



Bruins United

Another opponent of apron parking is the UCLA group Bruins United who currently hold the top positions in the undergraduate government. Their website bruinvote.com and an article about them in the Daily Bruin declares that in the 2007-2008 school year they “saved 300 parking spots in Westwood.”⁴ Obviously, Bruins United has some power within the UCLA community. Whether or not they 'saved' 300 spots, or whether powerful landlords exerted pressure on a city councilman has yet to be determined. Nonetheless, the largest and most powerful student association at UCLA is a staunch supporter of apron parking.



When enough is enough

What if the city were prepared to act? What if the local interest groups like the various homeowner, Bruins United and the 4% of the population that parks in the apron were to silence their diatribes and accept the fact that the situation of sidewalks and parking in North Westwood Village needs to change? How would the city government respond? What measures would they take to create a community where broken sidewalks and congested parking are no longer acceptable? What changes would they impose and how could they pay to repair the sidewalks? When is enough is enough, what comes next?

4 <http://dailybruin.com/news/2008/may/07/slates-deserve-complete-review/>

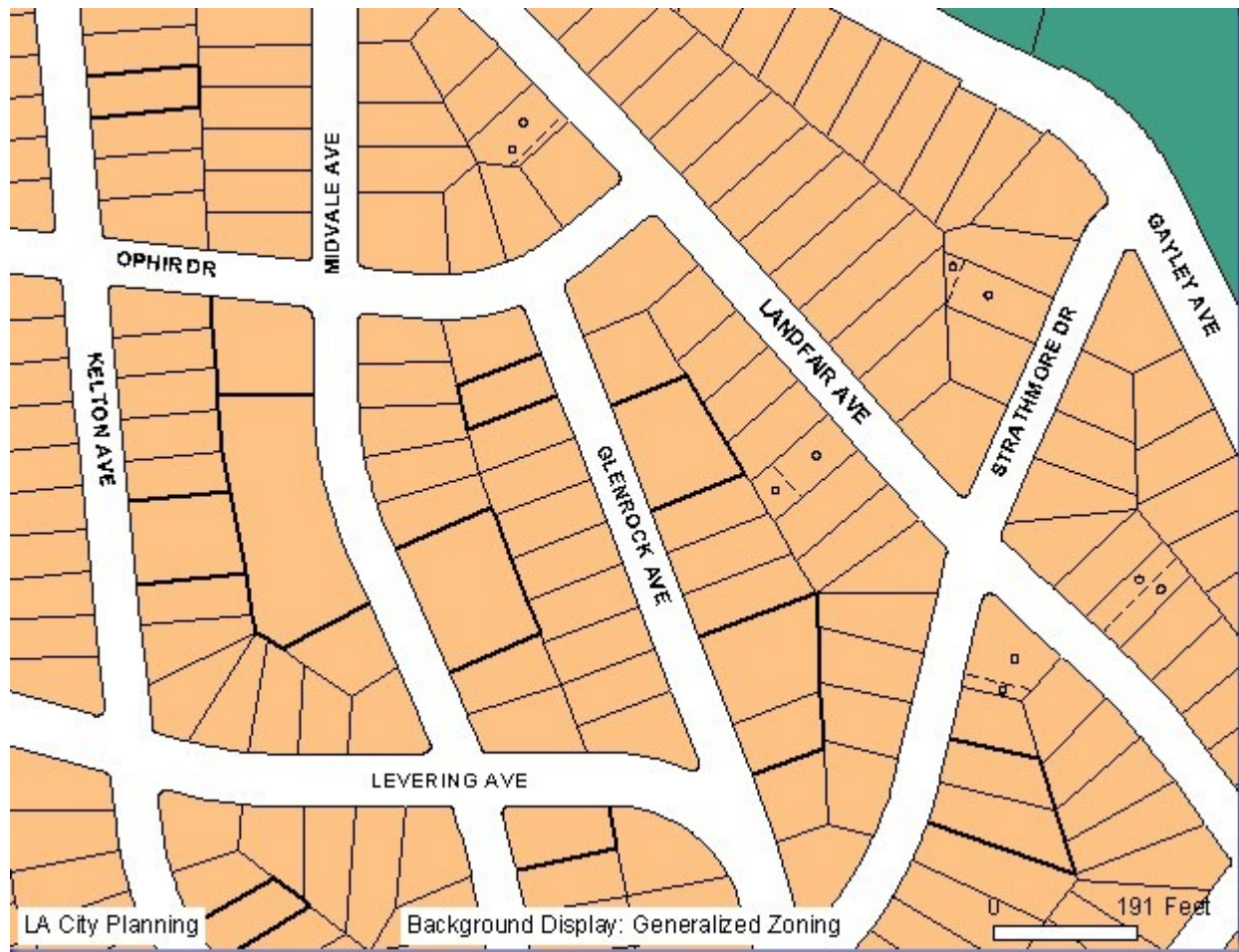
Possible Solutions for North Westwood Village

North Westwood Village is not beyond repair. If the city undertakes certain measures they can potentially repair its sidewalks; alleviate parking congestion; and satisfy every clause of Los Angeles municipal code, California law, and the American's with Disabilities Act. The solution to North Westwood Village is metering. To prove the potential for metering I undertook a case-study of one of the most problematic streets found in North Westwood Village, Glenrock. Glenrock is home to apron parking; uncontrolled tree roots; wayward dumpsters; and, worst of all, congestion. The street was observed, measured, photographed and after a detailed study a solution to Glenrock was identified.



The Glenrock Case Study

Zoning Map



The 500 block of Glenrock courtesy ZIMAS.LACITY.ORG

Number of Building: 15

Number of Units: 223

Glenrock Statistics:

Glenrock address	Number of units	Number of off-street parking spaces	Type of parking	Amount of apron parking
502-512	8	6	Extended driveway/apron	6
507	16	24	underground	
511-517	8	6	Extended driveway/apron	6
516	44	66	underground	
519	18	20	underground	
523-527	6	6	Extended driveway/apron	6
529-533	6	6	Extended driveway/apron	6
530	8	18	Above ground	
535-539½	4	4	Extended driveway/apron	4
540	5	5	Extended driveway/apron	5
542	18	26	Underground	
545	10	20	Underground	
555	44	80	Underground	
558	6	6	Extended driveway/apron	6
564	22	40	Underground	
total	223	333		39

Population of Glenrock: 974⁵

Disabled Population of Glenrock: 110

Percentage of disabled:11%

Numbers of Cars that Park in Aprons: 39

Percentage that Parks on Apron: 4%

⁵ 2000 census tract 2653.04

Pictures of Glenrock



Solution for Glenrock:

Firstly, enforce apron parking. Ticket every individual car that parks on the sidewalk or the parkway. Only 4% of the population is in danger.

Secondly, of the 46 on-street parking spaces, create 40 individual, metered parking stalls. The city would use the money generated from the meters to repair the sidewalk, the street, and the curb.

Why 40 stalls?

One of the current issues on Glenrock is that cars park too close to one another. Each stall needs to be 18-20 feet long to ensure parking safety. Because of the curbs design, several spots will only be available to small cars.

Meters?

Yes, but not the traditional meter that was patented in 1935 which is still used in Westwood Village. The meters of Glenrock would be state-of-the art machines as seen on the UCLA campus and old town Pasadena.

Paying for parking in a residential area may seem foreign, and even appalling, however the city already charge for permit parking. In general, cars are parked for 95% of their life, and only 1% of the time do they pay to park. Parking on Glenrock, because of its central location, is valuable. Currently, however, automobiles can park there every day for no cost. The current situation with broken sidewalks and congested parking is not working.



The new breed of meters

The new meters have to be modern, networked machines with tremendous functionality that includes:

- 1) Ability to receive coins, cash, debit or credit. Our society no longer uses coins. The modern methods of money transfer, that is debit and credit must be utilized.
- 2) Ability to be networked so that an individual machine can service an entire block. It is ludicrous that every parking stall would require a meter. Ideally, Glenrock would have 4 different meters dispersed conveniently throughout the block.
- 3) Ability to be networked and utilized over the Internet so that an individual can purchase more time as it becomes necessary. This would mean that every individual has a personal account with the operator of the machine. If the operator and the user have a distinct relationship, the system could operate over a phone where the user logs in and logs out when he or she enters and leaves a spot. This would make it possible for an individual to pay for the exact amount of parking that he/she uses.
- 4) They can be eco-friendly by operating on solar power.
- 5) They can operate such that an individual is not limited to a certain amount of time to a space. If an individual needs to park in a space for a substantial period of time and if they are prepared to pay for that, they should have that ability.

In general, within technology and human interaction there are countless possibilities. The basic transition from the old breed of meters to the new breed of meters is one of conformity. In the past, parkers had to conform to the meters. Now, meters conform to the actions and preferences of their users.

Graphs

How much would it cost to repair Glenrock, assuming it costs \$15 per sq. foot?

Length of sidewalk	Width of sidewalk	Area	Cost to repair
(1)	(2)	(3)=(1)x(2)	(4)=(3)x\$15
1,845 ft	5 ft	9,225 ft	\$138, 375

The amount of money that the 40 meters on Glenrock would generate would depend on how much they charged per hour to use.

Time to repair the sidewalks in a 10 hour meter day at an 85% occupancy rate.⁶

Rate Charge Per Hour	Revenue per spot in a 10 hour day at 85% occupancy	Revenue per street per day	Days needed to generate \$138,375
(1)	(2)=(1)x10x .85	(3)=(2)x40 spaces	(4)=\$138,375/(3)
.50¢	\$4.25	\$170.00	814 days
\$1.00	\$8.50	\$340.00	407 days
\$1.25	\$10.62	\$424.80	325.7 days
\$1.50	\$12.75	\$510.00	271 days
\$2.00	\$17.00	\$680.00	203 days

However, because Glenrock is residential the demand would be higher during the night hours than the daylight hours. If we were to utilize the meters for the entire 24 hours, how much time would it take to repair the sidewalks?

Time to repair the sidewalks in a 24 hour meter day at an 85% occupancy rate.

Rate Charge Per Hour	Revenue per spot in a 24 hour day at 85% occupancy	Revenue per street per day	Days needed to generate \$138,375
(1)	(2)=(1)x24x .85	(3)=(2)x40 spaces	(4)=\$138,375/(3)
.50¢	\$10.20	\$408	339 days
\$1.00	\$20.40	\$816	170 days
\$1.25	\$25.50	\$1,020	136 days
\$1.50	\$36.60	\$1,224	113 days
\$2.00	\$40.80	\$1632	85 days

⁶ For use of 85% occupancy rate see, Shoup, The High Cost of Free Parking, p 365-370

From the two charts we see that the only real variable is the amount of time that meters operate. The meters in Westwood Village, like the rest of Los Angeles operate for only 10 hours. However, because the area is residential the parking spaces will be used during every hour of the day. The data suggests that if the Glenrock meters were to charge 50 cents an hour, the city could generate enough revenue in less than a year to repair the sidewalks.

I would advise, however, that the city charge \$1 an hour. Namely, this figure is the most practical because it does not require any coinage. Furthermore, we could generate enough money in 170 days to repair the sidewalks.



*Parking Meter in Sydney,
Australia*



*Parking Meter
in Redwood,
California*

Final proposal for Glenrock

The sidewalks can be repaired and parking congestion can be alleviated if the following steps are taken:

- 1) Ticket all apron parking and all parking that violates Los Angeles or California law.
- 2) Create 40 metered parking stalls on Glenrock
- 3) Install four state-of-the-art meters on Glenrock, with two on either side of the street. Each meter costs around \$10,000.
- 4) Use meters that accept credit and debit and that can be accessed through an online account where additional time can be purchased.
- 5) Charge \$1 per hour to park on Glenrock.
- 6) Enforce meter parking 24 hours a day, 7 days a week.

Ticket all cars that exceed their time limit.

- 7) Localize the revenue generated on Glenrock to make necessary repairs to the street. After the \$135,375 is generated to repair the sidewalks, use the revenue to re-landscape certain areas; power-wash the sidewalks weekly; clean up graffiti, and repair broken light bulbs.
- 8) Create a fund to with the express purpose to repair all the sidewalks in Los Angeles to stave off an Americans with Disabilities lawsuit.

Glenrock Model for the whole of North Westwood Village

How much would it cost to repair every sidewalk in North Westwood Village?

	<i>Length of sidewalk (feet)</i>	<i>Area (feet)</i>	<i>Cost to repair (dollars)</i>
	(1)	(2)=(1) x 5ft	(3)=(2) x \$15
<i>Le Conte</i>	220	1,100	16,500
<i>Gayley</i>	3,785	18,925	283,875
<i>Roebeling</i>	1,325	6,625	99,375
<i>Landfair</i>	3,907	19,535	293,025
<i>Ophir</i>	1,829	9,145	137,175
<i>Strathmore</i>	3,965	19,825	297,375
<i>Levering</i>	3,714	18,570	278,550
<i>Glenrock</i>	1,845	9,225	138,375
<i>Midvale</i>	2,849	14,470	217,050
<i>Kelton</i>	4,362	21,810	327,150
<i>Veteran</i>	2,362	11,810	177,150
<i>Total</i>	26,252	15,1040	2,265,600

If we were to create 750 metered spaces in North Westwood Village and impose a dollar an hour for 24 hours how long would it take to repair every sidewalk in North Westwood Village, at an 85% occupancy rate?

Rate charge per hour (dollars)	Revenue per spot in a 24 hour day at 85% occupancy (dollars)	Revenue per North Village of all streets. (750 metered spots) (dollars)	Amount of time needed to generate \$2,265,600. (days)
(1)	(2)=(1) x 24 x .85	(3)=(2) x 750	(4)=\$2,265,600/(3)
1	20.4	15,300	148

Using my alternative we could repair the sidewalks of North Westwood Village in as little as 148 days. Additional revenue could be used for capital investments, we would need over 50 meters, and to repair to the surface of the street.

Conclusion

This paper had two purposes: firstly, describe the condition of parking and sidewalks in North Westwood Village; and secondly, to propose a solution. Regardless to whether my proposal is used or not, several truths regarding parking have to be acknowledged:

- I. Photographs reveal that the physical landscape of North Westwood Village contains broken sidewalks, badly planted trees, and cracked streets.
- II. Sidewalks that are inaccessible to every individual are against the law.
 1. The American with Disability Act requires that there can be no discrimination based on disability.
 2. Driveways are seen as access ramps to wheel chairs and sidewalks have the same exact function of roads to individuals in wheelchairs. A broken sidewalks is a discrimination of access against an individual in a wheelchair or walking cane.
 3. The 2003 U.S. Supreme Court ruling in *Barden vs. Sacramento* ruling held that the City of Sacramento was in violation of the Americans with Disability Act because of the condition of their sidewalks.
 4. According to the 2000 census, there are over 1,000 disabled individuals in North Westwood Village. Some are adversely affected by the sidewalks.
- III. The high density of North Westwood Village does not allow everyone to park their car adequately on the street. Parking spaces then, are a premium.
 1. Vehicles in North Westwood Village park for free.
 2. It is a violation of Los Angeles Municipal Code to park in the sidewalks or the parkway.

In a metaphorical sense, to witness a serious crime and do nothing is, in itself, another crime. It is complicit and tacit agreement. Nearly everyone, homeowners and apron parked excluded, agree that the sidewalks and parking are an epidemic in the neighborhood. Yet nothing, nothing at all, is being done. The onus to act logically, responsibly and according to the rule of law belong to the citizen population of North Westwood Village but especially to the city government. The failure is two fold.

The solution may be painful. Installing meters where it was previously free to park is a radical change. Money is very personal and important to the residents of North Westwood Village, there is no question. But, nevertheless, a parking space is a commodity, and it does have a price.

There is a decision that needs to be made in the upcoming future: do we fail to change and live with broken sidewalks and congested parking, or do we realize our inherent flaws and adapt accordingly? One answer is vanity, and the other is honesty. The real question then is not of parking, or of sidewalks, but of a society's identity.

I have laid forth a solution that would repair North Westwood Village's sidewalks in less than half a year. Additional revenue could be used to pay for the capital investment of the metering system, to clean the sidewalks, to replant overgrown trees, to repair the surface of the streets, and to provide better public transportation. This change in North Westwood Village, must come from the community and government as a whole; it must be wrought out of a desire to change the world in small increments and not allow selfishness, complacency and stubbornness to subdue us.

List of helpful websites:

Daily Bruin articles about parking in Westwood Village

Parking Under Fire by Edward Truong, 12/11/06.

Online at dailybruin.com/news/2006/dec/11/parking-under-fire/

Motion to legalize apron parking still controversial by Tony DeCino, 2/19/08.

Online at dailybruin.com/news/2008/feb/19/motion-legalize-apron-parking-still-controversial/

Little Change in Parking Enforcement by Ben Thaler, 10/26/08 .

Online at dailybruin.com/news/2007/oct/26/little-change-parking-enforcement/

Blogs

North Village Parking Blog

Online at westwoodparking.blogspot.com/

Legalese:

Los Angeles Municipal Code:

amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lamc_ca

California Vehicle Code:

amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lamc_ca

Americans with Disabilities Act:

dol.gov/esa/regs/statutes/ofccp/ada.htm

Sacramento's response to the Barden Decision:

cityofsacramento.org/generalservices/accessibility_info.html