

From: [tony higgins](#)
To: [Eduardo Sarmiento](#)
Subject: Fwd: When will the lies & misrepresentations stop?
Date: Friday, September 11, 2020 7:18:19 AM

Written communications to city council.

Thanks!

Start

Subject: When will the lies & misrepresentations stop?

Dear City Manager Lowenthal
Dear Mayor Campbell

It was with great disappointment I read the Easyreader article that the city is continuing with its plans for lane closures on Pier & Hermosa Avenues despite its own commitments that this so called road diet would only be implemented while traffic was significantly reduced because of the pandemic.

That's no longer the case and proceeding with the lane closures despite the near normal traffic patterns on the roads most impacted by the lane closures was a blatant lie.

27th street bears the brunt of any lane closures on Pier.

27th has had normal traffic patterns since mid May and has recently been inundated at all hours of the day and NIGHT, especially from Thursday-Sunday night with obnoxiously LOUD sports cars with modified mufflers that can be heard easily as they shift from 1-3 gears even a couple of blocks away.

These sports cars are using 27th as a circuit down to Hermosa Ave and the drivers seem to enjoy the fact that our street with its steep narrow roads that load-up the engines for maximum noise.

And 27th's densely packed houses greatly amplify the sound compared to wider streets and the noise from these obnoxious loud vehicles reverberates between the houses at all hours of the night making it impossible to sleep at night with your windows open without being jarred from a deep sleep several times a night.

And these cars are tuned to BACKFIRE when they downshift under load and it's intentional.

The steep hills and downshifting create engine load that creates loud backfiring.
POP POP POP POP.

And you want to add more noise to our densely packed residential street by

closing lanes on pier Ave????

Did you see the newsfeed I sent the council and the City Manager a few weeks back saying that traffic had returned to 70% of pre-pandemic levels?

A new study by the Southern California Association of Governments found since mid-May traffic has nearly returned to pre-pandemic levels. ... At one point, traffic was down 80% from its peak. According to the study, 70% percent of traffic has returned
Aug 21, 2020

Councilman Detoy said the city was conducting its own traffic analysis.

Didn't it include looking at when traffic would begin returning to pre-pandemic levels?

Didn't it include looking at existing noise levels of the streets that would most likely be impacted by these lane closures and whether these noise levels comported with the General Plan?

If not, why not?

The argument for the lane closures or the so-called road-diet on main thoroughfares including Pier Ave and Hermosa Ave was contingent on substantially reduced traffic caused by the Pandemic; but the city went ahead with the lane closures on Hermosa and Pier anyway, despite the fact that traffic was quickly returning to normal levels

The contingency that the lane closures would only exist so long as traffic was **significantly** reduced by the pandemic was a lie.

The truth is the lane closures will exist as long as the pandemic is restricting indoor dining and once that Covid risk finally dissipates Suja wants to make these lane closures permanent and turn pier and Hermosa avenues into a haven for outdoor dining just like it is on 2nd street in Long Beach.

That's her plan and but she isn't saying that publically is she?

Our city manager is using the Covid crisis to promote her own downtown agenda and the agenda of several overly pro-business Council Members and the agenda of the chamber of commerce.

That's the truth but you don't speak to that you just give us more misrepresentations, misdirection and lies.

On 27th traffic has been back to normal levels for several months now.

The Pier Ave closure will only bring still more vehicle and truck traffic to 27th, and Pier Ave is the only East/West truck route in the city.

The council has stated many times we have a real shortage of East-West roads. It should be obvious the city shouldn't be **reducing** this capacity unless there are significant reductions in East west traffic.

That was the council's and the city manager's position as they pushed these lane closures forward and now it turns out that was a lie. Traffic is quickly returning to pre-pandemic levels and lane closures should be removed not expanded.

Related to the additional traffic closing lanes on Pier will push to 27th, I've done noise measurements with 3 different noise meters and believe we are already well over the noise limits allowed in the general plan for an R2 zoned neighborhood on 27th.

Yet the city manager said in the city council meeting that there is nothing inconsistent with the general plan happening on 27th.

How could Suja know there is nothing inconsistent with the general plan happening on 27th if the city has never done noise measurements on the steep narrow segments of 27th.

How about answering that question?

Claiming there was nothing inconsistent with the General Plan was just another boldface lie wasn't it?

The lane closure on pier will only make it more unfriendly to vehicles **and especially large trucks**, shifting more Hermosa ave and Plaza commercial traffic to 27th. This will bring even more noise and pollution to our steep narrow street where westbound trucks roar by less than 10 feet from our front doors.

The NNTMP identified an unexpected ~100% jump in vehicular and truck traffic on Gould (aka 27th) adjacent to Valley Park between 2016-2019!

The size of trucks on 27th has jumped dramatically with the increase in the number of monster houses built on the westside over the last 10 years.

Nearly every jobsite north of pier uses 27th for access to the westside.

More and more larger and larger trucks on 27th... If that's consistent with the general plan the plan ain't worth crap.

Yesterday at about 3:15PM vehicle traffic on 27th was backed up all the way from valley drive past Morningside and over the hill going down to Manhattan Ave and you are calling for a road diet?

You promised a traffic analysis on the impact of the lane closures but I'll bet my bottom dollar the city didn't consider the general plan and whether the existing noise thresholds on 27th which will obviously be impacted by closing lanes on pier will be adversely affect 27th. - you just rammed it down our throat.

The businesses you are bending over backwards for on Hermosa ave don't give a damn about the residents of 27th.

They continue to send larger and larger delivery trucks via 27th even though it's not the most direct route to the downtown business district.

27th is the longer route downtown by over 33%, both from Artesia and from PCH southbound.

Big rigs and 40ft box trucks serving the downtown business district are common and it's illegal.

Even the former police chief captain McKinnion was caught in boldfaced lies saying the direct route laws for heavy trucks on 27th were enforced and he did issue tickets.

A public records requests proved he was lying. There were no direct route violation tickets issued, ever.

The city lied when it said the lane closures and road diet was contingent on a reduction in traffic.

The city lied about the traffic analysis.

I've asked for this analysis but you refuse to provide it.

The city manager lied when she said that what's going on 27th traffic was consistent with the General Plan.

She didn't know that. She couldn't have without doing the noise measurements on the steep narrow road segments on 27th.

The city manager and the council have refused to do those noise measurements as they continue to ram more and more traffic down our steep narrow residential street.

And what of the waste water recovery drainage ditch at the intersection of 27th and Morningside that has existed the last 20 years? Trucks slam over this ditch all day long. Would you like to live next to that?

Why hasn't it been fixed?

When will the lies and mischaracterizations stop?

TH