

HAHN APPOINTS NEW GM OF DEPARTMENT OF AGING

Mayor Jim Hahn appointed Laura Trejo as general manager to head the Los Angeles Department of Aging. Trejo will be responsible for leading Mayor Hahn's plans to improve and expand the City's programs for the elderly.

"Laura Trejo has the leadership, managerial abilities, and enthusiasm to successfully lead the Department of Aging," Hahn said. "She shares my commitment to keeping our residents safe, healthy and enthusiastic by providing them vibrant and innovative programs."

Since 1985, Trejo has served as the Clinical District Chief for the Los Angeles County Department of Mental Health, Countywide Older Adult Programs. She holds a Master's degree in gerontology, a Master's degree in public administration, a graduate certificate in longterm care administration, and a Bachelor's of art degree in psychology, all from the University of Southern California.

"Ms. Trejo is also an avid writer on elderly issues, she has published numerous articles on the challenges of seniors, and served as a panel expert consultant, trainer and technical adviser on the aged for numerous agencies across the country and around the world," Hahn said. "With her background and experience, I am confident that she possesses the leadership, managerial ability and enthusiasm to successfully lead the Department of Aging."

MAYOR HAHN UNVEILS VISION FOR THE HARBOR

Mayor Jim Hahn unveiled his vision for the Port and its surrounding communities during his first State of the Harbor address by outlining his commitment to port related projects, port security and the protection of the environment as he oversees the world's premier port.

Mayor Hahn, a San Pedro resident, noted in his speech that the port of Los Angeles is one of the city's great assets and emphasized that it should also be an asset to the communities around the port, instead of a burden.

"As we begin to implement our vision for the 21st century, it is not enough to say that Los Angeles is the nation's busiest port. We can no longer afford to simply look at Port operations and expansion from an economic perspective. Rather, the port must also be a good neighbor," said Mayor Hahn.

Mayor Hahn stated that he knows firsthand how the Port affects the Harbor community day in and day out. "Since I became Mayor, I understood that to protect our coveted position as one of the world's premier ports, we must not only build on the economic success of the port, but must also focus on building a meaningful partnership between the Port and the adjacent communities," he said. "I asked the Port to make improved community relations a top priority. As a result, our goal is to forge a new partnership with the community and work with them to seek solutions to the challenges facing the Harbor area."

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Around the City

ZINE MOTION ASKS CITY FOR REPORT ON CITY LEASED BUILDINGS AND FACILITIES

Councilmen Dennis P. Zine and Tom LaBonge co-presented a motion seconded by Councilman Mark Ridley Thomas, asking the Los Angeles City Council to instruct the Office of the Chief Administrative Officer (CAO), with the cooperation of the Chief Legislative Analyst (CLA), to create a report detailing the location, cost and use for all facilities leased by the City of Los Angeles, from any source, for use by all City Departments, including the Department of Water and Power, the Port of Los Angeles, and Los Angeles World Airports. It was further moved that the report be presented to the Information Technology and General Services Committee within 30 days.

City leases on privately owned buildings cost the taxpayers tens of millions of dollars each year and often necessitate the fragmentation of the City work force. Councilmen Zine, LaBonge, and Ridley Thomas, feel that in order for the government to become more responsive and efficient, costs must be controlled and public service improved.

COUNCILMAN ZINE TOOK TO THE ROAD TO HIGHLIGHT PEDESTRIAN SAFETY NOV. 27

Each year in Los Angeles, more than 300 pedestrians are seriously injured or killed in crosswalk related accidents. Between Nov. 1 and Dec. 31, 2001, 14 pedestrians lost their lives in the San Fernando Valley alone.

In the interest of Public Safety during the "Holiday Rush," Councilman Dennis P. Zine took a proactive approach to make drivers aware of "smart" crosswalks, pedestrian rights of way, and the traffic laws that protect them. Supported by the Motor Officers of LAPD's Valley Traffic Division, the Department of Transportation, and his son, Officer Chris Zine, the Councilman has a big surprise in store for motorists driving along Sherman Way at Eton in Canoga Park Nov. 27.

LAPD Pacific Division Officer Chris Zine, dressed appropriately for the Thanksgiving Holiday in a Turkey costume and utilizing the "Smart" crosswalk, walked back and forth across the street. Motorists who failed to stop for him were cited.

There are 10 other "smart" crosswalk locations throughout Los Angeles. Using a sensor-activated warning beacon, and at a cost of \$15,000 to \$25,000 each, "smart" crosswalks are far more economical than a standard traffic light which can cost as much as \$100,000. Since their inception, a 14 percent improvement in drivers yielding to pedestrians has been shown.

PORT OF L.A. RESEARCHES OPTIONS FOR USING LESS IMPOSING CRANES

In response to community and aesthetics concerns, the Port of Los Angeles is looking into ways to make its gantry cranes less imposing.

The Port is considering incorporation of Liebherr collapsible cranes. The gantry of the Liebherr cranes can be lowered to the ground when not in use. Currently, the Liebherr cranes are more commonly used for vessels carrying 1200 to 1500 TEUs, a smaller generation vessel than typically calls in Los Angeles.

"This is positive step in the process of finding a viable balance between operational needs of Port clients and the desire of the community for less prominent crane structures," said Nicholas Tonsich, President of Los Angeles Board of Harbor Commissioners.

In January 2003, Commissioner Thomas Warren and Al Fierstine, Port of Los Angeles director of business development, will travel to Miami to view Liebherr cranes in operation. The two Port officials will determine the feasibility of the Liebherr cranes for Los Angeles' heavy volume use on larger container vessels, considering productivity requirements and the crane manufacturer's ability to meet the current Los Angeles quality and structural standards. If feasible, the Port will then recommend use of the Liebherr crane to its major global customers. Warren, a member of ILWU Local 63, has extensive crane and operational experience.

The Port has also initiated discussions with Zhen Hua Port Machinery Company (ZPMC), the largest crane manufacturer in the world, and builder of the cranes for the proposed China Shipping Terminal in the Port of Los Angeles. ZPMC has indicated that a construction modification of the gantry cranes on this facility may be possible to allow the crane arms to retract. Currently, the arms are stored in a semi-upright, 45-degree angle.

As proposed, the new cranes would have retractable booms parallel to the ground and would retract back over the wharf when not in use. The resultant profile would be 150 to 180 feet in height rather than 300 feet for a fully extended, upright crane arm.

VALLEY COMMUNITY WIPES OUT AREA BLIGHT BY ERASING GRAFFITI

Fed up with neighborhood blight, Councilmember Wendy Greuel and the Los Angeles Police Department mobilized nearly 200 community volunteers to eradicate blight-causing graffiti at over 30 locations from Sherman Oaks to Sunland-Tujunga.

"Graffiti diminishes the quality-of-life in our neighborhoods and is a medium for gangware," Greuel said. "Gang-bangers will not own our communities. Today, with the help of the LAPD, we are taking back our streets."

Volunteers gathered at Valley Park Plaza in North Hollywood before breaking into teams of 10 to wipe out graffiti across the East Valley. City crews accompanied the volunteers to tag abandoned vehicles and remove bulky items and other junk at or around the graffiti-laden sites.


Community-based nonprofit organizations, including the East Valley's Pacoima Graffiti Busters, provided supplies and assisted the volunteers in the paint-out efforts. Deputy Police Chief Ronald Bergmann, architect of a widely praised Valley-based anti-gang program, joined the community in painting out North Hollywood graffiti.

"Graffiti leads to crime and blight," Bergmann said. "We all have to work together and keep up our efforts to maintain clean and safe neighborhoods."

In addition to removing graffiti, Operation Paint-Out was intended to heighten awareness of the City's graffiti removal programs. Residents are encouraged to report graffiti at (800) 611-CITY. City crews or community-based organizations will remove reported graffiti within 24 hours in most cases.

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