March 30, 2017
FOR IMMEDIATE RELEASE

LACBC STATEMENT ON LOS ANGELES TRANSPORTATION COMMITTEE MEETING ON LOCAL RETURN

Los Angeles, Calif. -

Yesterday the City of Los Angeles took an important step in making the award-winning vision of the Mobility Plan 2035 and Mayor Garcetti’s Vision Zero directive realities. The Transportation Committee’s 3-2 vote to allocate 60% of local return to Vision Zero funding, 10% to bike infrastructure, 10% to sidewalk repair and reconstruction, and 20% to median island and curb extension improvements marks a positive step forward for active transportation advocates.

“Mobility Plan 2035 and Vision Zero demonstrate that Los Angeles has the know-how to make L.A. city streets safe, equitable, and active,” said Los Angeles County Bicycle Coalition (LACBC) Executive Director, Tamika Butler, “but now is the time for city leadership to demonstrate the political will to fund these plans and save lives. We’re encouraged by our elected officials and L.A. Department of Transportation leadership recognizing the importance of dedicated funding for Vision Zero and prioritizing investment in low-income communities and communities of color that have been historically neglected and are the most vulnerable. We will continue to work with, and pressure, elected officials to fund the projects that will make our streets safe for all users. We also thank all the community members that contacted the Transportation Committee or spoke at the committee meeting.”

Over 30 community members came to support funding Vision Zero, bicycling, green streets, and pedestrian investments citing the need for safer and more equitable streets in many public comments.

“LACBC would like to thank Councilmembers Bonin, Martinez, Huizar, and Harris-Dawson for their leadership in championing this effort to dedicate local return funding for Vision Zero and working to save lives on L.A.’s streets,” said Butler. “Councilmember Bonin highlighting the importance of saving lives rather than fixing potholes and Councilmember Harris-Dawson’s testimony supporting Vision Zero in the communities he represents were especially poignant moments. Yesterday’s vote was a significant step towards realizing Mayor Garcetti’s directive to achieve zero traffic fatalities and serious injuries by the year 2025.”

Next, Councilmember Bonin’s proposal heads to the Public Works and Gang Reduction committee which is chaired by Councilmember Joe Buscaino.
Founded in 1998, The Los Angeles County Bicycle Coalition is a membership-based, volunteer-driven nonprofit organization that works to make all communities in Los Angeles County into healthy, safe and fun places to ride a bike. Through advocacy, education, and outreach, LACBC brings together the diverse bicycling community in a united mission to improve the bicycling environment and quality of life for the entire region.

For local return in the City of Los Angeles, LACBC is advocating to:

1. **Dedicate More Funding to Vision Zero** - The City should set aside the majority of its local return to support its Vision Zero work. People walking and biking are at a disproportionate risk of being killed from traffic violence, accounting for 49% of deaths, despite being in only 14% of crashes. Emphasizing active transportation will ensure that the most vulnerable road users are prioritized.

2. **Resume Commitment to Bike Lane Installation** - LACBC's 2015 Bike and Pedestrian Count found that bike lane installation decreased from 101 miles in 2013 to just 11 miles in 2015, and only 25% of high priority bike lanes identified in the Bicycle Plan had been installed since 2010. A portion of local return funds should be used to install the other 75% of high priority bike lanes. The City should also conduct annual manual bicycle and pedestrian counts and/or install automatic counters across the city to track the impact of bike lane installation.

3. **Prioritize Low-Income Communities and Communities of Color** - There is a historical and continual lack of investment in low-income communities and communities of color by government agencies who often leave these communities as afterthoughts of their planning practices. Local return dollars and Vision Zero are opportunities to prioritize low-income communities and communities of color that have been historically neglected by street safety projects.

4. **Commit to Data Transparency** - Data collection is essential to understanding traffic deaths, prioritizing intervention locations and resources, and holding public agencies accountable. The City must demonstrate its commitment to equity by collecting better data on race/ethnicity and income to allow for more robust health equity analysis and targeted interventions. Potential strategies include: enhancing existing data collection sources and practices, accessing relevant data from alternative sources, and conducting community needs assessments in the High Injury Network neighborhoods.

5. **Promote Meaningful Community Engagement** - Foster community dialogues with law enforcement to ensure that resident voices, especially those most disparately targeted by law enforcement (young men of color and transgender people of color) are used to shape Vision Zero's enforcement strategies, using prevention and restorative rather than criminalization approaches.

###