



January 12, 2018

RE: 14-0163-S3 Sidewalks Prioritization Program

Dear Honorable Council President Herb J. Wesson, Jr. and City Council Members:

Southern California Resource Services for Independent Living (SCRS-IL), a non-profit organization empowering individuals with disabilities to live full and integrated lives strongly encourages the Los Angeles City Council to retain the Vision Zero High Injury Network (HIN) in the Bureau of Engineering (BOE) proposed Sidewalk Repair Program (SRP) prioritization methodology. The HIN represents the only prioritization criteria in the BOE-proposed SRP to include City interdepartmental coordination, social equity, and a tool to potentially accelerate/scale-up the program.

For our population, it is imperative that the needs for safe street design and safe sidewalk infrastructure exist and certainly are interrelated and impact each other. Consider the example of a sidewalk with a missing curb ramp: a person using a wheelchair or a walker might have to find a midblock driveway and enter the roadbed just to cross the street. This severely endangers the path of travel for our already vulnerable road users. It's our understanding that the SRP is about more than trip-and-fall incidents; it is about a coordinated and cohesive transportation network that accommodates travelers of all abilities, ages, and modes.

More than half of our annual consumer-base live in low-income and marginalized neighborhoods, thus exposing them to unsafe street design and public infrastructure in our poorest neighborhoods. Efforts to improve sidewalk conditions are both a) efficient and effective in improving conditions where highest rates of people are traveling on sidewalks, and b) addressing a complementary need to the Vision Zero effort of reducing injuries and fatalities.

It's our understanding that The City of Los Angeles currently lacks a comprehensive strategic transportation plan that takes into account both street design as well as sidewalk infrastructure and amenities. Using the HIN as a tool to prioritize investment and guide related work plans is a key step in developing an efficient SRP and, at a higher level, a citywide comprehensive transportation plan.

We thank you for your continued leadership and reiterate our strong encouragement to retain the Vision Zero High Injury Network as a prioritization criteria in the City's Sidewalk Repair Program.

Respectfully,
Hector Ochoa
Program Manager of Systems Change & Accessibility