



Richard Williams <richard.williams@lacity.org>

Measure M's local return money

RICHARD MCKEE <ahypow2015@gmail.com>
To: richard.williams@lacity.org

Sun, Apr 30, 2017 at 8:19 AM

I am a advocate for Measure M's local return money be spent on projects like signal installations to make our communities safer. Street reconstruction can be done with California's new gas tax money instead of both funding sources.

RICHARD MCKEE
7900 WISH AVE.
LAKE BALBOA CA
91406

May 1, 2017

Budget & Finance Committee
Los Angeles City Council
200 N. Spring Street, Room 435
Los Angeles, CA 90012

RE: Budget Proposal Fiscal Year 2017-18

Dear Los Angeles City Council Budget & Finance Committee Members:

The Alliance for Community Transit-Los Angeles (ACT-LA) is a citywide coalition of 34 organizations representing thousands of community residents. Our vision is a transit-rich Los Angeles where all people have access to quality jobs, affordable housing, necessary social services, ample transportation options, and a voice in decision-making.

The passage of Measure M in November 2016 presents a historic opportunity to invest in our transportation infrastructure to transform L.A. into a sustainable, healthier city. As voters were deliberating Measure M before this November's election, there was substantial discussion regarding the threat of displacement of low-income communities of color near planned transit stations.

Now that Measure M has been approved by voters and is being implemented, our coalition, along with others, urges the City of Los Angeles to commit to solutions for the City's renter majority during this massive transit expansion in the country's most unaffordable rental market. UCLA's Urban Displacement Project's latest report (March 2017) found an increase in evictions near fixed rail stations in Los Angeles and that proximity to rail increased a neighborhood's indicators for household displacement. While Los Angeles plans for increasing its transit ridership, it cannot afford to lose its core transit riders – the vast majority of whom are low-income people of color - making neighborhood stabilization and anti-displacement core strategies in planning for our transit build out. As the LA Times Editorial Board wrote in a November 12, 2016 editorial entitled *Will Measure M Lead to Gentrification and Displacement Across LA County?*, “[It] would be wise to start planning now to ensure that these vital transportation projects don’t inadvertently displace the very residents and businesses they’re designed to serve.”

We applaud the inclusion of funding “Transit Oriented Communities” (TOCs) in Metro’s draft guidelines for Measure M local return expenditures. This is a significant opportunity for the City of LA to invest in strategies to stabilize transit-rich communities that are made up of hard-working Angelenos who are at risk of losing their homes due to rising rents or evictions.

We wholeheartedly support the funding of safer streets and pedestrian and bike infrastructure. As such, we join our allies in urging Council to meaningfully increase allocations from local return to Vision Zero to ensure safe, walkable, bikeable streets for our communities. And, in order to ensure that these new investments are able to serve

Angelenos at all income levels, we urge the city to pair this local return spending with funding for an important housing solution for continued access to transit-oriented communities for low-income Angelenos.

Specifically, we urge funding from Measure M local return be appropriated to capitalize a Transit-Oriented Communities anti-displacement acquisition fund for the preservation of at-risk affordable housing in TOCs. The revenue would be leveraged with other resources to take critically-needed affordable housing off the speculative market, stabilizing communities susceptible to displacement pressures.

We would welcome the opportunity to speak with your offices about this request.

Sincerely,

Laura Raymond
Campaign Director
Alliance for Community Transit – Los Angeles

CC: Legislative Aide Richard Williams



visionzeroalliance.org

f LAvisionzero

t @LAvisionzero

May 1, 2017

Chair Paul Krekorian and Members of the Budget & Finance Committee
Los Angeles City Council
200 N. Spring Street, Room 435
Los Angeles, CA 90012
Via email: richard.williams@lacity.org

RE: CF # 17-0600 – Budget Proposal Fiscal Year 2017-18

Dear Chairman Krekorian and Members of the Committee:

The Los Angeles Vision Zero Alliance is a coalition of more than 20 organizations and concerned individuals united for safe and equitable streets in Los Angeles. Members include large national organizations, like AARP and Advancement Project; local community-based organizations, like Proyecto Pastoral and T.R.U.S.T. South LA; active transportation advocates, like Los Angeles Walks and the Los Angeles County Bicycle Coalition; and many others. The LA Vision Zero Alliance works in partnership with the City of Los Angeles to end all traffic deaths and serious injuries in LA by 2025.

Together, we strongly encourage the Budget and Finance Committee to revise the 2017 City Budget, and invest more aggressively in Vision Zero.

We urge the City to allocate funding for evidence-based Vision Zero projects that maintain a focus on corridors within the High-Injury Network, and establish safeguards that protect vulnerable communities and mitigate potential gentrification triggers.

Traffic collisions are the leading cause of death for children between the ages of 5 and 14 in Los Angeles County, and result in over 1,000 life-altering, serious injuries to Angelenos every year. More people are killed just getting around in Los Angeles each year than they are in gang-related violence. Besides this enormous and tragic human cost, all Angelenos pay the price for LA's dangerous streets; legal settlements resulting from inadequate infrastructure for people walking or biking are a significant drain on LA City resources.

Through a strong commitment and robust investment, though, these losses are all preventable.



According to Los Angeles Department of Transportation General Manager Seleta Reynolds, it will cost \$80 million to achieve the City's initial Vision Zero goal of 20% reduction in traffic deaths by the end of 2017. But the City's proposed 2017-18 budget dedicates a mere \$16.6 million to "Vision Zero" projects -- most of which is derived from Measure R revenue. This extreme shortfall shows the City's lack of commitment to its own Vision Zero goals, and is truly disappointing, particularly after nearly two years of intense data analysis, research, and planning for Vision Zero implementation by LA City departments.

We urge the City to fund Vision Zero engineering efforts at a level that will result in a 20% reduction in deaths by the end of 2017.

Additionally, we firmly believe that transit and transportation investments must not harm the communities they aim to protect. Nearly half of the streets on the High-Injury Network are neighborhoods with a greater percentage of people of color, immigrants, and low-income families. Therefore, the Alliance urges the Committee to ensure that increased resources are coupled with anti-displacement measures that preserve affordable housing and increase tenant protections.

It will take strong leadership, commitment, and funding to address this public health crisis, and reverse the trends that make Los Angeles the most dangerous city for traffic crashes in the United States.

Therefore, we urge you to:

- Increase funding for Vision Zero to a level that will achieve a 20% reduction in deaths by the end of 2017.
- Decouple funding for road resurfacing and Vision Zero efforts, enabling the public to clearly understand how money is being prioritized. Road resurfacing alone has not been shown to save lives and is not an evidence-based countermeasure.
- Ensure Vision Zero funding remains focused on corridor planning and the Vision Zero High Injury Network.
- Allocate targeted funding to protect vulnerable residents from displacement and mitigate potential gentrification triggers, particularly within the High-Injury Network.

We appreciate your consideration. Should you have any questions, please reach out to Emilia Crotty, Los Angeles Walks Policy & Program Manager, at emilia@losangeleswalks.org or 508-916-7863.

Sincerely,

The Los Angeles Vision Zero Alliance

Cc: Los Angeles Mayor Eric Garcetti
Seleta Reynolds, General Manager, LADOT
Nat Gale, Principal Project Coordinator, LADOT
Diego de la Garza, Federal Liaison, Office of Mayor Eric Garcetti



Richard Williams <richard.williams@lacity.org>

CF #17-0600 – Budget Proposal Fiscal Year 2017-18

Kelley King <kelleymking@mac.com>

Sun, Apr 30, 2017 at 8:06 PM

To: Councilmember.krekorian@lacity.org, Councilmember.Englander@lacity.org, Councilmember.Martinez@lacity.org, councilmember.blumenfield@lacity.org, councilmember.bonin@lacity.org, richard.williams@lacity.org

April 28, 2017

Chair Paul Krekorian and Members of the Budget & Finance Committee
Los Angeles City Council
200 N. Spring Street, Room 435
Los Angeles, CA 90012

RE: CF # 17-0600 – Budget Proposal Fiscal Year 2017-18

Dear Chairman Krekorian and Members of the Committee:

We need to ensure that the City's transportation Budget this year ***puts safety first*** and ***invests in a network of complete streets and sidewalks*** for all people who travel in our city. Because as of today, Los Angeles is the deadliest city for traffic crashes in the United States. Traffic collisions are the leading cause of death for children ages 5 to 14 in Los Angeles County. We are experiencing an epidemic, and a public health crisis of this magnitude demands adequate funding and your leadership that prioritizes community safety.

This budget is a reflection of our priorities, let's make sure it's actually reflective of the promise of Measure M. We supported Measure M because of its promise to provide mobility options for all — this budget decision is an opportunity for you to ensure those are safe options.

We urge your leadership to:

- Meaningfully increase funding for Vision Zero
- Decouple funding for road resurfacing and Vision Zero efforts. Vision Zero is a data-driven initiative that relies on evidence-based solutions that yield results (namely, fatalities and injuries prevented). It's driven by hard numbers. Because road resurfacing has not been shown to save lives, by combining road resurfacing and safety projects in one bucket, the effects of the City's Vision Zero efforts will be inaccurate.
- Ensure focus on corridor planning and addressing the Vision Zero High Injury Network.

We are personally concerned about the large number of children who use the sidewalks and streets near our home to commute to/from school on foot and bike. We feel the Los Feliz pedestrian students of Marshall High School, King Middle School and Franklin Avenue Elementary should have safe passage to their homes and to public transit options. Specifically, safety would be greatly improved by more stop lights (for example at Talmadge/Franklin), more pedestrian crosswalks like the ones added near the Elementary School and more stop signs to slow traffic, especially along the Franklin, Commonwealth and Talmadge thoroughfares.

Sincerely,
Kelley King and Robert Fritz
4214 Franklin Avenue
LA, CA 90027



Richard Williams <richard.williams@lacity.org>

Funding for Local Street Safety

Mary McFadden McCarthy <marymacvn@yahoo.com>
To: richard.williams@lacity.org

Sun, Apr 30, 2017 at 6:02 PM

We advocate for Measure M's local return money be spent on projects like signal installations to make our communities safer!

Street reconstruction can be done with California's new gas tax money instead of both funding sources.

Thank you!!

Mary and Brian McCarthy
7704 Wish Ave
Van Nuys, Ca 91406-2132
[\(818\) 758-1635](tel:(818)758-1635)

Sent from my iPhone