



Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
www.la-bike.org

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

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

Dear Chairman Krekorian and Members of the Committee:

The Los Angeles County Bicycle Coalition (LACBC) works to make all communities in Los Angeles County healthy, safe, and fun places to bike and walk. **LACBC strongly encourages the Budget and Finance Committee to revise the 2017 City Budget and robustly invest in an equity based strategy of saving lives and preventing injuries by meaningfully implementing Vision Zero, investing in budget items related to the City's bicycle program, and allocating resources towards protecting against the unintended consequences of these investments.**

We ask that the City reverse its trend of a flat investments in budget items related to the bicycle program. For the first time since LACBC started our biannual Bicycle and Pedestrian Count, bicycling and the installation of bicycle facilities has decreased. As a result, there are fewer resources being allocated to programs that encourage people to bike, such as Safe Routes to Schools and bicycle wayfinding.

Beyond general investment in bicycle related programs, the City should fully invest in Vision Zero as it increases the safety of all individuals using the road, regardless of their mode of transportation. With traffic collisions being the leading cause of death for children between the ages of 2 and 14 in Los Angeles, not increasing investments that benefit people who bike and walk and encourage new people to bike and walk is ignoring one of the City's biggest public health crises. This is a crisis that cannot be solved with only \$16 million and no increase to the bike program. Additionally, City settlements for cars injuring or killing pedestrians or cyclists due to inadequate infrastructure has been a major drain on City resources. Injuries and deaths are preventable with the right, up front investment. Now is the time to make that investment.

The City of Los Angeles will receive about \$50 million dollars annually from Measure M local return. LACBC supports a budget that outlines using local return funds on projects that create safer, more livable streets so that we achieve Vision Zero and ensure that the visionary Mobility Plan 2035 becomes a reality. Los Angeles Department of Transportation General Manager Seleta Reynolds has said it will cost \$80 million to achieve the City's Vision Zero goal of 20% reduction in traffic deaths by the end of 2017. Despite this goal and the newly available Measure

M Local Return resources, the City's proposed budget dedicates a mere \$16 million -- most of which comes from Measure R. This extreme shortfall shows the City's lack of providing meaningful funding to meet its Vision Zero goals. New York City's 2017 Vision Zero budget, on the other hand, is dedicating \$174 million dollars. Los Angeles will not become a safe city, a prosperous city, or a liveable city if people continue to die on our streets. We simply do not understand how the city could set a reduction goal, but fail to provide adequate resources to meet that goal.

We firmly believe transportation investments must not hurt the communities it aims to protect. Transportation investments not centered on equity result in low-income residents being driven out by higher-income residents who will reap the benefits of infrastructure investments. 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, LACBC urges the Committee to ensure that increased resources are coupled with anti-displacement measures that preserve affordable housing and increase tenant protections.

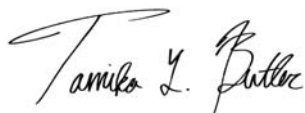
The robust budget for the fire department and police department shows the City's commitment to safety and saving lives. **Fully funding and implementing Vision Zero is about saving lives, too.** Reversing the heartbreaking trend of Los Angeles City streets being the deadliest place for children is possible if the City is willing to put resources to prevent injuries and deaths caused by car collisions.

In summary, we urge the Committee to:

- Meaningfully increase funding for Vision Zero while decoupling funding for road resurfacing and Vision Zero efforts so the public has an accurate understanding of how money is being prioritized;
- Increase funding to the budget line items related to the City's bicycle program;
- Dedicate 10% from local return dollars from Measure M for anti-displacement measures that will go towards protecting residents from the unintended consequences of infrastructure investment.

We thank you for your consideration. We would love to serve as a resource to your staff. If you have any questions, please feel free to give us a call.

Sincerely,

A handwritten signature in black ink that reads "Tamika L. Butler". The signature is written in a cursive, flowing style.

Tamika L. Butler
Executive Director



Richard Williams <richard.williams@lacity.org>

CF # 17-0600 – Local Return Measure M Funds Should be Allocated to Roadway Repairs and NOT Used for Any Other Purpose!

D Millar <debbie.m.millar@gmail.com>

Mon, May 1, 2017 at 6:48 PM

To: councilmember.krekorian@lacity.org, councilmember.englander@lacity.org, councilmember.bonin@lacity.org, councilmember.blumenfeld@lacity.org, councilmember.martinez@lacity.org

Cc: richard.williams@lacity.org, councilmember.koretz@lacity.org, councilmember.wesson@lacity.org, councilmember.cedillo@lacity.org, councilmember.fuentes@lacity.org, councilmember.price@lacity.org, councilmember.ofarrell@lacity.org, councilmember.huizar@lacity.org, councilmember.buscaino@lacity.org, councilmember.ryu@lacity.org

As a cyclist, I voted for Measure M because I am very aware of the desperate need for street repairs on the Westside. Believe me, on a bicycle, you are aware of every single bump or hole in the road and the dangers of swerving to miss them.

I also question the creation of some of the cycle lanes around the area. I, and most other cyclists I know do not use the main streets where the cycle lanes tend to be created. We use the side streets which have much less traffic, less movement in and out of parking spaces and less pollution to inhale. The main streets should be used to keep car traffic flowing as easily as possible as the area is pretty much close to gridlock as it is.cutting a lane to give to cyclists is a wonderful idea in theory, but we aren't using those routes, and gridlock is a huge issue which in turn causes angry, erratic driving that is dangerous to other drivers, cyclists and pedestrians.

Street repair is absolutely crucial for the safety of cyclists - and the majority vote for measure M should be respected for this and many other reasons. What was the point in the ballot? And should we be skeptical of future ballots that ask for specific funding sources?

The proposal to use up to 60% of the increased tax revenue for purposes other than street repair should be rejected.

Sincerely
Debbie Millar
Pelham Ave. CD5



Richard Williams <richard.williams@lacity.org>

(no subject)

Shaughn Buchholz <shaughnbuchholz3@gmail.com>

Mon, May 1, 2017 at 5:47 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:

As a property owner on a busy street at Fountain and Sunset, 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.

Sincerely,
Shaughn Buchholz



Richard Williams <richard.williams@lacity.org>

CF # 17-0600 - Local Return Measure M Funds Should be Allocated to Roadway Repairs and NOT Used for Any Other Purpose!

Steve Rogers <steve@rogersacoustics.com>

Mon, May 1, 2017 at 4:18 PM

To: councilmember.krekorian@lacity.org, Councilmember.Englander@lacity.org, councilmember.blumenfeld@lacity.org, councilmember.bonin@lacity.org, councilmember.martinez@lacity.org

Cc: richard.williams@lacity.org, Paul Koretz - cd 5 <paul.koretz@lacity.org>, councilmember.wesson@lacity.org, councilmember.ryu@lacity.org, councilmember.cedillo@lacity.org, councilmember.fuentes@lacity.org, councilmember.price@lacity.org, councilmember.ofarrell@lacity.org, councilmember.huizar@lacity.org, councilmember.buscaino@lacity.org

Chairman Krekorian & Members of the Budget & Finance Committee:

I have lived on the Westside of Los Angeles for 22 years; the street surfaces here were in a poor state repair when I arrived in 1995 and have not improved since. The many potholes, cracks and other street-surface hazards cause damage our vehicles and slow traffic...

When I voted for Measure M, I did so believing that the local return portion of the money raised by the Measure M would for much-needed street repairs and maintenance. Now I am learning of a plan proposed by Councilmember Bonin that would divert as much as 60% of local return dollars produced by Measure M away from roadway repairs and be spent instead on "Vision Zero" projects. **Surely, this bait-and-switch move would be a misuse of funds and a total betrayal of the voters' wishes.**

I urge you to reconsider this proposal and help ensure that the local return from Measure M is spent on roadway repairs. Siphoning-off any significant portion of that money for "Vision Zero" projects – or any purpose other than roadway repairs – is unacceptable to me and (I suspect) to thousands of other voters who supported Measure M.

Steve Rogers

Pelham Avenue, CA 90064



Richard Williams <richard.williams@lacity.org>

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

midopa <midopa@gmail.com>

Mon, May 1, 2017 at 2:41 PM

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

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

Dear Chairman Krekorian and Members of the Committee:

I strongly encourage the Budget and Finance Committee to revise the 2017 City Budget and robustly invest in saving lives and preventing injuries by meaningfully implementing Vision Zero. Los Angeles Department of Transportation General Manager Seleta Reynolds has said it will cost \$80 million to achieve the City's Vision Zero goal of 20% reduction in traffic deaths by the end of 2017. But the City's proposed budget dedicates a mere \$16 million. This extreme shortfall shows the City's lack of providing meaningful funding to meet its Vision Zero goals.

We also ask that the City reverse its trend of a flat investments in budget items related to the bicycle program. The City's failure to adequately invest in a robust bicycle program has resulted in fewer resources being allocated to programs that encourage people to bike, such as Safe Routes to Schools and bicycle wayfinding.

Additionally, I firmly believe transit and transportation investments must not hurt the communities it aims 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, I implore the Committee to ensure that increased resources are coupled with anti-displacement measures that preserve affordable housing and increase tenant protections.

I urge you to:

- Meaningfully increase funding for Vision Zero while decoupling funding for road resurfacing and Vision Zero efforts so the public has an accurate understanding of how money is being prioritized;
- Increase funding to budget line items related to the City's bicycle program;
- Dedicate 10% from local return dollars from Measure M for anti-displacement measures that will go towards protecting residents from the unintended consequences of infrastructure investment.

Sincerely,
Sam Park
818 554 8679
1807 Winona Blvd Apt 4
Los Angeles, CA 90027



Richard Williams <richard.williams@lacity.org>

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

David F <david8feuer@gmail.com>

Mon, May 1, 2017 at 2:24 PM

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

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

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

Dear Chairman Krekorian and Members of the Committee:

nb. Exactly one week ago I witnessed a young woman walking in the crosswalk being struck by a car/driver. This disturbing incident occurred not more than a half block from my home and serves to highlight the need for improved safety on our streets. I have constant concern for my own safety, not to mention that of my elderly mother for whom I am sole caregiver.

As part of my effort to improve the *quality* of my own life I strive to drive less, choosing to walk/bike/transit as much as possible. It is critical that we invest our funds *wisely* in building a *better (& safer) future* than we are currently heading towards. This is a complex task... below are a few essential *first steps* in that direction, your support is critical....

I strongly encourage the Budget and Finance Committee to revise the 2017 City Budget and robustly invest in saving lives and preventing injuries by meaningfully implementing Vision Zero. Los Angeles Department of Transportation General Manager Seleta Reynolds has said it will cost \$80 million to achieve the City's Vision Zero goal of 20% reduction in traffic deaths by the end of 2017. But the City's proposed budget dedicates a mere \$16 million. This extreme shortfall shows the City's lack of providing meaningful funding to meet its Vision Zero goals.

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Sincerely,

David Feuer

3725 Vinton Ave

Los Angeles , 90034



Richard Williams <richard.williams@lacity.org>

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

Zachary Rynow <zrynew@gmail.com>

Mon, May 1, 2017 at 11:24 AM

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

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Sincerely,

Zachary Rynew

11756 Otsego St., Valley Village, CA 91607



Richard Williams <richard.williams@lacity.org>

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

Lyndsey Nolan <lyndsey@la-bike.org>

Mon, May 1, 2017 at 8:59 AM

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

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Sincerely,

Lyndsey Nolan

1253 S. Westgate Ave. #3

Los Angeles, CA 90025

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Los Angeles County Division Office
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Phone: 213.291.7041
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www.heart.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: Increase meaningful funding for Walking and Biking Safety in 2017-2018 Los Angeles City Budget (Council File 17-0600)

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.

This past fall voters in Los Angeles sent a clear message that increased funding for transportation is important, and the 2017-2018 budget should reflect priorities identified by voters who supported Measure M. Hence, it is important that we move in a direction that reflects the promises 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.

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, and a public health crisis of this magnitude demands adequate funding that prioritizes community safety.

As you complete plans for the budget for the next fiscal year, we urge your leadership to:

- Meaningfully increase invest Measure M dollars in a network of complete streets and sidewalks.
- Decouple funding for road resurfacing and complete streets efforts. Because road resurfacing has not been shown to save lives, combining road resurfacing and safety projects in one bucket, diminishes the effects of the City's goals for safe mobility efforts.
- Ensure focus on corridor planning and addressing the High Injury Network.

Thank you for your consideration of our request as you move to adopt the 2017-2018 Los Angeles City Budget.

Sincerely,


Analu Fernandini

Los Angeles County Advocacy Committee Member
American Heart Association

The American Heart Association is a registered 501(c)3 organization.

April 28, 2017

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Los Angeles City Council
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- Ensure focus on corridor planning and addressing the High Injury Network.

Thank you for your consideration of our request as you move to adopt the 2017-2018 Los Angeles City Budget.

Sincerely,

ELENA DE LA CRUZ
Name


Signature

Echo Park
Neighborhood

90039
Zip Code

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

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As you complete plans for the budget for the next fiscal year, we urge your leadership to:

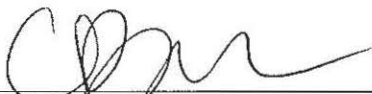
- Meaningfully increase invest Measure M dollars in a network of complete streets and sidewalks.
- Decouple funding for road resurfacing and complete streets efforts. Because road resurfacing has not been shown to save lives, combining road resurfacing and safety projects in one bucket, diminishes the effects of the City's goals for safe mobility efforts.
- Ensure focus on corridor planning and addressing the High Injury Network.

Thank you for your consideration of our request as you move to adopt the 2017-2018 Los Angeles City Budget.

Sincerely,

Cheryl Brewer

Name



Signature

ECHO PARK

Neighborhood

90012

Zip Code



Richard Williams <richard.williams@lacity.org>

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

Melissa Hernandez <meliishem7@gmail.com>
To: richard.williams@lacity.org

Mon, May 1, 2017 at 9:27 AM

Dear Chairman Krekorian and Members of the Committee:

As an Angeleno who grew up using public transportation and used it for over 25 years to get to work, school and every where else I find it crucially important that we 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. Why? 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.

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.

Sincerely,

Melissa Hernandez

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:

Regretfully, because we will be en-route to New York City for the annual Vision Zero Cities conference, we are unable to attend the May 1 budget hearing regarding the Mayor's proposed 2017-18 Transportation budget. We appreciate this opportunity to provide our comments in writing.

Like many of our LA Vision Zero Alliance partners and colleagues, we urge you to increase funding for effective, evidence-based Vision Zero projects in the City budget.

Additionally, we urge the Budget and Finance committee to consider the following recommendations :

- 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 encourage you to dedicate enough funding in the 2017-18 budget to actually accomplish the City's initial Vision Zero goal: a 20% reduction in traffic deaths and serious injuries by the end of 2017. At an estimated cost of \$80 million, according to LA Department of Transportation General Manager Seleta Reynolds, the \$16.6 million currently allocated to Vision Zero is woefully inadequate. This funding gap demonstrates a disappointing level of commitment to a critical initiative in the most dangerous city for traffic crashes in the United States.



Last week, when presenting the Mayor’s enormous \$9.2 billion budget proposal to the Committee, a representative from the Mayor’s Office described the proposed budget as “responsible” and “conservative.” While we acknowledge the difficulty of doling out highly sought-after but limited resources and understand the need to be conservative, we do not believe the proposed budget is a responsible one.

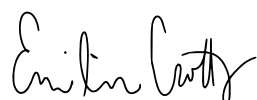
A responsible budget is one that addresses a rapidly increasing public health crisis in our city, a crisis that disproportionately impacts vulnerable populations, communities of color, and low-income residents. A responsible budget dedicates sufficient funding to aggressively preventing this problem through targeted, effective interventions. Finally, it invests in initiatives that help the City to achieve multiple goals that improve mobility, population health, environmental health, economic vitality, and quality of life while maintaining a focus on equity and avoiding unintended consequences.

Recognizing that neighborhood investments not centered on equity can harm the very communities they intend to protect, and recognizing that 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, we urge the Committee to ensure that increased resources are coupled with anti-displacement measures that preserve affordable housing and increase tenant protections. This, again, is a characteristic of a responsible budget.

Traffic deaths and serious injuries, and the consequences and costs they present to families and communities throughout Los Angeles – and to the City itself – are preventable. **With a clear problem and set of solutions at hand, we urge the City to draft a truly responsible Vision Zero budget – one that provides the resources needed to reverse the troubling trend of increased pedestrian deaths on our streets, and one that prioritizes human life above all else.**

Thank you for your leadership on this issue and for your consideration.

Sincerely,



Emilia Crotty
Policy & Program Manager
Los Angeles Walks
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