MOTION

Vision Zero, the City's effort to create safer streets and protect the most vulnerable road users, including pedestrians and bicyclists, has a goal of eliminating traffic deaths by 2025. According to an April 2022 article in Outside, however, Black residents in Los Angeles account for eighteen percent of collision victims, despite comprising approximately eight percent of the City's population. Additionally, 70 percent of serious injuries and fatalities are concentrated on six percent of the City's streets, most of which are located in Black or Latino neighborhoods.

As an example, the historic West Adams neighborhood in South Los Angeles has one of the most dangerous thoroughfares in the City in regards to traffic fatalities. From 2009 to 2019, at least 45 cyclists were hit on West Adams Boulevard and six pedestrians were killed. For many who live in marginalized areas, walking or biking is the only transportation option. Infrastructure to make roads safer, such as crosswalks, bike lanes, or even sidewalks, however, is often lacking.

Biking While Black: How Safe Are Black Lives Bicycling?, an award-winning short film that showcases Black lives on bicycles, shines a light on the dangerous streets and roads in historically Black neighborhoods, and the inequities that exist, including access to safe and interconnected bike facilities.

The City's Black, Indigenous, and people of color (BIPOC) communities deserve a transportation system that is rooted in mobility justice and equity. The City must invest in promoting accessibility and safety for all pedestrians and cyclists, especially those in BIPOC communities.

I THEREFORE MOVE that the Department of Transportation provide an update on the Vision Zero programs and projects, particularly activities in Black, Indigenous, and people of color communities, as it relates to pedestrian and bicycle safety, including bicycle safety educational campaigns.

PRESENTED BY: _____

HEATHER HUTT
Councilmember, 10th District

SECONDED BY: _____

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