

INVESTING
in **PLACE**

Advocating for Better Transportation Options and Stronger Communities in Los Angeles County

Presentation to AHOC

Making the Case for funding Active Transportation – April 13, 2017



About Investing in Place and who we serve:



Convenings



Educating elected leaders and agency staff



Advocacy



Serving most vulnerable of our society

***What problems are we trying to
address?***

19% of all
trips in LA County
are made by
walking and biking

39% of LA
County roadway
fatalities are people
walking and biking

34% of LA
County students
walk or bike to
school

1% of
transportation funding
is spent on walking
and biking in LA
County

23% of
children in LA
County are obese,
at least in part due
to low levels of
physical activity

47% of trips in
LA County are 3
miles or less, yet
the vast majority of
these trips are
driven

38% of
California's
greenhouse gas
emissions are from
transportation

Problem #1: Many dangerous streets for all of us — especially most vulnerable, like youth, older adults, and individuals with disabilities.

NEWS

PARAMOUNT HIGH SCHOOL
STUDENT, COUSIN KILLED
IN HIT-AND-RUN

24-Year-Old Man Dies After Being Struck in Boyle Heights Hit-and-Run

POSTED 4:46 AM, FEBRUARY 15, 2016, BY [TRACY BLOOM](#) AND [MELISSA PAMER](#), UPDATED AT 02:24PM, FEBRUARY 16, 2016

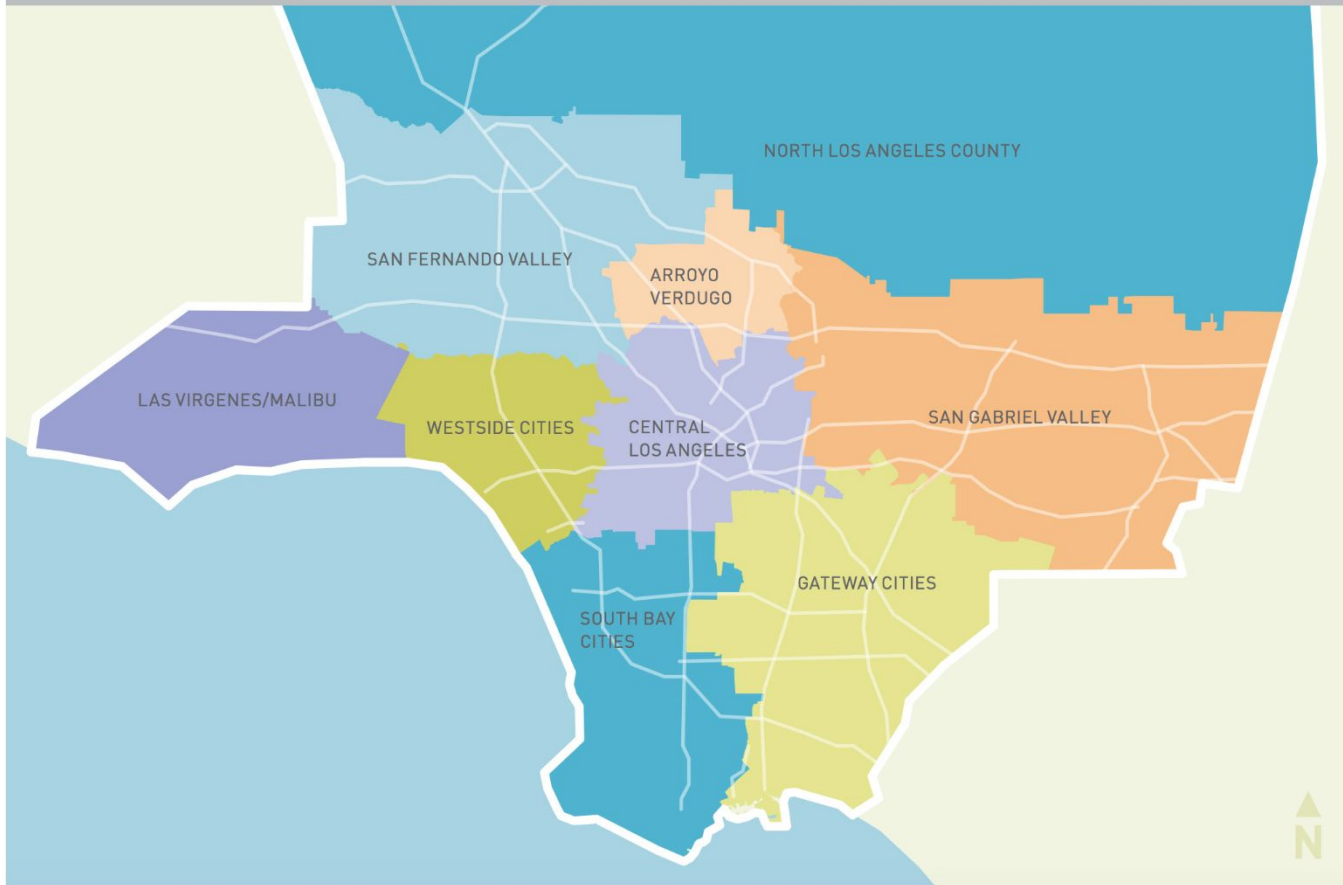
Students Rally Around Teacher Critically Injured in Santa Ana Hit-and-Run

NEWS

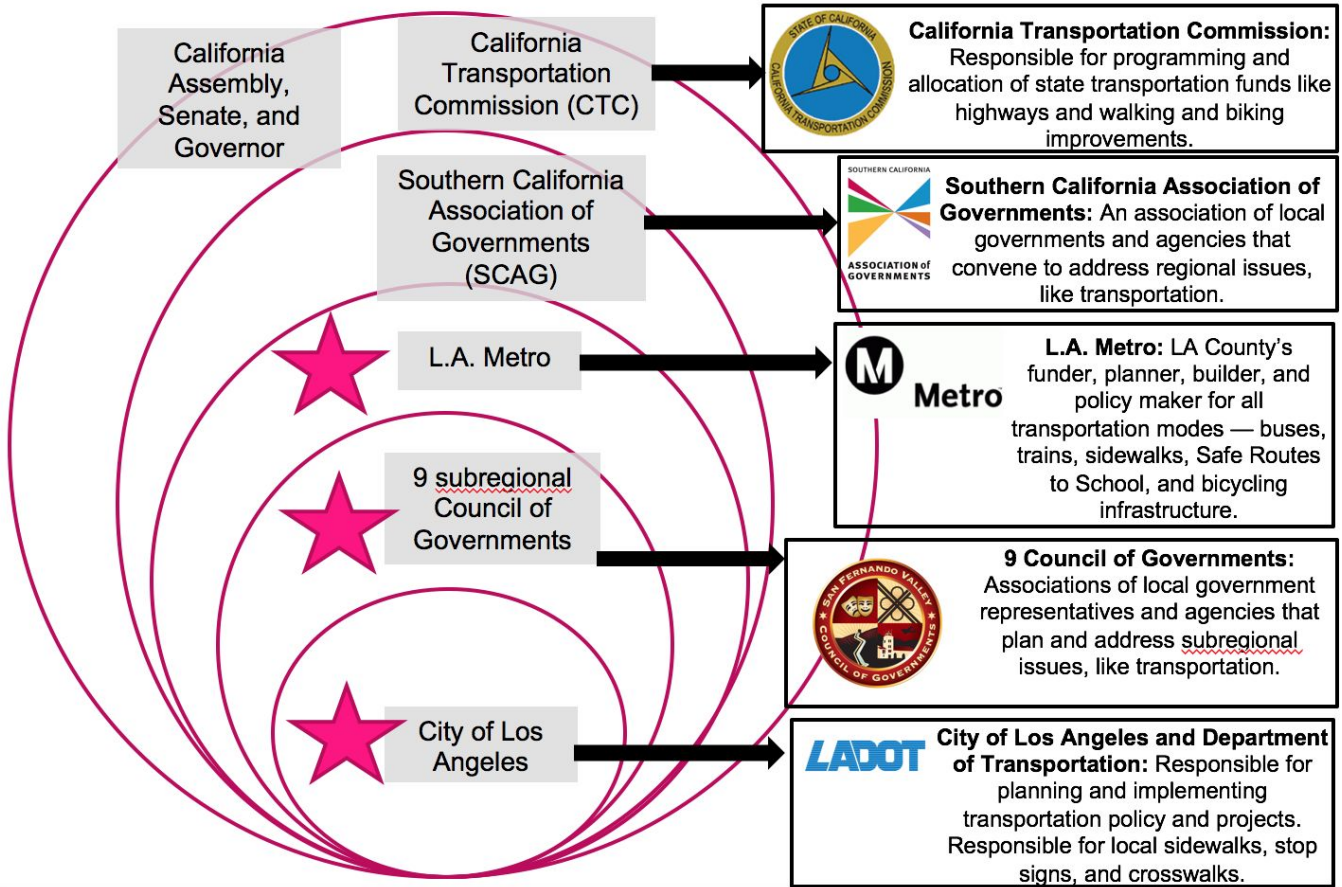
PEDESTRIAN DECAPITATED
IN PALMS HIT-AND-RUN
CRASH; SUSPECT SOUGHT

Problem #2: Huge region, many decision makers, diverse interests - understanding where key funding decisions happen

Los Angeles County Subregions



How transportation decisions are made, and key decision points for changes:



Problem #3: We have too many undesirable and uncomfortable streets, dangerous sidewalks, and lack of bus stops = public health and mobility crisis for many.



What have we accomplished?

Influencing, shaping, and passing a game-changing transportation ballot measure called *Measure M*.



Working with community partners and elected leaders, we helped pass *Measure M* on November 8, 2016, which would dedicate over **\$4 billion** to walking and biking projects, safe routes to school, and complete streets across Los Angeles County.



Funding for Walking, Biking, Safe Routes to School, and Complete Streets in LA County's Measure M (2016)

| Subregion | Funding | Notes |
|---------------------|--|---|
| Arroyo Verdugo | \$338.5 million | Includes both walking and biking improvements and complete streets |
| Central LA | \$1,280 million | Includes \$365 million earmarked for LA River, \$250 million for Safe Routes to School, and \$450 million for Great Streets |
| Gateway Cities | TBD | Expenditure plan does not designate a funding amount for active transportation in the Gateway Cities |
| Las Virgenes-Malibu | \$32 million | Includes first and last mile improvements |
| North County | \$264 million | |
| San Fernando Valley | \$65 million | Earmarked for LA River and San Fernando Bike Plan |
| San Gabriel Valley | \$429 million | Includes greenways, complete streets, and first and last mile improvements |
| South Bay Cities | \$293.5 million | Includes broad eligibility for local transportation improvements, including neighborhood electric vehicles, walking, biking, and technology |
| Westside Cities | \$361 million | Includes first and last mile improvements |
| Countywide | \$857.5 million | |
| Total | \$3,900 million (\$3.9 billion) | Total of all subregional programs |

Source: Metro Ballot Expenditure Plan (2016). Compiled by Investing in Place.

**How'd we collaborate together to move
policy?**

***In our “advocacy toolkit,” what tools
were effective?***

Advocacy Tool #1: Putting research to action



connects
work & school
MetroFundWalkBike

100% for local
communities to walk
and bike.
#MetroFundWalkBike

Connectivity
Education.
Encouragement!
#MetroFundWalkBike

So that I don't
miss my doctor
on time.
#MetroFundWalkBike

Together
We Can!!!
#MetroFundWalkBike

For our
communities!
#MetroFundWalkBike

Elder adults and their
families need diverse
mobility options.
#MetroFundWalkBike

InterConnectivity
#MetroFundWalkBike

So my baby
can walk to
school safe & sound.
#MetroFundWalkBike

BECAUSE YOU CAN'T
GET AHEAD IF YOU
CAN'T GET AROUND!
#MetroFundWalkBike

Changing the conversation from anecdotes to complete data

Table 1 Distribution by Mode within Trip Length Categories in LA County.

| Means of Travel | Distance not Reported | Less than 1 mile | 1-2 miles | 2-3 miles | 3 miles and greater | Distribution by Mode |
|-----------------|-----------------------|------------------|-----------|-----------|---------------------|----------------------|
| Private Vehicle | 57.0% | 36.2% | 75.8% | 87.7% | 91.8% | 74.8% |
| Shared Ride | 40.1% | 21.4% | 44.6% | 50.0% | 47.6% | 41.1% |
| Drive Alone | 16.9% | 14.7% | 31.3% | 37.7% | 44.3% | 33.8% |
| Walk | 8.4% | 59.1% | 17.1% | 6.6% | 1.3% | 17.6% |
| Any Transit | 28.2% | 2.1% | 2.6% | 4.0% | 5.0% | 5.0% |
| Bike | 1.5% | 2.1% | 3.1% | 1.1% | 0.7% | 1.4% |
| Other | 5.0% | 0.6% | 1.4% | 0.6% | 1.2% | 1.2% |
| All | 100% | 100% | 100% | 100% | 100% | 100% |

1) Any Transit includes public and private buses, subway, Metrolink and Amtrak, shuttle bus, ferries, and dial-a-ride

Changing the conversation from anecdotes to complete data

Figure 1 – Usual Travel to School by Children (aged 5-15) in the US, California, and LA County

| Usual Mode of Travel to School | National | Statewide | LA County |
|---------------------------------------|-----------------|------------------|------------------|
| Private Vehicle | 43.6% | 53.7% | 51.0% |
| School Bus | 37.1% | 13.1% | 7.7% |
| Walk | 10.7% | 24.3% | 32.3% |
| Any Transit | 2.1% | 2.7% | 3.8% |
| Bike | 1.0% | 2.0% | 1.1% |
| Travel Mode not Reported* | 5.5% | 4.2% | 4.0% |

*Includes home-schooled and don't know/refused

Note the sample sizes: 372 reported private vehicle, 139 reported walk, 37 reported school bus, 16 reported transit and only 5 children in the LA County sample reported biking to school.

'Any Transit' includes public and private buses, subway, Metrolink and Amtrak, shuttle bus, ferries, and dial-a-ride

Through our research developing funding need estimates

Table 1: Estimated Active Transportation Funding Need for Los Angeles County

| Category | Quantity | Cost/Unit* | Total* |
|---|----------|---------------------------------------|-------------------------|
| First Mile Last Mile (Stations) ^{iii,iv,v} | 500 | \$5,000,000 | \$2,500,000,000 |
| Safe Routes to School Infrastructure (Schools) ^{vi,vii} | 2,116 | \$500,000 | \$1,058,000,000 |
| Safe Routes to School Programs at All Schools (Years) ^{viii} | 30 | \$42,320,000 | \$1,269,600,000 |
| Great Boulevards (Miles) ^{ix} | 400 | \$10,000,000 | \$4,000,000,000 |
| Regional Bikeways (Miles) ^x | 4,200 | \$750,000 | \$3,150,000,000 |
| Education & Encouragement Programs (Years) ^{xi} | 30 | \$5,000,000 | \$150,000,000 |
| Sidewalk Repair (Miles) ^{xii,xiii} | 10,000 | \$750,000 | \$7,500,000,000 |
| Total Funding Need – 30 year scenario | | | \$19,627,600,000 |
| | | <i>*All estimates in 2014 dollars</i> | |

Advocacy Tool #2: Organize, Convene, Communicate, Repeat





Advocacy Tool #2: Spokesperson trainings

Advocacy Tool #3: Key Policies and Plans Adopted

- **City of Los Angeles Safe Routes to School Strategic Plan (2012)**
 - **Prioritizing need out 500 schools, creating the top 50 schools to be addressed first due to safety & collision data, income levels, students who lived close to their school**
- **Metro (County level) First and Last Mile Plan (2014)**
- **Metro (County level) Complete Streets Policy (2014)**
- **Metro (County level) Active Transportation Strategic Plan (2016)**
 - **Guides future investments, Set funding goals \$\$**
- **City of Los Angeles - Vision Zero Action Plan (2017)**
 - **Creation of High Injury Network - prioritization**

Advocacy Tool #4: Using polling results to drive messaging and advocacy.



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Following



Humbled to see [@metrolosangeles](#) #Metroplan ordinance include sidewalks in 75 word summary. See the clever tradeoff

1 **Los Angeles County Traffic Improvement Plan.**
2 To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets;
3 earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares
4 affordable; expand rail/subway/bus systems; improve job/school/airport connections; and
5 create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan
6 through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide
7 to end it, with independent audits/oversight and ~~all~~-funds controlled locally?
8

RETWEETS

5

LIKES

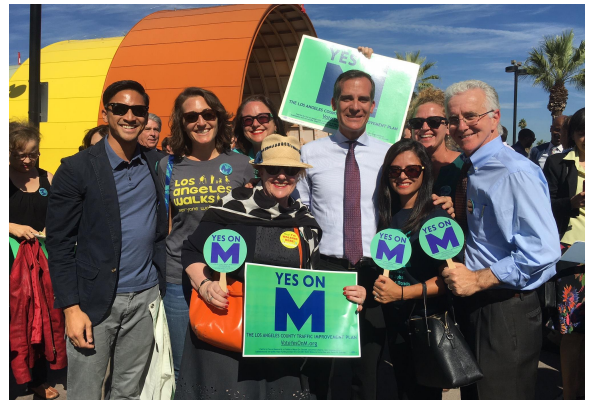
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9:28 AM - 23 Jun 2016



Advocacy Tool #6: Having fun and celebrating small victories!



What we're working on now: Measure M Guidelines and Implementation Program



Metro's newly formed Policy Advisory Council

What we're working on now: Defining equity in our County Long Range Transportation Plan



Los Angeles County Transportation Equity Technical Work Group Policy Brief #1
September 8, 2016

Transportation Equity Technical Work Group Policy Brief #1

To: Investing in Place Network

Date: September 8, 2016

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What we're working on now: Building bridges with housing policy partners to support development without displacement (advocacy tool #5)



Thank you!
www.investinginplace.org

