

Communication from Public

Name:

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Comments for Public Posting: Coalition letter from MoveLA, Coalition for Clean Air, and Streets for All regarding micromobility program.



COALITION FOR CLEAN AIR

Los Angeles City Council
Attn: Transportation and Public Works Committees
200 N Spring St
Los Angeles, CA 90012

To Los Angeles City Transportation and Public Works Committee Members,

[Move LA](#)'s mission is to build a broad constituency that advocates for the development of a comprehensive, diverse, robust, clean and financially sound public transportation system for Los Angeles County, champion strategies to accelerate its implementation and policies that will ensure prosperous and healthy neighborhoods around stations where people of all ages and incomes can live, work and thrive.

At [Streets For All](#), we believe our air doesn't have to be polluted. We don't have to have one of the highest rates of childhood asthma or some of the worst traffic in the country. We know that people live happier and healthier lives when they aren't stuck in traffic and that cities are capable of incredible change, but only when their people stand up and demand it. We believe that people should be able to move around their city safely, regardless of their race, income, zip code, or ability.

At [Coalition for Clean Air \(CCA\)](#), our mission is to protect public health, improve air quality, and prevent climate change. As California's only statewide organization exclusively advocating for healthy air, we are dedicated to protecting public health, improving air quality, and preventing climate change. CCA is known for spearheading innovative air quality policies, such as clean car standards and targeting climate protection funding investments in the communities that suffer the worst pollution and historic disinvestment.

In this effort to improve our city's collective transportation and environmental ecosystems, **we urge Los Angeles City Council to strongly reconsider lowering fleet cap limits and keep fleets at the status quo of 10,500, and also to consider a better balance between equitable distribution and accessibility of fleets. We would like to encourage the City Council to implement a 20% fleet deployment to Mobility Disadvantaged Districts, in addition to the 5% requirement for EMFDDs, that is required of operators for access to the SOZs.**

By implementing these two changes, the Council would effectively ensure at least 25% of operator's fleets be distributed to areas in most need of micromobility, while also encouraging sustainable micromobility devices that help improve air quality, provide access and opportunity, and get our city moving.

Micromobility has seen millions of rides in Los Angeles over the past few years, and the City's own data confirms that at least a third of those trips replace car trips and help to connect people to existing public transportation. Micromobility helps increase ridership in public transportation with access to open-air, socially distant options that help our communities with first and last-mile options. Micromobility has come a long way from its introduction but the overwhelming evidence shows that electric scooters and bikes help augment cities' existing transportation systems.¹

With funds and data generated from the program already going toward infrastructure improvements that are a benefit to all who use Los Angeles' streets, this program should be supported by Council to help build it up to new heights. By limiting and reducing the volume of micromobility options available, the City will limit its ability to learn more about how streets are used, curb revenue generation from the program that limits infrastructure improvement projects, and ultimately encourage Angelenos to consider a car trip rather than giving more options to connect with our existing public transportation system. This will ultimately make our streets more dangerous and set us back with the improvements that have already been made as a result of this program.

Our last, and most critical, concern relates to the undercutting of the program's own equity goals. By reducing fleets, access to micromobility will be dramatically limited throughout the City and our poor air quality will worsen by driving Angelenos back into cars. Equity, as it relates to this program, is multifaceted, from access to devices to the reduction of GHGs that harm communities of color more disproportionately. According to the City's own report, "the 8.4 million miles travelled on dockless vehicles during the Pilot Program resulted in an estimated reduction of 1,802 metric tons in CO2 emissions."² If the goal is to encourage Angelenos to consider mobility options that improve everyone's quality of life in the City, why limit their availability?

Los Angeles has the chance to build this program up to truly take on the immense challenges facing our City. Communities who bear the burden of our poor air quality are being disproportionately affected by COVID-19, and are also often the essential workforce who have been working throughout the pandemic to maintain our economy. Reducing transportation access, potentially contributing to poorer air quality, and making our streets less safe, all has a negative downstream effect on the communities who already face hardship at greater rates. Limiting clean, affordable transportation options -- especially with the elimination of fares on public transportation for low-income individuals coming soon -- will hurt our communities who are in most need of support.

¹ <https://nacto.org/shared-micromobility-2019/>

² https://clkrep.lacity.org/online/docs/2017/17-1125_rpt_DOT_07-13-2020.pdf, pg. 81

We appreciate your consideration and hope to see City Council move forward with a program that encourages more options throughout all of Los Angeles.

Sincerely,

Eli Lipmen
Move LA

Michael Schneider
Streets For All

Chris Chavez
Coalition for Clean Air

CC:

Council President Nury Martinez
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Councilmember John Lee
Councilmember Joe Buscaino
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Councilmember Kevin de León
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