

MOTION

TRANSPORTATION

On July 30, 2021, the Department of Transportation (LADOT) released "Changing Lanes: A Gender Equity Transportation Study," to advance its efforts in achieving a gender-equitable transportation system. The study suggests that historically and globally, transportation systems have largely failed to incorporate the unique interests and experiences of women into the design process. The study further suggests that despite accounting for the majority of transit ridership, women in Los Angeles must navigate a system that is rife with challenges and often unresponsive to their needs.

The Changing Lanes study focused on three neighborhoods (Sun Valley, Watts, and Sawtelle) that were chosen, in part, due to their high proportions of Black, Indigenous, and People of Color (BIPOC) residents and women workers living in zero-car households. All three neighborhoods showed consistent patterns of gender inequities, economic disenfranchisement, and barriers to safe and accessible transportation, particularly for BIPOC women.

In Sun Valley, a low-income neighborhood with a high Hispanic/Latinx population, women are more likely to take transit or carpool than men; are more likely to report perceptions of danger at night; fear of crime; and encounter poor sidewalk conditions. These issues are not unique to Sun Valley, however, and are prevalent in other neighborhoods in the Northeast San Fernando Valley and other areas of the city.

Representation of our most vulnerable and underserved groups is necessary to create equity in transportation. We must focus on directly serving low-income, BIPOC women and communities by incorporating their needs in the planning, design, and implementation of transportation resources.

I THEREFORE MOVE that Council direct the Department of Transportation to report on:

1. Any programs currently in existence or under development that address each of the following four goals: provide new options to support the way women travel; support trip-chaining and multi-modal travel; improve safety while traveling; and prioritize experiences, perspectives, and needs of low-income and Black, Indigenous, and People of Color (BIPOC) communities, particularly women, when developing mobility solutions.
2. Ways in which each particular goal can be addressed and developed into a program, if it is not currently.
3. The necessary resources to develop and implement programs to address the above goals.

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