



Cycling Cities for Los Angeles

Photo credit: CicLAvia

The COVID-19 pandemic has further revealed access and mobility inequities in Los Angeles that have been present for decades. Safe, affordable non-car transport options, like cycling, have not been prioritized which limits access for those without a car and contributes to congestion, air pollution, and collisions that affect all Angelenos.

People of all backgrounds cycle in Los Angeles and more would consider cycling if they had access to safe routes. The future of Los Angeles depends on investing in local neighborhoods and providing safe, affordable alternatives to a private car.

Los Angeles County Bike Coalition (LACBC), Streets for All, and Streets are for Everyone (SAFE), join ITDP and 28 cities throughout the Global South in calling for 25 million more people near safe cycle lanes by 2025 as part of the global [Cycling Cities campaign](#). We believe Los Angeles can continue to permanently redesign streets and adopt key policies to become more cycle-friendly.

Los Angeles Must Change

[2021 was one of the deadliest years in Los Angeles](#) for cyclists. Safe, protected bike lanes [are rare and disjointed](#). Even when available, they are frequently blocked by vehicles for [parking and pick-ups](#). Behaviors that tend to make people feel safer while cycling, such as riding on a sidewalk adjacent to an unsafe road, or yielding at stop signs [can be criminalized](#). People of color are more frequently [pulled aside, ticketed, or searched](#) while cycling by police in Los Angeles.

Speeding and poor road design contribute to an unsafe cycling environment. Residents, especially in underserved communities, must choose between risking their lives to cycle or using a car. The most dangerous streets in the city [overwhelmingly run through underserved communities of color](#) continuing to affect the next generation.



We Believe Los Angeles Can Become a Safe Cycling City

Photo credit: CicLAvia

In line with [national efforts](#) to reduce fatalities and injuries on streets to zero, we're working to bring **250,000 more people near safe cycle lanes by 2025 in Los Angeles**, prioritizing high-injury areas and communities of color. People will not shift to cycling if safe, connected lanes are not located near where they live or where they need to go.

Creating and connecting neighborhood level networks is a priority. **Almost half of all trips in Los Angeles** are [less than three miles](#). Cycling Cities are working to create local networks where people feel safe riding to a neighborhood store, to take their kids to school, to connect with transit or enjoy a sunny day.



How Can We Get There?

City leadership must take action. Here are short term initiatives for 2022 to spark momentum and progress toward our bigger goal around safe cycling by 2025.

The Mayor's Office

- **Focus on Vision Zero and the Mobility Plan 2035.** As the Mayor's Office is in transition in 2022 and a new mayor will be elected to serve in 2023, the office must focus on fulfilling current safety commitments and addressing areas where the city has fallen behind.

City Council

- **Fund a proper active transportation team focused on implementation and engagement.** Most of LADOT's priority neighborhoods for safe cycling not only lack infrastructure, but also experience high rates of traffic violence and health and economic disparities. LADOT's [dignity-infused engagement process](#) focuses on community needs and builds safe streets from the ground up. Yet, these efforts are significantly underfunded. The agency needs more staff for implementation and funds for community participation. [With LADOT's requested 18 additional staff](#), Angelenos have a chance to see safe projects implemented in their communities.

City Department of Transportation	Number of Street Miles	Dedicated Active Transportation Staff	Street to staff ratio
Los Angeles	7,500	11*	680 miles to 1 staff
San Diego	2,900	12	240 miles to 1 staff
New York City	6,300	36	175 miles to 1 staff

*Staff figures from LADOT memo to City Council from October 2021 ([20-0187](#))¹



- **Fund Safe Routes to School.** LADOT's Safe Routes to School has been successful at working with school communities to develop safe walking and riding infrastructure for some of the city's most vulnerable and important people—children. Yet the program mostly runs on state grants. The City of Los Angeles and council districts should support this successful and critical program with more dedicated local funds.

LADOT

- **Slow down.** Continue focus on reducing speed limits in the High Injury Network. Slower speeds are one of the most effective ways to improve safety outcomes for cycling. At **vehicle speeds of 20 mph**, nine out of 10 pedestrians survive a collision. Changes to state law in 2021 now provide a path to significantly scale up safe streets for thousands of Angelenos.
- **Leverage county, state, and federal funds.** Funding for active transportation is at a high point in the US. With an influx of federal, state and county funds, dedicated staff must be devoted to secure additional funds from these resources.

Bureau of Engineering

- **Focus on project implementation.** ITDP estimates that if the [Jefferson Beautiful](#) (Jefferson Blvd from Vermont to Western Aves) project is completed by the end of 2022—more than 5,600 more people—30% of whom are Black and 60% Hispanic—will be near safe cycle lanes in Los Angeles.

Angelenos: We All Have a Part To Play

- **Change the Narrative.** Everyone who bikes can celebrate and help break the stigma around cycling. We can all do more to support inclusive bike spaces especially for people of color, women, children, and people with different abilities: Participate in [CicLAvia](#), a safe and fun way to explore Los Angeles on bike; explore safe [bike routes](#) on your own guided by LACBC's route map; visit your [local bike shop](#) or get engaged with a community-led effort like [Sunset4All](#) to transform an iconic LA street; or join [SAFE's](#) Finish the Ride and Run events to raise awareness and funds for pedestrian and cyclist traffic injuries and fatalities.
- **Stay Informed.** 2022 is a big local election year for Los Angeles. Stay informed about your local representatives and their track record in building a safe cycling environment. Local organizations are working to raise awareness on these issues and hold forums. Many candidates have committed to help [unlock public space for Angelenos](#). A [Healthy Streets Ballot](#) in LA could require the city to implement the [Mobility Plan 2035](#). Elections happen both in June for some primaries and November.



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