



Yolanda Davis-Overstreet. M.A.

ADVOCACY AND VOLUNTEER EFFORTS

RIDE IN LIVING COLOR

- Bicycle and transportation equity advocacy, outreach and education through the use of social media, community engagement and exploration (on-going)
Facebook - <https://www.facebook.com/RIDEINLIVINGCOLOR?fref=ts>
Twitter - <https://twitter.com/RIDEInLivingCol>

New Los Angeles Charter School, Los Angeles (2015-2020)

- Crosswalk Campaign
- Walk to School Day (3 years) - *(See Appendix A)*
- Monthly Campaign Stand Up's and Out
- 2-year Bike Clinic and Advocacy Day
 - <https://jimbotimes.com/2016/04/14/claiming-it/>
- Development of Student Committee for Mobility (bikes, skateboards, walking) - meetings and conversations on this topic
- Development of Parent Advocacy Committee - meetings and conversations on this topic
- Instrumental in advocating and activating LADOT to conduct a traffic survey around New LA, in which the school site did receive a confirmation of approval for improved upon infrastructure and safety for the 300 youth that attend this middle school. This is an on-going project. - *(see Appendix B)*
- Expand on our efforts in creating a template on how to *Grow Bike and Pedestrian Advocacy in Middle Schools* - *draft plan in development. More details on these efforts can be provided upon request.*
- Letter of recommendation from Principal Brooke Rios - *(see Appendix C)*
- Ongoing advocacy to improve upon safe routes to school and pedestrian/bicycling infrastructure - [link](#); installation of traffic lights, crosswalks, and school zone signage April 2020 - [link](#)



Community engagement and dialogue (2013 - 2018)

City Council and State Representative (Los Angeles / CA) - *active transportation & safety conversation to create the connection of advocates, community and policy*

United Voices Cycling -Member

- *United Cycling Voices envisions our communities of engaged urban cyclist's of color becoming active proponents of cycling culture, bicycle infrastructure, local economies , and the greater mobility propelled by cycling. We envision our well tooled and empowered urban communities utilizing cycling as not only an everyday form of transportation and recreation but also as a key tool in community upliftment that elevates mobility, health, agency and economy in our neighborhoods.*

<http://574663.wix.com/spokesnational#united-cycling-voices/ce0o>

Ride on Bike Co-op - *collective colleague* Leimert Park Village (Omoade Falade - founder and graduate student of Antioch University Los Angeles - MA Urban Sustainability Program)

- *collective partnering within communities of color - outreach and education*

<https://www.facebook.com/pages/Ride-On-Bike-co-op-Leimert-Park-Village/1568893460007625?fref=ts>

Pedestrian Safety Workshop in Crenshaw Planning Committee – *collective colleague*

<https://www.facebook.com/groups/crenshawwalks/>

League Certified Instructor

Teaching youth and adults bicycling basics - to ensure that people on bikes know how to ride safely and legally. *More details on these efforts can be provided upon request.*

<http://bikeleague.org/content/become-instructor>

Past Activities and Engagement *More details on these efforts can be provided upon request.*

SLAAM community event - Race, Gender and Mobility

Leimert Village, Los Angeles, June 18, 2015

The purpose of SLAAM (South Los Angeles Alliance for Mobility): is to (1) promote environmental justice and social equity and (2) engage, strengthen and empower individuals and organizations working on mobility, health and the built environment in South Los Angeles, California.

<https://www.facebook.com/events/1382645762051721/>



LIVE RIDE SHARE CONFERENCE

Los Angeles, February 23, 2015

Focus: We believe we are at the cusp of a similarly profound paradigm shift in mobility and it is time for us to create a new model that enables people with such a variety of mobility choices that they need not own a car at all. We see fertile ground to transform our relationship with cars thanks to new technologies, shifting Millennial preferences, the needs of retiring Baby Boomers, the emergence and popularity of the sharing economy, and the changing nature of how we connect and create community. Featured on bicycling and community advocacy.

(@3:21 frame)

<https://www.youtube.com/watch?v=178li1Tbtc&feature=youtu.be>

League of American Bicyclists' National Bike Summit 2014

Washington DC., March 2-6, 2014

Yolanda presented her advocacy and documentary efforts, -first-of-its-kind trailer screening and panelists discussion at the Summit Advocacy along with Max Hepp-Buchanan, Bike Walk RVA Director, Michael Marinnacio, U.S. House Committee on Transportation and Infrastructure's Digital Director, and (moderator) Clarence Eckerson, Director, Streetfilms.. This project worked to tell the story of the increasingly powerful and growing constituency of the heretofore- unheard African American voices. These are the voices of those who are the leading bicycling advocacy and are addressing the needs around safety and wellness in these communities. Along with being united with the voices of 650 bicyclists on Capitol Hill to advance bicycle safety, funding and equity – focus on California officials.

- Video advocacy -

<http://www.bikeleague.org/content/magic-moments-national-bike-summit>

VIDEO ADVOCACY

Sixty percent of Capitol Hill staff watch videos to learn about current issues or bills. How can the bicycle movement use video to advance our cause? Watch some short advocacy videos and learn how these are being used to make biking better. Here filmmakers discuss why they used video, their goals for advocacy and how they are using their films. Clarence Eckerson of Streetfilms moderates this panel including videos by: Max Hepp-Buchanan, Bike Walk RVA on their trip; Yolanda Davis-Overstreet, Ride in Living Color; Michael Marinnacio, US House Committee on Transportation and Infrastructure.

- *The New Movement* - pg 58

[http://bikeleague.org/sites/default/files/The New Movement Report Web.pdf](http://bikeleague.org/sites/default/files/The%20New%20Movement%20Report%20Web.pdf)



[LACBC – LA Bike and Ped Count 2013](#) volunteered as a counter on South Central LA (Crenshaw and MLK Blvd). As a whole this effort counted at 120 locations across the City of Los Angeles three times, claiming key victories for people on bikes and on foot! With updated count data, they can analyze trends over time and get a better sense of how many people are biking on our streets.



Became a [Licensed Certified Instructor \(LCI\) 2013](#) - certified to teach the Smart Cycling classes to children as well as adults. The goal of a LCI is to help people feel more secure about getting on a bike, to create a mindset that bikes are treated as a vehicle, and to ensure that people on bikes know how to ride safely and legally. LCIs are members of the League of American Bicyclists and have completed an intense 3-day seminar training. We are certified instructors that are active within the bicycling community and are covered by the League’s liability insurance.

[Rail-Volution 2012](#) featured documented footage and narratives on bicycling in communities of color at film fest.
-Building Livable Communities with Transit



[LACMA- Earth Day 2012](#) featured documented footage and narratives on bicycling in communities of color.



[Inaugural Women’s Bicyclist Summit, Long Beach 2012](#) featured panelist. As a result of her presentation and shared accomplishments of African American women making strides in cycling, [Bicycling Magazine](#) reached out to a local woman cyclist turned bike group founder (She Cycles 2) - Nina Mosby.





Appendix A

Case Study

New LA Charter - Case Study of a Single Volunteer Parent Advocacy Effort / A Curb-Cut Effort*

Year 1-4 - administration efforts turned down by LADOT for crosswalk and improved upon school zoning infrastructure; not aware of public education and resources of support; not included in the LAUSD study

***Year 5 (September 2013)** - Principal gave the Green Light to parent advocate to begin the process of dialog and engagement for safer routes to school (seeking crosswalk); parent researched to find sources to provide insight and support

Year 5-8 (3 years) - advocacy and school campaigns / parent advocate with understanding and connections; understood value; mentored principal, parents, students; ignited dialog and advocating, inquiring, justifying from neighborhood council meetings, CD#10, CBO's, LADOT and SRTS and community volunteers; parent became the volunteer support base and facilitator

Year 8 - LADOT traffic survey approved

Year 8 (November 2015) - Approval letter from LADOT for crosswalk, traffic light, and school zone signage

Year 10 (March 2017) - (still awaiting installation); funding is the issue





- Poor conditions for walking among low-income households, people of color and some immigrant communities limit their access to jobs and education.
- 1/3 of all African-Americans and 1/4 of all Latinos live without access to a car, according to a report by the [Leadership Conference Education Fund](#), which means walking and public transit (which involves a walk) represent important pathways to opportunity.

Re-framing: the question

What would happen if increased community members (parents, students, staff = schools) begin collective activism for crosswalks and safe streets?

Due to the unpredictable pedestrian and traffic analysis, process of waiting on city councils and Departments of Transportation to create safe streets in communities of color and low income neighborhoods.



Appendix B

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

TRAFFIC CONTROL REPORT	November 5, 2015 10 – Hwd/Wilsh #8370, 8632, 8633, 16520, 36928, 49016, 49921 Burnside Av & Washington Bl
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TRAFFIC SIGNAL

DETERMINATION:

1. That an traffic signal along with appropriate signs, pavement markings, and red curb zones be authorized for installation at the intersection of Burnside Avenue and Washington Boulevard (Sections 80.008, 80.08.2, 80.37, 80.55 L.A.M.C.).
2. That the authority for the stop sign controlling north and southbound traffic on Burnside Avenue at Washington Boulevard be rescinded at the time the signal is activated (Section 80.07.1 L.A.M.C.).
3. That upon identification of funding, the Department will design and construct the full traffic signal at the intersection Burnside Avenue and Washington Boulevard.

DISCUSSION:

Several requests were received including one from Sylvia Lacy, Field Deputy for Councilmember Herb Wesson, on behalf of the New Los Angeles Charter School, for the installation of additional traffic control at the intersection of Burnside Avenue and Washington Boulevard to improve pedestrian and students crossing Washington Boulevard.

A comprehensive traffic engineering study at this intersection has been conducted. The study included a review of vehicular and pedestrian traffic volumes, analysis of Police Department records of reported traffic collisions, investigation of the physical conditions and existing traffic controls, and observations of traffic movement through the intersection.

Washington Boulevard is a 100-foot wide designated Modified Avenue I with two lanes of traffic in the eastbound direction, three lanes of traffic in the westbound direction and left turn channelization. Parking is allowed on both sides of Washington Boulevard except for westbound between 7:00 AM to 9:00 AM weekdays. The charter school has students in grades 6-8, and is located at the northwest corner of Burnside Avenue and Washington Boulevard. Both sides of Washington Boulevard have commercial development, and there are Metro bus stops at the southwest and northeast corners. Stop signs currently control north and southbound traffic on Burnside Avenue at Washington Boulevard.

The study revealed that this intersection satisfies the Peak Hour Warrant for the installation of a traffic signal. With a measured critical speed of 44 miles per hour, this intersection qualifies for rural



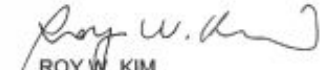
Traffic Control Report

-2-

November 5, 2015

conditions for the purpose of traffic signal warrant analysis. During an AM peak hour, the combination of a minor street approach volume and major street volume was above the required threshold for the approval of a traffic signal under Peak Hour Warrant. It should be noted that no right-turn reduction was applied in the analysis due to the heavy volume of traffic and inadequate gaps on Washington Boulevard. Therefore, the installation of a traffic signal, as described in the Determination, is justified to promote the safe and orderly movement of vehicular and pedestrian traffic at this location.

Approved by:


ROY W. KIM
Senior Transportation Engineer
District Operations – East Section

PF:TCR – Burnside Ave & Washington Blvd

cc: Councilmember Herb Wesson, 10th District (Attn: Sylvia Lacy)
Matt Albert, Email: malbert@newlosangeles.org
Yolanda Davis-Overstreet, Email: rideinlivingcolor@gmail.com
Thelma Davis, Email: thewestworkgroup@aol.com
Denean Russell, Email: DANEENEE@ME.COM
Brook Rios, Email: brios@newlosangeles.org
April Rodriguez, Email: aprilrodriguez16@gmail.com
Fernando J. Viquez, Email: fviquez@aol.com
Marvin Ordonez, Email: mordonez@newlosangeles.org
Signal Design, LADOT
Signal Timing, LADOT
Pedestrian Program, LADOT (MA 3095 P)



Appendix C



December 4, 2015

To Whom It May Concern:

I am writing this letter recommendation on behalf of Yolanda Davis-Overstreet. I have known Yolanda over the past three years as a parent at New Los Angeles Charter School, where I serve as Principal. Yolanda has been instrumental as a parent advocate at our school.

For over seven years, we have been petitioning the city of Los Angeles for a cross walk at the intersection where our school building stands. Thanks in part to Yolanda's advocacy work, the LADOT recently recommended a traffic light for our school. For three years, Yolanda worked hard to reach out to Council District 10, neighbors, community organizations, and parents in our community to push this effort forward. She has stood on the corner of Washington Boulevard and Burnside Avenue many times to take film footage of the unsafe traffic conditions to show the impact that this issue is having on our community. She organized parent meetings to inform our community about how they can help with this issue. Most importantly, Yolanda has served as a true example of our school's mission of social justice, activism, passion, engagement, and respect.

In addition to her advocacy around the cross walk issue, Yolanda has also been an advocate for traffic safety and biking in our community. Her work has furthered our school's mission of helping our students develop healthy lifestyle choices. She has organized our annual Walk to School Day with Safe Routes to School since 2013. She created and organized a very successful Bike Clinic at our school, and is working on developing a Student Committee for Mobility. She often shares information with other parents and students about bike advocacy events in the community.

Yolanda is a true activist and community organizer, and I highly recommend her for the Senior Manager position with Fire Up Your Feet. Her passion for social justice and her work with Safe Routes to Schools make her the perfect candidate for this job. I know how much of an impact Yolanda's advocacy work has had for our community, and I can only hope that she would arrive in a position where she could continue to do this work at a larger scale!

Sincerely,

Brooke Merryfield Rios
Principal