



# VOTER INFORMATION PAMPHLET



COMPILED BY HOLLY L. WOLCOTT, CITY CLERK

★ PRIMARY NOMINATING ELECTION ★  
TUESDAY, MARCH 5, 2024

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## VOTER INFORMATION

The County of Los Angeles Registrar-Recorder/County Clerk is the administrator of the City of Los Angeles Municipal Elections.

This pamphlet only contains information on the City's ballot measure for the March 5, 2024 Primary Nominating Election.

For information concerning the Election such as Vote Centers, please contact LA County at (800) 815-2666 or visit their website at [www.lavote.gov](http://www.lavote.gov).

The next page contains the simplified version of the City's ballot measure. The full text of this measure, along with other information, is printed after the Ballot Summary (see Table of Contents Page).



**TITLE:**

**CITY MOBILITY PLAN STREET IMPROVEMENT MEASURES**

**THE ISSUE:**

Shall an ordinance be adopted requiring the City of Los Angeles to install certain street and safety modifications as described in the City's Mobility Plan Network of pedestrian, bicycle, transit, and vehicle routes whenever the City makes an improvement to at least a one-eighth mile segment of a road or sidewalk; and requiring the City to provide publicly accessible information regarding Mobility Plan projects?

**THE SITUATION:**

The Mobility Plan provides goals, objectives, and policy guidelines for creating a connected network of multimodal street and safety enhancements. It identifies concept maps of bicycle, pedestrian, transit, and vehicle networks, but does not require the implementation of specific projects. Improvements are implemented through engagement with stakeholders, safety-focused engineering analysis, and environmental review.

According to the ballot measure, the City has not completed an adequate number of Mobility Plan street modifications. The measure would mandate the implementation of street and safety modifications based on the Mobility Plan, such as changes to or reallocation of sidewalks and bicycle, bus and vehicle lanes.

**THE PROPOSAL:**

This measure would:

- Require the City to install street modifications as described in the Mobility Plan whenever the City improves at least one-eighth of a mile of a City street.
- Require the City to provide publicly accessible data online for monitoring Mobility Plan projects.
- Allow any City resident to file a lawsuit against the City to require compliance with the ordinance.

**A YES VOTE MEANS:**

You want to require the City to construct street modifications, based on the conceptual guidelines in the Mobility Plan, whenever the City improves at least a one-eighth mile segment of a road or sidewalk.

**A NO VOTE MEANS:**

You do not want to require the City to construct street modifications, based on the conceptual guidelines in the Mobility Plan, whenever the City improves at least a one-eighth mile segment of a road or sidewalk.

**THE FULL TEXT OF THIS INITIATIVE ORDINANCE BEGINS ON PAGE 17.**



Shall an ordinance providing that when the City of Los Angeles makes a qualifying improvement to a City-owned street (e.g., a paving project), the City must also install certain street enhancements described in the City's Mobility Plan network of pedestrian, bicycle, transit, and vehicle routes; and requiring the City to provide publicly accessible information regarding street improvements; be adopted?

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**IMPARTIAL SUMMARY  
BY SHARON M. TSO, CHIEF LEGISLATIVE ANALYST**

The Mobility Plan is a 20-year City planning document that contains goals, objectives, and policy guidelines for creating a connected network of multimodal street modifications intended to provide safe access to public spaces and promote environmentally friendly modes of transportation for drivers, pedestrians, bicyclists, and users of public transportation.

The Mobility Plan identifies concept maps of bicycle, street, transit, and vehicle networks, with possible opportunities for connecting street segments to major destinations. The Mobility Plan does not identify nor require the implementation of specific street modification projects and the City has the flexibility to make adjustments based on public input.

This citizen-sponsored ballot measure, if approved, would mandate the implementation of street modification projects whenever the City makes an improvement to at least a one-eighth mile segment of a road or sidewalk based on Mobility Plan concept maps and general guidelines.

This proposal would:

- Require the City to install street modifications, as described in the Mobility Plan, whenever the City makes a street improvement, such as paving, to a street segment at least one-eighth of a mile. The measure provides exemptions for restriping, pothole repairs, utility cuts, and emergency repairs.
- Require the City to provide publicly accessible data through an open data portal or website for monitoring Mobility Plan projects, which includes the following:
  - A brief description of each completed, ongoing, or planned project within the City; including the location, status, and the distance covered by the project;



- The street modification projects that are planned to be installed or completed; and,
- A list of all projects on Mobility Plan streets that the City has determined are not required to be improved, and reasons for the determination.
- Allow any City resident to file a lawsuit against the City to require compliance with the requirements of the measure.

The current process of identifying and implementing projects requires a thorough analysis by the City and is dependent on many factors, including but not limited to, sustained funding, available and dedicated resources from City agencies, and support from City leadership with public input. Each potential project also requires a safety-focused engineering analysis and environmental review. This ballot measure would prioritize the implementation of certain street and safety modifications based on the Mobility Plan, resulting in potential changes to or reallocation of roadway space for sidewalks, bicycle, bus, and vehicle lanes. The impact of these mandated modifications on funding sources, project delivery, and City resources will be subject to determination as specific projects are developed. Public input and environmental review of the mandated street modifications are not addressed in the initiative.

This measure would become effective with a majority vote.

**FINANCIAL IMPACT STATEMENT**  
**BY MATTHEW W. SZABO, CITY ADMINISTRATIVE OFFICER**

This Ordinance will require the implementation of the street enhancements described in the Mobility Plan whenever the City improves at least one-eighth of a mile of a Mobility Plan street. The cost to implement the Bicycle Networks and Pedestrian Enhanced Districts could exceed \$2.5 billion over 10 years. Additional scope elements and associated costs required to implement the Neighborhood, Transit, and Vehicle Enhanced Networks are unknown at this time. The Ordinance's requirements may cause delays in Mobility Plan streets repaving and reduce the amount of annual repaving. Every year of delay is estimated to cost the City between \$73 million and \$139 million plus deferred maintenance and liability costs. Costs to administer the Ordinance and develop the data portal are unknown. This Ordinance may increase litigation costs against the City and does not identify a new funding source. Therefore, diversion of existing funds from other City services may be required.



## ARGUMENT IN FAVOR OF INITIATIVE ORDINANCE HLA

Los Angeles has the most traffic deaths in the nation.

**Measure HLA** - The Healthy Streets LA initiative would fully implement the City's already approved Mobility Plan, which would make our streets safer and improve circulation for pedestrians, motorists, bicyclists, users of public transportation, and first responders.

This ballot measure is needed because the City has only implemented 5% of its own plan, despite passing it in 2015. At this rate, it would take more than *160 years* to implement safer streets. We can't wait that long.

According to the LAPD, 314 people were killed in traffic collisions on LA streets last year, the highest annual death toll in 20 years. 1,518 people were severely injured.

The LA Times reports "the traffic carnage in LA in 2022 outpaced national trends."

More than 50% of collisions that resulted in deaths or severe injuries occurred on streets missing their designated Mobility Plan safety improvements; if the City had implemented its plan, many of these deaths and injuries likely would have been avoided.

Voting YES on Measure HLA would implement the Mobility Plan and save lives.

### **How dangerous are LA's streets?**

The LA Times reports "the second-largest U.S. city has become the traffic violence capital of the nation."

In Los Angeles, traffic collisions are the number one cause of death for children; more people are killed by cars than by guns.

Los Angeles has a pedestrian fatality rate that is 4 times higher than the national average.

Last year, 159 pedestrians were killed in LA, up 19% from the prior year, according to the LAPD; 489 pedestrians were severely injured. 20 people riding bikes were killed by vehicles, up more than 30% over two years. More than 134 cyclists were severely injured.

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## How does Measure HLA work?

The City of LA resurfaces hundreds of miles of streets per year for routine maintenance and repairs; this work is already in the City's budget.

If Measure HLA passes, when a street is resurfaced, Mobility Plan improvements would be included.

Because the improvements would be made when streets are already being resurfaced, the Mobility Plan improvements would be made at minimal cost. The measure does not raise taxes.

Mobility Plan street improvements would make changes such as: adding new crosswalks, creating safe places to bike, reducing cut-through traffic on residential streets, enhancing certain streets for the better flow of cars, and speeding up public transportation.

Common sense exceptions are built in, giving the City flexibility when making emergency repairs, repairing potholes, utility cuts or even moving an intended treatment to a nearby street.

The City already funds significant street repair and resurfacing; the measure does not tell the City which streets to resurface or how many to resurface each year. Those are budget decisions for the City Council and Mayor.

The measure also mandates transparency with the creation of a new open data portal, giving Angelenos an easy way to track the City's progress. It also includes the ability for residents to hold the City accountable if it fails to implement the Mobility Plan during resurfacing.

## How would Measure HLA benefit Los Angeles?

By voting YES on Measure HLA, the City's streets would become safer for all.

The Mobility Plan would also give Angelenos more mobility options and improve public transportation, freeing up road space and reducing traffic.

Additionally, the Mobility Plan's safety and circulation improvements would:

- help lower emissions to combat climate change
- increase foot traffic to support small businesses in our commercial corridors
- make it safer for our kids to get to school
- create more livable communities

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Who supports Measure HLA?

More than 25 environmental, labor, business, transportation, and community organizations, along with 40 Neighborhood Councils, urge you to vote YES on Measure HLA:

Environmental: Sierra Club, Climate Resolve, Coalition for Clean Air, National Health Foundation, Neighborhood Council Sustainability Alliance, and TreePeople

Labor: LA County Federation of Labor, SEIU Local 721, UNITE HERE Local 11, UC-AFT, and LA Alliance for a New Economy (LAANE)

Business: LA County Federation of Business (BizFed), LA Business Council, and Valley Industry and Commerce Association (VICA)

Transportation: Streets For All, BikeLA, Streets Are For Everyone, MoveLA, CalBike, FastLinkDTLA, East Side Riders, and Biking While Black

Community: The Eagle Rock Association, T.R.U.S.T. South LA, and East Valley Indivisibles

Neighborhood Councils: Arts District Little Tokyo, Atwater Village, Boyle Heights, CANNDU, Canoga Park, Central Hollywood, Coastal San Pedro, Cypress Park, Eagle Rock, East Hollywood, Echo Park, Elysian Valley Riverside, Glassell Park, Granada Hills South, Harbor Gateway North, Harbor Gateway South, Hollywood Hills West, LA32, Los Feliz, MacArthur Park, Mid City, Mid City West, NoHo, NoHo West, North Area Development, North Hills West, North Westwood, Northridge East, Northwest San Pedro, Panorama City, Porter Ranch, Rampart Village, Reseda, Silver Lake, Sun Valley, United Neighborhoods, Van Nuys, Voices, West Adams, and West LA/Sawtelle

How can I learn more about Measure HLA?

Please visit our website [www.YESonHLA.com](http://www.YESonHLA.com) for more information, including a link to the City’s Mobility Plan 2035, examples of needed street safety and circulation improvements, and the latest data on traffic collisions in Los Angeles.

Vote **YES on Measure HLA** to make our streets safer in Los Angeles.

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**PERSONS SIGNING ARGUMENTS IN FAVOR OF INITIATIVE ORDINANCE HLA**

MORGAN GOODWIN  
Senior Chapter Director  
Sierra Club

TRACY HERNANDEZ  
Founding CEO  
Los Angeles County Business Federation

KURT PETERSEN  
Co-President  
Unite Here 11

KELLY GONEZ  
Member  
LAUSD Board of Education

ELI LIPMEN  
Executive Director  
Move LA

MICHAEL SCHNEIDER  
Founder & CEO  
Streets For All

DAVID GREEN  
President  
SEIU Local 721

AUSTIN BEUTNER  
Former Superintendent  
LAUSD

ENRIQUE HUERTA  
Legislative Director  
Climate Resolve

YOLANDA DAVIS-OVERSTREET  
Founder  
Biking While Black



## REBUTTAL TO THE ARGUMENT IN FAVOR OF INITIATIVE ORDINANCE HLA

### IT'S NOT FEAR IF IT'S FACT. VOTE NO ON THIS MISGUIDED, DANGEROUS MEASURE.

Everyone wants safer streets, but Measure HLA is a bad idea Los Angeles doesn't need.

None of the supporting claims are accurate. We've compiled the facts and data at KeepLAMoving.com. You can verify them for yourself on Google.

Don't just listen to us: The facts are in the City's own environmental impact report ("EIR") for Mobility Plan 2035, official state accident data, and scientific studies.

1. Claim: This measure will make streets safer. **FALSE.**

Facts: California Highway Patrol accident data reveal that ***fatal and severe accidents often increase where "improvements" are made.***

Pedestrian deaths have tripled since the City started installing street "mobility improvements" through "Complete Streets" and "Vision Zero." That's because changes include confusing new striping, bollards, bike lanes, reflectors, concrete medians, sidewalk and curb extensions, signage, etc. In an era of distracted driving ***streets themselves become the biggest distractions.*** This measure would make the situation even worse.

***Measure HLA even defies essential state, county, and city fire codes!***

The EIR concludes, "***Emergency vehicles may also be significantly impacted due to the project's location in a congested area of Los Angeles.*** Since the proposed project could contribute to increased delay for drivers...and include design elements that impede emergency access, the proposed project would have a potentially significant impact...related to inadequate emergency vehicle access."

These are chilling words. Every minute delay in treatment for stroke, heart attack, congestive heart failure, or blood loss reduces a person's chances of survival by 10%.

2. Claim: This measure will reduce traffic and emissions. **FALSE.**

Facts: Obstacles and reduced lane capacity create congestion. Again, it's in the EIR: Mobility Plan 2035 imposes "***unavoidable significant adverse impacts***" on traffic. Over 1/3 of intersections in L.A. would gridlock during rush hour, twice the current number.

3. Claim: This measure will reduce dangerous neighborhood cut-through traffic. **FALSE.**

Facts: The EIR concluded, "***Increased congestion on major arterials could result in cut-through traffic in neighborhoods [and] result in a cumulatively considerable contribution to neighborhood intrusion impacts.***"

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A study from San Jose State University’s Mineta Institute for Traffic Studies confirmed these impacts.

4. Claim: This measure will reduce emissions and pollution. **FALSE.**

Facts: Increasing commute times by just five minutes each way on a 40,000 car per day road – like Slauson Avenue, Venice Boulevard, Wilshire Boulevard, Foothill Boulevard, Colorado Avenue, Anaheim Boulevard, etc. – *adds some 2,000,000 hours of idling cars per year, burning an extra 1,000,000 gallons of gas – on every single modified street!*

Reducing capacity on hundreds or thousands of miles of roads would drastically increase emissions and pollution.

5. Claim: This measure is transparent to the public. **FALSE.**

Facts: The City would be forced to implement traffic-causing features everywhere. No outreach to impacted communities. No public comment. *Your right to have input into how the streets in your community work will be taken away forever.*

**THE EVIDENCE IS OVERWHELMING.  
VOTE NO ON THIS DANGEROUS, MISGUIDED MEASURE!**

**PERSONS SIGNING REBUTTAL TO THE ARGUMENT IN FAVOR OF  
INITIATIVE ORDINANCE HLA**

JOHN RUSSO  
Director  
KeepLAMoving

PEGGY HUANG  
Former Regional Councilmember  
SCAG

CHRISTOPHER LEGRAS  
Co-Director  
KeepLAMoving

LAUREN MATTHEWS  
Executive Director  
National Motorist Association

JAY BEEBER  
Executive Director  
Safer Streets L.A.

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## ARGUMENT AGAINST INITIATIVE ORDINANCE HLA

### VOTE “NO” ON INITIATIVE HLA

### CITY MOBILITY PLAN IMPLEMENTATION INITIATIVE

**L.A.’S ANTI-MOBILITY POLICIES ARE ALREADY CAUSING DEADLY ACCIDENTS, SNARLING TRAFFIC, AND INCREASING EMISSIONS. THIS INITIATIVE WILL MAKE EVERYTHING WORSE.** Have you wondered why traffic is worse than ever in L.A.? Have you sat in frustration in gridlock, looking at an empty green bike lane no one uses that used to be the second traffic lane? Have your community’s roads filled with bollards, extended curbs, and other confusing obstacles? Welcome to “Complete Streets” and “Vision Zero.” The streets and roads of Los Angeles have been hijacked by well-funded activists and special interests whose solitary goal is to force you out of your car and onto a bicycle or bus – forever.

- This initiative would make these failed policies permanent, everywhere. If you know nothing else about this ballot measure, know that.
- It is bad public policy, written by activists an attempt to deny you your basic right to have a say in how your streets work for you. It’s undemocratic, unsafe, and unnecessary.
- As stated by then CEO of LA Metro, Phil Washington on August 25, 2019: “It’s too easy to drive in this City.”
- These radical, anti-car, anti-mobility policies intentionally increase traffic congestion and make driving less convenient and less safe. The results are miles of lost traffic lanes and hundreds of miles filled with those confusing bollards, extended curbs, center medians, contradictory signs, and other anti-mobility changes.
- It’s already a public safety disaster – more on that in a moment – but the activists and special interests are just getting warmed up.

This initiative would force the City to blindly follow a plan written nearly a decade ago. Anytime City workers repair 660 feet or more of a road – in many cases less than one city block – they would be forced to remove traffic lanes, install bollards, extended curbs, and other anti-car obstacles, and/or narrow the road in the process. There will be no public notice, no community outreach, no public comment. Doesn’t matter whether the changes are needed or even safe – it’s a one-size-fits-all mandate.

Don’t be fooled: This is all about making driving in this city harder, making traffic worse, and limiting your ability to get around in your car.

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**THIS ANTI-MOBILITY INITIATIVE IS DANGEROUS – AND ILLEGAL!** Unbelievably, the activists and special interests expect you to vote “yes” on a policy that violates essential state, county, and city fire codes. That’s right – this initiative, as written, is illegal. Fire codes have a singular purpose: Ensure firefighters, paramedics, police, and other first responders can reach you and your family as quickly and safely as possible in a life-threatening emergency. This initiative would throw those codes into chaos.

Fire codes set minimum standards like road width and other features. Critically, they specifically forbid implementation of “Complete Streets” and “Vision Zero” projects unless and until the Los Angeles Fire Department inspects and approves them.

- By mandating potentially thousands of such projects without the legally required oversight, this initiative poses a dire threat to public safety.
- LAFD and LAPD emergency response times already are up more than 50% in places that have transformed streets into these confusing and dangerous “Complete Streets” and “Vision Zero” obstacle courses. In other words, more Angelenos are waiting longer for lifesaving responses – in all too many cases, too long.
- “Complete Streets” and “Vision Zero” have proven deadly in other ways. After decades of slow, steady safety improvements, pedestrian fatalities spiked by 55% in the policies’ first year. They spiked again the second year by nearly 20%. After seven years, 222 pedestrians were killed in 2022. “Complete Streets” and “Vision Zero” promised to eliminate traffic fatalities. Instead they’ve increased by nearly 300%.

Now, the same architects of these deadly policies are pitching this ballot initiative.

**THE ANTI-MOBILITY INITIATIVES WORSEN MOBILITY AND INCREASES POLLUTION.** By reducing or removing road space available to the 88% of Angelenos who drive or carpool, Complete Streets and Vision Zero worsen congestion. That’s more cars idling, stopping and starting, overusing their brakes. It’s more emissions, more particulates, more pollution. More money out of your pocket in the form of gas, wear and tear. More of your precious time. Meanwhile, bicycle riding in L.A. has declined for decades despite vast spending on “bicycle infrastructure.”

**EVEN THE AUTHORS DON’T KNOW HOW THIS ANTI-MOBILITY INITIATIVE WOULD WORK IN REAL LIFE. THEY ARE ASKING YOU TO VOTE “YES” FOR THEIR IDEOLOGY.** Requiring the City to perform additional road work will cost the taxpayers – you – money. But even the authors don’t know where that money will come from.

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- The City Attorney's analysis specifically says, "No funding sources or fees are identified in the proposed ordinance to fund the additional street Improvement requirements."
- How arrogant are these activists and special interests? They're demanding that you approve their pet project and expecting the City to figure out how to pay for it.

**THIS ANTI-MOBILITY INITIATIVE IS A BAIT-AND-SWITCH.** With this initiative the activists and special interests are asking you to buy into their ideological crusade, not evidence-based policy. This initiative will be a boon to the 2% of overwhelmingly young, white, male Angelenos who regularly use bicycles to get around. For the vast majority of us, for whom bicycling is a recreational activity, the results will be more confusing streets and intersections, more accidents, increased emissions, and more time wasted.

Make no mistake, these are precisely the outcomes the activists and special interests want.

- They do not care about your safety, your family's well-being, or your neighborhood's health.
- They do not care about your pocketbook, much less your time.
- They care only for their ideological crusade.

Do not be fooled, this initiative is not about safety or reducing pollution, or anything else you are being told by the special interests behind this, this is all about making driving harder and making sure that you are not allowed to say anything about it.

## PERSONS SIGNING ARGUMENT AGAINST INITIATIVE ORDINANCE HLA

JOHN RUSSO  
Director  
KeepLAMoving

JAY BEEBER  
Executive Director  
Safer Streets L.A.

PEGGY HUANG  
Former Regional Councilmember  
SCAG

LAUREN MATTHEWS  
Executive Director  
National Motorists' Association

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## REBUTTAL TO THE ARGUMENT AGAINST INITIATIVE ORDINANCE HLA

The argument against Measure HLA is entirely false.

**OUTSIDERS TELLING YOU WHAT TO DO** The opposition argument was written by four people: three who live outside of California, and one who lives in Orange County. They don't experience our traffic gridlock and unsafe streets, where more people have died from traffic collisions than in any other city in the country. And they won't live with the future consequences of inaction.

**A LOCAL GRASSROOTS MEASURE** Measure HLA was written by Angelenos and qualified for the ballot with 100,000 signatures from Angelenos. It has earned broad support across LA and is endorsed by leading business, labor, transportation, environmental and neighborhood organizations.

**IT'S THE CITY'S OWN PLAN** The Mobility Plan is not our "pet project" as was claimed; it was created by the City after extensive community engagement and input from City departments, and adopted by the City Council in 2015. The plan utilizes proven solutions for making streets safer. It would not have a large cost, as the City already budgets for routine street maintenance, during which time it could install the Plan's safety improvements.

**THE CAUSE OF TRAFFIC** While the Mobility Plan is thoughtful and would be effective, the City has only implemented 5% to date. Blaming LA's long-standing traffic problems on the Plan is simply untrue, as the vast majority has yet to be implemented.

**VEHICLE ENHANCED NETWORK** Part of the Mobility Plan includes enhancing certain streets to improve free-flowing vehicular traffic; the City would be required to implement this as part of Measure HLA.

**COMMUNITY OUTREACH** Claims that there would be "no community outreach" and "no public comment" are untrue. Measure HLA does not restrict the City from doing outreach, and the City would continue to engage with communities during projects.

**EMERGENCY SERVICES** Safer streets are not incompatible with emergency services. An independent study commissioned by the City during its consideration of the Mobility Plan found that it would not cause any disruption to emergency services.

**PEDESTRIAN SAFETY** The "extended curbs" decried in the opposition argument are measures that improve pedestrian safety, so they spend less time being exposed when crossing a street. After a two-decade high of pedestrian deaths, this is something we need more, not less of.

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**LEGALITY** There is nothing “illegal” about making our streets safer as claimed – Angelenos deserve to be able to move around the city safely and efficiently, and the Plan would be implemented adhering to existing fire codes.

**WE NEED A SOLUTION** The opposition argument states that traffic fatalities have increased by 300% – an unacceptable status quo. Measure HLA would bring the change we need to make our streets safer and save lives. Safer streets benefit the entire city, not only a select few as claimed.

**SAFER STREETS AND LESS TRAFFIC** Implementing the Mobility Plan would make driving easier in Los Angeles – it would give Angelenos more mobility options and improve public transportation, reducing traffic and freeing up street parking.

Vote **YES on Measure HLA** to save lives and reduce traffic.

**PERSONS SIGNING REBUTTAL TO THE ARGUMENT AGAINST  
INITIATIVE ORDINANCE HLA**

MARY LESLIE  
President  
LA Business Council

JOSEPH K. LYOU, PHD  
President & CEO  
Coalition for Clean Air

PATRICK BUTLER  
Retired Assistant Fire Chief  
Los Angeles Fire Department

EDGAR CAMPOS  
Executive Director  
T.R.U.S.T. South LA

LISA HART  
Executive Director  
LA Neighborhood Council Sustainability Alliance

ED BEGLEY, JR.  
Actor and Climate Activist

MICHAEL SCHNEIDER  
Founder & CEO  
Streets For All

HILARY NORTON  
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MORGAN GOODWIN  
Senior Chapter Director  
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Physician  
Cedars-Sinai Hospital

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## INITIATIVE ORDINANCE HLA

### CITY MOBILITY PLAN STREET IMPROVEMENT MEASURES. INITIATIVE ORDINANCE.

The proposed ordinance states that its purpose would be to require the City to prioritize street improvement measures described in the City's Mobility Plan. The City's Mobility Plan includes concept maps for a connected network of pedestrian, bicycle, transit, and vehicle routes in the City. The ordinance would apply when the City makes a qualifying improvement, including a paving project, to a segment of a City-owned street identified in the Mobility Plan's network concept maps. Under certain circumstances, the ordinance would provide for the installation of street enhancements described in the Mobility Plan's network as part of the improvements along that segment undertaken by the City. The ordinance also would require the City to provide publicly accessible information regarding improvement projects to enable the public to monitor and evaluate implementation of the Mobility Plan.

#### TEXT OF THE PROPOSED INITIATIVE ORDINANCE:

ORDINANCE NO. \_\_\_\_\_

#### Los Angeles Safe Streets for All Initiative

#### THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

##### Section 1. Title

This Ordinance shall be known as the Los Angeles Safe Streets for All Initiative (the "Ordinance").

##### Section 2. Findings

1. On August 11, 2015, the Los Angeles City Council overwhelmingly approved Mobility Plan 2035 (the "Mobility Plan") as an update to the City's General Plan Transportation Element. The Mobility Plan calls for the construction of a connected network of pedestrian and bicycle routes, transit routes, and vehicle routes with the goal of creating a complete street network to support streets as public places for the safe utilization for all modes of transportation. Despite the approval from City Council, seven years later hardly any of the physical improvements have been made.
2. On August 25, 2015, the Mayor issued Executive Directive No. 10, *Vision Zero* ("Vision Zero") with the goal of eliminating all traffic fatalities and severe injuries by 2025, while increasing safe, healthy, equitable mobility for all.
3. Each year, more than 200 City residents lose their lives while traveling on City streets. Traffic collisions are a leading cause of death for children in the City. While traffic safety records of other cities that have committed to Vision Zero have improved



over time, the problem in the City has actually gotten worse. The City continues to have a pedestrian fatality rate nearly four times the national average.

4. According to the Los Angeles Police Department, in 2021 in the City, 289 people were killed in traffic collisions (a 21% increase) and 1,465 were severely injured (a 30% increase), 486 pedestrians were severely injured by drivers (a 35% increase), and 128 pedestrians were killed (a 6% increase). Cyclists' injuries rose by 22%, cyclist deaths rose by 13%.

5. Despite studies finding that complete streets, such as those called for in the Mobility Plan, lower traffic fatality rates for all road users, the City has implemented the Circulation Plan on only 95 of the 3,137 lane miles called for in the Mobility Plan.

6. The City has one of the highest rates of childhood asthma in the country and the Los Angeles Basin ranks worst in the nation for year-round Ozone emissions and fifth for Particle Pollution. Making other environmentally friendly modes of transportation safer and more appealing by implementing the Mobility Plan's Enhanced Complete Street System is a critical piece of combatting the effects of climate change and preserving the quality of the air we breathe.

7. City residents want streets to be safe, stress-free places for people of all ages and all modes of travel. A complete streets network is an important factor in ensuring safe access to streets, which is a top priority for City residents. Although the City's Enhanced Complete Street System is a blueprint for the future, the City has failed to prioritize its implementation, and in some cases, actively worked against its own plan. Commissioning studies and enacting policies without taking subsequent action to improve the safety of our streets and improve the quality of life for residents is not enough. It's time to change the policy and make it a priority by making it City policy to implement the Mobility Plan when making improvements to City Streets. By prioritizing the policy and implementing it when improvements are underway we will make our streets safer for all residents.

### **Section 3. Purpose and Intent**

It is the purpose and intent of this Ordinance to require the City to prioritize street enhancement measures described in the Mobility Plan to ensure that the people of the City of Los Angeles have access to an adequate network of complete streets. It is the intent of this Ordinance that the street enhancements required herein shall not prohibit the City from installing street enhancements that are comparable, or of a better quality than what this Ordinance requires, provided it is consistent with the intent of the Mobility Plan.

### **Section 4. The Los Angeles Safe Streets for All Initiative**

Section 85.11 of Division Q of Chapter VIII the Los Angeles Municipal Code is added as follows:



SEC. 85.11 The Los Angeles Safe Streets for All Initiative (the "Ordinance").

(a) Definitions. For the purposes of this Section 85.11:

"Enhanced Complete Street System" means the network of major streets described in the Mobility Plan that facilitate multi-modal mobility within the citywide transportation system. This system consists of five networks: Pedestrian-Enhanced Districts, Bicycle-Enhanced Network, Bicycle Lane Network, Transit-Enhanced Network, and the Vehicle-Enhanced Network.

"Improvements" means any paving project or other modification of at least one-eighth (1/8) of a mile in length on a City-owned right of way (including a street, parking strip, or sidewalk). "Improvements" do not include restriping of the road without making other improvements, routine pothole repair, utility cuts, or emergency repairs. For the purposes of this Ordinance, two or more projects covering a continuous segment of the street shall be considered a single paving project or other modification, provided that construction on the projects commence within one year of each other.

"Mobility Plan" means Mobility Plan 2035, originally adopted by the City Council on August 11, 2015 as the Circulation Element of the City's General Plan, as amended through December 31, 2021.

"Mobility Plan Street" means a street, or segments thereof, identified in the Mobility Plan's Network Concept Maps, specifically: Map B – Transit Enhanced Network, Maps C1-C5 – Neighborhood Enhanced Network, Maps D1 – D2 – Bicycle Enhanced Network and Bicycle Lane Network, Map E – Vehicle Enhanced Network, Map F – Pedestrian Enhanced Districts, and Map G – Goods Movement.

(b) Requirements

(1) Whenever the City makes Improvements to a segment of a City-owned Mobility Plan Street, the Mobility Plan street enhancements described in the Enhanced Complete Street System shall be installed along that segment as part of the improvements undertaken by the City.

(2) The City shall deploy an Open Data portal or project website that will provide the public access to monitoring and evaluation data for the implementation of the Mobility Plan as required by this Ordinance. The City shall make the following information publicly available shall post the following information on the Open Data portal or project website before any improvements are commenced:



(A) A brief description of each Improvement project that is completed, ongoing, or planned within the City, including the distance covered by the project;

(B) The location of each Improvement project;

(C) The status of each Improvement project (e.g. completed, in progress, approved);

(D) The Enhanced Complete Street System enhancements that are planned to be installed or completed; and

(E) A list of all improvement projects on Mobility Plan Streets that the City has determined are not required to be improved pursuant to subsection 85.11(b)(1) and the reason the City determined it does not apply.

The City shall make the Open Portal or project website, including information about relevant improvements, available to the public one (1) year after the effective date of the Ordinance.

(c) Enforcement

(1) Any individual residing within the City may bring a civil action to enjoin violations of or compel compliance with the provisions of this Ordinance.

(2) The court may award to a party, other than the City or any of its commissions, boards, departments or agencies, who prevails in any civil action authorized by this Ordinance, his or her costs of litigation, including reasonable attorneys' fees.

## Section 5. Amendment

This Ordinance may not be repealed or amended without approval of the voters of the City of Los Angeles, provided that nothing herein shall preclude the City, including the City Council, from taking actions that further the purposes of this Ordinance.

## Section 6. Conflicting Measures

In the event that this measure and one or more measures relating to the City's installation of street enhancements shall appear on the same ballot, the provisions of the other measure shall be deemed in conflict with this measure; and in the event this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the



other measure shall be void.

**Section 7. Severability**

If any provision of this Ordinance, or part thereof, is for any reason held to be invalid or unconstitutional, the remaining provisions shall not be affected, but shall remain in full force and effect, and to this end the provisions of this Ordinance are severable. The voters declare that this Ordinance, and each section, sub-section, sentence, clause, phrase, part, or portion thereof, would have been adopted or passed irrespective of the fact that any one or more sections, sub-sections, sentences, clauses, phrases, part, or portion is found to be invalid. If any provision of this Ordinance is held invalid as applied to any person or circumstance, such invalidity does not affect any application of this Ordinance that can be given effect without the invalid application. If any portion of this Ordinance is held to be invalid or unconstitutional in a final, judicial decision, then this Ordinance shall be deemed advisory in nature.






# Voter Bill of Rights

## YOU HAVE THE FOLLOWING RIGHTS

- 1. The right to vote if you are a registered voter.** You are eligible to vote if you are:
  - ★ a U.S. citizen living in California
  - ★ at least 18 years old
  - ★ registered where you currently live
  - ★ Not currently serving a state or federal prison term for the conviction of a felony, and
  - ★ not currently found mentally incompetent to vote by a court
- 2. The right to vote if you are a registered voter even if your name is not on the list.**

You will vote using a provisional ballot. Your vote will be counted if elections officials determine that you are eligible to vote.
- 3. The right to vote if you are still in line when the polls close.**
- 4. The right to cast a secret ballot** without anyone bothering you or telling you how to vote.
- 5. The right to get a new ballot if you have made a mistake,** if you have not already cast your ballot. You can:
  - Ask an elections official at a polling place** for a new ballot,
  - Exchange your vote-by-mail ballot** for a new one at an elections office, or at your polling place, or
  - Vote using a provisional ballot.**
- 6. The right to get help casting your ballot** from anyone you choose, except from your employer or union representative.
- 7. The right to drop off your completed vote-by-mail ballot at any polling place** in California.
- 8. The right to get election materials in a language other than English** if enough people in your voting precinct speak that language.
- 9. The right to ask questions to elections officials about election procedures** and watch the election process. If the person you ask cannot answer your questions, they must send you to the right person for an answer. If you are disruptive, they can stop answering you.
- 10. The right to report any illegal or fraudulent election activity** to an elections official or the Secretary of State's office.

**If you believe you have been denied any of these rights,** call the Secretary of State's confidential toll-free Voter Hotline at (800) 345-VOTE (8683).

  -  On the web at [www.sos.ca.gov](http://www.sos.ca.gov)
  -  By phone at **(800) 345-VOTE (8683)**
  -  By email at [elections@sos.ca.gov](mailto:elections@sos.ca.gov)





# Information for Voters with Special Needs



## **Accessibility and other assisted devices** **(800) 815-2666, Option 7 (LA County Hotline)**

LA County Vote Centers provide wheelchair accessibility and/or curbside voting. Inside the Vote Center you may find devices to assist you in your voting experience.



## **Audio Recordings (213) 978-0444**

Audio equipment is available at all Vote Centers to assist you.

Audio recordings of the measures included in this booklet are available in English, Armenian, Chinese (Mandarin and Cantonese), Farsi, Hindi, Japanese, Khmer, Korean, Russian, Spanish, Tagalog, Thai, and Vietnamese. These recordings are available on our website: [clerk.lacity.gov/elections/multilingual-services](http://clerk.lacity.gov/elections/multilingual-services) and at the following locations:

Braille Institute Library  
741 North Vermont Avenue  
Los Angeles, CA 90029  
(323) 660-3880

Central Library  
630 West 5<sup>th</sup> Street  
Los Angeles, CA 90071  
(213) 228-7000

Voters may also request a copy of the audio recordings from our office:

Office of the City Clerk-Election Division  
Attn: Audio Recordings  
555 Ramirez Street, Space 300  
Los Angeles, CA 90012



## **TTY Phone Number (213) 473-3231**

A TTY phone number is provided for voters who are hearing impaired.



## **Language Assistance (800) 994-8683**

The City also provides voting materials in Armenian, Chinese, Farsi, Hindi, Japanese, Khmer, Korean, Russian, Spanish, Tagalog, Thai, and Vietnamese.



# Lead or Join Your Neighborhood Council

Neighborhood Councils are the grassroots arm of the City of Los Angeles government. You can:

- Advise City leaders on important local issues.
- Be as effective as the most powerful lobbyists.
- Set priorities for community improvement projects.
- Monitor and improve services such as: street and sidewalk repair, crime fighting, and managing traffic.
- Determine how your Neighborhood Council should use their annual operating budget.

LA's 99 Neighborhood Councils serve all who live, work, study, worship, own property or a business, or belong to service organizations based within their communities.

## LEARN MORE

Visit [www.99NCs.com](http://www.99NCs.com) to find your Neighborhood Council and learn how to get involved.

For more information, you can contact via email or phone:

[EmpowerLA@LACity.org](mailto:EmpowerLA@LACity.org)

(213) 978-1551 (9:00 a.m. - 5:00 p.m. / M - F)

Department of Neighborhood Empowerment  
200 North Spring Street, Room 2005, Los Angeles, CA 90012  
[www.EmpowerLA.org](http://www.EmpowerLA.org)





OFFICE OF THE CITY CLERK  
ELECTION DIVISION  
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