

Communication from Public

Name: Morgana Rae

Date Submitted: 08/24/2022 08:45 PM

Council File No: 22-0910

Comments for Public Posting: WE DO NOT WANT THE CITY COUNCIL TO MAKE A DECISION on this. Let residents vote on taking away 2 car lanes and breaking up streets for bikes. Reducing cars for bikes is ableist, and the added congestion is not acceptable for older and immuno-compromised people who live here.

Communication from Public

Name: Morgana Rae

Date Submitted: 08/24/2022 08:46 PM

Council File No: 22-0910

Comments for Public Posting: WE DO NOT WANT THE CITY COUNCIL TO MAKE A DECISION on this. Let residents vote on taking away 2 car lanes and breaking up streets for bikes. Reducing car traffic for bikes is ableist, and the added congestion and air polition is not acceptable for older and immuno-compromised people who live here.

Communication from Public

Name: Michael Le

Date Submitted: 08/24/2022 10:57 AM

Council File No: 22-0910

Comments for Public Posting: Hello, my name is Michael Le and I support the city council adopting Healthy Streets LA as an ordinance (Option 1). This ordinance would increase economic mobility for residents along with helping small businesses. Lower income residents have less access to cars, which are the dominant modes of transportation. This means it is difficult for them to access resources like jobs, healthcare, childcare, groceries, and countless resources needed for everyday life. Not to mention children are not allowed to drive alone until they are 16-years-old, so younger children are reliant on these other modes on transit unless they have someone who can drive them around. By making transit options besides cars more viable, we would enable more people to access all these services and amenities, increasing economic mobility. Besides helping residents, option 1 will also help small businesses as well. One of the most important considerations for businesses is the amount of traffic they get. Foot traffic and cycling traffic is more desirable to businesses than car traffic. This is because it is much easier for a pedestrian or cyclist to stop by a shop than it is for a driver to make a U-turn and find parking before stopping by. In addition, it would lower the barrier of entry for small businesses. It is much easier to afford bicycle parking and sidewalks than it is to support larger parking lots. This is why in plazas with large parking lots, mainly large box office stores exist there. By focusing more on sidewalks, bicycle lanes, and public transit, we increase prosperity for small businesses. For these reasons, I support the city council adopting Healthy Streets LA as an ordinance (Option 1).

Communication from Public

Name: Kiernan E.

Date Submitted: 08/17/2022 09:33 AM

Council File No: 22-0910

Comments for Public Posting: My name is Kiernan and I support city council adopting Healthy Streets LA as an ordinance as soon as possible. It is beyond time to make our streets safer for everyone. Just two weeks ago, a speeding car at Slauson & La Brea killed 5 people and the next day, an out of control car in Mar Vista crashed into a house-- these instances happened in or right next to my district! The driver who murdered 5 people had 13 prior crashes on their record. Since living in LA (for just over one year) I have personally witnessed car crashes that either directly happened or had just happened right before my eyes. I have seen 4 on Santa Monica Blvd. alone (one at Stoner Ave, one at Westwood Blvd, and two near Beverly Hills)! Accepting this as a fact of life is dangerous, immoral, and inefficient; our city can be so much safer and so much better. Let's take a step towards ending traffic violence now by passing Healthy Streets LA into law. Kiernan E. Los Angeles, 90025

Communication from Public

Name: Silver Lake Neighborhood Council/Maebe A. Girl
Date Submitted: 08/24/2022 09:21 AM
Council File No: 22-0910
Comments for Public Posting: The Silver Lake Neighborhood Council approved a letter of support for Healthy Streets LA that I am attaching to the Council File. This was not approved as a Community Impact Statement due to time constraints, but I am attaching the letter of support to the Council File for consideration. Maebe A. Girl Silver Lake Neighborhood Council



Mayor Eric Garcetti
Los Angeles City Council
Seleta Reynolds, General Manager, LADOT
Keith Mozee, General Manager, StreetsLA

February 23rd, 2022

Dear City of Los Angeles Leaders,

WHEREAS on August 11, 2015, the Los Angeles City Council overwhelmingly approved [Mobility Plan 2035](#) as an update to the City's General Plan Transportation Element;

WHEREAS 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;

WHEREAS on August 25, 2015, the Mayor issued [Executive Directive No. 10](#), a Vision Zero program with the goal of eliminating all traffic fatalities and severe injuries by 2025, while increasing safe, healthy, equitable mobility for all;

WHEREAS each year, more than 200 people lose their lives while traveling on City streets;

WHEREAS traffic collisions are a leading cause of death for children in the City, and despite our Vision Zero efforts, our City continues to have a pedestrian fatality rate nearly four times the national average;

WHEREAS [the Los Angeles Police Department reports](#) that in 2021, 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), 128 pedestrians were killed (a 6% increase), cyclists' injuries rose by 22% and cyclist deaths rose by 13%;

WHEREAS 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 only 95 of the 3,137 lane miles (3%) called for in the Mobility Plan;

WHEREAS 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;

WHEREAS 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;

WHEREAS City residents want streets to be safe, stress-free places for people of all ages and all modes of travel;

WHEREAS a complete streets network is an important factor in ensuring safe access to streets, which is a top priority for City residents and the City has failed to prioritize its implementation, and in some cases, actively worked against its own plan;

THEREFORE BE IT RESOLVED THAT the Silver Lake Neighborhood Council supports the Healthy Streets LA ballot initiative. We ask that the Los Angeles City Council create an ordinance that automatically implements the Mobility Plan 2035 when repaving streets, using the exact language as written in the initiative.

Communication from Public

Name: Justin H.

Date Submitted: 08/24/2022 09:32 AM

Council File No: 22-0910

Comments for Public Posting: My name is Justin Han and I support city council adopting Healthy Streets LA as an ordinance. It is beyond time to make our streets safer for everyone. A few years ago, a four year old child was fatally struck by a car while crossing the intersection at Olympic and Normandie to get to pre-school. During April of this year two adult brothers biking on Olympic Boulevard were struck by a vehicle, resulting in the death of one of them. Both events taking place just 2 blocks away from my home in Koreatown. These tragedies are not just unique to my neighborhood, but Los Angeles as a whole is experiencing increased traffic accidents. Most recently a speeding car at Slauson & La Brea killed 5 people and the next day, an out of control car in Mar Vista crashed into a house. Everytime I step out of my home to go on a walk or bike ride there's always a thought that I might not make it home. I wish to be able to come home to my loved ones and not be a victim to traffic violence. These kinds of crashes happen on a weekly basis in LA because of our focus on car convenience. I strongly believe that we can take a step towards ending traffic violence now by passing Healthy Streets LA into law.