

INITIATIVE ORDINANCE HLA
(Adopted by the Voters of the City of Los Angeles at the Election held on March 5, 2024)

ORDINANCE NO. 188198

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.