

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

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The Board approved this CIS by a vote of: Yea(10) Nay(0) Abstain(3) Ineligible(0) Recusal(0)

Date of NC Board Action: 08/15/2022

Type of NC Board Action: For

Impact Information

Date: 08/16/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-0910

Agenda Date: 08/15/2022

Item Number: X.E.4.

Summary: On February 24, 2022, The Reseda Neighborhood Council voted to support the Healthy Street Ballot Initiative. The vote was 10 in favor, 1 abstain, 3 absent. On August 15, 2022, The Reseda Neighborhood Council voted to attach our original statement to council 22-0910. The vote was 10 yes, 3 abstain, 2 absent. Please see attached file for our full statement.



Reseda Neighborhood Council

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Healthy Streets LA Ballot Committee
Mayor Eric Garcetti
Los Angeles City Council
Seleta Reynolds, General Manager, LADOT
Keith Mozee, General Manager, StreetsLA

February 24, 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 Reseda 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.

The vote took place in a meeting in accordance with the Brown Act on February 24, 2022. The vote was 10 in favor, 1 abstain, 3 absent.