

CITY OF LOS ANGELES

CALIFORNIA

**Palms Neighborhood Council
Transportation & Infrastructure
Committee**

Christopher Gonzalez Wienberg, Chair
Kasey Crawford, Vice-Chair
Kay Hartman, Member
Eliot Hochberg, Member
Katrina Kaiser, Member



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Los Angeles, CA 90034

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PALMS NEIGHBORHOOD COUNCIL

Joint Board and Transportation & Infrastructure Committee Meeting Agenda

Thursday, February 10, 2021 – 7:30 pm

Zoom Meeting Online at

<https://us02web.zoom.us/j/8263219749?pwd=T1U0RjZES3dOSWw4WjBwN0pGcU1tQT09>

Passcode: 9749

or by telephone dial: + 1 669 900 6833 or one of the following toll-free telephone Numbers: 833 548 0282, 888 475 4499, 877 853 5257, or 833 548 0276

The toll-free numbers eliminate long-distance call charges for participants although other telephone charges may apply from a participant's phone carrier.

After connecting by telephone enter this meeting ID: 826 321 9749 and press #. If asked, the passcode is 9749.

Press *9 to raise hand for public comment, press *6 to unmute

The Neighborhood Council system enables meaningful civic participation for all Angelenos and serves as a voice for improving government responsiveness to local communities and their needs. We are an advisory body to the City of Los Angeles, comprised of stakeholder volunteers who are devoted to the mission of improving our communities.

VIRTUAL MEETING TELECONFERENCING NUMBER FOR PUBLIC PARTICIPATION

In conformity with the September 16, 2021 Enactment of the California Assembly Bill 361(Rivas) and due to concerns over COVID-19, the Palms Neighborhood Council General, Committee, or Special meeting will be conducted entirely with a call-in option or internet based service option.

AB 361 Updates: Public comment cannot be required to be submitted in advance of the meeting, only real-time public comment is required. If there are any broadcasting interruptions that prevent the public from observing or hearing the meeting, the meeting must be recessed or adjourned.

If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org.

I. CALL TO ORDER & ROLL CALL

a. Call to Order

b. Roll Call

II. INTRODUCTIONS

- a. Introductions and Welcome
- III. **GENERAL PUBLIC COMMENT**
 - a. Limited to non-agenda items – subjects related to transportation and infrastructure issues
- IV. **COMMITTEE BUSINESS**
 - a. Committee member updates
 - b. **UPDATE** from Jay Greenstein, Council District 5 Transportation Deputy (if available)
 - c. **DISCUSSION** of Phase 2 of Slow Streets
 - i. Presentation and discussion with Kevin Ocubillo (LADOT)
 - ii. Discussion of outreach
 - d. **DISCUSSION and POSSIBLE ACTION** on letter regarding Safe Streets for All and the implementation of the 2035 Mobility Plan [see supplementals for draft]
 - e. **DISCUSSION and POSSIBLE ACTION** on CIS supporting motion to expedite the permitting of electric vehicle charging stations ([22-0120](#)) [see supplementals for draft]
- V. **Adjournment**

Time allocations for agenda items are approximate and may be shortened or lengthened at the discretion of the President/Committee Chairs. Public comment will be taken for each motion as well as for any item in the consent agenda prior to Board action. Comments from the public on Agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the Agenda that is within the Assembly's subject matter jurisdiction will be heard during the Public Comment period. Public comment is limited to 1 to 2 minutes per speaker, at the discretion or unless waived by the Assembly. In the interest of addressing all items on the agenda, time limits for individual comments and discussion may be set at the discretion of the President/Committee Chair. All items on the consent agenda will be determined by a single Committee vote and without Committee discussion. Committee members may request that any item be removed from the consent agenda and considered individually at any time prior to that vote.

Per Board of Neighborhood Commissioners Policy #2014-01, agendas are posted for public review at: 1) Woodbine Park Kiosk, 3409 S. Vinton Ave.; 2) Palms Neighborhood Council website, www.palmsnc.la

In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at Woodbine Park Kiosk, 3409 S. Vinton Ave, at our website: www.palmsnc.la or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact the Secretary at secretary@palmsnc.la. You can also receive our agendas via email by subscribing to [LA City's Early Notification System](#) (ENS)

Palms NC Board and Committee members abide by a code of civility (<http://empowerla.org/code-of-conduct/>). Any person who interferes with the conduct of a Neighborhood Council meeting by willfully interrupting and/or disrupting the meeting is subject to removal. A peace officer may be requested to assist with the removal should any person fail to comply with an order of removal by the Neighborhood Council. Any person who resists removal by a peace officer is subject to arrest and prosecution pursuant to California Penal Code Section 403.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting you wish to attend by contacting the Secretary at secretary@palmsnc.la

SI REQUIERE SERVICIOS DE TRADUCCION, FAVOR DE NOTIFICAR A LA OFICINA 3 DIAS DE TRABAJO (72 HORAS) ANTES DEL

EVENTO. SI NECESITA ASISTENCIA CON ESTA NOTIFICACION, POR FAVOR LLAME A NUESTRA OFICINA AL secretary@palmsnc.la

Mayor Eric Garcetti
Councilmember _____ OR IF CITY-WIDE ORG: Los Angeles City Council
Seleta Reynolds, General Manager, LADOT
Keith Mozee, General Manager, StreetsLA

[DATE]

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 _____ supports the Safe Streets For All 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.

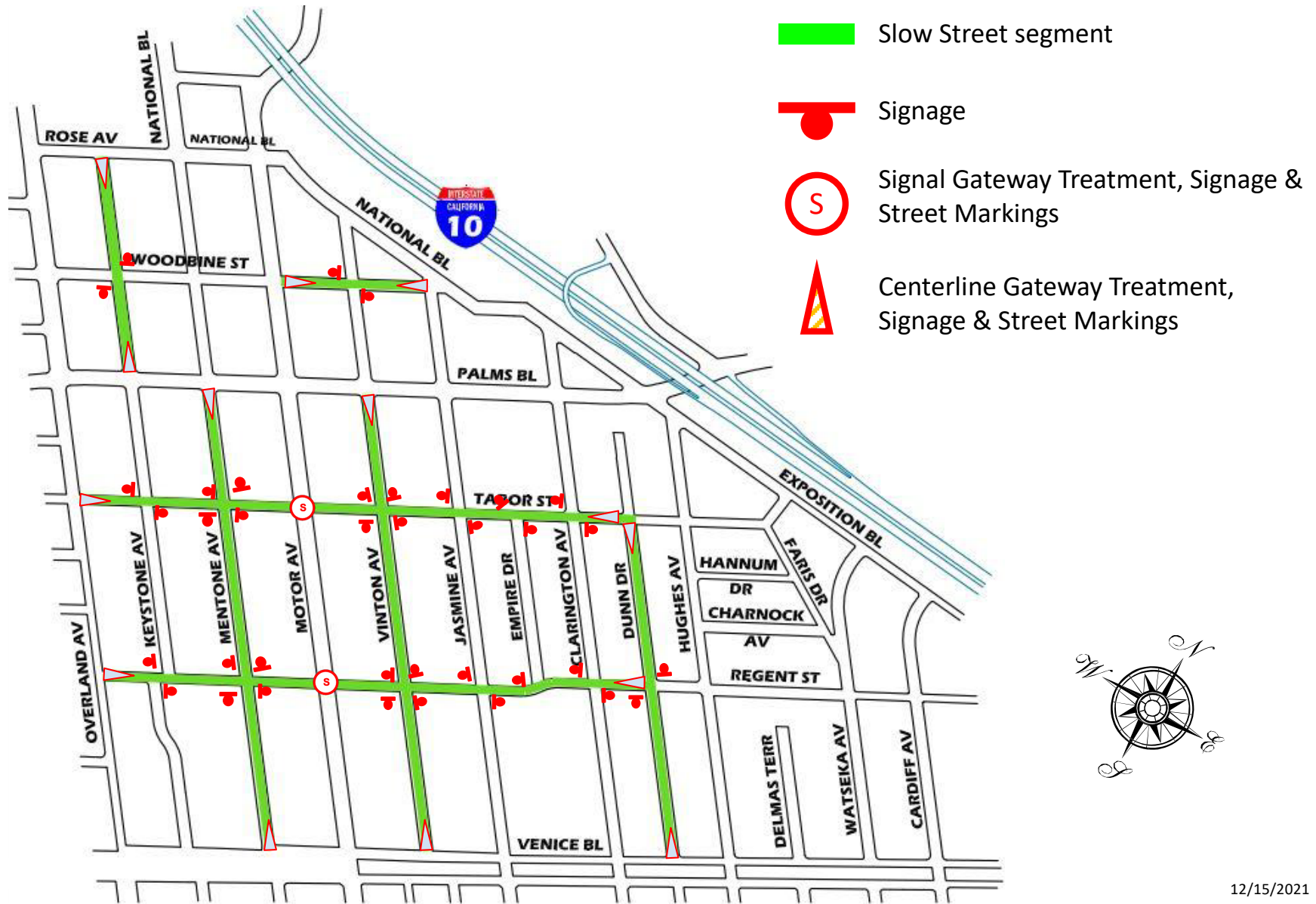
Community Impact Statement

Council File: [22-0120](#)

Position: Support

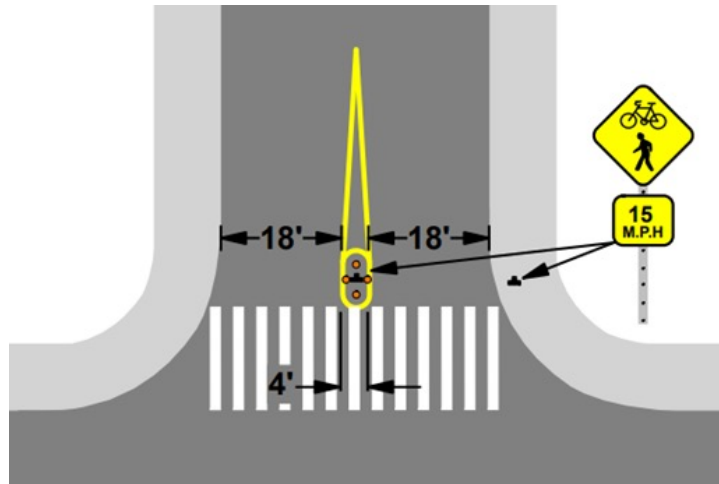
The Palms Neighborhood Council (Palms NC) believes electric vehicles are an essential part of reducing our the emission of greenhouse gases. As such, the Palms NC supports expediting the permitting process.

Palms Slow Streets – Palms NC





Centerline Gateway Treatment, Signage & Street Markings



Signal Gateway Treatment, Signage & Street Markings



Signage





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INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

Committee of proponents, who are registered voters of the City of Los Angeles, sponsoring the petition:

Michael Albert Schneider Yuval Moshe Bar-Zemer Adriane Evelyn Hoff Katrina Marie Kaiser Josh Vredevoogd

As required by the Charter, the City Attorney has prepared the following official petition title and official petition summary of the primary provisions of this initiative ordinance measure to be adopted by the City Council or submitted directly to the voters.

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 MEASURE:

Los Angeles Safe Streets for All Initiative

The people of the City of Los Angeles 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

MEDIDA DE INICIATIVA QUE DEBE SER ENVIADA DIRECTAMENTE A LOS VOTANTES

Comité de proponentes, quienes son votantes registrados de la Ciudad de Los Ángeles, que patrocina la petición:

Michael Albert Schneider Yuval Moshe Bar-Zemer Adriane Evelyn Hoff Katrina Marie Kaiser Josh Vredevoogd

Como lo requiere la Carta Constitutiva, el Abogado Municipal ha preparado el siguiente título oficial de la petición y el resumen oficial de la petición de las principales disposiciones de esta iniciativa de medida de ordenanza para ser adoptada por el Concejo Municipal o presentada directamente a los votantes.

MEDIDAS DE MEJORA DE LAS CALLES DEL PLAN DE MOVILIDAD DE LA CIUDAD. ORDENANZA DE INICIATIVA.

La ordenanza propuesta afirma que su propósito sería exigir que la Ciudad dé prioridad a las medidas de mejora de las calles descritas en el Plan de Movilidad de la Ciudad. El Plan de Movilidad de la Ciudad incluye mapas conceptuales de una red conectada de rutas para peatones, bicicletas, tránsito y vehículos en la Ciudad. La ordenanza se aplicaría cuando la Ciudad realice una mejora calificada, incluyendo un proyecto de pavimentación, en un segmento de una calle propiedad de la Ciudad identificada en los mapas conceptuales de la red del Plan de Movilidad. En determinadas circunstancias, la ordenanza mantendría la instalación de mejoras en las calles descritas en la red del Plan de Movilidad como parte de las mejoras a lo largo de ese segmento realizadas por la Ciudad. La ordenanza también exigiría que la Ciudad proporcione información accesible al público sobre los proyectos de mejora para que el público pueda revisar y evaluar la implementación del Plan de Movilidad.

TEXTO DE LA MEDIDA PROPUESTA:

Iniciativa Calles Seguras para Todos de Los Ángeles

La población de la ciudad de Los Ángeles ordena lo siguiente:

Sección 1. Título

Esta Ordenanza será conocida como la Iniciativa Calles Seguras para Todos de Los Ángeles (la “Ordenanza”).

Sección 2. Hallazgos

1. El 11 de agosto de 2015, el Ayuntamiento de Los Ángeles aprobó por abrumadora mayoría el Plan de Movilidad 2035 (el “Plan de Movilidad”) como actualización del Elemento de Transporte del Plan General de la Ciudad. El Plan de Movilidad propone la construcción de una red conectada de rutas para peatones y ciclistas, rutas de tránsito y rutas para vehículos, con el objetivo de crear una red de calles completas para fomentar que las calles como lugares públicos son para la utilización segura de todos los modos de transporte. A pesar de la aprobación del Ayuntamiento, siete años después no se han realizado mejoras físicas significativas.
2. El 25 de agosto de 2015, el alcalde emitió la Directiva Ejecutiva No. 10, Vision Zero (“Visión Cero”), con el objetivo de eliminar todas las víctimas fatales y las lesiones graves en accidentes de tráfico para 2025, a la vez que se incrementa la movilidad segura, saludable y equitativa para todos.

3. Cada año, más de 200 residentes de la Ciudad pierden la vida mientras viajan por las calles de la Ciudad. Las colisiones de tráfico son una de las principales causas de muerte infantil en la Ciudad. Aunque los registros de seguridad vial de otras ciudades que se han comprometido con Vision Zero han mejorado con el tiempo, el problema en la Ciudad ha empeorado. La Ciudad sigue teniendo una tasa de mortalidad de peatones casi cuatro veces superior a la media nacional.
4. Según el Departamento de Policía de Los Ángeles, en 2021 en la ciudad murieron 289 personas en colisiones de tráfico (un aumento del 21%) y 1,465 resultaron gravemente heridas (un aumento del 30%), 486 peatones fueron gravemente heridos por conductores (un aumento del 35%) y 128 peatones murieron (un aumento del 6%). Las lesiones de ciclistas aumentaron un 22% y las muertes de ciclistas un 13%.
5. A pesar de que los estudios han demostrado que las calles completas, como las propuestas por el Plan de Movilidad, reducen las tasas de mortalidad de todos los usuarios de la vía pública dado el tráfico, la Ciudad sólo ha implementado el Plan de Circulación en 95 de las 3.137 millas de carriles propuestas en el Plan de Movilidad.
6. La Ciudad tiene una de las tasas más altas de asma infantil del país y la cuenca de Los Ángeles tiene los peores índices en emisiones de ozono en el país durante todo el año y el quinto lugar en cuanto a Contaminación por Partículas. Hacer que otros medios de transporte de acorde con el medio ambiente sean más seguros y atractivos mediante la implementación del Sistema de Calles Completas Mejoradas del Plan de Movilidad es una pieza fundamental para combatir los efectos del cambio climático y preservar la calidad del aire que respiramos.
7. Los residentes de la Ciudad quieren que las calles sean lugares seguros y libres de estrés para personas de todas las edades y todos los modos de desplazamiento. Una red de calles completas es un factor importante para garantizar un acceso seguro a las calles, lo que es una prioridad absoluta para los residentes de la Ciudad. Aunque el Sistema de Calles Completas Mejoradas de la Ciudad es un proyecto para el futuro, la ciudad no ha dado prioridad a su implementación y, en algunos casos, ha trabajado activamente en contra de su propio plan. Comisionar estudios y promulgar políticas sin tomar medidas posteriores para mejorar la seguridad de nuestras calles y mejorar la calidad de vida de los residentes no es suficiente. Es hora de cambiar las normas y convertirlas en una prioridad haciendo que la ley de la Ciudad sea el implementar el Plan de Movilidad cuando se realicen mejoras en las calles de la Ciudad. Al dar prioridad y aplicar la norma mientras se realizan mejoras entonces conseguiremos que nuestras calles sean más seguras para todos los residentes.

Sección 3. Propósito e intención

El propósito y la intención de esta Ordenanza es el exigir que la Ciudad dé prioridad a las medidas de mejora de las calles descritas en el Plan de Movilidad, para garantizar que los habitantes de la Ciudad de Los Ángeles tengan acceso a una red adecuada de calles completas. Es la intención de esta Ordenanza que las mejoras a las calles aquí exigidas no prohíban a la Ciudad la realización de mejoras a las calles que sean comparables o de

mejor calidad que lo que esta Ordenanza exige, siempre que sea coherente con la intención del Plan de Movilidad.

Sección 4. La Iniciativa Calles Seguras para Todos de Los Ángeles

Se añade a la sección 85.11 de la División Q del Capítulo VIII del Código Municipal de Los Ángeles, de la manera siguiente:

SEC. 85.11 La Iniciativa Calles Seguras para Todos de Los Ángeles (la “Ordenanza”).

(a) Definiciones. A los efectos de esta Sección 85.11:

“Sistema de Calles Completas Mejoradas” se refiere a la red de calles principales descrita en el Plan de Movilidad, que facilita la movilidad multimodal dentro del sistema de transporte de la ciudad. Este sistema consta de cinco redes: Distritos Mejorados para Peatones, Red Mejorada para Bicicletas, Red de Carriles para Bicicletas, Red Mejorada para el Tránsito y la Red Mejorada para Vehículos.

“Mejoras” se refiere a cualquier proyecto de pavimentación u otra modificación de al menos un octavo (1/8) de milla de longitud en un derecho de paso propiedad de la Ciudad (incluyendo una calle, una franja de estacionamiento o una acera). Las “mejoras” no incluyen el repintado de la carretera sin realizar otras mejoras, la reparación rutinaria de baches, los cortes de servicios públicos o las reparaciones de emergencia. A los efectos de esta Ordenanza, dos o más proyectos que abarquen un segmento continuo de la calle se considerarán un único proyecto de pavimentación u otra modificación, siempre que la construcción de los proyectos comience con un año de diferencia.

“Plan de Movilidad” se refiere al Plan de Movilidad 2035, adoptado originalmente por el Ayuntamiento el 11 de agosto de 2015 como Elemento de Circulación del Plan General de la Ciudad, con sus enmiendas aplicadas hasta el 31 de diciembre de 2021.

“Plan de Movilidad para la Calle” se refiere a una calle, o segmentos de la misma, identificados en los Mapas Conceptuales de la Red del Plan de Movilidad, concretamente: Mapa B – Red Mejorada para el Tránsito, Mapas C1-C5 – Red Mejorada para los Vecindarios, Mapas D1-D2 – Red Mejorada para Bicicletas Red de Carriles para Bicicletas, Mapa E – Red Mejorada para Vehículos, Mapa F – Distritos Mejorados para Peatones y Mapa G – Traslado de Mercancías.

(b) Requisitos

- (1) Siempre que la Ciudad realice mejoras en un segmento de una calle del Plan de Movilidad propiedad de la Ciudad, las mejoras a la calle del Plan de Movilidad descritas en el Sistema de Calles Completas Mejoradas se instalarán a lo largo de ese segmento como parte de las mejoras realizadas por la Ciudad.
- (2) La Ciudad creará un portal de Datos Abiertos o un sitio web del proyecto que proporcionará al público acceso a los datos de seguimiento y evaluación para la aplicación del Plan de Movilidad, tal y como exige esta Ordenanza. La Ciudad pondrá a disposición del público la siguiente

información y publicará la siguiente información en el portal de Datos Abiertos o en el sitio web del proyecto antes de que se inicie cualquier mejora:

- (F) Una breve descripción de cada proyecto de mejora que se haya completado, esté en curso o esté planificado en la Ciudad, incluyendo la distancia que abarca el proyecto;
- (G) La ubicación de cada proyecto de mejora;
- (H) El estado de cada proyecto de mejora (por ejemplo, terminado, en curso, aprobado);
- (I) Las mejoras del Sistema de Calles Completas Mejoradas que se planean instalar o completar; y
- (J) Una lista de todos los proyectos de mejora a las Calles del Plan de Movilidad que la Ciudad haya determinado que no son necesarios mejorar de acuerdo con la subsección 85.11(b)(1) y la razón por la que la Ciudad ha determinado que no corresponde.

La Ciudad pondrá a disposición del público el portal de Datos Abiertos o el sitio web del proyecto, incluyendo la información sobre las mejoras relevantes, un (1) año después de la fecha de entrada en vigor de la Ordenanza.

(c) Aplicación

- (1) Cualquier persona que resida en la Ciudad puede interponer una acción civil para denunciar las infracciones u obligar al cumplimiento de las disposiciones de esta Ordenanza.
- (2) Un tribunal puede otorgar a una parte, que no sea la Ciudad o cualquiera de sus comisiones, juntas, departamentos o agencias, que prevalezca en cualquier acción civil autorizada por esta Ordenanza, sus costos de litigio, incluyendo honorarios legales razonables .

Sección 5. Enmienda

Esta Ordenanza no puede ser derogada ni enmendada sin la aprobación de los votantes de la Ciudad de Los Ángeles, siempre que nada de lo aquí expuesto impida a la Ciudad, incluyendo al Ayuntamiento, tomar medidas que promuevan los propósitos de esta Ordenanza.

Sección 6. Medidas en conflict

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.

Sección 7. Divisibilidad

Si alguna disposición de esta Ordenanza, o parte de ella, por cualquier razón es considerada inválida o inconstitucional, las disposiciones restantes no se verán afectadas, sino que permanecerán en pleno vigor y efecto, y con este fin las disposiciones de esta Ordenanza son divisibles. Los votantes declaran que esta Ordenanza y cada sección, subsección, oración, cláusula, frase, parte o porción de la misma, habría sido adoptada o aprobada independientemente del hecho de que una o más secciones, subsecciones, oraciones, cláusulas, frases, partes o porciones sean consideradas inválidas. Si alguna disposición de esta Ordenanza se considera inválida en cuanto a su aplicación a cualquier persona o circunstancia, dicha invalidez no afecta a ninguna aplicación de esta Ordenanza a la que se pueda dar efecto sin la aplicación inválida. Si alguna parte de esta Ordenanza se considera inválida o inconstitucional en una resolución judicial definitiva, esta Ordenanza se considerará de carácter consultivo

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Signers Must Be Registered Voters of the City of Los Angeles

Use Pen Only – Please Print All Information Except for Signature

SIG#	LN#	NAME OF PETITIONER	ADDRESS	DATE	OFFICE USE ONLY
	1	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	2	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	3	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	4	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	5	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	6	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	7	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	8	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	

*Optional: Birth month and date may be used solely to facilitate the signature verification process.

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		Signature	City Zip	Today's Date	
	10	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	11	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	12	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	13	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	14	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	15	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	16	Print Name	Residence Address (No P.O. Box)	Birthdate *	
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	17	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	18	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	19	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	20	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	21	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	22	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	23	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	24	Print Name	Residence Address (No P.O. Box)	Birthdate *	
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SIG#	LN#	NAME OF PETITIONER	ADDRESS	DATE	OFFICE USE ONLY
	25	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	26	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	27	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	28	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	29	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	30	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	31	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	
	32	Print Name	Residence Address (No P.O. Box)	Birthdate *	
		Signature	City Zip	Today's Date	

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AFFIDAVIT OF CIRCULATOR

(to be completed in the circulator's own hand after above signatures have been obtained)

I, _____, do hereby certify that that my present, precise residential address is _____; that I was at least 18 years of age at the time I circulated

(print full name of circulator)

(address, city, state, zip)

this petition for signatures; that each signature on the attached sheets is genuine and was affixed thereto, on the date shown, in my presence by a separate individual, who to me declared himself or herself at the time of signing to be a qualified, registered voter of, the City of Los Angeles and actually residing at the address as above set forth; that each signer's name and address on the attached sheets was either personally written by that signer or completed by someone acting with the authority and on the direction of that signer; and that all of the sheets constituting this petition were fastened together at the time the signatures were appended thereto.

The signatures on this petition were collected between ____/____/2022 and ____/____/2022, and I witnessed each of the signatures being written onto this petition. I showed each signer a valid and unfalsified "Official Top Funders" sheet, as required by California Elections Code section 107.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge and belief.

Executed on this _____, of _____ at _____, California.

(day)

(month)

(City)

Signature of Circulator _____

(Circulator's Signature)

(Date)

DECLARACIÓN JURADA DEL CIRCULANTE

(para ser completado de la propia mano del circulante después de haber obtenido las firmas arriba)

Yo, _____, por este medio de la presente certifico que mi dirección de residencia actual y específica es _____; que tenía por lo menos 18 años de edad al

(Nombre impreso)

(Dirección, Ciudad, Estado, Código Postal)

momento en que hice circular esta solicitud de firmas; que cada una de las firmas en las hojas adjuntas es genuina y fue realizada en la fecha indicada y ante mi presencia por individuos diferentes, quienes se declararon ante mi como votantes registrados y calificados de la Ciudad de Los Ángeles, y residentes actuales de la ubicación especificada anteriormente; que cada uno de los nombres y domicilios en las hojas adjuntas fue escrito personalmente por el firmante ó completado por alguien que actúa con la autoridad y bajo la dirección de el firmante; y que todas las hojas que constituyen esta petición estaban unidas al momento en que las firmas fueron adjuntadas.

Declaro que las firmas en esta parte de la petición fueron obtenidas entre las fechas del ____/____/2022, al ____/____/2022. Declaro también que mostré a cada firmante la hoja válida de "Los Principales Financiadores Oficiales", como es requerido por la seccion 107 del Codigo de Elecciones de California.

Certifico bajo pena de perjuicio que todo lo mencionado arriba es verdadero de acuerdo a mi conocimiento y creencia.

Llevado a cabo el _____, de _____ en _____, California.

(día)

(mes)

(Ciudad)

Firma del circulante de la petición _____

(firma)

(fecha)