

Candidate endorsement questionnaire

Streets For All is building a transportation revolution in Los Angeles. We believe our air doesn't have to be polluted. We don't have to have one of the highest rates of childhood asthma or some of the worst traffic in the country. We know that people live happier and healthier lives when they aren't stuck in traffic and that cities are capable of incredible change, but only when people stand up and demand it. We believe that people should be able to move around their city safely, regardless of their race, income, zip code, or ability. We fight for things like dedicated bus lanes, protected bike lanes, wider sidewalks, more shade streets, and the creation of a more livable city.

As a candidate running for Council District 6, City of Los Angeles, you will have the power to help our city make progress toward our climate goals, creating a more livable city, and expanding equity in our transportation system.

To be considered for a Streets For All endorsement, please fill out the form below.

Email *

info@votedouglas.com

What is the candidate's name? *

Douglas Sierra

What is the name of the person filling out this form? *

Douglas Sierra

MOBILITY PLAN 2035

LA'S MOBILITY PLAN in CD6

Green = planned protected bike lanes

Yellow = planned bike lanes

Thick Yellow = implemented bike lanes

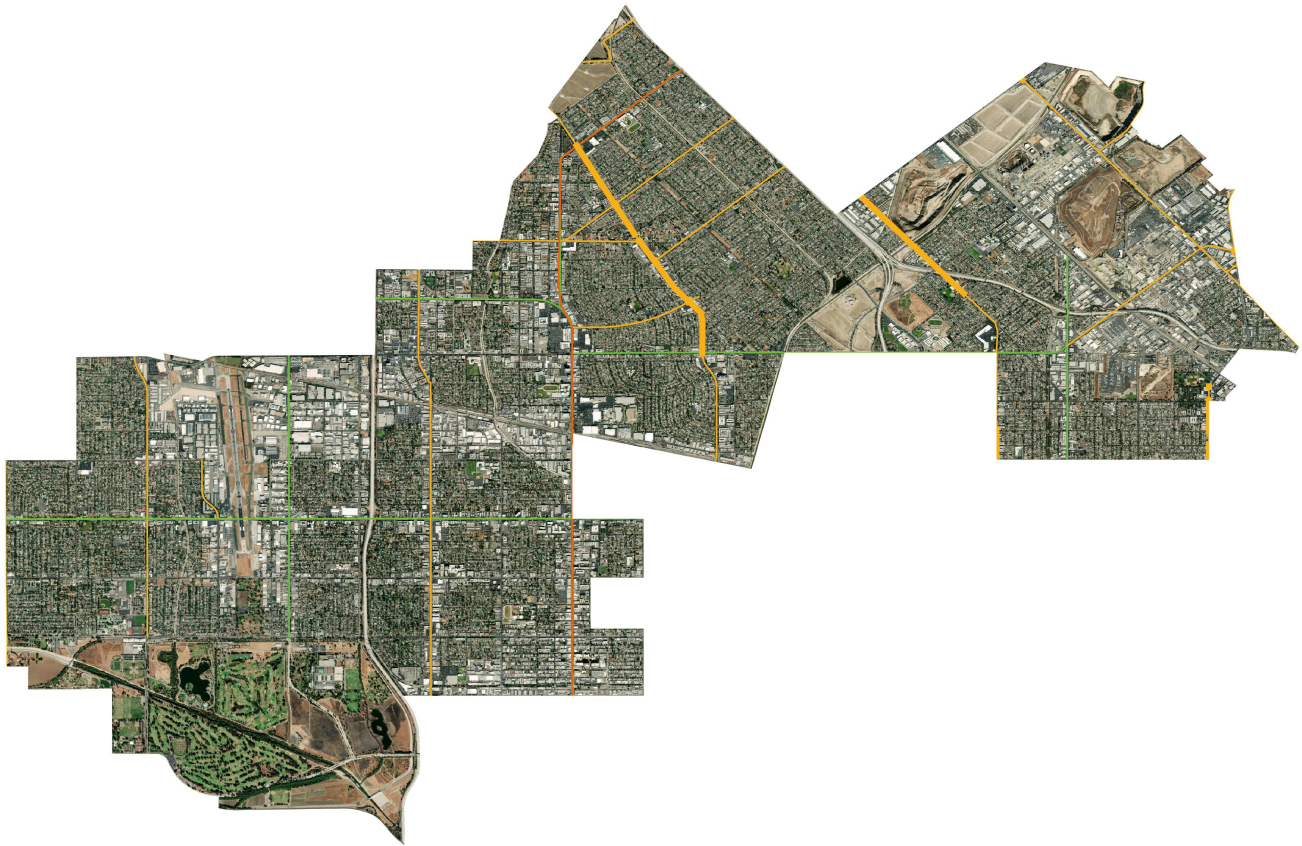
11.9% of the Mobility Plan has been implemented

5.9 out of 25 miles of bike lanes built

0 out of 19.1 miles of protected bike lanes built

CD6's protected bike lanes: Sherman Way, Woodley Ave, Van Nuys Blvd, Parthenia St, Roscoe Blvd, and Lankershim Blvd

The Mobility Plan can be viewed [here in map form](#).



City Council unanimously passed a “Mobility Plan 2035” in 2015. The plan includes a network of protected bike lanes, unprotected bike lanes, bus lanes, and pedestrian improvements. Since its adoption in 2015, we’ve implemented only 7% of its intended bike lanes. At this rate, we will not come near to completion by 2035.

Worse, individual Councilmembers have actively ignored opportunities to implement the plan during street repaving, when our city normally changes street configurations. The previous CD6 Councilmember did everything she could to try to block our Healthy Streets LA effort to mandate that the city implement its own Mobility Plan.

Will you commit to letting LADOT implement the mobility plan’s intended bike lanes in your district, even if this requires taking space away from cars? How would you lead on this issue, and how will you deal with pushback from Angelenos that are scared of change and could never see themselves on a bike?

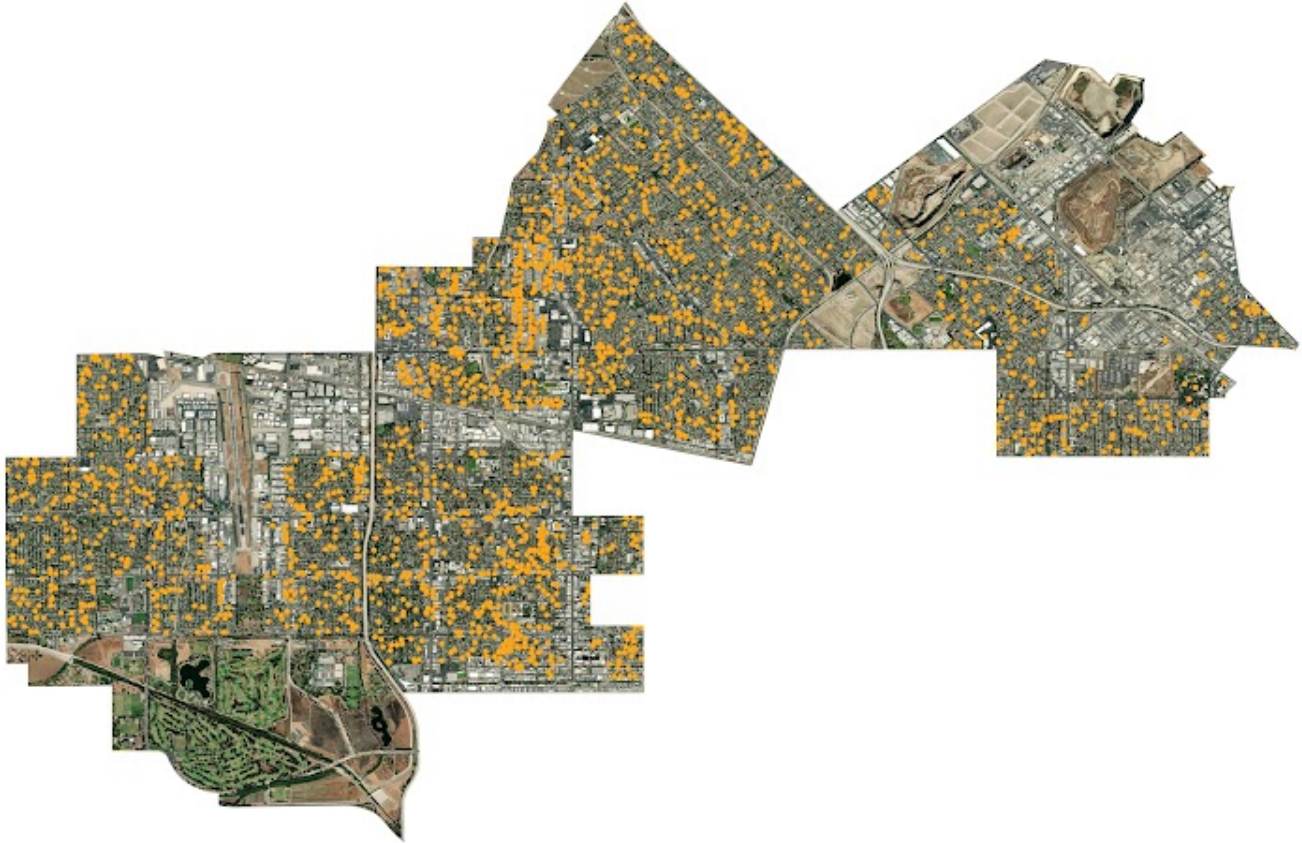
Yes!

Creating protected bike lanes is one of the most efficient ways to increase mobility in CD6. Most trips within LA are less than 3 miles and can be done by bicycle. The problem is that cycling is dangerous in comparison to automobiles. Furthermore, less than 10% of parking spots will be affected since there is plenty of parking on the Van Nuys Corridor. .

Economic Empowerment is one of my leading platforms, I am a big advocate for small businesses, and many of them would benefit from increased bike traffic. I will advocate for increased funding for protected bike lanes and use district discretionary funds if need be.

[**HEALTHY STREETS LA**](#)

Map of the 2,733 registered voters that signed our petition in CD6.



Our City of LA ballot measure, [Healthy Streets LA](#), collected enough signatures to make it to the March 2024 ballot; 2,733 constituents signed from Council District 6. The ballot measure requires the City of LA to implement its own Mobility Plan when repaving streets. *

Will you publicly endorse and support passage of Healthy Streets LA? Will you vote for it personally?

Yes and Yes!

Public Transportation is a crucial platform that affects every member of society, and we should place it at the forefront of our concerns—making infrastructure improvements during the repaving of streets makes the most fiscal sense. Had I been in the city council, I would have urged our fellow council members to pass it immediately so it could be implemented ASAP.

YOUR IDEAS

We did some political polling recently and we asked likely voters in the City of Los Angeles the following question: “Do you feel it is the responsibility of the Mayor and City Council to help reduce car traffic, clean our air and make our streets and sidewalks safer and more livable, delivering visible, measurable changes that we as residents can see on our streets every day?” 84% said yes - they hold the Mayor and City Council responsible. As Councilmember, you would be the face of these changes in your District. What transportation/street space ideas or changes would you promote in CD6? Feel free to list specific streets or projects if you have them in mind. *

Yes

Having lived in the City of Berkeley during my graduate education, I witnessed the positive effect of solid bicycle infrastructure. Before, I had ridden my bicycle mostly for recreational purposes. At Berkeley, I could use the bicycle as my primary mode of transportation. The effects were immediate for my health and wallet—substantial investments in alternative transportation to vehicles in the most effective way to reduce our carbon footprint.

25x25

We dedicate an enormous amount of public space to cars in Los Angeles. As a result, our city is ^{*} less livable than it could be. Our 25x25 campaign (la25x25.com) challenges politicians to reallocate 25% of public space back to people by 2025. This includes things like park and plaza space, safer street crossings, dedicated bus lanes, wider sidewalks, expanding Al Fresco, creating more loading zones, expanding Metro bike share, and implementing a network of protected bike lanes.

Do you support 25x25, and will you commit to implementing it in CD6 if elected?

Yes

Excluding the Sepulveda Basin, there is a lack of green space throughout the district, creating heat islands. This is evident at the start of the school year, when most schools in the Valley keep students indoors. One step is to team up with LAUSD to greenify schools, collaborate so that green space is accessible to the public during the weekends and summer months.

I will work on making street crossing safer. Increasing the funding for speedbumps and safer sidewalks, especially near schools. The pandemic forced many restaurants to adapt and from it we learned that Al Fresco's are great for business and consumers.

VISION ZERO

The High Injury Network in CD6

Yellow = Injury

Red = Fatality

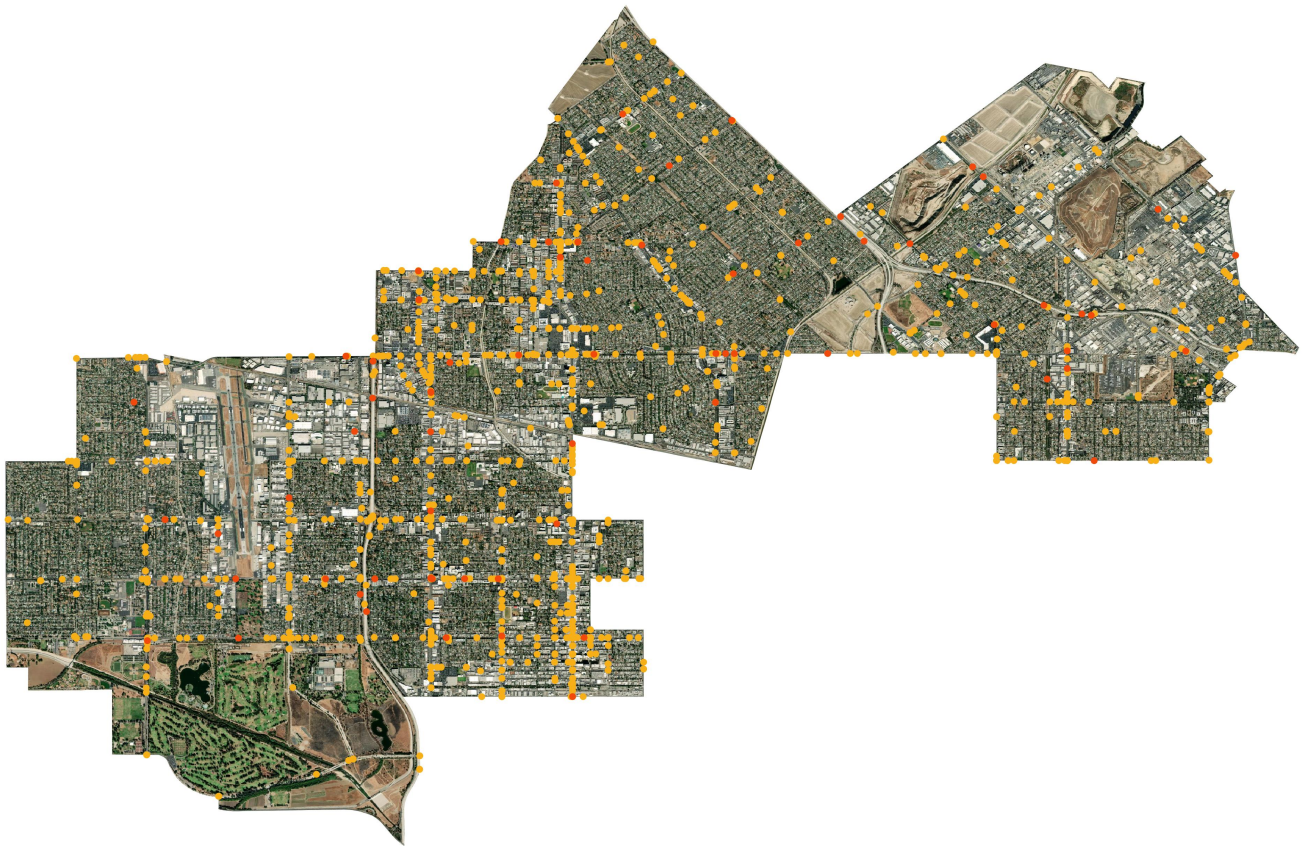
Since 2015:

58 pedestrians killed

985 pedestrians injured

12 cyclists killed

555 cyclists injured



The City of LA has committed to Vision Zero, or reaching zero annual traffic deaths, by the year 2025. But for the last decade traffic deaths in Los Angeles have surged, increasing more than 70% between 2015 and 2018. Last year, more than 300 people were killed on the streets of Los Angeles. Pedestrians and cyclists account for 60 percent of all traffic deaths, despite the fact that they are involved in less than 1% of all reported collisions. Wheelchair users have a 36% higher likelihood of being killed in car-pedestrian crashes than non-wheelchair users. Traffic violence is even higher within communities of color and people experiencing homelessness. *

How do you plan on keeping those most vulnerable safe on our streets? What do you see as the biggest barriers to accomplishing Vision Zero in your district, and how do you plan to overcome these barriers?

Unfortunately, vision zero has been failing the citizens of CD6. During my time at UCLA, my college friend was in a near-fatal collision that forced him to drop out of school. Many of us, myself included, have had near misses with vehicles. Streets need to be safer and more accessible for communities reliant on public transport who can't afford cars. Balboa Blvd is very dangerous, as is Burbank Blvd near the Sepulveda Basin. When building city streets, cycling safety is often an afterthought. Under my leadership, this will be front and center.

The most significant barrier is the need for more resources the city dedicated to transportation. On the top of my head, it is to amend the district mobility plan. I will convert some of the yellow bike lines to green-protected lanes. In addition, my staff will have a Transportation director who will meet with different grassroots organizations to ensure the district's needs are met and leverage their expertise for new recommendations.

POLLUTION, ENVIRONMENTAL RACISM, AND ITS HEALTH EFFECTS

The City of Los Angeles is first in the nation in ozone pollution and ranks fourth in annual particle pollution. Asthma, heart disease, and preterm births rise when people are exposed to high levels of car pollution. Just by breathing, we “smoke” up to 4 cigarettes a day (including children!). Highways and oil wells are disproportionately located in low-income communities of color. CD6 in particular includes or is close to some of the biggest polluters in the city like the Burbank and Van Nuys Airports. *

If you are elected, how will you reduce ozone and particle pollution in your district? How would you address these inequities and rectify past mistakes? What would you do to improve congestion and pollution around the Van Nuys Airport?

CD6 is an environmental injustice. For so long the city treats our neighborhoods as an afterthought. This is particularly true in my predominantly working class community of Sun Valley, which is zoned for heavy industry, most notably the Valley Generation Station. A methane leak has put in danger the health of my children. We need to find a viable pathway to reduce/decommission the plant and replace the energy generated 15000 GwH with renewable energy.

I have lived within walking distance of Burbank and Whiteman Airports, I am aware of noise and air pollution that nearby residents feel. I will ensure that the LAWA is more transparent in future plans with Van Nuys airport. Local Neighborhood councils need to play a bigger role and I will ensure that they are brought in sooner in the decision making process.

SHADE AND TREES

In Los Angeles, less than 25% of bus stops have shade canopies. Taking the bus becomes less desirable when riders are exposed to the elements. When it comes to trees, the canopy in census tracts with households that make less than \$40,000 a year is *half* that of census tracts with an annual household income of more than \$120,000. This creates a heat island effect in low income communities, making it difficult to walk, bike, or ride a scooter. *

What is your plan to equitably increase tree canopy in CD6?

The first step is to reduce the number of mature trees the city cuts down. Most of it comes from new developers and/or sidewalk repair. City policy should be to save the tree when possible. The second part is to be strategic on where to plant new trees and make sure they have the proper tools to grow and thrive. As mentioned in the prompt, trees are less likely to be in lower-income communities, and we need to incentivize drought-tolerant vegetation.

SIDEWALKS

Many sidewalks in Los Angeles are overcrowded, obstructed, broken, or non-ADA compliant *
 which makes it difficult or impossible for strollers and mobility devices to safely move through
 sidewalks. Further, the city is currently only addressing 15% of sidewalk repair requests. In the
 San Fernando Valley, many roads don't have sidewalks at all. **What will you do to make walking
 more accessible for everyone living in or passing through your district?**

Many areas in my neighborhood and throughout CD6 lack proper sidewalks. This became evident during the
 January rains, when many of our roads flooded. Unfortunately, sidewalk repair has fallen off the pace. One
 of my platforms addresses the infrastructure and transportation that the CD6 needs. Increase funding for
 sidewalk repair and increase speed bumps near schools and parks.

BUS RIDERSHIP

It's tough to be a bus rider in Los Angeles and CD6 - buses often don't have a dedicated bus *
 lane, and therefore move very slowly. They also frequently have very long or inconsistent
 headways, making it hard for people to depend on a consistent travel time using the bus, and
 lack bus shelters at stops.

**As Councilmember, will you seek a seat on the Metro board? Whether or not you're on the
 Metro board, how do you intend to support bus riders in the district, and make the bus a more
 attractive option?**

Yes!

Out of the 12 Metro Board Members, only 2 of them represent the San Fernando Valley. Adding our county
 supervisor, that's only 2½ seats. The lack of Valley representation is evident. The metro board prioritizes
 Central LA in large mass transit projects. There are only two rail transit that serve the SF Valley. If elected to
 the Metro board, I will ensure that the Valley gets its fair share of Measure M and R funds.

I will Beautify land near stops and stations by empowering the Department of Public Works to work on
 blighted land near stations made less safe. Increasing the number of commuter transit buses along the bus
 network makes buses more accessible at activity sites both in and out of the Valley.

TRAINS

CD6 contains a slew of Metro train lines as well as Metrolink connections, but they remain somewhat disjointed from the rest of Los Angeles. The Sepulveda Transit Corridor project could finally link the SFV and the Westside. *

Which alignment do you support for the Sepulveda Transit Corridor and why? Which mode (monorail or heavy rail) do you support? What other rail and BRT projects do you support in the SFV?

I support Alignment 6 because it's the most direct and efficient way to connect the valley centers to West Los Angeles. Alignments 4 and 5 are also acceptable; however, option 6 provides the most significant benefit to the district.

Alignments 1-3 (monorail) should NOT be taken into consideration.

Additional projects I support:

Extending the Red Line North of the North Hollywood station.

Converting the Orange Line from a Bus to a light rail.

Is there anything else you'd like to tell us?

I support denser housing in mass-transit corridors to ensure that housing is greener, more affordable, and transit-oriented so people can get to work, school, and grocery stores. My Transportation goals are interlinked with affordable housing, health, wellness, and public safety.

This form was created inside of Streets For All.

Google Forms