

# 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 \*

imeldapadillacd6@gmail.com

What is the candidate's name? \*

Imelda Padilla

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

Lauren Perez

**MOBILITY PLAN 2035**

## LA'S MOBILITY PLAN in CD6

Green = planned protected bike lanes

Yellow = planned bike lanes

Thick Yellow = implemented bike lanes

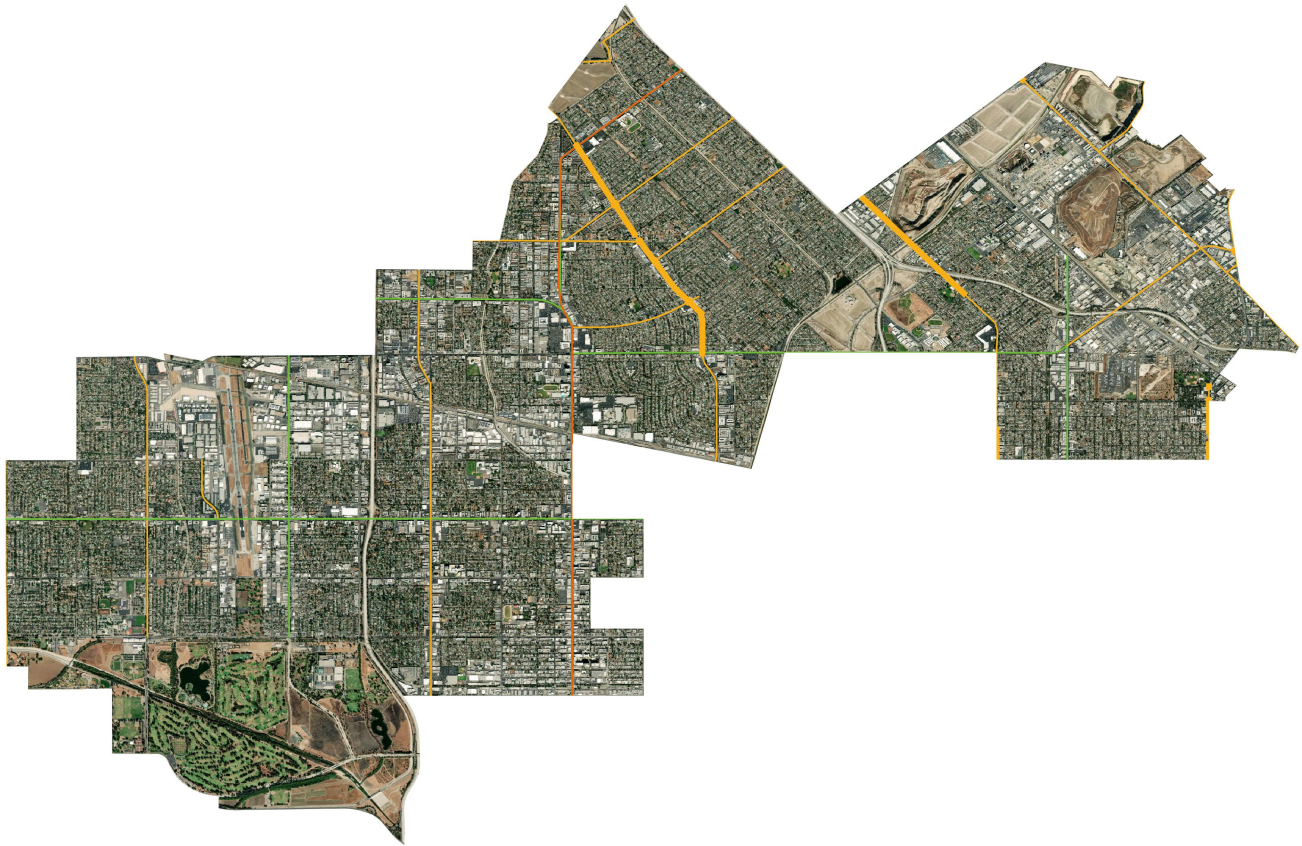
11.9% of the Mobility Plan has been implemented

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. \*

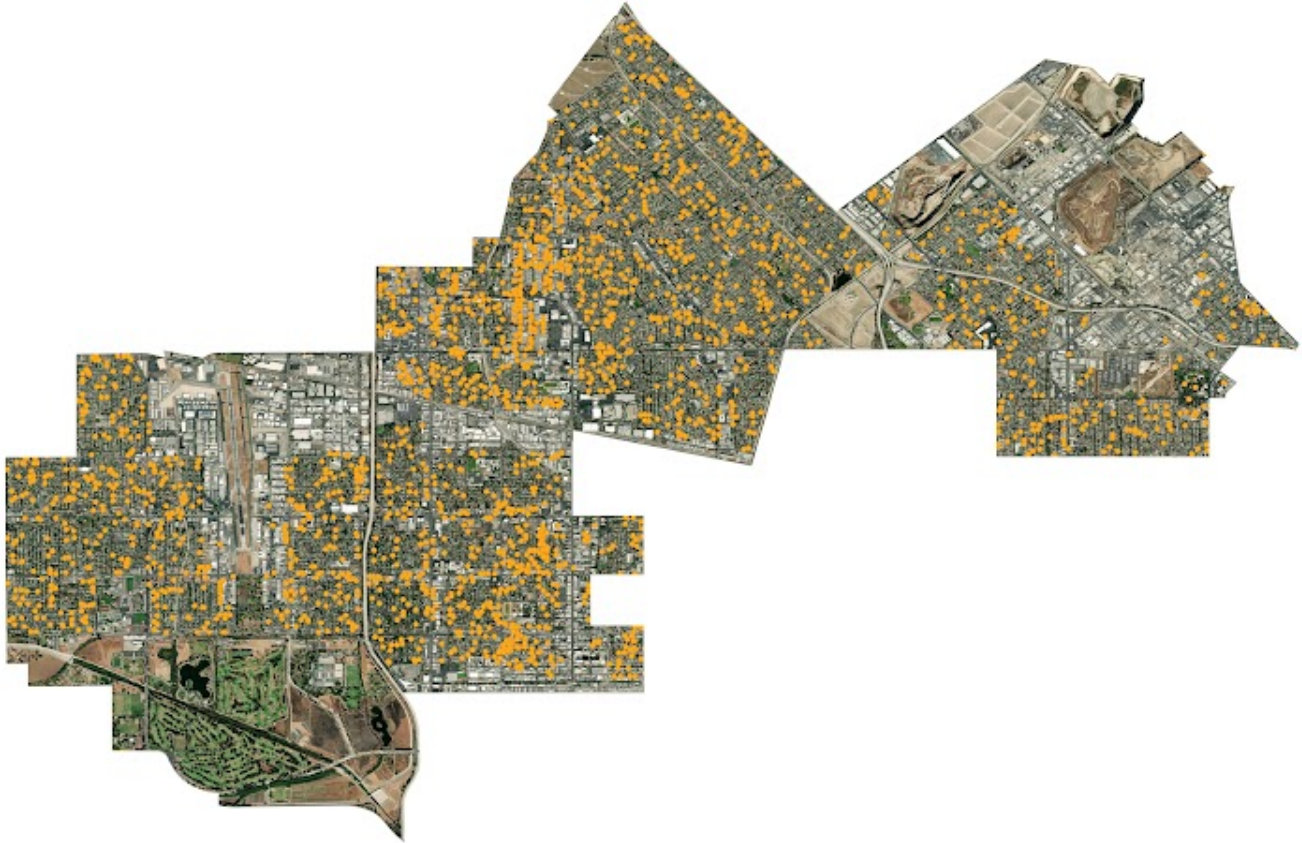
Worse, individual Councilmembers have actively ignored opportunities to implement the plan during street repaving, when our city normally changes street configurations. The previous CD6 Councilmember did everything she could to try to block our Healthy Streets LA effort to mandate that the city implement 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, I would be willing to support the implementation of the mobility plan's intended bike lanes in my district. I believe it's important to prioritize the safety and convenience of all road users, including bicyclists. To lead on this issue, I would work closely with the LADOT and other relevant stakeholders to identify opportunities to repurpose road space for bike lanes, and I would be transparent and proactive in communicating the benefits of this change to the public. I understand that some Angelenos may be resistant to the idea of reducing car lanes for bike lanes, but I believe that by educating them on the benefits of a more bike-friendly community, such as improved safety and reduced traffic congestion, I can help build support for this change. Additionally, I would engage with community groups and local business associations to address any concerns they may have and ensure a smooth transition to a more bike-friendly district.

[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?**

I am in full support of Healthy Streets LA and will publicly endorse and work to ensure its passage. I believe that making our streets safer for all users, including pedestrians, bicyclists, and motorists, is a crucial step towards creating a more livable and sustainable city. I will personally vote for the Healthy Streets LA ballot initiative because I believe it is a strong and necessary step towards fulfilling the city's commitment to the Mobility Plan 2035. I understand that progress has been slow in implementing the plan, and I believe that supporting this ballot initiative will hold the city accountable and help us move towards creating a safer and more equitable transportation system for all Angelenos.

**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. \*

Tree canopies : I believe that increasing tree coverage in CD6 is a critical step towards addressing the effects of climate change. I would work with the bureau of street services and other relevant stakeholders to develop and implement a plan to increase tree planting in the district.

Increased pedestrian crossings : I would prioritize increased pedestrian crossings in CD6. Installing diagonal crossings at key locations, such as near schools and parks, can greatly improve pedestrian safety and accessibility. I would work with the city's transportation department to identify areas where additional crossings are needed, and I would advocate for their installation. This could involve advocating for funding for these projects, as well as engaging with the community and relevant stakeholders to build support for them. Improving pedestrian safety is essential for creating a livable and sustainable community, and I believe that increased pedestrian crossings are an important step in that direction.

**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](https://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?**

I applaud your leadership on the 25x25 initiative. As a council member for CD6, I will work to prioritize and increase public space within the district. The upcoming construction of the light rail on Van Nuys Blvd provides a unique opportunity to rethink how this key corridor can be made more walkable, accessible, and sustainable.

If elected, I will collaborate with relevant city departments, community organizations, and stakeholders to ensure that the light rail construction project includes provisions for increased public space, such as wider sidewalks, public plazas, and parklets. I will also prioritize accessibility for disabled constituents, ensuring that sidewalks and other public spaces are designed and built with accessibility in mind.

Overall, I believe that increasing public space is essential for creating a livable, sustainable, and equitable city, and I would be committed towards this goal as Council Member for CD6.

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**VISION ZERO**

## The High Injury Network in CD6

Yellow = Injury

Red = Fatality

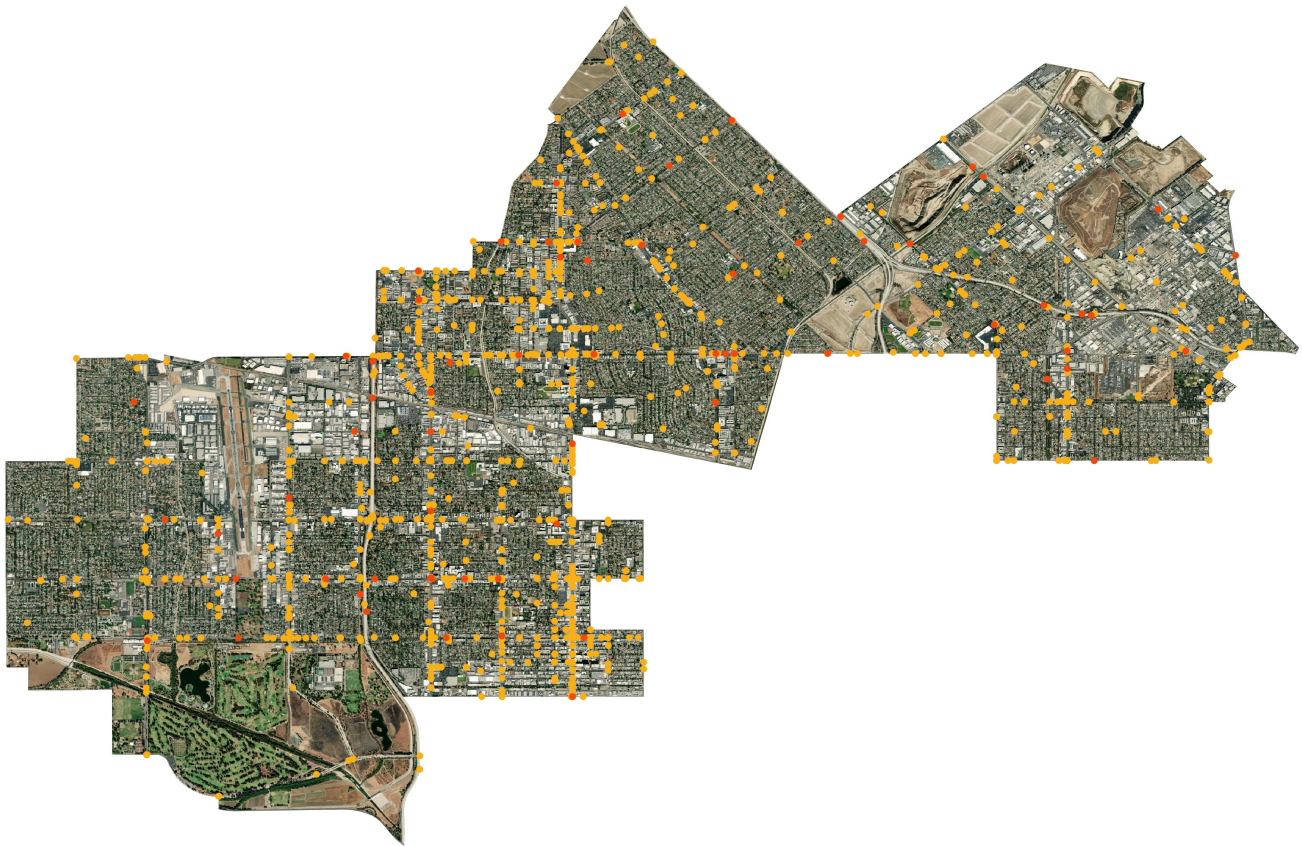
Since 2015:

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?**

One of my top priorities is addressing the built environment of District 6. Aligning with the goals of Vision Zero, I will improve our sidewalks, increase ADA-compatible infrastructure, and ensure that the two major transportation projects in City Council District 6 do not displace residents, but increase our quality of life with amenities, and safer sidewalks. From the research supporting Vision Zero, streets throughout City Council District 6 are considered within a High Injury Network (HIN); about half of which fall into neighborhoods in the top quintile of the Community Health and Equity Index (2013). District 6 is at high risk, and I support addressing these issues by means of Vision Zero.

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**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?**

All people deserve to be protected from pollutants, especially those who work or live around the Van Nuys Airport. If elected, I will want to make sure we are closely monitoring the environmental impact of the Van Nuys Airport and work to ensure that it is held up to the highest standards of aviation sustainability. I will also have continuous engagement with residents who live near and around the airport for input on long-term solutions for the airport's sustainability.

Some interim solutions I support are making sure that all airport workers have proper access to the equipment they need to protect themselves from pollutants they are exposed to on the jobs from airplanes and their machinery. For those who live in the area, I think that we need to do more to protect them from pollutants with things like noise-canceling windows and air filtration systems for their houses. This is especially necessary for those Black and Brown communities, who live in the majority of neighborhoods greatly affected by flight paths.

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**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?**

As a council member for CD6, I will prioritize equitably increasing tree canopy throughout the district. The unequal distribution of tree canopies between low-income and high-income communities is unacceptable, and I believe that it is important to address this disparity right away.

I will work with the Bureau of Street Services to identify areas in CD6 that are in need of additional tree canopies and to develop a plan for planting new trees in those areas. This includes working with community organizations, stakeholders, and residents to engage them in the process and to build support for these efforts.

In addition, I will also explore funding opportunities and partnerships to support tree planting and maintenance efforts, including grants and public-private partnerships. This could involve working with local businesses and organizations, as well as with regional and state-level organizations, to leverage resources and support for these efforts.

Overall, increasing tree canopy is essential for improving the health, well-being, and quality of life for residents in CD6, and I will make it a priority of mine to address if elected to City Council.

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### **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?** \*

If I become the next City Council Member, one of my top priorities will be addressing the quality of life issues in our neighborhoods by prioritizing projects that will best serve the community at large and bring environmental justice to this region. A basic solution is prioritizing the accessibility of our neighborhood sidewalks. It's unacceptable that in the San Fernando Valley, some of our roads lack sidewalks! It's a hazard that concerns me and that I plan to work with organizations like Streets for All to push for a plan where this is remedied.

## 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, I will seek a seat on the Metro board.

To make the bus a more attractive option, I will advocate for improvements to the bus system in CD6, including more frequent and reliable service, better amenities at bus stops (such as shade canopies, seating, and bike racks), and real-time information about bus arrival times. I will also work to coordinate with local employers, schools, and other organizations to promote the use of the bus for commuting, and to provide incentives for those who use the bus regularly. I will also seek input from the district's bus riders, local community organizations and advocacy groups, to further identify the most pressing needs and concerns they face, and to develop solutions that address the obstacles to making bus ridership more accessible and practical.

I want to see the Metro Micro program expanded into Council District 6. We need to provide options for angelinos who need to get to somewhere within 2 mile radius of where they live. We can rethink how angelinos can get around for short distance trips.

## 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 fully support the proposed heavy rail on the Sepulveda Transit Corridor. This project has the potential to greatly improve transportation options for residents of the San Fernando Valley, particularly for students commuting to UCLA. By connecting it to the Van Nuys rail project, we can provide a reliable and efficient mode of transportation for those who do not wish to drive. Additionally, I believe in exploring the electrification of the Metrolink system that passes through the San Fernando Valley. By leveraging state and federal funding, we can transition away from diesel engines and modernize our transportation infrastructure, making it safer and more sustainable for all. We have seen the Caltrain system in Northern California take steps into electrification and Metrolink should do the same.

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

I want to thank Streets for All for the opportunity to seek your endorsement and want to let you know that if I earn your support, you will have a strong ally and advocate in me for the workers and families of Los Angeles who are most impacted by climate change, and be a leader towards helping our city make progress on our climate goals, creating a more livable city, and expanding equity in our transportation system.

This form was created inside of Streets For All.

Google Forms