

Communication from Public

Name: Advocate for Public Participation

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Comments for Public Posting: It is important to involve the community, as LADOT has done in the past, when initiating street improvement projects. Plans to continue this practice by LADOT and StreetsLA are critical to ensuring that projects are a success. Note that the Mobility 2035 Element of the General Plan was adopted in 2016 and that while Measure HLA requires the Mobility Element to be implemented as written, it ignores the fact that conditions in some locations may have changed since 2016. When adopted, it was not envisioned that all recommendations would necessarily be required to be implemented. It was envisioned that there would be public outreach and involvement as implementation moved forward. In some ways, Measure HLA defies common sense. Its requirement to implement roadway changes for stretches as small as 1/8 of a mile will create changes that do not contribute to added mobility and may create confusing changes in street uses that are disruptive in nature such as a bike lane that goes nowhere. A better approach would allow the City to prioritize such installations so that the most important routes and connections are implemented first. However, HLA does not have a mechanism to do so. Its promoters failed to create a ballot measure that acknowledges reality. By promoting the measure with an emotional campaign, this measure passed without the public understanding its true impact. Streets for All may have won the election, but they did a big disservice to the City and its many different street users -- including those it claims to represent.