

# 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 \*

antoinette@antoinetteforla.com

What is the candidate's name? \*

Antoinette Scully

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

Same

**MOBILITY PLAN 2035**

## LA'S MOBILITY PLAN in CD6

Green = planned protected bike lanes

Yellow = planned bike lanes

Thick Yellow = implemented bike lanes

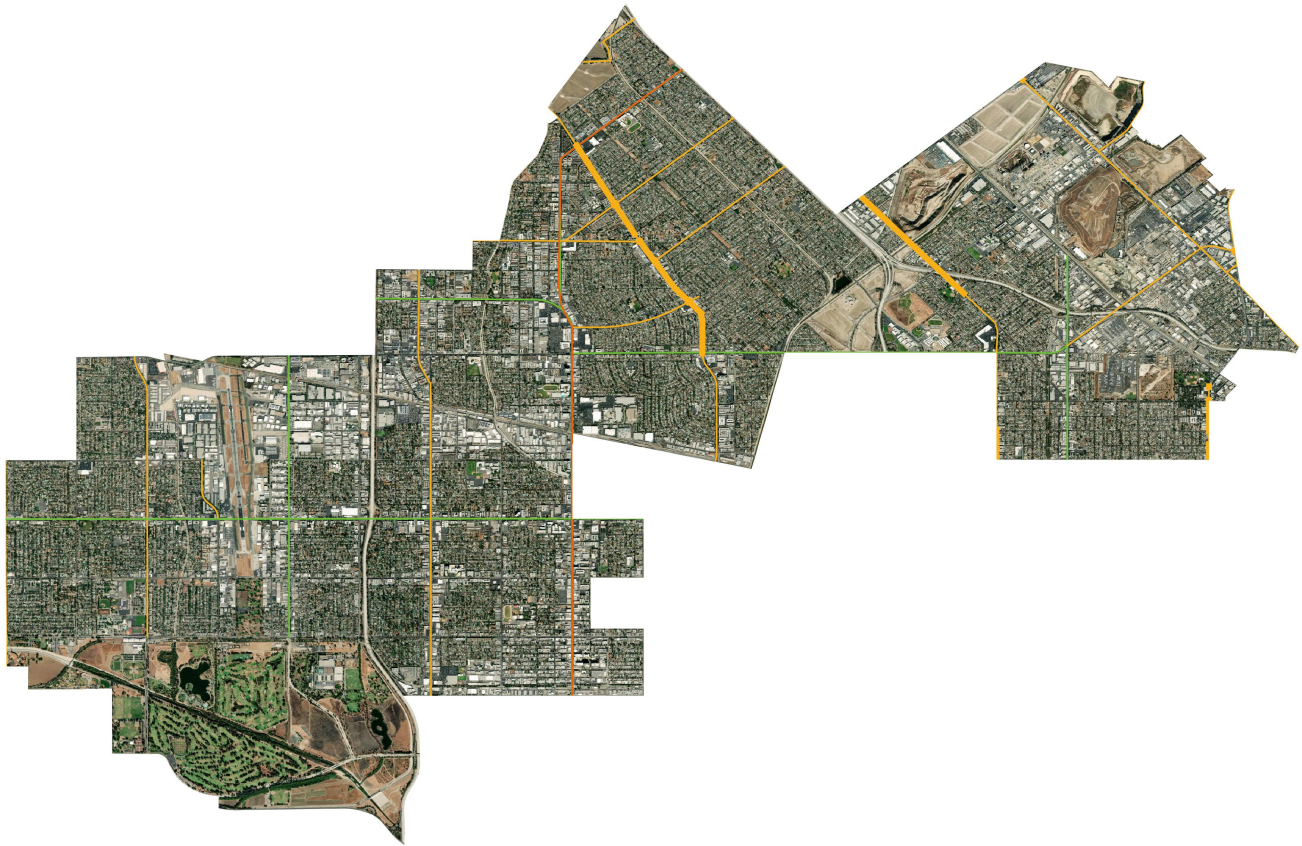
11.9% of the Mobility Plan has been implemented

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?**

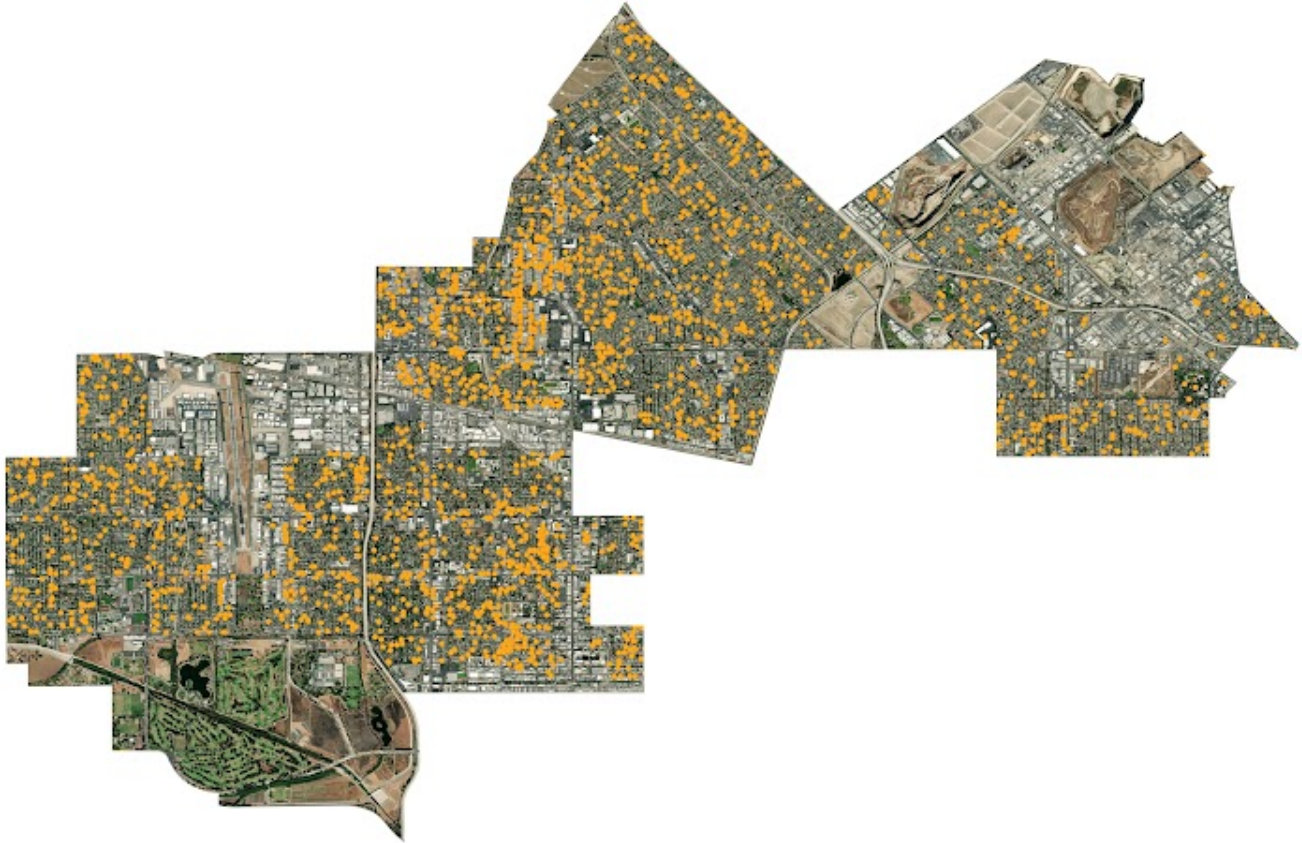
Yes, I look forward to leading the charge in implementing the mobility plan. I recognize the emotional turmoil people go through when they think something is being taken from them. Instead of saying this is at the expense of car space, we could talk about what people will receive: better, more reliable non-car travel options. This reframing can be a better way to navigate a person's distrust of change away from something as ubiquitous as car travel.

Many people already ride bikes or want some safe alternative to cars. We have seen that we can't change all hearts and minds before changing policies, which really push social change. Plus the end result of this will be fewer cars on the road, and who in LA doesn't want less traffic?

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[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.

## 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. \*

We have a lot of foot traffic at some of our most dangerous intersections. Something as simple as diagonal crossings at Sherman Way/Sepulveda (the most dangerous street in our district) and Van Nuys/Roscoe, could cut down on traffic accidents involving pedestrians and bicyclists. We also need to put in protected bike lanes on these streets (which will be harder not for Van Nuys with the at-grade light rail).

### 25x25



We dedicate an enormous amount of public space to cars in Los Angeles. As a result, our city is <sup>\*</sup> less livable than it could be. Our 25x25 campaign ([la25x25.com](http://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

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**VISION ZERO**

## The High Injury Network in CD6

Yellow = Injury

Red = Fatality

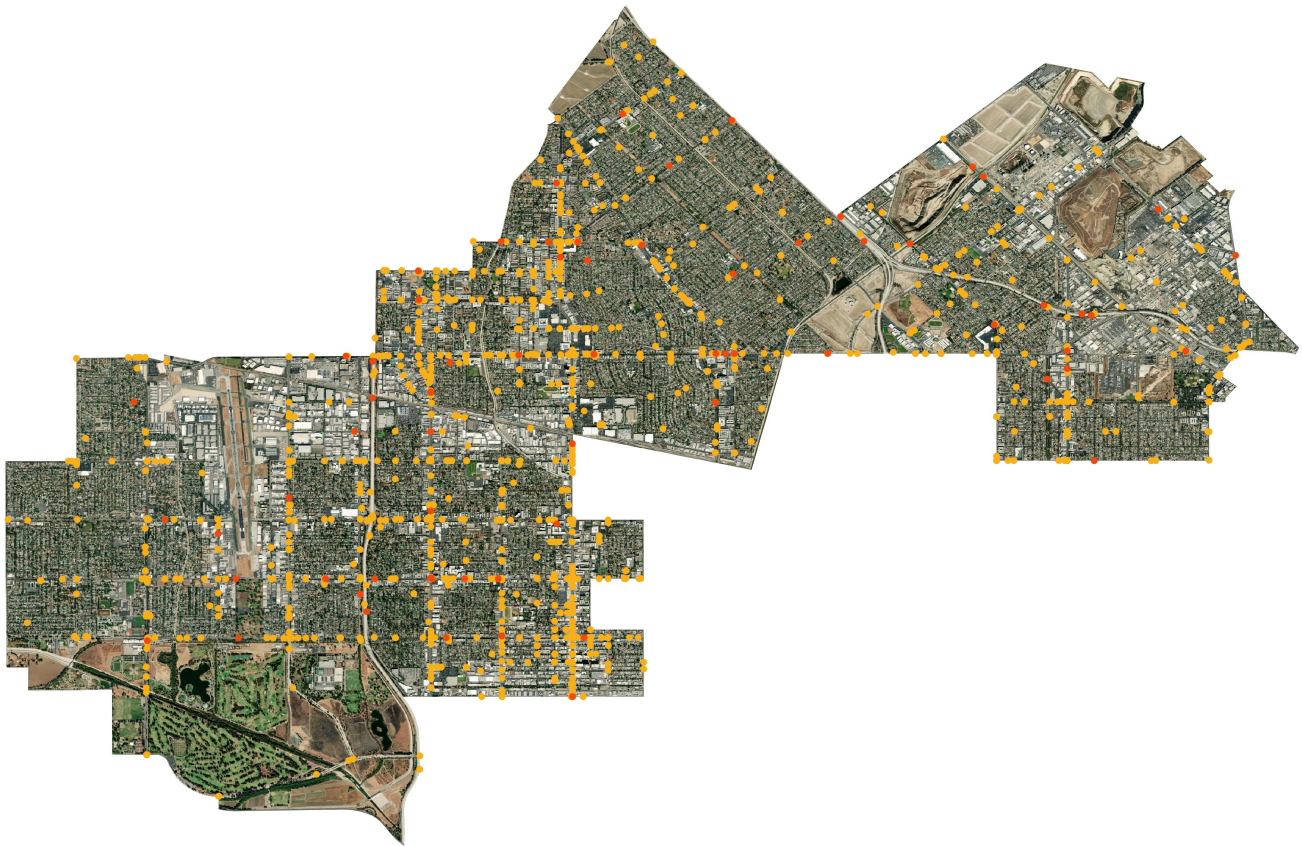
Since 2015:

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?**

Of the 20 most deadly intersections in Los Angeles, 7 are in our district. This is unsurprising, we have textbook examples of pedestrian areas gutted by 7 or 8 lane 'stroad' intersections.

This was a point made by some of the community members who expressed what it meant to #ReimagineSafety at a community event I hosted last year. The barrier to implementing our Mobility Plan really comes down to which council members go to bat for the changes to take place in their own district. Your own map shows how much our previous councilwoman neglected to stick up for us, whether it's because she didn't want it or caved to Nimby's fears.

What makes me different is that I care that we make these changes in our neighborhoods and I have the experience to articulate what community members agree upon.

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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?**

Living under the VN airport, I can tell you that the number of flights doubled during the Pandemic. It's also painfully obvious that jet engines had not yet been invented when the airport was built (1928) and surrounded by housing (1950s and on). It's now the busiest general aviation airport in our country, but it's just one of three airports that closely impact our district.

Implementing tighter restrictions on the flights coming and going from the Van Nuys airport would be a start, as well as fines for people who don't want to follow the restrictions. Pollution has a human cost, and it's essential that it have a monetary cost as well.

I would also follow the lead of Burbank to retrofit homes with double-pane windows and better insulation for people living under the flight path. This is a start, but I'm aware this doesn't yet cover the health impacts.

## 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?**

That's easy, plant more trees and work with community organizations that are already doing so. This was something that even the previous councilwoman supported. From my talks with homeowners during meet and greets, they expressed that we must also be willing to spend the money to keep them trimmed away from roofs and powerlines. Maintenance is just as important as starting the project.

### 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?** \*

I'm familiar with streets without sidewalks (and no protected bike lanes) in my own neighborhood on Vanowen and connecting side streets. I will continue to fight for the most marginalized and advocate for improvements around the district.

### 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 would seek a seat on the Metro Board. The bus would be more attractive if people could decide on a last-minute whim to take it, so one easy solution would be to go fare-free. We could have free, accessible transit for everyone. Non-Metro regular riders wouldn't be intimidated by the process of purchasing and filling a TAP card, and we need every incentive we can spare to get cars off the streets. It's also terrible to miss the bus when there's only one per hour. Since before my campaign began, I've been an advocate for shades and benches at every single stop. I walk with a cane and cannot stand for an hour in the rain or the heat to wait for the bus.

### 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 alternative 6, the heavy rail option. Bringing the project down Van Nuys makes more sense with the large amount of foot traffic, as well as connecting to the orange line at the Van Nuys station. I also support this (and any alternative) that has a stop at UCLA. This solution would give the most flexibility to those who need to work and study on campus and would improve their commute. I am also eagerly awaiting the East Valley Transit corridor.

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

I would also like to remove Metro Police from trains. Enforcement doesn't make us safer, and as a transit rider, I feel the most unsafe when police are on the trains, in the stations, or waiting in the parking lots.

This form was created inside of Streets For All.

Google Forms