

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@marcoforla.com

What is the candidate's name? *

Marco Santana

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

Jonathan Herrera (Campaign Manager)

MOBILITY PLAN 2035

LA'S MOBILITY PLAN in CD6

Green = planned protected bike lanes

Yellow = planned bike lanes

Thick Yellow = implemented bike lanes

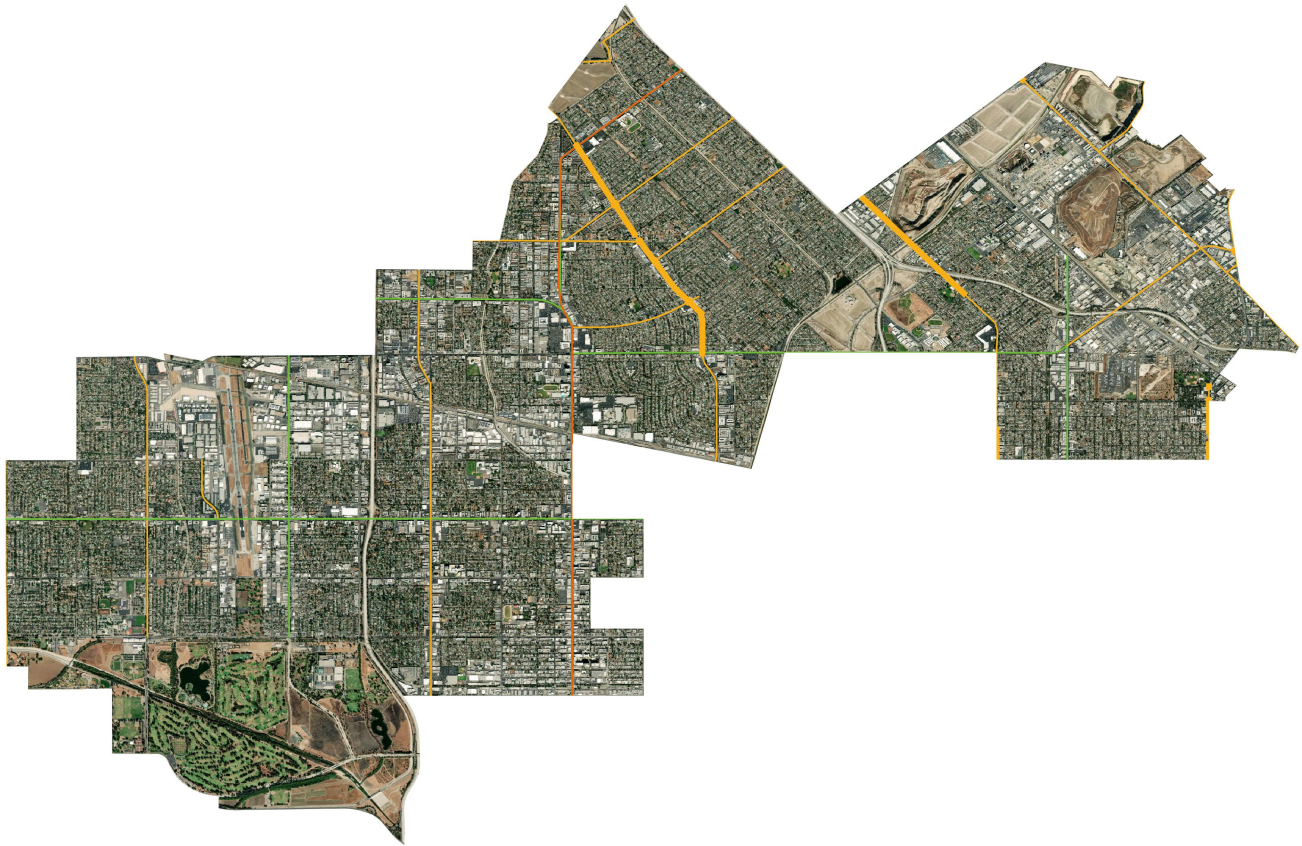
11.9% of the Mobility Plan has been implemented

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.

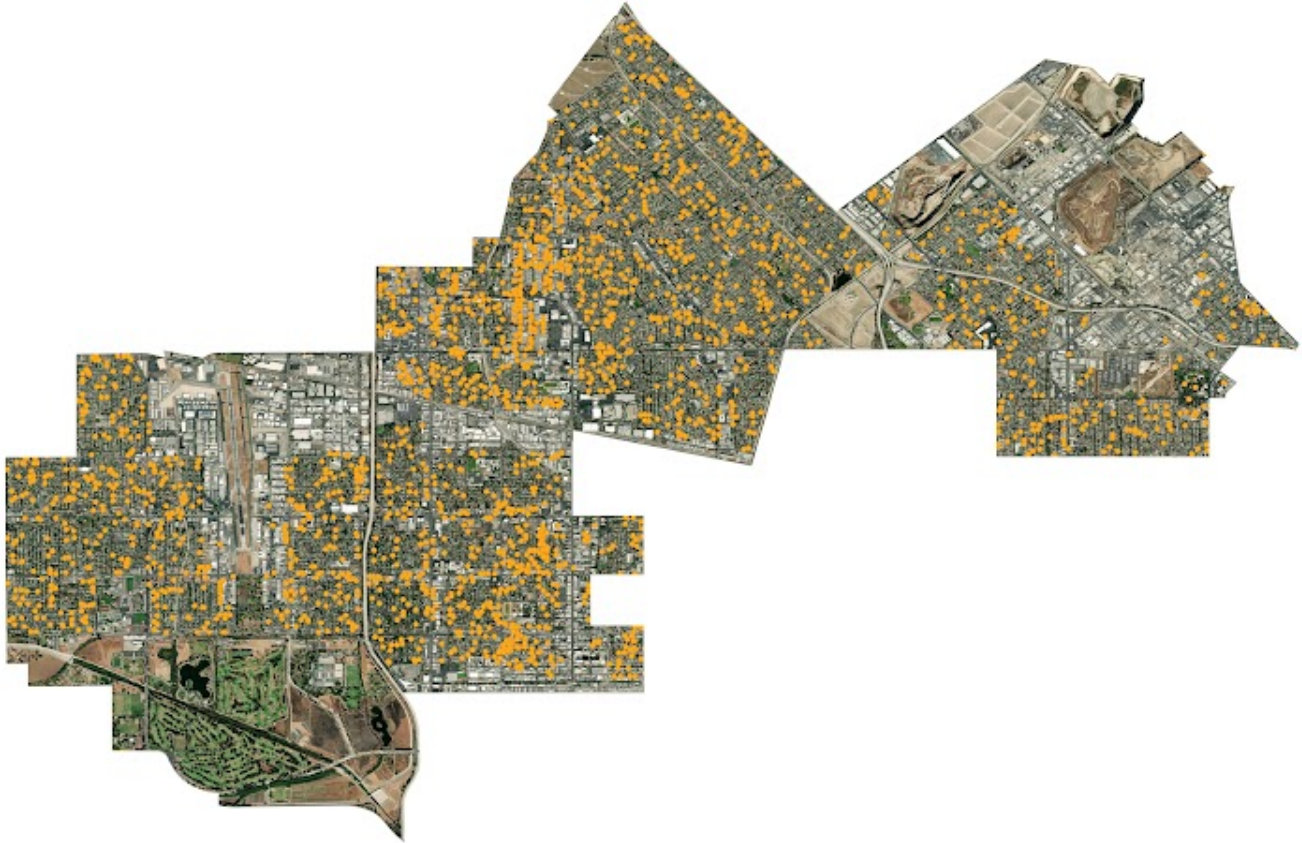
Will you commit to letting LADOT implement the mobility plan’s intended bike lanes in your district, even if this requires taking space away from cars? How would you lead on this issue, and how will you deal with pushback from Angelenos that are scared of change and could never see themselves on a bike?

Yes, I am absolutely committed to working with LADOT, other stakeholders (including Streets for All) to implement the city’s Mobility Plan because we need to make CD6 more bike-friendly. I understand the pushback that residents might have to bike lanes which is why early outreach, early conversations, and listening to the community’s concerns will be key to implementation. I will also work with my neighboring council members to ensure that the bike infrastructure we build is connected to the rest of the city.

I also want to have more events like CicLAvia in the Valley where residents can understand the benefits of public space that is catered to people, not cars.

[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, I have publicly supported Healthy Streets LA and will vote for it!

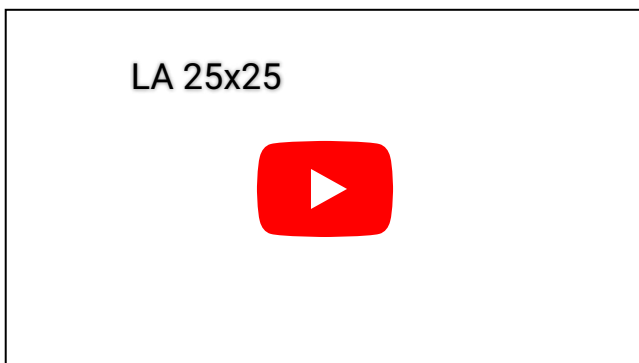
YOUR IDEAS

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. *

As someone who was born and raised in the Valley, I know making our neighborhoods in CD6 more livable and equitable is one of City Hall’s main responsibilities and an area where they have failed to make progress on. We need leaders who know how to build coalitions around common-sense ideas and deliver access to green spaces, clean air by deducting the number of personal vehicles on the road, and creating clean & safe streets. I have worked for years dealing with one of the biggest crises facing our city – homelessness by bringing people together and leading with data-driven solutions. I know how to work with people who disagree with my views and know when to both make compromises and hold my ground to make real tangible progress.

We also need leaders who have actually biked and used our city’s public transit! I was car-less for many years until I needed a car for my personal safety for the pandemic.

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?

I support and will champion 25x25 on LA City Council.
.....

VISION ZERO

The High Injury Network in CD6

Yellow = Injury

Red = Fatality

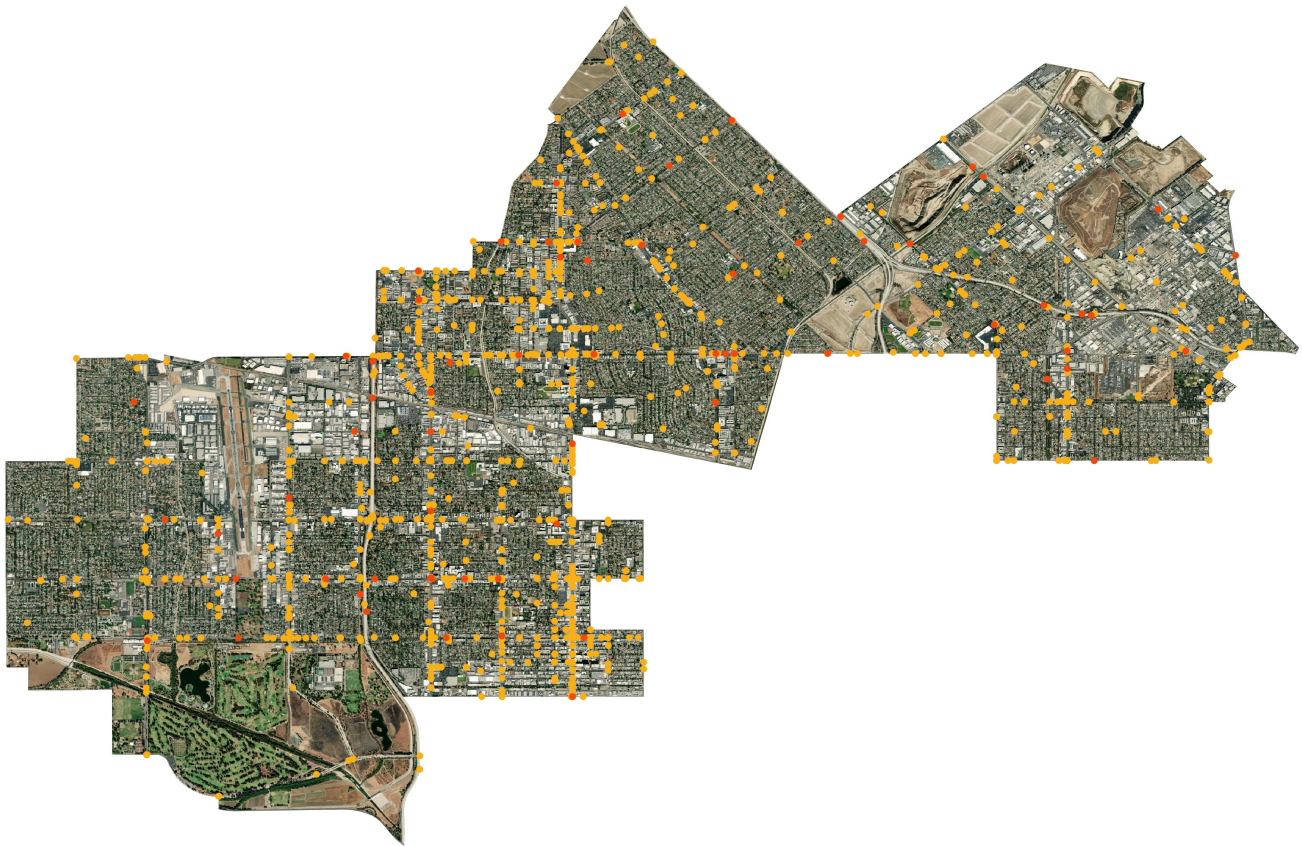
Since 2015:

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?

Vision Zero has been an absolute failure because our current elected leaders in city hall have never prioritized it and have never provided the funding we've needed to actually implement it. Traffic deaths in Los Angeles during 2022 were the highest they've been in two decades. This is a public health crisis of our own making and it is preventable.

We also need to gather more data to better understand where traffic deaths are occurring at higher rates in the district beyond the High Injury Network and what is making these areas of our district more vulnerable. The fact that this data is not accessible speaks to the broader problem of city's departments working in silos. I will work to reform this and expedite processes and allow for more intra-agency collaboration. I also want to work more with our neighborhood councils and community-based organizations because they are our local eyes on the ground.

More broadly, I am committed to proven solutions that we know keep people safe: reduced speed limits, increased size of sidewalks, improved lighting, investing in public transit, protected bike lanes, and more.

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?

Los Angeles has some of the worst air quality in the world, largely because of our transportation policy choices. As a Latino, I know we need to prioritize our communities of color and working-class communities to have equitable climate policies.

One of the ways we can improve congestion and pollution around the Van Nuys Airport is by looking at how the city has reduced pollution at LAX. We should be electrifying transportation to and from the airport, investing in shuttles & other transportation options, and using the city's land to have clean energy fuel cells. While we cannot regulate emissions from flights as a city, we can impact how our residents' emissions get to their flights.

As a City Council member, I also intend to increase the green space and tree canopy around that area. We know that increased trees in an area provide a host of co-benefits for the surrounding residents, including better air quality.

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?

We need to find smart and creative ways we can increase tree canopy in our city. In addition to using underutilized land to increase trees and parks in CD 6, I want to work with our businesses to implement green roofs where possible and work with LADOT on new bus shelter designs that utilize a green roof similar to some of the bus stops in San Francisco. I want to make sure that in this transition, we prioritize low-income communities.

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?**

We need to make a city-wide investment in our public infrastructure and sidewalks. Not only is this a public health crisis for our residents, but it also makes our city less competitive from a business perspective. Companies and businesses won't invest in an area where they feel their workers will have a low quality of life. I would work with our regional, state legislative, and federal partners to get funds to begin to address this problem. We also need our city's bureaucratic silo problem and respond promptly to repairs requested by community members.

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?

I would seek a seat on the Metro board. Residents don't use our bus system because it is unreliable and in dire need of investment. Our buses should be clean, safe and arrive at their destinations on time. One of the easiest ways we can increase ridership is by eliminating fares. We saw this during the pandemic when the city ran essentially the largest fare-free transit pilot in the country for almost two years. We know we can do this because we already have. Getting rid of fares is both an economic and racial justice issue. Black and brown transit are unfairly targeted by fair enforcement, and the costs of paying fares disproportionately impact our low-income communities.

A longer-term solution to making buses more attractive is by creating BRT lanes and ensuring that every bus stop has a physical shelter, comfortable seating, and real-time updates on when the bus will arrive. As a public transit user, I find nothing more aggravating than waiting an hour – sometimes more – for the bus (which is also a tax on working people).

Lastly, once this infrastructure gets built, we need to develop around our transit corridors and reduce parking so that residents are incentivized to take public transit rather than drive.

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 the heavy rail option for the Sepulveda Transit Corridor because it provides greater access to stations than the monorail option and better integrates with the existing rail lines in the city. We also need to ensure an integrated stop at UCLA so the Valley can be connected to the Westside and the broader city. Even Metro's analysis showed that the monorail would have the lowest ridership, which is why I'm strongly opposed to this option.

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

This form was created inside of Streets For All.

Google Forms