



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 14-0348-S1

1 message

LA City SNow <cityoflaprod@service-now.com>

Tue, May 12, 2026 at 11:17 AM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, planning.mobility@lacity.org, sailasya.nwwnc@gmail.com, ladbs.haulrequest@lacity.org, eng.tctmc@lacity.org, Daisy.Bonilla@lacity.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: sailasya.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/06/2026

Type of NC Board Action: For if Amended

Impact Information

Date: 05/12/2026

Update to a Previous Input: No

Directed To: City Council and Committees, Building and Safety Commissioners, Board of Transportation Commissioners, Street/Transportation Projects Oversight Committee, Major Transit and Transportation Construction Traffic Management Committee, Street Standards Committee

Council File Number: 14-0348-S1

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached community impact statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [14-0348-S1](#)

Title: School Safety Zone Speed Limits / Safe Routes to School (SRTS) Strategic Plan

Position: For if Amended

Council File: [21-1223](#)

Title: Speed Limit Reduction / Fatal and Severe Injury Collision Streets / AB 43 (Friedman) / Vulnerable Road Users / Vision Zero Goals

Position: Neutral

Summary:

In Westwood, there are elementary, middle, and high schools in close proximity to drivers rushing on Sunset Boulevard and Kinross Avenue, creating dangerous environments for children. For example, in the past 10 years within 0.25 miles of Geffen Academy, there have been 93 reported pedestrian or bicycle crashes that resulted in complaints of pain— 6 of which included a fatality or severe injury.¹ With the recent passage of AB 382 (Berman), Los Angeles has the opportunity to reform school zone speed limits and operational hours, and set a regional example for how to utilize this bill to improve school zone safety for children.

Beginning January 1st, 2026, local jurisdictions can choose to implement 15 mph school zone speed limits within 500 feet of a school on roads that have two travel lanes and a speed limit of 30 mph or less. For other school roads with 3 or more travel lanes jurisdictions can implement 20 mph school zone speed limits. Notably, this law also makes 20 mph school zone speed limits *mandatory* in 2031 (with 15 mph remaining optional). For any road that isn't already 25 mph, localities can also choose to assign a 25 mph limit for an additional 1000 feet from the school zone. Thus, we ask that a 25 mph limit 1500 feet from schools, and 15-20 mph within 500 feet of the schools be implemented.

1. TIMS - Transportation Injury Mapping System. Accessed October 16, 2025.
<https://tims.berkeley.edu/tools/srts/>

With AB 382, cities also now have the option to choose the operational hours of school zones, rather than the previous “when children are present” which is difficult to enforce and even difficult for drivers to comply with. More intuitive and enforceable options now include signage that says “when flashing” with a flashing beacon, or lists specified school zone hours. For maximum effect, flashing signs with vehicle speed feedback can be utilized. We ask that this allowance be used to ensure that school zones are in effect, at a minimum, for all operational hours of a school (including all before- and after-school programs, sporting events, etc) with an additional 30-60 minute buffer. In some contexts, it could be appropriate to just keep these in effect at all times.

This school zone reform would be a significant safety improvement for children in Los Angeles. Although flashing signs and radar feedback add cost to the implementation, they would make compliance rates far higher at key locations and can be implemented in phases. The North Westwood Neighborhood Council calls upon city leadership and staff to make this a priority for implementation as soon as it becomes law in 2026.