



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 20-1469-S1

1 message

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: philipa474@gmail.com, Clerk.CIS@lacity.org

Wed, Jan 21, 2026 at 1:24 PM

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 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 resolution 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: Rampart Village

Name: Philip Armstrong

Email: philipa474@gmail.com

The Board approved this CIS by a vote of: Yea(8) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 01/20/2026

Type of NC Board Action: For if Amended

Impact Information

Date: 01/21/2026

Update to a Previous Input: Yes

Directed To: City Council and Committees

Council File Number: 20-1469-S1

City Planning Number:

Agenda Date:

Item Number:

Summary: In our September 16, 2025 community impact statement for Council File 20-1469-S1, we requested that LADOT amend its August 7, 2025 report back, with support from the Bureau of Engineering, Bureau of Street Services, and Bureau of Contract Administration, to enable their staffs to notify and protect users during temporary closure of active transportation facilities. LADOT provided the following response on this issue to the Los Angeles Bicycle Advisory Committee, Planning and Bikeways Engineering Subcommittee: "The current process for accommodating road users through a construction site is as follows: 1. Retain existing infrastructure if possible, following CA-MUTCD WATCH

[California Manual of Uniform Traffic Control Devices, Work Area Traffic Control Handbook] manual guidance. 2. If not possible, accommodate road users to the best of their ability if roadbed allows ○ Each worksite and applicant/contractor is, of course, different. Site conditions, roadway geometry, and presence of alternate routes may be unfeasible and/or cost prohibitive 3. If no accommodation can be made, reason must be provided as to why ○ Forced efforts to maintain bike lanes in the roadbed or provide a parallel facility (of which not every site has access to) would require additional review and staff time due to the potential need for site specific plans and additional plans developed for any alternate facilities/routes ○ Contractors could potentially object and claim excessive hardship, infeasibility, cost, etc if forced or required to provide alternative routes at every worksite” We appreciate the explanation of the current process. We believe the A-Permit that was in place (Permit No. A2024-000049), and which followed the CA-MUTCD WATCH manual guidance, would have addressed this situation if the contractor had followed it. However, it wasn’t followed and we would appreciate an explanation of how the policies and procedures could be modified to avoid a recurrence of this situation.



CIS for CF 20-1469-S1.pdf

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Philip Armstrong, President | Ronnie Reece, Vice President
Lara Morrison, Treasurer | Mohammad Sufian, Secretary
Quazi Huda, Community Interest Rep | Jennifer Quinones, At-Large Rep
Kahlinah Garrett, Resident Tenants Rep | Gaines Newborn, Business Rep
Shafi Ahmed, Community Based Organization Rep



Community Impact Statement for Council File 20-1469-S1

January 20, 2026

Honorable Members of the Los Angeles City Council.

In our September 16, 2025 community impact statement for Council File 20-1469-S1, the Rampart Village Neighborhood Council (RVNC) described a systemic failure of the policies and procedures of temporary closures of active transportation facilities. Based on our experience with this failure, we requested that LADOT amend its August 7, 2025 report back, with support from the Bureau of Engineering, Bureau of Street Services, and Bureau of Contract Administration, to enable their staffs to notify and protect users during the temporary closure of active transportation facilities.

After this issue was discussed in the September 16, 2025 meeting of the Los Angeles Bicycle Advisory Committee, Planning and Bikeways Engineering Subcommittee, the Los Angeles Department of Transportation (LADOT) provided the following response.

"The current process for accommodating road users through a construction site is as follows:

1. Retain existing infrastructure if possible, following CA-MUTCD WATCH [California Manual of Uniform Traffic Control Devices, Work Area Traffic Control Handbook] manual guidance.
2. If not possible, accommodate road users to the best of their ability if roadbed allows
 - o Each worksite and applicant/contractor is, of course, different. Site conditions, roadway geometry, and presence of alternate routes may be unfeasible and/or cost prohibitive
3. If no accommodation can be made, reason must be provided as to why
 - o Forced efforts to maintain bike lanes in the roadbed or provide a parallel facility (of which not every site has access to) would require additional review and staff time due to the potential need for site specific plans and additional plans developed for any alternate facilities/routes
 - o Contractors could potentially object and claim excessive hardship, infeasibility, cost, etc if forced or required to provide alternative routes at every worksite"

We appreciate the explanation of the current process and we believe the A-Permit that was in place (Permit No. A2024-000049), and which followed the CA-MUTCD WATCH manual guidance, would have addressed this situation if the applicant/contractor had followed it. However, it wasn't followed and we would appreciate an explanation of how the policies and procedures could be modified to avoid a recurrence of this situation.

Thank you.

In service,
Rampart Village Neighborhood Council

PRESENTED BY: Lara Morrison
SECONDED BY: Kahlinah Garrett
YES: 8 NO: 0 ABSTAIN: 0 ABSENT: 1 INELIGIBLE: 0
ON THIS DATE: January 20, 2026