



## Your Community Impact Statement Submittal - Council File Number: 21-1223

1 message

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

Tue, Nov 11, 2025 at 2:59 AM

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

To: Clerk.CIS@lacity.org, planning.mobility@lacity.org, deborah@losangeleswalks.org, labac.committee@gmail.com, connornwwnc@gmail.com, Jasmin.SanLuis@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 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 Councils 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](mailto:empowerla@lacity.org).

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

### Contact Information

Neighborhood Council: North Westwood

Name: Connor Webb

Email: [connornwwnc@gmail.com](mailto:connornwwnc@gmail.com)

The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/05/2025

Type of NC Board Action: Neutral Position

### Impact Information

Date: 11/11/2025

Update to a Previous Input: No

Directed To: Board of Transportation Commissioners, Street Standards Committee, City Council and Committees, Pedestrian Advisory Committee, Los Angeles

Bicycle Advisory Committee

Council File Number: 21-1223

City Planning Number:

Agenda Date:

Item Number:

Summary: In Westwood, there are numerous schools in close proximity to fast roads, creating dangerous environments for children. For example, in the past 10 years within 0.25 miles of Geffen Academy at 11000 Kinross, there have been 93 reported pedestrian or bicycle crashes that resulted in at least complaints of pain— 6 of which included a fatality or severe injury. With the passage of AB 382 (Berman), Los Angeles has the opportunity to reform school zone speed limits and operational hours and set a regional example. 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. 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. With AB 382, cities also now have the option to choose the operational hours of school zones with "when flashing" signage or listing specified school zone hours, compared to the current "when children are present." For maximum compliance, 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) 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. 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.

 CIS\_AB 382 and School Zones.pdf

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- COMMUNITY IMPACT STATEMENT -

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.<sup>1</sup> 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.

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.” The 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.

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

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.