



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 23-0002-S144

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

Wed, Jun 26, 2024 at 8:45 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 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: Jacob Wasserman

Email: jacobnwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 06/05/2024

Type of NC Board Action: For

Impact Information

Date: 06/27/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 23-0002-S144

City Planning Number:

Agenda Date:

Item Number:

Summary: NWWNC supports SB 960, which seeks to require Caltrans projects to implement complete streets, including pedestrian and cyclist facilities and transit priority features, and asks that the bill be added to the City of Los Angeles 2023-2024 State Legislative Program in support. The NWWNC also asks the California legislature and our state legislators to approve SB 960, and asks the Los Angeles City Council to advocate for it. Caltrans controls state routes that travel through many cities and towns, including Los Angeles, and these state routes are often among our most dangerous roads. Although Caltrans has made some progress in adding more active transportation features, the agency often classifies any minor safety element such as a crosswalk or sign as a "Complete Street." SB 960 will increase

accountability and require Caltrans to comply with its own stated policies and add significant infrastructure that makes it safer and more convenient to bike, walk, and take transit on state-controlled streets. Numerous Mobility Plan 2035 upgrades are on Caltrans-managed roads, and Caltrans projects are not bound by Measure HLA. Specifically, freeway entrances/exits and portions of Santa Monica Blvd. near the NWWNC boundaries are Caltrans-managed and are some of the most dangerous portions of road that our stakeholders must navigate. The most cost-effective time to add new bikeways, sidewalks, and transit improvements is during surfacing projects. Postponing upgrades will only harm the taxpayers of California by reducing safety and increasing long term costs. Unfortunately, recent changes to SB 960 in the Senate Appropriations Committee added the language "to the extent feasible" to Section 14526.8 (1) and (2) that significantly weakens the bill. We oppose these changes, and ask that SB 960 be amended to exclude that phrase. With those critiques in mind, the NWWNC urges the amendment and passage of SB 960 without delay.

Ref:MSG10609632

 **CIS_SB 960 Caltrans Complete Streets.pdf**
148K



- COMMUNITY IMPACT STATEMENT -

Senate Bill: [960](#)

Title: Transportation: Planning: Complete Streets Facilities: Transit Priority Projects

Position: For if Amended

Summary:

The North Westwood Neighborhood Council (NWWNC) supports SB 960, which seeks to require Caltrans projects to implement complete streets, including pedestrian and cyclist facilities and transit priority features, and asks that the bill be added to the City of Los Angeles 2023-2024 State Legislative Program in support. The NWWNC also asks the California legislature and our state legislators to approve SB 960, and asks the Los Angeles City Council to advocate for it.

Caltrans controls state routes that travel through many cities and towns, including Los Angeles, and these state routes are often among our most dangerous roads. Although Caltrans has made some progress in adding more active transportation features, the agency often classifies any minor safety element such as a crosswalk or sign as a "Complete Street." Additionally, the agency's firing of a prominent active transportation advocate demonstrates a need for better oversight. SB 960 will increase accountability and require Caltrans to comply with its own stated policies and add significant infrastructure that makes it safer and more convenient to bike, walk, and take transit on state-controlled streets.

Measure HLA, which similarly requires Los Angeles agencies to adhere to Mobility Plan 2035-approved street upgrades during resurfacing, passed in every Los Angeles City Council District in 2024, evidence that the public is discontent with the transportation status quo in Los Angeles. However, numerous Mobility Plan 2035 upgrades are on Caltrans-managed roads, and Caltrans projects are not bound by Measure HLA. Specifically, freeway entrances/exits and portions of Santa Monica Blvd near the NWWNC boundaries are Caltrans-managed and are some of the most dangerous portions of road that our stakeholders must navigate. SB 960 would be an important step towards upgrading the safety of those sections.

The Complete Streets Bill helps California and Los Angeles to meet crucial state and city goals, including reducing GHG emissions and mitigating climate change; working toward Vision Zero by reducing road fatalities and injuries; and improving air quality and liveability. These projects draw from existing state highway funding, which frequently receives flexible federal funds and is currently not in a deficit. Additionally, the most cost-effective time to add new bikeways, sidewalks, and transit improvements is during surfacing projects. Postponing upgrades will only harm the taxpayers of California by reducing safety and increasing long term costs.

Unfortunately, recent changes to SB 960 in the Senate Appropriations Committee added language to Section 14526.8 (1) and (2) that significantly weakens the bill:

14526.8 (1) (A) Except as provided in subparagraphs (B) and (C), facilities for pedestrians and bicyclists shall, **to the extent feasible**, be provided and improved consistent with the most recent department guidance.

14526.8 (2) (A) Except as provided in subparagraph (B), subparagraphs (B) and (C), commencing with the 2028 state highway operation and protection program, transit priority facilities to improve the movement and operations of transit vehicles on the state highway system shall, **to the extent feasible**, be provided and improved consistent with the most recent department guidance.

We oppose these changes, and ask that SB 960 be amended to exclude the phrase “to the extent feasible” in Section 14526.8 (1) and (2). With those critiques in mind, the NWWNC urges the amendment and passage of SB 960 without delay.