



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 23-1168 - Agenda Item Number: 9FI

1 message

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

Wed, May 7, 2025 at 5:36 PM

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

To: administration@losfeliznc.org, Clerk.CIS@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 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: Los Feliz

Name: Misty LeGrande

Email: administration@losfeliznc.org

The Board approved this CIS by a vote of: Yea(16) Nay(2) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/15/2025

Type of NC Board Action: For

Impact Information

Date: 05/08/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 23-1168

City Planning Number:

Agenda Date: 04/15/2025

Item Number: 9FI

Summary: The Los Feliz Neighborhood Council supports creating a network of speed enforcement cameras in Los Angeles to stem the epidemic of reckless driving and deaths caused by vehicle collisions. San Francisco has begun utilizing speed enforcement cameras, while implementation of a similar program in Los Angeles has severely lagged. Many people have tragically been taken far too soon by speeding drivers. Most recently, a four-year old child was killed by

a speeding driver who lost control of her vehicle and crashed into a building. The number of people killed by car drivers has been increasing at rates not seen in decades. The number of hit-and-run fatalities has increased by 96% since 2020. California's pedestrian fatality rate is almost 25% higher than the national average. Los Angeles leads California in the most pedestrians and bicyclists killed in the state. Los Angeles has the most hit and runs per capita in the entire country... We as a community, want to see our city leaders take traffic violence more seriously and commit more resources to making our city safer, and modernizing our roads. Multiple streets on the high injury network in our district, including Los Feliz Boulevard. We would like to see:

- A faster implementation of speed enforcement cameras, matching San Francisco's implementation timeline;
- An update on the status of the implementation of the pilot project;
- Reinstatement of lifting the requirement of beg buttons in crosswalks as was utilized during COVID lockdown to improve safety for pedestrians;
- Doubling the budget for Vision Zero-related projects;
- Reducing speed limits on residential roads, such as Griffith Park Boulevard from 35mph to 25 mph, Vermont Boulevard from 35mph to 30 mph (like Hillhurst Boulevard), and Hyperion Boulevard from 35mph to 30mph;
- Install speed bumps around each school in our district; and
- Implement Mobility Plan improvements as required by Measure HLA.



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- COMMUNITY IMPACT STATEMENT -

Council File: [23-1168](#)

Title: Speed Safety System / Policy / Impact Report / Locations / Public Information / AB 645 (Friedman-Santiago-Ting)

Position: Support

Summary:

The Los Feliz Neighborhood Council supports creating a network of speed enforcement cameras in Los Angeles to stem the epidemic of reckless driving and deaths caused by vehicle collisions. San Francisco has begun utilizing speed enforcement cameras, while implementation of a similar program in Los Angeles has severely lagged. Many people have tragically been taken far too soon by speeding drivers. Most recently, a four-year old child was killed by a speeding driver who lost control of her vehicle and crashed into a building. The number of people killed by car drivers has been increasing at rates not seen in decades. The number of hit-and-run fatalities has increased by 96% since 2020. California's pedestrian fatality rate is almost 25% higher than the national average. Los Angeles leads California in the most pedestrians and bicyclists killed in the state. Los Angeles has the most hit and runs per capita in the entire country.

Per LADOT's own report, in 2023, 336 people were killed in vehicle collisions, a record-breaking high, which exceeded homicides. This was an increase of 8% from the previous year and a staggering 81% increase since the Vision Zero program was started in 2015 by then Mayor Garcetti. Pedestrians alone making up 53.3% of all 2023 traffic fatalities. The number of fatalities for unhoused residents in Los Angeles is even more shocking. On average in 2018-2023, the rate of unhoused individuals killed by traffic violence was 108.5 per capita, 33.9 times more than housed pedestrians and cyclists in Los Angeles and 45.2 times the national average. Housed pedestrians and cyclists in Los Angeles are still killed at a higher rate than the national average, 3.2 per capita (100,000 individuals), versus a national average of [2.4 per capita](#).

A report by the Insurance Institute for Highway Safety (IIHS) has found that speed camera enforcement can reduce traffic collisions by 20%. The Department of Transportation (LADOT) as well has found speed safety cameras have been proven to

reduce speeding by as much as 82 percent, and fatal crashes by as much as 70 percent.

In 2025 we have been inundated with reports of hit and run collisions resulting in the death of an individual that could have been prevented with better traffic enforcement, a focus on safer street infrastructure, and a prioritization of alternative methods of transportation.

While we have seen a reduction in traffic enforcement by LAPD out of concern for racial profiling, we have not seen implementation of other measures such as unarmed traffic enforcement, or road safety engineering, that could compensate for this reduction in safety enforcement.

Instead, the city of Los Angeles is reducing its commitment to safety. Per Streets Are for Everyone, the 2022-2023 LA City fiscal budget allocated [\\$50.6 million](#) for LADOT Vision Zero-related projects, which is a fraction of what other major cities spend on traffic safety. For example, the City of New York, with fewer miles of streets – [6300 miles](#) compared to LA's [6614 miles](#)– spent over [\\$270 million](#) on its Vision Zero program in the 2019 fiscal year alone. In 2021 NYC had fewer traffic fatalities than Los Angeles. [273 in NYC](#) compared to 294 in LA, even with twice the population, and a higher concentration of people. The budget for 2024 resulted in a continued decrease in traffic enforcement officers, and LADOT funding.

We as a community, want to see our city leaders take traffic violence more seriously and commit more resources to making our city safer, and modernizing our roads. Multiple streets on the high injury network are in our district, including Los Feliz Boulevard. We would like to see:

- A faster implementation of speed enforcement cameras, matching San Francisco's implementation timeline;
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- Install speed bumps around each school in our district; and
- Implement Mobility Plan improvements as required by Measure HLA.

We look forward to your response and working together to create safer streets for all in Los Feliz.

CC: Mayor Karen Bass
LADOT

PASSED 16-2-0