



clerk CIS <clerk.cis@lacity.org>

Community Impact Statement - Submission Details

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

Thu, Feb 8, 2024 at 12:43 AM

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: North Westwood

Name: Jacob Wasserman

Email: jacobnwnc@gmail.com

The Board approved this CIS by a vote of: Yea(18) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/07/2024

Type of NC Board Action: For

Impact Information

Date: 02/08/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 23-1210

Agenda Date:

Item Number:

Summary: As of mid-October 2023, 134 people walking have been killed by people driving in the City of Los Angeles, and 427 people have been severely injured, a 13 percent rise compared to last year and an 18 percent increase in severe injuries. During the COVID-19 pandemic, LADOT converted all traffic signals in the city to run a "nighttime" signal plan, where all approaches were served quickly. LADOT also converted about 900 traffic signals to "pedestrian recall," where pedestrians receive a "walk" indication without having to push a button. LADOT has also been implementing leading pedestrian intervals throughout the city, which give pedestrians a head-start before cars get a green light; however, the duration of Los Angeles' leading pedestrian intervals is four seconds, whereas in cities that have safer streets, the duration is five to seven seconds. The City's guidelines for "scramble" crosswalks recommend that both a pattern of

crashes and substantial pedestrian volume be present, which results in LADOT denying many requests that would otherwise benefit pedestrian safety. Lastly, adopting and signing more “no right turn on red” restrictions has proven safety benefits for pedestrians. LADOT’s current guidelines are fairly strict, and more liberal application of “no right turn on red” could lead to fewer conflicts with vulnerable road users. The North Westwood Neighborhood Council supports this effort to make the streets safer for vulnerable road users and encourages the City Council to adopt this motion, and to implement changes to our guidelines to make the streets safer for all.

Ref:MSG9771189



CIS_Signal Timing and Restrictions.pdf

137K



- COMMUNITY IMPACT STATEMENT -

Council File: [23-1210](#)

Title: Leading Pedestrian Intervals (LPI) / Vision Zero Safety Study / Signal Phasing and Timing / Traffic Violence

Position: For

Summary:

As of mid-October 2023, 134 people walking have been killed by people driving in the City of Los Angeles, and 427 people have been severely injured, a 13 percent rise compared to last year and an 18 percent increase in severe injuries.

During the COVID-19 pandemic, LADOT converted all traffic signals in the city to run a “nighttime” signal plan, where all approaches were served quickly. LADOT also converted about 900 traffic signals to “pedestrian recall,” where pedestrians receive a “walk” indication without having to push a button.

LADOT has also been implementing leading pedestrian intervals throughout the city, which give pedestrians a head-start before cars get a green light; however, the duration of Los Angeles’ leading pedestrian intervals is four seconds, whereas in cities that have safer streets, the duration is five to seven seconds.

The City’s guidelines for “scramble” crosswalks recommend that both a pattern of crashes and substantial pedestrian volume be present, which results in LADOT denying many requests that would otherwise benefit pedestrian safety.

Lastly, adopting and signing more “no right turn on red” restrictions has proven safety benefits for pedestrians. LADOT’s current guidelines are fairly strict, and more liberal application of “no right turn on red” could lead to fewer conflicts with vulnerable road users.

The North Westwood Neighborhood Council supports this effort to make the streets safer for vulnerable road users and encourages the City Council to adopt this motion, and to implement changes to our guidelines to make the streets safer for all.