



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 23-1210

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

Thu, May 2, 2024 at 9:47 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: jacobnwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(12) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/01/2024

Type of NC Board Action: For

Impact Information

Date: 05/02/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 23-1210

City Planning Number:

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council strongly requests the implementation of leading pedestrian intervals (LPIs) at all signalized intersections in Westwood Village. According to the City's Vision Zero Safety Study for Los Angeles, 70% of crashes that result in a fatality or severe injury occur at intersections. Many of these intersections are controlled by traffic signals, and pedestrians often face turning motorists that do not properly yield. LPIs give people walking a head-start before parallel vehicle traffic, affording greater visibility to turning drivers. Additionally, adoption of Assembly Bill 1909 now permits cyclists to use an LPI to begin accelerating at a stoplight prior to motorists, improving cyclist visibility and safety. A previous study cited by LADOT in a report for Council File 15-0547-S1 found that LPIs can

reduce pedestrian-vehicle collisions by up to 60%. Other USDOT reports have even found a reduction in vehicle-vehicle crashes at many intersections where LPIs are introduced. Westwood Village is an area of high pedestrian activity, yet it is also an area that can be unsafe for pedestrians and other road users as evidenced by the presence of numerous segments of LA's High-Injury Network. At intersections in Westwood where LPIs have already been implemented, there has been noticeable benefit to pedestrian safety and comfort. The North Westwood Neighborhood Council previously submitted a Community Impact Statement in support of Council File 23-1210 regarding changes to LADOT policies related to LPIs, "no turn on red," scramble crosswalks, and signal timing. We are expanding upon that support and requesting that the comfort and safety of LPIs be expanded to all signalized intersections in Westwood Village.

Ref:MSG10281415



Request for Action_LPIs in Westwood Village.pdf

146K



- REQUEST FOR ACTION-

Title: Leading Pedestrian Intervals in Westwood Village

The North Westwood Neighborhood Council strongly requests the implementation of leading pedestrian intervals (LPIs) at all signalized intersections in Westwood Village. According to the City's Vision Zero Safety Study for Los Angeles, 70% of crashes that result in a fatality or severe injury occur at intersections. Many of these intersections are controlled by traffic signals, and pedestrians often face turning motorists that do not properly yield. LPIs give people walking a head-start before parallel vehicle traffic, affording greater visibility to turning drivers. Additionally, adoption of Assembly Bill 1909 now permits cyclists to use an LPI to begin accelerating at a stoplight prior to motorists, improving cyclist visibility and safety. A previous study cited by LADOT¹ in a report for Council File 15-0547-SI found that LPIs can reduce pedestrian-vehicle collisions by up to 60%. Other USDOT reports have even found a reduction in vehicle-vehicle crashes at many intersections where LPIs are introduced.²

Westwood Village is an area of high pedestrian activity, yet it is also an area that can be unsafe for pedestrians and other road users as evidenced by the presence of numerous segments of LA's High-Injury Network. At intersections in Westwood where LPIs have already been implemented, there has been noticeable benefit to pedestrian safety and comfort. The North Westwood Neighborhood Council previously [submitted a Community Impact Statement in support of Council File 23-1210](#) regarding changes to LADOT policies related to LPIs, "no turn on red," scramble crosswalks, and signal timing. We are expanding upon that support and requesting that the comfort and safety of LPIs be expanded to all signalized intersections in Westwood Village.

1. Fayish AC, Gross F. Safety Effectiveness of Leading Pedestrian Intervals Evaluated by a Before-After Study with Comparison Groups. *Transportation Research Record*. 2010;2198(1):15-22. doi:[10.3141/2198-03](https://doi.org/10.3141/2198-03)
2. Goughnour E, Carter DL, Lyon C, et al. *Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety*; 2018. Accessed April 26, 2024. <https://rosap.ntl.bts.gov/view/dot/37580>