



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 24-1222

1 message

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

Wed, Jan 29, 2025 at 12:36 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 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: NoHo

Name: James Askew

Email: jamesaskew@nohonc.org

The Board approved this CIS by a vote of: Yea(12) Nay(1) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/20/2024

Type of NC Board Action: For

Impact Information

Date: 01/29/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 24-1222

City Planning Number:

Agenda Date:

Item Number:

Summary: On November 20, 2024, at a Brown Act Compliant Meeting, NoHo Neighborhood Council voted to support CF 24-1222. The NoHo Neighborhood Council supports implementing transit signal priority on Metro services throughout the region. North Hollywood has one of the region's largest transit hubs within our boundaries, the North Hollywood Metro station. The B Line and the G Line both terminate at the station, as well as several major bus lines that serve the San Fernando Valley. In addition, this station will be the future terminus of the NoHo to Pasadena BRT, a project that will provide alternatives connecting North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. The G Line, a Bus

Rapid Transit line (BRT), is heavily used by both NoHo residents and employees who work in our community; and the NoHo to Pasadena BRT is projected to also have very heavy ridership. Signal priority would lower the commute times for bus users on both lines by ensuring buses do not wait at signals for private cars to pass. The cumulative time saved from waiting at intersections would greatly improve the efficiency of mass transit and make it an even more attractive alternative to using cars. Metro is already investing millions of dollars in the G Line improvement project that will implement gate protected crossings for the G Line when completed; this would redouble that effort and expand it to the city portions of the NoHo to Pasadena BRT. In order to meet California's climate goals, Los Angeles needs to start incentivizing transit use instead of prioritizing those who drive a personal vehicle. The only way to alleviate traffic is to give travelers a reasonable alternative; and by prioritizing BRT and Light Rail systems at intersections, we are rewarding riders for choosing to take transit. Of note: the Council did hope that any studies conducted would examine any impacts caused by cars spent idling at intersections while waiting for a transit vehicle to pass. While improving trans

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Justo Vicent

PASSED 12-1-0 on November 20, 2024

Council File: [24-1222](#)

Title: Dwell Recall for Signals / Grade Rail Lines / Bus Rapid Transit Lines / Reducing signal delay / Transit First Policy

Position: SUPPORT

Summary:

On November 20, 2024, at a Brown Act Compliant Meeting, NoHo Neighborhood Council voted to support CF 24-1222.

The NoHo Neighborhood Council supports implementing transit signal priority on Metro services throughout the region.

North Hollywood has one of the region's largest transit hubs within our boundaries, the North Hollywood Metro station. The B Line and the G Line both terminate at the station, as well as several major bus lines that serve the San Fernando Valley. In addition, this station will be the future terminus of the NoHo to Pasadena BRT, a project that will provide alternatives connecting North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena.

The G Line, a Bus Rapid Transit line (BRT), is heavily used by both NoHo residents and employees who work in our community; and the NoHo to Pasadena BRT is projected to also have very heavy ridership. Signal priority would lower the commute times for bus users on both lines by ensuring buses do not wait at signals for private cars to pass. The cumulative time saved from waiting at intersections would greatly improve the efficiency of mass transit and make it

an even more attractive alternative to using cars. Metro is already investing millions of dollars in the G Line improvement project that will implement gate protected crossings for the G Line when completed; this would redouble that effort and expand it to the city portions of the NoHo to Pasadena BRT.

In order to meet California's climate goals, Los Angeles needs to start incentivizing transit use instead of prioritizing those who drive a personal vehicle. The only way to alleviate traffic is to give travelers a reasonable alternative; and by prioritizing BRT and Light Rail systems at intersections, we are rewarding riders for choosing to take transit.

Of note: the Council did hope that any studies conducted would examine any impacts caused by cars spent idling at intersections while waiting for a transit vehicle to pass. While improving transit performance will likely increase ridership and take cars off the road, it's still valuable to know about any potential impacts from these improvements.