



clerk CIS <clerk.cis@lacity.org>

## Your Community Impact Statement Submittal - Council File Number: 25-0558

1 message

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

Fri, Jun 6, 2025 at 10:33 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](mailto: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](mailto:jacobnwwnc@gmail.com)

The Board approved this CIS by a vote of: Yea(10) Nay(3) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 06/04/2025

Type of NC Board Action: For

### Impact Information

Date: 06/07/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-0558

City Planning Number:

Agenda Date:

Item Number:

Summary: NWWNC strongly supports Council File 25-0558, which asks LADOT to report on the feasibility of automated enforcement of parking violations in bicycle lanes. Additionally, we ask that this pilot program include North Westwood or the entirety of the city. North Westwood has a significant population of bicycle and micromobility users, with approximately 70% of off-campus UCLA students walking, biking/scootering, or taking transit to campus. Unfortunately, the obstruction of bicycle lanes by parked or idling vehicles is a routine hazard in our community and across the city, forcing users to swerve into traffic and exposing them to serious risk. These conditions undermine the efficacy of the Mobility Plan 2035 and

Measure HLA's efforts to achieve the City's goals of Vision Zero and increasing sustainable active transportation modal share. AB 361 enables jurisdictions to use Automated License Plate Reader technology to address these bicycle lane violations with greater consistency and efficiency. Santa Monica's pilot program revealed just how widespread the problem is, with 1,700 violations identified in only six weeks with cameras placed on just two parking enforcement vehicles. Additionally, Santa Monica's pilot demonstrates that the technology is functional and reduces the risk of implementation in Los Angeles, while making it clear that a targeted enforcement strategy can have a meaningful impact. We especially support the motion's inclusion of reinvestment of program revenue into LADOT's Active Transportation programs. All feasible measures should be taken to ensure personal data security and that data is not shared with or accessed by non-city agencies. The City of Los Angeles has a responsibility to safeguard all roadway users, especially the most vulnerable. The proposed bicycle lane enforcement pilot is an essential data-driven step toward realizing that responsibility. Therefore, NWWNC urges the City Council to move this motion forward without delay.

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 **CIS\_Bike Lane Enforcement.pdf**  
174K



- COMMUNITY IMPACT STATEMENT -

Council File: [25-0558](#)

Title: Bicycle Lane / Parking Violations / Cameras / Automated Technology / Pilot Program

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) strongly supports Council File 25-0558, which asks LADOT to report on the feasibility of automated enforcement of parking violations in bicycle lanes. Additionally, we ask that this pilot program include North Westwood or the entirety of the City of Los Angeles.

North Westwood has a significant population of bicycle and micromobility users, with approximately 70% of off-campus UCLA students walking, biking/scootering, or taking transit to campus.<sup>1</sup> Unfortunately, the obstruction of bicycle lanes by parked or idling vehicles is a routine hazard in our community and across the city, forcing users to swerve into traffic and exposing them to serious risk. These conditions undermine the efficacy of the Mobility Plan 2035 and Measure HLA's efforts to achieve the City's goals of Vision Zero and increasing sustainable active transportation modal share.

AB 361 enables jurisdictions to use Automated License Plate Reader technology to address these bicycle lane violations with greater consistency and efficiency. Santa Monica's pilot program revealed just how widespread the problem is, with 1,700 violations identified in only six weeks with cameras placed on just two parking enforcement vehicles. Additionally, Santa Monica's pilot demonstrates that the technology is functional and reduces the risk of implementation in Los Angeles, while making it clear that a targeted enforcement strategy can have a meaningful impact. We especially support the motion's inclusion of reinvestment of program revenue into LADOT's Active Transportation programs. All feasible measures should be taken to

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<sup>1</sup>. UCLA Transportation. "UCLA State of the Commute 2024: Mode Splits 2024."  
<https://public.tableau.ucla.edu/views/ModeSplits2024/StudentsOffCampus?%3Aembed=y&%3AisGuestRedirectFromVizportal=>.

ensure personal data security and that data is not shared with or accessed by non-city agencies.

The City of Los Angeles has a responsibility to safeguard all roadway users, especially the most vulnerable. The proposed bicycle lane enforcement pilot is an essential data-driven step toward realizing that responsibility. Therefore, the NWWNC urges the City Council to move this motion forward without delay.