



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-0930 - Agenda Item Number: 20

1 message

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

Sun, Oct 19, 2025 at 7:55 PM

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

To: Clerk.CIS@lacity.org, Jasmin.SanLuis@lacity.org, lauren.nwwnc@gmail.com

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: North Westwood

Name: Lauren Wagner

Email: lauren.nwwnc@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: 10/08/2025

Type of NC Board Action: For if Amended

Impact Information

Date: 10/20/2025

Update to a Previous Input: No

Directed To: City Council and Committees, Board of Transportation Commissioners

Council File Number: 25-0930

City Planning Number:

Agenda Date: 10/08/2025

Item Number: 20

Summary: The North Westwood Neighborhood Council supports efforts to permit transit, bike, and other non-car roadway lanes to be used by emergency vehicles. Emergency vehicles are frequently impeded when drivers do not move out of a travel lane during periods of high congestion, negatively impacting response times. Along with dedicated transit priority lanes, bike lanes that are wide enough to be used by emergency vehicles offer a solution to this problem, as is already

common practice in many other cities and countries. The NACTO Urban Bikeway Design Guide (3rd Ed.), which is the gold-standard design manual, recommends that consideration be given to make bike lanes usable by emergency vehicles, including adequate width and semi-permeable materials. Additionally, the NACTO-recommended rideable width (which does not include the 1-2 foot gutter) is 8.5-12.5 feet for one-way protected bike lanes and 13 feet for two-way protected lanes. These widths are adequate for emergency vehicle use. However, limitations often exist that preclude the implementation of preferred widths. The NACTO minimum rideable width for one-way protected bike lanes of 6.5 feet, while already wider than outdated City design criteria, does not permit emergency vehicle use. The minimum rideable width for two-way lanes of 8 feet may be wide enough for emergency vehicle use, but street conditions do not always allow for a safe two-way design. We support recent amendments to this motion, and ask that this motion be amended further to ensure that: 1. Exceptions to the requirement be permitted where the necessary lane widths are not feasible, and will negatively impact the implementation or safety of the bikeway design. 2. Future emergency vehicle procurement criteria include consideration of design features that allow for easier navigation of transit lanes, bike lanes, other non-car lanes, and narrow streets, such as vehicle widths and turn radii.



CIS_ Emergency Vehicles in Bike Lanes.pdf

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- COMMUNITY IMPACT STATEMENT -

Council File: [25-0930](#)

Title: Bike Lanes / Emergency Vehicle Access / Response Times

Position: For if Amended

Summary:

The North Westwood Neighborhood Council supports efforts to permit transit, bike, and other non-car roadway lanes to be used by emergency vehicles. Emergency vehicles are frequently impeded when drivers do not move out of a travel lane during periods of high congestion, negatively impacting response times. Along with dedicated transit priority lanes, bike lanes that are wide enough to be used by emergency vehicles offer a solution to this problem, as is already common practice in many other cities and countries.

The [*NACTO Urban Bikeway Design Guide \(3rd Ed.\)*](#), which is the gold-standard design manual, recommends that consideration be given to make bike lanes usable by emergency vehicles, including adequate width and semi-permeable materials. Additionally, the NACTO-recommended rideable width (which does not include the 1-2 foot gutter) is 8.5-12.5 feet for one-way protected bike lanes and 13 feet for two-way protected lanes. These widths are adequate for emergency vehicle use.

However, limitations often exist that preclude the implementation of preferred widths. The NACTO minimum rideable width for one-way protected bike lanes of 6.5 feet, while already wider than outdated City design criteria, does not permit emergency vehicle use. The minimum rideable width for two-way lanes of 8 feet may be wide enough for emergency vehicle use, but street conditions do not always allow for a safe two-way design.

We support recent amendments to this motion that include reports on how such a requirement would impact Mobility Plan implementation, and ask that this motion be amended further to ensure that:

1. Exceptions to the requirement be permitted where the necessary lane widths are not feasible, and will negatively impact the implementation or safety of the bikeway design.

2. Future emergency vehicle procurement criteria include consideration of design features that allow for easier navigation of transit lanes, bike lanes, other non-car lanes, and narrow streets, such as vehicle widths and turn radii.