



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1142

1 message

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

Tue, Nov 11, 2025 at 3:50 AM

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

To: reformlacher@lacity.org, Clerk.CIS@lacity.org, connornwwnc@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 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: Connor Webb

Email: connornwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/05/2025

Type of NC Board Action: For

Impact Information

Date: 11/11/2025

Update to a Previous Input: No

Directed To: City Council and Committees, Charter Reform Commission

Council File Number: 25-1142

City Planning Number:

Agenda Date:

Item Number:

Summary: The NWWNC supports this motion to update our standards, staffing, and funding for maintenance of infrastructure in the public right of way. LADOT and BSS have been chronically understaffed and underresourced despite being asked to do more than ever amid an ever-degrading infrastructure. In addition, the illogical segmentation of city departments and responsibilities leads to inherent inefficiencies that must be addressed in a time of fiscal distress. For example, the city fails to meet even basic accessibility requirements, including Section 504, which requires cities to reconstruct all curb ramps that are not ADA-compliant during repaving. At current curb ramp funding levels, it would be impossible to comply with this federal law. After the passage of Measure HLA, the City has its own legal requirement to upgrade active transportation and transit infrastructure during street maintenance. Rather than face this head-on, the City has deferred maintenance for years. We reiterate our asks for crucial changes to our city's budgeting and departmental organization: * Make LADOT a chartered department that has responsibility to design, construct, and maintain streets and sidewalks property line to property line— moving the duties of StreetsLA to LADOT. * Provide dedicated street funding with a regular percent of city assessed property values. * Replace the Board of Public Works with a director position similar to other City departments. * Change the City budget to a 2 year cycle and formalize a 5 year Capital Improvement Plan to support long term planning. * Make long-term sidewalk repair and Mobility Plan implementation part of a Capital Infrastructure Plan. * Increase funding and capacity for curb ramp construction, and ensure all curb ramps are brought up to current standards during repaving in accordance with federal law. * Implement a "pay-on-exit" sidewalk repair system for adjacent property owners. * Invest more funds in sidewalk repair and construction



CIS_Public Right of Way Infrastructure and Funding.pdf

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- COMMUNITY IMPACT STATEMENT -

Council File: [25-1142](#)

Title: Public Right-of-Way Infrastructure / Staff / Funding / Bureau of Street Services

Position: For

Summary:

The North Westwood Neighborhood Council supports this motion to update our standards, staffing, and funding for maintenance of infrastructure in the public right of way.

LADOT and BSS have been chronically understaffed and underresourced. Despite being asked to do more than ever amid an ever-degrading infrastructure, their capacity is lower than it was a decade ago. Budget challenges have resulted in fewer resources to manage our streets, leading to an increasing reliance on expensive outside contractors. In addition to improper staffing and chronic underfunding of relevant departments, the illogical segmentation of city departments and responsibilities leads to inherent inefficiencies that must be addressed in a time of fiscal distress.

For example, the city fails to meet even basic accessibility requirements, including Section 504 of the Rehabilitation Act of 1973, which legally requires cities to reconstruct all curb ramps that are not ADA-compliant when repaving. At current funding levels of 200 curb ramps per year, it would be impossible to comply with this federal requirement. After the passage of Measure HLA, the City has its own legal requirement to upgrade certain active transportation and transit infrastructure during street maintenance. Rather than face this head-on, the City has instead deferred maintenance for years.

We reiterate our asks for crucial changes to our city's budgeting practices and departmental organization, funding, and staffing:

- *Make LADOT a chartered department that has responsibility to design, construct, excavate, and maintain streets and sidewalks property line to property line—essentially moving the duties of StreetsLA to LADOT. This is in*

line with most large cities, where the department that manages street safety and traffic flow also has the ability to effectively build and maintain streets and sidewalks.

- *Provide dedicated street operational funding with a regular percent of city assessed property values, similar to the Library and Parks.* Much of the City's funding sources are unreliable, but receiving a dedicated percent of all taxable property values ensures reliable funding for some of LA's most vital public services.
- *Replace the Board of Public Works with a director position similar to other City departments.* The Board of Public Works, unlike other departments, reports to both a board and a director. The department should be headed by a single director with clear authority between the Mayor's office, the department, and the Bureaus.
- *Change the City budget to a 2 year cycle and formalize a 5 year Capital Improvement Plan to support long term planning.* The lack of a citywide plan and tumultuous budgets impedes efficient, effective, and equitable spending of our public funds and pursuit of new funding opportunities. A capital plan would also make infrastructure plans more transparent to the public, especially to those who live near planned and potential improvements.
- *Make long-term sidewalk repair and Mobility Plan implementation part of a Capital Infrastructure Plan.* Los Angeles is a glaring, singular outlier among peer cities for not having a long-term capital plan. Such a plan for sidewalks would lead to better budgeting, prioritization, and transparency.
- *Increase funding and capacity for curb ramp construction, and ensure all curb ramps are brought up to current standards during repaving and other road alterations.* This ensures compliance with federal accessibility requirements during road maintenance and alterations (see question 13 from [Supplement to the 2013 DOJ/DOT Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements To Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing](#)). Failure to do so risks additional liability, and jeopardizes future federal funding for transportation and roads.
- *Implement a "pay-on-exit" sidewalk repair system for adjacent property owners.* Such a system will allow property owners to fulfill their obligation under state law to improve the sidewalk in front of their property but defer payment until sale of their property. This would avoid sudden burdens while also speeding up repairs and firming up currently laxly enforced private responsibilities over adjacent sidewalks
- *Invest more funds in sidewalk repair and construction.* The slow and cumbersome process of the Willits settlement is not enough to get our sidewalks in shape at the speed needed. Funds should support not just sidewalks, but also other sidewalk elements, including

(nonsidewalk-disrupting) tree planting, shelters, lights, benches, etc., as well as the construction of sidewalks missing altogether. In combination with the previously mentioned “pay-on-exit” system, the City’s sidewalks can be quickly transformed.