



clerk CIS <clerk.cis@lacity.org>

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## Your Community Impact Statement Submittal - Council File Number: 26-0481

1 message

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

Tue, May 12, 2026 at 10:59 AM

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

To: Clerk.CIS@lacity.org, sailasya.nwwnc@gmail.com, eng.tctmc@lacity.org, Daisy.Bonilla@lacity.org

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: Sailasya Munamarty

Email: [sailasya.nwwnc@gmail.com](mailto:sailasya.nwwnc@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: 04/08/2026

Type of NC Board Action: For

### Impact Information

Date: 05/12/2026

Update to a Previous Input: No

Directed To: City Council and Committees, Board of Transportation Commissioners, Major Transit and Transportation Construction Traffic Management Committee, Street/Transportation Projects Oversight Committee

Council File Number: 26-0481

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached community impact statement.

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**CIS\_Curb Ramps.pdf**  
223K



- COMMUNITY IMPACT STATEMENT -

Council File: [26-0481](#)

Title: Access Request Prioritization Matrix / Program Access Improvement Prioritization / Update / Cost-benefit Analysis of Curb Ramp Construction

Position: For

NWWNC urges the City to quickly compile and implement best practices from around the world to better coordinate the many departments that touch our streets, to cut down the administrative steps needed for streets improvements, to streamline design and construction processes, and to fund the implementation of the Mobility Plan 2035 and other planned projects. An essential part of nearly every project in the public right-of-way is the construction of curb ramps that comply with modern accessibility standards.

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, including curb ramps. Rather than face this head-on, the City has instead deferred maintenance for years.

Undeniably, the city is overpaying for curb ramps and they now pose a major cost burden on project delivery. It is essential that these costs are reigned in while still providing PROWAG-compliant dual unidirectional curb ramps. We ask that the City investigate the benefits of the following measures, and reiterate our asks for crucial changes to our city's budgeting practices and departmental organization, funding, and staffing:

- *Increase in-house ramp construction capacity and funding for curb ramps.* The current StreetsLA capacity of 200 ramps per year is woefully insufficient, meaning many ramps are contracted out for construction. Contractors must incorporate project-by-project risk in their cost, ensure their own profit margin, and crews typically traverse long distances from outside the City, which is also incorporated into contractor quotes. This results in a quickly escalating overall

cost when contracted out, which limits our ability to deliver projects. In-house capacity solves this issue.

- *Ensure the City's curb ramp standards allow for some error tolerance while remaining ADA-compliant.* Counterintuitively, making city standards more strict than state and federal standards can save costs by allowing for a larger margin of error, and ensuring that inspectors can still approve ramps that are slightly outside city standards while remaining ADA-compliant. In addition to ensuring city crews are not rebuilding new ramps, contractors factor in risk in their bids, and costs reflect the risk of rebuilding ramps with slight deviations from standards.
- *Ensure all departments and local utilities are aligned about modern curb ramp requirements, and ensure utility conflicts are not created for future curb ramp upgrades.* For example, when LADOT is installing a new signal box/signal pole/traffic sign, or LADWP installing a transformer/drain, or StreetsLA installing a bus shelter, or LAFD siting a fire hydrant, they must ensure those utilities will not impact future upgrades from diagonal to dual unidirectional curb ramps. This *should not* mean additional permitting or department sign-off, which would only increase overall staff time and cost-- it should just be integrated into each department's policies and practices.
- *Coordinate with Waymo and autonomous delivery services to contribute data to the Pedestrian Facility Inventory and Condition Assessment.* Vendors are currently being contracted to provide bespoke vehicle-mounted LiDAR with AI Processing to provide citywide facilities condition assessments. For sidewalk-perspective data, an unmanned robot with high-precision instrumentation is being used. Notably, Waymo already incorporates LiDAR scanning and services the majority of the City with a large fleet, and autonomous delivery robots are constantly traversing our sidewalks. Coordination and data-sharing agreements could allow for citywide inventory completion within weeks, and could be more cost efficient than bespoke services. Beyond simply a facility inventory, detailed scans can significantly reduce staff time spent on detailed field surveys needed for curb ramp design before construction.
- *Investigate opportunities to precast components off-site.* Labor will always be a main cost driver of ramps and will always be high in LA. Any opportunity to precast components off-site could have a huge impact, especially for a "ramp surge" before the Olympics and Paralympics. This will require innovation, as many aspects of ramps are so context-dependent-- but the practice is common abroad, where ramps are far cheaper to construct.
- *Ensure materials are recycled between projects.* If not already, materials like lumber for molds should be recycled between projects. A minor cost for each ramp, but savings add up and it is an overall sustainable practice.

- *Do not cut corners on curb ramp design, and ensure all ramps are dual-unidirectional or fully blended transitions as required by state building code and federal PROWAG.* Compared to diagonal apex ramps, dual unidirectional ramps enhance safety by clarifying pedestrian crossing directions and allow tighter corner radii that slow turns. They don't force people with mobility devices or strollers to enter into oncoming traffic to cross. As such, the US Access Board was clear in the [PROWAG preamble](#) that dual ramps are a requirement at street corners.
- *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. Leaving our sidewalks in disrepair has resulted in extreme liability payouts when people are injured, which often exceed annual spending on actual repair. Funds should support not just sidewalks, but also other sidewalk elements, including 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.
- *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.

#### Summary:

NWWNC urges the City to quickly compile and implement best practices from around the world to better coordinate the many departments that touch our streets, to cut down the administrative steps needed for streets improvements, to streamline design and construction processes, and to fund the implementation of the Mobility Plan 2035 and other planned projects. An essential part of nearly every project in the public

right-of-way is the construction of curb ramps that comply with modern accessibility standards. However, the city is overpaying for curb ramps and they pose a major cost burden on project delivery. It is essential that these costs are reigned in while still providing PROWAG-compliant dual unidirectional curb ramps. We ask that the City investigate the benefits of the following measures, and reiterate our asks for crucial changes to our city's budgeting practices and departmental organization, funding, and staffing:

- *Increase in-house ramp construction capacity and funding for curb ramps to reduce the contractor price escalation.*
- *Ensure the City's curb ramp standards allow for some error tolerance while remaining ADA-compliant.*
- *Ensure all departments and local utilities are aligned about modern curb ramp requirements, and ensure utility conflicts are not created for future curb ramp upgrades*
- *Coordinate with Waymo and autonomous delivery services to contribute data to the Pedestrian Facility Inventory and Condition Assessment and allow for remote curb ramp design.*
- *Ensure construction materials like lumber for concrete molds are recycled between projects.*
- *Ensure all curb ramps are brought up to current standards during repaving and other road alterations, as required by federal law.*
- *Implement a "pay-on-exit" sidewalk repair system for adjacent property owners.*
- *Invest more funds in sidewalk and curb ramp repair and construction to reduce liability payments and backlog of repairs.*
- *Make long-term sidewalk repair and Mobility Plan implementation part of a Capital Infrastructure Plan.*