



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 21-1224

1 message

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

Wed, Sep 4, 2024 at 11:45 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 to 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: Jacob Wasserman

Email: jacobnwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 09/04/2024

Type of NC Board Action: For

Impact Information

Date: 09/05/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-1224

City Planning Number:

Agenda Date:

Item Number:

Summary: NWWNC supports the proposed ordinance and better enforcement of bus lanes, to keep transit moving quickly and efficiently. Increasing the usage of bus lanes and maintaining them for buses only is a key to meeting our climate goals, as well as simply moving more people where they want to go faster. It also supports mobility justice by providing greater access to disproportionately lower-income transit riders. Currently, there are not enough traffic officers to enforce bus lanes, and even if there were, automated tools offer a more efficient and less biased solution. Following the passage

of AB 917 (2021), we encourage the City to move forward with the draft ordinance and memorandum of understanding to automatically ticket cars parked in the bus lane and at bus stops. The statistics from trials are promising, with 92% of bus lane obstructions captured and 97.5% of license plates read. The program also offers robust privacy and equity protections, including payment options for low-income people, warnings for the first 60 days, evidence retention for only six months or 60 days after final disposition, and pictures without evidence of a parking violation destroyed within 15 days. We appreciate the prioritization of Line 720 on Wilshire Boulevard through our district for the first phase of the deployment. We also ask that the City work with the City of Santa Monica to enforce bus lanes in Los Angeles with cameras on Big Blue Bus vehicles too. We further note that peak-hour-only bus lanes, such as those near our district, could be kept clearer if their hours were expanded, to give more time for parked cars or stopped traffic to clear out before peak-period traffic sets in. We therefore would like to see wider hours for the lanes. Finally, we encourage the City to pursue further legislation to expand this concept to enforcement of cars illegally parked in bike lanes as well.

Ref:MSG11044531



CIS_Bus Lane Enforcement.pdf

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- COMMUNITY IMPACT STATEMENT -

Council File: [21-1224](#)

Title: Bus Lane Violations Enforcement / Los Angeles Department of Transportation (LADOT) / Metro / Automated Cameras / AB 917 (Bloom) / NextGen Bus Plan

Position: For

Summary:

The North Westwood Neighborhood Council supports the proposed ordinance and better enforcement of bus lanes, to keep transit moving quickly and efficiently.

Increasing the usage of bus lanes and maintaining them for buses only is a key to meeting our climate goals, as well as simply moving more people where they want to go faster. It also supports mobility justice by providing greater access to disproportionately lower-income transit riders.

Currently in Los Angeles, there are not enough traffic officers in Los Angeles to enforce bus lanes, and even if there were, automated tools offer a more efficient and less biased solution. Therefore, following the passage of Assembly Bill 917 (2021), we encourage the City of Los Angeles to move forward, in cooperation with Los Angeles Metro, with the draft ordinance and memorandum of understanding to automatically ticket cars parked in the bus lane and at bus stops.

The [statistics from trials](#) are promising, with 92 percent of bus lane obstructions captured and 97.5 percent of license plates read. As required by state law, the program also offers robust privacy and equity protections, including payment options for low-income people, warnings for the first 60 days, evidence retention for only six months or 60 days after final disposition, and pictures without evidence of a parking violation destroyed within 15 days.

We appreciate the prioritization of Line 720 on Wilshire Boulevard through our district for the first phase of the deployment.

We also ask that the City work with the City of Santa Monica to enforce bus lanes in Los Angeles with cameras on Big Blue Bus vehicles too.

We further note that peak-hour-only bus lanes, such as those near our district, could be kept clearer if their hours were expanded, to give more time for parked cars or stopped traffic to clear out before peak-period traffic sets in. We therefore would like to see wider hours for the lanes.

With this system in place, we hope that buses will raise their average speed using their own dedicated lanes, making the bus more attractive and helping people get out of cars (the single biggest source of greenhouse gas emissions in California).

Finally, we encourage the City to pursue further legislation to expand this concept to enforcement of cars illegally parked in *bike* lanes as well.