



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 24-0173

1 message

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

Wed, May 7, 2025 at 5:49 PM

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

To: administration@losfeliznc.org, Clerk.CIS@lacity.org, Jasmin.SanLuis@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.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Los Feliz

Name: Misty LeGrande

Email: administration@losfeliznc.org

The Board approved this CIS by a vote of: Yea(18) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/15/2025

Type of NC Board Action: Against

Impact Information

Date: 05/08/2025

Update to a Previous Input: No

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

Council File Number: 24-0173

City Planning Number:

Agenda Date:

Item Number:

Summary: Los Feliz supports the implementation of Measure HLA, approved by voters in the City of Los Angeles. Under Measure HLA, which took effect in April 2024, the city is required to gradually implement its 2015 Mobility Plan when doing work in streets, mainly including repaving. On April 3, the city of Los Angeles Street Standards Committee approved the Standard Elements Table, a listing of the minimum bus/bike/walk features that will comply with Measure HLA. The Los Feliz Neighborhood Council opposes the following aspects of the Standard Elements Table approved by the Committee: • Shared bus/bike lanes - For streets where the city approved both bus-only lanes and bike lanes, the minimum standard is

set as shared bus/bike lanes. These facilities are dangerous for bike riders and inconvenient for bus riders. • Crosswalks - Pedestrian Enhanced Districts (PED) do not require basic crosswalks, either as a minimum element or an optional one. Optional elements include raised crossings, crossing islands, and midblock crossings - but do not include the city's basic standard "zebra" continental crosswalks. Crosswalks should be included at stop-sign intersections in PED and not only if they meet "warrants." Los Feliz has multiple high-injury network street segments and calls on the City to respect voters' will by fully implementing Mobility Plan 2035-required improvements, with multiple benefits to mobility and accessibility. Efforts to circumvent Measure HLA requirements unnecessarily expose the City to costly litigation.



25 0415 LFNC CF 24-0173 Mobility Plan 2035.pdf

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- COMMUNITY IMPACT STATEMENT -

Council File: [24-0173](#)

Title: Mobility Plan 2035 / Mobility Corridors / Pavement Preservation Program / Street Resurfacing / Vehicle Crashes / Traffic Fatalities / Claim Payments / Measure HLA

Position: Not in Support

Summary:

Los Feliz supports the implementation of Measure HLA, approved by voters in the City of Los Angeles. Under Measure HLA, which took effect in April 2024, the city is required to gradually implement its 2015 Mobility Plan when doing work in streets, mainly including repaving.

On April 3, the city of Los Angeles Street Standards Committee approved the Standard Elements Table, a listing of the minimum bus/bike/walk features that will comply with Measure HLA. The Los Feliz Neighborhood Council opposes the following aspects of the Standard Elements Table approved by the Committee:

- Shared bus/bike lanes - For streets where the city approved both bus-only lanes and bike lanes, the minimum standard is set as shared bus/bike lanes. These facilities are dangerous for bike riders and inconvenient for bus riders.
- Crosswalks - Pedestrian Enhanced Districts (PED) do not require basic crosswalks, either as a minimum element or an optional one. Optional elements include raised crossings, crossing islands, and midblock crossings - but do not include the city's basic standard "zebra" continental crosswalks. Crosswalks should be included at stop-sign intersections in PED and not only if they meet "warrants."

Los Feliz has multiple high-injury network street segments and calls on the City to respect voters' will by fully implementing Mobility Plan 2035-required improvements, with multiple benefits to mobility and accessibility. Efforts to circumvent Measure HLA requirements unnecessarily expose the City to costly litigation.

PASSED 18-0-0