



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 24-1222

1 message

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

Mon, Mar 17, 2025 at 11:26 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 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: Palms

Name: Kay Hartman

Email: kay.hartman@palmsnc.la

The Board approved this CIS by a vote of: Yea(7) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/05/2025

Type of NC Board Action: For

Impact Information

Date: 03/18/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 24-1222

City Planning Number:

Agenda Date:

Item Number:

Summary: The Palms Neighborhood Council supports the implementation of robust transit signal priority along our light rail lines, bus rapid transit (BRT) lines, full-time transit lanes, and part-time transit lanes. The Palms NC area is served by the E line as well as a full-time bus lane on Venice Boulevard carrying the 33 bus. Currently, Los Angeles's weak transit signal priority means trains and buses full of hundreds of passengers are frequently stopped at traffic signals, while a few single-occupancy vehicles make turns. Speeding up our trains and buses makes Metro more appealing to potential riders. Additionally, it makes transit more reliable by preventing train or bus "bunching" and allowing adherence to line schedules.

Additionally, we encourage the addition of crossing gates and fencing on current street-running light rail sections wherever possible, allowing for signal preemption or preemption-level priority, increased maximum train speeds from 35 mph to 55-65 mph, and reduced conflicts with turning vehicles. At-grade portions of the E line have slow travel times near downtown, which disadvantages transit users in Palms. To further reduce train-vehicle collisions, we support the implementation of additional vehicle turn restrictions at minor intersections where equivalent access can be maintained via other arterial intersections. Finally, we also encourage relevant city agencies and LA Metro to work with other jurisdictions with street-running light rail segments to ensure similar levels of priority are implemented, as delays outside of Los Angeles result in delays within the city as well.

Ref:MSG12054149