



clerk CIS <clerk.cis@lacity.org>

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

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

Tue, Apr 22, 2025 at 6:20 PM

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

To: Clerk.CIS@lacity.org, vic@westlasawtelle.org, CPC@lacity.org, APCWestLA@lacity.org, Daisy.Bonilla@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](mailto:empowerla@lacity.org).

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

### Contact Information

Neighborhood Council: West Los Angeles Sawtelle

Name: Victor Pacheco

Email: [vic@westlasawtelle.org](mailto:vic@westlasawtelle.org)

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

Date of NC Board Action: 03/26/2025

Type of NC Board Action: For if Amended

### Impact Information

Date: 04/22/2025

Update to a Previous Input: No

Directed To: Board of Transportation Commissioners, Area Planning Commission - West Los Angeles, City Planning Commission, City Council and Committees, Street/Transportation Projects Oversight Committee

Council File Number: 24-0173

City Planning Number:

Agenda Date:

Item Number:

Summary: SUMMARY: The WLASNC supports full implementation of the Mobility Plan 2035, including the Bicycle Enhanced Network (BEN), Bicycle Lane Network (BLN) (eg Barrington), Transit Enhanced Network (TEN) (eg Pico), Pedestrian Enhanced Districts (PED) (eg Sawtelle Blvd), and Neighborhood Enhanced Network (NEN) (eg Missouri Ave). We commend City Planning for creating a draft "HLA Standard Elements Table" that specifies required and optional elements for each Mobility Plan network and will amend the City's Complete Streets Design Guide. This guidance is an

essential step towards improving safety, mobility, sustainability, and livability in Los Angeles. However, there are several flaws with this draft table, and we urge the following changes: 1. State specific traffic volume and speed targets as standard elements for the BEN and NEN, in accordance with the most recent National Association of City Transportation Officials (NACTO) guidance for bicycle boulevards. 2. Include extended leading pedestrian intervals (LPIs), pedestrian recall, hardened daylighting zones, no-turn-on-red, and high-visibility crosswalks as standard elements for PED. 3. Include LPIs (on recall or with bicycle detection) as standard elements for the BLN, BEN, and NEN, allowing cyclists space and time separation from vehicles in accordance with AB 1909 of 2022. 4. Partial and full closure diverters/modal filters should be included as optional interventions for the BEN and NEN. 5. Include raised crossings and raised intersections as optional interventions for the NEN and PED.

Ref:MSG12276542



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## WEST LA SAWTELLE NEIGHBORHOOD COUNCIL

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## LOS ANGELES CITY COUNCIL

**Council File Number: 24-0173**

**City Planning Case Numbers: N/A**

**04.22.2025**

**MOTION:** On March 26, 2025, the West Los Angeles Sawtelle Neighborhood Council Board of Directors resolved to support if amended Council File: [24-0173](#).

**The Board voted 14-0 to approve if amended.**

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

**SUMMARY:** The WLASNC supports full implementation of the Mobility Plan 2035, including the Bicycle Enhanced Network (BEN), Bicycle Lane Network

**(BLN) (eg Barrington), Transit Enhanced Network (TEN) (eg Pico), Pedestrian Enhanced Districts (PED) (eg Sawtelle Blvd), and Neighborhood Enhanced Network (NEN) (eg Missouri Ave).**

**We commend City Planning for creating a draft "HLA Standard Elements Table" that specifies required and optional elements for each Mobility Plan network and will amend the City's Complete Streets Design Guide. This guidance is an essential step towards improving safety, mobility, sustainability, and livability in Los Angeles.**

**However, there are several flaws with this draft table, and we urge the following changes:**

- 1. State specific traffic volume and speed targets as standard elements for the BEN and NEN, in accordance with the most recent National Association of City Transportation Officials (NACTO) guidance for bicycle boulevards.**
- 2. Include extended leading pedestrian intervals (LPIs), pedestrian recall, hardened daylighting zones, no-turn-on-red, and high-visibility crosswalks as standard elements for PED.**
- 3. Include LPIs (on recall or with bicycle detection) as standard elements for the BLN, BEN, and NEN, allowing cyclists space and time separation from vehicles in accordance with AB 1909 of 2022.**
- 4. Partial and full closure diverters/modal filters should be included as optional interventions for the BEN and NEN.**
- 5. Include raised crossings and raised intersections as optional interventions for the NEN and PED.**

**Ex parte communications:** None disclosed by any committee members.

**Disclosures and conflicts of interest:** None disclosed by any committee members.

**To government agencies:** Only the Chair and designated Board members may testify to public agencies on behalf of the West L.A. Sawtelle NC. The Board requests that the Council Office and private/non-profit entities do not testify or speculate on behalf of the NC.

**.... END OF DOCUMENT ....**