



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 20-1469-S1

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

Thu, Sep 5, 2024 at 12:23 AM

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 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: 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: 20-1469-S1

City Planning Number:

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council supports this motion and efforts to inform about and mitigate closures of sidewalks, bike lanes, bike paths, and bike routes. Whether for construction in the public right-of-way, private construction, events, or other reasons, closures of active transportation facilities are disruptive and potentially dangerous. Mapping applications do not usually report pedestrian and bicycle closures like they do road closures for cars. Detours, if planned at all, can be poorly signed or not signed at all and can lead vulnerable road users onto less safe routes.

Meanwhile, pedestrians and bikers passing through construction zones may have to dangerously divert into car lanes. Even when there is signage, the signs themselves often further block sidewalks and bike lanes. With the Olympics, World Cup, and other large events coming to the region, these notifications and protocols are more needed than ever. For these reasons, we support more advance notice of closures and wider distribution thereof, including publicly accessible online maps; informing community groups, the Pedestrian and Bicycle Advisory Committees, and Neighborhood Councils; and online communications. We also support protocols for ample, safely placed signage and temporary, well-protected bicycle and pedestrian routes to avoid or detour around closures, even if that reallocates more road space than under current practice.

Ref:MSG11044598



CIS_Bike Lane Closures.pdf

136K



- COMMUNITY IMPACT STATEMENT -

Council File: [20-1469-S1](#)

Title: Temporary Closures / Active Transportation Facilities / Transportation Network Improvement / Public Right-of-Way Reservation System / Proposed Policies and Procedures

Position: For

Summary:

The North Westwood Neighborhood Council supports this motion and efforts to inform about and mitigate closures of sidewalks, bike lanes, bike paths, and bike routes.

Whether for construction in the public right-of-way, private construction, events, or other reasons, closures of active transportation facilities are disruptive and potentially dangerous. Mapping applications do not usually report pedestrian and bicycle closures like they do road closures for cars. Detours, if planned at all, can be poorly signed or not signed at all and can lead vulnerable road users onto less safe routes. Meanwhile, pedestrians and bikers passing through construction zones may have to dangerously divert into car lanes. Even when there is signage, the signs themselves often further block sidewalks and bike lanes.

With the Olympics, World Cup, and other large events coming to the region, these notifications and protocols are more needed than ever.

For these reasons, we support more advance notice of closures and wider distribution thereof, including publicly accessible online maps; informing community groups, the Pedestrian and Bicycle Advisory Committees, and Neighborhood Councils; and online communications. We also support protocols for ample, safely placed signage and temporary, well-protected bicycle and pedestrian routes to avoid or detour around closures, even if that reallocates more road space than under current practice.