



clerk CIS <clerk.cis@lacity.org>

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

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

Sun, Dec 8, 2024 at 10:01 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: North Westwood

Name: Jacob Wasserman

Email: jacobnwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(10) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 12/04/2024

Type of NC Board Action: For

Impact Information

Date: 12/09/2024

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 North Westwood 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. 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. Simply put, trains and BRT should only be stopping at stations, not traffic signals. Speeding up our trains and buses makes Metro more appealing to potential riders who may then decide to use efficient transit over their personal vehicles. Additionally, it makes transit more reliable by preventing train or bus

“bunching” and allowing adherence to line schedules. Most importantly, it sends the message that we prioritize the hundreds of transit riders on every train, and value their time and punctuality. In particular, we support the implementation of a “Transit First Policy” that includes strong, active transit signal priority, including signal reseriving such as phase rotation, early green, green extend, and dedicated transit phases between non-compatible phases. 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. 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:MSG11538982



CIS_Transit Signal Priority.pdf
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- COMMUNITY IMPACT STATEMENT -

Council File: [24-1222](#)

Title: Dwell Recall for Signals / Grade Rail Lines / Bus Rapid Transit Lines / Reducing signal delay / Transit First Policy

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) 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. 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. Simply put, trains and BRT should only be stopping at stations, not traffic signals.

Speeding up our trains and buses makes Metro more appealing to potential riders who may then decide to use efficient transit over their personal vehicles. Additionally, it makes transit more reliable by preventing train or bus "bunching" and allowing adherence to line schedules. Most importantly, it sends the message that we prioritize the hundreds of transit riders on every train, and value their time and punctuality.

In particular, we support the implementation of a "Transit First Policy" that includes strong, active transit signal priority, including signal reservicing such as phase rotation, early green, green extend, and dedicated transit phases between non-compatible phases. 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. 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.