



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

Fri, Mar 7, 2025 at 12:31 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 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(12) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/05/2025

Type of NC Board Action: For if Amended

Impact Information

Date: 03/07/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 24-0173

City Planning Number:

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council (NWWNC) supports full implementation of the Mobility Plan 2035, including the Bicycle Enhanced Network (BEN), Bicycle Lane Network (BLN), Transit Enhanced Network (TEN), Pedestrian Enhanced Districts (PED), and Neighborhood Enhanced Network (NEN). 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 major 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) Shared bike/bus lanes are not sufficient for the BLN and the minimum standard should be a Class II bike lane. Additionally, state that buffered Class II lanes should be utilized where possible, in accordance with NACTO guidance. 5) Include basic improvements as standard elements for the "moderate" Tier of the TEN, especially regarding pedestrian access to stops. 6) Partial and full closure diverters/modal filters should be included as optional interventions for the BEN and NEN. 7) Include raised crossings and raised intersections as optional interventions for the NEN and PED. 8) Do not vaguely suggest that the City can exclude TEN bus lanes based on a transit operator's needs.

Ref:MSG11999309



CIS_HLA Standard Elements Table.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: For if Amended

City Planning Document: [HLA STANDARD ELEMENTS TABLE](#)

Title: HLA Standard Elements Table

Position: For if Amended

Summary:

The North Westwood Neighborhood Council (NWWNC) supports full implementation of the *Mobility Plan 2035*, including the Bicycle Enhanced Network (BEN), Bicycle Lane Network (BLN), Transit Enhanced Network (TEN), Pedestrian Enhanced Districts (PED), and Neighborhood Enhanced Network (NEN). 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 major flaws with this draft table, and we urge the following changes:

1. **State the specific volume and speed targets for interventions as standard elements on the Bicycle Enhanced Network and Neighborhood Enhanced Network.** Simply stating "speed control" or "volume control" doesn't provide enough guidance. Specific parameters need to be required as standard elements, such as NACTO guidance of <500-2000 vehicles per day, <50-150 peak hour-peak direction vehicles, and <20 mph design speeds.

Bikeway	Target Motor Vehicle Speed	Motor Vehicle Lanes In Same Direction	Motor Vehicle Volume Per Day	Motor Vehicle Volume Peak Hour in Peak Direction
Bicycle Boulevard	≤ 20 mph ≤ 30 km/h	Single lane or none	≤ 500 - 2,000	< 50-150

(Speed and Volume Requirements for Bike Blvds, NACTO Urban Bikeway Design Guide, Third Edition)

2. **Extended leading pedestrian intervals (LPIs), pedestrian recall, hardened daylighting zones (via flexposts, bike corrals/bikeshare, scooter parking, etc), no-turn-on-red, and high-visibility crosswalks must be standard elements for Pedestrian Enhanced Districts.** State law (AB413) now prohibits vehicle parking within 20 feet of a marked or unmarked crosswalk, but compliance and enforcement are rare and red curbs are proven to be insufficient to maintain daylighting zones. Low-cost materials have been successfully used to harden these zones in cities that have achieved Vision Zero, and bikeshare, bicycle corrals, or scooter parking are simple, efficient uses of this space while maintaining pedestrian visibility. Additionally, LA typically uses short (3-4 second) LPIs, but 5-7 second LPIs on recall should be standard for PED. No-turn-on-red is a basic, proven restriction to improve pedestrian safety at intersections that also enhances the effectiveness of LPIs. Lastly, high-visibility crosswalks are a bare-minimum requirement.



(Left: Low-cost daylighting in Hoboken, NJ; Right: Daylighting with bike corral in DTLA)

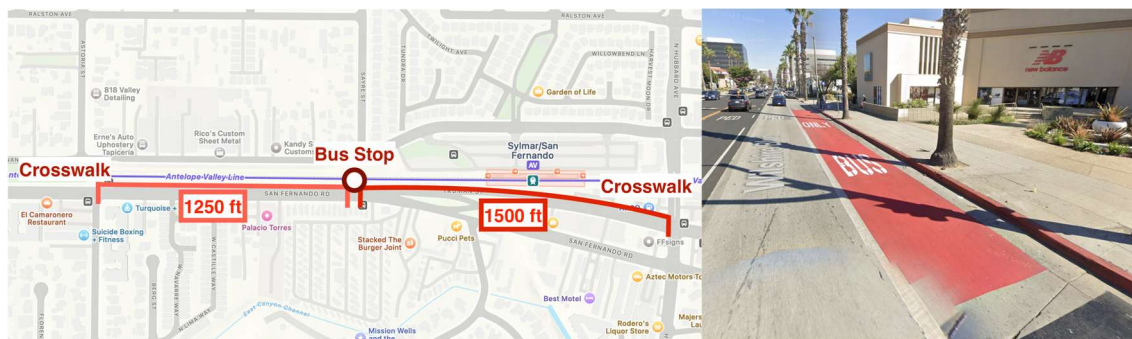
3. With State law (AB1909) now permitting cyclists to use LPIs for time and space separation from vehicles, **LPIs on recall or with bicycle detection should also be standard elements for the Bicycle Lane Network and Bicycle Enhanced Network.** This requires zero new infrastructure and improves road safety for all modes.

4. **Shared bike/bus lanes are not sufficient for the Bicycle Lane Network (BLN). The minimum standard for the BLN should be a Class II bike lane as designated in the City's existing Complete Street Guide. Additionally, it should be explicitly stated that buffers be utilized wherever possible, especially where vehicle speeds are above 25mph.** Shared bike/bus lanes are a useful tool for extending bicycle access from the BEN/BLN network to destinations outside of the BLN/BEN for short (1-2 block) trip segments. They are not appropriate for people of all ages and abilities nor a sufficient replacement for dedicated bike lanes on the BLN. Bus lanes are BUS infrastructure, and are very stressful to use for most cyclists. Additionally, heavy cyclist usage of shared bike/bus lanes as part of the BLN on routes with high bus speeds and/or frequencies results in mode conflicts and delays for transit riders— limiting the benefit of the dedicated transit lanes.

Bikeway	Target Motor Vehicle Speed	Motor Vehicle Lanes In Same Direction	Motor Vehicle Volume Per Day	Motor Vehicle Volume Peak Hour in Peak Direction
Constrained Bike Lane	≤ 20 mph ≤ 30 km/h	Single lane	≤ 1,500-3,000	≤ 300
Constrained Bike Lane with buffer	≤ 25 mph ≤ 40 km/h	Single lane	≤ 6,000	≤ 600

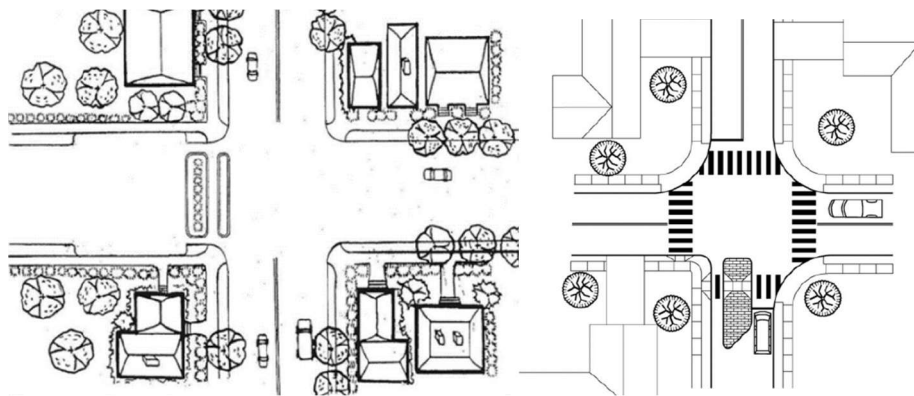
(Speed and volume targets for Class II bike lanes, NACTO Urban Bikeway Design Guide, 3rd Ed)

5. **Basic improvements should be included for the "moderate" Tier of the Transit Enhanced Network standard elements, especially regarding access to stops.** We currently have bus stops in locations without sidewalks or a nearby marked crossing. Sidewalks with access ramps, crosswalks within 200' of stops, shade structures, better signage, etc. must be standard elements. Additional enhancements like queue jumpers, marked "bus stop" zones, etc. should be included.



(Left: Example bus stop on a “Moderate” TEN street (Line 224, ~7k daily riders) with nearest crossing ~1250 feet; Right: Example marked bus stop zone)

6. **In addition to diagonal diverters, partial and full closure diverters/modal filters should be included as optional interventions for the Bicycle Enhanced Network and Neighborhood Enhanced Network**, as outlined in the *Caltrans Traffic Calming Guide*.



(*Caltrans Traffic Calming Guide: A Compendium of Strategies*)

7. **Raised crossings and raised intersections need to be included as optional interventions for the Pedestrian Enhanced Districts and Neighborhood Enhanced Network.** These are one of the most effective strategies for pedestrian safety and pedestrian-friendly traffic calming.



(Left: *NACTO Urban Street Design Guide*; Right: *Caltrans Traffic Calming Guide*)

8. **Do not vaguely suggest that the City can exclude bus lanes based on a transit operator's needs.** The only time a bus lane should be considered to be removed is if there is no transit service planned on a street. We are building a mobility network for 2035 and should not be making decisions based on service levels that can change significantly year to year.

Council File: [24-0600-S108](#)

Title: 2024 Budget Recommendation / Transportation / Realigning Positions / Traffic Calming / Safety Improvements / Mobility Plan Neighborhood Network

Position: For

Council File: [24-0600-S43](#)

Title: 2024 Budget Recommendation / Bureau of Engineering / Department of Transportation / City Planning / Fire / Implementation Plan / Measure Healthy Streets LA (HLA) / Mobility Plan

Position: For if Amended

Council File: [24-0173](#)

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

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Transportation and Public Works Committees' amendments to CF 24-0173 on February 26, 2025. However, we ask that the phrase "made or constructed by the City on a Mobility Plan Street" be replaced by "made or constructed on a City-controlled Mobility Plan Street" in the definition of "Mobility Plan Project" in Sec. 19.211 of Council File 24-0173 in order to ensure all projects on City-owned and maintained streets are Measure HLA-compliant to avoid wasteful revisions when the City resurfaces that street. Similarly, we ask that restriping and slurry seal be included as "Mobility Plan Project," as these are ideal opportunities to implement upgrades. Lastly, the Department of City Planning has created a draft "HLA Standard Elements Table," an essential step that specifies the required and optional elements for each *Mobility Plan* network. However, there are significant flaws with this draft, and NWWNC requests multiple changes outlined above.