

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

Neighborhood Council: Los Feliz Neighborhood Council, Los Feliz Neighborhood Council

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The Board approved this CIS by a vote of: Yea(16) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/20/2021

Type of NC Board Action: For

Impact Information

Date: 04/26/2021

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-0002-S8

Agenda Date:

Item Number:

Summary: On behalf of over 40,000 stakeholders, the Los Feliz Neighborhood Council (LFNC) supports this motion, backs LADOT's legislative priorities outlined therein, asks that the City Council support and advocate for them, and asks our state legislators to approve them. Cities in California keep raising speed limits because of an antiquated state law that requires setting speed limits based on how fast cars are going. This has resulted in many deaths and injuries on our City streets. To save lives and protect all road users, the LFNC supports doing away with the "85th percentile rule" for setting speed limits and instead recommends Los Angeles have the authority to set its own speed limits according to what's safest for the street. The LFNC also seeks to get armed officers out of traffic law enforcement, as this often has a disproportionate negative effect on Black and Brown members of our society. Speed cameras are color-blind, will make sure people actually slow down, and will help LAPD better allocate resources. We therefore support changes to state law to allow automated speed enforcement. We emphasize, though, that the law and LADOT must take privacy concerns into account and must ensure that cameras, their placement, and their fines do not disproportionately impact lower-income neighborhoods. We thus encourage legislators to adopt a sliding scale for fines. The LFNC also supports these priorities listed in the motion: • Stronger data-sharing requirements for shared mobility providers with more local authority, so that cities can account for them in planning for street space and street safety; • Greater municipal powers to regulate ridehail companies, to better provide for rider safety and to hold them to the same standard as taxi companies; • Increased legal protections for the most vulnerable road users; and • Disabled placard reform, to reserve handicap parking spaces for those that need them



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- COMMUNITY IMPACT STATEMENT -

Council File: [21-0002-S8](#)

Title: Department of Transportation (LADOT) / Fiscal Year 2021-22 Legislative Proposals
Position: Support

Summary:

On behalf of over 40,000 stakeholders, the Los Feliz Neighborhood Council (LFNC) supports this motion, backs LADOT's legislative priorities outlined therein, asks that the City Council support and advocate for them, and asks our state legislators to approve them.

Cities in California keep raising speed limits because of an antiquated state law that requires setting speed limits based on how fast cars are going. This has resulted in many deaths and injuries on our City streets. To save lives and protect all road users, the LFNC supports doing away with the "85th percentile rule" for setting speed limits and instead recommends Los Angeles have the authority to set its own speed limits according to what's safest for the street.

The LFNC also seeks to get armed officers out of traffic law enforcement, as this often has a disproportionate negative effect on Black and Brown members of our society. Speed cameras are color-blind, will make sure people actually slow down, and will help LAPD better allocate resources. We therefore support changes to state law to allow automated speed enforcement. We emphasize, though, that the law and LADOT must take privacy concerns into account and must ensure that cameras, their placement, and their fines do not disproportionately impact lower-income neighborhoods. We thus encourage legislators to adopt a sliding scale for fines.

The LFNC also supports these priorities listed in the motion:

- Stronger data-sharing requirements for shared mobility providers with more local authority, so that cities can account for them in planning for street space and street safety;
- Greater municipal powers to regulate ridehail companies, to better provide for rider safety and to hold them to the same standard as taxi companies;
- Increased legal protections for the most vulnerable road users; and

- Disabled placard reform, to reserve handicap parking spaces for those that need them

CC: California State Senator María Elena Durazo
California State Senator Anthony Portantino
California State Assemblymember and Chair of the California State Assembly
Transportation Committee Laura Friedman
Chair of the California State Senate Transportation Committee Lena Gonzalez

Submitted also as a California Legislature position letter In support of AB 43 (speed limit reform), in support of AB 550 (automated speed enforcement), and in support of SB 735 (automated speed enforcement near schools)

-APPROVED-

April 20th, 2021

Yay:16. Nay: 0