



clerk CIS &lt;clerk.cis@lacity.org&gt;

## Your Community Impact Statement Submittal - Council File Number: 22-1111-S16

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

Mon, Apr 22, 2024 at 12:59 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 rResolution 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: North Westwood

Name: Jacob Wasserman

Email: [jacobnwwnc@gmail.com](mailto:jacobnwwnc@gmail.com)

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/06/2022

Type of NC Board Action: Neutral Position

### Impact Information

Date: 04/22/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1111-S16

City Planning Number:

Agenda Date:

Item Number:

Summary: Community Impact Statement for Council File 22-0002-S23: The North Westwood Neighborhood Council (NWWNC) supports this call for legalizing the "safety stop" for bike-riders, asks the legislature and our state legislators to approve AB 1713, and asks the City Council to advocate for it. The "safety stop," or "Idaho stop" allows for people on bikes to yield, instead of full-stopping, at stop signs when it is safe to do so and the way is clear. It is safer for everyone if people on bikes can treat stop signs like yield signs, and would align the law with how people behave on the ground. Unfortunately, stopping at each stop sign causes impatient drivers to honk and/or do unsafe maneuvers to pass bike-riders. Because bicycles are human-powered and require pedaling and balance, full stops are inefficient and less safe for

the rider. Multiple studies have documented that safety stop laws increase street safety and decrease injuries and crash severity. Comparable laws have passed in eight states. The NWWNC therefore urges support for AB 1713, a common sense update to the California Vehicle Code.

Ref:MSG10209316

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68K



- COMMUNITY IMPACT STATEMENT -

Assembly Bill: [1713](#)

Title: Vehicles: Required Stops: Bicycles

Position: Support

Council File: [22-0002-S23](#)

Title: AB 1713 (Boerner Horvath) / Safety Stop Bill / California Vehicle Code Amendment / Bicycles and Electric Bicycles / Stop Signs as Yields

Position: Support

Summary:

The North Westwood Neighborhood Council (NWWNC) supports this call for legalizing the “safety stop” for bike-riders, asks the legislature and our state legislators to approve AB 1713, and asks the City Council to advocate for it.

The “safety stop,” or “Idaho stop” allows for people on bikes to yield, instead of full-stopping, at stop signs when it is safe to do so and the way is clear. It is safer for everyone if people on bikes can treat stop signs like yield signs, and would align the law with how people behave on the ground. Unfortunately, stopping at each stop sign causes impatient drivers to honk and/or do unsafe maneuvers to pass bike-riders.

Because bicycles are human-powered and require pedaling and balance, full stops are inefficient and less safe for the rider. [Multiple studies have documented](#) that safety stop laws increase street safety and decrease injuries and crash severity. Comparable laws have passed in eight states.

The NWWNC therefore urges support for AB 1713, a common sense update to the California Vehicle Code.