



**City of Los Angeles
BICYCLE ADVISORY COMMITTEE
Planning Subcommittee & Bikeways Engineering Subcommittee Joint
November 16, 2021 1:00 to 3:00 p.m.**

This meeting will be held via Zoom

Join Zoom Meeting

<https://us02web.zoom.us/j/92221524159>

Meeting ID: 922 2152 4159

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Agenda

1. Call to Order and Introductions
2. Public Comment on non-agenda items
3. Vision Zero Updates
4. Active Transportation Project Updates - Tam Nguyen & Clare Eberle
<https://ladotlivablestreets.org/projects>
5. Homeless encampments impacting bikeways, Los Angeles City's new ordinance to prevent blockage of roads and bikeways, updated Motion below (Jennifer Gill/Glenn Bailey)
Ordinance: https://clkrep.lacity.org/online/docs/2020/20-1376-S1_ord_187127_09-03-21.pdf
6. Signal sensor reliability for bicycles, ongoing problem. Motion below for consideration of full BAC below (Kent Strumpell)
7. Update on status of permanent slow streets implementation and timeline for completion (Michael Schneider)
8. A River closure updates and discussion of other LAR bikeway concerns. (John Laue)
9. Streets For All update, (Michael Schneider); Discussion of 25 by 25 campaign, etc.
10. COP 26 Bicycle Letter, consideration of signing on. <https://cop26cycling.com/#join>
11. Project Suggestion list



Motion re homeless encampments impact on bikeways

MOTION (R draft 3) To Address the Impact of Encampments on Los Angeles City Bikeways **Whereas**, because of the dramatic growth in the population of the unhoused in Los Angeles in

the past two years (13.0% increase per LAHSA), and

Whereas homeless encampments have impacted the city's bikeway network in ways that include:

- tents and other possessions are blocking bikeways, forcing bikeway users to take hazardous evasive actions entering traffic lanes,
- incidents of behavior that threaten the safety of bikeway users,
- health and sanitation conditions that put bikeway users at greater risk of exposure to contagious diseases.

Now, **Therefore**, the Los Angeles Bicycle Advisory Committee suggests the following:

1) That The Mayor's Office, City Council and relevant city agencies (Los Angeles Department of Transportation: LADOT, Bureau of Street Services: BSS) develop policies and practices to ensure that the bike lanes and bike paths (including the multi-use trails along the Los Angeles River, the Arroyo Seco and the Ballona Creek) are able to be safely utilized for the purpose that they were intended: as bicycle and pedestrian transportation routes.

Update: **Ordinance 187127 effective September 3, 2021 (Council File 20-1376-S1) amended the Los Angeles Municipal Code 41.18(b) as follows:**

(b) No person shall obstruct any portion of any street or other public right-of way open to use by motor vehicles, or any portion of a bike lane, bike path, or other public right-of-way open to use by bicycles, by sitting, lying, or sleeping, or by storing, using, maintaining, or placing personal property, anywhere within the street, bike lane, bike path, or other public right-of-way, as specified.

2) That the agencies (BSS) involved with the removal of trash and providing services for the unhoused populations take steps to reduce the impact of encampments on bicycle and pedestrian access along city bikeways, as well as to encourage "safety and social distancing".

3) That the City make use of Federal Covid Response Funding for the purposes described above.

4) That a daily bicycle patrol be established (and/or other city employees) be tasked with reporting conditions that could impact the safety and health of pedestrians and bicycle users.

5) This homeless count link is updated regularly, and shows mapping locations in Los Angeles: <https://everyoneinla.org/resources/count/> and could aid with individual placement



Motion: City signal systems that do not detect waiting bicycles

To: City Council, Mayor Garcetti, Seleta Reynolds, key agency staff, etc.

Whereas cyclists, as legal users of the public roads, are required to obey traffic signals and other traffic control devices;

Whereas, like motor vehicles, cyclists rely on our city's signal systems to detect them in order to get a green light,

Whereas, many signals operated by the City of Los Angeles do not reliably detect bicycles waiting at intersections for a green light, a condition that has existed for decades with little improvement,

Whereas, when cyclists encounter a signal that does not detect them, they can be forced to run a red light, a hazardous practice that can result in injury or death and places the city at risk of being liable,

Whereas, city staff have explained to the BAC that the signal sensors currently used by the city need to be adjusted carefully to detect cyclists and this can require ongoing attention, and that they will try to correct the operation of unresponsive signals if possible, when alerted to the need,

Whereas the current procedure for adjusting signals to be sensitive to waiting bicycles and readjusting unresponsive signals when requested has not resulted in the widespread reliability needed to provide safety for cyclists and create the inviting cycling infrastructure needed to meet our city's goals for increasing the mode share of cycling, which is also essential to meeting our city's greenhouse gas reduction goals and mobility equity goals.

Whereas, there are various types of equipment available, widely used in other cities, that can more reliably detect cyclists waiting for a green light, including but not limited to video detection and push buttons located where cyclists can easily reach them,

Now therefore, the Los Angeles Bicycle Advisory Committee requests the Mayor and City Council to direct the relevant city departments to address the unreliability of the city's signal systems to detect cyclists and and for them to propose and implement methods for assuring that the city's signal systems detect cyclists with high levels of system-wide reliability and which dramatically minimizes the need for complaints by the public to achieve this performance.

Further, the Bicycle Advisory Committee offers to assist in this effort by further articulating the challenges, soliciting input from cyclists, suggesting solutions, testing improvements and other activities as needed and feasible for our members.



Next meeting planned for our standing date of third Tuesday, odd numbered months would be:
January 18, 2022.