

**Minutes of Bicycle Advisory Committee of the City of Los Angeles  
Planning and Bikeways Engineering Subcommittees joint meeting -  
Wednesday, September 20, 2023 1:00 p.m.  
Location: LADOT Headquarters, 100 Main St., Los Angeles, CA 90012 Room  
01.041 Conf Room - 1<sup>st</sup> Floor**

Attending: Karen Canady, Jennifer Gill, Rob Kadota, and Philip Armstrong.

Staff attending: Babak Dorji, Matt Gertz.

Guests: Jonathan Weiss (in-person) and Janis Hatlestad (on the phone).

Bikeways Engineering Subcommittee members: Jennifer Gill (chair), Glenn Bailey, John Laue, Philip Armstrong, Michael Schneider, Rob Kadota.

Planning Subcommittee members: Glenn Bailey, John Laue, Karen Canady, Taylor Nichols, Philip Armstrong, Rob Kadota.

## **AGENDA**

1. Call to Order and Introductions and approval of minutes. Please see 7.26.23 minutes at: <https://labikecommittee.org/sub-committees/planning/>  
Meeting called to order at 1:06 PM. Quorum is four and was met. Jennifer moved to approve 7.26.23 minutes. Karen seconded the motion. Philip asked Matt for clarification of the statement in the minutes that, when LAPD changed their guidelines for reporting crashes in 2021, the number of reported crashes fell to 20% of what they had been reporting. Matt agreed to provide the relevant document. The motion to approve the minutes was approved without objection.

2. Public Comment on non-agenda items.

- Play Street event on 2<sup>nd</sup> Street at Commonwealth Avenue Elementary School was very successful as reported by Philip.
- Rob reported about his experience in Riverside County at the NorCo YMCA that was hosting a bike safety fair.
- Yolanda Davis-Overstreet has issued a book called Reimagine Biking While Black: A Roadmap to Justice and Joy.
- Metro Active Transportation Strategic Plan... was shared by Quirino with the committee. <https://www.metro.net/projects/active-transportation-strategic-plan-atsp/>

3. Active Transportation project updates. Babak

- a. Soto St. Bridge project: They will add protected bike facility. This was a bridge retrofit project and the bike lane followed that approach. Work on the protected bike lane is separate from that project and will start in Q1/2024 and end in Q3/2024
- Beverly Hills and the City of LA did make some changes on Santa Monica, Pico and Prosser.

- CD 5 is supporting a project on Westwood Blvd. Previously there was a proposed floating bike lane project that Jonathan Weiss will share with LADOT staff.
- Gage from Avalon to Central will have protected bike lanes installed.
- Westside Mobility Projects community outreach is currently under way.
- Culver City Station MAT project: 1st phase is complete, they've started coming up with project list and working on finalizing project list, recommendations made and then go back to community to outreach and find out if the public approves of the project list.  
<https://ladotlivablestreets.org/projects/culver-city-mat> is the project web site for the Culver City Station MAT project.
- Applied for Affordable Housing/Sustainability Grant, includes affordable housing + sustainable transportation, city applied for 7 projects, approved for 4 projects, class 2, 3, and 4 bike facilities.

#### 4. Vision Zero Update, Matt

- High Injury Network: ½ mile segment length was chosen to not lose any segments, chose top 95<sup>th</sup> percentile of crashes KSI will be represented on these segments in future reports. City Council will review/approve these new changes. Finalize methodology to prioritize intersections and segments and with that the HIN methodology is done. Systemic Safety Analysis of proactive improvements has begun. Consultancy expires in mid-January and LADOT is confident it will be done in time.
- Hollywood Boulevard Safety and Mobility Project: LADOT is doing a [survey](#) and starting outreach for new safety upgrades to a 2-mile stretch of Hollywood Boulevard from Gower east to Lyman Place. Modular pedestrian refuge islands can be temporary or permanent and do not use concrete when concrete islands are not feasible. LADOT doesn't do concrete. They can pay for modular refuge islands. A third of the traffic is going above 35 miles per hour. There are Metro stations, lots of buses, points of interest, many community destinations. Left turn calming, refuge island at Hollywood and Rodney, added 3 flashing beacons. Pedestrian Hybrid Beacons AKA HAWKs going in in next few years, at Winona, Hobart, and Rodney. Speed hump on residential streets vs. speed table. Speed tables require a speed limit of 25 MPH. Lane configuration, parking and 2 travel lanes in each direction, potential for protected left turns. Scramble intersection on Hollywood was one of the first in the city (JW) and could be used on other sections of Hollywood Blvd. See: <https://ladotlivablestreets.org/projects/hollywood-blvd>
- Did traffic study on Hollywood Blvd. and updating that study is to be done in 2 weeks. Lane configuration, travel changes, parking changes. Over 1000 responses to the survey so far. What treatments people want and where. Start work in 2024. Sending out mailers and putting up posters. Walk audit with East Hollywood Neighborhood Council.

#### 5. Accommodation of cyclists when bike lanes closed in construction areas.

No update.

#### 6. Hardening bike lanes: bollards, curbs and other options. Update on city research and tests, Babak,

The Bureau of Engineering is still exploring options, LADOT is looking to get a contract with U.S. Reflector as a result of recent Buy America requirements. They have modular or temporary barrier materials.

7. Discussion: Combine the two Subcommittees (Planning & Bikeway Engineering) and/or elect a Chair and Co-chair. The two separate committees are stipulated in the charter that enables the BAC and it may require an amendment to combine them.

- Jonathan Weiss referred to the BAC Charter 2007 and said the charter said the BAC may establish subcommittees.

- Planning, Bikeways, and Engineering Subcommittee with a chair and vice chair and one set of members. Motion made and seconded by Jennifer and Karen and passed without objection.

Philip is willing to serve as chair and Jennifer expressed interest in being Vice Chair. Jennifer said we're looking into Little Tokyo Library as new location.

8. Active Transportation Infrastructure Capital Improvement Plan. Council File 23-0919 Janis

- When we had the 50<sup>th</sup> recognition at City Hall, Janis concluded that we need a CIP to get funding. We need talking points to be proactive within our neighborhoods, bring it to NCs. Have a presentation at larger LABAC on how CIP will facilitate achieving mobility equity goals.

- Another strategic question is how to followup on all the bike council files. Find people who will become the expert and know where it's at and introduce them to city staff. Rob will forward council file doc to subcommittee chairs to work on city council files. Present as an item, subcommittee chairs decide which subcommittee it falls under.

- Let's have a strategy moving forward and identify allies. Ask Jeff Jacobberger to hold date for December BAC meeting, 23-0919 and others.

9. Century City Bikeway Network plan.

- Babak said nothing is on the books yet for Century City bikeway plans, it's just on the resurfacing list, when it comes up for resurfacing, they would look at feasibility of putting in bike lanes.

- Jonathan Weiss: Century City will have a subway stop, nothing going on, the city vacates, there's the Westfield Century City mall, landlords are interested in reaching out. Lack of bike infrastructure. Set aside \$1m for a bike path. Businesses hire Nancy, they have money for planning, there is nothing going on weekends or evenings. Fertile ground to bring westside money. She wants bike lanes. Many projects we're not connected to. Develop vision statements, Activate Century City, support the idea of making it easier to commute. Send indication of support to the right people. Eastbound gap to Beverly Hills. They will hire people. Katy is different from Koretz.

- We support seeing subway line opening, 1<sup>st</sup> /last mile, we conceptually want to do a motion to support. Motion to be crafted for BAC to support greater activation of Century City with opening of metro station. Rob moves, Jennifer seconds. Motion passes without objection.

10. Expo Bikeway, Northvale gap update. Babak

Northvale gap funding is still an issue to resolve/finish the project.

11. Permanent slow streets update.

No update.

12. Streets For All update. Michael Schneider

No update.

13. Road resurfacing schedule-bikeway implementation matrix. For current status, please see:

<https://docs.google.com/spreadsheets/d/1yGOX-qIbloDbt8exw-v4Bt1Bs8TZoAOo8wmjvtyD7FU/edit#gid=304220517>

No action.

14. Project Suggestion list.

[https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi\\_VJN3QDh\\_qhEIG12fsrB913uGkrA/edit#gid=0](https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi_VJN3QDh_qhEIG12fsrB913uGkrA/edit#gid=0)

No action.

15. Announcements

Next Meeting: November 21, 2023, 1:00PM, at Little Tokyo Library. The meeting date could be more flexible because Babak and Matt could zoom in if we have the meeting on a day other than the first or third Monday.

Because of the requirement of needing to have an ID we can no longer use the current mtg space so future meetings will need to reserve a new space.

Rob moved to adjourn at 3:19 PM.

# Memorandum

Date: July 31, 2023

To: Christopher Rider, LADOT

From: Emily Finkel and Sean Reseigh, Fehr & Peers

**Subject: LA BAC HIN Methodology Feedback and Responses**

LA22-3437

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## Comments and Feedback

### General

*Based on a conversation I had with Chris Rider at LADOT on June 20, 2023, the collision data in the original and proposed HIN methodologies comes from SWITRS data and another data set filtered through Road Safe GIS. According to the report, MOVING FROM VISION TO ACTION: Fundamental Principles, Policies & Practices to Advance Vision Zero in the U.S., February 2017 (page 19), hospital data can also be used to calculate the numbers of injuries and deaths from collisions: "Police are often relied on as a primary source of crash data, but they may face resource and training limitations that result in incorrect or under-reporting. No single agency should be relied on to provide traffic safety data – it requires a coordinated effort. One promising strategy currently being developed in San Francisco is combining data from hospitals and police."*

- **Fehr & Peers Response:** The City of Los Angeles recognizes the importance of using a holistic dataset and can start having discussions with public health organizations and officials about potential inclusion of this data in future HIN developments. Within the scope and timeline of this project, it is not possible to incorporate hospital data for this version of the HIN, primarily due to data privacy and health record sensitivity issues.

Understanding the shortcomings of relying solely on historic collision data, the proposed methodology relies on many data inputs beyond crash data to help paint a more holistic picture of collision risk.

*In a November 15, 2022, email message, I asked Matt Gertz of LADOT about using UC Berkeley SafeTREC's Street Story as a source of qualitative data on traffic safety conditions and collisions and I understood he could bring this up. Street Story is a community engagement tool that allows*



*residents, community groups and agencies to collect information about transportation crashes, near-misses, general hazards, and safe locations to travel.*

- **Fehr & Peers Response:** SafeTREC has data for the entire state, including self-reported near-misses, self-reported crashes, and public input comments about specific safety issue locations. There is existing data for the City of Los Angeles, but we are unclear about how community input was gathered, and why the Street Story Crowdsourcing tool was deployed (e.g., was Street Story publicized as a community input tool for a specific project?). We have completed an initial review of existing data, and see consistent geographic scatter across City, with a slight focus on Central Los Angeles. The data is geocoded (lat/lon) but will need to confirm the accuracy of the locations. The only attribute that is complete within the data is *Type* (e.g., crash, near miss or other safety issue). Other attributes are variably incomplete. Data exists from October 2018 – Present, with a total of 220 comments. This is a fairly low number of data points, and unlikely to impact the analysis much.

Fehr & Peers proposes to not include in HIN methodology, but will evaluate its usage in the systemic analysis phase of this project.

More broadly, the City can use Street Story on a more focused community engagement initiative to collect input on traffic safety in the future. The City can also use 311 as an alternative Crowdsourcing option in the future as that system undergoes an upgrade, which may include a safety flag type for safety-related comments.

### **Collision/Contextual Factors**

*Mode: The factor for bicyclist and pedestrian involvement seems too low, considering their vulnerability.*

- **Fehr & Peers Response:** The current methodology will be used to create mode-specific HINs which include a ped- and bike-involved HIN, and an all modes HIN. We will compare the draft ped- and bike-involved HINs against the overall HIN to evaluate if the current weighting for ped- and bike-involved collisions should be updated based on the results. Additionally, the next step after HIN development will be to select priority corridors from the HIN, and bike and pedestrian factors will be heavily weighted as part of that priority location selection process.

*Additional Risk Factors to consider:*

*Impaired sight lines. Curves, hills, and visual obstructions like foliage can create hazards for vulnerable road users when motorists only see them at the last second as they come around a curve or crest a hill.*



- **Fehr & Peers Response:** Digital elevation and surface models exist at varying resolutions for Los Angeles County, but use of this data is not feasible within the current project and scope. Fehr & Peers does not have access to data identifying curves or other visual obstructions on a network-wide basis. These contextual factors will not be included in the HIN.

*Prevalence of large vehicles on a segment (trucks and buses)*

- **Fehr & Peers Response:** Within the collision database, truck-involved collisions account for a disproportionate share of KSI, compared with the full database. If a roadway segment is a designated truck route, it will receive a score of 3. This scoring will be mutually exclusive with the other factors in the Roadway Risk category (High ADT and High Roadway Classification). The following truck route data from the City of LA Geohub will be used:
  - Routes for trucks with cargo that extend above normal clearances allowed.
  - Routes for trucks with cargo that are considered too heavy for surface streets.
  - Loaded haul truck routes.
  - Empty haul truck routes.

The current HIN methodology adds weight to roadways within proximity to transit stops, which is a proxy for prevalence of buses on a roadway.

*Lack of parallel alternative routes for bicycles or peds*

- **Fehr & Peers Response:** As part of this overall task order, there is a bicycle project prioritization task that may consider this contextual factor.

*Prevalence of debris at road edge regularly in a segment*

- **Fehr & Peers Response:** This dataset is not available and will not be included in the HIN.





# Hollywood BI Safety Project

Summer 2023





Schools



Places of Worship

1/2 mi



**Walk of Fame Master Plan  
La Brea to Gower - 1.3 miles**

**Vision Zero Focus Area  
Gower to Lyman Pl - 1.7 miles**



**CHARACTERISTICS**

**4.3 mi**

Length

**25-35 mph**

Posted Speed

**///** LONGEST DISTANCE B/W CONTROLLED XWALKS **1,120 ft**  
approx. 1/5 mile

**/B** STANDARD BIKE LANES **N/A**

**/BUS** BUS-ONLY LANES **N/A**

**🚌** BUS LINES SERVING THIS CORRIDOR **Metro 212, 217, 222, 237, 656, 780, DASH Hollywood, DASH Hollywood/Wilshire**

**MOBILITY PLAN 2035**

**Avenue I/II\***

Street Classification

**30-35 mph\***

Target Operating Speed



**Pedestrian Enhanced District**



**Bicycle Enhanced Network**



**Transit Enhanced Network**



\*Fairfax—La Brea: Avenue II, 30 mph. La Brea—Lyman, Avenue I, 35 mph

# Hollywood BI Safety Context

## Gower St to Lyman Pl

- **56 people** killed or severely injured in crashes from 2010 -2019
  - **60%** of these crashes involved people walking or biking
- Speeding drivers
  - **29%** of westbound drivers between Normandie and Kingsley travel at 35 mph or more
- High number of pedestrians/bicyclists/transit riders



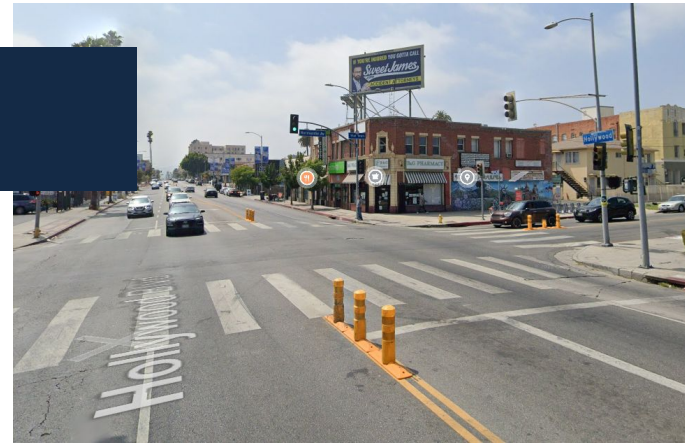
# Planned and Installed Safety Improvements

## Installed (starting 2019)

- Continental Crosswalks
- Left turn calming treatment at Hollywood/Normandie
- Modular refuge island at Hollywood/Lyman
- 3 Pedestrian Flashing Beacons
  - Hollywood/Winona
  - Hollywood/Rodney
  - Hollywood/Lyman

## Planned (2024+)

- 3 Pedestrian Hybrid Beacons (aka HAWKs)
  - Hollywood/Winona
  - Hollywood/Rodney
  - Hollywood/Hobart



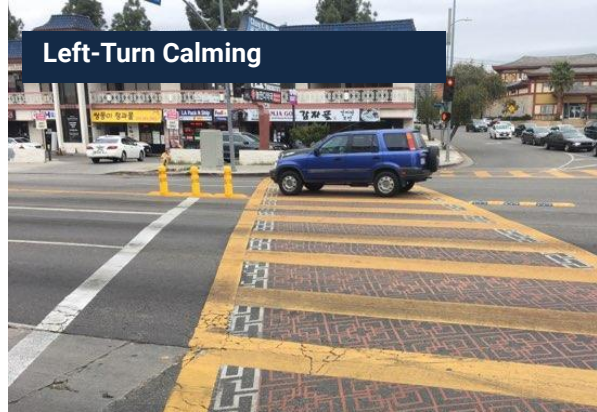


# Potential New Safety Elements

## Signal and Pedestrian Crossing Improvements



## Left-Turn Calming



## Modular Pedestrian Refuge Island



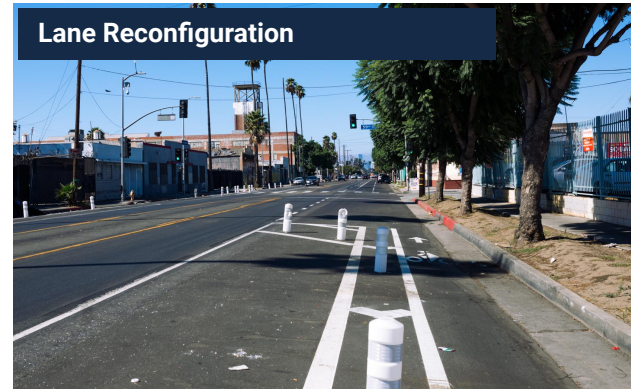
## Modular Bus Boarding Platform



## Speed Tables



## Lane Reconfiguration



# Potential New Safety Elements: Lane Reconfiguration

## Benefits

- Overall, this new design has shown to result in **30% crash reduction** (fewer rear-end, sideswipe, left turn, and bike or ped crashes)
- **Reduces excessive speeds**, and therefore risk of pedestrian fatality
- **Reduces pedestrian exposure** to vehicle traffic when crossing the street
- Provides a **safe, dedicated space for people on bikes**

## Trade-offs

- Possible delays to vehicle travel time
- Some loss of on-street parking for visibility/safety at driveways



*Similar lane reconfiguration on Avalon Bl in South LA*



# Project Timeline

August 2023

Launch outreach  
Collect Feedback

Fall 2023

Continued Outreach  
Present Concept

Winter 2023

Share Final Design  
Prepare for Implementation

# Outreach and Engagement Plan

## Strategies

- Digital Outreach Campaign
- Community Ambassadors
- Survey
- On-street Posters

## Events

- Stakeholder Briefings
- Pop-up Charrettes
- Walk/Bike Audits
- Business Outreach



## Get Involved

### Survey

[ladot.lacity.org/hollywood](https://ladot.lacity.org/hollywood)

### Project Website

[ladotlivablestreets.org/hollywood-blvd](https://ladotlivablestreets.org/hollywood-blvd)

## Stay In Touch

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