

**MINUTES of the Bicycle Advisory Committee of the City of Los Angeles
Planning and Bikeways Engineering Subcommittees joint meeting -
Wednesday, July 26, 2023 1:30 p.m.
Location: LADOT Headquarters, 100 Main St., Los Angeles, CA 90012
01.041 Conf Rm - 1st floor**

Emailed 7-30-23, 3:43 PM

Attending: Karen Canady, Jennifer Gill, Glenn Bailey, Brennan Lindner (new member), Rob Kadota, Philip Armstrong

Staff attending: Babak Dorji, Matt Gertz, Chris Rider

Guest: Kent Strumpell

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

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

Minutes

1. Call to Order and Introductions.

Meeting called to order at 1:58 PM.

2. Public Comment on non-agenda items.

There were no public comments.

3. Active Transportation project updates. Babak

- The Westside Mobility Projects program is about to get started again, there is a contract item to be approved. Project includes four corridors generally aligned with Mesmer (to Playa Vista), McLaughlin, Beethoven and Ohio. Will include safety and connectivity measures. Construction funding available for Ohio and Mesmer, some outreach already completed.

- Playa Vista/Mesmer corridor is starting up as soon as contracting gives him the go-ahead, Ohio next.

- Culver City 1st/last mile project, 15% larger, got \$500,000 from LA Metro, will develop project list by Oc. there is a nexus with the Venice Blvd project. Move Culver City is Culver City's 1st/last-mile project, ours is in the City of LA.

- Resurfacing: Variole between Victory and Irving. Lankershim Blvd where CD 2 will do protected bike lanes between Magnolia and Chandler. Gage between Avalon and Central protected bike lanes. Forest Lawn Drive will have lane reconfiguration.

- For CD 13, they are creating a list of projects for the next 18 months, finalize report on pavement conditions overlap with the Mobility Plan repavement. Bigger projects to the Transportation Committee.

4. Vision Zero Update, including presentation on Vision Zero refresh of High Injury Network and systematic safety analysis of proactive improvements.

- 18 new positions never filled previously, can hire but no budget (big shortfall citywide for personnel).
- A lot is moving forward.
- Reseda: push back. Ramp construction upgrades field issues. Done in the fall. Discuss new projects at the next meeting.
- Safety and Analysis task order: Fehr and Peers is the consultant. LADOT shared the subcommittee's comments with the consultant on the HIN methodology. The consultant will respond to our comments in a memorandum. The contract has a January 2024 deadline. Then, there will be an RFP for a new contract.
- HIN Vision Zero presentation: see slide deck provided and presented. In 2016, Vision Zero built the HIN best practice to prioritize high injury corridors based on KSIs (incidents where someone is killed or seriously injured). It follows the 80/20 split in which 80% of KSIs occur in 20% of corridors. It consists of 450-500 centerline miles and contains 60% of the crashes with KSIs. There is one HIN for all modes and the methodology focuses on the most vulnerable users. Prior to this iteration of the HIN methodology, they used the same methodology with data sets containing different years of data. They did this in 2017, 2019, and 2021. In 2019, a new batch of corridors and priority intersections with 5 or more serious accidents was added.
- In the Safety Analysis Task Order, there are six tasks: the first two are reactive, telling the good news about where they have succeeded or progress was made; e.g. on Temple, there was no road diet. On Fairfax, they did a road diet. On N Figueroa, different treatment types were used.
- Establishing a new set of priority corridors as new ones are added to replace ones where the work is completed. The systematic safety analysis is proactive in using trends to make predictions. The safety study looks at the state of the City. The traffic safety analysis during COVID looks at the lower mobility and people reacting by driving faster.
- The bicycle prioritization methodology is an ongoing effort being led by the Active Transportation Division to which the Vision Zero Program is tacking on.
- Chris mentioned that speed camera programs are effective in reducing KSIs. They were looking at locations for them such as the HIN corridors and school zones but the legislation will dictate where they can be installed. The acronym ADT refers to average daily traffic.
- The old HIN methodology just looked at KSIs and now they are considering additional factors. In 2021, the number of crashes being reported fell to 20% when LAPD changed their guidelines so that from that point on they only file reports for DUI and hit and run accidents.
- Consider a future action recommending that LAPD collision reporting include data for more types of crashes.

5. Accommodation of cyclists when bike lanes are closed in construction areas. See update from Curtis, below.

6. Hardening bike lanes: bollards, curbs and other options. Update on city research and tests, Babak. Ongoing exploration of techniques and materials, DOT is communicating with Santa Monica about their methods, such as extruded concrete curbs (any concrete elements would involve BOE).

7. Expo Bikeway, Northvale gap update.

Babak has gotten no response from project team. He will forward our requests to them if we send him an email.

8. Permanent slow streets update. No report

9. Streets For All update. Michael Schneider (written update if available). No report

10. Road resurfacing schedule-bikeway implementation matrix. For current status, see:
<https://docs.google.com/spreadsheets/d/1yGOX-qlbloDbt8exw-v4Bt1Bs8TZoAOo8wmjvtyD7FU/edit#gid=966722791>

11. Project Suggestion list.

https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi_VJN3QDh_ghEIG12fsrB913uGkrA/edit#gid=0

12. Announcements

The meeting adjourned at 3:54 PM.

Next Meeting: Sept 27, 2023, 1:00PM,

Update for item 5:

On Jul 25, 2023, at 5:11 PM, Curtis A. Graham <Curtis.Graham@ffslaw.com> wrote:

Hey everyone,

Here's an update. I spoke to Mehmet today – we have a regular meeting time. He sent a follow-up email to the DOT. Silence seems to be their specialty, at least in terms of our motion. He is trying one last time. Assuming they don't respond, Mehmet and I are scheduled to meet in September. I will remind him about preparing the motion, and then hopefully we will have something in writing to present to the BAC for our October meeting.

Mehmet and I also discussed a BAC website.

Curtis