

**Minutes of Bicycle Advisory Committee of the City of Los Angeles
Planning and Bikeways Engineering Subcommittees joint meeting -
Tuesday, November 21, 2023 1:00 p.m.
Location: Little Tokyo Library, Community Room, 203 S. Los Angeles Street, Los Angeles, CA
90012**

Emailed 11/30/23 8:15 PM

Online Meeting Access Information

<https://us02web.zoom.us/j/85831219714>

Meeting ID: 858 3121 9714

Members attending: Jennifer Gill, Glenn Bailey, Karen Canady, Philip Armstrong, Rob Kadota.

Staff attending: Babak Dorji, Matt Gertz.

Guests: Michaela Squier, Lionel Mares

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

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

Minutes

1. Call to Order and Introductions and approval of minutes. Please see 9.20.23 minutes at: <https://labikecommittee.org/wp-content/uploads/2023/09/BP-E-Mtg-Minutes-9-20-2023.pdf>
Meeting called to order at 1:05 PM. Quorum is four for the Bikeways Engineering Subcommittee and is met. Quorum is five for the Planning Subcommittee and is met. Rob moved to approve the 9.20.23 minutes. Karen seconded the motion. The motion to approve the minutes passed 5-0-0.

2. Public Comment on non-agenda items.
There were no public comments on non-agenda items.

3. Active Transportation project updates. Babak
- Culver City MAT Project: Consultant is working on design options which will then be shared in community engagement. Metro is the lead and Babak is the city lead. They are looking at making 1st/last mile improvements to access the Culver City Station at the intersection of Venice and Robertson. They are looking at how to improve pedestrian and bicycle access to the Culver City Station, particularly focusing on the intersection of Venice and Robertson as well as Venice and National. Engagement was done previously and the consultant is working on some designs and then they will go back to the public to get feedback on the designs that the consultant came up with.
<https://ladotlivablestreets.org/projects/culver-city-mat> is the project web site for the Culver City Station MAT project.

- Westside Mobility Projects: Babak would like to schedule some time to talk through some of these projects with the CD 11 representatives. They just finished outreach for three of the corridors. Wrapped up engagement for all 4 corridors. Consultant is preparing conceptual designs for Santa Monica - Westwood corridor, and finalizing corridor selections of Santa Monica - Ballona Creek, and West LA to Del Rey. One of the corridors is the Ohio corridor where they are looking potentially at doing a 2-way protected bike lane. Another is the McLaughlin corridor which turns into Barrington and then a parallel route to it which is the Federal route. They are trying to figure out which corridor to go with and come up with conceptual designs and then the other corridors are between Beethoven and Walgrove. All of these projects are aimed at being bike boulevard treatments. The McLaughlin one would involve more like protected bike facilities because there is a higher volume of traffic on those streets. Babak will send the Westside Mobility Projects slides (copy attached) to Brennan and Rob.

- MLK (Figueroa to Central) LADOT is working on protected bike lane, and StreetsLA is working on landscaped medians, and updating streetlights, Outreach event is in-person on November 28th and hosted by StreetsLA. LADOT is waiting for a flyer (copy attached) to be shared, and will then share with BAC.
- LADOT is exploring protected bike lanes on Lankershim, between Chandler and Magnolia. It hasn't started outreach yet.
- East San Fernando Valley Metro Replacement: Metro is going to start construction on LRT which will impact the bike lanes which are currently on Van Nuys. Since those bike lanes are going to be impacted, LADOT is working with Metro on doing replacement bike facilities on Terra Bella (San Fernando Rd to Nordhoff). Terra Bella is a parallel corridor to Van Nuys in the Valley.
- They've been told they were going to get six more staff from the Green New Deal, hopefully in the next month or two.

4. [Vision Zero](#) Update, Matt

- High Injury Network (HIN) and systematic safety analysis of proactive improvements. On Vision Zero safety study, working with consultant, Fehr & Peers, on updating the HIN and on conducting systematic safety analysis to determine more proactive improvements based on roadway characteristics across the city. So we have an updated HIN and prioritization locations that will be released in the new year along with the results of the systemic safety analysis pointing our Vision Zero program in a new direction. LADOT should have some finalized results in the new year. The HIN methodology that this subcommittee commented on has been used to update the new HIN. Once finalized, LADOT will send these items to the City Council in the new year for their approval or adoption. For the updated HIN, the subcommittee's comments on the HIN methodology was the subcommittee's and the LABAC's opportunity to provide their input. For the systematic safety analysis, Matt was not aware of any opportunity for subcommittee or LABAC input and he will check with his colleagues on that. (On November 29, Matt reported that LABAC and the subcommittee will have an opportunity to provide comments on the final draft of the systematic safety analysis of proactive improvements. They don't know when LADOT will receive the final draft but they will let us know when they have more information.)
- [Hollywood Boulevard Safety and Mobility Project](#): They have conducted extensive outreach to let people know about the project they are doing to improve safety and mobility on Hollywood Boulevard in East Hollywood between Gower Street and Lyman Place. So they sent out mailers to constituents in the area, they conducted bike and walk audits in coordination with the East Hollywood Neighborhood Council, they presented on the project to all of the Neighborhood Councils in the affected area, they held some design charrettes through their outreach consultants, and their online [survey](#) received nearly 2,000 survey responses. They have received a lot of feedback asking for safety improvements, including safer pedestrian crossings, safe bike infrastructure, and speed management along Hollywood Boulevard. So they are taking all of that feedback now and putting it together in their project proposal which they hope to release in the next month or two. They hope to have some good news to share with us at the next subcommittee meeting and he will let us know when there is any specific design information to talk about. Regarding the pilot project for speed cameras on Hollywood Boulevard, there are discussions now about how to deal with the speed camera pilot. He doesn't know where they are going to be sited or when that rollout is going to start. They have been talking about it internally and he knows Vision Zero will have some role they just don't know exactly what that role will be. More will be revealed. He doesn't know whether LAPD or LADOT will have the lead on the pilot project.

5. Accommodation of cyclists when bike lanes closed in construction areas. Jennifer heard back from Mehmet Berker in CD 4. They have submitted it to the Councilmember in CD 4 and a motion is in the works although she hasn't heard whether it has gone to the City Council. She believes that Curtis Graham wanted to add pedestrians and bicyclists to the motion. They close down bike lanes for construction all over the city so we're trying to get the policy established by a motion so that when any construction company wants to build along the edge they have to consider the safety of pedestrians and bicyclists. Glenn said there are already laws on the books about construction and closing the public right of way like providing extra space for loading and unloading vehicles. He said the problem at some

construction sites is that some construction companies don't notify LADOT. They just put up the cones. Other companies do contact LADOT but LADOT doesn't necessarily put up signage to give notification in advance that the bike lane is closed. If there is no opportunity to share, there should be signage that says bicyclists may use the full lane. While he is supportive of any motion, we have a real problem of developers not complying with existing law and there should be some trigger on the city that when construction permits are granted there should be some followup and enforcement and that should be put into this motion to strengthen the motion. If he were the councilperson, he would ask for a report back indicating how significant is this issue of noncompliance with the existing laws and what additional laws are needed. Rob moved that we ask Curtis to make a presentation for our review, discussion, and potential approval of the motion in its current form as the LABAC at the December 5 LABAC meeting. If he's not ready to make a presentation, at least give an update to the LABAC so we can give feedback and suggestions on the current draft motion. Karen seconded the motion. Glenn said the motion needs to be specific about what advance notification means. We could ask one of the LADOT traffic engineers what in their vernacular is the most correct term to use for an alternative safe route for pedestrians and bicyclists to use when the existing infrastructure is closed. Rob clarified that the motion could also be amended in the discussion and the amended motion approved. Curtis is working on this motion for the LABAC and it will become an LABAC motion once the LABAC approves it. Jennifer clarified that Curtis is working together with CD 4 on the motion. That being the case, Glenn asked that we include the Council File and the link to it on the December 5 LABAC agenda if CD 4 introduces it before the agenda gets finalized. The motion to request the presentation on the motion and to discuss and approve it passed 5-0-0.

6. Hardening bike lanes: bollards, curbs and other options. Update on city research and tests, Babak. BOE is exploring but hasn't gotten back to LADOT on protruded concrete curbs. LADOT is testing different materials. In late August, LADOT installed plastic curbs on Riverside, south of Los Feliz on the east side for a 6-month pilot to test and monitor durability. LADOT is exploring other materials, and has asked the BAC for additional input on where to test out more of those materials. It would be useful for the BAC to come up with a preliminary list of locations for that.

7. Discussion: Combine the two Subcommittees (Planning & Bikeway Engineering) and/or elect a Chair and Co-chair. Planning, Bikeways, and Engineering Subcommittee with a chair and vice chair and one set of members was to be recommended to the full LABAC. In discussion, we clarified that it's combine the two subcommittees, Planning and Bikeways Engineering, with a chair and vice chair and one set of members. At the September 20 subcommittee meeting, the subcommittee passed a motion to make this recommendation to the full LABAC at the October meeting when we didn't have quorum and that motion will be carried over to the December 5 LABAC meeting agenda. Glenn also clarified that, under the rule that you can't have a quorum of a quorum of the LABAC on a subcommittee, the maximum number of members of the two combined subcommittees will be nine.

8. Active Transportation Infrastructure Capital Improvement Plan. [Council File 23-0919](#). Janis Have a presentation at larger LABAC meeting in December with Jeff Jacobberger on how CIP will facilitate achieving mobility equity goals. Jennifer said we expect Jeff Jacobberger and Laura Rubio-Cornejo, the new LADOT General Manager, to attend the December 5 LABAC meeting. She said the Warner Center is already in City Council and we need to weigh in on it. Glenn said Jeff may be able to let the LABAC know about some of the constraints to our being able to provide input from the perspective of bicyclists so that we can amplify our voices to not just be a footnote. Jennifer said we want to ask whether the bus lane will be shared with bikes for the Warner Center. Karen said Janis may be presenting one motion for the Warner Center and another motion for the Capital Improvement Plan for the whole city so that all planning takes into account the needs of cyclists. Janis should be aware that there are two tracks. Rob said we could have discussion and possible action regarding Council File 23-0919 with a presentation by Jeff.

9. Century City Bikeway Network plan.

At our September 20 subcommittee meeting, a motion to support greater activation of Century City passed the subcommittee.

In response to Glenn's question about the meaning of greater activation of Century City, it was clarified that it is with the opening of the Metro station and there don't appear to be any improvements with bicycle lanes.

10. Expo Bikeway, Northvale gap update. Babak

LADOT is requesting that BOE advance a project in a single construction phase. Previously, it was a two phase construction approach but that won't be necessary anymore. The city is continuing to address the budget shortfall by requesting additional funding through the capital improvement and expenditure program. They are finalizing the new timeline right now and they're anticipating starting construction for the Northvale Gap in 2024.

11. Permanent slow streets update.

Babak said there isn't a major website set up for slow streets applications like there was during the pandemic. It's more working with the district engineering offices for traffic calming measures.

12. Streets For All update. Michael Schneider
No update.

13. How can we ensure that there is public engagement and notice before bike lanes are removed, or removed from approved plans? Karen. Please see the Streets Blog article linked here:

<https://la.streetsblog.org/2023/11/02/where-l-a-city-is-quietly-removing-bike-lanes-and-adding-on-street-car-parking>

- Mobility Plan 2035 requires a public hearing for the proposed removal of an existing Class II or Class IV bicycle facility. LADOT conducted a public hearing for the Neptune project.
- Regarding the bike lane removed on Neptune in Wilmington, Babak said there were striped bike lanes previously. The street was 60 feet wide and there was street racing and people doing donuts so that it had become a safety concern to members of the community. There was a school and a community center at either end of the segment of Neptune. People approached the council office and the council office informed LADOT of the complaints of the street becoming more dangerous. LADOT worked with the council office and did outreach in person and with the school and instead came up with a different design to reduce speeding and donuts to do more traffic calming measures and so they did back-in angle-parking and they also did temporary treatments of median islands and curb extensions. As part of the greater Anaheim project, they received money to do permanent treatment of those traffic circles as well as curb extensions to make sure that it's a calmer environment for people using the road as well as bicyclists. There is still a bike lane on one side and a sharrow on the other side. Glenn referred to the generic process for public engagement regarding bike lanes and his understanding that there is a formal process for removing bike lanes. He said he thought there was language in the bicycle plan that should have made its way into the mobility plan but he hasn't tracked it over the years to see if it remained. LADOT is responsible for the lane markings. Babak said he will check with who worked on Neptune and see if they were aware of any generic procedures that would apply across the board in these kinds of situations.

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

<https://docs.google.com/spreadsheets/d/1yGOX-qlbloD8t8exw-v4Bt1Bs8TZoAOo8wmjvtyD7FU/edit#gid=304220517>

Glenn said the city is supposed to follow the mobility plan when resurfacing streets. Jennifer said let's call Kent.

15. Project Suggestion list.

https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi_VJN3QDh_qhEIG12fsrB913uGkrA/edit#gid=0

This is a living document of suggestions.

16. Announcements

- Next Meeting: Tuesday, January 23, 2024, 1:00PM. This is the fourth Tuesday as Philip is returning from travel on January 16.

- On Thursday, November 16, at 6 pm, "Streets For All" hosted a virtual meeting to discuss the [Los Angeles County Bike Master Plan](#) Revisions. Rob said he attended this virtual meeting for unincorporated parts of the county. There was good representation from across the county talking about creating connectivity among the cities.
- Rob also said we need a standing agenda item for bike-related council files so we can update it and make reports. Every city council file should be monitored by one of the two subcommittees.
- Glenn noted a new council file, 23-0600-S54, 2023 Budget Recommendation / City Mobility Plan / Bicycle Enhanced Network / Bicycle Lane Network / Pedestrian Enhanced Districts / Implementation by 2035, that has to do with the city budget but it also has the cost of pedestrian and bicycle infrastructure. Glenn asked that the subcommittee take a look at it.
- Rob announced that the Advocacy and Education Subcommittee has been working on the LABAC retreat and it is tentatively scheduled for Saturday, January 20. Max indicated that the strategic plan will be finished soon and he is willing to attend the retreat and make a presentation on the strategic plan.

17. Adjournment in honor of people killed in crashes with motor vehicles, including Robert George, the cyclist killed on Edgemont and Fountain, Trino Lopez, the cyclist killed in a hit and run crash on Van Nuys Boulevard in Van Nuys, as well as three pedestrians on Venice Boulevard and four Pepperdine University students in Malibu. Rob made the motion to adjourn. The meeting was adjourned at 2:57 PM.

Attachments:

- Flyer: A Streetscape Improvement Project Is Coming To Martin Luther King Jr. Blvd!
- Westside Mobility Projects slides

A Streetscape Improvement Project Is Coming To Martin Luther King Jr. Blvd!

¡UN PROYECTO DE ECOLOGÍA MEDIANA está llegando a Martin Luther King Jr. Blvd!



**TO LEARN ABOUT THIS PROJECT JOIN US
TUESDAY NOVEMBER 28TH
4:00 PM TO 6:00 PM
AT COUNCILMAN CURREN PRICE'S
DISTRICT OFFICE - COMMUNITY ROOM
4301 S. CENTRAL AVE., LA 90011**

**ÚNETE CON NOSOTROS PARA CONOCER ESTE PROYECTO
MARTES 28 DE NOVIEMBRE
4:00 PM a 6:00 PM
EN LA OFICINA DE DISTRICTO DE
CONCEJAL CURREN PRICE
SALA DE LA COMUNIDAD**

PROJECT LIMITS

**MARTIN LUTHER KING JR.
BLVD.
FIGUEROA ST. TO CENTRAL
AVE.**

PROJECT GOAL

Improve safety and enhance the Martin Luther King Jr. Boulevard corridor for pedestrians and cyclists by adding landscaped medians with native plantings, traffic calming improvements, bicycle infrastructure, ADA ramps, and transit bus stop modifications.

PROJECT SCOPE

- Landscaped Medians
- Bus Stop Enhancements
- ADA Ramps
- Traffic Calming Improvements
- Protected Bike lane
- Pedestrian Lighting

**PROJECT START
WINTER 2024**

LÍMITES DEL PROYECTO

**MARTIN LUTHER KING JR.
BLVD.
CALLE FIGUEROA HACIA
AVENIDA CENTRAL**

META DEL PROYECTO

Mejorar la seguridad y mejorar el corredor de Martin Luther King Jr. Boulevard para peatones y ciclistas agregando medianas ajardinadas con plantas nativas, mejoras para calmar el tráfico, infraestructura para bicicletas, rampas ADA y modificaciones en las paradas de autobuses.

ALCANCE DEL PROYECTO

- Medianeras ajardinadas
- Mejoramiento en las paradas de autobús
- Rampas ADA
- Mejoramientos para calmar el tráfico
- Carril ciclista protegido
- Iluminación para peatones

**INICIO DEL PROYECTO
INVIERNO 2024**





Westside Mobility Projects

Santa Monica to Ballona Creek & West LA to Del Rey: Public Workshop
November 9, 2023

Virtual Housekeeping

All participants are muted.

To join the discussion, please raise your hand and/or leave your comments or questions in the chat.

How to participate:



- Use the Q&A function located in the zoom controls toolbar
- Click on Reactions, then on the Raise Hand Function
- Call-in users dial *9 to "raise hand" and *6 to unmute



Meeting will be recorded



Microphones will be activated after you "raise your hand"



Activate Interpretation Function: Select "Spanish"

Agenda

- Project Overview
- Our Toolbox of Improvements
- Engagement & What We've Heard So Far
- Potential Routes: West LA to Del Rey and Santa Monica to Ballona Creek
- Next Steps

Project Team



Goals for Today's Meeting

**Share project
overview and
goals**

**Review potential
routes and traffic
safety
improvements**

**Receive feedback
and input**

Westside Mobility Project Corridors

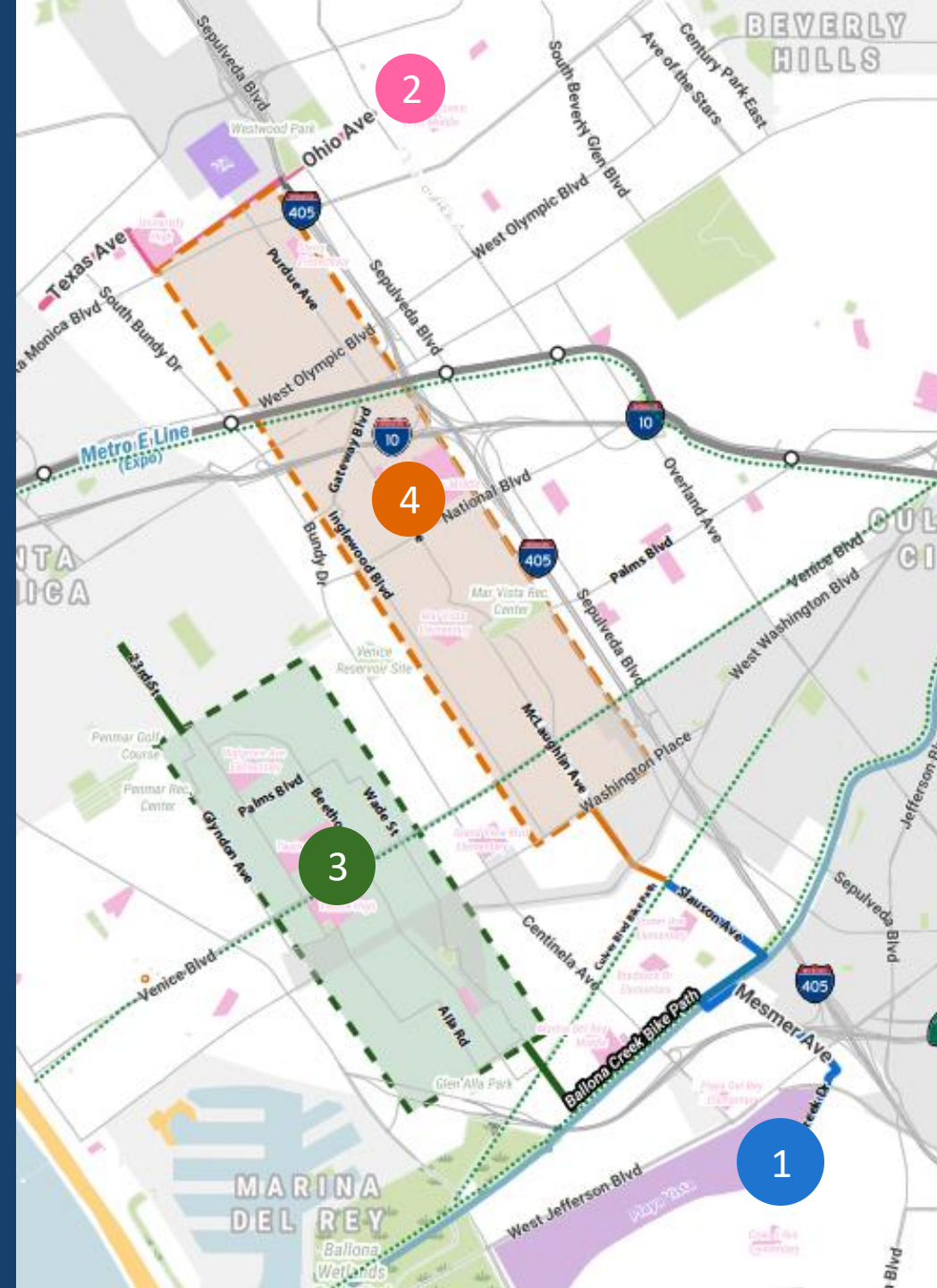
1. Connect Del Rey*

2. Santa Monica to Westwood*

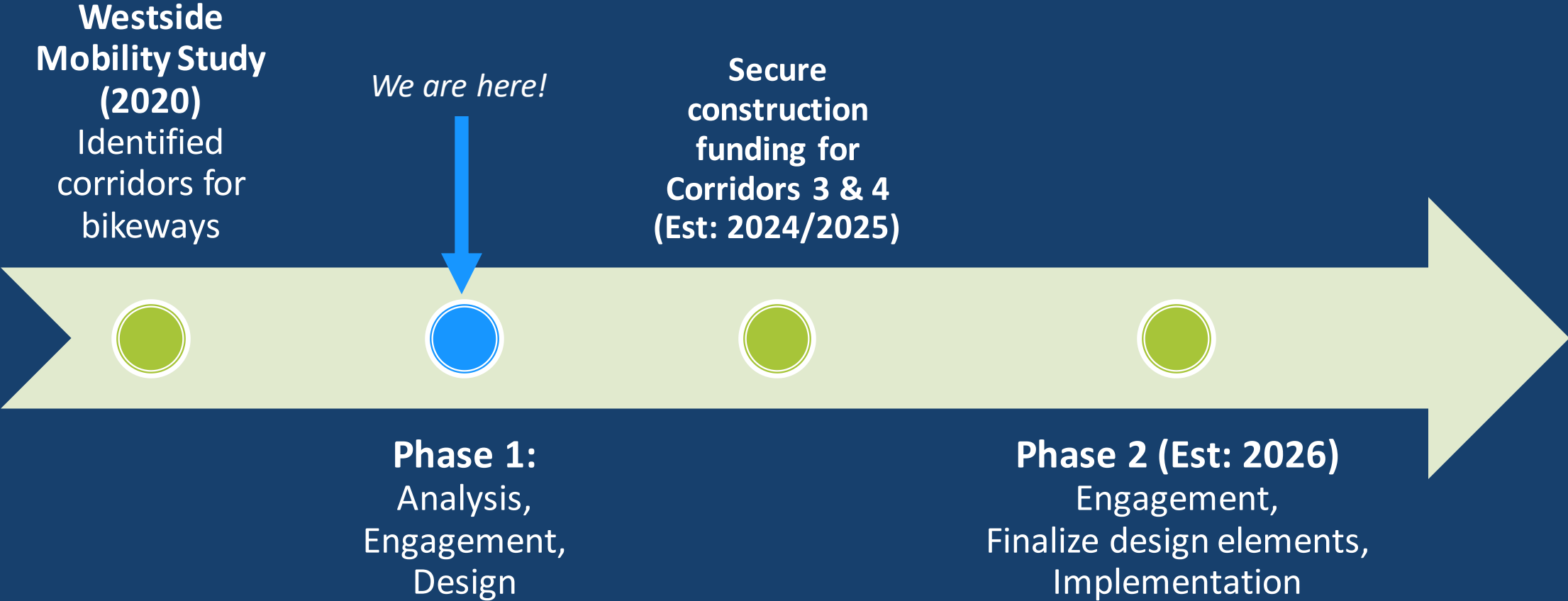
3. Santa Monica to Ballona Creek

4. West LA to Del Rey

*Funding secured for construction



Westside Mobility Projects Timeline



Project Goals



Add traffic calming measures and improve traffic safety



Enhance connectivity

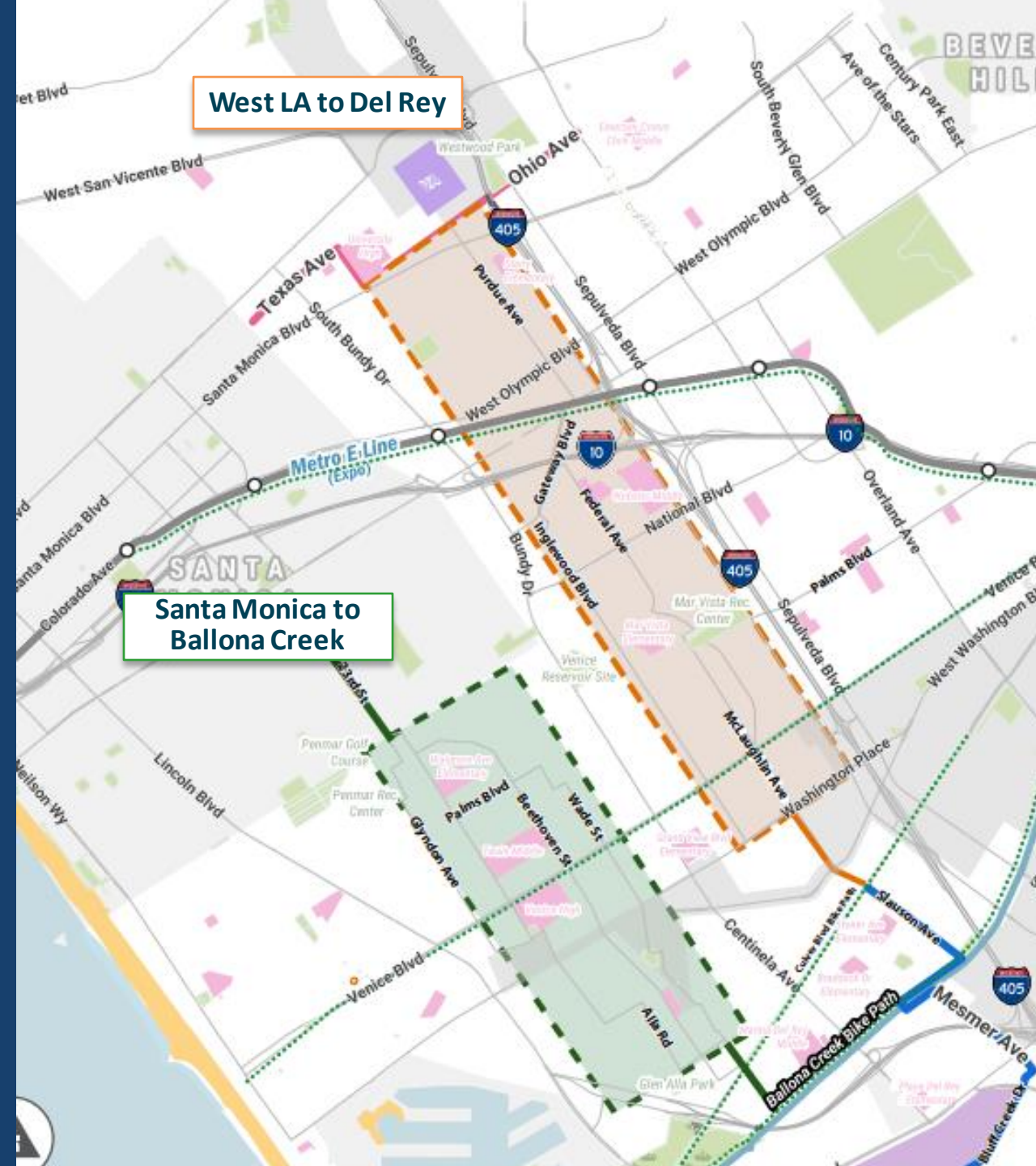


Support sustainable modes of transportation



Corridor Overview

- North-south bikeways to connect to existing bike paths on low speed and low volume streets



What makes a comfortable all-ages and all abilities bike route?

- Low-speed streets
- Low traffic volumes
- Separation of modes on high-speed streets
- Connections to key destinations (parks, schools, commercial centers)
- Flat topography
- Easy to follow / intuitive

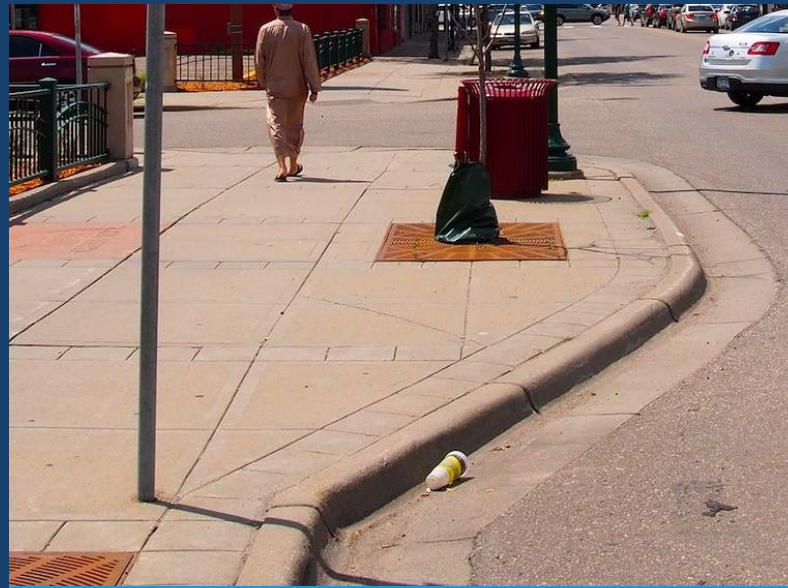


Our Toolbox of Improvements: Traffic Calming

Traffic calming aims to reduce vehicle speeds and improve safety for everyone.



Traffic Circles



Curb Extensions



Speed Cushions



Our Toolbox of Improvements: Crossings and Signals



Pedestrian Refuge Islands



Pedestrian Signals



Pedestrian Countdown



High-visibility crosswalks



Signage



Curb Ramps



Our Toolbox of Improvements : Bike Boulevards

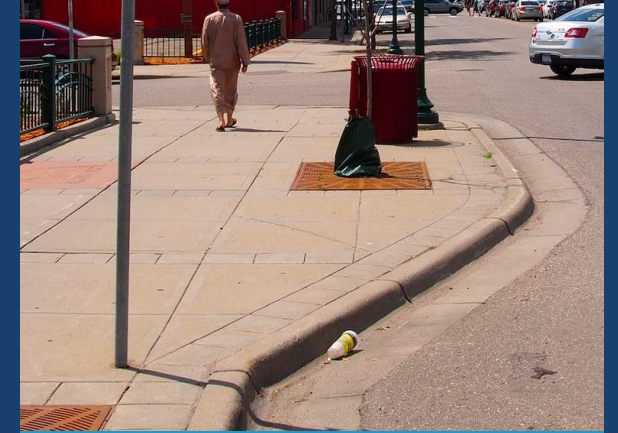


Bike boulevards are low-stress bikeway that works best with low traffic volumes and speeds.

Signs, pavement markings, and traffic calming measures support motor vehicle safety but discourage cut-through traffic.



Traffic Circles



Curb Extensions



Signage



Speed Cushions



Our Toolbox of Improvements: Bike lanes



- Reduces conflicts between people driving and people riding bikes
- Helps reduce sidewalk-riding, making sidewalks safer for pedestrians



Phase I: Outreach and Engagement Goals



Identify and gather feedback



Build momentum for future implementation



Partner with local community-based organizations



Utilize a variety of engagement methods

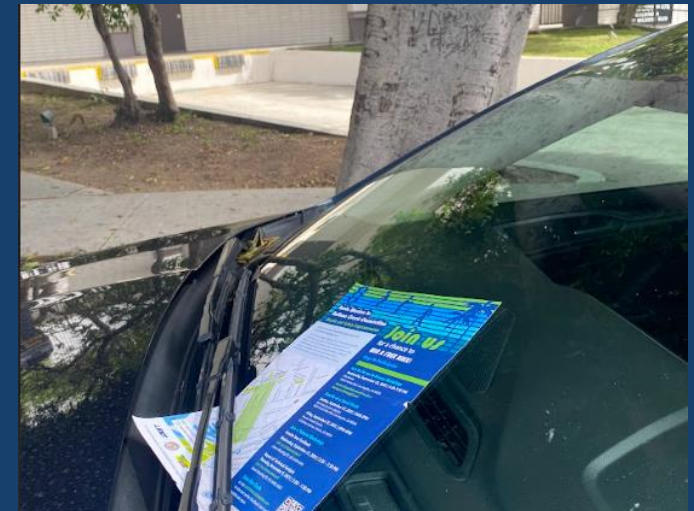
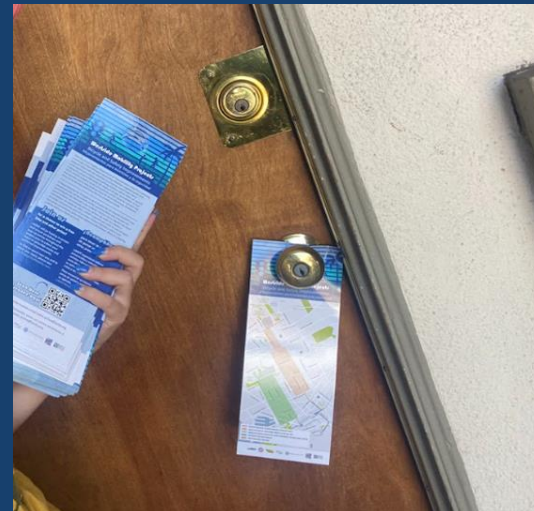
Phase I: Outreach and Engagement

- Eight in-person pop-ups and open houses
 - Sep 6: *The Engine Inside* movie screening
 - Sep 12: Collins and Katz Family YMCA
 - Sep 16: E Line Taco Crawl
 - Sep 17: West LA Farmers Market
 - Sep 17: Mar Vista Farmer's Market
 - Sep 22: Penmar Summer Concert Series
 - Sep 29: Bikerowave
 - Oct 5: UCLA Sustainable Transportation Fair
- Three virtual public workshops
 - Sep 27
 - Oct 12
 - Nov 9
- Online map feedback tool
 - 850+ comments



Phase I: Outreach and Engagement

- 200 postcards, 650 flyers, 5,000+ door-hangers, 50 posters, and multiple lawn signs distributed
- Outreach to 16 local schools, 13 community locations
- Presentations and collateral distribution to neighborhood councils
- Weekly social media posts and e-blasts to 500+ contacts



What We Heard

Over 850 comments received in the online mapping tool:

Navigating from the **Expo Line Bike Path** to neighborhoods further south is challenging and feels unsafe

Barrington Ave and **Walgrove Ave** are popular north-south biking routes, but are uncomfortable due to high vehicle speeds

Traffic calming and/or separated space for people biking would improve safety and comfort

It's difficult to cross **Washington Blvd** and **Venice Blvd** on a bike



Public Feedback via Social Pinpoint (online)

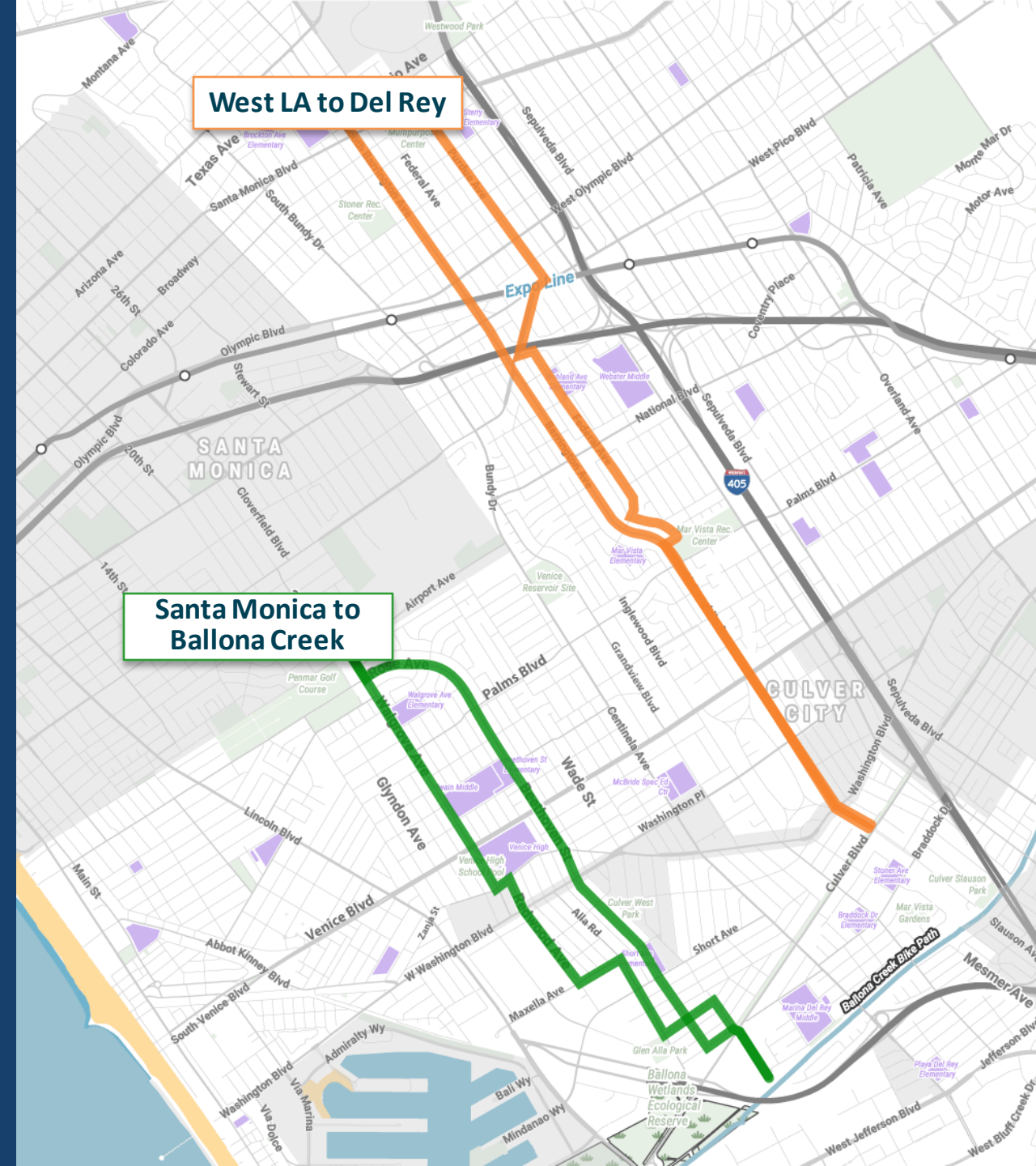
Frequently Asked Questions (Corridors 3 and 4)

- Which projects have funding for construction?
- When will implementation occur?
- Will there be more engagement before final design?
- Will there be parking removal?
- Will there be travel lane removal?
- Will these projects connect to other bike facilities in LA and neighboring cities?



Corridor Route Options

Updated routes: Narrowed down potential route options based on public input and our evaluation criteria

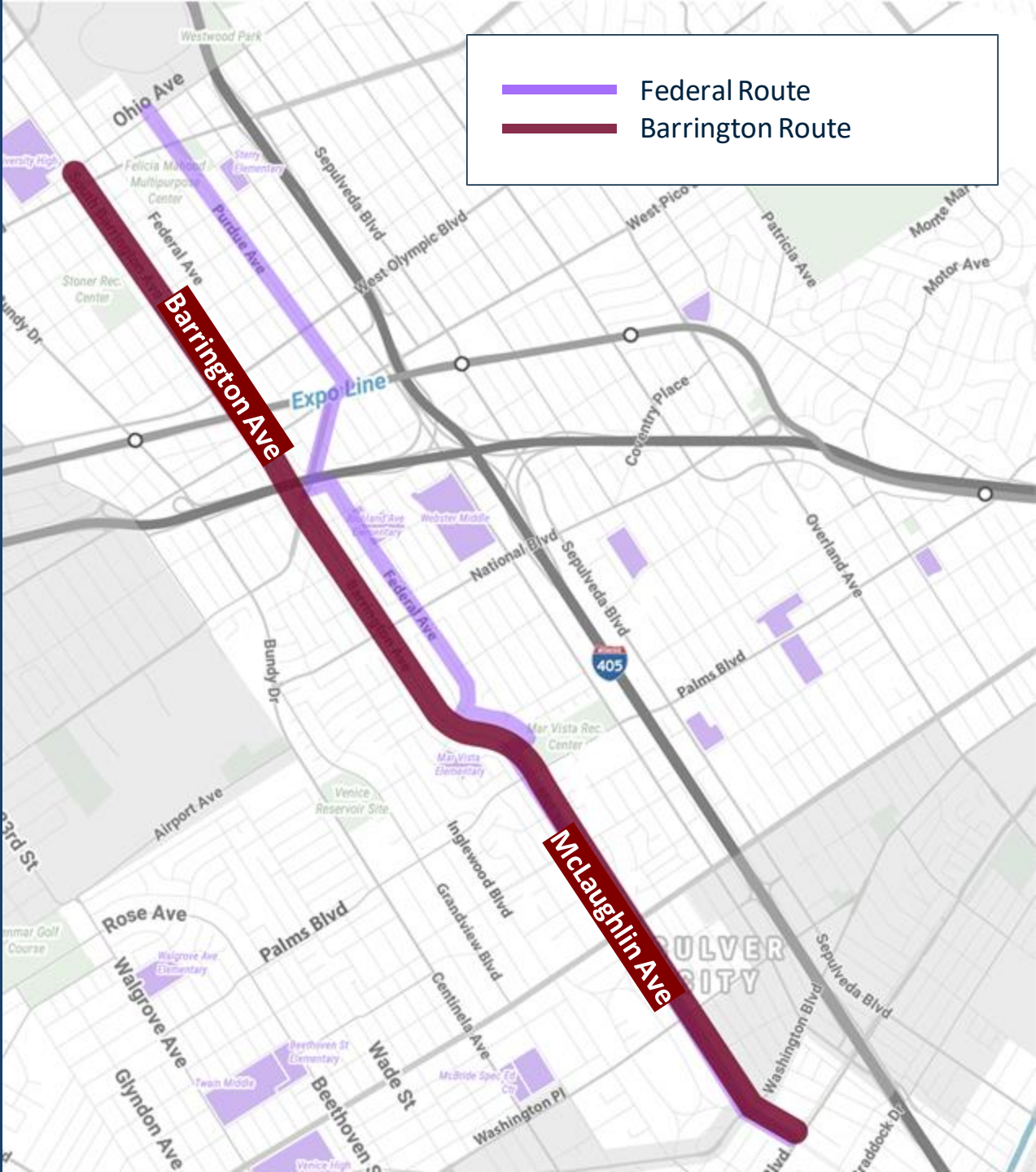




West LA to Del Rey

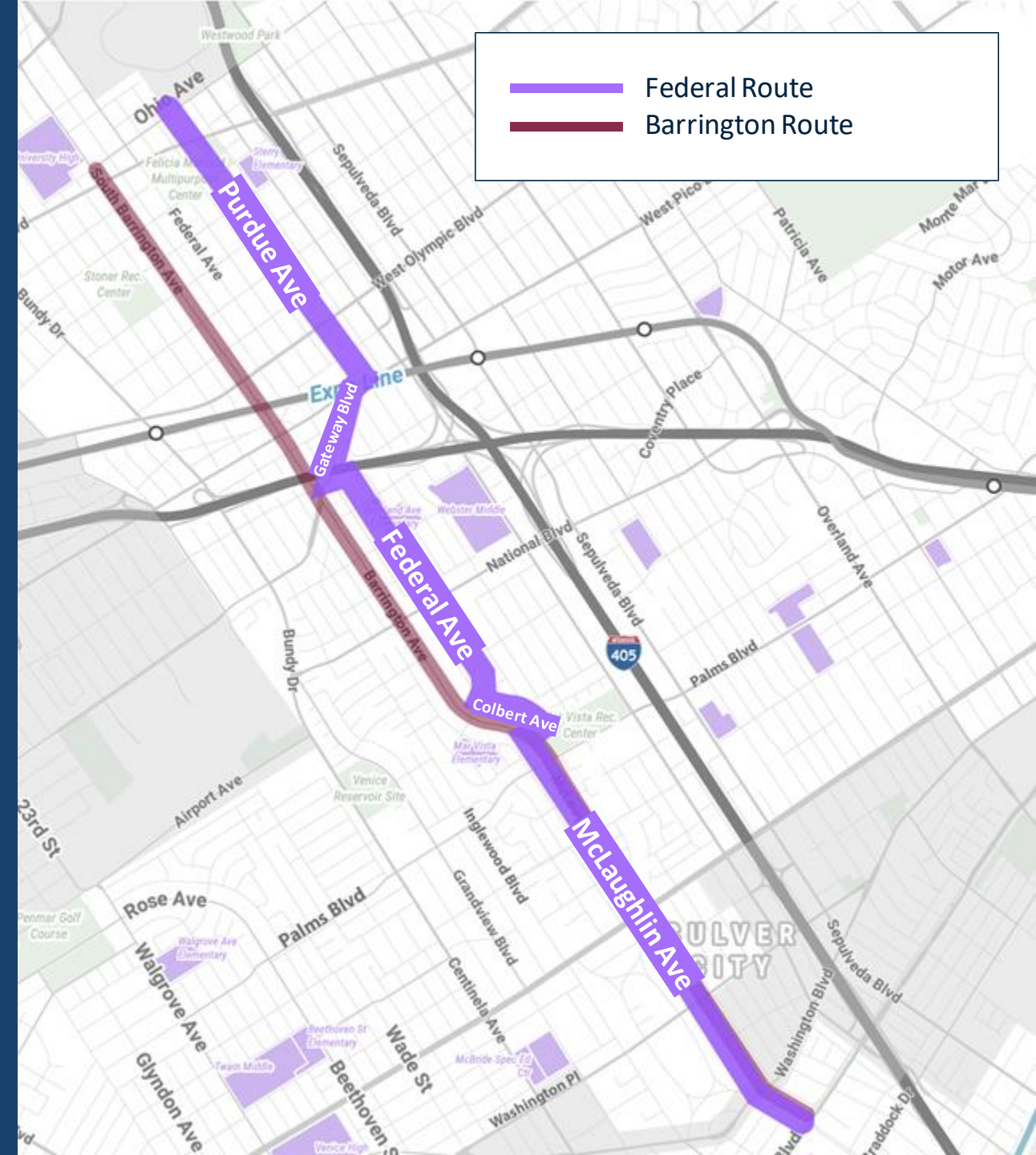
Barrington Route

Evaluation Criteria	Barrington Route
Low speed or allows for separation of modes on high-speed streets	✗
Low traffic volumes	✗
Flat topography	✓
Easy to follow and intuitive	✓
Connects to key local destinations	✓



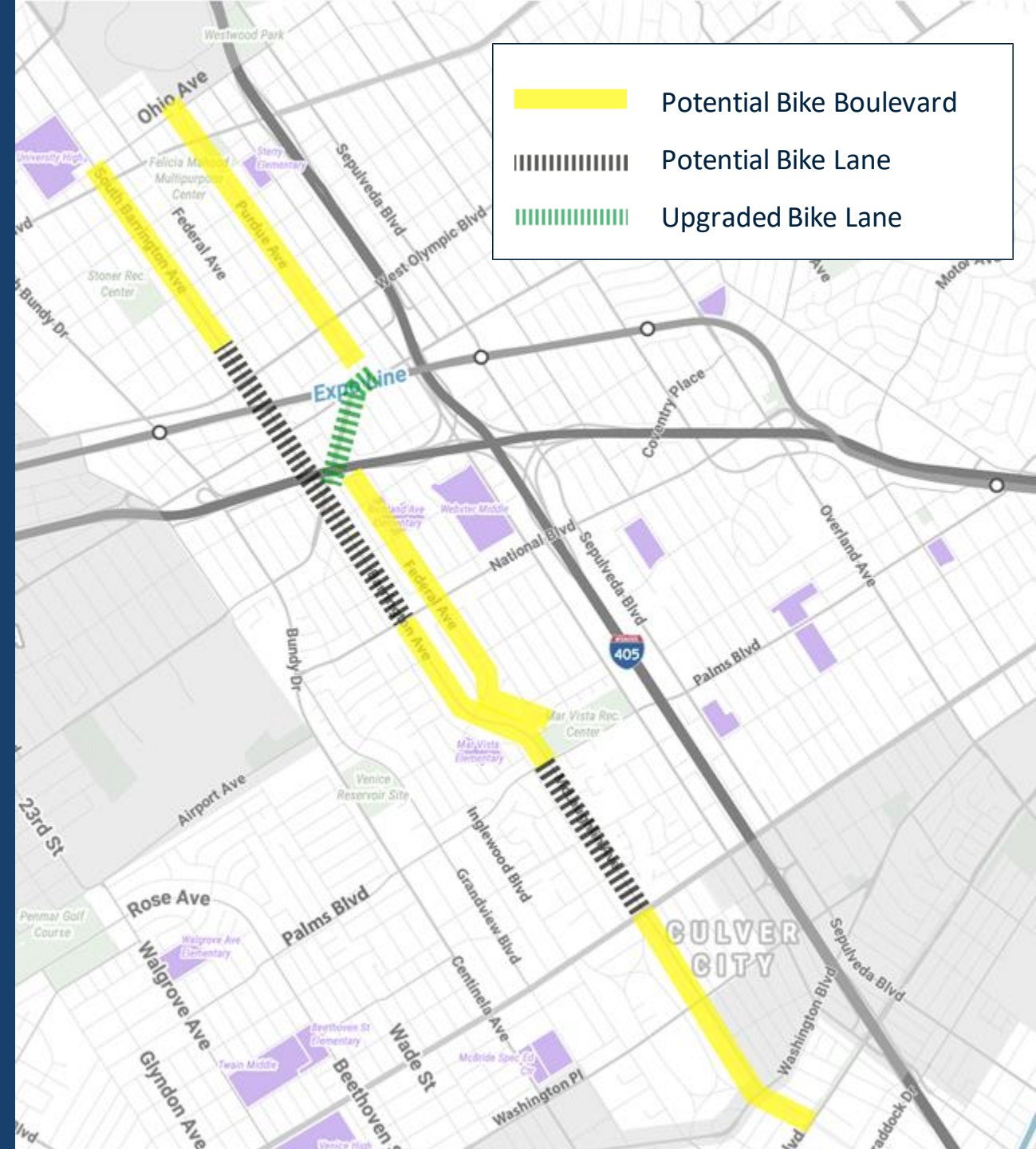
Federal Route

Evaluation Criteria	Federal Route
Low speed or allows for separation of modes on high-speed streets	✓
Low traffic volumes	✓
Flat topography	✓
Easy to follow and intuitive	✗
Connects to key local destinations	✓



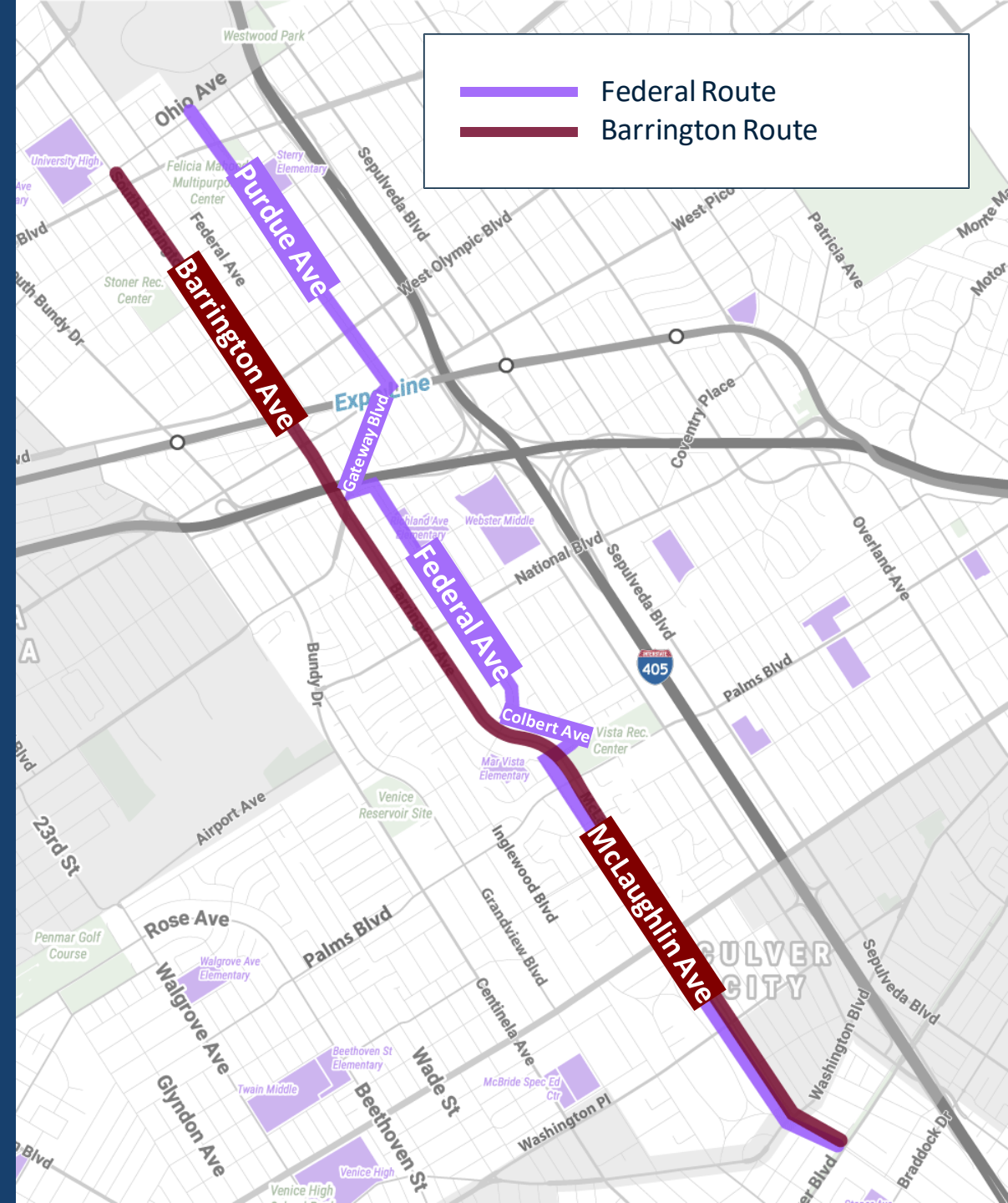
Potential Bikeways

Each route option could have a combination of bike lanes and bike boulevard treatments.



Poll

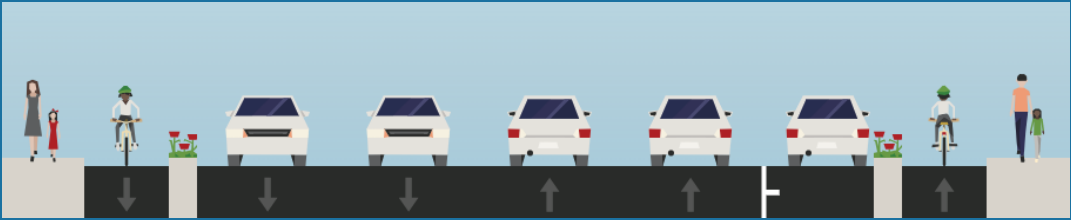
Which route option do you prefer?



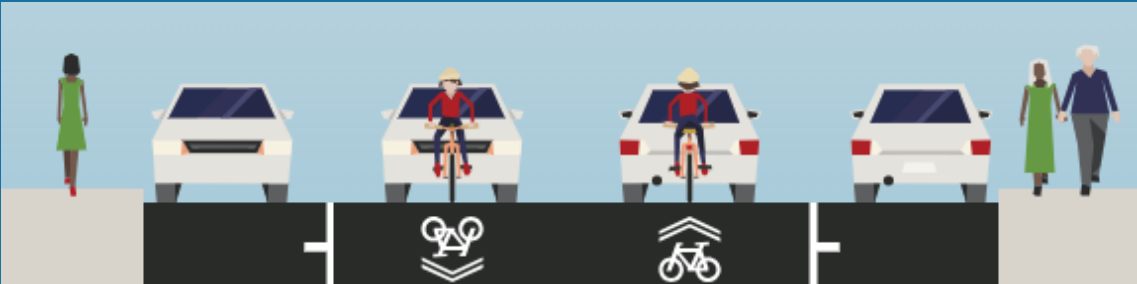
Poll

What type of bikeway do you prefer?

Buffered or protected bike lanes

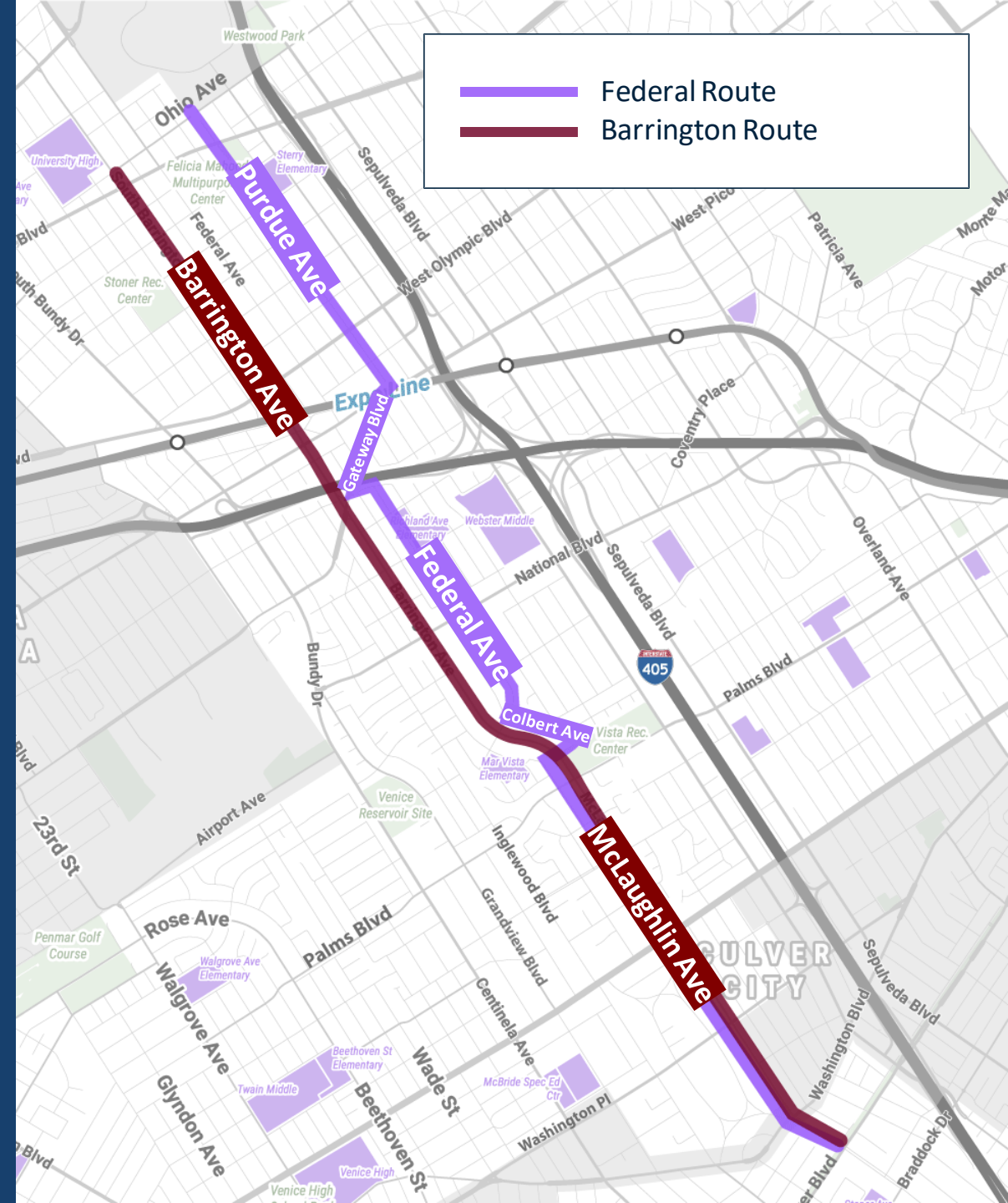


Bike boulevard



Poll

Where should traffic calming be prioritized along either route?



Poll

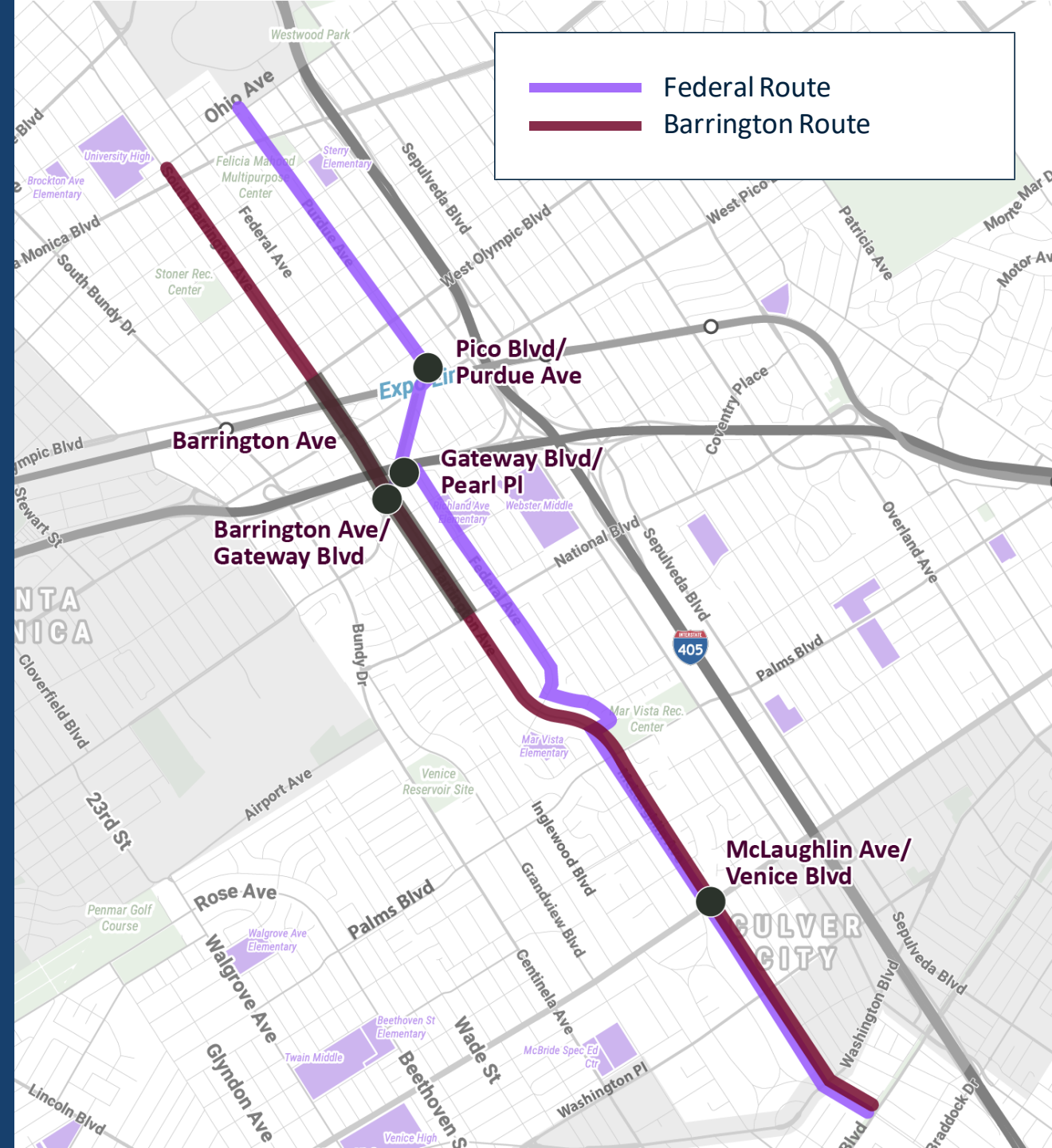
Rank the locations that most need improvements for bicycling.



Gateway Boulevard/Pearl Place



Pico Boulevard/Purdue Avenue



Legend:

- Federal Route (purple line)
- Barrington Route (maroon line)

Discussion and Q&A

Project Contact:

ladot.active@lacity.org

ladotlivablestreets.org/projects/westside

How to participate:



- Click on Reactions, then on the Raise Hand Function
- Call-in users dial *9 to "raise hand" and *6 to unmute
- Type your question in the chat



Santa Monica to Ballona Creek

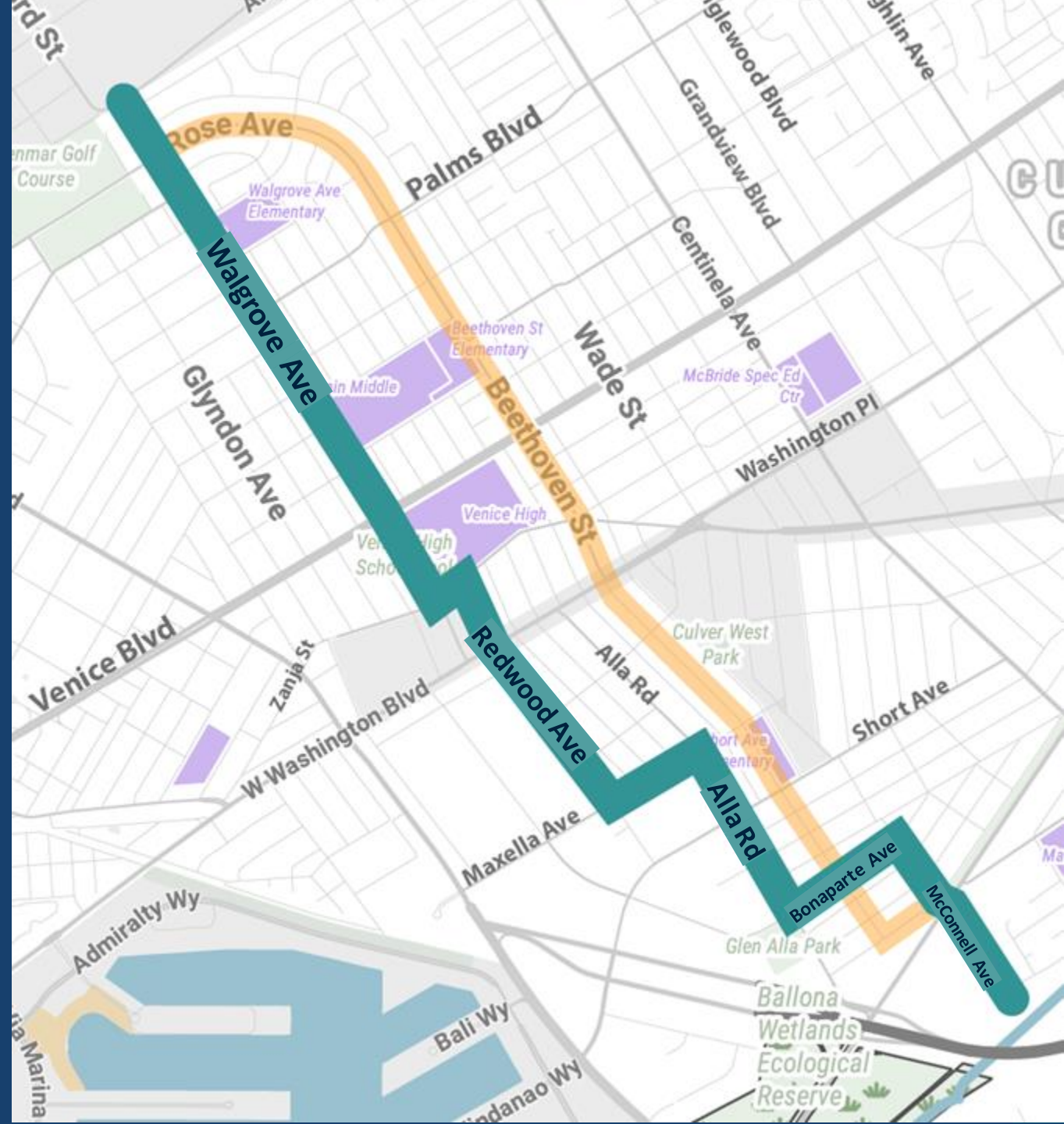
Beethoven Route

Evaluation Criteria	Beethoven
Low speed or allows for separation of modes on high-speed streets	✓
Low traffic volumes	✓
Flat topography	✗
Easy to follow and intuitive	✓
Connects to key local destinations	✓



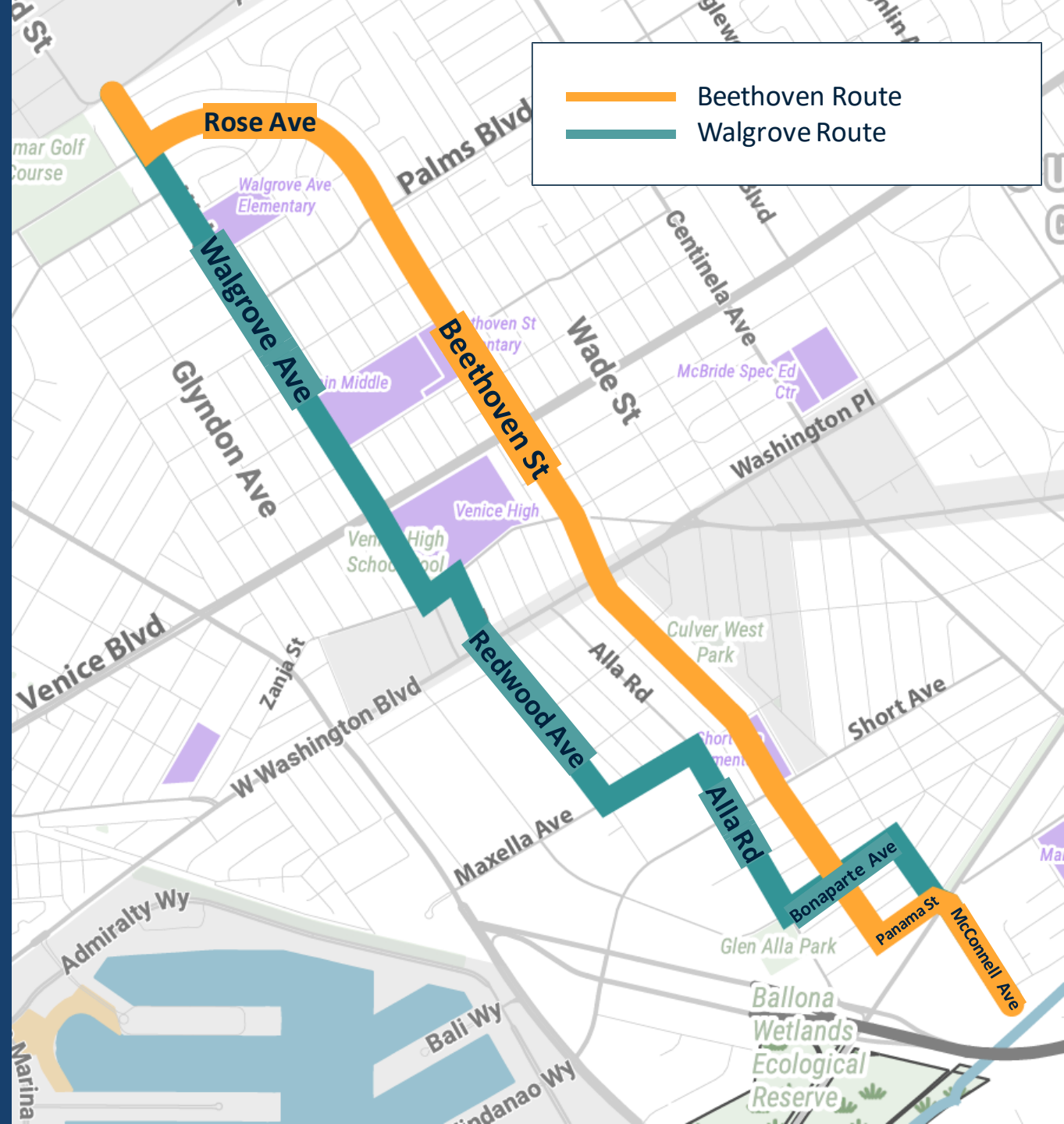
Walgrove Route

Evaluation Criteria	Walgrove
Low speed or allows for separation of modes on high-speed streets	✓
Low traffic volumes	✗
Flat topography	✓
Easy to follow and intuitive	✗
Connects to key local destinations	✓



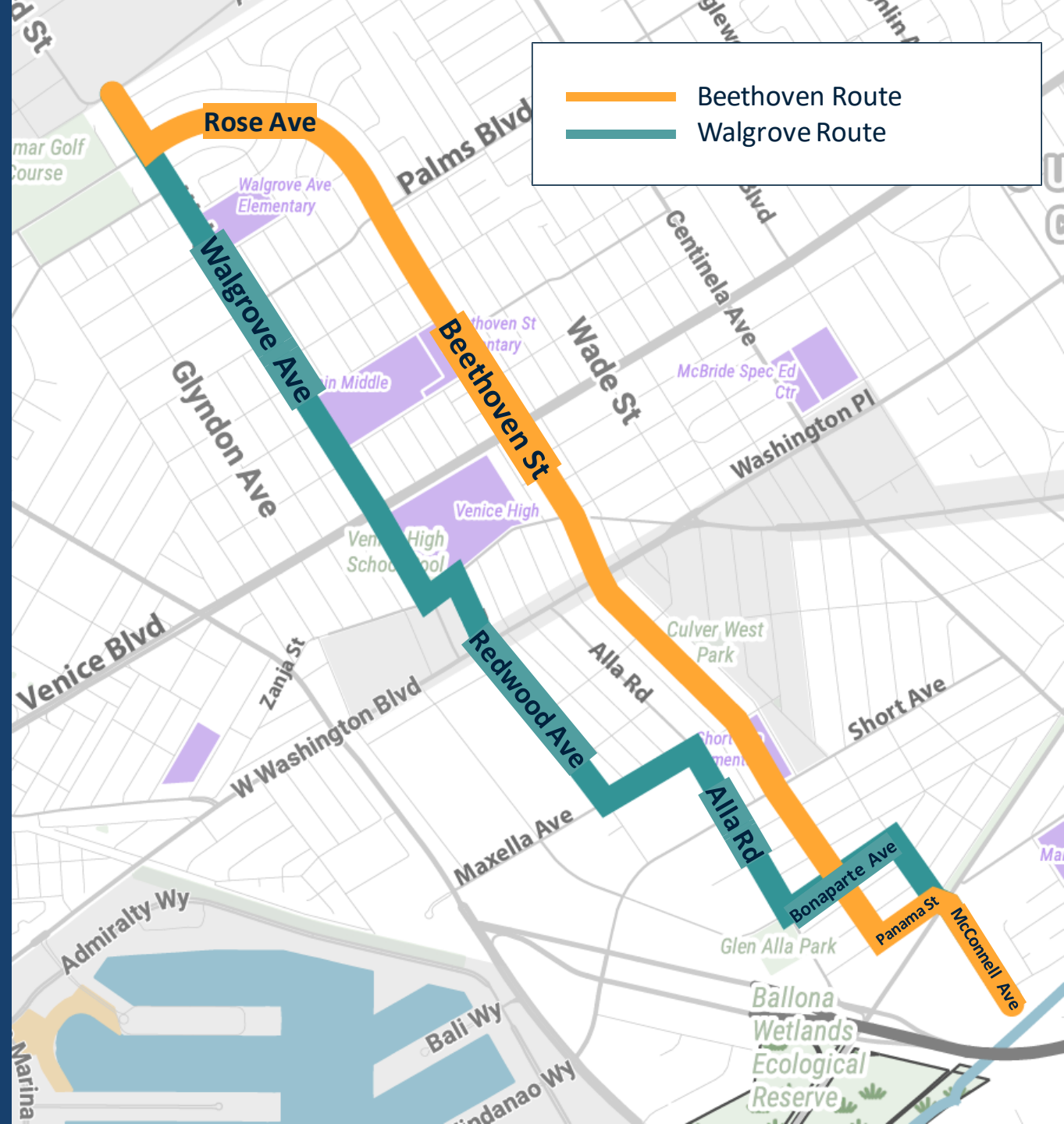
Poll

Which route option do you prefer?



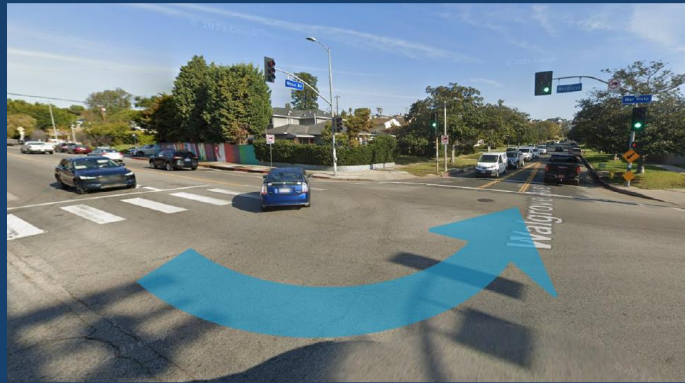
Poll

Where should traffic calming be prioritized along either route?



Poll

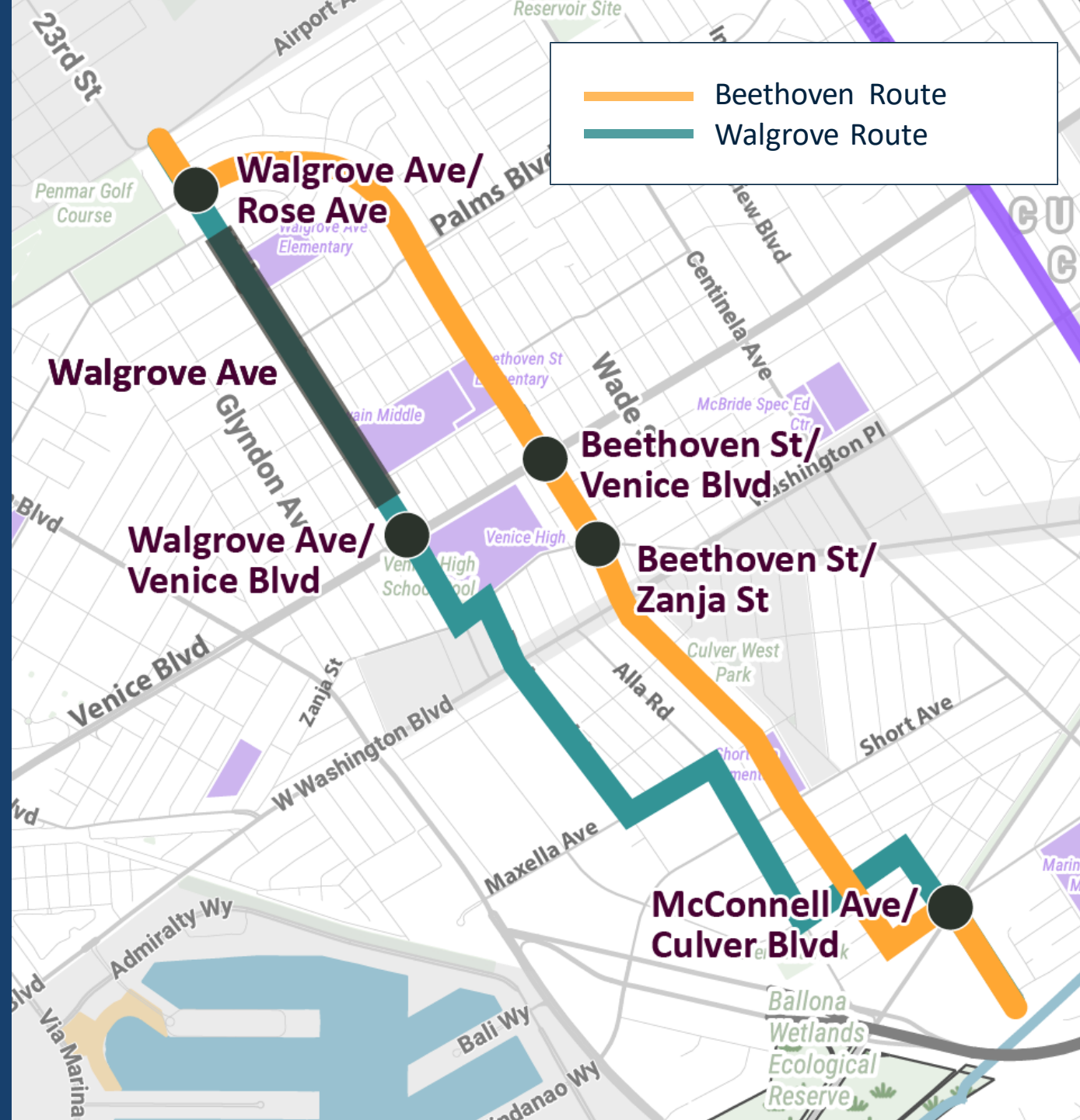
Rank the locations that most need improvements for people riding bikes.



Rose Avenue/Walgrove Avenue



Beethoven Street/Zanja Street



Discussion and Q&A

Project Contact:

ladot.active@lacity.org

ladotlivablestreets.org/projects/westside

How to participate:



- Click on Reactions, then on the Raise Hand Function
- Call-in users dial *9 to "raise hand" and *6 to unmute
- Type your question in the chat

Next Steps for Corridors 3 and 4

Phase 1

- Develop concept designs

Phase 2

- Secure funding for design and construction
- Additional outreach and engagement

Share your comments online by November 30th!

LADOTWestsideMobility.com