

**Minutes of Bicycle Advisory Committee of the City of Los Angeles
Planning and Bikeways Engineering Subcommittee meeting -
Tuesday, January 23, 1:00 p.m.**

Location: Little Tokyo Library, Community Room, 203 S. Los Angeles Street, Los Angeles, CA 90012

Emailed 1/31/24, 7:50 PM

Online Meeting Access Information

<https://us02web.zoom.us/j/82349829853?pwd=cEE5NTRQdE54YzhZVVJTaEZ1cGZyZz09>

Meeting ID: 823 4982 9853

Passcode: 197454

Members attending: Jennifer Gill, Glenn Bailey, Karen Canady, Philip Armstrong, Rob Kadota (Michael Schneider attended on Zoom but was not counted as present).

Bikeways, Planning and Engineering Subcommittee members: Jennifer Gill (vice chair), Glenn Bailey, John Laue, Philip Armstrong (chair), Michael Schneider, Rob Kadota, Karen Canady, Taylor Nichols

Minutes

1. Call to Order and Introductions and approval of minutes. Please see 11.21.23 minutes at:

<https://labikecommittee.org/wp-content/uploads/2023/12/PBE-Minutes-Nov-2023.pdf>

Meeting called to order at 1:08 PM. Quorum is five for the Planning and Bikeways Engineering Subcommittee and is met. Jennifer moved to approve the 11.21.23 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

- Kicking off outreach for Lankershim between Chandler and Magnolia for protected bike lanes integrated into Chandler cycle track, to be completed in 18 – 24 months. Phase 1 is a one-way bike lane to be implemented along the Chandler Gap Closure Project in North Hollywood and that is funded. Phase 2 is a two-way protected bike lane on the east side of the street. They are working with CD 2 to identify a funding source for civil improvements and signal modification. They will start community outreach in a few weeks.

- Starting outreach soon on Rail to Rail connection by 67th Street and West Boulevard. Streets LA is leading the pavement and sidewalk repair of the rail to rail connection project.
- Lincoln Park Avenue near Lincoln Heights: Implementing new bike lanes. He can figure out if they are Class 2 bike lanes.
- Annual Affordable Housing/Sustainable Communities grant (please see the following link: <https://www.hcd.ca.gov/grants-and-funding/programs-active/affordable-housing-and-sustainable-communities>): This is a City application for State funds led by LAHD, a number of City agencies take part, these are cap and trade funds for providing bike infrastructure in four project sites, including in North Hollywood CD 2, in downtown LA CD 14, in the Crenshaw Expo area CD 10, and in Mission Rd/Valley Boulevard CD 14. Work with developer to provide affordable housing and sustainable transportation component within one mile of the affordable housing. There is no project scope yet but they are looking at incorporating bike treatments into those projects. Application is due in March.
- Bike corral expansion program, a federal grant project: 30 bike corrals to be installed in the City in 2026, two per Council District. Some 24 out of 30 of those projects are in the design phase. Finalize design of all locations by late February/early March to meet installation deadlines.
- Westside Mobility Project: Babak met last week with Julian, Kent, Rob, and Brennan to talk through a number of conceptual intersection and corridor design options. LADOT has construction funding to start two of the corridors next year. These include the Santa Monica to Westwood corridor sometimes referred to as the Ohio corridor crossing the 405. They have to apply for it but there is funding for the other two projects. They will do outreach and discuss tomorrow at the Neighborhood Council. The project includes parking removal that has been approved by CD 5 but hasn't been approved by CD 11, waiting to hear from the community and the Neighborhood Council. In any event, Babak said there will be other traffic calming improvements to slow down traffic and reduce volume.
- Caltrans has a project on Santa Monica Boulevard, connecting the Ohios crossing Santa Monica Blvd. Caltrans is doing protected bike and bus only lanes in a 5-block stretch. LADOT is in contact with Caltrans, they met and discussed, it's still in the outreach/planning phase. There is great synergy there.
- First/last mile grant for the E-Line station in Culver City (<https://ladotlivablestreets.org/projects/culver-city-mat>): This project is for pedestrian and bike improvements for safer biking and walking to the Metro station. Jurisdictions are City of LA and Culver City. Culver City has money for Venice/Robertson and City of LA has Venice/National that need improvements. Protected bike lane on Robertson? It's a planning and engagement grant and LADOT is still fleshing out the details.

4. Vision Zero Update, Matt

- High Injury Network and systematic safety analysis of proactive improvements.
- The contract with Fehr and Peers for updating the High Injury Network (HIN) and completing the systematic safety analysis expires at the end of the week and they are reviewing some deliverables from Fehr and Peers and those are going to go up for review by LADOT management. By way of a preview of what to expect, they have a

new HIN. A lot of streets have stayed on it and a lot has fallen off. There is a new HIN prioritization methodology as previously discussed for how to address different corridors and intersections. Some corridors added, some removed. Due to things moving quickly at the end of the contract, there will not be time for the subcommittee to review a draft of the systematic safety analysis. However, it will go to City Council at some point and there will be an opportunity to comment at those meetings.

- Matt said for the systematic safety analysis they've been working on with Fehr and Peers that looks at all their severe and fatal crashes, it identifies calming roadways and characteristics and land uses to put together a suite of common crash profiles as well as counter measures to address those crashes. The systematic safety analysis is being funded with a grant from Caltrans local road safety program.

- Hollywood Boulevard Safety and Mobility Project.

- Matt said next Thursday, February 1st, at 6pm LADOT will be holding their virtual town hall for the Hollywood Blvd project, extending from Gower to Fountain/Sunset. They will be joined by Councilmember Hugo Soto-Martinez as well as Councilmember Ramen's office to discuss our Hollywood Boulevard Safety and Mobility project. At this town hall, they will be unveiling their proposed street design. They will go through a presentation and have time for questions and public comment after that. Please join us and share the link to RSVP: <https://ladot.lacity.gov/hollywood> The Zoom link will be sent to those who sign up. For more information, please see the following link:

<https://ladotlivablestreets.org/projects/hollywood-blvd> This project is being paid for by Vision Zero.

- Reseda Boulevard (Victory to Parthenia) It's been under construction for the last several years and the project is finally coming to a close, resurfacing on the street is happening right now by Bureau of Engineering/Complete Streets to prepare the street for the new protected bike lanes that will go from Victory and to connect to the existing protected bike lanes north of Parthenia to lead up to Cal State Park Ridge.

- LADOT is currently working with Ciclavia to prepare a celebration event. It will take place on Sunday, March 17, to celebrate the completion in South LA to celebrate the completion of the Complete Streets project. They will have some more information on hub locations and they are looking at Reseda Park at Victory and Reseda right now as one of the main hubs. It may be 2 – 5 PM, it will be St. Patrick's Day, and they'll have more updates as they get closer to the event. It overlaps with the LA Marathon that takes place earlier in the day.

5. Accommodation of cyclists when bike lanes close in construction areas. Need more research on council files and/or city ordinances. Glenn, Jennifer, and Curtis.

- Glenn referred to Council File 23-0918, adopted October 20, 2023, the Chief Legislative Analyst to report back in 60 days on recommendations and best practices that will streamline and implement better coordination between the departments and bureaus who build and maintain public infrastructure in the public right-of-way, sidewalks, and parkway by evaluating reducing the number of steps involved in the approval process, providing clear guidance to the public, and appropriate timelines for implementation. We could weigh in.

- These are private developers closing bike lanes without providing advance notice or alternate routes. There should be signage to explain how the space is to be used. We

will look at the council file to see how it relates and we could tell them where to put the signs, how to organize the information.

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

- Babak said LADOT is still working with the Bureau of Engineering on piloting techniques and materials in Spring Street bike lanes downtown. An update should be available before the next BAC meeting.
- Philip said he gave Babak suggestions from LABAC members to either harden all protected bike lanes since there aren't that many or, if not, harden the protected bike lanes at 7th and Figueroa. Babak said he shared the information with the person who is the lead on this and they made the decision to pilot on Spring Street.
- Glenn said examples of use of protected bike lanes include food trucks where because of the design of protected bike lanes customers are standing in the bike lanes and one person even used an orange cone to tell people to stay out of their operation.
- Jennifer mentioned Bike Lane Uprising (<https://www.bikelaneuprising.com/>) where you can report any kind of bike lane obstructions anywhere in the country.
- Babak said this was a concern with food trucks when they put in protected bike lanes on Venice Boulevard in the Palms area. They used signage to communicate how to use that space and it has to be free to allow bicyclists to go through. He said please share the information with Philip in an organized way to let him know of locations where they should put up those types of signage.
- In terms of enforcement, Babak said call 3-1-1 and they will sort it out. There was a question about whether obstructing a bike lane is a ticketable offense. Jennifer did not make a motion on this subject.

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

- The Silverlake and Rampart Village Neighborhood Councils filed community impact statements.
- City Council adopted the Council File on November 8, 2023, and there will be a report back with recommendations and best practices that will provide the basis for a Council proposal to the Mayor's office that would implement a 5-year Capital Infrastructure Plan for all public right-of-way projects as part of the FY 2024-25 Budget Proposal and going forward.

8. Century City Bikeway Network plan.

No report.

9. Expo Bikeway, Northvale gap update. Babak

No update.

10. Permanent slow streets update. Babak

- All remaining phase 2 treatments have been installed.
- The way it works now if people want Slow Streets treatments is that it has been integrated into the LADOT toolbox to help manage speeding. For additional Slow Streets, reach out to the District Engineering Office at the following link:

<https://ladot.lacity.gov/contact> He didn't have a link describing what the requirements are for designating a Slow Street.

11. Streets For All update. Michael Schneider

- CD 10 candidates will be having a mobility debate later today.
- Measure HLA for safe streets has been endorsed by the LA Times, the LA County Democratic Party, five Councilmembers, and a huge coalition of street safety advocates, environmental organizations, business, and labor. Turnout on March 5 is expected to be about 30%. Please vote.
- Council File 23-1363 for Venice Boulevard has now passed out of the Transportation Committee. It may go on consent to the City Council because it passed through the committee unanimously. It would create protected bike lanes on Venice all the way to Arlington.
- Working with CD-1, CD-14, and CD-10 to get people on bikes safely to downtown and to San Pedro via Country Club and eventually via 11th Street. That plan has the support of the Neighborhood Councils that it needs, including the Downtown LA Neighborhood Council. Please see a map at the following link:
https://www.google.com/maps/d/u/0/viewer?mid=1_1Zuvgd9WjUP1y22g7gFokmstrLqBZk&ll=34.04683743592754%2C-118.30860513030478&z=16
- Beverly Hills is installing protected bike lanes on Beverly Boulevard near Doheny on our border, happening this month.
- The Ballona Creek bike path extension is proceeding. Streets For All finished their feasibility study on December 28 and delivered it to the City. CD-10 quickly introduced a motion directing the Bureau of Engineering with assistance from LADOT to apply for ATP Cycle 7 to construct it. That motion passed unanimously at a Transportation Committee meeting last week. We expect the City to apply for construction funding this June through the ATP program. If it's awarded, it may be completed in time for the Olympics.
- Streets for All has begun making endorsements on safe streets and bike-ability for this round of the primary elections. So far they've endorsed Nithya Ramen for CD-4 and Marqueece Harris-Dawson for CD-8, and Serena Oberstein for CD-12.

12. 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>

Babak to check with Neptune, are there generic procedures that apply in such situations?

- Babak said community outreach for Neptune was done. There were standard bike lanes there. Because of it being a wider street, there were drivers racing and doing donuts. The chosen solution was to do roundabouts and angled parking. Community outreach was done.
- The protocol for bike lane removal in the Mobility Plan requires engagement and a public hearing. Babak said the mobility plan says it requires a public hearing for the proposed removal of an existing Class 2 or Class 4 bike facility. Open communications and changes are permitted as long as it maintains the integrity of the long range vision

of the transportation system for a multimodal transportation future. Neptune is adjacent to Anaheim and Anaheim is getting construction funding. They will use some of that money for Neptune and they are building traffic circles. The community opted for roundabouts and angled parking when bike lanes weren't slowing down traffic and dangerous driving.

- Michael said Van Nuys protected bike lanes are being removed as part of the rail project. There are bike lanes on Terra Bella but Terra Bella is incongruent and doesn't parallel Van Nuys. He said Measure HLA will prevent bike lanes being removed without replacement bike lanes of equal or better quality in close proximity.

- Glenn said as an example there was a school on Mason Avenue where parents picking up their kids were lining up their cars in the bike lane. Rather than give out tickets, they said let's just take out the bike lane. Even if the removal is temporary, there should be a process. He said during Metro's hearings about the Van Nuys bike lanes, Metro dismissed the comments that asked to preserve the bike lanes. Metro doesn't have to follow the City's mobility plan but Van Nuys Boulevard is a City street. Removal of the bike lanes was not included in the EIR for the project.

13. City Council files related to bicycling ([link](#)) updates.

- Are there council files missing that should be added? Are there council files that should be removed from the list?
- Which of these files should Planning and Engineering actively monitor? And who wants to be a point person for those files? And which ones do we think are more related to the Advocacy and Education Subcommittee?

- We should discuss bike-related council files at the retreat.

- Council File 23-1363 would instruct the Department of Transportation to report on the feasibility and costs of implementing Class I or Class IV protected bicycle lanes along Venice Boulevard between Arlington and Fairfax A venues. This is on the consent calendar. We should put this on the agenda for the full LABAC meeting in February.

- Jennifer made a motion to support Council File 23-1363 and propose extending bike and bus lanes to downtown LA. Karen seconded the motion. The motion passed by unanimous consent of the subcommittee members. Glenn said that's a motion summary and then link to Michael's suggested motion:

https://www.google.com/maps/d/u/0/viewer?mid=1_1Zuvgd9WjUP1y22g7gFokmstrLqBZk&ll=34.04683743592754%2C-118.30860513030478&z=16 This is a secondary ask

and it should be clear in our motion that this is in addition to what's in the council file.

- Council File 23-1210, Leading Pedestrian Intervals (LPI) / Vision Zero Safety Study / Signal Phasing and Timing / Traffic Violence, was adopted on January 10, 2024.

- Julian will look at putting the bike-related council files into Asana.

- Glenn searches for bike in the Council File Management System and also Streets Blog

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

<https://docs.google.com/spreadsheets/d/1yGOX-qlbloDbt8exw-v4Bt1Bs8TZoAOo8wmjvtyD7FU/edit#gid=304220517>

15. Project Suggestion list.

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

- We get items, like from public attendees, and we park them in this list. Kent supported it. LADOT looks at this list when they are looking for projects. Some of them have support from the Neighborhood Council.

16. Announcements

- February 25: Ciclavia Melrose will close Melrose between Fairfax and Vermont from 9 AM to 3 PM.

- March 19 – 21: 2024 National Bike Summit, MLK Library, Washington, DC.

17. Adjournment in honor of people killed in crashes with motor vehicles.

- Kowshik, a 23-year-old international student from Bangladesh, was killed by a drunken driver on January 10 while riding a scooter at West 1st Street and Bimini Place.

- We could also honor victories and heroes in this agenda item.

Next Meeting: Tuesday, March 19, 2024, 1:00PM.

LABAC Planning and Bikeways Engineering Subcommittee Mtg

Glenn moved to adjourn. The meeting adjourned at 3:22 PM.