

**Minutes of Bicycle Advisory Committee of the City of Los Angeles  
Planning and Bikeways Engineering Subcommittee meeting -  
Tuesday, March 19, 1:00 p.m.**

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

**Emailed**

**Online Meeting Access Information**

<https://us02web.zoom.us/j/81051063004>

Meeting ID: 810 5106 3004

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

Bikeways, Planning and Engineering Subcommittee members: Jennifer Gill (vice chair), Glenn Bailey, Philip Armstrong (chair), Michael Schneider, Karen Canady, Brennan Linder

**Minutes**

1. Call to Order and Introductions and approval of minutes. Please see 1.23.24 minutes at:

[https://labikecommittee.org/wp-content/uploads/2024/01/Subcom-minutes-1-23-24\\_v2.pdf](https://labikecommittee.org/wp-content/uploads/2024/01/Subcom-minutes-1-23-24_v2.pdf)

Meeting called to order at 1:05 PM. Quorum is four for the Planning and Bikeways Engineering Subcommittee and is met. Karen moved to approve the 1.23.24 minutes. Glenn seconded the motion. The motion to approve the minutes passed 4-0-0.

2. Public Comment on non-agenda items.

Alex Miller commented on the proposed selection of Lyft as the vendor for the BikeShare contract. He said Lyft's goal, to move BikeShare customers to ride share customers, does not align with the City's goal of multimodal transportation. Lyft would displace a union-affiliated and women-owned company that currently operates BikeShare.

3. Active Transportation project updates. Elliott Shaw

- New role

Elliott said he graduated last year from UCLA where he studied urban planning. He grew up in Vancouver, British Columbia, and he studied Human Geography and Urban Forestry at the University of British Columbia. He was an intern at LADOT on the shared mobility team working on Metro BikeShare and BlueLA before being hired as a staff. He just started his role as a transportation planner in the Active Transportation Division in January.

- Request for written update

In terms of asking Elliott to provide a written report in addition to the verbal report, Philip said he would send Elliott the minutes from our last meeting so that he can look at it and see what he could give us in writing that would make it easier for us to understand and encapsulate the evolution of these projects. Without having all of the context for the projects, it's difficult for one person to encapsulate all of the information he's giving in a brief minutes document.

- Protected bike lane on Lankershim

They are finalizing the engagement strategy for Lankershim in North Hollywood between Chandler and Magnolia for protected bike lanes integrated into the Chandler cycle track, to be completed in 18 – 24 months. We should see some material for that soon as it is being rolled out. Phase 1 is a one-way protected bike lane to be constructed with the Chandler Connector along the Orange Line in the Valley. Phase 2 will convert the Phase 1 one-way protected bike lane into a two-way protected bike lane and it will be the focus of the upcoming year's engagement work.

- Rail to Rail Connection

Rail to Rail is also working on the engagement plan and it should be finalized soon. Designs are still in the concept phase and they are working out how to connect the end of the Metro projects to the future K Line Fairview Heights station. He can update us once they have done some engagement and designs are finalized.

- 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>)

Applications are due today. Their team is working on them up to the last minute today. The three project sites are Downtown LA in CD 14, the Crenshaw Expo area in CD 10, and the Mission Rd/Valley Boulevard in CD 14. He doesn't have any updates yet but will look for specifics for the next subcom meeting.

- Bike corral expansion program

LADOT is installing 30 bike corrals in the City in 2026, two per Council District. Some 29 out of those 30 have finalized their designs to meet installation deadlines and are ready to be constructed. The final location, in CD 14, should be finalized in a couple of months and then construction can move forward. This is a federally funded project. He will check on getting a list of the bike corral locations for the LABAC soon to keep the appointees for the Council Districts and the Neighborhood Councils informed. He will make a note to give us an update for the next meeting as they may want to wait to provide the list of locations until all the designs are finalized.

- First/last mile grant for the E-Line station in Culver City (<https://ladotlivablestreets.org/projects/culver-city-mat>)

This project Active Transportation grant project is looking to potentially install a crosswalk at the Culver City Metro station. They are working with a few teams to make that happen but there are no updates yet.

#### 4. Vision Zero Update, Matt Gurtz

- New staff:

Matt introduced Eleanor Hunt who will be stepping into his role for the subcommittee but he will still be with us behind the scenes. She has been at LADOT for a couple of

months by way of City Planning and, previous to that, a transportation consulting firm. She's been in Los Angeles for 10 years and is excited to be a part of the LABAC.

- High Injury Network and systematic safety analysis of proactive improvements.
- The results of the safety study that they did last year is being rolled into their next Vision Zero Annual Report. He's not sure when it's going to Council, they're working on that now. That report will have information about what they've done in the past year and what they are looking forward to, including information on the updated High Injury Network and the systematic safety analysis that involved looking wholesale around the City at common crash characteristics. Not much more can be said until their management gives the final signoff on the annual report. They are looking at a lot of data that is helping guide the future of their work program. Due to the short time frame for the consultant to finish the report before the contract expired, they had them give LADOT a draft final version of the report and there was no time for the BAC to provide more input. The main change in the High Injury Network was that the way they are prioritizing projects has changed so that now they are giving every segment of the High Injury Network a prioritized score. It still includes a lot of the same streets.
- Philip registered his disappointment that we have a Bicycle Advisory Committee and LADOT hired a consultant to assist them in moving in a different direction and we've had updates but, other than commenting on the High Injury Network methodology, have not been given much of an opportunity to provide input. In response, Matt said he'd like to push back on that message because that methodology was used strongly in the systematic analysis and they took a lot of our comments and folded them into their methodology. While apologizing that there wasn't time to bring us into more of it, he said it was a very data centric process and with a very positive outcome.

- Hollywood Boulevard Safety and Mobility Project.
- Matt shared the screen to give a presentation (copy attached) to take us through the conceptual design of the project and give us a chance to weigh in as they are developing the conceptual design and concepts. He last presented to us back in February before their virtual town hall for the Hollywood Blvd project. The project extends from Gower Street to the intersection of Sunset and Fountain Avenue. This will connect with Council District 13's future Hollywood Walk of Fame Master Plan extending from La Brea to Gower. CD 13 will also have a press conference at 9 AM on Thursday, March 21, at Hollywood and Vine Metro Station to give an update on the Hollywood Walk of Fame project and the Vision Zero project. He invited the subcommittee members to tune in if we're interested in hearing about CD 13's project. He will send us the press release when it's available. The conceptual design will wrap into the final design in the summer.
- Looking at why Hollywood Blvd is a Vision Zero priority corridor, he cited the 2010 – 2019 statistics of 56 people killed or severely injured, 60% involved people walking or biking. This corridor combines speeding drivers and high numbers of pedestrians/bicyclists/transit riders. He went through the project goals as described in the attached slide deck. He summarized the community engagement strategies, including stakeholder briefings, community and business survey (with 2000 survey responses), popup charrettes, and walk and bike audits. The conceptual design has a phase 1 for the Gower Street to Lyman PI segment of Hollywood Blvd and phase 2 for the Lyman PI to Sunset Blvd segment of Hollywood Blvd and the Hillhurst Avenue to

Fountain Avenue segment of Sunset Blvd. The outreach and best practices would be to install a lane reconfiguration on Hollywood which might involve a protected bike lane, upgrading pedestrian crossings to hawk beacons, moving the parking to the left of the bike lane, removing one vehicle travel lane in each direction, and adding a left vehicle turn lane. Also, installing left turn calming treatments and installing speed tables.

- Referring to the presentation, he subsequently went through that street section by street section. On Hollywood from east to west, between Lyman Place and Vermont Avenue, there's already a center turn lane, remove one vehicle lane to add a protected bike lane and shift the parking away from the curb. Between Vermont Avenue and Van Ness Avenue, the biggest section, is currently two lanes in each direction with parking, remove one lane, add the center turn lane, and again add the protected bike lane.

Around the freeway, this is a quick build project, where there are two lanes for the freeway on-ramps, maintain the two lanes in each direction to accommodate Caltrans requirements, use the extra space that we have for parking restrictions to add protected bike lanes. From Bronson Avenue to Gower Street, maintain two lanes in each direction for freeway access, remove all on-street parking, and install protected bike lanes. At the intersection of Hollywood, Prospect, and Vermont, to improve visibility for people walking and biking, straightening out the turn from Prospect to Hollywood, making it easier for drivers to see people crossing the intersection, and slow down the traffic. On Hollywood Blvd, use turn calming to slow people down when they are making left turns. They've used bollards at Hollywood and Normandie and are considering using them for Gramercy Place, Alexandria Avenue, and New Hampshire Avenue. They are still looking at speed tables for pedestrian crossings to slow down drivers and increase visibility of pedestrians. For Hollywood/Lyman to Sunset/Fountain, improve the experience for everyone, especially at the intersection of Sunset Blvd, Sunset Drive, Hillhurst Avenue, Virgil Avenue, and Hollywood Blvd.

Possibilities include reconfiguring the complex intersection, limiting access to Sunset Drive, and extending the proposed bike lanes on Hollywood to connect to the existing bike lanes on Sunset Blvd. Preliminary concepts include removing on-street parking. Additional outreach will include the hospitals and small businesses. Timing is to do this installation along with or soon after the rest of the Hollywood Blvd project. Next steps include continuing to collect feedback on the conceptual design, begin to prepare final design, they are coordinating to schedule street resurfacing with StreetsLA, target to have this installed in the summer this year, construction outreach and notification.

- The resurfacing is scheduled for June and the striping thereafter, including the first section and trying to include the second section. They are considering no right turn on red, particularly near the Hollywood and Western Metro Station. He said he will relay to the engineers Glenn's recommendation about restricting left turns in the vicinity of the Hollywood Freeway where you don't have the center turning lane in the long block between Bronson and Gower. In corridor projects, they focus speed tables on pedestrian crossings and transit stops where speed reduction is most beneficial. 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)

- On Sunday, March 17, they had great turnout for a celebration partnering with Ciclavia of the Reseda Complete Streets Project and 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. Lionel Mares, CD 7 Appointee, represented the LABAC.

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

- Elliott said he understood they were providing letters of notification to the LABAC when construction projects would affect bike lanes but then the LABAC requested not to get those notifications. They get notified of bike lane removals when there is a traffic control plan drafted.

- Although it doesn't address the primary purpose we're trying to accomplish, Glenn requested that we track Council File 23-0918 in terms of its implications for cyclists and, when we mention these kinds of items, we include the council file number and a link to it. The goal is to create a motion that would improve coordination. Jennifer said we have a motion that Curtis and the CD 4 Deputy are working on.

- Philip mentioned 200 N Vermont where the sidewalk in front of a 490-unit transit oriented communities project was closed for two weeks. That sidewalk was the principal connecting route for students walking from Virgil Middle School to the Vermont/Beverly Metro Station and instead of using the sidewalk the students were walking in the right-most traffic lane. Glenn mentioned another large apartment project on Reseda Boulevard where the bike lanes were closed for months. Michael said under ADA the developer has to provide a safe and equivalent temporary facility.

- Jennifer said she will call Deborah at the Pedestrian Advisory Committee to understand what they know. So, the first step is to contact the Pedestrian Advisory Committee and the second step is to look at the motion to see whether we can include any other council files in it. Glenn said there should be notice that it is closed and reasonable accommodation. However, we're getting reports that this is not happening for a lot of these projects.

6. Hardening bike lanes: bollards, curbs and other options. Update on city research and tests. Let him know where signage is needed to communicate the use of that space, Elliott

- Elliott said he did not have an update.

- Michael said BOE wants to do it but they don't have the resources. StreetsLA has the equipment and training to move things like pre-tread, which are prefab Jersey barriers, but they want LADOT to do it. Pre-tread is made from recycled tires and it gets bolted to the ground. LADOT doesn't have the equipment or the training to move something that large. There isn't much progress. He's planning on bringing up this impasse when he meets with LADOT General Manager Laura Cornejo in a couple of weeks.

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

- Michael said this is the third time in 12 years the City has passed a version of this motion. With passage of Measure HLA, there is more momentum to get it done. It is

possible that HLA implementation and the Capital Improvement Plan will be integrated and done together. The Transportation Committee will meet tomorrow and again on April 17 to possibly take up the Capital Improvement Plan.

8. Century City Bikeway Network plan. Elliott  
No update.

9. Expo Bikeway, Northvale gap update. Elliott

- No update from Elliott.

- Michael said they're requesting \$13 million. If this is awarded, that should finish the funding source.

10. Permanent slow streets update. Elliott

- 4<sup>th</sup> Street Bikeway: Karen said we were told for years that they would get roundabouts at 4<sup>th</sup> Street and Norton and at 4<sup>th</sup> Street and New Hampshire. Elliott said he could make a note and ask about it.

11. Streets For All update. Discussion and possible action on implementation of Measure HLA, Michael Schneider.

- Measure HLA for safe streets passed with 65.5% of the votes. The City and the Transportation Committee is already moving ahead to comply even though it will only be certified and become law in about four weeks. Committee Chair Heather Hutt will provide a new set of recommendations for HLA implementation.

- Two important events are happening tomorrow: At 12:30 PM, Streets For All is hosting a press conference on the 1<sup>st</sup> Street steps of City Hall with some Councilmembers to celebrate and discuss implementation of HLA. From there, they will walk to the Transportation Committee meeting at 1:30 PM in Room 401 at City Hall where they will be taking up the first steps to implement HLA.

- Streets For All wants LADOT to be in charge of the repaving schedule for the Mobility Plan corridors. Set minimum standards for community outreach, standard treatments for pedestrian enhanced districts, transit enhanced network, and the bike lane network.

- There are three Council Files that are being heard tomorrow as a single agenda item:

- Council File 15-0719-S26, the City's version of Healthy Streets LA and the City's suggested implementation mechanisms to implement the Mobility Plan during repaving.

- Traci Parks' Council File 24-0131.

- Council File 24-0173, Nithya's and Marqueece's motion which tries to quantify the economic costs of the City's dangerous streets.

- On April 17, the Transportation Committee will hear the report back from the items they will pass tomorrow. If the City moves ahead in a reasonable way, we might have a bike network or a Mobility Plan built out in five to seven years. As a result, we would have a network of protected and unprotected bike lanes Citywide. This would include a connection between the Valley and the City through Sepulveda, Beverly Glen, and Cahuenga. We would have a set of bike networks throughout the San Fernando Valley, all the way down to the harbor. We would have east-west streets and north-south like Crenshaw. Not only will it get more people biking but it will also enable people who bike to save even more time as they won't have to detour as often because they will have a

high quality bike facility that's more direct on an arterial where they need to go. Navigation on this network will be facilitated as Google Maps gets data from cities, as the cities update their infrastructure, and that data gets updated.

- The Ballona Creek Bike Path Extension is proceeding. CD-10 quickly introduced a motion directing the Bureau of Engineering with assistance from LADOT to apply for ATP Cycle 7 to get the project shovel ready. It would get it cleared environmentally, get the design to 100%, and get the cost estimates to 100%. BOE applied to Metro for grant writing assistance and they got it. Michael is working with BOE to ensure that they are able to submit a competitive ATP grant in June. It may help for the LABAC to provide a letter of support. He will let us know and, if so, submit a draft letter. We would know in January 2025 if funds were awarded and if so it would take about 18 months to get it shovel ready and then they'd apply for the actual construction for the next ATP cycle in summer 2026.

- Quick election updates: CD 2 went to runoff, Nithya and Marqueece won outright, and Heather Hutt is in a runoff. On April 10, from 5 to 6 PM, they have Laura Cornejo, General Manager of LADOT for the Streets For All Happy Hour.

- Streets For All did not get awarded \$2 million that it requested from the federal government to study Marina Central Park, which was a rethink of the 90 Freeway. They will apply to other funding sources to keep that vision alive.

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-i-a-city-is-quietly-removing-bike-lanes-and-adding-on-street-car-parking>

Elliott to check with Van Nuys bike lanes, are there generic procedures that apply in such situations?

- Michael said Measure HLA will prevent bike lanes being removed. They can't change things without improving them.

- Glenn said there are existing bike lanes on Van Nuys Boulevard in Pacoima east from San Fernando Road and south on Van Nuys Boulevard to Arleta so he thinks that whole part of Pacoima has bike lanes. Elliott said he will look into this because he thought they were only being removed during construction and that the bike lanes were being transferred to different parallel streets. In response, Glenn said the issue is the parallel streets because the rest of Van Nuys Boulevard until you get south of Victory or maybe Oxnard doesn't have bike lanes and so there is a huge gap there. Also, unfortunately, some of the parallel streets don't cross through the railroad tracks between Saticoy and Roscoe so that's a challenge. This is the East San Fernando Light Rail Project.

- Glenn referred to Babak telling us that the Mobility Plan requires a public hearing for the removal of an existing Class 2 or Class 4 bike facility. He said we still have to make sure that there is notice and notice would be given to the LABAC and the Neighborhood Council even though they may or may not be supportive of our position. We may check with Karen on whether this is a motion. If we need to beef up the notification or make a recommendation, maybe put that on the agenda for the next meeting.

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?
- Jennifer said we need to create a Google Sheet and list the council files and determine which council files apply to which subcommittee. She said Rob told her that he will create the Google Sheet.
- Glenn said the two chairs should go through the list and claim the ones that apply to them so that someone takes responsibility for tracking each one.
- On the subject of who could be a member of the subcommittee, Glenn said that in the past, alternates could be on the subcommittee but they have to be added to the subcommittee following the procedure for adding appointees to the subcommittee. We could have alternates on the subcommittee, which would help us to meet quorum.
- Philip mentioned that we received public comments on a number of council files.
- Jennifer said Jacob Wasserman's comments will go into the Google Sheet along with other comments that we get from Neighborhood Councils and the public.
- Even though we aren't covered under the ordinance, Glenn said he thinks the BAC and subcommittees fall within the community impact statement ordinance. We should put an item on our agenda for any Neighborhood Council that has filed a community impact statement to present on that community impact statement so that we can incorporate their input. The Board of Neighborhood Commissioners has generic language on their agenda that says any Neighborhood Council should get to provide input that has filed a community impact statement for something that's on this agenda. He said Philip should talk to Rob about this. Philip said we could acknowledge in our meeting that we have received them regardless of whether there is anything we can do as a subcommittee. Jennifer said we could use them as support, in our Google Sheet. Glenn said if we were to vote on a council file as part of the action we would need to incorporate the input, acknowledge it, and be aware of it. He understands that he may not want to attend the meeting. Since he's forwarded us the community impact statement, we owe it to them to consider it if we're going to take action on any specific one. We just need to figure out a better way of organizing the information we get. Jennifer said Rob will handle the organization and we need to figure out who gets which council files.

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

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

15. 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)

16. Announcements



- With the passage of Measure HLA on March 5, the Los Angeles City Council Transportation Committee will meet on March 20 to consider implementing Measure HLA. For more information, please refer to Council File 15-0719-S26 at the following link:  
<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=15-0719-S26>

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

Next Meeting: Tuesday, May 21, 2024, 1:00PM.

LABAC Planning and Bikeways Engineering Subcommittee Mtg

Jennifer moved to adjourn. The meeting adjourned at 3:04 PM.