

**Minutes of Bicycle Advisory Committee of the City of Los Angeles  
Planning and Bikeways Engineering Subcommittee meeting -  
Tuesday, January 21, 2025, 1:00 p.m.**

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

**Emailed 1/30/25 1:15 PM**

**Online Meeting Access Information**

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

Meeting ID: 810 5106 3004

Guests: Eleanor Hunts (LADOT Vision Zero Team), Elliott Shaw and Jack Moreau (LADOT ATP Team), Rob Kadota (LABAC), Sabrina Silver (Equestrian), Jill Haber, Mimi Price, Miriam Priessel.

Bikeways, Planning and Engineering Subcommittee Members attending: Jennifer Gill (vice chair), Philip Armstrong (chair), Karen Canady,

Members attending on Zoom but not counted as present: Glenn Bailey, Michael Schneider, Founder and CEO of Streets For All.

**MINUTES**

1. Call to Order and Introductions and approval of minutes. Please see 9.17.24 minutes available at:

[https://labikecommittee.org/wp-content/uploads/2024/10/Subcom-minutes-9-17-24\\_V2.pdf](https://labikecommittee.org/wp-content/uploads/2024/10/Subcom-minutes-9-17-24_V2.pdf)

Meeting is called to order at 1:02 PM. Quorum is three for the Planning and Bikeways Engineering Subcommittee and is met. Karen moved and Jennifer seconded approval of the 9.17.24 minutes. Motion passed by unanimous consent.

2. Public Comment on non-agenda items.

There was no public comment on non-agenda items.

3. Active Transportation project updates. Elliott Shaw.

- Forestlawn Drive
  - Open house on December 4, 2024
    - His teammates reported the open house went well. They had a lot of feedback from the community and there were mixed reactions from community members, including some opposition to the project but there are no updates on the project. They were still receiving feedback online. They will move on to the next stage in outreach, parse through all the feedback they've received, and continue

discussions with the council office. He will continue with updates as he receives updates.

- Koreatown Wilshire Center Neighborhood Enhanced Network Quick-Build SCAG-Funded Grant Project
  - Design is ongoing - the consultant team is reaching out to CD10 before conducting a broad outreach to secure community support for the one-way conversion on Serrano Place for the Hobart Elementary School valet lane for one day. They have decided to move forward with that aspect for the grant funded quick-build project and they are in the middle of community outreach.

#### 4. Vision Zero Update. Eleanor Hunts.

- Hollywood Boulevard Safety and Mobility Project.
  - No updates yet on Phase II. The goal is to implement Phase II in FY26 Q1 (fall 2025). If that timeline holds (it is dependent on curb ramp work that is still in progress), LADOT will be able to continue outreach this summer.
  - LADOT did not receive any complaints to the VZ inbox about the Phase I bike lanes causing any issues with the Sunset Fire evacuation.
- “Meet the Hollywoods” CicLAvia.
  - We will remove this item from the agenda.
- Walk of Fame: CD 13 is working with BOE on that so they don't have any updates.
- July 30 bus/bicycle collision at Vermont/Beverly: what are plans for accommodating bicycles north of Gage in the [Vermont Transit Corridor Project](#)? This collision was reported to Metro Operations and LAPD.
  - LADOT is pursuing opportunities to implement a bike lane on Vermont and working with Metro to see how that's possible. If it is not possible during this project phase, they will be seeking to implement the bike lane during a subsequent phase. Martha Butler had said the width on Vermont was going to be challenging in that northern portion. When the City Attorney weighed in on Measure HLA, they stated it doesn't apply when non-City entities carry out these projects. LADOT is following that guidance. It won't be a continuous bike lane but they are hoping LADOT can push for segments depending on space.
  - Philip reported that at LA Metro's December 11 public meeting at LACC for the Vermont Transit Corridor Project, Martha Butler said it was ok with Metro if LADOT wants to take away the street parking on Vermont to put in bike lanes north of Gage as they do the project, but LA Metro would not be the ones to take away the parking. Eleanor said she would pass on that information to the Program Manager who is partnering with Metro on that.
  - Michael Schneider said Streets For All sent a letter to the Mayor and to Metro informing them that they don't agree with the City Attorney's interpretation that Measure HLA doesn't apply to projects that are not led by the City. On February 12, there will be a joint Transportation

Committee and Public Works Committee meeting to consider the draft ordinance to implement Measure HLA. At that meeting, it's likely that there will be an amendment to have Measure HLA apply to Metro projects. The reason is that if someone else is footing the bill for a project, why not have outside funding pay to implement our mobility plan at the same time.

- Also on Vermont, Michael said CD 9 was aggressively defending parking spaces. Consequently, if the City decrees that Measure HLA applies to Metro projects, that would force the conversation and force a solution to not violate the law.
- Study of crash patterns, volume threshold requirements, and appropriate countermeasures at Vermont Ave/3rd St.: On November 20, Metro informed us that, while MAT Cycle II can only fund capital projects, they will be developing a First/Last Mile Plan for the Vermont Transit Corridor Project, and Vermont Ave/3rd St may be assessed for proposed improvements/projects. In addition, they are currently developing Metro's Street Safety Program, and the Vermont Ave/3rd St corridor may be included in their data assessments.
  - There is no update on this. Waiting to hear from Metro about what treatments might be incorporated into their project.
- Update on the traffic signal and crosswalk at Vermont Avenue and Council Street. The new 490-unit housing development at 200 N Vermont Avenue is currently being occupied.
  - Development Permit Services approved the signal plan as part of the B Permit work for the new development which LADOT is not in charge of. Vision Zero doesn't track that and it's not an Active Transportation project either. Eleanor reached out to the B Permit inspector in charge of that area and they haven't heard back. She will let us know when she does. The inspectors are typically notified when the work begins so they should have an idea if the construction has started yet.
- [Special order](#) issued in 2021 regarding reporting of traffic collisions to LAPD which is now part of the [police manual](#). What are the implications of this special order for how the High Injury Network is updated?
  - In 2021, LAPD changed how they report collisions. Now they just report severe and fatal injury collisions. The new HIN that is going to be introduced as part of an upcoming council report very soon (possibly early February) uses crash data from 2017-2021. There is one year of overlap with the LAPD order, but in creating the HIN, they weight heavily on severe and fatal collisions. The LAPD reporting change shouldn't have a big impact on which streets get flagged as being part of the HIN. Some statistics comparing the new HIN and previously adopted priority corridors:
    - 60 of the top 100 corridors in the new HIN overlap with previously adopted priority corridors. Among these 60 are the new 1, 2, 3, 5, 7, 8, 9, and 10 ranking corridors on the 2024 priority corridor list.
    - About 50% of the previously adopted corridors overlap with the new top 100 corridors.

- Report is a joint report with CAO's office and LADOT reporting on the results of the VZ Independent Evaluation and the new HIN. No council file number.
- Glenn asked if there is a council file associated with the joint report with CAO's office and LADOT reporting on the results of the VZ Independent Evaluation and the new HIN and what entity will be submitting this report and under what path it will get there. Eleanor said she will reach out and ask.

5. Accommodation of cyclists when bike lanes close in construction areas. CD 4 motion was introduced on August 6 in [Council File 20-1469-S1](#). Council adopted this motion on October 1. Elliott.

- Their team hasn't heard anything directly but they are aware that it passed and will be on the lookout for anything on their end.
- Glenn said the action taken by City Council indicated a report back in 90 days from October 1 and we're beyond the 90 days. Since the motion instructed the the Los Angeles Department of Transportation, with support from the Bureau of Engineering and the Bureau of Street Services, to report back within 90 days, maybe the LABAC should send a communication to those three entities and nicely tell them that we are looking forward to the report. He said a motion is not required as the letter would be an inquiry. It would be to those three entities, make reference to the City Council voted on October 1 and provided for a 90 day report back. He would defer to Rob on whether it should come from the LABAC or the subcom. Rob said he and Philip could do that.

6. Hardening bike lanes: bollards, curbs and other options. Update on city research and tests. The LABAC is interested in a maintenance cost comparison between standard approach of bollards/paint + ongoing maintenance vs. hardened infrastructure over 5-10 year periods. Eleanor.

- Zippers on Main Street have been installed north of City Hall. More Zippers are going to be installed as part of some other upcoming projects so we will have more than one street to get data points. Otherwise no updates.

7. Active Transportation Infrastructure Capital Improvement Plan. Council File 23-0919. Discussion and possible action on the recommendation by the North Westwood Neighborhood Council (NWWNC) to compile and implement global best practices to better coordinate Public Right-of-Way projects, to cut down the administrative steps needed for streets improvements, to streamline design and construction processes, to fund the implementation of the Mobility Plan 2035 and other planned projects, and potentially to merge the Bureau of Street Services and Department of Transportation. Jennifer to invite Jessica Meany of Investing in Place to our February 4 LABAC meeting.

- Jennifer reported that Jessica Meany started this but she didn't have time so we need to move in a different direction and she will call CD 3 to find out. We will table this item until our next meeting.

8. Century City Bikeway Network plan. Report update of prioritized projects from [Metro FLM](#) for the Purple Line (D Line) extension through Century City.

- No update.

9. Expo Bikeway, Northvale gap update. If it's possible to include specific questions in the agenda, Elliott said he can work on getting answers before the meeting. Elliott.

- Design is hopefully wrapping up with the civil and structural plans by the end of February - after that, they will try and close out the environmental and right of way certifications before the end of the fiscal year (June 2025). If all goes well, they hope to obligate construction funds by July 01, 2025 - the bid and award phase would take place after that and hopefully they can begin construction in 2026.
- Elliott said he received Jonathan's questions, he's finding some answers, and he will send them over. Last time, Michael was asking about the signalized crossing at the T-intersection on Motor at the eastern limit of the gap project and the preliminary design has it listed as a fully synchronized crossing. He will check on whether the project includes protected infrastructure from that crossing to the Expo Line.
- Kent asked whether LADOT has the funding required to complete the off-street phase of the project. Elliott said he is confirming that with the Bike Paths Team and he will send that information with the other responses.
- Philip asked about the Central City SRTS Safety and Climate Resilient Neighborhood Network Project. Elliott said this is still an active project and he's searching for any information online and he can send that information our way as well.

10. Permanent slow streets update. Roundabout at 4<sup>th</sup> Street and New Hampshire.

- No update.

11. Streets For All update. Discussion and possible action on implementation of Measure HLA. Please refer to [Council File 15-0719-S26](#). [Mobility Plan 2035](#) map. Michael Schneider.

- There will be a joint Public Works/Transportation Committee Meeting at 8:30 AM on February 12. That is where they will take up the draft implementation ordinance for Measure HLA. Streets For All is working closely with their allies in those committees to make sure that the ordinance is the best it can possibly be. However, right now the draft one has some gaping holes, but they're confident that they can plug them.
- The big picture is 10 months after the election that passed Measure HLA, when pedestrians are injured every 5 hours and killed every 2 days, the City of LA has responded to the passage of Measure HLA by pausing nearly all resurfacing on Mobility Plan 2035 corridors.
- Streets For All had a really good election season. On the LA City Council, 4 out of their 5 endorsed candidates won. They now have 7 Council members that have been endorsed by Streets For All on the current LA City Council so they're getting pretty close to a majority.

- In the City of Santa Monica, they flipped the City Council from a minority to a 5-2 progressive super majority.
- In Culver City, their former steering committee member, Bubba Fish, won his seat, and that flipped the Council to a 3-2 progressive majority.
- In West Hollywood, they helped maintain a 3-2 progressive majority, which means protected bike lanes on Fountain.
- In Burbank, they also helped retain the progressive majority. So regionally, they did pretty well, and they're pretty excited about what's to come in the City of LA and surrounding cities
- 2025 year is the 10th anniversary of Vision Zero. Unfortunately, deaths have doubled since the City of Los Angeles announced Vision Zero in 2015. So we've gone in exactly the wrong direction. In August, Streets For All will be doing a lot of work around this anniversary. Also, they're trying to see how they can actually achieve Vision Zero and not go the in the wrong direction for 10 years.
- The Governor signed 5 out of the 6 bills they got on his desk. Of those bills, the following ones pertain to our subject matter.
  - AB 3177: This ends street dedications or road widening mandates across the State. So the State actually got to it before the City of LA got to it. But essentially, developers or people that are doing construction in residential areas will no longer have to dedicate the street and widen it as a condition of approval of their project. Widening makes the streets more dangerous, inconsistent, cuts down trees, and makes it more dangerous to bike onto.
  - SB 960 was signed. This is the Caltrans Complete Streets Bill. This will apply to streets like Lincoln, Santa Monica Boulevard between the 405 and Centinella, Santa Monica Boulevard between La Brea and the 101, and parts of Alvarado, which are the main streets that are still classified as state highways in LA. This will mandate that Caltrans build streets that take the needs of all road users into account.
  - The Governor vetoed SB 961, their speed governor bill. Michael is really disappointed about that. It was watered down from an active speed governor where you could not go more than 15 miles per hour over the speed limit, like your car wouldn't let you go beyond that, to a passive system where it would just ding sort of like if you didn't have your seatbelt on, to a really passive system where it would ding one time and then leave you alone. And even that was too much for the governor, and he vetoed it.
  - SB 1216: Sharrows are now illegal for streets with speed limits over 30 miles per hour. Cities can still put them in and call them bike routes, but they cannot paint sharrows, and in LA there's quite a few streets that have sharrows on them. It will also require cities the next time when they repave the street to remove sharrows. The one that always sticks out in his mind is Vine in Hollywood which has sharrows on it. It's complete malpractice that we let Vine have sharrows on it. And out of town tourists can come and put in a destination on Google Maps, and it could take them on Vine because it's classified as a bike route with zero protection. So hoping that will help LA change for the better.

- And lastly, SB 1271 mandates safe e-bike manufacturing standards. You may have seen the stories out of New York City with e-bike batteries exploding. Those were all due to people tampering with e-bike batteries and trying to get them to last longer. A lot of delivery workers use e-bikes. But anyway, they wanted to get ahead of it in California. So California now has manufacturing standards that they think will be adopted across the country because California is a very popular state for e-bikes, and that will hopefully prevent anything like that here.
- This Wednesday, tomorrow, he wants to let everyone know that they have their 1st happy hour of this year. That will be with Council Member Isabel Gerardo, who, of course, won in Council District 14, and that will be from 5 to 6 PM. Free event. They're going to be having a great conversation with her, including a lot of Olympic stuff.
- The LA County version of Measure HLA is proceeding. About 5 months ago, the County Board of Supervisors passed a motion directing staff to come up with a county version of Measure HLA. There is now a draft ordinance and County Public Works is on board. He doesn't know when it's going to come to the Board of Supervisors. He's guessing in March, maybe April. But it'll be a big deal. LA County is the largest county in the country, and it will be a really big deal if they can sort of surround all the cities with a Measure HLA-like ordinance, and hopefully inspire others.
- Three last things. First, this is very specific, but there is a bike crossing that the City of Beverly Hills is working on at Robertson and Clifton Way. There are 2 Clifton ways, and there's a jog at Robertson for about a quarter of a mile. It's a really interesting street. It's the border between Beverly Hills and the City of Los Angeles. Beverly Hills controls the street, but LA controls the sidewalk. They're working on a light and a crossing where, if you're going eastbound on Clifton way, you'd be able to use that light to make a left onto Robertson to get to the other Clifton Way. They are trying to get them to do a very short but important 2-way cycle track on the east side of Robertson, so that would actually connect people really safely from one Clifton Way to the other. It's a really interesting situation where the City of Beverly Hills would need to be willing to give up about 8 parking spaces that serve City of LA businesses. So CD 5 is on board. They just need to get the City of Beverly Hills on board to remove those parking spots, and hopefully that can go in the ground not long after this light, which is going to go in the ground this year.
- Second, he wanted to give an update on Venice Boulevard for All. So the stretch between La Cienega and Fairfax is scheduled to be resurfaced and that will include protected bike lanes extended from La Cienega all the way to Fairfax, and it will likely extend the bus only lane from Robertson all the way to Fairfax. This is delayed because StreetsLA's contract expired with the consultants that have the guys in the orange vests that went and shut down Caltrans on- and off-ramps when they're doing work. Consequently, they don't have anyone to shut down the on- and off-ramps to the 10, and therefore they can't complete the resurfacing. He hopes they will get another contract soon, but until that happens, that is on hold. He also wants to let everyone know that as part of the Olympics



list the City is working on, there is a planned potentially Class IV bike lane on Pico, between Crenshaw and Figueroa. It's a really long stretch, and there are also plans to have the protected bike lanes on Venice go to Arlington. When you put it all together, it means that you should be able to go from downtown LA to almost the ocean on basically protected bike infrastructure.

- Third, their effort to extend the Ballona Creek bike path. They worked with the City of LA and BOE and applied for a \$7 million grant from ATP funding to get that project shovel ready. However, because the Governor cut ATP funding by \$400 million last year, the state only had \$100 million to give out to cities statewide for ATP funding, it only funded 13 projects across the entire State, and you had to have a score of 96 out of 100 or above to make the cut. Streets For All got a 93. So they did really well, but they didn't make that cut because of the lack of funding. Nonetheless, he's part of a coalition effort to backfill and fund among other things, the Ballona Creek bike path extension. If money became available, the Governor said he's open to restoring that money. So they're working on that. The State has a balanced budget this year, which is much better than last year. And so they're trying to see if they can get that \$400 million restored and kept in perpetuity for ATP. Cities had a 4% acceptance rate this year on their applications. And when they spend \$40,000 to \$50,000 on ATP project proposals to only have a 4% chance of success, they think it could be a death spiral for the state's most popular funding source for bike projects. Especially under Trump, they need more funding sources for bike projects, not less.
- In Q&A, regarding AB 3177 Street Dedication Bill, Glenn said in his neighborhood they have a single lot that's never been developed that juts out to close to the middle of the street because there was no dedication made or no improvement. He doesn't know the details. Anyway, in this case, it's holding up an extension of a mile bike lane in both directions because of this jut out lot. So his question is, would Michael's sense be that this bill would then mean that the dedication wouldn't be required. In response, Michael said he didn't think the dedication would be required but there are certain exceptions. He read the following exception: If the local agency makes a finding specific to the Housing Development Project and supported by substantial evidence that the land dedication requirement is necessary to preserve the health, safety, and welfare of the public, including pedestrians, cyclists, and children. So, he thinks in the case, they could probably make that finding and do the dedication. Glenn said doing this would be another hurdle.
- Jennifer asked whether sharrows are now illegal in the City of Los Angeles. In response, Michael said sharrows are now illegal statewide for any streets with speed limits over 30 miles per hour. Jennifer asked about the ones that we have now, for example, on 4th Street, what will they do? Michael said 4th Street is not going to change, it's streets over 30 miles per hour that will change. Jennifer asked whether all the high-speed ones are going to be erased or are they going to have a bike lane put in their place. In response, Michael said any streets with speed limits about 30 miles per hour, 35 miles per hour for example, the



sharrows would have to be removed when the street is next resurfaced. It doesn't mandate a bike lane.

- Philip asked about traffic deaths doubling since 2015 under Vision Zero. What have they doubled from and to? In response, Michael said doing some quick math, a pedestrian is now killed on average once every 2 days. His guess is in 2015, it was once every 4 days or so. And we're saying that a pedestrian is injured every 5 hours. Maybe that was every 10 hours in 2015. If you do the rough math, it's last year was 200 and something people killed and thousands of injured pedestrians and in 2015 the numbers were approximately half of that.

12. Discussion and possible action item: Bike parking best practices. Draft motion (copy attached) to establish design guidelines for bicycle parking. Elliott provided the following links: [https://clkrep.lacity.org/onlinedocs/2012/12-1297-S1\\_ORD\\_185480\\_05-09-2018.pdf](https://clkrep.lacity.org/onlinedocs/2012/12-1297-S1_ORD_185480_05-09-2018.pdf) and [https://apps.engineering.lacity.gov/techdocs/stdplans/s-600/S-671-2\\_B-4785%2006-28-19.pdf](https://apps.engineering.lacity.gov/techdocs/stdplans/s-600/S-671-2_B-4785%2006-28-19.pdf). He said this proposal is something that the LABAC could take up with a council motion. Quirino provided the following link for the New Code for development: <https://planning.lacity.gov/zoning/new-code>. Please see the link in the 6<sup>th</sup> paragraph under Project Update for "4 - Development Standards." Part 4C.3 (on pages 4-42 to 4-54) is Bicycle Parking design standards. Eleanor said she and Elliott will keep looking into LADOT's role in Community Plan updates. Elliott and Quirino.

- As previously discussed, Elliott said there is a system set up for bike parking on public property. For bike parking on private property as installed by private developers or business owners, that is baked into the specific plans or the new zoning code. The Department of City Planning is working on it. They are doing some updates, some new bike parking requirements minimums in the revised zoning code. If the LABAC believes there needs to be more action taken on it, it is Department of City Planning that has those requirements. The developers and property owners reach out to LADOT to get plans and information on the types of bike parking, like actual structures, but that is housed with the Bureau of Engineering and they draft up those plans.

13. Olympics opportunity for bikeway infrastructure and/or the [Festival Trail plan route](#). Considering Paris' bikeways transformation, accelerated by their Olympics, could LA take inspiration to also implement an accelerated bikeway implementation plan in advance of the games? Kent.

- Tabled. In the meeting chat: Festival trail website, route map, etc: <https://festivaltrail.org>

14. Discussion re: the location of the Sepulveda Basin Bike Path (North or South-side) between White Oaks and Balboa - Presenter Miriam Preissel; and, the Griffith Park adjacent Equestrian/Bike Path located between the Riverside Bridge/Mariposa Bridge - Presenter Sabrina Silver.

- In her presentation, Sabrina Silver said horse riders and bicycle riders have similar goals, more and safer routes to ride. Sometimes when horses and bikes have to share adjacent pathways, sometimes it can be very safe, and sometimes it is designed in a way that's not safe for one stakeholder group or the other and at a later meeting perhaps they want to speak about signage, safety, etiquette between both the horse riders and the cyclists in an attempt to really bridge the communities because we have the same goals.

- Phase IV is a continuation of the LA Riverway bike path that was envisioned to run along the river for its whole route. However, this sliver of it is awkward and not geographically conducive to having both stakeholder groups safely use this section. You can see that between the Riverside Drive Bridge, which is on the right of the page. It's a little orange bar across the freeway. And then there's like a little green strip that you can hardly see that ends where the 134 freeway crosses over the Los Angeles River. This area is called the Mariposa Basin, and it's historically a horse access point. So that people who are north of the river and freeway and west of the 5 on horseback can access the 51 miles of trails that Griffith Park offers. It is the only access. There is no other access. It's just one, and the access is comprised of the Mariposa Bridge and that gets you over the river. That's item one on the map. Actually, it's a very narrow strip of land, and it is no longer than 2 miles long.
- Phase IV of the LA Riverway is something that has been proposed, and while they've received equestrian comment, nobody seems to have fully and completely understood the concerns. They did make some adjustments, but they're still not safe. Karen asked whether the plan currently is to have 2 paths, a dirt path for horses and a paved path for bicycles. In response, Sabrina said in the current plan they proposed a 10-foot wide dirt path for horses, and she's not sure was it 8 foot, maybe, wide paved path for bicycles. And the problem is that they're right next to each other. There's nothing separating them. They would put a chain link fence between them. A tall no climb chain link fence between them, but a horse is a prey animal and they have almost 360-degree vision. And because they're a prey animal, anything approaching quickly from the rear or front the horse is instinctively going to perceive that it is prey and try to get away from that however they can and this can be dangerous to the riders, to a pedestrian walking on the path, and to the horse itself. Now that there's a fence there, maybe not dangerous to the bicycle riders.
- The light area up above is north of the river and freeway and west of the 5. For any horse owner in that area, called the Rancho, the only way they get to ride their horse on the dirt trails in Griffith Park is through this basin. So their 1st step would be to go over a bridge that crosses the river that's called the Mariposa Bridge. It was built in 1939 after the river was channelized. That's item one on the map. And it was specifically built so that equestrians could access Griffith Park. It is now designated on the National Register of Historic Places. So then, from there, there are 2 tunnels that lead into Griffith Park, items 2 and 5 on the map. Those are not the tunnel names. The tunnel names are Tunnel 6 and Tunnel 7. Tunnel 6 is the one to the east which is notated item 5 and Tunnel 7 is notated item 2, and that goes under the freeway. And then there's some trails and some further tunnels that go under off ramps and roads. But those are the only 3 points in the Mariposa Basin where anybody riding a horse or walking a horse can access Griffith Park unless they decide to go over the Riverside Drive bridge, which they would only do if they have a suicide wish because that's a really dangerous bridge with a low railing that is not designed in any way for horses. As horse riders, they try to be as proactively safe as they can, because it's like riding a bicycle that has its own thoughts and feelings about things, and

just does what it wants to do. So suddenly, the horse is like, I'm going to die, and they're going to spin around and go the other way or run off in the forwards, and it can be dangerous. So they want safety.

- This red line here notated item 4 indicates the start and end of the Phase IV LA Riverway. So what they're proposing for Phase IV ends well within this equestrian area which has only these 3 points of exit that are horse only (because they're dirt paths or designated a horse bridge only) so anybody riding a bike there would have to turn around and go back where they came from. There is some talk about using the underpass of the freeway. That would cross the Forest Lawn Drive exits and entrances, and it's notated item 3, and it shows up as a white bridge with red dots and that is a really super dangerous exit. It's a kind of short off-ramp and people don't realize that they have to come to a stop at a stop sign and they rear-end each other and push a car into the river. They've had to use cranes to get cars out of the river. Jennifer said it is incredibly chaotic. It's the worst chaos. This intersection is really crazy, and the people are speeding off and on the ramps and coming down Forest Lawn like at 50 or 60 miles per hour. Sabrina said so in the interest of safety for all the stakeholders, they don't think it's safe. In addition, Phase IV ends in the middle with no outlet in this equestrian historically used area with nowhere for a bicyclist to go unless they combine the 2 things and make the Forest Lawn under crossing part of it, but right now it ends there at item B, which is before that. So they don't think it should be built with a dead end. They think that the proposed Forest Lawn Drive exit is dangerous. It would be extremely costly. Currently the cost on this in 2018, they think is \$9 million a mile, which is a lot, and, as she already mentioned, the 3 existing exits here are only hooves and feet, no wheels. They believe that at-grade crossings, unless they're really well designed are also dangerous, and there would be 3 of them here if this were to go through.
- Sabrina said she spoke to Joe Salaices, Superintendent of Recreation and Parks Operations, who said why don't they just go into Griffith Park, not on Zoo drive like in the park, make a paved bike path, literally in the park, and they have it outlined in white in the map notated item 6. This would get you literally off of a street. It's not next to the river, but it is in a park with the trees and there's no cars with the possible exception of a couple of attractions that have driveways. There are horse trail crossings. But again the sidelines are wide and open, and they think it would be safer for everybody.
- The biggest issue would be safe access over the Riverside Drive Bridge and Zoo Drive into the Park. But that is a safer entrance and exit than the Forest Lawn one in that Forest Lawn goes downhill and the Riverside Drive bridge goes uphill, so the cars aren't going as fast. Since they're proposing to do all sorts of things, maybe they can propose something or put their money into building something there that would make that safe.
- On this map, item 3 is the planned future at-grade crossing, the blue is equestrian only trails, blue outlined with black is equestrian only bridges and tunnels. You can see in this dark green section, we used to have a horse crossing through the water, but when they built the LA Riverway and they extended the bikeway under the freeway, they took out the horse. So then we

had 2 ways to get in and out of the park, but now we don't. So that's not usable anymore. And then the red is the bike trail. You can see it next to the blue. It's so close. This little area is just narrow and to get like a 5-foot buffer plus a 10-foot trail plus a 1-foot shoulder may not be possible.

- Jennifer said that's where her approach comes in. Yes, if we wanted to stay on the river, she had an idea that we could cantilever the bicycle path from Riverside underneath and go all the way underneath the 134, and that would also include maybe a suspension bridge underneath the 134 that would connect to the cantilever. That would put it through because the distance underneath the 134 is very limited.
- Elliott asked a clarifying question. He admires the ingenuity of the cantilever idea, but he doesn't think that's possible with the right of way and the Corps of Engineers. However, he wonders why the equestrian riders are not able to take the parallel path inside of Griffith Park along Zoo drive to access the trails, because in the map there's a parallel path. Is having access via Tunnel 7 sufficient since there is a parallel path along Zoo Drive that covers the same distance and it takes away some of the issues with interaction with cyclists and pedestrians and proximity to freeway traffic? In his mind, it's doing the same thing as the river pathway. Sabrina said he's correct. However, when it rains that particular Tunnel 7 (item 2) gets extremely muddy, whereas Tunnel 6 (item 5) is on higher ground and gets less muddy, and when it rains Tunnel 6 is more often used. In response, Elliott said maybe there's a solution in fortifying Tunnel 7. Sabrina responded that what he's saying is to take away a horse tunnel. Elliott said of course, LADOT wants to do it on the river pathway, but he's also thinking in terms of funding and space. Sabrina responded that Phase IV ends here in the middle, with no outlet for the bicyclists. Jennifer said that's where the cantilever would come in in that area. To which, Elliott responded that again, we have funding limitations and right of way limitations. The right of way is complicated here in that you have Caltrans on one side and the river pathway and the Army Corps of Engineers on the other side. There is right of way and acquisitions.
- Jill Haber said that one-mile stretch is a dedicated Rec and Parks State horse trail and to take things away from it like they're talking about taking Tunnel 6 or Tunnel 7 away is hard to do. The Mariposa Bridge is dedicated for horses only and there have been so many people on bikes that go through it. It's been very dangerous. The proposed path that they are talking about is 12-feet wide for bikes and only 10-feet wide for horses. When you have horses passing each other, when you have people turning around, or someone spooks, it's a danger. There is one area over by the 134 that in order for this to go through, they want to use Caltrans property that would go all the way to the fence right next to the freeway, and they do not want to put up a sound wall. So you're going to have horses going against traffic or with traffic right next to the freeway and that is very frightening and scary. On the trail, Sabrina said they saw a suitcase that looked like it had come off of someone's car. Jill said she walked the trail with Jennifer and a couple of others and people came by on their bikes. Sabrina said there's another point in that currently there's no enforcement of anything. It is a

dedicated equestrian trail. It's not a paved road. They are cutting through fences in order to get on to that.

- Elliott said his understanding is that the blue line between item 1 and item 5 on the map is a service road. In response, Sabrina said it was originally dirt and then when they were dredging the river they paved it for ease of maintenance vehicles but it's not a paved road. Elliott said it's a maintenance road and that was just to get to the towers. Jill said it's not a dedicated service road. It is actually a dedicated horse trail. Sabrina said there's very little area they are able to ride, this is a major access point to all of it, and putting horses and the bikes next to each other is a recipe for someone to get hurt. Bicyclists are already using the trail, they're crossing the bridges, they are crossing under the tunnels even though it's not permitted, and equestrians have already been hurt because bikes come up behind and sometimes, either in a hostile way or in an effort to let people know they are coming, they use air horns and that freaks out the horses. Yes, some etiquette can happen. But this little tiny section of land is probably not even wide enough in all areas for what they discussed that would be safe, and also to slow the bikes down, LADOT would need to curve it. There's not enough room for that.
- So just to be clear, Elliott said he's hearing from Jill and from Sabrina that a big issue, a main concern is, space along the river path, and specifically proximity to the traffic and all that. So he's wondering, is there a world where equestrians are using Tunnel 7 if Tunnel 7 was accessible year round. If you need to access these trails in Griffith Park, he's trying to understand why there needs to be access all the way to Tunnel 6. In response, Sabrina said first of all, they would route their exit under the off ramps or right by the off ramps and that's not a great solution. Then they'd have to find a way over or under the 134. Otherwise, they already have conflicts, it's not even a bike path, and people have gotten hurt, and what they're proposing to do is build something that's going to Dead End in the middle of an equestrian only area where there's nowhere to go. Elliott said so you're concerned that that when the project dead ends at the point where it says Phase IV END, cyclists will just enter and go into the Mariposa Bridge area, use the Mariposa bridge, use the tunnel. Jill said they'll turn around and get on the horse trail as they are already doing. Sabrina said if they are going to do Phase IV, then they have to continue that. They said maybe in 10 years they'll do Phase V..
- Michael said he just wanted to make a few comments. He thinks the crux of the issue here is 70 years ago planners made a horrible decision to build a highway in between a massive park and a river. That's the basic problem. But we are where we are. As a cyclist that also rides through Griffith Park, and loves seeing people on horses, people jogging, and people on bikes, he has thought we should be having conversations between the two groups for many years. For example, there's a 30-foot wide dirt trail that he's technically banned from even though it's very safe to share the space. He thinks there are a lot of things they could work through. On this particular project, he wants to let the committee know that 2 years ago in 2023, he and Jennifer were on this chain talking with Charlie Ho about it, and we were pointing out that this was a path to nowhere.

But he wants to give some context. This is funded by a Federal grant. Was it stupid for the city to apply for a Federal grant that doesn't go over the bridge and let you keep going? Yes, but they will have to remedy that. The overall vision, of course, is from Chatsworth to Long Beach you can ride on the LA River Bike path. That's the grand master vision for the region and he thinks we need to stay true to that vision while taking other people's needs into account. CD 4 has confirmed for him that the walking and biking side of the path ranges between 10 feet and 14 feet, very similar to it in Frog Town, they are putting a fence, and then there's 10 feet for horses. Due to cost and space limitations, they are doing a chain link fence. So his opinion as a committee member is this is a part of what will eventually be a continuous bike path along the LA River. It's something cyclists have dreamed about for decades. It's something that's coming together very quickly in the Valley. And this is a critical section that's funded by Federal funds that aren't so easy to get anymore under the new administration, so he would be in favor of any other accommodations that could be done within the budget to appease all parties. Regarding Jennifer's point, a cantilever is never going to happen. You have the Army Corps of Engineers. You have costs as a huge issue. It's just, sure, if we had all the money in the world, we could design a better solution. But we don't have all the money in the world. So he would be in favor of anything that within the project budget can be done to accommodate both parties. But he would absolutely not be in favor of, and he would not support, anything that rerouted Phase IV into Griffith Park and gave up on the dream of a continuous LA River bike path.

- When we got to the discussion of the location of the Sepulveda Basin Bike Path (North or South-side) between White Oaks and Balboa, Jill read the January 20 letter (copy attached) from herself on behalf of the Friends of the Dog Park. The three asterisks at the bottom of the first page of the letter denote the alternative approaches to the bike path proposed in the letter.
- After Jill read the letter, Jill said they are asking for a motion so that we can get together and work on some alternatives with BOE to get this redirected. Jennifer moved and Karen seconded a motion to recommend to the LABAC to agendaize for the February 4 meeting two items:
  - Discussion re: the location of the Sepulveda Basin Bike Path (North or South-side) between White Oaks and Balboa. January 20, 2025 letter to the LABAC from Jill Haber, Friends of the Dog Park (copy attached). Miriam Preissel and Jill Haber.
  - Griffith Park adjacent Equestrian/Bike Path between the Riverside Bridge/Mariposa Bridge, Phase IV of the proposed LA Riverway bike path. Map and Talking Points (copies attached). Sabrina Silver.

Sabrina said she would provide the council file number for us to include in the agenda item. The motion passed with unanimous consent.

15. 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?

- The subcommittee chairs went through the list and claimed the ones that applied to them so that someone takes responsibility for tracking each one. Please see the [link](#) for the results. We agreed to talk offline about who on each subcommittee would be responsible for monitoring each of those.
- Reviewed NWWNC Community Impact Statement for Council File 24-0000-S4: “Except Bikes”/“Bicycles Exempted” signs are standard signs compliant with the California Manual on Uniform Traffic Control Devices (sign “R118”: “EXCEPT Bicycle Plaque”) and should be able to be easily mounted on the same pole below the existing timed no entry signs on Kelton Avenue at Wilkins Avenue and at Midvale Avenue at Wilkins Avenue as examples. This proposal was added to Project Suggestion List.
- There were no updates.

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

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

- There were no updates.

17. 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)

18. Announcements

- Ciclavia: West Adams to University Park for 4.1 miles on Jefferson from LaBrea to Vermont from 9 AM to 3 PM on Sunday, February 23. Please see the following link for more details: <https://www.ciclavia.org/>
- Caltrans has been repaving curbs access, etc., on Topanga Canyon Boulevard, State Highway 27 in the Valley from Woodland Hills, Canoga Park, the Chatsworth, from Ventura Boulevard up to the 118, maybe further south than that and, where they have repaved, the level of the repavement is one inch lower than the gutters, and also the bus pullouts. So Glenn is making some inquiries, but he just wanted to just give everyone a heads up that this may be an item for a future agenda if he can get a response, or someone from Caltrans, because, having a 1-inch differential on the right-hand side of the road, and then in the bus pullouts, which stick out further than the right-hand side is not a safe situation for cyclists and could easily cause someone to take a spill.

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

- Karen moved to adjourn in honor of 200 people killed in crashes with motor vehicles in the last year in Los Angeles. The meeting was adjourned at 3:15 PM.

Next Meeting: Tuesday, March 18, 2025, 1:00PM.

LABAC Planning and Bikeways Engineering Subcommittee Mtg

Committee members are asked to attend in person. Guests and City Staff may utilize



zoom/virtual meeting option.

Join Zoom Meeting

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

Meeting ID: 810 5106 3004

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