

**Minutes of Bicycle Advisory Committee of the City of Los Angeles  
Planning and Bikeways Engineering Subcommittee meeting -  
Tuesday, September 17, 2024, 1:00 p.m.  
Location: Little Tokyo Library, Community Room, 203 S. Los Angeles Street, Los  
Angeles, CA 90012**

**Emailed 9/26/2024 5:30 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 (LADOT ATP Team), Jillian Gallard, LADOT, Jonathan Weiss (North Westwood Neighborhood Council [NWWNC]), Quirino de la Cuesta, and Martha Butler, Senior Director, Countywide Planning Development, Los Angeles County Metropolitan Transportation Authority (LA Metro).

Members attending: Jennifer Gill (vice chair), Philip Armstrong (chair), and 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 7.16.24 minutes available at:

[https://labikecommittee.org/wp-content/uploads/2024/07/Subcom-minutes-7-16-24\\_V2.pdf](https://labikecommittee.org/wp-content/uploads/2024/07/Subcom-minutes-7-16-24_V2.pdf)

Meeting is called to order at 1:01 PM. Quorum is three for the Planning and Bikeways Engineering Subcommittee and is met. Jennifer moved and Karen seconded approval of the 7.16.24 minutes. Motion passed 3-0-0.

2. Public Comment on non-agenda items.

There was no public comment on non-agenda items.

3. Active Transportation project updates. Elliott Shaw

- Koreatown Wilshire Center Neighborhood Enhanced Network Quick-Build project: Elliott said LADOT is in preliminary design where they figure out exactly what the infrastructure is and where they will be installing improvements and finalizing scope with the consultant. That is ongoing. The consultant has selected Oxford & 7<sup>th</sup> Street and Hobart Elementary School on Serrano Avenue, where they did the pop-up, as the two locations where the final Quick-Build

Projects will be installed. LADOT will conduct feasibility studies and a final decision is expected in the December 2024 – January 2025 time frame. One of the suggestions was just to implement that pop-up valet system like they did at the Young Oak Kim Academy on Shatto Place.

- Manchester Avenue: Protected bike lanes were installed between Sepulveda Blvd and Sepulveda West Way to close a small gap of about a half mile and now there's over two miles of protected bike lanes along Manchester Avenue. And that's between the entire corridor of protected bike lanes along Manchester that runs between Portal and Lincoln.

#### 4. Vision Zero Update, Eleanor Hunts and Martha Butler

- Hollywood Boulevard Safety and Mobility Project: Phase 1 of the Hollywood Boulevard Safety and Mobility Project is complete. The resurfacing for Phase 2 has been cleared, but LADOT is still trying to coordinate the curb ramp design with Streets LA. They will need a few new curb ramps to accommodate the new crossings at Hillhurst Avenue. They don't have a timeline to share at this point but hopefully they will have that at the next subcom meeting.
- "Meet the Hollywoods" CicLAvia: The LADOT booths at the August 18 CicLAvia were well attended and the public shared a lot of positive feedback on the new bike lanes. LADOT also collected feedback on the proposed Hillhurst Avenue intersection reconfiguration (part of Phase 2). They were out there with the proposed design asking people who use the intersection what are some of their priorities and do they see any concerns or red flags with the proposed design.
- Designs for adding the Zicla zippers to the new Hollywood Blvd bike lanes are in the works, with installation expected this fall.
- Jillian Gallard, LADOT Transportation Planner, presented the Universal Basic Mobility South LA Pilot to formally introduce the team, provide information about what the project is, and provide resources for getting in touch with the team in the future. Please see the attached presentation for the overview.
- Martha Butler, who oversees the Vermont Transit Corridor Project for LA Metro, gave a presentation. The right of way width of the corridor varies from as little as 55' to as much as 160' curb to curb. Please see the attached slides for the overview. In Q&A, she said bikes will be allowed to use the Bus Rapid Transit (BRT) lanes when the project is complete. Regarding whether a study of crash patterns and volume thresholds at Vermont Avenue and 3<sup>rd</sup> Street would be eligible and a priority for the Metro Active Transport (MAT) Cycle 2 grant application, Martha said send her again the question we have and she would find out who is managing the next MAT cycle and get someone to respond to us on that. Some of the other questions would be more appropriate for LADOT to respond to. Where there are existing bike lanes, Metro is looking to improve them. The uniqueness of Vermont, because it is so narrow, Metro is not proposing to do dedicated separated bike facilities because there is not room to do that without taking out all the parking. In terms of the near-term improvements, they are signing all of those bus lanes as bike and bus lanes. They can't legally prohibit bikes in the bus lanes. Bikes have the right to travel in the rightmost lane. Bikes will not be cited. Just like on Wilshire Blvd where they

have peak hour bus lanes currently, there will be signage indicating “bus only, right turns and bikes exempt.”

- Michael Schneider recommended that Metro paint the BRT lanes red because the red carpet is much more visible and could achieve the desired outcomes. On LaBrea and Venice, where Metro has not painted the bus lanes red, there are compliance issues that are related to some drivers not understanding they are in a bus lane. In response, Martha said there are pros and cons to painting the lanes red and it's not necessarily a budget issue. She sits on the active BRT committee and she wrote a white paper along with a group of folks on this topic and best practices. The maintenance for the red paint is a significant issue as the red paint fades and has to be refreshed on a regular basis. There will be red striping at each of the intersections like what's done with bike lanes at intersections.
- On another subject, Michael screen-shared a map of the Mobility Plan 2035 showing a bike lane from Los Feliz down to Gage and then a protected bike lane all the way from Gage to the border of the City at East Del Amo Blvd. If Metro or LADOT is paving more than one-eighth of a mile as part of this project, it would need to add at least Class II bike lanes north of Gage and to add protected Class IV bike lanes south of Gage. In response, Martha said this is a Measure M project which was voted on by residents of LA County, all 88 cities in addition to LA City. They are not in any way precluding the City of LA to build upon this project by adding bike lanes. That's for further discussion. This is a BRT project and not a repaving project. While there might be re-patch of the street, like building bulb-outs and adding the BRT stations, they might have to touch up some of the stations. In response, Michael said the law applies however you categorize the project. If more than one-eighth of a mile is resurfaced for any reason other than a utility cut or emergency repair, it's going to trigger the law. It's easy to say just let LADOT deal with it, but given that LA Metro is in development and doing community outreach and they're about to need a permit from the City of LA to do this, it would behoove LA Metro and the City of LA to get on the same page. Although LA Metro is far along and they may have to go backwards a bit, this should comply with the law. It should be incorporated into the project.
- Adding onto Michael's point, Glenn said at some point Vermont Avenue will be resurfaced and at that point it's going to trigger the requirement, so he would reinforce what Michael said from a little different perspective. You establish this pattern and then let's say five years down the road resurfacing happens and then you have to deal with it. The City and its partners should be forward thinking and anticipating rather than reactive. His question is what is the width of the bus lane and is it the same everywhere or does it vary and how does it compare with your new ones like the one on Roscoe Blvd. In response, Martha said the ideal width for a bus lane is 12' but they can't get it everywhere. Sometimes they go down to 11'. On Vermont on the north there may even be some small stretches where they have to go down to 10' in order to preserve the parking. They've already reached out to over 16,000 residents in LA and parking is the most precious and critical attribute that they want preserved. They are going toward a side-running

BRT so that they can preserve as much parking as possible. Glenn asked whether LA Metro is minimizing the other lane widths in order to maximize the width on the bus lane. Martha said the width of every travel lane will be at least 10' minimum by City standards. Glenn said there have been instances where they've been able to reduce a foot per lane or 6 inches per lane to get bike lanes put in or it may help in terms of the bus lane. Martha said they wouldn't go beyond any City standard. They might narrow the parking lanes. They do some tweaking on the corridors but she can't tell you which corridors. They try to take a few inches here and there, or a few feet.

- Jonathan Weiss said in the chat he assumed the City Attorney and County Counsel discussed the interface of these two plans. Is there an opinion letter? Martha said there is no opinion letter yet and the City was still conferring with their legal counsel. They have not gotten the two together as of yet.
- July 30 bus/bicycle collision at Vermont/Beverly: what are plans for accommodating bicycles north of Gage in the Vermont Transit Corridor Project?: In a question in the chat, from Nora M to Everyone: "For reporting getting hit by a car as a cyclist in an unprotected bike lane (or elsewhere or as pedestrian) in order to be included in LA metro statistics, do you have to file a police report or is there another way to report w/o cops? DMV, direct to metro, etc. And does it matter in LA metro statistics (and so policy) if the collision does not result in hospitalization/death?" In response, Martha said if a collision involves an operator, they take it very seriously and do a very thorough investigation on each and every accident that involves a bus operator. Part of the investigation looks at who is at fault and if their operator is at fault in any way they take disciplinary action. The operators report it to the bus operations control center so everything should be on file and documented.
- Study of crash patterns, volume threshold requirements, and appropriate countermeasures at Vermont Ave/3rd St.: Regarding the scramble crosswalk for Vermont/3<sup>rd</sup> that was at one time proposed in the Koreatown Wilshire Center Neighborhood Enhanced Network in the ATP Grant, Cycle 6, Elliott said the Active Transportation Program hasn't been able to track down all of what Margot Ocanas was working on.
- Eleanor said LADOT currently does not have plans to install a pedestrian scramble or any other intersection treatment at Vermont/3rd. They're looking forward to hearing back from Metro about whether intersection treatments could be incorporated into their Vermont Transit Corridor Project. She said the last update that Matt Gertz gave was that in general Vision Zero is not looking to put in any more scrambles unless there is a documented pattern of right-turning vehicles hitting pedestrians. She said they could share back the LADOT thresholds and guidelines for putting in a scramble but she's not sure that the sort of study and countermeasure pairing is something that Vision Zero wants to take on and she thinks it's a funding issue because this is not currently in their project list and Matt's comment was that they were hoping it could be part of a Metro project and that LADOT would be willing to help out but this was not

adopted as a Vision Zero project. In the event that Martha Butler comes back and says doing the necessary studies would be eligible for funding under the MAT Grant, Cycle 2, Eleanor said she couldn't answer for LADOT but she would be open to looking at it personally as they have looked at specific treatments for intersections before that are not part of a larger corridor project. She said she would think the MAT Grant, Cycle 2, is something they could consider applying for if the necessary studies would be eligible for that funding. However, she doesn't know what the LADOT's process is for intersection specific treatments that are not part of a larger corridor project.

- Jonathan asked Eleanor whether they have any update on the wayfinding signs being installed that are supposed to tell people how to get places on bikes. It's supposed to be funded and it's just a matter of dotting the "i's" and crossing the "t's." Eleanor said she can ask and Michael offered to provide more context. In February, the Mayor's Office said LADOT is in the final process of approving the plan set. Metro requested that LADOT revise the signage to their new standard. They're revising the plans to make the changes. The plans need final review and signature to address all the changes. The project includes over 600 custom signs. After the plans are signed, they go to BOE for indexing, final bid package, etc.
- In a postscript, Eleanor clarified that this project was housed under Active Transportation previously, but due to limited resources it was delayed until the team was able to take it back up this year. Now with the long lag period, LADOT has to work with Caltrans and BOE to revalidate the right of way certification. The bid and award process will take at least 6 months once started. Construction will take at least a year. As they've been waiting for BOE to help bid the contract out, Active Transportation has been incorporating bike wayfinding signage into its projects (some examples: Variel Avenue, Lincoln Park Avenue, 7th Street in Ktown, and the upcoming 43rd Street bike lane in Leimert Park).

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](#). The motion was scheduled on the [agenda](#) for the September 4 meeting of the Transportation Committee. Elliott.

- Discussion and possible action to recommend agendaing for the October 1 LABAC meeting consideration of a motion to approve a letter of support for Council File 20-1469-S1. Jennifer moved to recommend to the LABAC approval of a letter of support for this council file. Karen seconded the motion. Glenn clarified that we are recommending that the LABAC support a letter of support. He said between now and before the LABAC meeting, that we can prepare a letter of support. It can be just a paragraph, but just something that sort of encapsulates the months and months and months of conversation about this. So it's, you know, perhaps linked to the LABAC agenda, and that might help. Glenn said he would look at the Rampart Village Neighborhood Council's community impact statement in the council file and see if there is anything in there that we

could submit to the LABAC so that we're not writing the letter of support at the LABAC meeting. The motion passed 3-0-0.

- Jennifer raised a question about who could vote on the motion and Philip shared his understanding that in order for subcommittee members on zoom to vote they would have to use up one of the two opportunities they get per year to participate on zoom. Glenn said that is correct. In addition to this, under AB 2449 which we have listed on the agenda, to participate on zoom, you have to have either a contagious disease which would prevent you from attending in person or have eldercare or childcare responsibilities. There is also some wording in there about physical disabilities. Glenn said he isn't sure whether the two times to participate on zoom applies to the subcommittee alone or, are they considered one entity, and the two times would also apply to the full LABAC. Obviously, if it's a total of two per year, he'd rather save it for the full LABAC. He said he thinks he would qualify under an AB 2449 request, but he will not exercise that and participate in this subcom meeting on zoom since we already have quorum.
- The September 4 Transportation Committee meeting was cancelled and rescheduled for September 18.
- Philip said the Rampart Village Neighborhood Council submitted a community impact statement for Council File 20-1469-S1.

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 were delivered last month and are being installed on Main Street to supplement the existing plastic bollards. The crews started at the Spring/Main loop at 9th Street and are working north. LADOT will monitor their use as well as maintenance costs and provide a report back to the LABAC. No timeline for that report right now, as the durability of the product is going to be what drives the maintenance costs. Specifically they'll be looking for:
  - Compliance: are they keeping unwanted objects/cars out of the bike lane?
  - Durability: do they withstand a car hitting them? Do they need to be replaced more frequently than plastic bollards? Are they going missing/are people removing them?

Feedback on reddit (please see the following link:

[https://www.reddit.com/r/BikeLA/comments/1fhjn5c/do\\_you\\_approve\\_of\\_these/](https://www.reddit.com/r/BikeLA/comments/1fhjn5c/do_you_approve_of_these/) )

is that people want as much buffer from cars as they can get for those who do like riding in protected bike lanes. They won't be doing any formal engagement so they'd encourage this committee to give user feedback if we've had a chance to ride out there.

- For the update on city research and tests, Michael clarified that BOE will provide that.
- Regarding maintenance testing, Eleanor said they have no formal program in place to test the maintenance cost of normal bollards but starting now with the new zippers as part of the pilot both of them are going to be recorded. She said she understood someone recently brought a motion to Council for getting a more

formal street sweeping within the bike lanes. Yes, they will have a report for all of the maintenance cost. The report will be timed with the replacement of the zippers as the longevity of the zippers will be part of the report.

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 October LABAC meeting.

- No update but Jennifer will invite Jessica Meany. We will put that on our list of followup items for the October LABAC 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.

- Jonathan said Fox was engaged with a multibillion dollar development of the lot. As such, it would be nice to put a cycle track there because there is no way to get from Motor to Century City so if they could give up a little land and put a cycle track through there it would connect it to everything south. Jonathan said he'll put it on the agenda. Jennifer said for now we're going to table this until we get an answer.

9. Expo Bikeway, Northvale gap update. Jennifer to describe the question in writing and Elliott to get clarification of the Northvale Gap closure project from the project managers. Elliott

- The Expo Bikeway and Northvale Gap is one project with two separate segments or phases. On the one hand, the phase along Motor is an on-street bike path that will be protected, either Class IV or a cycle track, and it's being held up by HLA work because it's on the pedestrian enhanced district and there's no guidance from Council yet on what that means. So, LADOT is waiting on the Transportation Committee to meet. They keep pushing it back, but LADOT is waiting on them to meet and, hopefully, to provide some guidance soon. On the other hand, for the off-street connection, back onto the Class I Exposition bike path, that is planned. He understands the right-of-way has been acquired and the construction timeline is set for some time in 2026 so it's going ahead. Going back to the on-street segment, he said last time the on-street connector would happen sooner. That is incorrect. There was confusion with the pedestrian enhanced district and he'll give us an update as soon as he can.
- Jonathan Weiss said the Council Deputy told him the Expo Bikeway would be starting next year so, when Elliott says 2026, what's the hold up? Elliott said he wasn't sure and he can ask. He thinks maybe it's been a bit delayed with the design in that they had to do some right-of-way acquisition. It goes Northvale turns into Motor and then from Motor they'll go back onto the Expo Bikeway. So,

he thinks on that segment just after Motor they had to do some extra work. He will get clarification.

- In response to Michael's question in his email about a crossing from Motor back onto the bike path, there is a planned traffic signal/pedestrian hybrid beacon, it's undetermined because they are still waiting for the HLA guidance from Council, at Motor that is planned to connect cyclists back onto the Expo Bikeway. The final scope is being held until the guidance drops. Michael asked what does HLA have to do with what kind of signal LADOT puts on Motor. Elliott said what they install depends on what they say has to be installed in a pedestrian enhanced district, not that an intersection would be signalized but the specifics of the signal, whether it's a TCP or a hawk. He hopes it will be a proper signal and not a hawk, but it's still to be determined. Michael said please don't put in just pedestrian flashing beacons because no one stops for them, the minimum should be a hawk and a full signal would be better. With high traffic, Elliott said he advocates for full signals.
- Jonathan said he understood there would be a signal at the Vista Del Mar driveway, which would be a safer way to go in and out. It's a high speed turn with a blind spot, especially if you're heading northbound. The driveway is opposite the bike path and he understood from earlier plans that's where the crossing would be. It probably makes sense to go back to those earlier plans and see why that was done there. Concerning the delay into 2026, one of the concerns over these decades has been losing grant money because the grants have deadlines and he asks that LADOT look closely at the potential for the project to lose funding and the project never happening. In answer to Elliott's question about whether Jonathan is referring to the Expo construction, off-street construction, Jonathan said there is off-street, there's Northvale itself that is on-street, then there's Motor. There's the right-of-way which was acquired behind the homes by the old railroad tracks. It's all those areas. There has been a lot of money gathered from different governmental programs. They had to go to special measures to extend the time because it had to be spent by a certain date. If that's not going on, they are just going to turn around and say sorry we don't have the money anymore. He doesn't want LADOT to lose money and then not have the project built. Elliott said because it's off-street there is another team, the bike path team, that's working on it. Elliott's team is working on the National and Motor on-street bike path, which is on hold. Jonathan said maybe LADOT could send someone to this meeting who could address the entire project because it was on the agenda for the entire project. In response, Elliott said he apologizes that he doesn't have all the details for every project and, especially, the off-street portion of the Northvale Gap. In the future, if it's possible to include specific questions in the agenda he can work on getting answers before the meeting.
- Jennifer asked Elliott whether he doesn't have time for our subcom meetings and how much time it might take him beyond the two hours from 1 to 3 PM. Elliott said he usually has the time set aside to attend the meeting here. It just happens that there is a meeting scheduled for 2 PM today that he has to attend and it doesn't happen every time. For questions on any projects that he's not



working on, he needs to go to the staff who are working on those projects and have conversations with them. He said he thinks we should have more bike parking everywhere.

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

- This item is tabled.

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

- Michael said more than six months after the election, the City Attorney still has not provided guidance as to what qualifies as a project, minimum guidelines for pedestrian enhanced districts, bike lane networks, etc. As a result, repaving is on hold for all mobility plan corridors that are scheduled to be repaved and the City is paralyzed. Today, LADOT couldn't provide an answer what kind of signal they are going to have at Motor because they don't have guidance from the City Attorney. The guidance is scheduled to come out in October. They haven't violated HLA because they're not doing anything.
- Tomorrow, there is an important Transportation Committee item posted about an hour ago as a special agenda and the City will finally approve Metro putting cameras on their buses to ticket bus lane offenders. That's important because bikes can use the bus only lanes and it's really dangerous for bikes to use them if there's a parked car there. It goes to full Council and once it's approved, Metro is ready to go with cameras on their LaBrea bus lanes as well as three others. It's a pilot but warnings start going out and actual fines will start going out by the end of the year.
- Streets For All will provide their final set of election endorsements next week for Burbank. Streets for All has made endorsements in state races, Santa Monica, West Hollywood, Culver City, and CD 2, CD 10, and CD 14. Those endorsements are on their website. There were also updates on California 2024 state bills: please see the [link](#) to Streets For All's state page.
- Michael will provide a copy of a fact sheet for Caltrans' resurfacing of an 18 mile stretch of Highway 1, essentially Lincoln from the Santa Monica border all the way to South Redondo. They're spending \$100 million and it will take five years to complete. However, they're not adding any bike infrastructure at all despite the complete streets pledge from headquarters and they're adding a rush hour bus only lane for one mile out of the 18 mile stretch.
- Michael will also provide a fact sheet for the new bridge over Ballona Creek. They're widening the bridge to add another vehicle travel lane and it will increase corridor capacity, improve traffic flows, and reduce congestion-related accidents. However, they are not adding a single protected bike lane or bike feature over a bike path. Maybe they're adding a Class II bike lane.

12. How can we ensure that there is public engagement and notice before bike lanes are removed, or removed from approved plans? Report on whether LADOT can move forward with better documentation and a more formal process. 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>

- Karen said we could remove this item from the agenda.

13. 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. Elliott and Quirino..

- Quirino asked to what extent is LADOT working with the Planning Department around revisions of the community plan and building codes to enhance active transportation. In response, Elliott said he could only speak on behalf of his own team and they are not working with the Department of City Planning on the code update. It sounds like this code update applies to private property. He said his understanding is that the way LADOT views bicycle parking is that there are design standards ([link here](#) to the standard plan) set by the Bureau of Engineering and then they have requirements that go out to developments that say you should install this much bicycle parking on the parcel. Their jurisdiction ends there and they take requests for bicycle parking in the public right-of-way. There is a portal and a form you can fill out and they have a team that filters through those requests and schedules installations through a field team and they install bike parking on the sidewalk, off-street bike parking. Anything to do with private developments in general that’s out of his area of expertise.
- Eleanor jumped in and said they don’t know who City Planning is working with when they are developing the new code. In response, Quirino said the new code came out a month and a half ago so it’s an early draft that improves bicycling and living in LA for everyone and he wanted to try to understand the opportunity that updating the community plans represents. Eleanor said she agrees and she’s looked at the code draft as a civilian. They can relay concerns internally within LADOT to see who is having those conversations with City Planning and see if they can bring anything up. Quirino said next week City Planning is coming to their Neighborhood Council to discuss updates to their community plans. They’re already having virtual and in-person meetings regarding the community plans. However, there is a disconnect where the people responsible for the community plans are not familiar with the new code because it’s fairly new for a big city like this.
- We’ll bring this agenda item back in January 2025. In a postscript, Eleanor said she and Elliott will keep looking into LADOT’s role in Community Plan updates for the January 2025 agenda item.

14. 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?
- 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.

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

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

- We need to keep this list up to date because of the implications for Measure HLA.

16. 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)

17. Announcements

- Rob mentioned September 18 is the rescheduled Transportation Committee meeting for Council File 20-1469-S1.
- Michael mentioned that at the same meeting the City will finally approve Metro putting cameras on their buses to ticket bus lane offenders.

18. Adjournment in honor of people killed in crashes with motor vehicles. On August 29, NHL star Johnny Gaudreau and his brother were fatally struck by a suspected drunken driver while riding bikes on a New Jersey roadway hours before they were to serve as groomsmen in their sister’s wedding.

- Karen moves to adjourn.
- The meeting was adjourned at 3:07 PM.

Next Meeting: Tuesday, January 21, 2025, 1:00PM. As chair of the subcommittee, Philip cancelled the November 19, 2024 LABAC Planning and Bikeways Engineering Subcommittee Mtg.