

CITY OF LOS ANGELES

CALIFORNIA

**Palms Neighborhood Council
Transportation & Infrastructure
Committee**

Katrina Kaiser, Chair
Kay Hartman, Vice-Chair
Kasey Crawford, Member
Tyler Koke, Member
Michael Shaw, Member
Steven Stanton, Member



PALMS NEIGHBORHOOD COUNCIL



10008 National Blvd. #210
Los Angeles, CA 90034

<https://palmsnc.la/>
[@palmsnc](https://facebook.com/PalmsNC)

**Transportation & Infrastructure Committee Meeting Agenda
Thursday, December 14, 2023 – 7:00 pm
Fire Station 43 - 3690 Motor Avenue, Los Angeles, CA 90034**

Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte Colin Jaehnke, Secretaria, por correo electrónico al Colin.Jaehnke@palmsnc.la para avisar al Concejo Vecinal.

PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS Comments from the public on other matters not appearing on the agenda that are within the Board’s jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to two minutes per speaker, unless adjusted by the presiding officer

The Neighborhood Council system enables meaningful civic participation for all Angelenos and serves as a voice for improving government responsiveness to local communities and their needs. We are an advisory body to the City of Los Angeles, comprised of stakeholder volunteers who are devoted to the mission of improving our communities.

- I. **CALL TO ORDER & ROLL CALL**
 - a. Call to Order
 - b. Roll Call
- II. **INTRODUCTIONS**
 - a. Introductions and Welcome
- III. **GENERAL PUBLIC COMMENT**
 - a. Limited to non-agenda items – subjects related to transportation and infrastructure issues
- IV. **REGULAR COMMITTEE BUSINESS**
 - a. Committee member updates
 - i. Metro Frequency Updates
 - ii. Additional Updates
 - b. **UPDATE** from the Jarrett Thompson, Council District 5 Transportation Deputy (if available)
- V. **NEW COMMITTEE BUSINESS**
 - a. **DISCUSSION and POSSIBLE ACTION** regarding bike lane protection on National Blvd and northern portion of Motor Ave

- i. See supplementals
- b. **DISCUSSION and POSSIBLE ACTION** in support of alternative sidewalk repair methodologies
 - i. [Council File 21-1469-S2](#)
- c. **DISCUSSION and POSSIBLE ACTION** on truck traffic on residential streets
- d. **DISCUSSION and POSSIBLE ACTION** in support of First/Last Mile Program development
 - i. [Council File 23-12-44](#)
- e. **DISCUSSION and POSSIBLE ACTION** regarding Livable Boulevards for Motor Avenue
- f. **DISCUSSION and POSSIBLE ACTION** regarding safety upgrades at Palms/Clarington intersection
- g. **DISCUSSION and POSSIBLE ACTION** regarding accessibility ramp at SE corner of Motor and Regent
- h. **DISCUSSION and POSSIBLE ACTION** regarding Palms slow streets
- i. **DISCUSSION** regarding Palms NC participation in STC4All
<https://www.stc4all.org>

II. Adjournment

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: NCsupport@lacity.org.

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Neighborhood Council agendas are posted for public review as follows:

Woodbine Park Kiosk, 3409 S. Vinton Ave

<https://palmsnc.la/>

You can also receive our agendas via email by subscribing to L.A. City's [Early Notification System \(ENS\)](#)

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If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org.

Public Access of Records –

In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website: <https://palmsnc.la/> or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact Colin Jaehnke, Secretary, at Colin.Jaehnke@NeighborhoodCouncil.org.

Reconsideration and Grievance Process –

For information on the NC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NC Bylaws. The Bylaws are available at our Board meetings and our website <https://palmsnc.la/>.

PALMS GAP CLOSURE

Expo Bike Path safety Improvements from Motor Ave to Palms Blvd

Connor Webb

c.webb34@gmail.com

Overview

Currently, most of the bicycle infrastructure in Los Angeles County consists of class II unprotected bike lanes and class III “sharrows.” Many class II lanes are located between a travel lane and a parking lane, putting cyclists at risk of injury by both moving vehicles and opening car doors. Importantly, unprotected bike lanes do not significantly decrease cyclist injuries and deaths and do little to motivate “interested but concerned” potential cyclists, estimated to be ~60% of the US urban population--80% of whom would consider cycling if fully protected or separated bike paths were available (NATCO). A network of protected and separated lanes that are safe and welcoming to riders of all ages and abilities is essential to create a well-used system of bike lanes and thus a sustainable community.

Westside Loop

On the Westside, there is a low stress, fully separated/protected loop consisting of the Expo Bike Path, Marvin Braude Bike Path, and Ballona Creek Bike Path that makes many westside trips of all distances safer and more appealing to potential cyclists. It also forms a base to continuing building a protected network in Los Angeles as outlined in the Mobility Plan. Unfortunately, a few glaring gaps in the loop exist, which limits the usefulness of these paths as a network (**Figure 1**). Projects are underway in Santa Monica to connect the Expo and Marvin Braude paths and LADOT will soon begin construction to close the Northvale Gap segment in Cheviot Hills. However, that project does not address the subpar infrastructure directly adjacent to the project location on Motor and National Ave (**Figure 2**). This section consists entirely of class II painted bike lanes, mostly between parking and travel lanes (**Figure 3**).

Project Description

Fortunately, the wide road geometry and infrequently utilized street parking along this section of Motor and National lends itself well to upgrades to class IV cycle tracks (**Figure 4**). Both two-way and one-way cycle tracks would require minimal parking removal, except for daylighting at driveways, and potentially no travel lane impacts. For ideal lane widths, small sections could benefit from center turn lane removal (replaced with a narrow buffer to prevent turns), and a few parking spots can be removed where a turn lane is required.

Generally, there are difficulties to properly executing a two-way cycle track, especially at endpoints and intersections. However, this section is a good candidate. Firstly, the Northvale Segment Project will be installing a new traffic signal and crossing where the class I path will meet Motor Ave. This permits a safe transition to/from a two-way cycle track on the east side of Motor Ave. Southbound riders in the class II lane on Motor can utilize this signal to transition the two-way track as well. Secondly, on-street bike lanes do not exist and are not included in the Mobility Plan on National on either end of this section. The main endpoint to consider will be riders continuing south of National on Motor, who would need to transition back to the west side of the street. Thirdly, several large-radius, high-speed intersections on the west side of Motor and south side of National are avoided with a two-way track (**Figure 5**), and there are no street intersections and minimal driveways on the cycle-track side of the road. The need to cross multiple lanes to turn from Motor to National or to rejoin the Expo Path east of Palms Blvd are avoided. Lastly, the north sidewalk on National from Clarrington Ave to Palms Blvd does not service any destinations, and abruptly dead ends, opening all or part of it for use as a raised cycle track. With either the two-way or one-way class IV options, the result is an Expo Bike Path that is appropriate for all ages and abilities, and a maximized return on the significant investment in the Northvale Segment Project.



Figure 1. Fully separated or protected bike paths form a westside loop of connectivity, but areas of concern limit all-ages/all-abilities accessibility. The Marvin Braude Bike Path, Expo Bike Path, and Ballona Creek Bike Path contain short high-stress sections. Some are being addressed: Santa Monica’s Broadway and Colorado Ave protected bikeway projects will connect the Marvin Braude and Expo Bike Paths and will begin construction in 2024. LADOT’s Northvale Segment project will resolve a gap in the Expo Path between Overland Ave and Motor Ave and is beginning construction in 2024. Other gaps include on Washington Blvd and Fiji Way in Marina Del Rey, Downtown Culver City, and on Motor Ave and National Blvd in Palms. All areas of concern other than Fiji Way are included in the Los Angeles Mobility Plan as Class IV bike lanes.

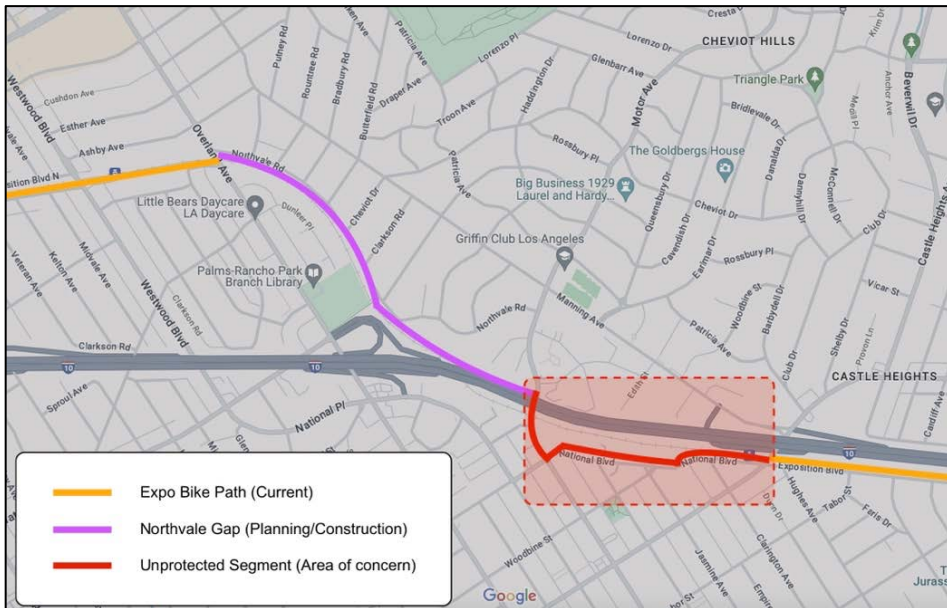


Figure 2. The Motor Ave and National Blvd class II unprotected lanes are not addressed in LADOT’s adjacent Northvale Gap Closure Project. A new high-quality class I path will connect Overland Ave to Motor Ave, but users will then have to contend with high-speed traffic on Motor and National with no protection-- only painted, parking-adjacent bike lanes.

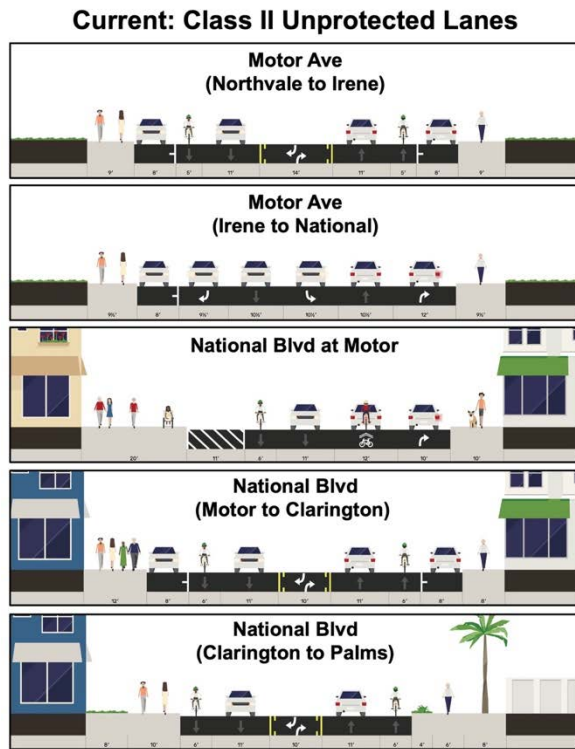


Figure 3. Current alignment on Motor and National consists of painted class II bike lanes between parking and traffic lanes. In many areas, this street parking is underutilized or used by RVs, severely limiting visibility and safety. Curb to curb widths are approximately 62 feet on Motor, 52 feet on National at Motor, 60 feet to Clarington, and 44 feet from Clarington to Palms.

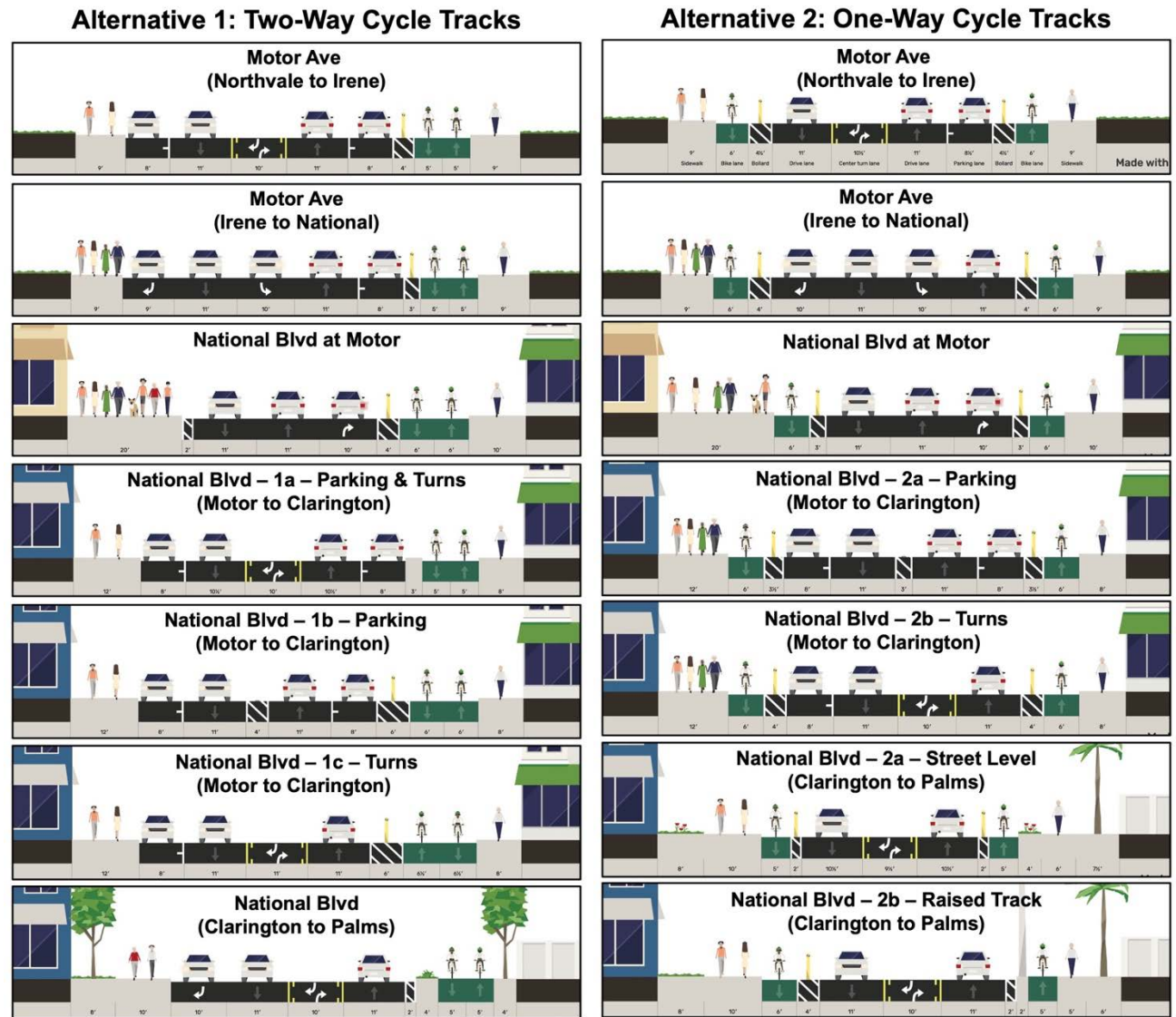


Figure 4. Fully Protected class IV cycle tracks will fit on Motor and National with minimal parking or travel lane impacts. Alternative 1 utilizes two-way cycle tracks and Alternative 2 utilizes one-way cycle tracks. In some areas from Motor to Clarington, both alternatives would benefit from a mix of removal of the center turn lane to preserve parking (1b, 2a) and parking removal from one side of the street where a turn lane is necessary (1c, 2b). From Clarington to Palms, Alt 1 could transition to curb height and in Alt 2, the west-heading lane could be at curb height.



Figure 5. Alternative 1 increases safety by avoiding vehicle points of conflict. Alternative 1 would utilize a new signal and crossing, already included in the Northvale Gap Closure Project, to access a two-way cycle track on the East side of Motor Ave and continues on the North side of National Blvd. At Irene St, Vinton, Jasmine Ave, and Clarington Ave, dangerous geometry allows high-speed turns by vehicles, but all are avoided in Alternative 1. Additionally, a currently dangerous left turn by bicycle from Motor to National is avoided in Alternative 1. The result is an Expo Bike Path that is appropriate for all ages and abilities.