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Agenda
WRAC Mobility and Transportation Committee
Wednesday, March 19, 2025 – 7:00 to 8:30 PM
<https://westsidecouncils.com/meetings>

Join Zoom Meeting:

<https://us02web.zoom.us/j/85493452587?pwd=RDNzZ0ZFVW95UEg2S1NZbJlVcUhhHUT09>
Meeting ID: 854 934 52587 | Password: 230002 | Dial by your location: +1 669 900 9128

1. **Call to Order and Committee Member Roll Call** – Chair Selena Inouye presiding
2. **Public Comment for Items Not on the Agenda**
3. **Adoption of the Agenda & Approval of Minutes**
4. **Special Orders**
 - a. Mobility and Transportation reports – Jeff Khau CD11 and Jarrett Thompson CD 5
5. **Old Business:** for updates, further discussion and possible action
 - a. [Bus Lane Violations Enforcement Pilot Program motion](#) pending, Disabled Parking and EV Charging motion sent back to committee (attached)
 - b. Digital billboards: [Metro TCN](#), [STAP](#) and [IKE](#) programs
 - c. Metro projects: [Sepulveda Transit Corridor](#), [I-405 ExpressLanes](#) and the [Traffic Reduction Study](#) project
 - d. Implementation of Measure HLA - [Council File: 24-0173](#): reports back to City Council
 - e. [LADOT Westside Mobility Projects](#)
 - f. 2028 Olympics Transportation Planning
 - i. LA28 ADA Accessibility Plan ([Council File 15-0989-S45](#))
 - ii. City Council request CAO for budget plans to use the General Fund for LA28
 - iii. LA28 Street and sidewalk improvement plan ([Council File 15-0989-S29](#))
 - g. Incidents/street takeovers involving e-bike and scooter users (Tropp)
 - i. Handout: Bike, e-bike and scooter rules (attached)
 - ii. Venice NC motions on this topic for the MTC to consider (attached)
6. **New Business:** for discussion and possible action
 - a. City Council mobility/transportation motions and [CFMS](#) updates since the last MTC meeting (all committee members), including, but not limited to:
 - i. LADOT report: [Evaluation And Recommendations To Retain, Repurpose, Or Remove Peak-Hour Lanes](#) ([Council File 22-1465](#))
 - b. Palisades Fire evacuation case study to identify needed changes to the [City of Los Angeles Emergency Plans](#) regarding evacuation routes (Inouye)
 - c. New safety concerns regarding air travel as the result of [FAA personnel firings](#) (Tropp)
 - d. Request for new parking and traffic violations reporting in the My311 app (Tropp)
7. **Reports** – including topics for discussion and possible action
 - a. Metro (vacant)
 - b. Neighborhood Council Sustainability Alliance Transportation Committee (vacant)
8. **Future Meetings and Call for Agenda Items**
 - a. Next meeting: Wednesday, April 16, 2025 at 7:00 PM via Zoom
9. **Public Comment and Committee Member Announcements**
10. **Adjournment**

SUPPORT THE PROVISION OF DISABLED PARKING AND EV CHARGING SPACES IN ALL NEW CONSTRUCTION UNDER AB 2097 AND LOS ANGELES CITY EXECUTIVE DIRECTIVE 1 (ED1)

WRAC Mobility and Transportation Committee
October 16, 2024
Broide/Inouye, passed 9-1-0

“The _____ NC/CC, a member of the Westside Regional Alliance of Councils (WRAC), requests that the Department of City Planning (DCP) reconsider their position stated in their memorandum **SUBJECT: IMPLEMENTATION OF AB 2097 (2022)**, dated on October 23, 2023, with regards to Disabled Parking and EV charging spaces. This memorandum is in conflict with the language of AB 2097, which allows cities to provide EV charging and parking for the disabled even if no other parking is voluntarily provided. We respectfully request that DCP review the language in AB 2097 within the context of disabled rights and the City of Los Angeles’ active support for EV vehicles, and reconsider the decision not implement the exemption language in AB 2097, which provides for disabled parking and EV charging in new construction.

<https://planning.lacity.gov/project-review/assembly-bill-2097>

https://planning.lacity.gov/odocument/ecf69160-4a89-4078-a0b6-15ad6fdfbc33/AB2097_Memo_Oct_2023.pdf

[Council File 22-0002-S117 \(expired\)](#)

BACKGROUND

From the California Legislative Information website:

AB 2097 would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within 1/2 mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. By changing the duties of local planning officials, this bill would impose a state-mandated local program.

SEC. 2.

Section 65863.2

(f) This section shall not reduce, eliminate, or preclude the enforcement of any requirement imposed on a new multifamily residential or nonresidential development that is located within one-half mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development if this section did not apply.

The bottom line: AB 2097 does not negate requirements for Electric Vehicle Charging Stations (EVCS) or Handicap Parking Spaces.

In their memorandum, DCP states that, "Since EV and Disabled Access requirements apply to parking spaces otherwise "provided" by the development project, if any parking spaces are voluntarily provided, EV and Disabled Access standards should be complied with when applicable."
(attached)

We believe that EV and Disabled Access should always be provided, whether parking spaces are voluntarily provided or not, for the following reasons:

- 1) We believe that, if the City of Los Angeles is serious about its commitment to encouraging EV use, it should include EV charging stations in every new construction project to increase the inventory of EV chargers in the City, and
- 2) We believe Disabled Access parking should be a requirement in every new construction project, as it makes the project accessible and disabled-friendly, which increases the chances that a person with a disabled placard and/or adaptive vehicle can live there. In addition, it allows persons with disabled parking placards to easily visit, socialize with and care for their friends and family living in these projects.

According to **Disability Rights California** (DRC), in their article [Letter: \[Docket No. FR-6257-A-01\] Nondiscrimination on the Basis of Disability: Updates to HUD's Section 504 Regulations. RIN 2529-AB03](#)

“2. Parking and transportation access is a major challenge.

A major problem is parking and access to transportation. Buildings with adequate accessible parking are rare. DRC handles many complaints about failures of Section 504 covered housing to provide accessible parking spaces in their parking lots and failure to provide them as a reasonable accommodation/or modification. Complaints include insufficient spaces, refusals to designate spaces for individual use, and refusals to provide adequate parking (accessible and other) for care and service providers. Updated regulations should require significantly more accessible parking spaces, including at least one accessible space for every mobility unit, plus accessible spaces for guests and service providers. Many people with mobility disabilities have a difficult time accessing public transit, and paratransit is scarce and unreliable. These individuals rely on adaptive vehicles. We also note that as the country moves to electric vehicles (California will be phasing out new gas vehicles in coming years), accessible electric vehicle (EV) charging stations/parking spaces should be required.⁸⁶

For a variety of reasons, including a push to public transit for environmental reasons, space and density limitations in urban areas, and incentivizing market rate housing production, many newer developments are built with limited or no parking. For example, California no longer allows local jurisdictions to require any parking spaces in new housing development near transit.⁸⁷ This is extremely challenging for people with disabilities who need their adaptive vehicles. It is therefore critical that the updated regulations require accessible parking, even when no other parking is on site.

Not all individuals with disabilities own adapted vehicles, so equal consideration needs to be given to the transportation needs of people who do not own cars. For some people, a half-mile to transit is too far to travel (especially where there are broken, or no, sidewalks), and for others public transit is simply not accessible. Therefore, we urge HUD to include in the updated regulations accessible drop off/pick up loading zones for accessible ride-shares (taxicabs/Lyft/Uber); paratransit; and visitors and service providers for residents with disabilities.

The new regulations would also benefit from addressing access to transit and services and coordination with service providers.”

86: See the California EV accessibility regulations at Cal. Bldg. Codes Ch. 11B-228 et seq.



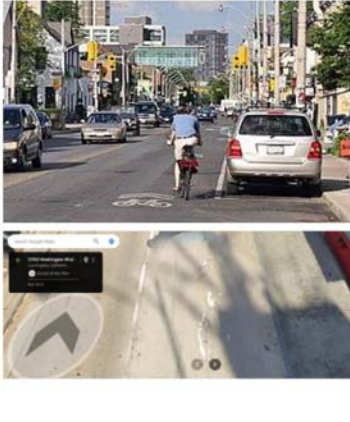

87: Assemb. B. No. 2097, 2021-2022 Leg., Reg. Sess. (Cal. 2022), codified at Government Code Section § 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions.

<ul style="list-style-type: none"> Bicycles 	<ul style="list-style-type: none"> Class 1 	<ul style="list-style-type: none"> Class 2 	<ul style="list-style-type: none"> Class 3 	<ul style="list-style-type: none"> Scooter
CVC §231	CVC §312.5			CVC §407.5
<ul style="list-style-type: none"> Propelled exclusively by human power, except as provided in Section 312.5, through a belt, chain or gears Has one or more wheels 	<ul style="list-style-type: none"> Pedal Assist only Only provides Assistance While Pedaling Not Capable of exclusively propelling bike without pedaling Ceases to provide assistance when bike reaches 20 mph, not able to exceed 20 mph May have start or walk assistance that propels the bike on motor power alone, up to 3.7 mph 	<ul style="list-style-type: none"> Throttle Assist Has a motor that may be able to exclusively propel the bike Not able to propel the bike more than 20 mph 	<ul style="list-style-type: none"> Pedal Assist Has a motor that may only propel the bike while pedaling Motor is not able to exclusively propel the bike without pedaling Ceases to provide assistance when bike reaches 28 mph, equipped with a speedometer May have start or walk assistance that propels the bike on motor power alone, up to 3.7 mph 	<ul style="list-style-type: none"> (a) Has handlebars and a floorboard, powered by an electric motor, designed to be stood upon or a seat and footrests in place of the floorboard (b) May also be powered by human propulsion (a) May also have another source of propulsion while meeting the definition in (a)
<ul style="list-style-type: none"> No speed limit other than the street speed limit 	<ul style="list-style-type: none"> Max Speed 20 mph 	<ul style="list-style-type: none"> Max Speed 20 mph 	<ul style="list-style-type: none"> Max Speed 28 mph 	<ul style="list-style-type: none"> Speed Limit 15 mph (CVC §22411)
<p>§21200</p> <ul style="list-style-type: none"> While riding a bike on a highway or a Class 1 bike path, subject to all rights and provisions applicable to the 	<p>Subject to Article 4 (commencing with Section 21200) of Ch 1 of Division 11:</p> <ul style="list-style-type: none"> A person riding a bike or a pedicab on a highway, or a person riding on a Class 1 bike path has all of the rights and provisions to the driver of a vehicle under certain other sections of vehicle code, except for provisions not applicable by their nature Peace officers riding a bicycle are exempt from these requirements, except for driving under the influence, when responding to an emergency call, engaging 			<p>CVC §21221</p> <ul style="list-style-type: none"> While riding on a highway, subject to all rights and provisions applicable to the driver of a vehicle,

<p>driver of a vehicle, except for provisions which by their very nature are not applicable</p>	<p>in rescue operations, in immediate pursuit of a suspect or actual violation of the law. Police officers are not relieved of their duty to operate a bike with due regard for the safety of everyone on the highway</p>		<p>except for provisions which by their very nature are not applicable</p>
<ul style="list-style-type: none"> No Minimum Age to Ride 	<ul style="list-style-type: none"> No minimum age to ride 	<ul style="list-style-type: none"> Must be at least 16 years old (CVC § 21213) 	<ul style="list-style-type: none"> Must be at least 16 years old (CVC § 21235(d)) Must be at least 18 years old in LA County
<ul style="list-style-type: none"> Prohibited from sidewalk riding with willful disregard for safety (LAMC 56.15) No beach bicycle bath or beach area riding of a bicycle or tricycle with side-by-side seating May be prohibited with sign postings (LACMC §15.76.082) Local Authorities can regulate sidewalk riding (CVC § 21206) 	<ul style="list-style-type: none"> Prohibited from sidewalks (Only reference is On-Demand Personal Mobility Devices Pilot Program from 2019 and websites) Allowed on sidewalks if street signs grant it, or if allowed locally (https://www.duquelaw.com/articles/california-state-electric-bike-laws) 		<ul style="list-style-type: none"> Prohibited from riding on sidewalks in LA County
<ul style="list-style-type: none"> Prohibited in skateboarding areas of skateboarding facilities (LAMC §63.44 N (d)) 	<ul style="list-style-type: none"> Not expressly prohibited 		<ul style="list-style-type: none"> Prohibited in skateboarding areas of skateboarding facilities (LAMC §63.44 N (d))
<ul style="list-style-type: none"> Helmet required for bike riders under 	<ul style="list-style-type: none"> Helmet required under 18 (Cannot find the law, https://www.calbike.org/california-e-bike-classific) 	<ul style="list-style-type: none"> Helmet required while riding on or 	<ul style="list-style-type: none"> Helmets required for all electric

18 (CVC §21212)	ations/)	<p>operating a Class 3 ebike on any highway, street, bikeway defined in §890.4 or any other public bike path or trail (CVC § 21213)</p> <ul style="list-style-type: none"> • Helmet requirement also applies to someone in a restraining seat attached to the bike or in a trailer towed by the bike (CVC § 21213) 	scooter riders under 18 (CVC §21235(c))
<ul style="list-style-type: none"> • Bicycles traveling below the speed limit must use a designated bike lane if present, unless passing, avoiding hazards, preparing for a turn, or if the lane is too narrow for safe driving (CVC §21208) 	<ul style="list-style-type: none"> • Allowed on bike paths, bike lanes, & multiple loose trails unless prohibited locally • Allowed on any street a bike is, unless there is a no ebike sign 	<ul style="list-style-type: none"> • Allowed on roadways and bike lanes adjacent to roadways, but not separate bike paths (Class 1 bikeways like Ballona Creek Bike path or the Culver Median) unless authorized by local ordinance 	<ul style="list-style-type: none"> • Shall ride on a Class 2 bike lane, unless passing, preparing for a left turn, avoid debris or hazardous conditions, approaching a place where a right hand turn can be made (CVC §21229) • May ride on a bike path, trail, or bikeway unless prohibited locally (CVC §21235) • (b) May not operate on a street with a speed limit above 25 miles per hour unless in a Class II or Class IV bike lane, except by local ordinance on
<p>CVC §21207.5</p> <ul style="list-style-type: none"> • (a) Motorized bicycles (Not an ebike? => https://www.calbike.org/california-e-bike-classifications/, CA Veh Code § 406) are NOT permitted on a bikeway, trail, bike path, or bike lane, equestrian trail, hiking trail, or recreational trail, unless it is within or adjacent to a roadway, or unless the local authority or government body of a public agency having jurisdiction over the path or trail permits, by ordinance, that operation. • (b) The local authority or governing body of a public agency having jurisdiction over an equestrian trail, or hiking or recreational trail, may prohibit, by ordinance, the operation of an electric bicycle or any class of electric bicycle on that trail. • (c) The Department of Parks and Recreation may prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail 			

	within the department's jurisdiction.	roads with a speed limit up to 35 mph
<ul style="list-style-type: none"> No license or permit required 	<ul style="list-style-type: none"> No license or instruction permit required 	<ul style="list-style-type: none"> (d) license or instruction permit required
<ul style="list-style-type: none"> Local authorities can restrict or regulate the use of bicycles and ebikes on bikeways (CVC §21207) 		

Bike Lane Classes (Section 890.4 of the Streets and Highways Code)			
<ul style="list-style-type: none"> Class 1 	<ul style="list-style-type: none"> Class 2 	<ul style="list-style-type: none"> Class 3 	<ul style="list-style-type: none"> Class 4
<ul style="list-style-type: none"> Bike Path 	<ul style="list-style-type: none"> Bike Lane 	<ul style="list-style-type: none"> Bike Route 	<ul style="list-style-type: none"> Separated Bikeway
<ul style="list-style-type: none"> Off-roadway bike paths or bike trails (i.e. ballona creek bike path, Culver Median, venice beach - completely separated from a road system) 	<ul style="list-style-type: none"> On-Roadway, Separated (striped) bike lanes (i.e. Venice Blvd, and by Santa Monica Courthouse) 	<ul style="list-style-type: none"> On-Roadway, Signed, Sharrows (i.e. Washington Blvd) 	<ul style="list-style-type: none"> (i.e. Venice Blvd)
			



Venice Neighborhood Council

PO Box 550, Venice, CA 90294

www.VeniceNC.org



MOTION: VNC Board of officers approves the 2024-2025 Administrative Packet including the 2024-2025 proposed Budget, second signers and credit card holders. (see supporting documents) (3-0-0)

- C. **MOTION:** The VNC Board of Officers approves an Outreach Expenditure of up to \$235 to purchase stand-alone Outreach Displays to be placed throughout Venice in select locations. (Outreach Committee 3/8/24, 3/0/0).

DESCRIPTION: To purchase & place small stand-alone outreach displays throughout the community. Possible Locations: Beyond Baroque, Venice Library, Boy's & Girls Club, various Schools, Parks and Rec Centers, Venice Heritage Museum, Venice Arts & other service providers. There will be a barcode for easy VNC Email sign ups, VNC information cards and any other pertinent VNC handouts (election/events/special meeting flyers, etc.). Replenishing and updating will occur as needed.

- D. **MOTION** The VNC Board of officers approves extending the walking tour app provided by STORY (formerly Pocket Sight) for up to \$300 for the 2024-25 fiscal period (currently \$23/month) (2-0-0)

13. OCEAN FRONT WALK COMMITTEE

A. MOTORIZED VEHICLES, SCOOTERS AND E-BIKES ON OFW AND THE BIKE PATH (6-0-0)

MOTION: The VNC requests that LAPD and CD11 enforce the relevant ordinances and keep ALL MOTORIZED vehicles, including motorized scooters, Segways, and E-bikes off the Bike Path & OFW.

DESCRIPTION: Whereas this committee in the past has addressed the issue of electric bicycles & vehicles being co-mingled on the current bike path with no response.

Whereas the motorized vehicles (e-bikes, scooters & bikes) are still an issue on OFW and the Bike Path

Whereas these are safety issues for pedestrians; locals and tourists,

Whereas there is a high probability the users are uninsured,

Whereas the one person rider rule is not being enforced,

Whereas there is a lack of violation enforcement for those biking on the boardwalk. Whereas there is no violations officer on OFW ever, including during the peak summer months,

Whereas enforcement would dramatically curb the situation,

Whereas the current signage is obscured and ineffective,

Whereas collaboration between vendors and law enforcement is necessary if we are to control the situation at the beach this summer;



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17. PARKING AND TRANSPORTATION COMMITTEE (3-0-0)

A. METRO TRANSPORTATION NETWORK (TCN) CIS

MOTION: The VNC will file a CIS in opposition to City Council File 22-0392

DESCRIPTION: Refers to City Council file 22-0392 Note: As explained in the Background document above, the TCN program DEIR originally considered 4 planned installations for the 405/10 interchange area: 2 very large freeway facing (FF) digital billboards, and 2 smaller non-freeway facing (NFF) digital billboards. We are now advised that the 2 smaller NFF billboards were removed before final approval of the TCN program, i.e., they are no longer pending. Installation of the 2 large FF billboards is still pending as part of the approved TCN program. See the City Council-approved Ordinance, pp. 14 and 21. See also prior WRAC positions opposing the Metro TCN program and supporting a ban on new digital signs: WRAC letters of December 3, 2020, September 7, 2023, and December 13, 2023.

<https://westsidecouncils.com/motion/oppose-metro-tcn-structures-along-the-405/>

B. E-BIKE AND E-SCOOTER REGULATION IN VENICE

MOTION: request that Councilwoman Traci Park and the LA City Council Transportation Committee propose a motion to the City Council for an ordinance banning E-bikes and E-scooters from being used on city sidewalks, bike paths, Ocean Front Walk, walk streets or other pedestrian oriented walkways.

C. E-BIKE SAFETY PROGRAM - AB 2234

MOTION: The VNC requests that Councilwoman Traci Park and the LA City Transportation Committee introduce a motion to enact a Los Angeles Electric Bicycle Safety program, similar to the San Diego Electric Bicycle Safety Program

DESCRIPTION: The VNC asks Traci Park and the LA City Transportation Committee to enact a Los Angeles Electric Bicycle Safety Pilot Program, similar to the San Diego Electric Bicycle Safety Program that the State Assembly passes and was signed into law in September 2024.

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB2234

18. ADJOURN
