

**ARROYO SECO NEIGHBORHOOD COUNCIL (ASNC)  
AD HOC BICYCLE LANE SURVEY COMMITTEE**

**Final report on survey results regarding LADOT proposed roadway reconfiguration, road diet, and installation of bicycle lanes on North Figueroa St.**

**SUMMARY**

Five separate surveys were conducted at a variety of venues and times to gauge public opinion on the proposed changes to North Figueroa. All surveys indicate strong support for the proposed changes. Responses typically indicated 2/3 or higher level of support.

While the surveys cannot be considered a purely random, representative sample of the entire community (see: Data Considerations), it is the opinion of the committee that these responses do show strong and widespread support among the stakeholders that ASNC directly represents and the broader community as well.

Because a desire for improved safety was expressed by a strong consensus of the community regardless of their position on the bike lane project, it is the recommendation of the committee that ASNC advise LADOT and the city council of their desire to see safety improvements made to the North Figueroa corridor beyond any position taken on the specific roadway redesign proposal.

The Ad Hoc Committee specifically recommends that ASNC adopts the results of the surveys and forwards the full report of community views on the North Figueroa redesign project to Councilman Cedillo.

**DETAILED RESPONSE TABULATION**

**Speaker/Comment Cards collected during ASNC meeting 5/16/13**

<u>ASNC Stakeholder Status</u>	<u>Support (%)</u>	<u>Oppose (%)</u>
Stakeholder	6 (75%)	2 (25%)
Non-stakeholder	15 (60%)	10 (40%)
Unspecified	1 (50%)	1 (50%)
Total	22 (63%)	13 (37%)

**Speaker/Comment Cards collected during ASNC meeting 5/20/13**

<u>ASNC Stakeholder Status</u>	<u>Support (%)</u>	<u>Oppose (%)</u>
Stakeholder	3 (75%)	1 (25%)
Non-stakeholder	12 (92%)	1 (8%)
Unspecified	-	-
Total	15 (88%)	2 (12%)

**Straw Poll performed during ASNC meeting 5/16/13**

<u>ASNC Stakeholder Status</u>	<u>Support (%)</u>	<u>Oppose (%)</u>
Unspecified	32 (54%)	27 (46%)
Total	32 (54%)	27 (46%)

**Online Survey conducted May – June 2013**

ASNC Stakeholder Status	Support (%)	Oppose (%)
Unspecified	231 (74%)	83 (26%)
Total	231 (74%)	83 (26%)

**Email responses collected May – June 2013**

ASNC Stakeholder Status	Support (%)	Oppose (%)
Unspecified	81 (74%)	29 (26%)
Total	81 (74%)	29 (26%)

**Total counts of all feedback collected**

ASNC Stakeholder Status	Support (%)	Oppose (%)
Stakeholder	9 (75%)	3 (25%)
Non-stakeholder	27 (71%)	11 (29%)
Unspecified	345 (71%)	140 (29%)
Total	381 (71%)	154 (29%)

**METHODOLOGY**

ASNC Stakeholder status was determined by commenter's supplied address information or by committee members' direct knowledge of the individual's residence or business location in the ASNC area. Responses were counted only when the commenter directly expressed their support or opposition to the North Figueroa redesign as proposed by LADOT. Support for alternative routes or further study were counted as opposition to the proposed plan.

Wherever possible, duplicate responses were not counted within each individual sample. However, it was acknowledged that the same people may have commented at multiple events (meetings, online survey, straw poll, email comments.) Each of the five groups of responses was counted separately and no attempt was made to remove responses from individuals who had responded in multiple venues.

Although the online survey did collect address information from respondents, this detailed information was not available to the committee, so all responses were counted as "unspecified stakeholder status". Similarly, no data was available for the vast majority of respondents to the straw poll and email comments, so no determination could be made as to their status. Numerous respondents indicated that they used the Figueroa corridor routinely and so could have been counted as stakeholders based on their ongoing and significant connection to the community. However, because this connection could not be easily verified or quantified, these respondents were counted as having "unspecified stakeholder status."

All data was based solely on the written information collected during meetings, via email, through the online survey and via a straw poll. The data does not reflect spoken comments at meetings or petition/survey data collected by outside parties.

### **DATA CONSIDERATIONS**

The data collected from all five groups of respondents has features that make it not “statistically significant” in the traditional sense. None of these surveys represent a random, broad sample of the neighborhoods or stakeholders. Who responded to these surveys was heavily influenced by whether they were aware of the meetings, surveys, or even the proposal to make changes to North Figueroa. Proponents and opponents of the proposal both advertised and encouraged people to respond to these surveys in hopes of swaying the perception of the ASNC and general public. Because of these factors, it cannot be claimed that the shares of support and opposition recorded is accurately representative of the public at large.

This all being said, this does not mean that the results are inconclusive or irrelevant. The meetings and surveys on this issue were widely publicized and it is well known that council meetings typically draw individuals with strong opinions or connections to a particular issue. The various surveys likely drew their responses from the population with strong knowledge and opinions on the subject and thus may accurately reflect the general opinions of the broader population who are not as aware or have as strong a concern for the issues at hand. Furthermore, the consistency of the responses at different times and in different venues also indicates that it may be a more accurate reflection of the general opinion of stakeholders in the ASNC area.

### **OTHER PROMINENT COMMUNITY CONCERNS**

Based on additional questions asked in the online survey and anecdotal evidence from written and email comments, several clear concerns are apparent for community members.

1. Safety is listed as a major concern for both supporters and opponents of the proposal. Proponents listed improved safety as the primary reason for their support.
2. Traffic considerations were also important with opponents listing this as the primary reason for their opposition.
3. Business considerations – a large majority of supporters believe that the proposal would help businesses along the Figueroa corridor while a minority of opponents believed it would hurt businesses.
4. A significant number of opponents expressed support for alternative routes for bike lanes indicating that they had no opposition to better bicycle accommodation in general, only that they felt Figueroa was a poor choice of placement for traffic & safety reasons.

### **AD HOC COMMITTEE MEMBERS**

Chair: Roy Payan  
Members: Martha Benedict  
David Matsu  
Ann Walnum  
Harvey Woien

## APPENDIX A – WRITTEN COMMENTS FROM RESPONDENTS

Included are all significant written comments supplied to ASNC by the general public through comment/speaker cards and via email. Not included are simple statements of support or opposition to the bike lane proposal. Some identifying information has been removed for privacy.

### EMAIL COMMENTS

From: Mary I >  
Subject: removing car lane on Figueroa  
Date: June 12, 2013 at 10:20:57 AM PDT  
To: bikes@asnc.us

I drive and take the bus on Figueroa between Colorado Blvd and Highland Park on a regular basis. Removing a car lane to replace it with a bike lane will be a disaster. This will be to the detriment of many car and bus commuters to the benefit of much fewer bike riders.

When the two lanes are reduced to one due to construction activity, the traffic backups are severe. Making turns from side streets onto Figueroa becomes difficult, causing long delays. The rush hour congestion will be worse than it is, causing longer travel times and increasing the car and bus exhaust. The buses that travel on Figueroa become delayed and have difficulty merging to and from their stops.

The buses which travel on Figueroa pick up more and more people as they travel south. As it is, when a bus pulls over to make a stop, cars and bicycles go around the buses and cut in front to make right turns. This is a dangerous practice, especially when the bus is ready and trying to merge onto the Figueroa traffic. Having a single car lane will make it more difficult for the buses to merge onto the congested lanes and I believe all traffic will feel more "comfortable" making those dangerous right turns in front of the buses.

For these and other reasons, I strongly support placing the bike lanes on parallel streets that have less car and bus traffic.

Thank you..... Mary I

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From: "fnarite" <>  
Subject: Tonight's Bike Lane Meeting  
Date: June 11, 2013 at 10:45:25 PM PDT  
To: "ASNC President" <president@asnc.us>

I wanted to take a moment to comment and thank you for holding a truly non-biased community meeting tonight regarding the bike lanes. It was so unfortunate that there were people from both sides of the bike lanes controversy that did not act in an adult manner. I chose not to speak at this meeting because regardless of my position on the bike lanes, I am deeply concerned on how our local government and the employees of our City government have handled the bike lanes in Northeast Los Angeles. The first meeting on this subject was held in February. The notice for this meeting was published in the LA Times probably in an area that no one ever reads. But then the Department of Planning sends out personal email invitations to over 1,400 Bike Lane supporters and implementers. The playing field on the subject of the bike lanes was obviously not level from the beginning and continues to be lopsided today.

unknown.jpg ↵  
Please see page 8 of the attached document.

In my opinion, the persons and relatives that were at the meeting that owned bike shops should not have been allowed to speak or vote as they have a vested interest in the passage of the bike lanes.

In my opinion, there are a large percentage of the citizens in our community that are not aware of the bike lanes proposals.  
Thanks for your time.

Regards,  
John Q Public.

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From: Chelsey C <>  
Subject: Yeah for bike lanes!  
Date: June 11, 2013 at 7:16:37 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Hello,  
I recently bought a house a block off of Figueroa in Mt. Washington/cypress park area. I am happy to be in the neighborhood and enjoy walking to the gold line and riding my bike. I do think that it is currently a bit dangerous on Figueroa and I always see hazardous situations for cyclists, as well as car accidents. I still see a lot of people of all ages riding their bikes on Figueroa all the time. I think putting bike lanes on Figueroa would really be a step in the right direction for the community and make it safer for everyone. It would be a great thing to do to shape this community into a more livable and walkable area. Car centric areas are not sustainable and bikes are the future! Please put bike lanes on Figueroa!

Thank you, Chelsey S

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From: Alek B <>  
Subject: Figueroa bike lane petitions  
Date: June 11, 2013 at 3:14:43 PM PDT  
To: bikes@asnc.us  
Cc: sycamoregroverep@asnc.us, president@asnc.us, councilmember.reyes@lacity.org

Hi ASNC,

I want to inform you that unfortunately I will not be able to attend the Local Issues committee meeting tonight due to a schedule conflict. I hope to see you, however, at the board meeting later this month.

While I won't be present tonight, a local NELA resident will be making available to you a hard copy of the petitions and comments that we have accumulated for you to view. If you would like your own copy, please let me know and I am happy to make that available for you.

To date, we have received 1,024 signatures online. The change.org language for the petition is available on the link here. The hard copy that will be available to view today has zip codes associated with those signatures. The most common zip codes are 90041, 90042, 90039, and 90065.

We also have received written statements from those supporters, 290 to be exact and those are available in the attachment I have here, which will also be available to view at tonight's meeting.

We will make available for you to view the physical signatures we received at local events like Lummis Day, nearby schools, and local bike shops. There are a total of 637 in-person signatures.

This brings our total signature count to 1661 supporters of the bike lanes on Figueroa. We hope you'll join us in making the street not only safer for bicyclists, but for all users of the road.

LACBC also strongly opposes the proposed alternative bike route that is being floated around and may be considered at tonight's meeting. I want to be clear in stating that a bike route along side streets of Figueroa does not address the severe safety concern we have ON N. Figueroa. In the last 10 years, we have seen 9 deaths and 822 injuries that involve bicyclists, pedestrians, and motorists. Having bike lanes on streets is shown to reduce collisions by 30%. Here is a graphic that shows these injuries along Figueroa.

We hope that you will join us in advocating for a safer Figueroa corridor that will not only benefit the Northeast LA community but also its businesses, schools, parks, and more.

Best,  
Alek B

[www.la-bike.org](http://www.la-bike.org)  
Help build a better, bike-able L.A. County:  
Become an LACBC member today!

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From: Tyrrell <>  
Subject: Neighborhood Support for Figueroa Bike Lines  
Date: June 11, 2013 at 2:37:02 PM PDT  
To: bikes@asnc.us

Dear Arroyo Seco Neighborhood Council,

I'm a resident of Highland Park and an avid biker. I often ride my bike on York Blvd. in the bike lane, and the side streets around my neighborhood.

I live on Roy Street, off Figueroa and I find it terrifying to ride on Figueroa. Drivers often drive above the 35 mph speed limit going to and from the 134, and there are no alternative streets that run parallel to Figueroa in this part of town. I often see bikers on the sidewalk as a result.

If a bike line was available on Figueroa both near my home and the commercial stretch of Highland Park, I would ride my bike often and leave my car at home. I believe passionately that this would improve the neighborhood, both for bikers and for drivers, as there would be less cars on the road.

Thank for you reading my email and considering my voice of support for this important issue. Please contact me with any questions.

Sincerely,  
Tyrrell S

90042

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From: Manuel H <>  
Subject: I support Bike Lanes on Figueroa  
Date: June 11, 2013 at 1:43:53 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

As a resident of 90041, I am writing in support of Bicycle Lanes.

I drive on Figueroa daily, with my wife and 6 year old daughter. I would love to have the option of riding our bicycles.

Presently I only occasionally bicycle on Figueroa, and never with my family, because it is unsafe. Vehicles travel much too fast, and while speeding they only see bicyclists as obstacles or nuisances. I have been yelled at, forced over, and even hit by litter from vehicles while riding my bicycle.

While a stripe of paint may not make the road more safe, it does help make the pathway of cyclists more predictable to motorists, and recognizes the cyclists right to be there.

Bike lanes will make our community feel safer and have more travel options to help people.

Thank you for your consideration.  
-Manny H  
90041

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From: K F <>  
Subject: support N. Fig buffered bike lanes  
Date: June 11, 2013 at 10:43:13 AM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Yes, yes, yes, 1000 times support buffered bike lanes on N. Figueroa. There's already too many collisions on Fig to even warrant driving there. In these tough economic times, the neighborhood council would be crazy to walk away from this dedicated source of funding to calm the street traffic and make it safer for drivers, pedestrians & cyclists.

If the neighborhood council wants to sustain a viable prospering business district on Figueroa, the neighborhood council absolutely must support buffered bike lanes (there are no "alternatives" as proffered by the anti-bike laners -- any road works have to be vetted by engineers and city staff -- as the buffered bike lanes have been.)

The bikeway network of York, Colorado, Eagle Rock Blvd, & Figueroa is like a chair -- it needs four legs to spread the economic benefits around -- if you cut off one of the legs, it will be like having a 3-legged chair and it will topple over. But the gravest economic collapse will strike Figueroa businesses.

Should you reject the buffered bike lanes on Figueroa, the blood of future collision victims will be on all of our hands.

90041 driver & supporter buffered bike lanes on N. Figueroa.

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From: Nishith D <>  
Subject: Bike lanes on N. Fig  
Date: June 11, 2013 at 7:17:46 AM PDT  
To: bikes@asnc.us

ASNC,  
I used to live in Highland Park and commuted every day to the River Center at Ave. 26 for 10 years. I strongly support the installation of bike lanes from Colorado to Ave. 26. The most unpleasant section of my bike ride was from Marmion Way to Ave. 26 (and the worst part was from Cypress Ave to Ave. 26). There are many reasons to have the lanes, but in my mind safety for everyone and a more friendly and livable streetscape are biggest factors for me.

I still bike commute today but from a different area and I am still a very interested stakeholder.

Thank you for considering my opinion.  
Nishith D

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From: Ethan A <>  
Subject: I support bike lanes on Figueroa St  
Date: June 11, 2013 at 6:49:40 AM PDT  
To: bikes@asnc.us

I want to reiterate my support for bike lanes on Figueroa St. Unfortunately, I cannot attend the meeting in person to express my support due to my work schedule. Currently, I do commute by bike on Figueroa St., from York St. to Union Station. I have been commuting by bike for 5 years

and have been in two bike accidents that were the fault of the driver. I believe that adding bike lanes will make a clear demarcation for drivers and cyclists making it safer for both and avoiding confusion over sharing the road. Drivers in Los Angeles are mostly not familiar vehicle laws that permit cyclists to share the road by riding in a lane. Let's make it easier on them and safer for everyone.

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Ethan A  
Los Angeles, CA

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From: Cris L <>  
Subject: bike lanes  
Date: June 11, 2013 at 6:24:24 AM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>, >

Dear members of the neighborhood council,

As a working mother and decade-long Highland Park resident who drives every weekday on North Figueroa, I fully support bike lanes.

For many reasons, but primarily because of safety. My seven-year-old attends Arroyo Seco Museum Science magnet and I have seen far too many close calls on our daily commute.

Bike lanes on North Figueroa will help create a sanctioned sliver of street for cyclists and, I believe, a safer route for all of us on Figueroa-- regardless of our mode of transport.

Bike lanes are not a radical idea. Bike lanes are about improving road safety in our community, and ensuring a Figueroa for all.

Thank you for your thoughtful consideration, and please know that there are several families who also support bike lanes who unfortunately cannot attend tonight's ASNC meeting.

Respectfully yours,  
Cris L

Sent from my iPhone

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From: will l <>  
Subject: In support of bikes lanes on Figueroa  
Date: June 10, 2013 at 11:15:57 PM PDT  
To: bikes@asnc.us

Dear members of the Arroyo Seco Neighborhood Council,

I am writing to express my enthusiastic support for LADOT's proposed bike lanes along North Figueroa. I live on North Avenue 55 just off Figueroa. I use my bike to get around the neighborhood, both for recreation and to visit local businesses. I would feel safer and inclined to do so much more often with the installation of the proposed bike lanes, and I think more people would as well. The bike lanes would calm traffic and make Figueroa safer for all users, including pedestrians, bicyclists and motorists.

Moreover, I believe that providing safe and attractive alternatives to the single occupancy vehicle is essential for the long-term future of Los Angeles given the wide range of environmental, health, safety and economic development benefits associated with reducing our current dependence on cars.

Thank you for your consideration.

Regards,  
Will L

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From: Tom M <>  
Subject: Fwd: Bike Lanes on N. Fig  
Date: June 10, 2013 at 10:31:10 PM PDT  
To: bikes@asnc.us  
Cc: Alek >

Dear neighborhood council members,

Thank you for your efforts to make Highland Park a beautiful, safe, and enjoyable place to live and visit. I live near Poppy Peak between York and Colorado, and as I understand it, the bicycle lane proposal would install bicycle lanes at the expense of an automobile lane along the only artery I can use to access the rest of the city.

I'd like to share my personal position as someone who would like to cycle more. The lanes would allow me to commute to work via the Highland Park Metro Station on weekdays and around the neighborhoods of Highland Park, Eagle Rock, and Pasadena on the weekends. In essence, I

would be one less car and one more bicycle on the road. This, to me at least, is important progress. If I were not alone in making this change, we would have cleaner air, healthier lifestyles, a quieter neighborhood, and it may even lead to an enhanced bike and pedestrian friendly commercial corridor on Figueroa between York and Colorado. Wouldn't that be nice!

I currently do not commute by bicycle because of the danger involved. My wife was struck on her bicycle by a motorist in downtown Los Angeles, and since then, neither of us has used bicycle transportation on a day-to-day basis. I believe the bicycle lanes would greatly improve the safety of navigating our neighborhood on two wheels and with pedal power. As a result, I know I would begin riding much more again, and hang up my car keys much of the time.

Thank you for considering my position. I hope to meet you all at an upcoming meeting where I'm happy to lend support to these efforts.

Sincerely,

Thomas M  
, Highland Park

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From: Veronica J <>  
Subject: bike lanes  
Date: June 10, 2013 at 7:59:14 PM PDT  
To: bikes@asnc.us

My name is Veronica J and i work at the bike oven on 3706 figueroa. I support the bije lanes for 3 basic reasons.

1. They promote a livable city, where shopping and working local are encouraged
2. Safety for cars and cyclist and pedestrians. A simple line of the bike lane sets a limit for both cars and cyclist. Just simple paint lowers car accidents and near fatal and fatal hit and runs that happen to cyclist on a daily basis. When a cyclist gets hit it is worse than a car accident, the bicyclist may or may not be conscious. At the bike oven coop we hear of people we know getting hit on a daily basis in this area. York bike lanes have reduced car accidents by 30 percent.
3. Traffic will flow better than it does now. Drivers do not know how to drive with bicyclist. Bike lanes provide training wheels by being able to drive normally within a lane. Cars cause more traffic when a bicyclist is on the road without a lane by slowing down, because they do not know how much space to give a bicyclist. a bike lane fixes that. Figueroa was a trolley street so the streets are wide enough. Rerouting the bikes is ridiculous and would bring us back to the ba thanksic problem that bicyclist will use the main roads with no infrastructure. Ridership is up and will keep rising as well as cars on the road will increase. The best way to alleviate traffic is to have a bike lane because it allows more users of the street on the street without reaching a critical point of traffic for the future. Thank you for your time, i couldnt attend because i had to work

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From: Naomi D <>  
Subject: Proposed bike lane on North Figueroa  
Date: June 10, 2013 at 7:50:52 PM PDT  
To: bikes@asnc.us

Dear Board Members,

I urge you to support the proposed bike lane on N. Figueroa! A lot of cyclists from surrounding communities and the immediate area use this artery to head home from work, to get from the LA River trail to the Arroyo Seco bike path, or just as the most convenient way to head north out of downtown LA.

When I come through Highland Park on North Figueroa, I see local cyclists using the sidewalks, as it is rather frightening to mix with the traffic. Sidewalks are for pedestrians and streets are for bikes! A bike lane will encourage safety for walkers, riders - and drivers, who will need to keep a sharp eye out for lane users!

As a cyclist who frequents your neighborhood, I would be more likely to stop to eat or shop if the neighborhood becomes safer for cyclists. As it is, I hurry carefully down the street from 52nd to 60th, where I turn right to join the Arroyo Seco bike path. There are some cool shops and friendly people in this neighborhood. As it stands now, it's hard to safely enjoy them when traveling through by bike.

Help the North Figueroa neighborhood grow safer and stronger. Please vote in the bike lane!

Yours very sincerely,  
Naomi D

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From: Jean C <>  
Subject: Support for bike lanes on Fig  
Date: June 10, 2013 at 7:32:20 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>  
Reply-To: Jean C <>

I'm a Highland Park resident and support more bike lanes on Figueroa.  
Thank you.

Regards,  
Jean C

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From: H H <>  
Subject: agenda for Sycamore Grove Local Issues meeting, 6/11  
Date: June 10, 2013 at 7:28:47 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

ASNC-

I was upset to see that your agenda for 6/11's Sycamore Grove Local Issues meeting mentions a proposal to '...remove lane(s) from northbound/southbound Figueroa'. The LADOT proposes to remove only ONE lane, in the southbound direction, and I am quite sure that those on the NC putting out agenda are well aware of this distinction by now. This leads me to believe that at least some of your leadership is more interested in inflaming opposition than in a substantive discussion of the trade-offs and compromises that must be made (to accommodate the freedom of travel by all road-users).

The non-symmetrical nature of the project is one of its most interesting aspects to me. Transportation decisions are increasingly starting to made on the basis of data/evidence, especially at the State level but also--at last!--locally. Exploiting the imbalance between morning and evening peak-hours traffic volume to propose a removal of only the southbound lane is a creative way to balance the competing needs of users.

Respectfully,

Holly H,

Architect, Green L. A. Coalition  
Living Streets Los Angeles

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From: "Jim B" <>  
Subject: Bike lanes on N. Figueroa  
Date: June 10, 2013 at 7:08:35 PM PDT  
To: <bikes@asnc.us>

I am in favor of bike lanes on Figueroa, but I see no need to aggravate and antagonize drivers. Unless there are plans to turn the area into a street shopping mall, bike lanes could be added without removing a traffic lane. With slightly narrower lanes and no buffer zones, a dedicated bike lane could be added in each direction. Perhaps not as safe as with buffers, but safer than no bike lanes. Also, without bike lanes, greedy traffic engineers are more likely to want to remove parking and add extra traffic lanes. I have ridden my bike over 250,000 miles in traffic in Los Angeles over the last 42 years and I have found that when bike lanes are added, drivers give cyclists more room with less hostility. You still have to watch out for opening car doors, but the presence of the bike lane can make many drivers more aware when they open the car door. In many cases where there is enough room to safely ride a bike and no bike lanes were added, eventually parking was removed and an extra lane added which pushed traffic all the way to the curb, creating a worse situation for bikes.

Every effort should be made to avoid removing a traffic lane, but if it can't be avoided I'm still in favor of bike lanes.

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From: marcos <>  
Subject: BIKE LANES ON NORTH FIGUEROA  
Date: June 10, 2013 at 5:41:34 PM PDT  
To: bikes@asnc.us

I DO GREATLY SUPPORT THE BIKE LANES ON NORTH FIG, FOR ONE I HAD A TERRIBLE ACCIDENT THERE, AND THEN ANOTHER GUY GOT HIT ON HIS BIKE LAST NIGHT IN MY STREET ON THE CORNER OF FIGUEROA. THERE HAS BEEN A LOT OF CLOSE CALLS ANYWHERE ALONG THIS STRETCH OF ROAD, AND ITS GREATLY IMPORTANT TO HAVE THOSE LANES NO MATTER THE OPPOSITION FROM LOCAL BUSINESSES AND DRIVERS WHO COMMUTE TO AND FROM WORK ALONG NORTH FIG. THANKS MARCOS

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From: Clare K <>  
Subject: Figueroa bike lanes  
Date: June 10, 2013 at 3:22:04 PM PDT  
To: bikes@asnc.us

Hi,

I just wanted to express my support for the Figueroa bike lanes. I am a Mt. Washington resident and think the bike lanes would be a great addition to our community. I do not currently ride my bike in the neighborhood, largely because I do not feel safe. Bike lanes would go a long way to make me feel safer both as a potential cyclist and as a pedestrian and driver.

As we face the challenges of increasing congestion, global warming, and health problems brought on by a sedentary lifestyle it is essential that we begin to promote alternative and active forms of transportation. As an urban planning student, I also believe that promoting biking and walking will help to promote a sense of place in our community and have been impressed by the data I have seen showing the economic benefits of bike lanes.

I understand that people have concerns about the bike lanes regarding congestion and safety, but I believe that bike lanes are an important tool that we can use in our efforts to work together to improve our community.

Best,  
Clare K

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From: Walt A <>  
Subject: Re: Constant Contact Survey  
Date: June 10, 2013 at 3:06:37 PM PDT  
To: bikes@asnc.us

Never mind. I was looking at the wrong document. Sorry.

-WALT!

On Jun 10, 2013, at 12:25 PM, Walt A <> wrote:

Question 2 on the Bike Lane Survey posted to ASNC.us, could be worded more accurately. As I understand it, the current bike plan draft for North Figueroa would only eliminate one southbound full travel traffic lane North of York Blvd. As the question is written, it sounds like one full travel lane will be reduced on the full extent of North Figueroa Street.

Please review and re-word this if possible.

Thanks

-WALT!

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From: "W, Susan" <>  
Subject: Support Bike Lanes on Figueroa and Colorado  
Date: June 10, 2013 at 2:37:44 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Dear Neighborhood Council Members,

I previously wrote to your group in support of the bike lanes, and I would like to reiterate my support of these lanes. I take my daughter to Tinkle Toes Ballet every week for lessons, bought a pair of shoes at Mr. Maurys shoe store, bought school supplies at the Dollar store, ate breakfast at Good Girl Dinette this weekend, and visited friends who live by Ave 56 and Figueroa. Some of these trips have been by bike, car, and train. Please acknowledge the safety benefits to having bike lanes on Figueroa, and well as the health benefits and community building these bike lanes will have. The community deserves a higher quality of life, and I hope that you support the bike lanes, and show the community that you care about everyone...bikers, walkers, drivers.

Thank you,

Susan W  
Lincoln Heights Resident  
Highland Park Business Patron

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From: lackflag <>  
Subject: I support bike lanes on Fig!  
Date: June 10, 2013 at 11:34:51 AM PDT  
To: bikes@asnc.us

Hi-

I used to live on Figueroa, near Ave. 42, and I firmly believe that bike lanes on that street would do a lot to improve the long-term quality of life of the neighborhood. Bike lanes improve transportation infrastructure for everybody, not just bicyclists!

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From: "K, Karin" <>  
Subject: Figueroa Bike Lanes  
Date: June 10, 2013 at 8:40:17 AM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

To Whom It May Concern,

My name is Karin and I am a teacher at Franklin H.S. in Highland Park. I am the sponsor of the bike club, One Less Car, on campus and an avid cyclist for more than 20 years in L.A. I often ride down Figueroa, either west to head towards the LA River Path, or east to cut across to the Rose Bowl. Figueroa, without bike lanes, is a very congested and dangerous route. I have one student right now, Victor, who had his bike ruined in a car crash on Figueroa.

Because Figueroa links the L.A. River path to the Arroyo Seco bike path, it seems to only make sense that there would be bike lanes on this street! Figueroa is often used by commuters heading downtown, another reason why there should be bike lanes.

Bike lanes don't hurt or harm anything, they just help cyclists. Please consider installing the bike lanes on this very important bike-filled stretch of street!

Regards,

Karin K

(323)229-3679

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From: Michele A <>  
Subject: Bike Lanes on Figueroa  
Date: June 9, 2013 at 11:12:34 PM PDT  
To: bikes@asnc.us

Dear Board,

I am writing to express my wholehearted support of installing bike lanes on Figueroa Boulevard. I am out of town on business and will be unable to attend the meeting regarding this initiative, but I would like to make sure you hear my support. All in all, the more bicycle lanes in Los Angeles, the better a city it will become, for obvious reasons. And Figueroa is a particularly stand-out boulevard to continue the work the city has been doing to make itself more bike friendly. I ride it almost daily when I'm in town, and always do I feel threatened by the large amounts of vehicles vying to make their way.

Thank you,

Michele A

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Michele L. A

traveler. writer. cyclist

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From: Nick and Karen <>  
Subject: Re: Meeting on Tuesday (June 11) and ride on Saturday (June 15)  
Date: June 9, 2013 at 10:56:59 PM PDT  
To: alek@la-bike.org  
Cc: bikes@asnc.us

I was glad to see you at the Lummis Day Festival.  
I really want to see more bike lanes - specifically on Figueroa!

thanks very much  
Karen M  
90042

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From: Rita V <>  
Subject: Bike lanes on N. Figueroa  
Date: June 9, 2013 at 3:13:02 PM PDT  
To: bikes@asnc.us

Thanks so much for spearheading the push to get bike lanes for N. Figueroa. I'm all for it!  
The N. Figueroa shopping area is a great neighborhood that could really benefit from having the lanes. Bike commuters and urban explorers could also use some bike parking on some of the blocks, then it will feel like a real 21st century L.A. neighborhood.  
The safer people feel it is to ride, the more people will be out on their bikes, and the more people on their bikes, the more motorists will get used to us being there...and maybe even join us!!

I appreciate your keeping me informed and advocating for cyclists.

Rita V

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From: Molly T <>  
Subject: bike lane  
Date: June 9, 2013 at 2:28:49 PM PDT  
To: bikes@asnc.us

yes, we need to encourage bike riding in our community. it brings people out, keeps riders safe and allows us the room to explore our city and get to know our neighbors. yes to bike lanes. m

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from June 2-8, 2013 I rode my bike 545-mile bike ride from San Francisco to Los Angeles in the AIDS/LifeCycle. We raised a record breaking 14.2 million dollars to save lives, and also raised awareness that HIV/AIDS is not over. Thank you for your support, encouragement and donations, together WE made a difference.

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From: Teri C <>  
Subject: Bike Lanes on N. Figueroa  
Date: June 8, 2013 at 8:15:29 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Dear Council Members,

As a neighboring Glendale resident to Eagle Rock, I do my share of frequenting businesses in Eagle Rock (Taco Spot, Coffee Table, Oinkster, 4Square, etc.). I am also an avid cyclist. Not only is cycling a great way to get around town, enjoy the outdoors and get some exercise, it also brings business to the area. Cycling allows you to see things you miss when speeding by in your car.  
More bike lanes are needed in our cities. It also makes the roads safer. It's good for cities and it's good for business. I encourage you to bring bike lanes to N. Figueroa and let's not forget about Colorado Blvd.

Thank you for your consideration.

Teri C  
Glendale, CA

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From: Matt B <>  
Subject: Support for Bike Lanes  
Date: June 8, 2013 at 3:31:19 PM PDT  
To: bikes@asnc.us

Hi ASNC folks,  
I'm writing to express my strong support for bike lanes on North Figueroa. (And beyond!) I'm a resident of West Hollywood, but I've recently started visiting your area more frequently, after the LA Bike Coalition led a tour of your neighborhoods. Previously, I wasn't aware of any safe routes through Montecito Heights or Sycamore Grove, and my impression was that fast traffic made it an undesirable area for bikes. But since that ride, I've been discovering that there are some really pleasant, safe, comfortable streets all around the Arroyo Seco.  
The problem is that a lot of those bike-friendly streets aren't connected, so it's hard to get from one place to another. A dedicated bike lane on North Figueroa would go a long way towards closing those gaps, creating a safe, comfortable, pleasant network for all road users. And ultimately, that makes for more vibrant neighborhoods, healthier citizens, and fewer people sitting in cars. Everybody wins!

I'm optimistic that I'll see bike lanes on North Figueroa soon.  
Thanks,  
Matt B  
West Hollywood

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From: Keli R <>  
Subject: Thanks for your support  
Date: June 8, 2013 at 12:33:21 PM PDT  
To: bikes@asnc.us

Hello There,  
As a Pasadena resident who commutes to work on a bike, I appreciate your efforts to make it a cycling friendly community.  
Thanks,  
Kelly R

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From: Robert D <>  
Subject: bike lanes along N. Figueroa  
Date: June 8, 2013 at 12:32:02 PM PDT  
To: bikes@asnc.us

As someone who supports this project, I understand that this particular project may require the removal of a travel lane to accommodate for these enhancements. I want a more people-friendly Figueroa and support these bicycle lanes!

Sincerely,  
Robert d  
--  
"Be yourself. Everyone else is taken."--Oscar Wilde

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From: gail b <>  
Subject: bike lanes  
Date: June 8, 2013 at 9:22:35 AM PDT  
To: bikes@asnc.us

There are 40% fewer serious injuries and deaths on streets with bike lanes, according to the New York Times. Don't condemn some one for the sake of speed. Look at the shrine that has been in place at Figueroa and Burwood. The noise on Figueroa is so great you cannot hear each other speak when walking along. Slower would be a great improvement. thanks Greg P and Gail B

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From:  
Subject: bike lanes on Figueroa and Colorado  
Date: June 8, 2013 at 3:59:10 AM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

I am writing to express my full support of bike lanes on Figueroa and Colorado. I have seen the addition of bike lanes in other areas like Silverlake and find that it really enhances the neighborhood experience, making walking and biking far more appealing modes of transportation. In fact I found that bike lanes in Silverlake slowed traffic slightly, making the area feel safer and more appealing to spend time in, but didn't slow my travel time by much when driving through. I find that when I walk and bike, I tend to shop more locally and invest in the safety and beauty of my neighborhood. I truly hope to see bike lanes on Figueroa and Colorado soon, so that I feel safe enough to ride around with my kids.

Thanks,  
Tanya G  
Highland Park resident

Sent from my iPad

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From: Melissa G <>  
Subject: Support Fig Bike Lanes  
Date: June 7, 2013 at 7:57:23 PM PDT  
To: bikes@asnc.us

Figueroa is a major corridor from Northeast Los Angeles to Downtown LA. In order to support sustainable modes of transportation for tens of thousands of workers and safe, livable streets, I support bike lanes on Figueroa.

Best,  
Melissa G  
Park Planner & Northeast LA Resident  
90065

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From: "Jennifer G" <>  
Subject: I Support Bike Lanes on N. Figueroa for North East Los Angeles  
Date: June 7, 2013 at 6:20:15 PM PDT  
To: bikes@asnc.us

To whom it may concern:

I am a member of the Los Angeles Bicycle Advisory Committee, District 1, and I would like to be acknowledged that I support the bike lanes on North Figueroa - the best route for creating a safe, simple, people-orientated route for North East Los Angeles. I know that the Arroyo Seco Neighborhood Council's Sycamore Grove Local Issues Committee will host a presentation on bike lane alternatives to follow up the LADOT presentation last month in Montecito Heights.

Jennifer G

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From: Bob O <>  
Subject: Please Build More Bike Lanes...!!  
Date: June 7, 2013 at 5:11:16 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>  
Reply-To: Bob O <>

To Whom it Concerns,

Bicycle travel is increasing in the greater Los Angeles area, not only for recreation, but as a means of every day transportation too! The City of Los Angeles and many of its neighbors are aiding the Bicycle Community by building more Bike Lanes, and by increasing public awareness, as noted in the current "Every Lane is a Bike Lane" promotion going on.

That being said, North Figueroa is a road that I avoid as much as possible, because it is just too tight in places. The very fact that your Board is considering putting in Bike Lanes is encouraging, and I ask each of you to vote a resounding "Yes!" when it's time to vote. Bicycle recreational and transportation needs are important to our community, so please help the proposed Bike Lane on North Fig become a reality.

Thank You!

Bob O  
CED-Pasadena  
91107

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From: Raymond G <>  
Date: June 7, 2013 at 3:42:14 PM PDT  
To: bikes@asnc.us

Hello,

I'd like to show support for the buffered bike lane implementation on Figueroa. I've ridden on Figueroa a couple of times and it wasn't a pleasant experience. Cars drive too fast to ride on the street. I rode on the sidewalk one time and it wasn't pleasant either. There were too many cars pulling out of the driveways and too many pedestrians to ride comfortably. Please be in favor of these bike lanes to increase the safety of the street. I have heard of too many pedestrian deaths along Figueroa. An acquaintance of mine, Erick Borboa, got run over and killed by a car that swerved into the sidewalk a few months ago. Please make our streets safer.

Thank you for your time,

Raymond G

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From: Gus S <>  
Subject: Figueroa bike lanes  
Date: June 7, 2013 at 3:23:57 PM PDT  
To: bikes@asnc.us

While I cannot make the meetings, I want to ensure you that I fully support bikes lanes in this area and highly encourage extension lanes down into Glendale and well into Pasadena as well. Connecting these local businesses and cities will greatly

improve business and health related issues, safer bike usage for local riders and schools as well. I realize some may not believe it will help, but with time it will improve business, general health and family issues, local health and other transportation cost as well.

Augusto 'Gus' S  
91105

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From: Valerie W <

Subject: please support bike lanes in NELA and on N. Figueroa

Date: June 6, 2013 at 7:08:04 PM PDT

To: bikes@asnc.us, GilCedilloCD1@gmail.com, councilmember.reyes@lacity.org, president@asnc.us, vicepresident@asnc.us, secretary@asnc.us, treasurer@asnc.us, registrar@asnc.us, mtwashingtonrep@asnc.us, atlarge@asnc.us

Hi ASNC,

I am a resident of Mt. Washington (90065), a City of LA civil servant, and former Board member of the Downtown Los Angeles Neighborhood Council (DLANC, 2010-2012). I currently work as a pedestrian coordinator with LADOT. Although I'm not writing you in an official capacity, I am writing you as a neighbor, design professional, and woman who bikes, walks, takes the Gold Line and the 81 Bus, and drives in our neighborhood. In other words, I'm speaking from the heart as your neighbor.

I bike two work 1-2 days a week down N. Figueroa into Downtown and ride my bike with my boyfriend a lot on the weekends around our area and beyond. I love all of the transportation choices I am so fortunate to have, and love our neighborhood.

I enthusiastically support traffic calming and the reconfiguration of travel lanes on N. Figueroa to accommodate bicycle facilities and other pedestrian improvements. With many long blocks, our community is negatively impacted by folks driving at inappropriate speeds. This street feels like a freeway, and vehicular traffic moves like it's the 110. However, N. Fig is the main artery for NELA into Central and Downtown LA, an active bus corridor, the frontage for many Middle and Elementary schools, and pretty much the only way to bike from our neighborhood to the LA River bike path and Downtown.

It's just plain scary to bike on N. Figueroa. Drivers pass bikes at uncomfortable distances and people biking are left to oscillate between being in the door zone of parked cars and traffic moving way too fast. With this bike lane project, we have an opportunity to make a huge difference in the quality of the public realm for people who walk, bike, and transit, and to make traffic flow more smoothly and efficiently. Designating space for bikes will improve safety for all road users. I urge you to please support this project.

Kind regards and thanks for your consideration,  
Valerie

p.s. On a related note, the conditions over the San Fernando/Riverside bridge by the Home Depot are absolutely unacceptable for people who rely on this connection to the River and Elysian Valley. Although there is supposed to be a shuttle to ferry people over the bridge (which I've never seen by the way), it is obvious that people who walk and bike were afterthoughts in the construction traffic management plan. I've spoken to colleagues who say it's infeasible to provide safe access for people walking and biking due to the staging area needs of the contractor. I respect that there was a process and many staff engaged in working this out, but as a person who bikes over that completely ripped up pavement and around that dangerous curve, I can tell you it's just not ok. I have 1. been harassed numerous times by impatient drivers, honking and revving their engines behind me as I pedal as fast as I can and 2. seen drunk drivers swerve into the oncoming traffic lane as they round the curve at high speeds almost striking me several times. I offer my personal account to you all at ASNC and Council staff so that you are aware of this dangerous condition and in the hopes that you please consider addressing this with appropriate City staff, especially since construction is slated to continue through 2015. I don't immediately know the solution to this problem, but I am more than happy to offer my help in any way to address this issue.

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From: Rik W <

Subject: In support of bike lanes on Figueroa

Date: June 4, 2013 at 1:49:47 PM PDT

To: bikes@asnc.us, GilCedilloCD1@gmail.com, councilmember.reyes@lacity.org

(Unfortunately I will be out of town next week, so I'm sending this email in lieu of attending Tuesday's ASNC meeting.)

Dear ASNC and Councilmembers,

As a Highland Park resident (living near Avenue 52 and Monte Vista), I wanted to express my support for the proposed bicycle lanes on North Figueroa St. I frequently use this street as both a cyclist and a motorist, and believe that the safety benefits of the bike lanes far outweigh the minor driving delays that may result during peak periods. As a local, real-world example of these benefits, we can look to downtown Long Beach, where recently-installed bike lanes decreased automobile collisions by 44% and bike accidents by 80%, while increasing ridership and pedestrian usage (article here: <http://tinyurl.com/me2pf8a> ).

The Figueroa lanes will probably slow vehicle traffic somewhat, but even as a driver I see that as a huge benefit. Figueroa is the commercial heart of our neighborhood with hundreds of small businesses, several schools, and heavy pedestrian traffic. Does it really best serve Highland and Cypress Park as a thoroughfare where traffic routinely moves at 45-50 mph, especially with the 110 freeway running parallel? I believe that it doesn't, and that the Figueroa bike lanes will make our neighborhoods safer for cyclists, pedestrians, and drivers alike.

Thanks for your time!

Rik W

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From: "barbara" <>  
Subject: no reduction in auto lanes, please  
Date: June 1, 2013 at 5:55:13 PM PDT  
To: <bikes@asnc.us>

Hello, I have lived in Highland Park all my life (have been driving 38 years) and do not want to see any reduction in auto lanes on North Figueroa or Colorado Blvd. What a mess we already have due to reduction of auto lanes on York and the strip of Figueroa between La Loma and Colorado (that effects much more of Figueroa to the south). Please, do not take away any more auto lanes.  
Thank you for your consideration,  
Barbara H

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From: Ryan J <>  
Subject: Please support bike lanes on N. Figueroa!  
Date: May 30, 2013 at 6:18:38 PM PDT  
To: bikes@asnc.us  
Cc: councilmember.reyes@lacity.org, monica.valencia@lacity.org, daniel.andalon@lacity.org, councilmember.huizar@lacity.org, Tanner.Blackman@lacity.org, Kevin.Ocubillo@lacity.org, Nate.Hayward@lacity.org

Hi, I am urging the Neighborhood Council to support the proposed bicycle lanes on North Figueroa. I am a 27-year-old professional who commutes to work solely by bicycle or on foot. I chose to live in Los Angeles without a car while I lived and worked in Eagle Rock and Highland Park until last Fall. Figueroa was the most challenging street to deal with on bike, so I usually avoided it and instead traveled down Eagle Rock Blvd or took the Gold Line to/from Downtown. I would otherwise have spent more time in the commercial area of Highland Park.

I now often travel from Echo Park to South Pasadena to visit family. I would like to use my bicycle and visit some of my old favorite businesses on Figueroa, but I usually take the Metro to avoid the traffic and dangerous conditions on the road. My girlfriend is too intimidated to bicycle in that part of our city, which is a shame since she just moved here and wants to see what I miss about NE LA. Safe and convenient bicycle facilities would make both me and her more likely to visit the Highland Park area in the future.

Thanks, and I hope you'll support the residents and visitors of Northeast LA who want a safe and attractive alternative to driving.

Ryan J

Master of Urban & Regional Planning  
UCLA, 2012

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From: Kathryn S <>  
Subject: Please Support Bike Lanes on N. Figueroa  
Date: May 30, 2013 at 8:36:56 AM PDT  
To: bikes@asnc.us

Dear Neighborhood Council,

As a young woman who uses a bike as transportation in the city, I would feel much more comfortable getting to work and doing all of my shopping in the area if there were bike lanes on N. Figueroa for me to use. Consider what's best for the neighborhood to be safe, interconnected and an enjoyable place to get to know each other. Please support the bike lanes on N. Figueroa Street.

Best,  
Kathryn S

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From: "" <>  
Subject: Bike Lanes  
Date: May 30, 2013 at 7:53:12 AM PDT  
To: bikes@asnc.us

Dear Arroyo Seco Neighborhood Council,

For the past seven weeks we have driven the same route to Kaiser Sunset Medical Center every weekday morning leaving between 7:10 and 7:20 a.m. and making the return trip between 8:45 and 9:15 a.m. Our route is Avenue 51 and York Blvd. to Eagle Rock Blvd. to Fletcher Drive. From there onto Glendale Ave., Rowena, Hyperion, Fountain past King Jr. High, and then onto Sunset Blvd., a distance of about 8 miles.

There are bicycle lanes for probably 75% of our route and we have been watching/counting the number of bicyclists we see each morning. Here are the results of our observations:

Most mornings we see from 0 to 3 bicyclists along our entire route. Of those using the bike lanes, typically only 1 out of 3 uses them correctly, the rest blow through red lights and stop signs or go up onto the sidewalk in order to beat the signals. We have seen bicyclists going the wrong

way in the bike lanes, riding on the sidewalks instead of the street and occasionally, bicyclists exceeding the speed limit. There was one day where we actually saw 7 bicyclists but that was May 17, the Annual Ride Your Bike to Work Day.

Last year the City sponsored a bill to delete the requirement to conduct an environmental assessment for bike lanes. It passed and now it is full speed ahead with bike lanes for everyone whether the majority of residents want them or not. Currently there is a very powerful, well organized group of young bicycle/environmental advocates who are pushing the political buttons in favor of bike lanes.

So please, do not support the bike lanes that will further slow traffic in the Northeast area of Los Angeles in favor of the very few who would use them.

Sharon B  
Lifetime Eagle Rock Resident

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From: Cathy K <>  
Subject: bike lanes  
Date: May 29, 2013 at 9:30:49 AM PDT  
To: bikes@asnc.us

Against the bike lanes on Colorado Blvd. There is too much traffic to loose a lane in each direction. Bikers do not always use good judgement when riding on the street, even in bike lanes.

Cathy

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From: Kalee T <>  
Subject: Yes to Figueroa Bike Lanes  
Date: May 28, 2013 at 9:18:43 AM PDT  
To: bikes@asnc.us, "councilmember.reyes@lacity.org" <councilmember.reyes@lacity.org>, monica.valencia@lacity.org, daniel.andalon@lacity.org, councilmember.huizar@lacity.org, Tanner.Blackman@lacity.org, Kevin.Ocubillo@lacity.org, "nate.hayward@lacity.org" <Nate.Hayward@lacity.org>

Hello,

I am writing to express my strong support for bike lanes on North Figueroa.

I am a homeowner (border of Highland Park/Mount Washington) and ride, walk and/or drive on Fig on a daily basis. At almost all times of day the traffic on this road is way too fast. Slowing down cars is a small tradeoff to make for safer, more friendly streets.

As a cyclist, a woman, and a mom, I know from personal experience that dedicated bike lanes will encourage more riding and new riders to use their bikes for transportation. Women and children, especially, feel safer riding on bike lanes on busy streets. There are several schools along this stretch whose students would benefit from a safer and healthier route to school.

These lanes will be good for this community. I hope you will choose to support them.

Sincerely,  
Kalee T  
90042

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From: "Rosemary T" <>  
Subject: Traffic  
Date: May 28, 2013 at 8:07:14 AM PDT  
To: <bikes@asnc.us>

Hello,

I am surprised that the bicyclists are still in favor of adding a bike lane. With the amount of added congestion this will cause and the increase of stop and go traffic, the bikers will need oxygen masks to make their treks. Figueroa is already pretty packed and when the commuter train goes through, traffic backs up even more. What exactly is the percentage of bikes to cars? It would seem that accommodations are being made to favor the smaller group of bicyclists at the expense of the larger group of drivers.

Sincerely,  
Rosemary T

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From: Tom K <>  
Subject: Figueroa bike lanes  
Date: May 27, 2013 at 9:25:06 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

The reduction of traffic lanes to support bike lanes is one of the stupidest ideas to come up in the history of northeast LA!!!!!! I am totally opposed !!  
Sent from my iPhone

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From: Robert D <>  
Subject: Bike Lanes  
Date: May 27, 2013 at 10:43:16 AM PDT  
To: bikes@asnc.us

I am a resident and business owner here in North East Los Angeles. I OPPOSE the reduction of any of our already congested lanes , Including Figueroa, Colorado, and York. There are to many citizens here in Northeast Los Angeles who need those streets to get to and from the freeways. In order to live a successful productive life. It is not fair that the bicyclist who are LESS THAN 1% of the users of those lanes would disrupt the lives of the rest of us.

We need to increase the flow of traffic no decrease it.

Not for Jobs, Not for Money, and not for the bicyclist .

MY WHOLE FAMILY AND ALL MY NEIGHBORS O P P O S E The reduction of any of our major street lanes . (Figueroa, Colorado , York ).

Bob d

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From: Kevin S <>  
Subject: Bike lanes on Figueroa..  
Date: May 27, 2013 at 9:03:26 AM PDT  
To: bikes@asnc.us  
Cc:

Come on guys and gals..... What are you thinking?!?! How many people in the minority are going to have to be killed or maimed as a result of this insanity? When cars collide with bikes guess who dies!  
Take the bike riding to places where cars are restricted or prohibited - it's safe there. Use public transportation or car pool if it's work related.  
Walk if it's exercise you want but .....  
LEAVE THE STREETS FOR AUTOMOBILES. THAT'S WHAT THEY'RE DESIGNED FOR!!!

Kevin S

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From: Ronald B <>  
Subject: proposed bike lane  
Date: May 26, 2013 at 4:41:07 PM PDT  
To: bikes@asnc.us

Dear Gentle People,  
As a resident of the Northeast Los Angeles area since 1945 (the year of my birth) I have seen many changes. Some have been good and some have not. The proposed bike lane is NOT a good Idea. I would like you to know I do not support the bike lane.  
Sincerely,  
Ronald B

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From: sharon d <>  
Subject: Please No loss of traffic lanes  
Date: May 26, 2013 at 3:59:21 PM PDT  
To: bikes@asnc.us

To whom it may concern:

Please note that I ,and my family, wish to go on record as being opposed to reducing traffic lanes, especially for the purpose of putting in bike lanes, no matter what the pro-bike people say there is no need of a bike lane. If you are a frequent traveler of Figueroa at many various hours and days including peak travel times the number of bikes is minimal to none. This is NOT a case of "build it and they will come".

Thank you,  
The D Familyseparator.tiff ~

From:  
Subject: (no subject)  
Date: May 26, 2013 at 2:55:13 PM PDT  
To: bikes@asnc.us

There is a lot of traffic on Fig. Need the lane for cars

---

From: venita e <>  
Subject: Changes  
Date: May 26, 2013 at 2:22:03 PM PDT  
To: bikes@asnc.us  
Cc:

I just want to state that as a resident of Highland Park that I am opposed to the changes in the bike lanes.  
Venita S~

---

From: Daniel B <>  
Subject: Keep auto lanes on Colorado Blvd in Eagle Rock  
Date: May 26, 2013 at 12:15:31 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

This is to inform anyone concerned, that as a long-time resident of Eagle Rock, having lived at 4 different Eagle Rock locations over the past 17 years, I am strongly opposed to the proposed bike lane on Colorado Blvd. Please keep all of the existing auto lanes and leave Colorado Blvd as is.

If you want to do something positive, please mow the grass on the Colorado Blvd median on a regular basis. Previous to being mowed a few days ago, the grass was over one foot high.

Regards,  
Daniel B 90041

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From: carlm  
Subject: No Bike Lanes  
Date: May 26, 2013 at 9:09:53 AM PDT  
To: bikes@asnc.us

Dear ASNC:

As a long time resident and business owner in NELA (owner of the fast-food restaurant at Ave 60 and N. Figueroa during the '60s/'70s, resident of NELA since 1968) please consider not endorsing bike lanes for NELA. I have been against NELA bike lanes for over a year.

Yesterday, driving on Eagle Rock Blvd. from the Glassell Park Post Office to Colorado Blvd., a father and three children were on bikes coming out of Fresh and Easy. However, they crossed over ER Blvd. but did not go in the provided bike lane. Instead, they went on the sidewalk. I was very curious as to why. I pulled ahead of them, stopped my car and waved down surprised father, who stopped. "Why ride on the sidewalk?," I asked. He said that the bike lane was not safe for his children as the traffic - especially buses - come so close to them when they are riding that he was fearful of the children not being able to handle any possible traffic trouble.

Thank you,

Carl M

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From: Juan H <>  
Date: May 26, 2013 at 12:13:03 AM PDT  
To: bikes@asnc.us

NO BIKE LANES.

---

From: Heinrich K <>  
Subject: Bike lanes are causing unwanted congestion  
Date: May 25, 2013 at 9:52:37 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Hello,

I have a business on York and spoke to several people who avoid York and take back streets to avoid the stop and go traffic. Some drivers are shifting to back streets causing local neighborhood streets to become more traveled and dangerous. I am opposed to bike lanes on Figueroa Street if it causes vehicle lane loss.  
Thirty-five year resident of Highland Park.

Heinrich K, York Bl.

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From: susan R <m>  
Date: May 25, 2013 at 9:22:07 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Save the car lanes. Bicycle lanes, YES. But NOT as the expense of car lanes. No removal of car lanes!! I need to drive to the store and work and other places in the neighborhood.

Susan R

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From: susan R <>  
Date: May 25, 2013 at 9:12:31 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

There has to be "no bikes South on San Fernando Road". It is unsafe. Bikes should ONLY go on Cypress Ave where there is a bike lane.

There have been fatalities on San Fernando Road. Change the law to no bikes on San Fernando Road.

Susan R

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From: Yahoo Mail Center <>  
Date: May 25, 2013 at 9:11:16 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>  
Reply-To: Yahoo Mail Center <>

Bikes are great, but with todays automobile traffic, reducing two lanes to one is going to make for much increased heavy traffic in that one lane. Not good thinking or planning.  
Jane E

---

From: Rev and Dr M <>  
Subject: bike lanes reduction  
Date: May 25, 2013 at 8:30:15 PM PDT  
To: bikes@asnc.us

My wife, the Rev. Nancy M, and I are totally opposed to reducing the auto lanes on N. Fig. We drive it several times a day and find it very, very crowded during the peak hours when the Gold Line is using maximum trains, going, of course, in both directions. In the middle of the day it is less crowded, but, that is the time of day that is least important to working people who must drive to work, or to take children to school--at the Continuation School just north of Meridium, at Luther Burbank, at Sycamore Grove park with two schools, with Nightingale Middle School, etc. Please vote No to this crazy idea and let's watch the impact on York Blvd's businesses and the impact of going from three (3) lanes to two on Colorado. Test the impact on York and Colorado Blvds. before making this leap. I do not trust the models being used by the DOT. Their models make too many untested and untestable assumptions. If their assumptions are faulty then many peoples' lives will be hurt. Let's test York and Colorado for at least two years before making this leap. Dr. Stan Moore (who taught Research Methodoly for 15 yrs. at Pepperdine University)

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From: OLGA H <>  
Subject: BIKE LANES  
Date: May 25, 2013 at 6:32:36 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Hello everyone:

I oppose the bike lanes on Figueroa for the following reasons:

- It would cause more traffic on Figueroa especially at peak traffic hours.
- Bike riders do not have to get a license to use the traffic lanes. Car drivers do.
- Bike riders do not follow traffic rules, even when they have a bike lane. Two weeks ago on York Blvd, one biker did not wanted to wait for the red line to change so he just went ahead. Later on a few blocks away as I was going inside my car a biker rode right by me he almost hit me. Yes I was on the bike lane, but as a pedestrian he did not respect my safety. Both were adult riders.

- There is no way to enforce traffic rules for bike riders. There is a law for children to wear their helmets and they don't obey it.

- It would allow anyone with a bike to be next to the traffic including young riders.

Car riders are protected bike riders are not.

- Talk to a DOT and she is opposed to bike lanes for the same reasons I gave before especially that the city does not have the resources to enforce the law for bike riders.

I hope you take these points into consideration. Thank you.

Olga H

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From: M  
Subject: Oppose the bike lanes  
Date: May 25, 2013 at 5:50:16 PM PDT  
To: bikes@asnc.us

Common sense says automobile traffic will be hindered by limiting the number of lanes available. Nothing against bikes, but this is a step backward. Bikes are recreation for the most part and autos are transportation to and from places of employment. The onus of safe riding lies with the bicyclist mostly.

Please keep in mind the elderly who will not be riding bicycles and the workers who will not be commuting on bikes.

m

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From:  
Subject: Bike Lanes  
Date: May 25, 2013 at 4:25:37 PM PDT  
To: bikes@asnc.us

Friday I was traveling on Wilshire Blvd. from Down Town L. A. to Western. At a stop light a bicyclist was in the right lane then suddenly turned in front of me to cross on the cross walk. That was quite a dangerous move because he should have gone to the left lane turn to make that move. Bicyclist are constantly going through red lights and stop signs. Why then should we give them additional bike lanes when they can't even follow the existing laws?

Belen

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From: <>  
Subject: Please save the lanes!  
Date: May 25, 2013 at 4:09:26 PM PDT  
To: <bikes@asnc.us>

Just look at the mess San Pedro became by going down to one lane on a main road. And Fig is just too main an artery! Please don't support going down to one lane.

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From: Jacqueline D <>  
Subject: Safer Figueroa!  
Date: May 25, 2013 at 1:33:55 PM PDT  
To: bikes@asnc.us  
Cc: monica.valencia@lacity.org

Do you really believe having bike lanes will make Fig safer? Really??? Please!!!

The only way we can exist harmoniously is if bikers stop thinking they are the chosen ones that can do whatever they please because they have on a liberace inspired jacket and a fancy helmet.

These people blow through stop signs never looking right or left, meander in front of cars, talk on their cell's. How about first educating this group of inconsiderate people? No wonder you're having trouble convincing the general public that bike lanes are a good thing.

I am against bike lanes!

Jacque D

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From: Lacey W <>  
Subject: Figueroa Bike Lanes  
Date: May 24, 2013 at 12:55:14 PM PDT  
To: bikes@asnc.us

To whom it may concern,

I am a stakeholder in Sycamore Grove on the border of Highland Park and I am writing to you today to express my whole hearted support for the proposed changes to Figueroa and York Blvd., including the creation of expanded bike lanes for the area.

I am not a bike rider. The main reason for this is that I would be riding with my young children and I do not feel safe commuting on the streets as they are now. In addition to creating a safer environment for cyclist, I have high hopes that reducing traffic on Figueroa will create a more pedestrian friendly environment that would encourage growth like we have seen along York Blvd.

In my opinion the changes do not go far enough. I would love to see truly designated bike/pedestrian lanes separated from the street along the lines of what they have done in places like the Netherlands.

I hope that you will support these endeavors.

Best:  
Lacey W

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From: Alek B <>  
Subject: N. Figueroa bike lanes = no impact on emergency vehicle response  
Date: May 23, 2013 at 5:49:35 PM PDT  
To: bikes@asnc.us

Dear Arroyo Seco board,

At both the local issues committee last week and at Monday's board meeting, a concern was brought up by some members of the public about emergency response in the event that something happens along the corridor.

I would like to bring to your attention an article that was published today by the Eagle Rock Patch that allays that concern. In addition, the EIR that the city released about this bike lane (and others) also explains that the implementation of this project would have zero impact on emergency response.

<http://eaglerock.patch.com/groups/police-and-fire/p/dot-official-lafd-has-no-concerns-about-bike-lanes>

Thanks so much for your careful consideration. We hope that as you move forward you take safety as a number one consideration for all users of the road, particularly those that are most vulnerable.

I hope to have crash data for Figueroa to share with you next week. The preliminary numbers I have seen are startling.

If you have any questions, please don't hesitate to contact us.

Best,  
Alek B

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From: Jay R <>  
Subject: Yes bike lines on Figueroa!  
Date: May 23, 2013 at 5:41:57 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>, "councilmember.reyes@lacity.org" <councilmember.reyes@lacity.org>, "monica.valencia@lacity.org" <monica.valencia@lacity.org>, "daniel.andalon@lacity.org" <daniel.andalon@lacity.org>, "councilmember.huizar@lacity.org" <councilmember.huizar@lacity.org>, "Tanner.Blackman@lacity.org" <tanner.blackman@lacity.org>, "Kevin.Ocubillo@lacity.org" <kevin.ocubillo@lacity.org>, "Nate.Hayward@lacity.org" <nate.hayward@lacity.org>

Car drivers can bike if they want.  
If they choose not too, then they must deal with their consequences and wait.

Bike riders have to wait, and often die, all the time because of cars.

Time to share the road.

Jay R  
Los Angeles, Calif.

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From: clark b <>  
Subject: bike lane on Figueroa  
Date: May 23, 2013 at 5:22:34 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>, "councilmember.reyes@lacity.org" <councilmember.reyes@lacity.org>

There are only two main ways East side cyclists can link up with the rest of the city; Eagle Rock Blvd/ Fletcher, and Figueroa. Please don't isolate cyclists from the rest of the city. Our city needs to look at all forms of transportation.

Thanks you for the consideration,

Clark B

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From: Jett T <>  
Date: May 23, 2013 at 10:12:28 AM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Why are guys trying to mess up traffic for everyone??? According to the city of LA "All lanes are bike lanes". Do you not realize the amount of traffic there already is....? Thanks to your brilliant work it takes 15 mins to travel down York Blvd when it used to take 5 mins.... I have seen over 10 vehicle accidents in result to your lanes on York.... Thanks A lot...

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From: Brantlea N <>  
Subject: Bike Lanes  
Date: May 21, 2013 at 2:15:38 PM PDT  
To: bikes@asnc.us

Dear Arroyo Seco Neighborhood Council:

I support the proposed bike lanes along Figueroa in Northeast Los Angeles. I did not have a chance to speak at the hearing, I hope you will read my thoughts on the proposed bicycle lanes:

These bike lanes are a crucial element to providing cyclists of all ages and abilities to safely navigate the sometimes harrowing streets.

I realize there has been opposition from a vocal but small but vocal minority of shop owners and motorists, but I urge you to consider the safety of citizens on bicycles who have no physical protection from the vehicles we share the road with. There are a greater number of silent supporters who rely on bicyclists for their primary source of transportation, particularly young people in what is a working class neighborhood with little disposable income. Here there is a larger segment of the population that rides bicycles but aren't out there advocating on behalf of bikes because they are too busy making ends meet to be actively lobbying for change.

The primary objections to these lanes is that they will significantly slow traffic-which LA DOT's own studies do not support. I ask you though, isn't it worth even 5 minutes added to travel time (which is more than the estimate) if it's going to save the life of even ONE bicyclist a year (also, LA DOT's estimation of how many lives will be saved with these lanes)? This should not be a difficult decision and the LA DOT has already done the due-diligence on this matter and is ready to implement. At worst, if the lanes prove to be problematic- and this has never happened- they are easily changed.

My own experience is this:

My husband and I live in Pasadena, but we spend the majority of our time in Los Angeles in the NorthEast neighborhoods: Highland Park, Eagle Rock, Lincoln Heights, and Cypress Park. Often, my husband commutes via bicycle from Pasadena to Los Feliz and relies on York and Figueroa. We own cars but we prefer to get around by bicycle, and Northeast LA is a wonderful place to do so because of the density and the beautiful terrain. We find ourselves in Highland Park to shop or dine out at least once a week; we use a combination of the river bike path, Figueroa, York, and sometimes the Metro Gold Line. Currently the lack of a bicycle lane on Figueroa means there is little reason to travel down that street at all, and thus cyclists would not come in contact to a business on that portion of the street. Instead, we plan our outings to places that are easily accessible to us by bike, which means going down York instead because there are many shops and restaurants that are more easily accessible by bicycle.

I have heard the arguments that cyclists should take lesser-travelled side streets- but what non-cycling motorists don't realize, is- those streets have their own dangers for us as cyclists. As a woman, I FAR prefer to ride after dark (or even alone during the day in an unfamiliar area) on the most heavily travelled road because I'm less likely to be attacked. Riding down a quiet street at night is more frightening than riding down one with a steady stream of traffic. This was just illustrated on Friday when a cyclist was attacked on the LA River bikepath at night.

Los Angeles is graced with ideal weather for cycling and Northeast LA has the density and wonderful metro rail system to support people who choose to go carless or car-light. Smart allocation of resources to the growing demand for transportation alternatives will go a long way towards cutting traffic, increasing fitness levels, building community, and increasing public safety.

Thanks for hearing me out,

Brantlea N  
91105

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From: savampiress <>  
Subject: Re: buffered bike lanes in 90041  
Date: May 21, 2013 at 1:14:42 PM PDT  
To: bikes <bikes@asnc.us>

I would like to share this link with you. <http://ipayroadtax.com/no-such-thing-as-road-tax/i-knocked-a-cyclist-off-his-bike-i-have-right-of-way-he-doesnt-even-pay-road-tax/>

yes this was in the UK, but that opinion is very prevalent here. these bike lanes will make the road safer for all people and raise awareness of cyclists. the metro ad campaign is only a start. many drivers don't even realize that bicycles are vehicles and need to be treated as such. also cyclists need to learn to treat their bicycles as vehicles and obey all road laws. these bike lanes can help educate both cyclists and drivers on good road etiquette.

On Mon, May 20, 2013 at 12:51 PM, savampiress <> wrote:

My name is Donielle Gross, i am a registered voter and I live in 90041 and I support buffered bike lanes on n. fig because i think our car culture is not sustainable. Fig needs some traffic calming as well, I drive that road all the time and the congestion isn't bad and if traffic slows a but i think that can only be a good thing.

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From: Terri L <>  
Subject: bike lanes on fig  
Date: May 21, 2013 at 7:45:14 AM PDT  
To: bikes@asnc.us

I don't want them. My husband who commutes to work and uses Fig doesn't want them. We were once avid bicyclists and understand the necessity for bike lanes and vehicle/bike safety. I was hit by a motorist years ago and still suffer the aches and pain of a back injury.

That being said, I think congesting Figueroa further is bad planning. There are alternative routes such as Monte Vista, that make better sense, have less car traffic. Yes, I know Metro/DOT are stinkers about this, but they can budge on this and it would be good p.r. for them to do so.

I would also like to know how traffic issues are going to be enforced. In addition to a blatant disregard for traffic laws by motorists in my community, with little to no traffic enforcement, I've noticed the bicyclists out en mass also disobeying traffic laws (folks on bikes, the laws of the road apply to you too). From the drunk art walk bike riders to the protesting local folks with bikes and kids attached, I've witnessed riding through traffic lights, riding against traffic, and other behaviors that give me caution about the wisdom or lack thereof, of bike lanes on Figueroa through Highland Park.

It's not an all or nothing question. I'd like to see reason applied and pressure put on to the powers that be.

Terri L

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From: <jg>  
Subject: In support of buffered bike lanes on North Figueroa St.  
Date: May 21, 2013 at 7:36:17 AM PDT  
To: bikes@asnc.us, cypressparknc12@gmail.com, councilmember.reyes@lacity.org, councilmember.huizar@lacity.org

To Whom It May Concern:

I am an Eagle Rock resident writing in support of the implementation of buffered bike lanes along North Figueroa Steet. These lanes will make conditions along this very busy street safer not only for cyclists, but for pedestrians and motorists as well. I also believe the businesses along Figueroa will benefit from a safer, calmer street, as will be the case when bike lanes are implemented along Colorado Boulevard. Thank you for your time and consideration.

Sincerely,  
John G  
90041

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From: Charlie B <>  
Subject: Support of North Fig and Colorado Bike Lanes  
Date: May 20, 2013 at 10:06:49 PM PDT  
To: bikes@asnc.us, CypressParkNC12@gmail.com

Attn: Neighborhood Councils,

I am a strong proponent of bike lanes. I have owned a home in Highland Park just off York since 2005. I ride my bike in the neighborhood everyday. I frequently ride my bike to the businesses on York. I've ridden my bike to all of the following businesses Galcos, El Super, Scoops, Rite Aid, Trader Joes (South Pasadena sorry Eagle rock South Pas is easier to get to because of the bike lanes.) Schodorfs, Cafe de Leche, The York, Thai EagleRox, and many more. My behavior is consistent with what is happening in New York now. According to an NBC news report, "Along 9th Ave in New York sales grew by as much as 49 percent on portions after DOT installed the city's- and nation's- first parking-protected bike lanes there in 2007, 16 times the borough-wide growth." <http://www.nbcnews.com/business/bike-lanes-may-benefit-small-businesses-1C7488581>

Prior to the bike lanes being installed on York I rarely rode my bike for errands. I always drove. I used to drive to work, and I took york blvd to the 2 freeway, and had always done so during rush hour. I saw no difference in my drive time following the introduction of the bike lanes. In 2012 I realized that I could get to La Cienega and Pico in the same amount of time via bike and train as I could by car. So, I began to exclusively commute by bike. Shortly after beginning that adventure I realized that I could cover the same distance by bike alone in about the same time. Thanks to the attempts by DOT this is possible because of their vision of a network of interconnected bike routes, lanes, and shareways. A strong network of bike lanes along with improved public transit make it possible to make long commutes or trips to business in neighboring communities.

The other benefit I see to bike lanes is the increased safety for everyone. Traffic calming leads to slower traffic speed which has been proven to lower speed of collision with other cars, pedestrians, and cyclists.

-Charles B  
90042

"Run when you can, walk if you have to, crawl if you must, just never give up"  
Dean Karnazes

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From: christopher c <>  
Subject: Bike Lane Expansion - NE Los Angeles  
Date: May 20, 2013 at 8:00:12 PM PDT  
To: bikes@asnc.us

I support the implementation of the current plan for NE Los Angeles.

Thank you,

Christopher C  
90042

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From: Suzanne S <>  
Subject: Please no bike lanes  
Date: May 20, 2013 at 7:48:26 PM PDT  
To: bikes@asnc.us  
Cc: heywood@pacbell.net

Although I work in La Verne, I do not think a bike lane/traffic reduction on Figueroa Street is a good idea. I drive through Highland Park, Eagle Rock and through the Silver Lake area on a regular basis.

I drive on Rowena Avenue, in the morning, afternoon and during rush hour traffic. The ratio of bicycles to cars is about 300 cars to 2 bicycle riders, one lane for the bicycles, one lane for the cars. It's very frustrating for us car drivers. The same is how things are on York Boulevard...long line of cars, no bicycles, more frustrated car drivers.

After the article in the L.A. Times on 05/04/13, regarding the need to repair our existing roads, my logic would be to repair our existing streets and boulevards and think about bike lanes later. We need to provide better roads and streets for the majority and not the minority. The sacrifice for the greater good.

Thank you for hearing my opinion.

Sincerely,

Suzanne S  
91750

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From: hassin7 <>  
Subject: Bike suppoort  
Date: May 20, 2013 at 6:54:56 PM PDT  
To: bikes@asnc.us

It would be great if we could have more bike lanes in eagle rock/highland park. I've replaced a few tubes just riding a long figueroa which is probably one of the worst streets for bikers I've ever seen. It would be awesome if these could be renovated to give more access to bikers and for a more comfortable ride as well. My name is Hassin Monroy, my address is 90041. Thank you!

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From: "W, Susan" <>  
Subject: FW: Please support bike lanes on N. Figueroa  
Date: May 20, 2013 at 6:54:52 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

From: W, Susan  
Sent: Thursday, May 16, 2013 11:52 AM  
To: [president@asnc.us](mailto:president@asnc.us), etc.  
Subject: Please support bike lanes on N. Figueroa

Dear Arroyo Seco Neighborhood Council Members,

Thank you for the time that you volunteer to serve the community, and for the efforts you make to improve the quality of life in the neighborhood. I travel on Figueroa by foot, car, bike, bus, and use the Gold line as well. I am usually with my five year old daughter, as we go to Twinkle Toes Dance Studio, Sycamore Park, and the stores and restaurants along Figueroa. We would like to see the bike lanes on the street go in so that all community members can have a safe way of travelling. With the bicycle lanes, motorists will have a constant reminder that the roads are shared, and to use a safe travel speed since there are so many pedestrians and cyclists using this corridor as they commute.

Please support the installation of the bike lanes as a preventative measure in creating a safer and healthier community.

Respectfully,

Susan W  
Lincoln Heights Resident

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From: Richard R <>  
Subject: North Figueroa Bike Lanes  
Date: May 20, 2013 at 6:34:30 PM PDT  
To: bikes@asnc.us

Hello--

Although I do not live in your area, I very often spend my money there. I find it architecturally and socially charming, though the bleak streets and speeding traffic put me off a bit.

I am no youngster; I am sixty years old and a stroke survivor, but I manage to ride all over town on my bicycle for transportation. I often--at least weekly--pedal from my home in the Miracle Mile to Highland Park to visit friends or a favored restaurant or coffeehouse.

Even an experienced older rider such as myself can find Figueroa unsettling, as the wide lanes encourage drivers to use it as an alternate to the nearby freeway. I have seen the statistics, and know that Figueroa has a fairly high collision rate despite carrying far fewer cars than it was designed for. The fast, noisy, threatening traffic and the wide, bleak lanes do no favors to local merchants either, as potential neighborhood cyclists who might be tempted to pedal to local stores instead get in their cars and drive to distant malls.

Road diets with bike lanes, such as you will be considering tonight, have been implemented in cities all over the US now, and they have almost universally achieved two great things: a reduction in deaths and injuries from road crashes, and a boost in business resulting from increased street life and bicycling. Even the Wall Street Journal admits that bicyclists spend more money with local merchants in aggregate, per month, than do drivers. (<http://tinyurl.com/awp748t>)

The loudly-expressed fears of a minority of uninformed opponents should not prevent you from supporting the road diet and bike lanes on North Figueroa. That support may be the single most effective action your council takes to help make Figueroa Corridor a destination, a community, a source of profit and of pride, rather than a grey and dismal speedway.

Thank you for listening,

Richard R  
90036

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From: Robert G <>  
Subject: Bike Lanes on North Figueroa  
Date: May 20, 2013 at 6:13:24 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Please accept this email as a support for bike lanes on North Figureoa.

Thank you.

Robert G  
90041

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From: Ethan A <>  
Subject: I support Bike lanes on Figueroa St  
Date: May 20, 2013 at 5:37:13 PM PDT  
To: bikes@asnc.us

I support the implementation of the proposed bike lanes on Figueroa St. I live in Highland Park in the 90042 area and am a regular bike commuter that currently rides on Figueroa from York Blvd to Pasadena Ave. I am part of the rising trend of motorists turned cyclists in Los Angeles.

I attended the Next neighborhood council meeting at the Montecito Heights Recreation Center regarding the proposed bike lanes. From the past five years as an active bike commuter, I have seen the population of cyclists multiply in Los Angeles. Bike lanes are not, cyclists will continue to ride down Figueroa St, on the street in the right lane because that is their legal right as a moving vehicle and recommended as opposed to riding on the sidewalk where they must yield to pedestrians. There will be car congestion no matter what. Implementing bike lanes will at least demarcate a clear bath for cyclists and motorists to share the road safely.

Ethan A  
90042

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From: K F <>  
Subject: support buffered bike lanes on Figueroa  
Date: May 20, 2013 at 4:50:30 PM PDT  
To: "Bikes@asnc.us" <bikes@asnc.us>

Please support buffered bike lanes on Figueroa. They are a critical component in make the streets safer for everybody -- drivers, pedestrians & cyclists.

The crash rate on Figueroa is too high. Buffered bike lanes are the most cost-effective way to calm speeding drivers.

The business district on Figueroa can also ill afford to have all that retail income being spent all around the Figueroa corridor. Creating a safer street will encourage more money to be spent locally.

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From: Mark V <>  
Subject: Occidental College support for bike lanes on N. Figueroa & Colorado  
Date: May 20, 2013 at 2:18:31 PM PDT  
To: bikes@asnc.us

Hi,

I am attaching a letter that Occidental College President Veitch sent to Councilman Huizar in support of the bike lanes proposed for N. Figueroa St and Colorado Blvd.

best wishes

mark

--  
mark v

occidental college

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From: Ricardo G <>  
Subject: I support bike lanes on Figueroa  
Date: May 20, 2013 at 12:53:02 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

I support bike lanes on Figueroa and other streets in the Northeast LA community.

Like many people in my age range, I have large amounts of student debt and cannot afford additional debt for a car. I rely on public transit. I usually bike to the Gold Line. I ride my bike to local grocery stores and businesses when I need to buy household items.

Unfortunately riding a bike in Northeast LA is not as safe as other communities. I have had a lot of close calls and some minor accidents. The last thing I need is more debt from medical bills. Also, my parents worry about me. A little bit of space on the street for bike lanes would be a significant improvement in my daily life and in the lives of many others in our community. Northeast LA has many residents like me that cannot afford a car. I hope that drivers in Northeast LA are willing to wait a few more minutes in traffic to make it safe for bicyclists.

Thank you,  
Ricardo G  
90031

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From: Severin V M <>  
Subject: Please Support Buffered Bike Lanes on North Figueroa  
Date: May 20, 2013 at 12:21:33 PM PDT  
To: bikes@asnc.us

To Whom It May Concern,

My name is Severin M, I live in Eagle Rock and I am writing to share my support for buffered bike lanes on North Figueroa Street.

North Figueroa Street is vital to the Northeast LA area, which is why it is important that the street be safe and comfortable to all modes of transportation. Personally I use the street when commuting to Downtown LA by bicycle, going to a Gold Line station or when spending money at the many wonderful businesses that can be found along the street.

We all know there are many compelling reasons to invest in bicycling: environmental (bicycles don't pollute or degrade air quality); public health (cycling is good for one's health); economic (bicycling saves money spent on personal transportation— and leaves one with more money to spend at local businesses); public safety (streets that make bicycling and walking pleasant are safe streets); efficient (bicycles are much more space efficient than cars and more people bicycling reduces competition for scarce parking spaces in commercial corridors). In theory there appears no logical reason to oppose this proposed safety measure, so why is this even a topic of debate?

Maintaining the status quo will leave future generations of Northeast LA to solve the traffic, environmental, and public safety problems we have while keeping Figueroa especially dangerous and uncomfortable to non-motorists simply so that today's car commuters can enjoy a faster commute.

The status quo will continue the unacceptable levels of crashes and injuries Figueroa sees each year while doing absolutely nothing to give residents a safe, viable alternative to driving (which becomes more expensive each year).

Conversely, while changing the street and creating bike lanes may cause some undesired slowing of commutes in the short-term, bike lanes will actually serve to be part of a solution to our transportation problems. Bike lanes will make the street safer, encourage the health mode of cycling, and help compliment a growing public transit system.

Pedestrians, transit users and bicycles are not the cause of local congestion, too many people choosing to drive is the reason for this. The way to get more people moving along Figueroa faster is to encourage more walking to businesses or use of the local Gold Line stations, and to make it more attractive to bicycle to businesses or the Gold Line stations by increasing the level of safety for cycling.

Please consider supporting the implementation of bike lanes, they will be funded through Measure R and at the end of the day we are talking about paint. In the unlikely event that the reconfiguration results in perpetual gridlock or fails to improve safety the bike lanes can easily be removed but we won't know the true impacts unless we give the bike lanes a chance.

Thank you for your time,

Severin M  
90041

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From: Jeffrey C <>  
Subject: Support of Fig Bike Lanes  
Date: May 20, 2013 at 11:02:20 AM PDT  
To: bikes@asnc.us  
Cc: president@asnc.us

Dear ASNC Boardmembers,

Unfortunately I will not be able to attend tonight's ASNC Board Meeting. However, I do want to voice my strong support for LADOT's proposal, via the Bike Plan, to install bike lanes on North Figueroa Street. I have been an ASNC stakeholder for 10 years, both as a resident and as someone who works in the ASNC boundaries. I am also the former CD 1 representative on the Bicycle Advisory Committee.

I ride my bike to work, in Debs Park, on a near daily basis. Figueroa from Yosemite and back is my route. It is the most direct route and provides access to the businesses I frequent on my way to and from work. Over the years, I have seen the number of bikes increase along this corridor. My feeling, and indeed supported by research, is that once bike lanes are in more people will use bikes for their trips around the neighborhood. This in turn, also supported by research, will improve local business. Indeed, making our community more bike and pedestrian friendly will create a much healthier community that benefits all.

From Portola's expedition and the Parkway to Arroyo Fest and the Goldline, we have always been pioneers in transportation in our region. Installing bike lanes follows and builds upon that legacy and improves some of the mistakes in the past. LADOT's plan is visionary and connects our whole community through a network of bike lanes. This in turn, connects us to the rest of the City and partner cities at our borders. I urge the ASNC board to support LADOT's efforts to help us create a more livable community that improves small business and the quality of life for our residents.

Sincerely,  
Jeff C

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From: C David  
Subject: I support bike lanes  
Date: May 20, 2013 at 8:39:00 AM PDT  
To: bikes@asnc.us

Hello,

My name is David D. I live at Yosemite Drive. I moved here in 1998 and I have been biking here since then. I strongly urge you to support additional bike lanes, and also to consider recommending that the sidewalks be open to bikes who give due consideration to the few pedestrians who actually use them in most areas.

Thank you.

David D  
90041

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From: alastair n <>  
Subject: I support the bike lanes on North Figueroa  
Date: May 20, 2013 at 12:36:49 AM PDT  
To: bikes@asnc.us

Dear Council Members,

I am writing to express my complete support for the proposed bike lanes on North Figueroa. My wife and I would love to ride our bikes from our home in Pasadena to some of the lovely shops and restaurants on Figueroa but it's just too dangerous without a bike lane. Some say the bike lanes should be placed on less-traveled side streets, but what they don't realize is that it is actually safer to ride on a street with more people (pedestrians, cyclists, and cars) because the potential for being attacked is much higher on an empty side street after dark. I think everyone would agree that if a well placed bike lane saved just one life a year its well worth the several minutes added to a car drivers commute during peak hours (LA DOT has provided analysis that shows that the projected delay is only 4 to 5 minutes). Bike lanes will help create a community that is safer, friendlier, and more pleasant for all.

Thank for taking the time to read my email.

Sincerely,  
Alastair N

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From: Nathan L <>  
Subject: In Support of Bike Lanes on N. Figueroa  
Date: May 19, 2013 at 9:38:35 PM PDT  
To: bikes@asnc.us

To Whom It May Concern,

My name is Nathan L, I live in Eagle Rock, 90041. I support buffered bike lanes on North Figueroa because I use Figueroa to commute to work in Downtown Los Angeles on my bicycle and my car. I know buffered bike lanes will make my commute on my bicycle safer because I will have a dedicated space to ride, and I know it will make my commute safer in my car because slower traffic reduces the number and severity of car accidents.

I don't mind adding a minute or two to my commute if I know it will result in a safer public environment.

Thank you for your time,

Zip Code 90041

Nathan L

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From: jmraspa <>  
Subject: Bike Lanes on North Figueroa  
Date: May 18, 2013 at 1:19:09 PM PDT  
To: bikes@asnc.us

Arroyo Seco Neighborhood Council,

My name is Jonathan R, I live in the 90041 zip code (and grew up in the 90065) and I support buffered bike lanes on North Figueroa because I care about making our community healthier, more business friendly, keeping the cost of living down, decreasing traffic noise and pollution, and because most of all, I want a safe place to ride my bike when I am going to and from work, visiting friends, shopping and attending events, and living in Northeast Los Angeles.

Thank you for your time,

Jonathan R

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From: <>  
Subject: RE: Bike Lane Comments and Questions  
Date: May 17, 2013 at 10:20:12 PM PDT  
To: <bikes@asnc.us>

Thank you and have a great weekend.

-----Original Message-----

From: bikes@asnc.us [mailto:bikes@asnc.us]  
Sent: Friday, May 17, 2013 9:58 PM  
To:  
Subject: Re: Bike Lane Comments and Questions

Thank you for your comments! They will be shared with the ASNC board and City officials involved with the issues.

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From: <>  
Subject: Bike Lane Comments and Questions  
Date: May 17, 2013 at 10:07:47 PM PDT  
To: <bikes@asnc.us>

Hello and thank you for taking the time to read this.

I attended the meeting regarding bike lanes on Thursday, May 17th. I enjoyed the presentation and listening to both sides present their comments about the bike lanes. After giving some thought to the bike lanes, I have some comments and questions about the bike lanes that I would like answers and facts so that I can make an educated decision about the bike lanes.

1. Since an environmental impact study is not required to install the bike lanes, is there any written documentation from the Los Angeles Fire and Police Departments or other local governmental agencies located in Northeast LA regarding the design and safety of the bike lanes?
2. The Los Angeles Times published a study that shows the average resident of Southern California drives 16 miles each way to work. Would this indicate that the bike lanes will be primarily used during non-working days? ([http://articles.latimes.com/1993-07-25/local/me-16754\\_1\\_orange-county](http://articles.latimes.com/1993-07-25/local/me-16754_1_orange-county))
3. Have there been any counts of the actual amount of bicycle traffic done in Northeast LA?

4. Who designed the bike lane system in Glendale? Was this person(s) consulted for performance reports of the bike lanes and on the design of the bike lanes in Glendale?
5. The road design and conditions in Northeast LA can't be compared to downtown LA, as Northeast LA is a bedroom community versus downtown being a business district.
6. What would be the financial costs attached to time lost for the additional amount of time it will take each vehicle to commute through the San Fernando to York Blvd corridor? I believe that the presentation estimated about an additional 5 minutes (10 minutes roundtrip) to traverse from point to point. There should be a dollar amount attached to this loss of both personal and business productivity.
7. What would be the additional amount of carbon monoxide that would be added to the air above our city due to the extra amount of time it will take for commuting? Would this be offset by the number of commuters that would be riding their bicycles to work rather than driving their cars?
8. Why would the LADOT proceed with such a project that doesn't have all of the bases covered such as ADA access or traffic delays at the Gold Line crossings? There seem to be many unanswered questions and unsubstantiated facts.
9. Results of the latest Los Angeles County Health Survey indicate that over half (55%) of the county's adult population are either overweight or obese ([http://publichealth.lacounty.gov/ha/reports/habriefs/lahealth073003\\_obes.pdf](http://publichealth.lacounty.gov/ha/reports/habriefs/lahealth073003_obes.pdf)). What percentage of adults has been estimated to use the new bicycle lanes?

If I was to vote today on this matter at this time, I would be forced to vote against the bike lanes because of all of the above unanswered questions.

Your attention on this matter is greatly appreciated.

Kim T  
90041

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From: Giles M <>  
Subject: Bike Lanes  
Date: May 17, 2013 at 4:19:09 PM PDT  
To: Bikes@asnc.us

Writing to support bike lanes being extended north on Figueroa.

I would use them and they will make our neighborhoods more friendly and safe.

Giles M  
90065

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From: <>  
Subject: Comments about bike lanes  
Date: May 17, 2013 at 3:08:34 PM PDT  
To: <90042outreach@asnc.us>

Good afternoon,

Is this the email address to send comments and questions to regarding the proposed bike lanes on Figueroa Street?

Thank you!

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From: Kelly T <>  
Subject: Re: Bike Lane// Support 100 percent Yes!  
Date: May 17, 2013 at 9:54:59 AM PDT  
To: bikes@asnc.us

Note: The attached signature map was taken from an online petition they are included but not representative of all signatures you received last night. Thanks You.

On Fri, May 17, 2013 at 9:49 AM, Kelly T <>? wrote:  
ASNC,

My name is Kelly T I am a local 90065 homeowner, mom, artist, community/bicycle activist and a proud 52 year old woman bike rider. I ask you to please consider recommending buffered bike lanes here in NELA.

We have been up against some angry rude people here spreading misinformation and fear. I urge you to check their sources before taking their opinions at face value.

My main concern is safety. <http://www.bikesbelong.org/resources/stats-and-research/statistics/safety-statistics/> It seems common sense that designated lanes will lessen crashes. If we can slow down traffic and separate pedestrians and bikes from cars it can only benefit safety for everyone. There has been talk that seniors and handicapped citizens facilities will be but at risk, this is simply not true. LADOT is working closely with all agencies and bike lanes will never out trump those services. These groups are being told they will have to give up their cars, won't be able to drive the roads, won't make it to their doctor appointments among other fear based lies. Please consider this when casting your vote.

There are many studies that prove bike lanes boost local business. I have chosen this one because NY is the most recent city to implement a number of bike lanes. [http://www.americabikes.org/nyc\\_study\\_finds\\_protected\\_bicycle\\_lanes\\_boost\\_local\\_business](http://www.americabikes.org/nyc_study_finds_protected_bicycle_lanes_boost_local_business) The claims that business has gone down since the bike lanes were added to York. There is no basis for this and even if there was a mamby pamby study done by the Sentinel I question it's accuracy. I also believe it may be too early to yield the benefits and verify any specific results in this case. In every study done world wide the results have been a positive for business with bike lanes.

I would love to see Los Angeles the number 1 top bike friendly city in the US not only are weather conditions ripe we are a community of Global critical thinkers let's prove it!

Minneapolis, MN despite the cold wintertime climate has a thriving bike community. It has 120 miles of on-and-off street bicycle facilities plus indoor bike parking and other cycling-friendly facilities.

Portland, OR boasts Innovative programs, from designated bike-only areas at traffic signals to free bike lights, make riding in Portland practical even for new cyclists.

Boulder, CO Ninety-five percent of Boulder's arterial streets are bike-friendly and the city is surrounded by a greenbelt with 120 miles of trails.

It's the home of many top pro racers. For more information on bike friendly US Cities I found this site interesting.

<http://www.bicycling.com/news/advocacy/america%E2%80%99s-top-50-bike-friendly-cities>

We are told Emergency Response times will be compromised. That is a lie. There is no data to support that. The Patch also reported Eagle Rock Fire Captain Sanfilippo emphasized that he's not worried about the Fire department's ability to respond to emergencies. "Whether it's six lanes, four lanes, two lanes or one lane, we're going to respond," he said, adding: "We're going to get through."

There is also fear being spread regarding the amount of ADDED time commuters will be delayed. One local paper reported it would be an hour. That is a lie. Given the statistics at last night's meeting it's nowhere near that. Even traveling the whole corridor.

As far as biking Marmion Way I usually avoid it. The long stretch between The Southwest Museum Gold Line stop and Avenue 50 is desolate and dangerous. As a woman I see it as a trap for rape and robbery. So unless much more money was put into safety measures there I strongly reject it as an alternative route and would not ride it. Bike lanes are an inexpensive way to improve our infrastructure. We are talking new paint stripes on populated lit streets. Not adding expensive safety measures to desolated routes. Note: The lanes are also easy to change if need be something also to consider.

Thank you for your outreach. I truly hope NELA will continue to lead the city in the effort to improve, safety, health, infrastructure and become world leaders in ecology promoting clean air and the reduction of CO2's. This community has always put nature and earth first this is a very important step in that direction.

Sincerely,  
Kelly T

Boulder, CO

Ninety-five percent of Boulder's arterial streets are bike-friendly and the city is surrounded by a greenbelt with 120 miles of trails. It's the home of many top pro racers.

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From: Kelly T <

Subject: Bike Lane/// Support 100 percent Yes!

Date: May 17, 2013 at 9:49:32 AM PDT

To: [bikes@asn.us](mailto:bikes@asn.us)

ASNC,

My name is Kelly Thompson I am a local 90065 homeowner, mom, artist, community/bicycle activist and a proud 52 year old woman bike rider. I ask you to please consider recommending buffered bike lanes here in NELA.

We have been up against some angry rude people here spreading misinformation and fear. I urge you to check their sources before taking their opinions at face value.

My main concern is safety. <http://www.bikesbelong.org/resources/stats-and-research/statistics/safety-statistics/> It seems common sense that designated lanes will lessen crashes. If we can slow down traffic and separate pedestrians and bikes from cars it can only benefit safety for everyone. There has been talk that seniors and handicapped citizens facilities will be put at risk, this is simply not true. LADOT is working closely with all agencies and bike lanes will never out trump those services. These groups are being told they will have to give up their cars, won't be able to drive the roads, won't make it to their doctor appointments among other fear based lies. Please consider this when casting your vote.

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Thank you for your outreach. I truly hope NELA will continue to lead the city in the effort to improve, safety, health, infrastructure and become world leaders in ecology promoting clean air and the reduction of CO2's. This community has always put nature and earth first this is a very important step in that direction.

Sincerely,  
Kelly T

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From: Jon L <>  
Subject: Commenting in favor of bike lane proposal (continued)  
Date: May 17, 2013 at 7:57:01 AM PDT  
To: bikes@asnc.us

Additionally with my emailed statement of support from 5/16, I have the following to add.

I occasionally find myself while driving alongside a single or group of cyclists, and since I have the perspective of being both driver and cyclist, I understand how to negotiate and share the road safely. I feel better in these situations when the road has a bike lane, and I believe this is where bike lanes are actually of a greater advantage to motorists rather than cyclists. It allows motor traffic to continue at the same pace and not be slowed by slower vehicles, and ensures a safe passing distance. When roads do not have bike lanes, drivers can be frustrated and can make errors when lane switching to pass.

Jon L

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From: Jon L <>  
Subject: Comments in favor of bike lane proposal  
Date: May 16, 2013 at 10:38:41 PM PDT  
To: bikes@asnc.us

Hello, I'd like to thank the neighborhood council for the presentation and the opportunity to speak tonight in favor of adding bike lanes to Figueroa Blvd. As I said tonight, I live on Eagle Rock Boulevard, near its intersection with York, 90041 zip. I am both a cyclist and a driver in this area, and I support the local businesses, restaurants, and residents of this area. I often cycle to the Gold Line stations in this area to connect and take advantage of the larger mass transit network.

The network effect ([http://en.wikipedia.org/wiki/Network\\_effect](http://en.wikipedia.org/wiki/Network_effect)) is a widely known phenomena, which is what we're trying to do with bike lanes. It's something that already exists in the road network, the bus network, and even the sidewalk network. It's a lot like having a telephone -- it's useless if you're the only one in the world with a phone. The more people with phones, the more valuable it will be for yourself to have a phone. It's the same way with bike lanes -- it builds a valuable network, and more bike lanes equals a better network.

Yes, there will be additional traffic, but let's try to deal with it. We live in the second most populated city in the United States, traffic is just not going away. Traffic can actually be a positive indicator of a healthy, viable commercial/mixed use community. York Blvd. is proof positive of this. They've reallocated the space on the street to accommodate those that live there, that work there, that buy things there versus privileging those that would just drive through there fast. This should be done with Figueroa as well, to benefit the community and the commercial section built up around the Blvd. I hope I'm able to convince the council to accept the plan and vote in favor of the bike lanes.

Jon L

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From: Joshua K <>  
Subject: bike lane yes!!  
Date: May 16, 2013 at 10:34:19 PM PDT  
To: bikes@asnc.us

Hello. I live on N Figueroa St. and would love to have bike lanes. I'm an avid bike rider and Figueroa is such a dangerous road and the bike lanes would reduce cars flying up and down.

Thanks,

Josh K

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From: K F <>  
Subject: support Figueroa bike lanes  
Date: May 16, 2013 at 9:32:11 PM PDT  
To: "Bikes@asnc.us" <bikes@asnc.us>

Please support bike lanes on Figueroa.

They are a critical component of making the street safer for everybody -- because they slow speeding drivers down.

I never even drive Figueroa because it has such a high crash rate.

Though I'm local, I would spend more money at local Figueroa businesses if there were bike lanes there. Presently, I'm spending more money on York because it's safer there because of the bike lanes. The bike lanes just make it quieter and more manageable.

Support bike lanes on N Figueroa.

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From: Butchy F <butchyfuego@gmail.com>  
Subject: bike lanes on north fig  
Date: May 16, 2013 at 9:42:17 PM PDT  
To: ikes@asnc.us

We should have bike lanes running along all of Figueroa!!  
It is a high bike traffic route

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From: "Mr. L" <>  
Subject: In Support of Figueroa Bike Lanes  
Date: May 20, 2013 at 3:45:41 PM PDT  
To: "bikes@asnc.us" <bikes@asnc.us>

Arroyo Seco Neighborhood Council,

I am writing to ask that you support bike lanes on Figueroa as detailed in the City of Los Angeles 2010 Bike Plan.

I ride my bike on Figueroa Street at least every week. My family uses Figueroa to access the Los Angeles River Bike Path, the Arroyo Secco Bike Path, Avenue 50 Bike Lanes, York Blvd Bike Lanes, Via Marisol Bike Lanes among many other very bike-able locations in and around the ASNC District. Figueroa Street is a critical route I use to take my daughter via bicycle to her school at Arroyo Seco Museum Science Magnet, or to Ramona Hall for after school programs.

I am asking you to support a safer and better designed Figueroa Street. Please support bike lanes on Figueroa Street.

Sincerely,

Walter L

**WRITTEN MEETING COMMENTS TRANSCRIBED BELOW...**

## LONG COMMENTS FROM SPEAKER CARDS

I am opposed to the bike lanes on main arterial roads. I am for bike lanes, but not as proposed. I have questions regarding air quality. How do even small delays affect air pollution? The health of cyclists and pedestrians? How do emergency vehicles navigate diminished arterial roads? I hear much about sharing the road. Yes, but also share the responsibility and the costs. I have seen cyclists leaving liquor stores with open containers on bikes. How is this safe? I do not believe the movement of traffic will be aided by bike lanes.

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I recently bought a bicycle to use as my main mode of transport. I moved to NELA two years ago to move closer to work. I have been biking to and from work since January. A few weeks ago my wife and I attended CICLAVIA and had to take Figueroa to get to Flying Pigeon then ride to downtown. Riding on Figueroa has been the worst experience I have had on my bicycle. Even driving on Figueroa is scary. My wife and I had to drive to this meeting because there is no safe route to ride here. On the way here, I was driving the speed limit and a huge AAA towing truck came speeding by almost rear ending me. It's a shame that my wife and I can't enjoy this beautiful park you have here. Thank you for your time. --Raymond G, 90041

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