

## Communication from Public

**Name:** Tyler Johnson-Williams

**Date Submitted:** 12/05/2019 12:48 PM

**Council File No:** 19-1515

**Comments for Public Posting:** Please don't get rid of the protected bike lanes. Why would you purposely make something less safe?

## Communication from Public

**Name:**

**Date Submitted:** 12/05/2019 11:38 AM

**Council File No:** 19-1515

**Comments for Public Posting:** Please keep the protected bike lanes on Reseda Blvd. The protected bike lanes enhance public safety all-around. It would be a shame if these were removed.

## Communication from Public

**Name:** Gregg Chadwick  
**Date Submitted:** 12/05/2019 11:50 AM  
**Council File No:** 19-1515  
**Comments for Public Posting:** Safety for bicyclists and pedestrians is of utmost importance. For safety reasons the protected bike lanes must not be removed from Reseda Blvd Please prioritize SAFETY.

## Communication from Public

**Name:** Padric Gleason Gonzales

**Date Submitted:** 12/05/2019 11:52 AM

**Council File No:** 19-1515

**Comments for Public Posting:** Let's be clear: protected bike lanes save lives. I strongly oppose any efforts to remove bike lanes from Reseda Boulevard. I have personally, on multiple occasions, been forced into vehicular traffic where drivers honk, yell, and dangerously speed past me. The high visibility traffic configuration on Reseda Blvd is a matter of fairness. We all pay taxes- why can't bikes and scooters enjoy the roadways, too? Please preserve, protect, and expand physically protected bike lanes throughout Los Angeles. Thank you.

## Communication from Public

**Name:** Adam Aitoumeziane

**Date Submitted:** 12/05/2019 12:10 PM

**Council File No:** 19-1515

**Comments for Public Posting:** Do not remove the protected bike lanes on Reseda! More pedestrians and bicyclists die in L.A. than car occupants do every year, and it is the city's stated goal to reduce those numbers to zero. Saving lives by improving the safety of biking is crucial to realizing Vision Zero and reducing greenhouse gas emissions. The city too often fails to provide or reverses simple changes to protect bicyclist from multi-ton death machines - changes to protect people engaging in healthy, sustainable transit from GHG emitting vehicles with more kinetic energy than a rifle bullet. Protected bike lanes improve safety and encourage bicycle use. If you think otherwise, I encourage you to ride a bike down a busy street with "sharrows" and see how frighteningly off-putting and obviously dangerous it is.

## Communication from Public

**Name:**

**Date Submitted:** 12/05/2019 12:30 PM

**Council File No:** 19-1515

**Comments for Public Posting:** I think removal of Reseda Blvd bike lanes would be a major step back. I bike and drive along this street. Besides the barrier/space it gives people riding bikes, it also makes drivers more aware of their surroundings. The only reason I don't ride along it more is that my connecting arterial street, Roscoe Blvd, has no bike infrastructure and is dangerous. Please do not allow what may be the first protected bike lane in the city to be removed.

## Communication from Public

**Name:** Peter Haderlein

**Date Submitted:** 12/05/2019 11:24 AM

**Council File No:** 19-1515

**Comments for Public Posting:** The protected bike lanes on Reseda Blvd. should not be removed. Since they were installed per 2015's Great Streets Initiative, this upgraded portion of Reseda has experienced zero traffic deaths, in stark contrast to other unimproved segments of the thoroughfare. That's because protected bike lanes work. A 2019 study by the University of Denver, which studied a dozen cities and the causes of thousands of deaths and fatalities, found that "Protected separated bike facilities was one of [the] biggest factors associated with lower fatalities and lower injuries for all road users" (source: <https://www.sciencedirect.com/science/article/pii/S2214140518301488?via%3Dihub>). Any present and future road design evaluations should prioritize safety and incorporate relevant data, which the motion's proposed "opinion survey" fails to accomplish. There is no compelling reason put forth to downgrade the safety of this street, especially given the city's commitment to Vision Zero and increasing multi-modal transit.

## Communication from Public

**Name:** Matthew Stevens

**Date Submitted:** 12/05/2019 10:25 AM

**Council File No:** 19-1515

**Comments for Public Posting:** This is an ABSURD idea that will make Reseda much more dangerous. That not one, but two council members think its worth exploring further is deeply embarrassing and shows how little Los Angeles cares about alternative modes of transportation and safe streets. The decisions you make have a direct impact on whether people live or die. Protected bike lanes make streets safer, and this stretch of Reseda has not had a fatal accident since the bike lanes were installed. The rest of Reseda remain much more dangerous and people will continue to die until safe street improvements are implemented. Los Angeles should be expanding its protected bike network, not shrinking it. Please vote no on this motion.



## Communication from Public

**Name:** Thom Jakowczyk

**Date Submitted:** 12/05/2019 10:27 AM

**Council File No:** 19-1515

**Comments for Public Posting:** The Reseda Blvd protected bike lane works. Period. End of discussion. It is an example of how the public transportation spaces should be done, not undone. As a motorist, I've avoided Reseda Blvd from Lassen St to Victory Blvd whenever possible in the past. It was slow, over-crowded and dangerous. Now, the section from Plummer St to Parthenia is much easier to navigate. Motor Vehicles [MVs], Human Powered Vehicles [HPVs] and Pedestrian's [Pedestrians] all have their specific place in the public space. No longer do I feel the anxiety of the unexpected HPV user coming into the MV lane. The protected bike lane design works. It may not be the best design but it's much better than the prior lay-out. If MV user's are unable to comprehend the lane markings, they should get a copy of the motor vehicle code book and/or information from LADOT and Metro to review the details. If they are still unable to comprehend and put into use that information they should not be driving. The statement that drivers and some passengers would have to exit into a traffic lane existed prior to the protected bike lane installation and still exists on city streets where conditions are more dangerous than on Reseda Blvd. Stop wasting time and tax payer money. Put the approved Bike Plan into motion and make Great Streets a reality.

## Communication from Public

**Name:** Jordan Burns

**Date Submitted:** 12/04/2019 10:14 PM

**Council File No:** 19-1515

**Comments for Public Posting:** Please don't remove the protected bike from Reseda blvd. Research has shown protected bike lanes increase safety for all user of the road: people walking, biking, driving and using other modes. My whole family lives in Los Angeles and they deserve to have safe streets! Removing the protected bike lane would make the street less safe. That would be a step backwards for Los Angeles, for our climate goals, and for the safety of our community. Please keep the bike lane, and add more while you're at it.

## Communication from Public

**Name:**

**Date Submitted:** 12/05/2019 07:11 AM

**Council File No:** 19-1515

**Comments for Public Posting:** This will only make traffic worse and set back attempts to create green alternatives for our future.

## Communication from Public

**Name:** David Bright

**Date Submitted:** 12/05/2019 07:24 AM

**Council File No:** 19-1515

**Comments for Public Posting:** I support protected bike lanes on Reseda Blvd.

## Communication from Public

**Name:** Abe

**Date Submitted:** 12/05/2019 09:04 AM

**Council File No:** 19-1515

**Comments for Public Posting:** I am asking to city to NOT remove the protected bike lane on Reseda. The city only has a few miles where cyclists can feel safe. Yet thousands of miles dedicated for cars where cyclists do not feel safe. We need more protected bike lanes that connect to each other so we can begin building a network for cycling to become a viable transportation option. We do not need more cars, traffic, pollution and deaths on our roads. Expanding our bike network is one way to provide more options for people to move around. Cars should not be the only safe and convenient way to get around. We should not be forcing people into cars and I feel John Lee is doing a disservice to his constituents.

## Communication from Public

**Name:** Jorge Martinez

**Date Submitted:** 12/05/2019 09:32 AM

**Council File No:** 19-1515

**Comments for Public Posting:** Please do not eliminate the already established protected bicycle lanes along Reseda Blvd. I, like many CSUN students, utilize this method of transportation and feel safe using these bike lanes.

## Communication from Public

**Name:** Erich Weiner  
**Date Submitted:** 12/05/2019 08:19 AM  
**Council File No:** 19-1515  
**Comments for Public Posting:** We need more bike lanes

## Communication from Public

**Name:** Stephen

**Date Submitted:** 12/05/2019 11:47 PM

**Council File No:** 19-1515

**Comments for Public Posting:** This comment is in response to Mr. Lee's motion to evaluate the protected bike lanes on Reseda Blvd. Cyclists safety should be a preeminent concern in an evaluation of a bike lane. This is not evident from in Mr. Lee's motion, and I find this troubling. I teach at Granada Hills Charter High School, and I have had several students be hit by vehilces while walking or biking. I ride my bike throughout the valley, and I know from first hand experience that there is a significant need for additional protected bike lanes that are separate from car traffic and kept clearly of obstructions like car doors, etc. In his motion, Lee alludes to the fact that drivers have difficulty "navigating lane markings". This is clear evidence to why removing the protected bike lane and going back to just a painted bike path not an acceptable solution. Painted bike lanes don't provide significant protection for cyclists against drivers for drivers who fail to adhere to the lane markings. I'd like to invite councilman Lee personally bike the perimeter of Cal State Northridge. Riding along Nordhoff, Zelzah, Devonshire, and Balboa may give insight on how protected bike lanes and pedestrian friendly infrastructure have the potential to improve the safety for those who are most vulnerable - constituents who are NOT in cars. Thank you for your consideration. Sincerely,  
Stephen Herr



## Communication from Public

**Name:** Josh Harris

**Date Submitted:** 12/05/2019 06:32 PM

**Council File No:** 19-1515

**Comments for Public Posting:** We need MORE infrastructure for bicycles. The protected bike lanes on Reseda Blvd. put L.A. on a path toward catching up with more progressive, people-friendly cities in the U.S. and Europe (and beyond). Lee's ambition to take this away is the opposite direction in which we need to be moving. The closest thing to a valid argument he makes is that drivers have to be careful exiting their vehicles. Well, guess what. If we regressed to a "traditional" bike lane (alongside the drivers' side of cars), those same people, who aren't used to the horrible inconvenience of turning their heads to see what's coming, would instead be opening their doors right into a bike lane.

## Communication from Public

**Name:** Brent Hollett

**Date Submitted:** 12/05/2019 02:37 PM

**Council File No:** 19-1515

**Comments for Public Posting:** Please retain the protected parking bike lanes. They provide an important thoroughfare for a community that needs to move more towards small personal mobility and away from large single occupant, 5 possible passenger, vehicles.