



Pedestrian Advisory Committee (PAC)

Documenter name: Gabriela Navarro

Agency: Los Angeles Department of Transportation

Date: Nov. 19, 2025

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Summary

Here's what you need to know

- Amanda Heinke (CD-11) presented her [Venice Beach Accessibility Walkway Project](#), explaining the need for a permanent or semi-permanent accessible route across the sand. She described the jurisdictional conflict between the City of Los Angeles and LA County, the unexpectedly high estimated cost of \$750,000, and ongoing challenges identifying funding sources.
- Matt Garron (LADOT Vision Zero) shared updates on the [South Broadway Safety and Mobility Project](#), which will introduce bus-only lanes, bike lanes, upgraded crosswalks, and other safety features to address persistently high numbers of severe and fatal collisions.
- Multiple Spanish-speaking attendees stressed the urgent need for Spanish interpretation. Chair Deborah Murphy emphasized that meetings are held in a public library to ensure undocumented community members can attend without ID barriers.

Key Quotes

- Amanda Heinke (CD11 PAC): "This project has actually turned into a greater accessibility project for many people with different kinds of mobility challenges and not getting access to the ocean."
- Deborah Murphy (PAC Chair): "LADOT has provided [Spanish interpretation] in the past, and the fact that it's being taken away is very dangerous."
- Matt Garron (LADOT Vision Zero): "A pedestrian hit at 32 miles an hour has a 25 percent chance of dying. While a pedestrian hit at 42 miles per hour has a 50 percent chance of dying."

Immediate Actions

- Venice Beach Accessibility Walkway: No formal action taken. The project continues to seek funding sources; Heinke will follow up with City, County, Metro, and community partners.
- South Broadway Safety Project: LADOT will continue public engagement and release community meeting dates soon.
- State Route 2 Multimodal Project: Construction for Segment B (CD13) expected to begin soon; exact timeline pending.

- Bureau of Engineering Street Design Manual Update: Murphy will report back with updates at the January meeting.
- Recruitment for PAC Vacancies: Members encouraged to help fill open seats in CD1, CD3, CD6, CD9, and CD14.
- Language Access: Murphy requested that LADOT reinstate Spanish interpretation at PAC meetings.

Accessibility Issues

- No Spanish interpretation available, despite multiple Spanish-speaking attendees.
- Agenda materials not provided in languages other than English.
- No signage directing attendees to the meeting room in the library.

Follow-Up Questions

- Will LADOT reinstate Spanish interpretation at future PAC meetings? If so, when?
- What funding sources, if any, will the City or County commit toward the Venice Beach accessibility walkway?
- When will LADOT release dates for the community meetings on the South Broadway Safety Project.

Notes:

Appointed PAC Members in Attendance:

- [Deborah Murphy](#) (Mayor Appointed PAC Chair, CD 13 resident, Founder of LA Walks)
- Kaitlin Scott (CD 13)
- David Sanchez (CD 11)
- Amanda Heinke (CD 11)
- Dora Gabriela Segovia (CD 15)

(00:00) ITEM 1: CALL TO ORDER

- Meeting called to order by Deborah Murphy (Mayor Appointed PAC Chair) at 10:35am.
 - View [Agenda](#) and [Audio Recording](#)

(00:14) INTRODUCTIONS

- A total of 14 attendees introduced themselves to begin the meeting. This included five appointed PAC members, representatives from LADOT, LA Walks, Metro, LANI, and community organizations.

(02:51) ITEM 2: APPROVAL OF PAST MEETING MINUTES

- No minutes available from Sept. 17, 2025.
 - Murphy (Chair) noted that she is unable to simultaneously run PAC meetings and take minutes. She explained that LADOT had previously been responsible for assigning a notetaker, but no one has been assigned since March, despite multiple requests at previous meetings for a designated note taker. Murphy added that no PAC member has volunteers to take minutes.
 - There is currently no official status on an assigned note taker for meeting minutes.
 - David Sanchez (CD 11 Representative) asked whether LA Documenter notes could serve as meeting minutes in absence of official minutes. Murphy confirmed that using LA Documentor PAC notes are acceptable given the ongoing lack of assigned note taking support.

(04:31) ITEM 3: VENICE BEACH ACCESSIBILITY PROJECT

Presenter: Amanda Heinke (CD 11 PAC, Venice Resident, 10+ years of transportation planning consulting; AECOM & Fehr and Peers)

Project Purpose:

- Construct permanent or semi-permanent pathways on sand from the boardwalk to the Pacific Ocean.
- The goal is to “improve accessibility for all users to access the Pacific Ocean from Venice Beach.”
- Amanda described the original motivation as trying to move her toddler and gear across deep sand from the Rose Ave playground to the water.

- “This was my problem that I was trying to solve... which is a very singular problem. That's my own, but this project has actually turned into a greater accessibility project for many people with different kinds of mobility challenges and not getting access to the ocean.”

Project Concept/Design:

- Build an accessible route from the boardwalk as close to the waterline as possible.
- Materials under consideration:
 - Wooden Boardwalk
 - Roll-out ADA access mats
 - Concrete Paths
 - TREX material
- Heike said her preference is for a more permanent solution (concrete or TREX material).

Project History:

- The idea began in community meetings for the Windward Park Playground.
 - Parents requested a walkway from the new playground to the beach.
- City staff said the project could not extend onto the sand due to separate jurisdiction, so a walkway was denied.

Jurisdiction & Responsibility:

- California beaches are owned by the State of California.
- Most LA beaches, including Venice, are operated by LA County Department of Beaches and Harbors (LADBH).
- The city of Santa Monica is an exception. Santa Monica manages its own beaches in partnership with the California State Parks system and has more flexibility for events like concerts and infrastructure in the sand.
- LADBH operates and maintains the beach, including parking lot revenue.
- The city argues capital projects on the sand are the County's responsibility.
- The County argues the City benefits from the adjacent amenities (Windward Park, boardwalk businesses) and should help pay.
- “So honestly, I get both perspectives, and I really think they need to come together and have a partnership and should do this project together,” Heinke said.

Existing Examples:

- Santa Monica:
 - Has 7 existing beach access paths, mostly near parking lots, playgrounds, bathrooms, and the pier.
 - Heinke used Santa Monica as a guideline model for planning analysis where walkways might make sense in Venice Beach.
- Venice (Current Condition)
 - North Venice Blvd: Seasonal ADA access matt (removed during winter when sand dunes are built for erosion control).
 - Via Marina: Existing concrete path leading to the sand and bathroom.

Timeline Process:

- Oct 2024 - Initial conversations with Supervisor Lindsey Horvath's office:
 - Staff were supportive and requested cost estimates.
- Nov 2024 - Horvath's staff provided Santa Monica estimates for replacement work initially came in at \$50,000–\$75,000 dollars per walkway (later clarified as replacement, not full new construction).
- Feb-Apr 2025 - Heinke secured letters of support from:
 - Venice Neighborhood Council (VNC)
 - Business Improvement District (BID)
 - Chamber of Commerce
- Jun 2025 -Conversations with LADBH:
 - ADBH revealed a full new permanent walkway is estimated at \$750,000 dollars, including project management, design, foundation, and materials.
- Present - Seeking Funding:
 - Heinke continues to find efforts to seek funding for this project.

Funding & Constraints:

- County staff told her they are strained by storm and wildfire recovery and lack funds for new capital projects.

- The city has not yet identified a dedicated funding source.
- Potential funding ideas discussed:
 - City–County cost-sharing
 - Federal appropriations (e.g., congressional funding lists)
 - Parking revenue from beach lots
 - Pilot fundraising with local businesses on the boardwalk
 - Larger philanthropic donations / naming opportunities
 - Creating a donation mechanism via an existing 501(c)(3) (e.g., LA Parks Foundation) so she doesn't have to form her own nonprofit.

Questions/Comments:

- Social Media and Public Outreach:
 - A community member suggested launching social media accounts to show visuals of the proposed walkway and allow people to donate directly.
- QR- Code signage at the beach:
 - Multiple attendees recommended temporary signage with QR codes where residents and visitors could see the concept and donate.
 - David Sanchez (PAC appointee CD11) suggests an augmented reality concept so people can see 3D visuals of the walkway concept.
- High Profile Donor Potential:
 - Attendees recommended pursuing philanthropy opportunities.
- LA28 Olympics in Paralympics support:
 - Multiple comments affirmed that this is a strong avenue for support even if the project cannot be built by 2028.
- Park Access/Metro Coordination:
 - A Metro staffer shared that LA Metro is developing a park access strategy region wide and encouraged Heinke to email Metro [Transit to Parks](#) program to incubate more ideas for county parks and cities.
- Community Interest and Involvement:
 - Several Community members expressed strong support.
 - An attendee emphasized the importance of the project for residents with mobility needs and said that they would help spread the information within the community.
 - Murphy pointed to examples from the East Coast and Europe where wheelchair users can enter the ocean directly on an accessible path, noting this could broaden funding and advocacy.

(37:24) **ITEM 4: LADOT VISION ZERO PROJECT**

Presenter: [Matt Garron](#) (Transportation Planner, [LADOT](#) Vision Zero)

Project Background: [Broadway Safety Mobility Project](#)

- The project focuses on South Broadway between Martin Luther King Blvd. and Manchester Blvd.
 - Garron explained that the project, “originated in 2017, when the city identified the Broadway Corridor as a high priority for safety improvements due to the high number of fatal and severe crashes”
 - Broadway Corridor continues to rank high priority on the City’s Injury Network, especially for pedestrians and cyclists.

Baseline and Planned Improvements:

- Since 2017, LADOT installed baseline safety improvements, including crosswalks, striping, and other signal projects along the corridor.
- South of Manchester, Broadway was reconfigured to reduce the number of travel lanes and introduced bike lanes.
- Streets LA will lead further upgrades as part of “Broadway Sur” Project
- Today, LADOT is focusing on making more significant safety upgrades.

Traffic Safety Need:

- Between 2016-2020, 63 severe or fatal collisions occurred, and 50 percent involved people walking or biking. Six intersections experienced multiple serious pedestrian collisions.
- Garron highlighted speed as a critical factor; most vehicles travel over 40 mph though the limit is 35.
 - “A pedestrian hit at 32 miles an hour has a 25 percent chance of dying. While a pedestrian hit at 42 miles per hour has a 50 percent chance of dying. Small changes can make a big difference.”

Existing Conditions:

- Garron describes Broadway as a wide, high volume street with multiple risk factors:
 - Bus riders and cyclist sharing limited space
 - Oversized roadway width
 - “Broadway is wide and people have to cross 7 lanes of traffic in order to cross traffic.
 - High pedestrian exposure
 - “Broadway is filled with activity- people walking to businesses, bus stops, and schools, and more people are at risk.”

Proposed Project: [Mobility Plan 2035](#)

- Broadway is identified as a Transit Enhanced Corridor and Bicycle Lane Network corridor.
 - “The City’s Mobility Plan provides guidance for which transportation modes should be prioritized on each street,” said Garron.
 - “The recently approved [Healthy Streets LA ballot measure](#) requires the City to implement Mobility Plan improvements whenever making qualifying upgrades to a street,” said Garron.
- Transit Improvements:
 - Metro line 45 runs every 7.5 minutes, carrying high ridership and serves a predominately transit-dependent population.
 - “A dedicated bus only lane would make buses faster and more reliable,” said Garron.
- Bicycle Connectivity:
 - Broadway is also part of the Bicycle Lane Network, requiring installation of bike lanes as part of this project.
 - Garron said that a lack of north-south bike facilities in South LA and said the project could connect:
 - Existing Broadway bike lanes south of Manchester
 - MLK Blvd
 - Slauson Ave
 - Future Rail to Rail Path
 - Garron said the final design will be shaped by community input.
 - The two options under evaluation are:
 - A shared bus and bike lane
 - A curbside protected bike lane
- Bus Stop Upgrades- Reconnecting Communities and Neighborhood (RCN) Grant
 - A federal RCN grant will fund upgrades to 11 bus shelters including:
 - New shelters
 - Lighting
 - ADA Curb Ramps
 - Street Trees
 - Wayfinding
- Community Engagement:
 - Garron said LADOT is using a community- first engagement process to work with residents, businesses, and transit riders.
 - Engagement Strategies include:
 - Neighborhood council briefings
 - Partnerships with community-based organizations
 - Street teams and ambassadors
 - Pop-ups at bus stops, parks, grocery stores, and laundromats
 - Community surveys
 - Garron shared the mailing list to follow along this project at www.ladotlivablestreets.org/projects/Broadway
 - Community Engagement Survey: bit.ly/Broadway_Survey
 - Email for questions: visionzero@lacity.org

Public Comment and Questions:

- A community member supported the project and said Broadway feels unsafe for biking:
 - “I’ve been riding my bike over Broadway... I think it’s very dangerous.”

- Murphy (Chair) asked whether community meetings were scheduled. Garron said dates will be shared soon.
- Sanchez (CD 11) noted similar LADOT Corridor projects promoted through social media and asked where Broadways follow the same model and whether plans remain flexible.
- Garron said LADOT uses common “toolkits” (curb extensions, protected bike lanes) but each corridor is tailored based on street conditions and community feedback.
- Murphy directed attendees to the [LADOT Liveable Streets Website](#) for project updates and confirmed he can be contacted directly at matt.garron@lacity.org for more information.

(52:12) **ITEM 5: PAC MEMBERS REPORT & ISSUES**

CD11 - David Sanchez reported on two major projects impacting West LA:

- [Ohio Ave Mobility Project \(LADOT\)](#): Includes sidewalk repairs, curb access upgrades, and bikeway improvements.
- [Santa Monica Blvd State Route 2 Multimodal Project \(Caltrans\)](#): Will refresh sidewalks, bus zones, and pedestrian areas from Centinela Ave to the 405.
 - Said residents received flyers and outreach from Caltrans; construction expected to start soon.
- Noted sidewalk quality varies widely; some segments recently improved with wider sidewalks and new curb ramps.
- Mentioned Westwood Blvd Corridor Plan now collecting heavy survey responses through social media.
 - Stated Westwood near UCLA is “very busy and dangerous,” with high pedestrian volumes.

CD13 - Kaitlin Scott reported:

- CD13 has a new planning Deputy, Ted Walker, and a new community staff member, Emma Howards. She recently connected with them and plans to meet soon to coordinate on transportation and pedestrian safety issues in the district.
- Upcoming safety project along Santa Monica Blvd between La Brea Ave and US-101. Construction is expected to begin soon and will include:
 - Updated traffic signals
 - Crosswalks Improvements
 - New Curb Ramps
 - Pedestrian Safety Upgrades
- Scott noted that Segment B of the [State Route 2 Multimodal Project](#) overlaps this same Santa Monica Blvd stretch. She said Segment B is expected to begin construction soon, but she was not given an exact timeline.
- Scott added that Segments B and C of the SR-2 project fall within CD13, and she has no timeline yet for Segment C.
- She also reported a future third phase of improvements planned for Alvarado Street, roughly between the US-101 freeway ramps.

(01:01:06) **ITEM 6: UPDATES FROM AGENCIES**

[Caltrans](#): Report delivered on behalf of Ryan Johnson (Senior Transportation Planner)

Ryan Johnson was not able to attend the meeting. Murphy (Chair) provided the following updates on his behalf:

- State Route 2 Multimodal Project:
 - Covers portions of Santa Monica Blvd in West LA and Hollywood and Glendale/Alvarado in Echo Park).
 - Includes several pedestrian improvements such as Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons.
 - Construction has recently begun.
- US-101 & Hayvenhurst Ave Interchange:
 - Caltrans will meet with key stakeholders (including Councilmembers) on January 7 to discuss Safety and ADA improvements at the freeway interchange.
- Connecting Communities to the LA River Study:
 - Caltrans expects to begin work with a consultant in December or January.
 - There will be multiple opportunities for stakeholder engagement and input.

- Johnson will serve as the Caltrans Contract Manager and plans to share more details at the January PAC meeting.
- Office of Traffic Safety (OTS) Grants:
 - Funding available for non-infrastructure programs, including:
 - Education
 - Encouragement
 - Enforcement
 - Applications due January 31, 2026.
- PAC attendees can contact Johnson if they're interested in partnering with Caltrans for an OTS application.
 - Contact: Ryan.W.Johnson@dot.ca.gov

LA Metro: Arian Banaee (First/Last Mile Transportation Planner)

- Urban Wilderness Feasibility Study
 - Metro is conducting a study focused on a park access plan. Focusing on improving transit access to the Griffith Park, LA Zoo, the Hollywood Bowl, and the Ford Theater
 - A community walks audit will take place on Saturday November 22nd meeting at the Visitor Center on Crystal Springs Drive.
 - Public Survey is available online: <https://secure.metrocloudalliance.com/survey/urbanwilderness#lang=en>
- Street Safety Program
 - Metro staff are preparing to bring the annual program update for the Metro Safety Action Plan to the Board early next year.

LA Walks:

- LA Walks provided updates on ongoing outreach related to California's new daylighting law (AB 413) - which prohibits parking within 20 feet of a crosswalk corner to improve visibility for pedestrians.
- Staff reported the organization continues to distribute materials and conduct engagement in Wilmington and South Los Angeles communities about the laws and its safety purposes.

LANI (Local Agency for Neighborhood Improvements): Arturo Nevarez (ProgramManager)

- LANI provided updates on several public space, mobility, and pedestrian improvement projects across Los Angeles.
- Crosswalks & Sidewalk Safety Projects:
 - LANI is coordinating with CD-14 on new marked crosswalks near a public housing complex and the 101 freeway access area (Plaza del Sol and Mission).
 - This location has a history of collisions and the council office is preparing a motion to fund construction.
 - In CD2 and CD15 multiple sides are being evaluated for sidewalk repair and safety upgrades.
 - Several locations are still being reviewed to determine feasibility and funding.
- Sidewalk Repair Program:
 - A long requested sidewalk repair and CD 14 where residents have waited over 30 years is finally moving forward.
 - Work has been scheduled to begin this week but was postponed due to the rain.
- Community Events and Engagement:
 - LANI has participated in community events at Hayden and Venice as part of the Harvest Fest drawing more than 100 attendees.
 - Staff collected feedback on mobility and pedestrian safety and neighborhood needs.
- San Gabriel Valley Project:
 - LANI is wrapping up Phase 1 of its Condition Planning work in multiple San Gabriel valleys and South San Jose hills.
 - Recent pedestrian counts were completed, we can count for delays due to the rain and will be conducted as part of phase 2.
 - A draft is expected by late spring
- How can community residents request sidewalk fixes:
 - Arturo explained:
 - Resident should first contact their Council Office field deputy.
 - The deputy gathers multiple nearby addresses to bundle into a singular funding motion.
 - The Council Office introduces motions to transfer funds to contract LANI.

- LANI then completes the repair work.
 - Arturo emphasizes multiple locations together and documenting existing conditions that really gets the solution moving.
- Resource:
 - LANI Recently created a one-page guide for residents on how to initiate sidewalk Improvement request (not yet posted online)

Los Angeles Bureau of Engineering :

- Murphy (Chair) said she had been appointed by the Bureau of Engineering to a community advisory committee responsible for redoing the city of Los Angeles Street Design Manual.
- She said the committee includes representatives from multiple organizations and will provide input on how New Street design standards should be established based on the Mobility Plan and technical street design issues.
- Murphy plans to report more back in January.

(01:15:43) **ITEM 7: INTERNAL PAC BUSINESS**

- Vacancies remain in CD 1, CD 3, CD 6, CD 9, and CD 14
 - Murphy (Chair) Encouraged member outreach. Murphy said that she had been contacted by Boyle Heights Beat to help with CD 14 recruitment, but is unsure if that announcement has been published.
 - [How can Boyle Heights streets be safer? Tell your transportation department what matters to you](#)
 - Murphy said Council Districts may appoint more than one representative since districts are geographically larger and include multiple neighborhoods. (CD 11 has 4 representatives, as an example).

(01:17:45) **ITEM 8: PUBLIC COMMENT**

- A CD 1 resident provided an announcement in Spanish about community surveys that are open and encouraged participation for local input on the two ongoing projects:
 - Pico Blvd Project (near Figueroa and Crenshaw)
 - Wilshire and Washington project
- Community members from LA Walks expressed that Pico Blvd is very congested.

(01:26:20) **CLOSING**

- Need for Language Access and Spanish Interpretation:
 - Murphy raised concerns to Garron (Transportation Planner, [LADOT](#) Vision Zero)]to communicate to LADOT about the lack of Spanish interpretation at PAC meetings.
 - Murphy said “LADOT has provided it in the past, and the fact that it’s being taken away is very dangerous.”
 - Roughly half of the regular attendees speak Spanish, including community members representing LA Walks.
 - Murphy said, “...half of the members... are Spanish-language people and the support from the department to have a translator is really essential for the success of this committee.”
 - Additionally, meetings are intentionally held at the public library so undocumented residents can attend rather than a government official building like Caltrans that requires ID.
- Next In-Person PAC Meeting:
 - Wednesday January 21st, 10:30am - 12:30pm
 - Meetings are held 3rd Wednesday of odd-numbered months
 - Upcoming: Presentation by staff from Jacobs, working on an equity study for the 105 corridor on Jan.21, 2025.

(01:26:53) **ADJOURNMENT**

- Meeting adjourned by Deborah Murphy (PAC Chair) at 12:01pm

If you believe anything in these notes is inaccurate, please email us at matthew.reagan@localnewsforla.org with "Correction Request" in the subject line.