

Minutes of Bicycle Advisory Committee of the City of Los Angeles

Planning and Bikeways Engineering Subcommittee meeting -

Tuesday, March 18, 2025, 1:00 p.m.

Location: Little Tokyo Library, Community Room, 203 S. Los Angeles Street, Los Angeles, CA 90012

Emailed 3/31/25 8:00 AM

Online Meeting Access Information

<https://us02web.zoom.us/j/81051063004>

Meeting ID: 810 5106 3004

Guests: Eleanor Hunts (LADOT Vision Zero Team), Elliott Shaw (LADOT ATP Team), Rob Kadota (LABAC), Connor Webb, North Westwood Neighborhood Council (NWWNC), and Christophe Roncato Tounsi, Fulbright from France at UCLA, working on active mobility.

Bikeways, Planning and Engineering Subcommittee Members attending: Jennifer Gill (vice chair), Philip Armstrong (chair)

Members attending on Zoom but not counted as present: Karen Canady, Glenn Bailey, and Michael Schneider, Founder and CEO of Streets For All.

MINUTES

1. Call to Order and Introductions and approval of minutes. Please see 1.21.25 minutes available at: https://labikecommittee.org/wp-content/uploads/2025/01/Subcom-minutes-1-21-25_V2.pdf

Meeting is called to order at 1:04 PM. Quorum is three for the Planning and Bikeways Engineering Subcommittee and is not met. The approval of the 1.21.25 minutes was tabled until the next meeting.

2. Public Comment on non-agenda items.

- Rob Kadota said he just got back from the National Bike Summit in Washington, DC. He went to a couple of presentations by the American Association of State Highway and Transportation Officials (AASHTO), one of which concerned the 5th edition of the Guide for the Development of Bicycle Facilities, available at <https://store.transportation.org/item/collectiondetail/267>. He asked LADOT to work on getting us either a copy or online access to that incredible resource. They have added 5 new chapters talking about bike facilities and new national standards for bike design, bikeways, engineering kinds of stuff and it's appropriate for all of our work that we do. The individual price is \$545, but institutions have licenses where they can log in. And he's hoping LADOT might make available either a printed copy or an online license that we might be able to share, so that our discussions around bike design in streets could be better informed by this important document. Eleanor said LADOT doesn't have the AASHTO guide yet but their team is trying to get approval to get one.
- Rob said he's attended the Bike Summit two years in a row, there were some incredible speakers and he hopes to implement a few of those things. He ran into the president of

the Major Taylor International Cycling Convention, and they are having their convention in Los Angeles, June 5-8.

3. Active Transportation project updates. Elliott Shaw.

- Discussion on Terra Bella Street - Metro is working with LADOT on an interim replacement bike lane. Glenn
 - Final design has been completed for a Class II bike lane on Terra Bella between Nordoff and San Fernando
 - LADOT is waiting for Metro to finalize a timeline and give them an update on when the bike lane will be installed. The MOU between LADOT and Metro is being processed but nothing has been signed yet. Elliott said the Class II bike lane on Terra Bella is a standard design.
 - Elliott said he confirmed with their team that installation before the end of 2025 is accurate, regarding the Metro comments from their meeting on February 27th. Glenn said he recalled it was going to be installed this summer. He said the Class II bike lane is permanent and Elliott agreed and said Metro will not be replacing the bike lanes on Van Nuys after the light-rail construction. Given the moving schedules for the light-rail construction on Van Nuys and the replacement bike lane on Terra Bella, Elliott said he would double check with Metro on the schedule for the light-rail project to confirm that the schedules for the two projects are in synch.
- Discussion regarding the SRTS Center City Schools Neighborhood Safety & Climate Resilience Project. Please see [Project DOT214 and gantt chart](#). October 16, 2021 collision at Vermont and W 1st Street.
 - LADOT will notify the LABAC when they have updates on this project.
 - Regarding the collision on October 16, 2021, Philip described a collision the circumstances of which would support the need for the anticipated traffic calming on W 1st Street east and west of Vermont Avenue. In response, Elliott said Vision Zero sometimes collects that type of data and he hopes they find someone to manage this project soon, and he'll let us know as soon as he has some updates on that.

4. Vision Zero Update. Eleanor Hunts.

- Hollywood Boulevard Safety and Mobility Project.
 - Phase 2: BOE will not have the final curb ramp designs until March 2026, which is much later than expected. StreetsLA said the ramps are feasible. The project team is expecting construction to be finished by summer 2026. In the meantime, in answer to Michael's question, Eleanor said Phase 2 of the project is on hold.
 - Michael said a year to design curb ramps is frustrating and he asked whether the council district is aware of the delay. Eleanor said they know and it's a staff capacity issue. Michael said the cost of curb ramps has skyrocketed due to ADA requirements. In answer to Connor Webb's question about whether LADOT may contract out for curb ramps, Michael said we haven't seen that.
 - A bike/ped counter will be installed somewhere east of Western Ave soon. Since LADOT has to use their poles, the location is dependent on finding a suitable Bureau of Street Lighting connection point. When it starts rolling in, they will share bike and pedestrian count data to show how many people are using those.
- Vermont Transit Corridor

- The Vision Zero Team developed recommendations for upgrades to Metro's design that would ensure that it does not preclude future bike lanes. These recommendations have been passed onto LADOT management to discuss with Metro.
- Joint LADOT/CAO report on Vision Zero Independent Evaluation and Safety Study
 - There is no council file number for this study and evaluation. They are anticipating that it will go before the Transportation Committee in April. The collision data in the report is through 2021.

5. Accommodation of cyclists when bike lanes close in construction areas. CD 4 motion was introduced on August 6 in [Council File 20-1469-S1](#). Council adopted this motion on October 1. Elliott.

- Elliott said the update is that the LADOT report back for Council File 20-1469-S1 has been drafted and is in the review process so he should see it soon in final. The start of the year has been demanding and reports have been processed according to staff capacity.
- Glenn said this is good news since it's in the works and oftentimes reports like this seem to disappear and the council file expires.

6. Hardening bike lanes: bollards, curbs and other options. Update on City research and tests. The LABAC is interested in a maintenance cost comparison between standard approach of bollards/paint + ongoing maintenance vs. hardened infrastructure over 5-10 year periods. Eleanor.

- Zicla zipper installation was completed on Main Street.
- Installation of more Zicla products on Adams Blvd between Crenshaw and Fairfax should begin this weekend (3/22). The existing bike lanes will be hardened. In response to Michael's question, Eleanor said the bike lane hardening on Adams Blvd is all being done with "armadillos" but two products are being used: the [Zicla Zebras](#) and the [TreeTop 3" delineators](#).
- The VZ team will continue to monitor maintenance costs and user feedback, with a plan of expanding application to more bike lane projects to supplement plastic bollards. Eleanor said they want feedback from cyclists using the bike lanes and to see how the bollards hold up and whether the addition of other elements reduces replacement costs. They want to see how long the Zicla products last, how many times can they get hit before they fall off or get damaged. The goal is to put as much buffer between cyclists and vehicles and to include these products in all of their projects eventually. It would be great to have concrete protected bike lanes but it's not in their budget.
- She thinks Hollywood will be next although she doesn't have a list for expansion. After Adams, they will regroup and see what the priority is for the next street to add to it.

7. Active Transportation Infrastructure Capital Improvement Plan. Council File 23-0919. Discussion and possible action on the recommendation by the North Westwood Neighborhood Council (NWWNC) to compile and implement global best practices to better coordinate Public Right-of-Way projects, to cut down the administrative steps needed for streets improvements, to streamline design and construction processes, to fund the implementation of the Mobility Plan 2035 and other planned projects, and potentially to merge the Bureau of Street Services and Department of Transportation. Janis to call CD 3 to find out what direction to take this in. Janis/Jennifer.

- Jennifer reported that she spoke to Jeff Jacobberger, CD 3 Legislative Director, and he said keep it on the agenda. There are no updates.

8. Century City Bikeway Network plan. Report update of prioritized projects from [Metro FLM](#) for the Purple Line (D Line) extension through Century City.

- No update.

9. Expo Bikeway, Northvale gap update. If it's possible to include specific questions in the agenda, Elliott said he can work on getting answers before the meeting. Elliott.

- In our January 21 subcom meeting, Kent asked whether LADOT has the funding required to complete the off-street phase of the project. As he mentioned at the February 4 LABAC meeting, Elliott said he confirmed with the Bike Paths Team that they do have funding for the off-street portion.

10. Permanent slow streets update. Roundabout at 4th Street and New Hampshire.

- No update.

11. Streets For All update. Discussion and possible action on implementation of Measure HLA. Please refer to [Council File 15-0719-S26](#). [Mobility Plan 2035](#) map. Michael Schneider.

- Michael said on February 26 an ordinance passed the joint Public Works/Transportation Committee Meeting to codify how City agencies are to implement Measure HLA. There were 5 key amendments that they worked with their allies and that got incorporated, that is, scheduled to go to the full City Council tomorrow. He expects it to go on consent, because it passed unanimously. It will then go back to the City Attorney who will need to incorporate the requested changes into the ordinance, and then it will come back to a future joint Public Works/Transportation Committee Meeting that will then need to pass it. It'll go to full council, once full council passes it, it'll actually become law.
- Once this is done, then we should start moving. Another key component is that City Planning is working on standards, standard elements they're called. So these are the bare minimums that Departments need to do when working on the bike lane network, or the protected bike network, or transit lanes, etc. Michael said he's not really happy with them. The biggest thing is that City Planning is trying to say that a bus lane can take the place of a Class II bike lane when needed. So a combined bus/bike lane is not bike infrastructure. So they've pushed back pretty hard internally and publicly, they've gotten over 60 emails in. City Planning is going to be releasing a new draft, probably at the end of next week. Then this is going on April 3, at 2 PM, to a very esoteric committee you've probably never heard of called the Street Standards Committee, where these will be approved. So they're hoping in the draft that comes out next week that City Planning has heard them and that they've improved these standards.
- Connor Webb had a question about this related to the Vermont Corridor as well. In NWWNC's community impact statement for HLA implementation, one of the amendments that they had requested was that instead of saying a City led project, any project on a City controlled street would qualify as a mobility plan project. In the other amendment they requested that rather than say restriping by itself does not constitute a mobility plan project, NWWNC asks that restriping be done in an HLA compliant manner, even if other project elements aren't included during that restriping. Can any additional amendments be added before the implementation ordinance goes to the full Council tomorrow? He asked whether any project on City controlled streets could be identified as a Mobility Plan Project. In response, Michael said the language of Measure HLA actually says the City can restripe without making any other improvements. There is an interesting gray area. For example, on Hyperion in Silver Lake, the state installed speed tables, and they restriped about a half a mile of Hyperion. Do we want the State to be

able to install speed tables without triggering curb ramps and community outreach and geometric design for resources they don't have? Probably, but does it technically violate Measure HLA? It might, so there's kind of a gray area there. Other than that, there's very limited circumstances where the City would simply restripe and not make any other improvements. So we think the scope is pretty limited. But that did not get changed. The Metro situation is a legal question. The City Attorney, Ted Jordan, told the committee in response to a question by Heather Hutt that he didn't believe Metro projects were subject to HLA, but then he gave a bunch of caveats as to how it might be. Their attorney thinks he's wrong, and thinks they have a strong legal case. There was a report back requested from LADOT as part of the amendments, asking them to say how HLA could be applied to Metro projects, so waiting to get a response from the City Attorney and waiting to get that report back from LADOT to figure out next steps regarding Metro. Michael said he thinks LADOT's concern was the ability to, for example, stripe an edge line on a street, or the peak hour parking study. If they're going to remove peak hour parking and make a permanent bus lane that requires a change of striping like, they didn't want to not be able to do those things which he could see their point of view. And if you say in an HLA compliant manner even if you just restripe without making other changes, you have to follow the mobility plan, which actually would be technically contrary to HLA itself, which says if they just restripe, they don't have to follow the mobility plan.

- They are really closely monitoring the Vermont Transit Corridor Project. Vermont has bike lanes on the mobility plan. They're not being implemented when Metro does this Bus Rapid Transit project. Frankly, they have backers that want to just file a lawsuit. They have other backers that think maybe this should not be the project to make the case on, but they're monitoring it.
- It's Neighborhood Council election season. So encourage everybody who cares about their cause to run, have a voice, and Streets For All is doing endorsements. You can look at their website for more information, or to be considered for an endorsement.
- They just released their legislative package for Sacramento. There are 8 sponsored bills. And this is all on their website. AB 382 will lower speeds in school zones to 20 miles per hour. AB 981 will put speed limiters, active speed limiters on people that have consistently gotten reckless driving tickets. So speeding over a limit or DUIs over a limit, etc, so they will physically not be able to go faster than the speed limit. AB 1085 will dramatically increase penalties for license plate covers as we start having speed cameras and red light cameras and other automated enforcement that make it really important to be able to see license plates. SB 79 encourages transit oriented housing. So there are a lot of incentives for developers to build near transit. SB 358 reduces fees developers have to pay to mitigate congestion near transit. Right now, they actually charge people to build housing in the theory that everyone's going to drive. It's going to increase congestion, that would go away. SB 445 streamlines permitting processes for transit projects. SB 455 defines the difference between e-bikes and electric motorcycles. That's really important. A lot of times, especially in the press, but in general someone on an electric moped will crash, and e-bikes will get blamed, which is not good for us. And lastly, SB 720 makes needed tweaks to the red light camera program, hoping that they can get more red light cameras around to increase road safety.
- For Sacramento, they have Laura Friedman, who used to be the chair of the Assembly Transportation Committee, who's now in Congress on Happy Hour tomorrow evening at 5 PM. Should be a really interesting conversation in light of President Trump, and all the money that's likely to evaporate at the Federal level, and us hosting the Olympics

and everything else, and then a preview of next month, April 9 at 5 PM, they have Randall Winston, who's the Deputy Mayor of Infrastructure.

- They just sent a letter last week regarding the City of LA's Budget. Please see the following link: https://docs.google.com/document/d/1xNgFN4Txb-kHNpN9vw0v9N_j8WF-e6-1Ci-0CTUKs04/edit?usp=sharing It was a coalition letter from 17 organizations calling for HLA funding, Olympics, 1st/Last Mile funding, more funding for curb ramps. Los Angeles is at risk of losing potentially tens of millions of dollars in grant funding that they've previously won for bike projects because they can't deliver them on time. They've asked for extension after extension, and the funders are getting frustrated. And now they are drawing the line, saying they're not going to give you any more extensions. There's a number of projects in this category, a small one in his neck of the woods is the Mid-City West Greenway. Those funds were won in 2015 or 2016. It was a \$6 million award for a few signals and some roundabouts, and that still has not gone in the ground. So the City is just completely dysfunctional and broke, and they're not delivering their commitments even when it's free money. One of the changes they asked in the Budget Letter is that the CAO, who is really an unelected king in the City of Los Angeles, to be honest, allow for departments to use grant funding to deliver grant funded projects. The bottleneck is usually the staffing. There's no one to do the geometric design. There's no one to do the community outreach. There's just money for construction. You can't get to construction without checking those boxes, so they're trying to loosen that up a little bit. So they can actually move some of this forward and hopefully not lose free money that they've already won.
- He said if this committee wanted to adapt the budget letter they sent last week regarding the City of LA's Budget that could be helpful. He can share the [Google Doc](#).
- Bus lanes: The cameras are on and giving tickets now, which is exciting. That should make it safer to bike in bus lanes. Right now there's just 2 lines. It's La Brea and Wilshire. Hopefully, more to come soon. The downside is that this money was supposed to go to LADOT to make the corridor safer, sidewalk, improvements, etc, and at the last minute the CAO swooped in and redirected the funding to the general fund and that got passed. So instead of LADOT having this money to improve active transportation or StreetsLA improving sidewalks, etc, it's now just going into the abyss of the General Fund.
- He wanted to bring everyone's attention to the Controllers report. Kenneth Mejia recently tweeted an Update on liability payouts. So far this year the City has spent \$70 million in liability payouts due to crashes and unsafe streets, which is more than double what they spent on Vision Zero and Active Transportation. So they are literally spending more money on people getting hurt than they are on fixing the reason they're getting hurt, which is incredibly frustrating.
- Along those lines, there was another crash on Vista del Mar, and someone was killed. In 2015, a woman was killed on Vista del Mar and, as a result, the City reconfigured the street in 2017. A few months later, mostly among Manhattan Beach residents, there was an outcry, a recall attempt on Mike Bonin, and Eric Garcetti forced his hand and the street was restored to its original configuration. In 2021, another woman was hit and killed while carrying her son across the street, and then there was this crash on Sunday. So there are now 3 lives lost. What is that? 10 years, tens of millions of dollars paid out to victims, and the street is going to remain dangerous. There are real consequences when our City takes the side of these NIMBYs that are just fighting against a minute longer commute.
- To end on a positive note, San Vicente is being repaved between La Brea and Orange, and once LADOT finishes the repaving and restriping, there will a continuous Class IV

bike facility between Pico and Redondo on the north side of the street, and that will complete the San Vicente protected Bike Lane. They're still trying to get the gap plugged through Carthay Circle and that will be a nice long stretch of Class IV that is even being extended to Pico.

12. Discussion and possible action item: Bike parking best practices. Draft motion (copy attached) to establish design guidelines for bicycle parking. Elliott provided the following links: https://clkrep.lacity.org/online/docs/2012/12-1297-S1_ORD_185480_05-09-2018.pdf and https://apps.engineering.lacity.gov/techdocs/stdplans/s-600/S-671-2_B-4785%2006-28-19.pdf. He said this proposal is something that the LABAC could take up with a council motion. Quirino provided the following link for the New Code for development: <https://planning.lacity.gov/zoning/new-code>. Please see the link in the 6th paragraph under Project Update for "4 - Development Standards." Part 4C.3 (on pages 4-42 to 4-54) is Bicycle Parking design standards. Eleanor said she and Elliott will keep looking into LADOT's role in Community Plan updates. Elliott and Quirino.

- Elliott said there are no new updates and the City is just going ahead with the new zoning regulations, which include more parking density on private developments and this is all in relation to private developments.

13. Olympics opportunity for bikeway infrastructure and/or the [Festival Trail plan route](#). Considering Paris' bikeways transformation, accelerated by their Olympics, could LA take inspiration to also implement an accelerated bikeway implementation plan in advance of the games? Eli Lipmen, Executive Director, MoveLA provided a presentation (copy of slides attached).

- Festival trail website, route map, etc: <https://festivaltrail.org>
- Eli was formerly president of the Board of Neighborhood Commission (BONC), for three years, for 8 years he was President of the Palms Neighbor Council.
- They have been thinking for many, many years about what's happening with the Olympics and Paralympics. And obviously the impact that will have on Los Angeles and are very concerned about how it's going to look, especially since they called it a no-build Olympics on the one hand. It's also being called a transit first or car free Olympics. And so, there's a real tension there that doesn't check out. **[Editor's note: Eli presented in the first person and I'm maintaining the first person perspective in these notes to avoid any confusion.]** We also in our research, and outreach to the folks in LA 2028, understand that they're just going to put on an event. Preparing for a Mega event is very similar to preparing for a disaster. They're just going to be there for 2 weeks, a \$7 billion event lasting essentially 2 weeks for the Paralympics, 2 weeks for the Olympics. And then they will be gone. They're not really responsible for legacy infrastructure. What you saw in Paris with them cleaning up the Seine or installing miles and miles of bike lanes, or putting in trees, was what the city paid for, and those fan zones, which is also what everybody loved about Paris. That was also run by the city, not by Paris 2024. So we started to say, we have to do something about this. If this event is going to bring displacement, if it's going to bring a huge amount of security, and even more so in a Trump administration, what is the legacy for Angelinos? We want that legacy to be active transportation, infrastructure, and seamless. We don't want it to be disjointed, which is what we find too much of here. So we partner now. This is the Festival Trail Implementation Group. We're sponsored by California Community Foundation. We partner with LANI, the Los Angeles Neighborhood Initiative, which builds pocket parks and other cultural institutions, LA Commons, which is arts and culture, SOMOS, FastLinkDTLA, Hillary Norton, and Agency Artifact, who really came up with all the

renderings and designs on this. In this deck, you're not going to see all the really cool visualizations, but he can send a link out afterwards where you can see that.

- So Karen Bass talked about a “games for all” but with LA 2028 not really investing. How is that going to pan out? And how are we going to uplift things like mobility, housing, economic prosperity, accessibility, habitat and cultural vibrancy? So we've been meeting with lots of folks. We've had over 200 plus meetings on this topic alone. We've used the same idea that we use when we were talking about Measure R. In 2007, Antonio Villaraigosa said you need a “subway to the sea,” and what it became was a regional plan, where everybody got a piece of it. And that was what happened with Measure R and Measure M. We're fighting each other, right, over like we want a mile bike lane here. We want 2 miles here, and everybody's fighting over the same pots of money. But if we can come together and build a system and a network and a trail like they have in Indianapolis, with the Indianapolis Trail, my favorite in Milwaukee, the Beer Trail. You've probably heard of the Highline or the Beltline in Atlanta. We want something like that here. And so we really brought folks around this big idea, government, community, mobility. We've talked with the “no Olympics” folks, and we've talked with the “pro Olympics” folks. We've talked with the realtors, and we've talked with LA Commons, vastly different folks.
- And then they're going to put in this great infrastructure. But it's just going to be an infrastructure. What we want to do is activate this space. We want to see shade structures. We want to see water collection structures. We want to see universal accessibility and economic prosperity. We're going to have a World Cup. We're going to have the Super Bowl. Maybe people can go out on the lawn and watch it. This happened at the closing ceremonies in Culver City, and it was really fantastic. When the commercials were up for the closing ceremonies, they didn't force us to watch those, they played local music. It was really fun. And so we want to do that across a 28-Mile corridor throughout the City of LA. We want to walk, bike and roll, and connect 14 Olympic destinations with 16 Metro and LADOT projects. We want to create neighborhood festival hubs. These are places where fans can come and neighborhoods can come together. We want it to be accessible. We want to prioritize housing and urban forestry as part of this legacy.
- So this is the Festival Trail. He has a version of the slide deck that isn't static, but the idea is, the moment you get off from LAX you don't have to rely on a car. So that would mean you're on the People Mover, which is supposed to open later this year. You transfer to the K line, you then would get on the “rail to rail” project either walking or biking. That will take you to Vermont. The Vermont Corridor is having a community meeting this week, actually about the Vermont Corridor and moving that forward as a Bus Lane and there would be some bike infrastructure on it. And that's what we're fighting for. And then you can connect that to the My Figueroa portal, which has an existing bike lane. We want to pedestrianize Grand Avenue from 5th Street, the Public Library to 1st, the Music Center. We're already in discussions with the major stakeholders along there, but we think that Upper Grand, which only has 55 parking spots, should be completely pedestrianized temporarily for the Olympics and Paralympics. But then permanently. And then there's some connections that need to be made through Union Station and Spring Street, but those are already in planning to get you into the LA River, and once you're in the LA River, there's still some gaps, but the idea is you could go all the way down to Long Beach, out to the Sepulveda Basin into the Rose Bowl and

beyond. And so the idea is you create this network. That connects existing infrastructure. So 95% of this has already been either built, is in construction, or is in planning and engineering right now. And so the goal was to connect existing infrastructure into one kind of seamless idea for the games and to connect those Olympic venues which you can see.

- Now you'll know 2 things, one, we wanted to center this on South LA, because South LA always gets promised investment, and then they never see it. And two, you'll notice that there are additional connections. So you can take the Purple Line Extension to UCLA. That's going to be open supposedly by the Olympics. They are supposed to open soon. You can take the E-Line to Santa Monica and go see some of the events in Santa Monica. So it's not to say that this is a static thing. In fact, it will probably change based on the feedback we're getting from different agencies. It can be extended out with bike infrastructure and with pedestrian infrastructure, but also transit infrastructure. But the idea is not having to take a car to get to these locations.
- We also see this huge opportunity for housing. Now that Yellow Line represents the core of the corridor, it goes through the most dangerous part of the City of Los Angeles. You're more than twice as likely as a cyclist to die in a traffic fatality in this section of South LA than you are in the entire rest of the City of LA. So, first of all, we're trying to reduce those traffic fatalities and actually make a dent in Vision Zero, which has been a joke. We looked at light density, and I want to be very clear. Light density means 2 to 3 stories on vacant or underdeveloped properties or City owned properties, and we saw the potential for 20,000 units of affordable housing through the heart of LA, and not by 2028. This is a 20-year project. If you can create housing along a transit corridor, you can declare this corridor as a high density transit corridor and reduce the need for parking. That's our policy goal there. As a bike and transit way, not as just a right of way. So we'd like to actually get this declared or amend legislation that Laura Friedman wrote on Transit Oriented Development to implement bike highways and then get this declared as a bike highway, essentially, or a bikeway. I mean we could work with the language and this is really the piece that the City doesn't have the funding to do, or the capacity, we want to create these neighborhood resiliency hubs. The idea is that you take an underutilized property and create it as a space. Not only for disasters, right? This is the place where people know to go in their communities when they need water, food, diapers, etc. If there's a disaster instead of a parking lot or the disused West Side Mall that nobody's going to anymore. Right? No. Go to a place that people know. And that's a community space. But it also creates branding. Why is this important? Because we can sell this to foreign investors. We can sell this to corporations, philanthropy to create these spaces and brand them. But provide infrastructure. We want cool down and power up stations. We want water. We want a Zocalo square. We want food stations. We want fully accessible places where you know you could charge up your e-bike or your e-wheelchair.
- Some more concepts. Again I mentioned pedestrianizing Grand Avenue. How do we make the connection in El Pueblo, the Union Station, more accessible for people who are walking or biking? It's very car centric. We're pushing the idea of the in river bike path through downtown LA. It would be a lot less expensive. We would raise the grade by 6 inches. It has some challenges as we have some flooding days. It would not be open during days when it's raining. But the idea would be, can we build these things faster so that people can actually use them sooner rather than waiting a decade or more

for some administration that might come and provide mana from heaven for big projects? So that's kind of our idea.

- So again, we want to create these resiliency hubs and policy around housing and mobility. We've scoped this out as a \$280 million proposal. Now, that sounds like a lot. But that's the size of a building in LA today. A large building, right? And we think that between the public sector, between philanthropy, local private philanthropy that we're going to need something like this. For instance, Metro is going to have volunteers. LA 28 is going to have volunteers there. The City should have volunteers, but they don't have the capacity or the resources or the policy to do so, right? We need people who are going to stand on the corner of 2nd and Central and say, hey, you know, if you go this way you'll hit Little Tokyo right, or if you go that way you'll hit City Hall and have wayfinding, or you go up 2 blocks this way, you'll have your bike share station or your transit station right? We don't have LA 2028 Ambassadors, right? Local ambassadors, City of LA cannot feed those folks, or probably train because of procurement laws, so that will fall on nonprofit partners and corporate partners. So we want to fill that critical gap that's going to be needed and really again, create this legacy infrastructure. So it isn't just something that that happens to us for 6 weeks. We have no agency over it, and then it's gone. So you know, check out our website, <https://festivaltrail.org>. We're doing community charrettes, which again, was something LA 2028 promised to do and has not done so. We're just taking the bull by the horns, trying to raise some dollars and do these along the Festival Trail. We're being honest. We're being transparent. We're a community group. We've gotten support from an advisory board of elected officials at the Congressional, supervisorial, and local level. We're not on contract with LA 2028. They've not given us a dime or the City. We're doing this as a coalition of organizations, because we believe it's the right thing to do.
- Our goal is to come to communities and say we want to create this alignment. We want festival hubs in your community. Where would you like it? What park or what underutilized space is going to waste? And how can we uplift that? So it's more about the conversation and working with communities. Not saying, this is what's happening, you know, in 6 months. And there's nothing you can do about it, basically, which is kind of the modus operandi of what happens with these things around our town.
- Kent asked what collaboration is going on with the City and whether the LADOT staff have heard about this, and if there's been any momentum or interest or initiatives within the city. In response, Eleanor said she had not heard of this. This might be something that their policy team might be partnering with. Eli said we're meeting with everybody that we can, and sorry that we've not met with the LADOT team yet. We met with the Mayor and her chief of staff, and about half a dozen Deputy Mayors, the Mayor is supportive. She has not endorsed the project officially, but she's supportive of the project. Honestly. What we just asked her to do was to get the city bureaucracy out of the way, and let us go with this and then help us when we needed to in terms of permitting. We didn't ask for any money, because we know they're broke. We met with the head of City Planning. We met with the head of LADOT, the General Manager, and her team and a couple of others in terms of what they're planning for LA 2028. We've met with Engineering. We've met with the Cultural Affairs Department because the goal with the hubs is that they're a blank slate for the community to fill in with arts and culture. Right? And so it really is about community engagement. And we have the official support from Nithya Rahman and her office, and we've met with several council members at this

moment. Council Member Gerardo hosted our first charrette at El Pueblo. So you know the City is enormous. We could meet with so many more people. But I'm grateful for the opportunity to meet with this group today.

- In response, Philip said we're glad to have you here, and we hope we can give you any support that will help further this important mission. Philip asked to whom communities that are already doing resiliency hubs should reach out to, to plug into this larger context. In response, Eli said they should reach out to us. They would like to do charrettes in communities all across the region.
- Eli said we're frustrated with the lack of agency and the lack of urgency. And we're using the Olympics as a date set in the sand that we have to perform by. There's no wiggle room on it, so we're using it as a way to get the City to move in the hopes that we'll get some of this. Not all of it right. This is a 10-year project that we'd love to get done. Let's get as much of it as we can done to at least put a shovel in the ground. And if things aren't exactly on that alignment, we'll reconfigure it. And if we only get 10 miles, we get 10 miles. But the vision is out there, and people love the vision. And if we can move that vision forward over time, we're at least moving in a direction that creates safety and seamless infrastructure.

14. Discussion re: the location of the Sepulveda Basin Bike Path (North or South-side) between White Oaks and Balboa; and, the Griffith Park adjacent Equestrian/Bike Path located between the Riverside Bridge/Mariposa Bridge. Elliott and Sabrina Silver.

- January 20, 2025 letter to the LABAC from Jill Haber, Friends of the Dog Park (copy attached).
- Map and Talking Points (copies attached).
- February 28 [Notice of Intent](#) to adopt a Mitigated Negative Declaration (MND) for the proposed LOS ANGELES RIVER PHASE IV BIKE PATH Project.
- Jennifer asked Eli Lipmen about the plan for the end of Phase IV (to move into Phase V) and Eli said the goal is for the bikeway to go past the 134. He said Caltrans plans to go out with an RFP to start the engineering this summer.

15. City Council files related to bicycling ([link](#)) updates.

- Are there council files missing that should be added? Are there council files that should be removed from the list?
- The subcommittee chairs went through the list and claimed the ones that applied to them so that someone takes responsibility for tracking each one. Please see the [link](#) for the results. We agreed to talk offline about who on each subcommittee would be responsible for monitoring each of those.
- Glenn said the Mayor will be proposing the next fiscal year budget by law on April 20 or Monday, April 21. The council file number will be 25-0600 for the City budget. As of our April meeting, if we wanted to generically put in anything of support as it relates to LADOT in particular, or anything else, we could certainly agendize that and then decide if we wanted to weigh in on the new budget. He said he thought Michael had mentioned something in reference to that. We could generically just support adequate funding for the active transportation, Vision Zero, just as an example. So he thought Rob can word it generically enough, as long as we got the council file number and we put it in the subject area.

16. Road resurfacing schedule-bikeway implementation matrix. For current status, please see:

<https://docs.google.com/spreadsheets/d/1yGOX-glBloDbt8exw-v4Bt1Bs8TZoAOo8wmjvtyD7FU/edit#gid=304220517>

- There were no updates.

17. Project Suggestion list.

https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi_VJN3QDh_qhEIG12fsrB913uGkrA/edit#gid=0

18. Announcements

- The City will be receiving comments on the MND for Phase IV of the LA Riverway bike path through March 31, 2025 and will hold a virtual Public Meeting on March 12, 2025, at 6 p.m.
- Major Taylor International Cycling Convention is having their convention in Los Angeles, June 5-8.

19. Adjournment in honor of people killed in crashes with motor vehicles.

- Three lives lost in the past ten years on Vista del Mar in Playa Vista, one each in 2015, 2017, and 2021.
- The meeting was adjourned at 2:53 PM.

Next Meeting: Tuesday, May 20, 2025, 1:00PM.

LABAC Planning and Bikeways Engineering Subcommittee Mtg

Committee members are asked to attend in person. Guests and City Staff may utilize zoom/virtual meeting option.

Join Zoom Meeting

<https://us02web.zoom.us/j/81051063004>

Meeting ID: 810 5106 3004

One tap mobile

+16694449171,,81051063004# US

+16699006833,,81051063004# US (San Jose)