

**Minutes of Bicycle Advisory Committee of the City of Los Angeles  
Planning and Bikeways Engineering Subcommittee meeting -  
Tuesday, May 20, 2025, 1:00 p.m.**

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

**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), Eli Lipmen, Move LA, Sabrina Silver, Equestrian Advisory Committee.

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

Members attending on Zoom but not counted as present: 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 and 3.18.25 minutes available at:

[https://labikecommittee.org/wp-content/uploads/2025/01/Subcom-minutes-1-21-25\\_V2.pdf](https://labikecommittee.org/wp-content/uploads/2025/01/Subcom-minutes-1-21-25_V2.pdf); and  
[https://labikecommittee.org/wp-content/uploads/2025/03/Subcom-minutes-3-18-25\\_V2.pdf](https://labikecommittee.org/wp-content/uploads/2025/03/Subcom-minutes-3-18-25_V2.pdf)

Meeting is called to order at 1:04 PM. Quorum is three for the Planning and Bikeways Engineering Subcommittee and is met. Karen moved and Jennifer seconded approval of the 1.21.25 and 3.18.25 minutes. Motion passed by unanimous consent.

2. Public Comment on non-agenda items.

- There was no public comment on non-agenda items.

3. Active Transportation project updates. Elliott Shaw.

- Discussion and possible motion on impact of [2025-2026 Proposed Budget](#) and layoffs on LADOT operations.
  - Elliott said they just found out all of their jobs are secured. However, the tradeoff was to delete vacant positions. He said the City Council and the General Managers are working on it. They just get updates.
  - Glenn said we heard a report that Vision Zero was not going to be funded. In terms of timeframe, on Friday, the City Council Budget and Finance Committee concluded its consideration of all the budget memo report backs from the departments, and then tomorrow the city Council will hold its required public hearing on the budget, and they'll start their deliberations on Thursday. So, the bottom line is, they legally have to get it done by May 31<sup>st</sup> and get it to the mayor.
  - Michael Schneider said we are in a much better position since there are no layoffs at LADOT, StreetsLA, or Bureau of Engineering.

- The CAO had refused to let city departments use special funds to deliver grant funded projects or to fund positions, and that's changing. So the hundreds of millions of dollars that the city has in these special fund accounts that can only be used for transportation are going to be used to deliver grant funded projects faster.
- He said the resurfacing budget was balanced, meaning they're likely going to do less resurfacing and allocate that extra money to do more curb ramps which is really good for bike lanes, because often LADOT cannot implement projects that aren't ADA compliant and StreetsLA has more money to resurface than they do to put in curb ramps, and you need both, so that should result in less miles being resurfaced but more effective miles, meaning we can actually install bike infrastructure.
- Discussion on Terra Bella Street - Metro is working with LADOT on an interim replacement bike lane. Elliott to check with Metro to confirm that the schedule for the replacement bike lane is in synch with the schedule for the light-rail project on Van Nuys. Glenn
  - Elliott said they are waiting on Metro.
  - Glenn said Metro has not been very sympathetic to accommodating bicyclists as part of this project. He said let's keep this on the agenda.
- Discussion regarding the SRTS Center City Schools Neighborhood Safety & Climate Resilience Project. Please see [Project DOT214 and gantt chart](#).
  - Elliott said there are no updates, the project is on hold since Matt Gertz left LADOT, and it's still looking for a home. The budget situation may affect the future of that project.

#### 4. Vision Zero Update. Eleanor Hunts.

- Hollywood Boulevard Safety and Mobility Project.
  - Timeline is still Spring 2026 for the completion of Phase 2 (Lyman to Fountain).
  - They're working on the design for the Hillhurst intersection still.
  - Speed feedback sign has been installed at Fuller, and the team is looking to do another one at Curson. Waiting for permits to put in a ped/bike counter near Western.
- [Vermont Transit Corridor Project](#): Waiting to hear from Metro about what treatments might be incorporated into their project. At our January 21 subcom meeting, Eleanor said she would pass on Martha Butler's statement at the December 11 public meeting at LACC that LADOT may take away the street parking on Vermont north of Gage to put in bike lanes.
  - Eleanor said there are no updates.
- Joint LADOT/CAO report on [Vision Zero Program Independent Evaluation](#): "In summary, the City did not meet key goals that were set out, and needs major improvements to set itself on a path to success." (Executive Summary, page 6) The collision data in the report is through 2021. There is no council file and they anticipated that it would go before the Transportation Committee in April.
  - It's Council File [23-0600-S121](#). Eleanor provided the following link for the full evaluation: [https://clkrep.lacity.org/online/docs/2023/23-0600-S121\\_rpt\\_cao\\_04-11-2025.pdf](https://clkrep.lacity.org/online/docs/2023/23-0600-S121_rpt_cao_04-11-2025.pdf)
  - As far as when it's going before Transportation Committee, she was told April last time. Now they're saying likely June, so it's still not officially scheduled.

- July 30 bus/bicycle collision at Vermont/Beverly: Discussion: What if any processes exist or should be created to correct incomplete, conflicting points of view or misstatements of critical facts in official incident reports? Is there the opportunity to include other points of view? As an example, please see the attached report for a collision between the 204 bus and a bicyclist that appears to fall into that category.
  - Collision reports are in LAPD's domain. The decision for fault is a legal designation that the reporting officer decides based off of witness statements and right of way. Might have some success reaching out to Public Information at LAPD.
  - Philip said he asked the LAPD Rampart Division that took the report for an update.
- New Item: Pico Boulevard Safety and Mobility Project. Eleanor.
  - LADOT launched external-facing engagement for the Pico Boulevard Safety and Mobility Plan Project at the May 18 Pico Union CicLAmini. Because the CicLAmini was happening this weekend, and it was in Pico Union, it was a good opportunity for LADOT to interface with the community. Eleanor referred to one of the CicLAmini outreach boards (copy attached) with the protected/unprotected renderings on it.
  - The extents are Crenshaw Boulevard to Figueroa Street (3.5 miles) and runs through CD 1, 9 and 10. Their community engagement process will continue through the end of this year and they hope to have a finalized design by early 2026.
  - They're doing engagement to see if the community would prefer one design over the other with protected versus unprotected bike lanes. It's on the Bike Lane Network (BLN). So not the Bike Enhanced Network (BEN). So it's not required to have protected bike lanes.
  - Project website: <https://ladotlivablestreets.org/projects/pico>
  - Project fact sheet: <https://ladotlivablestreets-cms.org/uploads/a224a4b9d9f24c42854b7a3a6bf2cd52.pdf>
  - Eleanor said they can give a full presentation if we're interested, including the information they shared with the council offices. Her team's working on that. It's been a Vision Zero priority since 2017 since the first HIN came out. They've done really targeted spot treatments over the years, but this is the first bigger picture approach. It's a 3.5 mile lane reconfiguration between Crenshaw and Figueroa. So it's really exciting that we're finally going to have a good east-west bike facility. It'll connect via 4th Street to the Venice bike lanes, and then go all the way to the Figueroa bike lanes. It will reconfigure the roadway and address the persistent speeding and collision patterns that they've continued to see over the years.
  - Karen made a motion for the subcom to recommend to the LABAC to invite LADOT to provide a presentation at the June 3 LABAC meeting. Philip seconded and the motion passed by unanimous consent.
  - CD 1 is always very supportive of protected bike lanes. They were out there at the CycLAmini, encouraging people to go talk to LADOT. CD 10 is supportive of both design alternatives, protected vs. unprotected bike lanes, but really pushing LADOT to engage with the community to make sure that they understand the trade-offs of both alignments.

- Michael Schneider said he wants to emphasize how important it is that this is a protected facility. If this bike lane is protected, then you will be able to go on a bicycle from downtown LA almost to the beach. There's no equivalent East West protected facility anywhere near Venice Boulevard. putting in things like protected intersections. Oh, cool, just like the nonlinear things that would make it more safe.
- Eleanor said they are applying for additional grant funds from Metro Active Transportation Cycle 2 to put in things like protected intersections and nonlinear things that improve safety.

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.

- At our March 18 subcom meeting, 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 update is that Curtis will call Elliot, and we won't send a letter at this point, since the report back is already in LADOT's review process.

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.

- LADOT wants 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 are planning expansion of the pilot project to a few new streets in a phased install.
  - Engineers are finishing up plans for hardening Spring Street from 9<sup>th</sup> to 2<sup>nd</sup> Streets.
  - Looking at feasibility of hardening Hollywood Boulevard between the bollards and then exploring how much material would be needed for the Figueroa Street bike lanes, MLK to 1st. The plans have not been drawn up yet.

7. Active Transportation Infrastructure Capital Improvement Plan, [Council File 23-0919](#). Discussion and possible action on the North Westwood Neighborhood Council (NWWNC) [community impact statement](#) which suggest that the City "Improve interagency collaborations between LADOT, Bureau of Streets Services, and Bureau of Engineering for all projects via a Capital Infrastructure Plan with LADOT as the lead agency for Mobility Plan 2035 projects. Janis believes it's worth it to put something together as a BAC "position" on the issue of Capital Improvement planning for Active Transportation — as a "marker" at least, for posterity.

- There are no updates.
- Keep it on the agenda.

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 from LADOT as there's no Century City Bike Network Plan.
- Matthew from Metro Media Relations could update us.

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.

- Elliott confirmed with the Bike Paths Team that LADOT has the funding required to complete the off-street phase of the project.
- Eli Lipmen said he was on the Expo Bike Path, got frustrated and posted a video, and then shared it with Katy Yaroslavsky's team. They immediately called him and said they're on top of it. While BOE says that they can't start construction until 2026, Jarett Thompson is pushing BOE for construction in 2025, with \$25 million for that project. Any calls to her office would be appreciated to say we still want to see this gap filled.

10. Permanent slow streets update. Roundabout at 4<sup>th</sup> Street and New Hampshire.

- Michael Schneider said we can get rid of that item as that program doesn't really exist anymore within LADOT.
- Elliott said talk to CD 10 about the roundabout at 4th Street and New Hampshire.

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, and [Mobility Plan Implementation Dashboard](#).

- Michael said they're hearing now late August is the timing for the implementation ordinance for HLA, it's a year and a half after the election. The city did put up its [Mobility Plan Implementation Dashboard](#) that's required by law. It's pretty lacking. This includes incorrect information right now. Every project they put up, they say, is exempt. They sent a letter to LADOT last week, and are trying to work with them to improve it. But right now it's not meeting the letter of the law.
- Vermont Transit Corridor Project: There is a lawsuit. He thinks everyone's aware of that over Vermont. Joe Linton, of Streets Blog as a plaintiff in his personal capacity. We'll see where that goes. So one interesting tidbit he is hearing is that LADOT actually wants to put in the bike lane and has been telling Metro they'd like to figure it out, and Metro is pushing back hard. Staff is using fear mongering. They told the Board that it would cost hundreds of millions of dollars and years of delay with a new EIR to put in the bike lane. They're treating it almost like a highway project, saying, instead of removing street parking, we might have to buy buildings and destroy them to widen the street to install a bike lane. It's really ridiculous. The Mayor's Office is working with LADOT and Metro to try to broker a compromise. We'll see what happens.
- They're tracking another project on Slauson that's led by BOE and that should have a bus lane and doesn't have a bus lane and is on the mobility plan. So we'll see what happens there.
- They have been working with Supervisor Lindsey Horvath's office on an LA County version of HLA. Not a ballot measure, but just something they would adopt and that is going before the Community Services Cluster tomorrow. That's the county's version of committees and then it should go to the full Board of Supervisors next week. It's exciting. It only would apply to unincorporated LA County, but it would apply to places like Marina del Rey, East Los Angeles and surrounding every city in LA County with HLA, he thinks, is an interesting concept. And he was on the advisory committee that helped shape the new Bicycle Master Plan for the county. They got it to a pretty good spot, so in theory that would then become law for them to implement.
- On the State side, every single one of their bills has passed its first policy committee. So They're now going to Appropriations. It's a tough budget year. So that's always risky. He's not going to go through every bill again. It's all on their website. But those are chugging along. So far nothing's died.

- Happy Hour: Tomorrow they have Marissa Roy, who is a candidate running for City Attorney. When the City Attorney is Heidi Feldstein-Soto, who the City Attorney is has a lot to do with their work because she has been an enemy of their work, and behind the scenes has gummed it up a lot. Marissa is very much on the same page as Streets For All. This is just a conversation, but if you're interested to hear what she has to say, the Happy Hour is tomorrow from 5 to 6 PM via zoom.
- San Vicente was being repaved between La Brea and Orange, that is done, and there is now a continuous Class IV facility between Pico and Redondo on San Vicente. And it goes basically all the way to almost Fairfax so that gap is finally plugged years later, compared to the original project, but it's done.
- The Ballona Creek Bike Path extension is fully funded. That doesn't mean it's fully funded for construction, but it's fully funded to get it shovel ready. It's \$7 million. Heather Hutt's office was amazing, and this wouldn't have happened without her office. There's a final step where the City will rubber stamp Metro's recommendation and SCAG's recommendation that it be funded, not expecting any surprises there and officially next month that should be good to go. BOE will be doing all of the studies and environmental and full design to then get it shovel ready, to then go find money for construction. So in some countries we could build it for \$7 million. Here we have to study it and do paperwork for \$7 million. But at least it's moving.
- Mid City Greenway, that is 9 or 10 years old, is finally going to be under construction this month. He doesn't know yet whether it's the full scope or just part of the scope. This was supposed to be done in 2020 and 2021. So glad to see it finally moving forward and hopefully at the full LABAC meeting he'll have the full scope. It is a bike only signal at La Brea and Rosewood, which is already in the ground. A series of roundabouts, one at Rosewood and Martel, which is already in the ground, a better bike facility at Fairfax making Rosewood one way between Hayworth and Fairfax, to have a better bike facility, a better crossing at Crescent Heights, and then the western limit of the project is at La Cienega and Rosewood. They're working with the City of West Hollywood on a bike only signal to cross into West Hollywood on Rosewood. And then the project does a jog up into Hollywood. So it connects to Orange. There'll be a bike box at Hollywood and Orange by the In and Out and then it will end at Hollywood Boulevard. That will also eventually connect with part of Hollywood and the redo of Hollywood Boulevard. Rosewood should become an even more bike-friendly street after this than it already is. Currently, for the crossings at La Cienega, there's no control at all. Crescent Heights is a free for all. So this should help with all that. La Brea is at the end of the Walk of Fame and Orange is east of La Brea.

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/onlinedocs/2012/12-1297-S1\\_ORD\\_185480\\_05-09-2018.pdf](https://clkrep.lacity.org/onlinedocs/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](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 6<sup>th</sup> 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. If the LABAC believes there needs to be more action taken on it, it is Department of City Planning that has those requirements. Elliott and Quirino.

- Elliott said he wants to remind everyone that we can submit requests to install off street bike parking, those black U-shaped bike parking things that you see on the sidewalk,

with a [Google form](#). If you see somewhere in the city that you think needs bike parking, just submit the request through that. It's a system that operates from LADOT.

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.

- Is this something that LADOT's policy team is partnering with?
  - Elliott said no. The Festival Trail is doing their own planning, apart from the City.
  - Eli agreed that it's currently a planning and not a policy thing, although they have been coordinating with the LADOT planning team about LADOT's Olympic planning. In the LADOT projects that are in the pipeline for 2028, they wanted to make sure that we integrate them into a broader effort.
- There was a development and a prototype created of play in a box that essentially can be rolled out for events. And they're really excited and interested in the idea of how to partner with the city, or even purchase those assets from the city to be able to use them for community events. As we approach big events like the World Cup, he just came back from actually a World cup event with the folks who are coordinating it here for Los Angeles and thinking about how we might be able to activate spaces for that.
- Discussion and possible motion for a letter of support. Jennifer.
  - Eli said in terms of support from this committee, they'd love to get this group's support and endorsement for creation of the Festival Trail.
  - Jennifer moved and Karen seconded the motion to recommend to agenda for the June 3 LABAC meeting consideration of approving a letter of support for the Festival Trail. Jennifer read the letter of support.
  - In public comment on the motion, Sabrina asked whether it would be a good idea to include in the letter a recommendation for an EIR, given all the variables to make sure it goes through safely and well.
  - Michael Schneider mentioned that bike lanes are exempt from the requirement for an EIR in California and, for that reason, the subcom should not include that recommendation in the letter of support.
  - Eli noted an interesting twist with the Trump Administration. So they just put out a \$1 billion Request For Proposals for safe streets, for all which is a funded program. And one of the interesting requirements for these projects is that you construct capital projects that don't construct something that takes away a lane for cars. That's what they want to fund with this new administration which is great. A river pathway doesn't take away a lane for a car so that maybe they can fund that. So we're actually trying to push for that. And, Michael, you know, if you're looking for capital costs for Ballona Creek, you know the Trump Administration might be your best ally for something like that. So just put it out there.
  - The motion passed by unanimous consent.
- They're moving along at a rapid pace. They've hired two full time staff members now to work on it. They are exploring the idea of an executive directive from the Mayor's Office potentially. We're looking at. How do we deliver the LA River Bike Path projects quicker and that EIR is supposed to come out on the downtown section rather soon. And then how do we really create seamless connections throughout the region? You know, everybody's sort of interested in this idea of how we have activated spaces in and around these these Mega event periods.

- The World Cup is going to be in 39 days, right? How can we activate and connect it through non-vehicular access, right walk, bike, roll, public transit. He was at the grand opening of the rail to rail project on Saturday, and it was really exciting to see such a great piece of infrastructure. But you know, and it has great wayfinding as well. It tells you where you can get off to go to certain locations. We need that throughout the region, and we need to connect it up. He took it to Hoover, and the first part of Hoover for about a mile. You get to Vernon that has no infrastructure. And then all of a sudden, you get to the HAWK beacon Crosswalks, and a bike lane from Vernon to Expo Park, and then it disappears again. So how do we make those connections, and make those connections really seamless? Now you know what we're really focused on along the Festival Trail is the alignment and then creating a wayfinding system by which people can follow it and be able to get to where they want to go and get to major venues. And that type of thing. And then how do we activate spaces with art, culture, community music, food and small business opportunities, meaning your street vendors, your food trucks, your local businesses, who really are going to be left behind from these mega-events because they are not big sponsors, and they're not big entities?
- They're getting insight into these mega-events. He was just at the FIFA thing, and they said you can have unofficial community zones, and we will give you the licensing rights to be able to play the FIFA games but you can't have any sponsors at all whatsoever. Well, okay, but how do we pay for it? So it's going to be challenging. They are now, by the way fiscally sponsored by California Community Foundation, and they have submitted the paperwork to be their own full nonprofit and are waiting for the IRS to respond. He's wondering if there's any discussion already about maybe some minimum period of time after the events are over, that we keep the system open as a trial period to see what it's like for the city to make some of these changes permanent.
- In answer to Karen's question about making some of the changes permanent, Eli said because they've we've been doing this advocacy work for close to two years, now, they've really seen the messaging shift, and there's really, like all of the messaging talks more about legacy projects. And we have to remember too that, despite all of the ink that's been shed about LA not being prepared, we're about to open next month an incredible, nearly \$1 billion train station at LAX that rivals any train station you might find in Europe or New York, or other major cities in the world. Those are legacy pieces of infrastructure, the Purple Line extension, the rail to rail project, that we were building. We were planning to build them before the Olympics was coming, and we will continue to build afterwards, the Sepulveda Pass project, the Southeast Gateway Line, the Van Nuys Light rail. Like all of these projects, the Downtown Connector. Right. They were all legacy projects for us, but now, like we talk about it as the Olympics. But that being said, we have been pushing, and it's been noted in all the messaging we hear from elected officials and from Metro staff and now from LADOT is about how can we ensure that these things aren't just temporary signs and temporary bollards, and they're permanent.
- And we're creating the Festival Trail because we need a partnership, government, private sector, nonprofits, philanthropy, that can operate and maintain and activate after these mega-events. And the idea behind the Festival Trails is to create a permanent organization that can maintain a trail like you find in New York with the High Line or in Atlanta with the Beltline or my favorite in Milwaukee with the Beer Line. Indianapolis has a trail as well like that's our goal. This isn't just a 2028 thing. This is a whole plan to raise money and continue this trail and we need people like you who will adopt a mile of the trail right, and make it make it work and make it clean and make sure that it's activated. Our goal is a longer term vision to raise money, and maintain a real trail throughout the region that can that can seamlessly get you, not everywhere, but to Ballona Creek. Let's

connect it up to other pieces of infrastructure, down to Long Beach, all the way to El Monte. Once we get this kind of core completed, and these projects integrated to extend it beyond that. Yesterday he had a meeting with Supervisor Mitchell's office about extending it to Carson. There's no infrastructure there at all. They found that a little implausible.

- In response to Sabrina Silver's question about whether this is the part of the trail that is envisioned to go from the end of Phase IV on the LA River Bikeway west under the 134, crossing the LA River and past it, Eli said yes, that would be the goal. They want to continue it all the way to LAX so you would be able to be on a dedicated bike or bus pathway all the way through South LA, LAX, out through the LA River, through Frog Town.

14. Discussion and possible motion re: the location of the Sepulveda Basin Bike Path (currently planned for North and motion is to change it to the South-side) between White Oaks and Balboa.

- January 20, 2025 letter to the LABAC from Jill Haber, Friends of the Dog Park (copy attached).
- Jennifer said the Festival trail is going out to Balboa. Her motion is to continue the LA River Bike Path, on the south side of the river, between White Oaks and Balboa. Karen seconds the motion.
- Michael Schneider commented that they can't change that. We can't just move lines and ask for things without jeopardizing the money here. We should not do this, thanks.
- Glenn commented that this should have been a point of discussion during the scoping before all the environmental design work, etc., obviously before the plans before the bidding. Further, he said he's heard it said, it's going to go through the dog park. It's not going through the dog park. It's going on the south side of the dog park.
- In subcom discussion, Karen said she's been at meetings where advocates said it would be so easy to move it to the other side. From what she's hearing today, it sounds like it's at a stage where trying to move it now would be fruitless or worse would kill the project.
- The motion did not pass by a vote of 1-1-1, with Jennifer voting yes, Karen voting no, and Philip abstaining.

15. Discussion and possible motion re: the Griffith Park adjacent Equestrian/Bike Path located between the Riverside Bridge/Mariposa Bridge. Elliott and Sabrina Silver

- 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.
- At our March 18 subcom meeting, Eli Lipmen said to move into Phase V 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.
- Could "past the 134" mean "under the 134 bridge?"
  - Jennifer clarified that Eli doesn't have an answer.
  - Sabrina said she'd appreciate more information.
  - Karen said her understanding from what Eli told us is that the purpose of the RFP is to ask people to come up with proposals or design ideas of how to put a bike path through the area.
- In public comments, Sabrina said she is going to speak as two different entities here right now given the future complexities of getting from the Riverside Drive Bridge to under the 134 freeway safely and with a possible trail that goes through a reimagined Forest Lawn Drive, that's been discussed, in the future. Because of the official letters

written by the LAEAC, as a member of the Los Angeles Equine Advisory Committee, she put in our chat the links

(<https://www.laparks.org/sites/default/files/equine/pdf/bikePlanLetter.pdf> and <https://www.laparks.org/sites/default/files/equine/pdf/2025/final%20Phase%20IV%20bike%20way%20as%20amended.pdf>) to the two official letters that the equestrian committee had written, and one of them is about Phase IV, specifically recommending an EIR for a number of different reasons. As an individual not representing in any official capacity, she wants to throw her hat in the ring, saying, she does think it would be a good idea to do the EIR so that a way can be figured out to make both the bike path and the horse trail safe and accessible for all users, and so that the bike path doesn't actually cut off unintentionally equestrian use. So in her personal capacity, she also recommends an EIR. She said in their letter that they shared with us in the chat they rejected the MND for a number of reasons as the official position of the LAEAC and they requested an EIR.

- Philip said we have a possible motion on the agenda and did anyone on the subcom want to make a motion. Jennifer and Karen said they did not want to make a motion. In conclusion, Philip said our committee is not going to take a position on whether there should be anything different than a mitigated negative declaration.
- The announcements on the agenda for the March 18 subcom meeting included information on the comment period for the MND for Phase IV of the LA Riverway bike path. Glenn asked that we don't permanently remove the MND from the agenda but keep it on as a watch.

16. 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.
- Council File 25-0600 for the City budget. Discussion and possible action on a motion to weigh in on the new budget. For example, to support adequate funding for the active transportation, Vision Zero.
  - Philip asked whether any one wanted to make a motion.
  - Michael said the budget ship has sailed and we got most of what we wanted.
  - Glenn said it may be a continuing challenge. If the motion is generic, not specific to the year, he recommends we put forward a motion that positions the subcom in support of adequate funding for active transportation in case we may need to pull it off the shelf at any time in this next upcoming year.
  - He said if we take a position and forward it to the Neighborhood Council Budget Advocates (NCBA) that could put it on the radar screen of the NCBA team that reviews the next year's LADOT budget.
  - Philip made the motion to recommend to the LABAC to pass a motion to send a letter to the NCBA LADOT team to address this in the LADOT 2026-2027 budget.
  - Glenn said his suggestion is 1) don't specify which entity because you may want to use it to the Mayor and/or the City Council Budget and Finance Committee and 2) don't even put a year on it. Just take a position. Make it a generic

recommendation and then if it passes the full LABAC you can then use that generic recommendation to the NCBA, to the Mayor, to whomever.

- Philip said he's making that motion with Glenn's clarifications. Karen seconds. The motion passed by unanimous consent.

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

<https://docs.google.com/spreadsheets/d/1yGOX-qIbloDbt8exw-v4Bt1Bs8TZoAOo8wmjvtyD7FU/edit#gid=304220517>

- There were no updates.

18. Project Suggestion list.

[https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi\\_VJN3QDh\\_qhEIG12fsrB913uGkrA/edit#gid=0](https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi_VJN3QDh_qhEIG12fsrB913uGkrA/edit#gid=0)

19. Announcements

- Streets for All Happy Hour: Marissa Roy, who is a candidate running for City Attorney. The Happy Hour is scheduled for tomorrow from 5 to 6 PM via zoom.
- Metro is having a virtual workshop Wednesday, May 21, from 12:30 to 1:30 PM regarding guidelines for the upcoming Open and Slow Streets Program with a total of \$10 million to be awarded. She will send the flyer to the LABAC.
- Annual Ride of Silence: Wednesday, May 21, at 6 PM at 3554 West 1<sup>st</sup> Street for people who passed away in the past year

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

- Joe Linton as a hero. He's a former LABAC member and he is supporting Measure HLA.
- The meeting was adjourned at 3:08 PM.

Next Meeting: Tuesday, July 15, 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

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