

**Minutes of Bicycle Advisory Committee of the City of Los Angeles
Planning and Bikeways Engineering Subcommittee meeting -**

Tuesday, July 15, 2025, 1:00 p.m.

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

Emailed 7/25/25 5:30 PM

Online Meeting Access Information

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

Meeting ID: 810 5106 3004

Guests: Eleanor Hunts (LADOT Vision Zero Team), Elliott Shaw and Jack Moreau (LADOT ATP Team), Leslie Veliz, Lloyd Taylor, Jonathan Weiss (North Westwood Neighborhood Council, NWWNC), and Christophe LaBelle.

Bikeways, Planning and Engineering Subcommittee Members attending: Jennifer Gill (vice chair), Philip Armstrong (chair), and Glenn Bailey (Michael Schneider, Founder and CEO of Streets For All, attended on Zoom but was not counted as present).

Bikeways, Planning and Engineering Subcommittee members: Jennifer Gill (vice chair), Glenn Bailey, Philip Armstrong (chair), Michael Schneider, Karen Canady, Taylor Nichols (Alternate).

MINUTES

1. Call to Order and Introductions and approval of minutes. Please see 5.20.25 minutes available at: https://labikecommittee.org/wp-content/uploads/2025/06/Subcom-minutes-5-20-25_V1.pdf

Meeting is called to order at 1:11 PM. Quorum is three for the Planning and Bikeways Engineering Subcommittee and is met. Glenn moves and Philip seconds approval of the minutes. Motion passes 3-0-0.

2. Public Comment on non-agenda items.

- Christophe LaBelle, interested Hollywood resident, said he just returned from vacation up in British Columbia and observed some interesting sorts of infrastructure there for biking in Victoria and Vancouver, so happy to pass along anything to the committee they want, photos of examples we might want to replicate down here. More locally, there was, unfortunately, recently a collision like a hit and run along Fountain Avenue around Gardner. So on the edge of West Hollywood in LA, where someone riding their bike succumbed to their injuries from that crash. It's ongoing investigation to find the person who hit the biker and didn't stop. He's continually interested in what's going on with the Forest Lawn project, LADOT work there on a bike lane, or whatever the

terminology is. He put in the chat: From LA County Sheriff in WeHo - incident occurred in that city, but right on border with LA City (LAFD Station 41 just up the block from intersection): <https://nixle.us/GG8ZR>.

3. Active Transportation project updates. Elliott Shaw.

- **New Item:** Spring/Alameda Corridor Safety and Mobility Project.
 - Project Website: <https://ladotlivablestreets.org/projects/springalameda>
 - Project Survey: <https://sur-vey.typeform.com/to/mgcB7j7x?typeform-source=www.google.com>
 - The extents are the Spring Street bridge to the north and Union Station to the south. The length is about 1.2 miles from Wilhardt Street to Los Angeles Street. It passes through the LA State Historic Park and the Chinatown neighborhood.
 - In terms of project identification, they identify projects through a couple of different methods, including internal analyses that include a project prioritization methodology that they developed at their team at LADOT. This ranks various metrics, and this project ranks very high in almost all those metrics, including Network Gap closure, first/last mile (FLM) connection to regional transit and job centers, and high injury network locations on the Mobility Plan 2035 networks, etc.
 - The current phase of the project is outreach and engagement. They're also building upon some previous community outreach that was conducted in the Chinatown neighborhood specifically with the Safe Routes for Seniors Chinatown Project and in which they identified some pedestrian safety concerns and other park access concerns that they're also including in this project.
 - In terms of project priorities, they have four priorities, four goals. The first one is to reduce fatalities and severe injuries caused by traffic collisions. Of course, this is a direct response to an internal community identified safety issue. Going back to that community outreach, they identified vehicles traveling at unsafe speeds along Spring Street as well as the number of crashes and collisions on the high injury network. The second one is to support sustainable modes of transportation. This is something that they're always striving for here at the Active Transportation Division at LADOT. All of their work pushes towards an environmentally and economically sustainable future in transportation providing a safe connection to key destinations.
 - They think that filling a major network gap is a key priority for this project as well. There are few pedestrian crossings to the park. There's one at Wilhardt Street. There's a signalized crossing in Wilhardt, and there's a signalized crossing in College. But there are no other crossings for the entire length of the Park along Spring and that makes it really difficult for anyone who's south of Spring Street to cross to the Park, and they're hoping to accommodate that in some form as well.
 - The street has a very long and straight roadway. They know that this type of environment encourages higher driving speeds. People can see far off into the distance, and it's clear of any objects or obstacles that may enter

the peripheral view, and cause drivers to slow their speed. There's no breaks in the roadway there that disrupt the ability of drivers to get up to those unsafe speeds in the first place.

- Moving on to Alameda Street again. It's a very wide street that can be difficult to cross for some pedestrians. Here we have a section of the street right in front of Union Station, where the Olvera Street Market is, and there's also a lot of public transit use here. Right in front of the station, on both sides of the street, there's several bus stops that see high volumes of transit users day to day. To illustrate, they pulled some Transportation Injury Mapping System data from the UC Berkeley Crash Report. There are several incidents, several collisions of varying severity along the Spring/Alameda corridor.
- One of the main project priorities is reducing the speed along the corridor. Pulling some statistics from this travel behavior analysis program, they found that 15% of drivers were traveling faster than 45 miles per hour along that stretch of Spring Street right in front of the park.
- So they want to clarify, this is the outreach and engagement phase where LADOT is soliciting broad feedback from the public in order to shape the final design proposal. Hopefully, it will move into construction next year. And they're hoping that it will be completed along the same timeline as their larger project. At this stage, they're focused on understanding the full range of issues that people are experiencing along this corridor and within the broader area community. They're especially interested in hearing safety concerns, access challenges, and any ideas about how the street can be safer and function better for everyone who's using it. They conduct a lot of analyses internally, but all of their data can only tell them so much. At the end of the day it's very important for them to hear from people who are actually working, traveling through the area, using the street and make it work for them, and fulfil their needs.
- They have a few different strategies in moving through this phase of outreach. They are conducting some stakeholder briefings making these presentations to groups such as ourselves. They have an online survey that's available. They have a website that's available with a lot more information. They're posting on social media. They're sending out mailers. They have some flyers and they're going to be tabling at various outreach events and handing those out. They have a couple of pop ups planned, and a workshop to happen sometime in the fall. The survey is live now, and they would love for everyone to fill this out and share it with our communication channels. The deadline for submission is September 8. They're centering their feedback around three main questions which are essentially, where are you traveling within the community? How are you getting there? What kinds of places are you going to? Are you walking? Are you taking the bus? Are you driving, riding a bicycle, riding a scooter, using a mobility device? All these things they want to find out. Are you experiencing any safety concerns or other barriers during your travels?

Are you unable to cross the street? Do you feel unsafe when you're crossing the street, are you not sure where to cross? Etcetera?

- Michael asked whether there is a potential for a Class I bike path at curb level in the area of dirt between the roadway and the park. In response, Elliott said that area is being used by the park and owned by the City and LADOT is focusing on street improvements only. Michael said you're talking about reducing two lanes to one lane. Elliott said yes, there are four travel lanes but the southernmost lane is parking during off peak. Michael said ok, but there's not enough space to fit in Class II or IV bike lanes so we're talking about roadway configuration. Elliott said yes, that is their design proposal. This part of Spring Street is on the Bike Lane Network, but the roadway width is 72 feet, if he's remembering correctly along this section and, to install a Class II, they would end up removing a travel lane regardless. So from their perspective if they're going to install a Class IV bike lane along the other section of the corridor, he doesn't think it would make sense to reduce that down to a Class II when there's currently a Class IV along the Spring Street Bridge. In response, Michael said he wanted to emphasize how important it is to do a Class IV to connect with the Class IV at Spring Street, and the ones in downtown, that would really fill the gap.
- Jennifer asked whether it's possible to continue the cycle tracks down Spring Street where she has to switch sides. The cycle track goes south from Second. Then you go down Main, continue around the corner on Spring again, go across Cesar Chavez, and then it stops. In response, Elliott said they'd love to hear that comment in the survey response.
- Michael asked whether LADOT could please consider from the get-go applying the kind of treatments that you're piloting in downtown, the armadillo type stuff, especially here where the bollards don't have a prayer to stop anything. Elliott said he's working hard to figure that out.
- Glenn asked whether the plans for the Spring/Alameda Corridor have anything to do with the Festival Trail. In response, Elliott said no, a separate organization is planning some sort of interconnected trail of event centers and that is not connected to the planning for the Spring/Alameda Corridor. Pamela who is heading Vision Zero may have had some discussions with them about the Festival Trail.
- Discussion and possible motion on impact of [2025-2026 Proposed Budget](#) and layoffs on LADOT operations.
 - No update.
- 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
 - No update.
- Discussion regarding the SRTS Center City Schools Neighborhood Safety & Climate Resilience Project. In July 2024, Eleanor told us detailed design for this

project is scheduled to begin in 2026. Will this schedule be maintained and is the project still on track for construction complete in 2028? Also, is LADOT coordinating this project with Metro's [Vermont Transit Corridor Project](#) and with the Bimini Plaza People St Project (please see Council File [13-1592-S1](#))?

- Elliott said they'll have an update for that project next year. He said the project has been handed off to the Complete Streets team, which is a different engineering team internally.
- Eleanor dropped in the chat: CEQA page is: <https://ceqanet.lci.ca.gov/2025010461> Randy Chan is implementation project manager. That request for a status update and question about coordination with the Vermont Transit Corridor Project should be directed to him. His email is randy.chan@lacity.org.
- On the Bimini People Street Project, Eleanor said it's in CD 13's court, she hasn't heard any updates, and she's not sure anyone on their team is working on it actively.

4. Vision Zero Update. Eleanor Hunts.

- Hollywood Boulevard Safety and Mobility Project
 - Phase 2 is still active—StreetsLA is preparing civil design plans for curb ramp improvements at the complex Hillhurst/Hollywood/Sunset intersection
 - Planning to add Zicla zippers within existing buffers installed in Phase I. Looking into conversion of some of the Phase I mixing zones to full protection for bicyclists at intersections.
- Vermont Transit Corridor Project
 - No updates.
- Discussion and possible action regarding a Letter of Support: 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. It's Council File [23-0600-S121](#). On June 25, the Transportation Committee continued this item to a future meeting, which we understand will be in August.
 - Yes, Eleanor's understanding is that this should be going to the Transportation Committee in August.
 - Jennifer moves and Glenn seconds a motion to recommend to the LABAC to send a Letter of Support to the City Council for adopting the 14 recommendations in the joint LADOT/CAO report. Philip said he had shared the proposed Letter of Support (copy attached) with Jennifer, Michael, and Rob and he shared it with Glenn at the subcom meeting. Glenn said glancing through the proposed letter, the red light camera issue has pros and cons. He said when this goes to the full LABAC, he reserves the right to deal with the red light issue. The motion passes 3-0-0.

- July 30 bus/bicycle collision at Vermont/Beverly: Discussion: On June 24, 2025, LAPD's Central Traffic Detective Desk filed a supplemental report (copy attached) correcting the primary collision factor in the Crash Details for Transportation Injury Mapping System Case ID 9732987 (copy attached). This information pertains to KPMG's recommendation in the Vision Zero Independent Evaluation "that LAPD improve the crash data collection and reporting processes so that the crash data is complete and available for analysis."
- Pico Boulevard Safety and Mobility Project
 - Project website: <https://ladotlivablestreets.org/projects/pico>
 - Survey is live and linked on the home page of the website. Please distribute to your networks. Upcoming engagement opportunities will be posted to the website.

5. Accommodation of cyclists when bike lanes close in construction areas. CD 4 motion was introduced on August 6, 2024, in [Council File 20-1469-S1](#). Council adopted this motion on October 1, 2024. Elliott.

- 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.
 - Curtis has not called Elliott. Please ask Curtis to send Elliott an email: elliott.shaw@lacity.org. Email is the fastest way to get a hold of Elliott and receive a response.
 - The subcom will continue to wait for LADOT to provide the report back.

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.
 - Eleanor said there are no updates on this.
- In regard to the Spring/Alameda Corridor Safety and Mobility Project, Michael requested that LADOT consider from the get-go using the kind of treatments that LADOT is piloting in downtown with the armadillo type stuff, especially where the bollards don't have a prayer to stop anything. Elliott said he's working hard to figure that out.

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.
 - Jennifer said she had called Matthew at Metro and hasn't heard back.
 - Michael said there was some money at one time. This is something we'd love to see happen, but we probably need to spend our efforts trying to convince Council District 5 to make it part of the FLM for the Purple Line. However, it's not an active LADOT project.
 - Jonathan said he has talked to the CD 5 Transportation Deputy about it. With Fox redeveloping their lot, there may be some leverage there. He only has so much time to spend on this so if the City wants to take advantage of this opportunity, and let people commute from where he lives to Century City without having to use a car, that would be terrific. He said if the LABAC hasn't sent a letter he would ask that the letter be sent because he worked on it. Jonathan said he knows a motion was made. If it was approved, it would just take some follow-up to get that letter sent out.
 - Glenn said he wasn't aware of a letter being sent and Jennifer said she isn't aware of a letter. Michael also did not know of a letter being sent. He doesn't have the bandwidth to do it. If someone wants to draft a letter, we could consider it at the next LABAC meeting. The letter is very simple. It's just asking for a FLM plan around the future Century city station to provide bike connectivity through Century City. Research needs to be done to see if a letter was sent and communicate the previous action. We're here, it's on the agenda, just to cover ourselves we can pass the motion again.
 - Jonathan said he'd rather the letter go through Katie Yaroslavsky because she'd on the City Council and the Metro Board. He said there was already a Metro study. There is money that's already available, including mall redevelopment and Fox is redeveloping its lot so a term of the redevelopment might be to provide enough room to connect the Motor Avenue bike lane to Century City.
 - Glenn moves and Jennifer seconds to recommend that the LABAC send a letter to CD 5 and Metro supporting an FLM Plan at the Century City Purple Line (D Line) Station. The motion passes 3-0-0.
 - In a subsequent check of the minutes for the November 21, 2023, joint Planning and Bikeways Engineering Subcommittees meeting, Philip notes the following was recorded under Item 9, Century City Bikeway Plan: "At our September 20 subcommittee meeting, a motion to support greater activation of Century City passed the subcommittee. In response to Glenn's question about the meaning of greater activation of Century City,

it was clarified that it is with the opening of the Metro station and there don't appear to be any improvements with bicycle lanes.”

- In response to a question, Elliott said he knows of Bike Lane Uprising. Jennifer said they are the ones who are keeping track of all the people who park in the bike lane. They're not from California, they're from Chicago. They're starting something out here and Jennifer would like LA to look into it if they if they don't already know about it. She asked about this about a year or so ago. Michael said it's Council File [25-0558](#) for a pilot program on Hollywood Blvd, based on a pilot in Santa Monica that worked pretty well to test the technology for automated enforcement of bike lanes, like they are doing in Sacramento. If it's successful, we can advocate to get it rolled out in other parts of the City. Elliott said there is an option to report bike lane obstructions to 3-1-1 and he does that for bike lane obstructions on Hollywood Blvd. He will ask about Bike Lane Uprising and he and Eleanor can discuss it internally and see what's up. Michael said reporting people blocking bike lanes to 3-1-1 is not that productive because they usually move by the time someone gets there. However, he thinks the automated enforcement could be really effective. We should add it to LABAC agenda so it's on our radar screen.

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.
- There were no updates.

10. 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](#).

- HLA Update: City Council passed and the Mayor signed the HLA implementation ordinance. So just to give more context, HLA is obviously a law that was passed last year. But this implementation ordinance is a secondary law that gives official direction to City departments on how to implement HLA. It defines things like, what is a project? What isn't a project? What are the requirements to meet HLA's mandate, etc? It's not perfect, but it is pretty good, and it will officially be law on August 18, after the required notice period. So Streets For All hopes that should speed things up.
- Streets For All is keeping a close eye on StreetsLA using large asphalt repair and also slurry seal to potentially avoid HLA. They haven't seen it. They don't have a smoking gun yet, but they're keeping a close eye on it. There is some strange stuff going on at Pacific in CD 11.
- The HLA lawsuit is proceeding. The lawsuit will hopefully result in the City's required administrative process being struck down. In other words, you don't have to appeal to the City before you can sue. You can if you want, but you don't have to.

- Michael screen shared a video on lawsuit settlements at the following link: <https://www.youtube.com/watch?v=A297pd-TfVc>. The City of LA is stuck in a spiral where we spend more in settlements than we do in investing in critical programs like Vision Zero, that make our streets safer. There were \$500 million in settlements on traffic collisions in one year. Instead of millions in settlements, we deserve a city that adequately funds our streets, prioritizes our safety, and fixes the root cause of these deaths. If you're so inclined, please share the video on your social media.
- The HLA dashboard LADOT did is pretty good, but it's not really compliant with HLA, so Streets For All is trying to work with them on that. And ultimately he believes that Metro projects are really the same as anyone working on the City of LA streets. HLA applies, and so that lawsuit will ultimately determine that.
- The CTC officially approved the Ballona Creek bike path extension which means the project is fully funded. The \$7 million will pay for environmental studies and technical design led by the Bureau of Engineering. Then, it will just be a matter of finding the funds for construction.
- Pico Boulevard Safety and Mobility Project: LADOT is studying a bike lane on Pico between Crenshaw and Figueroa. There are two choices, a Class II or Class IV version. If the LABAC has not yet written a Letter of Support, it might be a good idea to express that we want a Class IV bike lane on Pico when they implement it. It's not required under HLA, only a Class II is, but it is an option, and Michael thinks we should fight for it.
- Michael said he did want to let everyone know that there's two Brown Act bills in Sacramento this year. They both should lead to the LABAC being able to meet remotely. So no more of the current situation in which if you're on Zoom, you can't vote, or you don't have a quorum or any of that. So hopefully, it'll help with our quorum issues, too. While there is currently an expiration date, Michael anticipates we can get it extended indefinitely after this round in the City.
- Michael said there are two state measures to allow us to meet virtually. However, AB 467 has now been rolled over into SB 707.
- There are two happy hours coming up.
 - One is on August 20 with John Erickson, a Council Member in West Hollywood. He's sure the Fountain incident will come up and he's also running for the Ben Allen Senate seat.
 - On September 17, Senator Scott Weiner will be on. Michael is really excited about this one. They've partnered with him on several bills. He's honestly a hero in the Legislature for what he's done for land use and active transportation, and it should be a great conversation.
- The Fountain project is what West Hollywood is calling a quick build. What's amazing about quick builds there, as opposed to the in the City of Los Angeles, is their quick builds have 3D extruded concrete as opposed to plastic bollards. What's also interesting is before West Hollywood was a city, this was unincorporated LA County in the 1960s. LA County went in and shaved the sidewalks to try to fit in an additional car lane, in each direction that is now being reversed. And if you look (referring to the presentation: Fountain Avenue

Streetscape Project, Interim Protected Bike Lane Component; copy attached), the sidewalk project is more expensive. So they're doing the bike lane first, while they find the money to extend the sidewalk. But they're already taking the space needed. See how this limit line kind of jets out. This is where the new sidewalk will be. So the sidewalks will be a lot wider. There's crash-proof planters. There's 3D concrete. It's really thoughtful. There's places for trash bins that aren't in the bike lane. He thinks this is a fantastic project. His frustration is that they worked really hard to get Council to approve protected bike lanes on Fountain in 2021. So it's been almost 4 years since they voted to approve it. Part of the problem was the former head of Public Works, Bob Chung, just didn't like this stuff and just didn't move on it. He's retired. And so now there's a sense of urgency. But of course, in the last few days there's an even greater sense of urgency because of that death in that hit and run on Fountain a few days ago. He has no doubt that that person would still be alive if this product was in the ground, and that's the third or fourth death. And there's been a lot more injuries since 2021, since they approved this project. These projects really do matter, and it can be the difference of life or death for some people. So right now it's scheduled to go into the ground in late 2026. Because of the hit and run, there's an effort to speed it up. He doesn't think it'll happen sooner than maybe a year from now on the ground, but Streets For All is working hard to try to speed that up.

11. 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 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. 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.

- There were no updates.

12. 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.

- Jennifer reported that the Letter of Support was approved at the June 3 LABAC meeting and Rob is working on the verbiage.

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

- 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?”
- There are no updates and we will take it off the agenda going forward.

14. 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.
- At the July 1 A&E Subcom meeting, Rob said he would meet with Jennifer and Philip to go through the list.

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

<https://docs.google.com/spreadsheets/d/1yGOX-qlbloDbt8exw-v4Bt1Bs8TZoAOo8wmjvtyD7FU/edit#gid=304220517>

- There were no updates.

16. Project Suggestion list.

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

- There were no updates.

17. Announcements

- From Christophe LaBelle: The memorial is tomorrow at 9am for the bike rider killed on Fountain in WeHo: <https://wehotimes.com/ghost-bike-memorial-to-honor-cyclist-killed-in-west-hollywood-hit-and-run/>
- August TBD: Transportation Committee meeting to consider Council File 23-0600-S121, Vision Zero Program / Independent Evaluation / Los Angeles Department of Transportation Evaluation and Safety Plan.
- August 17 Culver City to Venice CicLAvia. We will have a table for the LABAC with discussions and a bicycling interest and needs survey for improving our presence in the community. Jennifer will send out an invite to the LABAC. We could have a lot of data on a laptop at the table.
- August 20 Streets For All Happy Hour: with John Erickson, a Council Member in West Hollywood.
- September 14, 9 AM – 4 PM, South Central meets Watts CicLAmini.
- September 17 Streets For All Happy Hour: Senator Scott Weiner will be on.

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

- Jennifer moves to adjourn in memory of [Blake Ackerman](#).
- The meeting was adjourned at 3:09 PM.

Next Meeting: Tuesday, September 16, 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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