

**Minutes of Bicycle Advisory Committee of the City of Los Angeles
Planning and Bikeways Engineering Subcommittee meeting -
Tuesday, January 20, 2026, 1:00 p.m.
Location: Little Tokyo Library, Community Room, 203 S. Los Angeles Street, Los
Angeles, CA 90012**

Emailed 1/29/26, 1:30 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 (LADOT ATP Team; participated via the meeting chat), Matthews Cribioli (LADOT Active Transportation Division), Mark Dierking (LA Metro, Director of Community Relations), Jonathan Weiss (North Westwood Neighborhood Council), Lionel Mares

Bikeways, Planning and Engineering Subcommittee Members attending: Jennifer Gill (vice chair), Philip Armstrong (chair), and Karen Canady (Glenn Bailey and Michael Schneider, Founder and CEO of Streets For All, attended on Zoom but were 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 7.15.25 minutes available at: https://labikecommittee.org/wp-content/uploads/2025/07/Subcom-minutes-7-15-25_V2.pdf

Meeting is called to order at 1:09 PM. Quorum is three for the Planning and Bikeways Engineering Subcommittee and is met. Jennifer moves and Karen seconds approval of the minutes. Motion passes 3-0-0.

Regarding SB 707, Glenn said to the best of his knowledge, City Council has not acted to implement it for the City Boards, commissions, and committees.

2. Public Comment on non-agenda items.

Lionel Mares made the following public comment in the meeting chat: My public comment for Philip is what can LADOT do to make the Valley safer for bicyclists?

3. Active Transportation project updates. Elliott Shaw.

- Presentation on Westwood Blvd Safety and Mobility Project, currently in outreach and engagement. Matthews Cribioli shared and went over the attached presentation slides on the Zoom screen.

- Westwood Boulevard scored very highly on active transportation and, for that reason, it was prioritized in the list of streets, and it qualified for grant funding, which is paying for a majority of this project.
- The project goes from UCLA down to Exposition. It's about 2.3 miles long. LADOT received grant funding of \$9.6 million thanks in part to that mobility study.
- In a 10-year time frame, from 2015 to 2025, March to March, there have been 354 collisions on Westwood Boulevard. 106 of those collisions have involved pedestrians or cyclists. That means about 30% of all collisions have involved pedestrians or cyclists. There have been 16 fatal or severe injury collisions with pedestrians or cyclists. That means 88.8% of all collisions that end in fatalities or severe injuries involve a pedestrian or cyclist.
- So, over the last few months, they've been out in the community asking people for their top traffic safety concerns, and a little bit of information about how they get around Westwood Boulevard. And once they have their open house, where they will talk about what they heard, they will begin the design for this project, where they will take all the input they received and use that to come up with a recommendation for the street. Then, later in the year, they'll be coming back to the community in a second phase of outreach, where they are going to show the design, and then ask for feedback. At that point, they can then make some adjustments to the project based on what they hear, and then their goal is to begin construction in 2027. They don't have their construction timeline implementation plan yet. So, in the case they do fall behind, their plan would be to install the northern half of the project first, and then come back and finish the second half of the project after the Olympic games.
- Like all of their large projects, they will have an evaluation after the project is completed. They will be collecting data before and after the project, and do a comparison to see what changed, changes in travel time, congestion, bike usage, walking, safety metrics, those sorts of things. They have the ability to go back and make any changes should they identify a need for it after the project is constructed.
- They don't have a proposed design right now, but they will be proposing a design in their virtual open house in early March so everyone on the BAC is invited to please join them there. If any questions come up, his email is matthews.cribioli@lacity.org.
- Glenn said he realizes this is conceptual and subject to change, and LADOT has a goal prior to the Olympics, but it looks like a March 2027 start with a March-April 2028 conclusion, is that a first or second quarter start? Matthews responded that's what they're aiming for right now. If they can push it up and start in January, that would be great. They'll get

more clarity on that later this year. It's Quarter 2 to start, and Quarter 2 to finish, one year.

- 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 updates.
- The Osborne Street: Path to Park Access Project: survey [link](#).
 - No updates.
- 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>
 - Update: Spring/Alameda is concluding design and Elliott will provide a more significant update soon.
- Draft Environmental Impact Report (EIR) for the [LA River Path project](#): Metro's outreach team will be present on Zoom to provide a brief project update, share information about the public hearings, and describe the process for providing public comments. We believe this may help us to thoroughly understand some of the details of the configurations, including the elevated path, the incised condition, and the cantilever.
 - Mark Dierking said the draft EIR was released on December 18th. The public comment period is going for 47 days, from December 18th to February 2nd. They are having the first public meeting tomorrow night at Lincoln Heights Senior Center from 6.30 to 8.30 p.m., and then they will follow it up with a January 27th meeting in Maywood at the Center for Enriched Studies. On January 29th, there will be a virtual meeting, that'll be from 6 to 8 p.m., and then they will have a January 31st meeting in downtown Los Angeles at the Felicitas and Gonzalo Mendez Senior High School from 10 a.m. to 12 p.m. So those are the upcoming meetings. They have both an email address (lariverpath@metro.net), a snail mail address for the project manager, and a phone number (213.922.7001), and they also have a product called [PlanEngage](#) to walk people through the design characteristics of the project. Since it's a formal environmental process, they're asking people to comment through these channels. So that's sort of the upcoming meetings. Here's, again, more additional information in the [project website](#), including the active EIR document.
 - In response to Philip's question about how the public could get answers to questions about the LA River Path designs and the different alternatives and different configurations, Mark said if you've got questions, you can come to the in-person public meetings. LADOT will have other technical staff there and they'll be having stations regarding different aspects of the project. (Please see Item 15 below for more details about the locations for the in-person meetings.)

4. Vision Zero Update. Eleanor Hunts.

- Hollywood Boulevard Safety and Mobility Project, Phase 1 includes plans to add Zicla zippers within existing buffers. Phase 2 includes civil design plans for curb ramp improvements.
 - Update: They did install the Zicla zippers to harden the existing bike lane there for Phase 1. No updates on Phase 2 civil design.
- [Vermont Transit Corridor Project](#): Waiting to hear from Metro about what treatments might be incorporated into their project.
 - No updates.
- Discussion and possible action regarding joint LADOT/CAO report on [Vision Zero Program Independent Evaluation](#): It's Council File [23-0600-S121](#). Council action was final on December 22, 2025. During the November 20, 2025 Neighborhood Council Budget Advocates' meeting with Kevin Minne and Clare Eberle of LADOT, LADOT said they are coming up with a budget for automated enforcement and speed cameras. They said they were interested in coming up with a budget for the red light camera program also and they were unaware that Recommendation #5 was deleted in the Transportation Committee on August 13, 2025.
 - No updates.
- Pico Boulevard Safety and Mobility Project: LADOT hosted an open house in late October to report back on their engagement process.
 - Update: LADOT is proceeding with the protected bike lane option and design for that is well underway. Since the protected bike lane option removes the parking lane on the north side, they have a lot of good opportunities to install some hardening materials. There's long stretches that aren't going to be broken up by having to allow car access.
 - Phase II engagement will kick off next month to check back in with the community and make sure they haven't missed anyone in the first round of their outreach efforts, and then they will proceed with the bid and award process, hopefully starting construction this fall. The bid and award process is about 6 months.
- At its October 7, 2025 meeting, the LABAC approved a Letter of Support for Class IV bike lanes on Pico.
- Discussion regarding the SRTS Center City Schools Neighborhood Safety & Climate Resilience Project: the project webpage is live: <https://ladotlivablestreets.org/projects/center-city-SRTS>. The "About" section, in the landing page, states the design phase is scheduled from February 2026 to March 2027. Jack Linares, Community Affairs Deputy, Office of Vice President Dr. Rocío Rivas, Board of Education, District 2, is in the process of setting up parent meetings for February and March among the local LAUSD schools and community partners. We'd appreciate feedback from LADOT as they want to see the names of speakers and the presentation as well as to know whether there are any flyers or one pagers to share with parents.

- Update: Eleanor said she reached out to the project manager about materials and attendance. Randy Chan has been out of office. He may not have been aware of these meetings before Philip's email, but he was starting to work on materials, so that even if he's not available for these meetings, he'll at least have some sort of document to share. She will send us an update when she gets information.
- Upcoming project on Marmion Way in Highland Park: there will be a workshop in mid-February. Eleanor doesn't think CD 1 has fully announced the project yet, so she is not able to share too many details. She said the project manager just messaged her that they are hoping to present at the next full BAC meeting.
 - Jennifer asked whether the project is going parallel, or is it going along the Metro tracks. In response, Eleanor said, yes, in the part that bends. To which, Jennifer said they are going to come up 50 and then go along the Metro tracks. In response, Eleanor said she doesn't know what the extents are or what they are doing. The project manager says she hopes to have the materials by the next meeting.

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. On August 11, LADOT submitted the anticipated [report back](#), dated August 7, 2025. In its subsequent ATP report to the subcom, LADOT stated its oversight of construction sites is limited. When existing infrastructure cannot be maintained, it appears that LADOT allows contractors to accommodate road users to the best of their ability if the roadbed allows, regardless of what is in their permit (following CA-MUTCD WATCH manual guidance), due to the potential need for site-specific plans. Elliott or someone else from LADOT.

- Eleanor said there hasn't been any movement because the last action was a community impact statement that Philip submitted. She said she thought at our September 16 subcom meeting they said the best channel would be to give public comment when the Transportation Committee takes this up again but she hasn't seen anything come up. In response, Philip said he was planning on submitting another [community impact statement](#) in reply to the statement in the ATP report for the September 16 subcom meeting.

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.

- Here's a list of the materials LADOT has used in this bike lane hardening pilot:
 - Main St (9th St to 1st St): [Zicla Zipper](#)
 - Adams Blvd (Fairfax Ave to Crenshaw Blvd): Zicla Zipper and [Treetop 3" Crossover Delineator](#)
 - Spring St (9th St to 1st St): [Treetop 5" Curb Delineator](#)
 - 3rd St (Spring St to Main St): [Safe-T Lane Divider](#)

- Update: Eleanor said LADOT installed Zicla Zippers on the Hollywood Blvd bike lanes.

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](#). In addition, please see the Investing In Place [report](#), “A City That Works: Public Space as a Civic Promise.” 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” for posterity.

- No update.

8. Century City Bikeway Network plan. Report update of prioritized projects from [First/Last Mile](#) (FLM) Plan for the Purple Line (D Line) extension through Century City. It’s not an active LADOT project.

- At its October 7, 2025 meeting, the LABAC approved a motion to send a letter to CD 5 and Metro supporting a First/Last Mile (FLM) plan at the Century City Purple Line Station.
- No update.

9. Expo Bikeway, Northvale gap update. LADOT is waiting for Caltrans to review documentation of a categorical exemption from CEQA review before providing a construction time line. Elliott.

- No update.

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](#). Michael said he has two major updates and three upcoming events.

- The first one is that our streets are completely falling apart, unfortunately. The, Pavement Condition Index (PCI), which is the way the city measures the quality of the streets, next year, Streets LA predicts the PCI will go from 60 to 56. That’s a 4% decrease in one year. You don’t have to be a mathematician to just do some math and realize you have another 5 to 10 years of that, and the whole city will be in very bad shape. Streets For All is doing an analysis right now. There’s basically 3 different categories of street repair.
 - There’s Slurry Seal, which is the cheapest, it’s a maintenance activity. You can do it when a street is in okay condition still, let’s say 70, 75 PCI, maybe you could bump it up to 80 or 85 with Slurry Seal. And it buys you more years. That’s roughly \$30,000 per mile.
 - The second category is Resurfacing. That’s about \$200,000 per mile.
 - The worst category is when you need to completely Rebuild a failed street, and that can be at \$1 million per mile or more.

The current state of things is that the city has stopped repaving streets. We used to do 500 miles a year of Resurfacing, then we went to 300. This year, we’ll be lucky if we do 60, that is 6-0 for the entire city. And so the implications of this are really profound.

- Number one, Measure HLA is not really getting implemented.
- We're ignoring ADA requirements from the feds, because we're not Resurfacing.
- And it makes bike projects and any other project that's not a big capital project with an outside funding source nearly impossible.

And we're dangerously close to having a majority of our streets get into that third category of failed streets, where we can't just fix it at \$200,000 a mile, we're up to \$1 million per mile. It's really a bad state. The city is trying to do something they call Large Asphalt Repair. This is something that only Los Angeles does. If you Google it, no other city in the country does this. And it's getting to be really egregious. So, under federal guidelines, Large Asphalt Repair is a maintenance activity, and Resurfacing is not. And so, technically, according to the city, Large Asphalt Repair does not require the curb ramps. But they're doing things like they do Large Asphalt Repair on one side of the street up to the intersection, and then they don't go through the intersection, so they don't do the curb ramps, and then they keep going afterwards. I saw a really egregious example last week, where they did Large Asphalt Repair on both sides of the street, except for the middle double yellow line. That they didn't touch. So technically, that's not a full Resurfacing, it's this thing called our DSL repair. Measure HLA does not exempt Large Asphalt Repair, and so, there are several examples of the city doing this over 1/8 of a mile, which is the HLA trigger, and not putting in the mobility plan. So, unfortunately, I think this is likely going to lead to another lawsuit. The city seems to be doing everything it can to not implement Measure HLA, and it's kind of a sad state of affairs.

- The second one is on charter reform, and it's also not looking great. So, Streets For All, if you remember last time, had four recommendations for the Charter Reform Commission, which will eventually make recommendations to City Council, which will eventually put language on the November ballot. There's a big opportunity here to fix a lot of things that slow down things like bike infrastructure in the city, have departments better work together, maybe transfer some responsibilities from Street Services into DOT, so DOT, like New York Department of Transportation, for example, can do everything. It can do sidewalks, it can do pavement, it can do curb ramps. But what's happening right now, as far as we can see, is the whole process is kind of corrupt. There's a couple of commission members that are very, very close with the Board of Public Works. Like, they have spouses on the board, or used to be on the board, and so literally, there's no substantial changes as far as we can see that are going to happen, mainly because the Board of Public Works is calling the shots, which is maintaining the status quo. And that's unfortunate for us that want to see faster progress in the city, and better use of dollars spent.
- The three events are as follows. These are all on our website by the way.
 - We have a controller debate this Thursday, January 22, at 5.30pm via Zoom.
 - We have a CD 11 discussion, it was supposed to be a debate, but only one candidate responded, so it will be a CD 11 discussion, this coming Monday, January 26th at 5.30pm via Zoom.

- And then next Thursday, January 29th at 5:30pm, we're hosting candidates running for CD 3. Councilmember Blumenfield is termed out, so that should be interesting.
- Glenn asked what committee of the Charter Reform Commission does the streets and public works-related issues fall in. Is it better government? In response, Michael said no, there's an infrastructure committee, but they just disbanded it and created a new ad hoc committee and the chair of that ad hoc committee is one of the people who's calling the shots. He made himself chair. His wife used to be on the Board of Public Works. So, there's a lot of people very close to each other that are doing this work that probably shouldn't be this close. But the Infrastructure Committee's been disbanded. To which, Glenn said so the process is, doing it via ad hoc, which probably doesn't require them public notice and take that to the full commission, then. In response, Michael said, yeah, they're going through suggestions now. Martin Schleager, who some of us know, who used to work at StreetsLA, he's a commissioner. He made some pretty thoughtful suggestions, and mostly because of the Board of Public Works and other reasons, almost all of them didn't get through, and so, yeah, he doesn't know what's going to eventually get to the full commission. And then, of course, we don't know what City Council's going to change once it gets to them.
- Jennifer asked about the 1/8 of a mile. Is it under 1/8 of a mile they don't pay attention? Is that what Michael said? In response, Michael said so Measure HLA is triggered when there's any road improvement over 1/8 of a mile. Some of the Large Asphalt Repair, unfortunately, is like 1/9 of a mile or 1/10 of a mile. So they're messing around that way, but some of it's over 1/8 of a mile, and he thinks this is where the city is really risking litigation, because HLA doesn't exclude Large Asphalt Repair from the requirements, and they are not following it.
- Philip said he hopes all of Michael's ballot measures are moving towards implementation. In response, Michael said you're talking about at the state level. Yeah, most of them became law just 19 days ago, on January 1st. The city continues to fight SB 79, which is housing near transit, even though it's been passed. This Thursday at the Metro Board, there's a motion to have Metro try to exclude LA County from SB 79, which is not going to happen, but it's kind of embarrassing that our regional transportation agency is fighting against housing around transit stops, which of course would increase ridership on their transit. So that's SB 79. Yes, everything is now law that we passed last year, and we're about to have our first bill introduction, this year that should make it easier to add bike infrastructure, within the California Coastal Commission purview, which is within a mile of the ocean. So, for example, it would make bike infrastructure in Santa Monica or Venice easier.
- Philip said the LABAC had some representation at City Council regarding the Vision Zero Program Evaluation, Council File, 23-0600-S121, and they implemented the recommendations, there were 14 of them, except for the red light cameras. We heard during the Budget Advocates' meeting with LADOT, that LADOT was implementing both red light cameras and speed cameras, but, subsequently, it was just the speed cameras that were going to be implemented.

In response, Michael said, yeah, he's also active on this issue. He would like to see the city of LA bring back red light cameras. SB 720, their bill from last year, should make that easier. The city lost a lot of money last time they did this, and as you know, the city's quite broke. So, the onus is sort of on us to show the city that if they did do it, it wouldn't be a huge financial drain. He thinks SB 720 fixed problematic areas of the last red light camera program that would make it more likely that it would not be a financial drain. He's been talking to CD 10, they chair the Transportation Committee, to try to get them interested in the idea and re-approach it. But yes, as of right now, to his knowledge, we're just doing speed cameras, we're not doing red light cameras. To which, Philip said Katy Yaroslavsky in her statement to the Budget and Finance Committee strongly supported red light cameras, but apparently, at the same meeting, Heather Hutt said that this kind of automated enforcement targets people of color and, therefore, she was opposed to it and had it deleted from the recommendations in the joint report. In response, Michael said SB 720 should also address that. It puts guidelines around where the cameras can go. They can't be clustered in just one part of the city. So, he's hopeful again, in talking with her office, that we can get her to come around on it. He doesn't think it's too late, it just might not happen at the same time as speed cameras.

11. Olympics opportunity for bikeway infrastructure and/or the [Festival Trail plan](#) and [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.

- At its October 7, 2025 meeting, the LABAC approved a motion to sign onto a letter supporting Los Angeles' commitment to a Car-Free Olympics.
- Update: Eleanor said to her knowledge there is no coordination with the Festival Trail. However, there is a construction moratorium for the Olympics and LADOT is trying to implement projects like the PICO project, Spring/Alameda, and Westwood Blvd ahead of the Olympics.

12. 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. At the July 1 A&E Subcom meeting, Rob said he would meet with Jennifer and Philip to go through the list.
- Council File 25-0930: Departments of Transportation and City Planning. in coordination with Bureau of Street Services and the Bureau of Engineering, to report on options and recommendations that would require bike lanes to provide sufficient width for emergency vehicle access. With CD 4 and CD 5, CD 13 amended the emergency vehicles/bike lane width motion to have report backs on the issue of required widths and safety: [amending motion here](#). At its October 7, 2025 meeting, the LABAC tabled this motion and sent it back to committee for monitoring. Lionel.

- Council File [23-1210](#), Leading Pedestrian Intervals (LPI) / Vision Zero Safety Study / Signal Phasing and Timing / Traffic Violence. Motion passed on January 10, 2024, City Council to INSTRUCT the Department of Transportation to report back, within 120 days, with draft updated guidelines for the use of Leading Pedestrian Intervals (LPI), scramble crosswalks, and NO RIGHT TURN ON RED restrictions, taking into account the appropriateness of longer LPI duration, a more liberal set of criteria for scramble crosswalks, and increased usage of restricting right turns on red to reduce vehicle-pedestrian conflicts. Kent.
- Council File [25-0481](#), Bicycle and Multi Use Paths / Maintenance Responsibility / Department of Public Works / Los Angeles Administrative Code / Amendment. The Council to REQUEST that the City Attorney, in consultation with the Department of Public Works (DPW) and its bureaus, to prepare and present an ordinance amending the Los Angeles Administrative Code to assign the responsibility for maintaining City bicycle and multiuse paths to the Department of Public Works and INSTRUCT the City Administrative Officer, with the cooperation of DPW and the Department of Transportation, to provide recommendations regarding alignment of staffing and funding to provide an adequate level of maintenance for bicycle and multi-use paths, at least equal to that provided to streets and sidewalks. Rob.
 - No update.

13. 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.

14. Project Suggestion list.

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

- There were no updates.

15. Announcements

- There will be a virtual public hearing session from 6:00 to 8:00 PM on January 29 on the Draft Environmental Impact Report for the LA River Path project, feedback is due by February 2 and may be provided at the following link: <https://us.planengage.com/lariverbikepath/page/welcome> There will also be interactive in-person public hearing sessions. If you've got questions, you can come to the in-person public meetings where LADOT will have other technical staff there and they'll have stations regarding different aspects of the project.
 - On January 27, 6-8 p.m. at the Maywood Center for Enriched Studies, 5800 King Av, Maywood, CA 90270.
 - On January 31, 10 a.m. to 12 p.m. in downtown Los Angeles at the Felicitas and Gonzalo Mendez Senior High School, 1200 Plaza Del Sol E, Los Angeles, CA 90033.

- Glenn said that anyone who's interested in participating in reviewing the 2026-2027 Bureau of Street Services, StreetsLA budget should contact Barbara Ringuette (lrbab@att.net) or Maran Collagen ASAP to get on that team.

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

- Jennifer moved to adjourn in honor of 711 people struck and killed on LA County roads in 2024 as commemorated by Streets Are For Everyone in [World Day of Remembrance](#) on November 16, 2025.
- Glenn got the notification that a cyclist was killed in Watts recently, but he thinks we could put that over for the full BAC meeting when we get their name and further details.
- The meeting was adjourned at 2:39 PM.

Next Meeting: Tuesday, March 17, 2026, 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>

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