

**Minutes of Bicycle Advisory Committee of the City of Los Angeles
Planning and Bikeways Engineering Subcommittee meeting -
Tuesday, July 21, 2026, 1:00 p.m.
Location: Little Tokyo Library, Community Room, 203 S. Los Angeles Street, Los
Angeles, CA 90012**

Emailed

Online Meeting Access Information

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

Meeting ID: 810 5106 3004

Guests: Elliott Shaw and Nathaniel Singer (LADOT ATP Team), Eleanor Hunts and Matt Garron (LADOT Vision Zero Team), Jonathan Weiss (BAC Alumnus), Quirino de la Questa, Brian Nicosia (Bicycle Advisory Committee Chairman, Coastal Carolina University), Catherine Sabotta (USC Master Planning Graduate).

Bikeways, Planning and Engineering Subcommittee members attending: Jennifer Gill (vice chair), Glenn Bailey, and Philip Armstrong (chair) (Michael Schneider, Founder and CEO of Streets For All, and Karen Canady 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 5.19.26 minutes available at: https://labikecommittee.org/wp-content/uploads/2026/07/Subcom-minutes-5-19-26_V4.pdf .

Meeting is called to order at 1:01 PM. Quorum is three for the Planning and Bikeways Engineering Subcommittee and is met. Glenn moves and Jennifer seconds approval of the minutes. Motion passes 3-0-0.

2. Public Comment on non-agenda items.

There were no public comments on non-agenda items.

3. Active Transportation project updates. Elliott Shaw and Nate Singer
 - a. Short presentation on the Spring/Alameda Corridor Safety and Mobility Project.
 - i. Project Website:
<https://ladotlivablestreets.org/projects/springalameda>

ii. Online Survey link:

<https://ladot.typeform.com/springfeedback?typeform-source=ladotlivablestreets.org>

- b. Nathaniel Singer, Transportation Planning Associate, provided an overview of the project, including public engagement and next steps. The presentation slides are attached.
- c. Just to recap, the project stretches from the Spring Street Bridge to the Union Station Forecourt. It is a street safety project to comprehensively improve safety and mobility for all road users. As a part of the project, the Alameda and Spring Streets will be resurfaced from Wilhardt to the Union Station Forecourt. The project will include protected bicycle lanes along the length of the corridor, providing connections within the neighborhood, and also connecting to existing bike routes on Los Angeles Street and the broader bicycle network. In addition to bicycle improvements, the project will also add two new pedestrian crossings near the park, a bus boarding island at the Chinatown Metro Station, introduce protected left turn arrows at College and Alpine streets, and make ADA sidewalk and ramp improvements throughout the corridor as shown on the map. Bike lanes, new and improved pedestrian crossings, curb ramps, and the bus boarding island will make traveling easier and safer. The improvements will also clarify road use and reduce conflicts between different road users. The project does also have some trade-offs. Due to the changes in the street, there will be a slight increase in travel times for cars. LADOT has conducted a traffic study and found that the travel time will increase by about a minute per mile during the highest congestion times. This is within the acceptable range of delays, which is up to 2 minutes per mile. Additionally, there will be some parking impacts as a result of the project. In order to provide visibility to vehicles entering or exiting driveways and at intersections, one to two spots near some driveways will be removed. In total, around 30 to 40 spaces will be removed throughout the corridor. This presentation is part of Phase 2 of the outreach, which is in support of beginning construction. We'll start curb ramp construction next month, and finish in the winter of next year, taking breaks during holidays to minimize disruptions during crucial periods. While the curb ramp construction is going on, the roadway design will be finalized, in the fall or winter. And just before resurfacing begins, we will also begin our third and final engagement phase, which will coincide with the most notable visual changes in the street. After construction, there will be an evaluation period of around a year, after which we will have a formal evaluation report that examines the effects of the project and identifies any changes or adjustments that may need to be addressed.

- d. In response to a question from Michael about what the physical protection for the bike lanes will be, Elliott said LADOT is looking at different options, including precast concrete barriers for the larger mixing zones in front of Union Station. Along the rest of the corridor, we're hoping to use something more substantial than just K71 bollards. Of course, we will use K71 bollards at intersection corners, and other areas to fill space, but it's undetermined right now. We think we're going to be using precast concrete barriers along the parks, along the north side of Spring Street. This is Toronto Barriers. We had that small one block pilot on 3rd Street. Eleanor can speak more to this later because she has an agenda item, but it's also always a question of budget and funding and what we can do with our limited funding for this project. We can't use them beside parked cars because we need to have some clear space for people to exit the vehicles. So we're looking at other lower-profile, precast concrete barriers for that, but again, that's undetermined. You see along Hollywood Boulevard that LADOT is getting creative with a mixture of elements and barriers, and I think that is likely to happen on this project as well. I look forward to giving you another update when the design has been finalized.
- e. In response to a question from Michael about whether the project schedule has been delayed for seven months, Elliott said that was maybe a bit of a mix-up in the language. Construction is starting this summer, we're beginning work on all of the civil construction, so we're talking about curb ramps, some sidewalk construction, but mostly curb ramps. It's the repaving, resurfacing, and then the restriping that will occur next summer, once all of the civil work is complete. We had a number of curb ramps that we were planning to construct, and that number of curb ramps has grown a little bit over the last 6 months. It's going to take a year to build those out. I'm hoping to start at the end of this month. They're having a pre-construction meeting now, and I'm currently working on getting all the permits. There are some properties along the corridor that require some permits to enter construction, so I'm working on that. But if we follow the timeline, we should be complete by next summer, and then we'll be able to resurface and restripe. And all the rest that follows. But just to be clear, the schedule was always that we would complete the civil work first, because we are required to complete the civil work and required to rebuild the curb ramps and bring them up to ADA compliance in the areas that we were surfacing and, therefore, we have to complete that first before we can go in and restart the bike lane. That's the current schedule so starting curb ramp construction, and this hopefully will include the Pedestrian Hybrid Beacons (PHBs) or HAWKs (high-intensity activated crosswalks)

for those crossings at Ann Street and Mesnager Street, because we're putting in some curb ramps there as well. All that work is set to begin within the next couple of weeks, and again, that'll take us approximately to April 2027 at which point we'll be able to begin resurfacing, then re-stripe, and put in the bike lane.

- f. Sunset Blvd/Cesar Chavez Safety & Mobility Project. Matt Garron.
 - i. Project webpage link: <https://ladotlivablestreets.org/projects/sunset>
 - ii. Open houses are being scheduled?
 - iii. On May 19, Elliott said LADOT was postponing the application for the ATP grant for Sunset West until ATP Cycle 9 in 2028.
- g. Matt Garron, Transportation Planning Associate with the Vision Zero Program, provided a quick overview of the engagement phase, the design, the project timeline, and next steps for the Sunset East Safety and Mobility Project. The presentation slides are attached.
- h. So, we're currently, working on Sunset East, which is from Alameda Street and Cesar Chavez up to Douglas and Sunset. And so that's 1.5 miles, and then we have a future phase, that will be implemented after the Olympics, and that's going to be from Douglas up to Fountain, and then it will link up with the recently finished Hollywood Boulevard Safety and Mobility Project. For the project need, Sunset Boulevard is a priority safety corridor with a high crash concentration, has high ridership and activity across transit and walking, there's currently a gap in the bike network that limits safe and continuous travel, and we have requirements under Measure HLA and the Mobility Plan. If we did do work on this street, we would be required to do some reconfiguration. Between 2014 and 2025, there were 42 collisions that resulted in a severe injury and 7 collisions that resulted in a fatality. And 5 of the 7 fatalities involved a pedestrian, and 40% of the severe injury collisions involved cyclists. Sunset East is partially funded through the MAC grant where it was awarded \$10 million, and an additional \$5 million will be covered under existing Vision Zero funds that were earmarked to cover the remainder of the improvements. During Phase 1 of engagement, the purpose was to identify key transportation issues along the corridor, understand community priorities and concerns, develop and evaluate initial concept designs, and conduct technical analysis, including parking and travel delay. More than half of the survey respondents reported living on or near the corridor and a majority of the respondents reported visiting the corridor for bars, restaurants, and retail. And we have the breakdown at the bottom of modes of transportation from the survey. So, 70% drive, 68% walk along the corridor, 48% ride the bus, and 40% use bikes. So, we heard that speeding is the most commonly reported safety issue. Existing

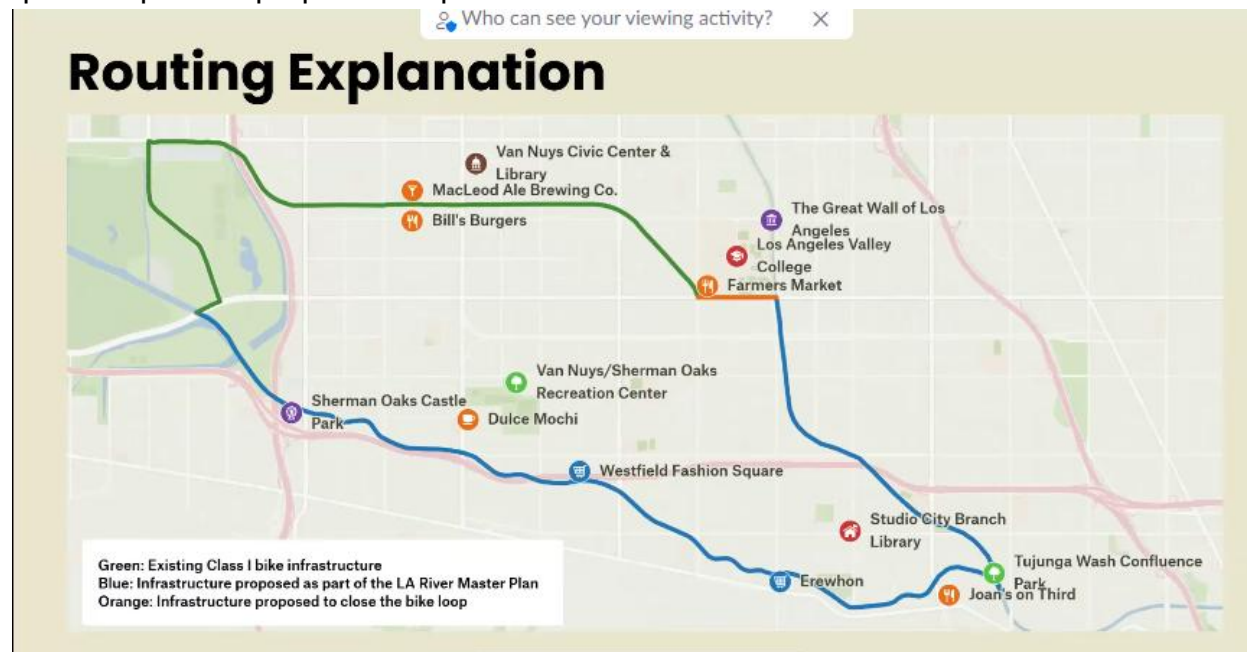
bike lanes are widely considered unsafe. Lack of shade and poor sidewalk conditions are a primary barrier to walking. Bus use is common, but service is seen as unreliable and slow. Congestion and parking shape the corridor experience, and that's especially true near Dodger Stadium. From businesses, we heard that their concerns were access and operations, including customer parking. They said that was their top priority. They said that foot traffic and visibility are critical. Another big concern was deliveries and curb use. Additionally, they were concerned about customer access. They said that most customers arrive by car. Maintaining convenient access is a key concern. And we had some mixed perspectives, so some supported improved walking, biking and transit access, while some others felt that parking and vehicle access was a priority. We heard a clear need for safety and a strong demand for change with some complex constraints to navigate. So the community wants to prioritize both the safety and ease of use of the corridor. It's an opportunity for mode shift to walking, biking, and transit if key improvements are delivered, including protected bike lanes, better sidewalks, and more reliable bus service. There's a high reliance on driving, Dodger Stadium traffic, and parking concerns that shape how change is received. And Measure HLA defines the design framework. But its implications, we found were not widely understood. There is a strong interest in safer, more comfortable, options. 92% said they would feel comfortable biking with a productive bikeway. 74% said they were more likely to walk with shade and trees, and 63% more likely to ride transit if it is faster and more. Next month from 10 a.m. to 1p.m. on August 15th at our open house at the Alpine Recreation Center, we'll be able to share what the proposed design looks like, and what the corridor improvements are. We're going to be advancing and developing the design based on community feedback and build broad and durable support for implementation. So, here are the Mobility Plan 2035 designations. From our Sunset East on Alameda to Douglas, it falls into all four of these, so the BLN, the BEN, and the PED. In the existing lane configuration, we have parking on both sides, except during the peak hour bus lane. And then we've got 4 car travel lanes and a center turn lane. Based on Measure HLA requirements, we need to reallocate the roadway space and make investments in the public right-of-way to remove pedestrian barriers and improve the walking experience and accessibility, so that will meet the PED designation. Between Douglas and Beaudry, we need to upgrade existing bike lanes to protected bike lanes. So that fulfills the BEN designation. Between Beaudry and Spring, either convert the peak hour

bus lane to a full-time bus lane, or add a bike lane, so that's for the BLN and PED designations. And between spring and Alameda, add bike lane and convert peak hour bus lane to full-time bus lanes for the BLN and PED designations. Okay, here's the schedule. We're about to begin Outreach Phase 2. We're going to be working towards the final design in winter 2027. We began sidewalk repair. So Elliott's been working closely with the sidewalk repair team for sidewalk repairs and curb ramp construction. In summer 2027, we'll complete the curb ramp construction, we'll have our final phase of outreach, and then we'll begin bike lane and bus lane installation. So hopefully we'll have it ready, with plenty of time to spare for the 2028 games. We will be at the Riverfest on August 9th at Elliott State Historic Park from 2:30 to 7:30 p.m. so I'll be there. We will be presenting to the Neighborhood Councils on August 24th and 25th, and we will have the virtual open house at 6 PM on August 26th.

- i. Michael said he had two things. I know you guys are just following internal city guidance, but a peak hour bus lane does not check the box as far as Measure HLA for a bike lane. And so I just want to point that out. I did have a question. If you do convert it to 24-7, would that mean that you will just put up some signage and write bus lane, or would you actually add any physical protection to prevent cars from intruding on the bus lane? I see at every rush hour, cars routinely abuse bus lanes with impunity. I would say if you're going to do it, then physically protect the bus lane. Beverly Hills is testing these right now. There are dividers and other things that take up the same width as the white stripe of paint. So you don't need additional space, but it's a visual cue and a physical cue for drivers to not drive in the bus lane. Of course, it only works for 24-7.
- j. For the second thing, Michael said that LADOT seems to be going full steam ahead, saying that a community plan can update the mobility plan after the date listed in HLA to downgrade from BEN to BLN. And it's simply not going to be able to do that. It sounds like you're going ahead anyway, but I would really encourage you, independent of HLA, just from a safety point of view, from a good connectivity point of view, we all know that the difference in riders that are attracted to a fully protected bike lane compared to something that's just a strip of paint with no protection. So, I would really encourage you to just put in protected bike lanes for the corridor. Stop playing these games with community plans. Even if LADOT or the City Attorney is advising you that you're in the legal rights, we'll see what the judge does and the litigation, but independent of all that, just from a safety point of view, just put in the protected bike lanes and stop dithering.

- k. In response, Elliott said we are planning to reveal the design proposal and the details at the open house this summer, and he would encourage everyone to attend either the in-person or virtual option. However, he believes that the existing plan is to install protected bike lanes along this section of the corridor. I know that there's that section between Beaudry and Spring which has convert peak hour bus lane to full-time, or add bike lane, he believes is undetermined, but for the majority of the corridor, I believe the protected bike lane is the plan right now, as it stands. Just to clarify, we're talking about Sunset East. That's just Douglas to Alameda.
- l. Michael asked whether the minimum is BLN, are you saying you guys are going above and beyond, and you're going to try to put in protected bike lanes for the whole corridor? In response, Elliott said we're still working through it and they will let you know. We're working through things, and because the road width is limiting especially between Broadway and Alameda, there's a really challenging section there, and the road width varies a lot, throughout the entire corridor of Sunset East, we're talking with LAFD, and we have to go back and forth with them over lane widths. He said that's the goal.
- m. Invitation to USC Master Planning graduates to present their analysis and proposals for the Van Nuys Bike Loop. Lionel and Quirino and Catherine Sabotta.
- n. Catherine introduced herself as a recent graduate from USC with my undergraduate degree in Urban Studies and Planning and my Master of Urban Planning with a concentration in Design of the Built Environment. Catherine said she will provide slides and those will be attached.
- o. So I'm going to show you a little bit of a summary of some of my capstone presentation that I was asked to present today. So we're broadly given the topic of Van Nuys, Van Nuys Boulevard, and also given the option to do whatever we wanted with it. So, what really interests me is active transportation, and I enjoy bicycling as a recreational activity, so I explored that route for my project. Some things that really stuck out to me about Van Nuys was some of the existing community assets, such as the Van Nuys Civic Center, popular restaurants and community hubs, this desire for recreation space within the community, and the fact that a lot of the community seems to be pretty invested in where they live. There's more long-term residents, people that care about the future of their community.
- p. So, my proposal is to leverage existing and planned infrastructure to create a 14.3-mile-long loop of continuous off-road bicycle infrastructure in the Mid-Valley. So, this includes the G-Line bikeway and some of the planned and in-development projects along the LA River, along the

Tujunga Wash, and there's just one little piece of it that would need to be built to make it a continuous loop. So my goal for this is really not transportation, but instead recreation and community engagement. Part of what I imagine would be a community organization that manages a website and shares information about what's happening along the route. The route would go quite close to the Van Nuys Civic Center, which hosts some events, there's a library, it could be a fun thing, with consistent branding and wayfinding signage to really give the project an identity. So she showed a quick map of the proposed loop.



So the green is existing Class 1 bike infrastructure, the blue is infrastructure proposed as part of the LA River Master Plan, and then the orange is the only segment that would need to be added in order to complete this loop. It would let you go by a Sunday afternoon farmer's market at the LA Valley College. There's also a proposal for a park within the LA River Master Plan that would be down here at the peak of the loop. It takes you through the reserve recreation space on the west. It takes you close to the Civic Center. In general, there are quite a few spots that you might want to stop. I like to imagine maybe Saturday afternoon, you're going on a ride with your family, or maybe your roommates, you can hop on, do it, get some exercise, maybe head to the farmer's market, head to the library, and enjoy the community. So some of the precedents I looked at included the Atlanta Beltline project. So, a lot of the bike projects that you see that are more commuting-focused are really only comfortable to be ridden by adult men. So this project is all Class 1 and would hopefully

be comfortable for riders of all ages and ability levels. Here's some of my ideas of next steps. Work with the LA Valley College to try and figure out a way to complete that connection. We really need a community organization that would maybe help manage a calendar of events, maybe a website, really give it a branding and a clear identity for the project and just to get buy-in from the community. If, say, you're a business and you wanted to be featured along the map, maybe you could commit to installing some bike parking at your business. That's the vision.

- q. Jennifer said it sounds like it could be a combination of recreational and commute. You can promote it like that. I do recreation, but I really want to be able to commute. In response, Catherine said if you're lucky enough for this to work for your commute, it would be great, because most people would rather have the Class 1 bike lane to commute on, if possible. To which, Jennifer said I really love this, but at the same time, I'm wondering if you just focus on the part you need and if you could help us promote the Festival Trail to get the bike lane finished for 52 miles between Long Beach and Chatsworth. Did you consider that? In response, Catherine said I was trying, for the sake of my project, this was just me working on it, and I also had 4 other classes so I had to narrow my vision a bit. At first, I was trying to propose a whole bicycle network for the entire valley, and then let me just hone in and focus on one thing, give it a community-centered identity.
- r. Quirino said I was involved with the USC Planning, and they had 40 students who presented, specifically for Van Nuys. Some of them were development projects, some were bicycle projects, multilateral type of projects that each one of the projects tied into each other, just because of the prospect of Van Nuys, especially with the Transit Neighborhood Plan, SB 79, bringing in three public transportation infrastructure projects right in the middle of Van Nuys to connect from the valley to the west side, and to spread around the valley. I really like your project, just because I saw it in person, and you spent a lot of time explaining points of departure, or points of interest like McLeod Brewery or a little public park that converged the LA River and the Tujunga Wash to be that inspiration point. It gives you outside experience away from the car, and detached from the traffic sounds and everything. So, all this is dedicated bike lanes that are not being shared. Once you get used to the bike trail, you could take other routes if you head to another business or destination. So, I'm very hopeful, there's all different avenues and people will utilize that to have some meetups.

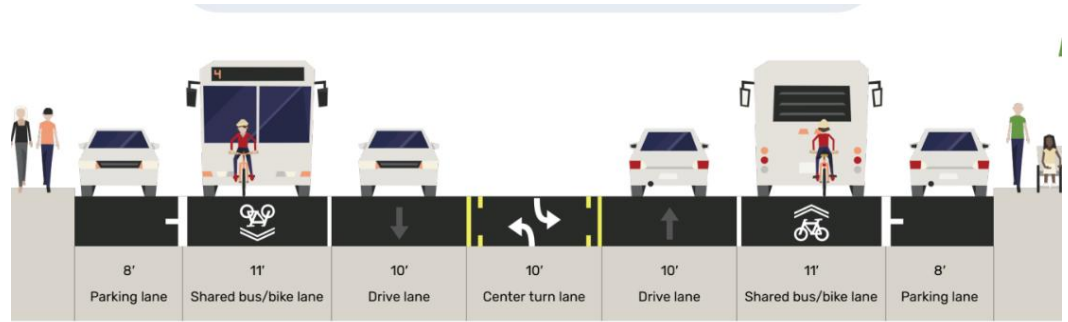
- s. Glenn said I have a specific question on the G-Line to Valley College. That would probably be Fulton and then to Burbank, to the Tujunga Wash, my question is what is the rationale for staying on the G line all the way to Huntsville? There's probably a reason. In response, Catherine said the G-Line doesn't quite actually go, the bike path part of it dead ends short of the Tujunga Wash. It's bike lanes before Tujunga Wash. I know it's not on the wash. I'm talking about the previous one. It crosses Dundee. At one point, it gets onto Chandler, east of Coldwater because they cross right at Burbank, it goes right in that intersection, and then it goes east, and then connects to the LA River. Glenn said I personally am trying to understand you're beyond the street on Burbank Boulevard, you're on the street on Chandler, and I just wonder if there's any thought process to it. It's not further upstream versus down. You're getting off on Burbank, and then going on Burbank and then connect to the Tujunga Wash as opposed to staying on a G-Line route. In response, Catherine said I was trying to stay closer to what would be a potential destination. So, the farmer's market, the college.
- t. Quirino said he could help you out with the draft letter of support. Jennifer said it looks like you're using what PR already is accessible, you just need wayfinding and structural elements. CD 6 is somewhat involved with the USC class, so they showed up at the presentation. We're trying to create a bike lane along the LA River, right? Your project will be one more push to get that done. There is a little bit of an existing greenbelt along it, like here, but it is proposed within the LA River Master Plan.
- u. Jennifer moved and Glenn seconded a motion to recommend to the LABAC to send a Letter of Support for this project. Michael said we should address the Letter of Support to the Council Offices, and Philip said and the Mayor's Office and those proposals were accepted. The motion passed 3-0-0.
- v. Discussion on Terra Bella Street - Metro is working with LADOT on an interim replacement bike lane before the existing bike lanes on Van Nuys Bl are removed. According to Metro's Friday Email for May 8, 2026, Work Notices, the new Class II bike lanes on Terra Bella St will be constructed by LADOT beginning Sunday, May 17, 2026. | [Full Details](#)
- w. In an April 16, 2026 [Ltr from LABAC re: Terra Bella](#), the LABAC recommended that LADOT, working with LA Metro, add robust bicycle facilities to seamlessly connect the western terminus of the Terra Bella Street bike lanes at Wakefield Avenue to the current Van Nuys Boulevard bike lanes at Parthenia Street, focusing on Tobias Avenue as a viable alternative route for bicyclists.

- x. On May 6, 2026, Raymond Acevedo, Principal Community Relations Officer, East San Fernando Valley Light Rail Transit (ESFVLR) Project, informed us that Metro does not plan to expand the scope of the replacement bicycle lane on Terra Bella St. LADOT's feedback was that advancing a facility on Tobias Avenue would likely require additional analysis, design, and potential civil improvements to meet current standards and they don't have funding for this.
 - y. We understand there have been public comments during Metro meetings expressing concerns about bicycle and pedestrian safety, including the need for improved street lighting, reflective bollards and lane markings, clearer signage, and safer crossings.
 - z. Discussion and possible action for the LABAC to evaluate the first-mile/last-mile connections, particularly where the bicycle network diverges from the transit corridor and considering how cyclists and pedestrians will safely access and exit stations, especially since these areas will be affected by the East San Fernando Valley Transit Neighborhood Plans (TNPs), SB 79, and other planning initiatives in the surrounding vicinity.
 - aa. Due to Metro's ongoing systems problems, we have not been able to download the First-Last Mile Plan in the Documents section of the ESFVLR Project website, <https://www.metro.net/projects/east-sfv/>. On April 9, Candace Lee of LA Metro said she'd send us the First-Last Mile Plan, but we have not received it.
 - bb. LADOT Update: Eleanor said the First-Last Mile Plan is not a Vision Zero project, but let me ask, and then I'll email you if I'm able to find something.
 - cc. Michael said there's plenty of room on Van Nuys if we were willing to not treat parking as sacrosanct. And I continue to be incredibly frustrated that the city, LADOT, and Metro are all okay with removing an existing bike lane when there is plenty of room, but they refuse to mess with street parking. So, there could be bike lanes on Van Nuys. When Lindsey Horvath first came in 4 years ago, one of the first things I asked of her office was to get Metro to reverse course and put the bike lanes back on Van Nuys Boulevard. And 4 years ago, they said it was too late. So I'm not optimistic that any first mile, last mile plan coming out of Metro, would be helpful to putting a bike lane back on Van Nuys Boulevard.
 - dd. The Osborne Street: Path to Park Access Project: project webpage [link](#).
 - ee. Draft Environmental Impact Report for the [LA River Path project](#).
4. Vision Zero Update. Eleanor Hunts
- a. 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.
 - b. Update: Eleanor reported that new vectoral platforms from Zicla are currently being installed, mostly between Vermont and Hillhurst. Three

Rectangular Rapid Flashing Beacons (RRFBs) have been converted to HAWKs at Rodney, Winona, and Hobart. Getting ready to launch outreach for Phase 2 to prepare the community for implementation. Aiming for an early 2027 implementation.

- c. Michael asked Eleanor for an update on Hollywood Boulevard going west from Gower to LA Brea along the Walk of Fame, a project that has gone radio silent. In response, Eleanor said I think that one's still moving along. Let me check and see if there's anything we're able to share.
- d. [Vermont Transit Corridor Project](#): Waiting to hear from Metro about what treatments might be incorporated into their project.
 - i. No update.
- e. Joint LADOT/CAO report on [Vision Zero Program Independent Evaluation](#): Council File [23-0600-S121](#). Council action was final on December 22, 2025.
 - i. Update on [LADOT's speed camera program](#).
 - ii. There is a lot of ongoing pre-construction coordination. They are talking to the vendor. Ad campaign was launched last month (digital and billboards) saying that these speed cameras are coming. Still on track for an early Fall launch, starting with the warnings before the first tickets are issued.
- f. [Pico Blvd Safety and Mobility Plan Project](#):
 - i. At its October 7, 2025 meeting, the LABAC approved a Letter of Support for Class IV bike lanes on Pico.
 - ii. Update: Eleanor said the project is in the bid and award phase, which is being overseen by BOE. That's supposed to go out next month, and then once we have the contractor on board, then they're going to start, construction so similar to the Spring Alameda project. We're going to start with civil improvements, and then move into restriping and resurfacing. And right now, we're pretty much done with community outreach. In response to continued engagement with small businesses on the corridor, the project team is looking for opportunities to add parking to side streets. We've heard a lot from the businesses about how they're concerned about the parking being eliminated from the north side of the street. We're not changing anything about the design.
- g. South Broadway Safety and Mobility Project between MLK Jr Blvd and Manchester Ave
 - i. Project webpage: <https://ladotlivablestreets.org/projects/broadway>
 - ii. First round of community engagement wrapped up, the project team put out the proposed design at their open house, and is refining the design and preparing for implementation in 2027. This is on the BLN and the 10 Comprehensive. Proposed cross section and rendering as shared at the open house:

iii.



- h. Discussion regarding the [SRTS Center City Schools Neighborhood Safety & Climate Resilience Project](#): On March 5, 2026, Eleanor shared with us the [ATP6 fact sheet](#).
 - i. CD 13 Update, July 10, 2026: ATP6 Center City Schools is currently in the design phase and is obtaining a design consultant. They plan to hold in-person public outreach/ input during the early design phase, which CD 13 will help coordinate with the residents. They plan to complete the design by March 2028 and begin construction by January 2029.
 - ii. No other updates.
 - i. California Safe System Institute for Road Safety: Link to express interest for next year: <https://app.smartsheet.com/b/form/019f14c2994a7fa397110906d9908b92>
 - i. Philip clarified we were just providing a link in case LADOT was interested in applying for the coming year.
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.

- a. Can we schedule a meeting with CD 4 Transportation, Infrastructure & Public Space Director Mehmet Berker to work with us on an actual change in policy that will be enforced? Michael.
 - b. Update: Michael said he would talk to Mehmet Berker about meeting to discuss Council File 20-1469-S1, Temporary Closures / Active Transportation Facilities / Transportation Network Improvement / Public Right-of-Way Reservation System / Proposed Policies and Procedures. Curtis had written a motion for this council file and then Hugo submitted a different motion.
6. Hardening bike lanes: bollards, curbs and other options. Update on city research and tests. The LABAC is interested in a maintenance cost comparison over 5-10 year periods between the standard approach of bollards/paint + ongoing maintenance vs. hardened infrastructure. Eleanor.
- a. Here's a list of the materials LADOT has used in this bike lane hardening pilot:
 - i. Main St (9th St to 1st St): [Zicla Zipper](#)
 - ii. Adams Blvd (Fairfax Ave to Crenshaw Blvd): Zicla Zipper and [Treetop 3" Crossover Delineator](#)
 - iii. Spring St (9th St to 1st St): [Treetop 5" Curb Delineator](#)
 - iv. 3rd St (Spring St to Main St): [Safe-T Lane Divider](#)
 - b. 3rd Street pilot is going
 - c. LADOT is considering precast concrete separators for Spring/Alameda.
 - i. No updates. I know Elliott said that maybe I'd be able to speak to the spring Alameda, hardening, but it's really the same as what he and Nate were sharing, we want to be able to add as much, hardening elements as possible, but it just depends on what we have the budget for, and then the constraints that we have to work with, for parking spaces and whatever LAFD needs.
 - d. Cost comparison for pre-cast barriers vs. K71s. Material/labor cost for 3rd Street pilot. Jack.
 - i. Michael said the K71s get knocked down all the time, LADOT's constantly running out of them, trying to replace them. So I know they're cheaper to install, but my question is, at what point are they not cheaper to install? And how often does LADOT have to replace them vis-a-vis a one-time cost for, like, a Toronto barrier?
 - ii. In response, Eleanor said I will check in with Jack about the cost comparison. She said having the clearance to put them in the ground, and having the funds to do so. We have no place to store them, so we can't receive deliveries of them. There's no warehousing storage. Michael asked whether the City can't give

you guys some dirt in one of their yards to store some Toronto barriers? Eleanor said we're trying to coordinate.

iii. Philip said I'll leave that on the agenda for the next meeting.

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.
 - a. Update from Michael on Charter Reform: This will be included in Item 10.
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.
 - a. 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.
 - b. Avenue of the Stars is on the 2035 Mobility Plan from a bike point of view. Removing a lane on each side of Avenue of the Stars would have very little impact on vehicle traffic patterns in Century City. It's just not on anyone's radar, and there's no money for it. Metro did recommend bike lanes on Century Park East, Avenue of the Stars, Century Park West, and Constellation as part of their first/last-mile around the Century City stop.
 - c. No updates.
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.
 - a. Elliott has a note to check in on it in June so he can provide an update at the July 21 subcom meeting.
 - b. Update: Michael said on June 2nd the consultant had to do additional environmental analysis to clear up some issues for the environmental clearance for NEPA. That was supposed to be done by mid-June, then they have to resubmit it back to Caltrans. Caltrans needs to recertify and approve the environmental clearance, making sure the issues are gone. Regardless, the RFP has to go out for bid by October for the grant guidelines or the city risks losing the money.
 - c. Jonathan said he wanted to find out what can be done to make sure we don't lose the money. LADOT has lost a lot of money in other areas. There's a lot of sunk cost here. Michael said CD 5 said they don't think that that's going to happen here. Jonathan said the Expo Bikeway project has been going on for about 15 years, just for those of you who don't know. I know Michael has been bird-dogging this as well. It would look

really bad for LADOT to lose more money, especially after how much money's been spent, millions, I would submit. There was land acquisition and so forth so whoever you need to tell.

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](#).
 - a. CD 14 asked for a 2-year extension for \$103 million in grants that the City of LA previously won for bike projects in Boyle Heights, Skid Row, and Wilmington. However, there's nobody at StreetsLA working on the project and, unless that changes, that money's just going to go back to the state in 2 years. There are hundreds of millions of dollars at risk across the city.
 - b. At their June 25th meeting, the California Transportation Commission was to consider approving the City's request for an extension. If the City received the extension, then Council has approved the hiring, and we'll get the positions, and we'll deliver those \$103 million in bike projects in those three areas.
 - c. Update: On the \$103 million that we talked about last time that was at risk, I'm sorry to say that I think the city has lost that money. The California Transportation Commission wouldn't even agendaize the city's request for another extension. LA is very, very good at writing grant applications and winning money, and very bad at implementation, and so that \$103 million is gone, and it was for Boyle Heights, Skid Row, and Wilmington.
 - d. Preserving Bikeways Bill, SB 569, Passed Assembly Transportation Committee. Please see the following link: <https://www.calbike.org/sb569passescommittee/>
 - e. Mobility Plan 2035 within the Orange (G) Line Transit Neighborhood Plan (OLTNP) updates: how they align with the broader goals of Mobility Plan 2035 and SB 79 implementation. Quirino.
 - f. Discussion and possible action for the LABAC to review these reports and determine whether to submit a letter of support, comments, or recommendations regarding the Mobility Plan 2035. Please refer to the following links: [Orange \(G\) Line Transit Neighborhood Plan \(OLTNP\) website](#); [OLTNP Proposed Mobility Plan Street Reclassifications and Mobility Network Changes](#); [Orange \(G\) Line Transit Neighborhood Plan Proposed Mobility Network Maps](#)
 - g. Update from Michael on charter reform: We'll see what the voters do. City Council punted on almost all of the consequential stuff. But there is a Director of Public Works in there. There's also the ability to remove some language, assuming the voters approve, that would allow a future mayor and city council to move things around without having to go back to the voters. So, for example, we can move some functions from the Bureau of Street Services underneath the LADOT without having to ask the voters for permission, which Streets For All thinks would be very beneficial. So charter reform will be before the voters in November, and those are the two major things. There's also a two-year budget, the capital infrastructure

plan. But the big things are the Director of Public Works and removing that language for more flexibility.

- h. In response to Philip's question, Michael said Streets For All has advocated that LADOT be responsible property line to property line, meaning they would take over responsibility from StreetsLA for sidewalks, repaving, and curb ramps. That's what we think would make a more functional city and fully formed LADOT. Not saying the LADOT wants that, but that's what we think would be better.
- i. Update on Measure HLA and updates on Joe's lawsuit: a judge refused to grant a preliminary injunction, meaning the city and metro can proceed on not putting in bike lanes on Vermont, for now. There's a trial set for next year. Should the city lose at trial, it's going to be a real mess because, at that point, they will have already done a lot of the work. I'm hopeful there could be a political settlement under a potential different mayor and different city attorney. We know for sure we're going to have a different city attorney, because our current one didn't make the runoff. We don't know if we're going to have a different mayor, but maybe come November, the political winds will be different, and there could be a political settlement, and we could get bike lanes on Vermont.
- j. November election: I won't get too political during work hours on a quasi-city call, but I'll say that bike lane advocates in CD 1, CD 5, and CD 13 won outright. So, that's good news, I think, for us in those districts. I'm also personally very happy that Nithya made the runoff, and that could make a huge difference with all of this stuff for her to win for the mayor.
- k. Update on Pico: The effort to extend, the Pico bike lane to San Vicente, I do think is going well. CD 10 is looking for additional funding right now to get LADOT the resources they need. In her report, Eleanor just mentioned that they're going out to bid for the Pico project. The hope is that these things can be done in tandem. So as LADOT is starting at the eastern end of Pico and working their way west, they're also doing outreach and geometric design and anything else that needs to happen, so by the time they reach Crenshaw, they could do a change order with the contractor and keep going west to San Vicente. That's the best-case scenario and it's the hope. So, we'll keep you posted on what I learn about extending the Pico bike lanes to San Vicente.
- l. Update on Ohio-to-Ohio Connector: I had some really good news on the Ohio to Ohio connection today. Today, Caltrans confirmed they will be using Toronto barriers and not K71 plastic bollards. So that's awesome. And that will safely get cyclists from Ohio and Westgate to Ohio and Santa Monica and going further west with an actually protected bike lane. So, very excited about that.
- m. Century City Update: I'm trying to work on a new thing in Century City, around the first mile, last mile, around the new Century City D-Line station. And really just a holistic walking and biking plan for Century City, which right now is kind of a black hole. It was designed in the 1960s around maximum car convenience. Most of the streets are 6 lanes, or even 8

lanes, and they carry a fraction of the car traffic compared to how much the streets are built, so working with CD 5 on that, and hoping we could find some money at Metro to make some improvements in Century City, connecting Santa Monica and Pico, and everything else through Century City.

- n. Also working with CD 5 to try to plug the San Vicente bike lane gap in Carthay Circle. The San Vicente bike lanes end at Fairfax and pick up again at Wilshire, so there's this less than a one-mile gap that we think needs to be plugged.
- o. I don't know if everyone's aware, if I talked about it last time, but the mayor has intervened on Forest Lawn. After 3 years of outreach, StreetsLA and LADOT were ready to go about a month and a half ago and Mayor Bass caved to pressure from two cemeteries to keep the street more dangerous. So, Forest Lawn and Mount Sinai objected to LADOT's plans for Forest Lawn. LADOT did a traffic study. They offered to dramatically expand the left-turn lane to make sure there were no issues with people getting into the cemeteries. Nothing would appease the cemeteries, and the mayor directed LADOT just do the project, but maintain all the travel lanes. And as we know, when you're trying to calm traffic down, you can't do that if you maintain everything as is. So, I don't know what's going to happen, again, under a different mayor. Ironically, this is in CD 4, Nithya's district, so there's probably some politics here too, but hoping that this gets resolved through the election.
- p. In response, Aaron Garcia said I just wanted to make a comment about Forest Lawn Drive in Griffith Park. It's pretty outrageous what the mayor did. Right now we're trying to conduct some speed surveys. We're having volunteers go on Forest Lawn Drive with speed guns, so we can build a report, and hopefully have some statistics to back our arguments, so if anybody's interested in helping out with this report, or if you know any volunteers who'd be interested, please send them our way, so we can get this report as done.
- q. Michael said he talked to LADOT earlier this week about automated bike lane enforcement. I don't know if anyone saw Santa Monica just started doing automated bike lane enforcement, and they have cameras on their parking enforcement vehicles to start ticketing people that are blocking bike lanes. LADOT did report back on this last year. It was Council File [25-0558](#). The short version is that it wouldn't be that hard to do. We're already doing speed cameras, we're already working with Hayden AI on bus cameras, we could expand that to bike lane enforcement. It's a matter of finding the money, the upfront money to install the cameras on parking enforcement vehicles, because it would probably be a profitable thing for the city. So, that's a budget conversation, and hoping for next year's budget.
- r. The last thing, and I think Eleanor mentioned this, I'm so excited that speed cameras are coming online this fall. They're doing it in batches, not all at once, but everything should be online by the end of the year. And I

think the speed cameras are really going to slow things down in a good way.

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.

- a. 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.
- b. LA 2028 initiated a month-to-month dialogue with Neighborhood Council folks, that will be open to the public on the first Fridays of the month at 11 AM.
- c. Update: Glenn said the meeting is on the first Friday. He tried to sign up, but when you go to sign up, it says June 5th. We haven't had any information about how to sign up. Philip said if you get information about how to sign up, let me know, and I will include that in the next agenda. Glenn said he understands they will meet on August 7 and he will try to sign up. If he's able to attend, Glenn said he'll report back at the next subcommittee meeting.

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

- a. Are there council files missing that should be added? Are there council files that should be removed from the list?
- b. 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.
- c. 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.
 - i. Eleanor said she will check on this and get back to us.
- d. 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.

- i. Eleanor said she will check on this and get back to us.
- e. 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.
 - i. Jennifer is going to ask Hunter to follow up on this item.
- f. Council File [25-1358](#), Senate Bill (SB) 707 / Brown Act / Policy and Procedure / City Compliance / July 1, 2026. At the May 5, 2026 A&E subcom meeting, Rob or Glenn said they would look for motion language.
 - i. Update: According to the Council File, Philip said the Council took final action on July 14, 2026, and they voted to provide funding for the Van Nuys Council Chamber to have the software they need to be able to meet the requirements for doing virtual meetings.
 - ii. Glenn said we either need the Attorney General to come up with an Attorney General opinion, but more likely it may be new legislation to clarify. So yes, I think we take this off our agenda.
- g. Council File [22-1566](#), Climate Action and Adaptation Plan / City General Plan: The Mayor's Office also released the [Climate Action Plan for Los Angeles](#). At the May 19 meeting, the subcom recommended to the full LABAC to consider approving the linked proposed [Ltr to City – Climate](#).
 - i. Update: Philip said the June 2 full LABAC meeting was cancelled. The subcom at today's meeting reaffirmed our recommendation to the full LABAC for them to consider approving the proposed letter.
- h. Council File [26-0338](#), Prohibit Electric Bicycles / Equestrian, Hiking and Recreational Trails / Enforcement Tools: Glenn asked in his recent email to the LABAC that this council file be included on the upcoming LABAC agenda as an unfolding issue.
 - i. Glenn said let's keep this on the agenda and we need to periodically check for the reports back. But we'll have to be more vigilant.
 - ii. Jennifer said it should be her responsibility to put her name on it because she doesn't know anybody else who has an e-bike. Most people don't.
 - iii. Philip said Jennifer and Rob? Because this is partly planning and bikeways, but it's also advocacy and education.
 - iv. Glenn said we just need to make sure, in my opinion, because there were some people who were anti-bike, and now this e-bike. They're getting complaints, because they have irresponsible people

going too fast in the wrong way and that's having a negative impact, potentially, on the folks who want to use e-bikes for proper purposes and proper needs and whatever. And then there's this thing for decades, the anti-bikes in parks, and on park trails, right? We fought that battle. We fought it for many, many years. And now, this whole thing is not just parks, but also what's going on in the streets. So, anyway, I agree. Let's keep it on the radar screen.

- i. Council File [26-0600-S11](#): The Budget and Finance Committee report on the Mayor's Proposed Budget for 2026-27 be amended to instruct the City Administrative Officer, with the assistance of the Bureau of Street Services, Department of Transportation, Bureau of Street Lighting, and Bureau of Engineering, to identify funding and report with recommendations to add the position authorities necessary to deliver the Active Transportation Program Cycle 6 projects for which the City was awarded funding.
 - i. As noted in Item 10 above, Michael told us that the California Transportation Commission wouldn't even agendaize the city's request for another extension of the \$103 million in ATP Cycle 6 funding for Boyle Heights, Skid Row, and Wilmington that was at risk.
13. Road resurfacing schedule-bikeway implementation matrix. For current status, please see: <https://docs.google.com/spreadsheets/d/1yGOX-qlbloDbt8exw-v4Bt1Bs8TZoAOo8wmjvtyD7FU/edit#gid=304220517>
14. Project Suggestion
list. https://docs.google.com/spreadsheets/d/1nG7dZ5QJUd8bsi_VJN3QDh_ghEIG12fsrB913uGkrA/edit#gid=0
15. Administrative: Proposal to change the format for how the subcom minutes are produced: Is it possible to just "summarize" and then refer to the link for the recording? We wouldn't have to copy the conversations verbatim, which would save us a lot of time. Just simply write the result of the conversation, not the "back & forth". If people want more data they can go to the link. Jennifer.
 - a. Here is a very simplified version: https://www-cdn.usemotion.com/webflow-export/blog/meeting-minutes-example/6650b39140062b9555434129_example_of_weekly_executive_meeting_minutes_0mhx.webp
 - b. Update: the focus of the discussion was on the length of the agenda. Jennifer suggested relying on links for those who want more details. Philip committed to trying to reduce the length and level of detail in the agendas. We clarified that the minutes are ok because they are linked electronically to the website and don't require printing.
16. Announcements

- a. Sunset Blvd/Cesar Chavez Safety & Mobility Project: From 10 a.m. to 1 p.m. on August 15th at LADOT's open house at the Alpine Recreation Center, they will share what the proposed design looks like, and what the corridor improvements are.
- b. A Community Advisory Committee (CAC), composed of Westlake residents and stakeholders, meets monthly to identify the needs of the community and craft a vision for what the closure of Wilshire Blvd in MacArthur Park could look like. The CAC meets every 4th Wednesday, including July 22, at 5 PM via Zoom and public comment on the project can be made at the meeting. For more information about what's being done to improve the park now, please visit <https://cd1.lacity.gov/MacArthur-Park>
 - i. Update: this link turned out not to be correct and CD 1 told us they will let us know when the CAC meetings are being held.

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

- a. Jennifer moved to adjourn in honor of former Governor Arnold Schwarzenegger because he bikes in the street and promotes biking on Facebook and Instagram. The meeting adjourned at 3:35 PM.

Next Meeting: Tuesday, September 15, 2026, 1:00 PM.
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

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