

**Minutes of Bicycle Advisory Committee of the City of Los Angeles
Planning and Bikeways Engineering Subcommittee meeting -
Tuesday, September 15, 2026, 1:00 p.m.
Location: Little Tokyo Library, Community Room, 203 S. Los Angeles Street, Los
Angeles, CA 90012**

Emailed 9/29/26 5:30 PM

Online Meeting Access Information

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

Meeting ID: 810 5106 3004

Guests: Elliott Shaw (LADOT ATP Team), Eleanor Hunts and Max Podemski (LADOT Vision Zero Team), Chih-Wei Hsu (Council District 13 Planning Deputy), Brian Nicosia (Bicycle Advisory Committee Chairman, Coastal Carolina University), Emily Gabel-Luddy (Mariposa Basin Environmental Alliance), Sabrina Silver (LA Equestrian, or Equine Advisory Committee) here today as an individual.

Bikeways, Planning and Engineering Subcommittee members attending: Jennifer Gill (vice chair), Glenn Bailey, Philip Armstrong (chair), and Taylor Nichols (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 7.21.26 minutes available at: https://labikecommittee.org/wp-content/uploads/2026/08/Subcom-minutes-7-21-26_V1.pdf.

Meeting is called to order at 1:08 PM. Quorum is three for the Planning and Bikeways Engineering Subcommittee and is met. Jennifer moves and Glenn seconds approval of the minutes. Motion passes 3-0-1. Taylor abstains.

2. Public Comment on non-agenda items.

Sabrina Silver spoke as an individual in favor of an alternate route for the LA River Bike Path project. She said Emily Gabel-Luddy has a presentation in which she has much more information and a larger scope, and she is in support of Emily's presentation.

3. Active Transportation project updates. Elliott Shaw and Nate Singer
 - a. 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>
- iii. Update: In construction. Still working on the curb ramps. Specifically, in the Spring/Alameda corridor, we're working on getting the crosswalks built out, one at Ann Street, one at Mesnager Street to connect people to the park. All the civil work should be complete next year, then we can start repaving and the bike path should be installed next year sometime.
- b. Sunset Blvd/Cesar Chavez Safety & Mobility Project.
 - i. Project webpage link: <https://ladotlivablestreets.org/projects/sunset>
 - ii. [August 15, 2026 Open House Conceptual Renderings](#)
 - iii. On May 19, Elliott said LADOT was postponing the application for the ATP grant for Sunset West until ATP Cycle 9 in 2028.
 - iv. Update: In construction. Sunset East is a larger project so the schedule's a little bit longer, and we don't have an exact timeline for that yet.
 - v. The project team shared the proposed design at an open house last month. It includes full-time bus-only lanes between Douglas and Alameda, so that's Union Station to Dodger Stadium with protected bike lanes, as well as 2 new pedestrian crossings. We are going to have to remove parking on the north side of the street, so that's the right side as you're going away from downtown. Please share your feedback about the proposed design here: <https://ladot.typeform.com/sunset-chavez>
 - vi. Eleanor said Sunset East is a Vision Zero project, and Sunset West is Active Transportation. Either place on the agenda is fine as the project is shared between the two programs. We're in Phase 2 engagement, similar to the Broadway project. Phase 2 engagement is for gathering feedback from all community members so the point of this phase is to hear the very hyper-local information. For business needs, for example, if there's a loading space that they need, or parking, or any of that feedback.
- c. 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.
 - i. 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.

- d. 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.
 - i. On September 10, Raymond Acevedo provided the following link for the First/Last Mile (FLM) Plan in the ESFV LRT project webpage: <https://www.metro.net/documents/2025/09/east-san-fernando-valley-transit-corridor-first-last-mile-plan.pdf/>
 - ii. We've asked members of the LABAC to observe whether Wakefield Avenue between Parthenia and Terra Bella Streets would work as a temporary replacement bike facility for the bike lanes that are being removed on Van Nuys Blvd between Parthenia and Nordhoff Streets. The FLM Plan says this segment of Wakefield is supposed to be a bike-friendly street. Please see the following screenshot of



- e. The Osborne Street: Path to Park Access Project: project webpage [link](#).
- f. Draft Environmental Impact Report for the [LA River Path project](#).
- g. [Glendale-Los Angeles Garden River Bridge Project \(Glendale Narrows Riverwalk, Phase III\)](#) and the diversionary L.A. River Bike Path. Presentation by Emily Gabel-Luddy, Mariposa Basin Environmental Alliance member.
 - i. Emily said she will present a couple of things. One is the progress that's been made on the Glendale Garden River Bridge and the LADWP Headworks Project. And then secondly, an updated proposal for an alternative to what's currently known as the LA River Bike Path Phase 4 project. Glendale is now advancing the Garden River Bridge Project to final design and permitting. And this project has received its funding, it reached its CEQA clearance, and it is in an advanced stage of engineering. This project is a bicycle

and pedestrian bridge and it comes from the City of Glendale across the LA River at the Glendale Narrows, and it will connect directly to the LA River Bike Path Phase 3 at Ferraro Fields. It's a very wide bridge, because it has a number of ecological features on it, as well as access for both bicycles and for pedestrians. Emily walked us through the attached presentation.

- ii. This project shows the LA River Bike Path going right back to the LA River, and it's funded, it's finished at CEQA, it's in design, and if you followed the 2017 LA River Greenway Project Feasibility Study and its updates, you'll know that this is part of Segment 9 in that study, which was never shown in greater detail, but at this time it shows a way of connecting the LA River Bike Path directly to Zoo Drive and that raises the question, what about Phase 4? Phase 4's been under preparation for many years. It actually is a dead end. There is no way to continue Phase 4 from its current location where it's shown just east of the Forest Lawn interchange with the 134 Freeway. Phase 4 cannot continue along the LA River because the 134 freeway sits virtually on top of the channel wall.
- iii. So, that brings us to what can we do as an alternative? Instead of forcing bicycles and horses into the same narrow corridor, I think the solution here is to give bicyclists a better bicycle connection and preserve the existing equestrian facility for the horseback riders. The path forward identifies a shortfall of funding, it ends in a dead end, and there's a high degree of conflict. This also preserves the existing equestrian easement and maintains the safety for both parties along that less-than-a-mile stretch.
- iv. So, the Mariposa Basin Alliance is recommending the following alternative to the Phase 4 project. There is a way to enhance the connectivity for bicycle riders and provide the kinds of loops and circuits that make bike riding enjoyable, as opposed to going to a dead end. We think this is a better answer and we raise the question, why spend millions of dollars building a bike path that delivers bicyclists to a place where they cannot safely continue, where they must turn around and go back. So, we think this proposal is a real win-win, and I'm glad I have a chance, as I said earlier, to present this today. For cyclists, it does something much more important. It gives them somewhere to go and for horseback riders, it gives them a way into the tunnels that convey them to the horse trails in Griffith Park. So, instead of a path that ends, this starts to connect a network. And I'll say as an aside, the network can be short, around Headworks, the network can be long, coming up the LA River bike path, and then going over to Griffith Park, and to those now protected lanes, and to those streets that have no traffic on them.
- v. The money could be used in order to protect the section on Riverside Drive Bridge and Zoo Drive that's not currently protected

that leads to Forest Lawn Drive that is protected. So, to finish and to amplify on what Sabrina just said, the benefits of this alternative are really positive. It extends the LA River Bike Path past the 130, it connects and makes use of a number of already funded city bike projects, it connects into the Griffith Park riding experiences, it gives circuits, loops, and choices for beginners and for experienced riders, it saves significant funds, the maintenance will be overseen by other agencies like LADWP and Recreation and Parks, the money can be reprogrammed, and it optimizes safety for horseback riders, and their community, while increasing networks and accessibility for the bicycle community. My ask is that you consider taking a position not to go forward with the Phase 4 bike path for all the reasons mentioned.

- vi. Regarding the upgrade on Forest Lawn Drive, Michael commented that sharrows are very unsafe, even if they're green bike boxes. LA doesn't do green bike boxes anyway, and they don't replace a Class 1 bike path or Class 4 protected bike lanes. So, there's sort of a gap here in the proposal at number 2 that is just not really safe in my opinion.
- vii. Michael said there is a plan in place to have a 51-mile connected greenway and bike path from Chatsworth to Long Beach. First of all, I agree with you, this goes to nowhere currently. I brought this up with LADOT 2 or 3 years ago when they first presented the plans. And I said, where's the cyclist supposed to go? And they said that's not part of this funding that we got, but we'll address that in a future project. So, I agree with you that currently this is not that useful at the end of the path. However, just to put it in context for everybody, LADOT, BOE, the entire city has different chunks of the LA River on which they are building the bike path. And I think it's Phase 6, I could be wrong about that, but there is a phase that goes through the current LADWP land with the massive transmission lines, that will build a bike path that will eventually connect to this. How will it connect with the freeway there? I don't know yet, but I know there's a plan to figure that out and to connect it. So, just for everyone's edification, it's correct to say this is currently a dead end, but it's not correct to say there is no path to eventually have it fully connected, because there is.
- viii. To wrap up, Emily said this was to bring to your attention what I think is a better bike experience, which is to defer Phase 4 until the full connections could be made so there's an actual network and shift the funding over to upgrading these other areas. I want to let you know that we've really done our homework on what we think is a win and we would ask that you would give serious consideration to taking a position in support of deferring or tabling Phase 4 until such time as there has been a connection that has been designed

and engineered so that it is not a dead end or it's not crossing the entrance and exit of the 134.

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. Getting ready to launch outreach for Phase 2 to prepare the community for early 2027 implementation.
- b. Update: Max Podemski from the Vision Zero team presented on Phase 2 of the Hollywood project: Hillhurst to Fountain. Please see the attached presentation. The team will be conducting outreach from August to November 2026 and planning to begin implementation in early 2027. The project involves the following aspects.
 - i. Redesign of the complicated Sunset/Hollywood/Hillhurst/Virgil/Sunset Drive intersection. See the diagram in slide 8 in the attached presentation slides.
 - ii. Reconfiguring the roadway between Hillhurst and Fountain to add Class IV protected bike lanes. Parking will be removed on the southbound side of the roadway and both travel lanes will be maintained.
 - iii. Closing the slip lane at Fountain Ave.
 - iv. Slurry seal repairs (no repaving or large asphalt repair).
 - v. Learn more about the project and leave feedback here: <https://ladot.typeform.com/to/MVmFTV38>
- c. [Vermont Transit Corridor Project](#): Waiting to hear from Metro about what treatments might be incorporated into their project.
 - i. No updates.
- d. 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](#): Construction starts next Monday, September 21, on installation of cameras. Warning citations will tentatively start the week of October 26.
- e. [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: The project is currently in the bid and award phase. It received 3 bids between \$11 and \$12 million. The team hopes to have a contractor on board by the end of the year.
- f. South Broadway Safety and Mobility Project between MLK Jr Blvd and Manchester Ave
 - i. Project webpage: <https://ladotlivablestreets.org/projects/broadway>
 - ii. The project team is refining the design and preparing for implementation in 2027. Starting Phase 2 engagement this month. The goal of this phase of engagement is to get feedback on the

proposed design. Anticipate finishing design in early 2027 and beginning construction at the end of 2027.

- g. Discussion regarding the [SRTS Center City Schools Neighborhood Safety & Climate Resilience Project](#): On March 5, 2026, Eleanor shared with us the [ATP6 fact sheet](#). No updates. We can remove it from this item since it's not a Vision Zero project and address it under Item g and 12.i below instead.
 - i. In response to a question from Philip about early access to SWITRS data, Eleanor said LADOT is able to get narratives for fatal collisions from LAPD. But we only get monthly dumps of collisions and they have limited information so we get a preview at the same time that they report the crash data to the state. It's not a complete look at the collision. Regarding a collision on Bimini Place, Eleanor said I can see that crash, on August 28th. It said that the primary collision factor was unsafe speed. But we don't have any information about what direction the car was going, just the location and the primary collision factor, and then the number of victims. This is showing 2 victims plus the driver, so 3 parties. It just says the other 2 victims were pedestrians. Because it wasn't a fatal collision, we don't get the narrative for it, we just get these limited features about each crash. Eleanor said she can talk to DJ Williams, the Project Manager for the People St Project / Bimini Place / Plaza Project / Council District 13.
 - h. Discussion and possible action to consider recommending to the LABAC to approve a Letter of Support for Council File [26-0600-S11](#). Status of ATP Cycle 6 Funding for projects in Boyle Heights, Skid Row, and Wilmington. This council file is also referenced in Item 12.i below.
 - i. Michael said the status of those three projects is that we lost the money.
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
- 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. 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.

- c. Update: Michael said that LADOT and StreetsLA are coming to our October full LABAC meeting related to this item. In response to a question from Elliott, Michael said both StreetsLA and Bureau of Contract Administration will be represented.
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. Update: Currently evaluating adding hardening materials on Figueroa, Grand, and Olive in DTLA, and on Foothill Blvd from Balboa to Polk and 7th Street from Park View to Alvarado.
 - b. A planner in the Vision Zero Team has been assigned to track the ongoing maintenance costs of the different hardening treatments.
 - c. Cost comparison for pre-cast barriers vs. K71s. Material/labor cost for 3rd Street pilot. Jack.
 - i. Update: Eleanor said we have the unit cost of each of the items and she was told that the long-term plan is to track the ongoing maintenance costs so that's something that's going to take a little bit of time.
 - d. In response to Michael's question regarding use of Toronto barriers for the Spring/Alameda Corridor Safety and Mobility Project, Elliott said we're almost prepared to install them, we're just trying to sort out who could install them at the city. We have StreetsLA working on Spring/Alameda and we have GSD working on Sunset Boulevard/Cesar Chavez, so we're working through that with both groups to determine if it's feasible for either group to install the barriers and the funding and cost. I can provide an update at the general meeting in October once we have that sorted out.
 - e. Michael said he thought with Toronto Barriers, LADOT was able, since they're prefabbed, to just bolt them into the street, but you're saying LADOT is not able to install Toronto Barriers by itself. In response, Elliott said they are just bolted into the street, that's correct, they're anchored, but LADOT doesn't have any of the equipment required to install them. You can't lift them with just people, you need special equipment to crane them off the truck or off some storage site and into the street. Streets LA has that equipment and GSD has the ability to rent, but LADOT does not have that equipment, and that is why we relied on StreetsLA to install the barriers on 3rd Street.
 - f. Michael Schneider: Last question. Would it be beneficial, in your opinion, if LADOT had budget to get the equipment so you guys could install these just like you install K71s, all in-house? In response, Elliott said yes, probably. We're working closely with StreetsLA on this project and other projects, but yeah, I'll say that it would be beneficial if we had that equipment, and it would streamline things. But as of right now, we're working on other ways to do it.

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.
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: No update right now. Elliott said I did actually message the project manager a month ago, but he never got back to me, so I’ll get an update.
 - c. 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 cleared up. Regardless, the RFP has to go out for bid by October for the grant guidelines or the city risks losing the money.
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. Preserving Bikeways Bill, SB 569, Passed Assembly Transportation Committee. Please see the following link: <https://www.calbike.org/sb569passescommittee/>
 - i. Update: If you’ve spent public money on a bike lane, then you wouldn’t be able to remove it. At this point, being the second year

of the two-year legislature, it's either passed or not. The bill [did not pass](#) the Legislature.

- b. 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.
- c. 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](#)
- d. [Forest Lawn Drive Safety & Mobility Project](#): At our July 21, 2026 subcom meeting, we learned that after 3 years of outreach, StreetsLA and LADOT were ready to go when Mayor Bass caved to pressure from two cemeteries to keep the street more dangerous. On August 29, 2026, lawmakers introduced [SB 194](#)—language threatening the long-planned safety project after opposition from the cemeteries along the route.
 - i. Update: Michael said the biggest thing I want the committee to know about is Forest Lawn. I don't know if everyone's aware of the latest situation with Forest Lawn. This was a shovel-ready project to narrow the street, calm traffic, make it safer, and protect the bike lanes. Mayor Bass intervened just before construction was ready to go. They were set to start June 1st. She intervened May 11th, directed LADOT and Streets LA to not move forward with the project, and that they come up with a plan to maintain all vehicle travel lanes. So, LADOT responded to the Mayor in a memo saying that it's not possible to achieve the safety benefits if they do that. And then, behind the scenes, the Mayor working with the lobbyists in the cemeteries, got language inserted into a budget trailer bill in Sacramento, which became SB 194, which passed, and it says in a city with over 2 million people on a street that provides access to two or more cemeteries, and it provides all these conditions. It doesn't make the project impossible, especially if Nithya Rahman becomes mayor, but it slows it down. In the meantime, last month, someone crashed and burned to death in their car in front of Mount Sinai Cemetery on the same street where the project would have already been in the ground had the Mayor not paused the project.
- e. November election: On the election side in the City of LA, Michael said I wanted to let everyone know that we endorsed Barri Worth Girvan for CD 3, we've endorsed Nithya Raman for Mayor, and we've endorsed Marissa Roy for City Attorney. I do think Measure HLA has a much higher likelihood of being accelerated, if our endorsed candidates were to get into office.
 - i. In response to a question about the author, Michael said SB 194 is a budget trailer bill, so it doesn't actually say the author, but I can

tell you that Rick Chavez Zbur and Senator Durazo were the ones that were behind it. It's their district so they signed off on the cemetery's lobbyists pursuing that to put it in the budget trailer bill, which essentially allows no time for debate or anything else. It was done 45 minutes before the deadline to amend anything this legislative year.

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 next meeting on the platform is at 11 AM on Friday, October 2. He will let us know when he sees a meeting in which the agenda involves bicycles and we can alert the LABAC. The two prior meetings involved volunteers and vendors. They do announce the date and time in advance, and register in advance, but they don't necessarily say this is what we're going to be talking about.

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.
 - i. Update: The P, B&E subcommittee added four additional council files to the above link on September 15.
- 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](#).
 - i. Eleanor said to her knowledge, LADOT has not started drafting this report yet.
- 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.

- i. Eleanor said LADOT anticipates this report will be uploaded sometime in late October or early November.
- 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.
 - i. When Jennifer asked Hunter to follow up on this item, he said that the council file has been handled,
- f. Council File [25-1358](#), Senate Bill (SB) 707 / Brown Act / Policy and Procedure / City Compliance / July 1, 2026.
 - i. Elliott is looking for an answer from the City Attorney's office about SB 707's intention regarding virtual/hybrid meetings.
 - ii. Update: Glenn said the City Attorney has interpreted the language of the law to be the legislative body only, which is in the case of the City, City Council only, not even the City Council Committees. For the LABAC to meet virtually would take an amendment to the Brown Act. We will take SB 707 off the 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, 2026 meeting, the subcom recommended to the full LABAC to consider approving the linked proposed [Ltr to City – Climate](#).
- 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. 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. Update: Michael said the Controller's looking into this in trying to figure out what other projects are at risk so ask the Controller's office. Elliott said yes, I think Michael's right. I think the best route for an answer would be to go directly to the Controller's office if you have a contact there.
- ii. Elliott said we could ask the question to him and Eleanor of which ATP Cycle 6 projects are currently lacking active project managers besides the three projects for which we lost the funding.
- iii. Philip moved and Glenn seconded a motion to recommend to the LABAC to approve a letter of support for Council File 26-0600-S11 to give LADOT the funding it needs to hire project managers to implement ATP Cycle 6 projects. The motion passed 3-0-0. Karen, Taylor, and Michael are absent. Philip will write the proposed letter of support.

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_qhEIG12fsrB913uGkrA/edit#gid=0

15. Announcements

- a. CicLAvia – [Heart of LA](#), Sunday, October 11, 2026.
- b. CicLAvia – [Pasadena](#), Sunday, November 15, 2026.

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

- a. Jennifer moved to adjourn in honor of Michael Schneider as a hero for the good work that he does.
- b. The meeting adjourned at 3:39 PM.

Next Meeting: Tuesday, November 17, 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

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

Meeting ID: 810 5106 3004

One tap mobile

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