



John White &lt;john.white@lacity.org&gt;

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**NEW FILE NUMBER 10-2385-S2**

1 message

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**Lucinda Phillips <pavementpictures@dslextreme.com>****Mon, Feb 7, 2011 at 4:13 PM**

To: john.white@lacity.org

Dear Mr. White

We support 99% of the Bike plan as a Transportation plan for road bikers.

We also support the City Ordinance that prohibits bikes on City Parks dirt roads and trails. That Ordinance should stay in effect unchanged. The mountain bike element does not belong in this Bike Master Plan Transportation document at all. It is a recreational issue, not a transportation issue.

We ask that that references in Chapter 3, pages 55 & 56, and Chapter 4, pages 84-86, to mountain biking on City park trails and roads be removed entirely from the Bike Master Plan.

This is not just an equestrian issue, it is a traditional trail user issue. Sierra Club hikers, dog walking groups, Mommy stroller people, running clubs, Home Owner Associations, Neighborhood Councils, Audubon Society, Parks, Rivers and Open Space Committee and many others all oppose bikes on City Park dirt trails. It serves the bike agenda to cast this as a battle only between equestrians and bikers.

Thank you.

Regards,  
Lucinda Phillips  
Parks Representative, Hollywood United Neighborhood Council  
Chair, Friends of Fern Dell

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*Marian Dodge*  
2648 N. Commonwealth Avenue  
Los Angeles, CA 90027  
323-663-1031  
[smdodge@earthlink.net](mailto:smdodge@earthlink.net)

February 7, 2011  
John White  
City Clerk  
200 N. Spring Street Los Angeles, CA 90012

RE: Bicycle Plan  
CF 10-2385-S2

Dear Mr. White:

While the Bicycle Plan for the most part is a well thought out proposal, there is one issue that is totally out of place – that of mountain bikes. As everyone knows – or at least everyone except the Department of Transportation (DOT) – mountain bikes are a means of extreme recreation, not transportation. They have NO place in a transportation plan. DOT should not be dictating policy that impacts the Department of Recreation and Parks. Nor should DOT be dictating unwise policy to the Planning Department. Bicycles are prohibited off road in city parks by municipal code and for very good reason. They destroy the fragile park environment, are incompatible with other park users and pose a safety and liability issue. Does the city really want to pay the law suit that will follow as soon as the first mountain biker startles a horse who rears and throws the rider causing permanent paralysis from the waist down? Permitting such occurrences is irresponsible.

Most of the Draft 2010 Bicycle Plan is fine with the exception of Chapter 3. Section 3.1.3 and section 3.1.5, which both make reference to assessing the use of trails for mountain biking, should be eliminated in their entirety. At an earlier hearing on the Bicycle Plan, one speaker stated that the only area of conflict seemed to be the mountain bikes. He suggested removing all references to mountain bikes so that the plan could proceed. His comments were greeted with loud applause from everyone in attendance.

I urge you to follow his wise recommendation. Delete sections 3.1.3 and 3.1.5 and keep mountain bikes out of city parks and out of the 2010 Bicycle Plan.

Sincerely,

*Marian Dodge*

Marian Dodge



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## Document for Bike Plan Committee RE: CF 10-2385

1 message

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akalynnbrown <akalynnbrown@aol.com>

Mon, Feb 7, 2011 at 7:47 PM

To: John.white@lacity.org

John White, Legislative Assistant  
Transportation Committee

ITEMS: 1 & 2 Joint Transportation and Planning/Land Use Committees,  
Tuesday, February 8, 2011  
RE: CF 10-2385, S1 and S2, Draft Bicycle Plan

Dear Mr. White,

I am attaching a letter from the Sierra Club Board, for submittal to the Councilmembers for consideration in deleting Sections 3.3.3 & 3.3.4 of the Draft Bicycle Plan. Please also place the entirety of this record in the Council File. Given the fact that -- over the history of the public participation for the Bike Plan -- there is no demonstrated need (as opposed to the great efforts of road cyclists who full heartedly participated at every turn); further that environmental damage and user conflict are amply and well-documented, and finally that the City already spent more than half million dollars conducting an exhaustive parks user study and survey for the Department of Recreation and Parks' Work Program, the proposed mountain bike use policies and programs are not where the City should spend its scarce resources.

Sincerely,

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LYNN

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Joe's RAP letter Jan 5 2011.pdf.zip  
300K



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Suite 320  
Los Angeles, CA 90010-1904

(213) 387-4287 phone  
(213) 387-5383 fax  
www.angeles.sierraclub.org

January 5, 2011

Los Angeles Recreation and Parks Commission  
Attn: Barry A. Sanders, President  
221 N. Figueroa Street, Suite 1510  
Los Angeles, CA 90012

Reference: **Draft Bicycle Plan and Mountain Bicycles in City Parks**

Dear President Sanders:

The Draft Bicycle Plan, approved December 16, 2010, by the City Planning Commission contains an excellent focus on bicycle use on bike paths through out the city which we fully embrace. The Draft Plan is being transmitted to the Mayor's Office, after which it will go to City Council (Transportation and Planning Committees) for final adoption. The Transportation aspects of this plan are excellent.

Unfortunately, the draft Master Plan goes beyond addressing transportation needs and includes recommendations for mountain biking on LA City Parks trails accompanied by a demand on Recreation and Parks Department resources to conduct studies, analyses and inventories leading to the accommodation of mountain bike use on City park trails. Currently, mountain bikers have access to over 1,500 miles of nearby trails plus they have a bike park in Mandeville Canyon and trails in Topanga State Park, within the L.A. City limits.

The Planning staff has taken the written position that conflicts occur only between equestrians and mountain bike uses; hence, park trails that are not used by equestrians should be considered for mountain bike uses. This is an intolerable slap in the face of all other park users, including hikers, runners, picnickers, casual walkers, or any one else using these trails.

We informed the staff of Planning and Transportation that the nearly \$1 million 2009 Citywide Community Needs Assessment program prepared an exhaustive study/recommendations based on public outreach to ALL users. Specifically, the Needs Assessment documented little or no interest by the public in considering any form of extreme sports, including mountain biking, to be priorities. There is no need to conduct additional studies.

The latest outrage is an admission on the part of City Planning staff that all the material and evidence submitted on the public record during the 2010 Planning Commission deliberations was ignored and unread, raising serious questions about the equity of this public process. For your information folders have been prepared which contain copies of documents and letters publicly submitted - and subsequently disregarded.

We respectfully request that the recommendations in sections 3.3.3 and 3.3.4 regarding mountain bike use be deleted entirely from the Draft Bike Master Plan.

Regards,

Joseph F. Young  
Chair, Griffith Park Task Force  
Angeles Chapter, Sierra Club





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## Document submission for Bicycle Plan Committees, RE: CF 10-2385, S1 and S2

6 messages

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akalynnbrown <akalynnbrown@aol.com>  
To: john.white@lacity.org

Mon, Feb 7, 2011 at 7:43 PM

John White, Legislative Assistant  
Transportation Committee

ITEMS: 1 & 2 Joint Transportation and Planning/Land Use Committees,  
Tuesday, February 8, 2011  
RE: CF 10-2385, S1 and S2, Draft Bicycle Plan

Dear Mr. White,

I am attaching The Palos Verdes file for submittal and distribution to the Councilmembers for consideration in deleting Sections 3.3.3&3.3.4 of the Draft Bicycle Plan. Please also place the entirety of this record in the Council File. Given the fact that -- over the history of the public participation for the Bike Plan -- there is no demonstrated need (as opposed to the great efforts of road cyclists who full heartedly participated at every turn); further that environmental damage and user conflict are amply and well-documented, and finally that the City already spent more than half million dollars conducting an exhaustive parks user study and survey for the Department of Recreation and Parks' Work Program, the proposed mountain bike use policies and programs are not where the City should spend its scarce resources.

I will be sending more documents for submission.

Sincerely,

LYNN BROWN

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Impact of Mountain Biking for LA.PalosVerdesExp.2009compressed.pdf.zip  
9960K

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akalynnbrown <akalynnbrown@aol.com>  
To: john.white@lacity.org

Mon, Feb 7, 2011 at 7:52 PM

John White, Legislative Assistant  
Transportation Committee

ITEMS: 1 & 2 Joint Transportation and Planning/Land Use Committees,  
Tuesday, February 8, 2011  
RE: CF 10-2385, S1 and S2, Draft Bicycle Plan

Dear Mr. White

I am attaching a letter from Chatten-Brown and Carstens for submittal and distribution to the Councilmembers for consideration in deleting Sections 3.3.3&3.3.4 of the Draft Bicycle Plan. Please also place the entirety of this record in the Council File. Given the fact that -- over the history of the public participation for the Bike Plan -- there is no demonstrated need (as opposed to the great efforts of road cyclists who full heartedly participated at every turn); further that environmental damage and user conflict are amply and well-documented, and finally that the City already spent more than half million dollars conducting an exhaustive parks user study and survey for the Department of Recreation and Parks' Work Program, the proposed mountain bike use policies and programs are not where the City should spend its scarce resources.

I will be sending more documents for submission.

Sincerely,

—  
LYNN BROWN

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 Mayor and City Council ltr fnl.pdf.zip  
93K

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akalynnbrown <akalynnbrown@aol.com>  
To: john.white@lacity.org

Mon, Feb 7, 2011 at 7:55 PM

John White, Legislative Assistant  
Transportation Committee

ITEMS: 1 & 2 Joint Transportation and Planning/Land Use Committees,  
Tuesday, February 8, 2011  
RE: CF 10-2385, S1 and S2, Draft Bicycle Plan

Dear Mr. White,

I am attaching a letter from from Lynn Brown for submittal and distribution to the Councilmembers for consideration in deleting Sections 3.3.3&3.3.4 of the Draft Bicycle Plan. Please also place the entirety of this record in the Council File. Given the fact that -- over the history of the public participation for the Bike Plan -- there is no demonstrated need (as opposed to the great efforts of road cyclists who full heartedly participated at every turn); further that environmental damage and user conflict are amply and well-documented, and finally that the City already spent more than half million dollars conducting an exhaustive

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City of Los Angeles Mail - Document su...

already spent more than half million dollars conducting an exhaustive parks user study and survey for the Department of Recreation and Parks' Work Program, the proposed mountain bike use policies and programs are not where the City should spend its scarce resources.

I will be sending more documents for submission.

Sincerely,

-

LYNN BROWN

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 Lynn Brown.doc.zip  
11K

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akalynnbrown <akalynnbrown@aol.com>  
To: john.white@lacity.org

Mon, Feb 7, 2011 at 8:02 PM

John White, Legislative Assistant  
Transportation Committee

ITEMS: 1 & 2 Joint Transportation and Planning/Land Use Committees,  
Tuesday, February 8, 2011  
RE: CF 10-2385, S1 and S2, Draft Bicycle Plan

Dear Mr. White,

I am attaching a letter from from **Rec. and Parks, Mike Shull and Jon Mukri** for submittal and distribution to the Councilmembers for consideration in deleting Sections 3.3.3&3.3.4 of the Draft Bicycle Plan. Please also place the entirety of this record in the Council File. Given the fact that -- over the history of the public participation for the Bike Plan -- there is no demonstrated need (as opposed to the great efforts of road cyclists who full heartedly participated at every turn); further that environmental damage and user conflict are amply and well-documented, and finally that the City already spent more than half million dollars conducting an exhaustive parks user study and survey for the Department of Recreation and Parks' Work Program, the proposed mountain bike use policies and programs are not where the City should spend its scarce resources.

I will be sending more documents for submission.

Sincerely,

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LYNN BROWN

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 RAPShull2Brown.pdf.zip  
135K

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akalynnbrown <akalynnbrown@aol.com>  
To: john.white@lacity.org

Mon, Feb 7, 2011 at 8:16 PM

John White, Legislative Assistant  
Transportation Committee

ITEMS: 1 & 2 Joint Transportation and Planning/Land Use Committees,  
Tuesday, February 8, 2011  
RE: CF 10-2385, S1 and S2, Draft Bicycle Plan

Dear Mr. White,

I am attaching a letter from from **Dale Gibson of the L.A. Equine Advisory Committee** for submittal and distribution to the Councilmembers for consideration in deleting Sections 3.3.3&3.3.4 of the Draft Bicycle Plan. Please also place the entirety of this record in the Council File. Given the fact that -- over the history of the public participation for the Bike Plan -- there is no demonstrated need (as opposed to the great efforts of road cyclists who full heartedly participated at every turn); further that environmental damage and user conflict are amply and well-documented, and finally that the City already spent more than half million dollars conducting an exhaustive parks user study and survey for the Department of Recreation and Parks' Work Program, the proposed mountain bike use policies and programs are not where the City should spend its scarce resources.

I will be sending more documents for submission.

Sincerely,

—  
LYNN BROWN

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 Bike Plan Comment Letter.pdf.zip  
95K

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akalynnbrown <akalynnbrown@aol.com>  
To: john.white@lacity.org

Mon, Feb 7, 2011 at 8:18 PM

John White, Legislative Assistant  
Transportation Committee

ITEMS: 1 & 2 Joint Transportation and Planning/Land Use Committees,  
Tuesday, February 8, 2011  
RE: CF 10-2385, S1 and S2, Draft Bicycle Plan

Dear Mr. White,

I am attaching a letter from from the **L.A. Equine Advisory Committee to L.A. City Council** for submittal and distribution to the Councilmembers for consideration in deleting Sections 3.3.3&3.3.4 of the Draft Bicycle Plan. Please also place the entirety of this record in the Council File. Given the fact that -- over the history of the public participation for the Bike Plan -- there is no demonstrated need (as opposed to the great efforts of road cyclists who full heartedly participated at every turn); further that environmental damage and user conflict are amply and well-documented, and finally that the City already spent more than half million dollars conducting an exhaustive parks user study and survey for the Department of Recreation and Parks' Work Program, the proposed mountain bike use policies and programs are not where the City should spend its scarce resources.

I will be sending more documents for submission.

Sincerely,

—

LYNN BROWN



Equine\_Committee's final letter .pdf.zip  
87K

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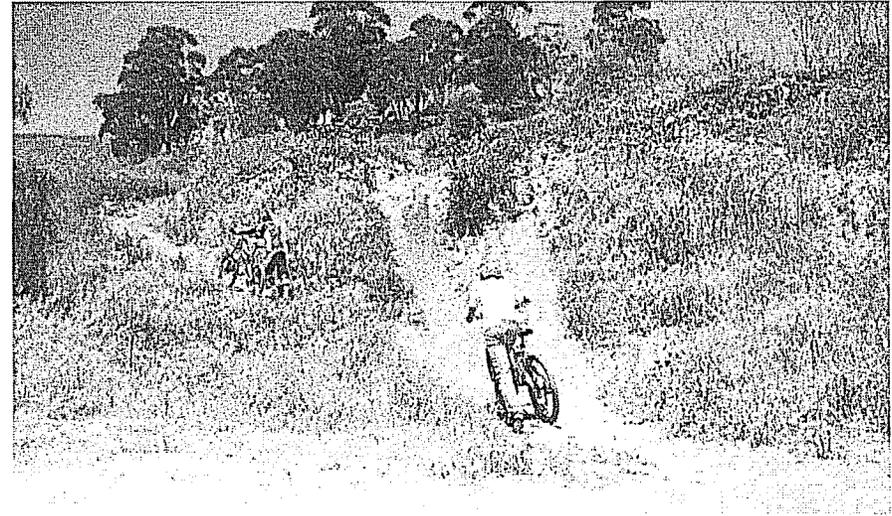
The following pages show some of the impact that mountain biking has had and continues to have in the Palos Verdes Nature Preserve in Rancho Palos Verdes, CA.

This was prepared in an effort to inform decision makers what they can expect if they decide to permit mountain biking in Los Angeles city parks.

Mountain bikers have carved numerous trails in the Palos Verdes Nature Preserve, often down steep hillsides, over cliff faces, across pillow lava, over natural or built up “bumps,” and through slow-growing native vegetation. Such trails, and their continued use, have had an adverse impact on the topography, the habitat, animal life, and other users in the Preserve. Land managers’ (and volunteers’) efforts to restore damaged habitat, close off unauthorized trails, and eliminate safety hazards have repeatedly been thwarted by vandalism, destruction of mitigation efforts, and disregard of signs, warnings, physical closures, and reroutings.

A number of people have been hit by mountain bikers in the Preserve. Many people tell of having been startled by mountain bikers speeding past. And many people simply no longer hike or ride their horses in the Preserve, for fear of being hit by a mountain biker or having their horse throw them after being spooked by a mountain biker.\*

\*Dozens of people have submitted written correspondence and spoken up at Rancho Palos Verdes City Council meetings to inform decision makers of these experiences with mountain bikers.



Photos above are from 2006 and show mountain bikers using trails they carved over a low cliff to create a favorite jump spot. Below, a more recent photo of the same area shows the damage that has been done to topography and habitat. The mountain bikers also pose a hazard to others using the primary, wide, authorized trail (at bottom left, below).



Recognizing the hazard of the jump spot pictured on the preceding page, in order to block access to it, a post and rope blockade was installed by volunteers under the land manager's supervision. Bicyclists continued to go over and around it to access the jump spot. Cactus were installed. Over several months, the cactus and the post and rope were repeatedly removed, then repeatedly replaced by volunteers.



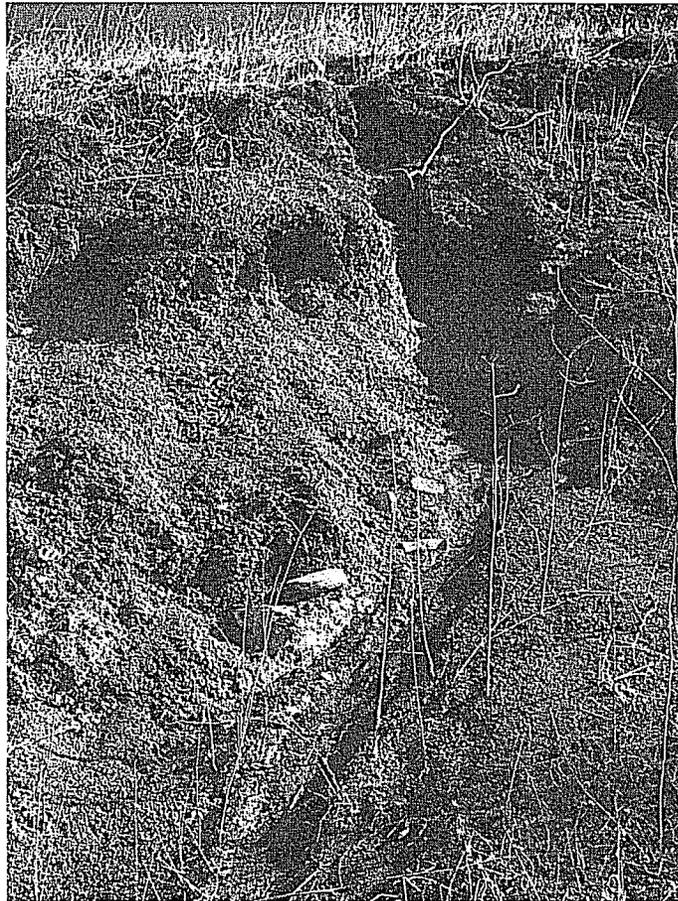
Photo at left shows the cactus installation at the access to the jump spot pictured on the preceding page. Photo at right shows many of the cactus have been uprooted. Several times the post and rope blocking access was taken out, then replaced. Eventually the rope blocking access was cut (photo at left) and virtually all cactus were removed. August 2009



November  
2008



The photo at right shows bike riders jumping off another cliff near the entrance to the Portuguese Bend Reserve, part of the Palos Verdes Nature Preserve. Again, they land on a heavily used, authorized trail at the base of the cliff.



The photo at left shows the beginnings of another trail being carved down a steep hillside.

Yet another example of trails carved by bicyclists over a steep cliff side and into habitat below.

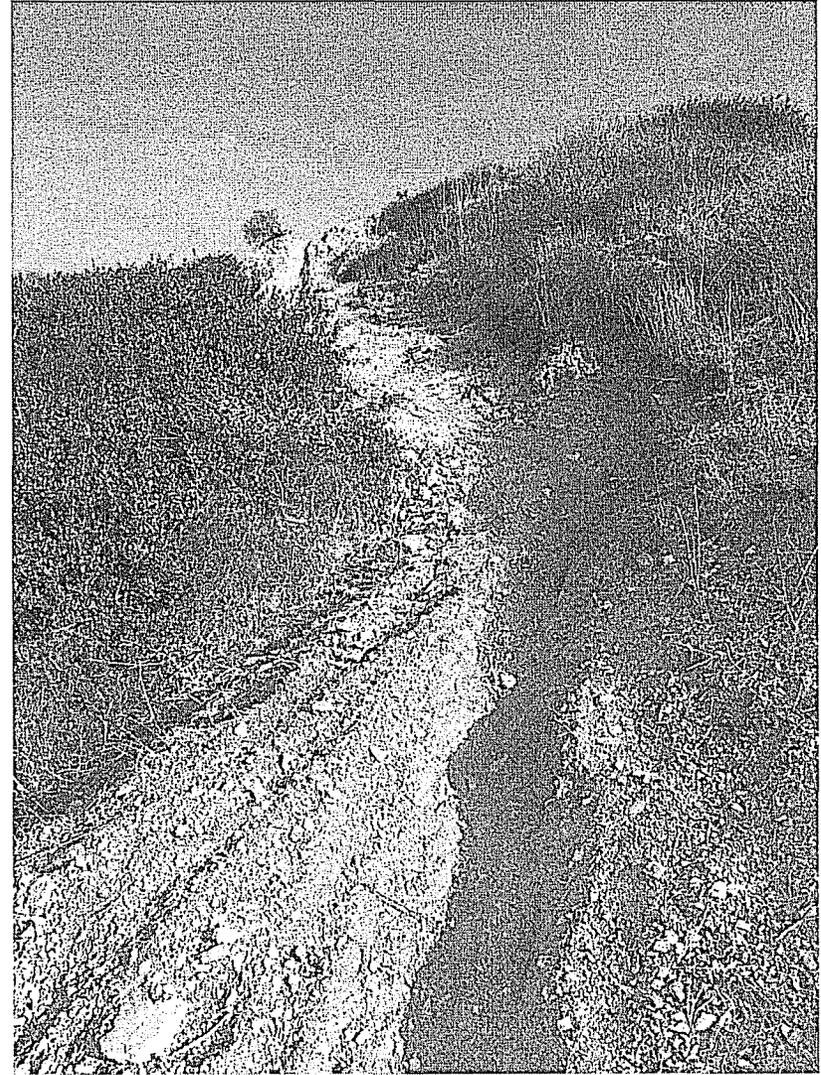


Point of reference

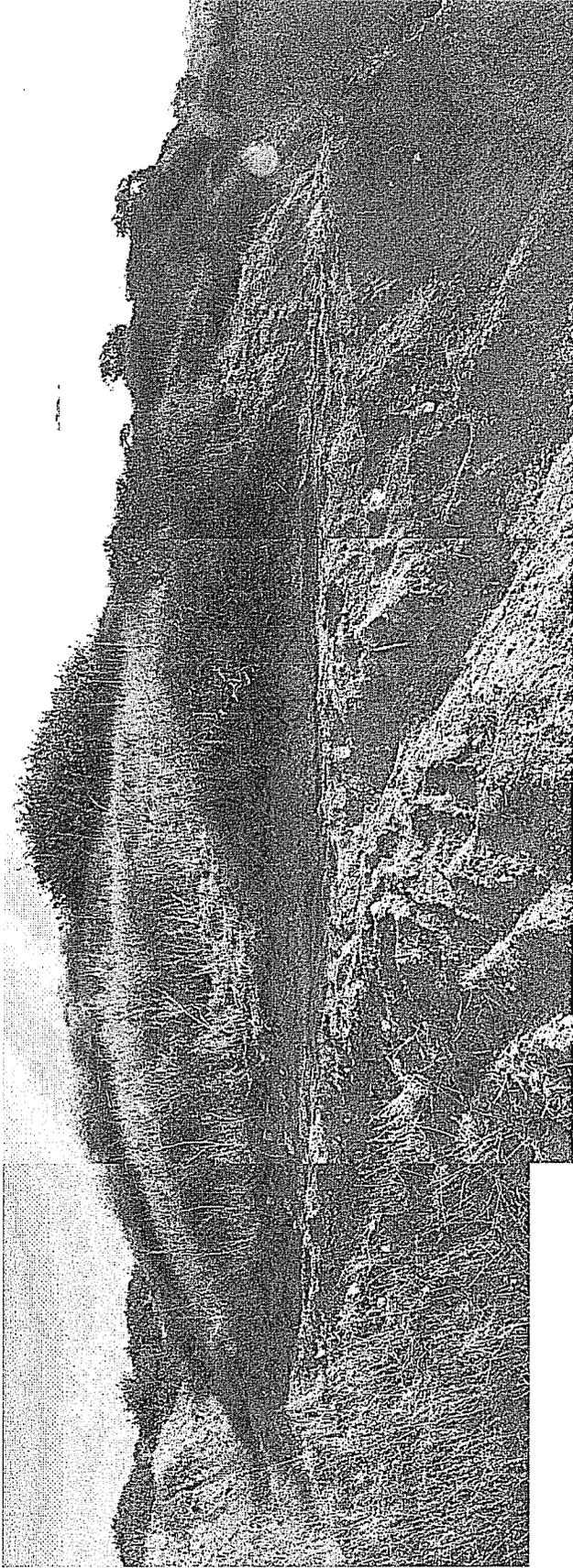


The photo below shows a mountain biker who came off the jump pictured on the preceding page and is riding down the unauthorized trail network pictured in greater detail on the following pages. May 2009





The photos above show just part of the damage done by mountain bikes carving up the habitat and displacing fragile soils beneath the jump pictured in the preceding photos.



These photos show more of the damage beneath the jump pictured on the preceding pages.

A typical scenario: The rider (pictured right) came down from the unauthorized trail network pictured on preceding pages (hidden from much of the Preserve's authorized trail system), continued down the unauthorized trail below left, across the heavily used authorized trail (below right), and cut into the side brush as evident from the track in the photo below right.



He then looped back around to ride the same unauthorized trail network again within less than 10 minutes.  
May 2009

Not all jumps are high.



The photos above and at right show the two ends of a short trail formed off the primary, authorized trail. This type of trail made to take advantage of a particular feature in the Preserve is illegal, yet occurs repeatedly in the Preserve.



January  
2007

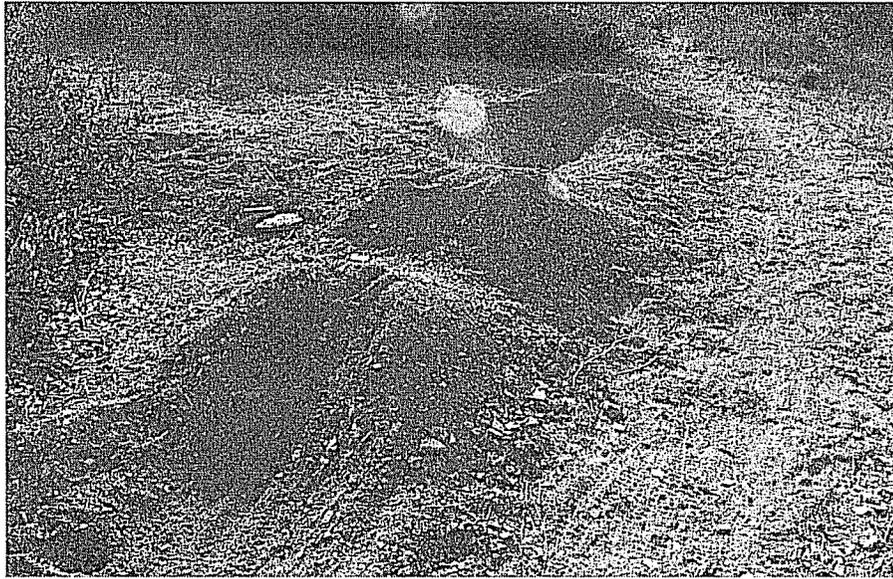


Above is yet another example of a trail created up over a rise to the left of an existing, authorized trail, again putting at risk other trail users coming around the bend and damaging the natural contours of the land.

Despite rules put in place to prohibit this sort of thing, it continues.



Above, another unauthorized trail is being formed over a bump to the right of an existing, authorized trail. May 2009.



Not all jumps are naturally occurring.

These photos demonstrate how dirt piled on rocks, sandbags, wood and other filler can be built up to form doubles and triples, sometimes on a trail, sometimes off to the side.



Mountain bikers have carved numerous trails in the Preserve, down steep hillsides, over cliff faces, and over natural or built up “bumps” in an effort to add speed and technical challenges to their rides.



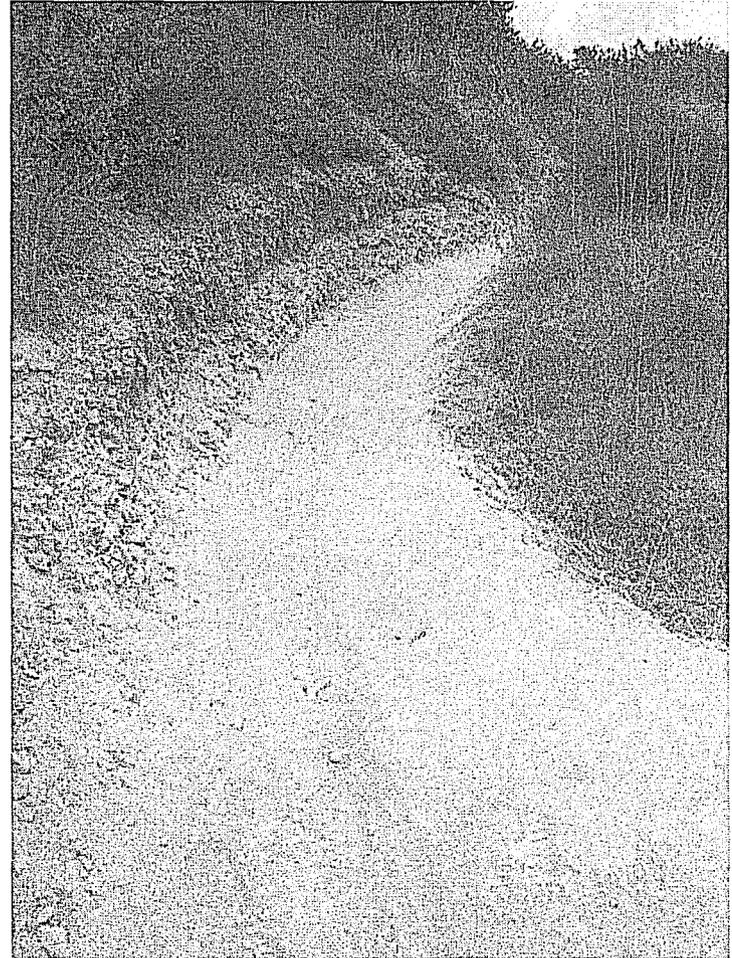
It may be fun for the mountain bikers riding such trails, but it has damaged plant life, intersected habitat, and created a safety hazard for users of the authorized trails. Above is another example of an unauthorized trail running down the hill (from the left), across the primary trail and on down the hill on the opposite side, creating a safety hazard for others.

These photos show another area of the Preserve that has many unauthorized trails, which continue to be heavily used by mountain bikers because they are technically challenging. In addition to the native vegetation here, what makes the area special are the area's unique geological features. Many of those features have been destroyed or irreversibly damaged by mountain biking.





Mountain bikes have caused irreversible damage to rock formations in the geologically sensitive pillow lava area of the Preserve.



The above photo demonstrates the trenching that can occur when a trail characterized by dry, powdery soil sees considerable use by mountain bikers. July 2009

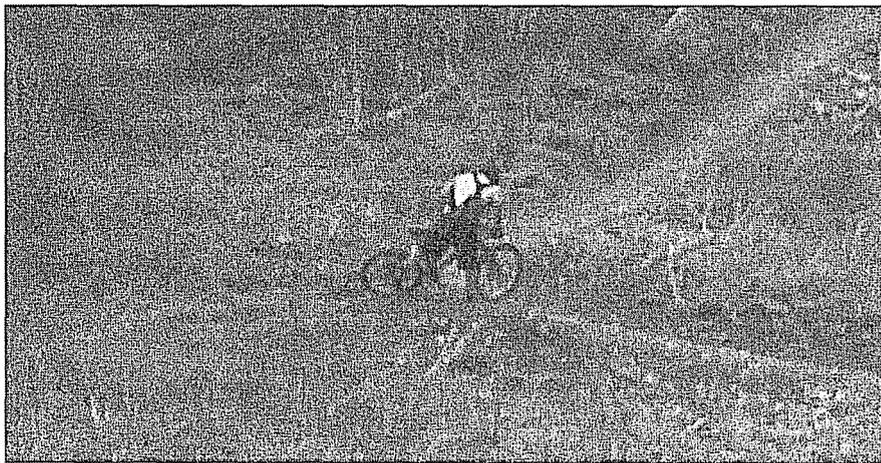
Not all of the trails made by mountain bikers were intentional.

Some were made accidentally by mountain bikers who lost control and veered or skidded off trail.

Biker down.



At the point where the tracks go off trail in each of the photos below, there is a curve after a downhill section. Mountain bikers often fail to slow before the curves and ride off the trail.





All but one of the trails in the above network are illegal.

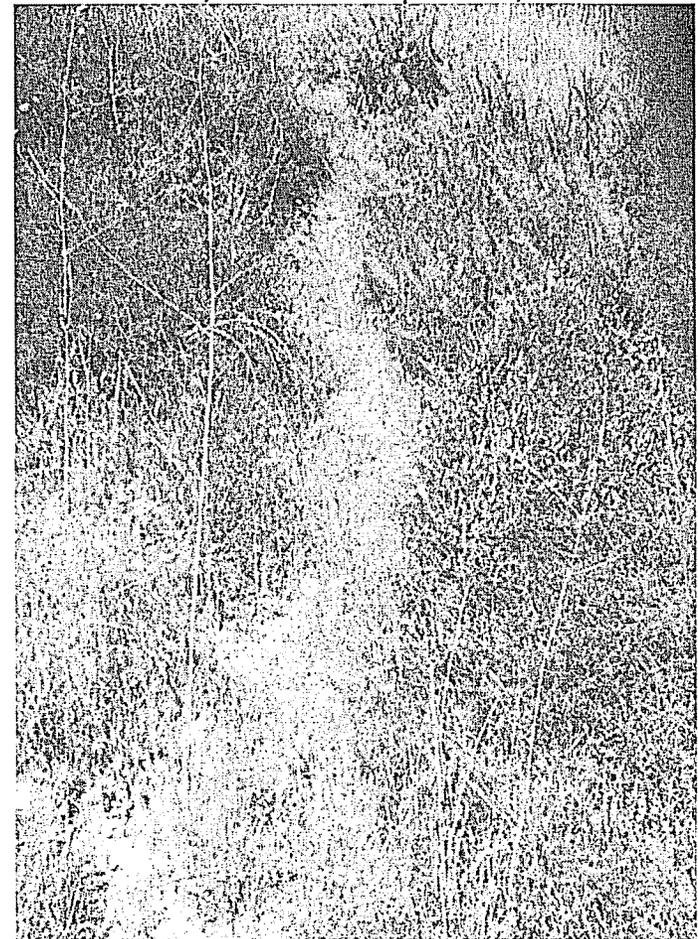
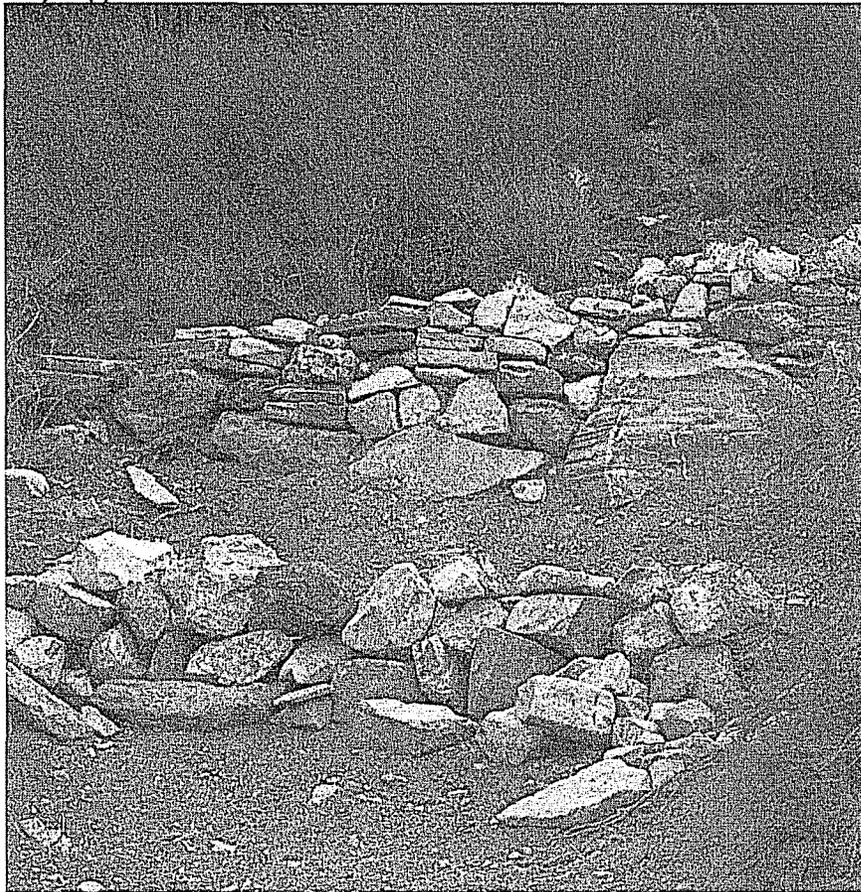
In the Palos Verdes Nature Preserve, there is an approved trails plan. Approved trails are marked to indicate which trails are available for use by equestrians, pedestrians, and/or mountain bikers.



New, illegal trails continue to be forged.  
July 30, 2009



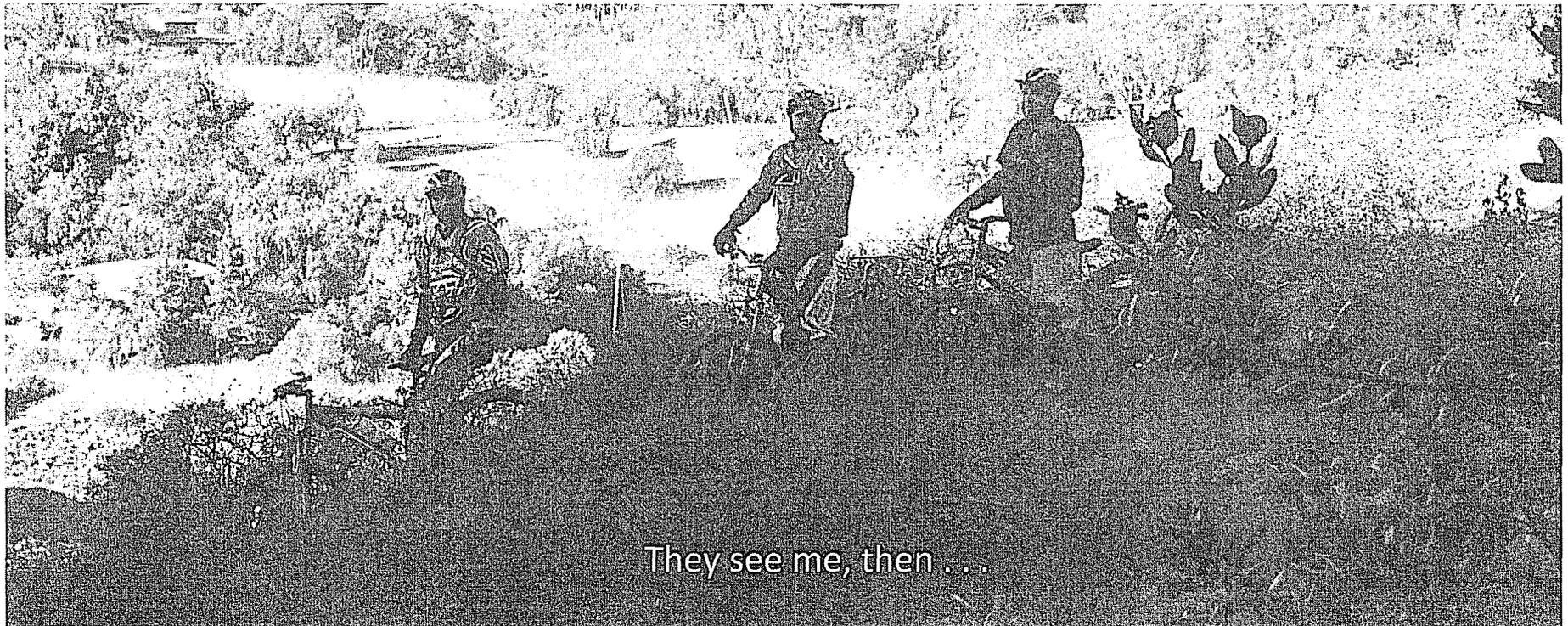
Once a trail is formed, it's very difficult to close it off and return the trail bed to its natural state. Closing off unauthorized trails involves a lot of work which is often thwarted by bikers' attempts to take back such trails. The photo below, left, shows one fairly successful effort to block access to an unauthorized trail, but it took several attempts and many hours of labor and the result detracts from the natural environment. In the rare instances that unauthorized trails are abandoned and have the chance to grow back spontaneously, what grows in place of the original, high quality native vegetation is oats and other non-native, invasive species, as seen below, right.



The riders in these photos came to this area on pedestrian equestrian only trails (marked "no bikes"), then rode down trails that are not in the approved trails plan, then rode into the habitat.

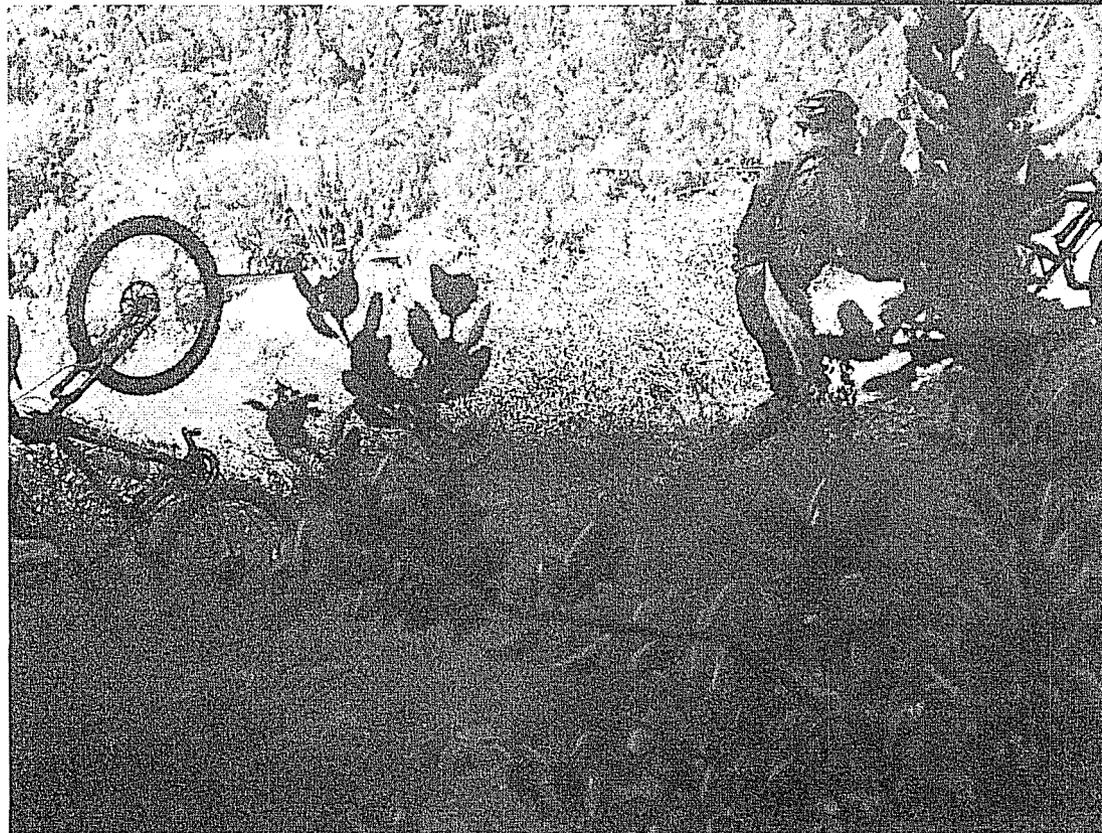


Riding down unauthorized trails , then into habitat.



They see me, then ...

. . . after seeing me, they  
turn around.



I can hear the  
vegetation being  
crushed beneath them.



Mountain bikers riding down a trail labeled for pedestrian equestrian use only, no bikes.

July 30, 2009 at about 6 PM

Again, it is evident that they know they shouldn't be here. When they see me, someone says "she's got a camera" and they turn and ride down another trail.



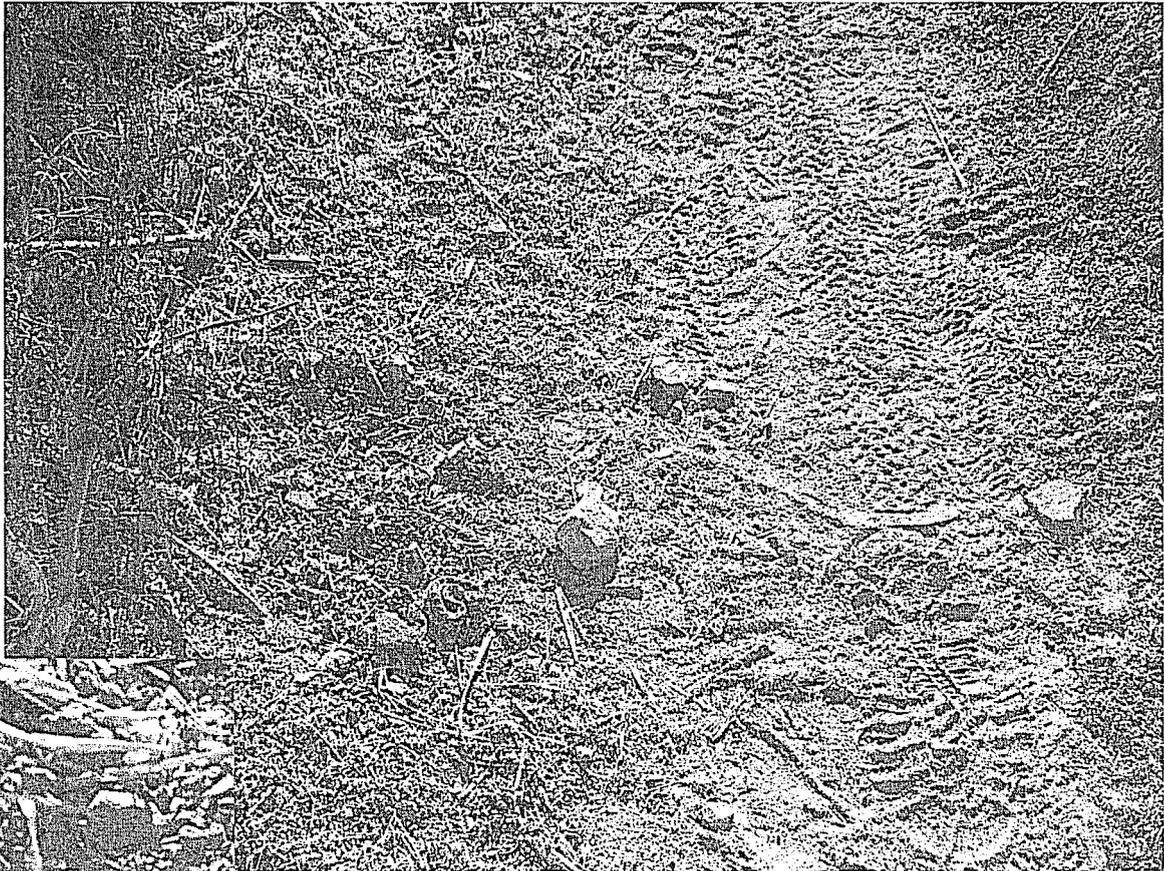
These mountain bikers may think that they aren't doing any harm—that they are riding through a weed patch or “dead stuff.” Much of the vegetation here is dry and brown and appears to be dead for a good part of the year. It is merely dormant. In addition, where there are patches of non-native “weeds,” there is also a seedbed of wildflowers.



In these photos the wildflower known as Pearly White attempts to gain a foothold.

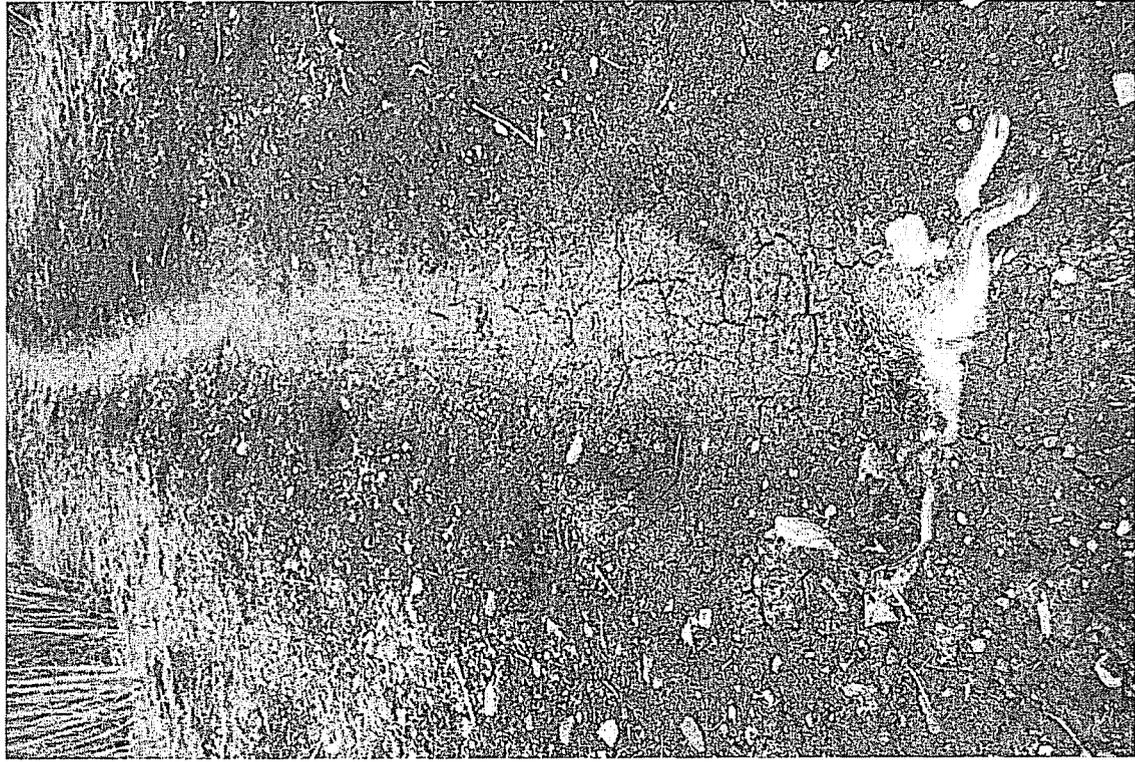
And of course there is other wildlife disturbed here. . . .

Humans and plant life aren't the only ones to be at risk when sharing the trails with mountain bikers in the Preserve. The photo at right shows a baby snake on a trail in the Preserve. (close up below)



Note the nearby bicycle tracks and consider what the likelihood is that the rider would see this little guy and be able to stop or veer away. Consider what the likely result would be if the snake had been a few inches further over to the center of the trail at the moment the bike passed by.

That baby snake was lucky.  
These rabbits weren't so lucky.



Unsure about this one? See the next page.

The rabbit pictured below was found dead, just off to the side of a trail that winds down a hillside and is popular with mountain bikers. It appeared to have been hit with some force that likely broke its neck and knocked it into the dry mustard stalks just off the trail. There was no evidence that it had been attacked by an animal. Its fur was unmarred.

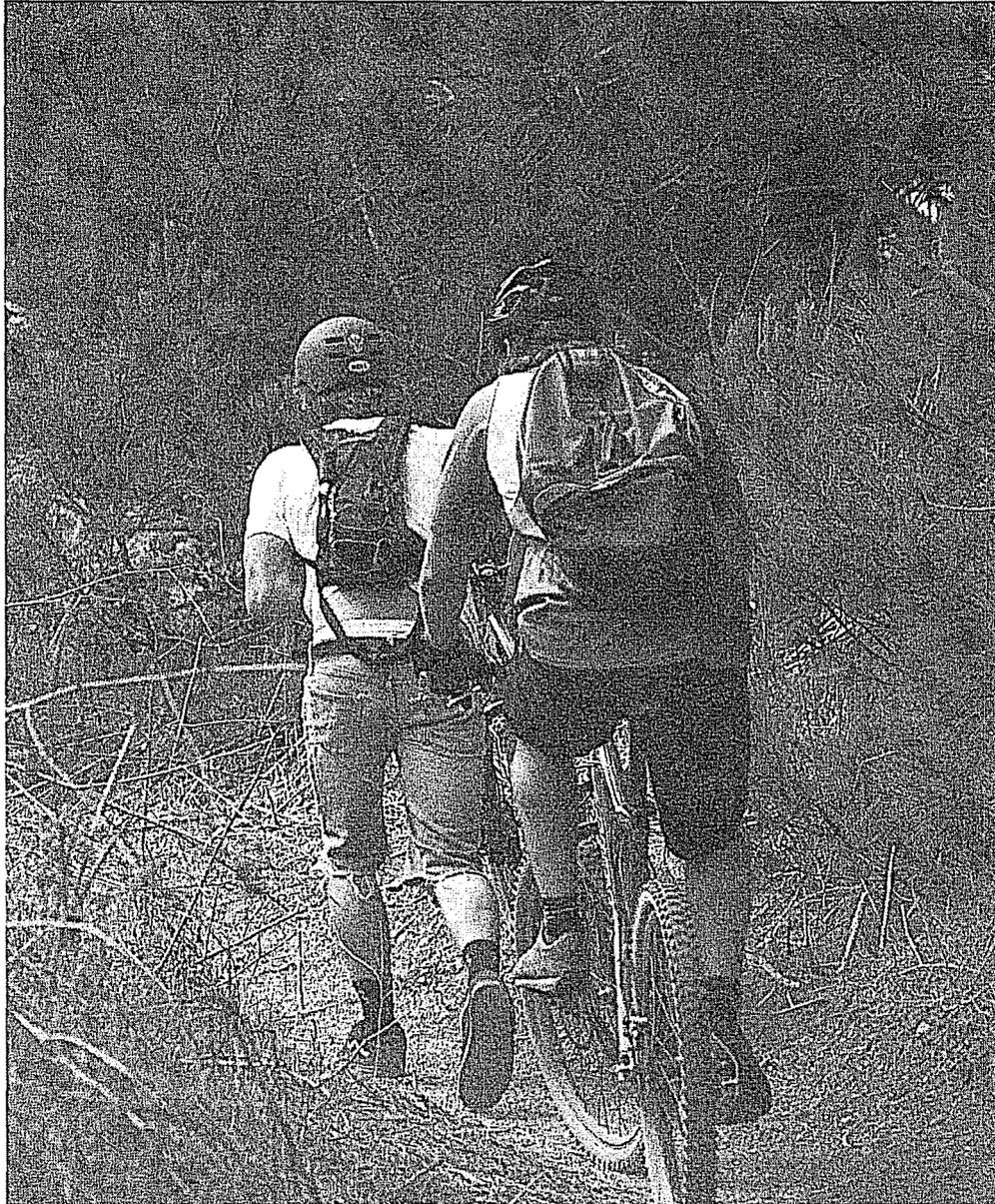




Another, this time a baby, found completely intact, just to the side of a trail at a bend where mountain bikes travel fast.

Some say maybe a fox or coyote attacked this little guy. If that were the case, wouldn't you expect the predator to have taken at least a little nibble?





Ask yourself where you would go if these mountain bikers were riding toward you fast on this narrow trail. It is not approved for bike use and yet mountain bikers ride here every day. This photo was taken one day when I was hiking with my two young daughters. These two mountain bikers were riding fast around a curve toward us. My girls were ahead of me at a point in the trail just beyond this which is a bit wider, so fortunately were not hit. On another occasion, on another trail, one on which mountain bikers are permitted, I wasn't so lucky. I saw the mountain biker coming and, when I had my back turned to him as I looked for snakes in the brush to see if it would be safe to step off the trail and out of his way, he sped by and hit me. I wasn't injured, physically, but what about the next time?

Several of the most vocal members of the mountain biking community have attempted to paint a picture of mountain biking that is much different from the way they engage in the sport. They want to paint it as a leisurely activity in which participants are out to enjoy nature. They want to paint a picture of families out riding together, as families might stroll through the hills on foot together. No doubt there are some mountain bikers who are content to ride in that manner. From what I've seen, more often than not, mountain biking is an aggressive, hard-driving sport in which participants challenge themselves and others to take on nature.

Those riders and that sport drive technology for increasingly sophisticated gear, with heavy duty shocks and tires to facilitate speed over difficult terrain and heavy duty protective gear for riders who fall. That technology is designed with the riders' needs in mind. It doesn't take into account the impact that increased speed and ability to be aggressive on trails has on other trail users.

It is vital that decision makers understand the impact mountain biking has on limited resources and it is vital that they understand that mountain biking, in general, brings an entirely different state of mind than that of most visitors to the Preserve and similar areas —those who come for the peaceful, tranquil setting away from the stress, intensity, and pressures of city life.



**CHATTEN-BROWN & CARSTENS**

TELEPHONE:(310) 314-8040  
FACSIMILE: (310) 314-8050

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DPC@CBCEARTHLAW.COM

January 11, 2011

Mayor Villaraigosa and  
Honorable Councilmembers  
City of Los Angeles,  
c/o City Clerk  
200 North Spring Street  
Los Angeles, CA 90012

Re: Proposed Bike Plan Revision

Dear Mayor Villaraigosa and Honorable Councilmembers:

We write on behalf of the Coalition for Safe Trails. The Coalition for Safe Trails includes hikers, joggers, dogwalkers, equestrians, Neighborhood Councils, homeowner associations and others who use unpaved trails in City parks.

The Coalition supports the increased use of paved trails for bike use, for both recreation and transportation. They are deeply concerned that the proposed allowance of mountain bikes on dirt trails/roads would be incompatible with the variety of stakeholders representing other uses of unpaved trails in City parks. Moreover, allowing such use would be ecologically destructive to treasured and fragile City parkland. Mixing an extreme sport such as mountain biking use among pedestrian/equestrian uses, can cause serious conflicts, as has been documented extensively in material submitted to the Planning Commission at its public hearings held November/December 2010.

Therefore, we recommend excising the proposed Policy 3.3.3-3.3.4 of the Bike Plan, to assure that park trails will continue to be safely available for the broadest range of uses unique to our City.

The City Recreation and Parks Department specifically allows mountain biking in Mandeville Canyon Park, and as is their Charter authority, may consider new trail use requests. The Board has made that clear. There are numerous other places within and near the City of Los Angeles where mountain biking is permitted and may be appropriate. However, the use of any wheeled vehicle, including bikes, on unpaved city park trails is currently prohibited on all unpaved trails in City parks (Los Angeles Municipal Code section 62.44). The Department of Recreation and Parks has not designated any except

Mayor and City Council  
January 11, 2011  
Page 2 of 3

for Mandeville Canyon, where the continued use of mountain biking was a condition of its purchase.

John Mukri, General Manager of Recreation and Parks in his December 13, 2010 email has made it clear that Recreation and Parks does not support allowing mountain bikes on existing unpaved trails in City parks. On January 5, 2011 at the regular meeting of the Recreations and Parks Commissioners, President Barry Sanders voiced the position that Recreation and Parks will not spend any money on further studies to promote mountain biking on City park trails. The Coalition for Safe Trails concurs.

Moreover, the Department of Recreation and Parks extensively analyzed the needs of multiple users with respect to City parks in its 2009 Citywide Community Needs Assessment. It studied all City parks and the needs of all the park users. This already existing expensive study does not need to be duplicated when City budgets are in crisis.

Some proponents of the proposed policy 3.3.3/3.3.4 argue expansion of mountain biking opportunities is required to reduce the unmet demand that leads to illegal use of mountain bike uses on City park trails not designated for them. However, opportunities for mountain biking use on unpaved trails currently exist in the Greater Los Angeles area. This type of use is allowed already in Mandeville Canyon on designated trails. It is also allowed in Topanga Canyon State Park. Furthermore, opportunities also exist for expansion of mountain biking use on non-City land, or on paved areas within City parks.

The Draft Bike Plan policies on mountain bike use appear to invite a dramatic policy change, contemplating that new off-road bicycle facilities will be pursued on existing, unpaved trails in City parks, despite the existing Municipal Code provision prohibiting such use where not designated by the Department of Recreation and Park and that Department's opposition to such expansion. Therefore, these policies should be rejected to reduce the likelihood that the use will lead to adverse public safety and biological resource impacts associated with it.

For the sake of clarity, we suggest Policy 3.3.3 – 3.3.4 should be removed entirely from the Draft Bicycle Master Plan. This is both fiscally prudent and environmentally sound. The Bike Master Plan will maintain and achieve its critical goals for transportation effectiveness.

Please contact me at (310) 314-8040, extension 2 if you have any questions about these requests.

Mayor and City Council  
January 11, 2011  
Page 3 of 3

We appreciate your consideration of these views and look forward to participating in what we hope are constructive changes to the proposed Bicycle Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Douglas P. Carstens", with a long horizontal flourish extending to the right.

Douglas P. Carstens

Cc: Recreation and Parks Commission  
Recreation and Parks General Manager, Jon Mukri

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EQUINE ADVISORY  
COMMITTEE**

**CITY OF LOS ANGELES**  
CALIFORNIA

Chair: Kevin Regan,  
Department of Recreation  
and Parks

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9<sup>th</sup> District: Brady Westwater  
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15<sup>th</sup> District: Vacant  
Mayor's Office: Vacant

November 30, 2009

Honorable Council of the City of Los Angeles  
200 N. Spring Street, Room 360  
Los Angeles, CA 90012

Attn: June Lagmay, City Clerk

Dear Honorable Councilmembers:

The Los Angeles Equine Advisory Committee requests the removal of Chapter 3 (Off-Road Bicycle Policies) of the draft 2009 Bicycle Master Plan. The Los Angeles Equine Advisory Committee further opposes any change to the park ordinance that affords trail safety throughout the City's parks system.

In 1996, the City Council adopted a Bicycle Master Plan that included policies to determine the feasibility of allowing mountain biking in City parks. In 1999, the Concerned Off Road Bicyclists Association (CORBA) requested access to Elysian Park for a pilot mountain biking program. In response to the public demand regarding this Master Plan, the Department of Recreation and Parks formed a Mountain Bike Working Group in 2000, that consisted of various Park stakeholders' and mountain bikers, to discuss this feasibility.

At community meetings held Citywide, there was overwhelming public opposition to allow mountain biking in City parks due to safety concerns. The Mountain Bike Working Group ultimately delivered a report reflecting the experience of other jurisdictions where this had been unsuccessfully tried. The inclusion of mountain bikes in parks was found to be not feasible.

In 2000, the City Council unanimously affirmed the park ordinance to remain unchanged.

Also in 2000, the City voted to purchase a new park (Mandeville Canyon Park) with monies from Prop K and State funds for \$5 million, for the exclusive use of mountain biking activities. The purchase was structured as a mountain biking "pilot program" predicated upon preparation of environmental studies and a CORBA-sponsored youth program. Nine years later, neither the environmental study nor the youth program has materialized.



November 30, 2009

Page 2

Throughout the year, the Department of Recreation and Parks held numerous public meetings for their 2009 Citywide Community Needs Assessment. The issue of mountain biking on park trails was not raised as an important topic by community stakeholders. Clearly, there is no evidence of the need to open park trails to mountain biking.

The density of trail users today is greater than ever. In addition to equestrians, hikers, joggers, bird watchers, and "walkers" that include the elderly and mothers with strollers, already share park trails. Introducing fast moving mountain bikes to a trails already in full use, would be unsafe and irresponsible.

Sincerely,

*Los Angeles Equine Advisory Committee*  
Los Angeles Equine Advisory Committee

cc: Department of Transportation  
Department of City Planning  
Board of Recreation and Parks Commission

**Lynn Brown**

1547 N. Sierra Bonita Ave.  
Los Angeles, CA. 90046  
(323) 876-6858 Phone & Fax

October 8, 2010

Jordann Turner  
Bicycle Master Plan  
Department of City Planning  
200 North Spring Street, Room 721  
Los Angeles, CA 90012

RE: **DRAFT BICYCLE MASTER PLAN**  
**ENV-2009-2650-MND**  
**CPC-2009-871-GPA**

This letter addresses the workshop held October 2, 2010 Draft Bicycle Master Plan, and its Mitigated Negative Declaration

At the Bicycle Workshop, held October 2, 2010, the city planner for the Bike Master Plan project took a public position that she supported mountain bikes in city parks -- in essence favoring creation of a trail in every park and designating that trail as the mountain bike trail in that park. This staff person is probably new to the issue and uninformed.

However -- given the whole of the public record -- when staff suggests a pre-determined outcome -- the opposite of the kind of informed unbiased conduct expected of a professional planner over a controversial issue -- they are either uninformed or influenced by one side to the exclusion of all others. More seriously, this demonstrated their bias shown already taints what is designed to be a fair and balanced process, contaminating public confidence in due process.

We -- who hold a different view -- are equal in this discussion.

In all of the bicycle master plan workshops (including those in 2008 and 2010), and the thousands of comments sent to the Planning staff, the local demand for mountain bike trails in city parks was statistically insignificant. Staff may be experiencing an "astro-turf" campaign of hundreds of emails from off-road partisans, but the local record is paltry. A review of the record, including all of the public meetings, the public attending the "Mediation Meetings," and the most recent public workshops where apparently one mountain bike advocate showed up at the October meeting demonstrates conclusively the lack of local citizen support for the issue.

The proper focus for the Bicycle Master Plan must be on the streets and paved paths that can make this City a bikeable city.

It is good that the 2009 Citywide Needs Assessment is cited in the Bike MP. Significantly, the Assessment conducted an extensive public outreach process reaching

thousands of people to discuss the demands for city park uses. Mountain biking was not among them.

The Assessment also correctly identifies the tremendous open space acreage within the city boundaries: 25,684. This kind of nuanced perspective is needed to discuss mountain bike use. The parochial focus on City Park trails diverts from the proper recognition of the hundreds of trail miles already available within the boundaries of the city itself.

The Assessment properly incorporates the sports industry's identification of this use an extreme sport (2008 Superstudy of Sports Participation), in addition to its nationwide decline in the last decade. So I applaud the clear recognition for a Recreation and Parks Department study that sets a direction for RAP management in the future, especially in light of tough budgets.

If there was a pent up local demand it would have already shown itself months ago, years ago. It hasn't.

Plan

Overall: Trim divisive policies and programs that local neighborhoods have not supported or requested.

Matching a citywide need to local aspirations requires local feedback to develop the proper final Policies and Programs. The Draft does not perfect the "match" very well – especially with its recommendations to re-open closed tunnels or to open city park dirt trails. It is ironic that a Plan claiming to connect the community divides the community over unnecessary and already studied issues. These items, Chapter 3, pages 55 & 56, and Chapter 4, pages 84-86, should be deleted from the Draft.

Re-focus the Master Plan on the kind of street smart bicycle town City Los Angeles is striving to become. Moreover, re-focus on LA/DOT acceptance of the "Non-Standard" Guidelines, which seem standard to a lot of cities already.

Paved Paths in City Parks: This is already under authority of RAP Commission

The Mitigated Negative Declaration provides clearance for only bike paths within the existing rights-of-way. Then the Draft Plan text makes reference to bike riders who dead end at a park and have to keep using the streets to get to their library:

"In many instances the local street grid terminates at a local park...."

There is no evidence on the record, not in the maps that such a condition even occurs. There is no environmental clearance for this kind of paved path. The RAP Board of Commissioners already may act. This section should be deleted from the plan.

Trails: Delete loaded words like "unfortunately"

Delete the word "Unfortunately," which betrays bias of consultant and staff. The City Council and the Recreation and Parks Commission decided, at the end of the day, that the use change on City park trails was not feasible. The community meetings leading to their

actions were held citywide and the public response was overwhelmingly in support of the continued protections of the Park Ordinance. There is nothing “unfortunate” about this outcome. Sheer biased elitism.

MND:

Are project-level environmental reviews proposed at the time any proposed project becomes a reasonably foreseeable construction project? Staff need to clarify.

Off-road use is not disclosed in the Project Description. Members of the public may conflate “recreational bicycling opportunities” with paved recreational bike paths. There is no environmental clearance for any of the contemplated actions for such use under ENV-2009-2650-MND. The Description makes reference to recreational use – generally accepted to mean on-road, which the public normally thinks of as bike paths not mountain biking. This is a flaw in the environmental clearance.

Moreover, throughout the careful assessments of new bike paths/facilities on Biological Resources( pp.9-11), Hydrology and Water Quality (pp. 17-19), Geology and Soils -- including the careful mitigation measures that require a greater depth of study to avoid habitat impacts – there is no identification of off-road use. The policies and programs for off road use should be deleted.

Under Biological Resources (PP. 10-11), while the assessment makes clear that the Proposed Projects take place within existing rights-of-way, it nonetheless speaks to areas “where sensitive/special species exist” and 5 mitigation measures are proposed, including a full scale Tree Report. More sensitive than a public right-of-way, are the environments that surround and depend on the current uses on park trails as permitted by the Park Ordinance. These including environments that serve as core and corridor for plants and animals to/from the Los Angeles River. It is ironic such care is taken with the public right-of-way and so little is thought of for off-road uses which are by definition in a natural environment, certainly one less disturbed than existing roadway and sidewalk. The off-road policies and programs should be deleted.

Under Cultural Resources (pp. 11-12), 5 mitigation measures extend review and require notification in the event of paleontological, archaeological or human remains are discovered during bike path construction. Staff needs to explain which the City agency will be the responsible agency to assure these are done.

Finally, under Recreation (pp. 22-23) staff needs to explain why a change in use (which is the stated intent, at least at the Public Workshop, held October 2, 2010) is not addressed. Are there no impacts from introducing off-road use on the environmental park matrix? If there are impacts on existing developed rights-of-way, then there are impacts on the park matrices.

For a perspective on the type of environmental damage occurring from off-road use, the Hummingbird Trail in Simi Valley (submitted separately and incorporated by reference into my comments) makes clear that: 1) the use – where it occurs – is in fact concentrated; 2) the concentration of use has impacts on the trail tread; and 3) results in destruction of trail adjacent habitat. In turn, trail tread damage affects drainage patterns and water run-off. The MND takes care to say “the potential increase in use of existing

parks and recreation facilities would occur throughout the City and would not be concentrated on any particular facility and therefore is expected to generate less than significant impacts.” However, this is untrue based upon evidence submitted to the record.

For a perspective on other impacts, staff should examine the off-road experience of the local Forest Service where a hiker discovered a manufactured off-road use trail designed specifically for that use and no other.

Not too far in Orange County, in February 2010, an illegal trail destroyed native plants and threatened nesting wren habitat.

There is no basis for the Policies and Programs for off-road bike use. Nothing in the MND addresses unpaved city rights-of-way (for example, the extensive open space under utility power lines, space which holds at least as much sensitive habitat as the roadway and the sidewalk), and certainly it excludes discussion on city parks.

Sincerely,

Lynn Brown

cc: Michael LoGrande  
City Council  
Mayor . Villaraigosa

Attachments: LimestoneCanyon  
2,500-foot obstacle trail damage  
Santa Barbara – use concentration damage

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DEPARTMENT OF  
RECREATION AND PARKS

221 N. FIGUEROA STREET, SUITE 100  
LOS ANGELES, CA 90012

(213) 202-2681

FAX - (213) 202-2611

MICHAEL A. SHULL  
Superintendent  
Planning and Construction

November 16, 2010

Lynn Brown  
1547 N. Sierra Bonita Avenue  
Los Angeles, CA 90046

**DRAFT BICYCLE PLAN: ENV-2009-2650-MND, CPC-2009-871-GPA**

Thank you for your letter regarding the workshop held October 2, 2010 Draft Bicycle Plan and its Mitigated Negative Declaration. While the Department of Recreation and Parks (RAP) is not the lead Department on this project, we have worked closely with the Department of City Planning (DCP) and the Department of Transportation (DOT) to ensure that park issues would be adequately covered in this document.

RAP takes very seriously its mission to enrich the lives of the citizens of Los Angeles by providing safe, welcoming parks and recreation facilities and affordable, diverse recreation and human services activities for people of all ages to play, learn, contemplate, build community and be good stewards of our environment. This mission can be very challenging as often competing interests desire to utilize the same resources for disparate recreational activities.

As acknowledged in the 2010 Draft Bicycle Plan, bicycle use is a particular challenge in Los Angeles Parks as there is both limited park acreage and limited funds to adequately provide for the variety of uses requested by the City's population. Also acknowledged in the Draft Bicycle Plan is the fact that only the Recreation and Parks Commission has the authority to designate a particular facility within a park for bicycle use. To date, the only unpaved trails which have been so designated are within Mandeville Canyon Park.

The 2010 Draft Bicycle Plan is more conservative in regards to increasing bicycle access to trails within City parks than previous versions of this document. Instead of recommending that particular parks open up trails for off-road bicycle use, as did the 2002 and 2007 City Council adopted versions of the plan, the 2010 draft plan recommends that research, inventory and analysis be undertaken so that this particular issue of disparate uses may be discussed in a fully educated environment. The exact level of public interest in off-road bicycle access in City parks may be a subject for debate, however, it is unlikely that this interest will subside completely.

As stated above only the Recreation and Parks Commission has the authority to designate a particular facility within a park for bicycle use. To date the Department has neither the staff nor the resources to undertake those recommendations for research, inventory and analysis which are contained in the Draft Bicycle Plan, and to do so is not in the immediate Department work plan. However, as is their unique responsibility, the Commission may choose to review requests to increase access to specific trails. No such request would be brought to the Commission for final action until an appropriate public outreach process had occurred.



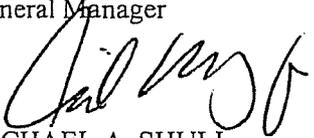
Lynn Brown  
November 16, 2010  
Page 2

The Department of Recreation and Parks supports bicycling as a recreational and fitness activity, views parks as potential destination/departure points for recreational riders, and supports bicycle riding on designated paths within City parks, as well as on City streets.

If you have any further questions or comments, please feel free to contact me at (213) 202-2681 or Melinda Gejer of my staff at (213) 202-2656.

Sincerely,

JON KIRK MUKRI  
General Manager



MICHAEL A. SHULL  
Superintendent

JKM/MAS/MG:ar

Cc: Antonio R. Villaraigosa, Mayor (MS 370)  
Barry Sanders, President, Board of Commissioners  
Michael LoGrande, Director of Planning, City Planning (MS 395/395)  
Reading File  
WA 12186

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MAYOR

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15<sup>th</sup> District: Vacant  
Mayor's Office: Scott Perez

October 2, 2010

Mr. Jordann Turner  
Dept. of City Planning  
City of Los Angeles  
200 N. Spring St., Rm. 721  
Los Angeles, CA 90012

Dear Mr. Turner;

We support the City Ordinance that prohibits bikes on City Park's hiking and equestrian dirt roads and trails. That Ordinance should stay in effect unchanged. The recreational mountain bike element does not belong in this Bike Master Plan Transportation document.

We support 99% of the Bike plan as a Transportation plan for road bikers. All references in Chapter 3, pages 55 & 56, and Chapter 4, pages 84-86, to mountain biking on City park trails and roads should be removed entirely from the Bike Master Plan.

This is not simply an equestrian issue, it is a traditional trail user issue. Sierra Club hikers, dog walking groups, Mommy stroller people, running clubs, Home Owner Associations, Neighborhood Councils, Audubon Society, Parks, Rivers and Open Space Committee and many others all oppose bikes on City Park dirt trails. It is a public safety and quality of life issue for traditional trail users.

Sincerely,

President





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# Los Feliz

*Improvement Association*

P.O. Box 29395, Los Angeles, CA 90029  
(323) 660-1914  
www.LFIA.org

July 18, 2010

Jordann Turner  
Los Angeles Department of City Planning  
200 N. Spring Street, Room 721  
Los Angeles, CA 90012

Dear Mr. Turner:

In May 2009, the Los Feliz Improvement Association wrote to Jon Kirk Mukri and Rita L. Robinson, and again in February 2010 to you to affirm its strong opposition to recreational mountain biking in city parks, and to express its dismay that the Department of Transportation would be entertaining the idea of imposing mountain biking in our parks under the nefarious guise of "transportation." We had thought and had been assured by our Councilmember Tom LaBonge that this issue had been put to rest. Now we are being requested by you to once again weigh in on this issue, which seems to rise from the ashes at every turn like the proverbial Phoenix.

In our two earlier official opposition to mountain biking in our parks, were these two paragraphs:

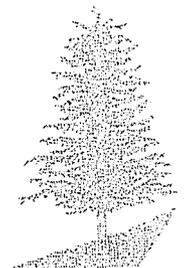
The Department of Transportation (DOT) is currently engaged in proceedings that can only be aimed at undermining or reversing the City's long-standing policy, based upon Los Angeles City Municipal Code Section 63.44 B 16, excluding bikes from dirt trials in City parks. The Los Feliz Improvement Association (LFIA), representing over 1000 households in the Los Feliz area, and, backed by numerous prominent hiking, equestrian and environmental organizations, successfully opposed similar efforts for over a decade. Our opposition to such activities has only become more entrenched over the years as the fragility of our parks has become more obvious.

We believe the DOT lacks authority to initiate any change in the designa-

**Directors**

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\*Past President



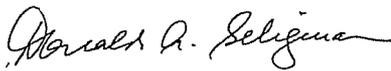
Mr. Jordann Turner  
RE: Mountain biking in the parks  
July 18, 2010  
Page 2

tion of dirt trials to permit the use of mountain bikes since this activity is exclusively a recreational use of our parks. If the well-funded special interests groups and trade associations representing mountain bike manufacturing and distributing interests hope to force their way into our City parks, they should be soliciting the support of the Department of Recreation and Parks, which has the authority to determine park policy.

Now, in the face of overwhelming negative public comment (as opposed to the positive comments that were orchestrated by the paid mountain biking industry lobby), the Department of City Planning has distributed its new Draft 2010 Bicycle Plan, which not only entertains the idea of mountain biking in our parks, but includes certain recommendations that are an affront to the Department of Recreation and Parks, and does nothing but cater to an industry lobby. These are specifically item 3.3.1.3: "Assess the viability and future availability of trails for mountain biking"; and item 3.3.1.5: "Identify a subset of trails with no existing equestrian use that may potentially be suitable for mountain biking based on trail width, grade, and existing user counts" as if horseback riding is presumed to be the primary deterrent to mountain biking and ignoring the safety and comfort issues related to hikers and other park users.

The LFIA, along with the vast majority of the commenting public, will continue to vociferously oppose changing the existing ordinance to allow mountain biking in city parks, and it will also vociferously oppose the Department of Transportation's meddling in another city department's affairs.

Sincerely yours,



Donald A. Seligman  
President

cc: Jon Kirk Mukri, General Manager, Department of Recreation and Parks  
Rita L. Robinson, General Manager, Department of Transportation  
Tom LaBonge, Councilmember, Council District 4  
Ron Ostrow, President, Greater Griffith Park Neighborhood Council  
Bob Young, President, The Oaks Homeowners Association