Communication from Public

Name: Sabrina Silver
Date Submitted: 03/31/2025 06:09 PM
Council File No: 23-0722
Comments for Public Posting: COMMENT REGARDING LA RIVERWAY PHASE IV BIKE PATH PROJECT COUNCIL FILE 23- 0722 PROPOSED MITIGATED NEGATIVE DECLARATION _SCH - 2025021226 Christopher Adams City of Los Angeles Public Works, Bureau of Engineering 1149 S. Broadway, 6th Floor, Mail Stop 939 Los Angeles, CA 90015-2213 Dear Mr. Adams: As an equestrian user of the trail connecting the Mariposa Bridge to the interior trails of Griffith Park, I REQUEST a full EIR on the Mariposa Basin from the current terminus of the LA Riverway Bike Path, just west of the Riverside Drive Bridge through the 134 over crossing of the Los Angeles River. It is important that an accurate picture be considered for the use of the entire Mariposa Basin. Without such consideration, and if only done piecemeal, the cumulative effects cannot be understood. An EIR is needed to fully understand the scope of effects of the LA Riverway Bike path through the Mariposa Basin, from entry to exit(s). The cumulative effects of Phase IV cannot be fully appreciated without a study of the entire area, especially with regard to the effects on its historic use as a connecting horse trail. 1. This is the ONLY access equestrians have between north of the river/134 freeway. Introducing a new user group without complete study may separate these equestrians from these recreational trails. Equestrians have no other access option. To maintain safety and avoid incidents, equestrians generally choose safety. Any horse may startle, and inexperienced riders and those riding inexperienced horses may find the trail as proposed challenging and dangerous and may choose to avoid it in order to avoid risking their safety, thus Phase IV would disenfranchise them and separate them from their recreational options. This project does not BRING a new equestrian trail into the area. One already exists. 2. The project costs over $ 9 million for about a mile, stranding cyclists without an exit. Without knowing how the future path will exit, how can appropriate decisions be made? Will it be safe? Is there enough geographic room? Apparently, Cal trans must conduct a study. Shouldn't that study become part of the decision making process? How will the bike path and horse trails be designed to ensure that both stakeholder groups can safely cross each other's path to their designated exit, as would be needed? Will this be possible? The trail narrows considerably

around the Forest Lawn freeway on/off ramps and under-crossing. Will there be enough geographical terrain to design/construct a safe multi-use trail? It is the finding of the Los Angeles Equine Advisory Board that "...that the impact to equestrians cannot be mitigated to a level of insignificance by any type of fence or barrier." 3. Due to the number of trees proposed for removal, an EIR should be done to study the cumulative effects of tree removal in the basin? 4. Have equestrian experts and equestrian trail expert guidelines been consulted and used regarding the entire pathway in/out of the basin? 5. Are the engineers aware of the nature of the horse? Have they conducted a site visit with horses? Again, a full EIR should be conducted. Please see my letter, attached. Thank you for your consideration, Sabrina Silver

COMMENT REGARDING LA RIVERWAY PHASE IV BIKE PATH PROJECT

COUNCIL FILE 23- 0722

PROPOSED MITIGATED NEGATIVE DECLARATION _SCH - 2025021226

Christopher Adams

City of Los Angeles

Public Works, Bureau of Engineering

1149 S. Broadway, 6th Floor, Mail Stop 939

Los Angeles, CA 90015-2213

Dear Mr. Adams:

As an equestrian user of the trail connecting the Mariposa Bridge to the interior trails of Griffith Park, I REQUEST a full EIR on the Mariposa Basin from the current terminus of the LA Riverway Bike Path, just west of the Riverside Drive Bridge through the 134 over crossing of the Los Angeles River.

It is important that an accurate picture be considered for the use of the entire Mariposa Basin. Without such consideration, and if only done piecemeal, the cumulative effects cannot be understood. An EIR is needed to fully understand the scope of effects of the LA Riverway Bike path through the Mariposa Basin, from entry to exit(s).

Have California and Federal trail guidelines and standards been used?

Equestrian Trail Design for California State Parks – www.parks.ca.gov
https://www.parks.ca.gov/pages/1324/files/Chapter%207%20-%20Equestrian%20Trail%20Design.FINAL.04.04.19.pdf

And

United States Department of Agriculture, United States Forest Service
Equestrian Design Guidebook https://www.fs.usda.gov/t-d/pubs/htmlpubs/htm07232816/page03.htm

https://www.fs.usda.gov/t-d/pubs/htmlpubs/htm07232816/page03.htm

There was a ulart study done for the stretch west of Forest Lawn Drive, but there was NOT a study done between the Forest Lawn Drive 134 overcrossing and The Riverside Drive Bridge LA river overcrossing. Why Not? This overlooked section needs to be fully studied.

1. THE ONLY EQUESTRIAN ACCESS FROM NORTH OF THE RIVER TO THE GRIFFITH PARK TRAILS SOUTH OF THE 134 FREEWAY:
    a. The Mariposa Bridge (NRHP) was built after the river was channelized specifically to connect equestrians north of the river to the trails south of it.

b. Tunnels were built to continue that access when the 134 freeway was built.
c. The route: from trails north of the river, over the Mariposa Bridge, to the Mariposa Basin equestrian trails south of the river, connecting to tunnels under the 134 freeway provide the ONLY equestrian access to the interior trails of Griffith Park, fulfilling the purpose for which the historic Mariposa Bridge was built. This bridge does not allow bicycles, even carried, to cross.

2. Continuation of the Bike Path out of the Mariposa Basin.
    a. Currently, this existing historic horse trail connects equestrian trails between north and south of the river and freeway. No cyclists are permitted, although cyclists do ride there.
    b. The current terminus of the bike path is vandalized, fences are cut to allow access to areas not permitted, signage is regularly vandalized and destroyed.
    c. There is no signage regarding user priorities or etiquette, just as there is no current signage or striping indicating the current end of the bike path. Hostile incidents have been reported, as have incidents in which cyclists have startled horses, and in which injury resulted.
    d. The current Phase IV plan will strand cyclists amid an equestrian / pedestrian permitted only area and trail. Unless the cyclists are literally caged and cannot escape, past behavior has proven that at least some of them will ride their bikes in areas not permitted, as is currently happening at the end of the current bike path, near Riverside Drive Bridge. This leads to unsafe, potentially hostile, interactions between horses and cyclists.
    e. There is little to no enforcement to prevent or stop current unpermitted activities, currently. How can future enforcement and safety be assured?
    f. Phase IV terminates west of tunnel 6, a horse/pedestrian only tunnel, in the middle of the Mariposa Basin connection trail, and east of tunnel 7, the Mariposa Bridge, and the 134 overcrossing of the LA River.
    g. In order for the bike path to cross to the south side of the 134 freeway, it will have to cross the horse trail. There has been no study to determine how to do this safely, in this narrow geography, especially if bike traffic increases significantly, as would be expected when a new paved bike path is specifically introduced. The introduction of an entirely new user group without adequate study raises concerns.
    h. The undercrossing at Forest Lawn has been proposed as an exit west of Phase IV. Has this study been conducted? How can Phase IV be approved when no conclusions have been drawn regarding this proposed exit? Can it be made safely (it is currently a dangerous exchange.) What changes would need to be made? Without a clear an approved plan for exiting west of Phase IV, this path will leave cyclists frustrated.

3. Bikes and Horses

a. Given that individuals cannot be controlled or expected to act in specific manners, and that peaceful and safe multi-use trails depend on mutual consideration, proper etiquette, and communication, any multi-use trails must be designed to inherently enforce behavior leading to safe passage.
b. The specific geography of the Mariposa Basin has pinch points which DO NOT allow enough space to safely design a multi-user bike path and horse trail. The trail pinches considerably as it approaches the 134 westbound on/off ramps to Forest Lawn Drive. Will you conduct a full EIR to consider whether the imagined future bike path will be safe, feasible, and economically viable for all user groups?
c. Costs of this project have ballooned significantly. Over 9 million dollars for a trail that leads nowhere. How does this make sense?
d. While the proponents of Phase IV have stated that they have expressed that they heard equestrian concerns and made adjustments, the solutions offered DO NOT mitigate the safety concerns enumerated. Has this been issue been discussed with equestrian experts? Equestrian trail experts?
e. Conversion of bridle trails to multi-use trails has inherent risks, particularly for equestrians that can result in horses being startled and injuries resulting from user conflict, and disenfranchisement of equestrians. How will this additional risk be mitigated?"
f. Equestrians in Ojai and Long Beach who ride near a multi-use path have expressed that riders tend to avoid such multi use bike paths next to horse trails, as they tend to want to pre-empt dangerous situations. In the Mariposa Basin, this would result in equestrians losing access to the interior trails of Griffith Park.
g. Without a full EIR, the project appears to deliberately piecemeal sections to avoid answering difficult questions of safety and of the elimination by attrition due to safety concerns of the historic equestrian user group, which has not other way to access Griffith Park.

4. Were equestrian or equestrian trail experts consulted for this project? Was the nature of the horse considered, as They should be consulted for the entirety of the Mariposa Basin. (Examples, members of the National Recreational Trails Advisory Committee or the American Horse Council Director.)

See Figure below, from a trail guide manual: Compatibility of Multiple Use of Paths.

Class 1 bike path and adjacent natural surface trail (San Diego, CA)

Methods to reduce trail conflicts have included providing separate facilities for different groups, prohibiting certain user types, restricting certain uses to specific hours, widening existing facilities or marking lanes to regulate traffic flow. Examples of all of these types of actions occur along southern California's trails where conflicts between different user types can be especially severe during peak periods.

Compatibility of Multiple Use of Paths

Joint use of paths by cyclists and equestrians can pose problems due to the ease with which horses can be startled. Also, the requirements of a Class 1 bikeway facility include a solid surface, which is not desirable for equestrian use. Therefore, where either equestrian or cycling activity is expected to be high, separate trails are recommended. On facilities where Class 1 designation is not needed and the facility will be unpaved, mountain bikes and horses can share the trail if the is adequate space for passing, the expected volume of traffic by both groups is low and available sight distances allow equestrians and cyclists to see and anticipate each other. Education of all path users in "trail etiquette" has also proven to be successful on shared paths.

5. The nature of the horse: Have these equestrian trail guidelines been used? (5a and 5b)
   a. Equestrian Trail Design for California State Parks

This excerpt is from Equestrian Trail Design for California State Parks – www.parks.ca.gov
https://www.parks.ca.gov/pages/1324/files/Chapter%207%20-%20Equestrian%20Trail%20Design.FINAL.04.04.19.pdf

7.1. Horse Behavior

"The trail designer needs a basic understanding of horse behavior. … Horses have developed their physical and behavioral characteristics through 60 million years of evolution. Even though they are large and powerful, they have been prey to large carnivores throughout their existence and have developed instincts to ensure their survival. Humans domesticated horses and have enjoyed their use and company for thousands of years. However, the animal's basic instincts have not changed from when it was wild, which is why a horse can often be skittish. It is cautious when approached by other animals (including humans) and jumps or takes flight when startled or threatened. Horses are herd animals and their behavior is largely influenced by a social herd structure. Thus, a horse will perceive itself as part of a herd, even if the herd consists of just the horse and rider. In every herd there is a leader and followers. As a herd animal, horses are very sensitive to their environment and the behavior of the animals (including humans) around them. They find comfort and safety in a herd, and enjoy and require strong leadership and companionship. Keep in mind … that herd dynamics are in effect on trial rides. For example, if a horse sees another horse become startled and bolt, it too may bolt. …"

7.2 Physical Characteristics

7.2.1. Vision

Horses have large and wide set eyes. In combination with a narrow face, these characteristics allow them to have a 350-degree field of vision and they can see everything around them except for directly behind their head and in front of their feet. Only 65 degrees of this field of vision is binocular (with two eyes), and the remaining 285 degrees is monocular (with one eye). As a result, horses detect movement in almost any direction,

7.2.2. Sense of Hearing and Smell

A horse's senses of hearing and smell far exceed that of humans. They often hear or smell an approaching animal long before their rider. These sensory capabilities can result in horses becoming startled without their riders knowing the cause. Horses have a good memory and remember trail routes taken in the past. …

5b. The nature of the horse:

This excerpt is from: United States Department of Agriculture, United States Forest Service
Equestrian Design Guidebook https://www.fs.usda.gov/t-d/pubs/htmlpubs/htm07232816/page03.htm

https://www.fs.usda.gov/t-d/pubs/htmlpubs/htm07232816/page03.htm

Figure 1–3—Anything that appears suddenly, makes an unexpected noise, or is unfamiliar engages a horse's survival instincts.

An Evolutionary Perspective.
Essentially, horses and their kin are prey animals. They developed behavior patterns and physical characteristics over millions of years spent in wide open spaces. Flight is their primary defense. They use their strength, stamina, agility, and speed to escape predators, notably large cats—such as cougars—and wild dogs—such as dingos. Horses and mules constantly monitor their surroundings and are always aware of available escape routes. They may become nervous when routes are narrow or blocked. Horses and mules also prefer to see what they hear or smell.

The Startle Factor

What frightens horses and mules is not always obvious. Anything that moves suddenly or makes an unexpected noise can rouse an animal's survival instincts and prime it to bolt. This natural reaction—often referred to as a startle reflex—is the result of remarkably acute senses. (Lingo Lasso Startling News

A horse or mule can be said to *startle*, to *shy*, to *spook*, or to be *skittish*. The terms have similar meanings—a horse is instinctively on alert, assessing the situation for danger. Horses and mules have much faster reflexes than humans and other domesticated animals (Miller 1999). When a horse or mule startles, its response varies according to the stimulus and the animal's personality.

Startle is a generic description for any aroused behavior. *Shy* and *spook* are often used interchangeably with startle, but they are not exactly the same. An animal that shies moves swiftly away from the disturbance—sometimes quickly enough to unseat the rider. *Spook* is a colloquial term for frighten. A *skittish* horse is one that is nervous or easily alarmed.)

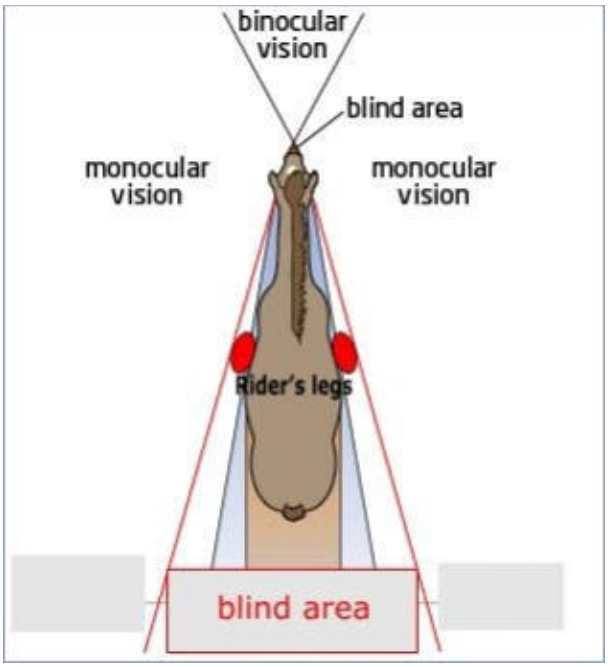
Horses and mules have excellent vision, hearing, and tactile senses. They are even capable of feeling vibrations through their hoofs, which often alert them to others long before the rider becomes aware. Horses and mules need a comfortable operating space. When they can see something suspicious from afar, they can more easily evaluate the danger and react accordingly. There is a fine line between what is comfortable for horses and mules and what seems dangerous.

In addition to confined spaces and predators, things that can startle a horse or mule include:

- Loud or unexpected noises—Buzzing model airplanes, exploding firecrackers, batting practice, or a falling tree
- Quick or unexpected movements—Fast-moving bicycles, inquisitive children, running animals, or birds rustling in the underbrush
- Things in unusual combinations—Hikers with large backpacks or vehicles with strange loads
- Highly contrasting or reflective surfaces—A light colored tread near dark soil, freshly cut logs, black or white rocks, or a manmade object in a natural setting
- Unfamiliar situations—Activity at a golf driving range or a train nearby
- Wild or unfamiliar domestic animals—Mountain lions, moose, emus, pigs, or llamas (figure 1–3) Narrow or constricted spaces—Bridges, gates, or tight passages
- Unexpected trail obstacles—Litter, fallen trees, or boulders

So, what happens when horses and mules are startled? They have a range of responses, from remaining calm to becoming severely frightened. The more conditioned the animal is to uncomfortable situations, the more likely its response will be subdued. When something makes it nervous, an animal may dance around, inadvertently step on things, or balk. Horses or mules that are severely unnerved may run, jump, spin, or do a creative combination of all these things. When horses and mules feel the need to protect themselves, they may kick, bite, or strike. Experienced riders can hold a well-trained animal in check under most circumstances. There is a point, though, where a stimulus becomes so great that even the best conditioning will not override the animal's innate fight-or-flight instincts.

5c. Diagram horse field of vision and blind spots



6. The nature of the rider: Riders like to be situationally aware and anticipate what might startle their horse. However, as previously stated, horses see, hear, and smell better than humans. Cautious riders are likely to choose to avoid risky trails to ensure their and their horse's safety. Novice riders, young or inexperienced riders or horses are less likely to have been conditioned to the presence of cyclists. Riders of all levels use this connection.

7. Maps and diagrams presented in the MND[i], on river.org[ii], and suggestions presented during LA Riverway Bike Path open houses indicate that an exit for cyclists from the Mariposa Basin continuing from the terminus of Phase IV is a probable future project.
8. Has an EIR of the Mariposa Basin as a whole vis-à-vis a Bike Path adjacent to and crossing a horse trail at-grade been conducted to remain consistent with Section 15064(h) of the CEQA Guidelines? (MND P 137, 4.21 MANDATORY FINDINGS OF SIGNIFICANCE b))
9. Such a path will cause cumulatively considerable effects to equestrian stakeholders. It will deprive them of peaceful transit through the only access connecting equestrians boarding north of the river/freeway to the trails in Griffith Park south of the river/freeway (across the Mariposa Bridge and through tunnels 6 and 7), and would separate equestrians boarding north of the river from recreational trails intended for their use. How will this deprivation and separation be mitigated?
10. What studies/plans are there to avoid the clear conflicts between horses and bicycles who will be forced to cross at grade for this proposed extension of Phase IV; and when are the studies expected to be completed?
11. To correct the MND's statement of existing conditions, currently, cyclists have no legal access to trails west of the terminus of Phase III that are within the Mariposa Bains. The existing Mariposa Basin equestrian connector trail permits horse/pedestrian traffic ONLY and connects the Mariposa Bridge to tunnels 6 and 7. Phase IV introduces cyclists into a previously prohibited trail and it dead ends within the basin but without sufficient means

to bar cyclists' illegal incursions to equestrian / pedestrian only trails, tunnels, and bridge. How will this be mitigated?

12. As a whole within the Mariposa Basin and regarding the introduction of a new stakeholder group (cyclists) into a previously pedestrian/equestrian ONLY trail, has the safety and connectivity needs of equestrians using the Mariposa Basin been studied? Has this issue been studied with input from equestrian experts and equestrian trail experts (none appeared in the footnotes)?
13. Who is financially responsible in the event that a horse becomes startled and spooks as a result of an encounter with a cyclist on the adjacent path and which results in human or animal injury or death?

A full EIR should be conducted to consider these, as well as other issues, such as the extent of adverse impacts from removal of trees from the basin and the safe passage of cyclists out of the basin.

Below, as a postscript, I am attaching the following letter from a cyclist offering a cyclist's explanation to other cyclists about equine safety. This article is illustrative of the active and ongoing concerns between these two user groups. Multi-users trails must be well and thoroughly studied using equine and cyclist stakeholder experts before proceeding.

Thank you for your consideration,

Sabrina Silver

https://www.horseandman.com/handy-tips/mt-bikers-vs-equestrians-explanation-horses-bikers-written-biker/01/26/2014/

MT. BIKERS vs EQUESTRIANS: An explanation of horses to bikers – written by a biker

Sunday, January 26th, 2014 | Filed under Handy Tips, Horse Stories

You have all heard me rant about bikers that seem to have no regard for equestrians.

I've had an accident caused by a biker and many near misses since we live in a hilly and curvy landscape… Hilly and curvy makes for great riding and also many blind and speedy corners.

Yikes.

WHAT TO SAY TO CYCLISTS?

I know that I always thank cyclist who are kind towards equestrians. But, what do you say to those who aren't respectful?

Usually, I yell something like, "It wouldn't be funny if this was your kid on board!"… but they're so far down the trail they never hear me.

So, when I saw this posted on our Equestrian board today, I thought some of you out there might find this handy if you get the chance to offer a cyclist's explanation to other cyclists about equine safely.

HERE IS WHAT WAS WRITTEN:

The Silicon Valley Mountain Bikers, an International Mountain Bicycling Association (IMBA) affiliate, has posted information for mt. bikers on their shared trails that is thoughtful and informed. Please share with other horse and bike groups and with your friends who mountain bike so they can understand how to keep everyone safe on our multi-use trails:

Getting on with Equestrians

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FROM SILICON VALLEY MOUNTAIN BIKERS –

GETTING ON WITH EQUESTRIANS

Cruising down your favorite stretch of singletrack, you alertly notice something in the trail ahead. Actually, you don't have to be too alert, because this something is BIG. "Long nose, pointy ears and a person on its back," your mind calculates rapidly as your fingers automatically bring you and your rig gently to a stop. "Must be a horse." Talking about anything that comes to mind — the weather, trail conditions, what you had for breakfast — you move off the trail (to the downhill side if possible) and stand quietly as you ask the riders if they have enough rooom to pass. Careful not to make any sudden movements as they approach, you continue chatting until they have passed you by. Then it's back on the bike, up to speed and back into "the zone."

It seems simple enough. Good trail etiquette and safety call for mountain bikers to yield to other users. But when that other user is a horse, some extra precautions are necessary. Why? You could call it the nature of the beast.

The most important thing for a bicyclist to know is that a horse reverts to instinct when it is frightened. As the species developed, survival depended on a good flight response, and that instinct is never far from the surface in a horse. In short, if you spook a horse, it will try to escape. This may include a sudden turn or rearing, which could unseat a rider.

The next important thing to keep in mind is that horses are big and powerful. When you go down and your bike lands on you it's usually not a big deal. Twelve hundred pounds of horse is another matter.

So it's very important, for your safety and the equestrian's, that you not spook a horse. It's also important, if we are to share trails with equestrians, that we get along.

Some horses are so tame that nothing fazes them. Others will go ballistic at the slightest pretext. Most are somewhere in between. When you see a horse, assume first that it is on the flighty side. Ask the rider if it is OK around mountain bikes and if there is anything he or she needs you to do. Often, equestrians prefer voice alerts over bells – the human voice helps the horse identify the cyclist as a friendly human and not a potential threat or predator. A greeting such as, "Hi! Great weather today!" is appropriate coming from in front or behind. Horses recognize the human voice as safe and a spoken salutation helps offset the potentially threatening appearance of a bike.

On tight single track it is best to get off your bike and let horseback riders pass. Get off on the uphill side so that the horse can't slip down on you or kick you.

(Note: A bike above a horse can look threatening; downhill, not so much.)

You can also look for a few symptoms that will clue you in that a horse is nervous. Horses are fidgety and susceptible to other horses' behavior. If a horse is halted on a narrow trail it may not necessarily stand still, and it may lose its footing causing it to attempt to save itself from falling down a slope. This in turn will agitate other nearby horses that interpret the situation as dangerous. Some horses may try to turn around. This can be treacherous for the horseback riders.

The first clue is the ears. Pointed ahead they are in the "alert" mode. This isn't necessarily bad. It just means the horse is paying attention. Ears laid flat back against the head mean the horse is in a nasty mood, and probably about to bite or kick. Sometimes a horse will flick its ears back and forth slowly. This means it's on mental cruise control, and possibly trying to keep flies from landing. A more significant clue, but one that requires being closer, is the eyes. If they are rolling and really wide open, look out. Half open, the horse is relaxed. There are other clear indicators of agitation. A horse that is prancing, sidestepping and snorting is obviously close to coming unglued. A twitchy, swirling tail is another indicator of equine anxiety. If you do see a horse in an agitated state, move slowly away if possible, and talk in a calm voice. Do not make any sudden moves. The rider will probably give you directions. But don't assume, if the rider says nothing, that you are being ignored. It might be that horse and rider are deep in conversation, one you can't hear because the rider is "cueing" the horse nonverbally, with subtle pressure of knee, heel, toe and reins.

Understanding horses

Horses are prey animals and have been bred only recently into large animals. In prehistoric times they were much smaller. Horses may still think they are small. Even though to us they are truly powerful and potentially dangerous animals, horses don't see themselves this way. Therefore it is erroneous to assume that a horse has confidence and a sense of security just because it is big and powerful. Small, seemingly innocuous things will spook them. When a rider is perched on the back of a scared horse, it can be a precarious situation.

Horses are farsighted, so things up close are blurry. They cannot see directly in front or behind themselves. When a bicyclist comes around a blind corner and suddenly appears within 50 ft of the horse, the horse cannot readily identify what is heading towards it. Since the horse is a prey animal it is normal behavior for it to flinch and desire to flee. Obviously this is not good for any rider on its back.

Other considerations
Remember also that just as there are beginning bicyclists, there are rookie equestrians. Just as we lose control of our bikes, some of them may not be in full control of their animals.

In the parking lot, try to be considerate of the needs of equestrians. One former riding acquaintance (and he is "former" because of this incident) pulled his car right behind a horse trailer, making it impossible for the riders to load up without moving their rig. When I pointed this out to him, he said that he had done it on purpose. I didn't say anything at the time, but never rode with him again. Today I wouldn't be so shy. I see people like that as jeopardizing my access to trails, and they deserve to be chewed out for their stupidity.

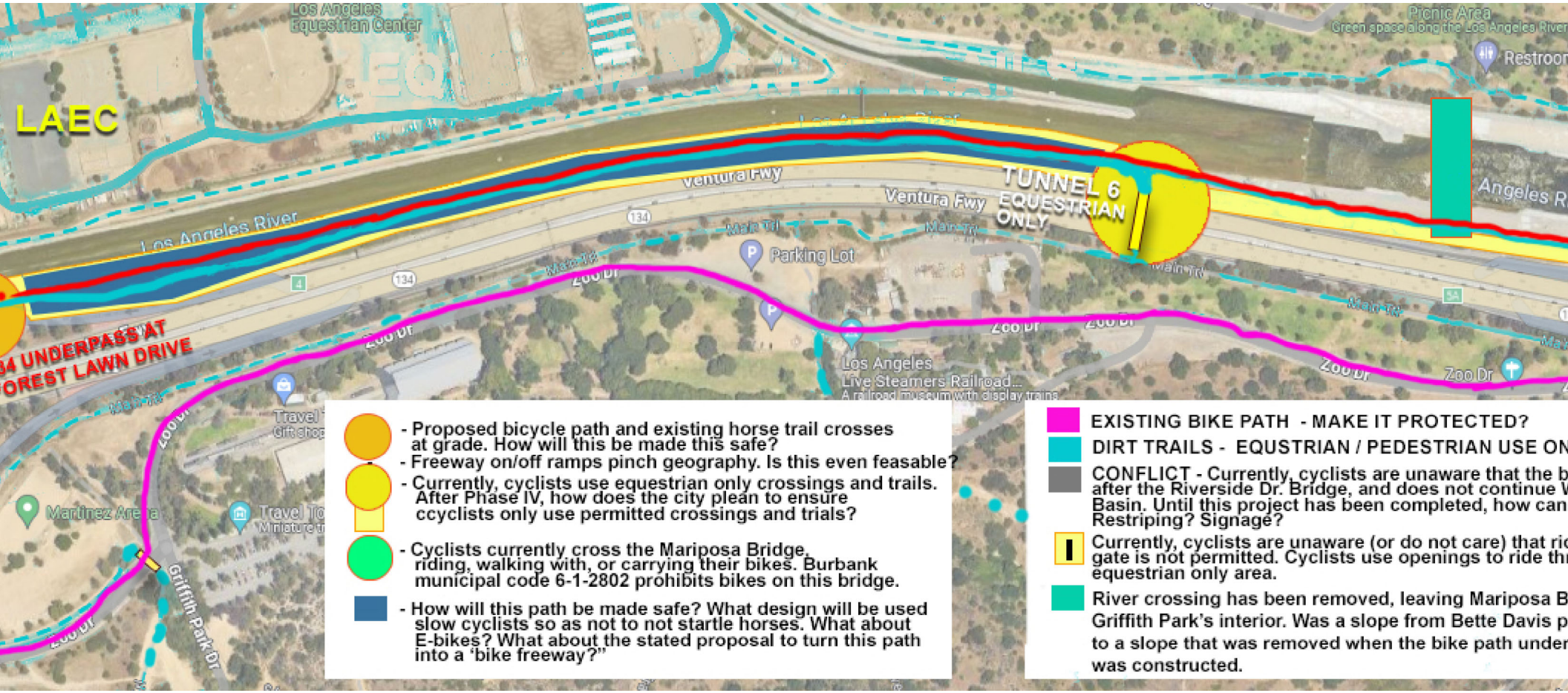
Another consideration in the parking lot is for the space a pickup and trailer needs to maneuver. Try not to crowd turnaround and parking spaces.

Getting on with equestrians is a matter of a little knowledge, consideration, common sense and awareness. And getting along with equestrians increases our chances for sharing trails, so it's well worth the effort.

But if you really want to gain an understanding of the equestrian's point of view, try riding a horse. It may not be the same feeling as gliding down a smooth stretch of singletrack, but it's a lot of fun. And the hills are definitely easier.

Communication from Public

Name:	Sabrina Silver
Date Submitted:	03/31/2025 06:24 PM
Council File No:	23-0722
Comments for Public Posting:	COMMENT REGARDING LA RIVERWAY PHASE IV BIKE PATH PROJECT COUNCIL FILE 23- 0722 PROPOSED MITIGATED NEGATIVE DECLARATION _SCH - 2025021226 Christopher Adams City of Los Angeles Public Works, Bureau of Engineering 1149 S. Broadway, 6th Floor, Mail Stop 939 Los Angeles, CA 90015-2213 Dear Mr. Adams: Please find attached a graphic of the Mariposa Basin and trail conflicts present between bicyclists and equestrian user groups looking at the Mariposa Basin as a whole. Requesting a full EIR. Respectfully, Sabrina Silver


LAEC
Los Angeles Equestrian Center
Los Angeles River
Ventura Fwy
Ventura Fwy
TUNNEL 6
EQUESTRIAN ONLY
Parking Lot
Zoo Dr
Los Angeles Live Steamers Railroad...
Picnic Area
Restroom
Griffith Park Dr
Martinez Arena
- Proposed bicycle path and existing horse trail crosses at grade. How will this be made this safe?
- Freeway on/off ramps pinch geography. Is this even feasable?
- Currently, cyclists use equestrian only crossings and trails. After Phase IV, how does the city plean to ensure ccyclists only use permitted crossings and trials?
- Cyclists currently cross the Mariposa Bridge, riding, walking with, or carrying their bikes. Burbank municipal code 6-1-2802 prohibits bikes on this bridge.
- How will this path be made safe? What design will be used slow cyclists so as not to not startle horses. What about E-bikes? What about the stated proposal to turn this path into a 'bike freeway?"
EXISTING BIKE PATH - MAKE IT PROTECTED?
DIRT TRAILS - EQUSTRIAN / PEDESTRIAN USE ON
CONFLICT - Currently, cyclists are unaware that the b after the Riverside Dr. Bridge, and does not continue W Basin. Until this project has been completed, how can Restriping? Signage?
Currently, cyclists are unaware (or do not care) that ri gate is not permitted. Cyclists use openings to ride thr equestrian only area.
River crossing has been removed, leaving Mariposa B Griffith Park's interior. Was a slope from Bette Davis p to a slope that was removed when the bike path under was constructed.