

## Communication from Public

**Name:**

**Date Submitted:** 03/19/2026 07:50 PM

**Council File No:** 26-0381

**Comments for Public Posting:** Vermont has a bike lane on the mobility plan, and it must be implemented when the City and Metro put in bus lanes on Vermont. The bike lane should be a protected bike lane so it's attractive to riders of all ages and abilities. I support a protected bike lane since I often bicycle on Vermont in order to get to work. The City has rights it's not enforcing under the Master Cooperative Agreement, and it should enforce them and have Metro pay for the bike lane along with the bus project.

## Communication from Public

**Name:**

**Date Submitted:** 03/19/2026 04:52 PM

**Council File No:** 26-0381

**Comments for Public Posting:** I am writing in support of a protected bike lanes on Vermont. This is an incredibly busy corridor of the city that I use weekly, and protecting bike traffic should be a high priority. Since the city can have Metro pay for a protected bike lane along with much needed bus infrastructure, we should!

## Communication from Public

**Name:**

**Date Submitted:** 03/19/2026 04:00 PM

**Council File No:** 26-0381

**Comments for Public Posting:** I support Item #7, Motion 26-0381. Vermont is on the City's Mobility Plan for bike lanes, and those lanes must be delivered alongside the Vermont Transit Corridor project. This is a key opportunity to build bus lanes as well as protected bike infrastructure. We need to support all forms of safe, cheap, green transportation.

## Communication from Public

**Name:** Grant Blakeman  
**Date Submitted:** 03/19/2026 02:00 PM  
**Council File No:** 26-0381

**Comments for Public Posting:** I am writing in strong support of Item #7 (Motion 26-0381) by Council Members Hutt and Soto-Martinez. Vermont Avenue is already designated for a bike lane in the City's Mobility Plan. As the Vermont Transit Corridor project moves forward, this is the right moment to deliver on that commitment — not defer it further. Adding a protected bike lane alongside the new bus lanes is a natural fit that serves riders of all ages and abilities, not just confident cyclists. Protection matters. A painted lane alone won't attract the broad ridership this corridor deserves. A properly protected facility will make Vermont Avenue safer and more welcoming for everyone. Just as importantly, the City should not foot this bill alone. The Master Cooperative Agreement gives Los Angeles rights it has yet to fully exercise. This motion rightly directs the City Attorney to examine how Metro can be held to its obligations and required to fund the bike lane as part of the broader transit project. I urge the Council to support this motion.

## Communication from Public

**Name:** Aidan

**Date Submitted:** 03/19/2026 02:10 PM

**Council File No:** 26-0381

**Comments for Public Posting:** I support installing a bike lane on Vermont alongside the work to install bus lanes on Vermont. Bike lanes alleviate traffic and carbon emissions, helping us have clean air and safer streets.

## Communication from Public

**Name:** Jonah Henry

**Date Submitted:** 03/19/2026 02:48 PM

**Council File No:** 26-0381

**Comments for Public Posting:** I am a CD 10 resident and I strongly support this motion. When I attended middle school in Koreatown from 2017-2019, I wanted to bike to school (between Jefferson and Wilshire along Vermont) but my parents would not allow me to because it was too dangerous, and so instead I had to sit through 25-30 minutes of traffic in each direction on the 754. I know that there are thousands of people throughout the Vermont corridor who commute short distances in their cars or on slow public transit routes not because they want to but because they know that biking, skating, or scooting could leave them hospitalized or worse. A protected bike lane on Vermont would lead to an active transportation renaissance in every neighborhood that it passes through, allowing people to get to work and school faster, safer, and stress-free. City Council must leverage its rights under the Master Cooperative Agreement to ensure that this bike lane gets constructed and to ensure that Metro is paying for it. I am grateful to Councilmember Hutt for introducing this motion and I urge the Committee to approve it without delay. Vermont must be designed for people, not cars.

## Communication from Public

**Name:** Nick Cron-DeVico  
**Date Submitted:** 03/19/2026 01:32 PM  
**Council File No:** 26-0381

**Comments for Public Posting:** I support Item 7, directing LADOT to plan for protected bike lanes on Vermont Avenue as part of the Vermont Transit Corridor project. Vermont is already on the city's mobility plan for a bike lane. The question isn't whether it gets built, it's whether we have the courage to build it right, and build it now, while we have the opportunity. A striped lane isn't enough. Vermont is a major arterial street, and if we want people of all ages and abilities to actually use it, it needs to be protected. That means real separation from traffic — not just paint. The City has rights under the Master Cooperative Agreement with Metro that it hasn't been enforcing. Metro should be paying for these improvements as part of the bus project. This motion directs the City Attorney to look into exactly that, and I think it's long overdue. We have a once-in-a-generation chance to transform Vermont into a true multimodal corridor. Let's not squander it by leaving out the bike lane, or by leaving money on the table. I urge the council to support this motion.

## Communication from Public

**Name:** Angelo Mike

**Date Submitted:** 03/19/2026 11:54 AM

**Council File No:** 26-0381

**Comments for Public Posting:** Hello Council, I support Item 7 and ask you do the same to get protected bike lanes on Vermont Ave. Vermont Ave now is a no man's land for cars where cyclists have to take the sidewalk or risk getting hit by a car (or hitting a pothole or some other debris). So much of Vermont Ave is so hostile and alienating to being on foot or on a bike while parking is privileged. A bike lane on Vermont Ave is already on the city's mobility plan, and it should be protected to attract more riders. We cannot drive our way out of bad traffic, crashes, and the other ills that car dependency creates. You can see it in how much of Vermont has been disinvested in and is treated like a dumping ground and sewer for cars and trash, not as a place where people might actually want to be. And it's for the sake of car throughput and the enormous cost in space and money in using up all that space for vehicle lanes and parking as opposed to benefiting people. Metro's been awful on bike lanes. Make them pay for bike lanes on Vermont Ave. Thanks, Angelo Mike

## Communication from Public

**Name:** Carrick Moore Gerety

**Date Submitted:** 03/19/2026 11:58 AM

**Council File No:** 26-0381

**Comments for Public Posting:** I strongly support the installation of a protected bike lane on Vermont in DTLA when Metro installs bus lanes. This would drastically improve quality of life downtown for everyone, and boost the local economy. To put a finer point on it: 1. Vermont has a bike lane on the mobility plan, and it must be implemented when the City and Metro put in bus lanes on Vermont. 2. The bike lane should be a protected bike lane so it's attractive to riders of all ages and abilities. 3. The City has rights it's not enforcing under the Master Cooperative Agreement, and it should enforce them and have Metro pay for the bike lane along with the bus project

## Communication from Public

**Name:** Elaine Blair

**Date Submitted:** 03/19/2026 12:01 PM

**Council File No:** 26-0381

**Comments for Public Posting:** I am a resident of Atwater Village and a regular visitor by bus, car, and on foot to Los Feliz and Hollywood on the Vermont corridor. I am writing in strong support of a bike lane on Vermont. LA so far has only a tiny number of protected bike lanes, not enough to change anyone's habits. We need one on every major road to make biking a viable way to get around. Replacing parking lanes with bike lanes is an important part of getting people to use transit, bikes, and walking for commuting, errands, and recreation.

## Communication from Public

**Name:** David Welch

**Date Submitted:** 03/19/2026 11:44 AM

**Council File No:** 26-0381

**Comments for Public Posting:** Hi, I write in support of the recommendations from Streets for All, namely: - I support item #4. We don't need a committee slowing down projects just to prevent minor delays to motorists. - I support item #6. DTLA is badly in need of traffic calming measures to make the streets safer. - I support item #7. It's absolutely worth exploring dedicated bike lanes on Vermont, in conjunction with the Vermont Transit Corridor project. Thank you for your consideration.

## Communication from Public

**Name:** Tyler Peters

**Date Submitted:** 03/19/2026 11:35 AM

**Council File No:** 26-0381

**Comments for Public Posting:** I'm writing in support of Item 26-0381 regarding bike lanes on Vermont in coordination with the Vermont Transit Corridor project. Vermont is already designated for bike lanes in the City's Mobility Plan. When we're redesigning the street for bus lanes, that is exactly the moment to implement the bike lane. If we miss that window, it becomes much harder and more expensive later. This should be a protected bike lane. If we want people of all ages and abilities to actually use it, it needs to feel safe, not like you're riding next to fast-moving traffic. There's also a funding issue here. The City has rights under the Master Cooperative Agreement with Metro, and it hasn't been fully enforcing them. It should. Metro is already rebuilding the corridor for transit, and bike infrastructure is part of a complete street. The City should require Metro to include and pay for those improvements as part of the project. This is a straightforward opportunity to deliver a safer, more complete Vermont corridor without unnecessary delay or missed opportunities. I urge you to support this motion. Thank you.

## Communication from Public

**Name:** Adam

**Date Submitted:** 03/19/2026 11:37 AM

**Council File No:** 26-0381

**Comments for Public Posting:** As someone who was nearly killed due LA's incomplete and piecemeal bike infrastructure, I STRONGLY support the development of bike lines on Vermont. Currently there is essentially zero bike route going north/south west of downtown and Vermont would make a great addition. Adding bike lanes would protect Angelenos, improve business along the region, and work to reduce the city's car dependency.

## Communication from Public

**Name:** Adam Faruqi

**Date Submitted:** 03/19/2026 11:50 AM

**Council File No:** 26-0381

**Comments for Public Posting:** Vermont has a bike lane on the mobility plan, and it must be implemented when the City and Metro put in bus lanes on Vermont. The bike lane should be a protected bike lane so it's attractive to riders of all ages and abilities. The City has rights it's not enforcing under the Master Cooperative Agreement, and it should enforce them and have Metro pay for the bike lane along with the bus project. In my opinion there should be a protected bicycle lane on EVERY major avenue in the city. With our weather and topography we could SO easily become the cycling capital of North America. This is a no-brainer. Vermont is just the first step.

## Communication from Public

**Name:** Jonathan Ahituv  
**Date Submitted:** 03/19/2026 11:25 AM  
**Council File No:** 26-0381

**Comments for Public Posting:** I highly support Item #7 to direct LADOT to evaluate installing bike lanes on Vermont Ave. Vermont is currently due to receive Bus Rapid Transit (BRT) under an LA Metro project and it's essential this opportunity to remake the street is not left wasted, especially since under the city's Master Cooperative Agreement with LA metro, the agency can and should be made to pay for such changes. Vermont Ave runs through a large swath of transit dependent Angelenos and the street must be reshaped to fit their needs, and to fit the voter mandate of Measure HLA. Finally, this bike lane should be protected to ensure cyclists don't have to fear for their safety under high speed car traffic.

## Communication from Public

**Name:** Stephanie H

**Date Submitted:** 03/19/2026 11:31 AM

**Council File No:** 26-0381

**Comments for Public Posting:** I am writing in strong support of Item #7 so that a protected bike lane on Vermont Ave. is installed without further unnecessary delays. As someone who lives near Vermont, works off Vermont, and has a child who attends school off Vermont, this corridor is an essential part of my family's daily lives. We frequently take the bus on Vermont to avoid traffic and be more environmentally friendly. We also frequently bike to work and school, but we NEVER bike on Vermont because it is way too dangerous. Instead, we take winding routes on side streets where we dodge people going in and out of driveways. A dedicated, protected (Class IV) bike lane would improve our lives enormously. I also genuinely believe that more of our community would use bikes to get around if it were safer to do so, and a protected bike lane on Vermont would go a long way toward helping people feel that it was. This would help clear traffic congestion and make everyone's commute smoother, whether they are on bus, car, bike, or foot. Vermont has a bike lane on its mobility plan, and it should be implemented when bus lanes are added rather than waiting for a later date. The City should enforce its rights under the MCA and ensure that Metro pays for this project. Frankly, as a resident who lives off the Vermont corridor, it has been disheartening to see how delayed mobility upgrades have been to Vermont. Please use the power you have under HLA to move this project forward and install a protected bike lane so that people of all abilities can enjoy this much-needed upgrade to our community.