



**PUBLIC REQUEST TO ADDRESS
THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, CALIFORNIA**

Correspondence Received

MEMBERS OF THE BOARD

HILDA L. SOLIS
HOLLY J. MITCHELL
LINDSEY P. HORVATH
JANICE HAHN
KATHRYN BARGER

			The following individuals submitted comments on agenda item:	
Agenda #	Relate To	Position	Name	Comments
35.	47	Oppose	Joseph D Pepper	Yet another performative policy from the Board of Supervisors reacting to a 4-year old article in the Los Angeles Times that suffers from lack of relevance to the Marina del Rey in 2025 when personal mobility modes have changed dramatically. See PDF by scrolling down.
		Item Total	1	
47.		Oppose	Joseph D Pepper	Yet another performative policy from the Board of Supervisors reacting to a 4-year old article in the Los Angeles Times that suffers from lack of relevance to the Marina del Rey in 2025 when personal mobility modes have changed dramatically. See PDF by scrolling down.
		Item Total	1	
Grand Total			2	

Items 35 & 47: Reconsider Marina del Rey Sidewalk Bicycle Regulations

Submitted by Joseph D Pepper | 50-year Marina del Rey resident

The proposed amendment to Los Angeles County Code Title 19, Section 19.12.1340, scheduled for Tuesday's Board of Supervisors meeting, is an ill-conceived response to outdated 2021 data from a single Los Angeles Times article. This data, highlighting biased Sheriff's bike stops, does not reflect Marina del Rey's 2025 reality, where motorized bikes constitute at least 30% of bike traffic—yet the ordinance limits sidewalk riding to human-powered bicycles only—AS IF, riders review the County Code before mounting their rides.

L.A. County supervisors seek to decriminalize bike violations after Times investigation



This exclusion creates a regulatory gap, risking safety and enforcement confusion **in a 401-acre area with 11,000 residents and a well-established bike path, as shown in the attached map.** The existing infrastructure along Admiralty Way suffices for both human-powered and potential motorized bike use, negating the need for sidewalk access. This narrowly focused change, driven by speculative historical concerns rather than current needs, overlooks broader county priorities and could endanger pedestrians in this tourist-heavy zone. I urge the Board to reject this amendment and conduct a comprehensive 2025-specific study on e-powered versus human-powered traffic and safety before proceeding as proposed for the Venice Ocean Front Walk after repeated collisions with pedestrians.

