

NEWSLETTER

APRIL 2026
ISSUE NO 3



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HEAL GLENDALE TOGETHER

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Focused on Solutions

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OFF THE STREETS, ONTO THE RIVER: GLENDALE'S BETTER BIKE PLAN

Dear Neighbors,

The Brand bike lanes were removed due to fire station access, but bike infrastructure is still being pushed on Glendale through **state Complete Streets requirements, regional planning mandates, and tied transportation funding**. The best path forward is to keep bike lanes out of streets and build a continuous protected network along the underutilized Los Angeles River that gives cyclists safe access while preserving traffic lanes and adding a recreational activity that connects the region.

Glendale is not deciding whether bike infrastructure will exist. It is deciding how it will be implemented. Much of what is typically proposed is fragmented, with short segments of bike lanes appearing and disappearing across major corridors. This approach creates inconsistent conditions for cyclists, reduces usability because routes are incomplete, and introduces friction and constriction on streets that are already carrying high traffic volumes.

Glendale has an opportunity to lead as a river city. The Los Angeles River Revitalization Project is advancing plans to restore habitat and expand access, and Glendale should act now with its own plan before one is imposed. Today, only about 32 of the river's 51 miles are connected, forcing cyclists onto streets. Closing these gaps would create a continuous corridor from the Valley to Long Beach while improving safety and mobility. Evidence from the National Association of City Transportation Officials and federal safety studies shows protected bike facilities can reduce injury risk by over 90 percent compared to unprotected street lanes, and off street paths consistently see higher and more consistent usage.

Mixing bikes with large vehicles creates avoidable risk. Data from National Highway Traffic Safety Administration shows over 1,000 cyclist fatalities annually in the U.S., with higher severity when bikes share lanes with buses and trucks. A continuous LA River network meets mandates, avoids fragmented street lanes, and delivers a safer system for mobility and recreation.

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Fragmented Bike Lanes



- **Safety conflicts increase:** Unpredictable merging raises crash risk
- **Slower transit times:** Buses lose priority
- **Driver confusion:** Unclear right-of-way
- **Emergency access:** Complicates response routing
- **Inefficient use of space:** Less benefit, lost capacity

Protected Bike Lanes



- **Higher safety:** Fully separated from traffic
- **Faster travel:** No stops, smooth flow
- **Network continuity:** No gaps or merges
- **Mode shift:** More people bike
- **Environmental gains:** Lower emissions and pollution

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