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County of Los Angeles

Bicycle Master Plan

Final Plan - December 2011



County of Los Angeles Bicycle Master Plan

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Table of Contents

Executive Summary ix

1. Introduction..... 1

 1.1 Setting.....4

 1.2 Purpose of the Bicycle Master Plan6

 1.3 Benefits of Bicycling.....6

 1.4 Public Participation.....7

 1.5 Updates and Amendments to the Plan8

2. Goals, Policies and Implementation Actions 11

3. Existing Conditions and Proposed Network 27

 3.1 Regional Bicycle Paths Maintained by the County 33

 3.2 Antelope Valley Planning Area..... 42

 3.3 East San Gabriel Valley Planning Area 53

 3.4 Gateway Planning Area..... 67

 3.5 Metro Planning Area..... 78

 3.6 San Fernando Valley Planning Area..... 89

 3.7 Santa Clarita Valley Planning Area 98

 3.8 Santa Monica Mountains Planning Area..... 108

 3.9 South Bay Planning Area 115

 3.10 West San Gabriel Valley Planning Area 124

 3.11 Westside Planning Area 137

4. Education, Enforcement, Encouragement and Evaluation Programs 147

 4.1 Education Programs 149

 4.2 Enforcement 153

 4.3 Encouragement Programs 155

 4.4 Evaluation Programs 161

5. Funding and Implementation 163

 5.1 Program Monitoring..... 165

 5.2 Cost Estimates..... 167

 5.3 Implementation Plan..... 168

 5.4 Funding Sources 176

List of Figures

Figure i-1: Total Miles of Proposed Bikeway Facilities.....	xvi
Figure i-2: Estimated Cost of Proposed Bikeway Facilities	xvi
Figure i-3: Western Los Angeles County Proposed Bicycle Network	xvii
Figure i-4: Eastern Los Angeles County Proposed Bicycle Network	xviii
Figure 1.1: Total Miles of Proposed Bikeway Facilities.....	4
Figure 1.2: Estimated Cost of Proposed Bikeway Facilities	4
Figure 1.3: County of Los Angeles and Planning Area Boundaries.....	5
Figure 3.1: Los Angeles County Index of Planning Area Maps	30
Figure 3.2: Overview of Existing Bikeways in Western Los Angeles County.....	35
Figure 3.3: Overview of Existing Bikeways in Eastern Los Angeles County	36
Figure 3.4: Western Los Angeles County Proposed Bicycle Network	37
Figure 3.5: Eastern Los Angeles County Proposed Bicycle Network	38
Figure 3.6: Antelope Valley Planning Area Existing Bicycle Network, Major Transit, and Bicycle Crashes (2004-2009)	43
Figure 3.7: Antelope Valley Planning Area Proposed Bicycle Facilities	49
Figure 3.8: Quartz Hill and White Fence Farms Proposed Bicycle Facilities.....	51
Figure 3.9: Littlerock and Sun Village Proposed Bicycle Facilities	52
Figure 3.10: East San Gabriel Valley Planning Area Existing Bicycle Network, Transit, and Bicycle Collision Sites.....	56
Figure 3.11: East San Gabriel Valley Planning Area Proposed Bicycle Facilities	63
Figure 3.12: Avocado Heights, Hacienda Heights, Valinda, and West Puente Valley Proposed Bicycle Facilities.....	65
Figure 3.13: Charter Oak, Covina Islands, East Azusa, East Irwindale, Glendora Islands, Walnut Islands, and West San Dimas Proposed Bicycle Facilities	66
Figure 3.14: Gateway Planning Area Existing Bicycle Network, Transit, and Bicycle Collision Sites (2004 - 2009).....	70
Figure 3.15: Gateway Planning Area Proposed Bicycle Facilities.....	75
Figure 3.16: South Whittier-Sunshine Acres and West Whittier-Los Nietos Proposed Bicycle Facilities	77
Figure 3.17: Metro Planning Area Bicycle Network, Transit, and Bicycle Collision Sites	80
Figure 3.18: Metro Planning Area Proposed Bicycle Facilities	85
Figure 3.19: East Los Angeles Proposed Bicycle Facilities	87
Figure 3.20: Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria and Willowbrook Proposed Bicycle Facilities.....	88
Figure 3.21: San Fernando Valley Planning Area Existing Bicycle Network, Transit, and Bicycle Collision Sites	90
Figure 3.22: San Fernando Valley Planning Area Proposed Bicycle Facilities	95
Figure 3.23: La Crescenta-Montrose Proposed Bicycle Facilities	97
Figure 3.24: Santa Clarita Valley Planning Area Existing Bicycle Network, and Bicycle Collision Sites.....	99
Figure 3.25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities.....	105
Figure 3.26: Castaic Proposed Bicycle Facilities	107

Figure 3.27: Santa Monica Mountains/Coastal Planning Area Existing Bicycle Network and Bicycle Collision Sites.....	110
Figure 3.28: Santa Monica Mountains Proposed Bicycle Facilities.....	113
Figure 3.29: South Bay Planning Area Existing Bicycle Network, Transit, and Bicycle Collision Sites.....	117
Figure 3.30: South Bay Planning Area Proposed Bicycle Facilities.....	121
Figure 3.31: Alondra Park, Del Aire, Hawthorne Island, and Lennox Proposed Bicycle Facilities.....	123
Figure 3.32: West San Gabriel Valley Planning Area Existing Bicycle Network, Transit, and Bicycle Collision Sites.....	126
Figure 3.33: West San Gabriel Valley Planning Area Proposed Bicycle Facilities.....	133
Figure 3.34: Altadena and Kinneloa Mesa Proposed Bicycle Facilities.....	135
Figure 3.35: East Pasadena-East San Gabriel, San Pasqual, and South Monrovia Islands Proposed Bicycle Facilities South Bay Planning Area.....	136
Figure 3.36: Westside Planning Area Existing Bicycle Network, Transit, and Bicycle Collision Sites.....	139
Figure 3.37: Westside Planning Area Proposed Bicycle Facilities.....	143
Figure 3.38: Marina del Rey and Ballona Wetlands.....	145

List of Tables

Table i-1: Summary of Existing and Recommended Bikeway Facilities.....	xv
Table 3-1: Bikeway Facilities Types.....	31
Table 3-2: Current and Future Ridership and Air Quality Benefits.....	41
Table 3-3: Existing Antelope Valley Bikeways.....	44
Table 3-4: Antelope Valley Planning Area Bicycle Network Facility Type and Mileage Summary.....	44
Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities.....	45
Table 3-6: East San Gabriel Valley Existing Bikeways.....	53
Table 3-7: MTA Identified Gaps in the East San Gabriel Inter-Jurisdictional Bikeway.....	54
Table 3-8: East San Gabriel Valley Planning Area Bicycle Network Facility Type and Mileage Summary.....	57
Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities.....	57
Table 3-10: Gateway Planning Area Existing Bikeways.....	67
Table 3-11: MTA Identified Gaps in the Gateway Inter-Jurisdictional Bikeway Network.....	69
Table 3-12: Gateway Planning Area Bicycle Network Facility Type and Mileage Summary.....	71
Table 3-13: Gateway Planning Area Proposed Bicycle Facilities.....	71
Table 3-14: Metro Planning Area Existing Bikeways.....	78
Table 3-15: MTA Identified Gaps in the Metro Planning Area Inter-Jurisdictional Bikeway Network.....	79
Table 3-16: Metro Planning Area Bicycle Network Facility Type and Mileage Summary.....	81
Table 3-17: Metro Planning Area Proposed Bicycle Facilities.....	81
Table 3-18: San Fernando Planning Area Existing Bicycle Facilities.....	91
Table 3-19: MTA Identified Gaps in the San Fernando Inter-Jurisdictional Bikeway Network.....	91
Table 3-20: San Fernando Valley Planning Area Bicycle Network Facility Type and Mileage Summary.....	92
Table 3-21: San Fernando Valley Planning Area Proposed Bicycle Facilities.....	92
Table 3-22: Santa Clarita Valley Existing Bikeways.....	98
Table 3-23: MTA Identified Gaps in the Santa Clarita Inter-Jurisdictional Bikeway Network.....	100

Table 3-24: Santa Clarita Valley Planning Area Bicycle Network Facility Type and Mileage Summary	101
Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities	101
Table 3-26: Santa Monica Mountains Planning Area Existing Bikeways	108
Table 3-27: MTA Identified Gaps in the Santa Monica Mountains Inter-Jurisdictional Bikeway Network	109
Table 3-28: Santa Monica Mountains Planning Area Bicycle Network Facility Type and Mileage Summary	111
Table 3-29: Santa Monica Mountains Planning Area Proposed Bicycle Facilities	111
Table 3-30: South Bay Planning Area Existing Bicycle Facilities	115
Table 3-31: MTA Identified Gaps in the South Bay Inter-Jurisdictional Bikeway Network	116
Table 3-32: South Bay Planning Area Bicycle Network Facility Type and Mileage Summary	118
Table 3-33: South Bay Planning Area Proposed Bicycle Facilities	118
Table 3-34: West San Gabriel Valley Existing Bikeways	125
Table 3-35: West San Gabriel Valley Planning Area Bicycle Network Facility Type and Mileage Summary ..	127
Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities	127
Table 3-37: Westside Planning Area Existing Bikeways	137
Table 3-38: MTA Identified Gaps in the Westside Inter-Jurisdictional Bikeway Network	138
Table 3-39: Westside Planning Area Bicycle Network Facility Type and Mileage Summary	140
Table 3-40: Westside Planning Area Proposed Bicycle Facilities	140
Table 5-1: Program Measures of Effectiveness	166
Table 5-2: Proposed Bicycle Network Cost Estimates	167
Table 5-3: Bicycle Network Prioritization Utility Factors and Points	168
Table 5-4: Bicycle Network Prioritization Implementation Factors and Points	169
Table 5-5: Phase I Projects	170
Table 5-6: Program Implementation Recommendations	173
Table 5-7: Bikeway Improvements Funding Source Summary	177
Table 5-8: LACMTA Call for Projects (Bicycle Related)	188

Appendices Table of Contents

Appendix A.	Bicycle Transportation Account (BTA) Check List	A-1
Appendix B.	Ridership and Air Quality Benefits.....	B-1
B.1	Antelope Valley Planning Area	B-3
B.2	East San Gabriel Valley Planning Area	B-5
B.3	Gateway Planning Area	B-7
B.4	Metro Planning Area.....	B-9
B.5	San Fernando Valley Planning Area.....	B-11
B.6	Santa Clarita Valley Planning Area	B-13
B.7	Santa Monica Mountains Planning Area.....	B-15
B.8	South Bay Planning Area	B-17
B.9	West San Gabriel Valley Planning Area	B-19
B.10	Westside Planning Area	B-21
Appendix C.	Relationship to Existing Plans and Policies	C-1
C.1	State Legislation and Policies.....	C-4
C.2	Countywide Plans and Policies.....	C-5
C.3	Municipal Bicycle Planning Documents.....	C-24
Appendix D.	Existing Land Uses	D-1
Appendix E.	End of Trip Facilities.....	E-1
Appendix F.	Design Guidelines	F-1
F.1	National, State, and Local Guidelines / Best Practices	F-4
F.2	The Bicycle as a Design Vehicle	F-8
F.3	Routine Accommodation of Bicyclists (Complete Streets)	F-12
F.4	Design Toolbox	F-18
Appendix G.	StreetPlan Analysis	G-1
Appendix H.	Engineering Unit Cost Estimates.....	H-1
Appendix I.	Prioritization and Phasing Plan	I-1
I.1	Utility Criteria	I-3
I.2	Implementation Criteria.....	I-4

Appendix J. Removed Facilities J-1
Appendix K. Acronyms K-1

List of Figures

Figure C-1: Los Angeles River Master Plan Examples Project Sheet C-17
Figure C-2: San Gabriel Corridor Master Plan Projects C-18
Figure C-3: Metro Bike Transit Hubs C-22
Figure C-4: North County Regional Bikeway Gaps C-23
Figure C-5: South County Regional Bikeway Network Gaps C-23
Figure C-6: Existing and Proposed Bikeways in Adjacent Jurisdictions C-24
Figure C-7: Existing and Proposed Santa Clarita Bicycle Facilities and Trails C-26
Figure C-8: Existing and Proposed Whittier Bicycle Facilities C-29
Figure C-9: Existing and Proposed Whittier Bicycle Facilities C-30
Figure C-10: Bicyclist Origins and Destinations (EPOP Surveys) C-31
Figure C-11: Bikeway Connections to Eastside Gold Line Stations C-32
Figure C-12: Coyote Creek North Fork Extension C-34
Figure D-1: Antelope Valley Planning Area Existing Land Uses D-3
Figure D-2: East San Gabriel Valley Planning Area Existing Land Uses D-4
Figure D-3: Gateway Planning Area Existing Land Uses D-5
Figure D-4: Metro Planning Area Existing Land Uses D-6
Figure D-5: San Fernando Valley Planning Area Existing Land Uses D-7
Figure D-6: Santa Clarita Valley Planning Area Existing Land Uses D-8
Figure D-7: Santa Monica Mountains Planning Area Existing Land Uses D-9
Figure D-8: South Bay Planning Area Existing Land Uses D-10
Figure D-9: West San Gabriel Valley Planning Area Existing Land Uses D-11
Figure D-10: Westside Planning Area Existing Land Uses D-12
Figure E-1: Antelope Valley Planning Area Proposed Bicycle Parking E-4
Figure E-2: East San Gabriel Valley Planning Area Proposed Bicycle Parking E-5
Figure E-3: Gateway Planning Area Proposed Bicycle Parking E-6
Figure E-4: Metro Planning Area Proposed Bicycle Parking E-7
Figure E-5: San Fernando Valley Planning Area Proposed Bicycle Parking E-8
Figure E-6: Santa Clarita Valley Planning Area Proposed Bicycle Parking E-9
Figure E-7: Santa Monica Mountains Planning Area Proposed Bicycle Parking E-10
Figure E-8: South Bay Planning Area Proposed Bicycle Parking E-11
Figure E-9: West San Gabriel Valley Planning Area Proposed Bicycle Parking E-12
Figure E-10: Westside Planning Area Proposed Bicycle Parking E-13
Figure F-1: Standard Bicycle Rider Dimensions F-8
Figure F-2: Various Bicycle Dimensions F-9

Figure F-3: Typical bicycle lane and bicycle route accommodation with and without on street parking... F-12
 Figure F-4: Major Highway with four traffic lanes, ROW $\geq 100'$ F-13
 Figure F-5: Major Highway with three traffic lanes, ROW $\geq 100'$ F-14
 Figure F-6: Secondary Highway ROW 80'-99' F-15
 Figure F-8: Local street ROW $< 64'$ F-17

List of Tables

Table A-1: County of Los Angeles Bicycle Master Plan BTA Requirement Check List A-3
 Table B-1: Antelope Valley Planning Area Current / Future Demand and Air Quality Benefits EstimatesB-3
 Table B-2: East San Gabriel Valley Planning Area Current / Future Demand and
 Air Quality Benefits EstimatesB-5
 Table B-3: Gateway Planning Area Current / Future Demand and Air Quality Benefits EstimatesB-7
 Table B-4: Metro Planning Area Current / Future Demand and Air Quality Benefits Estimates.....B-9
 Table B-5: San Fernando Valley Planning Area Current / Future Demand and
 Air Quality Benefits Estimates B-11
 Table B-6: Santa Clarita Valley Planning Area Current / Future Demand and
 Air Quality Benefits Estimates B-13
 Table B-7: Santa Monica Mountains Planning Area Current / Future Demand and Air Quality Benefits
 Estimates B-15
 Table B-8: South Bay Planning Area Current / Future Demand and Air Quality Benefits Estimates..... B-17
 Table B-9: West San Gabriel Valley Planning Area Current Future Demand and
 Air Quality Benefits Estimates B-19
 Table B-10: Westside Planning Area Current / Future Demand and Air Quality Benefits Estimates B-21
 Table C-1: Relevant Goals, Policies and Implementation Actions from the County of
 Los Angeles General Plan Mobility Element C-7
 Table C-2: Plan Implementation..... C-9
 Table C-3: County of Los Angeles Plan of Bikeways (1975) Goals C-16
 Table C-4: Los Angeles County Code C-18
 Table F-1: Bicycle as Design Vehicle – Typical Dimensions..... F-10
 Table F-2: Bicycle as Design Vehicle – Design Speed Expectations..... F-11
 Table H-1: Class 2 Bike Lane Striping Unit Cost Estimate..... H-3
 Table H-2: Class 2 Bike Lane with Median/Curb Reconstruction Unit Cost Estimate H-3
 Table H-3: Class 2 or 3 – Bike Lane / Route (Road Widening /Added Paved Shoulder) Unit Cost Estimate... H-4
 Table H-4: Class 3 – Bike Routes (Signing Only) Unit Cost Estimate H-4
 Table H-5: Class 3 – Bike Routes (Signing and Sharrows) Unit Cost Estimate H-5
 Table H-6: Class 2 – Bike Lane (Road Diet, 4 to 3 lanes) Unit Cost Estimate..... H-5
 Table H-7: Bicycle Boulevard Unit Cost Estimates H-6
 Table I-1: Project Cost Prioritization Criteria I-5
 Table I-2: Phase I Bikeway Projects..... I-6
 Table I-3: Phase II Bikeway Projects..... I-11

Table I-4: Phase III Bikeway ProjectsI-21
Table J-1: Removed Facility InventoryJ-3
Table K-1: Acronyms and DefinitionsK-3

Executive Summary



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*Every time I see an adult on a bicycle,
I no longer despair for the future of
the human race.*

- H. G. Wells

The County of Los Angeles Bicycle Master Plan (Plan) proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. The Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for 20 years (2012 to 2032). The implementation of this Plan will start upon adoption by the Board of Supervisors. The success of the Plan relies on the continued support from all County Departments, the Board of Supervisors, the bicycling public, and advocates throughout the County who recognize the benefits of cycling in their community. The implementation of the network and the programs and policies outlined in the Plan will not be possible without availability of significant and sustained funding levels from grants as well as dedicated funding sources available to the County.

The Plan is an update to the 1975 County Bikeway Plan. The Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often. This Plan is a sub-element of the Transportation Element of the Los Angeles County General Plan. The General Plan is the long-range policy document that guides growth and development in the unincorporated County. The County's General Plan¹ is currently being revised and updated. Once the County's General Plan Update is adopted, this Plan will become a component of the Mobility Element of the County's General Plan. This Plan addresses the guiding principles, goals and policies of the General Plan as it plans for a more bicycle-friendly county that reduces traffic congestion and its carbon footprint, and provides improved opportunities for bicycling and active transportation.

Purpose of the Bicycle Master Plan

The Plan is an update to the 1975 County Bikeway Plan. The Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often.

The Plan complies with Streets and Highways Code Section 891.2, making the County eligible for Bicycle Transportation Account (BTA) funds. The BTA is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters. **Appendix A** presents the County of Los Angeles Bicycle Master Plan BTA Checklist.

¹ A draft of the 2035 General Plan is available at: <http://planning.lacounty.gov/generalplan>.

Public Participation

Community involvement was vital to the development of the Plan. The Plan team held three rounds of public workshops to present to the public the Plan's findings and recommendations and to receive public feedback. A total of 32 public workshops were conducted.

The Plan team performed extensive outreach, including:

- Electronic mail blasts to stakeholders, including all 88 cities in Los Angeles County.
- Posting notices on the project website.
- Producing a meeting flyer in English and Spanish.
- Creating and distributing a press release.
- Mailing comment cards to local bike shops, libraries, and parks and recreation facilities.
- Discussing the Plan at Town Council meetings in unincorporated areas and at meetings held by the County of Los Angeles Department of Regional Planning for community specific plans.
- Distributing postcards at “Bike to Work Week” events throughout the County sponsored by the Los Angeles County Metropolitan Transportation Authority (LACMTA).
- Posting public service announcements on County websites, Bus Shelters in unincorporated areas, and on buses and shuttles that operate within or near unincorporated areas.
- Retaining the Los Angeles County Bicycle Coalition (LACBC) to assist with the outreach and to encourage attendance at the workshops. LACBC issued a press release to news media, radio and television; they worked with various entities to coordinate the posting of workshop information on these entities' websites; and sent electronic mail blasts to their members/subscribers.

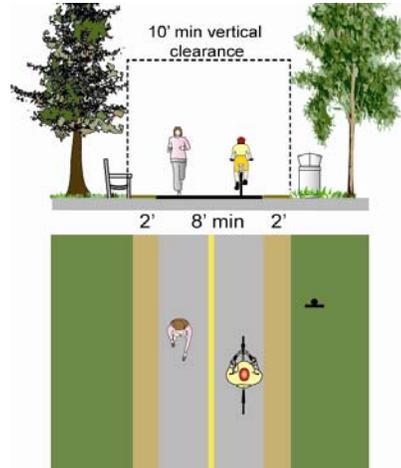
To improve connectivity between the Plan's recommendations and the existing and planned bikeways in other jurisdictions, the County kept the cities throughout Los Angeles County aware of the status of the Plan via electronic mail blasts. The cities were invited to review and comment on the Plan, as well as to attend the public workshops. Although not every city responded, representatives from numerous cities attended the public workshops and submitted comments on the Plan.

Bikeway Facilities Types

Bikeway Description	Example Graphic
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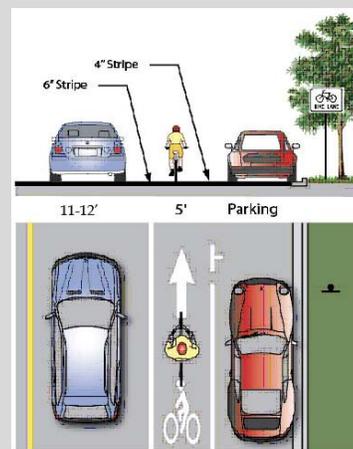
Class I - Bicycle Path

Bike paths, also called shared-use paths or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels, and along the beach. These facilities are often used for recreation but also can provide important transportation connections.



Class II - Bicycle Lane

Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present, bike lanes are striped to the left side of the parking lane.

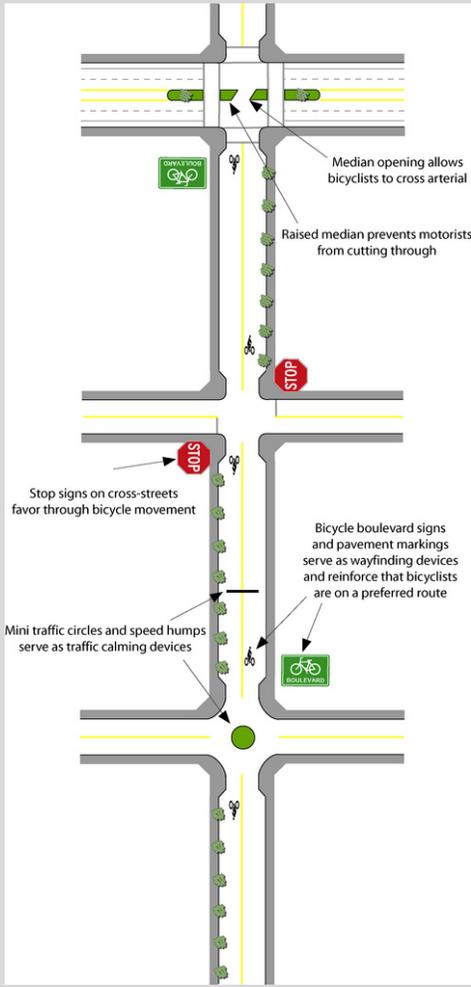


Class III - Bicycle Route

Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.



Bikeway Facilities Types (continued)

Bikeway Description	Example Graphic
<p>Bicycle Boulevards</p> <p>Bicycle boulevards are local roads or residential streets that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel. Bicycle boulevards are typically found on low-traffic / low-volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation. The treatments applied to create a bicycle boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle (and pedestrian) activity. Bicycle boulevard treatments can include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions. The specific treatments employed for a bicycle boulevard will be determined during project implementation based on input received from the public. Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards.</p>	 <p>The diagram illustrates a bicycle boulevard layout with several key features:</p> <ul style="list-style-type: none"> Median opening: A gap in the raised median at an intersection allows bicyclists to cross the arterial street. Raised median: A continuous raised median along the boulevard prevents motorists from cutting through. Stop signs: Stop signs are placed on cross-streets to favor through bicycle movement. Traffic calming: Mini traffic circles and speed humps are used to slow down motorist traffic. Signage and Markings: Bicycle boulevard signs and pavement markings serve as wayfinding devices and reinforce that bicyclists are on a preferred route.

In addition to these standard designs, the Plan includes innovative bicycle treatments such as colored bicycle lanes, raised bicycle lanes, buffered bicycle lanes, cycletracks, and bicycle boxes. While these treatments do not have approved design standards at this time, the County will incorporate them into the Plan's toolbox of treatments as their uniform designs and standards are approved by the State of California Department of Transportation (Caltrans). Caltrans and the Federal Highway Administration allow for the experimental implementation of such treatments. The County promotes the use of these innovative treatments and will apply for and implement experimental projects utilizing them where cost effective and where such projects enhance the safety of bicycles, pedestrians, and motorists.

Summary of Recommendations

The Plan proposes to build on the existing 144 miles of bikeways throughout the County, and install approximately 832 miles of new bikeways in the next 20 years. Along with the proposed bikeway network, the Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and the frequency of bicycle trips for all purposes. This will be accomplished by encouraging the development of Complete Streets,² improving safety for bicyclists, and increasing public awareness and support for bicycling in the County of Los Angeles. The recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the unincorporated communities of the County of Los Angeles and where the County owns property or has jurisdictional control, such as along flood control facilities.

Table i-1 summarizes the mileage of existing bikeway facilities and the mileage and cost for bikeway facilities proposed by this Bicycle Master Plan within each of the ten Planning Areas.³ Figures i-1 and i-2 illustrate the percentage of each type of bicycle facility recommended and its respective cost. Figure i-3 and Figures i-4 depict the proposed bicycle network for the eastern and western portions of the County, respectively.

Table i-1: Summary of Existing and Recommended Bikeway Facilities

Planning Area	Existing Facilities			Proposed Facilities			
	Class I	Class II	Class III	Class I	Class II	Class III	Bicycle Blvd
Antelope Valley	3.2	3.8	0.2	---	95.9	134.8	---
East San Gabriel Valley	7.5	7.6	9.4	25.2	31.0	30.6	4.3
Gateway	45.4	1.0	9.7	5.7	23.1	12.0	---
Metro	---	2.3	---	0.7	48.1	26.9	12.4
San Fernando Valley	---	1.5	---	2.2	1.7	7.5	--
Santa Clarita Valley	---	2.4	0.9	16.5	33.4	108.5	--
Santa Monica Mountains	---	0.5	---	---	1.8	93.8	--
South Bay	9.4	1.1	---	9.2	14.8	9.6	0.9
West San Gabriel	23.3	---	2.6	9.1	17.1	34.3	5.2
Westside	11.5	---	0.7	3.2	6.9	5.6	--
Total Mileage	100.3	20.2	23.5	71.8	273.8	463.6	22.8
Total Cost	---	---	---	\$76.4M	\$119.5M	\$134.4M	\$0.69M

² Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. – www.completestreets.org

³ The Plan is organized by the eleven Planning Area boundaries used for the County General Plan, with the exception of the Coastal Islands planning area, which contains no County-maintained roadways.

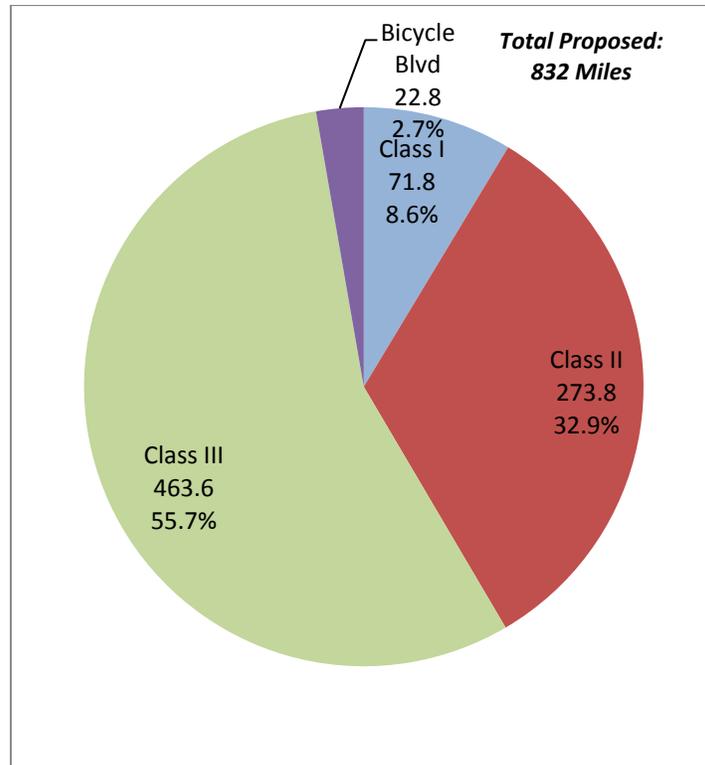


Figure i-1: Total Miles of Proposed Bikeway Facilities

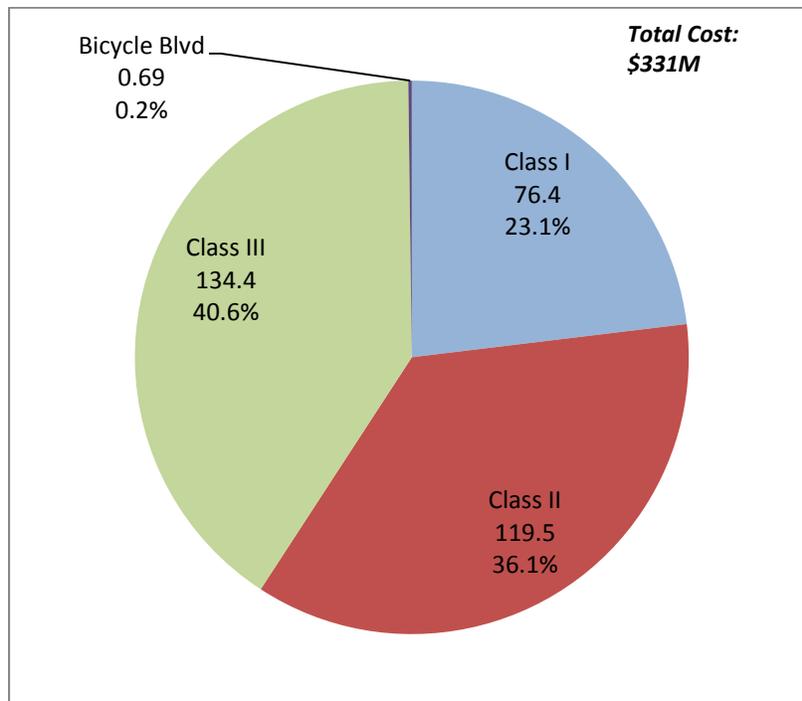


Figure i-2: Estimated Cost of Proposed Bikeway Facilities

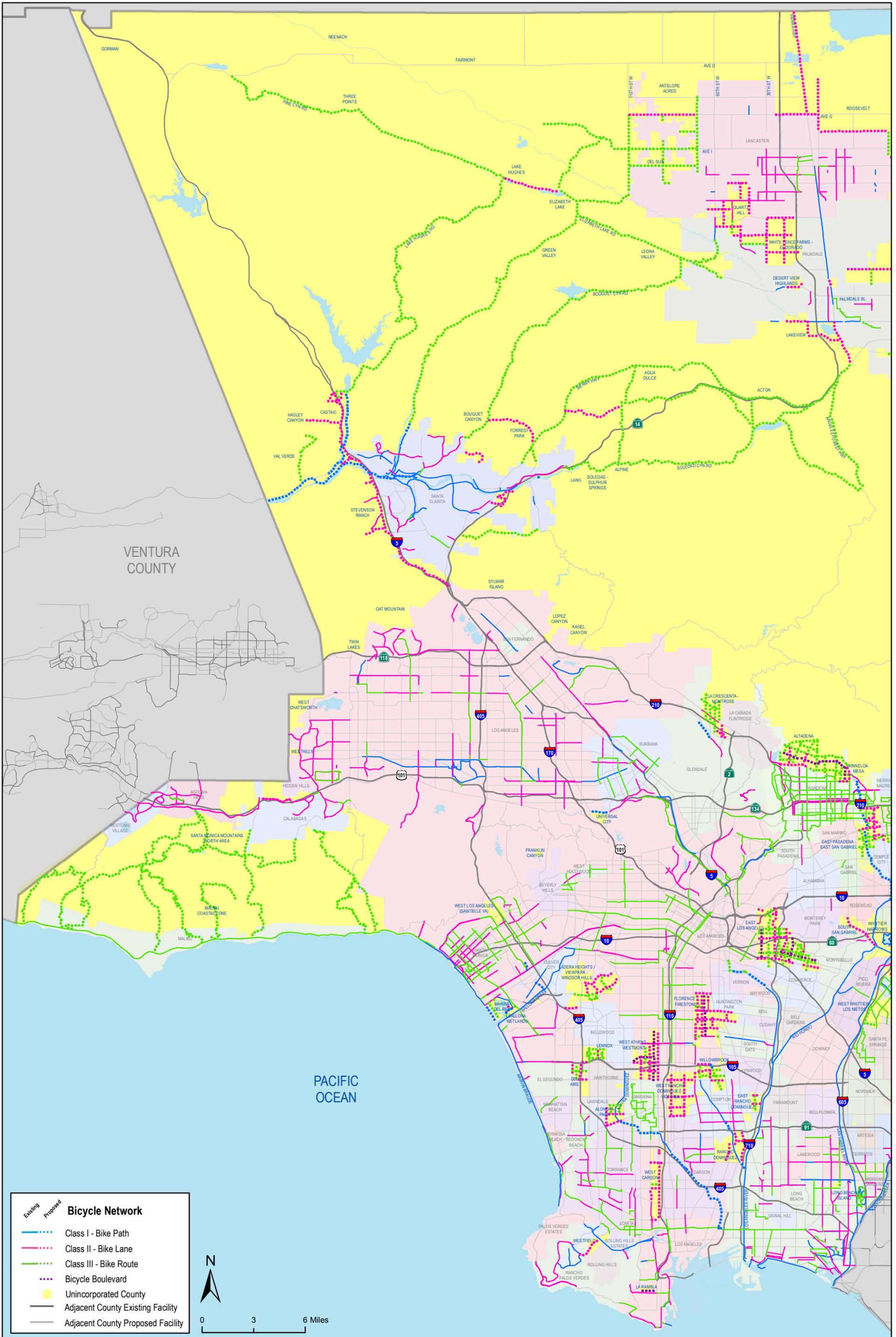


Figure i-3: Western Los Angeles County Proposed Bicycle Network

Los Angeles County Bicycle Master Plan

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

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Plan at a Glance

The Plan includes five chapters and eleven appendices. A supplemental atlas of maps of the existing and proposed bikeway network was also made available on the Plan website for ease of reference. The following is a brief orientation to the chapters and the appendices in the Plan.

Chapter 1: Introduction

This chapter introduces the purpose of creating a Bicycle Master Plan for the County of Los Angeles, and how the community has been involved in the planning process. It also presents the benefits of bicycling, describing how a bicycle-friendly County will contribute to resolving general complex issues that affect the quality of life of its residents.

Chapter 2: Goals, Policies, and Implementation Actions

This chapter includes the Goals, Policies, and Implementation Actions necessary to implement the Plan. The overarching goal of the Plan is to increase bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs, and infrastructure. To achieve this, the Plan identified the following goals:

- **Goal 1 - Bikeway System:** Expanded, improved, and interconnected system of County bikeways and bikeway support facilities.
- **Goal 2 - Safety:** Increased safety of roadways for all users.
- **Goal 3 - Education:** Develop education programs that promote safe bicycling.
- **Goal 4 - Encouragement Programs:** Encourage County residents to walk or ride a bike for transportation and recreation.
- **Goal 5 - Community Support:** Community supported bicycle network.
- **Goal 6 - Funding:** Funded Bikeway Plan.



Investing in bicycle-friendly communities can have a profound influence on the quality of life of County Residents.

Chapter 3: Existing Conditions and Proposed Network

This chapter discusses the existing conditions and proposed bikeway network for the ten Planning Areas in the County.

Existing Conditions

Representing about 11% of the County's total population, the unincorporated areas include more than one million residents living in approximately 300,000 households.

The unincorporated areas of the County of Los Angeles comprise 2,656.6 square miles of Los Angeles County's 4,083.2 square miles, equivalent to approximately 65% of the County's total land area. These unincorporated areas are climatically and ecologically diverse. The majority of unincorporated County land is located in the northern part of the county and includes expansive open space. The unincorporated areas of the County consist of 124 separate, non-contiguous land areas. These areas in the northern part of the County are covered by large amounts of sparsely populated land and include the Angeles and Los Padres National Forests, and the Mojave Desert. The unincorporated areas of the southern portion of the County consist of 58 communities, located among the other urban incorporated cities in the county, and are often referred to as the County's unincorporated urban islands. The County's southwestern boundary consists of 70 miles of Pacific Ocean coastline and encompasses two islands, Santa Catalina and San Clemente.

Proposed Network

The Plan recommends approximately 832 miles of bikeway facilities at a proposed cost of \$331 million to construct. The network selection process included extensive public outreach and on-going consultation with County staff through monthly meetings with the Technical Advisory Committee, comprised of the County of Los Angeles Departments of Beaches and Harbors, Parks and Recreation, Public Health, Public Works, and Regional Planning. The Plan team received monthly consultation with the Bicycle Advisory Committee (BAC), comprised of two representatives from each Supervisorial District, and one representative for Caltrans and LACMTA, respectively.

Chapter 4: Education, Enforcement, Encouragement and Evaluation Programs

This chapter describes bicycle-related programs that are essential facets of the overall bicycle system envisioned for the County of Los Angeles. These include education, encouragement, enforcement and evaluation programs.

Education

The Plan proposes bicycle education programs that target both youth and adults such as Community Bicycle Education Courses, Youth Bicycle Safety Education, Bicycle Rodeos, and Public Awareness Campaigns for motorists, bicyclists and others.

Enforcement

The Plan recognizes that traffic enforcement is a necessity to improve conditions for all roadway users. The recommended enforcement programs include Bicycle Patrol Unit and Bicycle Light Enforcement.

Encouragement

The Plan recognizes that encouragement programs may likely play the biggest part in improving Bicycle Ridership in the County. The Plan recommends a variety of encouragement programs for youth and adults, such as Suggested Routes to School, Family Biking Programs, Bicycling Maps, Valet Bike Parking at Events, Bike to Work Week/Month, Launch Party for New Bikeways, Bike and Hike to Park programs, Bicycle Sharing programs and local partnerships for more bicycle parking.

Evaluation

The plan recognizes that in order to track its progress it is critical that the County monitors and evaluates changes in bicycling patterns. This Plan recommends convening a Community Stakeholder Group, to

establish a bicycle biennial count program, and to provide annual progress reports on the progress of implementing this Bicycle Master Plan.

Chapter 5: Funding and Implementation

Funding

An overview of potential funding sources for proposed projects and programs, and planning level cost estimates are presented in **Chapter 5**. The implementation of the network and the programs and policies outlined in the Plan will not be possible without availability of significant and sustained funding levels from grants as well as dedicated funding sources available to the County. The County is committed to a balanced approach in assigning its available funding to streets and roads, bikeways, and pedestrian projects commensurate with their needs.

Implementation

The Plan provides a long-term vision for the development of a region-wide bicycle network that can be used by all residents for all types of trips. Implementation of the Plan will take place incrementally over many years; and while the Plan is intended to guide bicycling in the County for the next 20 years. The County will review and update the Plan every five years (See **Policy 1.5, Chapter 2**). County staff will review the list of projects on a regular basis, add new projects, remove completed projects, and revise priorities as conditions changes. These changes will be reflected in future updates to the Plan.

The County will evaluate the effectiveness of the Bike Plan Implementation every two years (See **IA 1.5.1, Chapter 2**). Suggested measurements to measure the County's progress toward implementing the Plan and its effectiveness are provided in **Table 5-1** of Chapter 5. These suggested measurements include measurement of bicycle mode share; public attitudes about biking; number of miles of bikeways; proportion of arterial streets with bike lanes; independent recognition of non-motorized transportation planning efforts; as well as a measured reduction in collisions involving bicyclists.

Appendices

Appendix A: Bicycle Transportation Account Checklist

Appendix A presents the County of Los Angeles Bicycle Master Plan BTA Checklist. The Plan complies with Streets and Highways Code Section 891.2, making the County eligible for Bicycle Transportation Account (BTA) funds.

Appendix B: Ridership and Air Quality Benefits

Appendix B presents the benefits of bicycling in relation to environmental/climate change, reduction in obesity and other public health issues, as well as improvements in local and regional economies, and quality of life and safety in the community.

Appendix C: Relationship to Existing Plans and Policies

Appendix C lists the existing plans and policies of the State of California, Los Angeles County and other local agencies that were reviewed during development of the Plan. The Plan was developed to be consistent with these policies and plans to the greatest extent possible.

Appendix D: Existing Land Uses

Appendix D includes maps depicting the existing land use, including locations of residential neighborhoods, schools, shopping centers public buildings, and major employment centers for all ten Planning Areas.

Appendix E: End of Trip Facilities

End of trip facilities, such as short term and long term bicycle parking, showers and changing facilities for employees are essential components of a bicycle network. Appendix E provides recommendations for bicycle parking at key locations in unincorporated communities within the unincorporated County. In addition, as per Policy 1.6, in Chapter 2, the County is committed to establish a bicycle parking policy by 2013.

Appendix F: Design Guidelines

Bicyclists have legal access to all county streets. While this Plan identifies a specific subset of streets to be designated as bikeways, many bicyclists will need to use other streets to reach their destinations. Therefore, it is important that all roadways be designed to accommodate bicyclists.

The County will continue to implement on- and off-street projects to encourage walking and bicycling, to improve safety and accessibility, and to enhance the quality of the walkway and bikeway networks so that these activities become integral parts of daily life. Appendix F provides a range of design options for bicycle treatments and key principles to guide the development of future County bikeway facilities.

The guidelines provide a toolbox of ideas that can be implemented in the County, but do not reflect treatments that will be used for any specific project. California State law requires that the State adopt uniform standards, and that local agencies conform to those standards. The guidelines include those standards currently prescribed by the Caltrans Highway Design Manual and/or the California Manual of Uniform Traffic Control Devices are described in the Plan. In addition to these standard designs, the Plan includes innovative bicycle treatments such as colored bicycle lanes, raised bicycle lanes, buffered bicycle lanes, cycletracks, and bicycle boxes. While these treatments do not have approved design standards at this time, the County will incorporate them into the Plan's toolbox of treatments as their uniform designs and standards are approved by the State of California Department of Transportation (Caltrans).

Appendix G: Street Plan Analysis

Appendix G describes Alta Planning + Design's 'Street Plan' model used for determining the suitability of all roadways studied for the proposed bikeway network. The StreetPlan model is a method to determine how an existing roadway cross section can be modified to include bike lanes. Assuming acceptable minimum widths for each roadway element, the model analyzes a number of factors to determine strategies to retrofit bike lanes on each surveyed roadway segment. Options for retrofitting bike lanes given the physical curb-to-curb roadway constraints are also described in the appendix.

Appendix H: Engineering Unit Cost Estimates

Appendix H outlines the estimated unit costs used for various recommendations included in the Plan, which were used to determine the estimated total cost of \$331.0 million to implement the bicycle network proposed in the Plan.

Appendix I: Prioritization and Phasing Plan

Appendix I describes the three phases for implementing the proposed bikeway network, and the prioritization strategy used for determining the phase for each project.

Prioritization Strategy

Sixteen different criteria were used to assign prioritization scoring. The criteria fell under two main category themes: Utility and Implementation. The first category, Utility Criteria, considered a project's usefulness toward enhancing the current bicycle network and providing service to key land uses. The second category, Implementation Criteria, considered prioritizing those projects with fewer implementation obstacles.

Phasing Plan

The Plan will be implemented in the following three phases:

Phase I: Projects listed are anticipated to be implemented within the first five-year period following adoption of the Plan (2012-2017).

Phase II: Projects listed are anticipated to be implemented within the ten-year period following Phase I (2017-2027).

Phase III: Projects listed are anticipated to be implemented within the final five-year period of the term of the Plan (2027-2032).

The phasing plan for the non-infrastructure programs are briefly discussed in Chapter 5. Phasing of the bicycle network primarily takes into consideration the overall prioritization score for each project and the anticipated available funding. However, projects in which funding has already been allocated, or that are expected to be implemented in conjunction with County road reconstruction and/or rehabilitation projects may be shown in an earlier phase, regardless of their prioritization score

Appendix J: Facilities Removed

Those segments of the proposed network that were removed from the Plan, either due to their feasibility or because they are outside of the County's jurisdiction, are documented in **Appendix J**.

Appendix K: Acronyms

Appendix K provides a list of acronyms used in the Plan and their corresponding meaning.

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1. Introduction



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The County of Los Angeles Bicycle Master Plan (Plan) proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. The Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for 20 years (2012 to 2032). The implementation of this Plan will start upon adoption by the Board of Supervisors. The success of the Plan relies on the continued support from all County Departments, the Board of Supervisors, the bicycling public, and advocates throughout the County who recognize the benefits of cycling in their community. The implementation of the network and the programs and policies outlined in the Plan will not be possible without availability of significant and sustained funding levels from grants as well as dedicated funding sources available to the County.

The Plan is an update to the 1975 County Bikeway Plan. The Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often. This Plan is a sub-element of the Transportation Element of the Los Angeles County General Plan. The General Plan is the long-range policy document that guides growth and development in the unincorporated County. The County's General Plan⁴ is currently being revised and updated. Once the County's General Plan Update is adopted, this Plan will become a component of the Mobility Element of the County's General Plan. This Plan addresses the guiding principles, goals and policies of the General Plan as it plans for a more bicycle-friendly county that reduces traffic congestion and carbon footprint, and provides improved opportunities for bicycling and active transportation.

The Plan proposes to build off the existing 144 miles of bikeways throughout the County, and install approximately 832 miles of new bikeways in the next 20 years. The 832 miles of proposed bikeways consist of approximately 72 miles Class I bike paths, approximately 274 miles Class II bike lanes, and approximately 463 miles of Class III bike routes, as defined/described in Chapter 1000 of the Caltrans Highway Design Manual. The Plan also proposes a network of 23 miles of bicycle boulevards, which are facilities that prioritize bicycle travel on low-traffic, low-volume streets and are intended to provide greater safety and comfort to bicyclists. An introduction to the different types of facilities is provided in **Chapter 3: Table 3-1**, which are discussed in detail in the Design Guidelines presented in **Appendix F: Figures 1-1 and 1-2** illustrate the portions of the total miles and estimated cost of the recommended bikeway network by facility type.

Along with the proposed bikeway network, the Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and the frequency of bicycle trips for all purposes. This will be accomplished by encouraging the development of Complete Streets⁵, improving safety for bicyclists, and increasing public awareness and support for bicycling in the County of Los Angeles. The recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the unincorporated communities of the County of Los Angeles and where the County owns property or has jurisdictional control, such as along flood control facilities.

⁴ A draft of the 2035 General Plan is available at: <http://planning.lacounty.gov/generalplan>.

⁵ Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. – www.completestreets.org

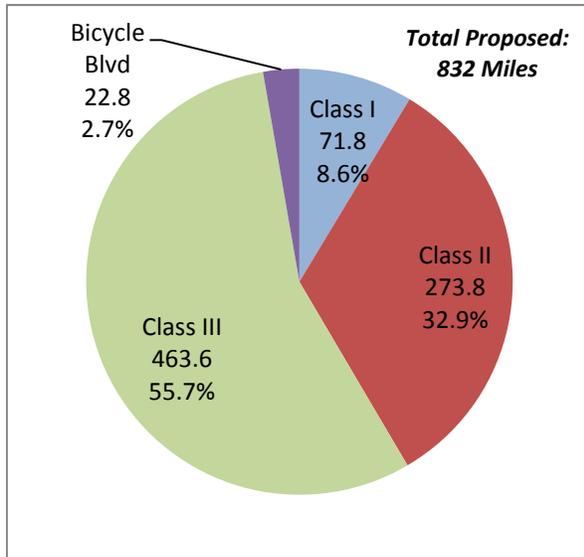


Figure 1.1: Total Miles of Proposed Bikeway Facilities

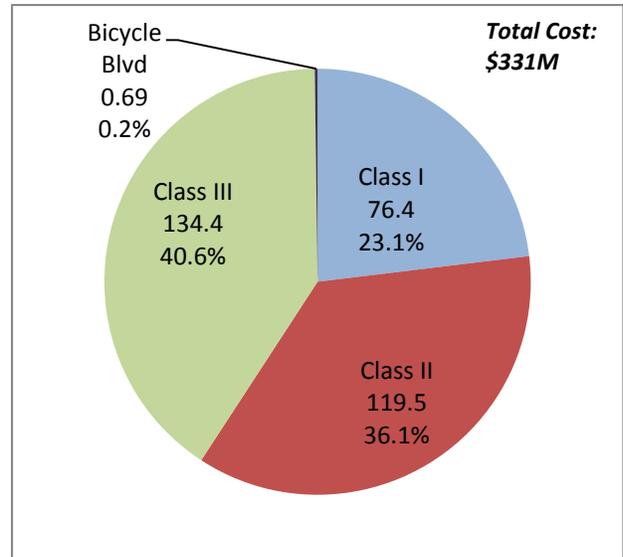


Figure 1.2: Estimated Cost of Proposed Bikeway Facilities

1.1 Setting

The unincorporated areas of the County of Los Angeles comprise 2,656.6 square miles of Los Angeles County’s 4,083.2 square miles, equivalent to approximately 65% of the County’s total land area. These unincorporated areas are climatically and ecologically diverse. The majority of unincorporated County land is located in the northern part of the county and includes expansive open space. The unincorporated areas of the County consist of 124 separate, non-contiguous land areas. These areas in the northern part of the County are covered by large amounts of sparsely populated land and include the Angeles and Los Padres National Forests, and the Mojave Desert. The unincorporated areas of the southern portion of the County consists of 58 communities, located among the other urban incorporated cities in the county, which are often referred to as the County’s unincorporated urban islands. The County’s southwestern boundary consists of 70 miles of Pacific Ocean coastline and encompasses two islands, Santa Catalina and San Clemente.

Representing about 11% of the County’s total population, the unincorporated area population is projected to be approximately 1,188,000 people in 2010⁶.

Figure 1-3 displays Los Angeles County’s location within the region as well as Planning Area boundaries.

⁶ 2008 SCAG Regional Plan, Table 2.5: Los Angeles County Population Projections

1.2 Purpose of the Bicycle Master Plan

The Plan is an update to the 1975 County Bikeway Plan. The Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often.

The Plan complies with Streets and Highways Code Section 891.2, making the County eligible for Bicycle Transportation Account (BTA) funds. The BTA is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters. **Appendix A** presents the County of Los Angeles Bicycle Master Plan BTA Checklist.

1.3 Benefits of Bicycling

A more bicycle-friendly County will contribute to resolving several complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability. This Plan can affect all of these issues by guiding unincorporated areas toward bicycle friendly development, which collectively can have a profound effect on the existing and future livability in the County of Los Angeles.

1.3.1 Environmental/Climate Change Benefits

Replacing vehicular trips with bicycle trips has a measurable impact on reducing human-generated greenhouse gases (GHGs) in the atmosphere that contribute to climate change. Fewer vehicle trips and vehicle miles traveled (VMT) translate into fewer mobile source pollutants released into the air, such as carbon dioxide, nitrogen oxides, and hydrocarbons. Providing transportation options that reduce VMT is an important component of decreasing GHG emissions and improving air quality. **Appendix B** presents a quantitative estimate of the air quality benefits associated with current bicycling rates, as well as future activity levels in each unincorporated planning area.

1.3.2 Public Health Benefits

Public health professionals have become increasingly aware that the impacts of automobiles on public health extend far beyond asthma and other respiratory conditions caused by air pollution. There is also a much deeper understanding of the connection between the lack of physical activity resulting from auto-oriented community designs and various health-related problems, such as obesity and other chronic diseases. Although diet and genetic predisposition contribute to these conditions, physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Creating bicycle-friendly communities is one of several effective ways to encourage active lifestyles, ideally resulting in a higher proportion of the County's residents achieving recommended activity levels.

1.3.3 Economic Benefits

Bicycling is economically advantageous to individuals and communities. According to some statistics, the annual operating costs for bicycle commuters are 1.5% to 3.5% of those for automobile commuters.⁷ Cost savings associated with bicycle travel expenses are also accompanied by potential savings in health care costs.

⁷ Active Transportation website: <http://www.activetransportation.org/costs.htm>

On a community scale, bicycle infrastructure projects are generally far less expensive than automobile-related infrastructure. Further, shifting a greater share of daily trips to bike trips reduces the impact on the region's transportation system, thus reducing the need for improvements and expansion projects.

1.3.4 Community/Quality of Life Benefits

Fostering conditions where bicycling is accepted and encouraged increases a community's livability from a number of different perspectives that are often difficult to measure but nevertheless important. The design, land use patterns, and transportation systems that comprise the built environment have a profound impact on quality of life issues. Studies have found that people living in communities with built environments that promote bicycling and walking tend to be more socially active, civically engaged, and are more likely to know their neighbors, whereas urban sprawl has been correlated with social and mental health problems, including stress.^{8,9} The aesthetic quality of a community improves when visual and noise pollution caused by automobiles is reduced and when green space is reserved for facilities that enable people of all ages to recreate and commute in pleasant settings.

1.3.5 Safety Benefits

Conflicts between bicyclists and motorists result from poor riding and/or driving behavior as well as insufficient or ineffective facility design. Encouraging development and redevelopment in which bicycle travel is fostered improves the overall safety of the roadway environment for all users. Well-designed bicycle facilities improve security for current cyclists and also encourage more people to bike, which in turn can further improve bicycling safety. Studies have shown that the frequency of bicycle collisions has an inverse relationship to bicycling rates, which means more bicyclists on the road equates to lower crash rates.¹⁰ Providing information and educational opportunities about safe and lawful interactions between bicyclists and other roadway users also improves safety.

1.4 Public Participation

Community involvement was vital to the development of the Plan. The Plan team held three rounds of public workshops to present to the public the Plan's findings and recommendations and to receive public feedback.

The **first round** of workshops introduced the Plan to the public and provided opportunities for public input. The Plan team performed extensive outreach to inform County residents of these workshops, including sending electronic mail blasts to stakeholders, including all 88 cities in Los Angeles County, posting notices on the project website, producing a meeting flyer in English and Spanish, creating and distributing a press release, and mailing comment cards to local bike shops, libraries, and parks and recreation facilities. There were a total of ten first round workshops held between February and March 2010. Meeting attendance was an average of ten people.

The **second round** of workshops, held in June 2010, served as a mid-project update for the public. These workshops focused on specific study corridors being evaluated by the project engineering team; education, encouragement and enforcement program recommendations; and project prioritization methodology. There

⁸ Frumkin, H. 2002. *Urban Sprawl and Public Health*. *Public Health Reports*, 117: 201–17.

⁹ Leyden, K. 2003. *Social Capital and the Built Environment: The Importance of Walkable Neighborhoods*. *American Journal of Public Health* 93: 1546–51.

¹⁰ Jacobsen, P. *Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling*. *Injury Prevention*, 9: 205-209. 2003.

were a total of 11 public workshops during the second round, which also attracted an average of ten people per workshop. In addition to the outreach efforts used for the first round of workshops, the outreach for the second round of workshops included discussion of the Plan at Town Council meetings in unincorporated areas and at meetings held by Regional Planning for community specific plans, distribution of postcards at “Bike To Work Week” events throughout the County sponsored by LACMTA, and posting public service announcements on County websites, Bus Shelters in unincorporated areas, and on buses and shuttles that operate within or near unincorporated areas.

The **third round** of public workshops included a presentation of the draft Plan and provided opportunities for the public to provide input on the draft Plan. In addition to the outreach efforts used for the first and second round of workshops, the County retained the Angeles County Bicycle Coalition (LACBC) to assist with the outreach and to encourage attendance at the workshops. LACBC issued a press release to news media, radio and television; they worked with various entities to coordinate the posting of our workshop information on these entities’ websites; and sent electronic mail blasts to their members/subscribers. There were a total of 11 public workshops held between March and April 2011, with an average attendance of ten people per workshop.

The public comment period for the draft Plan was from March 31st to June 3rd, which was extended to target participants on the Los Angeles Bike to Work Week. The County again enlisted LACMTA’s assistance to distribute quarter page flyers at the Bike to Work Day pit stops, encouraging interested parties to comment on the draft Plan.

To improve connectivity between the Plan’s recommendations and the existing and planned bikeways in other jurisdictions, the County kept the cities throughout Los Angeles County aware of the status of the Plan via electronic mail blasts. The cities were invited to review and comment on the Plan, as well as to attend the public workshops. Although not every city responded, representatives from numerous cities attended the public workshops and submitted comments on the Plan.

1.5 Updates and Amendments to the Plan

This Plan provides direction for developing a comprehensive bicycle network, support facilities, and programs for the County. Although this is a 20 year planning document, the County recognizes that in order to achieve the desired results of increasing bicycling throughout Los Angeles County, the County needs to remain flexible to updating and amending the recommendations and proposals contained in this Plan.

The County will consult the community stakeholder group, the affected communities, and other stakeholders throughout implementation of this Plan. Over time, additional facilities may be identified for which bikeway facilities are desirable, or it may be desirable to change a bikeway designation from one classification to another based on community input and/or engineering considerations.

As indicated in Policy 1.5, the County will complete regular updates of the Bicycle Master Plan every five years. In addition, the Plan may be amended more frequently if necessary. Updates and amendments to this Plan would be subject to approval by the County Regional Planning Commission and the County Board of Supervisors.

1.5.1 Requests for Additional Facilities and/or Modifications to the Proposed Bicycle Network

The County added a significant number of facilities as a result of the public comments received throughout development of the Plan. Since it was necessary to finalize the bicycle network before completing the Final Environmental Impact Report for this Plan, the County could not continue to consider the requests that were received after November 2011 for inclusion into the Plan. The County is maintaining a record of the additional requests received, and will consider them for inclusion in future updates and/or amendments.

1.5.2 Class III Bike Routes in Rural Communities

Prior to approval of the Plan, the County received feedback from bicycle advocacy groups requesting that the Class III bicycle routes proposed in rural areas of the County be changed to Class II bike lanes. They expressed concern for bicyclists sharing the road along the proposed Class III facilities, given the high speed of vehicular traffic exhibited on these rural roadways. During the public outreach phase of the Plan, other members of the public expressed a preference for Class III bike routes over Class II bike lanes on these rural roadways to better preserve the rural characteristics of their communities.

The Plan proposes several hundred miles of Class III bicycle routes along these rural roadways; however, the Plan also recognizes that most of these facilities require widening and/or shoulder improvements to provide adequate room for bicyclists to ride. The Design Toolbox in Appendix F provides additional design consideration to enhance bicyclist safety for these “Shoulder Bikeways”. If during the implementation phase of a project, the community supports changing the designation to a Class II bike lane, the County will evaluate the feasibility, and amend the Plan at that time.

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2. Goals, Policies and Implementation Actions



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The purpose of the Plan is to guide the development of infrastructure, policies, and programs that improve the bicycling environment in the County of Los Angeles. The Plan focuses on areas under the County’s jurisdictional authority; however, it also coordinates with bicycle planning efforts of other agencies. This chapter describes the Goals, Policies, and Implementation Actions (IA) necessary to implement this Plan.

Overarching Goal

“Increased bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs, and infrastructure.”

Goal 1 - Bikeway System

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

Policy 1.1 Construct the bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years.

Lead Department: County of Los Angeles Department of Public Works (DPW)

Timeframe: Phase I: 2012 to 2017; Phase II: 2017 to 2027; Phase III: 2027 to 2032.

Chapter 5 explains how the projects were grouped into phases and lists the projects in Phase I. Appendix I presents a detailed list of all implementation phases. DPW will coordinate with the community stakeholder group established pursuant to IA 5.1.1, for prioritizing and implementing projects.

IA 1.1.1 Propose and prioritize bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks and other important activity centers within each unincorporated area and promote bicycling to these destinations.

Lead Department: DPW

Timeframe: Ongoing

IA 1.1.2 Coordinate with adjacent jurisdictions and LACMTA to implement bicycle facilities that promote connectivity.

Lead Department: DPW

Timeframe: Ongoing

DPW will continue to coordinate with other cities and LACMTA to review and comment on bicycling issues of mutual concern. DPW will continue to propose bicycle facilities where appropriate to improve regional connectivity and also support and encourage LACMTA and local jurisdictions to install bicycle facilities within their jurisdiction and/or as part of their large transportation projects.

Goal 1 - Bikeway System (continued)

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

IA 1.1.3 Implement bikeways proposed in this Plan when reconstructing or widening existing streets.

Lead Department: DPW

Timeframe: Ongoing

All roadway reconstruction and widening projects shall implement the bikeways proposed in the Plan. Some of the proposed projects may require additional community outreach, and more extensive environmental clearances.

IA 1.1.4 Implement bikeways proposed in this Plan when completing road rehabilitation and preservation projects.

Lead Department: DPW

Timeframe: Ongoing

All roadway rehabilitation and preservation projects should consider implementing the bikeways proposed in the Plan if the proposed bikeway can be incorporated without significantly delaying the project schedule that would necessitate more costly pavement treatments.

Pavement preservation projects are maintenance projects that rely on utilizing timely, appropriate and successive preservation treatments in order to postpone costly rehabilitation and reconstruction projects. These projects generally follow expedited schedules and do not provide the same opportunity for extensive community outreach and/or environmental clearances as other road construction projects.

Timeframe: Ongoing

Policy 1.2 Amend the County Code to encourage additional bikeways and bicycle support facilities.

Lead Department: County of Los Angeles Department of Regional Planning (DRP)

Timeframe: by 2015

Amendments to the County Code may include changes to the roadway cross-sections, using developer fees for bikeway projects, requirements for developers to provide bikeways and bicycle support facilities, and other changes as needed.

Goal 1 - Bikeway System (continued)

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

Policy 1.3 Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.

Lead Department: DRP, DPW

Timeframe: Ongoing

DPW will continue to encourage developers to voluntarily use alternative roadway cross-sections that can accommodate bikeways and bicycle facilities. Compliance with any changes incorporated into the County Code pursuant to Policy 1.2 will be required.

IA 1.3.1 Require the implementation of bike lanes and bicycle support facilities along key corridors.

Lead Department: DRP, DPW

Timeframe: In 2015, after necessary changes are enacted in the County Code pursuant to Policy 1.2.

As part of the draft County General Plan, there are 11 Transit-Oriented Districts (TODs) being established. TODs are areas that are within a 1/2 mile radius from a major transit stop, with development and design standards, and incentives to facilitate transit-oriented development. Installation of bike lanes and bicycle support facilities within these TODs will be incorporated into the TOD Station Area Plans for each TOD.

IA 1.3.2 Require bicycle parking at key locations, such as employment centers, parks, transit, schools, and shopping centers.

Lead Department: DRP, DPW

Timeframe: By 2015, after a bicycle parking policy is developed (IA 1.6.2) and subsequent changes are enacted in the County Codes pursuant to Policy 1.2.

Policy 1.4 Support the development of bicycle facilities that encourage new riders.

Lead Department: DRP, DPW

Timeframe: Ongoing

IA 1.4.1 Support efforts to develop a Complete Streets policy that accounts for the needs of bicyclists, pedestrians, disabled persons, and public transit users.

Lead Departments: DRP, DPW

Timeframe: initiated within 2 years of adoption of the draft General Plan.

Development of a Complete Streets Ordinance is included as a Phase 1 Implementation Program in the draft County General Plan. The Implementation Program for the General Plan is divided into three phases. Phase 1 indicates the highest priority for implementing the General Plan, and should be initiated within the first two years of adoption of the General Plan.

Goal 1 - Bikeway System (continued)

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

IA 1.4.2 Provide landscaping along bikeways where appropriate.

Lead Department: DPW

Timeframe: Ongoing.

IA 1.4.3 Ensure the provision of convenient and secure end of trip facilities at key destinations.

Lead Department: DPW, DRP

Timeframe: By 2015, after a bicycle parking policy is developed (IA 1.6.2) and subsequent changes are enacted in the County Codes pursuant to Policy 1.2.

High quality bicycle parking within the public right-of-way and on private property will be provided, especially in high demand locations, such as near transit hubs, commercial and employment centers, schools and colleges, and other major trip generators. DPW will also consider seeking grant funding to procure bicycle racks, and partnering with local businesses and community members to install bicycle parking throughout the County at no or substantially reduced costs to the local businesses.

IA 1.4.4 Allow the use of and promote new and/or innovative bicycle facility designs and standards on County bicycle facilities.

Lead Department: DPW

Timeframe: Ongoing

California State law requires the State to adopt uniform standards, and for local agencies to conform to those standards. The Design Guidelines in Appendix F provide a range of design options for bicycle treatments. As additional designs and standards are adopted by the State of California, they will be incorporated into the Plan's toolbox of treatments.

Policy 1.5 Complete regular updates of the Bicycle Master Plan to be current with policies and requirements for grant funding and to improve the network.

Lead Department: DRP, DPW

Timeframe: Every five years as per Caltrans BTA requirements

IA 1.5.1 Measure the effectiveness of the Bikeway Plan implementation.

Lead Department: DPW, DRP

Timeframe: Annually (April)

DPW will coordinate with DRP to include details on the progress made toward implementing the goals, policies, and programs of the Bikeway Plan, as part of the General Plan Annual Progress Report. DPW will also develop and maintain a website pursuant to Policy 5.2, to provide more frequent updates on the progress of the Plan implementation.

Goal 1 - Bikeway System (continued)

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles

Policy 1.6 Develop a bicycle parking policy.

Lead Department: DPW

Timeframe: Establish by 2013

DPW will review best practices guidelines for bicycle parking developed by the Association of Pedestrian and Bicycle Professionals and others to formulate the County Bicycle Parking policy. In general, bicycle parking should be located within fifty feet of building entrances and be clearly visible from the building entrance and its approaches.

IA 1.6.1 Identify where bicycle parking facilities are needed and identify the appropriate type (e.g., inverted U style racks at grocery stores, bike lockers near transit stations).

Lead Department: DPW

Timeframe: Beginning in 2013

IA 1.6.2 Establish bicycle parking design standards and requirements for all bicycle parking on County property and for private development.

Lead Department: DRP, DPW

Timeframe: Establish program by 2013

Goal 2 - Safety

Increased safety of roadways for all users.

Policy 2.1 Implement projects that improve the safety of bicyclists at key locations.

Lead Department: DPW

Timeframe: ongoing – See Appendix I for a detailed list of the projects and their implementation phases

IA 2.1.1 Review bicyclist-related automobile crashes to identify potential problem areas.

Lead Department: DPW

Timeframe: Annually

DPW will monitor bicycle-related collisions in relation to the overall number of bicyclists obtained from the biennial counts pursuant to IA 2.4.2, and from other agencies; and seek a continuous reduction in the collision rates over the next twenty years.

IA 2.1.2 Implement “sharrow” markings on all existing and proposed Class III facilities, as deemed appropriate and in accordance with the most current edition of the Manual on Uniform Traffic Control Devices.

Lead Department: DPW

Timeframe: ongoing

Goal 2 - Safety (continued)

Increased safety of roadways for all users.

- IA 2.1.3 Coordinate with the California Public Utilities Commission to consider impacts and safety mitigation measures when proposed bicycle facilities are adjacent to, near or over any railroad or rail transit right-of-way.**

Lead Department: DPW

Timeframe: Ongoing

- Policy 2.2 Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming.**

Lead Department: DPW, DRP

Timeframe: Ongoing

- IA 2.2.1 Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide bicycle facilities.**

Lead Department: DPW

Timeframe: Facilities proposed in this Plan that required travel lane reductions will be implemented per the Phasing Plan in Appendix I. Other potential facilities that are identified will be considered for inclusion in future Bikeway Plan updates performed pursuant to Policy 1.5.

- IA 2.2.2 Implement the bicycle boulevards proposed by this Plan.**

Lead Department: DPW

Timeframe: By 2027.

- IA 2.2.3 Investigate the use of reflective striping alternatives on Class I bike paths that would address concerns with slippery conditions that generally result from traditional reflective striping.**

Lead Department: DPW

Timeframe: By 2014

- Policy 2.3 Support traffic enforcement activities that increase bicyclists' safety.**

Lead Department: DPW

Timeframe: Ongoing

Support increased enforcement of unsafe bicyclist and motorist behaviors and laws that reduce bicycle/motor vehicle collisions and conflicts, and bike lane obstruction.

- IA 2.3.1 Encourage enforcement of traffic laws including citing bicyclists, pedestrians and motor vehicle operators consistently for violations to enhance bicyclist and pedestrian safety.**

Lead Department: DPW¹¹

Timeframe: Ongoing

¹¹ County will encourage enforcement activities; however, CHP is responsible for traffic enforcement on unincorporated county roadways.

Goal 2 - Safety (continued)***Increased safety of roadways for all users.*****IA 2.3.2 Encourage targeted enforcement activities in areas with high bicycle and pedestrian volumes.**Lead Department: DPW¹¹

Timeframe: Ongoing

IA 2.3.3 Encourage enforcement agencies to conduct traffic enforcement on Class I BikewaysLead Department: DPW¹²

Timeframe: Ongoing

Policy 2.4 Evaluate impacts on bicyclists when designing new or reconfiguring streets.

Lead Department: DPW

Timeframe: Ongoing

IA 2.4.1 Encourage the development and approval of traffic study criteria that better accounts for bicyclists and pedestrians.

Lead Department: DPW

Timeframe: Ongoing

IA 2.4.2 Conduct biennial counts of bicyclists on key bikeways to gauge the effectiveness of the County's bicycle facilities in increasing bicycle activity.

Lead Department: DPW

Timeframe: Every other year beginning in 2012.

DPW will identify a minimum of 20 locations to conduct counts of bicyclists. The selection of locations to conduct these counts will consider those areas with a high number of bicycle-related automobile collisions and will be selected in consultation with the community stakeholder group established pursuant to IA 5.1.1. Expansion of the number of locations to conduct counts of bicyclists is contingent on the availability of funds.

IA 2.4.3 Use alternative Level of Service (LOS) standards that account for bicycles and pedestrians.

Lead Department: DPW

Timeframe: Beginning in 2012

Policy 2.5 Improve and enhance the County's Suggested Routes to School program.

Lead Department: DPW

Timeframe: Ongoing

IA 2.5.1 Implement improvements that encourage safe bicycle travel to and from school.

Lead Department: Los Angeles County Office of Education (LACOE), DPW

Timeframe: Ongoing

¹² County will encourage enforcement activities; however, enforcement is the responsibility of the local law enforcement agency for which the Class I bikeway is located in

Goal 2 - Safety (continued)

Increased safety of roadways for all users.

IA 2.5.2 Develop incentive programs for students who participate in the Suggested Routes to School Program.

Lead Department: DPW, LACOE

Timeframe: Ongoing

Policy 2.6 Support development of a Healthy Design Ordinance.

Lead Department: County of Los Angeles Department of Public Health (DPH), DRP

Timeframe: Adoption of ordinance by summer of 2012

Healthy Design has been defined as features of the built environment that promote physical activity in the form of walking, bicycling, and exercise.

Policy 2.7 Support the use of the Model Design Manual for Living Streets and Design as a reference for DPW.

Lead Department: DPW

Timeframe: Ongoing

The Model Design Manual for Living Streets focuses on all users and all modes, seeking to achieve balanced street design that accommodates cars, while ensuring that pedestrians, cyclists and transit users can travel safely and comfortably. This manual also incorporates features to make streets lively, beautiful, economically vibrant as well as environmentally sustainable.

Goal 3 - Education

Develop education programs that promote safe bicycling

Policy 3.1 Provide bicycle education for all road users, children and adults

Lead Department: DPW, DPH

Timeframe: 2012-2032

DPW and DPH will continue to seek funding for non-infrastructure projects to provide safety education for bicyclists of all of age groups and skill levels. DPW will continue to encourage partnership programs with County agencies such as DPH and/or non-County agencies to provide safety education that benefits the residents in unincorporated County areas.

IA 3.1.1 Offer bicycle skills, bicycle safety classes, and bicycle repair workshops.

Lead Department: DPH, LACOE, and DPW

Timeframe: 2012-2032

DPW will dedicate staff time, work with community advocates and/or solicit volunteer support to set up bicycle repair seminars at major community events in unincorporated County areas, or for bike rides along County maintained Class I bike paths.

IA 3.1.2 Develop communication materials aimed to improve safety for bicyclists and motorists.

Lead Department: DPW

Timeframe: 2012-2032

Policy 3.2 Create safety education campaigns aimed at bicyclists and motorists (e.g., public service announcements, brochures, etc.).

Lead Department: DPW

Timeframe: 2012-2032

DPW will regularly distribute brochures with safety instructions and updated suggested route to school maps tailored for local elementary schools in unincorporated County areas to encourage cycling. DPW will continue to seek grant funding to expand the safety education campaigns to target all age groups.

Policy 3.3 Train county staff working on street design, construction, and maintenance projects to consider the safety of bicyclists in their work.

IA 3.3.1 Educate all key personnel on the needs of bicyclists.

Lead Department: DPW, DRP

Timeframe: Ongoing

Provide bicycle education to County staff involved in decisions regarding transportation facilities. This would include, but would not be limited to, traffic engineers, planners, civil engineers, landscape architects, field inspectors and street maintenance personnel.

Goal 3 - Education (continued)

Develop education programs that promote safe bicycling

IA 3.3.2 Educate maintenance personnel on the importance of bicycling related maintenance.

Lead Department: DPW

Timeframe: Ongoing

IA 3.3.3 Explore development of an education program to educate County employees who use a County vehicle on how to safely share the road with bicycles

Lead Department: County of Los Angeles Department of Human Resources (DHR)

Timeframe: 2015

Policy 3.4 Support training for the California Highway Patrol (CHP).

IA 3.4.1 Work with the CHP to provide training regarding bicyclists' rights and responsibilities pursuant to the California Vehicle Code and the County Code.

Lead Department: DPW

Timeframe: 2012-2032

Goal 4 - Encouragement Programs

County residents that are encouraged to walk or ride a bike for transportation and recreation.

Policy 4.1 Support organized rides or cycling events, including those that may include periodic street closures in the unincorporated areas.

Lead Department: DPW

Timeframe: Ongoing

DPW will work with other County agencies such as the Department of Parks and Recreation as well as non-County agencies to support bicycle rides along County roadways as well as the County maintained Class I bike paths.

Policy 4.2 Encourage non-automobile commuting.

IA 4.2.1 Promote Bike to Work Day/Bike to Work Month among County employees.

Lead Department: County of Los Angeles Chief Executive Office (CEO), DHR

Timeframe: Annually (May)

IA 4.2.2 Investigate options for incentivizing County employees to use bicycles and other non-auto modes of transportation to commute to work.

Lead Department: CEO, DHR

Timeframe: By 2015

IA 4.2.3 Expand the County fleet to include alternate modes of transportation, e.g. bicycles.

Lead Department: ISD, DPW

Timeframe: By 2015

Goal 4 - Encouragement Programs (continued)

County residents that are encouraged to walk or ride a bike for transportation and recreation.

IA 4.2.4 Participate in a working group with LACMTA, the Southern California Association of Governments (SCAG), local agencies and advocacy groups, and private industry/entrepreneurs to develop a regionally consistent bicycle sharing program in Los Angeles County.

Lead Department: DPW

Timeframe: Beginning in 2012

LACMTA will develop a working group comprised of all interested local agencies and groups in the region who will work with private partners/entrepreneurs to develop a regionally consistent bicycle sharing program for Los Angeles County. The County will be a participating member in this working group.

Policy 4.3 Develop maps and wayfinding signage and striping to assist navigating the regional bikeways.

Lead Department: DPW

Timeframe: Enhancing the County's bicycle network with additional wayfinding signage and striping is ongoing. Development of Maps will start in 2012.

The maps will be made available on the County Bikeway website to be developed pursuant to Policy 5.2 and upon request.

Goal 5 - Community Support

Community supported bicycle network.

Policy 5.1 Support Community Involvement.

IA 5.1.1 Establish a community stakeholder group to assist with the implementation of the Bicycle Master Plan.

Lead Department: DPW

Timeframe: Beginning in 2012

The community stakeholder group will oversee the implementation of this Plan and will provide input on bicycle issues in the County. Input from the group can include selection of projects for available grant opportunities. Section 4.4.2 provides additional details related to the roles and selection of members of this group.

IA 5.1.2 Encourage citizen participation and stakeholder input in the planning and implementation of bikeways and other bicycle related improvements by holding public meetings and workshops to solicit community input.

Lead Department: DPW

Timeframe: Ongoing

Policy 5.2 Create an online presence to improve visibility of bicycling issues in unincorporated Los Angeles County.

Lead Department: DPW

Timeframe: By 2012

IA 5.2.1 Provide updates to the community about planned projects.

Lead Department: DPW

Timeframe: By 2012

IA 5.2.2 Provide closure updates to the community about County-maintained regional bikeways.

Lead Department: DPW

Timeframe: By 2012

IA 5.2.3 Provide information on bicycle safety and wayfinding resources

Lead Department: DPW

Timeframe: By 2012

Policy: 5.3 Maintain efforts to gauge community interest and needs on bicycle-related issues.

Lead Department: DPW

Timeframe: Ongoing

IA 5.3.1 Conduct periodic online surveys to gauge interest in bicycling and related issues throughout the county.

Lead Department: DPW

Timeframe: Approximately every two years

Goal 6 - Funding

Funded Bikeway Plan.

Policy 6.1 Identify and secure funding to implement this Bicycle Master Plan.

IA 6.1.1 Support innovative funding mechanisms to implement this Bicycle Master Plan.

Lead Department: DPW

Timeframe: Ongoing

DPW will continue to leverage funding for bikeways and bicycle support facilities through its road construction and bikeway programs. The County is committed to a balanced approach in assigning our available Road, Prop C Local Return, Measure R Local Return, and Article 3 Bikeway funds to address the County's streets and roads, bikeways, and pedestrian improvement and maintenance priorities commensurate with their needs and funding eligibility. DPW will also consider other innovative funding mechanisms, such as public-private partnerships, to implement this Plan.

IA 6.1.2 Support new funding opportunities for bicycle facilities that are proposed at the Federal, State, and Local level that impact the county.

Lead Department: DPW

Timeframe: Ongoing

IA 6.1.3 Identify and apply for grant funding that support the development of bicycle facilities and programs.

Lead Department: DPW

Timeframe: Ongoing

Chapter 5 outlines known grant opportunities for which DPW intends to apply for funds.

IA 6.1.4 Establish construction of bikeways as a potential mitigation measure for project-related vehicle trips.

Lead Department: DPW

Timeframe: In 2015, after necessary changes are enacted in the County Code pursuant to Policy 1.2.

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3. Existing Conditions and Proposed Network



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