

Chapter 2 | Project Description

2.1 Overview

The Bicycle Master Plan is a sub-element of the Transportation Element within the *County of Los Angeles General Plan*. Per State CEQA Guidelines, a *project* is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonable foreseeable indirect physical change in the environment, and that is any of the following:...(1) enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections §65100–65700.” The environmental review process for the proposed project will occur concurrently with the 2035 Los Angeles County General Plan Update and the EIR for that update being prepared by the County of Los Angeles.

Approval of the proposed project would result in the adoption of the Bicycle Master Plan by the County. The Plan provides guidance regarding the development of infrastructure, policies, and programs that would improve the bicycling environment in Los Angeles County. The Plan also contains a list of goals, policies, and implementation actions developed to achieve the County’s vision for the next 20 years or until 2032 (detailed under Section 2.4, “Project Goals and Policies,” below).

2.2 Project Location / Environmental Setting

Los Angeles County is geographically one of the largest counties in the nation. The County stretches along 75 miles of the Pacific Coast of Southern California and is bordered to the east by Orange and San Bernardino Counties, to the north by Kern County, and to the west by Ventura County. Los Angeles County also includes the offshore islands of Santa Catalina and San Clemente. Figure 2-1 shows the regional location of Los Angeles County.

The unincorporated areas of the County 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. The majority of unincorporated County land is located in the northern part of the county and includes expansive open space within the Antelope and Santa Clarita Valleys. The unincorporated areas of the County consist of 124 separate, noncontiguous 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, which are often referred to as the County’s unincorporated urban islands. The County’s southwestern boundary consists of the Pacific Ocean coastline and encompasses the Santa Catalina and San Clemente Islands; however, the two islands are not included in the Plan. The Bicycle Master Plan is organized by the 11 planning area boundaries used for the General Plan, with the exception of the Coastal Islands Planning Area, as shown on Figure 2-1.

Los Angeles County is heavily urbanized, and most of the undeveloped land that remains is within unincorporated areas. Unincorporated areas within the County are climatically and ecologically diverse and include coastal, mountain, forest, and desert ecosystems. There are a number of wildlife corridors in the County that connect the Mojave Desert, San Gabriel Mountains, Santa Susana Mountains, Santa Monica Mountains, and Puente Hills with other core areas of wildlife habitat.

In addition to the unincorporated areas, the County has jurisdictional control over numerous rivers, creeks, and flood control channels and other rights-of-way. The proposed bicycle facilities may travel through various jurisdictions along flood control channels under the jurisdiction of either the County or the U.S. Army Corps of Engineers. This Draft PEIR addresses and analyzes the bicycle network under the County's jurisdiction. Portions of some bikeways in the proposed network traverse incorporated city roadways. These portions were included in the Plan to present a bikeway network that would most completely serve the intended purposes of expanding local and regional connectivity and connecting gaps within the existing network. The County has no jurisdiction to carry out projects along roadways maintained by incorporated cities. However, this Draft PEIR analyzes impacts for the entire program, both in unincorporated County areas and within the affected cities. This will allow the affected cities, as responsible agencies, to use this EIR to comply with CEQA for their discretionary actions.

2.3 Purpose of the Plan

The purpose of the Bicycle Master Plan is to guide the development of infrastructure, policies, and programs that improve the bicycling environment in Los Angeles County. The Plan focuses on areas under the County's jurisdictional authority; however, it also coordinates with bicycle planning efforts of other agencies. The Plan also provides direction for 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.

The Plan is a supplementary document to the General Plan, providing a more detailed bicycle planning and policy direction than is included in the currently adopted General Plan. The existing County *Plan of Bikeways* was adopted in 1975. The Plan, once adopted, will replace the 1975 *Plan of Bikeways* and will become a sub-element to the Transportation Element of the General Plan, and later incorporated into the 2035 Los Angeles County General Plan Update, when approved.

2.4 Project Benefits

The project benefits include the Plan's guiding principles, which were developed with community input regarding how and where residents would like to see bicycle corridors by the year 2032. The proposed project's primary objective is to create a more bicycle-friendly environment in Los Angeles County through the implementation of the Bicycle Master Plan, which would benefit County



Figure 2-1
Regional Location
Los Angeles County Bicycle Master Plan

residents and visitors alike. As secondary objectives, the County proposes to contribute to resolving several complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability. By guiding unincorporated areas toward bicycle-friendly development, this Plan can affect all of these issue areas, which collectively can have a profound effect on the existing and future quality of life in the County.

Implementation of the proposed project seeks to provide these benefits:

- Environmental and Climate Change Benefits: Fewer vehicular trips result in fewer mobile source and greenhouse gas pollutants, thereby improving air quality.
- Public Health Benefits: Encourages active lifestyles and creates a means for physical activity.
- Economic Benefits: Bicycling involves fewer operating costs and travel expenses than automobile commutes. Cost of bicycle infrastructure is less than automobile infrastructure.
- Community/Quality of Life Benefits: Built environments that promote bicycling are more socially active, civically engaged, and aesthetically pleasing.
- Safety Benefits: Well-designed bicycle facilities improve security for cyclists and encourage more people to bike, which in turn, can further improve bicycling safety.

2.5 Project Goals and Policies

The overall vision established in the Plan involves increasing bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs, and infrastructure. The goals and policies necessary to implement the Plan are listed below:

- Goal 1 - Bikeway System: Expanded, improved, and interconnected system of County bikeways and bikeway support facilities.
 - Policy 1.1 - Construct the bikeways proposed in the 2012 *County of Los Angeles Bicycle Master Plan* over the next 20 years.
 - Policy 1.2 - Enact changes in the County codes and land uses that encourage additional bikeways and bicycle support facilities.
 - Policy 1.3 - Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.
 - Policy 1.4 - Support the development of bicycle facilities that encourage new riders.
 - 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.
 - Policy 1.6 - Develop a bicycle parking policy.
- Goal 2 - Safety: Increased safety of roadways for all users.
 - Policy 2.1 - Implement projects that improve the safety of bicyclists at key locations.

- Policy 2.2 - Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming.
- Policy 2.3 - Support traffic enforcement activities that increase bicyclists' safety.
- Policy 2.4 - Evaluate impacts on bicyclists when designing new or reconfiguring streets.
- Policy 2.5 - Continue to support the County's Suggested Routes to School program.
- Policy 2.6 - Support Development of a Healthy Design Ordinance.
- Goal 3 - Education: Developed education programs that promote safe bicycling.
 - Policy 3.1 - Provide Bicycle Education.
 - Policy 3.2 - Consider safety education campaigns aimed at bicyclists and motorists (e.g., public service announcements, brochures, etc.).
 - Policy 3.3 - Train County staff working on street design, construction, and maintenance projects to consider the safety of bicyclists in their work.
 - Policy 3.4 - Support training for the California Highway Patrol.
- 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.
 - Policy 4.2 - Encourage non-automobile commuting.
 - Policy 4.3 - Develop maps and way finding signage and striping to assist navigating the regional bikeways.
- Goal 5 - Community Support: Community supported bicycle network.
 - Policy 5.1 - Establish a community stakeholder group to assist with the implementation of the Bicycle Master Plan.
 - Policy 5.2 - Create an online presence to improve visibility of bicycling issues in unincorporated Los Angeles County.
 - Policy 5.3 - Maintain efforts to gauge community interest and needs on bicycle-related issues.
- Goal 6 - Funding: Funded Bikeway Plan.
 - Policy 6.1 - Identify and secure funding to implement this Bicycle Master Plan.

2.6 Project Characteristics

The preparation and adoption of the Bicycle Master Plan as a sub-element of the Transportation Element of the General Plan is authorized by the State of California (Government Code 65300) to guide the long-range development of the County. The Plan would replace the County *Plan of Bikeways* that was adopted in 1975. The Plan discusses the existing and proposed bicycle network

within County areas. The Plan describes bicycle-related programs that are essential facets of the overall bicycle system envisioned for the County. These include education, encouragement, and enforcement programs. The Plan includes design guidelines for bicycle treatments, funding options, cost estimates for the highest priority projects, and a phased implementation strategy for the proposed bikeway recommendations.

The Bicycle Master Plan is organized as follows:

- Chapter 1, “Introduction”
- Chapter 2, “Goals, Policies, and Implementation Actions”
- Chapter 3, “Existing Conditions and Proposed Network”
- Chapter 4, “Education, Enforcement, and Encouragement Programs”
- Chapter 5, “Funding and Implementation”

2.6.1 Planning Areas

The Plan is organized by planning area boundaries consistent with the Draft 2035 Los Angeles County General Plan Update, with the exception of the Coastal Islands Planning Area, which contains no county-maintained roadways and is not included in the Plan. Figure 2-1 displays an overall map of the County of Los Angeles, providing the location of 10 planning areas within the Plan. The proposed network is displayed on two overview maps: Figure 2-2 displays the western portion of the County, and Figure 2-3 displays the eastern portion.

2.6.2 Proposed Bicycle Network

The County of Los Angeles is proposing the Bicycle Master Plan to create a seamless regional bicycle network and to improve the quality of life throughout the County. The Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction. (Portions of some bikeways in the proposed network traverse incorporated city land. The potentially affected cities are listed in Table 1-1 in Chapter 1, “Introduction.”) The Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and frequency of bicycle trips for all purposes, encouraging the development of Complete Streets¹, improving safety for bicyclists, and increasing public awareness and support for bicycling in the County. The recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the County’s unincorporated communities and where the County owns property or has jurisdictional control, such as along flood control facilities.

¹ Complete Streets is both a national movement and a California state law (California Complete Streets Act of 2008, or Assembly Bill 1358). The state law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. (Governor’s Office of Planning and Research 2010.)

Table 2-1 presents the California Department of Transportation (Caltrans) bikeway classification system, which the Plan follows in classifying all bikeways. The unincorporated County bicycle network consists of a combination of facility types, including Class I bike paths, Class II bike lanes, Class III bike routes, and bicycle boulevards. Note that while the County may impose more stringent facility requirements, the County must follow the state minimum standards for all facilities.

Table 2-1. Bikeway Facility Types

Class Type	Name	Description
Class I	Bike Path	Bike paths, also called shared-use paths or multiuse paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians, and other nonmotorized modes of travel. They are physically separated from vehicular traffic and can be constructed in the roadway right-of-way or an exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels or along the beach. These facilities are often used for recreation but also can provide important transportation connections.
Class II	Bike 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	Bike 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.
*	Bicycle Boulevards	Bicycle boulevards are local roads or residential streets that have been enhanced with traffic-calming signage 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 include signage, pavement markings, intersection treatments, and traffic-calming measures and can include traffic diversions.
* Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards.		
Source: Alta Planning + Design 2011.		

Currently, the County maintains approximately 144 miles of existing Class I, II, and III bikeways. The Plan proposes an interconnected network of bicycle corridors that adds approximately 695 miles of new bikeways throughout the County that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers. Table 2-2 summarizes the existing and proposed number of miles for each type of bikeway

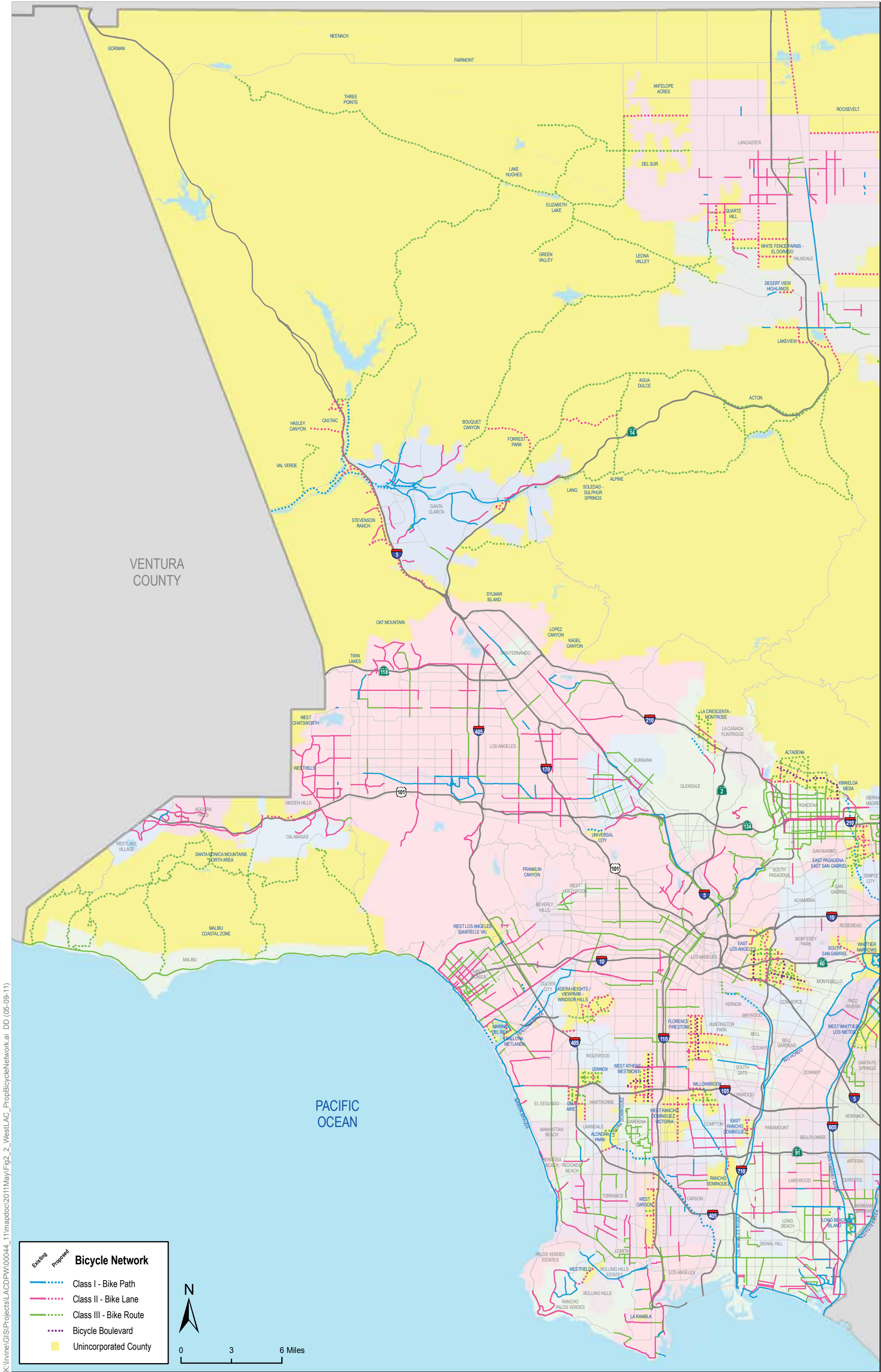
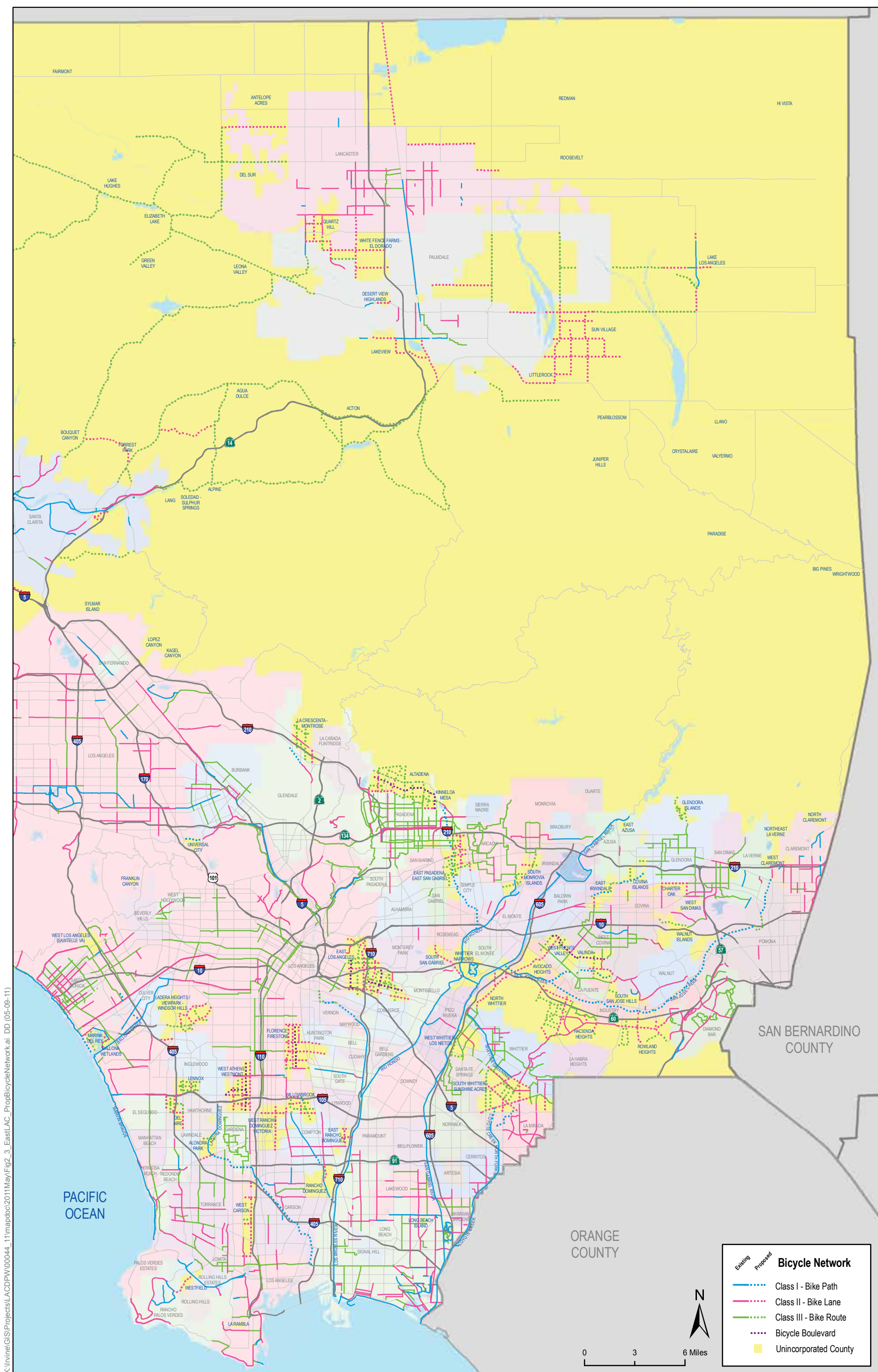


Figure 2-2
Western Los Angeles County Proposed Bicycle Network
Los Angeles County Bicycle Master Plan



(previously described in Table 2-1) within each planning area in the County, with planning area boundaries defined in Figure 2-1.

Table 2-2. Summary of Existing and Proposed Bikeways

Planning Areas	Existing Bikeways			Proposed Bikeways			
	Class I	Class II	Class III	Class I	Class II	Class III	Other
Antelope Valley	3.2	3.8	0.2	--	74.2	107.8	--
East San Gabriel Valley	7.5	7.6	9.4	25.1	22.8	25.6	3.0
Gateway	45.9	1.0	9.7	12.1	19.4	10.4	--
Metro	--	2.3	--	0.6	41.4	21.4	12.1
San Fernando Valley	--	1.5	--	2.2	0.9	5.3	--
Santa Clarita Valley	--	2.4	0.9	15.9	29.1	101.4	--
Santa Monica Mountains	--	0.5	--	--	1.8	66.1	--
South Bay	8.9	1.1	--	2.7	12.5	8.3	--
West San Gabriel Valley	23.3	--	2.6	8.0	15.9	28.5	4.9
Westside	11.5	--	0.7	2.5	6.9	5.9	--
Total Mileage	100.3	20.2	23.5	69.1	224.6	380.7	20.0
Source: Alta Planning + Design 2011.							

2.6.3 Collaboration and Public Participation

The selection process for determining areas of proposed bicycle facility improvements included extensive public outreach and consultation with County staff through meetings with the Technical Advisory Committee (TAC), which consists of the County of Los Angeles Departments of Beaches and Harbors, Parks and Recreation, Public Health, Public Works, and Regional Planning. County staff received monthly consultation with the Bicycle Advisory Committee (BAC), which consists of representatives from each of the five Supervisorial Districts within Los Angeles County, Caltrans, and the Los Angeles County Metropolitan Transportation Authority (LACMTA).

Three rounds of public workshops were held to present the Plan's initial findings and recommendations to the public, and to provide opportunities for public input and feedback. The first round of workshops introduced the Plan to the public and provided opportunities for public input. Ten first-round workshops were held between February and March 2010. The second-round workshops served as a mid-project update for the public in June 2010. These workshops focused on specific study corridors proposed for further evaluation; education, encouragement, and enforcement program recommendations; and project prioritization methodology. A third round of

public workshops was conducted between March and April 2011 to provide an opportunity for the public to review and provide input to the Plan's recommendations for new bikeways.

2.6.4 Project Phasing

The Plan's proposed improvements to the bikeway network will be implemented in three phases.

- Phase 1 will occur during the first 5 years (2012 to 2017).
- Phase 2 will occur during the middle 10 years (2017 to 2027).
- Phase 3 will occur during the last 5 years (2028 to 2032).