



***** INITIAL STUDY *****

COUNTY OF LOS ANGELES

GENERAL INFORMATION

I.A. Map Date: _____ Staff Member: Reyna Soriano

Thomas Guide: _____ USGS Quad: _____

Location: Los Angeles County

Description of Project: County of Los Angeles Bicycle Master Plan. See attached project description.

Gross Acres: 2,656.6 square miles

Environmental Setting: Los Angeles County

Zoning: Varied.

General Plan: County of Los Angeles, various land use designations.

Community/Area wide Plan: All unincorporated areas

Major projects in area:

PROJECT NUMBER

DESCRIPTION & STATUS

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies

- None
- Regional Water Quality Control Board
 - Los Angeles Region
 - Lahontan Region
- Coastal Commission
- Army Corps of Engineers

<input type="checkbox"/>

Trustee Agencies

- None
- State Fish and Game
- State Parks

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Special Reviewing Agencies

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mtns. Area

<input type="checkbox"/>

<input type="checkbox"/>

Regional Significance

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area

<input type="checkbox"/>

County Reviewing Agencies

- Interdepartmental Engineering Committee
- DPW
- Regional Planning*
- Public Health*

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

<u>IMPACT ANALYSIS MATRIX</u>		ANALYSIS SUMMARY (See individual pages for details)				
			Less than Significant Impact/No Impact			
			Less than Significant Impact with Project Mitigation			
			Potentially Significant Impact			
CATEGORY	FACTOR	Pg				Potential Concern
HAZARDS	1. Geotechnical	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Flood	7	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	3. Fire	9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Noise	11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RESOURCES	1. Water Quality	13	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	2. Air Quality	15	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	3. Biota	18	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	4. Cultural Resources	20	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	5. Mineral Resources	22	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	6. Agriculture/Forest	23	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	7. Visual Qualities	25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	8. Greenhouse Gas Em.	27	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
SERVICES	1. Traffic/Access	29	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	2. Sewage Disposal	31	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Education	32	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Fire/Sheriff	34	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Utilities	35	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
OTHER	1. General	37	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Environmental Safety	39	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	3. Land Use	42	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	4. Pop/Hous./Emp./Rec.	44	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mandatory Findings	46	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Environmental Finding:

FINAL DETERMINATION: On the basis of this Initial Study, the County of Los Angeles finds that this project qualifies for the following environmental document:

NEGATIVE DECLARATION, inasmuch as the proposed project will not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

MITIGATED NEGATIVE DECLARATION, in as much as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

ENVIRONMENTAL IMPACT REPORT*, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant."

At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The Addendum EIR is required to analyze only the factors changed or not previously addressed.

Reviewed by: Reyna Fournon Date: 03/30/11

Approved by: S. J. Stahl Date: 3/30/11

This proposed project is exempt from Fish and Game CEQA filing fees. There is no substantial evidence that the proposed project will have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5).

Determination appealed – see attached sheet.

*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone?</p> <p><i>Los Angeles County (County) is seismically active, with more than 50 active and potentially active faults. There are fault zones running through all of the Planning Areas for the County of Los Angeles Bicycle Master Plan (also referred to as the "Bicycle Master Plan," the "Plan," or "proposed project). Therefore, all proposed bikeways could be subject to seismic shaking in the event of an earthquake on a nearby fault. There are also many landslide and liquefaction zones within the County, including the unincorporated areas. Therefore, there is a risk of seismic impacts throughout the entire bikeway network and of landslide and liquefaction hazards on the portions of the bikeway network located within Seismic Hazard Zones. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures This topic will not be analyzed further in the EIR.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located in an area containing a major landslide(s)?</p> <p><i>More than half of the unincorporated land within the County is hilly or mountainous, making it highly susceptible to landslides. Some of the largest areas at risk of landslides include most of the Santa Monica Mountains Planning Area, portions of the East San Gabriel Valley Planning Area, the western border of the Santa Clarita Planning Area, and the southern border of the Antelope Valley Planning Area. Therefore, bikeways constructed within these areas would be at risk for landslides. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures. This topic will not be analyzed further in the EIR.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located in an area having high slope instability?</p> <p><i>See (b) above. A large portion of the unincorporated County areas is hilly and mountainous, making it highly susceptible to slope instability, including landslides and rock falls. Therefore, bikeways constructed in hilly or mountainous areas would be at risk for slope instability. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures This topic will not be analyzed further in the EIR.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction?</p> <p><i>Large areas of the County are at risk of liquefaction. Liquefaction risks span all of the Planning Areas but are primarily concentrated in the following areas: the majority of the Gateway Planning Area, large portions of the East and West San Gabriel Valley Planning Areas, and the southern edge of the San Fernando Valley Planning Area. Therefore, bikeways constructed within Liquefaction Zones would be at risk for liquefaction in the event of seismic activity. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures. This topic will not be analyzed further in the EIR.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the proposed project considered a sensitive use (school, hospital, public assembly</p>

	Yes	No	Maybe	
				site) located in close proximity to a significant geotechnical hazard? <i>The Bicycle Master Plan does not facilitate the construction of any sensitive uses. Although the bikeways would be a recreational use that could be considered sensitive, they would be used in a transitory manner as a transportation corridor. Therefore, any environmental impacts to people using the bikeways for recreational purposes would also be transitory and less than significant. No further analysis is warranted.</i>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project entail substantial grading and/or alteration of topography including slopes of over 25%? <i>The Bicycle Master Plan facilitates the construction of approximately 715 miles of bikeway throughout the County, including its unincorporated areas. Over half of the land in the unincorporated areas is hilly or mountainous (County of Los Angeles 2008:172). However, because the Plan facilitates the construction of a bicycle network and steep slopes are not conducive to bicycle use, bikeways would not be constructed along routes with slopes of over 25%. Therefore, no further analysis is warranted.</i>
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property? <i>Expansive soils are soils containing minerals that absorb water when wet, which causes the soil to expand. It is likely that some portions of the bikeway would be constructed on expansive soils. However, the construction of the bikeways and their use would not create a substantial risk to life or property because they do not involve the construction of habitable structures that could be severely damaged by expansive soils and because use of the bikeways would be transitory. Therefore, no further analysis is warranted.</i>
h.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors? <i>None.</i>

STANDARD CODE REQUIREMENTS

- Building Ordinance No. 2225 – Sections 110, 111, 112, and 113 and Chapters 29 and 70
- MITIGATION MEASURES** **OTHER CONSIDERATIONS**
- Lot Size Project Design Approval of Geotechnical Report by DPW

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

HAZARDS - 2. Flood

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Is a major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site?</p> <p><i>The Bicycle Master Plan facilitates the construction of an extended bikeway network throughout the County, including its unincorporated areas. There are major drainage courses throughout the Plan area, according to U.S. Geological Survey (USGS) 7.5-minute topographical maps. Therefore, it is possible that certain bikeways would be located near major drainage courses. Additionally, the majority of the Class I bike paths would be located adjacent to water courses such as creeks and rivers. This topic will be analyzed further in the EIR.</i></p>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone?</p> <p><i>Various portions of unincorporated Los Angeles County are located within flood zones in 100- and 500-year flood plains. The largest flood zone areas occur in the northern portion of the County, within the Antelope Valley Planning Area. Bikeways constructed within a flood zone would be at risk for flood-related impacts should a flood event occur. This topic will be analyzed further in the EIR.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located in or subject to high mudflow conditions?</p> <p><i>The hilly and mountainous nature of unincorporated Los Angeles County coupled with the presence of flood zones and the potential for intense and/or frequent storms means that certain areas covered by the Plan could be subject to high mudflow conditions. However, the bikeways and their use would not be substantially affected by mudflow conditions because the bikeways would not contain structures that could be significantly damaged by mudflows and because use of the bikeways would be transitory and would not put people at risk should a mudflow occur. Therefore, no further analysis is warranted.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project contribute or be subject to high erosion and debris deposition from run-off?</p> <p><i>See (c) above. The construction and operation of individual bikeways could contribute to or be subject to high erosion and debris deposition. However, all construction would follow best management practices (BMPs) to prevent erosion from moving off site, as required under the stormwater pollution prevention plan (SWPPP) for compliance with National Pollutant Discharge Elimination System (NPDES) Construction General Permit 2009-0009 under the State Water Resources Control Board. Therefore, by complying with the NPDES permit, impacts to erosion and debris deposition from run-off would be less than significant. Because the bikeways would be designed and constructed to reduce erosion and debris deposition, impacts during operation would be avoided. Therefore, no further analysis is warranted.</i></p>

	Yes	No	Maybe	
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project substantially alter the existing drainage pattern of the site or area?</p> <p><i>The Plan area spans Los Angeles County, including unincorporated areas. The nature of the physical alterations to the environment that the Bicycle Master Plan would facilitate would not have a substantial effect on the drainage patterns of the area. Additionally, the majority of the bikeways would be constructed within or along existing roadway, which would not affect drainage patterns. Class I bike paths, Class II bike lanes, and Class III bike routes that involve road widening could alter drainage patterns near the bikeways through the addition of new paved, impermeable substrate. However, the addition of impermeable surface would be minimal and would not substantially alter drainage patterns. Therefore, no further analysis is warranted.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors (e.g., dam failure)?</p> <p><i>The County contains 15 major dams, the failure of which could cause severe damage and loss to structures and inhabitants living nearby. The bikeway network facilitated by the Bicycle Master Plan spans a large area of the County, and it is possible that some bikeways could be located in areas that would be affected in the event of failure at a nearby dam. However, the chance of a dam failing is extremely low and even in the event of a failure the nearby bikeways would not be significantly affected because of the physical nature of the bikeways and their use. Therefore, no further analysis is warranted.</i></p>

STANDARD CODE REQUIREMENTS

Building Ordinance No. 2225 – Section 308A Ordinance No. 12,114 (Floodways)

Approval of Drainage Concept by DPW

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **flood (hydrological)** factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

HAZARDS - 3. Fire

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)?</p> <p><i>Unincorporated Los Angeles County is highly susceptible to wildland fires (County of Los Angeles 2008:54). The expansive Angeles National Forest and surrounding area, within the Antelope Valley Planning Area, is designated as a Very High Fire Hazard Severity Zone. The small portion of the Los Padres National Forest within the Santa Clarita Valley Planning Area as well as the majority of the Santa Monica Mountains Planning Area and the southern edge of the East San Gabriel Valley Planning Area are also Very High Fire Hazard Severity Zones. Therefore, any bikeways constructed within those areas would be located within Very High Fire Hazard Severity Zones. However, potential impacts to bikeways would be minimal because the proposed construction does not include habitable structures and because bikeways are not a land use type that would be adversely impacted by fires. Therefore, no further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds, or grade?</p> <p><i>See (a) above. Additionally, the Plan facilitates the construction of some bikeways that would require road widening and the creation of bike paths in areas where roads are currently absent. This would increase access to areas within and surrounding the bikeways; however, because no habitable structures are proposed in high fire hazard areas, this impact is considered less than significant and no further analysis is warranted.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Does the project site have more than 75 dwelling units on a single access in a high fire hazard area?</p> <p><i>The Plan does not include the construction of dwelling units—only bike paths, lanes, routes, and boulevards. No further analysis is warranted.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located in an area having inadequate water and pressure to meet fire flow standards?</p> <p><i>Unincorporated Los Angeles County is served by the Los Angeles County Fire Department (LACFD), which maintains fire flow and hydrant requirements for public spaces. These requirements would be followed during construction of all bikeways, and the steps necessary to meet fire flow standards would be taken should they be necessary to comply with the requirements. However, most of the bikeways would be constructed within existing roadways. These areas would already have adequate water pressure to meet fire flow standards. Additionally, bikeways are not a fire-sensitive use and would not require the use of water for firefighting purposes (see [a] above).</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?</p> <p><i>There are potential fire hazard conditions and uses throughout the County, as Los Angeles County is highly developed. Therefore, there is a potential for individual bikeways to be constructed close to fire hazards. However, bikeway use would be transitory in nature and would not put people at risk from nearby fire hazard conditions or uses. Therefore, no further analysis is warranted.</i></p>

	Yes	No	Maybe	
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the proposed use constitute a potentially dangerous fire hazard? <i>The Bicycle Master Plan facilitates the construction of bikeways and bicycle facilities, which are not considered potentially dangerous fire hazards. Therefore, no further analysis is warranted.</i>
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors? <i>None.</i>

STANDARD CODE REQUIREMENTS

Water Ordinance No. 7834 Fire Ordinance No. 2947 Fire Regulation No. 8

Fuel Modification / Landscape Plan

MITIGATION MEASURES

OTHER CONSIDERATIONS

Project Design Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

Potentially significant Less than significant with project mitigation Less than significant/No impact

HAZARDS - 4. Noise

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located near a high noise source (airports, railroads, freeways, industry)?</p> <p><i>There are four major airports within Los Angeles County. There are also numerous smaller regional airports, railroads, freeways, and high-noise industries throughout portions of the County, as certain areas of the County are highly developed. There is a potential for individual bikeways to be located near high noise sources, although bikeways are considered a transitory rather than stationary use. As such, this topic will not be analyzed further in the EIR.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?</p> <p><i>Bikeways are a specific kind of recreational resource that can be considered sensitive. However, bikeways are used in a transitory manner, similar to a transportation corridor and thus, sustained long-term noise impacts to users are not anticipated. While there could be sensitive uses close to proposed bikeway locations, construction noise will be temporary and as discussed under d) below, transportation project construction noise is exempt under the County's noise ordinance. This topic will not be analyzed further in the EIR.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?</p> <p><i>The use of new bicycle corridors would not result in the use of amplified sound or other noise-generating equipment. The Bicycle Master Plan may involve the future construction of bicycle support facilities, such as bike racks and lockers, near major transit sources within the County. However, once construction of individual bikeways is complete, there would be no substantial increase in ambient noise levels during operation because bicycle riding does not generate operational noise above ambient levels. Therefore, no further analysis is warranted.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?</p> <p><i>Construction and/or the addition of new street treatments for new Class I bike paths, Class II bike lanes, Class III bike routes, and bicycle boulevards may involve the use of noise-generating construction equipment, resulting in a temporary and periodic increase in noise levels at specific locations throughout the County. However, construction noise impacts would be temporary and would cease once construction of new bikeways is complete. Furthermore, construction of transportation, flood control, and utility company maintenance projects on public rights-of-way are exempt from exterior noise standards (Section 12.08.570). Even though this project may result in a substantial temporary increase in ambient noise levels in the project vicinity, this topic will not be analyzed further in the EIR because construction noise is exempt under the County's noise ordinance.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

STANDARD CODE REQUIREMENTS

Noise Control (Title 12 – Chapter 8) Uniform Building Code (Title 26 - Chapter 35)

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size Project Design Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by **noise**?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 1. Water Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located in an area having known water quality problems and proposing the use of individual water wells?</p> <p><i>The Bicycle Master Plan facilitates the construction of an extended bikeway network and would not involve the use of water wells. Therefore, no further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the proposed project require the use of a private sewage disposal system?</p> <p><i>The Bicycle Master Plan facilitates the construction of an extended bikeway network and would not require the use of a private sewage disposal system. Therefore, no further analysis is warranted.</i></p>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations <i>or</i> is the project proposing on-site systems located in close proximity to a drainage course?</p> <p><i>N/A, see (b) above. No further analysis is warranted.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies?</p> <p><i>Implementation of the Bicycle Master Plan would involve the construction of approximately 715 miles of bikeway throughout, the County, including unincorporated areas. However, BMPs would be implemented for all construction activities to prevent erosion from moving off site, as required under the SWPPP for compliance with NPDES Construction General Permit 2009-0009 under the State Water Resources Control Board. Therefore, by complying with the NPDES permit, impacts to the stormwater conveyance system and receiving water bodies would be less than significant, and no further analysis is warranted.</i></p>
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies?</p> <p><i>The operational phase of the bikeways facilitated by the Bicycle Master Plan would not involve the use of any water. After bikeway construction there would be no activities that could degrade water quality or any discharges of water to stormwater conveyance systems or receiving water bodies related to the bikeways. However, Class I bike paths, Class II bike lanes, and Class III bike routes involving road widening could increase the amount of paved, impermeable surface within the County's unincorporated areas, which could cause an increase in stormwater runoff. Additionally, most Class I bike paths, which would add the most new pavement, would be located along creeks, rivers, and channels. This topic will be analyzed further in the EIR.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

STANDARD CODE REQUIREMENTS

Industrial Waste Permit Health Code – Ordinance No.7583, Chapter 5

Plumbing Code – Ordinance No.2269 NPDES Permit Compliance (DPW)

MITIGATION MEASURES **OTHER CONSIDERATIONS**

Lot Size Project Design Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **water quality** problems?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 2. Air Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the proposed project exceed the State’s criteria for regional significance (generally (a) 500 dwelling units for residential users or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)?</p> <p><i>The Bicycle Master Plan would facilitate the construction of an expanded bikeway network and does not propose more than 500 dwelling units or 650,000 square feet of floor area of non-residential uses. Therefore, the project would not result in an exceedance of the County’s general significance thresholds. No further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?</p> <p><i>Bikeways might be considered a sensitive recreational use that would make location near freeways or heavy industrial uses generally incompatible from an air quality standpoint, but they are also considered to be transportation corridors and thus, would not be considered sensitive. In general, users of the bikeways would be exposed to infrequent, short-term air quality impacts from freeways or heavy industrial uses, which would not constitute a health risk. Health risk is calculated based on a 70-year lifetime exposure to contaminants from stationary sources. Given the differences between this project and what would normally constitute a project involving health risk (proximity to a stationary source over a long-period of time), this topic will not be analyzed further in the EIR.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance?</p> <p><i>The Bicycle Master Plan would facilitate the construction of an expanded bikeway network throughout the County and includes programs that encourage bicycling for transportation and recreational purposes. By improving the bicycle network and encouraging residents to use it, the project would encourage the use of a form of transportation that does not produce emissions, contribute to traffic congestion, or require the use of parking structures. By shifting a portion of motor vehicle trips to bicycle trips, the project would likely result in a net reduction in emissions and, therefore, would not result in an exceedance in Air Quality Management District (AQMD) thresholds. By facilitating the use of bicycles, the Plan would have a positive effect on traffic congestion and air quality emissions. Therefore, no further analysis is warranted.</i></p>

	Yes	No	Maybe	
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions?</p> <p><i>Dust and odor emissions could be produced during bikeway construction, although these emissions would be temporary and would cease once construction is complete. Additionally, dust generated by construction within the South Coast Air Basin (SCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), would be reduced through implementation of fugitive dust control measures outlined in AQMD Rule 403. Similar measures are required by the Antelope Valley Air Quality Management District (AVAQMD), for which portions of the County are within the Mohave Desert Air Basin (MDAB). Additionally, implementation of new bikeways is not a use that typically creates obnoxious emissions resulting from the release of odors, dust, or hazardous emissions. Therefore, no impacts would result and no further analysis is warranted.</i></p>
e.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project conflict with or obstruct implementation of the applicable air quality plan?</p> <p><i>As stated previously, Los Angeles County is within the SCAB and MDAB, which are managed by the SCAQMD and AVAQMD, respectively. The proposed expanded bikeway network would be required to comply with all applicable air quality plans during construction. Additionally, during operation, project-related emissions are not expected to conflict with or obstruct the implementation of applicable air quality plans. Instead, project implementation would facilitate the increased use of bicycles and replace mobile transportation sources, which would reduce vehicle miles traveled as well as criteria pollutants released by mobile sources. Although project implementation would result in positive impacts to air quality, this topic will be analyzed further in the EIR.</i></p>
f.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p> <p><i>The State of California has issued air quality standards for ozone, particulate matter smaller than or equal to 2.5 and 10 microns in diameter (PM2.5 and PM10, respectively), carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The federal government has issued standards for all of the state pollutants except visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. As stated previously, most of the County is within the SCAB, which is in non-attainment for ozone, PM10, and PM2.5, as designated by the Clean Air Act. The Antelope Valley Planning Area within the MDAB is in non-attainment for ozone. Construction of the bikeway network would involve the use of construction equipment that may generate ozone, PM10, and PM2.5 emissions, although these emissions would be temporary and would cease once construction is complete. During project operation, project-related emissions are not expected to result in a cumulatively considerable net increase in criteria pollutants. Implementation of the Plan would facilitate the increased use of bicycles and replace mobile transportation sources, which would reduce vehicle miles traveled as well as emissions of criteria pollutants for which the SCAB and MDAB are in non-attainment. Therefore, the project would not exceed an air quality standard and would not contribute to a cumulatively considerable net increase in criteria pollutants. Even though project implementation would result in positive impacts to air quality, this topic will be analyzed further in the EIR.</i></p>

	Yes	No	Maybe	
g.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p> <p><i>See Response 2e. This topic will be analyzed further in the EIR.</i></p>
h.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

STANDARD CODE REQUIREMENTS

Health and Safety Code – Section 40506

MITIGATION MEASURES

OTHER CONSIDERATIONS

Project Design Air Quality Report

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **air quality**?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 3. Biota

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural?</p> <p><i>There are 64 existing SEAs within the County. According to the General Plan Update currently undergoing environmental review, 31 SEAs are proposed, spanning all Planning Areas except the Gateway Planning Area. (County of Los Angeles 1993, 2008) The project may involve construction of new bicycle corridors within SEAs, SEA buffers, or coastal ESHAs. Therefore, this topic will be analyzed further in the EIR.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?</p> <p><i>Construction of Class I bike paths, Class II bike lanes, and Class III bike routes involving road widening may involve grading, which could result in impacts to natural habitat areas if present at a proposed bicycle corridor location. However, since most proposed bikeways would be constructed along or within existing roadways, grading would not remove substantial amounts of natural habitat areas. Additionally, areas proposed for construction include areas along existing rivers, creeks, and flood control facilities in mostly disturbed locations within the jurisdiction of the County. Most of these areas are developed and would not require substantial amounts of fire clearance or flood related improvements. Therefore, no further analysis is warranted.</i></p>
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Is a drainage course located on the project site that is depicted on USGS quad sheets by a dashed blue line or that may contain a bed, channel, or bank of any perennial, intermittent or ephemeral river, stream, or lake?</p> <p><i>Areas included in the Bicycle Master Plan that are proposed for construction include areas that are along existing rivers, creeks, and flood control facilities and in mostly disturbed locations within County jurisdiction. Most of these areas are developed as existing rights-of-way. Drainage courses and water bodies may be adjacent to proposed bicycle facilities, but the proposed bicycle corridors would not be located directly within an existing drainage course. If a new bike path is proposed over an existing water course, the project may involve installation of a bridge, the construction of which would adhere to existing regulations and NPDES permits, as stated in response 1c, above. This topic will be further analyzed in the EIR.</i></p>
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)?</p> <p><i>Unincorporated Los Angeles County contains areas that have major riparian and other sensitive habitats. Areas included in the Plan that are proposed for construction include areas along existing rivers, creeks, and flood control facilities in mostly disturbed locations within County jurisdiction. Most of these areas are developed as existing rights-of-way; however, areas with major riparian and other sensitive habitats may be adjacent to proposed bicycle facilities. This topic will be further analyzed in the EIR.</i></p>

	Yes	No	Maybe	
e.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Does the project site contain oak or other unique native trees (specify kinds of trees)?</p> <p><i>The Los Angeles County Oak Tree Ordinance was established to recognize and protect oak trees as significant ecological resources. The Plan may facilitate the construction of new bicycle corridors near native trees and therefore could result in impacts to a unique native or oak tree, but the plan will aim to be in compliance with the ordinance. This topic will be analyzed further in the EIR.</i></p>
f.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?</p> <p><i>Many federally endangered and state-listed species are known to be located within unincorporated areas of the County. However, most of the Bikeways Plan is planned in developed urban areas where sensitive species are rare. The Plan would facilitate the construction of new bicycle corridors, potentially near areas that have habitat for sensitive species, and it is possible that significant habitat could be present during construction of potential bikeways throughout the County. Therefore, this topic will be analyzed further in the EIR.</i></p>
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors (e.g., wildlife corridor, adjacent open space linkage)?</p> <p><i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

ERB/SEATAC Review

Oak Tree Permit

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, **biotic** resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 4. Archaeological/Historical/Paleontological

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) that indicate potential archaeological sensitivity?</p> <p><i>The Plan may facilitate the construction of bikeways near areas containing known archaeological resources or features that indicate potential archeological sensitivity. Therefore, this topic will be analyzed further in the EIR.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Does the project site contain rock formations indicating potential paleontological resources?</p> <p><i>Proposed bikeways may be located in areas where rock formations may exist; however, rock formations would likely not be affected by bikeway construction. Most of the new bikeways would be constructed along or within existing roadways where rock formations are not located. Additionally, construction of Class I bike paths, Class II bike lanes, and Class III bike routes involving road widening would require shallow grading only, which would not affect significant rock formations or other significant paleontological resources. Therefore, no further analysis is warranted.</i></p>
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Does the project site contain known historic structures or sites?</p> <p><i>Most of the proposed bikeways would be constructed within or along existing roadways in the existing right-of-way, and bikeway construction is not likely to substantially affect or destroy historical structures or sites. However, proposed bicycle corridors could be located near known historical structures and sites. Therefore, this topic will be analyzed further in the EIR.</i></p>
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?</p> <p><i>Areas proposed for bikeway construction include areas along existing rivers, creeks, and flood control facilities and in mostly disturbed or developed locations within County jurisdiction. Additionally, bikeway construction would likely involve shallow grading with much of the construction occurring along or within existing roadways or other rights-of-way, which have a low potential for affecting archaeological or historic resources. Therefore, construction would not cause a substantial adverse change in the significance of a historical or archaeological resource where new bikeways are proposed. Although impacts to historical or archaeological resources are not anticipated, this topic will be further analyzed in the EIR.</i></p>

	Yes	No	Maybe	
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p> <p><i>Most of the proposed bikeways would be located in developed, urban areas that are highly disturbed and are not likely to contain unique geologic features. Some bikeways would be located within national forests that are largely undeveloped and undisturbed and that could contain unique geologic features. However, the bikeways constructed within national forests would not be Class I bike paths and would, therefore, be constructed within or along existing roadways in the existing rights-of-way. Therefore, proposed bikeway locations would not have an effect on geologic features. Additionally, it is highly unlikely that the construction of new bicycle corridors and associated facilities would result in the discovery or destruction of a unique paleontological resource since any construction or ground disturbance would be limited to shallow grading at proposed locations of Class I bike paths, Class II bike lanes, and Class III bike routes involving road widening. Therefore, no further analysis is warranted.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Phase 1 Archaeology Report

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **archaeological, historical, or paleontological** resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 5. Mineral Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? <i>Most of the bikeway network would be constructed along or within existing roadways and would require shallow grading for construction. The Plan includes Class 1 bike paths that would go through MRZ-2 zones, which are zones that include known mineral deposits. In the area of the proposed bikeways network, there are oil and gas reserves and sand/gravel/aggregate resources. Therefore, the bikeway network could result in a traffic or access conflict associated with extraction of a known mineral resource. This topic will be analyzed further in the EIR.</i></p>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan? <i>See (a) above. The bikeway network could result in a traffic or access conflict associated with extraction of a locally important mineral resource discovery site. This topic will be analyzed further in the EIR.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors? <i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 6. Agriculture/Forest Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?</p> <p><i>There are areas of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance within unincorporated Los Angeles County. The majority are located in the north/northeastern part of the County within the Antelope Valley Planning Area. There are also small areas within the San Fernando Valley and Santa Monica Mountains Planning Areas (California Department of Conservation, 2009). However, the bikeways would be constructed within existing roadways or other rights-of-way and would not affect farmland. No further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?</p> <p><i>The only Williamson Act contract within unincorporated Los Angeles County is for the preservation of open space on Santa Catalina Island, which is not within the area covered under the Plan. Therefore, the Plan does not conflict with a Williamson Act contract and no further analysis is warranted.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)) or timberland zoned Timberland Production (as defined in Public Resources Code § 4526)?</p> <p><i>Several bikeways would be constructed within the Angeles National Forest. However, none of these bikeways would be Class 1 bike paths, meaning that they would all be constructed along or within existing roadways. Therefore, they would not conflict with the zoning or rezoning of forest or timberland. No further analysis is warranted.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project result in the loss of forest land or conversion of forest land to non-forest use?</p> <p><i>Several bikeways would be constructed within the Angeles National Forest. However, none of these bikeways would be Class 1 bike paths, meaning that they would all be constructed along or within existing roadways. Therefore, they would not result in loss or conversion of forest land. No further analysis is warranted.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p> <p><i>The bikeway network facilitated by the Plan would not convert farmland or forest land (see [a] and [d] above).</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **agriculture** resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 7. Visual Qualities

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?</p> <p><i>Eligible state and county scenic highways within unincorporated Los Angeles County may be affected by the placement of a new bicycle corridor. However, the project would not involve any changes to aboveground structures that would be substantially visible or obstruct the view along a scenic highway. In addition, signs installed for identification of routes and traffic control measures would not be excessively large and would likely be similar to those found on many urban streets. New bridge construction may be proposed along rivers, creeks, and other natural features or near scenic corridors. Therefore, the project may have the potential to affect a scenic corridor. This topic will be analyzed further in the EIR.</i></p>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?</p> <p><i>Numerous recreational trails are located throughout unincorporated Los Angeles County, specifically in the Antelope Valley, Santa Monica Mountains, Santa Clarita Valley, and San Fernando Valley Planning Areas. There is a potential for bikeway features to be proposed in areas that may be visible from trails. These features could include signage, traffic control measures, and new bridges that may be proposed at specific locations near regional riding or hiking trails. In some locations, bikeways and trails may share the same corridor. However, new bikeway features, specifically new structures such as bridges, proposed near trails would be designed to avoid obstructing existing views from trails. This topic will be analyzed further in the EIR.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?</p> <p><i>Most of the new bikeways are located in developed, urban areas that are highly disturbed and are not likely to contain unique aesthetic features. Some bikeways would be located within national forests that are largely undeveloped and that could contain unique aesthetic features. However, these bikeways would not be Class 1 bike paths and would, therefore, be constructed within or along existing roadways in the existing right-of-way. Therefore, the bikeways would not have an effect on unique features. No further analysis is warranted.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?</p> <p><i>Bicycle corridors, like other transportation corridors, are mostly at-grade improvements. The only potential bicycle infrastructure improvement that may create shadow or glare could include potential bridges at only a few selected locations within the County. The Plan also proposes signage and bicycle support facilities such as bike racks and lockers, although these structures are not tall or large features that would create an out-of-character effect or result in a sun shadow or glare. Additionally, the project does not involve the installation of light sources. Therefore, the visual character and quality of the project site would not substantially change with implementation of the project, and there would be no significant adverse impacts. No further analysis is warranted.</i></p>

	Yes	No	Maybe	
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project likely to create substantial sun shadow, light or glare problems? <i>See response 7(d), above.</i>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., grading or landform alteration)? <i>Construction may involve shallow grading at proposed locations of Class I bike paths and potentially at locations of proposed Class II bike lanes and Class III bike routes where road widening would be required. No major landform alteration is proposed; most of the bikeways are proposed along existing rivers, creeks, and flood control facilities and in mostly disturbed and developed locations within County jurisdiction. Therefore, construction would not substantially alter existing landforms in areas where bikeways are proposed. Therefore, no further analysis is warranted.</i>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Visual Report

Compatible Use

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **scenic** qualities?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 8. Greenhouse Gas Emissions

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project generate greenhouse gas (GhG) emissions, either directly or indirectly, that may have a significant impact on the environment (i.e., on global climate change)? Normally, the significance of the impacts of a project's GhG emissions should be evaluated as a cumulative impact rather than a project-specific impact.</p> <p><i>The project would temporarily emit GhGs during bikeway construction; however, these emissions would quickly dissipate at the completion of the temporary construction period and could be offset should the Plan and its individual projects shift some modes of transportation from vehicles to bicycles.</i></p> <p><i>Because construction activities would be temporary, the contribution to the cumulative context is expected to be minimal and all of the appropriate and feasible construction-related measures recommended by the SCAQMD would be required to further reduce GhG emissions associated with construction of the expanded bikeway network in the County over a 20-year period. Therefore, the contribution of construction-related GhGs emissions associated with the project would not be cumulatively considerable. Additionally, implementation of the project would facilitate the increase use of bicycles and replace mobile transportation sources, which would have a positive impact by reducing vehicle miles traveled and the release of GhG emissions. Even though project implementation would result in positive impacts to air quality, this topic will be analyzed further in the EIR.</i></p>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases including regulations implementing AB 32 of 2006, General Plan policies and implementing actions for GhG emission reduction, and the Los Angeles Regional Climate Action Plan?</p> <p><i>The County has enacted a variety of policies and plans, including the Los Angeles Regional Climate Action Plan, to fulfill the objectives outlines in AB 32.</i></p> <p><i>Implementation of the project would likely result in a net decrease in GhG emissions because the project is expected to reduce emissions countywide by replacing motor vehicle trips with bicycle trips. The County of Los Angeles General Plan Update also supports the goal of reducing vehicle miles traveled and vehicle trips and promotes bikeway travel and other alternative modes of transportation that reduce GhG emissions. The project would not impede implementation of plans, policies, or regulations that meet either the state or County's GhG reduction goals. In fact, the project would be compatible with these goals by promoting zero emissions alternatives to vehicle travel. Even though project implementation would result in positive impacts to air quality and GhG emissions reduction, this topic will be analyzed further in the EIR.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **scenic** qualities?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

SERVICES - 1. Traffic/Access

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Does the project contain 25 dwelling units or more and is it located in an area with known congestion problems (roadway or intersections)?</p> <p><i>The project does not propose any dwelling units. Therefore, the project would not result in an exceedance of the County's general significance threshold for dwelling units in an area of known congestion problems. No further analysis is warranted.</i></p>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Will the project result in any hazardous traffic conditions?</p> <p><i>The Plan would facilitate the construction of an expanded bikeway network throughout unincorporated Los Angeles County. Implementation of the project would result in the reduction of travel lanes at specific locations which may increase traffic congestion at some intersections within the County. However, adoption of the Plan would encourage bicyclists to use existing roadways within the County and increase the number of bicycles within roadways and traveling through existing intersections, thereby increasing the risk of bicycle/vehicle conflicts or accidents on roadways. Additionally, potential construction of new trail/highway crossings is another potential source of traffic safety hazards. Even though the Plan includes bicycle education goals and policies that outline programs to educate bicyclists and motorists on bicycle safety and enforcement of safety behaviors to reduce traffic accidents between cyclists and motorists, traffic accidents may still occur. Therefore, implementation of the project may result in hazardous traffic conditions. This topic will be analyzed further in the EIR.</i></p>
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Will the project result in parking problems with a subsequent impact on traffic conditions?</p> <p><i>The Plan facilitates the construction of an extended bikeway network, the majority of which may be constructed along or within existing roadways. The construction of Class II bike lanes and Class III bike routes within the County may result in a permanent loss of on-street parking at selected locations, which may result in parking problems where parking spaces are removed. Therefore, this topic will be analyzed further in the EIR.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?</p> <p><i>The proposed expanded bikeway network, including the construction of approximately 715 miles of new bicycle corridors occurring over a 20-year period throughout unincorporated Los Angeles County, may result in inadequate access occurring intermittently during construction in the event of an emergency. However, the construction phases of individual bikeway construction would be minimal and temporary and would not have a significant impact on access. The County will implement traffic control plans in areas where construction is occurring to accommodate first responders and emergency vehicles so that emergency access is not obstructed. Once construction is complete, roadways and bikeways would continue to operate with adequate emergency access. Therefore, no further analysis is warranted.</i></p>

	Yes	No	Maybe	
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?</p> <p><i>The Bicycle Master Plan does not propose a use that would result in the addition of 50 vehicles or 150 peak hour trips and therefore, would not exceed the CMP Transportation Impact Analysis threshold. Additionally, the project would reduce vehicle trips and support the congestion management program by providing new bikeways and encouraging alternative modes of transportation. Therefore, no impacts are anticipated and no further analysis is warranted.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project conflict with adopted policies, plans, or programs supporting alternative transportation facilities (e.g., bus, turnouts, bicycle racks)?</p> <p><i>The Plan would facilitate the construction of an extended bikeway network as well as the promotion of bicycling as an alternative mode of transportation. The Plan proposes bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines and proposes bikeway connections throughout the County to other transportation facilities such as bus and train stations. The Plan also facilitates the construction of bicycle support facilities such as bike racks and lockers. Therefore, the Plan would not conflict with policies, plans or programs supporting alternative transportation and supports implementation of alternative transportation facilities. No further analysis is warranted.</i></p>
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Project Design Traffic Report

Consultation with Traffic & Lighting Division

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **traffic/access** factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

SERVICES - 2. Sewage Disposal

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If served by a community sewage system, could the project create capacity problems at the treatment plant? <i>The Plan involves the construction of an extended bikeway network throughout unincorporated Los Angeles County. It does not require or otherwise involve the use of a sewage system. No further analysis is warranted.</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create capacity problems in the sewer lines serving the project site? <i>The construction of the bikeway network facilitated by the Plan would not require discharge into a sewer line. No further analysis is warranted.</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors? <i>None.</i>

STANDARD CODE REQUIREMENTS

Sanitary Sewers and Industrial Waste – Ordinance No. 6130

Plumbing Code – Ordinance No. 2269

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

SERVICES - 3. Education

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create capacity problems at the district level?</p> <p><i>The bikeway network facilitated by the Plan would not induce population growth within the communities where the bikeways would be located and would not induce a demand for district capacity. Therefore, the Plan would have no effect on the number of students attending schools within the school districts where the bikeways are located and would not create capacity problems within the districts. No further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create capacity problems at individual schools that will serve the project site?</p> <p><i>See (a) above. No further analysis is warranted.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create student transportation problems?</p> <p><i>The bikeway network would provide increased access to alternative modes of transportation to school. A policy outlined in the Plan is to provide a bikeway network that connects important activity centers, including schools, and to promote bicycling to those destinations. The Plan would also involve the support of the County's Suggested Routes to School program and provide youth bicycle safety education which would reinforce the use of bicycles as a mode of transportation to school. Therefore, the Plan would not create student transportation problems but would instead expand the alternative transportation opportunities for students and reduce student transportation problems. No further analysis is warranted.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create substantial library impacts due to increased population and demand?</p> <p><i>The bikeway network would not induce population growth within the communities where the bikeways would be located and would not induce a demand for additional libraries or expanded library services. Because the Bicycle Plan does not propose new housing or uses that would result in a large, new resident population, the project would have no effect on libraries or library services. No further analysis is warranted.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Site Dedication Government Code Section 65995 Library Facilities Mitigation Fee

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

SERVICES - 4. Fire/Sheriff Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site?</p> <p><i>The various individual bikeways would be served by a variety of fire stations and sheriff's substations throughout the County. Construction of the bikeways would be temporary and would not create staffing or response time problems at any of these stations. Operation of the new bikeways identified in the Plan is not anticipated to impact staffing or response times because the Plan does not propose any habitable structures and provides an improved mode of transportation to address areas of known traffic/bicycle accidents. Therefore, by separation of vehicular and bicycle traffic through new Class I trails and through improved signage and improved bicycle lanes in Class II and III trails, the Plan may actually reduce staffing and response time problems at local fire and sheriff stations. Furthermore, the Plan does outline various programs that would involve local fire or police department staff, including Bicycle Rodeos to promote safety and an enforcement component that would involve bicycle police patrols, bike light enforcement and other bicycle-related law enforcement. However, these programs would not utilize a substantial number of staff that would create staffing or response time problems. No further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are there any special fire or law enforcement problems associated with the project or the general area?</p> <p><i>The Plan facilitates a bikeway network spanning all of unincorporated Los Angeles County. The various individual bikeways would be served by a variety of fire stations and sheriff's substations throughout the County. However, the Plan would not involve the use of a substantial number of fire or law enforcement employees, facilities, or equipment that could exacerbate potential existing problems. No further analysis is warranted.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Fire Mitigation Fee

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

Potentially significant
 Less than significant with project mitigation
 Less than significant/No impact

SERVICES - 5. Utilities/Other Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?</p> <p><i>The Bicycle Master Plan involves the construction of an extended bikeway network and would not involve the construction of water wells or would it impact ground water supply. This issue will not be analyzed further in the EIR.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?</p> <p><i>The Bicycle Master Plan involves the construction of a bikeway network throughout the unincorporated portions of the County, which would not involve the use of water supplies. Therefore, it would have no impact on water supplies in general or for firefighting purposes.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project create problems with providing utility services, such as electricity, gas, or propane?</p> <p><i>Construction of the bikeways would not involve activities that would permanently interrupt or otherwise create problems with utility services. Construction would involve shallow grading that would not interfere with utility transmission infrastructure. Additionally, many utility transmission lines are located directly beneath existing roadways, some of which may need to be relocated, but would not be affected by the construction of the bikeways. No further analysis is warranted.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are there any other known service problem areas (e.g., solid waste)?</p> <p><i>The construction of the bikeway network would not create large amounts of construction and demolition debris and would not generate a substantial amount of solid waste during its operation. Furthermore, compliance with the County of Los Angeles Recycling Ordinance which requires recycling of 50 percent of construction and demolition debris would make impacts to solid waste generation/landfill capacity less than significant. No further analysis is warranted.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)?</p> <p><i>The bikeway network facilitated by the Plan would not induce population growth which is typically the underlying reason for physical impacts on governmental facilities. Impacts to roadways are considered under the traffic services and access section of this Initial Study and the impact analysis as it relates to roadways will be analyzed further in the EIR.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

STANDARD CODE REQUIREMENTS

Plumbing Code – Ordinance No. 2269

Water Code – Ordinance No. 7834

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities** services?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

OTHER FACTORS - 1. General

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the project result in an inefficient use of energy resources?</p> <p><i>Construction of the bikeways facilitated by the Plan would require the use of some energy resources to operate construction equipment. However, construction would be temporary. Once construction is complete the bikeways would not require the use of significant energy resources and would promote the use of bicycles for transportation in place of motorized modes of transportation using gasoline, diesel, or natural gas. This would reduce the use of these energy resources. Additionally, by creating and promoting the bikeway, not only would there be fewer vehicles on the road but also reduced congestion, thereby increasing the efficiency of vehicles on the roads. No further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the project result in a major change in the patterns, scale, or character of the general area or community?</p> <p><i>The Plan facilitates the construction of an extended bikeway network throughout unincorporated Los Angeles County which would supplement the existing transportation network and create connective corridors between existing communities. A majority of the bikeways would be constructed along or within existing roadways. Therefore, the bikeway network would not result in a change in the pattern or scale of the communities where the bikeways would be built. No further analysis is warranted.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Will the project result in a significant reduction in the amount of agricultural land?</p> <p><i>Although there is a small amount of agricultural land within the north and northwestern portions of unincorporated Los Angeles County, a large amount of agricultural land would not be removed by construction of the bikeway network. Most of the bikeways would be constructed within or along existing roadway or other right-of-way. No further analysis is warranted.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

STANDARD CODE REQUIREMENTS

State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size

Project Design

Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

OTHER FACTORS - 2. Environmental Safety

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are any hazardous materials used, transported, produced, handled, or stored on-site?</p> <p><i>The construction of the bikeways may involve the use, transport, production, handling, or storage of small amounts of hazardous materials. However, these materials would be handled in compliance with federal, state, and local regulations. Operation of the bikeways proposed under the Bicycle Master Plan would not require the use, transport, production, handling, or storage of on-site hazardous materials. No further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are any pressurized tanks to be used or any hazardous wastes stored on-site?</p> <p><i>The construction of the bikeway network would not involve the use of pressurized tanks or result in hazardous wastes stored on-site. No further analysis is warranted.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected?</p> <p><i>Because the bikeway network would be located throughout unincorporated Los Angeles County, it is likely that residential units, schools, and/or hospitals could be located within 500 feet of the bikeways. However, construction of the bikeways would not have an adverse effect on the environmental safety of these uses because construction of the bikeways would not involve large amounts of hazardous materials or wastes. No further analysis is warranted.</i></p>
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed?</p> <p><i>It is possible that some bikeways could be in areas with previous uses that indicate residual soil toxicity or within two miles downstream of known groundwater contamination. This topic will be analyzed further in the EIR.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment?</p> <p><i>The construction and operation of bikeways facilitated by the Plan would not involve the use of hazardous materials or wastes that would be accidentally released. Any use of hazardous materials would be in small quantities related to construction activities (e.g., diesel trucks or equipment might have small tanks) and these quantities would be governed by compliance with applicable federal, state, and local regulations. No further analysis is warranted.</i></p>

	Yes	No	Maybe	
f.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? <i>Because the Plan facilitates the construction of an extended bikeway network throughout unincorporated Los Angeles County, it is possible that some bikeways could be within one-quarter mile of an existing or proposed school.</i></p> <p><i>Construction</i> <i>The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during site grading activities. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Construction activities associated with the proposed project would be sporadic, transitory, and short term in nature (no more than 3 years). The assessment of cancer risk is typically based on a 70-year exposure period. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, project-related toxic emission impacts during construction would not be significant and will not be analyzed further in the EIR.</i></p> <p><i>Operation</i> <i>SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. In addition, typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. Since the proposed project would not contain such uses, the proposed project does not warrant a health risk assessment. Potential project-generated air toxic impacts to surrounding land would be less than significant and this issue will not be analyzed further in the EIR.</i></p>
g.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment? <i>There are numerous sites listed pursuant to Government Code Section 65962.5 within Los Angeles County. Therefore, it is possible that bikeways could pass through hazardous materials sites. This topic will be analyzed further in the EIR.</i></p>
h.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip? <i>Some bikeways could be located within an airport land use plan, within two miles of a public use airport or within the vicinity of a private air strip. However, the presence of the bikeways would not affect the airport-related safety of people within those areas since construction of the bikeways would be temporary and no construction equipment that would pose a safety hazard to airplanes (e.g., tall cranes, scaffolding, or other large structures) would be used. No further analysis is warranted.</i></p>

	Yes	No	Maybe	
i.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p> <p><i>Construction of the majority of the bikeways would occur within or along existing public roadways, which could potentially interfere with emergency response or evacuation plans. However, construction impacts would be minimal and temporary and would not substantially impair emergency plans. The County will implement traffic control plans in areas where construction is occurring to accommodate first responders and emergency vehicles so that emergency access is not obstructed. After construction, the bikeways would not impact emergency response or evacuation plans. No further analysis is warranted.</i></p>
j.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

Toxic Clean-up Plan

CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

OTHER FACTORS - 3. Land Use

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Can the project be found to be inconsistent with the plan designation(s) of the subject property?</p> <p><i>Implementation of the Bicycle Master Plan would facilitate the construction of an expanded bikeway network, including the addition of approximately 700 miles of new bicycle corridors, throughout unincorporated Los Angeles County. Bicycle corridors are used in a transitory manner, similar to a transportation corridor. As such, bikeways typically are not given a General Plan or Zoning designation. The Plan would not conflict with any zoning regulations because any change to the bicycle network would mostly occur within roadways or existing right-of-ways. Additionally, implementation of the Plan would not conflict with the General Plan but would supplement, amend and implement policies from the General Plan's Mobility Element to promote alternative transportation. Therefore, no impacts are anticipated and no further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Can the project be found to be inconsistent with the zoning designation of the subject property?</p> <p><i>See response 3a, above.</i></p>
c.				<p>Can the project be found to be inconsistent with the following applicable land use criteria:</p> <p>Hillside Management Criteria?</p> <p><i>The Plan does not facilitate construction of new bicycle corridors within overly steep areas. No major hillside alteration is proposed as a majority of bikeways are proposed along existing rivers, creeks, and flood control facilities and in mostly disturbed locations within the jurisdiction of the County. A majority of these areas are developed and mostly within or along roadways and existing right-of-ways. Therefore, implementation of the Plan would not substantially alter existing hillsides in areas where bikeways are proposed. Therefore, no further analysis is warranted.</i></p> <p>SEA Conformance Criteria?</p> <p><i>Refer to Resources section, response 3a. Any analysis regarding SEA conformance will be provided in the Biota section of the EIR.</i></p>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other?
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other?
				<i>None.</i>

	Yes	No	Maybe	
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project physically divide an established community?</p> <p><i>The Plan would facilitate the construction of an expanded bikeway network throughout unincorporated Los Angeles County. The bikeway network facilitated by the Plan would not physically divide an established community. The majority of the bikeways would be constructed along existing roadways and would not affect the connectivity of the communities where they are proposed. While the project may result in physical changes to existing roadways and right-of-ways, there would be no substantial change to the surrounding land uses as a result of implementation of the Plan. Additionally, a goal of the Plan is to provide better connectivity within communities by providing bikeways that connect people to important activity centers such as employment, libraries, and cultural centers by providing an alternative means of transportation that can be utilized by everyone. Therefore, implementation of the Plan would connect communities rather than divide them. No further analysis is warranted.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>None.</i></p>

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

- Potentially significant
 Less than significant with project mitigation
 Less than significant/No impact

OTHER FACTORS - 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project cumulatively exceed official regional or local population projections?</p> <p><i>The Plan does not contain any elements that would induce population growth if it were implemented. Therefore, it would not affect population projections. No further analysis is warranted.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?</p> <p><i>The Plan outlines the construction of an expanded bikeway network throughout unincorporated Los Angeles County, which would not be considered a major growth stimulator. The bikeway network would complement existing infrastructure and would not induce population growth in areas where the bikeways would be located. No further analysis is warranted.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project displace existing housing, especially affordable housing?</p> <p><i>The bikeway network facilitated by the Plan would not displace any existing housing as the bikeways would be located along existing roadways, creeks, rivers, and channels, and the beach. No further analysis is warranted.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?</p> <p><i>The bikeway network facilitated by the Plan would not create a substantial number of jobs, create new housing, or otherwise exacerbate a job/housing imbalance.</i></p> <p><i>One of the major goals of the Plan is to reduce VMT by constructing bikeways that would allow people to use bicycles to commute to key trip attractors within the communities and to increase the number of people who bike and the frequency of bicycle trips in relation to vehicle trips. Therefore, implementation of the Plan would decrease VMT within the communities where bikeways are constructed. VMT within the Plan area is projected to decrease by 155,375 miles on an average weekday with full implementation of the Plan, even with a projected 45% increase in population over the same period (Alta Planning + Design 2011). No further analysis is warranted.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Could the project require new or expanded recreational facilities for future residents?</p> <p><i>One of the goals of the bikeway network facilitated by the Plan is to provide bikeways that connect to recreational facilities such as parks and to promote bicycling to these destinations. The creation of connective corridors to recreational facilities does not require new or expanded recreational facilities for future residents; rather it facilitates access to existing facilities. Additionally, the bikeways themselves would be recreational facilities. This would add recreational facilities to communities and reduce demand on other existing facilities. No further analysis is warranted.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p> <p><i>The bikeway network facilitated by the Plan would not displace any people and would not necessitate the construction of replacement housing. No further analysis is warranted.</i></p>

Yes No Maybe

g.

Other factors?

None.

MITIGATION MEASURES

OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment, or recreational** factors?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p> <p><i>The majority of new bikeways would be constructed along or within existing roadways where environmental resources are not likely to be located. Construction of Class I bike paths and Class II and III bikeways requiring road widening would require shallow grading only.</i></p> <p><i>Therefore, implementation of the Plan would not likely result in substantial degradation of the quality of the environment and potential impacts associated with an expanded bikeway network would not substantially impact the habitat of a wildlife species, cause a species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, affect a rare or endangered species, or eliminate important examples of history or prehistory. However, due to the potential for environmental impacts to historic or biological resources, this will be analyzed further in the EIR.</i></p>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.</p> <p><i>The bikeway network would be constructed mostly along existing roadways. The bikeways would be primarily constructed within developed urban areas within Los Angeles County. The Plan does not involve the construction of habitable structures or the conversion of large tracts of undisturbed land. Outside of the construction phase, there are minimal operational impacts and there are some positive impacts in the areas of air quality, greenhouse gases, and traffic. However, this topic will be analyzed further in the EIR.</i></p>
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?</p> <p><i>Implementation of the bicycle network identified in the Bicycle Master Plan would mostly involve construction impacts, which are temporary, resulting in minimal impacts to the environment and human beings. After construction, there would be little to no adverse operational impacts from the bikeway network. The bikeway network would have a positive impact on some aspects of the environment including air quality, greenhouse gas emissions, and traffic. Therefore, the environmental effects of the bikeway network would most likely not have a substantial adverse effect on human beings. However, this topic will be analyzed further in the EIR</i></p>

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

Potentially significant

Less than significant with project mitigation Less than significant/No impact

REFERENCES

- Alta Planning + Design. 2011. County of Los Angeles Bicycle Master Plan. Public Review Draft – February 2011.
- County of Los Angeles. 1993. Los Angeles County General Plan.
- County of Los Angeles. 2008. Los Angeles County Draft General Plan.
- County of Los Angeles. 2005. Zoning Ordinance No. 2005-0004. Chapter 20.87 Construction and Demolition Debris Recycling and Reuse added to Title 20-Utilities of the Los Angeles County Code on January 5, 2005. http://dpw.lacounty.gov/epd/CD/cd_attachments/CD_ordinance.pdf. (Website accessed on February 22, 2011).
- California Department of Conservation. 2009. A Guide to the Farmland Mapping and Monitoring Program. 2008 Edition.

Appendix A | Project Description

Overview

The County of Los Angeles Bicycle Master Plan (also referred to as the “Bicycle Master Plan,” the “Plan,” or “proposed project”), as proposed by the County of Los Angeles (County), is a sub-element of the Mobility Element within the Los Angeles County General Plan. The environmental review process for the proposed project will occur concurrently with the Los Angeles County General Plan Update and the associated environmental impact report (EIR).

Approval of the proposed project would result in the adoption of the Bicycle Master Plan and rescission of the existing Plan of Bikeways. 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. The analysis of the Plan in the EIR will qualitatively address impacts at a programmatic level.

Project Location / Environmental Setting

Los Angeles County is geographically one of the largest counties in the nation with approximately 4,083 square miles. 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 1 shows the regional location of Los Angeles County.

The unincorporated areas of the County comprise 2,656 square miles of Los Angeles County’s 4,083 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, 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 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 into 11 planning areas as shown on Figure 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. Portions of some bikeways in the proposed network traverse incorporated city land. 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.

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 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 *Los Angeles County General Plan*, providing a more detailed bicycle planning and policy direction than is included in the currently adopted General Plan. The existing County Bikeway Plan was adopted in 1975. The Plan, once adopted, will replace the 1975 Bikeway Plan and will become a sub-element to the Mobility Element of the General Plan Update.

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 in 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 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 commuters. 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 (Alta Planning + Design 2011).

Project Characteristics

The Bicycle Master Plan is a sub-element of the Mobility Element of the County of Los Angeles General Plan Update which is required by the State of California (Government Code 65300) to guide the long-range development of the County. The Plan would replace the 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.

Planning Areas

The Plan is organized by 11 planning area boundaries consistent with the County General Plan, with the exception of the Coastal Islands planning area, which contains no county-maintained roadways and is not included in the Plan. Figure 1 displays an overall map of the County of Los Angeles, providing the location of planning areas within the Plan. The proposed network is displayed on three overview maps: Figure 2 displays the northern portion of the County; Figure 3 displays the southwestern portion of the County; and Figure 4 displays the southeastern portion of the County.

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. However, for the purposes of planning an integrated network, the Plan also includes bikeways in the following 46 cities:

Agoura Hills	Compton	Glendale
Arcadia	Covina	Glendora
Azusa	Culver City	Hawthorne
Calabasas	El Monte	Huntington Park
Carson	El Segundo	Industry
Commerce	Gardena	Inglewood

Irwindale	Montebello	San Gabriel
La Canada Flintridge	Monterey Park	Santa Clarita
La Mirada	Palmdale	Santa Fe Springs
La Puente	Paramount	Temple City
La Verne	Pasadena	Torrance
Lancaster	Pomona	Vernon
Long Beach	Rancho Palos Verdes	West Covina
Los Angeles	Rolling Hills Estates	Whittier
Malibu	Rosemead	
Monrovia	San Dimas	

Because portions of some bicycle facilities may be located within other jurisdictions, these cities, if they choose to participate as responsible agencies, may have discretionary approval authority over a portion of the project. Participation as a responsible agency will allow these cities to use the CEQA documentation prepared by the County to make the required filings and findings to make approval decisions.

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 streets, 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.

Table 1 presents the California Department of Transportation (Caltrans) bikeway classification system, which the Plan follows in classifying all bikeway facilities. 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 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 Type	Name	Description
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.
<p>* 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>Source: Alta Planning + Design 2011.</p>		

Currently, the County area includes approximately 144 miles of existing Class I, II, and III bikeway facilities. 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 summarizes the existing and proposed number of miles for each type of bikeway facility within each Planning Area in the County, with Planning Area boundaries defined in Figure 1. In addition to Class I bike paths, Class II bike lanes, and Class III bike routes, the Plan proposes a network of bicycle boulevards, which are facilities that prioritized bicycle travel on low-traffic, low-volume streets and are intended to provide greater safety and comfort to bicyclists.

Table 2. Summary of Existing and Proposed Bikeway Facilities

Planning Areas	Existing Facilities			Proposed Facilities			
	Class I	Class II	Class III	Class I	Class II	Class III	Other
Antelope Valley	3.2	3.8	0.2	0.0	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	0.0	2.3	0.0	0.6	41.4	21.4	12.1
San Fernando Valley	0.0	1.5	0.0	2.2	0.9	5.3	--
Santa Clarita Valley	0.0	2.4	0.9	15.9	29.1	101.4	--
Santa Monica Mountains	0.0	0.5	0.0	--	1.8	66.1	--
South Bay	8.9	1.1	0.0	2.7	12.5	8.3	--
West San Gabriel Valley	23.3	0.0	2.6	8.0	15.9	28.5	4.9
Westside	11.5	0.0	0.7	2.5	6.9	5.9	--
Total Mileage	100.3	20.2	23.5	69.1	224.9	380.7	20.0

Source: Alta Planning □ Design 2011.

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 (2018 to 2027).
- Phase 3 will occur during the last 5 years (2028 to 2032).

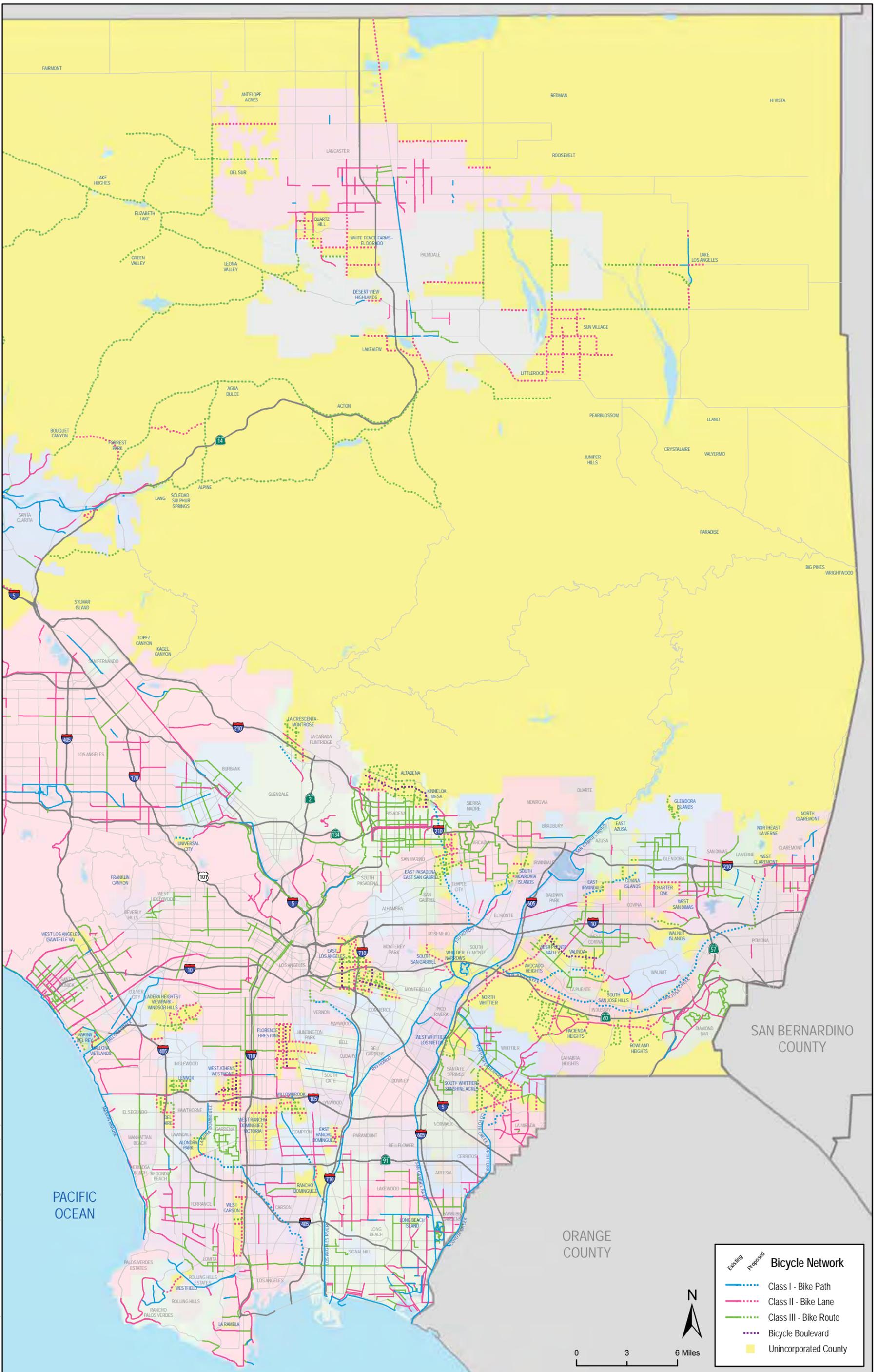


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Source: Los Angeles County Bicycle Master Plan (2011)



Figure 1
Regional Location
Los Angeles County Bicycle Master Plan



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Source: Los Angeles County Bicycle Master Plan

Figure 2
Northern Los Angeles County Proposed Bicycle Network
Los Angeles County Bicycle Master Plan



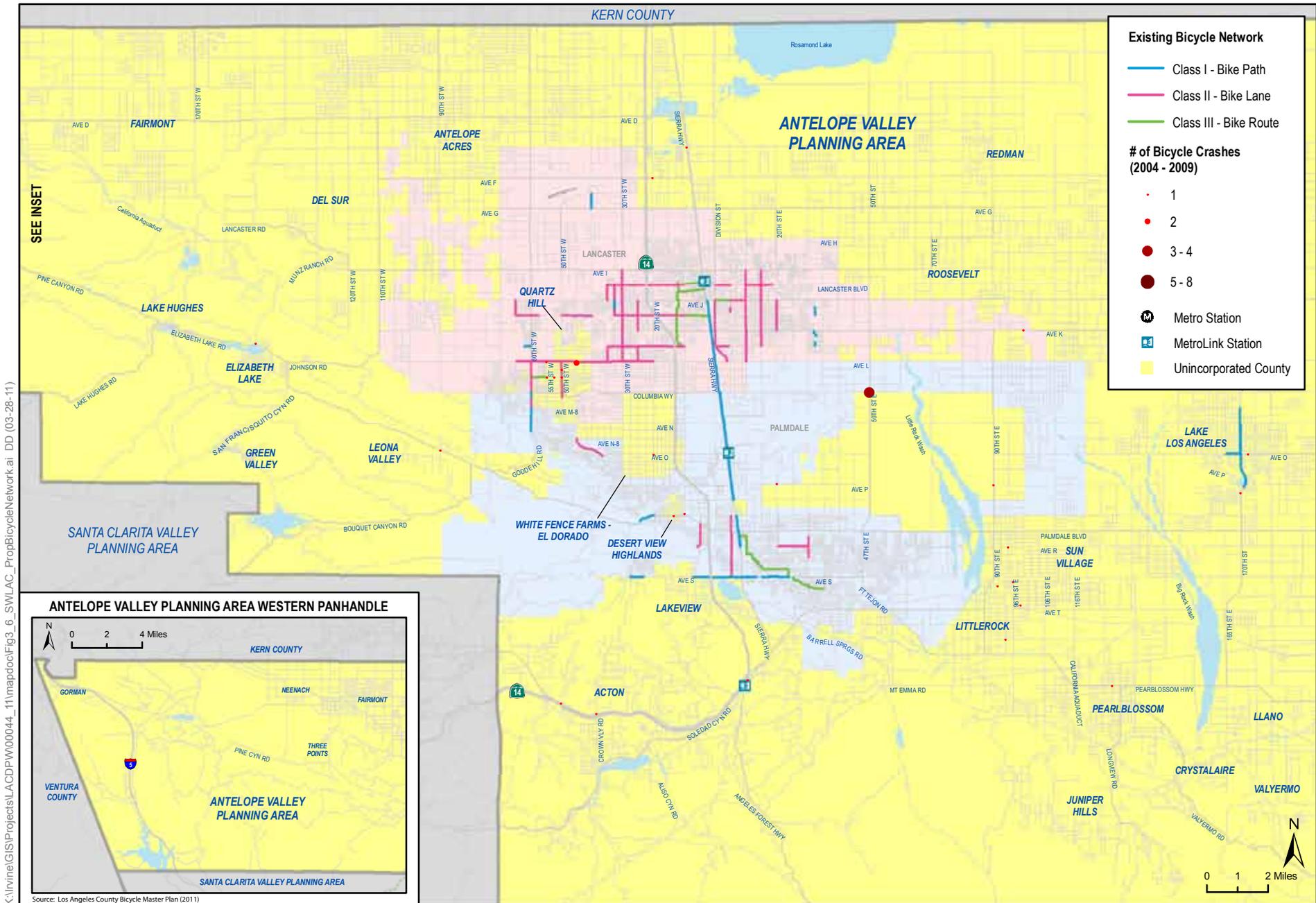
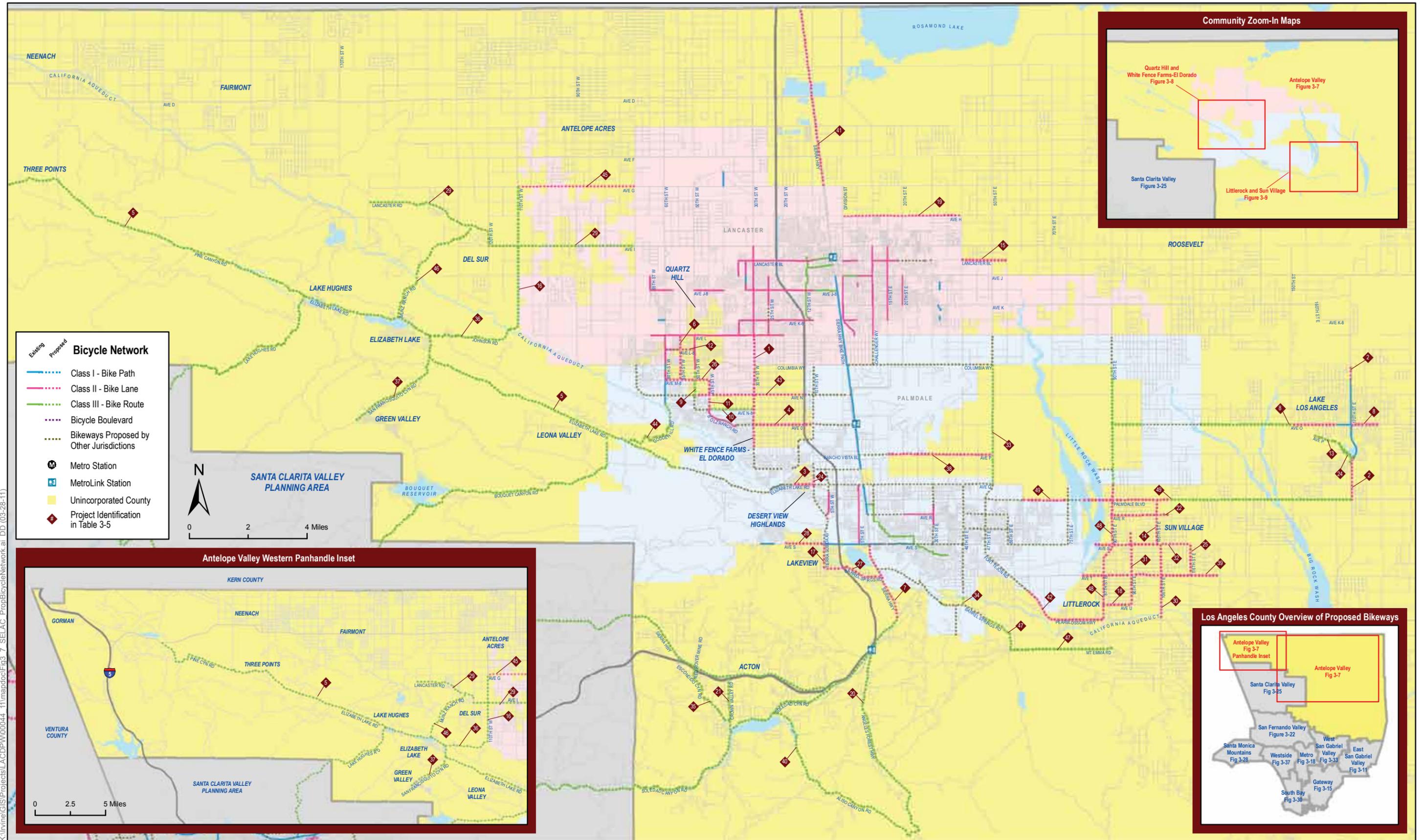


Figure 3
Southwestern Los Angeles County Proposed Bicycle Network
Los Angeles County Bicycle Master Plan



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Source: Los Angeles County Bicycle Master Plan



Figure 4
Southeastern Los Angeles County Proposed Bicycle Network
Los Angeles County Bicycle Master Plan