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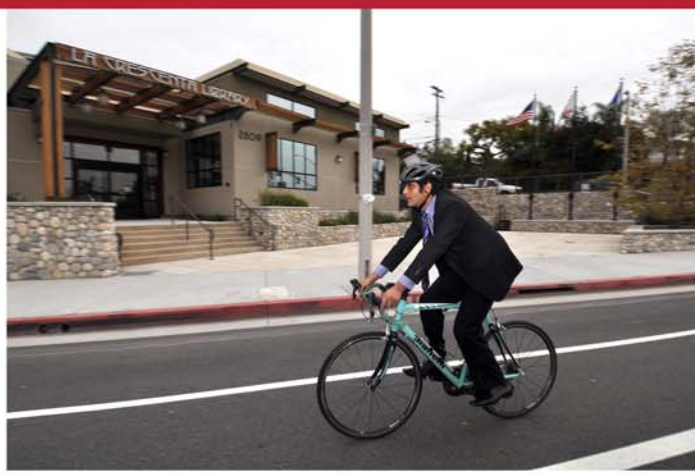
County of Los Angeles Department of Public Works

County of Los Angeles

Bicycle Master Plan

Public Review Draft - February 2011



County of Los Angeles Bicycle Master Plan

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1. Introduction

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The County of Los Angeles Bicycle Master Plan (Plan) proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. The Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for 20 years (2012 to 2032). The implementation of this Plan will start in year 2012 after the appropriate environmental reviews required by the California Environmental Quality Act (CEQA).

The Plan is a component of the Mobility Element of the County's General Plan, which is the long-range policy document that guides growth and development in the unincorporated County. The Plan addresses the guiding principles, goals and policies of the General Plan as it plans for a more bicycle-friendly county that reduces traffic congestion and carbon footprint, and provides improved opportunities for bicycling and active transportation.

This Plan includes recommendations for an expanded bikeway network along roadways in unincorporated communities and along rivers, creeks, and flood control facilities within the County of Los Angeles. By guiding the County of Los Angeles toward the creation of a seamless regional bicycle network, this Plan will improve existing and future quality of life throughout the region.

The Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and the frequency of bicycle trips for all purposes. This will be accomplished by encouraging the development of Complete Streets[1], improving safety for bicyclists, and increasing public awareness and support for bicycling in the County of Los Angeles. The recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the unincorporated communities of the County of Los Angeles and where the County owns property or has jurisdictional control, such as along flood control facilities.

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

1.1 Setting

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

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

Representing about 11% of the County's total population, the unincorporated area population is projected to be approximately 1,188,000 people in 2010[2].

This document is organized by the eleven Planning Area boundaries used for the County General Plan, with the exception of the Coastal Islands planning area, which contains no county-maintained roadways. (The County will continue to explore opportunities for bikeways, including mountain bike trails, in the Coastal Islands planning area during the development of residential areas and lodges in the Two Harbors area.)

Table 1-1 summarizes within each Planning Area the mileage of existing bikeway facilities and the mileage and cost for bikeway facilities proposed by this Bicycle Master Plan. **Figure 1-1** displays Los Angeles County's location within the region as well as Planning Area boundaries.

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

Planning Area	Existing Facilities			Proposed Facilities			
	Class I	Class II	Class III	Class I	Class II	Class III	Bicycle Blvd
Antelope Valley	3.2	3.8	0.2	--	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
Total Cost	--	--	--	**$79.4M**	**$95.7M**	**$107.4M**	**$2.3M**

[2] *2008 SCAG Regional Plan, Table 2.5: Los Angeles County Population Projections*

Figure 1-1: Los Angeles County

Source: Los Angeles County (2010)
Date: 11/2/2010

1.2 Purpose of the Bicycle Master Plan

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

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

1.3 Benefits of Bicycling

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

1.3.1 Environmental/Climate Change Benefits

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

1.3.2 Public Health Benefits

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

1.3.3 Economic Benefits

Bicycling is economically advantageous to individuals and communities. According to some statistics, the annual operating costs for bicycle commuters are 1.5% to 3.5% of those for automobile commuters.[3] Cost

[3] *Active Transportation website: http://www.activetransportation.org/costs.htm*

savings associated with bicycle travel expenses are also accompanied by potential savings in health care costs. On a community scale, bicycle infrastructure projects are generally far less expensive than automobile-related infrastructure. Further, shifting a greater share of daily trips to bike trips reduces the impact on the region's transportation system, thus reducing the need for improvements and expansion projects.

1.3.4 Community/Quality of Life Benefits

Fostering conditions where bicycling is accepted and encouraged increases a community's livability from a number of different perspectives that are often difficult to measure but nevertheless important. The design, land use patterns, and transportation systems that comprise the built environment have a profound impact on quality of life issues. Studies have found that people living in communities with built environments that promote bicycling and walking tend to be more socially active, civically engaged, and are more likely to know their neighbors, whereas urban sprawl has been correlated with social and mental health problems, including stress.[4,5] The aesthetic quality of a community improves when visual and noise pollution caused by automobiles is reduced and when green space is reserved for facilities that enable people of all ages to recreate and commute in pleasant settings.

1.3.5 Safety Benefits

Conflicts between bicyclists and motorists result from poor riding and/or driving behavior as well as insufficient or ineffective facility design. Encouraging development and redevelopment in which bicycle travel is fostered improves the overall safety of the roadway environment for all users. Well-designed bicycle facilities improve security for current cyclists and also encourage more people to bike, which in turn can further improve bicycling safety. Studies have shown that the frequency of bicycle collisions has an inverse relationship to bicycling rates, which means more bicyclists on the road equates to lower crash rates.[6] Providing information and educational opportunities about safe and lawful interactions between bicyclists and other roadway users also improves safety.

1.4 Public Participation

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

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

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

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

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

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

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

The third round of public workshops will be held in Spring 2011, and will provide an opportunity for the public to review and provide input to the Draft Plan recommendations.

1.5 Recommendations

The Plan recommends an interconnected network of bicycle corridors that will enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers throughout the unincorporated parts of the County of Los Angeles. The bicycle network consists of a combination of standard bicycle facilities, including Class I bike paths, Class II bike lanes, and Class III bike routes, which are described and depicted in greater detail in **Table 3-1.** The Plan also proposes a network of bicycle boulevards, facilities that use a variety of treatments to prioritize bicycle travel that are increasingly being implemented in communities throughout the United States.

Overall, the Plan recommends approximately 695 miles of bikeway facilities at a proposed cost of $284.8 million to construct. The network selection process included extensive public outreach and on-going consultation with County staff through monthly meetings with the Technical Advisory Committee, comprised of the County of Los Angeles Departments of Beaches and Harbors, Parks and Recreation, Public Health, Public Works, and Regional Planning. The Plan team received monthly consultation with the Bicycle Advisory Committee (BAC), comprised of representatives from each Supervisorial District, Caltrans, and the Los Angeles County Metropolitan Transportation Authority.

To enhance the utility of the regional bicycle network, the Plan also includes provisions for secure and convenient bicycle parking and support facilities that encourage transportation-based bicycle trips, and enhance access to transit.

The Plan describes bicycle-related programs that are essential facets of the overall bicycle system envisioned for the County of Los Angeles. These include education, encouragement, and enforcement programs. A spectrum of programs is recommended for consideration that will require countywide coordination for successful implementation. Recommended programs include Bicycle Skills Courses, a Share the Path Campaign, Suggested Routes to School, Bicycling Maps, and Bike and Hike to Park programs.

The Plan presents design guidelines to provide the County of Los Angeles with a range of design options for bicycle treatments. The Plan concludes by presenting funding options, cost estimates for the highest priority projects, and a phased implementation strategy for the proposed bikeway recommendations.

2. Goals, Policies and Implementation Actions

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The purpose of the Plan is to guide the development of infrastructure, policies, and programs that improve the bicycling environment in the County of Los Angeles. The Plan focuses on areas under the County's jurisdictional authority; however, it also coordinates with bicycle planning efforts of other agencies. The Plan replaces the 1975 Plan of Bikeways and is a sub-element to the Mobility Element of the County General Plan. This chapter describes the Goals, Policies, and Implementation Actions (IA) necessary to implement this Plan.

Overaching Goal

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

Goal 1 – Bikeway System

Expanded, improved, and interconnected system of county bikeways and bikeway support facilities.

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

Lead Department: County of Los Angeles Department of Public Works (DPW)
Timeframe: Phase 1: 2012 to 2017; Phase 2: 2017 to 2027; Phase 3: 2028 to 2032

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

IA 1.1.2 Coordinate with adjacent jurisdictions to implement bicycle facilities that promote connectivity.
Lead Department: DPW
Timeframe: Ongoing

IA 1.1.3 Implement bikeways proposed in this Plan when reconstructing or widening existing streets.
Lead Department: DPW
Timeframe: Ongoing

IA 1.1.4 Implement bikeways proposed in this Plan when completing road rehabilitation and street preservation projects, if the proposed bikeway can be added within the existing roadway width without a reduction in vehicular lanes or removal of parking.
Lead Department: DPW
Timeframe: Ongoing

Policy 1.2 Enact changes in the County Codes and Land Uses that encourage additional bikeways and bicycle support facilities.

Lead Department: County of Los Angeles Department of Regional Planning (DRP)
Timeframe: by 2015

Policy 1.3 **Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.**
Lead Department: DRP, DPW
Timeframe: On-going

IA 1.3.1 **Require the implementation of bike lanes and bicycle support facilities along key corridors.**
Lead Department: DRP, DPW
Timeframe: On-going

IA 1.3.2 **Require bicycle parking at key locations, such as employments centers, parks, transit, schools, and shopping centers.**
Lead Department: DRP, DPW
Timeframe: On-going

Policy 1.4 **Support the development of bicycle facilities that encourage new riders.**
Lead Department: DRP, DPW
Timeframe: Ongoing

IA 1.4.1 **Support efforts to develop a Complete Streets policy that accounts for the needs of bicyclists, pedestrians, disabled persons, and public transit users.**
Lead Departments: DRP, DPW
Timeframe: Ongoing

IA 1.4.2 **Provide landscaping along bikeways where appropriate.**
Lead Department: DPW
Timeframe: Ongoing

IA 1.4.3 **Encourage end of trip facilities at key destinations.**
Lead Department: DPW, DRP
Timeframe: Ongoing

Policy 1.5 **Complete regular updates of the Bicycle Master Plan to be current with policies and requirements for grant funding and to improve the network.**
Lead Department: DRP, DPW
Timeframe: Every five years as per Caltrans BTA requirements

IA 1.5.1 **Measure the effectiveness of the Bikeway Plan implementation.**
Lead Department: DPW
Timeframe: Every two years

Policy 1.6 **Develop a bicycle parking policy.**
Lead Department: DPW
Timeframe: Establish by 2013

IA 1.6.1 **Identify where bicycle parking facilities are needed and identify the appropriate type (e.g., inverted U style racks at grocery stores, bike lockers near transit stations).**
Lead Department: DPW
Timeframe: Establish by 2013

IA 1.6.2 Establish bicycle parking design standards and requirements for all bicycle parking on County property and for private development.
Lead Department: DRP, DPW
Timeframe: Establish program by 2013

Goal 2 - Safety

Increased safety of roadways for all users.

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

Lead Department: DPW
Timeframe: on going

IA 2.1.1 Review bicyclist-related automobile crashes to identify potential problem areas.
Lead Department: DPW
Timeframe: yearly

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

Lead Department: DPW, DRP
Timeframe: Ongoing

IA 2.2.1 Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide bicycle facilities.
Lead Department: DPW
Timeframe: Ongoing

IA 2.2.2 Implement the bicycle boulevards proposed by this Plan.
Lead Department: DPW
Timeframe: 1 mile by 2012, 15 miles by 2027, 20 miles by 2032

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

Lead Department: DPW
Timeframe: Ongoing

IA 2.3.1 Encourage enforcement of traffic laws including citing bicyclists, pedestrians and motor vehicle operators consistently for violations to enhance bicyclist and pedestrian safety.
Lead Department: DPW[7]
Timeframe: Ongoing

[7] *County will encourage enforcement activities; however, CHP is responsible for traffic enforcement on unincorporated county roadways.*

IA 2.3.2 Encourage targeted enforcement activities in areas with high bicycle and pedestrian volumes.
Lead Department: DPW[8]
Timeframe: Ongoing

IA 2.3.3 Encourage enforcement agencies to conduct traffic enforcement on Class I Bike Trails
Lead Department: DPW
Timeframe: Ongoing

Policy 2.4 Evaluate impacts on bicyclists when designing new or reconfiguring streets.
Lead Department: DPW
Timeframe: Ongoing

IA 2.4.1 Encourage the development of traffic study criteria that account for bicyclists and pedestrians.
Lead Department: DPW
Timeframe: Ongoing

IA 2.4.2 Explore the feasibility of conducting biennial counts of bicyclists on key bikeways to gauge the effectiveness of the County's bicycle facilities in increasing bicycle activity.
Lead Department: DPW
Timeframe: Every other year

IA 2.4.3 Use alternative Level of Service (LOS) standards that account for bicycles and pedestrians when adopted by Caltrans.
Lead Department: DPW
Timeframe: TBD

Policy 2.5 Continue to support the County's Suggested Routes to School program.
Lead Department: DPW
Timeframe: Ongoing

IA 2.5.1 Implement improvements that encourage safe bicycle travel to and from school.
Lead Department: Los Angeles County Office of Education (LACOE), DPW
Timeframe: Ongoing

IA 2.5.2 Develop incentive programs for students who participate in the Suggested Routes to School Program.
Lead Department: DPW, LACOE
Timeframe: Ongoing

Policy 2.6 Support Development of a Healthy Design Ordinance.
Lead Department: County of Los Angeles Department of Public Health (DPH), DRP
Timeframe: Adoption of ordinance by summer of 2012

[8] *County will encourage targeted enforcement activities; however, CHP is responsible for traffic enforcement on unincorporated County Roadways.*

Goal 3 - Education

Developed education programs that promote safe bicycling.

Policy 3.1 Provide Bicycle Education.

Lead Department: DPW, DPH
Timeframe: TBD

IA 3.1.1 Offer bicycle skills, bicycle safety classes, and bicycle repair workshops.
Lead Department: DPH, LACOE, and DPW
Timeframe: TBD

IA 3.1.2 Develop communication materials aimed to improve safety for bicyclists and motorists.
Lead Department: DPW
Timeframe: TBD

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

Lead Department: DPW
Timeframe: TBD

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

IA 3.3.1 Educate designers on the need of bicyclists.
Lead Department: DPW
Timeframe: TBD

IA 3.3.2 Educate maintenance personnel on the importance of bicycling related maintenance.
Lead Department: DPW
Timeframe: TBD

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

IA 3.4.1 Work with the CHP to provide training regarding bicyclists' rights and responsibilities pursuant to the California Vehicle Code and the County Code.
Lead Department: DPW
Timeframe: TBD

Goal 4 - Encouragement Programs

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

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

Lead Department: DPW
Timeframe: Ongoing

Policy 4.2 **Encourage non-automobile commuting.**

IA 4.2.1 **Promote Bike to Work Day/Bike to Work Month among county employees.**
Lead Department: County of Los Angeles Chief Executive Office (CEO), County of Los Angeles Department of Human Resources (DHR)
Timeframe: Annually (May)

IA 4.2.2 **Investigate options for incentivizing county employees to use bicycles and other non-auto modes of transportation to commute to work.**
Lead Department: CEO, DHR
Timeframe: TBD

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

Policy 4.3 **Develop maps and wayfinding signage and striping to assist navigating the regional bikeways.**
Lead Department: DPW
Timeframe: Ongoing

Goal 5 – Community Support

Community supported bicycle network.

Policy 5.1 **Support Community Involvement.**

IA 5.1.1 **Establish a community stakeholder group to assist with the implementation of the Bicycle Master Plan.**
Lead Department: DPW
Timeframe: Ongoing

IA 5.1.2 **Encourage citizen participation and stakeholder input in the planning and implementation of bikeways and other bicycle related improvements by holding public meetings and workshops to solicit community input.**
Lead Department: DPW
Timeframe: Ongoing

Policy 5.2 **Create an online presence to improve visibility of bicycling issues in unincorporated Los Angeles County.**
Lead Department: DPW
Timeframe: Ongoing

IA 5.2.1 **Provide updates to the community about planned projects.**
Lead Department: DPW
Timeframe: Ongoing

IA 5.2.2 **Provide closure updates to the community about County-maintained regional bikeways.**
Lead Department: DPW
Timeframe: Ongoing

Policy: 5.3 **Maintain efforts to gauge community interest and needs on bicycle-related issues.**
Lead Department: DPW
Timeframe: Ongoing

IA 5.3.1 **Conduct periodic online surveys to gauge interest in bicycling and related issues throughout the county.**
Lead Department: DPW
Timeframe: Approximately every two years

Goal 6 - Funding

Funded Bikeway Plan.

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

IA 6.1.1 **Support innovative funding mechanisms to implement this Bicycle Master Plan.**
Lead Department: DPW
Timeframe: On going

IA 6.1.2 **Support new funding opportunities for bicycle facilities that are proposed at the Federal, State, and Local level that impact the county.**
Lead Department: DPW
Timeframe: Ongoing

IA 6.1.3 **Identify and apply for grant funding that support the development of bicycle facilities.**
Lead Department: DPW
Timeframe: TBD

IA 6.1.4 **Consider using bikeways as mitigation for project-related vehicle trips.**
Lead Department: DPW
Timeframe: TBD

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3. Existing Conditions and Proposed Network

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This chapter presents an overview of existing conditions and proposed network improvements in the unincorporated County of Los Angeles. The content begins with a summary and description of the regional bike paths maintained by the County, and is then organized alphabetically by County planning area. The statistics presented in each section are specific to these planning areas only; however, the maps display information about the incorporated cities interspersed within the unincorporated areas.

Each section opens with a description of the planning area's geographic, land use, and population characteristics. Then, a summary of existing bicycle conditions is presented, including existing County-maintained bicycle facilities, multimodal connections, and bicycle-involved collisions reported in the area from 2004 through 2009. The proposed network is then presented with information on the alignments and classifications of recommended bicycle networks in the plan area.

Figure 3-1 on page 22 displays an index map of the County of Los Angeles region, which provides information on where to find figures for a specific planning area within the plan. **Figure 3-2** and **Figure 3-3** provide an overview of existing bicycle facilities in the western and eastern portions of the County. The maps display data from the Los Angeles County Metropolitan Transportation Authority (LACMTA) showing the existing bicycle facilities in incorporated cities adjacent to the County planning areas. LACMTA, also known as Metro, updated its existing bicycle facilities GIS shapefile in the summer of 2010. Maps of existing land uses by planning area can be found in **Appendix D**.

The proposed network is displayed on two overview maps: **Figure 3-4**, the western portion of the County, and **Figure 3-5**, the eastern portion of the County. Information on the alignments and classifications of recommended bicycle networks for each planning area are provided in sections 3.2 through 3.11. **Appendix E** provides maps identifying existing bicycle parking at Metro stations and proposed end-of-trip facilities for each planning area.

Table 3-1 presents the Caltrans bikeway classification system, which this plan follows in classifying all existing and proposed bikeway facilities. Note that while the County may impose more stringent facility requirements, the County must follow the State minimum standards for all facilities.

The Plan presents an interconnected network of bicycle corridors that adds approximately 695 miles of bikeways throughout the County. The additional bikeways would improve the mobility of bicyclists within the County by enhancing safety, directness, and convenience within and between major regional destinations and activity centers. The 695 miles of proposed bikeways consist of approximately 69 miles Class I bike paths, approximately 225 miles Class II bike lanes, and approximately 381 miles of Class III bike routes, as defined/described in Chapter 1000 of the Caltrans Highway Design Manual. The Plan also proposes a network of 20 miles of bicycle boulevards[9], which are facilities that prioritize bicycle travel on low-traffic, low-volume streets and are intended to provide greater safety and comfort to bicyclists. Table 3-1 provides an introduction to the four proposed facility types, which are discussed in further detail in the Design Guidelines presented in **Appendix F**.

[9] *Bicycle Boulevards will be abbreviated BB in subsequent tables.*

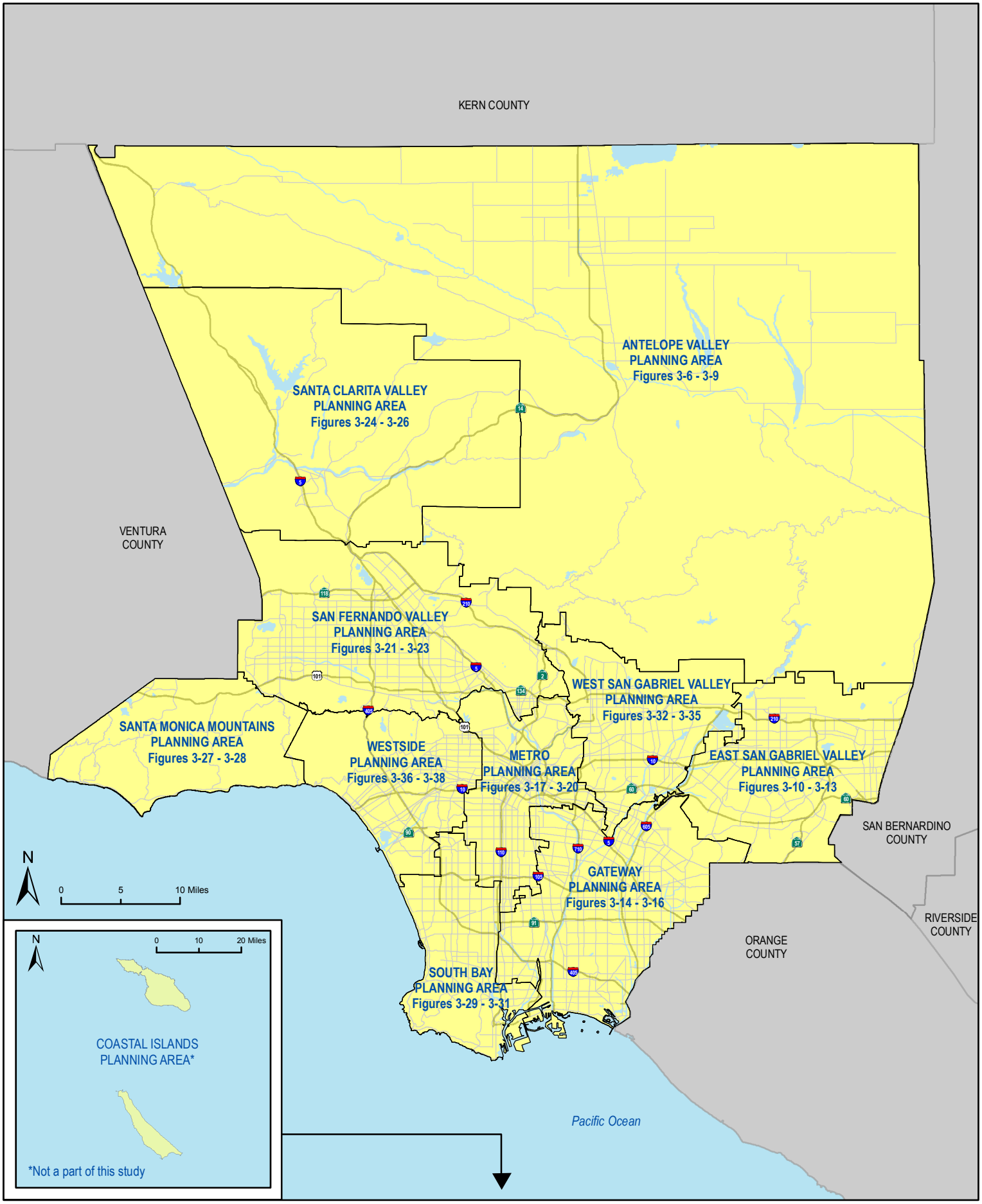


Figure 3-1: Los Angeles County Index of Planning Area Maps

Source: Los Angeles County (2011)
Date: 1/30/2011

Table 3-1: Bikeway Facilities Types

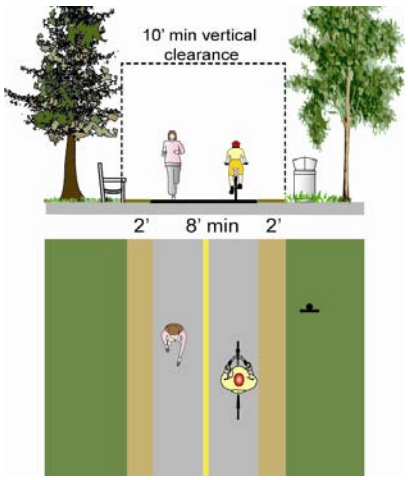
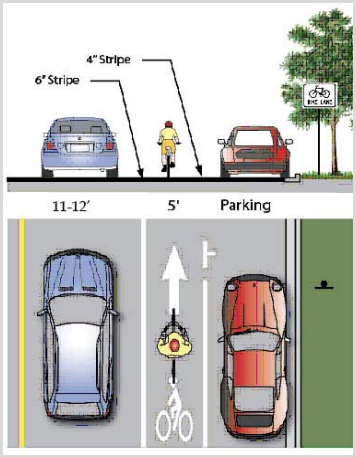
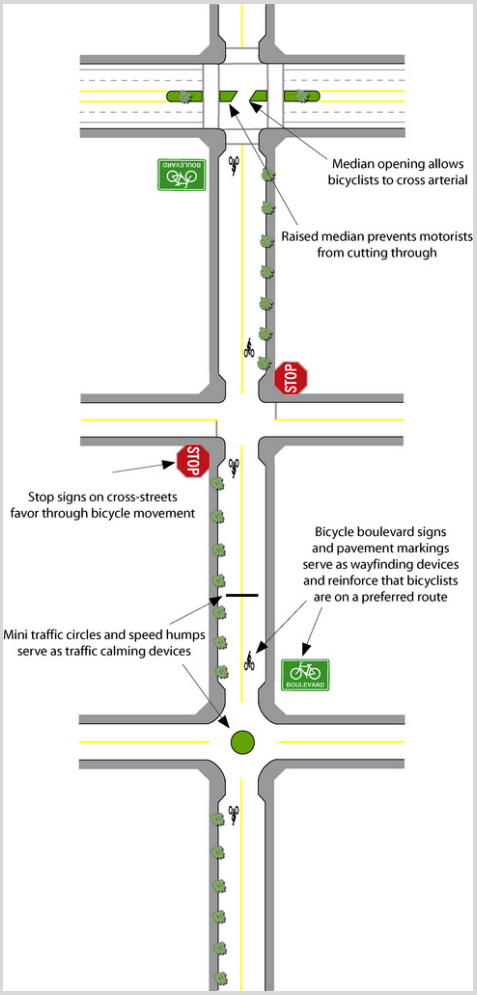
Bikeway Description	Example Graphic
Class I – Bicycle Path Bike paths, also called shared-use paths or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels, and along the beach. These facilities are often used for recreation but also can provide important transportation connections.	
Class II - Bicycle Lane Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present, bike lanes are striped to the left side of the parking lane.	
Class III – Bicycle Route Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.	

Table 3-1: Bikeway Facilities Types (continued)

Bikeway Description	Example Graphic
Bicycle Boulevards Bicycle boulevards are local roads or residential streets that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel. Bicycle boulevards are typically found on low-traffic / low-volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation. The treatments applied to create a bicycle boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle (and pedestrian) activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions. **Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards.**	

3.1 Regional Bicycle Paths Maintained by the County

In addition to the bikeways within unincorporated areas, the County of Los Angeles maintains many regional bicycle paths that travel through incorporated cities. These bicycle paths are described below.

Ballona Creek Bicycle Path

The County–maintained portion of the Ballona Creek Bicycle Path runs 1.5 miles along the northern side of Ballona Creek, between Lincoln Avenue and the Pacific Avenue Bridge where it connects with the Marvin Braude Bicycle Path. The unincorporated areas adjacent to this path include West Fox Hills and Marina Del Rey.

Compton Creek Bicycle Path

The southern County–maintained portion of the Compton Creek Bicycle Path runs 1.8 miles along the east side of Compton Creek, between Del Amo Boulevard to just south of the Gardena Freeway (CA-91). Existing

access points are located at Del Amo Boulevard, Alameda Street, and Santa Fe Avenue. The unincorporated areas adjacent to this path include Rancho Dominguez, West Rancho Dominguez-Victoria, and Willowbrook.

Coyote Creek Bicycle Path

The Coyote Creek Bicycle Path straddles the Los Angeles County and Orange County border, running from the North Fork confluence with the La Mirada Creek down to the San Gabriel River. The County of Los Angeles Department of Public Works maintains the 2.8-mile portion on the west side of the channel from Centralia Street to North Fork Coyote Creek. The unincorporated Cerritos Islands are adjacent to this path.

Dominguez Channel Bicycle Path

The Dominguez Channel Bicycle Path runs along the east side of the Dominguez Channel, from Main Street and Broadway to Vermont Avenue and Artesia Boulevard, near the Artesia Transit Center. The unincorporated areas adjacent to this path include West Carson.

La Cañada Verde Creek Bicycle Path

The La Cañada Verde Creek Bicycle Path runs 0.1 miles along the south side of the La Cañada Verde Creek in the Whittier area, from Mulberry Street to Broadway. Mulberry Street and Broadway are the only access points. This bike path is entirely within the unincorporated South Whittier-Sunshine Acres community.

Laguna Dominguez Bicycle Path

The Laguna Dominguez Bicycle Path runs 3.2 miles along the west side of the Dominguez Creek, from Redondo Beach Boulevard to 120th Street. The unincorporated areas adjacent to this path include Alondra Park and Hawthorne Island.

Los Angeles River Bicycle Path

The County-maintained portion of the Los Angeles River Bicycle Path runs 16.7 miles along the Los Angeles River, from the Shoreline Bikeway in Long Beach to Atlantic Boulevard in the City of Vernon. The community of East Rancho Dominguez is the only unincorporated community that is adjacent to this path. South of Imperial Highway, the Los Angeles River Bicycle Path runs along the east bank of the river. At Imperial Highway in South Gate, at the confluence of the Los Angeles River and Rio Hondo, the path splits into two directions. The Los Angeles River Bicycle Path continues north, although the path switches over to the west bank where it continues along the river until its terminus at Atlantic Boulevard. The path along the east bank becomes Rio Hondo Path north of Imperial Highway, and continues northeasterly along the Rio Hondo.

North Fork Coyote Creek Bicycle Path

The North Fork Coyote Creek Bicycle Path runs 2.8 miles along the eastside of Coyote Creek, from Foster Road in Santa Fe Springs to the confluence with the Coyote Creek in Cerritos. No unincorporated areas are adjacent to this facility.

Rio Hondo Bicycle Path

The Rio Hondo Bicycle Path consists of 17.5 miles of inter-connected bicycle path along the Rio Hondo, Upper Rio Hondo and through the Whittier Narrows Regional Park, connecting to the San Gabriel River Bicycle Path. The southernmost part of the path begins at Imperial Highway in South Gate, where it connects to the Los Angeles River Bicycle Path and continues north to Peck Park in Arcadia.

San Gabriel River Bicycle Path

The San Gabriel River Path runs 30.2 miles along the San Gabriel River, from San Gabriel Canyon Road in Azusa to the access into El Dorado Park in Long Beach. There are numerous access points along the path. The unincorporated areas adjacent to this path include West Whittier-Los Nietos, North Whittier, Whittier Narrows, Avocado Heights, and East Azusa.

San Jose Creek Bicycle Path

The San Jose Creek Bicycle Path runs 2.1 miles along the south side of the San Jose Creek in the City of Industry, from 7th Avenue to Workman Mill Road. Access points are only located at 7th Avenue and Workman Mill Road. The unincorporated areas adjacent to this path include Avocado Heights and Hacienda Heights.

Santa Anita Wash Bicycle Path

The Santa Anita Wash Bicycle Path runs one mile along the Santa Anita Wash, from Live Oak Avenue to the east side of the spillway of Peck Road Water Conservation where it meets the Rio Hondo Bicycle Path in Arcadia. The unincorporated areas adjacent to this path include the South Monrovia Islands.

Marvin Braude Bicycle Path (formerly South Bay Beach Bicycle Path)

The Marvin Braude Bicycle Path is a 20-mile system that runs along the Pacific Coast from Pacific Palisades in the City of Los Angeles to the City of Torrance. The County maintains approximately 14.9 miles of the path from the northern boundary of the City of Santa Monica to its southern terminus in the City of Torrance. Within these limits, the County does not maintain the bicycle lane on Washington Boulevard from north of Admiralty Way to Venice Beach, or the portion from 1st Avenue at Hermosa Beach to the southern end of the Pier at Redondo Beach.

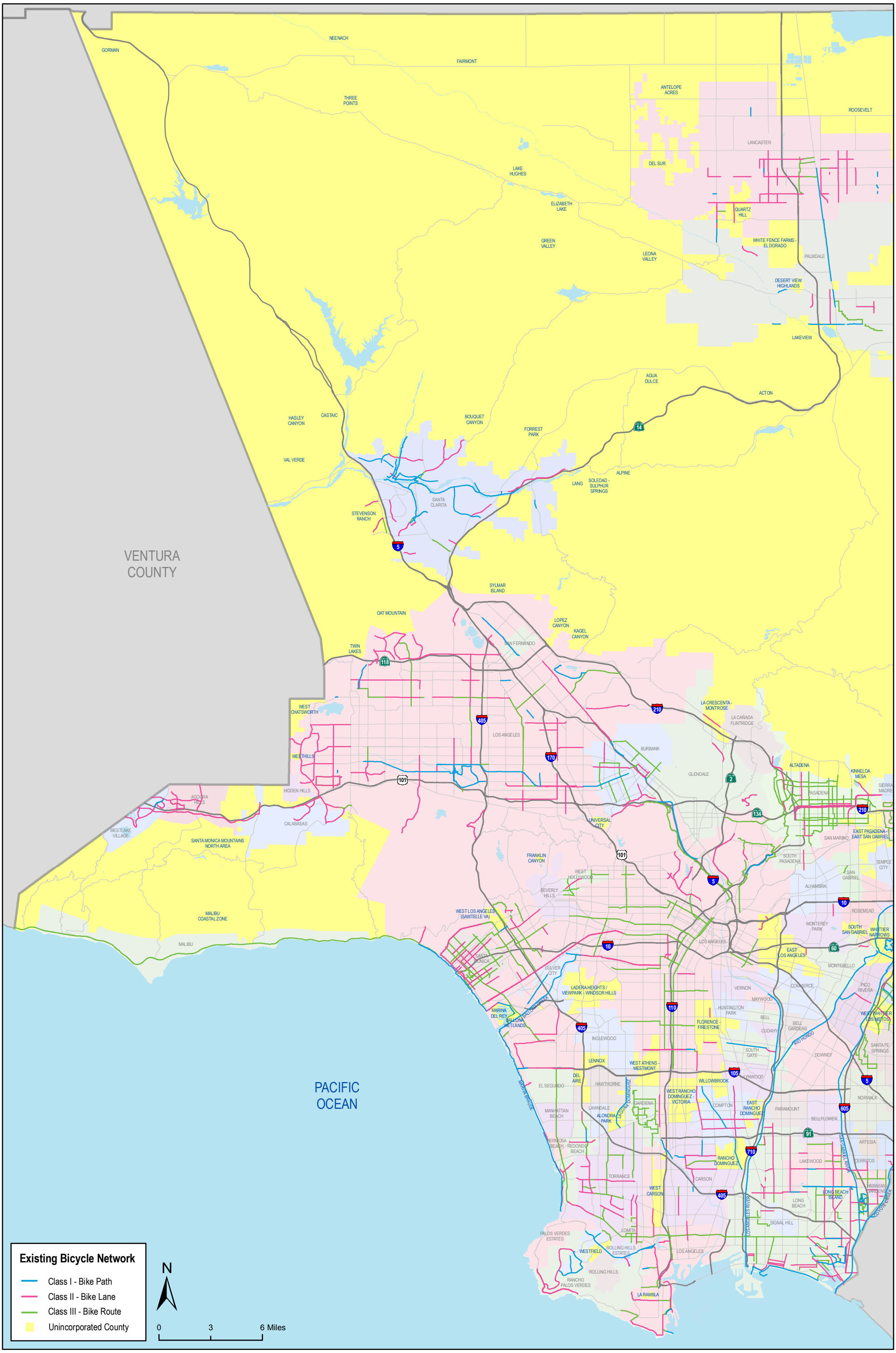


Figure 3-2: Overview of Existing Bikeways in Western Los Angeles County

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

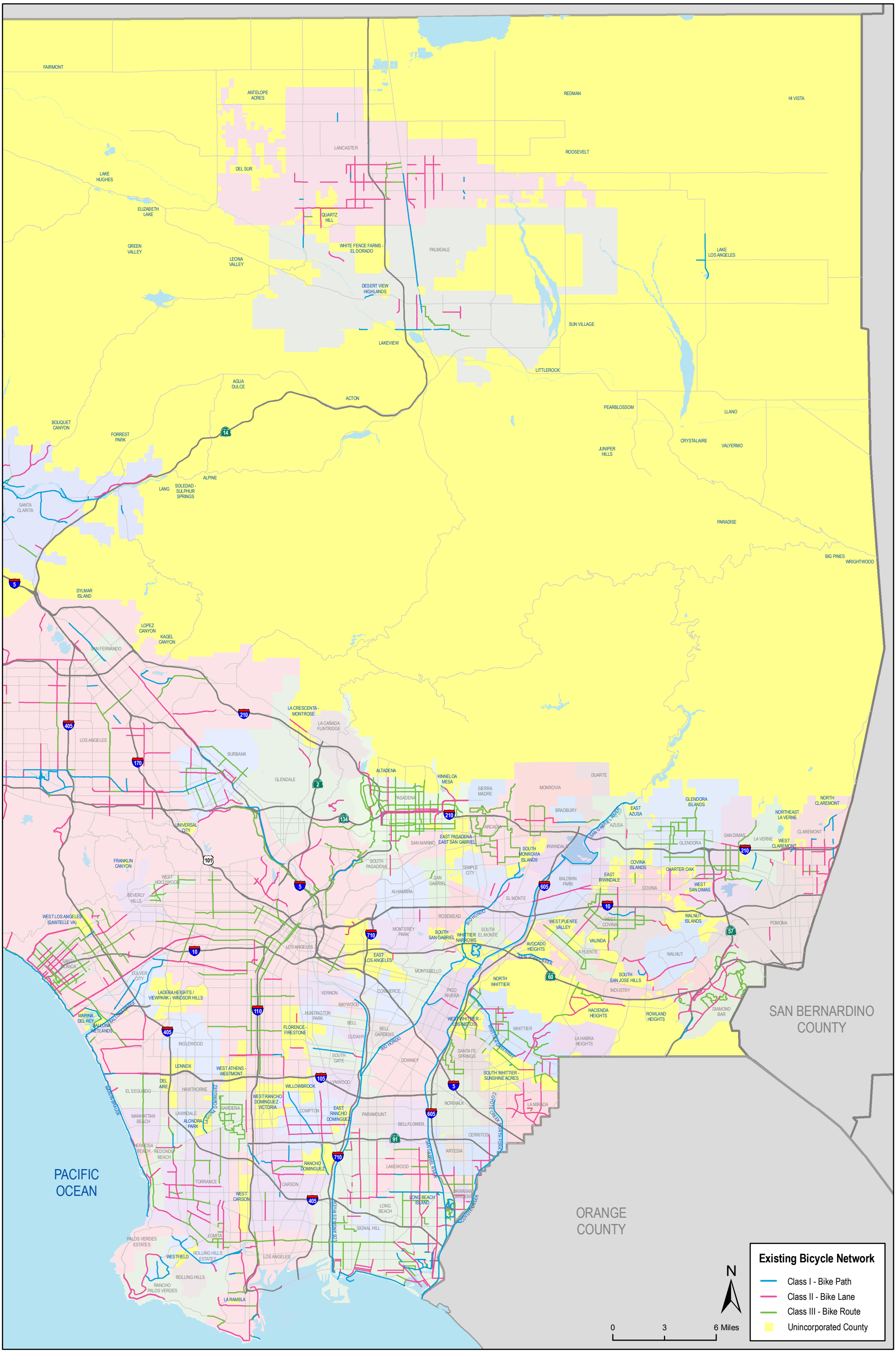


Figure 3-3: Overview of Existing Bikeways in Eastern Los Angeles County

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

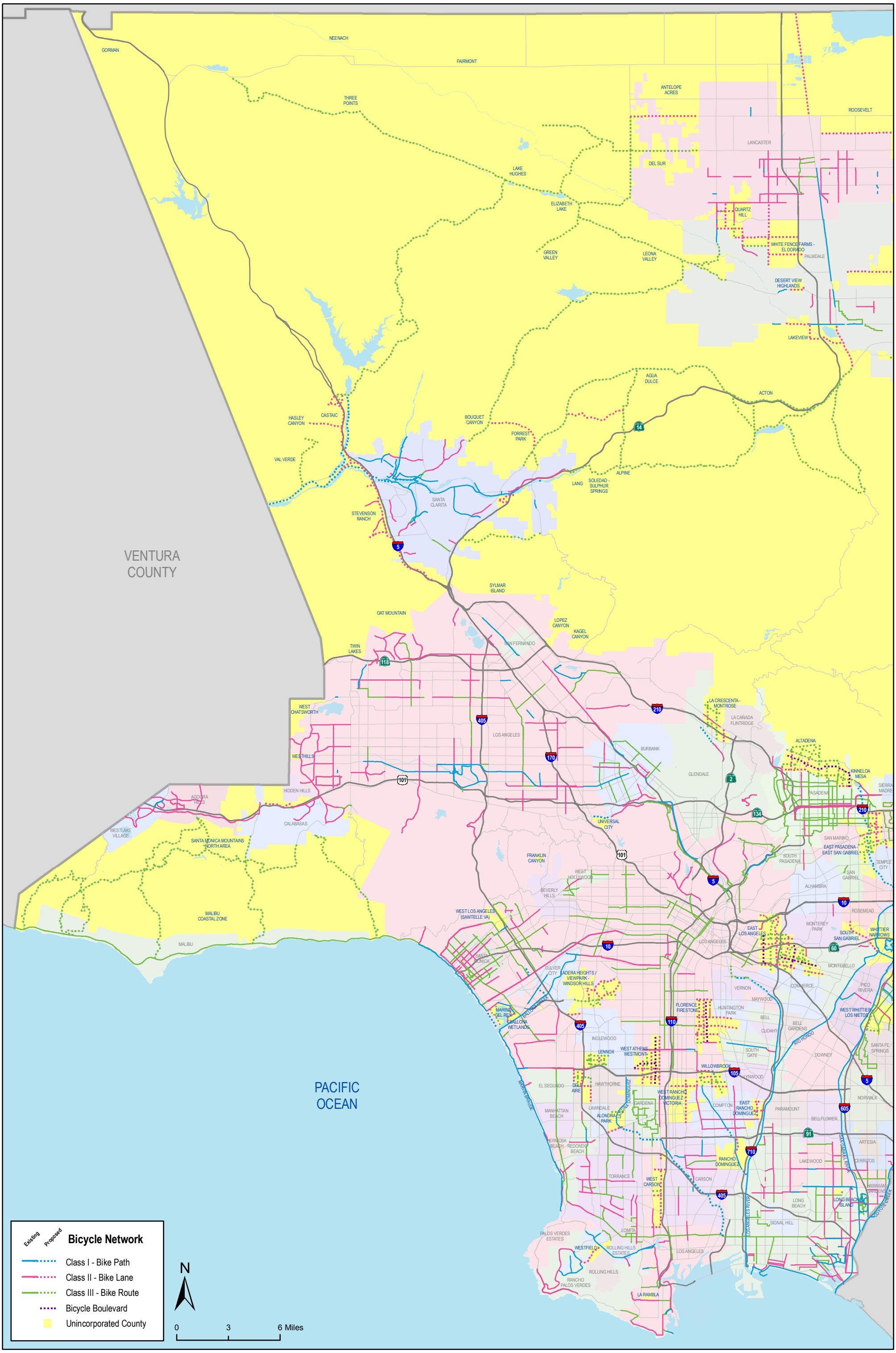


Figure 3-4: Western Los Angeles County Proposed Bicycle Network

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

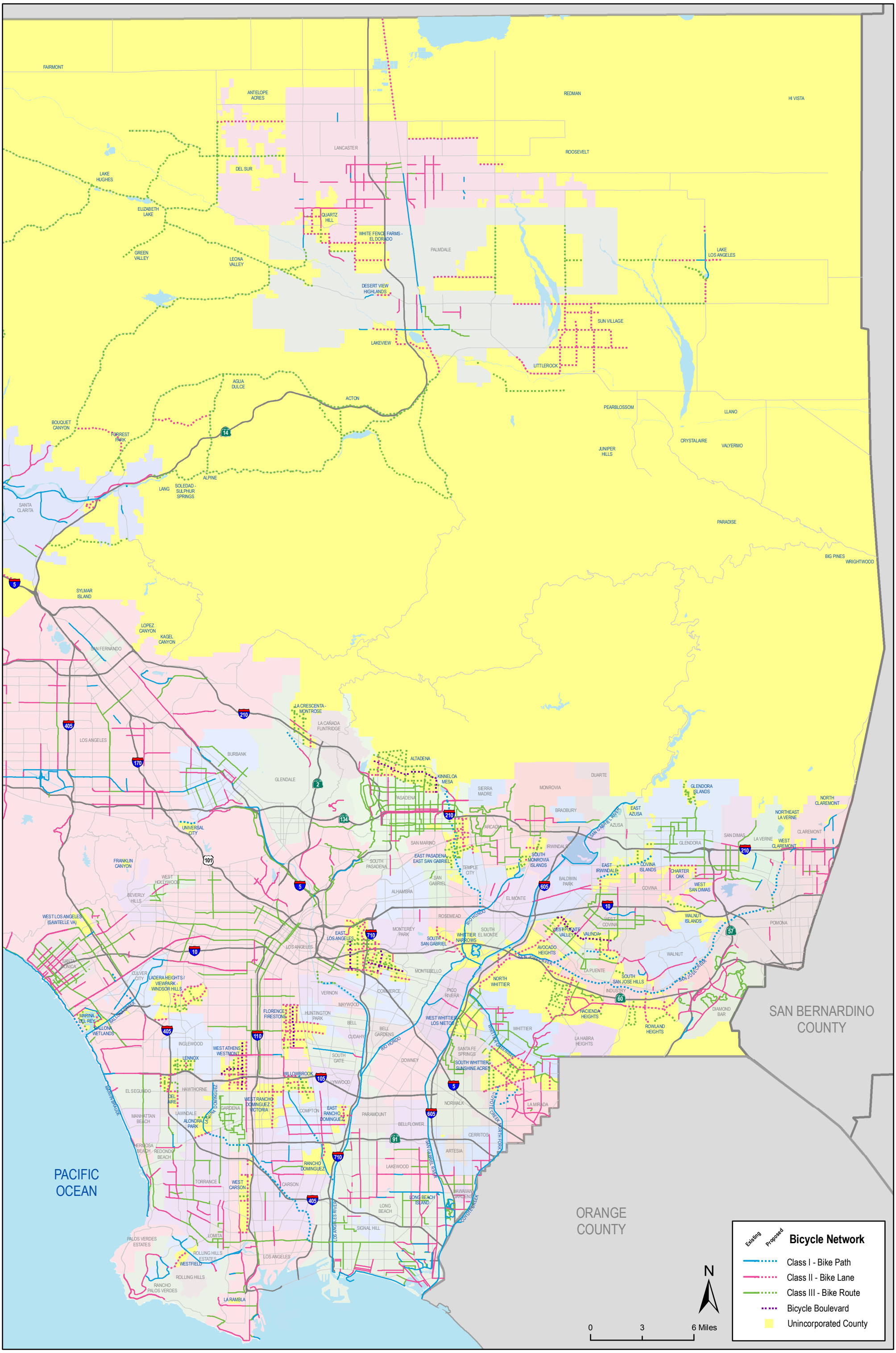


Figure 3-5: Eastern Los Angeles County Proposed Bicycle Network

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

3.1.1 Network Development

The network selection and classification process included extensive public outreach, on-going consultation with County of Los Angeles staff through a Technical Advisory Committee (TAC), and input from the County's Bicycle Advisory Committee (BAC). The TAC's membership includes staff from the Department of Public Works (DPW), Department of Regional Planning, Department of Public Health, Department of Beaches and Harbors, the Los Angeles County Sheriff's Department, and California Highway Patrol. The BAC is comprised of appointees from the County Supervisors, and staff from Caltrans and LACMTA. The proposed network was also influenced considerably by existing plans and ongoing bicycle planning efforts, by both the County of Los Angeles and other adjacent jurisdictions. The overall objective was to create a seamless, well-integrated bikeway network throughout Los Angeles County.

StreetPlan, an Alta Planning + Design model, was used to evaluate the feasibility of installing bike lanes on roadway segments throughout the County of Los Angeles. *StreetPlan* compares measurements taken of the existing roadway cross-section with roadway design minimum widths for the County and the amount of roadway space available to make a feasibility assessment. The assessments made by the *StreetPlan* model were later followed up by engineering review. **Appendix G** provides a detailed description of the *StreetPlan* model that was conducted to evaluate the proposed bikeway network.

This feasibility study identified potential bicycle facilities based on existing street cross-sections and proposed cross-sections, which is sufficient for a planning level analysis. Implementing specific bike facilities proposed in the Plan will require a more detailed traffic study that takes into account traffic volumes, speeds, percentage of heavy vehicles/trucks, demand for bicycle facilities, coordination with other jurisdictions/agencies, public outreach, and other considerations.

To enhance the utility of the regional bicycle network, this Plan also includes provisions for secure and convenient bicycle parking and support facilities that encourage transportation-based bicycle trips, and enhance access to transit.

Consistent with the County's Neighborhood Traffic Management Program's[10] primary goal of involving the community in the planning process, the implementation of bicycle boulevard projects will include a process of public outreach to neighborhood residents and other stakeholders. Upon notifying the community of proposed bicycle boulevard projects, a steering committee would be assembled, comprised of neighborhood residents and other stakeholders, County of Los Angeles representatives, and DPW staff. The steering committee will monitor and guide DPW's data collection and analysis. The data analysis will provide further information on the cost and feasibility of potential bicycle boulevard treatments.

DPW staff and the steering committee will present the collected data and analysis results to the public at a community workshop. Planning and outreach for the community workshops will attempt to solicit broad participation and support throughout the community. Upon receiving reasonable community consensus at the public meeting(s), DPW staff will present the bicycle boulevard study results to appropriate regulatory agencies (e.g., County Board of Supervisors, Los Angeles County Sheriff, Los Angeles County Fire, and California Highway Patrol) for review and implementation.

[10] *Neighborhood Traffic Management Program http://dpw.lacounty.gov/TNL/NTMP/Page_01.cfm*

3.1.2 Bicycle Demand and Air Quality Benefits Analysis

Replacing vehicular trips with bicycle trips has a significant impact on reducing human-generated greenhouse gases (GHGs) in the atmosphere that contribute to climate change. Fewer vehicle trips and Vehicle Miles Traveled (VMTs)[11] translates into fewer mobile source pollutants being released into the air, such as carbon dioxide, nitrogen oxides, and hydrocarbons. Under the Clean Air Act, regions must meet the National Ambient Air Quality Standards established by the U.S. Environmental Protection Agency or they are designated as non-attainment areas.

South Coast Air Quality Management District (SCAQMD) covers most of the County of Los Angeles and is designated a non-attainment area for ozone and Particulate Matter (PM 2.5 and PM 10). The SCAQMD jurisdiction is approximately 10,743 square miles and includes the entire County except for the Antelope Valley, which is covered by the Antelope Valley Air Quality Management District (AVAQMD). The SCAQMD implements a wide range of programs and regulations that address point source pollution and mobile source emissions, and enforces air quality through inspections, fines, and educational training.

The AVAQMD, which includes the Antelope Valley, is a non-attainment area for ozone. Ozone is formed by a photochemical reaction of different pollutants including nitrogen oxides and hydrocarbons. Exposure to ozone has been linked to a number of acute health problems, especially in children.[12] PM pollution has been linked to a number of acute and chronic conditions including chronic bronchitis and heart attack.[13] Although the Los Angeles region has made great strides in improving air quality in recent decades, continued effort is needed to meet federal standards and protect public health. Replacing vehicle trips with bicycle trips is one of many strategies that can help address air pollution.

The SCAQMD and the AVAQMD are responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region.

Appendix B presents detailed estimates of existing and future bicycle ridership and associated air quality benefits. For each planning area, an adjusted estimate of current bicycling levels was made using County of Los Angeles and United States Census data, along with several adjustments for likely bicycle commuter underestimations. The Plan predicted future bicycle ridership based on increases observed in other cities and automobile trip reductions for each planning area. Based on the vehicular trip reductions, the Plan predicted planning area-specific air quality benefits for 2035[14]. The planning areas included in the Plan are listed alphabetically. **Table 3-2** summarizes existing and future bicycle ridership for all planning areas in unincorporated County of Los Angeles and the associated air quality benefits.

11 *Vehicle Miles Traveled is a measurement of the extent of motor vehicle operation, a sum of all miles traveled by motor vehicles over a given period.*
12 *http://www.aqmd.gov/forstudents/health_effects_on_children.html*
13 *http://www.epa.gov/pm/health.html*
14 *2035 was chosen as the horizon year to conform to the County General Plan, which estimates future population in 2035*

Table 3-2: Current and Future Ridership and Air Quality Benefits

Commuting Statistics	Current (2010)	Future (2035)
Study area population	1,188,324	1,648,695
Employed population	404,342	549,131
Bike-to-work mode share	2.0%	4.0%
Number of bike-to-work commuters	2,176	6,264
School children, ages 6-14 (grades K-8)	174,140	279,535
School children bicycling mode share	2.0%	4.0%
School children bike commuters	3,483	10,873
Number of college students in study area	77,887	125,138
Estimated college bicycling mode share	10.0%	15.0%
College bike commuters	7,789	18,359
Total number of bike commuters	13,719	44,477
Total daily bicycling trips	27,438	88,955
Vehicle Trips and Miles Reduction	**Current (2010)**	**Future (2035)**
Reduced Vehicle Trips per weekday	9,167	24,464
Reduced Vehicle Trips per year	2,392,599	6,385,134
Reduced Vehicle Miles per weekday	60,415	155,375
Reduced Vehicle Miles per year	15,768,365	40,552,751
Air Quality Benefits	**Current (2010)**	**Future (2035)**
Reduced Hydrocarbons (pounds/weekday)	181.14	465.86
Reduced NO_x (pounds/weekday)	126.53	325.42
Reduced CO (pounds/weekday)	1,651.59	4,247.52
Reduced $C0_2$ (pounds/weekday)	49,148	126,398
Reduced Hydrocarbons (pounds/year)	47,278	121,589
Reduced NO_x (pounds/year)	33,025	84,933
Reduced CO (pounds/year)	431,065	1,108,604
Reduced $C0_2$ (pounds/year)	12,827,656	32,989,896

Source: See LACBMP Appendix C, Tables C1-10.

The above analysis shows that while the population of the study area is expected to increase by 45% over the next 23 years, the expected number of bike commuters will increase by 225%. The increased number of trips taken by bicycle will reduce VMT by 155,375 miles on an average weekday, and lead to sizeable air quality benefits. By 2035, emissions of nearly 85,000 pounds of smog-forming NOx will be avoided per year, along with 16,500 tons of $C0_2$, one of the principle gasses associated with global climate change.

3.2 Antelope Valley Planning Area

The Antelope Valley Planning Area consists of 1,800 square miles of unincorporated territory within the Antelope Valley. The planning area encompasses the majority of northern County of Los Angeles, accounting for 44% of the County of Los Angeles' total square mileage.[15] The planning area is primarily comprised of rural communities and open space, including high desert lands, the Liebre and Sierra Pelona mountain ranges, and the Angeles National Forest. **Figure D-1** in the appendices displays the existing land uses for the communities in the Antelope Valley Planning Area.

There are an estimated 103,000 residents living in the unincorporated communities of Antelope Valley Planning Area.[16] The unincorporated areas surround the more urban and densely populated incorporated cities of Palmdale and Lancaster with estimated populations of 182,663 and 160,650 respectively.[17] Over the past decade, the entire Antelope Valley has experienced significant population growth, including the unincorporated area within the planning area, which is largely due to the influx of housing subdivisions within and adjacent to Palmdale and Lancaster. This trend is expected to continue with the current unincorporated areas of the planning area projected to grow to a population of 255,000 by 2035.[18]

The planning area's 18 unincorporated communities are Acton, Antelope Acres, Crystalaire, Gorman, El Dorado, Juniper Hills, Green Valley, Lake Hughes, Elizabeth Lake, Lake Los Angeles, Leona Valley, Littlerock, Llano, Pearblossom, Quartz Hill, Sun Village, White Fence Farms, and Wrightwood. The following subsections describe current bicycling conditions in Antelope Valley unincorporated communities.

3.2.1 Existing Bicycling Conditions

Bicycling conditions throughout the planning area vary significantly due to Antelope Valley's diverse terrain and land use patterns. Some of the more populated communities such as Quartz Hill or Littlerock/Pearblossom have flat terrain and grid street networks that are conducive to developing a bicycle network with connections to neighboring jurisdictions' bicycle networks. In more rural areas, many of Antelope Valley's roadways are narrow, two-lane roads that function as either arterial highways or residential streets. Some of these roadways have wider shoulders and some also have relatively low traffic volumes and most have no on-street parking demand. Bicycling as a transportation mode can be challenging throughout the planning area due to substantial distances to access employment and commercial centers.

The planning area's unincorporated parts contain 7.2 miles of County maintained bikeways. The existing bikeways are located in Quartz Hill and Lake Los Angeles. The bikeways within Quartz Hill connect with the bicycle network of the neighboring City of Lancaster. **Table 3-3** summarizes the location, classification, and mileage of existing bikeways. **Figure 3-6** shows Antelope Valley's existing bikeways along with major transit stations and bicycle-involved collisions.

[15] *Los Angeles County, Antelope Valley Area Plan Update Background Report, 2009*

[16] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

[17] *2008 SCAG Regional Transportation Plan.*

[18] *2008 SCAG Regional Transportation Plan.*

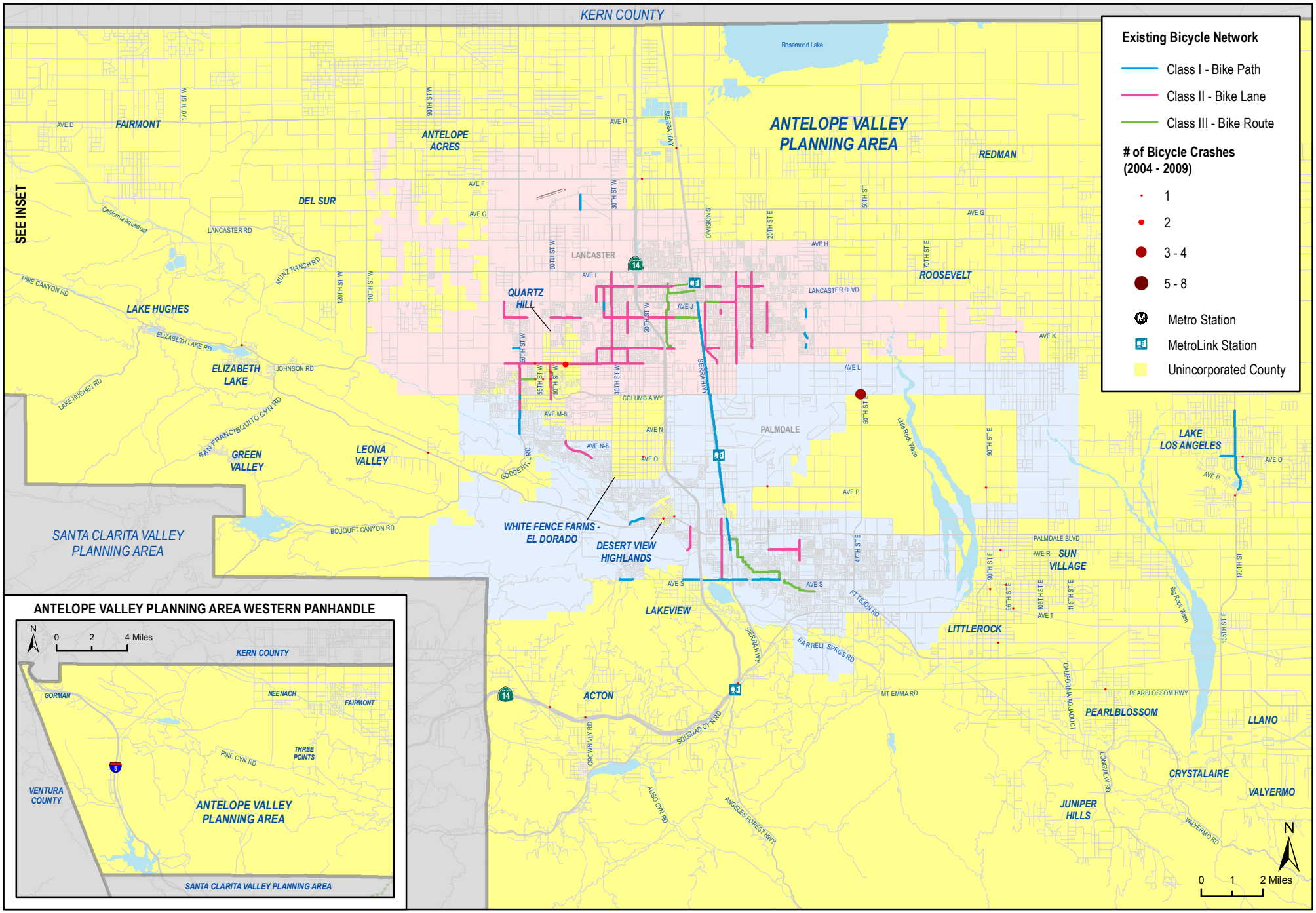


Figure 3-6: Antelope Valley Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

Source: Los Angeles Metro (2010); SWITRS (2009); Alta Planning + Design (2010)
Date: 1/30/2011

Table 3-3: Existing Antelope Valley Bikeways

Community	Segment	From	To	Class	Mileage
Lake Los Angeles	170th Street East	Avenue M-8	Avenue P	1	2.7
Lake Los Angeles	Avenue O	165th Street East	170th Street East	1	0.5
Quartz Hill	50th Street West	Avenue L	Avenue M-4	2	1.3
Quartz Hill	60th Street West	Avenue L-4	Avenue L-8	2	0.3
Quartz Hill	60th Street West	Avenue L-12	Avenue M-8	2	0.7
Quartz Hill	Avenue L	55th Street West	40th Street West	2	1.5
Quartz Hill	Avenue L-8	57th Street West	55th Street West	3	0.2
				Total	**7.2**

**County-maintained bikeways only*

Bicycle collision data assists with identifying locations that may require safety assessment and serves as baseline with which to measure the impacts of bicycle program and infrastructure improvements. According to the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS), 46 bicycle collisions were reported within the unincorporated parts of Antelope Valley Planning Area between 2004 through 2009. Of these 46 instances, three took place at the intersection of 50th Street E and Avenue M, which is the greatest number of crashes at a single location in the Planning Area.

Bicycle-transit integration is vital to encouraging utilitarian bicycling in areas where there is significant distance between where most people live and work. There are three MetroLink stations in Antelope Valley, including one within the unincorporated area, the Vincent Grade/Acton Station. By providing improved bicycle access to commuter rail stations, residents will have greater opportunity to complete lengthy trips without the use of an automobile.

3.2.2 Proposed Network

Table 3-4 summarizes the proposed bicycle network mileage by classification type within the Antelope Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide an additional 182 miles of facility across the planning area, a substantial increase compared to the approximately eight miles of existing bicycle facility within the unincorporated parts of Antelope Valley.

Table 3-4: Antelope Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 2 – Bike Lane	74.2	40.8%
Class 3 – Bike Route	107.8	59.2%
Total	**182.0**	**100%**

Table 3-5 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-7 displays the proposed bicycle network as well as existing bicycle facilities and major transit stations in the Antelope Valley Planning Area. **Figure 3-8** shows a more detailed view of the proposed bicycle network within the communities of Quartz Hill and White Fence Farms. **Figure 3-9** provides a more detailed view of the proposed bicycle network within the communities of Littlerock and Sun Village Area.

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	30th Street West	Avenue M	Avenue O-12	White Fence Farms-El Dorado, Cities of Lancaster[A] and Palmdale[A]	2	2.7	5	110
2	170th Street East	Avenue M	Avenue M-8	Lake Los Angeles	2	0.5	5	105
	170th Street East	Avenue P	Palmdale Boulevard		2	0.4		
3	Elizabeth Lake Road	Dianron Road	10th Street West	Desert View Highlands	2	0.8	5	100
4	Avenue O	30th Street West	10th Street West	White Fence Farms-El Dorado	2	2.0	5	95
5	Ridge Route Road/Pine Canyon Road/Elizabeth Lake Road	Lancaster Road	0.3 miles east of Cherry Tree Lane (Palmdale city limit)	Three Points, Lake Hughes, Elizabeth Lake, Leona Valley	3	34.1	5	95
6	55th Street West	Avenue L	Avenue M-8	Quartz Hill and City of Lancaster[A]	2	1.5	5	90
7	Sierra Highway	Avenue S	Pearblossom Highway	Lakeview and City of Palmdale[A]	2	2.7	5	90
8	Avenue O	90th Street East	150th Street East	Lake Los Angeles	3	4.0	5	90
	Avenue O	150th Street East	165th Street East		2	1.5		
	Avenue O	170th Street East	180th Street East		2	1.0		
9	50th Street West	Avenue M-2	Avenue N	Quartz Hill	3	0.9	5	85
10	Avenue N-8	Bolz Ranch Road	30th Street West	White Fence Farms-El Dorado and City of Palmdale[A]	3	1.5	5	85
11	45th Street West	Avenue M-8	Avenue N-8	Quartz Hill, White Fence Farms-El Dorado and Cities of Lancaster[A] and Palmdale[A]	2	1.0	5	85
12	Avenue L-8	60th Street West	50th Street West	Quartz Hill and City of Lancaster[A]	2	0.7	5	85
13	Avenue P	160th Street East	170th Street East	Lake Los Angeles	3	1.6	5	85
14	105th Street East	Palmdale Boulevard	Avenue S	Sun Village	2	1.5	5	80
15	Lancaster Boulevard	40th Street East	55th Street East	Roosevelt and City of Lancaster[A]	2	1.5	5	80
16	110th Street West	Avenue G	Johnson Road	Del Sur and City of Lancaster[A]	3	4.5	5	80

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
17	Tierra Subida Avenue	Avenue S	Barrell Springs Road	Lakeview	2	0.8	5	80
18	Avenue U	87th Street East	96th Street East	Littlerock, Sun Village	2	1.0	5	80
19	Avenue H	Division Street	40th Street East	Roosevelt and City of Lancaster[A]	2	4.1	5	80
20	Angeles Forest Highway	Sierra Highway	Aliso Canyon Road	Acton	3	7.1	5	80
21	Crown Valley Road	Sierra Highway	Soledad Canyon Road	Acton	3	1.9	5	75
22	Avenue R	90th Street East	110th Street East	Sun Village	2	2.0	5	75
23	10th Street West	Auto Center Drive	Elizabeth Lake Road	Desert View Highlands and City of Palmdale[A]	2	0.3	5	70
24	Mackennas Gold Avenue/Rawhide Avenue	Avenue P	170th Street East	Lake Los Angeles	3	0.9	5	70
25	116th Street East	Avenue S	Avenue T	Sun Village	2	1.0	5	70
26	Avenue M-8	60th Street West	45th Street West	Quartz Hill and City of Palmdale[A]	2	1.5	5	70
27	Barrell Springs Road	Tierra Subida Avenue	Sierra Highway	Lakeview	2	2.0	5	70
28	Avenue S	0.3 miles east of The Groves (Palmdale city limit)	Tierra Subida Avenue	Lakeview	2	1.3	5	70
29	Lancaster Road/Fairmont Neenach Road/120th Street West /Avenue I	160th Street West	70th Street West	Fairmont, Del Sur and City of Lancaster[A]	3	9.8	5	70
30	106th Street East	Avenue S	Pearblossom Highway	Sun Village	2	2.5	5	65
31	96th Street East	Avenue R-8	Avenue U	Littlerock, Sun Village	2	2.5	5	65
32	Avenue S	0.5 miles west of 90th Street East	116th Street	Littlerock, Sunvillage	2	3.2	5	65
33	50th Street East	Avenue M	Avenue Q	Antelope Valley Planning Area	3	4.0	5	65
34	40th Street East	0.3 miles north of Barrell Springs Road	Barrell Springs Road	Antelope Valley Planning Area	3	0.3	5	60
35	Red Rover Mine Road/Escondido Canyon Road	Sierra Highway	Crown Valley Road	Acton	3	2.3	5	60
36	Johnson Road	Elizabeth Lake Road	110th Street West	Elizabeth Lake, Del Sur	3	3.4	5	60
37	San Francisquito Canyon Road	Calle Siemerio	Elizabeth Lake Road	Green Valley, Elizabeth Lake	3	3.5	5	60

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
38	Avenue P	15th Street East	50th Street East	Antelope Valley Planning Area and City of Palmdale[A]	2	3.6	5	60
39	Avenue T	80th Street East	126th Street East	Littlerock	2	4.7	5	60
40	Aliso Canyon Road	Soledad Canyon Road	Angeles Forest Highway	Acton	3	7.4	5	60
41	Sierra Highway	Avenue A	Avenue G	Roosevelt	2	6.1	5	55
42	Pearblossom Highway	62nd Street East	87th Street East	Littlerock and City of Palmdale[A]	2	3.0	5	55
43	Avenue N	50th Street West	State Route 14	Quartz Hill, White Fence Farms-El Dorado, and Cities of Lancaster[A] and Palmdale[A]	2	3.6	5	55
44	Godde Hill Road	Avenue M-8	Elizabeth Lake Road	Quartz Hill, Leona Valley and City of Palmdale[A]	3	1.4	5	55
45	Avenue G	110th Street West	70th Street West	Del Sur and City of Lancaster[A]	2	4.1	5	50
46	Munz Ranch Road	Fairmont Neenach Road	Elizabeth Lake Road	Del Sur, Elizabeth Lake	3	4.4	5	50
47	Barrell Springs Road/ Cheseboro Road/ Mount Emma Road	47th Street East	Fort Tejon Road	Antelope Valley Planning Area	3	5.0	5	50
48	90th Street East 90th Street East/87th Street East	Avenue M Avenue Q	Avenue Q Pearblossom Highway	Sun Village, Little Rock, City of Palmdale[A]	3 2	3.6 4.6	5	50
49	Palmdale Boulevard Palmdale Boulevard	60th Street East 110th Street East	110th Street East 170th Street East	Sun Village, Lake Los Angeles, and City of Palmdale[A]	2 3	4.5 6.2	5	50
				Total Miles		**182.0**		

[A] *Part of project traverses through or along boundary of incorporated city*

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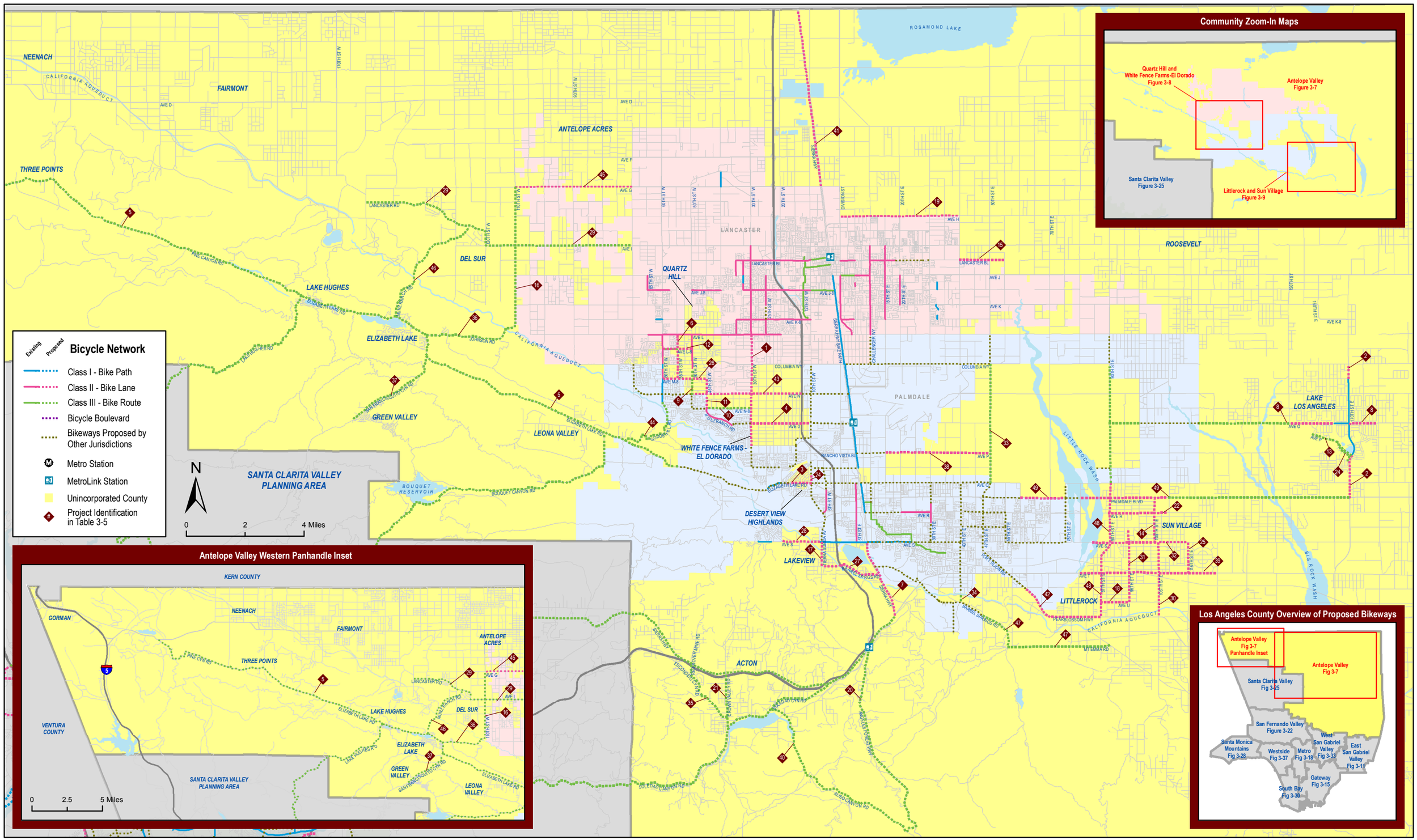

Figure 3-7: Antelope Valley Planning Area Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/31/2011

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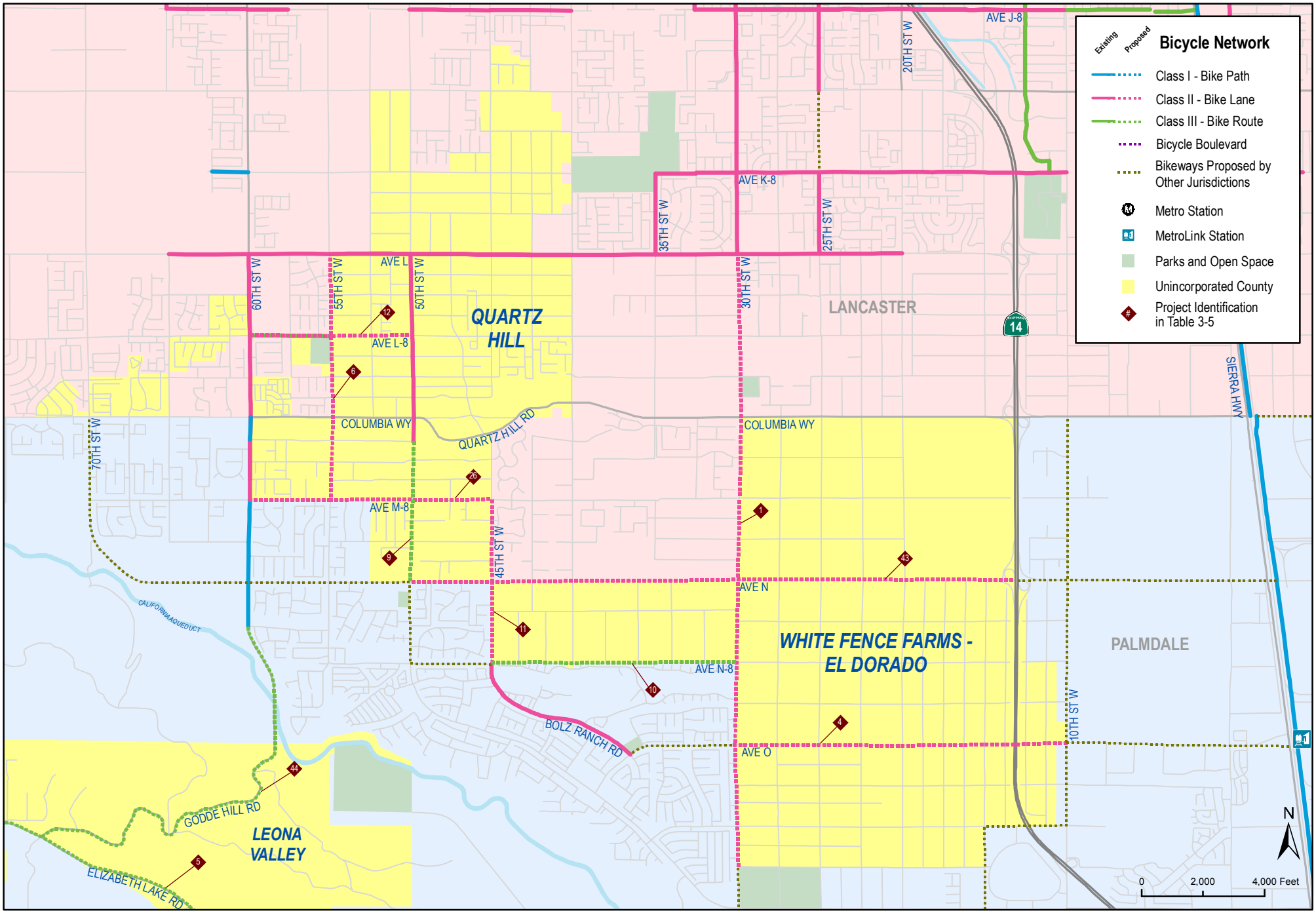

Figure 3-8: Quartz Hill and White Fence Farms-El Dorado Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/31/2011

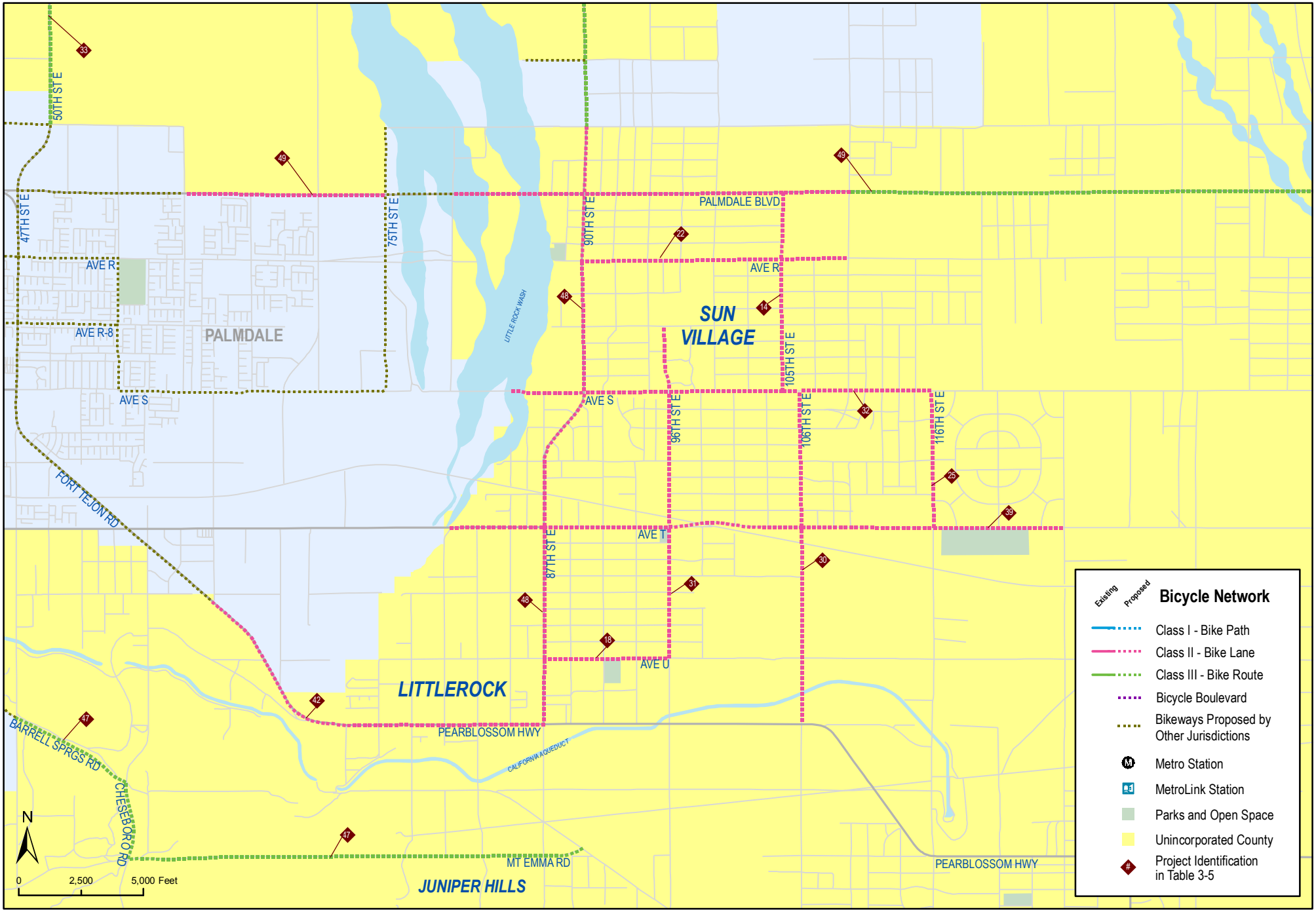

Figure 3-9: Littlerock and Sun Village Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/31/2011

3.3 East San Gabriel Valley Planning Area

The East San Gabriel Valley Planning Area is the easternmost planning area in the Los Angeles Basin, adjacent to the San Bernardino County border. It consists of the greatest number of unincorporated communities, many of which are small, non-contiguous communities interspersed with incorporated cities. They include: Avocado Heights, Charter Oak Islands, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Rowland Heights, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, and West San Dimas.

Approximately 274,000 people live in the primarily built-out East San Gabriel Valley unincorporated neighborhoods.[19] **Figure D-2** in **Appendix D** contains the distribution of land uses across the planning area.

3.3.1 Existing Bicycling Conditions

The unincorporated parts of East San Gabriel Valley Planning Area have 24.5 miles of existing County-maintained bikeways. **Table 3-6** presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-6: East San Gabriel Valley Existing Bikeways

Community	Segment	From	To	Class	Mileage
Avocado Heights and City of Industry	San Jose Creek Bicycle Path	Workman Mill Road	7th Avenue	1	2.1
Cities of Baldwin Park and Industry	San Gabriel River Bicycle Path	Ramona Boulevard	0.1 miles south of Fineview Street	1	2.8
City of Azusa	San Gabriel River Bicycle Path	San Gabriel Canyon Road	Huntington Road	1	2.6
Covina Islands	Hollenbeck Avenue	San Dimas Wash	0.1 miles south of Edna Place	3	0.6
Hacienda Heights	Cederlane Drive	Glendale Avenue	Fieldgate Avenue	3	0.2
Hacienda Heights	Colima Road	Allenton Avenue	Larkvane Road	2	3.5
Hacienda Heights	Fieldgate Avenue	Cederlane Drive	Wedgeworth Drive	3	0.1
Hacienda Heights	Garo Street	Stimson Avenue	Glenelder Avenue	3	0.4
Hacienda Heights	Glenelder Avenue	Garo Street	Cederlane Drive	3	0.2
Hacienda Heights	Halliburton Road	Stimson Avenue	Colima Road	2	1.2
Hacienda Heights	Pepperbrook Way	Wedgeworth Drive	Azusa Avenue	3	0.1
Hacienda Heights	Stimson Avenue	Gale Avenue	La Monde Street	3	1.1
Hacienda Heights	Stimson Avenue	La Monde Street	Colima Road	2	0.9
Hacienda Heights	Wedgeworth Drive	Fieldgate Avenue	Pepperbrook Way	3	1.2
Hacienda Heights, Rowland Heights	Colima Road	Casino Drive	Allenton Avenue	3	1.2
South San Jose Hills	La Puente Road	Nogales Street	Trish Way	2	0.3

[19] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

Table 3-6: East San Gabriel Valley Existing Bikeways (continued)

Community	Segment	From	To	Class	Mileage
South San Jose Hills	Nogales Street	0.1 miles south of Amanda Street	La Puente Road	2	0.3
Valinda	Lark Ellen Avenue	0.1 miles south of Francisquito Avenue	Maplegrove Street	3	0.5
Valinda	Temple Avenue	0.1 miles west of Ruthcrest Avenue	Asuza Avenue	3	1.1
Valinda	Valinda Avenue	0.1 miles south of Merced Avenue	Maplegrove Street	3	0.6
Valinda	Valinda Avenue	Burtree Street	Amar Road	2	0.3
Valinda	Valinda Avenue	Maplegrove Street	Meadowside Street	2	0.1
Valinda	Valinda Avenue	Meadowside Street	Burtree Street	3	0.1
Walnut Islands	Cameron Avenue	Whitebirch Drive	Grand Avenue	2	0.6
Walnut Islands	Grand Avenue	Cameron Avenue	0.3 miles south of Hillside Drive	2	0.4
West Puente Valley	Sunset Avenue	Fairgrove Avenue	Temple Avenue	3	0.8
West Puente Valley	Temple Avenue	0.2 miles east of Baldwin Park Boulevard	Puente Avenue	3	0.5
West Puente Valley	Temple Avenue	Sunset Avenue	Unruh Avenue	3	0.7
				Total	**24.5**

**County-maintained bikeways only*

Figure 3-10 displays the existing bicycle network along with mass transit stations and locations of bicycle collisions[20] in the East San Gabriel Valley Planning Area. Los Angeles County Metropolitan Authority (LACMTA) identified one gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-7.

Table 3-7: MTA Identified Gaps in the East San Gabriel Inter-Jurisdictional Bikeway

MTA #	Corridor	Jurisdiction	Description	Constraints
29	Colima Road	LA County	Colima Road between Fullerton Rd and Diamond Bar City Limits in unincorporated Rowland Heights	ROW width

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

[20] *Bicycle collision locations displayed for unincorporated county only.*

According to the California Highway Patrol SWITRS data, a total of 256 bicycle collisions were reported within the unincorporated communities of East San Gabriel Planning Area from 2004 through 2009. Sixty-eight of these collisions occurred within Rowland Heights and seven at the intersection of Paso Real Avenue and Colima Road, the single greatest crash location in the planning area between 2004 and 2009. A nearly one-mile segment of Colima Road from Fullerton Drive to Nogales Street had a reported 32 bicycle collisions during the study period.

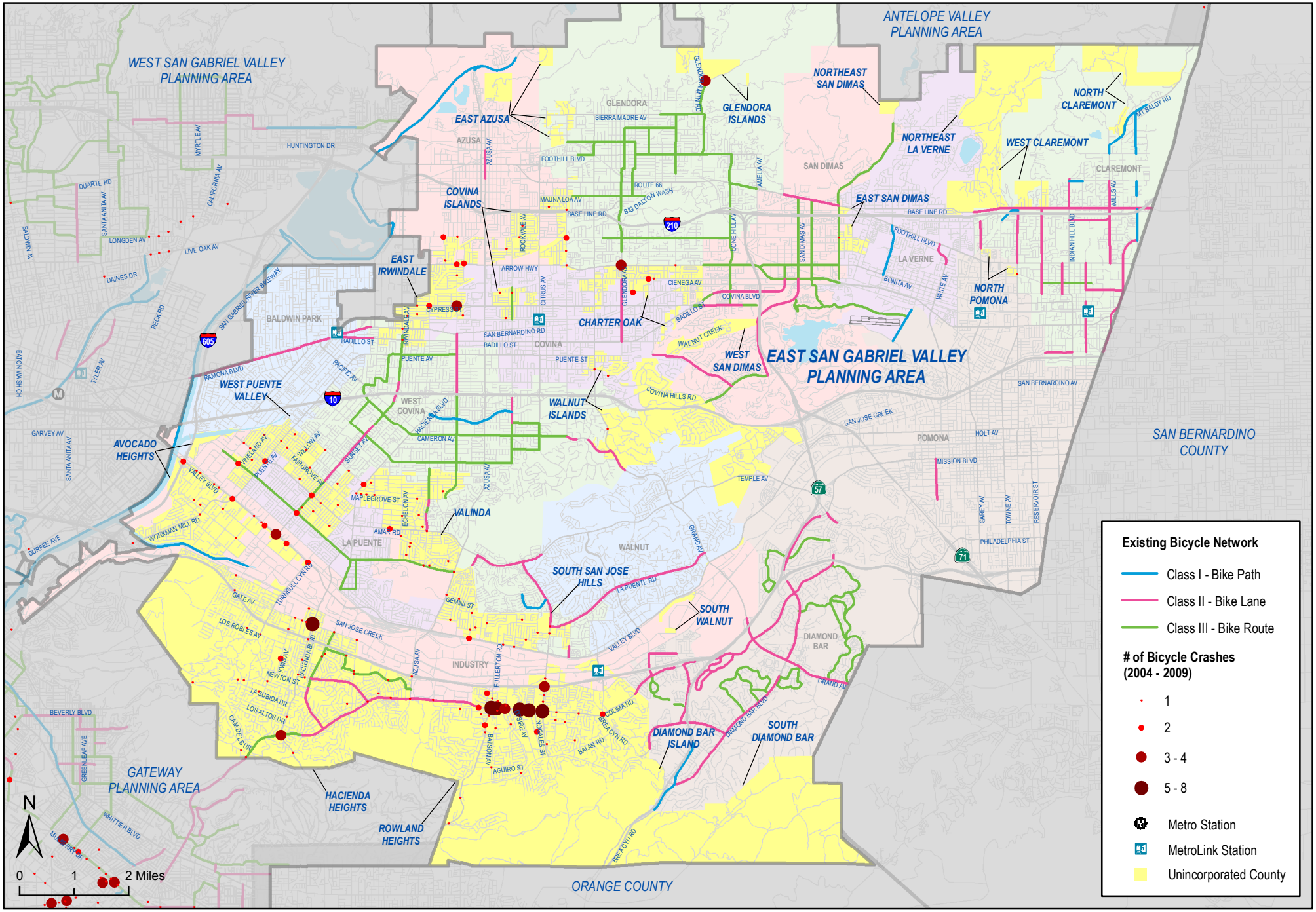

Figure 3-10: East San Gabriel Valley Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

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

3.3.2 Proposed Network

Table 3-8 summarizes the proposed bicycle network mileage by classification type within the East San Gabriel Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 76.5 miles of facility across the planning area compared to its approximately 24.5 existing miles of bicycle facility.

Table 3-8: East San Gabriel Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 1 – Bicycle Path	25.1	32.8%
Class 2 – Bicycle Lane	22.8	29.8%
Class 3 – Bicycle Route	25.6	33.5%
Bicycle Boulevard	3.0	3.9%
Total	**76.5**	**100%**

Table 3-9 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-11 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the East San Gabriel Valley Planning Area. Figure 3-12 provides a closer view of the proposed bicycle network within the communities comprising the southwestern portion of the planning area: Avocado Heights, Hacienda Heights, Valinda, and West Puente Valley. Figure 3-13 provides a more focused view of the proposed bicycle network within the communities comprising the eastern portion of the planning area: Charter Oak, Covina Islands, East Azusa, East Irwindale, Glendora Islands, Walnut Islands, and West San Dimas.

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Jellick Drive/Los Padres Drive	Greenbay Drive	Aguiro Street	Rowland Heights	3	1.5	4	120
2	Puente Avenue/Workman Mill Road	Barrydale Street	San Jose Creek Bicycle Path	West Puente Valley and City of Industry[A]	2	3.2	1	115
3	Balan Road/Annendale Avenue	Brea Canyon Cut Off Road	Pathfinder Road	Rowland Heights	3	1.0	4	115

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
4	Batson Avenue	Colima Road	Aguiro Street	Rowland Heights	3	1.1	4	115
5	Vineland Avenue	0.3 miles north of Rath Street (Walnut Creek)	Nelson Avenue	West Puente Valley and City of Industry[A]	3	1.3	1	115
6	Mauna Loa Avenue	Citrus Avenue	La Serena Drive	East Irwindale and City of Azusa[A]	3	0.6	1, 5	115
7	Nogales Street	Arenth Avenue	Pathfinder Road	Rowland Heights and City of Industry[A]	2	1.8	4	105
8	Glendora Avenue	Arrow Highway	La Cienega Avenue	Charter Oak	2	0.3	5	105
9	Willow Avenue	Francisquito Avenue	Amar Road	West Puente Valley and City of La Puente[A]	3	0.8	1	100
10	Las Lomitas Drive/Newton Street	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	1.1	4	100
11	Los Robles Avenue	7th Avenue	Kwis Avenue	Hacienda Heights	3	1.3	4	100
12	Fairway Drive/Brea Canyon Cut Off Road	Walnut Drive	Bickford Drive	Rowland Heights	2	1.0	4	100
	Brea Canyon Cut Off Road	Bickford Drive	Pathfinder Road		3	0.5		
13	La Monde Street	Hacienda Boulevard	Stimson Avenue	Hacienda Heights	2	0.2	4	95
14	Azusa Avenue	Colima Road	Glenfold Drive	Hacienda Heights	2	0.6	4	95
	Azusa Avenue	Glenfold Drive	Tomich Road		3	0.1		
15	Pathfinder Road[B]	Nogales Street	Alexdale Lane	Rowland Heights	2	0.3	4	95
16	Temple Avenue	Azusa Avenue	Woodgate Drive	South San Jose Hills	2	0.4	1	95
17	Walnut Avenue/Echelon Avenue/Ranlett Avenue	Francisquito Avenue	Temple Avenue	Valinda and City of Industry[A]	3	1.6	1	95
18	Irwindale Avenue	Cypress Street	Badillo Street	East Irwindale	2	0.6	5	95
19	San Jose Creek Proposed Bicycle Path	San Gabriel River Bicycle Path	Workman Mill Avenue	Avocado Heights and Whittier Narrows	1	0.7	4	95
20	Gemini Street	Azusa Avenue	Shipman Avenue	South San Jose Hills	3	0.6	1	90
21	Kwis Avenue	Three Palms Avenue	Newton Street	Hacienda Heights	3	0.6	4	90
22	Halliburton Road	Hacienda Boulevard	Stimson Avenue	Hacienda Heights	2	0.2	4	90
23	Aguiro Street	Fullerton Road	Los Padres Drive	Rowland Heights	3	0.7	4	90

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
24	Rath Street/Stichman Avenue/Barrydale Street/Mayland Avenue/Nolandale Street/Siesta Avenue/Fairgrove Avenue/Sandy Hook Avenue/Maplegrove Street	Vineland Avenue	Lark Ellen Avenue	West Puente Valley, Valinda and Cities of La Puente[A] and West Covina[A]	BB	3.0	1	90
25	Three Palms Avenue/Farmstead Avenue/Lujon Street	Kwis Avenue	Stimson Avenue	Hacienda Heights	3	1.0	4	85
26	Covina Hills Road	San Joaquin Road	Via Verde	Walnut Islands and Cities of Covina[A] and San Dimas[A]	3	2.0	5	85
27	Camino Del Sur	Vallecito Drive	Colima Road	Hacienda Heights	2	0.9	4	85
28	Colima Road	Casino Drive	Allenton Avenue	Hacienda Heights	2	1.2	4	85
29	Gale Avenue	7th Avenue	Stimson Avenue	Hacienda Heights and City of Industry[A]	2	2.0	4	85
30	Rockvale Avenue	Interstate 210	Woodcroft Street	East Irwindale	3	0.8	5	80
31	Los Altos Drive	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	0.9	4	80
32	Colima Road	Brea Canyon Cut Off Road	City of Diamond Bar boundary (0.1 miles east of Tierra Luna)	Rowland Heights	2	0.7	4	80
33	Puente Creek Proposed Bicycle Path[C]	Sunset Avenue (San Jose Creek)	Azusa Avenue	Avocado Heights, Valinda and Cities of Industry and La Puente	1	3.9	1	75
34	Angelcrest Drive	Newton Avenue	La Subida Drive	Hacienda Heights	3	0.4	4	70
35	La Subida Drive	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	0.9	4	70
36	Vallecito Drive	Los Robles Avenue	Camino Del Sur	Hacienda Heights	3	1.6	4	70
37	Arrow Highway	Glendora Avenue	Valley Center Boulevard	Charter Oak and City of Glendora[A]	2	1.5	5	70
38	Amar Road	Alieron Avenue	Azusa Avenue	Valinda	2	1.6	1	70
39	Big Dalton Wash Proposed Bicycle Path[D]	Irwindale Avenue	Barranca Avenue	Cities of Azusa and Irwindale; Covina Islands and East Irwindale	1	2.6	1, 5	70
40	Colima Road	Larkvane Road	Brea Canyon Cut Off Road	Rowland Heights	2	2.3	4	70
41	Valley Center Avenue	Arrow Highway	Badillo Street	Charter Oak and City of San Dimas[A]	2	0.6	5	65

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
42	7th Avenue 7th Avenue/Orange Grove Avenue	Clark Avenue Palm Avenue	Palm Avenue Beech Hill Drive	Hacienda Heights	2 3	0.5 0.8	4	65
43	Countrywood Avenue	Wedgeworth Drive	Colima Road	Hacienda Heights	2	0.5	4	60
44	Glendora Mountain Road	4.4 miles north of Big Dalton Canyon Road	Big Dalton Canyon Road	East Azusa, Antelope Valley Planning Area and City of Glendora[A]	3	4.4	1, 5	60
45	Hacienda Boulevard	Colima Road0	0.2 miles north of Walbrook Drive	Hacienda Heights	2	2.4	4	60
46	Thompson Creek Proposed Bicycle Path[E]	Lockhaven Way	White Avenue	City of Pomona	1	2.3	5	55
47	San Jose Creek Proposed Bicycle Path	7th Avenue	Murchison Avenue	Cities of Industry and Pomona; Hacienda Heights, Rowland Heights, South Walnut and Walnut Islands	1	15.6	1, 5	55
					Total Mileage	**76.5**		

[A] *Part of project traverses through or along boundary of incorporated city*

[B] *Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles*

[C] *Proposed segment requires on-street alignment between Temple Avenue and Hacienda Boulevard*

[D] *Proposed segment requires on-street alignment between Lark Ellen Avenue and Arrow Highway*

[E] *Proposed segment requires on-street alignment between White Avenue and Murchison Avenue*

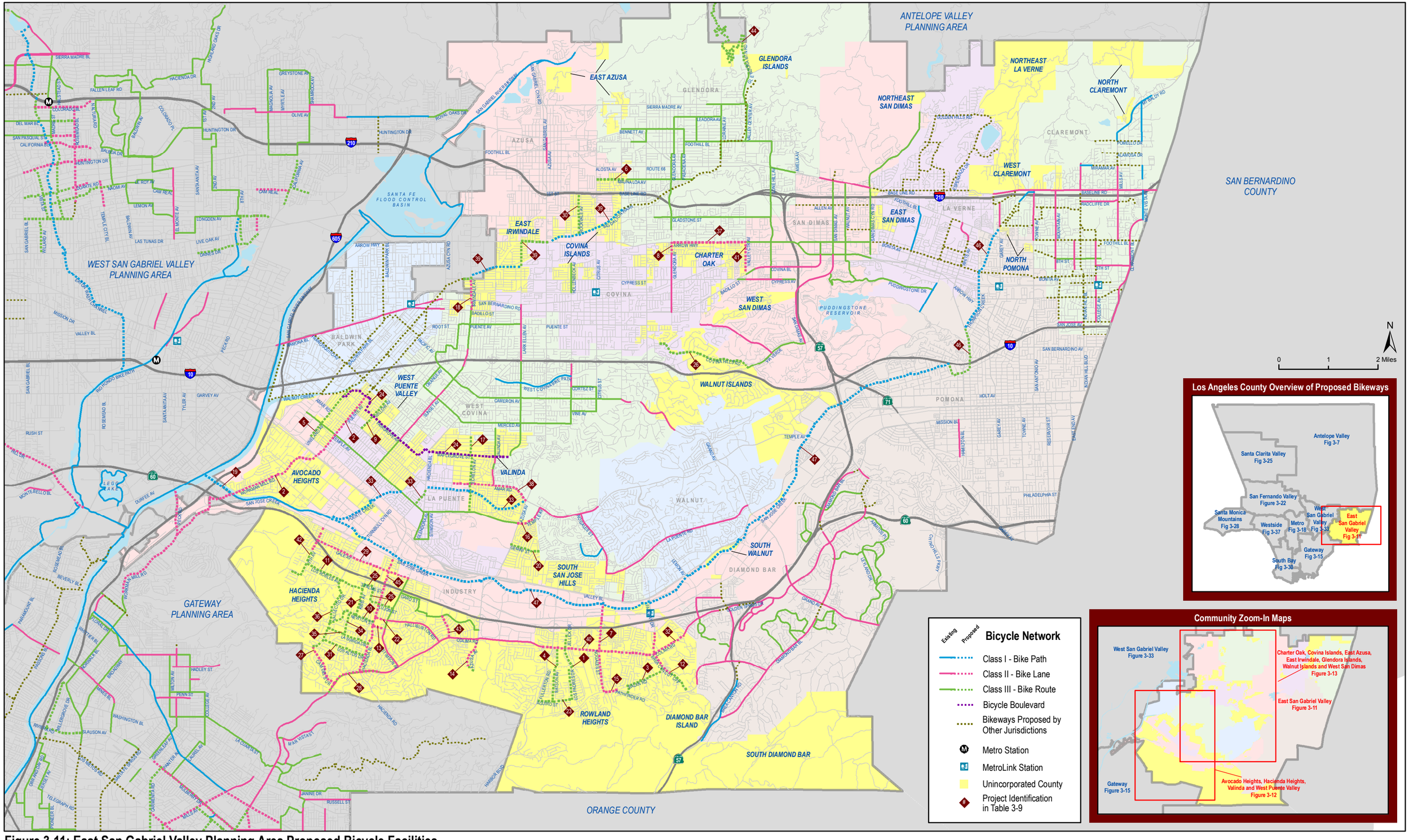

Figure 3-11: East San Gabriel Valley Planning Area Proposed Bicycle Facilities

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

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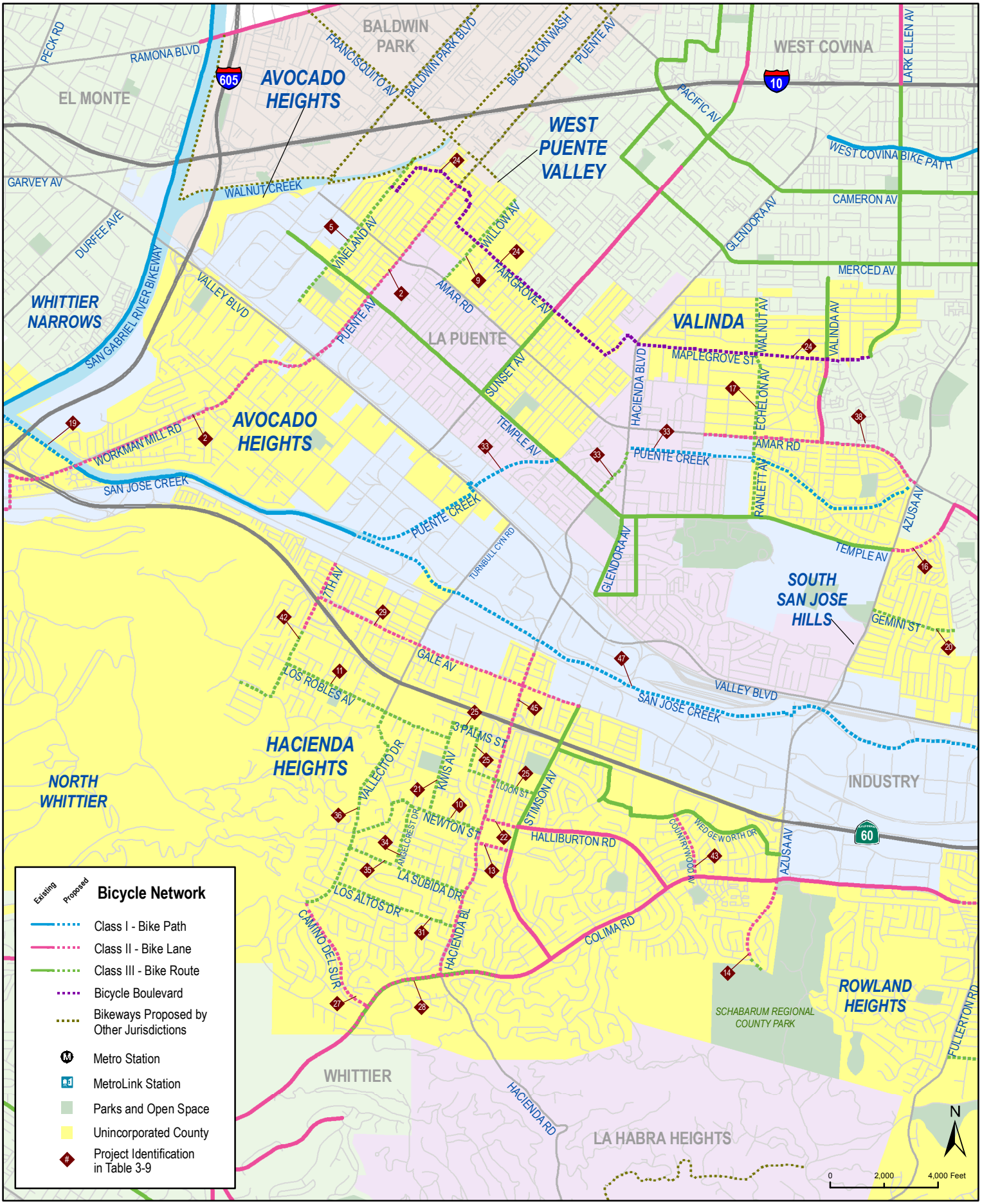

Figure 3-12: Avocado Heights, Hacienda Heights, Valinda and West Puente Valley Proposed Bicycle Facilities

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

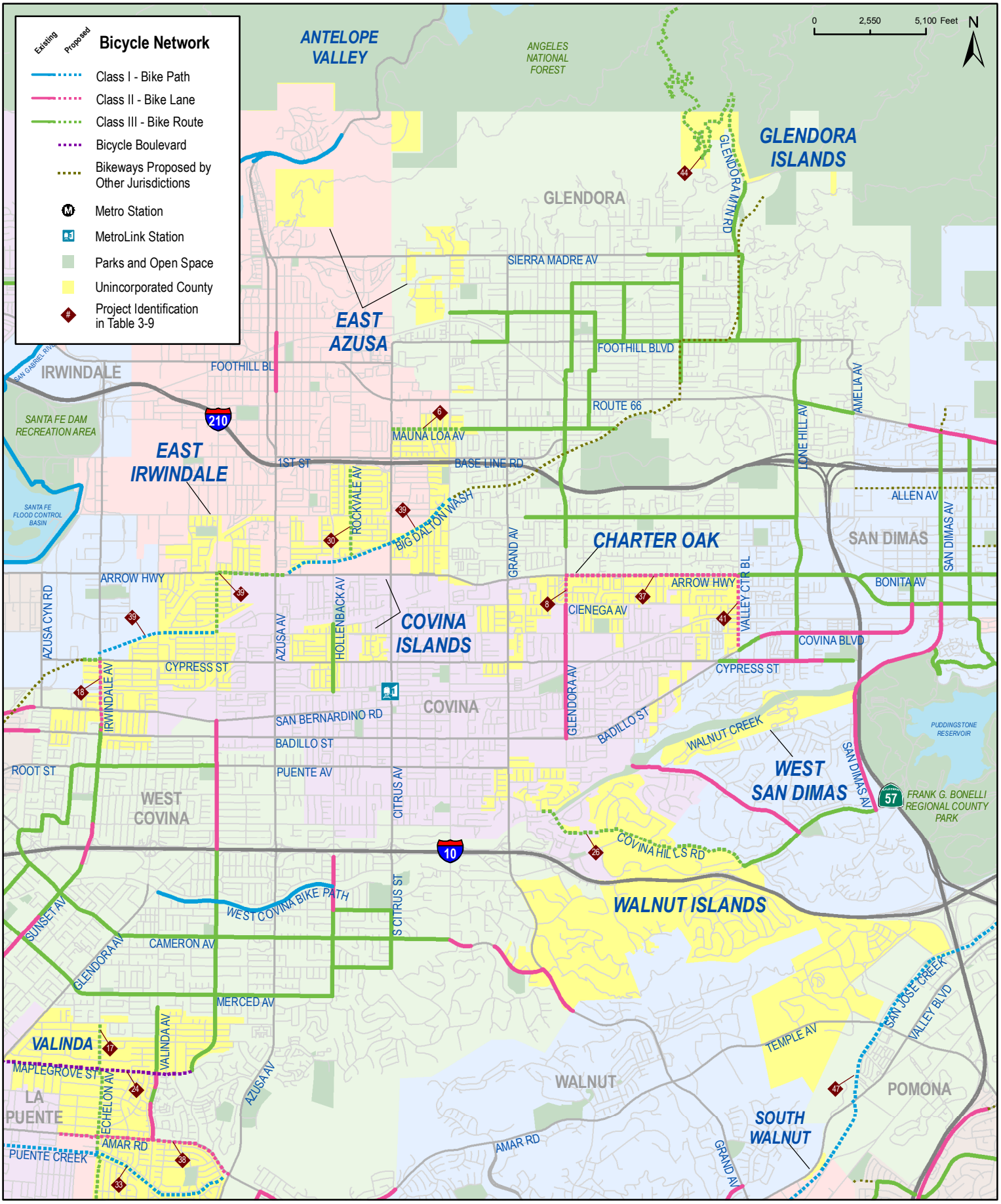

Figure 3-13: Charter Oak, Covina Islands, East Azusa, East Irwindale, Glendora Islands, Walnut Islands and West San Dimas Proposed Bicycle Facilities

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

3.4 Gateway Planning Area

The Gateway Planning Area is located in the southern portion of the County of Los Angeles, bordering Orange County, the Metro Planning Area, and the West and East San Gabriel Valley Planning Areas. The planning area includes the following urban unincorporated islands: East Rancho Dominguez, North Whittier, Rancho Dominguez, South Whittier-Sunshine Acres, and West Whittier-Los Nietos. Approximately 129,000 people live in the Gateway Planning Area unincorporated neighborhoods. [21]

Most of these relatively dense unincorporated communities are predominately residential, interspersed with a mix of education, commercial, office, facilities, open space, and recreational land uses. North Whittier, however, is primarily open space, whereas Rancho Dominguez and the Bandini Islands are dominated by industrial land uses. **Figure D-3** in **Appendix D** displays the Gateway Planning Area communities' current land uses.

3.4.1 Existing Bicycling Conditions

The Gateway Planning Area unincorporated communities contain 56.6 miles of existing bikeways, including over 45 miles of County-maintained Class I. **Table 3-10** presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-10: Gateway Planning Area Existing Bikeways

Community	Segment	From	To	Class	Mileage
Bandini Islands, Cities of Bell, Compton, Cudahy, Long Beach, Paramount, South Gate and Vernon	Los Angeles River Bicycle Path	Atlantic Boulevard	Golden Shore Street	1	16.7
Cerritos Islands, City of Cerritos	Coyote Creek Bikeway	Artesia Boulevard	Crescent Avenue	1	2.9
Cities of Bellflower, Cerritos, Downey, Lakewood, Long Beach, Norwalk and Pico Rivera; West Whittier-Los Nietos	San Gabriel River Bicycle Path	0.2 miles south of Siphon Road	Wardlow Road	1	15.3
Cities of Bell Gardens, Commerce, Downey, Pico Rivera and South Gate	Rio Hondo Bicycle Path	0.2 miles north of Washington Boulevard	Imperial Highway (Los Angeles River)	1	6.0
Cities of Cerritos and Santa Fe Springs	Coyote Creek Bicycle Path (North Fork Coyote Creek)	Foster Road	Artesia Boulevard	1	2.7

[21] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

Table 3-10: Gateway Planning Area Existing Bikeways (continued)

Community	Segment	From	To	Class	Mileage
City of Carson	Dominguez Channel Bicycle Path	190th Street	Main Street	1	0.5
Rancho Dominguez	Compton Creek Bicycle Path	0.1 miles north of Homestead Place	Del Amo Boulevard	1	1.7
South Whittier-Sunshine Acres	La Cañada Verde	Mulberry Drive	Broadway	1	0.1
South Whittier-Sunshine Acres	Greenleaf Avenue	0.1 miles north of Ann Street	Barton Road	3	0.3
South Whittier-Sunshine Acres	Lambert Road	Leffingwell Road	County of Los Angeles border	3	1.0
South Whittier-Sunshine Acres	Mulberry Drive	Painter Avenue	Scott Ave	3	2.9
South Whittier-Sunshine Acres	Santa Gertrudes Avenue	Leffingwell Road	Lemon Drive	3	0.5
South Whittier-Sunshine Acres	Scott Avenue	Mulberry Drive	Lemon Drive	3	0.8
West Whittier-Los Nietos	Broadway	Whittier Blvd	Norwalk Boulevard	3	1.4
West Whittier-Los Nietos	Dunlap Crossing Road	San Gabriel River Bicycle Path	Norwalk Boulevard	3	0.3
West Whittier-Los Nietos	Mines Boulevard	Norwalk Boulevard	Lambert Road	2	1.0
West Whittier-Los Nietos	Norwalk Boulevard	Whittier Boulevard	Perkins Ave	3	2.3
West Whittier-Los Nietos	Sorensen Avenue	Lambert Road	Washington Boulevard	3	0.2
				Total	**56.6**

**County-maintained bikeways only*

Los Angeles County Metropolitan Authority (LACMTA) identified seven key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in **Table 3-11.**

Table 3-11: MTA Identified Gaps in the Gateway Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
32	Whittier Greenway	LA County	Connection between Whittier City Limits and San Gabriel River trail	Route not identified
33	Workman Mill Road	LA County	Connection between Whittier Bike Path and Rio Hondo College	Route not identified
34	Connector	LA County / Carson	Connection between LA River Path and Compton Path terminus near Del Amo Boulevard	Route not identified
38	La Mirada / Colima Connector	LA County / La Mirada	Connection between Whittier (La Colima Road) and La Mirada Boulevard in La Mirada	Route not identified
40	Mills Avenue	LA County / Santa Fe Springs	At Mills Ave, connection between Norwalk Blvd and Whittier Greenway Bike Path	Route not identified
44	Coyote Creek	Orange County / LA County	Completion of Coyote Creek Bike Path east of North Fork on Coyote Creek Channel	ROW, bridges, jurisdictional issues
46	Gateway	Paramount / LA County	Connection between San Gabriel River and West Santa Ana Branch ROW at NW terminus of planned multi-city project	DWP ROW, Active RR, adjacent105 Fwy

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Figure 3-14 displays the existing bicycle network along with major transit stations and bicycle collision sites in the Gateway Planning Area reported from 2004 through 2009. According to the California Highway Patrol SWITRS data, a total of 142 bicycle collisions were reported within the unincorporated communities of the Gateway Planning Area between 2004 and 2009. The greatest concentration by community occurred in South Whittier-Sunshine Acres, with 86 between 2004 and 2009.

As shown in Figure 3-14, two Metro lines service the planning area. Rancho Dominguez is serviced directly by a Blue Line Metro Station located where the Compton Creek bikeway terminates to the south. The Norwalk/Santa Fe Springs MetroLink station is located just outside the boundary of the South Whittier-Sunshine Acres community. The eastern terminus of the Metro Green Line is located approximately two miles west of the MetroLink Station.

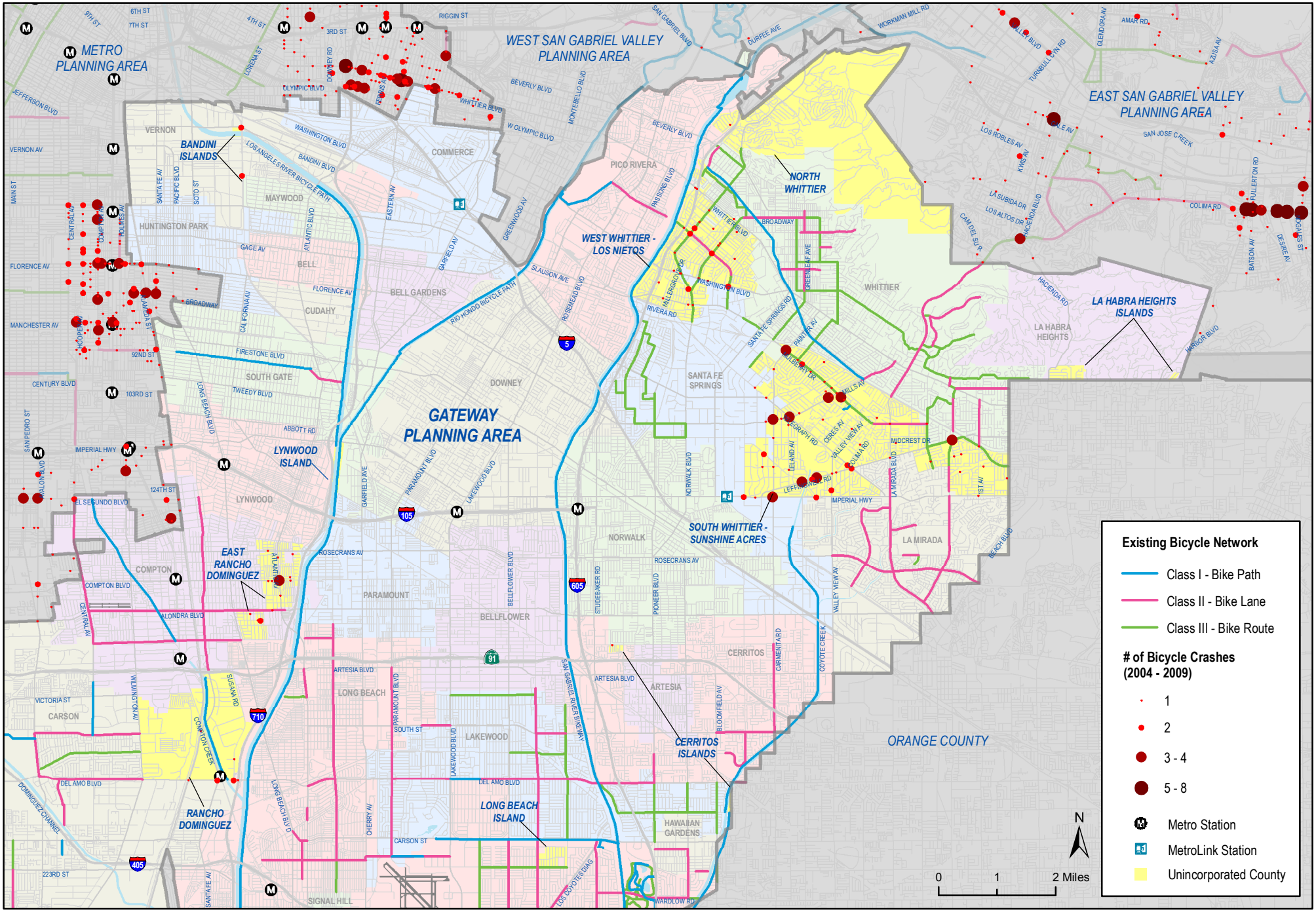

Figure 3-14: Gateway Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

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

3.4.2 Proposed Network

Table 3-12 summarizes the proposed bicycle network mileage by classification type within the Gateway Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 42 miles of facility across the planning area. Currently, unincorporated parts of Gateway Planning Area contain just over 56 miles of existing bicycle facilities.

Table 3-12: Gateway Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 1 – Bicycle Path	12.1	28.9%
Class 2 – Bicycle Lane	19.4	46.3%
Class 3 – Bicycle Route	10.4	24.8%
Total	**41.9**	**100%**

Table 3-13 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-15 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops within the Gateway Planning Area. Figure 3-16 provides a more detailed view of the proposed bicycle network within the communities of South Whittier-Sunshine Acres and West Whittier-Los Nietos.

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Mills Avenue	Telegraph Road	Lambert Road	South Whittier-Sunshine Acres	2	1.4	1, 4	120
2	Compton Boulevard	Harris Avenue	Los Angeles River Bicycle Path	East Rancho Dominguez and City of Paramount[A]	2	0.8	2	110
3	Workman Mill Road	San Jose Creek Bicycle Path	Strong Avenue	North Whittier, Avocado Heights and City of Industry[A]	2	3.6	1, 4	105
4	Compton Creek Proposed Bicycle Path	Del Amo Boulevard	Los Angeles River Bicycle Path	Rancho Dominguez, City of Carson, City of Long Beach	1	0.5	2, 4	105
5	Ceres Avenue	Broadway	Telegraph Road	South Whittier-Sunshine Acres	3	0.7	4	100
6	Santa Fe Avenue	Artesia Boulevard	0.1 miles south of Reyes Avenue (Compton Creek Bicycle Path)	Rancho Dominguez	2	1.0	2	100

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
7	Colima Road	La Mirada Boulevard	Poulter Drive	South Whittier-Sunshine Acres	3	1.2	4	100
	Colima Road	Poulter Drive	Leffingwell Road		2	0.3		
8	Atlantic Avenue	Rosecrans Avenue	Alondra Boulevard	East Rancho Dominguez and City of Compton[A]	3	1.0	2	100
9	Palo Verde Avenue	Parkcrest Street	Conant Street	Long Beach Island and City of Long Beach[A]	3	0.4	2	95
10	Rivera Road	Pioneer Boulevard	Norwalk Boulevard	West Whittier-Los Nietos and City of Santa Fe Springs[A]	3	0.7	1	95
11	Mulberry Drive	Greenleaf Avenue	Colima Road	South Whittier-Sunshine Acres and City of Whittier[A]	2	2.2	4	95
12	Rosecrans Avenue	Butler Avenue	Gibson Avenue	East Rancho Dominguez and City of Compton[A]	2	0.5	2	95
13	1st Avenue	Lambert Road	Imperial Highway	South Whittier-Sunshine Acres	2	0.8	4	95
14	Carmenita Road	Mulberry Drive	Leffingwell Road	South Whittier-Sunshine Acres and City of Santa Fe Springs[A]	3	2.5	4	90
15	Saragosa Street/Pioneer Boulevard	Norwalk Boulevard	Los Nietos Road	West Whittier-Los Nietos and City of Santa Fe Springs[A]	3	1.1	1	90
16	Lambert Road	Mills Avenue	Scott Avenue	South Whittier-Sunshine Acres and City of Whittier[A]	2	1.3	4	90
17	Broadway	Mills Avenue	Colima Road	South Whittier-Sunshine Acres	3	0.9	4	80
18	Leland Avenue	Mills Avenue	Leffingwell Road	South Whittier-Sunshine Acres	3	1.2	4	80
19	Valley View Avenue	Broadway	Telegraph Road	South Whittier-Sunshine Acres	3	0.7	4	70
	Valley View Avenue	Telegraph Road	Imperial Highway		2	0.7		
20	Imperial Highway	Shoemaker Avenue	Leffingwell Road	South Whittier-Sunshine Acres and Cities of La Mirada[A] and Santa Fe Springs[A]	2	0.3	4	70
	Leffingwell Road	Imperial Highway	Scott Avenue		2	3.0		
21	Telegraph Road	Carmenita Road	Huchins Drive	South Whittier-Sunshine Acres and Cities of La Mirada[A] and Santa Fe Springs[A]	2	2.4	4	70
22	La Mirada Boulevard	Colima Road	Leffingwell Road	South Whittier-Sunshine Acres	2	1.1	4	65

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
23	Dominguez Creek Proposed Bicycle Path	Main Street	Pacific Coast Highway	City of Carson, City of Los Angeles	1	6.3	2, 4	65
24	North Fork Coyote Creek Proposed Bicycle Path	Leffingwell Road	Foster Road	South Whittier-Sunshine Acres, City of Santa Fe Springs	1	0.8	4	60
25	Milan Creek Proposed Bicycle Path	Marquardt Avenue	Telegraph Avenue	South Whittier-Sunshine Acres, City of La Mirada	1	1.8	4	60
26	Compton Creek Proposed Bicycle Path	Greenleaf Boulevard	State Route 91	City of Compton	1	0.8	2	50
27	Los Angeles River Proposed Bicycle Path[B]	Washington Boulevard	Atlantic Boulevard	Bandini Islands, City of Los Angeles, City of Vernon	1	1.9	2	45
					Total Mileage	**41.9**		

[A] *Part of project traverses through or along boundary of incorporated city*

[B] *Proposed project requires on-street alignment between Washington Boulevard and Bandini Boulevard and between Downey Road and Bandini Boulevard*

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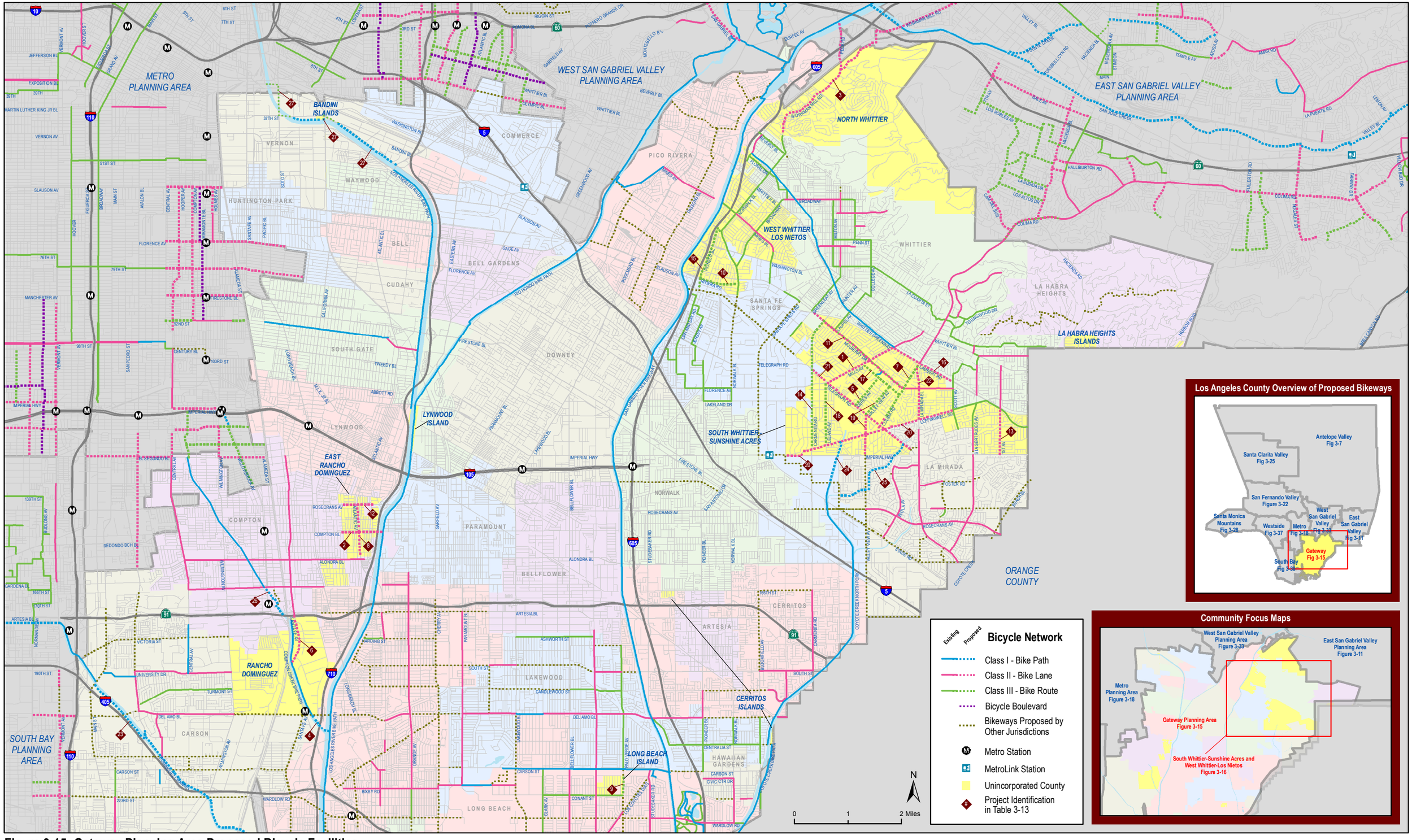

Figure 3-15: Gateway Planning Area Proposed Bicycle Facilities

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

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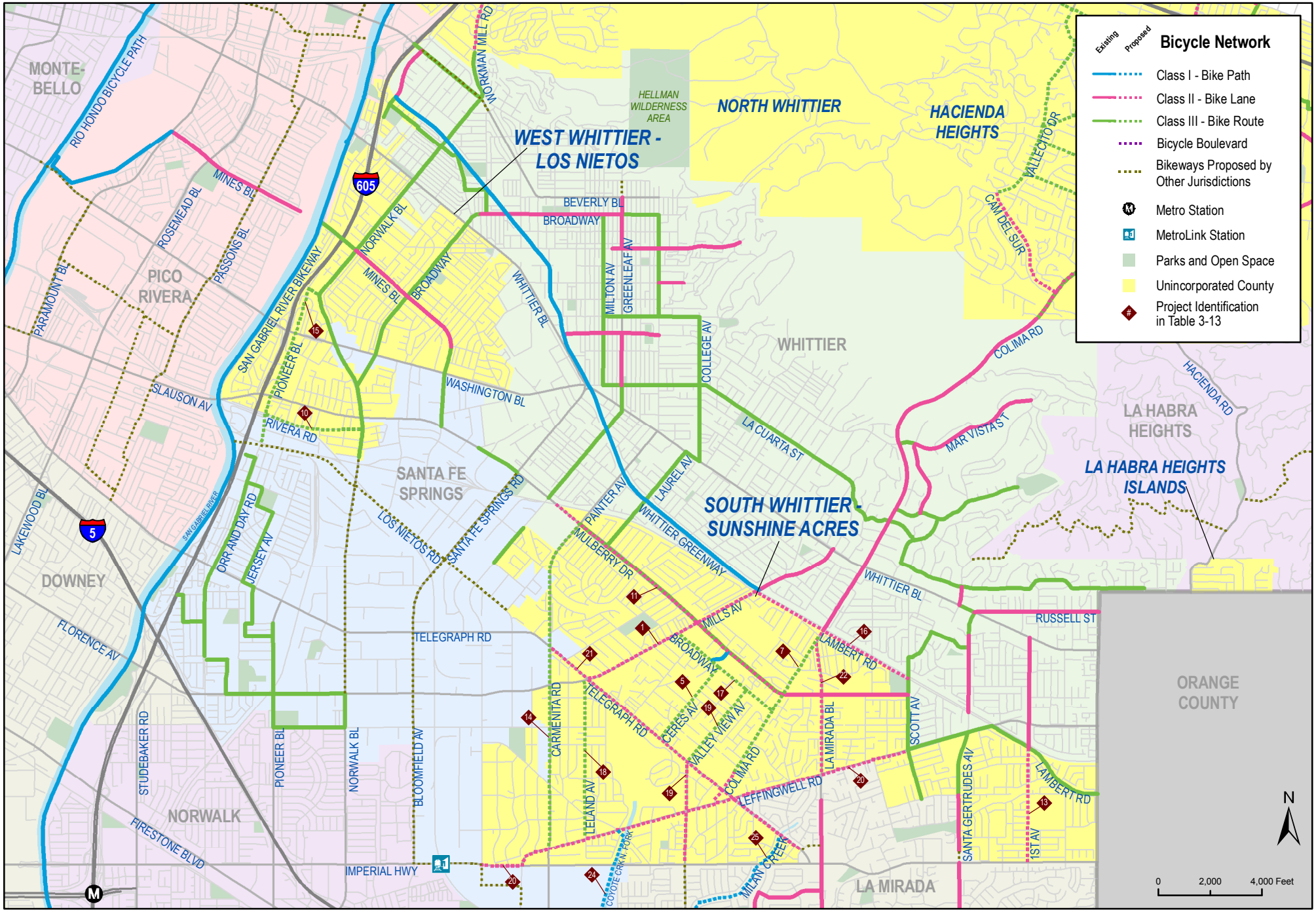

Figure 3-16: South Whittier-Sunshine Acres and West Whittier-Los Nietos Proposed Bicycle Facilities

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

3.5 Metro Planning Area

The Metro Planning Area is located in a dense urban area of central County of Los Angeles. The planning area's unincorporated communities include East Los Angeles, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. This planning area also contains a large portion of the incorporated City of Los Angeles, including Downtown Los Angeles and South Los Angeles.

The planning area is ethnically diverse and densely populated with an estimated 317,000 people living within the approximately 21 square miles combined of unincorporated communities alone.[22] The communities are also transit-rich, transected by light-rail lines. **Figure D-4** in **Appendix D** displays the Metro Planning Area's mix of primarily commercial, mixed use, multi-family, and single-family residential and industrial land uses.

3.5.1 Existing Bicycling Conditions

The Metro Planning Area unincorporated communities have 2.3 miles of existing bikeways. **Table 3-14** presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-14: Metro Planning Area Existing Bikeways

Community	Segment	From	To	Class	Mileage
East Los Angeles	City Terrace Drive	Alma Avenue	Marengo Avenue	2	0.6
East Los Angeles	Gerhart Avenue	Via San Delarro	Via Campo	2	0.4
East Los Angeles	Herbert Avenue	Medford Street	Whiteside Street	2	0.2
Florence-Firestone	Holmes Avenue	Florence Avenue	Gage Avenue	2	0.5
West Athens-Westmont	98th Street	Halldale Avenue	Vermont Avenue	2	0.6
				Total	**2.3**

**County-maintained bikeways only*

Figure 3-17 displays the existing bicycle network along with major transit stations and bicycle collision sites in the Metro Planning Area reported from 2004 through 2009.

Los Angeles County Metropolitan Authority (LACMTA) identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in **Table 3-15.**

[22] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

Table 3-15: MTA Identified Gaps in the Metro Planning Area Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
37	LA River	LA County / LA City	Los Angeles River through central LA, corridor being studied as part of Los Angeles River Revitalization	Active railroad and industrial uses

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

According to the California Highway Patrol SWITRS data, a total of 530 bicycle collisions were reported within the unincorporated parts of the Metro Planning Area between 2004 and 2009. Two hundred and twenty-eight of these collisions occurred within East Los Angeles. There were six collisions at the intersection of Eastern Avenue and Whittier Boulevard, the single greatest crash location within the unincorporated parts of the planning area between 2004 and 2009. Locations within the Metro Planning Area have some of the highest bicycle crash rates in unincorporated Los Angeles County. The high crash rates are attributed to the high ridership within the planning area and a corresponding urgent need for improved bicycle infrastructure. The Plan contains a policy that prioritizes improvements at locations with high crash rates, and certain state and federal programs provide funding opportunities for mitigating dangerous conditions.

Also shown in **Figure 3-17,** the Metro Planning Area is transit-rich, providing opportunities to support multimodal trips between the planning area and locations throughout the region. All of the unincorporated communities are served by Metro Rail Lines. East Los Angeles is served by four stations along the Gold Line. Florence-Firestone and Willowbrook combined have several stations along the Blue and Green Line. The southernmost unincorporated communities, West Athens-Westmont and West Rancho Dominguez-Victoria, are served by the Green Line.

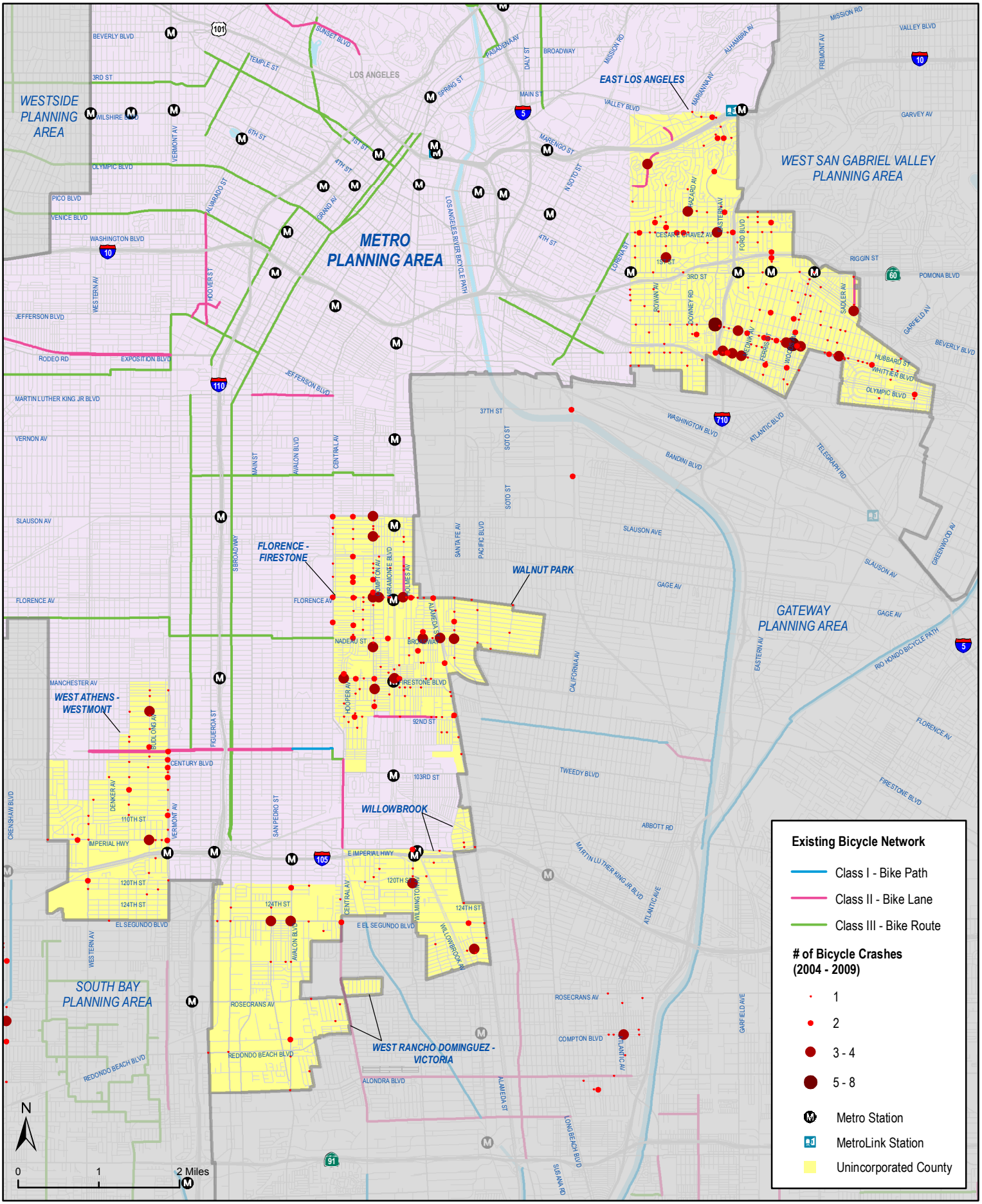

Figure 3-17: Metro Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

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

3.5.2 Proposed Network

Table 3-16 summarizes the proposed bicycle network mileage by classification type within the Metro Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 75.5 miles of facility across the planning area to bolster its total of 2.3 existing miles of bicycle facility within the unincorporated parts of the planning area.

Table 3-16: Metro Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 1 – Bicycle Path	0.6	0.8%
Class 2 – Bicycle Lane	41.4	54.8%
Class 3 – Bicycle Route	21.4	28.3%
Bicycle Boulevard	12.1	16.1%
Total	**75.5**	**100%**

Table 3-17 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-17 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops within the Metro Planning Area. Figure 3-19 provides a more detailed view of the proposed bicycle network within the community of East Los Angeles. Figure 3-20 provides a more focused view of the proposed bicycle network within the communities comprising the central and southern portion of the planning area: Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook.

Table 3-17: Metro Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Cesar Chavez Avenue Cesar Chavez Avenue	Indiana Street Mednik Avenue	Mednik Avenue Vancouver Avenue	East Los Angeles	3 2	1.6 0.4	1	160
2	Woods Avenue[A]	1st Avenue	Olympic Boulevard	East Los Angeles	BB	1.3	1	150
3	Normandie Avenue	98th Street	El Segundo Boulevard	West Athens-Westmont	2	2.1	2	140
4	Florence Avenue[B]	Central Avenue	Mountain View Avenue	Florence-Firestone and City of Huntington Park[C]	2	2.2	1, 2	135
5	Firestone Boulevard[B]	Central Avenue	Alameda Street	Florence-Firestone	2	1.4	1, 2	130
6	Imperial Highway	Van Ness Avenue	Vermont Avenue	West Athens-Westmont	2	1.5	2	130

Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
7	Denker Avenue	Century Boulevard	Imperial Highway	West Athens-Westmont	3	1.0	2	125
8	Hazard Avenue	City Terrace Drive	Cesar Chavez Avenue	East Los Angeles	3	1.1	1	125
9	Budlong Avenue	Manchester Avenue	El Segundo Boulevard	West Athens-Westmont	BB	3.0	2	125
10	El Segundo Boulevard	Figueroa Street	Central Avenue	Willowbrook	2	1.6	2	125
11	Maie Avenue/Miramonte Boulevard	Slauson Avenue	92nd Street	Florence-Firestone	BB	2.5	1, 2	125
12	Success Avenue/Slater Avenue	Imperial Highway	El Segundo Boulevard	Willowbrook and City of Compton[C]	3	0.9	2	120
13	92nd Street 92nd Street	Central Avenue Miner Street	Compton Avenue Alameda Street	Florence-Firestone and City of Los Angeles[C]	3 3	0.5 0.3	1, 2	120
14	Ford Boulevard[A]	Floral Drive	Olympic Boulevard	East Los Angeles	3	1.8	1	120
15	Holmes Avenue	Slauson Avenue	Gage Avenue	Florence-Firestone	2	0.5	1	120
16	Compton Avenue	Slauson Avenue	92nd Street	Florence-Firestone and City of Los Angeles[C]	2	2.5	1, 2	120
17	Nadeau Street/Broadway	Central Avenue	State Street	Florence-Firestone	2	2.6	1, 2	120
18	Vermont Avenue	87th Street	El Segundo Boulevard	West Athens-Westmont and City of Los Angeles[C]	2	2.9	2	120
19	Whiteside Street	Hebert Avenue	Eastern Avenue	East Los Angeles	3	0.6	1	115
20	Hooper Avenue	Slauson Avenue	95th Street	Florence-Firestone	2	2.7	2	115
21	124th Street	Slater Avenue	Alameda Street	Willowbrook and City of Compton[C]	3	1.5	2	110
22	6th Street	Ford Boulevard	Harding Avenue	East Los Angeles	3	1.8	1	110
23	Avalon Boulevard	121st Street	Alondra Boulevard	West Rancho Domínguez-Victoria	2	2.5	2	110
24	Olympic Boulevard	Indiana Street	Concourse Avenue	East Los Angeles	2	3.3	1	105
25	Mednik Avenue/Arizona Avenue[A]	Floral Drive	Olympic Boulevard	East Los Angeles	2	1.9	1	105
26	Gerhart Avenue Gerhart Avenue	Via San Delarro Street Eagle Street	Eagle Street Whittier Boulevard	East Los Angeles	2 3	0.2 0.5	1	100
27	Hubbard Street	Ford Boulevard	Mobile Street	East Los Angeles	BB	2.2	1	100
28	120th Street/119th Street[A] 119th Street	Central Avenue Wilmington Avenue	Wilmington Avenue Mona Boulevard	Willowbrook	2 3	0.8 0.6	2	100
29	Eastern Avenue	0.1 miles north of Whiteside Street	Olympic Boulevard	East Los Angeles	2	3.1	1	100
30	Imperial Highway	Central Avenue	Wilmington Avenue	Willowbrook and City of Los Angeles[C]	2	0.9	2	100
31	Western Avenue	108th Street	El Segundo Boulevard	West Athens-Westmont	2	1.5	2	100

Table 3-17: Metro Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
32	Medford Street Hebert Avenue	Indiana Street Whiteside Street	Hebert Avenue City Terrace Drive	East Los Angeles	2 3	0.5 0.1	1	95
33	El Segundo Boulevard	Wilmington Avenue	Alameda Street	Willowbrook	2	0.9	2	95
34	Rowan Avenue/Dennison Street/Eastman Avenue[A]	Floral Drive	Olympic Boulevard	East Los Angeles	BB	1.8	1	95
35	1st Street	Indiana Street	Mednik Avenue	East Los Angeles	2	1.8	1	95
36	Wilmington Avenue	119th Street	El Segundo Boulevard	Willowbrook and City of Compton[C]	2	0.6	2	95
37	Slauson Avenue	Central Avenue	Alameda Street	Florence-Firestone and City of Los Angeles[C]	2	1.1	1, 2	95
38	Margaret Avenue	Sadler Avenue	Hubbard Street	East Los Angeles	3	0.8	1	90
39	Willowbrook Avenue	119th Street	Oris Street	Willowbrook	3	1.2	2	90
40	La Verne Avenue/Gratian Street/Ferris Avenue	3rd Street	Telegraph Road	East Los Angeles	3	1.5	1	90
41	Lohengrin Avenue/110th Street	Imperial Highway	Budlong Avenue	West Athens-Westmont	BB	1.3	2	90
42	City Terrace Drive City Terrace Drive	0.1 miles east of Rowan Avenue Hazard Avenue	Hazard Avenue Eastern Avenue	East Los Angeles	3 2	0.5 0.4	1	90
43	Central Avenue	121st Street	127th Street	West Rancho Dominguez-Victoria	2	0.5	2	85
44	Floral Drive	Indiana Street	Mednik Avenue	East Los Angeles and City of Monterey Park[C]	3	1.8	1	85
45	Hendricks Avenue	0.1 miles north of Hubbard Street	Ferguson Drive	East Los Angeles	3	0.8	1	80
46	Sadler Avenue	Pomona Boulevard	Whittier Boulevard	East Los Angeles	3	1.0	1	80
47	Downey Road	3rd Avenue	Noakes Street	East Los Angeles	3	1.5	1	80
48	120th Street	Western Avenue	Vermont Avenue	West Athens-Westmont	2	1.0	2	80
49	Willowbrook Avenue Proposed Bicycle Path[A]	Imperial Highway (at Rosa Parks Metro Station)	119th Street	Willowbrook	1	0.3	2	70
50	Arroyo Seco Proposed Bicycle Path[A]	San Fernando Road	Avenue 26	City of Los Angeles	1	0.3	1	65
					Total Mileage	**75.5**		

[A] Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles

[B] Proposed segment will be developed as part of the County's Transit Oriented District (TOD) development plan

[C] Part of project traverses through or along boundary of incorporated city

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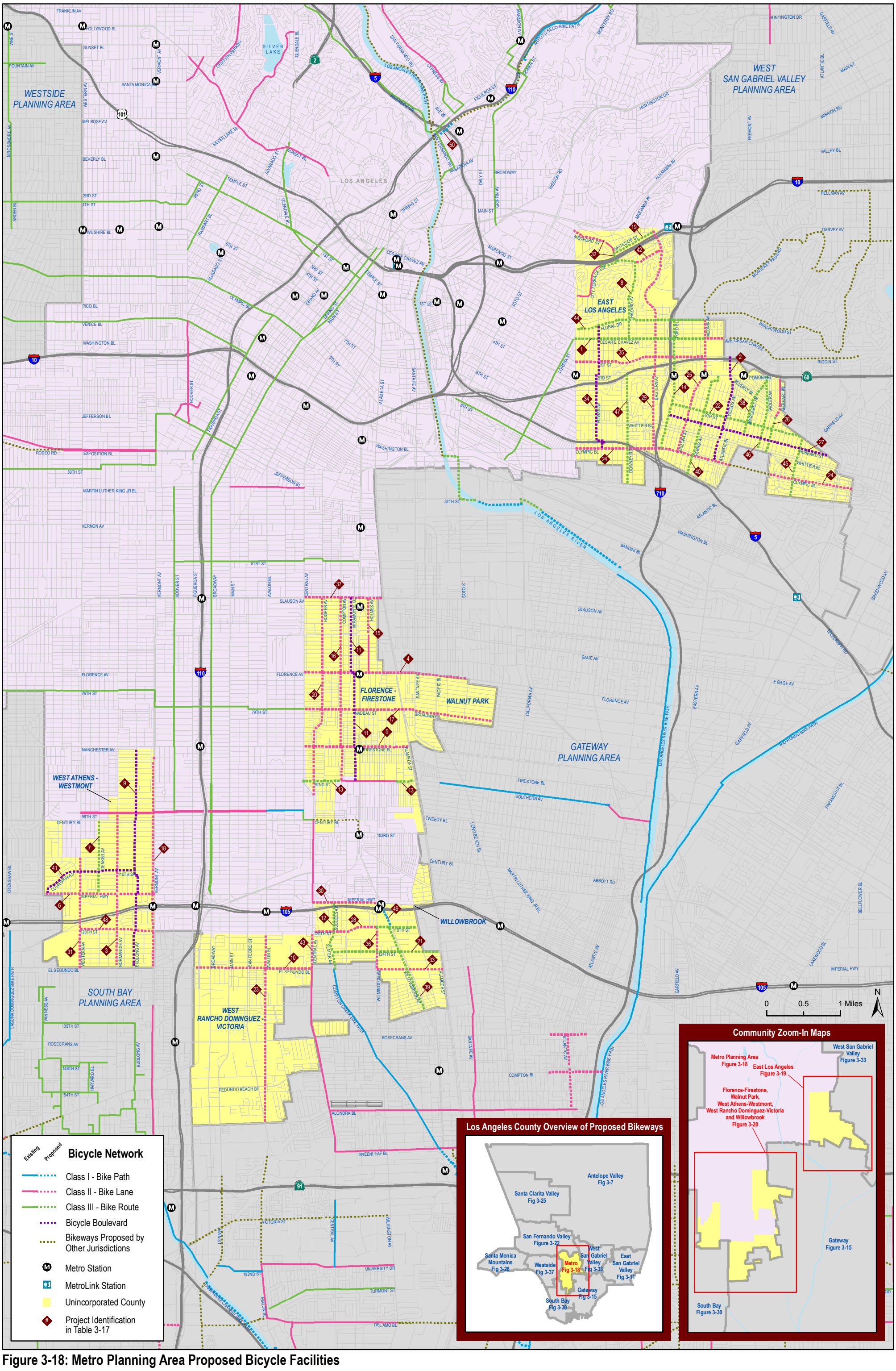

Figure 3-18: Metro Planning Area Proposed Bicycle Facilities

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

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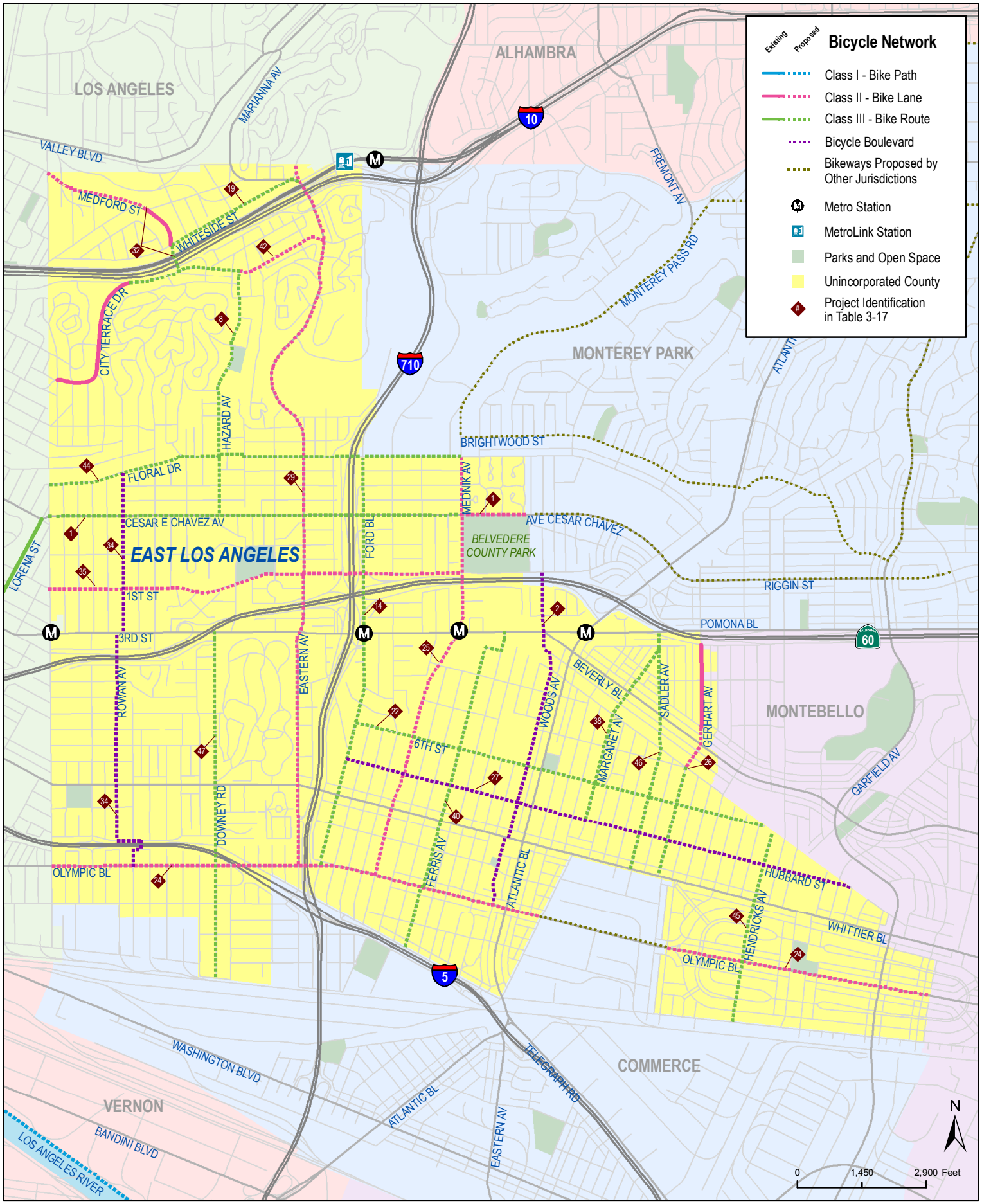

Figure 3-19: East Los Angeles Proposed Bicycle Facilities

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

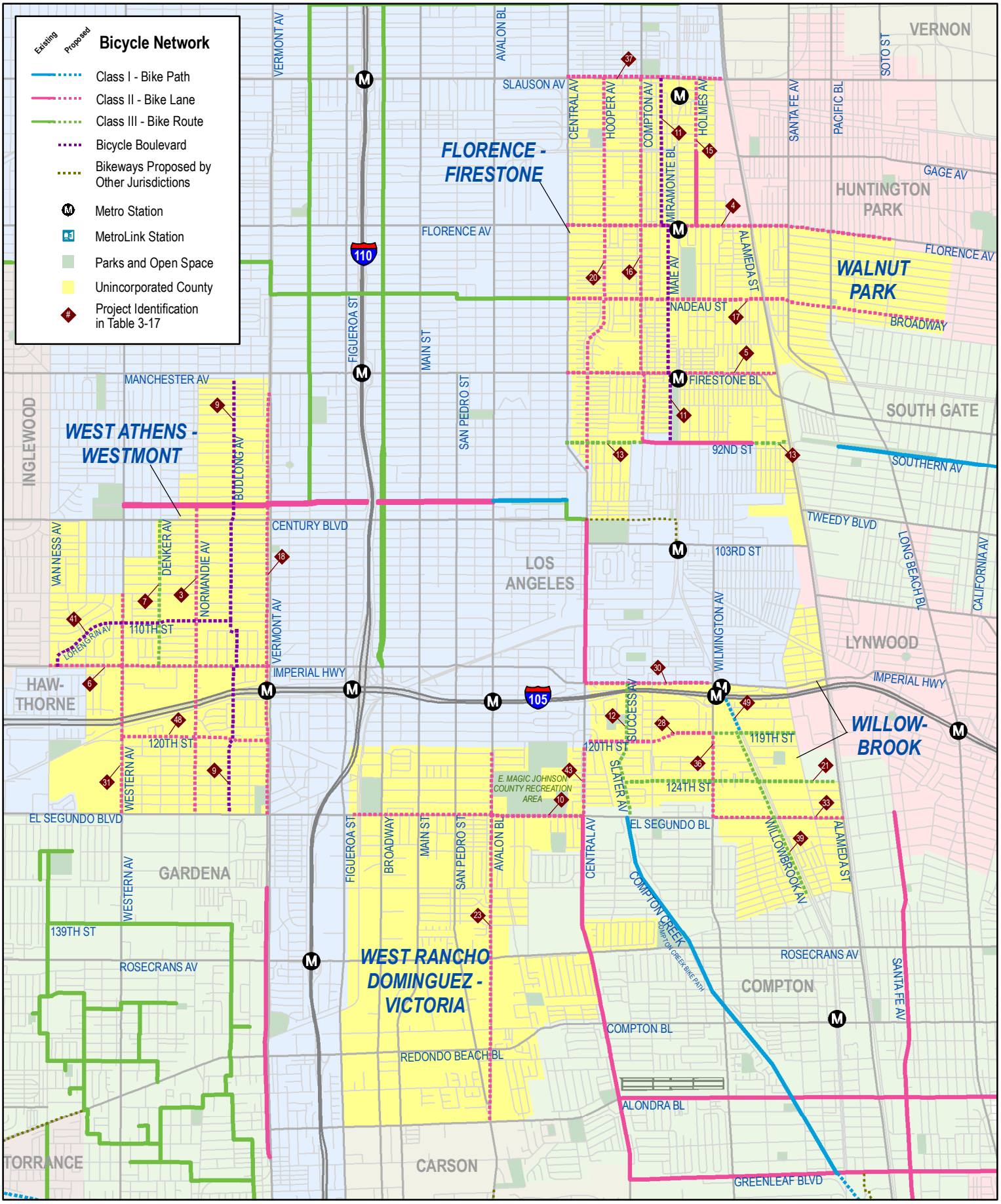

Figure 3-20: Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria and Willowbrook Proposed Bicycle Facilities

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

3.6 San Fernando Valley Planning Area

The San Fernando Valley Planning Area is mostly incorporated with only a few small unincorporated communities scattered along the periphery of the planning area in the foothills of the mountain ranges surrounding San Fernando Valley. The planning area's unincorporated communities include Kagel Canyon, La Crescenta-Montrose, Lopez Canyon, Oat Mountain, Sylmar Island, Twin Lakes, Universal City, West Chatsworth, and West Hills. The unincorporated parts of the San Fernando Valley have an estimated population of 28,000 residents.[23] These communities encircle the incorporated San Fernando Valley, which includes the cities of Los Angeles (San Fernando Valley portion), Burbank, Glendale, and San Fernando.

The San Fernando Valley is demarcated by the Santa Susana Mountains to the northwest, San Gabriel Mountains to the northeast, Verdugo Mountains to the east, and the Santa Monica Mountains to the south separating the San Fernando Valley from the Los Angeles Basin. The Chalk Hills to the south and the Simi Hills to the west also define the valley area. The planning area unincorporated communities are, for the most part, sparsely populated, with only La Cresenta-Montrose having a sizable population (18,907).

Figure D-5 in **Appendix D** displays the land uses within the planning area. The communities of Kagel Canyon, Lopez Canyon and Sylmar Island are mountainous with predominantly rural residential, open space, and park land uses. Industrial uses occupy the southern portion of Lopez Canyon. La Cresenta-Montrose is primarily low to medium density single-family residential with commercial activity concentrated along Foothill Boulevard. Oat Mountain and Twin Lakes have a combined population of 1,358. Whereas Oat Mountain is mainly rural, park, and open space, Twin Lakes is dominated by single-family residential land uses. Universal City is exclusively occupied by Universal Studios property. The unincorporated area has no residences and is designated for commercial and industrial land uses only. Located on the western boundary of the planning area, West Chatsworth and West Hills encompass two square miles of rural residential and single family residential land. West Chatsworth is largely rural residential with a sparsely populated hillside community located in the northern portion of the community. By comparison, the incorporated cities of San Fernando Valley are mostly built out, with strong patterns of urban and suburban development.

3.6.1 Existing Bicycling Conditions

Of these nine communities, only La Crescenta-Montrose has an existing bikeway, which runs through the community along Foothill Boulevard. The community of West Hills contains a portion of a bikeway on Valley Circle Boulevard, which runs along the boundary of the community for one third of a mile.

Table 3-18 presents the location, classification, and mileage of existing bikeways within the communities. **Figure 3-21** displays major transit, existing bicycle network, and reported bicycle collisions in the planning area.

[23] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

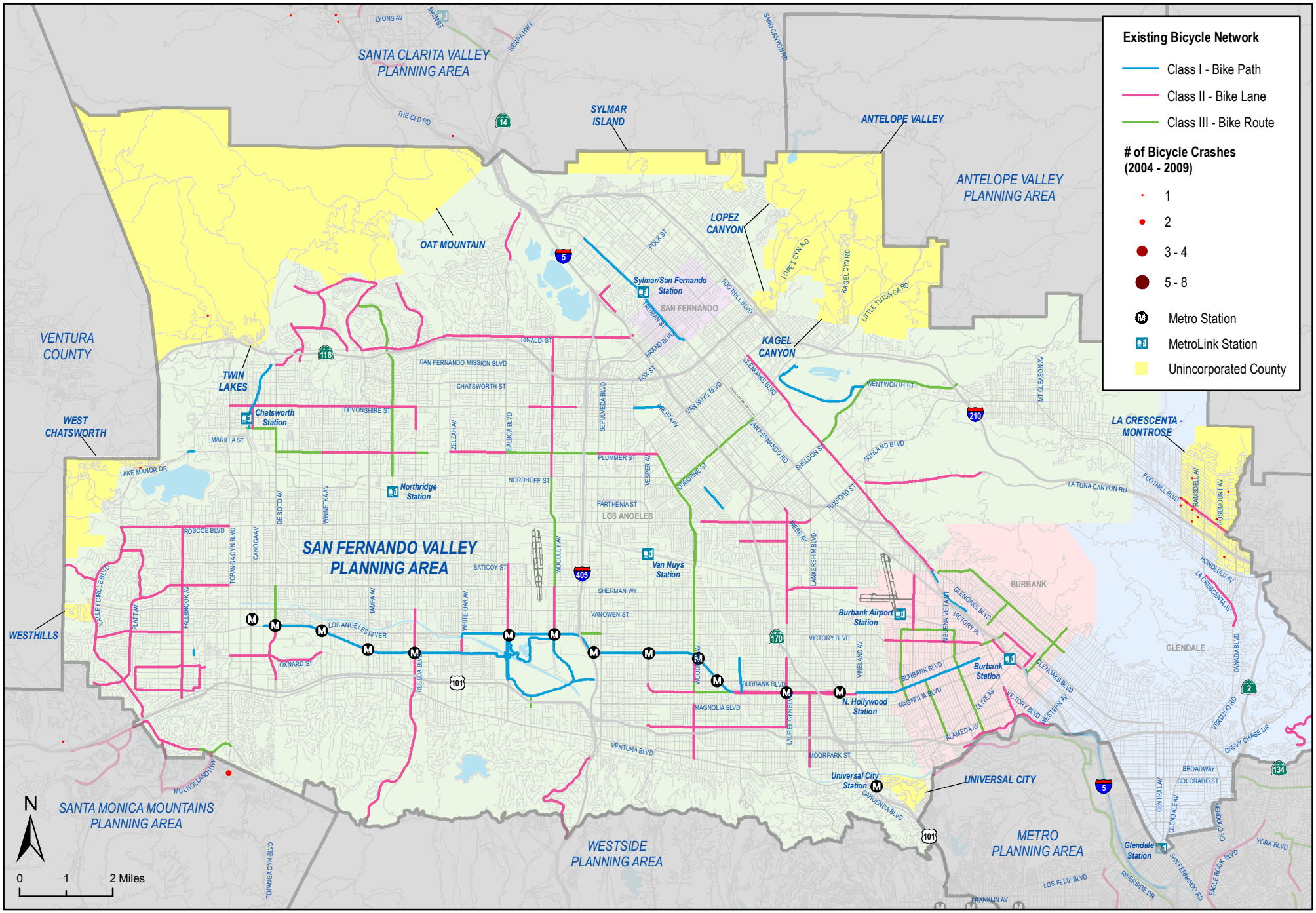

Figure 3-21: San Fernando Valley Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

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

Table 3-18: San Fernando Planning Area Existing Bicycle Facilities

Community	Segment	From	To	Class	Mileage
San Fernando Valley Planning Area	Foothill Boulevard	Pennsylvania Avenue	Briggs Avenue	2	1.2
San Fernando Valley Planning Area	Valley Circle Boulevard	0.1 miles north of Vanowen Street	Corrie Lane	2	0.3
				Total	**1.5**

**County-maintained bikeways only*

Los Angeles County Metropolitan Authority (LACMTA) identified two key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-19.

Table 3-19: MTA Identified Gaps in the San Fernando Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
24	Foothill Blvd	LA City / Glendale / LA County/ La Cañada-Flintridge	Connection between Wentworth (LA City) and Oak Grove (La Cañada)	Urban Arterial

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Several factors hinder bicycling opportunities in the San Fernando Valley Planning Area. Many of the communities are characterized by steep topography, undulating street networks, and minimal bicycle trip generators. However, opportunities do exist to provide recreational facilities, connect these communities with adjacent cities, and foster multimodal trip-taking.

La Crescenta-Montrose includes both flat and hilly terrain. While it has a grid street network, connectivity to the east and south are respectively hindered by the Pickens Canyon Channel and the Foothill Freeway (I-210). Both barriers currently create choke points requiring identification of potential new crossings or enhancements to existing crossings.

Universal City consists of hilly private land and streets, except for access roads that connect visitors to the Universal Studios Theme Park and Universal City Walk. Although the community has no residents, the area is a major employee and tourist destination. Shuttles transport workers and visitors between the area and the nearby Universal City Red Line Metro Station.

Due to topographical barriers and the relative absence of major bicycle trip generators, improvements are focused on facilitating connections to bicycle networks and transit hubs in adjacent cities. Six MetroLink and two Metro Stations are located in San Fernando Valley incorporated communities.

According to the California Highway Patrol SWITRS data, 12 bicycle collisions were reported in the unincorporated communities of San Fernando Valley Planning Area from 2004 through 2009. Figure 3-21 identifies bicycle crash locations for this time period. Of the 12 collisions, ten occurred in La Cresenta-Montrose. This high number of collisions may be a result of La Cresenta-Montrose having higher population and more bicycling activity than the other communities in the planning area.

3.6.2 Proposed Network

Table 3-20 summarizes the proposed bicycle network mileage by classification type within the San Fernando Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 8 miles of facility across the planning area including 2 miles of bicycle path and 5 miles of bicycle route. Currently, there are only 1.5 miles of existing bicycle facility within the unincorporated parts of the San Fernando Valley Planning Area.

Table 3-20: San Fernando Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 1 – Bicycle Path	2.2	26.2%
Class 2 – Bicycle Lane	0.9	10.7%
Class 3 – Bicycle Route	5.3	63.1%
Total	**8.4**	**100%**

Table 3-21 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-22 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the San Fernando Valley planning area. Figure 3-23 provides a more detailed view of the proposed bicycle network within the La Crescenta-Montrose community.

Table 3-21: San Fernando Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Rosemount Avenue	Rockdell Street	Honolulu Avenue	La Crescenta-Montrose and City of Glendale[A]	3	1.9	5	135
2	La Crescenta Avenue	Foothill Boulevard	Montrose Avenue	La Crescenta-Montrose and City of Glendale[A]	3	0.6	5	115
3	Ramsdell Avenue	Markridge Road	Montrose Avenue	La Crescenta-Montrose and City of Glendale[A]	3	1.6	5	95
4	Orange Avenue/Whittier Drive	Pennsylvania Avenue	Briggs Avenue	La Crescenta-Montrose	3	1.2	5	80
5	Verdugo Flood Control Channel Proposed Bicycle Path	New York Avenue	Shirley Jean Street	City of Glendale	1	1.2	5	75
6	Ocean View Boulevard	Foothill Boulevard	Honolulu Avenue	La Crescenta-Montrose and City of Glendale[A]	2	0.9	5	60
7	Los Angeles River Proposed Bicycle Path	Lankershim Boulevard	0.2 miles west of Barham Boulevard	Universal City	1	1.0	3, 5	55
					Total Mileage	**8.4**		

[A] *Part of project traverses through or along boundary of incorporated city*

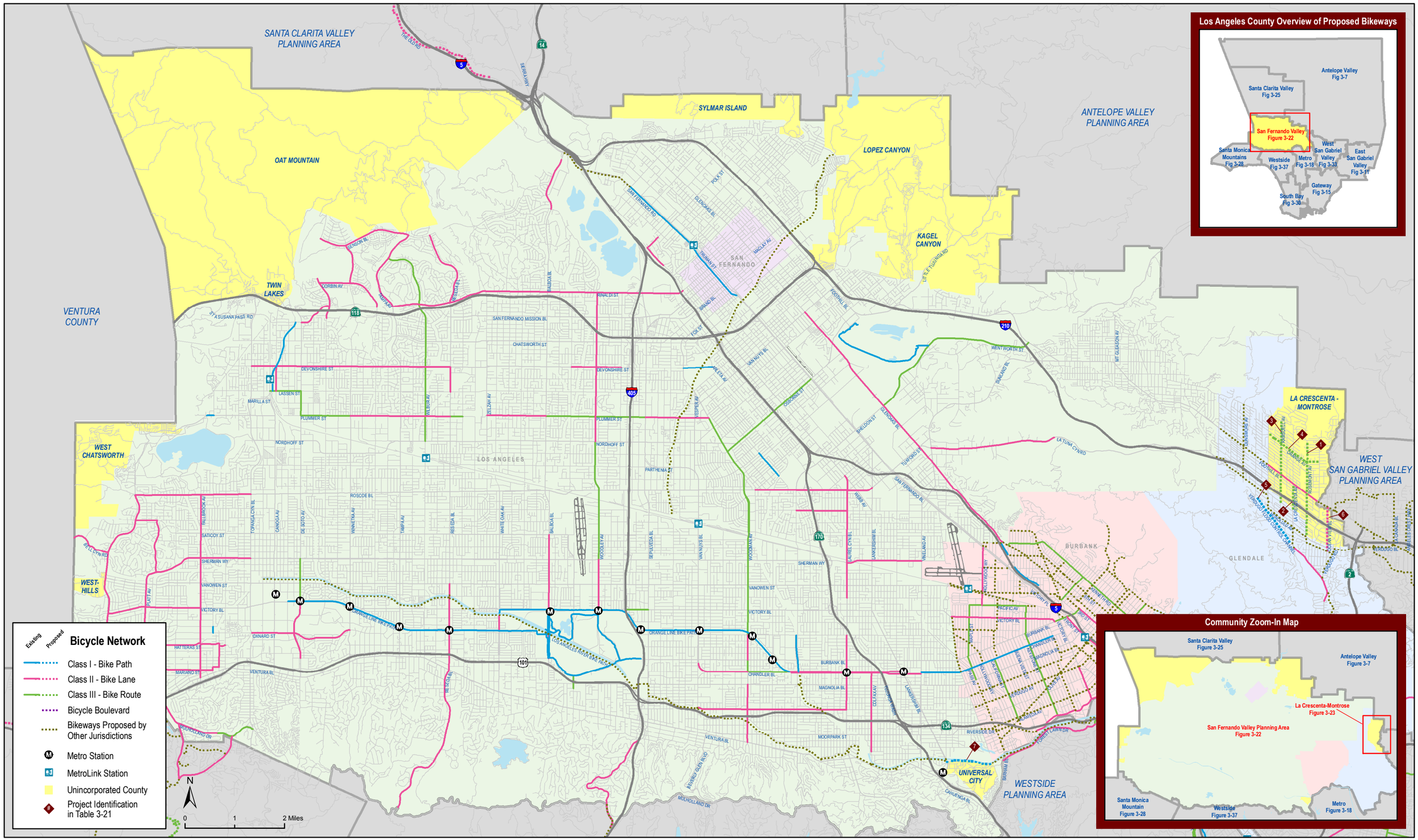

Figure 3-22: San Fernando Valley Planning Area Proposed Bicycle Facilities

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

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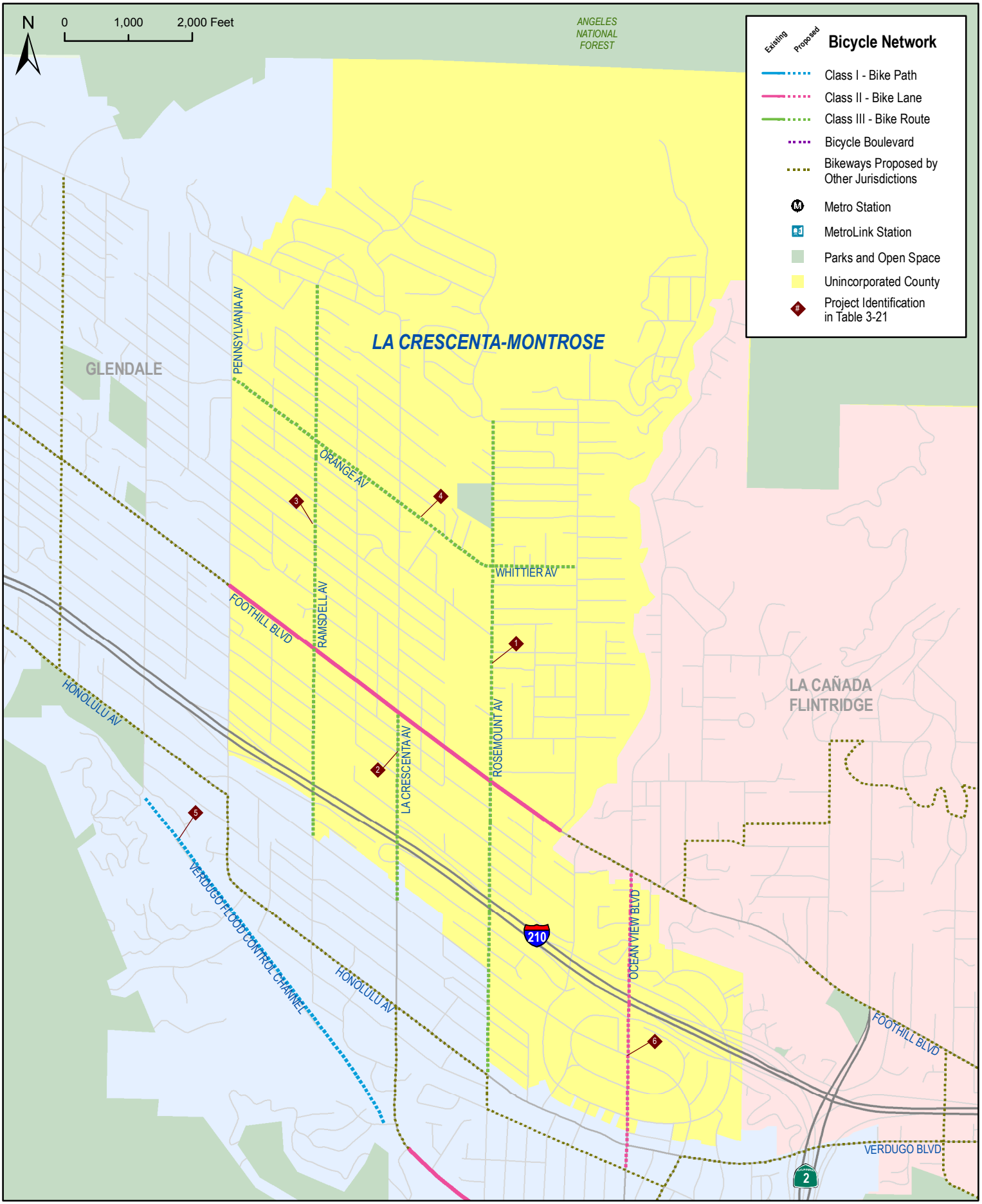

Figure 3-23: La Crescenta-Montrose Proposed Bicycle Facilities

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

3.7 Santa Clarita Valley Planning Area

The unincorporated County covers around 195 square miles of the Santa Clarita Valley Planning Area's total 484 square miles. The Planning Area is located in northern Los Angeles County, bounded by Ventura County to the west, the Antelope Valley Planning Area to the north and east, and the San Fernando Valley Planning Area to the south.[24]

The planning area is characterized by several village-like communities with distinct development patterns and histories of development. Many of these communities are isolated from each other by built and natural barriers such as topography, the Santa Clarita River, and Interstate 5. The valley features a significant amount of County park and open space. The Los Padres and Angeles National Forests comprise about 235 square miles of the planning area. Urban development is focused within and just outside of the City of Santa Clarita, while the surrounding unincorporated communities are suburban-rural. **Figure D-6** in **Appendix D** displays the Santa Clarita Valley Planning Area communities and designated land uses. The unincorporated parts of Santa Clarita Valley have an estimated population of 85,000 residents compared to the 178,062 residents living in the more densely populated incorporated City of Santa Clarita.[25]

There are 10 unincorporated suburban/rural communities within Santa Clarita Valley Planning Area. They include: Agua Dulce, Alpine, Bouquet Canyon, Castaic, Forest Park, Hasley Canyon, Lang, Soledad-Sulphur Springs, Stevenson Ranch, and Val Verde. The following subsections describe current bicycling conditions within unincorporated Santa Clarita Valley Planning Area.

3.7.1 Existing Bicycling Conditions

There are three existing County-maintained bikeway segments accounting for approximately 3.3 miles in unincorporated Santa Clarita Valley. **Table 3-22** summarizes the location, classification, and mileage of existing bikeways. **Figure 3-24** displays the existing bicycle network along with major transit stations and bicycle collision locations in Santa Clarita Valley.

Table 3-22: Santa Clarita Valley Existing Bikeways

Community	Segment	From	To	Class	Mileage
Stevenson Ranch	Stevenson Ranch Parkway	Poe Parkway	The Old Road	2	1.4
Stevenson Ranch	The Old Road	Stevenson Ranch Parkway	Pico Canyon Road	3	0.9
Stevenson Ranch	Valencia Boulevard	0.2 miles west of Old Rock Road	The Old Road	2	1.0
				Total	**3.3**

**County-maintained bikeways only*

[24] *Los Angeles County, Draft Santa Clarita Valley Area Plan: "One Valley One Vision", 2009*

[25] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections; 2006-2008 American Community Survey, B00001 3-Year Estimates*

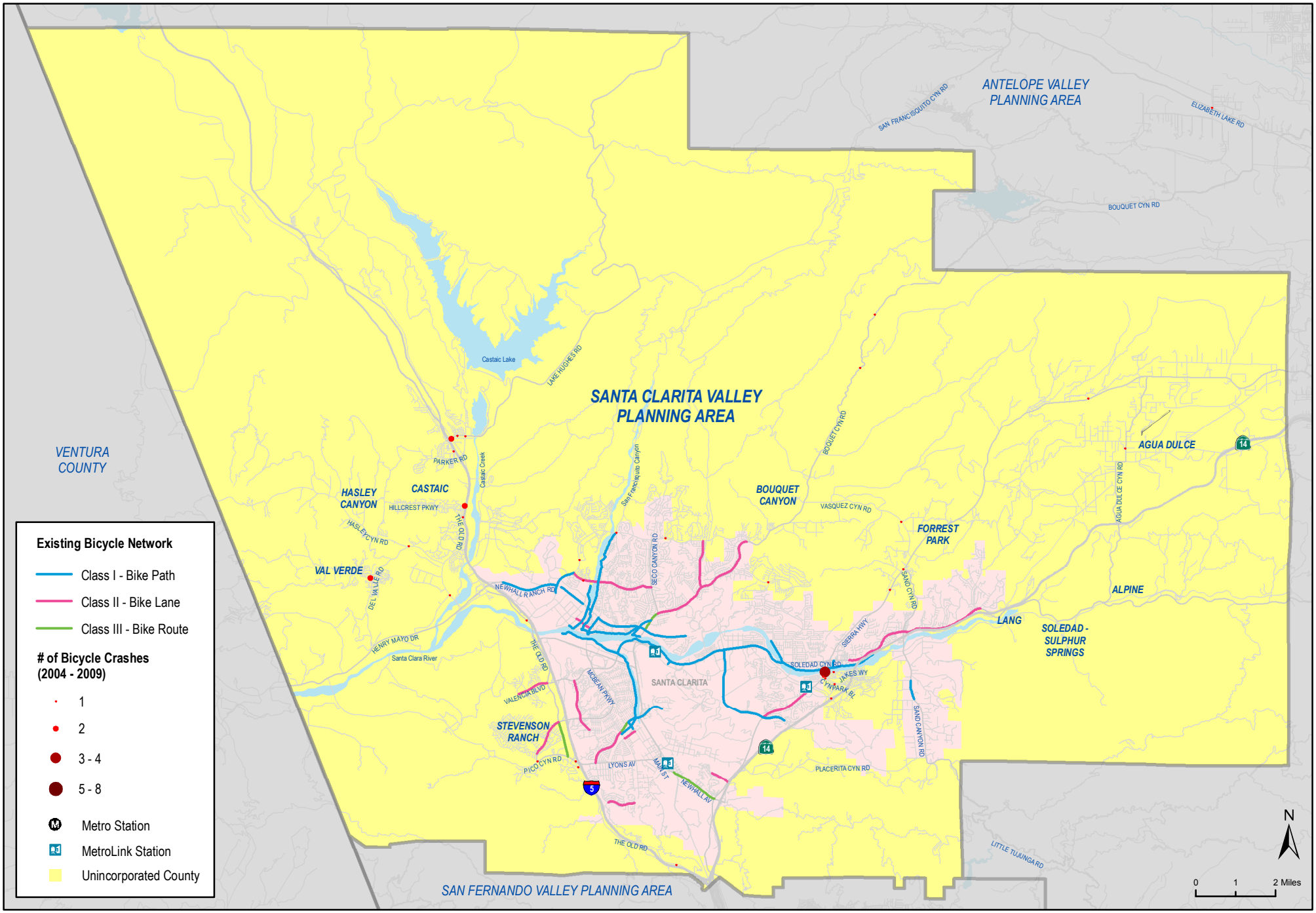

Figure 3-24: Santa Clarita Valley Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

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

The planning area possesses both opportunities and constraints in expanding the existing bicycle network and increasing bicycling activity. Constraints, including medium-to-low residential density and undulating street network nestled in hilly terrain, serve as barriers to bicycling. There are also several constrained gaps in the inter-jurisdictional bikeway network. The Los Angeles County Metropolitan Transportation Authority (LACMTA) identified four key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-23.

Table 3-23: MTA Identified Gaps in the Santa Clarita Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
30	Old Road	Los Angeles County	Located along Old Road adjacent to Golden State Freeway. Connection between Valencia, Santa Clarita and San Fernando Road MetroLink right-of-way bike path in the San Fernando Valley	May require shoulder improvements and road widening in some places to create Class II or III bikeway.
31	Route 126	Los Angeles County	Connection between Santa Clarita and the Ventura County Line	May require shoulder improvements and road widening in some places to create Class II or III bikeway.
49	Castaic/San Francisquito Creek	Santa Clarita/Los Angeles County	Connection between Santa Clarita and Castaic Lake along Castaic Creek, San Francisquito Creek, and the Golden State Freeway	May require shoulder improvements and road widening in some places to create Class II or III bikeway.
50	Sierra Highway	Santa Clarita/Los Angeles County	Connection between the Old Road and Soledad Canyon Bike Path	May require shoulder improvements and road widening in some places to create Class II or III bikeway.

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Providing connections to the City of Santa Clarita, which the unincorporated area surrounds completely, is an essential consideration for improving the bicycling connectivity in the unincorporated portions of the Santa Clarita Valley Planning Area. The City of Santa Clarita also has three MetroLink Stations and an extensive bike path system along its rivers. Opportunities exist to extend the bike path system through to the unincorporated area along the Santa Clara River and Castaic Creek.

According to the California Highway Patrol SWITRS data, 38 bicycle collisions were reported within unincorporated Santa Clarita Valley between 2004 and 2009. Of these 38 instances, four occurred at the intersection of Sierra Highway and Sandy Drive, which is the greatest number of crashes at a single location in the planning area.

3.7.2 Proposed Network

Table 3-24 presents the proposed bicycle network mileage by classification type within the Santa Clarita Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to

implementation, public comment, and a host of other criteria. As shown, the proposed network would add approximately 146 miles to the existing 3.3 miles of bicycle facility across the unincorporated parts of the planning area—including 101 miles of proposed Class III. A vast majority of the 101 miles of Class III bikeways are proposed along the shoulders of rural roadways. The shoulders of rural Class III bikeways provide the same physical separation as bike lanes do, while maintaining the legality of the shoulder as space for emergency vehicle stops. Class IIIs on shoulders do not require curb and gutter, which helps preserve the rural characteristic of the roadway.

Table 3-24: Santa Clarita Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 1 – Bicycle Path	15.9	10.9%
Class 2 – Bicycle Lane	29.1	19.9%
Class 3 – Bicycle Route	101.4	69.2%
Total	**146.4**	**100%**

Table 3-25 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-25 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the Santa Clarita Valley Planning Area. Figure 3-26 displays a closer view of the proposed bicycle facilities for the Castaic neighborhood.

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Pico Canyon Road	Whispering Oaks Drive	The Old Road	Stevenson Ranch	2	1.2	5	115
2	Magic Mountain Parkway[A]	0.4 miles west of The Old Road	The Old Road	Santa Clarita Valley Planning Area	2	0.5	5	100
3	Stevenson Ranch Parkway	Poe Parkway	Pico Canyon Road	Stevenson Ranch	2	0.2	5	95
4	Sierra Highway[A, B]	0.3 miles south of Ryan Lane	Pearblossom Highway	Forest Park, Agua Dulce,, Acton	3	24.3	5	95
5	Hillcrest Parkway	Sloan Canyon Road	The Old Road	Castaic	2	2.0	5	90
6	Castaic Road	Lake Hughes Road	Parker Road	Castaic	3	0.5	5	80
7	Sloan Canyon Road	Quail Valley Road	Lake Hughes Road	Castaic	2	0.8	5	80
8	Jakes Way	Canyon Park Boulevard	Eleanor Circle	Santa Clarita Valley Planning Area	2	1.0	5	80
9	The Old Road[A, B]	Sloan Canyon Road	Weldon Canyon Road	Castaic and City of Santa Clarita[C]	2	13.4	5	80

Table 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
10	Soledad Canyon Road[A]	Mammoth Lane	Sierra Highway	Lang, Soledad-Sulphur Springs, Alpine, Acton and City of Santa Clarita[C]	3	17.5	5	80
11	Canyon Park Boulevard	Jakes Way	Lost Canyon Road	Santa Clarita Valley Planning Area	2	0.7	5	70
12	Agua Dulce Canyon Road[A]	Sierra Highway	Soledad Canyon Road	Agua Dulce, Alpine	3	6.5	5	70
13	Bouquet Canyon Road[B]	Hob Court	Elizabeth Lake Road	Bouquet Canyon, Leona Valley, Antelope Valley Planning Area	3	19.6	5	70
14	Santa Clara River Proposed Bicycle Path[B, D]	Ventura County limit	McBean Parkway	Santa Clarita Valley Planning Area, City of Santa Clarita	1	10.2	5	65
15	Parker Road/Ridge Route Road	Sloan Canyon Road	Lake Hughes Road	Castaic	2	1.2	5	60
16	Henry Mayo Drive[A]	Commerce Center Drive	The Old Road	Santa Clarita Valley Planning Area	2	0.8	5	60
17	Sand Canyon Road	Sierra Highway	Vista Point Lane	Forrest Park and City of Santa Clarita[C]	3	1.0	5	60
18	Vasquez Canyon Road	Bouquet Canyon Road	Sierra Highway	Bouquet Canyon, Forest Park	2	3.6	5	55
19	Davenport Road[A]	Sierra Highway	Agua Dulce Canyon Road	Agua Dulce	2	3.7	5	55
20	Lake Hughes Road	Sloan Canyon Road	Elizabeth Lake Road	Castaic, Lake Hughes, Antelope Valley Planning Area	3	23.0	5	55
21	Oak Springs Canyon Road Proposed Bicycle Path[D]	Soledad Canyon Road	Lost Canyon Road	City of Santa Clarita	1	0.2	5	55
22	Hasley Canyon Road/Del Valle Road/Hunstock Street/Chiquito Canyon Road	Sloan Canyon Road	Henry Mayo Drive	Val Verde	3	4.0	5	50
23	Placerita Canyon Road	Sierra Highway	Sand Canyon Road	Santa Clarita Valley Planning Area and City of Santa Clarita[C]	3	5.0	5	50
24	Castaic Creek Proposed Bicycle Path[D]	Lake Hughes Road	Henry Mayo Drive	Santa Clarita Valley Planning Area	1	5.5	5	45
					Total Mileage	**146.4**		

[A] *Proposed segment has been identified as a roadway widening project in the Santa Clarita Valley One Valley One Vision Plan*

[B] *Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles*

[C] *Part of project traverses through or along boundary of incorporated city*

[D] *Alignment of bicycle path is conceptual and does not represent alignment at implementation phase*

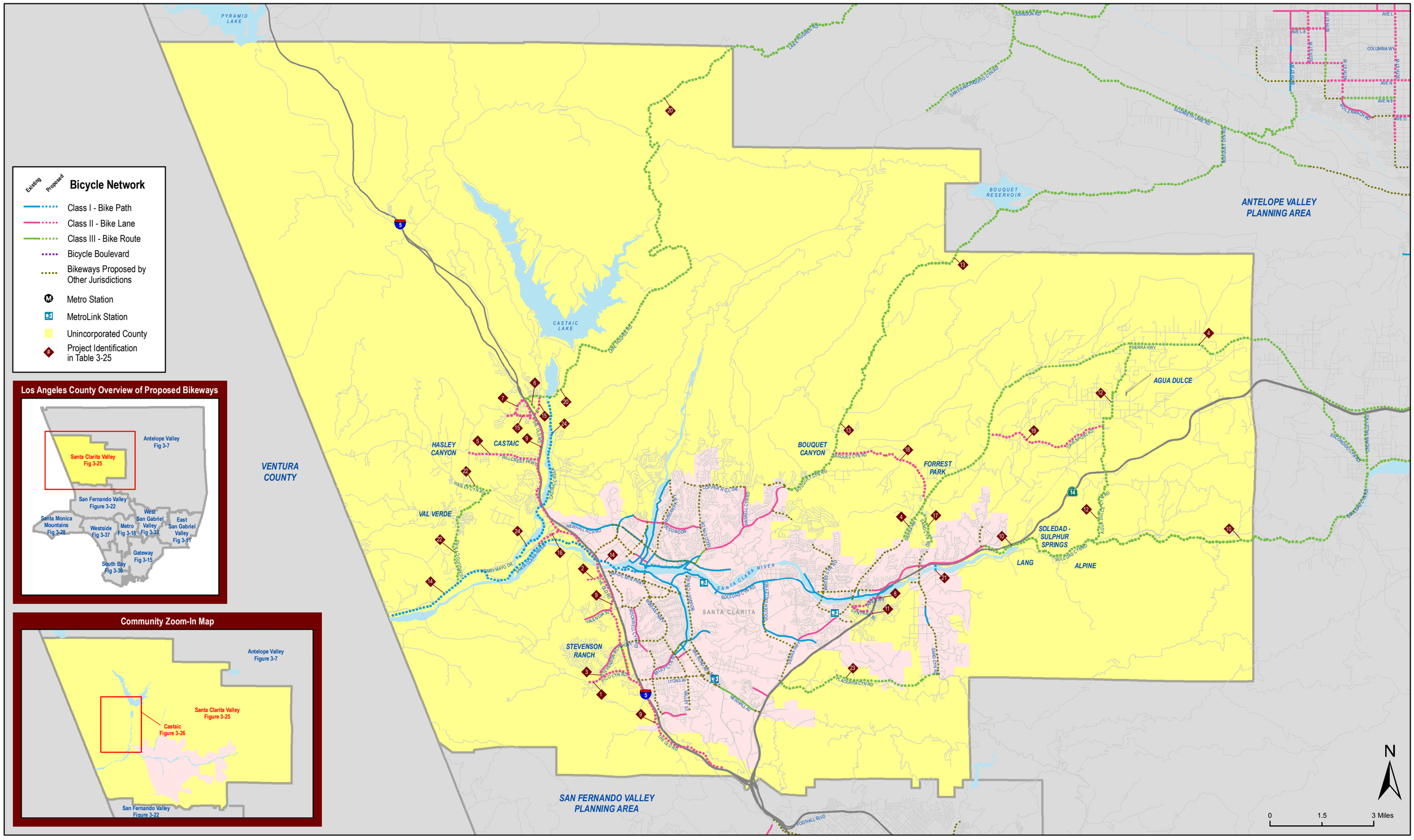

Figure 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities

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

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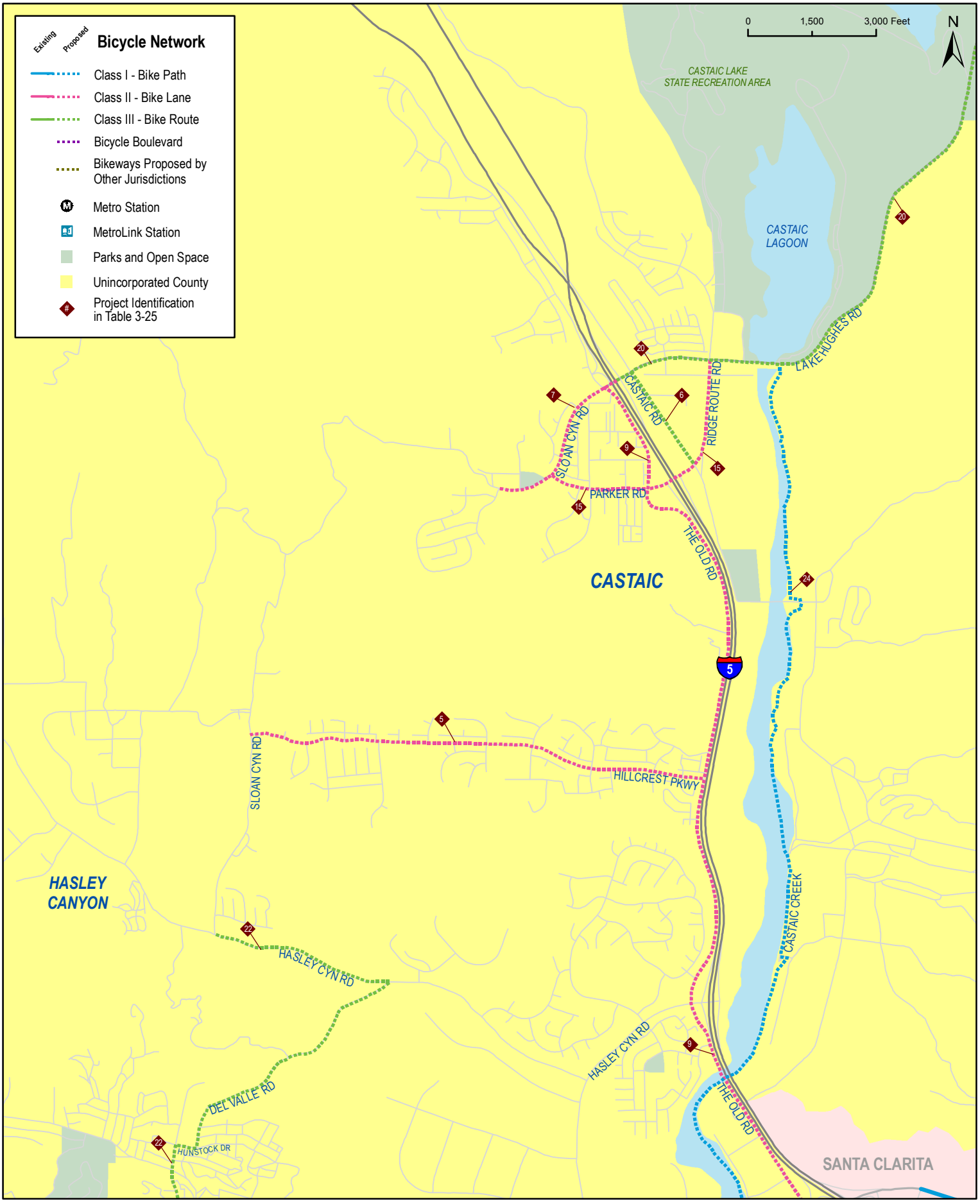

Figure 3-26: Castaic Proposed Bicycle Facilities

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

3.8 Santa Monica Mountains Planning Area

The Santa Monica Mountains Planning Area is located in a biologically diverse and sensitive mountainous area of western County of Los Angeles. The planning area borders Ventura County, San Fernando Valley Planning Area, and Westside Planning Area. Along the northern portion of the planning area are several incorporated cities: Westlake Village, Agoura Hills, Calabasas, and Hidden Hills. Along the coastal portion of the planning area to the south is the City of Malibu. The Santa Monica Mountains National Recreational Area encompasses a vast area of the mountain range. The remaining 113 approximate square miles of unincorporated areas are comprised of the Santa Monica Mountains Coastal Zone and Santa Monica Mountains North Area.

In 2010, approximately 22,000 people resided within the unincorporated parts of Santa Monica Mountains Planning Area.[26] Multi-agency conservation-based planning efforts have helped maintain a low population density throughout the planning area. The Santa Monica Mountains Planning Area land uses are predominately open space, park, and rural residential. There are also discrete pockets of single-family residential and commercial areas dispersed throughout the planning area. **Figure D-7** in **Appendix D** displays the planning area's location and land uses.

3.8.1 Existing Bicycling Conditions

There is one existing County-maintained Class II bikeway of 0.5 miles within the unincorporated Santa Monica Mountains Planning Area. **Table 3-26** summarizes the location and extent of this facility.

Table 3-26: Santa Monica Mountains Planning Area Existing Bikeways

Community	Segment	From	To	Class	Mileage
Santa Monica Mountains North Area	Agoura Road	Liberty Canyon Road	0.1 miles west of Malibu Hills Road	2	0.5
				Total	**0.5**

**County-maintained bikeways only*

Figure 3-27 shows the existing bicycle facilities along with bicycle collision locations in the Santa Monica Mountains Planning Area.

The Los Angeles County Metropolitan Transportation Authority (LACMTA) identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in **Table 3-27.**

[26] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

Table 3-27: MTA Identified Gaps in the Santa Monica Mountains Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
28	Beach	Los Angeles County	Northern extension of South Bay Beach Bike Path through Malibu	Requires feasibility study

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Opportunities to expand the existing bicycle network include creating connections to recreational areas and between residential and commercial pockets. There is no mass transit servicing the planning area, which limits multimodal trip-taking potential.

According to the California Highway Patrol SWITRS data, a total of 31 bicycle collisions were reported in the Santa Monica Mountains/Coastal Planning Area between 2004 through 2009. Twelve of these collisions occurred in the Santa Monica Mountains North Area, with four crashes reported at the intersection of Kanan Road and Mulholland Highway. Nineteen took place within the Malibu Coastal Zone, four of which occurred at the Mulholland Highway and Pacific Coast Highway intersection.

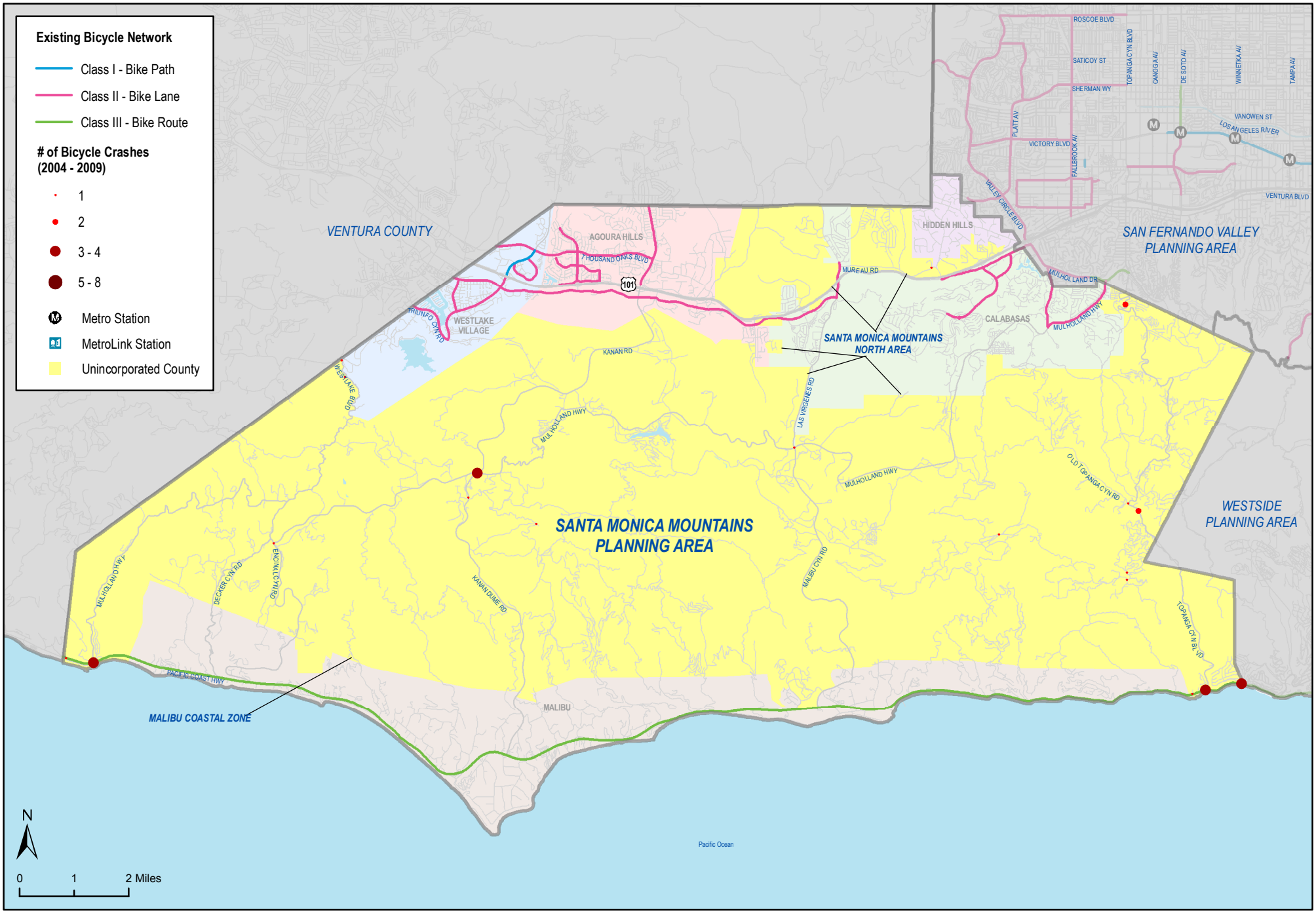

Figure 3-27: Santa Monica Mountains Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

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

3.8.2 Proposed Network

Table 3-28 summarizes the proposed bicycle network mileage by classification type within the Santa Monica Mountains Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 68 miles of facility across the planning area to bolster the 0.5 existing miles of bicycle facility within the unincorporated communities.

Table 3-29 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area. Figure 3-28 displays the proposed bicycle network, as well as existing bicycle facilities and major transit stops in the Santa Monica Mountains planning area.

Table 3-28: Santa Monica Mountains Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 2 – Bicycle Lane	1.8	2.7%
Class 3 – Bicycle Route	66.1	97.3%
Total	**67.9**	**100%**

Table 3-29: Santa Monica Mountains Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Las Virgenes Road/Malibu Canyon Road	0.1 miles south of Lost Hills Road	Pacific Coast Highway	Santa Monica Mountains North Area, Malibu Coastal Zone and Cities of Calabasas and Malibu[A]	3	7.9	3	110
2	Mureau Road	0.2 miles west of Las Virgenes Road	Calabasas Road	Santa Monica Mountains North Area	2	1.8	3	85
3	Mulholland Highway	Decker Canyon Road	Pacific Coast Highway	Malibu Coastal Zone	3	7.5	3	80
4	Old Topanga Canyon Road	Valdez Road	Topanga Canyon Boulevard	Santa Monica Mountains North Area, Malibu Coastal Zone and City of Los Angeles[A]	3	4.8	3	80
	Topanga Canyon Boulevard[B]	Old Topanga Canyon Road	Pacific Coast Highway		3	3.5	3	
5	Decker Canyon Road[B]/Lechusa Road/ Encinal Canyon Road	Mulholland Highway	Pacific Coast Highway	Malibu Coastal Zone and City of Malibu[A]	3	5.9	3	75
6	Cornell Road	Kanan Road	Mulholland Highway	Santa Monica Mountains North Area and City of Agoura Hills[A]	3	2.3	3	65

Table 3-29: Santa Monica Mountains Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
7	Kanan Road /Kanan Dume Road	Agoura Road	Pacific Coast Highway	Santa Monica Mountains North Area, Malibu Coastal Zone and Cities of Agoura Hills and Malibu[A]	3	12.1	3	60
8	Decker Canyon Road[B]/Encinal Canyon Road/Mulholland Highway	Pacific Coast Highway	0.5 miles north of Lyndon Drive	Malibu Coastal Zone and City of Malibu[A]	3	22.1	3	45
					Total Mileage	**67.9**		

[A] *Part of project traverses through or along boundary of incorporated city*

[B] *Proposed facility is along a Caltrans-maintained roadway*

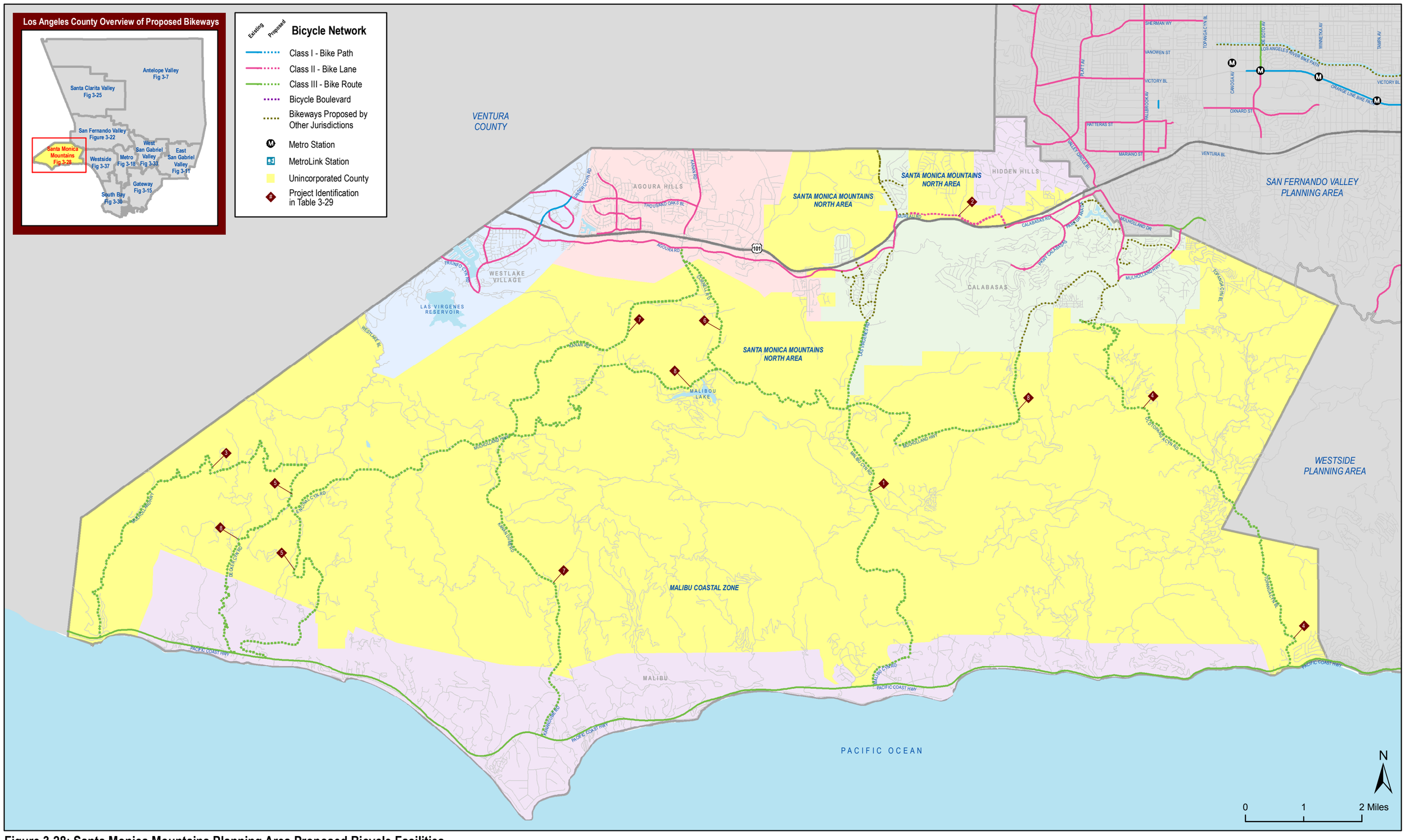

Figure 3-28: Santa Monica Mountains Planning Area Proposed Bicycle Facilities

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

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3.9 South Bay Planning Area

The South Bay Planning Area is located in the southwestern-most portion of Los Angeles County. Approximately 78,000 people resided within the unincorporated parts of the South Bay Planning Area in 2010.[27] The planning area unincorporated communities include Alondra Park, Hawthorne Island, Del Aire, Lennox, Westfield, La Rambla, and West Carson.

These relatively dense communities host a broad spectrum of land uses including residential, commercial, office, education, industrial, open space, and recreational. **Figure D-8** in **Appendix D** displays the South Bay Planning Area's current land use patterns.

3.9.1 Existing Bicycling Conditions

The South Bay Planning Area contains 10 miles of County-maintained bicycle facilities. **Table 3-30** presents the location, classification, and mileage of existing bikeways within the communities. **Figure 3-29** illustrates the existing bicycle facilities of the planning area and regionally significant transit stations in the area, as well as bicycle collision sites within the unincorporated communities reported from 2004 through 2009.

Table 3-30: South Bay Planning Area Existing Bicycle Facilities

Community	Segment	From	To	Class	Mileage
Alondra Park, Cities of Gardena and Hawthorne	Laguna Dominguez Bicycle Path	120th Street	Redondo Beach Boulevard	1	3.2
Cities of El Segundo, Hermosa Beach and Manhattan Beach	Marvin Braude Bicycle Path	Grand Avenue	35th Street	1	2.9
Cities of Redondo Beach and Torrance	Marvin Braude Bicycle Path	Coral Way	Via Riviera	1	2.0
City of Los Angeles	Dominguez Channel Bicycle Path	Vermont Avenue	190th Street	1	0.8
West Carson	Normandie Avenue	Sepulveda Boulevard	Lomita Boulevard	2	1.1
				Total	**10.0**

**County-maintained bikeways only*

The Los Angeles County Metropolitan Transportation Authority (LACMTA) identified one key gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in **Table 3-31**.

[27] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

Table 3-31: MTA Identified Gaps in the South Bay Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
39	Beach	Los Angeles County / Palos Verdes Estates	Southern extension of beach bikeway, connector to Palos Verdes Dr. path	Route not identified

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

There are opportunities to facilitate multi-modal trip-making in the unincorporated communities of Lennox and Del Aire by linking the nearby Metro transit stations servicing the neighborhood with bicycle facilities. Opportunities also exist to provide connections to El Camino College and UCLA Harbor Medical Center, two key land uses in the unincorporated South Bay Planning Area, as well as employment centers in neighboring Torrance and El Segundo. As islands dispersed between incorporated cities, developing a cohesive bicycle network for the unincorporated communities of the South Bay Planning Area will be difficult without additional bicycle connections being provided by neighboring cities. While neighboring cities of Torrance and Gardena have developed bikeways, most neighboring cities have yet to begin developing comprehensive bicycle networks. The Dominguez Channel provides an excellent opportunity to create a continuous bicycle path system from the City of Hawthorne to downtown Long Beach if it were to connect with the existing Laguna Dominguez bicycle path to the north and the existing Los Angeles River bicycle path to the south.

According to the California Highway Patrol SWITRS data, a total of 109 bicycle collisions were reported within the unincorporated communities of South Bay Planning Area between 2004 and 2009, 41 of which occurred in West Carson.

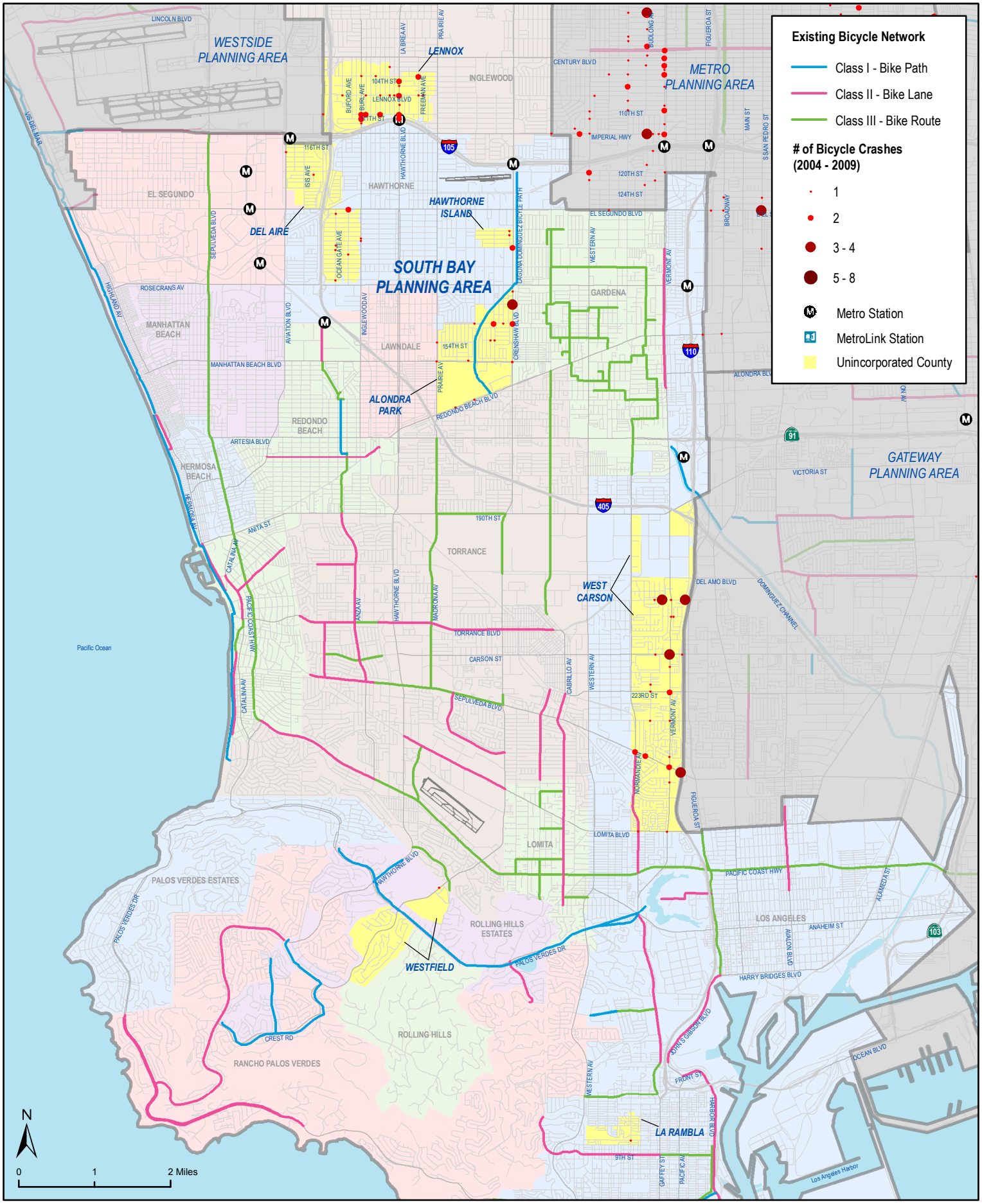

Figure 3-29: South Bay Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

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

3.9.2 Proposed Network

Table 3-32 summarizes the proposed bicycle network mileage by classification type within the South Bay Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would add 23.5 miles of bicycle facility to the 10 miles maintained already maintained by the County. Table 3-33 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-30 displays the proposed bicycle network, as well as existing bicycle facilities and major transit stops within the South Bay Planning Area. Figure 3-31 provides a more focused view of the proposed bicycle network within the communities comprising the northern and central portion of the planning area: Alondra Park, Del Aire, Hawthorne Island, and Lennox.

Table 3-32: South Bay Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 1 – Bicycle Path	2.7	11.5%
Class 2 – Bicycle Lane	12.5	53.2%
Class 3 – Bicycle Route	8.3	35.3%
Total	**23.5**	**100%**

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Hawthorne Boulevard	104th Street	111th Street	Lennox	2	0.5	2	135
2	Redondo Beach Boulevard	Prairie Avenue	Crenshaw Boulevard	Alondra Park and City of Torrance[A]	2	1.1	2, 4	135
3	111th Street	Buford Avenue	Prairie Avenue	Lennox and City of Inglewood[A]	3	1.1	2	125
4	104th Street	Buford Avenue	Prairie Avenue	Lennox and City of Inglewood[A]	3	1.1	2	115
5	Lennox Boulevard	Felton Avenue	Osage Avenue	Lennox	3	1.1	2	115
6	Aviation Boulevard	Imperial Highway	154th Street	Del Aire and City El Segundo[A]	2	0.7	2, 4	110
7	Freeman Avenue	104th Street	111th Street	Lennox	3	0.5	2	105
8	Buford Avenue	104th Street	111th Street	Lennox	3	0.5	2	100

Table 3-33: South Bay Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
9	Isis Avenue	116th Street	El Segundo Boulevard	Del Aire and City of El Segundo[A]	3	0.9	2	100
10	Marine Avenue	Prairie Avenue	Crenshaw Boulevard	Alondra Park and City of Hawthorne[A]	3	0.9	2	95
11	220th Street	Normandie Avenue	Vermont Avenue	West Carson	3	0.5	2	90
12	Imperial Highway	La Cienega Boulevard	Inglewood Avenue	Lennox and Cities of Hawthorne and Los Angeles[A]	2	0.5	2	90
13	Crenshaw Boulevard	Palos Verdes Drive	Indian Peak Road	Westfield and Cities of Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates[A]	2	1.2	2	90
14	Del Amo Boulevard	Normandie Avenue	Interstate 110	West Carson and City of Los Angeles[A]	2	0.8	2, 4	90
15	223rd Street	Normandie Avenue	Interstate 110	West Carson	2	0.7	2	90
16	Inglewood Avenue	Century Boulevard	Imperial Highway	Lennox and Cities of Hawthorne and Inglewood[A]	3	1.0	2	85
17	Vermont Avenue	190th Street	Lomita Boulevard	West Carson and City of Los Angeles[A]	2	3.7	2, 4	85
18	El Segundo Boulevard	Isis Avenue	Inglewood Avenue	Del Aire and City of Hawthorne[A]	2	0.8	2	85
19	Lomita Boulevard	Frampton Avenue	Vermont Avenue	West Carson and City of Los Angeles[A]	2	0.5	2, 4	85
20	120th Street	Aviation Boulevard	Inglewood Avenue	Del Aire and City of Hawthorne[A]	3	0.7	2	80
21	La Cienega Boulevard	Imperial Highway	El Segundo Boulevard	Del Aire and City of Los Angeles[A]	2	1.0	2	75
22	Inglewood Avenue	120th Street	Rosecrans Avenue	Del Aire and City of Los Angeles[A]	2	1.0	2	70
23	Dominguez Channel Proposed Bicycle Path	Redondo Beach Boulevard	Pacific Coast Highway	City of Torrance, City of Gardena	1	2.7	2, 4	60
					Total Mileage	**23.5**		

[A] *Part of project traverses through or along boundary of incorporated city*

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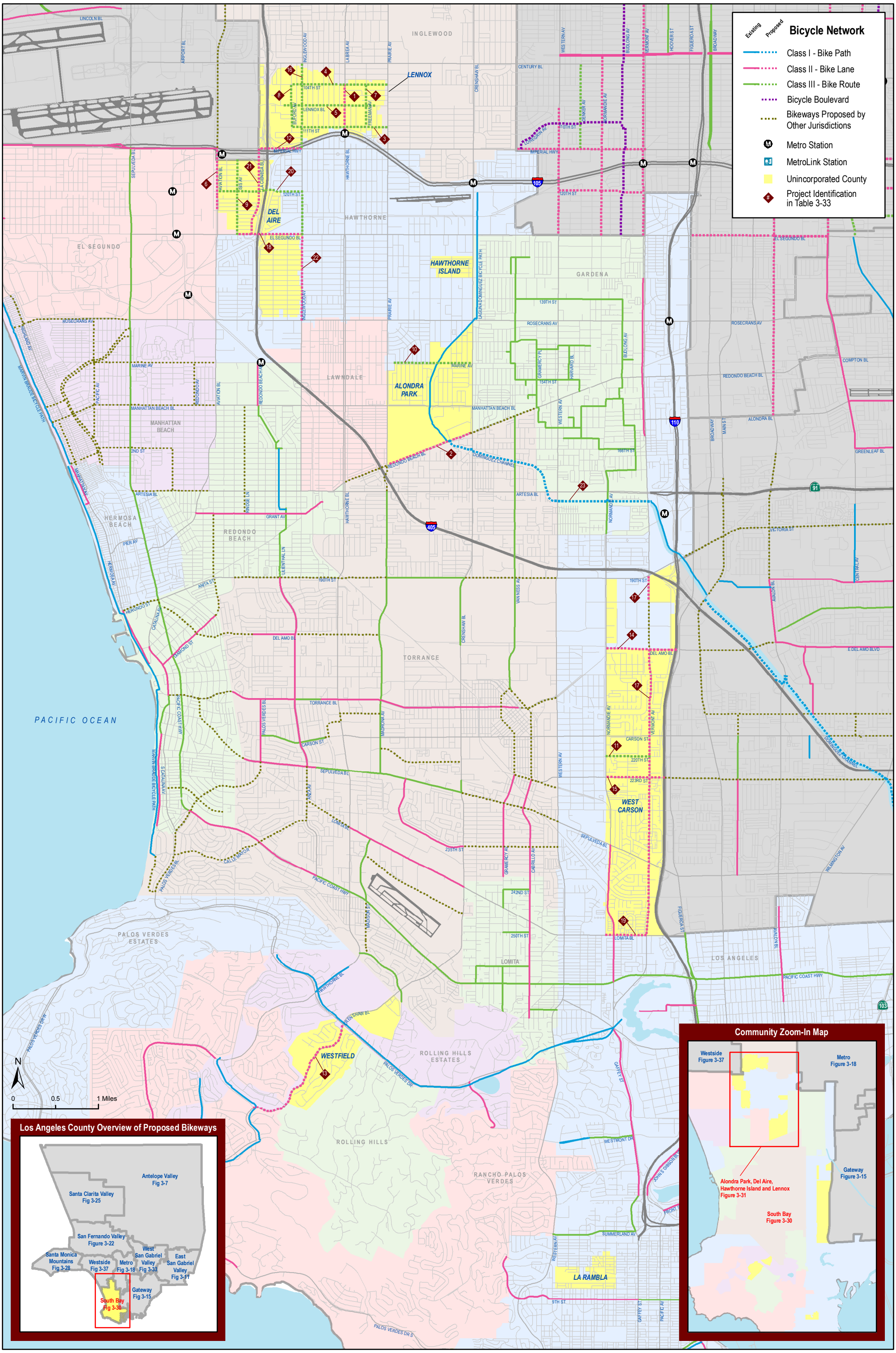

Figure 3-30: South Bay Planning Area Proposed Bicycle Facilities

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

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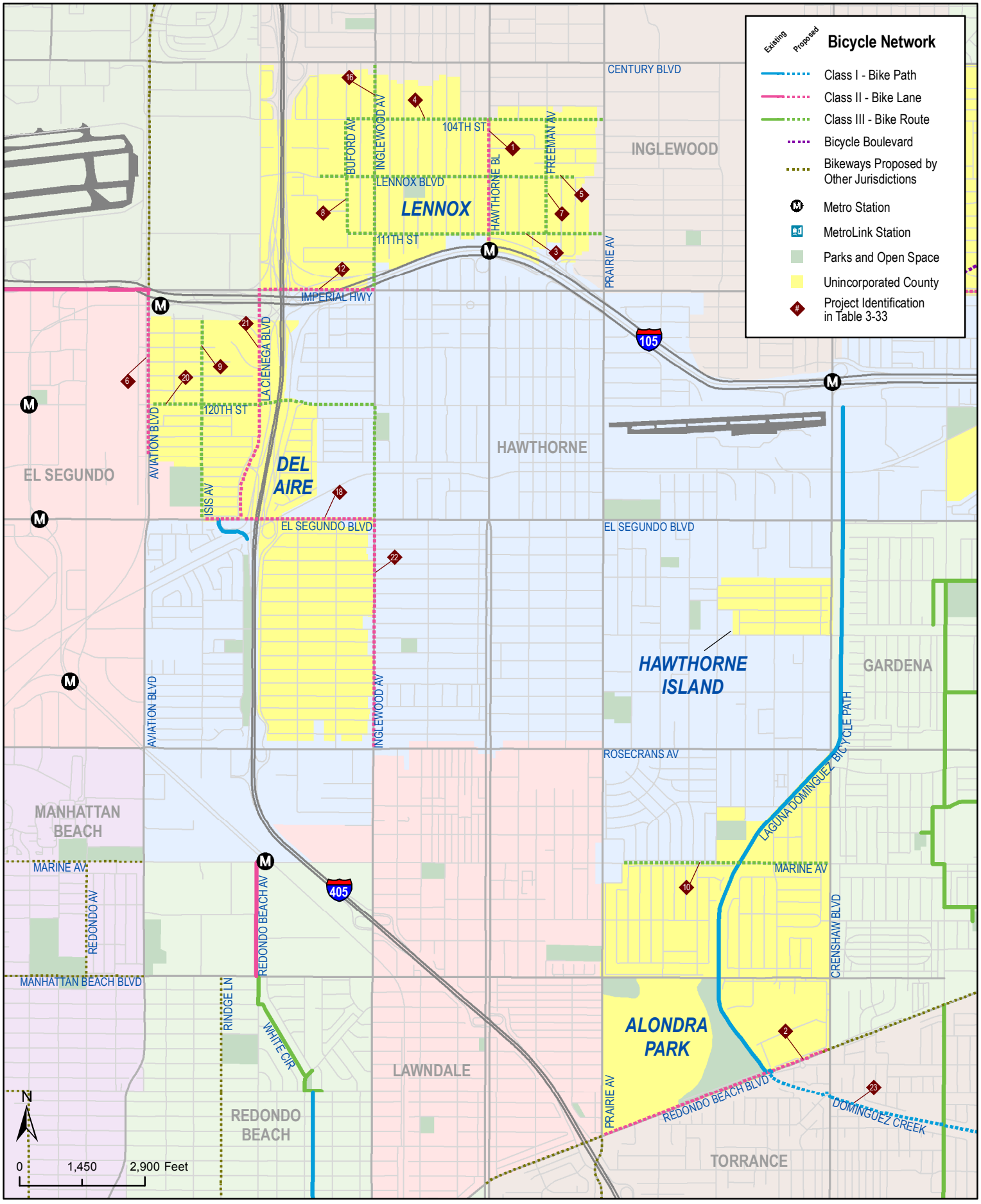

Figure 3-31: Alondra Park, Del Aire, Hawthorne Island and Lennox Proposed Bicycle Facilities

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

3.10 West San Gabriel Valley Planning Area

The West San Gabriel Valley Planning Area is comprised of a cluster of communities located east of downtown Los Angeles and intermingled with numerous cities, including Pasadena, South Pasadena, Monterey Park, and El Monte. Approximately 118,000 people resided within the unincorporated parts of the West San Gabriel Valley in 2010.[28] The planning area communities include Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, San Pasqual, South Monrovia Islands, South San Gabriel, South El Monte Islands, and Whittier Narrows.

The San Gabriel Valley has undergone dramatic population and demographic shifts over the last 30 years. Previously a bedroom community, it now hosts employment centers and major regional transit access. Mixed-use infill and transit-oriented development are planned for East Pasadena and it is envisioned as a model for unincorporated communities in this area. **Figure D-9** in **Appendix D** shows the West San Gabriel Valley Planning Area's current land use patterns, which are predominately single-family residential.

3.10.1 Existing Bicycle Conditions

The unincorporated parts of West San Gabriel Valley Planning Area currently contain 25.9 miles of existing bikeways, including 23 miles of Class I bicycle path. **Table 3-34** summarizes the location, classification, and mileage of existing bikeways.

Figure 3-32 displays the existing bicycle network along with mass transit stations and bicycle collision sites[29] in the West San Gabriel Valley Planning Area.

There are multiple Metro and MetroLink Stations in the planning area that provide residents and commuters with the option to take multimodal trips. Altadena, East Pasadena-East San Gabriel, and San Pasqual also have Metro Gold Line stations nearby. The South Monrovia Islands and Whittier Narrows have connections to the El Monte MetroLink station and the El Monte Bus Terminal via the Rio Hondo bike path.

Numerous opportunities exist to expand the existing bicycle network and, therefore, improve bicycle-transit integration and access to commercial, recreational, and other key destinations. The unincorporated communities of Altadena, East Pasadena-East San Gabriel, San Pasqual, and the South Monrovia Islands have excellent opportunities to enhance their bicycling mobility by developing facilities that tie in to the relatively dense bicycle networks of adjacent cities of Pasadena and Arcadia.

According to the California Highway Patrol SWITRS data, a total of 87 bicycle collisions were reported in the West San Gabriel Valley Planning Area from 2004 through 2009, 40 of which occurred in Altadena.

[28] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

[29] *Bicycle collision locations displayed for unincorporated county only.*

Table 3-34: West San Gabriel Valley Existing Bikeways

Community	Segment	From	To	Class	Mileage
Altadena	Allen Avenue	New York Drive	Washington Boulevard	3	0.7
Altadena	Elizabeth Street	Oxford Avenue	Allen Avenue	3	0.2
Cities of Arcadia and El Monte	Santa Anita Wash Bicycle Path	Live Oak Avenue	Rio Hondo Bicycle Path	1	1.0
Cities of Arcadia, El Monte, Rosemead and South El Monte, and Whittier Narrows	Upper Rio Hondo Bicycle Path	Rio Hondo Parkway	San Gabriel Boulevard	1	6.9
City of Irwindale	San Gabriel River Bicycle Path	Huntington Drive	Ramona Boulevard	1	8.2
City of Montebello and Whittier Narrows	Rio Hondo Bicycle Path	San Gabriel Boulevard	0.2 miles north of Washington Boulevard	1	3.7
East Pasadena-East San Gabriel	Madre Street	Del Mar Boulevard	Green Street	3	0.2
East Pasadena-East San Gabriel	Madre Street	Thorndale Road	San Pasqual Street	3	0.2
East Pasadena-East San Gabriel	San Pasqual Street	0.1 miles west of Oneida Drive	Madre Street	3	0.1
San Pasqual	San Pasqual Street	Berkeley Avenue	San Gabriel Boulevard	3	0.9
San Pasqual	Sierra Madre Boulevard	0.1 miles south of Del Mar Boulevard	0.1 miles north of California Boulevard	3	0.3
Whittier Narrows	Rio Hondo-San Gabriel River Connector	Upper Rio Hondo Bicycle Path	San Gabriel River Bicycle Path	1	1.0
Whittier Narrows	San Gabriel River Bicycle Path	0.1 miles south of Fineview Street	0.2 miles south of Siphon Road	1	2.5
				Total	**25.9**

**County-maintained bikeways only*

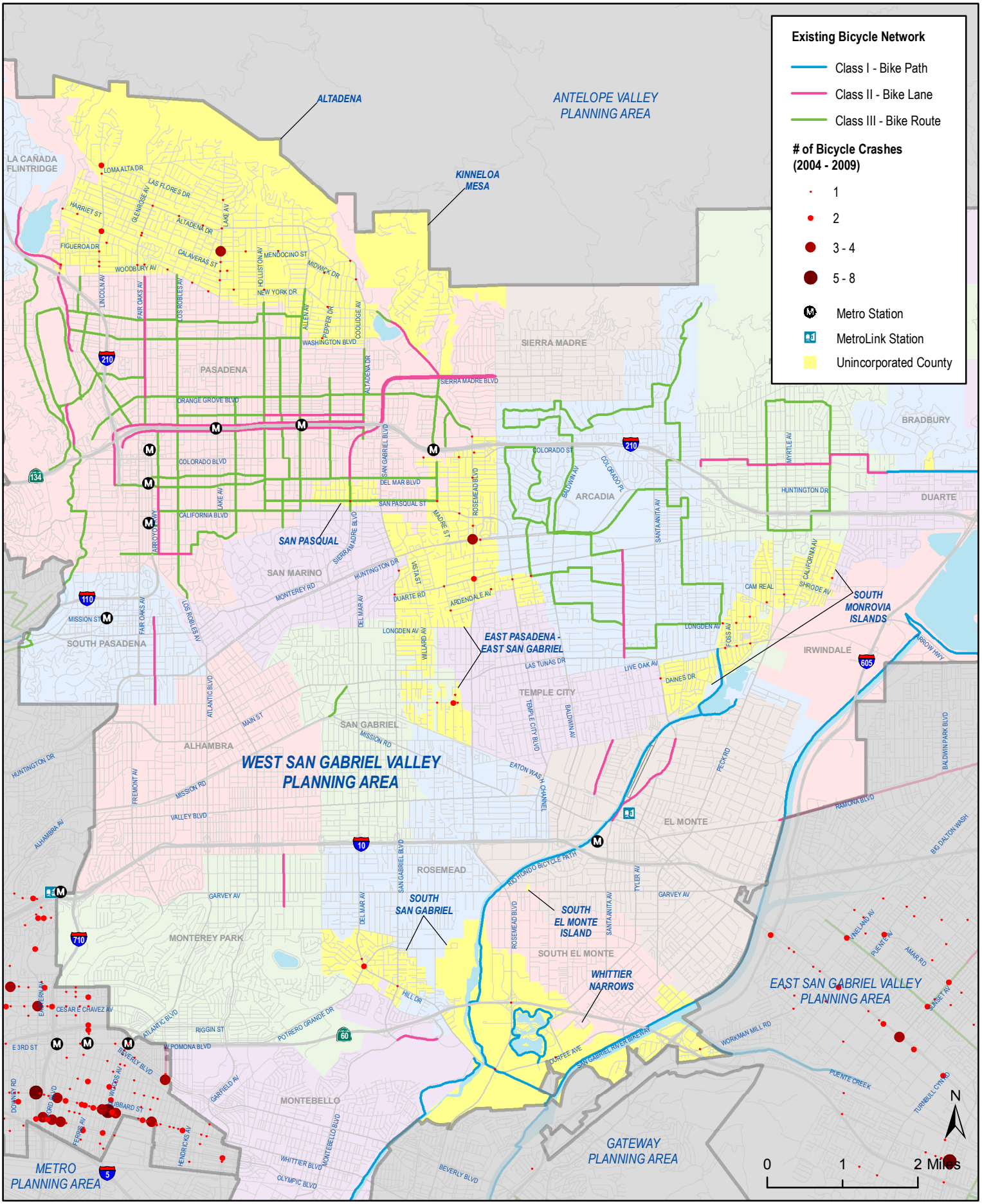

Figure 3-32: West San Gabriel Valley Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

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

3.10.2 Proposed Network

Table 3-35 summarizes the proposed bicycle network mileage by classification type within the West San Gabriel Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide 57 miles of facility across the planning area. Under current conditions, unincorporated West San Gabriel Valley contains nearly 26 miles of bicycle facility.

Table 3-36 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-33 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the West San Gabriel Valley Planning Area. **Figure 3-34** provides a more detailed view of the proposed bicycle network within the Altadena and Kinneloa Mesa communities. **Figure 3-35** provides a closer view of the proposed bicycle network within the communities of East Pasadena-East San Gabriel, San Pasqual, and the South Monrovia Islands.

Table 3-35: West San Gabriel Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 1 – Bicycle Path	8.0	14.0%
Class 2 – Bicycle Lane	15.9	27.8%
Class 3 – Bicycle Route	28.5	49.7%
Bicycle Boulevard	4.9	8.5%
Total	**57.3**	**100%**

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Del Mar Boulevard	Madre Street	Rosemead Avenue	East Pasadena-East San Gabriel and City of Pasadena[A]	3	0.5	5	135
2	Madre Street/ Muscatel Avenue	San Pasqual Street	Longden Avenue	East Pasadena-East San Gabriel	3	1.7	5	125

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
3	Eaton Wash Channel Proposed Bicycle Path[B]	New York Drive	Rio Hondo Bicycle Path	East Pasadena-East San Gabriel, City of Pasadena, City of Temple City, City of San Gabriel, City of Rosemead, City of El Monte	1	7.7	1, 5	125
4	Sierra Madre Villa Avenue/Madre Street	Interstate 210	Green Street	East Pasadena-East San Gabriel and City of Pasadena[A]	3	0.2	5	115
5	Allen Avenue	Altadena Drive	New York Drive	Altadena	3	0.9	5	115
6	Longden Avenue	8th Avenue	Peck Road	South Monrovia Islands	3	1.0	5	115
7	Holliston Avenue	Altadena Drive	Lexington Street	Altadena and City of Pasadena[A]	3	1.1	5	115
8	Daines Drive/9th Avenue/Lynd Avenue	Santa Anita Avenue	Mayflower Avenue	South Monrovia Islands and City of Arcadia[A]	3	1.3	5	110
9	Colorado Boulevard	Kinneloa Avenue (Eaton Wash Channel Proposed Bicycle Path)	Michillinda Avenue	East Pasadena-East San Gabriel and City of Pasadena	2	1.1	5	105
10	Huntington Drive	San Gabriel Boulevard	Michillinda Avenue	East Pasadena-East San Gabriel	2	1.4	5	105
11	Lake Avenue	Loma Alta Drive	Atchison Street	Altadena and City of Pasadena	3	1.9	5	100
12	Lincoln Avenue Lincoln Avenue	Loma Alta Drive Altadena Drive	Altadena Drive Woodbury Road	Altadena	3 2	0.2 1.1	5	100
13	Santa Anita Wash Proposed Bicycle Path	Longden Avenue	Live Oak Avenue	South Monrovia Islands	1	0.3	5	100
14	Peck Road	San Gabriel River Bicycle Path	Workman Mill Road	Whittier Narrows, Avocado Heights, North Whittier and City of Industry[A]	2	0.9	1	100
15	Foss Avenue/Center Street	Longden Avenue	Daines Drive	South Monrovia Islands	3	0.6	5	95
16	Pepper Drive	Glen Canyon Road	Washington Boulevard	Altadena	3	0.9	5	95
17	California Avenue	Hurstview Avenue	Novice Lane	South Monrovia Islands and City of Monrovia[A]	3	0.9	5	95
18	Ardendale Avenue/ Oak Avenue/Naomi Avenue	0.2 miles west of Muscatel Avenue (Eaton Wash Channel Proposed Bicycle Path)	Golden West Avenue	East Pasadena-East San Gabriel	3	1.4	5	95
19	Midwick Drive/Glen Canyon Road/Coolidge Avenue	Allen Avenue	New York Drive	Altadena	BB	1.5	5	95
20	Glenrose Avenue	Loma Alta Drive	Woodbury Road	Altadena	3	1.5	5	90

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
21	Loma Alta Drive	Lincoln Avenue	Lake Avenue	Altadena	3	1.6	5	90
22	Altadena Drive	Crestford Drive	Allen Avenue	Altadena and City of Pasadena[A]	3	3.1	5	90
23	Windsor Avenue Windsor Avenue	Figueroa Drive Alberta Street	Alberta Street Interstate 210	Altadena and City of Pasadena[A]	3 2	0.1 0.3	5	85
24	San Pasqual Street	Madre Street	Rosemead Avenue	East Pasadena-East San Gabriel	2	0.5	5	85
25	New York Drive	Lake Avenue	0.1 miles east of Creekside Court	Altadena	3	2.2	5	85
26	Harriet Street/Raymond Avenue/Calaveras Street/Maiden Lane/Mendocino Street	El Nido Drive	Allen Avenue	Altadena	BB	3.4	5	85
27	Figueroa Drive	Windsor Avenue	Fair Oaks Avenue	Altadena	3	0.8	5	80
28	Las Flores Drive	Glenrose Avenue	Lake Avenue	Altadena	3	1.0	5	80
29	Camino Real Shrode Avenue	Mayflower Avenue California Avenue	California Avenue Mountain Avenue	South Monrovia Islands	2 3	0.6 0.4	5	80
30	Marengo Avenue Marengo Avenue	Loma Alta Drive Altadena Drive	Altadena Drive Montana Street	Altadena and City of Pasadena[A]	3 2	0.9 0.9	5	80
31	Duarte Road[C] Duarte Road	San Gabriel Boulevard Sultana Avenue	Sultana Avenue Oak Avenue	East Pasadena-East San Gabriel	3 2	1.0 0.4	5	75
32	Woodbury Road Woodbury Road	Windsor Avenue Santa Rosa Avenue	Santa Rosa Avenue Lake Avenue	Altadena and City of Pasadena[A]	2 3	1.7 0.5	5	75
33	Del Mar Avenue/Hill Drive/San Gabriel Boulevard[C]	Graves Avenue	0.2 miles east of Lincoln Avenue	South San Gabriel, Whittier Narrows and Cities of Montebello and Rosemead[A]	2	2.6	1	75
34	Willard Avenue	Longden Avenue	Las Tunas Drive	East Pasadena-East San Gabriel and City of San Gabriel[A]	3	0.7	5	70
35	Mayflower Avenue	Longden Avenue	Lynd Avenue	South Monrovia Islands	2	0.3	5	70
36	Longden Avenue	San Gabriel Boulevard	Rosemead Boulevard	East Pasadena-East San Gabriel and Cities of San Gabriel and Temple City[A]	3	1.0	5	70
37	Vista Street	Huntington Drive	Longden Avenue	East Pasadena-East San Gabriel	3	1.1	5	70
38	Washington Boulevard	Bellford Drive	Altadena Drive	Altadena	2	0.7	5	70
39	Temple City Boulevard	Duarte Road	Lemon Avenue	East Pasadena-East San Gabriel and City of Temple City[A]	2	0.5	5	65

Table 3-36: West San Gabriel Valley Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
40	California Boulevard	0.1 miles east of Brightside Lane	Michillinda Avenue	East Pasadena-East San Gabriel	2	1.0	5	60
41	Rosemead Boulevard[C]	Colorado Boulevard	Callita Street	East Pasadena-East San Gabriel	2	1.9	5	60
					Total Mileage	**57.3**		

[A] *Part of project traverses through or along boundary of incorporated city*

[B] *Proposed project requires on-street alignment between Maple Street and Titley Avenue and between Kinneloa Avenue and Del Mar Boulevard*

[C] *Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles*

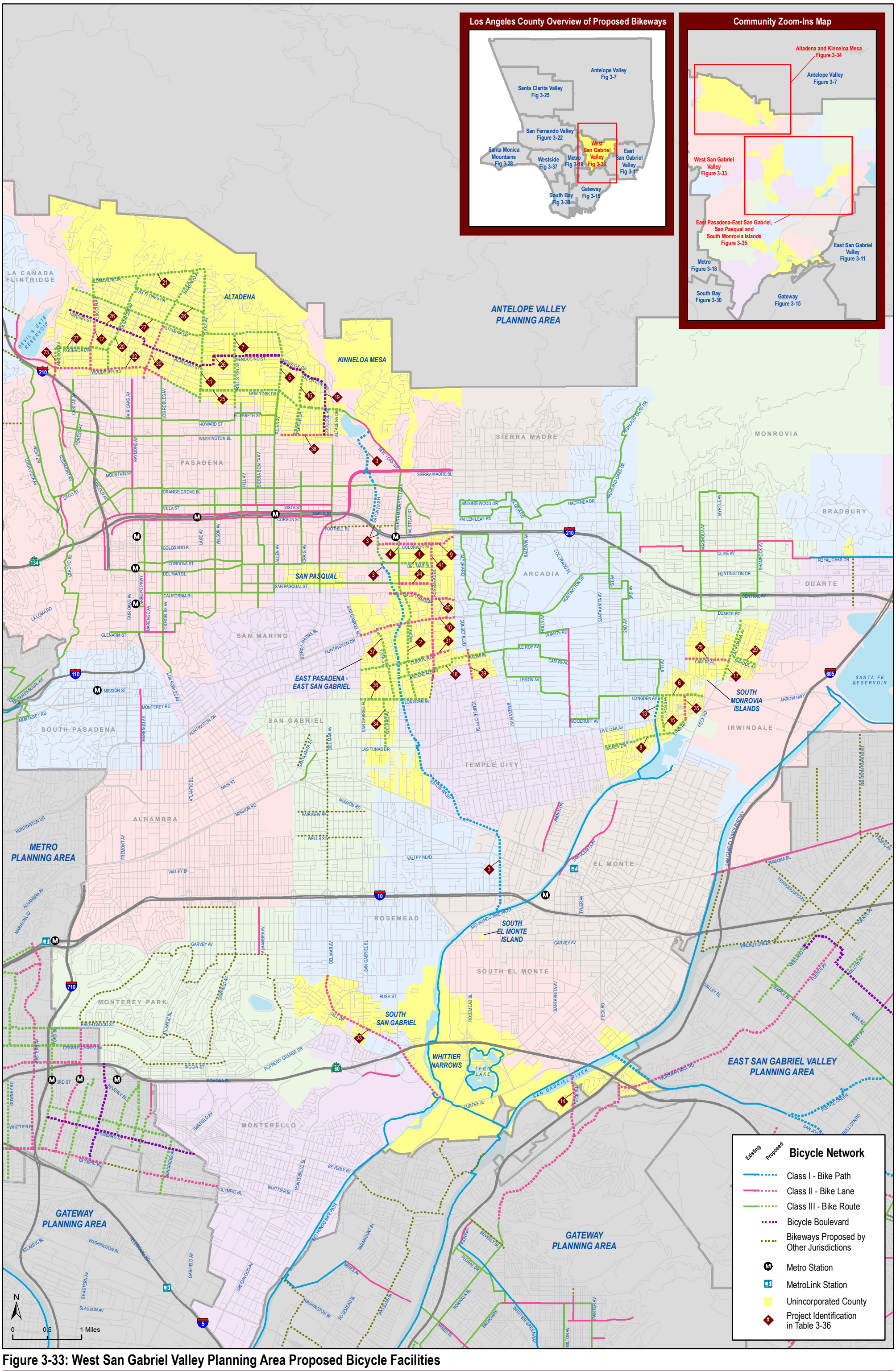

Figure 3-33: West San Gabriel Valley Planning Area Proposed Bicycle Facilities

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

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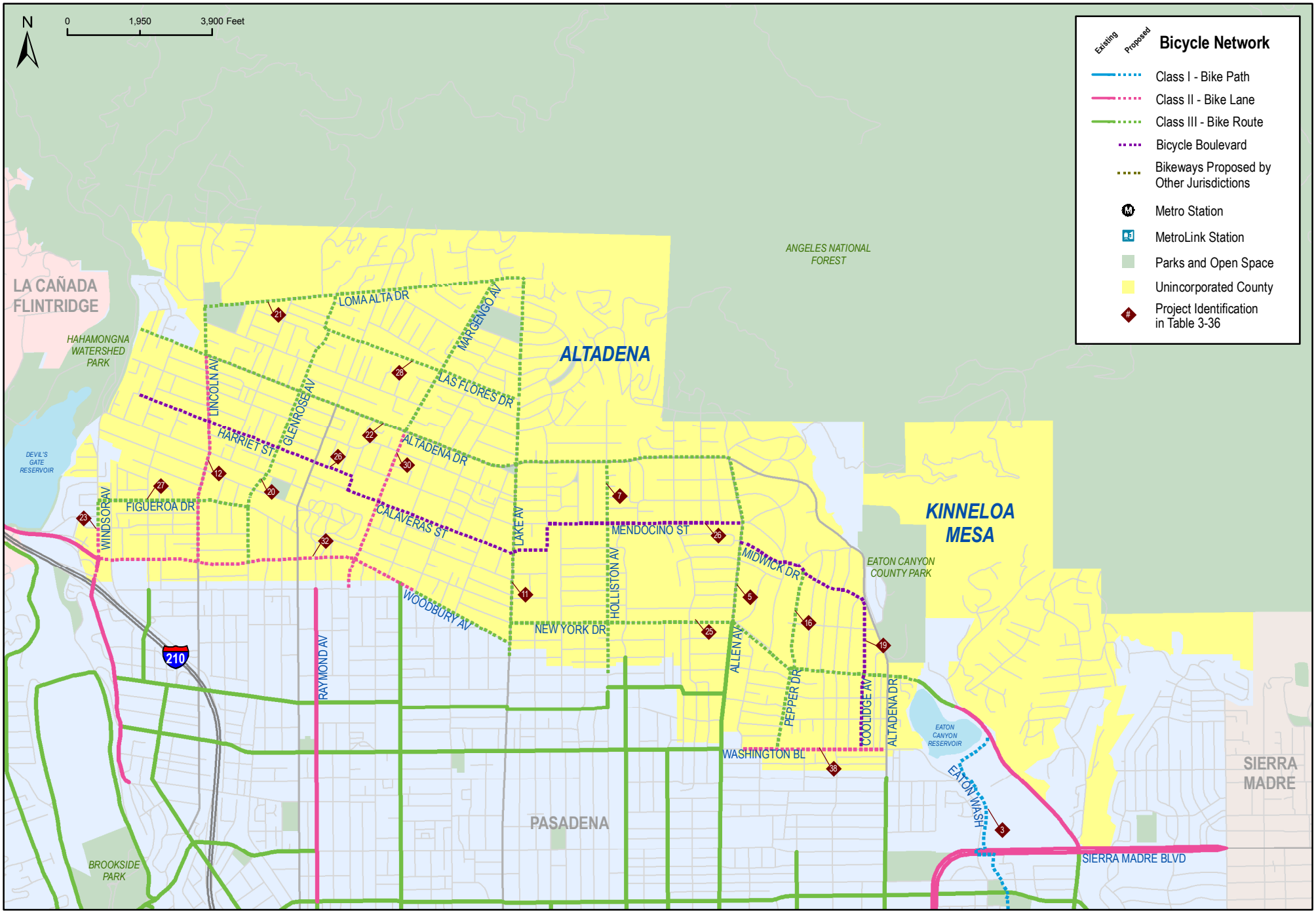

Figure 3-34: Altadena and Kinneloa Mesa Proposed Bicycle Facilities

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

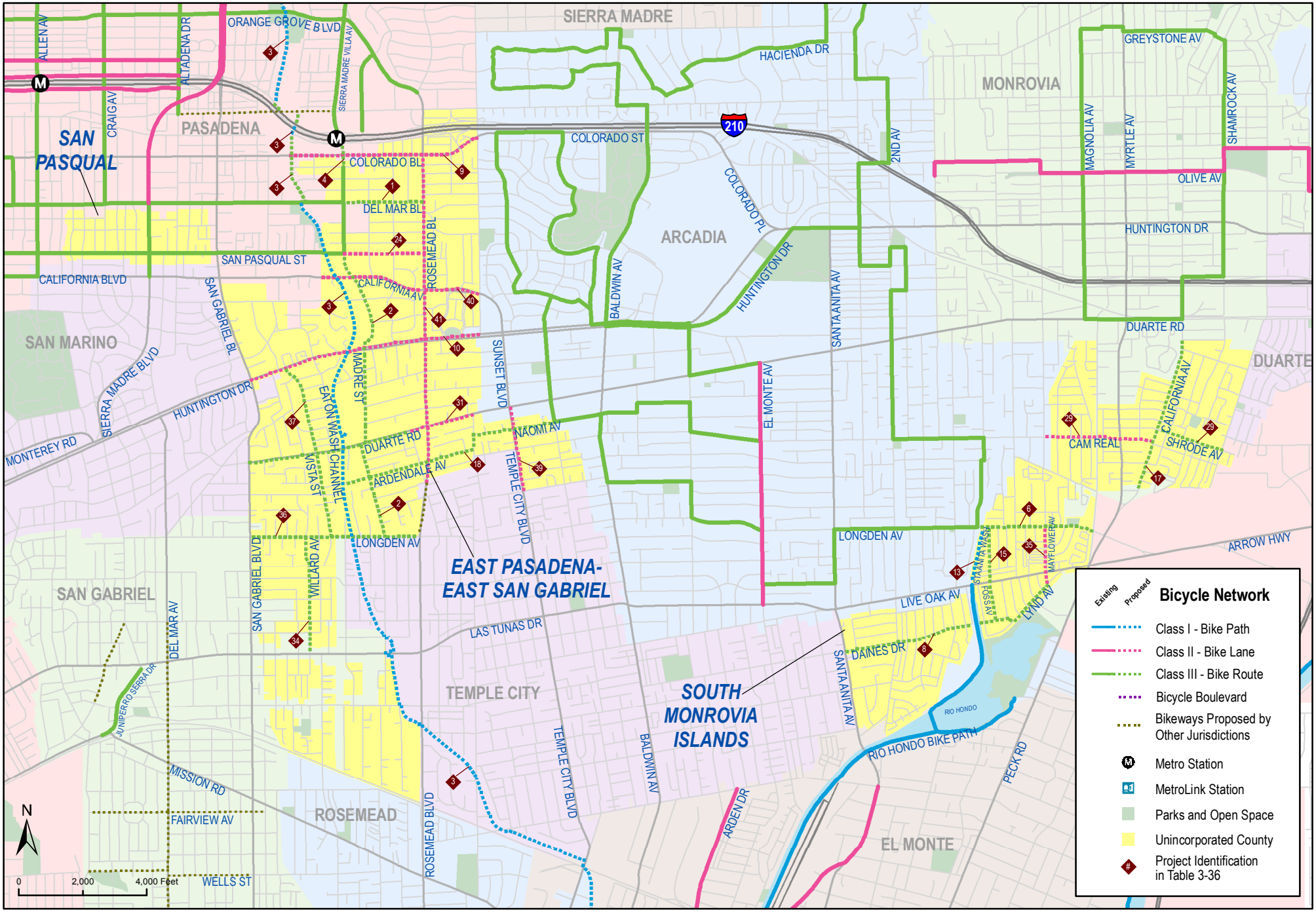

Figure 3-35: East Pasadena-East San Gabriel, San Pasqual and South Monrovia Islands Proposed Bicycle Facilities

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

3.11 Westside Planning Area

The Westside Planning Area is located in the densely urban western part of Los Angeles County. There are four unincorporated areas comprised of the following six communities: Franklin Canyon, West Los Angeles (Sawtelle Veterans Affairs), Marina del Rey, Ballona Wetlands, West Fox Hills, and Ladera Heights/Viewpark-Windsor Hills. The unincorporated area is surrounded by incorporated jurisdictions, primarily the City of Los Angeles.

Approximately 32,000 people reside in this geographically small collection of communities[30], excluding West Los Angeles (Sawtelle Veterans Affairs), which has no permanent residents. Land uses in West Los Angeles are exclusively open space/park and public use, hosting the Veterans Affairs Administration and Hospital, Barrington Recreation Center, and Los Angeles National Cemetery. The remaining communities consist of predominately residential, commercial, open space, and park land uses. **Figure D-10** in **Appendix D** displays existing land uses within the planning area.

3.11.1 Existing Bicycle Conditions

Within the Westside Planning Area, there are approximately 12.2 miles of bikeways maintained by the County. **Table 3-37** summarizes the location, classification, extents, and mileage of the facilities maintained by the County.

Table 3-37: Westside Planning Area Existing Bikeways

Community	Segment	From	To	Class	Mileage
Cities of Los Angeles and Santa Monica	Marvin Braude Bicycle Path	Mabery Road	Washington Boulevard	1	4.8
City of Los Angeles	Marvin Braude Bicycle Path	Pacific Avenue	Grand Avenue	1	3.8
City of Los Angeles and Marina del Rey	Ballona Creek Bicycle Path	Pacific Avenue	Lincoln Boulevard	1	1.5
Marina del Rey	Fiji Way	Western terminus of Fiji Way	Admiralty Way	3	0.7
Marina del Rey	Marvin Braude Bicycle Path	Fiji Way	Ballona Creek Bicycle Path	1	0.1
Marina del Rey	Marvin Braude Bicycle Path	Washington Boulevard	Fiji Way	1	1.3
				Total	**12.2**

**County-maintained bikeways only*

Opportunities to expand the existing bicycle network include improving access to key attractors in Ladera Heights/Viewpark-Windsor Hills such as West Los Angeles College, the Goldleaf Circle Commercial Plaza, the Fox Hills Mall, and the commercial area surrounding Leimert Park Plaza, and to existing networks in

[30] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

Culver City and Los Angeles. In Marina del Rey, opportunities include enhancing beach access and connections to Culver City and Los Angeles networks, including linkages to Marvin Braude Bicycle Path.

The Los Angeles County Metropolitan Transportation Authority (LACMTA) identified two key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in **Table 3-38.**

Table 3-38: MTA Identified Gaps in the Westside Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
35	Beach	LA County / LA City	South Bay Beach Bicycle Path through the Marina in Marina del Rey	Existing Class II on Washington
36	Beach	LA County / LA City	Connection between Fisherman's Village and Ballona Creek Bicycle Path	Existing Class III on Fiji Way

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Figure 3-36 displays existing bicycle facilities, public transit stations, and bicycle collision locations within the planning area[31]. According to the California Highway Patrol SWITRS data, 56 bicycle collisions were reported in the Westside Planning Area between 2004 and 2009. Of these 56 instances, 37 occurred in Marina del Rey. Four intersections in Marina del Rey experienced more than five collisions during that time period: Mindanao Way/ Admiralty Way (eight crashes), Bali Way/Admiralty Way (seven crashes), Palawan Way/Admiralty Way (seven crashes), and Fiji Way/Admiralty Way (six crashes). The high incidence of bicycle collisions in this concentrated area is partly a function of the high bicycling rates.

[31] *Bicycle collision locations displayed for unincorporated communities only.*

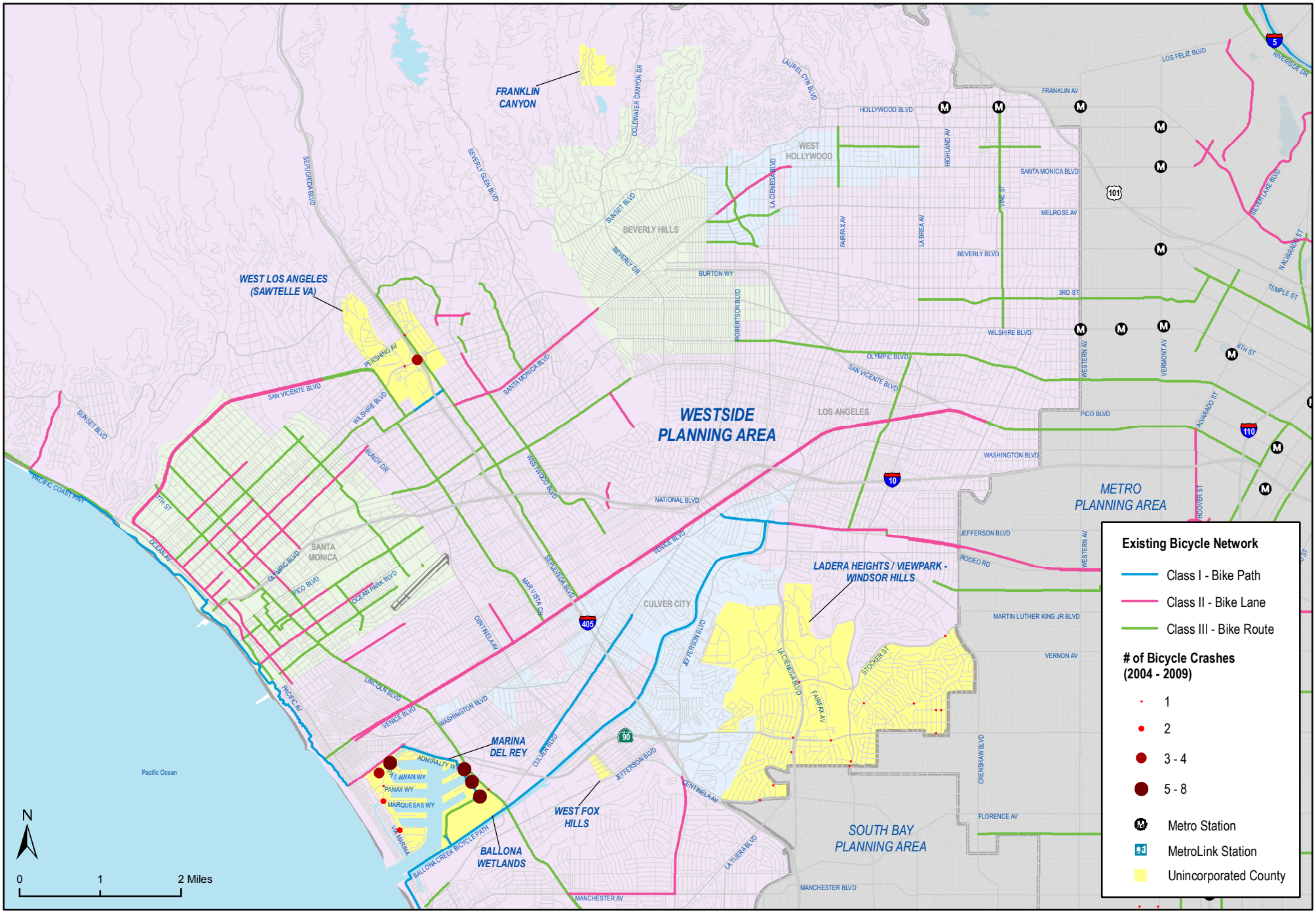

Figure 3-36: Westside Planning Area Existing Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

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

3.11.2 Proposed Network

Table 3-39 summarizes the proposed bicycle network mileage by classification type within the Westside Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 15 miles of facility across the planning area. There are currently only 12.2 miles of existing bicycle facilities within the unincorporated parts of Westside Planning Area. Table 3-40 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-37 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the Westside planning area. Figure 3-38 provides a more detailed view of the proposed bicycle network within the Marina del Rey and Ballona Wetlands communities.

Table 3-39: Westside Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class 1 – Bicycle Path	2.5	16.3%
Class 2 – Bicycle Lane	6.9	45.1%
Class 3 – Bicycle Route	5.9	38.6%
Total	**15.3**	**100%**

Table 3-40: Westside Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Fiji Way[A]	0.7 miles west of Admiralty Way	Admiralty Way	Marina del Rey	2	0.7	4	115
	Fiji Way	Admiralty Way	Lincoln Boulevard		3	0.1		
2	Via Dolce	Washington Boulevard	Via Marina	Marina del Rey and City of Los Angeles[B]	3	0.4	3, 4	100
	Via Marina	Via Dolce/Marquesas Way	Channel Walk		3	0.9		
3	Palawan Way	Washington Boulevard	0.1 miles south of Admiralty Way	Marina del Rey	3	0.2	4	100
4	Valley Ridge Avenue/54th Street	Stocker Street	Hillcrest Drive	Ladera Heights/Viewpark-Windsor Hills	3	1.4	2	90
5	Bali Way	0.1 miles west of Marvin Braude Bicycle Path (Admiralty Way)	Marvin Braude Bicycle Path (Admiralty Way)	Marina del Rey	2	0.1	4	85

Table 3-40: Westside Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
6	Mindanao Way	0.2 miles west of Marvin Braude Bicycle Path (Admiralty Way)	Marvin Braude Bicycle Path (Admiralty Way)	Marina del Rey	2	0.2	4	85
7	62nd Street/Citrus Avenue/60th Street	Fairfax Avenue	0.1 miles east of Overhill Drive	Ladera Heights/Viewpark-Windsor Hills and City of Los Angeles[B]	3	0.7	2	80
8	Overhill Drive	Stocker Street	Slauson Avenue	Ladera Heights/Viewpark-Windsor Hills	2	0.7	2	80
	Overhill Drive	Slauson Avenue	60th Street		3	0.2		
9	Slauson Avenue	0.1 miles east of Buckingham Parkway	Angeles Vista Road	Ladera Heights/Viewpark-Windsor Hills and City of Los Angeles[B]	3	1.6	2	80
10	Centinela Avenue	Green Valley Circle	La Tijera Boulevard	Ladera Heights/Viewpark-Windsor Hills and City of Los Angeles[B]	2	0.9	2	70
11	Angeles Vista Road	Slauson Avenue	Vernon Avenue	Ladera Heights/Viewpark-Windsor Hills and City of Los Angeles[B]	2	1.7	2	70
12	Fairfax Avenue	Stocker Street	57th Street	Ladera Heights/Viewpark-Windsor Hills	2	0.6	2	60
	Fairfax Avenue	57th Street	62nd Street		3	0.4		
13	Stocker Street	Fairfax Avenue	Santa Rosalia Drive	Ladera Heights/Viewpark-Windsor Hills and City of Los Angeles[B]	2	2.0	2	50
14	Marvin Braude Proposed Bicycle Path	Washington Boulevard	0.1 miles south of Yawl Street	City of Los Angeles	1	1.1	3	45
15	Sepulveda Channel Proposed Bicycle Path	Palms Boulevard	Venice Boulevard	City of Los Angeles	1	0.6	2	45
16	Sepulveda Channel Proposed Bicycle Path	Washington Boulevard	Ballona Creek Bicycle Path	City of Los Angeles	1	0.8	2	45
					Total Mileage	**15.3**		

[A.] Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles
[B] Part of project traverses through or along boundary of incorporated city

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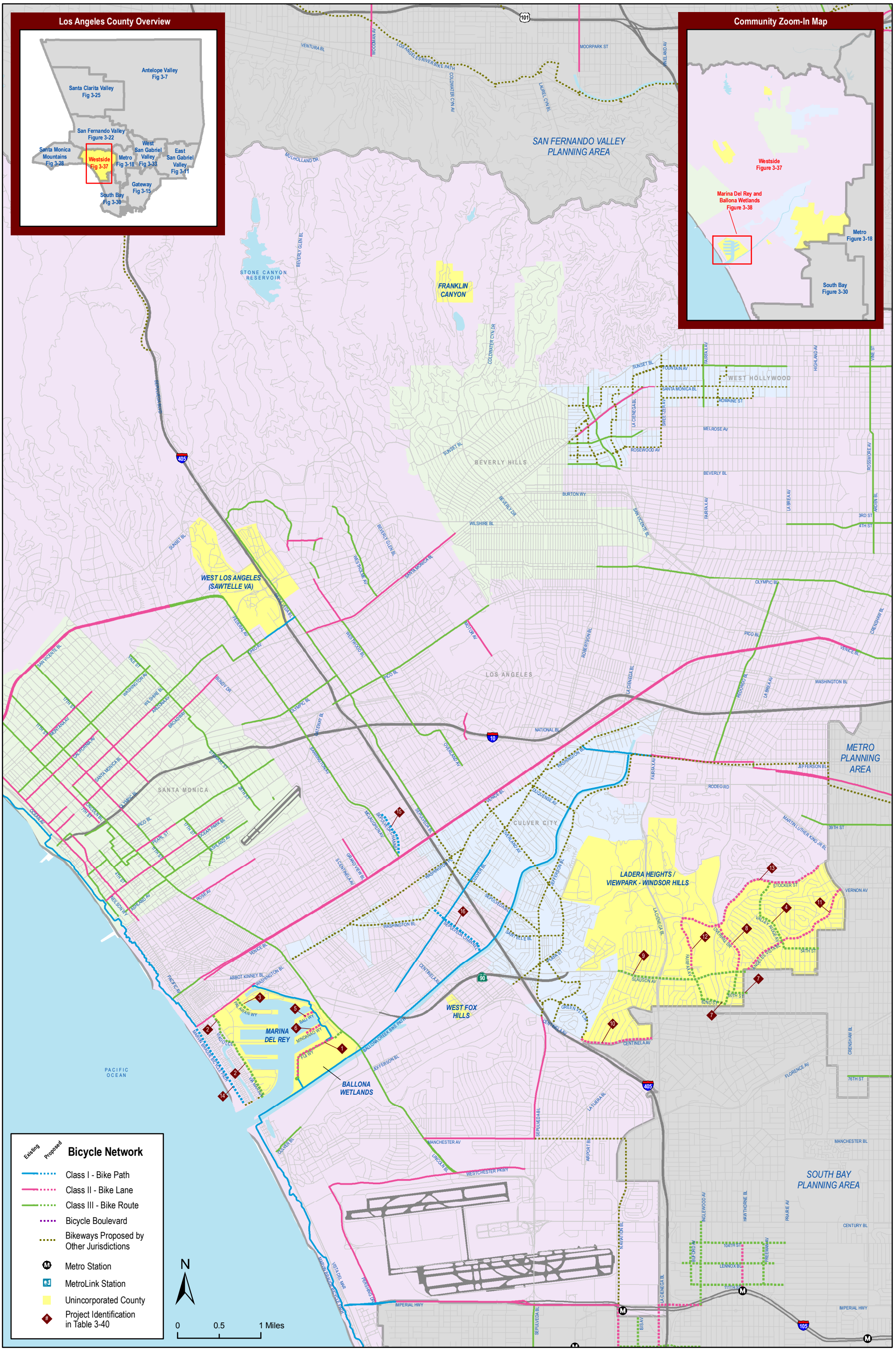

Figure 3-37: Westside Planning Area Proposed Bicycle Facilities

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

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Figure 3-38: Ballona Wetlands and Marina del Rey Proposed Bicycle Facilities

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

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4. Education, Enforcement, and Encouragement Programs

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The bikeway projects and facility improvements recommended in the Plan will incorporate programs designed to educate people about bicyclists' rights and responsibilities and safe bicycle operation; connect current and future bicyclists to existing resources; and encourage residents to bicycle more frequently.

Recommendations presented in this chapter are divided into the following three categories: education, enforcement, and encouragement programs. Implementation of the programs will require coordination between various County departments. The County will pursue funding for these programs along with the proposed bikeway projects as implementation of the Plan moves forward.

4.1 Education Programs

Education programs enable bicyclists, pedestrians, and motorists to understand how to travel safely in the roadway environment and be aware of the laws that govern these modes of transportation. Education programs are available in an array of mediums, from long-term courses with detailed instruction to single sessions focusing on a specific topic. Curriculums should be tailored to the target audience and to the format of instruction. The education programs described in the remainder of this section are recommended for implementation in the unincorporated County of Los Angeles:

- Bicycle Skills Courses
- Youth Bicycle Safety Education
- Bicycle Rodeos
- Share the Path Campaign
- Public Awareness Campaigns Targeting Motorists

4.1.1 Bicycle Skills Courses

Target Audience: General public

Most bicyclists do not receive comprehensive instruction on safe and effective bicycling techniques, laws, or bicycle maintenance. Bicycle skills courses can address this deficiency by providing on-bike maneuvering, traffic negotiation, and crash avoidance techniques, as well as instruction on bicycle safety checks, fixing flat tires, and adhering to bicycle traffic laws.

The Los Angeles County Bicycle Coalition (LACBC) currently offers adult League of American Bicyclists (LAB) courses taught by League Certified Instructors. The County can partner with the LACBC and other non-profit organizations to expand course offerings, incorporating them into recreation center programs or other County programs. Common LAB adult courses are Traffic Skills 101, Traffic Skills 102, and Commuting. These courses address topics such as bicycle safety checks and basic maintenance, riding skills, traffic negotiation, and collision avoidance. These courses should coordinate with local jurisdictions to provide a centralized point of contact for reporting bicycle-related concerns.

4.1.2 Youth Bicycle Safety Education

Target Audience: Youth

Youth bicycle safety programs educate students about the rules of the road, proper use of bicycle equipment, biking skills, street crossing skills, and the benefits of bicycling. Such education programs are frequently initiated as part of Suggested Routes to School programs.

Bicycle safety education can be integrated into classroom time, physical education periods, or taught after school. Classroom activities teach children about bicycling and traffic safety through lessons given by a volunteer, trained professional, law enforcement officer, or teacher. Individual lessons should focus on one or two key issues and include activities that are fun and engaging. Pedestrian safety topics are generally most effective for children in kindergarten through third grade, whereas bicycle safety lessons are more appropriate for fourth through eighth grade students[32]. The National Center for Safe Routes to School (SR2S) online guide summarizes key messages to include in pedestrian and bicycle safety curriculums, which can be found at http://www.saferoutesinfo.org/guide/education/key_messages_for_children.cfm

In addition to classroom-based activities, periodic "safety assemblies" can also be used to provide bicycle safety education. Safety assemblies are events that convey a safety message through the use of engaging and visually stimulating presentations, videos, skits, guest speakers, or artistic displays. Assemblies should be relatively brief and focus on one or two topics. Classes receiving on-going instruction on related topics can participate by presenting what they are learning to the rest of the school. Safety assembly lessons can be reinforced throughout the school year by reiterating the message in school announcements, school newsletters, posters, or other means. In addition to providing safety instruction, safety assemblies generate enthusiasm about biking.

On-bike safety education presented by professionally trained teachers, bicycling organizations, or other volunteers should include:

- Parts of a bicycle
- How a bicycle works
- Flat fixing
- Rules of the road
- Right of way
- Road positioning
- On-bike skills lessons (braking, turning, steering)
- Riding with traffic

[32] *Safe Routes to School National Partnership, http://www.saferoutespartnership.org/state/bestpractices/personalsafety*

4.1.3 Bicycle Rodeos

Target Audience: Children

Bicycle Rodeos are individual events that help students develop basic bicycling techniques and safety skills through the use of a bicycle safety course. Rodeos use playgrounds or parking lots set up with stop signs, traffic cones, and other props to simulate the roadway environment. Typically students are taught basic maneuvering tips and are taught to stop at stop signs and look for on-coming traffic before proceeding through intersections.

Bicycle Rodeos also provide an opportunity for instructors to ensure children's helmets and bicycles are appropriately sized, and can include free or low-cost helmet distribution and/or bike safety checks.

Trained adult volunteers can administer rodeos, or they may be offered through the local police or fire department. Bicycle Rodeos can be stand-alone bicycle events or can be incorporated into health fairs, back to school events, and Walk and Bike to School days.

4.1.4 Share the Path Campaign

Target Audience: Users of bike paths

Conflicts between bike path users can be a major issue on popular, well-used path systems. "Share the Path" campaigns promote safe and courteous behavior. These campaigns typically involve distribution of bicycle bells and other bicycle paraphernalia, and brochures with safety tips and maps at bicycle rides and other public events.

Effective Share the Path campaigns generally require the following actions:

- Developing a simple, clear Share the Path brochure for distribution through local bike shops and wherever bike maps are distributed.
- Hosting a bicycle bell giveaway event on a popular shared-use path. A table is set up with maps and brochures, and County staff is present to answer questions.
- Volunteers and County staff can partner to hand out bells to cyclists. Signs, pavement chalk, and banners explain the event and give cyclists warning so they can stop and receive a bell. Volunteers mount the bells on handlebars (bells that require no tools for installation such as BBB EasyFit bells are recommended).
- Volunteers and County staff can partner to distribute Share the Path brochures to other path users (e.g., pedestrians with strollers or pets).
- Volunteers can also walk along the path and give a thank you and a small gift to bicyclists who use their bells when passing.
- Involved agencies conduct media outreach before the event. Bell giveaways provide positive stories about bicycling and good visual opportunities for marketing.
- Public service announcements, promoting courtesy and respect to encourage all path users to share the path safely.

4.1.5 Bicyclist Public Awareness Campaigns

Target Audience: Motorists, Bicyclists and Pedestrians

A high-profile marketing campaign that highlights bicyclist safety is an important part of helping all road users – including both motorists and bicyclists – understand their roles and responsibilities on the roadway. This type of high-profile campaign is an effective way to raise the profile of bicycling and improve safety for bicyclists, pedestrians, and motorists.

A public awareness campaign should combine compelling graphics and messages with an easy-to-use website focused at motorists, pedestrians and bicyclists. The safety and awareness messages can be displayed near high-traffic corridors (e.g., on billboards), printed in local publications and broadcast as public service announcements. A well-produced public awareness campaign will be memorable and effective and include clean, clear graphics in a variety of media, the distribution of free promotional items, and email or in-person outreach. This type of campaign is particularly effective when kicked off in conjunction with other bicycling events.

A bicycling safety public awareness campaign should address many of the following safety issues:

- How to share the road (for both motorists and bicyclists)
- Proper roadway positioning and etiquette
- Bicycling rights
- Safe bicycling skills
- Yielding to pedestrians
- Where bicycling is permitted and where bicyclists should walk their bikes
- Light and helmet use

4.2 Enforcement

Enforcement programs target unsafe bicyclist and motorist behaviors and enforce laws that reduce bicycle/motor vehicle collisions and conflicts. Enforcement fosters mutual respect between roadway users and improves safety. These programs generally require coordination between law enforcement, transportation agencies, and bicycling organizations.

Enforcement activities are undertaken by different agencies throughout the County of Los Angeles. The California Highway Patrol is responsible for enforcement on unincorporated County roadways. The local police departments in the incorporated cities are responsible for enforcement of the County-operated Class I bike paths. Some cities may have elected to contract with the Los Angeles County Sheriff's Department for law enforcement in their jurisdiction. For those cities, the County Sheriff's Department is responsible for enforcement along the Class I bike paths.

4.2.1 Bicycle Patrol Unit

Target Audience: Cyclists and motorists

On-bike officers are an excellent tool for community and neighborhood policing because they are more accessible to the public and able to mobilize in areas that patrol cars cannot reach (e.g., overcrossings and paths). Bike officers undergo special training in bicycle safety and bicycle-related traffic laws and are therefore especially equipped to enforce laws pertaining to bicycling. Bike officers help educate cyclists and motorists

through enforcement and also serve as excellent outreach personnel to the public at parades, street fairs, and other gatherings.

Vehicle statutes related to bicycle operations are typically enforced on bikeways as part of the responsible traffic enforcement agencies' normal operations. Such agencies may also consider using bicycle patrol units to proactively enforce bicycle-related violations. Spot enforcements are highly visible and publicly advertised. They may take the form of intersection stings, handing out informational sheets to motorists, bicyclists and pedestrians, or enforcing speed limits and right-of-way at shared use path/roadway intersections. Targeted enforcement can be undertaken as a component of a Share the Road campaign. Plain clothes officers on bicycles can stop motorists and cyclists not following the rules of the road and provide educational material, as well as cite the transgressors. An officer on a bicycle could observe the offense and radio to an officer in a chase car who will make the stop. Bicycle patrol units can also effectively enforce bike light requirements, as discussed in the next section.

4.2.2 Bicycle Light Enforcement

Target Audience: Cyclists

A bicycle light enforcement program can issue "fix it" tickets or warnings to bicyclists without lights and distribute safety brochures. The actual installation of free bike lights on the spot is a common alternative.

Many bicyclists ride without lights or with dysfunctional lights and are unaware that during darkness, lights are required by California law. Bicycling without lights reduces bicyclists' visibility and visibility to motor vehicles and therefore increases bicyclists' risks of being involved in bicycle-car crashes. For these reasons, increasing bicycle light usage is a top priority for the County.

Bicycle light enforcement can effectively impact behavior, particularly if bicyclists are able to avoid penalty by obtaining a bike light. One option is for officers to give offenders warnings, explain the law, and install a free bike light at the time of citation. Alternatively, officers can write "fix it tickets" and waive the fine if bicyclists can prove that they have purchased a bike light within a specified timeframe. When citing bicyclists, officers can also provide coupons for free or discounted lights at local bike shops, if available.

Bicycle light enforcement can be implemented in tandem with outreach efforts. Bike light outreach campaigns can include the following components:

- Well-designed public service announcements reminding bicyclists about the importance of bike lights can be placed on transit benches, transit vehicles, and local newspapers.
- Partnership with local cycling groups to get the word out to their members and partners. Groups should be supplied with key campaign messages to distribute to their constituents, along with coupons for free or discounted bike lights.
- Distribution of media releases with statistics about the importance of using bike lights and relevant legal statutes.
- In-school presentations about bike lights, including reflective material giveaways.
- A community bike light parade with prizes.
- Discounts on bike lights and reflective gear at local bike shops.

- Volunteers stationed at key intersections and paths that thank bicyclists using bike lights and reward them with a small gift.

4.3 Encouragement Programs

Encouragement programs are generally characterized by their focus on encouraging people to bicycle more frequently, particularly for transportation. Encouragement programs increase the propensity for bicycle trips by providing incentives, recognition, or services that make bicycling a more convenient transportation mode. The following encouragement programs are recommended for implementation in the unincorporated County and described in more detail in the remainder of the section:

- Suggested Routes to School
- Family biking programs
- Bicycling maps
- Valet bike parking at events
- Bike to Work Week/Month
- New bikeway parties
- Bike and Hike to Parks Programs

4.3.1 Suggested Routes to School

Target Audience: Students and their parents; school administrators, faculty, and staff

Suggested biking and walking route maps direct students to walk and bicycle along the safest routes to school. These maps include arrows to indicate the routes and show stop signs, signals, crosswalks, sidewalks, trails, overcrossings, and crossing guard locations surrounding the school. Maps can be distributed by school officials to parents to encourage their children to walk and bike to school. Having County staff, such as a traffic engineer, review and approve the maps can ensure that they reflect up-to-date traffic information.

Factors to consider in the process of creating routes include:

- Presence of sidewalks or paths.
- Presence of bike paths, lanes, or routes.
- Traffic volumes and speeds.
- Roadway widths.
- Convenience, directness.
- Number of crossings.
- Types of controls at intersections, e.g., stop signs or signals.
- Crossing guards.
- Surrounding land uses.

The maps should be focused on the attendance boundary of a particular school. Suggested walking and biking maps may tie directly to a community's existing or proposed sidewalk, traffic control, and park networks. Routes should take advantage of low volume residential streets, and off-street facilities such as bike paths, sidewalks, and pedestrian bridges. Identifying where crossing guards, traffic signals, or stop signs provide the safest crossing locations is a major component of developing a suggested route.

4.3.2 Family Biking Programs

Target Audience: Parents and families

Family bicycling programs equip families with information and tools so that parents can safely transport children by bicycle and help children learn bicycling skills. Family biking programs provide a level of security and certainty to parents that the family is receiving appropriate training on safety issues and safe practices. Activities include trainings or safety courses, group rides, bicycle safety checks, basic bike maintenance workshops, the distribution of maps and information on bicycling with children, and more.

4.3.3 Bicycling Maps

Target Audience: General public

One of the most effective ways of encouraging people to bicycle is by distributing maps and guides to show that the infrastructure exists, demonstrate how easy it is to access different parts of the community by bike, and highlight unique areas, shopping districts, or recreational areas. Maps can also support bicycle tourism. Maps can be County-wide, community-specific, or neighborhood maps, and can be available on paper and/or online.

4.3.4 Valet Bike Parking at Events

Target Audience: General public, event attendees

Convenient, secure bike parking at large events can make bicycling to an event a more attractive option. Valet bike parking provides secure, staffed temporary facilities for the storage of bicycles during large events. Sometimes these are outdoor, temporary structures; however, indoor bicycle storage locations can be designed into future venues that host sporting events, festivals, and other events where large numbers of people gather.

Valet parking systems generally work like a coat check: the cyclist gives their bicycle to the attendant, who tags the bicycle with a number and gives the cyclist a claim stub. The valet bike parking can also accept non-motorized devices such as rollerblades, baby strollers, and push scooters. When the cyclist returns to get the bicycle, they present the claim stub and the attendant retrieves the bicycle for them. Locks are not needed. The valet is generally open for a couple of hours before the event and a shorter time after the event.

4.3.5 Bike to Work Week/Month

Target Audience: Commuters

Bike to Work Month, Week, and Day are high-profile encouragement programs intended to introduce people to bicycle commuting and impact the general public's perceptions and attitudes toward bicycle commuting. Cities, towns, and counties across the country participate in Bike to Work Week, Month, or Day. They generally rely on special events, materials, and media outreach to promote bicycle commuting.

Common elements of Bike to Work event include: Commute 101 workshops, guided commutes or group rides to increase comfort and familiarity with bicycling routes, "Energizer Stations" to reward bicycle commuters with treats and incentives, workplace/team bicycling challenges, celebrity events (e.g., Mayor bikes to work with news team, bike/bus/car race), post-work celebrations, and bike-to-school events.

4.3.6 Launch Party for New Bikeways

Target Audience: Residents living or working near a newly-completed bicycle facility

When a new bicycle facility is built, some residents will become aware of it and use it, but others may not realize that they have improved bicycling options available to them. A launch party/campaign is an effective and fun way to inform residents about a new bikeway, and an opportunity to share other bicycling information (such as maps and brochures) and answer questions about bicycling.

4.3.7 Bike and Hike to Park Programs

Target Audience: General public

Encouraging bicycling and walking to parks is a great way to increase community health, decrease automobile congestion and parking issues, and maximize the use of public resources. Elements of these type of programs may include distributing route information, guiding rides and walks to and in parks, information kiosks, improved bicycle parking at trailheads and parks, and outreach to existing groups (e.g., boy scouts, senior groups, walking and bicycling clubs).

5. Funding and Implementation

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This chapter is intended to support the implementation of the Plan's recommendations by providing the following information:

- Planning level cost estimates for the entire proposed unbuilt network, presented in **Table 5-2**.
- Cost estimates for the 17 high priority projects, presented in **Table 5-5**.
- An overview of funding sources for those proposed projects, presented in **Table 5-6** and **Table 5-7**.

5.1 Program Monitoring

The Plan provides a long-term vision for the development of a region-wide bicycle network that can be used by all residents for all types of trips. Implementation of the Plan will take place incrementally over many years. The following actions and measures of effectiveness are provided to guide the County of Los Angeles toward the vision identified in the Plan.

5.1.1 Regularly Revisit Project Prioritization

Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public input, and a host of other criteria. County staff should review the list on a regular basis, and add new projects, remove completed projects, and revise the priorities as conditions change. The changes will be reflected in future updates to the Plan.

5.1.2 Update the Plan

While the Plan is intended to guide bicycle planning in the County of Los Angeles for the next 20 years, it should be reviewed and updated every five years to enable the County to remain eligible for Bicycle Transportation Account (BTA) funding.

5.1.3 Establish Measures of Effectiveness

Measures of effectiveness are used as a quantitative way to measure the region's progress toward implementing the Plan. Well-crafted measures of effectiveness will allow the County to determine the degree of progress toward meeting the Plan's goals, and include time-sensitive targets for the County to meet.

Table 5-1 describes several recommended program measures for the County. These measures were developed based on known baseline conditions. When given, goal targets are developed based on reasonable expectations within the time frame. As new baseline information is made available, and the County implements more of the Plan, the measures of effectiveness should be re-evaluated, revised, and updated. The County of Los Angeles should regularly review the progress made toward these goals.

Table 5-1: Program Measures of Effectiveness

Measure	Existing Benchmark (if available)	Target
Bicycle mode share	Existing County bicycle commute mode share estimated to be 0.6%.	Increase bicycle mode share to 1% within 5 years.
Public attitudes about biking in the County of Los Angeles	A survey geared specifically toward attitudes of bikers and non-bikers should be developed	Increase in positive attitudes about biking and about bicycle facilities
Number of miles of bike paths, lanes and routes maintained by the County of Los Angeles	Mileage of existing bicycle network: Class 1 Bike Paths – 100.3 miles Class 2 Bike Lanes – 19.6 miles Class 3 Bike Routes – 23.9 miles	Mileage of full build-out of proposed bicycle network: Class 1 Bike Paths – 175.2 miles Class 2 Bike Lanes – 244.0 miles Class 3 Bike Routes: 406.0 miles Bicycle Boulevards – 19.7 miles
Proportion of Arterial Streets with Bike Lanes	8.9 miles out of an estimated 690 miles County-maintained arterial streets have Bike Lanes (1.3%)	Within 5 years. Increase in the proportion of arterial streets with bicycle facilities. Suggested target of 5% to spur greater bicycle commuting (an additional 25 miles of Bike Lanes on County-maintained arterial roads)
Independent recognition of Non-Motorized Transportation Planning Efforts	No bicycle awards to date.	Independent recognition of efforts to promote biking within 3 years. League of American Bicyclist's Bronze Award within 8 years and Silver or Gold Award within 18 years.
Number of collisions involving bicyclists and motor vehicles in unincorporated areas	Year / Crashes / Killed 2004 / 272 / 5 2005 / 245 / 2 2006 / 209 / 6 2007 / 220 / 5 2008 / 220 / 5 2009 / 203 / 2	Annual reduction in bicycle collision rate per capita

Sources: US Census (2000); LACMTA (2010); SWITRS (2010)

5.2 Cost Estimates

Table 5-2 summarizes cost estimates for the proposed bikeway network recommended in the Plan. Unit cost estimates were developed by KOA Corporation. The cost of completing the proposed bicycle network is estimated to be about $79 million for bike path projects, $203.4 million for bike lane and bike route projects, and $2.3 million for bicycle boulevard projects, for a combined total system build-out cost of approximately $284.8 million. Cost estimates include costs for survey and design, construction, administration, and contingencies. These costs do not include programmatic or project level environmental review, or detailed traffic studies for implementing neighborhood traffic management programs as part of on-road bikeways. Refer to **Appendix H** for detailed sub-components of the unit costs.

Table 5-2: Proposed Bicycle Network Cost Estimates

Facility Type	Unit Cost per mile	Miles of Unbuilt Proposed	Cost Estimate
Class I – Bike Path	Varies	69.1	$79,400,000
Class II – Bike Lane	$40,000	76.6	$3,064,000
Class II – Bike Lane (curb reconstruction/raised median)	$1,700,000	32.2	$54,740,000
Class II – Bike Lane (widening/paved shoulder)	$400,000	71.4	$30,520,000
Class II – Bike Lane (road diet)	$165,000	44.7	$7,376,000
Class III – Bike Route	$15,000	93.4	$1,401,000
Class III – Bike Route (sharrows)	$25,000	23.9	$598,000
Class III – Bike Route (widening/paved shoulder)	$400,000	263.4	$105,360,000
Bicycle Boulevard	$30,000[33]	20.0	$2,350,000
	Totals	**694.7**	**$284,809,000**

Source: KOA Corporation, August 2010

5.3 Phasing Plan

5.3.1 Prioritization Process

The bicycle network was prioritized based on key indicators of demand, deficiencies, and implementation factors in order to guide network implementation phasing. The project prioritization was completed in a two-phase process, the first of which focused on factors related to people's propensity to use the proposed network (utility factors) and a second phase that addressed key implementation factors. The utility prioritization factors include connections to existing and proposed bikeway network, connections to key

[33] *This unit is a base cost and does not include the potential need for intersection treatments.*

destinations such as schools, libraries, parks, recreation centers, and transit hubs, lack of existing bikeways, and bicycle crashes.

Table 5-3 summarizes the utility prioritization factors and point values assigned to each proposed bikeway throughout the County of Los Angeles, which were developed to measure the overall usefulness and utility of the proposed bikeway projects. These prioritization factors were finalized after extensive review and input from members of the Bicycle Advisory Committee and the Technical Advisory Committee. For a more detailed description of the prioritization approach, refer to **Appendix I**.

Table 5-3: Bicycle Network Prioritization Utility Factors and Points

Utility Prioritization Factor	Point Range
Connects to Existing Bikeway Facility: Class 1 Bike Path = 20 points Class 2/3 On-Street Bikeway = 15 points	0 to 20
Connects to Proposed Bikeway Facility	0 or 10
Alternative Route Availability	0 or 10
Connects to University	0 or 20
Connects to Transit Station	0 or 20
Connects to K-12 School	0 to 20
High Employment Density	0 or 10
Connects to Park, Library or Recreational Facility	0 to 20
High Rate of Collisions	0 or 5
High Rate of Zero Vehicle Households	0 or 10

Source: Alta Planning + Design, 2010

The second phase of the prioritization process focused on implementation-oriented factors, such as project cost, project coordination, travel lane and parking removal, and other considerations. These prioritization factors are intended to measure issues, challenges, and the "degree of difficulty" of implementing the proposed bikeway projects. **Table 5-4** summarizes these implementation-oriented prioritization factors and describes the scoring process that was utilized for each factor.

Finally, the project scores from the two prioritization phases described above were tabulated to generate an overall project score for each project. All projects were ranked numerically based upon their respective overall project scores.

Table 5-4: Bicycle Network Prioritization Implementation Factors and Points

Implementation Prioritization Factor	Point Range
Project Cost was ranked as follows: Less than $100,000 = 20 points $100,000 to $500,000 = 15 points $500,000 to $1,500,000 = 10 points $1,500,000 to $3,000,000 = 5 points Greater than $3,000,000 = 0 points	0 to 20
Project Coordination	0 or 10
Requires Travel Lane Removal	0 or 5
Requires Reduction in Width of Landscaped Median	0 or 5
Requires Street Widening of Paved Surface	0 or 5
Requires Parking Removal	0 or 5

Appendix I shows the proposed bikeway projects by their respective overall priority ranking. The projects are categorized into three phase groups: High Priority, to be phased within 5 years; Medium Priority, to be phased in between 5 and 15 years; and Low Priority, to be phased beyond 15 years. The projects were grouped into the three categories based on their overall priority score and geographic considerations (distributional parity between planning areas). The Appendix also displays the utility and implementation sub-scores of the overall priority score.

5.3.2 Top 17 Priority Project Cost Estimates

Table 5-5 lists the Top 17 Priority Bicycle Projects and their cost estimates ordered by Planning Area. Geographic parity and County staff input were strong considerations in selecting these priority projects. The proposed bikeways shown in Table 5-5 along Florence Avenue and Firestone Boulevard in the Metro Planning Area will be implemented as part of the County's Transit Oriented District (TOD) Development Plan. The total cost for implementing the remaining top 15 priority projects would be approximately $4.8 million.

Table 5-5: Cost Estimates for Top 17 Priority Bicycle Projects by Planning Area

Segment	From	To	Class	Mileage	Cost Estimate	Planning Area and Community	Supervisorial District
30th Street West	Avenue M	Avenue O-12	2	2.7	$110,000	Antelope Valley – White Fence Farms-El Dorado	5
Jellick Drive/Los Padres Drive	Greenbay Drive	Aguiro Street	3	1.5	$23,000	East San Gabriel - Rowland Heights	4
Puente Avenue/Workman Mill Road	Barrydale Street	San Jose Creek Bicycle Path	2	3.2	$128,000	East San Gabriel Valley – Avocado Heights and West Puente Valley	1
Mills Avenue	Telegraph Road	Lambert Road	2	1.4	$56,000	Gateway – South Whittier-Sunshine Acres	4
Cesar Chavez Avenue	Indiana Street	Mednik Avenue	3	1.6	$113,000	Metro – East Los Angeles	1
Cesar Chavez Avenue	Mednik Avenue	Vancouver Avenue	2	0.4			
Woods Avenue	Dorner Drive	Olympic Boulevard	BB	1.5	$295,000	Metro – East Los Angeles	1
Florence Avenue[A]	Central Avenue	Mountain View Avenue	2	2.2	N/A	Metro – Florence-Firestone	1, 2
Firestone Boulevard[A]	Central Avenue	Alameda Street	2	1.4	N/A	Metro – Florence-Firestone	1, 2
Normandie Avenue	98th Street	El Segundo Boulevard	2	2.1	$346,000	Metro – Westmont	2
Rosemount Avenue	Rockdell Street	Honolulu Avenue	3	1.9	$30,000	San Fernando Valley – La Crescenta-Montrose	5
Pico Canyon Road	Whispering Oaks Drive	The Old Road	2	1.2	$48,000	Santa Clarita Valley – Stevenson Ranch	5
Las Virgenes Road	0.1 miles south of Lost Hills Road	Pacific Coast Highway	3	7.9	$3,160,000	Santa Monica Mountains – Malibu Coastal Zone and Santa Monica Mountains North Area	3
Mureau Road	Las Virgenes Road	Calabasas Road	2	1.8	$360,000	Santa Monica Mountains – Santa Monica Mountains North Area	3
Redondo Beach Boulevard	Prairie Avenue	Crenshaw Boulevard	2	1.1	$43,000	South Bay – Alondra Park	2, 4
Hawthorne Boulevard	104th Street	Interstate 105	2	0.6	$24,000	South Bay -Lennox	2

Table 5-5: Cost Estimates for Top 17 Priority Bicycle Projects by Planning Area (continued)

Segment	From	To	Class	Mileage	Cost Estimate	Planning Area and Community	Supervisorial District
Del Mar Boulevard	Madre Street	Rosemead Avenue	3	0.5	$13,000	West San Gabriel Valley – East Pasadena-East San Gabriel	5
Via Dolce[B]	Washington Boulevard	Via Marina	3	0.4	$32,000	Westside – Marina del Rey	3, 4
Via Marina	Via Dolce	Channel Walk (Jetty)	3	0.9			
			Total Cost		**$4,781,000**		

[A] Bicycle Lane to be implemented as part of the County's Transit Oriented District Development Plan
[B] Part of project traverses through City of Los Angeles

5.4 Funding Sources

This section explores the available funding opportunities for implementing the bikeways proposed in Chapter 3. It is important to note that the County will pursue funding for education, encouragement and enforcement programs along with the proposed bikeway projects as implementation of the Plan moves forward. Potential funding sources for bicycle projects, programs, and plans can be found at all levels of government. This section covers federal, state, and regional sources of bicycle funding, as well as some non-traditional funding sources that may be used for bicycle projects. All the projects are recommended for implementation over the next five to 20 years, or as funding is available. The more expensive projects may take longer to implement. In addition, many funding sources are highly competitive. Therefore, it is not possible to determine exactly which projects will be funded by which funding sources. The information below is intended as a general guide to funding sources. Staff should refer to current guidelines provided by the granting agency when pursuing any funding opportunity. **Table 5-6** is a summary of the funding sources discussed in the subsequent sections.

Table 5-6: Bikeway Improvements Funding Source Summary

Granting Agency	Due Date	Fund Source(s)	Annual Funding (approx) 2009	Matching Requirement	Eligible Bikeway Projects			Comments
					Commute	Recrea-tion	Safety/Ed	
Land & Water Conservation Fund (LWCF)	May	State DPR		$7.7M statewide	50%, including in-kind		X	Federally-funded. Projects that acquire and develop outdoor recreation areas and facilities.
Safe Routes to School - Federal	April	Caltrans	$48.5 m (nationally)	--	X	X	X	Infrastructure improvements must be within 2 miles of elementary or middle school.
Bicycle Transportation Account	December	Caltrans	$7.2M	Min. 10% local match on construction	X		X	State-funded. Projects that improve safety and convenience of bicycle commuters.
Environmental Enhancement and Mitigation Program (EEMP)	November	State Resources Agency, Caltrans	$10M statewide	Not required but favored	X	X	X	Projects that enhance or mitigate future transportation projects; can include acquisition or development of roadside recreational facilities.
Office of Traffic Safety Grants (OTS)	January	Office of Traffic Safety	$56M	--			X	Bicycle and pedestrian projects have been funded through this program.
Recreational Trails Program (RTP)	October	TEA	$3M	20% match		X		For recreational trails to benefit bicyclists, pedestrians, and other users.
Safe Routes to School – State	June or July	Caltrans	$18M	10% min.	X	X	X	Primarily construction program to enhance safety of pedestrian and bicycle facilities.
Transportation Development Act (TDA) Article 3 (2% of total TDA)	January	Metro	Per capita	N/A	X	X	X	Purchase and installation of bicycle facilities including bikeway support facilities and secure bicycle parking. Retrofit of existing facilities to comply with ADA.

Table 5-6: Bikeway Improvements Funding Source Summary (continued)

Granting Agency	Due Date	Fund Source(s)	Annual Funding (approx) 2009	Matching Requirement	Eligible Bikeway Projects			Comments
					Commute	Recrea-tion	Safety/ Ed	
Metro CALL: Regional Surface Transportation Improvements (RSTI)	Odd-numbered years: late winter / early spring	Metro	$132M	35% local match	X*			Refer to latest Call for Projects Application Package for eligibility requirements.
Metro CALL: Transportation Enhancement Activities (TEA)	Odd-numbered years: late winter / early spring	Metro	$7M	20% local match	X*			Refer to latest Call for Projects Application Package for eligibility requirements.
Metro CALL: Transportation Demand Management (TDM)	Odd-numbered years: late winter / early spring	CMAQ	$23M	20% local match	X*			Refer to latest Call for Projects Application Package for eligibility requirements.
Metro CALL: Bikeway Improvements	Odd-numbered years: late winter / early spring	Metro	$27M	20% local match	X*			Refer to latest Call for Projects Application Package for eligibility requirements.

CMAQ = Congestion Mitigation and Air Quality, RTPA = Regional Transportation Planning Agency, RSTP = Regional Surface Transportation Program, SLPP = State Local Partnership Program, TEA = Transportation Equity Act

* Refer to Table 5-7 for more information on eligible project types

5.4.1 Federal Funding Sources

The primary federal source of surface transportation funding, including bicycle and pedestrian facilities, is SAFETEA-LU, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*. SAFETEA-LU is the third iteration of the transportation vision established by Congress in 1991 with the *Intermodal Surface Transportation Efficiency Act* (ISTEA) and renewed in 1998 and 2003 through the *Transportation Equity Act for the 21st Century* (TEA-21) and the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003* (SAFETEA). Also known as the Federal Transportation Bill, the $193.1 billion SAFETEA-LU bill passed in 2005 and authorizes federal surface transportation programs for the five-year period between 2005 and 2009. As of September 30, 2009, SAFETEA-LU has expired, though the bill's programs have been kept alive at a 30% reduction in funding by Congress through a series of continuing resolutions.

Administration of SAFETEA-LU funding occurs through the State (Caltrans and the State Resources Agency) and through regional planning agencies. Most, but not all, of these funding programs are oriented toward utilitarian transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Most SAFETEA-LU programs require a local match of 11.47%.

Specific funding programs under SAFETEA-LU include, but are not limited to:

- Congestion Mitigation and Air Quality (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Recreational Trails Program (RTP)
- Safe Routes to School Program (SRTS)
- Transportation, Community and System Preservation Program (TCSP)

These and other federal funding sources are summarized in the following sections. Much of the federal funding is made available to local jurisdictions through the Los Angeles County Metropolitan Transportation Authority (LACMTA) Call for Projects, discussed in the regional funding section below.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Congestion Mitigation and Air Quality (CMAQ) Improvement funds are programmed by the Federal Transportation Bill for projects that are likely to contribute to the attainment of a national ambient air quality standard and congestion mitigation. These funds can be used for a broad variety of bicycle and pedestrian projects, particularly those that are developed primarily for transportation purposes. The funds can be used either for construction of bicycle transportation facilities and pedestrian walkways or for non-construction projects related to safe bicycle and pedestrian use (maps, brochures, etc.). The projects must be tied to a plan adopted by the State of California and the Southern California Association of Governments (SCAG). LACMTA is responsible for the allocation of funds within the County of Los Angeles.

Highway Safety Improvement Program (HSIP)

SAFETEA-LU established the Highway Safety Improvement Program (HSIP) as a core federal aid program. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. Funds may be used for projects on any public road or publicly-owned bicycle and pedestrian pathway or trail for

correcting or improving a hazardous road location, or addressing a highway safety problem. Caltrans is responsible for the allocation of funds within the County of Los Angeles.

Safe Routes to School (SRTS) Program

Authorized under Section 1404 of SAFETEA-LU, the Safe Routes to School (SRTS) Program came into effect in August, 2005. Consistent with other federal-aid programs, each State Department of Transportation (DOT) is held responsible for the development and implementation of grant funds made available to the states through this new program throughout the life of SAFETEA-LU. Some expected outcomes of the program include:

- Increased bicycle, pedestrian, and traffic safety around schools.
- More children walking and bicycling to and from schools.
- Decreased traffic congestion around schools.
- Reduced childhood obesity.
- Improved air quality, community safety and security, and community involvement.
- Improved partnerships among schools, local agencies, parents, community groups, and nonprofit organizations.

A minimum of 70% of each year's apportionment will be made available for infrastructure projects with up to 30% for non-infrastructure projects. Currently, SAFETEA-LU programs are operating under a temporary extension, although SRTS is likely to be included in future reauthorizations.

SRTS Infrastructure Projects

Infrastructure projects are engineering projects or capital improvements that will substantially improve safety and the ability of students to walk and bicycle to school. They typically involve the planning, design, and construction of facilities within a two-mile radius from a grade school or middle school. The maximum funding cap for an infrastructure project is $1 million. Caltrans does not set minimum caps. The project cost estimate may include eligible direct and indirect costs.

Eligible projects may include but are not limited to:

- New bicycle trails and paths, bicycle racks, bicycle lane striping and widening, new sidewalks, widening of sidewalks, sidewalk gap closures, curbs, gutters, curb ramps, new pedestrian trails, paths, and pedestrian over and under crossings, roundabouts, bulb-outs, speed bumps, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full or half-street closures, and other speed reduction techniques.
- Included in the category of traffic control devices are: new or upgraded traffic signals, crosswalks, pavement markings, traffic signs, traffic stripes, in-roadway crosswalk lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian activated upgrades, and all other pedestrian and bicycle-related traffic control devices.

Infrastructure projects should directly support increased safety and convenience for children in K-8 (including children with disabilities) to walk and bicycle to school.

SRTS NON-Infrastructure Projects

Non-infrastructure projects are education/encouragement/enforcement activities that are intended to change community behavior, attitudes, and social norms to make it safer for children in grades K-8 to walk and bicycle to school. Non-infrastructure projects should increase the likelihood of programs becoming institutionalized once in place. Deliverables from a non-infrastructure project must be clearly stated in the application and tangible samples must be attached to the final invoice or Progress Report (i.e., sample training materials or promotional brochures). The funding cap for a non-infrastructure project is $500,000. Multi-year funding allows the applicant to staff up and deliver their project over the course of four years, thereby reducing overhead and increasing project sustainability.

Transportation, Community, and System Preservation Program (TSCP)

Implementation grants under the TCSP Program are intended to provide financial resources to states, metropolitan planning organizations, local governments, and tribal governments to enable them to carry out activities that address transportation efficiency while meeting community preservation and environmental goals. Examples of such policies or programs include spending policies that direct funds to high-growth regions of the country, urban growth boundaries to guide metropolitan expansion, green corridor programs that provide access to major highway corridors for areas targeted for efficient, and compact development.

Land and Water Conservation Fund

The Land and Water Conservation Fund allocates money to state and local governments to acquire new land for recreational purposes, including bicycle paths and support facilities such as bike racks. The fund is administered by the National Parks Service and the California Department of Parks and Recreation and has been reauthorized until 2015.

Cities, counties, and districts authorized to acquire, develop, operate, and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50% of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use. The grant process for local agencies is competitive, and 60% of grants are reserved for Southern California.

In 2009, approximately $1.25 million was allocated to fund recommended projects in California.

Rivers, Trails and Conservation Assistance (RTCA) Program

The Rivers, Trails and Conservation Assistance (RTCA) Program is a National Parks Service program that provides technical assistance via direct staff involvement to establish and restore greenways, rivers, trails, watersheds, and open space. The RTCA program provides funding only for planning assistance – there are no implementation monies available. Projects are prioritized for assistance based upon criteria, which include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments.

Transportation Enhancement (TE) Activities

Transportation Enhancement (TE) Activities are a subset of federal Surface Transportation Program funds whose aim is to help expand travel choice and enhance the transportation experience. Included in the list of activities eligible for funding are the provision of pedestrian and bicycle facilities and the provision of

pedestrian and bicycle safety and educational activities. California's annual allocation of TE funds through the end of the SAFETEA-LU bill was $74.5 million. LACMTA is responsible for the allocation of funds within the County of Los Angeles.

Regional Surface Transportation Program (RSTP)

The Regional Surface Transportation Program (RSTP) is a block grant program established by the State of California utilizing federal funding made available for surface transportation projects. Though most of this funding gets earmarked for highway and transit projects, pedestrian and bicycle projects are still eligible to receive funds from this source. In California, $225 million (76%) of RSTP funds are allocated annually to California's 11 largest urbanized areas with populations greater than 200,000 people. Under the RSTP, the Southern California Association of Governments (SCAG) is authorized to prioritize and approve projects that receive RSTP funds in the Southern California region. LACMTA is responsible for the allocation of funds within the County of Los Angeles and does so in part through the biennial call for projects.

5.4.2 State Funding Sources

This section summarizes the primary state bicycle project and planning funding sources.

Bicycle Transportation Account (BTA)

The State of California Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects that benefit bicycling for commuting purposes. As of 2009, the BTA makes $7.2 million available each year. The local match is a minimum of 10% of the total project cost.

BTA projects are intended to improve safety and convenience for bicycle commuters, and can include, but are not limited to, any of the following:

- New bikeways serving major transportation corridors.
- New bikeways removing travel barriers to potential bicycle commuters.
- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings.
- Bicycle-carrying facilities on public transit vehicles.
- Installation of traffic control devices to improve the safety and efficiency of bicycle travel.
- Elimination of hazardous conditions on existing bikeways.
- Planning.
- Improvement and maintenance of bikeways.

Eligible project activities include: project planning, preliminary engineering, final design, right-of-way acquisition, and construction and/or rehabilitation.

Environmental Enhancement and Mitigation Program (EEMP)

Environmental Enhancement and Mitigation Program (EEMP) funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to equalize the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails. State gasoline tax funds the EEMP, which annually allocates $10 million for mitigation projects.

Office of Traffic Safety (OTS) Grant

Office of Traffic Safety (OTS) Grants fund safety programs and equipment. Bicycle and pedestrian safety is a specifically-identified priority. This category of grants includes enforcement and education programs, which can encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, other public information materials, development of safety components as part of physical education curriculum, or police safety demonstrations through school visitations.

The grant cycle typically begins with a request for proposals in October, which are due the following January. In 2006, OTS awarded $103 million to 290 agencies.

Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) of SAFETEA-LU provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include bicycling, hiking, in-line skating, and equestrian use. In California, the funds are administered by the California Department of Parks and Recreation. Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails.
- Purchase and lease of trail construction and maintenance equipment.
- Construction of new trails; including unpaved trails.
- Acquisition of easements or property for trails.
- State administrative costs related to this program (limited to 7% of a state's funds).
- Operation of educational programs to promote safety and environmental protection related to trails (limited to 5% of a state's funds).

In 2009, $4.6 million was available to California jurisdictions through the Recreational Trails Program. More information is available at www.fhwa.dot.gov/environment/rectrails/index.htm.

Safe Routes to School (SR2S) Program

Established in 1999, the state-legislated Safe Routes to School (SR2S) program came into effect with the passage of Assembly Bill (AB) 1475. In 2001, Senate Bill (SB) 10 was enacted, which extended the program for three additional years. In 2004, SB 1087 was enacted to extend the program three more years. And in 2007, AB 57 was enacted to extend the program indefinitely. Nine cycles of the SR2S program have been completed. The list of awarded projects is typically announced in the fall.

The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance safety for pedestrians and bicyclists, primarily students in grades K-12 who walk or bicycle to school. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bicycle increases.

The SR2S program is primarily a construction program. Projects funded by the program are intended to improve the safety of students who walk or bicycle to school. Construction improvements must be made on public property. Improvements can be made on public school grounds providing the cost is incidental to the overall cost of the project. The program typically provides approximately $25 million annually statewide. The maximum reimbursement percentage for any SR2S project is 90%. The maximum amount of SR2S funds that will be allocated to any single project is $900,000.

Eligible project elements include bicycle facilities, traffic control devices, and traffic calming measures. Up to 10% of funding provided for an individual project can be used for outreach, education, encouragement, and/or enforcement activities. Regarding funding projections, the 2010 cycle provided $24.25 million in funding. A letter from the Safe Routes to School National Partnership to the California Air Resources Board recognized that awards were part of "the volatile state budget process."

This California SR2S program should not be confused with the Federal Highway Administration's (FHWA) Safe Routes to School (SRTS) program authorized under SAFETEA-LU. Although both programs have similar goals and objectives, their funding source, local funding match requirements, and other program requirements are different.

Transportation Development Act (TDA) Article III (SB 821)

TDA Article III funds are distributed by the State of California and administered at the County level, which can be used by cities for planning and construction of bicycle and pedestrian facilities. LACMTA administers this program and establishes its policies within the Los Angeles region.

These funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Local agencies may either draw down these funds or place them on reserve. The TDA program is described in the next section.

TDA Article III funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for bicyclists, bicycle loop detectors, rubberized rail crossings, and bicycle-friendly drainage grates.

- Purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, restrooms, and showers that are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.

5.4.3 Regional Funding Sources

LACMTA is responsible for allocating discretionary federal, state, and local transportation funds to improve all modes of surface transportation. LACMTA also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally-significant projects.

Every other year (pending funding availability), LACMTA accepts Call applications in several modal categories. Funding levels for each of the modes is established by mode share as determined by the LACMTA Long Range Transportation Plan (LRTP). As of the writing of this Plan, the Call is currently on an odd-year funding cycle with applications typically due early in the odd years. Local jurisdictions, transit operators, and other eligible public agencies may submit applications proposing projects for funding. LACMTA staff ranks eligible projects and presents preliminary scores for approval to LACMTA's Technical Advisory Committee (TAC), which is made up of members of public agencies and the Metro Board of Directors. Upon approval, the TIP is updated and formally transmitted to the Southern California Association of Governments (SCAG) and the California Transportation Commission (CTC) planning agencies. The TIP then becomes part of the five-year program of projects scheduled for implementation in the County of Los Angeles.

The modal categories relevant to the implementation of bicycle projects and programs are Bikeway Improvements, Regional Surface Transportation Improvements (RSTI), Transportation Enhancements Activation (TEA), and Transportation Demand Management (TDM). Typically, funding provided for bicycle improvements under the Call comes from different sources including SAFETEA-LU, Regional Surface Transportation Program (RSTP), Transportation Enhancement (TE), and CMAQ. Wherever possible, projects from this Plan should be included as part of larger arterial improvement projects and submitted under the RSTI category. Other regional funding sources include the Policies for Livable, Active Communities and Environments (PLACE) grant, and the Regional Parks and Open Space District (RPOSD) grants. The Los Angeles County Department of Public Health's PLACE Program in 2008 awarded approximately $100,000 per year over a three-year period to five agencies to initiate policy changes and physical projects to enhance the built environment and increase physical activity among community residents. The funded projects include bicycle plans, a Safe and Healthy Streets Plan, and several bicycle corridor improvements. The RPOSD grants program allocated $859 million to date for acquisition, development, and rehabilitation of open space, and improvement of recreation facilities to several regional agencies within the County. Grant funds from RPOSD are administered through the Specified Project, Per Parcel Discretionary, and Excess Funds Grant Programs[34].

Table 5-7 provides information on each of the relevant modal categories within the LACMTA Call for Projects as of 2011.

34 For more information about RPOSD grants refer to: Grant Program Procedural Guide, June 2009. Available at http://openspacedistrict.lacounty.info/cms1_139608.pdf

Table 5-7: LACMTA Call For Projects (Bicycle Related)

Modal Category	Share of Funding*	Eligible Projects**
Bikeway Improvements	8%	Regionally-significant projects that provide access and mobility through bike-to-transit improvements, gap closures in the inter-jurisdictional bikeway network, bicycle parking, and first-time implementation of bicycle racks on buses.
Regional Surface Transportation Improvements (RSTI)	40%	On-street bicycle lanes may be eligible if included as part of a larger capacity-enhancing arterial improvement project. Bikeway grade-separation projects may be eligible as part of larger arterial grade-separation projects.
Transportation Enhancement Activities (TEA)	2%	Bicycle-related safety and education programs. Bikeway projects implemented as part of a scenic or historic highway, and landscaping or scenic beautification along existing bikeways may also be eligible.
Transportation Demand Management (TDM)	7%	Technology and/or innovation-based bicycle transportation projects such as Bicycle Commuter Centers and modern bicycle sharing infrastructure. Larger TDM strategies with bicycle transportation components would also be eligible.

**Funding estimate is biennial (every other year) based on the approved funding from the 2009 Call.*

***The discussion of eligible projects is based on 2009 CFP requirements and assumes all eligibility requirements are met and the questions in the Call application are adequately addressed. These requirements are subject to change in future cycles. County staff should refer to the latest Call Application Package for detailed eligibility requirements.*

See http://www.metro.net/projects_studies/call_projects/images/2011-Call-for-Projects-Application.pdf

Under the 2011 Draft Guidelines, the following projects are eligible for Bikeways Improvement funding:

- Bicycle parking (racks or lockers); membership-based attended or unattended high-capacity bicycle-parking facility (20 spaces and above) at major destinations or transit stations (examples are: store fronts, bike rooms, or sheltered rack parking with bicycle-information kiosk).
- On-street improvements to increase bicycle access to transit hubs (see 2006 BTSP Section 3 for bike-transit hubs).
- Wayfinding and directional signage to major destinations and transit stations, as part of a larger bikeway project.
- Bike sharing programs.

- Road diet (lane reduction to add bike lanes, center left-turn lanes, and intersection improvements for bikes – be aware that this cannot be on a street that received RSTI funds to widen for car lanes in the last seven years).
- Class 2 bike lanes or Class 1 bike path projects that improve continuity to other bicycle facilities (i.e., gap closures).
- Enhanced Class 3 bike routes or bicycle priority streets (i.e., bicycle boulevards) that modify a roadway to prioritize bicycle throughput and divert cut-through motor traffic (treatments such as signage, pavement legends, roundabouts, diverters, bulbouts, highly visible crossings, stop signs or cross streets, etc.).
- Sharrows on identified bike routes (see Caltrans Traffic Operations Policy Directive 05-10).