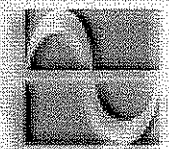
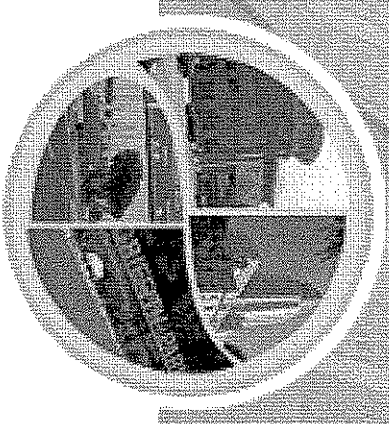


01-3494 Submitted in Committee
6/17/09



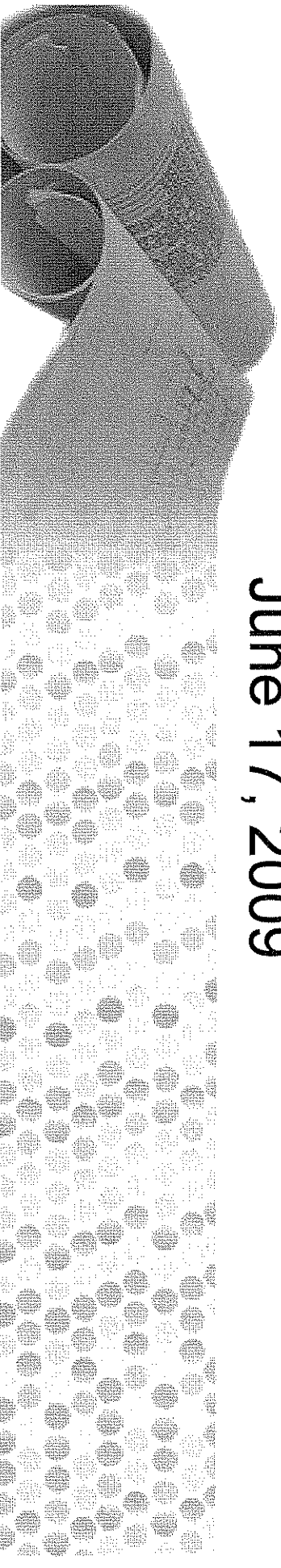
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2009 Bicycle Plan Update

Transportation Committee Presentation

June 17, 2009



Legislative History

- The first comprehensive Bicycle Plan was adopted in 1996 as part of the General Plan's Transportation Element
- The same Bicycle plan was re-adopted 2002 and 2007 to meet funding eligibility requirements.
- The City selected the Alta Planning + Design to prepare the new updated Bicycle plan on August 2007, with a \$450,000 budget funded by TDA.

•<http://www.labikeplan.com>



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1996/2002 Bicycle Plan/Current Conditions

- Focused on arterial streets
- 7200 miles of roadways (Citywide)
- 51 miles of Bike Paths (Class 1)
- 145 miles of Bike Lanes (Class 2)
- 156 miles of Bike Routes (Class 3)

2009 Bicycle Plan

- Four initial public meetings have been held in February/March 2008
- Additional public presentations made to various neighborhood councils and associations
- A project website (www.labikeplan.org) and electronic survey were developed
- Over 1000 surveys and comments on the Bicycle Plan update have been received via the project website.
- Off-road policies meetings held April and May 2009
- Final draft of policy document awaiting completion by consultant and review by DOT, DCP, and the TAC for review, comment, and additional input



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2009 Bicycle Plan Elements

- Bicycle Network (maps)
- Goals, Policies, Objectives and Programs
- Technical Design Handbook
- Prioritization and Funding
- Evaluation and Monitoring
- Comply with Environmental Review requirements

2009 Bicycle Plan Draft Maps

Methodology

- Evaluation of existing network
- Connect existing gaps in current system
- Public input
- Establish one-mile grid (as possible) throughout entire city
- Proximity to community destinations



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2009 Bicycle Plan Draft Maps

I. Bicycle Paths (Class 1)

- Bicycle Paths are paved pathways open only to bicyclists and other non-motorized users.
- Opportunities for bike paths are primarily located along flood control channels, service corridors, and rail-rights-of-way with a minimum number of intersections with driveways and/or roadways.

II. Bicycle Lanes (Class 2)

- Bicycle Lanes are exclusive lanes on the roadway designed for bicyclists' use and are not wide enough for continuous automobile travel.

III. Bicycle Routes (Class 3)

- Bicycle Routes are recommended to create connections in the proposed bikeway network. Improvements may include the following:
 - Additional warning signage,
 - Restriping to provide wider outside lanes,
 - Prioritized maintenance and resurfacing.



2009 Bicycle Plan Draft Maps (cont.)

IV. Bicycle Friendly Streets

- The proposed bikeways include an extensive network of bikeways on collector and local streets to provide an alternative to riding on boulevards with a high speeds and a lot of automobile traffic.
- Bicycle Friendly Streets are intended provide an environment where bicyclists and motorists share the roadway in an environment that is more conducive to bicycling.
- Differing levels of treatments may be applied, including signage, intersection improvements, and prioritization for bicycle traffic.
- The following criteria were used to identify potential bicycle friendly streets:



2009 Bicycle Plan Maps (cont.)

- Length - In order to provide facilities that serve as a viable option to riding on large, fast moving boulevards, smaller streets were recommended that have minimal interruptions/breaks in their continuity.
- Connectivity - Ideal streets are continuous over several miles and connect people with neighborhood amenities. These routes were identified based on their proximity/connection to the existing bikeway network, schools, community centers, recreation centers, parks, shopping/retail, employment hubs, and other desirable destinations.
- Crossing Improvements at Intersections with Major Roadways - Crossing major streets without traffic signals can be problematic for bicyclists. Fieldwork was conducted to identify streets that have existing traffic signals at intersections with major roadways, wherever possible..



2009 Bicycle Plan Maps (cont.)

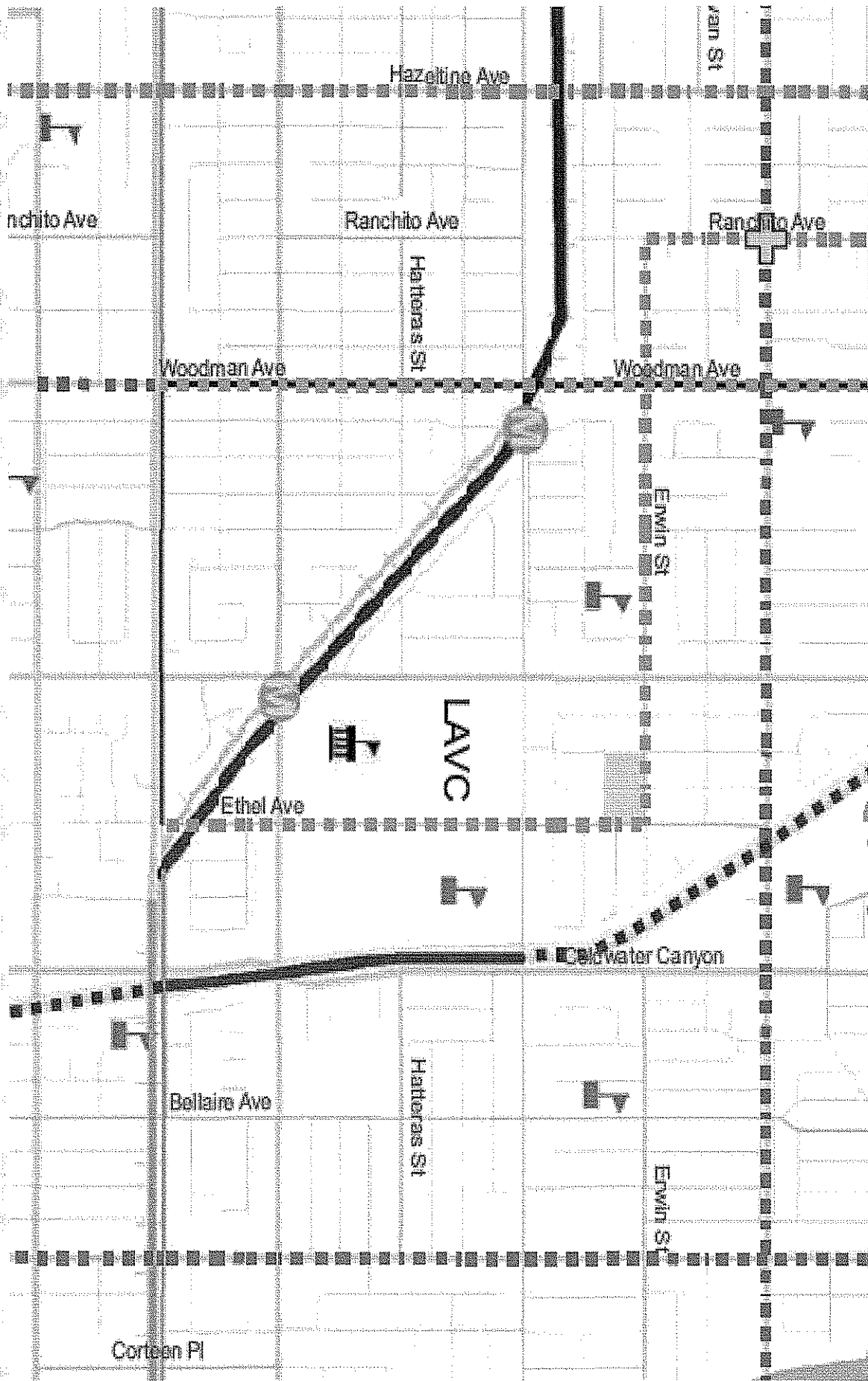
V. Proposed but Currently Infeasible (PCI)

- This category designates key corridors evaluated as part of this planning effort where bike lanes are desirable, but determined to be infeasible due to current roadway widths and traffic conditions. Along these corridors, the addition of bike lanes would require either roadway widening or removal of automobile travel/parking lanes. The PCI category is intended to allow the plan to flexibly accommodate for improvement opportunities which may arrive in the future, possibly from development adjacent to a road, or changes in traffic patterns and parking needs.





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Next Steps

- **Release of draft polices to the public (including technical design handbook)-July 24**
- Ongoing public comment and discussion
- Bicycle Advisory Committee meetings-July or August
- **Public workshops**
 - **4 Citywide (Harbor, Central/South LA, Valley, West LA)**
 - **Commencing week of July 27**
- Review of public comments-continuous
- Revision to documents and maps-August
- Begin public adoption process (City Planning Commission/City Council- September/October)



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09-1443 Communication from LADDT

Submitted in
Committee 6/17/09

Division: Grants Coordination, Bikeways/ Bicycle Planning and Outreach
Sections : Bikeways / Bicycle Planning and Outreach

| Projects | Miles | Total Budget | Grants Award | City Funds |
|--|-------|-----------------|-----------------|-----------------|
| <u>Bike Lane Projects - Citywide</u> | 15 | \$5,400,000.00 | \$3,720,000.00 | \$1,680,000.00 |
| <u>Bike Path Projects:</u> | | | | |
| Orange Line Bikeway Landscaping (7 parcels)/Maintenance | | \$1,000,000.00 | \$0.00 | \$1,000,000.00 |
| Bike Path Maintenance | 10 | \$500,000.00 | \$0.00 | \$500,000.00 |
| Exposition Blvd. Bikeway | 4.5 | \$15,825,800.00 | \$12,660,640.00 | \$3,165,160.00 |
| San Fernando Rd. Bike Path Phases 2 and 3 | 9 | \$32,889,000.00 | \$24,593,400.00 | \$8,295,600.00 |
| LA River Bike Path Phases 1C, 3, 4 | 6.5 | \$5,489,150.00 | \$4,391,520.00 | \$1,097,630.00 |
| Taylor Yard Bike/Pedestrian Bridge Over L.A. River and Connection to San Fernando Road | 0.5 | \$7,286,100.00 | \$6,314,480.00 | \$971,620.00 |
| Ballona Creek Bike Path | 0.75 | \$3,845,000.00 | \$2,345,000.00 | \$1,500,000.00 |
| <u>Bicycle Support Projects:</u> | | | | |
| Bicycle Commuter Technology Access | NA | \$381,250.00 | \$305,000.00 | \$76,250.00 |
| Bicycle Wayfinding Signage | NA | \$496,000.00 | \$399,000.00 | \$101,000.00 |
| <u>Bicycle Parking Projects:</u> | | | | |
| Meter Hitch Pilot Bicycle Parking Project | NA | \$75,000.00 | \$0.00 | \$75,000.00 |
| Sidewalk Bicycle Parking Project | NA | \$375,000.00 | \$0.00 | \$375,000.00 |
| Total | | \$73,562,300.00 | \$54,729,040.00 | \$18,837,260.00 |