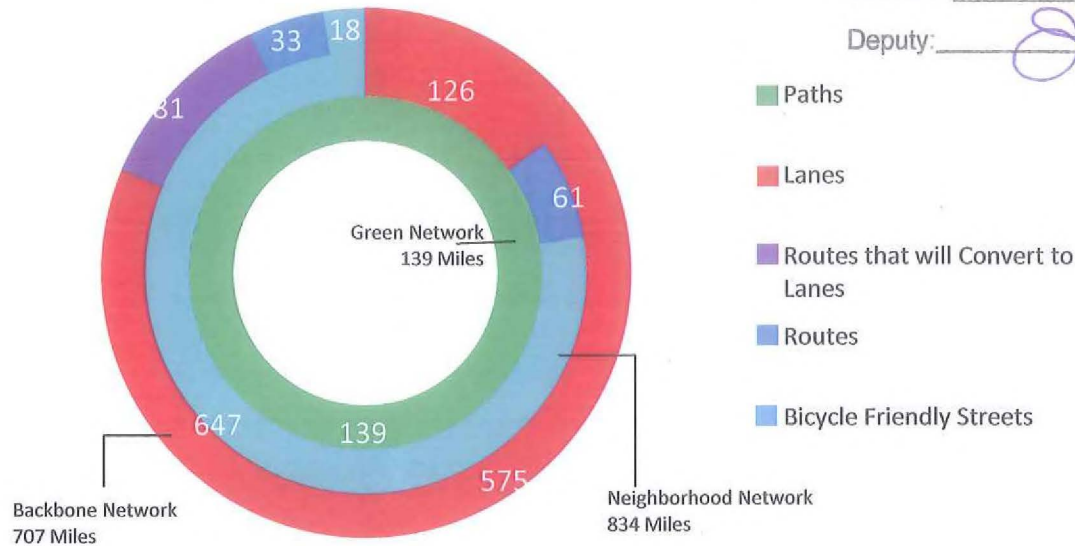


Technical Amendment to CF 10-2385-S2
City of Los Angeles 2010 Bicycle Plan

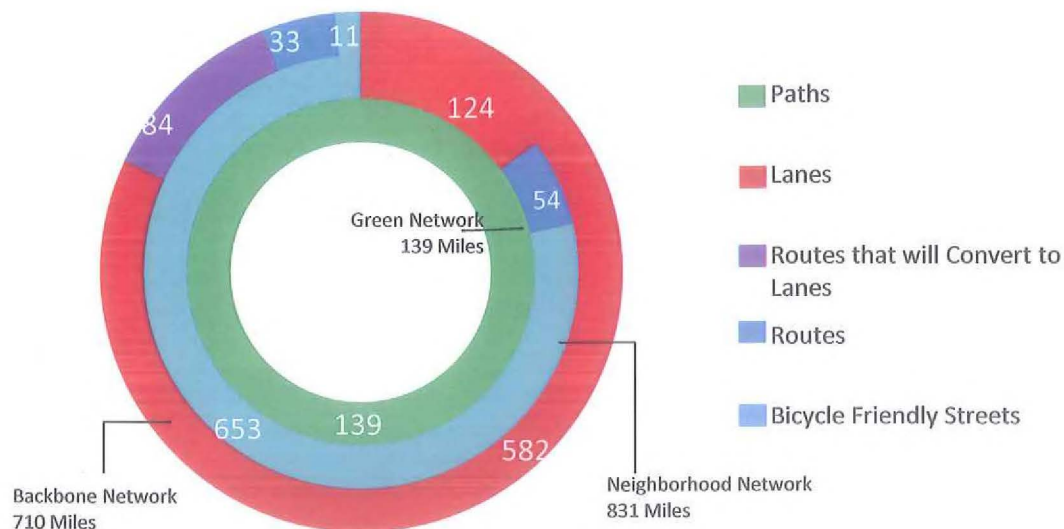
Date: 9-Feb-11
Submitted in Trans/PLM Committee
Council File No: 10-2385-S2
Item No.: i
Deputy: 

Distribution of Bikeways by Network - December 2010



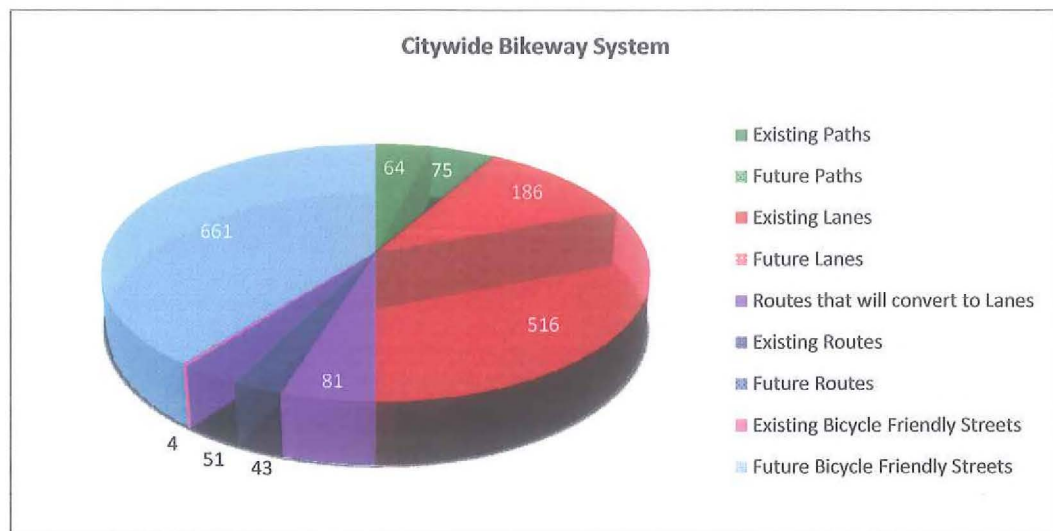
	Paths	Lanes	Routes that will Convert to Lanes	Routes	Bicycle Friendly Streets	Totals
Green - Dec	139					139
Green - Revised	139					139
Neighborhood - Dec		126		61	647	834
Neighborhood - Revised		124		54	653	831
Backbone - Dec		575	81	33	18	707
Backbone - Revised		582	84	33	11	710

Distribution of Bikeways by Network - February 2011



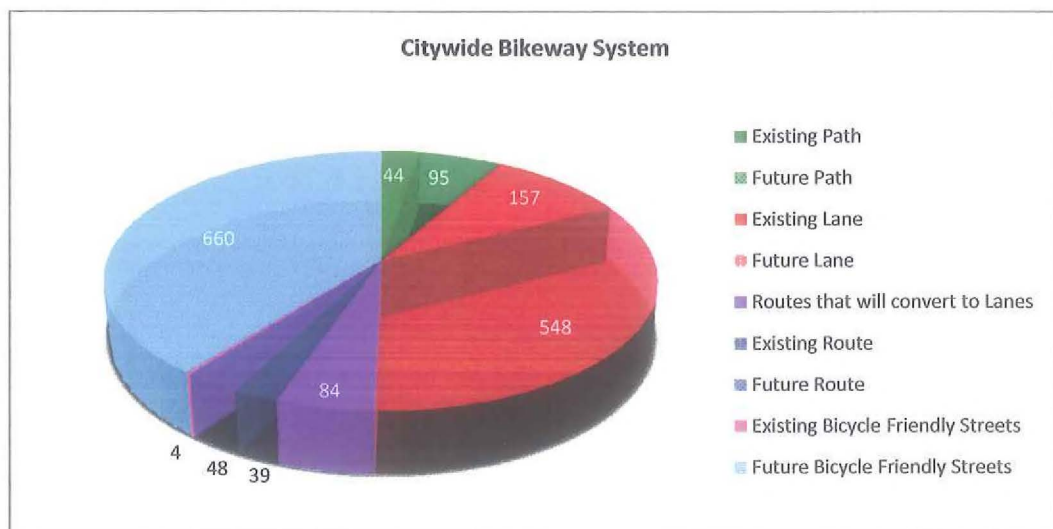
Note: This technical amendment does not change the total number of miles in the Citywide Bikeway System (1,680 miles). Rounding may impact the totals +/-1 mile.

December 2010 Citywide Bikeway System



	December 2010 Plan	Revised Figures
Existing Path	64	44
Future Path	75	95
Existing Lane	186	157
Future Lane	516	548
Routes that will convert to Lanes	81	84
Existing Route	43	39
Future Route	51	48
Existing Bicycle Friendly Streets	4	4
Future Bicycle Friendly Streets	661	660
	1680	1680

Citywide Bikeway System - Revised Figures



Note: This technical amendment does not change the total number of miles in the Citywide Bikeway System (1,680 miles). Rounding may impact the totals +/-1 mile.



Re: Committee and Council ITEM 10-2385-S2: Bicycle Plan February 9, 2011

1. Please upgrade the Mar Vista 90066 portion of Washington Place from Bicycle Friendly Street (class III) to Bicycle Lane (class II)
2. Work and facilitate with Culver City to continue their Bike Lane (class II) on Washington Place at Albright Avenue (see picture) westward thru LA (item 1) to Washington Boulevard Culver City and continuing on Washington Blvd. into Los Angeles again at approx. Lincoln Boulevard.
3. Upgrade the Washington Blvd. portion from approx Lincoln Blvd. to the west of Abbot Kinney at Mildred Ave. to Bike Lane (class II) where it can rejoin to the existing Bike Lane(class II) west to Ocean Front Walk.
4. Make the Bike Lanes (class II) on the Washington Blvd. Washington Place and Venice Boulevard in Venice and Mar Vista part of the Green Network.

Sincerely,

Christopher McKinnon, 11837 North Park Avenue, Los Angeles, CA 90066

310-572-7929 chrism@afewgoodideas.com

Date: 2-9-11
Submitted in Trans/PLUM Committee
Council File No. 10-2385-S2
Item No.: 1
Deputy: [Signature]

Washington Place
Mar Vista 90066

Bike Lane starts

in CULVER CITY

LOS ANGELES

West & East

(1)

Comments Before Joint Transportation Committee/ PLUM Committee

February 9, 2011

Thank you Mr. Chairman for this opportunity to speak to the joint committee regarding the 2011 Bicycle Plan.

My name is Jay Slater and I am the recently elected Chairman of the Los Angeles Bicycle Advisory Committee. The BAC began as the idea of Mayor Tom Bradley and was lead for approximately 35 years by Alex Baum. Alex has probably done as much or more for cycling in Los Angeles than any other person. Our most recent Chairman, Glenn Bailey, has spent countless hours working within the city government to keep moving cycling forward as a vital part of transportation in the city.

As I assume the Chairmanship of the committee I wanted to take this time to make a few important points:

1. The Bicycle Advisory Committee is made up of nineteen members. There are four members appointed by the Mayor. The other fifteen members represent each of the fifteen Council Districts in the City. These members are appointed by each Council Office and live and work every day in their communities. They know the key people in the community. They attend Homeowner Association and Community Council meetings. They are instrumental in getting feedback on community interests and needs on all kinds of transportation issues. Most important they are advocates who can deliver a message and influence opinion in their districts.

We are asking each Council Office to use these people, that they have appointed, as key players in informing the community about the Bike Plan and working to get it implemented.

2. The Bicycle Advisory Committee strongly supports the approval of the 2010 Bicycle Plan. The members of the BAC have been deeply

involved over the last year working with the Department of Transportation and the Planning Department on the design of the plan and the way in which it will impact our city.

We have attended or held multiple meetings to discuss the planned inclusion of everything from specific routes for bike lanes, bike paths, bike routes and other facilities, as well as the way that the plan will be implemented.

Of vital importance is that the plan must not be a re-run of the 1996 plan. That plan was approved with the greatest intentions but only a very small portion of the approved plan was ever implemented.

We understand that there were many obstacles to the implementation of the plan including budget issues. However, now we have a new opportunity to benefit the City of Los Angeles by making this plan a reality and by doing so improving the health and wellbeing of our community.

This is a large and comprehensive plan. In our view the key to success is to start by picking those projects with the highest likelihood of being completed and focus our attention on those projects and seeing them through to completion.

3. The Mayor has indicated his high level of interest in cycling as a viable part of the improvement of transportation in the community. With his support and the support of the City Council, Department of Transportation and the Planning Department and aided by the Bicycle Advisory Council and other interested organizations it is time to make this plan a reality and make the City of Los Angeles a model for other cities to follow in transportation planning.

Thank you for your time.

Jay Slater

Chairman, Los Angeles Bicycle Advisory Committee

Date: 2-9-11
Submitted in Trans. PLUM Committee
Council File No: 10-2385-Sa
Item No.: 1
Deputy: [Signature]

**LOS ANGELES
EQUINE ADVISORY
COMMITTEE**

CITY OF LOS ANGELES
CALIFORNIA

CITY COUNCIL REPRESENTATIVES:

1st District: Vacant
2nd District: Dale Gibson
3rd District: Jill Haber
4th District: Lynn Brown
5th District: Melanie Coto
6th District: Mary Benson
7th District: Natalie Blancardi
8th District: Kevin Atkins



ANTONIO R. VILLARAIGOSA
MAYOR

Chair: Kevin Regan,
Department of Recreation
and Parks

9th District: Brady Westwater
10th District: Todd LaVergne
11th District: Randall Young
12th District: Mary Kaufman
13th District: Gene Gilbert
14th District: Vacant
15th District: Vacant
Mayor's Office: Vacant

November 30, 2009

Honorable Council of the City of Los Angeles
200 N. Spring Street, Room 360
Los Angeles, CA 90012

Attn: June Lagmay, City Clerk

Date: 2-9-11

Submitted in Trans. PLUM Committee

Council File No: 10-2385-52

Item No.: 1

Deputy: [Signature]

Dear Honorable Councilmembers:

The Los Angeles Equine Advisory Committee requests the removal of Chapter 3 (Off-Road Bicycle Policies) of the draft 2009 Bicycle Master Plan. The Los Angeles Equine Advisory Committee further opposes any change to the park ordinance that affords trail safety throughout the City's parks system.

In 1996, the City Council adopted a Bicycle Master Plan that included policies to determine the feasibility of allowing mountain biking in City parks. In 1999, the Concerned Off Road Bicyclists Association (CORBA) requested access to Elysian Park for a pilot mountain biking program. In response to the public demand regarding this Master Plan, the Department of Recreation and Parks formed a Mountain Bike Working Group in 2000, that consisted of various Park stakeholders' and mountain bikers, to discuss this feasibility.

At community meetings held Citywide, there was overwhelming public opposition to allow mountain biking in City parks due to safety concerns. The Mountain Bike Working Group ultimately delivered a report reflecting the experience of other jurisdictions where this had been unsuccessfully tried. The inclusion of mountain bikes in parks was found to be not feasible.

In 2000, the City Council unanimously affirmed the park ordinance to remain unchanged.

Also in 2000, the City voted to purchase a new park (Mandeville Canyon Park) with monies from Prop K and State funds for \$5 million, for the exclusive use of mountain biking activities. The purchase was structured as a mountain biking "pilot program" predicated upon preparation of environmental studies and a CORBA-sponsored youth program. Nine years later, neither the environmental study nor the youth program has materialized.



November 30, 2009

Page 2

Throughout the year, the Department of Recreation and Parks held numerous public meetings for their 2009 Citywide Community Needs Assessment. The issue of mountain biking on park trails was not raised as an important topic by community stakeholders. Clearly, there is no evidence of the need to open park trails to mountain biking.

The density of trail users today is greater than ever. In addition to equestrians, hikers, joggers, bird watchers, and "walkers" that include the elderly and mothers with strollers, already share park trails. Introducing fast moving mountain bikes to a trails already in full use, would be unsafe and irresponsible.

Sincerely,

Los Angeles Equine Advisory Committee
Los Angeles Equine Advisory Committee

cc: Department of Transportation
Department of City Planning
Board of Recreation and Parks Commission