



Los Angeles CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.lacity.org/PLN/index.htm

Determination Mailing Date: January 21, 2011

CASE NO.: CPC-2009-871-GPA
CEQA: ENV-2009-2650-MND

Location: Citywide
Council Districts: All
Request: General Plan Amendment update to the Bicycle Plan (Chapter IX of the Transportation Element of the General Plan)

Applicant: City of Los Angeles

At its meeting on December 16, 2010, the following actions were taken by the City Planning Commission:

1. **Approved and Recommended** that the Mayor **approve** and the City Council **adopt** by Resolution, the requested **General Plan Amendment** to the Transportation Element as amended by Appendix A (December 16, 2010 staff report), Modified Appendix A (submitted at the December 16, 2010 meeting) and the following verbal amendments adopted by the City Planning Commission:
 - a. Amended Program 2.2.4A to add the Los Angeles Fire Department as a participating City department.
 - b. Amended Policy 2.3.1 to add the word "tunnels" to policy description.
 - c. Added Program 3.3.3A (Path Inspection and Cleaning Program).
 - d. Amended Program 3.1.3B and 3.1.3C (as proposed in Appendix A) to delete last sentence in each Program.
 - e. Added White Oak Avenue (Roscoe Blvd to Ventura Blvd) to Backbone Network.
2. **Adopted** the attached Findings.
3. **Approved and recommended** that the City Council **adopt** Mitigated Negative Declaration **No. ENV-2009-2650-MND**.
4. **Adopted** the initial and supplemental staff reports (dated November 4, 2010 and December 16, 2010) as its reports on the subject.
5. **Instructed** the Director of Planning to make the necessary changes to the Transportation Element upon adoption by the City Council.
6. **Directed** the Department of City Planning to file the Notice of Determination (NOD) upon adoption by the City Council.

Recommend that the City Council:

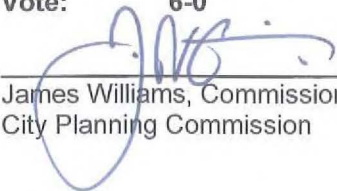
1. **Concur** in the attached Action of the City Planning Commission relative to its approval of the proposed General Plan Amendment.
2. **Adopt** the attached Findings of the City Planning Commission relative to the General Plan Amendment.
3. **Adopt** by Resolution, the General Plan Amendment to the Transportation Element.
4. **Direct** staff to revise the Transportation Element in accordance with this action.
5. **Find** that the proposed project will not have a significant effect on the environment for the reasons set forth in Mitigated Negative Declaration No. ENV-2009-2650-MND.
6. **Direct** the Department of City Planning to file the Notice of Determination (NOD) after City Council approval of the project.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Romero
Seconded: Cardoso
Ayes: Epstein, Freer, Roschen, Woo
Absent: Burton, Kezios, Orozco

Vote: 6-0


James Williams, Commission Executive Assistant I
City Planning Commission

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: City Planning Commission's Amendments to the 2010 Bicycle Plan, Findings, Resolution

City Planner: Claire Bowin

City Planning Associate: Jordann Turner

December 16, 2010

SUGGESTED MODIFICATIONS TO APPENDIX A

All- amend cycling to bicycling throughout the document

Executive Summary-pg. Es-2. Re-number the first and third factors:

1. Political Support (currently 3rd)
2. Significant and sustained funding for projects and staff, particularly by prioritizing bicycle projects federal, state, and local transportation programs; (no change)
3. A commitment by key city agencies to implement the recommended strategies; (currently 1st)
4. A strong partnership with Los Angeles' bicycling community. (no change)

Chapter 3- Bicycling

Side Bar A- pgs. 13-15

Bicycle Paths (Class I)- change reference to ~~flood control channels~~ to river corridors in second sentence

Bicycle Routes and Bicycle Friendly Streets (Class III). Amend the third sentence to read: They include signage, shared lane markings and at least two street calming engineering improvements that ensure that cyclists are prioritized and accommodated as well as raise motorist awareness of the presence of bicyclists.

Bicycle Friendly Streets- Add a sentence to the end of the 1st paragraph that reads. A Bicycle Friendly Street shall be defined as a local and/or collector street that includes at least two traffic-calming engineering treatments from Section 4 of the Technical Design Handbook in addition to signage and shared lane markings.

Bicycle Friendly Streets- 3rd paragraph/2nd sentence: Substitute could for "should be", Omit "regular" and add the following text to the last sentence, "but when tunnels are considered they shall be designed to meet Crime Prevention Through Environmental Design (CPTED) standards.

Chapter 4

General Note: All Programs that are currently schedule to start in 2010 shall be modified to start in 2011.

Policy 1.1.6

E. Appropriate Speed Limits for Complete Streets

Lead Department: remove DOT and DCP

Policy 1.1.7

D. Street Resurfacing Bicycle Lane Opportunities.

Lead Department: substitute DPW-BSS for DOT

Policy 1.1.8

A. Public Hearing Process for Bicycle Facility Removal

Require a public hearing with the City Council's Transportation Committee for any proposed bicycle lane or path removal ~~(without replacement)~~ or street improvement ~~for a distance over one-quarter (1/4) of a mile~~ that would preclude an existing or designated bicycle lane or path.

Policy 1.2.1.

A. Bicycle Parking Equipment Standards

Develop and adopt bicycle parking equipment standards for bicycle parking equipment installed within the public right-of-way or private developments. Post an informational guide on the City website. ~~To highlight information about the new standard.~~

Policy 1.2.2

A. Sidewalk Bicycle Parking Program

Modify last sentence of description to read: Prioritize the installation of racks on streets where businesses request the racks as well as ~~and~~ on streets within...

B. On-Street Bicycle Parking Corrals

Modify last sentence of description to read: Prioritize Network streets as potential locations for corrals as well as locations where businesses request a corral .

Lead Department: modify order- DOT, DPW-BSS.

Policy 1.2.5

A-C. Public School, Community College and University Bicycle Parking

Insert ,on school property, after "in front of the school"

Policy 1.2.6.

Insert ,on school property, after "in front of the facilities entrance"

Policy 1.2.7.

F. Expanded Bicycle Parking Standard

Explore the feasibility of permitting reduced vehicle parking in exchange for bicycle parking especially at locations along the ~~Backbone Networks~~, ~~and/or~~, adjacent to a transit station, ~~and/or at commercial and manufacturing locations.~~

G. Storage of Bicycle Inside Buildings

Lead Department: ~~Delete RAP~~

Policy 1.3.1.

B. Bicycle-Transit-Only Lanes

Amend second sentence to read: Work with Metro to develop bus/bike only ..

Policy 1.3.4.

F. Bicycle Racks on Taxis

Investigate the integration of bicycles with taxi service by adding bicycle racks on-to all of the taxi cabs that ~~operate~~ are permitted through the Department of Transportation.

1.4.2.

~~B. Backbone Network Map~~ (Delete Program)

C. ~~Neighborhood~~ Community Focused Network Bikeways Maps

Work with local Business Improvement Districts, Neighborhood Councils, and Chambers of Commerce to develop, fund, and distribute physical and electronic maps of localized portions of the ~~Neighborhood and Backbone Networks~~ Citywide Bikeways Map.

F. Existing Bikeways Map

Update and make public ~~publish~~ the Existing Bikeways Map...

2.1.2.

D. Poster Campaign

Develop and install posters and banners along the Backbone Networks...

E. Bicycle Facility Education

~~In addition to general bicycle transportation awareness, outreach campaigns should~~ Develop educational campaigns to educate for the public about the benefits and use of bikeways engineering treatments or innovative bikeways pilots. specific bicycle facilities. Newly introduced traffic control devices, such as the shared roadway bicycle markings (sharrows) require specific educational outreach to the public. Outreach Education can be done...

~~Objective: Encourage motorists to respect bicyclists' legal rights to use the road, promote safe driving practices and inform cyclists unfamiliar with new infrastructure how to properly use it to encourage safe cycling. Educate and Work with communities and neighborhoods to support bicycling and bicycle infrastructure improvements. Promote safe bicycling and driving practices.~~

2.1.5.

E. Violator Training Program for Bicyclists.

~~Delete last sentence: Provide a yearly report to the City Council Transportation Committee on the number of drivers educated.~~

2.3.2.

D. Warning System

~~Delete freeway entrances, exit ramps from description and objective.~~

Lead Department: DOT, ~~DPW~~

E. Caltrans Design

Work with Caltrans to design improvements to freeway entrances and exit ramps that warn motorists of the presence of bicyclists.

Lead Department: DOT

Objective: Reduce bicycle collisions near freeway entrances and exit ramps.

Schedule: 2011-2016

2.3.3.

C. Bicycle Pedestrian Street Lighting

Prioritize the installation of bicycle pedestrian-scale

3.1.1.

D. Measure R Local Bicycle and Pedestrian Return Funding

Omit ~~and pedestrian~~ from text.

3.1.3.

A. Bicycle Funding Priority Grading System

Table- omit percentages from Corridor and Geographic Gap rows.

Policy 3.2.2.

Support and oversee the implementation of ~~all bicycle programs with all relevant city departments~~ the City's Bicycle Plan and coordinate implementation efforts with other cities and agencies and as well as interested bicyclists.

3.2.2.

A. Bicycle Plan Implementation Team

Establish an ~~interdepartmental~~ Bicycle Plan Implementation Team (BPIT) comprised of City staff as well as representation from the bicycling community to provide implementation support and oversight of ongoing programs. ~~and establish clear responsibilities for each department or bureau.~~ The Team shall also meet with the County of Los Angeles, Metro, LAUSD and other municipalities on an as-needed basis to monitor project activities and provide technical support for issues and projects that cross boundary lines.

Lead Department: DCP, DOT, DPW, (LAPD, RAP, CLA, CAO, and the Mayor's Office as needed)

Objective: Meet quarterly each year, ~~and~~ provide regular reports to the Bicycle Advisory Committee and provide quarterly reports to the City Council Transportation Committee.

~~B. Network Working Group(s)~~

~~Policy 3.2.3.~~

~~A. Regional Bicycle Implementation Team~~

Re-number 3.2.4 to 3.2.3, 3.2.5 to 3.2.4.and 3.2.6 to 3.2.5.

3.2.5.

D. Annual Bicycle Count

Lead Department: DOT with assistance from local bicycle groups.

3.3.1.

A. Green Network

Establish a Green Network of Class I Bikeway Facilities along Beaches, Riverways, Fixed Transit Corridors, and City and State Parks to provide a ~~connected recreation and~~ transportation bikeway system with recreational benefits that links users to....

D. Beach Path

Extend the bicycle path along the beach north from Bay Club Drive to ~~Sunset Boulevard~~ the City limit.

G. Tujunga Wash

Design and construct the bicycle path along Tujunga Wash.

Lead Departments: DOT, DPW, RAP

Objective: Complete the build-out of the Tujunga Wash.

Schedule: 2020-2040

Re-number

3.3.2 as 3.3.3

3.3.3 as 3.3.4

3.3.4 as 3.3.5

Executive Summary

The 2010 Bicycle Plan (2010 Plan) is part of the City's commitment to transform Los Angeles from an auto-centric City to a City with a multi-modal transportation system that includes not only cars and trucks, but also buses, trains, pedestrians and bicyclists. Bicycling is particularly important because it creates no pollution and in a City with such a temperate climate and relatively flat terrain it is an activity that can be done year-round by almost everyone. Whether it's bicycling to school, to work, to a park or gym, the grocery store, or library, taking a leisurely spin around the neighborhood, or a longer recreational ride, bicycling is a relatively safe form of exercise and recreation and provides a healthy transportation alternative. Unfortunately, despite the health and air quality benefits that result from bicycling, many potential bicyclists are fearful of riding. The City's traditional auto-centric focus on facilitating vehicular movement has rendered many of the streets unfriendly and even hostile to all but the most confident bicycle riders. Bicyclists include children, adults, and seniors. Some are experienced riders who ride almost every day, others ride frequently but not all the time and others ride only occasionally. This 2010 Plan recognizes the concerns that inhibit many bicyclists from riding today and incorporates strategies, programs and practices to encourage people of all ages and all levels of experience to bicycle.

The 2010 Bicycle Plan (2010 Plan) represents a new commitment by Los Angeles to complete streets. It is part of a move away from the auto-centric approach of the past, and toward a sustainable transportation system- a system which supports motor vehicle use, but also enables the use of streets by other modes, such as cycling, walking, and transit, and acknowledges the use of streets for other purposes, such as recreation, retail and public gatherings.

Cycling has an overwhelming positive benefit for public health: a cyclist gets healthier every mile that he or she rides, rarely injures others in a collision, and doesn't pollute. Bicycling's claims on public space are substantially less than those of other modes. Bicycle lanes, for example, take about as much space as a sidewalk, and substantially less than a lane of parking, and bike parking takes up negligible square footage.

The 2010 Plan designates an ambitious 1680 mile bikeway system and introduces a comprehensive collection of programs and policies. Among the elements of the 2010 Plan are several innovations in bicycle planning for Los Angeles. Four of them deserve special mention: a Citywide Bikeway System comprised of three bikeway networks, Bicycle Friendly Streets, the bundling of programs and policies into ten categories, and a multi-pronged implementation strategy.

The 2010 Plan introduces three new bikeway Networks: the Backbone, the Neighborhood Network, and the Green Network. The character, choice of street segments, and processes of implementation for these three networks are mutually reinforcing, and build off existing success. These networks give life and character to the 2010 Plan's ambitious 1680 bikeway system.

The 2010 Plan introduces to Los Angeles the Bicycle Friendly Street (BFS.) A Bicycle Friendly Street uses a holistic engineering approach to render a neighborhood street extremely inviting to cyclists (and pedestrians.) By introducing signage, pavement markings, bulb-outs or even traffic diverters, BFS create a pleasant and safe environment for relaxed riding, especially for cyclists more sensitive to motor vehicle traffic. The creation of BFSs will restore an environment where parents will, for the first time in decades, encourage their children to ride in Los Angeles.

Because the 2010 Plan is so comprehensive, the list of policies and programs is formidable. In order to organize these policies and programs, the plan sorts them into ten categories. These ten categories are based on the widely respected "Six E's" of bicycle planning - equity, engineering, education, enforcement, encouragement, and evaluation - with two additional E's added to the mix: environment and economics. By building off the respected framework of the Six E's, the specifics of the plan are easier to understand and readily compared with other cities.

Finally, the 2010 Plan comes with dynamic implementation procedures built in. The 2010 Plan includes a Five-year Implementation Strategy that details the sequencing and priorities for the selection and installation of new bikeway facilities. Since the circumstances affecting implementation of both infrastructure and non-infrastructure programs are unpredictable and shifting, the plan introduces a dynamic solution. Four groups, the existing City's Bicycle Advisory Committee along with three new entities, the Bicycle Plan Implementation Team, the Network Working Group, and the Regional Bicycle Plan Implementation Team will monitor, assist and advise the implementation efforts. These groups, comprised of city staff from relevant departments, cycling community members, as well as local agencies and municipalities, create an opportunity for bike plan stakeholders to develop rapport, facilitating cooperative implementation.

The 2010 Plan has been was created through a joint effort intensive collaboration of the Department of City Planning, the Department of Transportation, members of a multi-agency Technical Advisory Committee, the bicycling community, and the City's consultant team, Alta Planning + Design. The 2010 Plan reflects best practices from cities around the country; and it is the product of extensive public input, research, and detailed field work. Collectively the policies, programs, projects and recommendations in this 2010 Plan will create an environment that increases, improves and enhances bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation for bicyclists as diverse as the general population.

Implementation of the 2010 Plan depends on four factors:

1. A commitment by key city agencies to implement the recommended strategies;
2. Significant and sustained funding for projects and staff, particularly by prioritizing bicycle projects in federal, state, and local transportation programs;
3. Political support;
4. A strong partnership with Los Angeles' bicycling community.

Plan Organization

The 2010 Bicycle Plan (2010 Plan) is organized into five chapters plus a Technical Design Handbook and all appendices.

1.Orientation

This Chapter articulates the Purpose of the 2010 Plan to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation, and describes the 2010 Plan's relationship to other City and County plans.

2.Bicyclists

This Chapter describes, utilizing local and national statistics, the variety of existing as well as potential bicycle riders, and articulates the growing interest in transforming the City from a transportation system fixated on moving vehicles to a multi-modal approach to mobility. This Chapter further describes the recent legislative actions that are propelling the City and municipalities across the State to adopt this multi-modal approach to transportation. This new approach recognizes the role of bicyclists, pedestrians, and transit and the benefits to reducing greenhouse gas emissions, congestion, and obesity levels that result from shifting from an auto-centric approach to a multi-modal strategy.

3.Bicycling

This Chapter introduces the three new bikeway networks: the Backbone Bikeway Network, the Neighborhood Bikeway Network, and the Green Bikeway that together comprise the Citywide Bikeway System. Each network has a distinctive character but they all work together to support a variety of cyclists. This Chapter also provides a brief description of each of the ten topic areas (Equity:Streets, Equity:Parking, Equity:Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economics:Financing, Evaluation and Cooperation, and Environment) around which the 2010 Plan's more than 200 programs are organized.

describes the 11 subject areas that are used to organize the policies and programs in Chapter 4. The 11 areas are: Equity:Streets, Equity:Parking, Equity:Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economics:Financing, Evaluation and Cooperation, and Environment:Bicycles in City Parks. In particular the Chapter designates 1,633 miles of bikeways (Citywide Bikeway System), establishes two new networks (Citywide and Neighborhood Bikeways Networks) and, describes the various type of bicycle facilities (paths, lanes, routes, bicycle friendly streets). The Chapter describes bicycle parking standards and outlines strategies to increase bicycle parking in the public right-of-way and on private development, outlines the relationship between bicycling and transit and establishes Clean Mobility and Multi-Mobility Hubs as important multi-modal support centers, describes programs geared to increase awareness and enthusiasm for bicycling, describes on-going education programs, especially those geared towards the school-age population and expands on the need for future education efforts for motorists. In addition the Chapter describes such current enforcement efforts as the LAPD Officer Bicycle Education Program and the Watch the Road Campaign and adds programs to further train officers on bicyclists' rights and responsibilities, develops a Bicycle Incident Reporting

mechanism and describes the importance of maintaining roads free of obstacles and obstructions which could prove hazardous for a bicyclist. The Chapter also describes strategies to increase bicycle funding and to prioritize future bikeway improvements, describes how the Plan's various programs and initiatives will be evaluated, and how departments and local jurisdictions can improve their coordination, and finally describes opportunities to provide a safe and comfortable park experience for all users.

The Citywide Bikeway Network (CBN) forms a 660-mile grid system of continuous and connected bikeways spaced approximately every two miles throughout the City. The CBN includes Bicycle Paths (Class 1) as well as Bicycle Lanes (Class 2) and Bicycle Routes (Class 3) on many of the City's arterial (major) streets. The CBN will provide an interconnected system of streets, dedicated rights-of-way, and transit corridors to enable bicyclists to access employment centers, transit stations and stops, as well as education, retail, entertainment, and open space and recreational resources.

The Neighborhood Bikeway Network (NBN) is comprised of 672 miles on local and collector streets with lower traffic volumes and slower motor vehicle speeds that largely parallel the City's arterial roadways. The NBN is intended to provide a network of streets at one-mile intervals where bicyclists of all experience levels will feel comfortable riding. Streets within the NBN will be designated by signage and in-street enhancements to calm traffic speed and volume to provide a more comfortable bicycle experience, and will traverse neighborhoods to provide connections to local, community points of interest, schools, and retail as well as parks and open space areas.

4. Policies and Programs

The 2010 Plan introduces new goals, objectives, policies and programs as well as updated and strengthened policies and programs from the 1996 Plan. The overarching commitment of the 2010 Plan is to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. In support of this commitment are three goals around which this Chapter is structured.

- Goal:** Increase the number and types of bicyclists who bicycle in the City.
- Make every street a safe place to ride a bicycle.
 - Make the City of Los Angeles a bicycle friendly community.

Each goal is further supported by three to four objectives under which are organized a variety of policies and programs that collectively increase bicycle ridership, increase awareness, implementation, and use of the bicycle networks, expand bicycle parking options, integrate bicycling with the transit system, introduce and identify locations for the Clean Mobility and Multi-Mobility Hubs, expand motorist and bicycle education, provide guidance to City departments regarding funding and the development, maintenance, and implementation of bikeways and support facilities.

5. Implementation

This Chapter describes the bikeway miles designated in the two previous bicycle plans of 1977 and 1996 along with the miles and funding allocated to date, and classifies the distribution of the 1,633 designated miles of bikeways into three categories: Existing, Funded, and Future. The Chapter further describes the 5-Year Implementation Strategy

and the funding and collaboration that will be needed to, the environmental clearance process and strategies to complete the Clean Mobility and Multi-Mobility Hubs. The series of 5-Year Implementation Strategies completes both the Citywide three Networks and Neighborhood Networks within the next 25 years. The Five-Year Strategy will identify, finance and construct, in four 5-year cycles, 200 Future miles of bicycle facilities included in the Citywide and Neighborhood Networks and the mobility hubs.

Appendices:

A Definitions and Glossary

Appendix A provides a glossary of definitions and acronyms for commonly used terms in the 2010 Plan and bicycle planning generally.

B Funding Sources

Appendix B provides a primer on the federal, state, county and local funding sources available for bicycle planning, engineering and implementation projects.

C Bicycle Transportation Account

Appendix C demonstrates the City of Los Angeles' compliance with the State of California's Bicycle Transportation Account (BTA) requirements, and establishes the City's eligibility for applying for these funds.

D Maps

The maps in Appendix D display the designated bicycle facilities in the 2010 Plan. The four map types are displayed at a citywide scale and/or as five subsets of the city's geography. Each map type is described on the following page:

———The **Designated Bikeways Map** illustrates the vision for all existing, funded or future bicycle paths, bicycle lanes, bicycle routes and bicycle friendly streets throughout the City and their connections to surrounding geographic areas.

The ~~Citywide and Neighborhood Bicycle Networks Maps~~Citywide Bikeway System illustrates the bicycle facilities designated on the Citywide Backbone, and Neighborhood, and Green Bicycle Bikeway Networks. Facilities on the networks will be prioritized for funding applications and implementation by the City. For a more detailed description of the networks, please see Chapter 3: Bikeways.

Existing and Funded Bikeways Map displays the bikeways built to date, and those that have been funded and slated for design and construction. All other designated facilities that are not existing or funded bikeways are "Future" bikeways and are not included on this map.

Appendix A

The ~~Bikeways Engineering Map~~ illustrates the engineering status of each designated bicycle path, bicycle lane, bicycle route and bicycle friendly street. Each facility is shown as either existing or as a Future:Proposed or Future:Potential bikeway.

Chapter 1 Orientation

This chapter describes the purpose of the 2010 Bicycle Plan (2010 Plan), the 2010 Plan's relationship to City and County plans, and the 2010 Plan's public participation process.

Purpose

The purpose of the 2010 Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. Toward that end, the 2010 Plan establishes policies and programs to increase the number and type of bicyclists in the City, to make every street a safe place to ride a bicycle and to transform Los Angeles into a bicycle-friendly community.

The 2010 Plan is a comprehensive update of the City's existing Bicycle Plan. The existing Bicycle Plan was originally adopted by the City Council in 1996, and re-adopted in 2002 to update the document as required by the State of California's Bicycle Transportation Account (BTA) and re-adopted without additional changes in 2007. The 2010 Plan is a part of the Transportation Element of the City's General Plan and is the city's blueprint for meeting the needs of all bicyclists. It establishes long-range goals, objectives and policies at a citywide level and contains a broad range of programs that constitute the steps the City intends to take in order to become a more bicycle-friendly Los Angeles.

~~The purpose of the 2010 Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. Toward that end, the 2010 Plan establishes policies and programs to increase the number and type of bicyclists in the City, to make every street a safe place to ride a bicycle and to transform Los Angeles into a bicycle friendly community.~~

~~The 2010 Plan designates a 1,633 miles of Citywide Bikeway System and creates a blueprint for the development, within 20 years, of a comprehensive and integrated pair of bicycle networks using designated city streets and bicycle paths that provide continuous north/south and east/west bicycle access across the entire City.~~

~~The 2010 Plan also establishes policies and programs to provide convenient and secure bicycle parking, to integrate bicycling into the transit system, to develop a comprehensive education program for bicyclists and motorists, to enforce roadway safety, to maintain bikeways, and to increase recreational bicycling opportunities.~~

The goals, objectives, policies and programs of this 2010 Plan were influenced by community input and formulated to be consistent with City and regional plans as well as statewide policies. The 2010 Plan is to be used by: the City Council; the Mayor; the City Planning Commission; the Board of Transportation Commissioners; the Board of Public Works; the City's Bicycle Advisory Committee; other concerned governmental agencies; residents and property owners throughout the City; and private organizations concerned with urban planning, civic betterment, transportation and recreation. For City policymakers this 2010 Plan provides: a reference to be used in connection with their

Appendix A

actions on various City development matters as required by law; guidance for decisions regarding allocation of funding for bicycle projects and programs; and technical guidance for the development and implementation of facilities.

Relationship to Other Plans, Other Citywide Plans, Countywide Plans, and Public Participation

No change

Appendix A

Chapter 2

No changes are proposed for Chapter 2.

Chapter 3 Bicycling

Los Angeles needs more bikeways. This is evident to anyone who regularly rides a bike in Los Angeles, or to anyone who pulls up a map of cycling facilities in the city. Once one rides more, it also becomes evident that, whether a bike facility is present or not, Los Angeles is often not a supportive environment for cyclists. To address both issues the City must employ programs and policies to improve in multiple categories, while aggressively building new infrastructure.

To make Los Angeles a better place to bicycle, the 2010 Plan develops programs and policies in ten categories. These categories are the traditional E's of Bicycle Planning, enriched by several innovative E's: Equity: Streets, Equity: Parking, Equity: Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economic: Financing, Evaluation and Cooperation, and Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks. The E's are covered in greater detail below.

To improve Los Angeles' bicycling infrastructure, the 2010 Plan introduces three new bikeway networks: the Backbone Bikeway Network (Backbone), the Neighborhood Bikeway Network (Neighborhood), and the Green Bikeway Network (Green.) These three networks together designate a 1680 mile Citywide Bikeway System. The 2010 Plan's objective to increase the total mileage of the bikeway system while balancing the multiple roles city streets play to accommodate cars, trucks, transit, parking, pedestrians, and bicycles. The formulation of the three networks allows the 2010 Plan to do that.

To encourage a broad diversity of bicyclists the City introduces the Bicycle Friendly Street (BFS) a new Class III Route design that introduces street-calming engineering treatments to provide a comfortable bicycling environment. BFS solutions will be utilized primarily on the Neighborhood Network to create a pleasant and safe environment for relaxed riding, especially for cyclists more sensitive to motor vehicle traffic.

Today the City has approximately 339 miles of bikeways. This includes a total of 58 miles of bicycle paths, 157 miles of bicycle lanes, and 124 miles of bicycle routes (see description of each bikeways type below). However, in a city of 464 square miles and 6,500 miles of roadways it's not nearly enough. Unfortunately, the current bikeway system is a patchwork of corridors and segments- it does not form a comprehensive interconnected network. By closing critical gaps, making connectivity a focus, and adding many miles of facilities, the 2010 Plan seeks to change that.

Insert Sidebar A near this text.

Prior to the 2010 Plan the City adopted two other bicycle plans. The first Plan was adopted in 1977. The 1977 Bicycle Plan established a 600 mile Citywide System of bikeways. The Citywide System was intended to serve both recreational and transportation needs. Included within the Citywide System was a 300-mile Backbone

System. A new Bicycle Plan was completed and adopted in 1996 and then re-adopted in 2002 and 2007. The 1996 Plan designated a total bikeway system of 673 miles plus 69 miles of study corridors. Thus, the 2010 Plan exceeds its predecessors substantially in its commitment to bikeways- it is the most ambitious bicycle plan to date. The Plan establishes three new bikeway networks: the Backbone, the Neighborhood Network, and the Green Network. Each has a distinctive character but work in concert to support a variety of bicyclists.

The Backbone concentrates on providing an interconnected system of streets that facilitates 24/7 cyclist mobility on key arterials; the Neighborhood Network enhances the pleasant environment of non arterials to facilitate relaxed riding; and the Green Network enhances pedestrian and cyclist access to the City's green corridors, particularly along river channels and segregated transit right of ways.

The 707 mile Backbone Network will enable access to major employment centers, transit stations and stops, and educational, retail, entertainment, and other open space and recreational resources. It is expected that the Backbone will initially be used primarily by experienced riders who are comfortable riding close to moderate to heavy traffic volumes. However, in time, by resolving the perceived and actual dangers to cyclists on arterials, the Backbone streets may become more accessible to riders less comfortable with greater traffic volume.

The 834 mile Neighborhood Network is comprised primarily of Bicycle-Friendly Streets, (on Local and Collector Streets) which are characterized by low traffic volumes and slower speeds. The Neighborhood Network provides a network, generally parallel to the Backbone Network, where bicyclists of all experience levels may feel comfortable riding. The Neighborhood Network will enable all bicycle riders, including children, women, families, young adults, and seniors, to access neighborhood facilities including schools, libraries, shopping districts, and parks and open space. The Neighborhood Network will also provide low speed, less traffic, and a less threatening environment than bikeways on arterial roadways. Many of the streets are comfortable for bicycle riding today but may benefit from wayfinding and additional street calming measures such as roundabouts and traffic diverters. Examples of these strategies are included in the Technical Handbook.

The 139 mile Green Network enhances access, through bicycle paths and shared use paths, to the City's green open spaces particularly river channels like the Los Angeles River. Enhanced access improves these spaces, bringing the public closer to them. This accelerates the public's appreciation of these spaces, and so, in the long term accelerates their enhancement. In turn, improvements to these spaces that are not specifically for cyclists still adds to the overall value of the bicycle and pedestrian experience. For example, the on-going greening of Ballona Creek has made it a more relaxing and inspiring place to ride.

Note: Graphs/Charts from the original document- Chp. 3, pgs. 41,42 and 43 will be updated and included in the Final document and to reflect the revised numbers.

The Green Network will appeal to multiple types of riders, including the experienced transportation or recreational bicyclist who appreciates the long unencumbered distances along the paths and the beginning bicyclist who may only want to travel a short distance and is not yet comfortable riding in close proximity to vehicular traffic. Today, the bicycle paths are crowded on different days of the week by a variety of bicyclists from the avid cyclist who commutes to work along the Los Angeles River Bicycle Path to the family of recreational riders who chooses to ride along the Beach Path on a Saturday afternoon.

Each network works with the others to enhance their individual functions, so that the whole is greater than the sum of the parts. Segments of each network were chosen with the other networks in mind to achieve maximum coverage. The target types of cyclists for each network were considered in relation to the others, and the types of potential engineering solutions on each network were drawn up with the other networks in mind. In this sense the networks have co-evolved, and are mutually reinforcing.

The Backbone and the Neighborhood Network work together to provide all types of cyclists complete access to City streets. Cyclists can access the Backbone via local elements of the Neighborhood Network, travel along the Backbone for a distance, and then return to the Neighborhood Network for their last mile. Without the Neighborhood Network, cyclists may find the beginning and ending of trips to be harrowing, whereas without the Backbone, long distance trips may be dangerous and stressful. For the cyclist concerned with personal security, the Backbone offers a good nighttime alternative to the Neighborhood Network, with its wider spaces, better lighting, and greater foot traffic. For the cyclist who is averse to heavy traffic, the Neighborhood Network offers a daytime alternative to the more trafficked arterials of the Backbone.

At their core then, all three networks enhance neglected open spaces, and in this fashion, all three networks work together. Indeed, the Backbone and Neighborhood Networks, where they integrate seamlessly with the Green Network, put the City's lively street activities in touch with its natural beauty. For those close, but not immediately adjacent to a segment of the Green Network, the Neighborhood Network offers a low traffic option to access the Green Network, providing cyclists (and pedestrians) with recreational options nearly totally free of motor vehicle traffic.

Similarly, there are clear opportunities for these networks to work with other non-bicycle networks and to facilitate seamless bicycle linkages to and from our neighboring jurisdictions, wherever feasible. The Backbone especially, can link up with Metro's multi-pronged transit system, particularly the light-rail lines (LRT), the subway, and the Rapid Bus Network. A number of neighboring cities such as Burbank, Calabasas, Culver City, Glendale, Long Beach, Monterey Park, Pasadena, San Fernando, Santa Monica, and West Hollywood have each adopted a bicycle plan and the City's 2010 Plan includes a complementary system of roadways to link to the roadways in those other plans. It is hoped that neighboring jurisdictions that have not yet developed a bicycle plan will look to the City's 2010 Plan for guidance to ensure that a bicyclist traveling between the

jurisdictions has a smooth and seamless experience.

The Networks are, at their core, not only a physical network of inter-connected streets and paths but also an organizing structure, around which to focus the Plan's many policies and programs defined in Chapter 4. A holistic approach to creating supportive cycling environments on network elements will necessarily make use of many policies and programs.

With capital funding limited, and hundreds of miles of street facilities to maintain and improve, merely providing bicycle facilities would not provide the beneficial results that this 2010 Plan envisions. In some cases, infrastructure solutions alone cannot solve all of the problems that cyclists encounter, as we have seen with collisions that occur within bicycle facilities. Conversely, infrastructure modifications may not always be necessary to create a supportive environment for cyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to cyclists. Just as the Networks weave together to form a complete Citywide Bikeway System, the Plan offers an opportunity to focus a variety of its individual programs on a portion of a network in order to improve dramatically the safety and convenience of those select corridors.

Both the Neighborhood Network and the Backbone represent a rethinking of the city's streets as more than conduits for moving motor vehicle traffic. Streets are our most abundant open spaces, and the Backbone and Neighborhood Networks provide the opportunity to enhance the function of these streets for cyclists, pedestrians, and indirectly, by making them more civilized as open space, and enhancing their function as places for commerce.

The Goals, Policies and Objectives of the 2010 Plan are based on a set of values categorized into each of the following ten subject areas. Each subject is the basis for one of the Plan's ten objectives and its associated policies and programs. The ten subjects and how each relates to the 2010 Plan are described in this Chapter. Detailed descriptions of each policy and program are found in Chapter 4.

Equity:Streets
Equity:Parking
Equity:Transit
Encouragement
Education
Enforcement
Engineering and Maintenance
Economic:Financing
Evaluation and Cooperation
Environment:Bicycles in City Parks.

Equity: Streets

Los Angeles needs more bikeways. Today the City has approximately 339 miles of bikeways. This includes a total of 58 miles of bicycle paths, 157 miles of bicycle lanes, and 124 miles of bicycle routes (see description of each bikeways type on pages 42-43). However, in a city of 464 square miles and 6,500 miles of roadways it's not nearly enough.

The 2010 Plan's objective is to increase the total number of miles in the bikeway system while balancing the multiple roles city streets play to accommodate cars, trucks, transit, parking, pedestrians, and bicycles. While today the bikeway system is a patchwork of corridors and segments, it has yet to be implemented as a comprehensive interconnected network. This new 2010 Plan seeks to change that.

This 2010 Plan expands upon the 673 miles of bikeways designated in the 1996 Plan (of which only 339 miles were completed) to establish a Citywide Bikeway System of 1,633 miles of designated bikeways. The 2010 Plan creates two new bikeway networks, a Citywide Bikeways Network (CBN) and a Neighborhood Bikeways Network (NBN). The majority of the 1,633 miles of bikeways will be included in one of the two new Networks. The Networks will provide continuous, uninterrupted north/south and east/west access across the entire City.

The Networks are being created in this 2010 Plan with an overall goal to provide the vast majority of City residents with access to a City bikeway within one mile of their homes and destinations and to facilitate linkages to and from neighboring municipalities. The Networks are comprised of Bicycle Paths, Bicycle Lanes, Bicycle Routes and Bicycle-Friendly Streets that provide access to major destinations and community facilities such as schools, parks and libraries as well as current and future transit stations.

Citywide Bikeway Network

The 2010 Plan establishes a Citywide Bikeway Network (CBN) of 660 miles that provides an interconnected system of streets on an approximately two-mile grid to facilitate bicycle mobility across the city.

Approximately half of the CBN is in place today and the remainder will be completed over the next 25 years. The CBN includes Class I Bicycle Paths as well as a system of Bicycle Lanes and Bicycle Routes on many of the city's major streets, known as "arterial streets." The CBN will enable bicyclists to access employment centers, transit stations and stops, and educational, retail, entertainment, and other open space and recreational resources. It is expected that the portion of the CBN located on arterial streets will be utilized primarily by experienced riders who are comfortable riding in close proximity to moderate to heavy traffic volumes. The Technical Design Handbook describes a Protected Bicycle Lane configuration that, if employed on the City's arterial streets, would provide a bikeway facility that would be user friendly to a greater range of bicyclists. It may be feasible to try this type of facility on a pilot basis in the near future.

Neighborhood Bikeway Network

The 2010 Plan establishes a Neighborhood Bikeway Network (NBN) of 672 miles that is comprised primarily of Bicycle Friendly Streets on Local and Collector Streets which are characterized by low traffic volumes and speeds. The NBN is intended to provide a network, within 25 years, of streets at one-mile intervals or less that are generally parallel to the CBN where bicyclists of all experience levels may feel comfortable riding. The NBN will enable all bicycle riders, including children, women, families, young adults, and seniors to access neighborhood facilities including schools, libraries, shopping districts, and parks and open space. The NBN will also provide low speed, less traffic, and a less threatening environment than bikeways on arterial roadways. Many of the streets are comfortable for bicycle riding today but may benefit from wayfinding and additional street calming measures such as roundabouts and traffic diverters. Examples of these strategies are included in the Technical Handbook.

While the 2010 Plan focuses solely on the development of paths, lanes, and routes that are within the City's boundaries, it is the intent of the 2010 Plan to facilitate seamless bicycle linkages to and from our neighboring jurisdictions, wherever feasible. A number of neighboring cities such as Burbank, Calabasas, Culver City, Glendale, Long Beach, Monterey Park, Pasadena, San Fernando, Santa Monica, and West Hollywood have each adopted a bicycle plan and the City's 2010 Plan includes a complementary system of roadways to link to the roadways in those other plans. It is hoped that jurisdictions that have not yet developed a bicycle plan will look to the City's 2010 Plan for guidance when selecting roadways for their new plan to ensure that a bicyclist traveling between the jurisdictions has a smooth and seamless experience. To support such future efforts the 2010 Plan incorporates programs and strategies to facilitate on-going collaboration among Los Angeles and our neighbors.

Chapter Four includes the full details of all of the policies, and programs established by this 2010 Plan but the paragraphs below provide a snapshot of the various program categories. The policies and program are bundled around ten categories: Equity: Streets, Equity: Parking, Equity: Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economic: Financing, and Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks.

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Equity: Streets

This first program category focuses on strategies that assert the role of the bicycle in City streets. In particular this category describes the Backbone and Neighborhood Networks, identifies the Five Year Implementation Strategy and a Comprehensive Safe Routes to School Strategic Plan, establishes the Bicycle Friendly Street as a new Class III bikeway facility, and outlines opportunities to expand the City's street standards to include bicycle lanes.

Equity: Parking

Safe, visible and accessible bicycle parking is essential to encourage greater levels of bicycling activity. The City of Los Angeles provides bicycle parking in the public right-of-way and requires some new developments to include end-of-trip facilities, such as bicycle parking (racks, lockers), showers, changing rooms, and areas to securely store bicycles and commuting equipment. This 2010 Plan adds a number of new programs to increase the availability and quantity of bicycle parking especially along the Backbone and Neighborhood Networks, expand opportunities to include bicycle parking at schools, and facilitate the storage of bicycles inside buildings.

Bicycle Parking in the Public Right-of-Way

The Los Angeles Department of Transportation (LADOT) Bicycle Program installs bicycle racks in the public right-of-way (City property) to encourage bicycling to shopping and commercial areas, city buildings and libraries. Bicycle racks provide secure, convenient, short-term (under two hours) bike parking at office buildings, businesses, or stores near public sidewalks. The program installs racks based on requests by business owners and citizens. Standard “Inverted-U” bicycle racks are generally used. Currently, there are over 3,600 inverted-U racks provided by LADOT through the sidewalk bicycle-parking program. The City has also provided artist-designed bicycle racks for installations in downtown LA and the Vermont Corridor. These bicycle racks are intended to contribute to the identity of the local neighborhood or district through public art. In addition, LADOT is testing a pilot program to retrofit used meter posts with bicycle racks in locations where “smart meters” are being installed to maintain bicycle parking in these areas.

Racks are placed in areas that are visible to the public and that avoid conflicts with pedestrians and parked vehicles, usually near the curb and away from but visible to bus stops or crosswalks. LADOT provides resources to register for sidewalk bike rack installation and offers tips on locking bicycles to minimize theft on its website; bicyclela.org.

The City Council recently approved a Bicycle Corral pilot program along York Boulevard between Avenue 50 and Avenue 56. A Bicycle Corral replaces one on-street vehicle parking space with multiple bicycle parking spaces, gives bikes a designated place, acknowledges their importance, and keeps sidewalks clear for safe walking. With a successful pilot project, this form of bicycle parking may be replicated to other parts of the City.

Bicycle Parking in Private Development

The City of Los Angeles currently mandates the provision of off-street bicycle parking spaces and facilities for employee showers and lockers. Bicycle parking must be provided at a ratio of two percent of the number of auto parking spaces in commercial and industrial zones with non-residential uses which exceed 10,000 square feet and at all City-owned and operated properties over 10,000 square feet. Specific standards for the facilities can be found in LAMC Sections 12.21 A.16 and 12.21 A.4(c). This 2010 Plan includes programs to expand bicycle parking requirements in non-residential public and

| private developments and proposes to expand bicycle parking requirements to include residential multi-family developments.

Equity: Transit

Bicycle ridership can be increased by providing connections to transit, providing bicycle facilities at transit stations, and assuring that bicycles can be carried on buses and trains. The majority of Los Angeles residents and employees live and/or work within a five mile radius of a transit station. For many, two and a half to five miles is a reasonable distance to bicycle especially if there are safe and comfortable bikeway facilities along their route. But, even the most ideal bicycling conditions may not encourage someone to ride their bicycle to or from transit if there are not facilities at the stop/station and/or their home and/or workplace to store a bicycle, or if it is not feasible to transport a bicycle on the bus or train. Currently, only Metrolink and Metro's Red Line trains permit bicycles on-board during peak commute hours. Fortunately in the past years, the City of Los Angeles and the many transit providers in the region have greatly expanded the storage capacity of many of the transit stations, have added carrying capacity to all buses and trains and are beginning to incorporate additional amenities at stations that support a number of transportation modes.

Bicycle racks and/or lockers are available at many of Metro's 60 light rail and subway stations and at the City's five Metrolink Stations in the Valley. The location of bicycle parking facilities at Metro Rail and Busway Stations is noted on the "Bike Lockers and Racks on Metro Map" in Appendix C. The City's Commuter Express fleet vehicles, which connect commuters from all regions of the City to employment centers, include front-mounted bicycle racks with capacity for two bicycles each with plans to upgrade capacity to racks that hold three bicycles when equipment upgrades are made. Most other regional and municipal bus operators serving the City of Los Angeles also provide front-mounted bicycle racks. Wherever possible, bicycle parking facilities are included with major transit projects such as the Metro Orange Line and the future Exposition Light Rail and Metro Gold Line Eastside Extension. This 2010 Plan also promotes a newer type of shared facility; a Bicycle-Transit Only bus lane to increase bicycle access on existing Metro Rapid bus corridors.

These very welcome facilities have of course increased demand for bicycling which in turn has expanded demand for additional storage and carrying capacity. As a result this 2010 Plan puts in place additional programs to encourage Metro and Metrolink to expand carrying capacity from two to three bicycles on buses, to lift time of day and carrying capacity restrictions on trains, to allow bicycles on buses in special circumstances, and to include additional amenities at transit stations.

Clean Mobility and Multi-Mobility Hubs

There are now more than 60 fixed transit stations located within the City of Los Angeles. The stations serve as destination or departure points for travelers who typically still need to go some distance from the station to reach their final destination. This additional travel can be accommodated by bus, bicycle, taxi, shuttle, skateboard, car or scooter. It goes

without saying that each of these transit riders will end or begin their transit trip as pedestrians, regardless of whichever additional travel mode they might utilize. To support this confluence of travel modes there is increasing interest in developing transit hubs at select stations to provide transit riders with a full complement of travel options and services.

The 2010 Plan designates several locations as either a Clean Mobility or Multi-Mobility Hub, as seen on Appendix D, Map 2a. A mobility hub provides car share and vehicle charging stations, and a variety of services oriented to bicyclists including attendant operated showers, restrooms, bicycle repair, and bicycle lockers. A Multi-Mobility Hub (M-M Hub) is similar to a Clean-Mobility Hub (C-M Hub) except that it would not provide attendants to oversee the bicycle locker and storage areas nor would it typically have restrooms and showers.

The first C-M Hub in Los Angeles was identified in the Environmental Impact Report for the Exposition Light Rail Line. This C-M Hub will be constructed at the Venice/Robertson station which is the terminus of the first phase of the Exposition Line. Several additional M-M Hubs are currently planned for Staples Center, the Civic Center area and Union Station.

Implementation mechanisms of the C-M and M-M Hubs are described in Chapter 5: Implementation.

Encouragement

The 2010 Plan includes a number of programs to bolster increased support for bicycling and encourage both the avid and novice bicyclist. Over the years thousands have participated in free summer public bicycle rides led by, on various occasions, the Mayor, City Attorney, and Councilmember Tom LaBonge. In 1994 the City initiated Bike to Work Day which grew into Bike to Work Week and now includes a variety of activities including the Annual Bike to Work Day on the third Thursday in May. The City also provides maps that illustrate the location of various bicycle facilities and maintains a website at: bicyclela.org which includes current information on road safety, future improvements, events, network maps, and maintenance activities. The 2010 Plan continues these activities but also promotes a Monthly Car Free Day to encourage bicycling, transit, and walking as alternatives to the car, and supports Ciclovias whereby the City partners with local organizations to close select local and/or arterial roads on designated weekends and/or holidays to provide bicyclists, walkers, skaters and others a car-free recreational opportunity.

Education

Bicycle education remains critical to the goal of expanding bicycle use. The 2010 Plan includes a number of programs targeting youth, motorists, bus drivers, truck drivers, and taxi operators. All groups need to learn how to safely navigate where cars, trucks and bicycles coexist. All groups need to be knowledgeable about the rights and responsibilities of bicyclists on the road.

|
With increasing bicycle ridership, the potential for conflicts between bicyclists and motorists has grown. These conflicts may be ameliorated through education on the part of both the motorist and the bicyclist, so that each respects the other as a user of the road. The City of Los Angeles provides motorist and bicyclist education programs, described below, conducted primarily through the Department of Transportation (DOT), the Police Department (LAPD), and the Los Angeles Unified School District (LAUSD).

School Bicycle Safety and Transit Education Program

Since 1983, the City of Los Angeles has provided bicycle safety education services to children through its School Bicycle Safety and Transit Education program. The program is managed by DOT and focuses on bicycle and pedestrian safety while also providing information about transit to its young participants. Since its inception, the project has served millions of children between the ages of four and thirteen and continues to reach children in the Los Angeles Unified School District and some private schools. The 2010 annual project budget is approximately \$450,000 and is projected to provide bicycle safety education to 200,000 children this school year.

Bicycle Los Angeles Safety Training/Youth Education Sports

Originally funded through a transportation grant, the City of Los Angeles developed and provided funding for the Bicycle Los Angeles Safety Training program. Now completely sanctioned and supervised by the Los Angeles Unified School District through its police on-campus program, the project provides bicycle safety training and a citation diversion program for youth violators, as well as teaching riding skills to junior high and high school students.

Enforcement

Effective enforcement helps to ensure a safe bicycling environment for riders of all experience levels. One objective of this Plan is reduce the number of bicycle collisions. This section puts particular emphasis on the documentation of collisions so that areas with a greater number of collisions can receive focused attention through improvements targeted to these locations. Many such programs are already in place such as the LAPD Officer Bicycle Education Program and the Watch the Road Campaign, described below. The 2010 Plan adds additional programs to increase the deployment of LAPD officers on the City's bicycle paths, to train officers on bicyclists rights and responsibilities, to train officers and the Bureau of Sanitation's truck drivers to identify bicycle lane parking violations and issue citations, and to develop a Bicycle Incident Reporting mechanism to allow bicyclists to report aggressive behavior by motorists.

LAPD Officer Bicycle Education Program

In an effort to educate adult bicyclists and encourage the enforcement of bicycling laws, a cooperative program between the Los Angeles Police Department (LAPD) and the Los Angeles Department of Transportation (LADOT) has been developed to provide additional bicycling education to LAPD officers as well as to produce materials regarding bicycling laws for distribution to the public. Materials include a roll call training module

for LAPD officers, as well as materials for distribution to the public such as a safety brochure and pocket guide to bicyclists' legal rights and responsibilities.

Watch the Road Campaign

The Watch the Road Program is a general traffic safety campaign intended to enhance safety for all users of the transportation system, including bicyclists. The program focuses on the top ten roadway user bad behaviors including: speeding; aggressive driving; inattentive driving; driving or cycling through red lights; DUI; not yielding to pedestrians; walking without looking; walking outside crosswalks; bicycling against traffic; and not wearing seat belts.

Engineering and Maintenance

Encouraging a range of bicyclists to navigate the City's streets depends on quality and well-maintained streets with smooth pavement that are free of potholes, include clear signage about route turns, intersections, mileage, detours, obstacles or road constrictions and nearby destinations, and have adequate nighttime street lighting. Without these necessary improvements the bicyclist's journey can be hazardous and frustrating and can result in unnecessary collisions, conflicts, or delays. This Plan includes a number of programs aimed at remedying these issues.

Economic

Adequate funding and a clearly established methodology to prioritize spending are keys to ensuring the successful implementation of bicycle facilities and programs. All facets of the 2010 Plan have costs, whether it is education programs, construction of a bicycle path, public outreach, adding bicycle parking or making a map. Limited funding requires that choices be made. In order to maximize funding and invest money most effectively the economic objective has a two-pronged focus. Firstly, it is focused on programs that increase the level of monies which the City can attract to further the 2010 Plan's multiple goals. And secondly, it establishes criteria for the prioritization of bicycle funding for capital projects through the Bicycle Funding Priority Grading System and Selection Process described in Chapter 4.

Evaluation and Cooperation

At the heart of any successful program is a method to monitor and evaluate success. The Plan provides the necessary measurement tools to review the Plan's progress as well as improve the quantity and quality of bikeway facilities across local boundaries.

The Bicycle Advisory Committee which was established in 1973 has been an ongoing participant in past efforts to evaluate the progress of the 1977 and 1996 Plans' implementation. This 2010 Plan bolsters the BAC efforts by establishing both an Interdepartmental and ~~Intra~~Inter-jurisdictional Bicycle Plan Implementation Team to provide support and oversight of on-going programs, to establish clear responsibilities for each department and provide technical support for issues and projects that cross jurisdictional boundaries. The 2010 Plan also recognizes the importance of a continuing

relationship with the bicycle community and its valuable contributions to the implementation of the 2010 Plan and therefore establishes a Network Working Group to work alongside of City departments and local agencies providing continued insight and collaboration. In order to fully measure the impacts of the 2010 Plan identifies a number of programs which will enable the City to measure its progress and assess needed modifications.

Environment: Bicycles along Beaches, Rivers, At-Grade-Fixed-Transit Corridors and -in City and State Parks

This program section includes programs that support the Green Network described at length in the early paragraphs of this Chapter as well as programs that support future research and analysis to identify potential off-road bicycling options.

While there has long been interest among bicyclists to access paths and trails/utility roads within the City's parks, bicycle use is a particular challenge in Los Angeles Parks as there is both limited park acreage and limited funds to adequately provide the variety of uses requested by the City's population. For the purposes of this discussion off-road paths and trails have been separated into two categories. The first includes paths, typically paved, within City parks and built to recognized standards such as the the-paths in Sepulveda Basin and the Harbor area. The second, and arguably the more contentious, include dirt trails in City parks that are typically located within hillside and/or mountain areas.

Paved Paths

The 2010 Plan recognizes the multiple demands and inherent conflicts that arise when mingling various users on a single path. The 2010 Plan, however further recognizes the benefits of utilizing path segments to facilitate neighborhood connectivity to nearby community services. In many instances the local street grid terminates at a local park and a bicyclist needing to access a school or library on the far side of the park, without the ability to bicycle through the park, is forced to circumnavigate the park to reach his/her destination. Unfortunately, many times this detour requires the bicyclist (often a child) to leave the comfort of the local street grid and navigate a more heavily traveled corridor. The 2010 Plan promotes continued use of the Recreation and Parks Commission's authority to grant, in special circumstances, permission for a particular pathway to be designated for local bicycle activity.

Trails

The Los Angeles Municipal Code currently prohibits the use of bicycles on unpaved roads and trails unless the Recreation and Parks Commission has designated a particular facility for bicycle use. To date only the trails in Mandeville Canyon have been designated for off-road bicycle use. When the City acquired Mandeville Canyon it was required to continue allowing off-road bicycling on the trail. Fortunately, off-road bicycle enthusiasts do have access to numerous off-road recreational and transportation oriented facilities in the nearby Santa Monica Mountains. Locally, the Mountains Recreation Conservation Authority (MRCA), in partnership with the National Park Service, the California Department of Parks and Recreation and the Mountains

Restoration Trust has designated a Backbone Trail as well as several Multi-Use Trails; which serve multiple user types. In the eastern portion of the Santa Monica Mountains the Multi-Use Trails accommodate only bicyclists and hikers but in the western portion the designation permits horses along with bicyclists and hikers. The majority of the trails are limited exclusively for hikers but the designation of selected trails has directed mountain bicyclists to those trails and reduced the migration of mountain bicyclists onto trails where they are not permitted.

In acknowledgement of the growing demand for mountain bike trails the 1996 Bicycle Plan (1996 Plan) adopted a policy to study the feasibility of designating and developing bicycle trails in Griffith Park, Ernest Debs Park, the Recreation and Parks Department's Valley and Pacific Regions, DWP access and public utility rights of ways, and mountain fireroads. The 1996 Plan also contained implementation programs related to off-road bicycle use. Those programs directed staff to review the feasibility of establishing mountain bicycle trails and to prepare guidelines and standards for such trails. To support this endorsement eight public meetings were held between 1999 and 2000 to discuss mountain bicycles and the off-road policy. Unfortunately, during that time the participating groups, which included the City of Los Angeles Bicycle Advisory Committee, Concerned Off-Road Bicyclists Association, the Los Angeles Recreation and Parks Commission, and the Mountain Bicycle Access Working Group could not reach a consensus and the use of mountain bicycles on city trails was not found feasible. As a part of the public participation process for the 2010 Plan additional meetings that included representatives from mountain bicyclist, hiker, and equestrian groups were held to determine, yet again, if common ground could be identified. While it is beyond the scope of this Plan and the current financial means of the City to propose a network of unpaved mountain bicycling paths, policies and programs have been identified in Chapter 4, Section 3.3 to address the continued pressures of multiple user types on the City's limited public park hillside and mountain areas.

Side Bar A

Bicycle Classification System

The Federal and State transportation system recognizes three primary bikeway facilities; Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III).

Bicycle Paths (Class I)

Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. They are located within or adjacent to flood control channels (Arroyo Seco, Ballona Creek, Los Angeles River), transit corridors (Orange Line), City parks (Balboa Park), or the coast (Venice Beach/Marvin Braude).¹

Bicycle Paths are popular for utilitarian and recreational riding.² The Orange Line Bus Rapid Transit (BRT) bicycle path and the proposed bicycle path along the Expo Light Rail Transit Line (LRT) provide valuable connections to mass transit and facilitate easier, more comfortable commutes for all types of riders. Class I facilities are typically preferred by less experienced riders and bicycle commuters whose trips are longer than a few miles. In the public outreach survey, 35% of respondents answered that bicycle paths

were their preferred facility, although only 16% responded that bike paths were needed to help reach their destinations.

Bicycle Lanes (Class II)

Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Lanes are most commonly found on major arterials (Laurel Canyon Boulevard, Sunset, Venice Boulevard, Santa Monica transit parkway, Central Avenue, Gaffey Street) and on wide collector streets (Chandler Boulevard, Griffith Park Boulevard, Grandview Boulevard, 30th Street). Bicycle lane widths on urban roadways can range from five to seven feet but should not exceed seven feet to keep motor vehicles from driving in them. Bicycle lanes along commercial corridors tend to provide access to destinations, making them useful for utilitarian trips. In the online public outreach survey conducted for this Plan, respondents answered that bicycle lanes were the most preferred (43%) and most needed (63%) facility.

Bicycle Routes and Bicycle Friendly Streets (Class III)

Bicycle-Friendly Streets and Bicycle Routes (Class III) are in-road bikeways where bicycles and motor vehicles share the roadway. They are typically intended for streets with low traffic volumes, signalized intersections at crossings or wide outside lanes. They have standard bicycle route signage and special engineering treatments to ensure motorists are aware of the presence of bicyclists and to add a level of comfort for bicyclists. While Bicycle Routes are a common bikeway designation adopted by the State, this Plan introduces the new concept of the Bicycle-Friendly Street (BFS).

Bicycle Routes (Routes) are preferably located on collector and lower volume arterial streets (51st Street, Wilbur Avenue) but currently the majority of the existing routes are located on heavily traveled arterials (Westwood, Broadway). To remedy this the 2010 Plan recommends that Routes located on an arterial roadway with high traffic volumes and speeds be designated as Future Planned: Potential Lanes (see Chapter 5 for full description) and that the use of Routes on arterials in the future be used in limited situations to either close a gap in the CBN or when a physical constraint would prevent the installation of a lane for a particular stretch of roadway.

Because it will not be feasible, due to inadequate road width or lack of environmental review, to immediately upgrade most of the existing Routes to Lanes the 2010 Plan establishes a pilot strategy (Program 1.1.5 A Enhanced Bicycle Routes) to add shared lane markings (sharrows) in the public right-of-way on selected Routes which meet the guidelines as established by the State of California MUTCD.

In the public outreach survey, 9% of respondents answered that bicycle routes on major arterials were their most preferred facility, versus 12% of respondents who answered that bicycle routes on local streets were most preferred. For the type of facility most needed to reach destinations, 15% answered bicycle routes on major arterials and 5% answered bicycle routes on local streets.

Bicycle-Friendly Streets (BFS) are lower volume residential local and collector streets and comprise the majority of the roadways included in the Neighborhood Bicycle

Network. A toolbox of potential street treatments for these Class III bicycle facilities is included in the Technical Design Handbook.

BFS's are designated primarily on collector and local roadways. These corridors generally parallel major commercial corridors and, therefore, have the greatest potential to provide continuous bicycle access to neighborhood schools, libraries, parks, and retail areas. Wherever possible, BFS take advantage of existing signalized intersections and grade-separation infrastructure such as bridge or tunnel crossings of flood control channels or freeways. Current obstacles which require modification through capital infrastructure improvements are identified on the Neighborhood Bikeway Network Maps. At-grade crossing improvements have been proposed wherever a BFS intersects a major arterial roadway with no existing traffic signal. These intersections could be improved by providing refuge islands, bicyclist activated crossings, or regular traffic signals. Non-motorized (bicycle/pedestrian) bridges or tunnels are recommended to provide continuity where proposed BFS's terminate at flood control channels or freeways. Due to security concerns tunnels are the least favorable option.

Side Bar B

Traditional Six E's of Bicycle Planning:

Equity: Streets focuses on the establishment of new street standards and measurement tools which will facilitate the opportunity to incorporate bicycle lanes and other engineering enhancements in City streets;

Equity: Parking identifies the importance of providing bicycle parking at both the beginning and end of each bicycle trip;

Equity: Transit encourages the coordination of bicycling with all transit facilities;

Engineering consists of all of the physical aspects of the built environment which can affect the actual bicycling experience; bicycle lanes, paths, curb bulb-outs, curb radii, and even the condition of the street surface;

Enforcement ensures that motorists and bicyclists alike are adhering to the traffic laws;

Education provides a venue to inform cyclists and non-cyclists how to use the roads, teaches bicyclists how to plan a route to work, and encourages bicyclists, young and old, how to handle a bicycle skillfully;

Encouragement programs lead non-cyclists to try cycling and current cyclists to ride more often;

Evaluation programs determine what is working and what is not, and identifies new directions which may be worth pursuing.

| Additional Two E's developed for this Plan:

Economic: Financing identifies opportunities to lobby and expand the availability of local, state and federal funding for bicycle infrastructure along with enforcement, education, encouragement, and evaluation programs.

Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks establishes and supports the implementation of the Green Network, and identifies a series of steps to evaluate the feasibility of incorporating bicycle paths and trails in City parks.

Appendix A

Chapter 4

Policies and Programs

This Chapter presents the goals, objectives, policies, and programs that together comprise the strategies to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. Toward this end, the 2010 Plan is guided by these the following three major citywide goals.

Increase the number and types of bicyclists who bicycle in the City.
Make every street a safe place to ride a bicycle.
Make the City of Los Angeles a bicycle-friendly community.

The Chapter is organized into three sections, one for each goal. Each goal has three to four objectives and each objective is accompanied by several policies and corresponding programs, which reinforce the values described in Chapter 3 (equity, encouragement, education, enforcement, engineering/maintenance, economics, evaluation and the environment).

GOAL 1

Increase the number and types of bicyclists who bicycle in the City.

Support the goal of increasing bicycle activity by increasing access to public rights-of-way, by providing additional bicycle parking, by facilitating access to and amenities around transit, and by increasing programs and educational increased public bicycling activities that encourage grow awareness of bicycling and diminish obstacles.

Equity: Street Access Objective 1.1

Develop a comprehensive transportation and recreation bikeway system for the City of Los Angeles.

Policy 1.1.1

Establish bicycling as an officially designated mode of transportation in the State of California.

Program

A. Traffic Definition

Lobby the State of California to update the legal definition of “traffic” in the California Vehicle Code to include bicycles.

Lead Department: Council, CLA, Mayor

Objective: Create parity for the bicycle as a transportation vehicle.

Schedule: 2010-2012

Policy 1.1.2

Reduce automobile trips and greenhouse gas emissions by making 35% of all daily trips and 3% of home-to-work commute trips bicycle trips by 2020.

Programs

A. Citywide Bikeway Backbone Network

Establish a Citywide Bikeway Backbone Network at an approximately two mile grid to provide access to Downtown Los Angeles, Regional and Community Centers, and community and citywide amenities on Secondary and Major Class II roadway facilities as well as off-road public rights-of-way.

Lead Department: DOT, DPW, LAPD.

Objective: Complete build out of network within 20-35 years.

Schedule: 2010-2035 2045

B. Neighborhood Bikeway Network

Establish a Neighborhood Bikeway Network at an approximately one mile grid to provide local and regional access to community and citywide amenities on "bicycle friendly" local and collector streets as well as off-road public rights-of-way.

Lead Department: DCP, DOT, DWP

Objective: Complete build-out of network within 20-35 years.

Schedule: 2010-2030 2045

C. Five Year Implementation Strategy

In collaboration with the community and Council Districts Develop-develop a comprehensive implementation strategy to identify funds and construct at least 200 miles of bicycle facilities on the CBN Backbone and Neighborhood Networks NBN every five years until complete. Bikeways that fill geographic gaps in either of the Networks and/or are in neighborhoods with low-income populations will be prioritized. See 3.1.4.A and B. Develop and post on-line a matrix of the selected bikeways that includes the current roadway width, number of lanes, number of on-street parking spaces, traffic volumes and other opportunities and challenges.

Lead Department: DCP, DOT, DWP, in collaboration with the Network Working Group and Bicycle Plan Implementation Team. (See associated programs)

Objective: Complete approximately a four-mile grid network by 2015, a two-mile grid network by 2020, and one-mile grid network by 203 the build-out of the Backbone and Neighborhood Network as quickly as funding and staffing permits..0-

Schedule: 2010-2030 2045

D. Comprehensive Safe Routes to School Strategic Plan

In partnership with the community and local schools, identify, develop and adopt a Comprehensive Safe Routes to School Strategic Plan (Strategic Plan). Utilize safety and accident data (SWITRS, See Program 2.2.4A), as the underlying basis framework for the Citywide Safe Routes to School Strategic Plan. Further pPrioritizatione -of the selection

of routes for future funding should also consider: project location in/near the Backbone and Neighborhood Networks, percentage of students receiving free and reduced lunch (California Department of Education) and having a high number of students that live within a two-mile radius of the school. Coordinate program with LAUSD.

Lead Department: DCP, DOT, with support from LAPD, and LAUSD

Objective: Develop a Strategic Plan to guide the City in its Safe Routes to School Applications and other related funding efforts.

Schedule: 2010-2035

Policy 1.1.3

Add neighborhood linkages to the Citywide and Neighborhood Bikeway Networks.

Programs

A. School Parent Organizations

Collaborate with parents and community organizations to identify and develop bikeway infrastructure improvements around all Los Angeles elementary, middle, and high schools with support and coordination from LAUSD.

Lead Department: DCP, DOT, with support and coordination from LAUSD

Objective: Increase bicycle facilities to and from local schools and adjoining neighborhoods.

Schedule: 2012-2020

B. Downtown Bikeways

Plan and implement a series of interconnected bikeways within the downtown area to link bicyclists to employment, retail, residential, civic, cultural and recreational destination.

Downtown bikeways should be integrated with the existing Downtown Street Standards.

Lead Department: DCP, DOT

Objective: Increase bicycling within the downtown core by adding bikeway infrastructure and improving safety.

Schedule: 20122011-2014

C. Gated Communities

Encourage community members to work with their Council office, Neighborhood Councils, other community organizations and gated communities to identify opportunities to permit bicycles through gated entryways.

Lead Department: Council offices

Objective: Provide bicyclists with access through gated entryways.

Schedule: 2011-2015.

Policy 1.1.4

Establish Bicycle Friendly Streets to encourage bicycling on streets with low traffic volumes and slow speeds.

Programs

A. Bicycle Friendly Streets

Use a combination of at least two ~~or three~~ traffic calming and intersection treatments, in addition to ~~, share or shared~~ pavement markings, and signage ~~and non-standard treatments approved for bikeway design as per described in the Technical Design Handbook and/or Federal and State MUTCDs to discourage non-local motor vehicle traffic and to make it easier and safer for bicyclists and pedestrians to travel on local and collector streets,~~ and to cross intersections, ~~and discourage non-local motor vehicle traffic.~~

Lead Department: DOT, DPW's Bureau of Engineering

Objective: ~~Establish 516 miles of~~ Enhance the quality of Bicycle Friendly Streets by 2035.

Schedule: 2010-2035

Policy 1.1.5

Upgrade Bicycle Routes

Programs

A. Enhanced Bicycle Routes

Upgrade existing routes with shared lane ~~row~~ markings and signage to increase motorist awareness of bicycle presence.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Bicycle Routes by slowing vehicular speeds and increasing motorist awareness of the presence of bicyclists.

Schedule: 2010-2015

Policy 1.1.6

Increase the number of bicycle lanes and/or improve the quality of the street right of way for bicyclists.

Programs

A. Major Highway Class II Street Designation Review

~~Re-evaluate streets with peak-hour travel lanes and explore opportunities to incorporate a bicycle lane where it is determined that a bicycle lane would be a more effective option than a peak-hour travel lane. Consider designating such streets as Major Highway Class II Modified and utilizing additional road capacity for bicycle lanes. In collaboration with cyclists, community stakeholders, and City departments update the Major Highway Class II roadways, included in the Backbone Network, to include modified street standards that include the addition of bicycle lanes, bicycle-bus-only lanes and/or other engineering treatments.~~

Lead Department: DOT, DCP

Objective: ~~Increase opportunities for bicycle lanes~~

~~Improve safety and quality of bicycling experience on Major Highway Class II roadways. on Major Class II road-ways.~~

Schedule: 2010-20202035.

B. Secondary Road Mobility

In collaboration with cyclists, community stakeholders, and City departments, update Secondary streets included in either the Backbone and/or Neighborhood Bikeway Network, to incorporate modified street standards that include the addition of bicycle lanes and/or other engineering treatments.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Secondary Streets.

Schedule: 2010-2035

BC. Local and Collector Street Mobility

In collaboration with cyclists, community stakeholders, and City departments update Local and Collector streets included in either the Backbone and/or Neighborhood Networks, to incorporate modified street standards that could include reduced street lane width, the addition of bicycle lanes, Bicycle Friendly Street Features or wide curb lanes. Identify opportunities to narrow roadway width on Local and Collector streets where there is excess street right-of-way.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Local and Collector Streets.

Schedule: 2010-20152035

C. Secondary Road Mobility

Identify opportunities to narrow roadway width and/or eliminate travel lanes where there is either excess street right-of-way or support for reduced traffic capacity.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Secondary Streets.

Schedule: 2010-2015

D. Modified Cross-Sections

Using the Modified Cross-Sections included in the Technical Design Handbook and Street Classification Study, develop and adopt new street cross-sections that accommodate a range of bikeway facilities as Standard Cross-Sections in the City's Standard Plans.

Lead Department: DCP, DOT, DPW

Objective: Adopt Standard Cross-Sections that incorporate bikeway facilities.

Schedule: 2010-2012.

E. Appropriate Speed Limits for Complete Streets

Develop and advocate for state legislation to support reducing posted traffic speeds. Revised methodology should account for all roadway users (including pedestrians and bicyclists), adjacent land uses, and street user demand

Lead Department: DOT, DCP, Mayor's Office, CLA

Objective: Ensure safer streets for all users, provide enforcement for consistent travel speeds, and increase survival rates of pedestrians and bicyclists in case of collision

Schedule: 2011-2015 (or until achieved)

Policy 1.1.7

Increase the number of bicycle lanes.

Programs

A. Transit/Bikeway Priority Streets

Establish Major Class II Streets within the Citywide Bikeway Backbone Network that have Rapid Bus Service as Transit/Bicycle Priority Streets. Review the need for a peak hour travel lane on Transit/Bicycle Priority Streets. Install transit/bicycle only lanes where feasible.

Lead Department: DOT

Objective: Increase opportunity for bicycle lanes on Major Class II roadways.

Schedule: 2010-2020

B. Protected Bicycle Lanes

Develop a pilot project to test the use of a protected bicycle lane on Major Class II or Secondary roadways. (See Technical Design Handbook)

Lead Department: DOT, DCP

Objective: Improve bicycle safety on heavily traveled roadways.

Schedule: 2011-2030/2013

C. Street Parking Removal

Identify favorable opportunities to remove parking to accommodate bicycle lanes.

Lead Department: DOT, DCP, City Council

Objective: Increase miles of bicycle lanes.

Schedule: 2010-2015

D. Street Resurfacing Bicycle Lane Opportunities

Identify opportunities to install bicycle lanes and/or other bicycle-supportive engineering enhancements on street segments longer than one-quarter mile that have been included in the annual street paving schedule (See 2.3.5.C). City staff shall work with both the Bicycle Plan Implementation Team (BPIT- see 3.2.2 A) and the Network Working Group (NWG- see 3.2.2. B) to identify potential design solutions. If staff determines that a bicycle lane is not feasible, then the BPIT and the NWG shall be notified in a timely manner prior to the street resurfacing.

Lead Department: DPW-BSS

Objective: Increase cost effective means of installing bicycle lanes on City streets.

Schedule: 2011-ongoing

~~D. Environmental Clearance of Potential Bicycle Lanes~~

~~Analyze the impact of the removal of traffic lanes to comply with the California Environmental Quality Act (CEQA).~~

~~Lead Department: DCP~~

Objective: Obtain environmental clearance for all lanes identified in each respective five year implementation strategy.
Schedule: 2010-2030

Policy 1.1.8

Require a public hearing for the proposed removal of an existing bicycle lane or path.

Program

A. Public Hearing Process for Bicycle Facility Removal.

Require a public hearing with the City Council's Transportation Committee for any proposed lane removal (without replacement) or street improvement for a distance over one-quarter (1/4) of a mile that would preclude of an existing or designated bicycle lane or path

Lead Department: DOT, DCP, City Attorney, CLA

Objective: Provide opportunity for public input prior to the removal of an existing bicycle lane or path.

Schedule: 2010-20152035

Equity: Parking Objective 1.2

Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities Citywide.

Policy 1.2.1

Develop and implement citywide bicycle rack and location standards.

Programs

A. Bicycle Parking Equipment Standards

Develop and adopt ~~implement~~ bicycle standard parking equipment standards for bicycle parking equipment installed within the public right-of-way or private developments. Post an educational information guide on the City website to highlight information about the new standard.

Lead Department: DOT, DPW-BOE

Objective: ~~Adopt standards and information guide; Disseminate standards on website.~~ Improve the quality of bicycle parking equipment and increase awareness of the new equipment standards to developers and property owners.

Schedule: 2011

Policy 1.2.2

Increase the supply of quality bicycle parking in public rights of way.

Programs

A. Sidewalk Bicycle Parking Program

Continue to install and maintain City-standard bicycle racks on sidewalks, ~~in order to serve business districts.~~ Identify areas with demand for bicycle racks and implement an installation schedule. Prioritize the installation of racks on streets within either the Backbone and/or Neighborhood Networks.

Lead Department: DOT

Objective: Add 400 additional racks per year.

Schedule: 2010-2020

B. On-Street Bicycle Parking Corrals

~~Study the feasibility of constructing~~ Develop bicycle parking corrals in on-street parking spaces as a ~~public-public-private~~ partnership. Implement a pilot installation and evaluate the feasibility and criteria for widespread use. Prioritize Network streets as potential locations for corrals.

Lead Department: ~~DPW -BSS,~~ DOT, DPW

Objective: Increase availability of bicycle parking by providing bicycle parking opportunities in existing on-street automobile parking spaces.

Schedule: 2010-2015

Policy 1.2.3

Increase the supply of quality bicycle parking in City facilities.

Programs

A. Bicycle Parking Standards in City Facilities.

Amend LAMC 12.21-A 16(a) to ~~increase~~ modify the bicycle parking requirement at all City owned and operated facilities ~~from 2% of automobile parking spaces with a minimum of one (1) to provide bicycle parking to spaces for 5% of automobile parking employees and estimated daily visitors spaces with a minimum of five (5) bicycle parking spaces.~~

Lead Department: DOT, DCP

Objective: Increase bicycle parking

Schedule: 2010-2012

B. City Owned, Operated and Leased Facility Bicycle Parking Review.

Review all City-owned, operated, and leased facilities for compliance with the city's bicycle parking standards. Increase bicycle parking to meet LAMC requirements where deficiencies are identified.

Lead Department: DOT, GSD

Objective: Provide adequate bicycle parking at all city owned, operated and leased facilities.

Schedule: 2012-2015

C. Recreation and Parks Bicycle Parking Standards

Provide approved bicycle parking at recreation centers and parks. Review all recreation centers and parks for compliance with the City's design standards and ordinances related

to bicycle parking. Create solutions and seek funding to bring the facilities into compliance.

Lead Department: RAP, DOT.

Objective: Increase the availability of bicycle parking at all City owned recreation and parks facilities by 2015.

Schedule: 2010-2015

Policy 1.2.4

Ensure the maintenance of safe, secure bicycle parking facilities.

Programs

A. Bicycle Parking Handbook

Provide information to developers, property managers and building inspectors about bicycle parking and support facilities to comply with LAMC bicycle parking requirements.

Lead Department: DOT

Objective: Provide and disseminate handbooks on the web.

Schedule: 2012-2015

B. Bicycle Parking Training

Develop a Bicycle Parking Requirements Enforcement Training Presentation and post on the Bicycle website. Provide training sessions to the Department of Building and Safety and other City staff on the LAMC bicycle parking requirements.

Lead Department: DOT, DBS

Objective: Improve knowledge of bicycle parking standards and requirements among appropriate staff, building inspectors in order to appropriately enforce bicycle parking requirements.

Schedule: 2012-2015

Policy 1.2.5

Encourage the installation of bicycle parking at public schools, colleges, and universities.

Programs

A. Public School Bicycle Parking

Coordinate with the Los Angeles Unified School District (LAUSD) to encourage the installation of quality bicycle parking at public schools within the City of Los Angeles. Work with LAUSD to identify bicycle parking needs and solutions.

Lead Department: LAUSD, DOT

Objective: Install bicycle parking spaces, in front of the school entrance or other visible high traffic location, for at least 5% of the student body and faculty.

Schedule: 2015-2020

B. Community College Bicycle Parking

Coordinate with the Los Angeles Community College District (LACCD) to encourage the installation of quality bicycle parking, in front of the school entrance or other visible high traffic location, at all community colleges within the City of Los Angeles. Work with LACCD to identify bicycle parking needs and solutions.

Lead Department: LACCD, DOT

Objective: Install bicycle parking spaces for at least 5% of the student body and faculty.
Schedule: 2010-2020

C. University Bicycle Parking

Coordinate with local four year universities to encourage the installation of quality bicycle parking, in front of the school entrance or other visible high traffic location, on all campus locations within the City of Los Angeles. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the student body and faculty.
Schedule: 2015-2020

Policy 1.2.6

Encourage the installation of bicycle parking, in front of the facilities' entrance or other visible high traffic location at all Federal, State and County facilities located within the City of Los Angeles.

Programs

A. Federal Facility Parking

Coordinate with Federal officials to encourage the installation of quality bicycle parking at all Federal facilities within the City of Los Angeles, to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.
Schedule: 2012-2017

B. State Facility Parking

Coordinate with State officials to encourage the installation of quality bicycle parking at all State facilities within the City of Los Angeles to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.
Schedule: 2012-2017

C. County Parking

Coordinate with County officials to encourage the installation of good quality parking at all County facilities within the City of Los Angeles to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.

Schedule: 2012-2017

Policy 1.2.7

Develop and implement citywide bicycling parking standards.

Programs

A. Private Property Bicycle Parking Standard for Commercial and Industrial projects.

Amend LAMC Section 12.21 A.16 to increase the City's requirements for bicycle racks, lockers, and shower amenities in commercial and industrial projects. Require design and placement to comply with City standards.

Lead Department: DCP, DOT

Objective: Increase the supply of secure bicycle parking.

Schedule: 2010-2015

B. Private Property Bicycle Parking Standard for Residential projects.

Amend LAMC Section 12.21 A.16 to augment the City's bicycle parking requirements to include bicycle racks and lockers in multi-family residential projects.

Lead Department: DCP, DOT

Objective: Increase the supply of secure bicycle parking in appropriate key, safe locations.

Schedule: 2010-2015

C. Parking at Existing Major Destinations

Work with special event facilities' managers to provide convenient, secure, good quality and well-lit bicycle parking facilities at special event venues such as Dodger Stadium, the Staples Center/LA Convention Center, and the LA Memorial Coliseum/Sports Arena.

Lead Department: DOT

Objective: Provide and/or increase the supply of good quality bicycle parking at major event destinations.

Schedule: 2010-2015

D. Transit Oriented District Plans

Review and update all existing Transit Oriented District Plans (TODs) to include bicycle access and amenities.

Lead Department: DCP

Objective: Increase the supply of safe and visible bicycle parking in TOD areas.

Schedule: 2010-2015

E. TDM Ordinance Revision

Include bicycle parking and other bicycle use incentives as a Transportation Demand Management (TDM) measure to mitigate traffic/vehicle trips for purposes of CEQA compliance for commercial, residential and mixed-use development projects.

Lead Department: DCP, DOT

Objective: Update TDM measures to include bicycle parking and other incentives to increase bicycle use for commuting.
Schedule: 2010-2015

F. Expanded Bicycle Parking Standard

Explore the feasibility of permitting reduced vehicle parking in exchange for bicycle parking especially in locations along the Backbone Network and/or adjacent to a transit station.

Lead Department: DCP

Objective: Increase the availability of bicycle parking and reduce the quantity of vehicle parking.

Schedule: 2011-2013

G. Storage of Bicycles Inside Buildings

Establish an ordinance to require building owners and managers to permit bicycles to enter and be stored inside a building when safe and secure bicycle parking is not available elsewhere on the premises.

Lead Department: DPW, RAP, DOT

Objective: Expand the bicycle parking options for bicyclists.

Schedule: 2011-2013

Policy 1.2.8

Encourage creative solutions to increase the availability of bicycle parking.

Programs

A. Creative Artist-Designed Bicycle Parking Solutions

Support and develop creative bicycle parking solutions in the public rights-of-way.

Lead Department: DOT, DPW-BOE/BSS

Objective: Create guidelines within bike parking standards.

Schedule: 2015-2020

B. Parking Meter Posts

As existing parking meters are eliminated citywide maintain a minimum of 25% of existing parking meter posts and retrofit for bicycle parking.

Lead Department: DOT

Objective: Increase on-street bicycle parking locations.

Schedule: 2010-2015

C. Street Furniture Definition

Include bicycle racks in the definition of street furniture to utilize streetscape funding opportunities.

Lead Department: DPW, City Attorney

Objective: Increase funding options for bicycle racks.

Schedule: 2010-2015

Equity: Transit Objective 1.3

Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system.

Policy 1.3.1

Incorporate bikeways into transit projects that include an exclusive right-of-way.

Programs

A. Bikeways along Exclusive Transit Rights- of-Way

Continue to include Class I bikeways adjacent to new exclusive surface transit rights-of-way. Identify all major transit projects under development and work with Metro and other appropriate agencies to incorporate bikeways in new transit projects.

Lead Department: DOT, DCP, ~~Metro~~

Objective: Construct Class I bikeways along transit rights-of-way in coordination with transit projects.

Schedule: 2010-2015

B. Bicycle-Transit-Only Lanes

Allow bicycle use on surface street bus-only lanes as permitted by California Vehicle Code (CVC) 21202. Work with Metro to develop bus-only lane standards to accommodate bicycles and install appropriate signage and on-street markings. Identify corridors on the Backbone Network that are potential candidates for the inclusion of bus-only lanes.

Lead Department: DOT, ~~Metro~~, DCP

Objective: Install Bicycle-Transit-Only Lanes.

Schedule: 2010-~~2015~~2025

Policy 1.3.2

Maximize Bicycle Amenities at Transit Stops and Stations.

Programs

A. Clean Mobility Hubs (Bicycle Commuter Center)

Work with transit agencies and adjacent property owners to include attendant operated bicycle storage, lockers, restrooms and showers, and bicycle rental and repair facilities, and WiFi at all transit stations identified as Clean Mobility Hubs on the Bicycle Plan Maps. Coordinate and support Metro efforts as necessary. Leverage the Mayor's and appointee's role of the Mayor and the Mayor's appointees as members of the Metro board and/or the Metro Technical Advisory Committee to increase support for the development of bicycle amenities at transit locations. Prioritize the development of Hubs that are located on the Backbone Network.

Lead Department: City Council, DCP, DOT, Office of the Mayor, ~~Metro~~

Objective: Install attendant operated bicycle services at all Clean Mobility Centers.

Schedule: 2010-2020

B. Multi-Mobility Hubs

Work with transit agencies and adjacent property owners to include short term and long term secure bicycle storage, bicycle rental facilities, lockers, bicycle maps and WiFi at transit stations identified as Multi-Mobility Hubs on the Bicycle Plan Maps. (See Citywide Backbone and Neighborhood Bicycle Networks Maps) Coordinate and support Metro efforts as necessary. Prioritize the development of Hubs that are located on the Backbone Network.

Lead Department: City Council, DOT, DCP, Office of the Mayor, ~~Metro~~

Objective: Install bicycle facilities at all Multi-Mobility Hubs.

Schedule: 2012-2017

C. Transit Station Bicycle Parking

Work with ~~Metro~~, other transit agencies and adjacent property owners to include bicycle parking racks and lockers at all existing and new transit stations identified as Bicycle Transit Hubs in the Metro Bicycle Transportation Strategic Plan (BTSP).

Lead Department: DOT, DCP, ~~Metro~~

Objective: Increase bicycle parking at transit hubs.

Schedule: 2010-2020

D. Bus Stop Bicycle Parking

Work with ~~Metro~~, local transit agencies and adjacent property owners to include bicycle parking racks within 50' of all existing and new transit stops. Prioritize bus stops that are located on either the Backbone or Neighborhood Networks.

Lead Department: DOT, DCP, ~~Metro~~

Objective: Increase bicycle parking at bus stops.

Schedule: 2012-2030

Policy 1.3.3

Establish a bicycle sharing network around each of the Multi-Mobility Hubs and Clean Mobility Hubs.

Programs

A. Bicycle Sharing Network

Work with private enterprise, ~~Metro~~, and local and county agencies to develop a bicycle sharing network at each of the Multi-Mobility Hubs and Clean Mobility Hubs identified on the Bicycle Plan Maps.

Lead Department: DOT, City Council, Office of the Mayor, ~~Metro~~

Objective: Increase short term bicycle use within a five mile distance of Multi-Mobility Hubs and Clean Mobility Hubs.

Schedule: 2010-2015

Policy 1.3.4

Accommodate bicycles on transit vehicles and taxis

Programs

A. Bus-Bicycle Racks

Work with Metro and local transit agencies to include bicycle racks on Metro and municipal bus lines that operate within the City of Los Angeles.

Lead Department: DOT, City Council, Office of the Mayor, ~~Metro~~

Objective: Increase bicycle carrying capacity on all local buses.

Schedule: 2010-2015

B. Three-Bicycle Racks

Work with Metro and local transit agencies to increase the bicycle carrying capacity of all Metro and Municipal bus lines operating within the City of Los Angeles from two to three. Prioritize the upgrade on bus lines that are along the Backbone Network.

Lead Department: DOT, City Council, Office of the Mayor, ~~Metro~~

Objective: Increase the bicycle carrying capacity of all buses with racks.

Schedule: 2010-2015

C. Advocacy for Bicycles on Trains

Work with Metro to create opportunities for increasing the capacity for bicycles on all Metro trains and lift time of day and capacity restrictions

Lead Department: DOT, City Council, Office of the Mayor, BAC and ~~Metro~~

Objective: Increase bicycle access to trains.

Schedule: 2010-2015

D. Operator Judgement (Bicycles on Buses)

Work with Metro and local transit operators in the City of Los Angeles to allow operators to make decisions regarding allowing bicycles on buses when space on bus allows, racks are full, service is last of the day or in inclement weather.

Lead Department: DOT, City Council, Office of the Mayor, BAC and ~~Metro~~

Objective: Increase bicycle access to buses.

Schedule: 2010-2015

E. Turnstile Design

Work with Metro and local transit agencies to ensure that all turnstiles can accommodate a bicycle.

Lead Department: DOT, City Council, Office of the Mayor, BAC and ~~Metro~~

Objective: Facilitate bicycle access to transit.

Schedule: 2010-2015

F. Bicycle Racks on Taxis

Integrate bicycles with taxi service by adding bicycle racks on-to all of the taxi cabs that operate through the Department of Transportation.

Lead Department: DOT

Objective: Seamlessly incorporate bicycle travel with the use of taxis. Expand the range of bicycle mobility.

Schedule: 2010-2014.

Encouragement Objective 1.4

Encourage and facilitate bicycle riding as an important mode of personal transportation as well as a pleasant source of outdoor exercise, a mode of transportation and recreation that is healthy, economical, and sustainable.

Policy 1.4.1

Promote bicycling through City-sponsored events and through a non-profit entity/entities.

Programs

A. Monthly Car-Free Days

Coordinate a Car-Free Day on a regular basis each month. Provide information and incentives for drivers to leave the car behind for a day. Post materials at BicycleLA.org Website and work with Metro and City Council offices to provide incentives and disseminate materials to event participants.

Lead Department: Mayor's Office, City Council, DOT, DPW, Metro

Objective: Reduce car use by 5%.

Schedule: 2010-2015

B. Los Angeles Bicycle Tours

Organize, and lead, and provide support to local and citywide bicycle tours as either stand alone events or in conjunction with events such as the Los Angeles Marathon and the Los Angeles Triathlon. Identify and work with potential community partners including bicycle advocacy groups, neighborhood councils, neighborhood preservation groups, historical societies, merchant groups and Business Improvement Districts (BIDs). Encourage the selection of streets on the Backbone and Neighborhood Networks for the tours.

Lead Department: Mayor's Office, City Council, DOT, RAP, LAPD, Fire Department (LAFD)

Objective: Support at least one event annually.

Schedule: 2012-2017

C. Recreational Rides

Organize and lead local and citywide recreational rides ranging from 5-30 miles.

Prioritize routes that include the Green, Backbone or Neighborhood Networks.

Lead Department: RAP, Mayor's Office, City Council, DOT, DPW.

Objective: Increase participants by 10% each year.

Schedule: 2012-2017

D. Summer Ride Series

Organize, and lead, and provide support to local and citywide bicycle rides. Prioritize routes that include the Backbone and Neighborhood Networks.

Lead Department: RAP, Mayor's Office, City Council, DOT, LAPD.

Objective: Increase participants by 10% each year.

Schedule: 2012-2017

E. Ciclovias (Car free Weekend/Holiday Roadways)

Provide support to ~~Partner with~~ local organizations to organize Ciclovias (a series of local and citywide road closure events) on weekends and holidays to provide bicyclists, walkers, skaters and others a recreational opportunity by creating public space for non-vehicular activities within the roadway area. Encourage the selection of streets on the Backbone and Neighborhood Networks.

Lead Department: Mayor's Office, City Council, RAP, DOT, DPW, LAPD, LAFD~~Fire~~.

Objective: Increase participants by 5% each event.

Schedule: 2010-~~2015~~2035

F. Non-Profit Coordination

Support and expand local non-profit efforts to coordinate and plan bicycle events.

Encourage the use of streets on the Backbone and Neighborhood Network for the events.

Lead Department: Mayor's office, DOT

Objective: Support multiple events.

Schedule: 2010-2035

G. Streets as Public Space

Encourage the use of Backbone and Neighborhood Streets for a variety of events such as Farmers' Markets, Art Cycles and other cycling events, parades, races, and art fairs to promote public awareness of streets as public space.

Lead Department: Mayor's Office, City Council, RAP, DOT, DPW, LAPD, LAFD~~Fire~~.

Objective: Expand the use of public streets for multiple users.

Schedule: 2010-2035

Policy 1.4.2

Provide widespread and user-friendly information on the location and quality of bicycle facilities.

Programs

A. Citywide Bikeways Map

Provide and distribute physical and electronic copies of ~~the~~ Citywide Bikeway Map that includes information about the ~~Citywide Green, Backbone, and~~ Neighborhood Networks and the Citywide Transit System, and locations of the Clean Mobility Hubs, Multi-Mobility Hubs and bus stops with bicycle amenities.

Lead Department: DOT

Objective: ~~Distribute maps on website to download or view and distribute physical copies at local venues~~ To provide information that will assist cyclists to find secure bicycle parking and other bicycle amenities.

Schedule: 2010-~~2035~~ 2015

B. Backbone Network Map

Provide and distribute physical and electronic maps of the Backbone Network. Include information about local amenities, area destinations, bicycle hubs, transit connections, and bicycle parking and other bicycle services.

Lead Department: DOT

Objective: Expand awareness of the Backbone Network and its adjacency to numerous destinations, services and amenities.

Schedule: 2010-2035

BC. Neighborhood Bikeways Network Maps

Work with local Business Improvement Districts, Neighborhood Councils, and Chambers of Commerce to develop, fund, and distribute physical and electronic ~~local versions maps~~ of localized portions of the Citywide/Neighborhood Bikeway and Backbone Networks.

Maps:

Lead Department: DOT

Objective: Distribute maps, on website to download or view and distribute physical copies at local venues.

Schedule: 2010-2035 2015

CD. Public Bicycle Parking Facility Map and Database

Develop and provide a map that includes the public bicycle parking facilities. Maintain a database of the facilities that includes the number of bicycle parking spaces, ownership of the facility, and other amenities.

Lead Department: DOT

Objective: Distribute maps on website to download or view and distribute physical copies at local venues.

Schedule: 2010-2035 15

DE. City's Bikeway Plan Website

Continue to maintain the BicycleLA.org website to provide bicyclists with current information about safety, future improvements, events, network maps, route information and suggestions, maintenance and other relevant information. Provide enhanced tools for hazard reporting, mapping of reported hazards and tracking of repairs.

Lead Department: DOT

Objective: Increase visitors to download or view on-line information.

Schedule: 2010-2035

2015

F. Existing Bikeways Map

Update and publish the Existing Bikeways Map each year. The map should identify the type, location, and number of new miles that were added within the past year as well as other bikeway modifications that may have occurred.

Lead Department: DOT

Objective: Provide communities with up-to-date information on additions and other changes that have occurred within the past year.

Schedule: 2010-2035

G. Poster Campaigns

Promote awareness of the Green, Backbone, and Neighborhood Networks through the installation of posters and/or banners. Installation could either temporary or permanent

and could be used to inform the community about the Networks as well as focus on a variety of topics including safe driving practices, and or bicycling encouragement.

Lead Department: DOT

Objective: Expand community awareness of the Networks.

Schedule: 2011-2035

H. Wayfinding (see also Program 2.3.3. E)

Develop and install wayfinding signage along the Green, Backbone, and Neighborhood Networks to inform cyclists of key destinations along or adjacent to their route.

Lead Department: DOT

Objective: Facilitate and promote bicycle access to key destinations.

Schedule: 2011-2035

Policy 1.4.3

Promote bicycle commuting and encourage safe bicycling practices in Los Angeles.

Program

A. Bicycle Ambassador Program

Develop a Bicycle Ambassador Program to attend public events including health fairs and community bike rodeos to broaden awareness of bicycling and provide safety information. Work with the City and Metro to disseminate information about the Program

Lead Department: DOT, Metro

Objective: Disseminate two Ambassadors to 10 promotional events each year.

Schedule 2010-2020

~~AB.~~ Bicycle Buddy Program

Develop and operate a Bicycle Buddy Program to encourage the use of the bicycle for commuting purposes on the Backbone Network. Work with the City and Metro to disseminate information about the Program.

Lead Department: DOT, Metro

Objective: Schedule 2011-2020

C. Bike to Work/School Week

Expand the City of Los Angeles Bike-to-Work Week efforts by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials and post information on the BicycleLA Website.

Lead Department: Mayor's Office, City Council, DOT, DPW

Objective: Increase ~~bike-Bike~~ to work-Work/School week registration by 5% each year.

Schedule: 2012-~~2015~~2035

GOAL 2

Make every street a safe place to ride a bicycle.

Create safe streets by increasing education efforts for motorists, bicyclists, and pedestrians; by increasing awareness of bicyclists' rights and responsibilities; by increasing enforcement of moving violations; by focusing improvements at locations with high rates ~~numbers of~~ collisions, and by ensuring that all streets, particularly those with bicycle facilities, ~~are~~ regularly maintained to provide a safe and comfortable environment for bicyclists.

Education Objective 2.1

Disseminate information and provide comprehensive education programs for motorists, bicyclists, ~~motorists and~~ the general public to improve bicycle safety and encourage increased bicycle use.

Policy 2.1.1

Support and encourage third-party bicycle education classes.

Programs

A. Safe Cycling Classes

Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on safe bicycling, bicycle maintenance and security. Reach out to LAUSD to ensure that schools are promoting these classes to interested students.

Lead Department: DOT

Objective: Hold regular clinics that provide training and outreach to stakeholders, including LAUSD, to ensure they are aware of the training sessions. ~~annually.~~

Schedule: 2012-2017

Policy 2.1.2

Educate motorists, bicyclists, ~~motorists and~~ the general public on bicycle safety and maintenance.

Programs

A. Bicycle Safety Literature and Distribution Program

Develop Bicycle Safety literature and implement a strategy to distribute the literature to motorists, city employees, bus, truck and heavy vehicle operators. Work with Metro and local transit agencies to disseminate information about the Program

Lead Department: DOT, Personnel, POLA, ~~Metro-local bus operators.~~

Objective: Distribute literature to City employees, motorists, and bus, truck and heavy vehicle operators each year.

Schedule: 2012-~~2015~~ 2035

B. Bicycle Safety and Maintenance Program

Develop curriculum and conduct classes for bicyclists at City recreation centers and libraries and work with LAUSD to help with outreach on availability of classes.

Lead Department: DOT, RAP

Objective: Provide classes each year that funding is available.

Schedule: 2012-~~2035~~ 2017

C. DMV Bicycle Education Program

Encourage the Department of Motor Vehicles to develop a bicycle safety/awareness component to be incorporated into motorist education program, distribute informational pamphlets to motorists about bicyclists' rights and responsibilities, and include information as to how to safely share the road with bicyclists.

Lead Department: Mayor, CLA, Council, DOT

Objective: Distribute pamphlets each year to motorists when registering or renewing their vehicle registration and when receiving or renewing their drivers license.

Schedule: 2010-~~2035~~ 2017

D. Poster Campaigns (see Program 1.4.2. G.)

Develop and install posters and banners along the Backbone Network to expand motorist awareness of bicyclists.

Objective: Educate motorists on the role of the Backbone, the presence of bicyclists and their legitimate right to the road.

Lead Department: DOT

Schedule: 2012-2035

E. Bicycle Facility Education

In addition to general bicycle transportation awareness, outreach campaigns also should educate the public about the benefits and use of specific bicycle -facilities. Newly introduced traffic control devices, such as the shared roadway bicycle markings (sharrows) require specific educational outreach to the public. Outreach can be done through door hangers, "coming soon" signs, and other on-street, online and innovative media tools. Prior outreach should be conducted, as well, when implementing new bicycle infrastructure.

Lead Department: DOT.

Objective: Encourage motorists to respect bicyclists' legal right to use the road, promote safe driving practices and inform cyclists unfamiliar with new infrastructure how to properly use it to encourage safe cycling.

Schedule: 2011-2030

Policy 2.1.3

Educate school children on safe bicycling behavior.

Programs

A. Bicycle Safety and Transit Education Program

In coordination with LAUSD, ~~c~~Continue the City's School Bicycle Safety and Transit Education program that provides education and bicycle and pedestrian safety information about transit to children between the ages of four and thirteen at LAUSD schools.

Lead Department: DOT ~~and LAUSD~~

Objective: Educate 200,000 children each year on bicycle and pedestrian safety and provide information about transit. Provide a yearly report to the City Council

Transportation Committee on the number of children educated.

Schedule: 2010-2015

Policy 2.1.4

Increase bicycle education at Los Angeles schools.

Programs

A. Bicycle School Pilot Program.

Work with local parent organizations, ~~LAUSD school officials,~~ school police and traffic officers in middle schools to develop education and encouragement programs, provide better bicycle parking, and identify preferred bikeway routes to schools, bicycle parking and educational programs. Identify locations ~~for~~ and implement pilot programs.

Lead Department: DOT, ~~LAUSD,~~ PTAs, LAPD

Objective: Increase bicycle facilities and programs at middle schools and within two miles of school.

Schedule: ~~2012~~2013-2017

B. Safety Pilot Program

Work with local parent organizations at elementary and middle schools to educate parents on safe motorist behavior around bicyclists. Identify various locations for pilot programs.

Lead Department: DOT, LAPD

Objective: Disseminate motorist education materials via school children.

Schedule: 2010-2015

Policy 2.1.5

Educate law enforcement, heavy duty bus and truck operators, taxis, motorists, all city employees and bicyclists on bicyclist rights and safe monitoring behavior around bicyclists.

Programs

A. Bicycle Safety Public Service Announcements

Continue to produce a series of Bicycle Safety Public Service Announcements (PSA's) for distribution on television, radio, and outdoor signage. Launch a new PSA annually during Bicycle to Work (and School) Week and disseminate through media outlets and local blogs.

Lead Department: DOT, LAPD, ITA

Objective: Produce PSA's each year. Air PSA's on television, on radio, and install ads at outdoor signage locations.

Schedule: 2010-2015

B. Bicyclists and the Law

Develop and distribute Bicyclists and the Law education material.

Lead Department: DOT, LAPD

Objective: Distribute pamphlets each year to LAPD Patrol Officers, motorists, bicyclists, motorists, and heavy duty vehicle and bus operators and post information on the website.

Schedule: 2010-2015

C. Bus Operator and Ambulance, Taxi, and Truck Driver Training Program

Develop and conduct a City-approved training program to ensure that bus (DASH), ambulance, taxi, and truck drivers are educated on bicyclists' rights and responsibilities and safe motoring around bicyclists. Provide a yearly report to the City Council

Transportation Committee on the number of drivers educated.

Lead Department: DOT, POLA

Objective: Provide training each year.

Schedule: 2011-2015

D. Transit Operators

Encourage Metro and other transit agencies to incorporate a bicycle safety/awareness component into their driver training programs. Provide a yearly report to the City Council
Transportation Committee on the number of drivers educated.

Lead Department: DOT, Metro, Council, Mayor

Objective: Provide operational training to all drivers annually.

Schedule: 2010-2015

E. Violator Training Program for Bicyclists

Work with the Los Angeles County Superior Court system to develop a program that offers bicycle safety training to bicyclists receiving bicycle-related citations in lieu of paying a fine or other pecuniary penalties. Provide a yearly report to the City Council
Transportation Committee on the number of drivers educated,
and motorists receiving bicycle-related citations or involved in automobile and bicycle related collisions.

Lead Department: DOT, City Attorney LAPD, City Attorney (are they on board with this?); Yearly report from DOT?

Objective: Educate motorists and bicyclists and reduce citations and collisions.

Schedule: 2012-2017

F. Violator Training Program for Motorists

Work with the Los Angeles County Superior Court system to develop a program that offers bicycle safety training to motorists receiving bicycle related citations or involved in automobile and bicycle related collisions.

Lead Department: City Attorney

Objective: Educate motorists and reduce citations and collisions.

Schedule: 2012-2017

Enforcement Objective 2.2.

Assure a safe bicycling environment for riders of all experience levels.

Reduce the number of annual bicycle collisions (bicycle to pedestrian, bicycle to bicycle, bicycle to automobile) to zero.

Policy 2.2.1

Increase the presence of LAPD Officers on bicycle paths.

Programs

A. Bicycle Path Officer Deployment Program

Increase deployment of LAPD officers on the City's bicycle paths. Collect data and keep crime statistics on paths.

Lead Department: LAPD, DOT

Objective: Reduce crime on the City's bicycle paths.

Schedule: 2011-2015

Policy 2.2.21

Enforce traffic laws to enhance bicyclists' safety by consistently citing both motor vehicle operators and bicyclists and ensuring speed enforcement in school zones, and motor vehicle operators.

Programs

A. LAPD Bicycle Peace Officer Standards and Training Program

Train officers on bicyclists' rights and responsibilities and bicycle/vehicle accident collision evaluation.

Lead Department: LAPD, DOT

Objective: Train officers annually.

Schedule: 2011-2015

B. Sting Operations

Target unsafe bicycle riding, and motorist driving behavior on the Backbone and Neighborhood Networks and in school zones as resources permit. Publicize the stings to improve bicycle and motorist interaction.

Lead Department: LAPD

Schedule

Policy 2.2.32

Reduce impediments to bicycle lane mobility and safety.

Program

A. Bicycle Lane Enforcement Program

Train LAPD Traffic Officers and Bureau of Sanitation drivers to identify bicycle lane parking violations and obstructions and issue citations.

Lead Department: LAPD, DOT, DPW-Bureau of Sanitation.

Objective: Reduce obstructions in bicycle lanes

Schedule: 2010-2015

Policy 2.2.4.3

Increase traffic safety and mobility in the region. motorist awareness of the potential presence of bicyclists.

Program

A. Watch the Road Campaign.

Continue to participate in and enhance the Watch the Road Campaign, dedicated to increasing traffic safety and mobility in the Los Angeles region, by working with the community.

Lead Department: LAPD, and DOT

Objective: Enhance safety for all users of the transportation system, including bicyclists.

Schedule: 2010-2015

B. Share the Road Campaign

Expand the Share the Road campaign to include advertisements in multiple languages, particularly Spanish. Install campaign materials primarily on streets within the Backbone Network and around schools.

Lead Department: DOT

Objective: Expand driver awareness of how to safely share the road safely with cyclists including information on appropriate passing distance and behavior.

Schedule: 2011-2015

Policy 2.2.4

Expand awareness of locations with auto, pedestrian, and bicycle collisions.

Program

A. Hot Zones Map

Develop and update annually a GIS-based map of crash data from the Statewide Integrated Traffic Records System (SWITRS) and other applicable sources (as available) that reflects the number and types of all collisions (auto, bicyclist, pedestrian) that are occurring throughout the City with support from LAPD and LAUSD.

Lead Department: DCP

Objective: Direct funding dollars and improvements to locations with moderate to high SWITRS collisions particularly those along the Backbone Network and in school zones.

Schedule: 2011-2035

Policy 2.2.5

Establish and promote a hotline for reporting behavior or conditions that endanger bicyclists, and incidents and conflicts involving motorists and bicyclists.

Program

A. Bicycle Infrastructure and Incident Reporting Program

Develop and maintain a program to allow bicyclists and other concerned citizens to report infrastructure obstacles or failures or to report aggressive behavior by motorists or motorist harassment.

Lead Department: LAPD

Objective: Reduce bicyclist/motorist collisions.

Schedule: 2010-2015

Engineering and Maintenance Objective 2.3.

Design and maintain all streets so that they incorporate Complete Street standards. ~~are safe and comfortable for bicyclists.~~

Policy 2.3.1

Upgrade bridges, intersections, freeway ramps and grade separations that impede safe and convenient bicycle passage.

Programs

A. Signalization Program

Upgrade, repair, or adjust intersection signalization to accommodate bicyclists in accordance with CA MUTCD. Focus initial efforts on the Backbone and Neighborhood Networks.

Lead Department: DOT

Objective: Upgrade, repair, or adjust signals per year per Caltrans Guidelines.

Schedule: 2010-2015

B. Bridge Design Program

Consider bicycle facilities when designing new or retrofitting bridges. Any modifications to an existing bridge that has been designated, or determined to be eligible, as a Historic Resource should avoid adversely impacting character-defining features. Particular attention should be made to bridge underpasses that cross existing or future bicycle paths to ensure that the paths are integrated into the design and construction of the facility.

Lead Department: DOT, DPW's Bureau of Engineering

Objective: Increase bicycle access on grade separated projects.

Schedule: 2010-2015

C. Street Grate Installation

Retrofit street grates to Bicycle Safe Standard Design. Focus initial efforts on the Backbone and Neighborhood Networks.

Lead Department: DPW-BOE and BSOS

Objective: Seek funding and replace all grates that do not comply with the current standards.

Schedule: 2010-2015

D. Signal Timing

Identify opportunities to re-time street signals to reduce speeds and create smoother traffic throughput. Prioritize re-timing efforts on streets within the Backbone Network. In addition, identify opportunities to re-time street signals to allow longer crossing times for cyclists and pedestrians where the Neighborhood Network streets cross large intersections or major thoroughfares.

Lead Department: DOT

Objective: Provide a safer bicycle cycling environment and improve interaction between cyclists, buses, and cars as well as reduce risks to pedestrians.

Policy 2.3.2

Mitigate obstacles or obstructions that impede safe and convenient bicycle passage.

Programs

A. Detour Strategies for Bicyclists

Develop and implement standard detour strategies for construction projects to ensure safe passage of bicyclists per the California MUTCD.

Lead Department: DOT, DPW-CA

Objective: Train contract administration project managers to include bicycle detours.

Schedule: 2010-2015

B. Construction Zone Standards for Bicyclists

Implement standard procedures as defined in the MUTCD to ensure safe bicycle travel through construction zones. Disseminate standard procedures to appropriate city street maintenance personnel and contractors.

Lead Department: DOT, DPW-Contract Administration.

Objective: Reduce bicycle collisions.

Schedule: 2010-2015

C. Hazards and Closures Alert Program

Prepare strategies and procedures to alert bicyclists about construction zones, closures, detours or obstacles through the use of temporary road signage, media, and web banners.

Lead Department: DOT, DPW-BOE, ITA

Objective: Develop media list. Distribute announcement to all media outlets and websites.

Schedule: 2010-2015

D. Tunnel and Bridge Warning System

Identify bicycle travel impediments such as freeway entrances, exit ramps, and tunnels or bridges with constrained roadways that require and install any needed warning signage and flashing beacons to warn motorists of the presence of bicyclists, and install. Prioritize the installation of warning signals at impediments along the Backbone Network.
appropriate signage and beacons.

Lead Department: DOT, DPW

Objective: Improve and ensure neighborhood connectivity and rReduce bicycle collisions near freeway entrances, exit ramps, in tunnels and on bridges or other roadway infrastructure impediments.

Schedule: 2010-2015

Policy 2.3.3

Provide and maintain bicycle detectors, informational signage, and lighting, and shade and landscaping amenities along City bikeways, and public rights-of-way.

Programs

EA. Bicycle-Sensitive Detectors

Continue to install bicycle sensitive detectors at all actuated signal controlled intersections. Include pavement demarcations for bicyclists.

Lead Department: DOT

Objective: Provide bicyclists a mechanism to insure that signal recognizes their presence.

Schedule 2010-2015

DB. Bicycle Path Mile Markers (Moved to 3.2.2D)

~~Continue to install mile markers along all Class I bicycle paths to provide distance information to bicyclists. Work with LAPD and LAFD to facilitate emergency response personnel in locating bicyclists in need of assistance.~~

~~Lead Department: DOT, LAPD, LAFD~~

~~Objective: Continue to install and retrofit Mile Markers.~~

~~Schedule: 2010-2015~~

EB. Bicycle Network Wayfinding Program

Develop and install a bicycle wayfinding signage program to indicate route turns, the presence of intersecting bikeways, and streets and distances to nearby local and major destinations along the Backbone and Neighborhood Networks.

Lead Department: DOT

Objective: Assist bicyclists to safely and efficiently navigate the bicycle network. Alert motorists to alternative travel option.

Schedule: 2011-2015

C. Pedestrian Street Lighting

Prioritize the installation of pedestrian-scale lighting on the Backbone and Neighborhood Network streets.

Lead Department: DPW-BSL

Objective: Ensure a safe and comfortable street experience for all pedestrians, bicyclists, and transit users alike.

Policy 2.3.4

Maintain and facilitate best bikeway design practices.

Programs

A. Facility Design Standards

Develop and maintain City of Los Angeles Bikeway Design Standards for inclusion in DOT Manual of Policies and Programs (MPP).

Lead Department: DOT

Objective: Ensure the consistent design and installation of standard facilities.

Schedule: 2011-2015

B. Bicycle Facility Design Review Program

Review and approve all bikeway plans. Work with designers citywide to ensure that bicycle facilities are incorporated into projects per the DOT MPP.

Lead Department: DOT

Objective: Ensure the consistent design and installation of bicycle facilities.

Schedule: 2010-2015

C. Bikeway Project Status Meetings.

Continue to host monthly meetings with various design staff on ongoing progress of bikeway projects.

Lead Department: DOT

Objective: Hold monthly meetings with City staff throughout year.

Schedule: 2010-2020

D. Innovative Bicycle Priorities and Procedures Review Program

Develop new and innovative bikeway designs and treatments through the California Traffic Control Devices Committee (CTCDC) and the Federal Highway Administration (FHWA) approved experiment process.

Lead Department: DOT

Objective: Increase the variety of designs and treatments to address unique design challenges and include pilot projects in the first 5-Year Implementation Strategy.

Schedule: 2011-2015

E. Design Workshops

Host/participate in workshops on bicycle facility design.

Lead Department: DOT

Objective: Train all DOT and DPW design staff in current and future bikeway design standards.

Schedule: 2012-2035

Policy 2.3.5

Maintain safe bikeways through regular inspection and maintenance.

Programs**A. Bikeways Visual Inspection Program**

Incorporate into the City's Pavement Management System (PMS) provisions for visual inspections of all on-street bikeways and develop a database to track observations.

Provide mechanisms for public input on conditions.

Lead Department: DOT, DPW-BSS

Objective: Increase maintenance of bikeway surface quality.

Schedule: 2012-2020~~17~~

B. Bikeways Maintenance Program

Establish and implement a routine maintenance program which responds to the visual inspection reports for repair/removal of potential hazards, including but not limited to potholes, railroad crossings, inappropriate/unsafe storm drain grates, and gutter cracks.

Prioritize the maintenance of streets on the Backbone and Neighborhood Networks.

Lead Department: DOT, DPW, RAP, POLA, LAWA

Objective: Reduce bicycle ~~accidents~~collisions resulting from poor bikeway ~~roadway~~ surface quality.

Schedule: 2010-2015

C. Street Paving Schedule

~~Continue to publish~~Publish and make the annual street paving schedule easily accessible on-line on ~~from~~ the Bureau of Street Services ~~website~~homepage. The list is subject to change throughout the year and a disclosure statement will be included on the website to alert the public regarding potential changes. Prioritize paving on the Backbone and Neighborhood Network streets.

Lead Department: DPW-BSS

Objective: Provide information to the public on the timetable for street paving.

Schedule: 2010-2030

D. Routine Bikeways Maintenance Program

Establish a routine maintenance schedule/standards for all roads with bikeways for sweeping, litter removal, repainting of striping+ and signage. Prioritize streets on the Backbone and Neighborhood Networks. Publish a schedule and make it easily accessible from the DPW and RAP (and other agency) websites.

Lead Department: DOT, DPW, RAP, POLA, LAWA

Objective: Reduce bicycle ~~accidents~~collisions resulting from poor bikeway maintenance.

Schedule: 2010-2015

E. Service Request Form

Continue the Service Request Form for the public to inform the Department of Public Works about obstacles, hazards, and needed improvements and repairs.

Lead Department: DPW

Objective: Increase reporting by the public and response by Bureau of Sanitation to maintenance issues. Monitor number of Service Request Forms submitted.

Schedule: 2010-2015

F. Street Lighting of Bikeways

Monitor regularly and maintain adequate street lighting along bikeways. Review lighting conditions and repair lighting as necessary. Prioritize maintenance of lighting on streets

along the Backbone and Neighborhood Networks. Provide a way for the public to inform DPW-BSL through an existing on-line service request form and 311 when lighting is out.

Lead Department: DPW-BSL

Objective: Reduce bicycle accidents-collisions due to poor street lighting performance.

Schedule: 2010-2015

G. Maintenance Workshops

Host/participate in workshops for bicycle-specific maintenance on streets and bikeways.

Lead Department: DPW-BSS, BOE

Objective: Train maintenance staff in bikeway maintenance standards.

Schedule: 2012-2035

GOAL 3

Make the City of Los Angeles a bicycle-friendly community.

Support the goal of making the City a bicycle-friendly community, for all users regardless of age or abilities by increasing funding opportunities to increase the quality and quantity of bicycle facilities and amenities, by developing monitoring and evaluation programs to ensure that the goals, objectives, policies, and programs of the 2010 Bicycle Plan are fully implemented; and by providing a safe, encouraging and comfortable park experience for all ~~users~~users.

Economic Objective: 3.1

Assure that the City has adequate staff to qualify for, ~~and receive,~~ and administers its fair share of regional, state and federal funding for bikeway construction, support amenities, bikeway maintenance and bicycle ~~education~~education with high quality projects.

Policy 3.1.1

Actively pursue diverse sources of funding for the implementation of the 2010 Plan programs and infrastructure improvements. Prioritize projects that are identified in the current Five-Year Implementation Strategy, the Green Network, especially where there is overlap with the Comprehensive Strategic Safe Routes to School Plan (once completed), or the Hot Zones Map (Program 2.2.4.A. once completed).

Programs

A. Citywide Funding Coordination Program

Coordinate bicycle funding applications and project proposals among adjacent cities and appropriate State and County agencies, City departments, elected officials, and the BAC to ensure maximum leveraging of funds from outside sources. Actively pursue input from BAC and the public on ideas for needed bikeway projects and programs.

Lead Department: DOT

Objective: Streamline and maximize funding opportunities.

Schedule: 2010-20152035

B. Auxiliary Fund Review

Evaluate opportunities to utilize existing City auxiliary funds (street furniture funds, etc) for bicycle plan improvements.

Lead Department: DOT, BSS, CLA

Objective: Increase the pool of public funds for bicycle plan implementation.

Schedule: 2010-20152035

C. Application for Metro Call for Projects Funding

Aggressively pursue funding for the 2010 Plan implementation by obtaining Metro Call for Projects funding.

Lead Department: DOT, DWP

Objective: Obtain funding for bikeway infrastructure projects through all eligible modal categories. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-20152035

D. Application for Local Measure R Local Bicycle and Pedestrian Return Funding

~~Support 5% of total funding~~ Set aside a minimum of 10 percent of Measure R local return funds for bikeway and pedestrian infrastructure projects. through the distribution of local Measure R funds. Maximize investments by funding bicycle and pedestrian improvements along the same corridor.

Lead Department: DOT

Objective: ~~Spend annual allotment of Measure R funds on Bicycle support activities.~~ Provide dedicated revenue stream for bicycle and pedestrian infrastructure improvements.

Schedule: 2010-20202040

E. Application for State Safe Routes to School Funding

Aggressively pursue funding for bikeway infrastructure and education projects near schools with competitive and through grant proposals. Applications should be selected from the list of projects prioritized by the Comprehensive Safe Routes to School Strategic Plan (See Program 1.1.2.D). Coordinate with LAUSD.

Lead Department: DOT, DPW, ~~(coordinate with LAUSD)~~

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-20152035

F. Application for Office of Traffic Safety Grants

Aggressively pursue funding for bicycle safety programs.

Lead Department: DPW, DOT

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-20152035

G. Application for Caltrans Highway Safety Improvement Program

Aggressively pursue funding for ~~non-infrastructure bicycle education and encouragement programs for school children, teachers and parents.~~ projects that will improve safety for all road users, especially bicyclists.

Lead Department: DOT, DWP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-20152035

H. Application for Federal Safe Routes to School Funding

Aggressively pursue funding for bikeway infrastructure and education projects near schools with competitive and thorough grant proposals. Applications should be selected from the list of projects prioritized by the Comprehensive Safe Routes to School Strategic Plan (See Program 1.1.2.D). Coordinate with LAUSD.

~~Aggressively pursue funding for non-infrastructure bicycle education and encouragement programs for schoolchildren, teachers and parents.~~

Lead Department: DOT, DWP, ~~LAUSD~~

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-2015 ~~2035~~

I. Application for Prop A Funds

Aggressively pursue funding for the development of bicycle lanes on the Mulholland Scenic Parkway and other eligible roadways.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-2015

J. Application for Coastal Conservancy Funds

Aggressively pursue funding for qualifying bicycle facility projects.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-2015

K. Federal Lands Highway Funds

Aggressively pursue funding for qualifying bicycle facility projects to provide access to and within the Santa Monica Mountains.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-2015

L. Unique Funding Opportunities

Identify and pursue local, state, and or federal funding opportunities which opportunities that encourage and reward multi-purpose and multi-benefit applications. In particular, explore funding for any of the Networks which would permit the City to apply for a bundled application that might include capital improvement monies as well as funds for education, encouragement, and or enforcement type programs.

Lead Department: DOT, DPW-BOE, DCP, CRA

Objective: Maximize opportunities to fund multi-purpose programs and therefore leverage benefits for a wider variety of the bicycling public and other non-motoring transportation uses.

Schedule: 2010-2015

M. Measure R Local Return Funding

Identify and pursue opportunities to incorporate bicycle improvements and/or programs into any and all Measure R Local Return projects.

Lead Department: DOT, DPW, DCP, Mayor's Office

Objective: Maximize opportunities to develop complete street solutions to any and all transportation related projects.

Schedule: 2010-2040.

Policy 3.1.2

Advocate for maintenance of and increases to federal, state and local funding allocations for bicycle programs and infrastructure projects.

Programs

A. Advocacy for Federal Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for continued and expanded federal funding for bicycle programs and infrastructure projects in Federal transportation legislation. Ensure representation on bicycling issues with the City's Sacramento and DC lobbyist. Regularly brief the City's Sacramento and Washington lobbyists on the status of the Bicycle Plan, Five-Year Implementation Plan, and bicycle-related funding opportunities to ensure that bicyclists' needs are included within the City's legislative program.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase federal funding for bicycle programs and infrastructure projects in federal transportation bills and allocations.

Schedule: 2010-2015

B. Advocacy for State Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for continued and expanded state funding for bicycle programs and infrastructure projects in California transportation legislation.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase state funding for bicycle programs and infrastructure projects.

Schedule: 2010-2015

C. Advocacy for Regional Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for the creation of regional planning support and funding for bicycle programs, staffing and infrastructure projects.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase regional funding, staff, and provide better regional coordination for bicycle programs and infrastructure projects.

Schedule: 2010-2015

CD. Advocacy for Local Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for continued and expanded local funding for bicycle programs, staffing and infrastructure projects.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase local funding and staff for bicycle programs and infrastructure projects.

Schedule: 2010-2015

Policy 3.1.3

Adopt a strategy for project vehicle trips to be mitigated through bicycle plan projects and/or programs.

Programs

A. Bicycle Plan Mitigation Fee and Trip Reduction Credit

Establish a trip-mitigation fee to be used for Bicycle Plan project and program implementation. Establish a process for fair share contributions towards bicycle facilities to be allocated as trip reductions.

Lead Department: DCP, DOT

Objective: Increase implementation of bicycle plan projects and programs.

Schedule: 2010-~~2015~~2035

B. Bicycle Plan Trust Fund

Establish a trust fund to collect project related trip-mitigation fees to be used for 2010 Plan project and program implementation. Prioritize the use of funds on the Backbone Network.

Lead Department: DCP, DOT

Objective: Increase implementation of bicycle plan projects and programs.

Schedule: 2010-~~2015~~2035

C. Standard Mitigation Measure Revision

Revise the standard mitigation measures to include contributions to the Bicycle Plan Trust Fund and/or the installation of bicycle facility improvements and/or bicycle amenities such as parking, internal bikeway paths, etc. Focus fund improvements on the Backbone Network.

Lead Department: DCP, DOT

Objective: Increase opportunity for bicycle facility improvement.

Schedule: 2010-2015

D. Traffic Study Guidelines Revision

Revise the City's Traffic Study Guidelines to prioritize the installation of bicycle facility improvements as a trip reduction measure.

Lead Department: DOT, DCP

Objective: Increase implementation in new developments.

Schedule: 2010-2015

Policy 3.1.4

Establish the Bicycle Funding Priority Grading System to prioritize funding applications and City budget allocations to existing and new bikeway facilities including but not

limited to bicycle lanes, bicycle paths, bicycle parking and showers, signage, intersection improvements, grade separations, street repaving and staffing requirements to support these activities.

Programs

A. Bicycle Funding Priority Grading System

Potential projects for the Five Year Implementation Strategy shall be evaluated based upon the ~~ten~~ 20* point Grading System described below. Projects that are located within either the Citywide Backbone or Neighborhood Network or schoolss shall automatically receive 5 points. Additional points shall be awarded based upon the selected bikeway's role in either achieving the targeted network density (System Gap) or filling a Connection, Linear, or Corridor Gap within a corridor with a previously existing bikeway. For the first Five Year Implementation Strategy (2010-2015) (Strategy) the target network density is five miles, for the second (2015-2020) it is four miles, for the third (2020-2025) it is three miles, for the fourth (2025-2030) it is two miles and for the fifth (2030-2035) it is one mile. The strategy emphasizes the importance of providing bikeways within communities with Low-Income Households and one to five points are awarded based upon the percentage of Low-Income Households (<80% AMI) that are located along the bikeway. Additional points may be obtained if the bikeway fills either a corridor or geographic gap. For example, a new project that completes a street segment (which is currently only partially completed) would receive two points but a project that fills a larger geographic gap would receive five points. A geographic gap is identified where the density of bikeways in one part of the City is less than the density of existing bikeways in another part of the City.

*The Grading System shall be modified to include SWITRS data as a prioritizing criteria once it is readily available.

Category	Points	
<u>Network:</u>		
<u>Citywide Network</u>	<u>5</u>	
<u>Neighborhood Network</u>	<u>5</u>	
<u>Low Income Households:</u>		
<u>0-20%</u>	<u>12</u>	
<u>21-40%</u>	<u>24</u>	
<u>41-60%</u>	<u>35</u>	
<u>61-80%</u>	<u>46</u>	
<u>81-100%</u>	<u>510</u>	
<u>Gaps:</u>		
<u>Corridor</u>	<u>2</u>	<u>25%</u>
<u>Geographic Gap</u>	<u>5</u>	<u>25%</u>

Lead Department: DCP, DOT, DPW-BOE, City Council, Office of the Mayor.
Objective: Develop a prioritization list of bikeways for funding and capital improvements for each Five-Year Implementation Strategy.
Schedule: 2010-2045

AB. Selection Process

Utilize the Bicycle Funding Priority Grading System in collaboration with a community outreach process to select the next 200 miles of bikeways to be included in the current Five-Year Implementation Strategy.

Lead Department: DCP, DOT, City Council

Objective: Ensure that bikeways are selected for the next Five-Year Implementation Strategy based upon the criteria established by the Bicycle Funding Priority Grading System.

Schedule: 2010-2045

BC. Street Resurfacing Prioritization

Utilize the Bicycle Funding Priority Grading System to prioritize streets for resurfacing.

Lead Department: DPW-BSS, City Council

Objective: Ensure that streets on either of the Backbone or Neighborhood Networks receive priority for maintenance. Maintain bicycle facilities free of pot holes, cracks and uneven pavement created by transit vehicles.

Schedule: 2010-20152045

CD. Street Tree Prioritization

Utilize the Bicycle Funding Priority Grading System to prioritize streets for the planting and maintenance of shade trees.

Lead Department: DPW-BSS

Objective: Ensure that streets on either of the Backbone or Neighborhood Networks receive priority for shade trees.

Schedule: 2010-20152045

DE. Street Lighting Prioritization

Utilize the Bicycle Funding Priority Grading System to prioritize streets for the installation and maintenance of street lights.

Lead Department: DPW-BSL

Objective: Ensure that streets on either of the Bicycle Backbone or Neighborhood Networks receive priority for street lighting.

Schedule: 2010-20152045

Evaluation and Cooperation Objective 3.2.

Monitor and evaluate the performance and completion of Bicycle Plan policies and programs.

Policy 3.2.1

Maintain a citizen advisory panel to evaluate implementation of the Bicycle Plan.

Programs

A. Bicycle Advisory Committee (BAC)

The BAC is comprised of 19 community members that are appointed by each of the 15 Council members and the Mayor. The BAC holds public meetings every month to work with local bicycle groups, advocates, and activists. Monitor progress of Bicycle Plan Implementation.

Lead Department: City Council, Mayor's office, LADOT

Objective: Provides an annual a quarterly update on the progress of the implementation of the Bicycle Plan to the City Council.

Schedule: 2010-20152035

Policy 3.2.2

Support and oversee the implementation of all bicycle programs with all relevant city departments and interested bicyclists.

Programs

A. Bicycle Plan Implementation Team

Establish an interdepartmental bicycle plan implementation team to provide support and oversight of on-going programs and establish clear responsibilities for each department or bureau.

Lead Department: DOT, DPW, DCP

Objective: Meet quarterly each year and provide regular reports to the Bicycle Advisory Committee and quarterly reports to the City Council Transportation Committee.

Schedule: 2010-20152035

B. Network Working Group(s)

Establish an informal Network Working Group (Group) as for the Networks. Staff from relevant departments will participate, including but not limited to, DCP, LAPD, DOT, DPW-BSS, RAP, and the Mayor's Office. The Group will have consistent and substantial representation from the cycling community. The Group may also seek engagement from other relevant local agencies including the County, Metro, LAUSD, and other municipalities. The Group will meet at least quarterly with the BPIT to advise and provide input on the implementation of the Bicycle Plan.

Lead Department: DOT, DCP, DPW

Objective: Ensure that bicyclists are included in the BPIT discussions. Leverage bicyclist knowledge of street conditions and community interest to promote Plan implementation.

Schedule: 2011-2015

Policy 3.2.3

Coordinate Bicycle Plan implementation with other cities and agencies.

Program

A. Los Angeles Regional Bicycle Implementation Team

Establish an interjurisdictional LA-Regional Bicycle Plan Implementation Team (RLA-BPIT) that will meet quarterly to monitor project activities and provide technical support for issues and projects that cross boundary lines. Coordinate with Metro, County of Los Angeles, LAUSD, and area municipalities.

Lead Department: DOT, DCP, DPW

Objective: Meet quarterly to coordinate projects and provide regular reports to the Bicycle Advisory Committee.

Schedule: 2010-20152035

Policy 3.2.4

Monitor and participate in regional, state, and federal bicycle facility policy, design planning and development.

Programs

A. Regional Cooperation

Work cooperatively with adjoining jurisdictions and agencies including the County of Los Angeles, Metro, and the Southern California Agency of Governments (SCAG) to coordinate bicycle planning and implementation activities to ensure connectivity for regionally significant routes, and work to help achieve regional goals, such as SB 375 and identify regionally significant multi-jurisdictional projects for which to pursue funding for. 5.

Lead Department: DOT, DCP

Objective: Coordinate an annual meeting.

Schedule: 2010-20152035

B. Legislation Monitoring

Continually monitor and develop state and federal legislation to support or oppose legislation ~~which~~ that could impact 2010 Plan implementation.

Lead Department: DOT, DCP, Mayor's Office, CLA

Objective: Develop annual legislative package

Schedule: 2010-20202035

C. Design Standard Monitoring

Continually monitor Federal and State efforts to update bikeway design standards.

Lead Department: DOT

Objective: Influence new Federal and State Standards

Schedule: 2010-20302035

Policy 3.2.5

Evaluate performance of 2010 Plan policies and programs.

Programs

A. Collision Data Analysis

Analyze bicycle crash data from the Statewide Integrated Traffic Records System (SWITRS) and other sources— to evaluate the impacts of prior improvements. (See Hot Zones Map 2.2.4.A) Provide a yearly report on the number of bicycle related collisions in the City to the City Council Transportation Committee.

Lead Department: DCP, DOT, ~~with support from~~ LAPD, DCP

Objective: Use crash data to identify and determine trends locations of ~~a~~ collision activity each year, and recommend and prioritize safety solutions, and evaluate the effectiveness of bicycle plan implementation.

Schedule: 2010-2015 ~~2035~~

B. Database of Bicycle Plan Infrastructure Projects

Develop and maintain a database of all 2010 Plan infrastructure projects and track their progress from design to construction. Utilize counts to assist the Greenhouse Gas Emission Tracking Program. Provide a yearly report on the number of completed bikeway miles and other Plan accomplishments to the City Council Transportation Committee.

Lead Department: DOT, DCP, DPW

Objective: Post project information on website to inform public and allow for the tracking of bicycle plan implementation.

Schedule: 2012-2017 ~~2035~~

C. Bicycle Counts.

Measure and track bicycle use as a component of all ~~manual~~ manual and automatic traffic counts.

Lead Department: DOT

Objective: Create and develop a meaningful baseline count of bicycle ridership in the City of Los Angeles in which to then continue to mMonitor bicycle use and quantify decreases or increases of bicycle activity on particular corridors and use for funding applications and other strategic transportation planning purposes.

Schedule: 2010-2015 ~~2035~~

D. Annual Bicycle Count

With the assistance of local bicycle groups, Count the number and type (sex, age) of cyclists traveling on the Backbone and Neighborhood Networks each year. Identify a specific date and locations for the annual count. The number of locations that are included each year should increase as funding increases. Utilize the locations, date, and time of the count conducted by the Los Angeles Bicycle Coaliton (LACBC) in 2010 as the baseline.

Lead Department: DOT ~~with assistance from local bicycle groups.~~

Objective: Quantify the change in the number, sex and age of bicyclists riding in the City over time and provide a tool to measure the effectiveness of bicycle plan implementation.

Schedule: 2011-2035

E. Annual Survey

Conduct in-person and on-line interviews with bicyclists annually about the Bicycle Plan. In particular, identify on-going concerns and listen to suggested improvements. Collect

data on problem areas (not just where collisions have occurred but where “near-misses” frequently occur) identify solutions.

Lead Department: DOT with assistance from local bicycle groups.

Objective: Learn what programs are working and what is not so that improvements can be made.

Schedule: 2011-2035

F. Case Studies

Utilize the collision data from Program 3.2.5.A to identify potential Case Study Locations. Conduct case studies of selected locations to identify potential improvements to reduce collisions.

Lead Department: DOT

Objective: Mitigate problem areas and improve the safety of bicyclists, pedestrians, and motorists at problem locations.

Schedule: 2011-2015

G. Annual Bicycle Plan Implementation Report

Prepare an annual report that summarizes the status of the bBicycle pPlan’s programs, highlights the accomplishments, and identify where improvement is needed. The report should include a detailed summary that quantifies the results of each of the bBicycle pPlan’s programs. Present the report to the City Planning Commission and the City Council Transportation Committee. LeverageUtilize the database established in Program 3.2.5.B to assist with the preparation of the report.

Lead Department: DCP, DOT, DPW

Objective: Track the progress of the plan, identify successes and illustrate needed improvements.

Schedule: 2011-2035

Policy 3.2.6

Measure reductions in greenhouse gas emissions (GHG) that result from a decrease in vehicular use as bicycle use correspondingly increases.

Programs

A. Greenhouse Gas Emission Tracking Program

Quantify total reductions in GHG from bicycle use and vehicle miles traveled (VMT). Include data in the Citywide Climate Action Plan and the Climate Action Registry.

Lead Department: Mayor’s Office on the Energy and Environment.

Objective: Measure effectiveness of the bicycle as a transportation option in the reduction of greenhouse gases.

Schedule: 2010-20152035

B. Carbon Offset Credits

Track and apply offset credits (resulting from GHG and VMT reductions) towards the city’s compliance with SB 375, AB 32 and the region’s Sustainable Community Strategy.

Lead Department: DCP (Environmental Division), Office of the Mayor, City Council

Objective: Measure effectiveness of the bicycle as a transportation option in the reduction of greenhouse gases.

Schedule: 2010-2015-2035

Environment Objective: Bicycles in City Parks along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks-3.3.

Provide a safe and comfortable Class I Bikeway and park experience for all users.

Policy 3.3.1.

Provide a connected network of Class I Bikeways facilities linking bicyclists to recreational, transportation, and community facilities.

Programs

A. Green Network

Establish a Green Network of Class I Bikeway Facilities along Beaches, Riverways, Fixed Transit Corridors, and City and State Parks to provide a connected recreation and transportation bikeway system that links users to recreation, transportation, and community facilities. -Identify opportunities to link the Green Network to bikeways on either the Backbone and/or Neighborhood Network. Work with the State Department of Recreation and Parks

Lead Department: DCP, DOT, DPW, RAP, State Recreation and Parks Department

Objective: Expanded network of Class I bikeways

Schedule: 2010-2035

B. Los Angeles River Path

Prioritize the design and construction of the bicycle path along the Los Angeles River.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the bicycle path along the full 32 miles of the River by 2035.

Schedule: 2010-2035.

C. Ballona Creek Bikepath

Extend the bicycle path along Ballona Creek north to Venice Boulevard.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the bicycle path north to Venice Boulevard.

Schedule: 2010-2020.

D. Beach Path

Extend the bicycle path along the beach north from Bay Club Drive to Sunset Boulevard.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the beach bicycle path.

Schedule: 2010-2020.

E. Arroyo Seco Bikepath

Prioritize the design and construction of the bicycle path south from Debs Park to the Confluence of the Los Angeles River.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the Arroyo Seco Bikepath

Schedule: 2010-2020

F. Green Network Expansion

Identify future opportunities to expand the Green Network within the Central, South, and Harbor portions of Los Angeles.

Lead Department: DCP, RAP, DPW, DOT

Objective: Provide a connected network of bicycle paths throughout the City.

Schedule: 2010-2035

Policy 3.3.2

Increase the presence of LAPD Officers on bicycle paths and provide and maintain informational signage, lighting, and shade and landscaping amenities along Class I Bikeways.

Programs

A. Bicycle Path Officer Deployment Program

LAPD will train and certify officers to conduct patrol on bicycles.

Lead Department: LAPD, DOT

Objective: Reduce crime on the City's bicycle paths.

Schedule: 2011-2015

B. Bicycle Path Landscaping

Develop a list of acceptable plant materials for bicycle paths that will not damage, create security problems or create hazards for bicyclists. Incorporate trees and native, drought tolerant landscaping as a standard Class I facility (bicycle path) feature.

Lead Department: DOT, DPW/BOE and BSS

Objective: Reduce heat island induced temperatures along bicycle paths and provide shade for cyclists.

Schedule: 2012-2017

C. Bicycle Path Lighting

Adopt standard lighting designs for bicycle paths and grade separated bikeways.

Implement lighting standards and update manuals as necessary.

Lead Department: DOT, DPW's Bureau of Street Lighting

Objective: Provide lighting for secure night riding.

Schedule: 2010-2015

D. Bicycle Path Mile Markers

Continue to install mile markers along all Class I bicycle paths to provide distance information to bicyclists and to allow them to find their way to major destinations. Work

with LAPD and LAFD to facilitate emergency response personnel in locating bicyclists in need of assistance.

Lead Department: DOT, LAPD, LAFD

Objective: Continue to install and retrofit Mile Markers.

Schedule: 2010-2015

Policy 3.3.12.

Promote bicycle connectivity to community- serving uses such as schools, libraries, retail, and parks.

Programs

A. Analysis of Existing Paths

Identify a subset of paved paths within City parks that may potentially be suitable for bicycling based on path width, grade and existing user counts, or that could provide a link to neighborhood community uses. Identify paths that could be incorporated into either the Green, Backbone or Neighborhood Networks.

Objective: Provide connectivity along identified bikeways.

Lead Department: RAP, DCP

Schedule: 2010-2015

Policy 3.3.23.

Continue existing off-road bicycle trails and analyze and explore opportunities for additional off-road bicycle facilities.

Programs

A. Mandeville Canyon Park

Maintain off-road bicycle trails in Mandeville Canyon.

Objective: Continue to permit off-road mountain bicycling at Mandeville Canyon Park.

Lead Department: RAP

Schedule: 2010-ongoing

B. Mountain Bicycle Access Program

Pursue opportunities for mountain bicycle access that may exist on land within and adjacent to the City of Los Angeles, under the jurisdiction of other agencies such as the Santa Monica Mountains Conservancy, Los Angeles County, State of California, etc.

(3.3.1.(2) Fall)

Objective: Increase mountain bicycle access to surrounding areas.

Lead Department: RAP

Schedule: 2010-2015

C. Park Trail Inventory

Identify a subset of trails with no existing equestrian use that may potentially be suitable for mountain biking based on trail width, grade and existing user counts.

Objective: Evaluate trails.

Lead Department: RAP, DCP

Schedule: 2010-2015

D. Unimproved Road Database

Develop a comprehensive database of all unimproved roads including City-owned trails and their allowed uses.

Objective: Identify and map existing unimproved roads.

Lead Department: RAP, DCP, DOT, LAFD

Schedule: 2010-2015

E. Off-Road Bicycle Database and Maps

Develop a database and create maps of all City and non-City owned trails within or directly adjacent to the City of Los Angeles where mountain bicycling is allowed.

Objective: Expand awareness of existing off-road facilities. Work with the State Department of Recreation and Parks and LA County Department of Parks and Recreation.

Lead Department: RAP, DCP, DOT, State Parks, LA County

Schedule: 2010-2015

Policy. 3.3.34.

Evaluate and address multiple user groups' needs in the City's limited public park land.

Programs

A. Mountain Trail Conflict Resolution Analysis

Examine other jurisdictions to understand how they accommodate mountain bicycling and the extent to which conflicts in use, particularly with regards to concerns about safety, have been realized and addressed.

Lead Department: RAP, DPW, ~~LAPD~~

Objective: Identify strategies for reducing conflicts between multiple users.

Schedule: 2010-2015

B. Analysis of Shared Trail Use in Other Urban Areas

Conduct comparison counts on shared use trails in other urban areas. Research levels of user conflict on shared use trails in urban areas.

Objective: Identify conditions and demand for shared use trails in other urban areas.

Lead Department: RAP

Schedule: 2010-2015

C. Data Collection

Conduct user counts and employ other methods to evaluate demand for off-road facilities by user groups.

Objective: Indicate level of use for different groups. Compare user counts to shared use trails in other urban areas.

Lead Department: RAP, DOT, DPW, ~~LAPD~~

Schedule: 2010-2015

D. Analysis of Impacts of Off-Road Bicycle Access

Obtain information on levels of use by hikers and equestrians before and after the introduction of off-road bicycle access.

Objective: Evaluate safety impacts and overall effectiveness of permitting off-road bicycle access.

Lead Department: RAP

Schedule: 2010-2015

E. Spillover Analysis

Conduct a spillover analysis to determine the extent to which mountain bicycle use spills over onto mountain trails where bicycling is prohibited.

Objective: Reduce spillover of off-road bicycle use to trails and off-road facilities where bicycles are not permitted.

Lead Department: RAP, DPW, LAPD

Schedule: 2010-2015

Chapter 5 Implementation

This Chapter sets forth ~~a~~describes past Bicycle Plans and implementation efforts, ~~new the~~ Five Year Implementation Program Strategy, and the set of strategies necessary to complete the two Bikeway ~~funding costs, Networks within the next 20 years.~~ The Chapter also describes: past Bicycle Plans and implementation efforts, the distinction between bikeway facilities, the environmental analyses, needed to complete the various types of bikeway facilities, the average costs associated with typical bikeways, and the collaboration opportunities offered by the four key groups to assist with both the implementation of the Networks as well of the proposed Clean Mobility and Multi-Mobility Hubs. A list of potential Federal, State and Local funding sources that may assist with the 2010 Plan's implementation is provided in Appendix B.

~~Bikeway Construction~~ (moved from after Bikeway Systems and renamed) Background

Prior to the adoption of the 1977 Plan the County constructed the Bicycle Beach Path (Beach Path)-stretching from Torrance to Santa Monica. The Beach Path continues to be utilized by thousands of bicyclists, young and old, every day and includes a ~~5~~five mile stretch along the western edge of the City. In the years between the 1977 and 1996 Plans a total of 256 miles of bikeways were installed (13.5 miles per year). The bikeways included 23 miles of paths, 88 miles of lanes and 145 miles of bicycle routes. Between 1996 and 2009 the City completed an additional 104 miles of bikeways and removed 21 miles of routes (~~83 miles total~~-6.5 miles per year) for a total system of 339 miles. The removed routes were located on arterial roadways with high speeds and traffic volumes. The new bikeways, from 1996-2009, included ~~35~~24 miles of paths and 69 miles of lanes. To date a total ~~58~~47 miles of paths, 157 miles of lanes, and 124 miles of bicycle routes have been constructed. An additional ~~44~~42 miles of bikeways are currently funded and expected to be constructed within the next two years. This will bring the total completed miles ~~of bikeways on streets to 330 and a total mileage to 383~~372.

Note: Insert revised Diagrams from original draft – Chp 5- pgs 90 and 91 here. Mileage will be updated to reflect changes.

Bikeway Systems

Prior to the 2010 Plan the City adopted two other bicycle plans. The first Plan was adopted in 1977. A new Bicycle Plan was completed and adopted in 1996 and then re-adopted in 2002 and 2007. The 1977 Bicycle Plan established a 600-mile Citywide System of bikeways. The Citywide System was intended to serve both recreational and transportation needs. Included within the Citywide System was a 300-mile Backbone System. The 1996 Plan designated a total bikeway system of 673 miles plus 69 miles of study corridors.

The 2010 Bicycle Plan designates a Citywide Bikeway System (System) of 1,633 miles or approximately 26% of the City's streets. This includes the 673 miles designated in the

Appendix A

~~1996 Plan plus an additional 960 new miles. The majority of the System's 1,633 miles are located on either the Citywide or Neighborhood Bicycle Network. The Citywide Network includes a total of 660 miles and the Neighborhood Network totals 672 miles.~~

Five-Year Implementation Strategy

While the ~~383-330 miles of bikeways on streets~~ is not insignificant, the lack of support for a bikeway implementation strategy has provided bicyclists not with an integrated and connected network of bicycle facilities but with piecemeal segments of disconnected paths, lanes, and routes throughout the City. Nevertheless, these ~~383-330 miles~~, while fragmented, do provide the City with a baseline on which to build ~~a-the connected, integrated network.~~ Backbone and Neighborhood Networks. It is important to point out that of these 330 miles 81 miles of existing routes are proposed to be upgraded to bicycle lanes. Therefore, the numbers used below to describe the amount of bikeway facilities that are left to build include the 81 miles. Based upon this assumption there are 575 miles of bikeways left to build on the Backbone and 778 miles of bikeways to build on the Neighborhood Network.

Over the 32 years between 1977 and 2009 the City built an average of ~~12-8.8 miles of street facilities per year. At this current average it would take 112-154 years to complete the 2010 Plan Backbone and Neighborhood Networks. -or at a minimum, 86 years to complete just the two networks.~~ With growing public, political, and institutional support the 2010 Plan proposes a more aggressive implementation strategy that would build (funding and staffing dependent) 200 Backbone or Neighborhood network-miles every five years. At this new invigorated pace the City would be able to complete ~~the-those two networks~~ within 25 years.

The first 200 miles would add to the baseline of ~~383-330 miles~~ and would be selected based upon the Bicycle Funding Priority Grading System established in Chapter 4, ~~which prioritizes the completion of the Citywide and Neighborhood Networks.~~ The selected 200 miles would close gaps within the current ~~383-330 miles~~, provide equitable geographic distribution, and put every Angeleno within approximately four miles of a facility on either of ~~the two networks~~ the Backbone or Neighborhood. In the subsequent five-year segments the next 200 miles would be selected such that the networks would continue to fill out.

Each five-year round would put residents within closer and closer proximity to a bicycle facility so that ultimately, after ~~25-35 years~~ and the completion of both networks, every Angeleno would be within approximately one mile of a bikeway.

~~The balance of remaining non-network miles would be constructed as special funding opportunities arise or once the networks are completed.~~

Funding Cost Assumptions

Backbone and Neighborhood Networks

Appendix A

Completion of ~~this-the aggressive implementation~~ Five Year Implementation schedule will continue to be dependent upon the ability for the City to identify and obtain funding and provide staffing to manage and implement each of the bikeways included in the Five Year-Implementation Strategy. In addition to the funding needed for these new facilities, the City will need to continue to identify staffing and funding for the maintenance and upkeep of its existing bikeway facilities. Typically the City receives \$7-10 million each year for bikeway projects, a portion of which is provided for the maintenance of existing facilities. Collectively, this would provide on average a total of \$35-50 million within five years to be split between the design and construction of new facilities and the maintenance of existing bikeways. The funds generally come from a variety of sources including the Transportation Development Act, and such competitive grant sources as Metro's Call for Projects, the State's Bicycle Transportation Account, and Federal and State Safe Routes to Schools. The funds are typically tied to specific projects and/or pay for on-going maintenance, bicycle lane striping, and safety and education programs. In addition the City expects to receive \$1-1.5 million each year from the Local Measure R funds for implementation of the 2010 Plan.

While the cost for each bikeway will vary, the table below provides basic planning level cost estimates for both capital and maintenance costs of the various bikeway classifications. These costs do not take into consideration any necessary environmental review or public outreach nor does it consider the removal of existing roadway striping, or extensive infrastructure improvements such as a bridge, signal, or underpass that may be required for a particular segment. Using these base costs, a minimum total cost using 2010 dollars for the build-out and maintenance of the entire system can be calculated.

The price of building out the entire system without considering staffing needs -is currently estimated at ~~\$300~~\$281 million. The cost for all of the future bicycle lanes is estimated at ~~\$16~~17.5 million. The estimated total cost for the future bicycle-friendly streets is ~~\$19.5-9~~ million. ~~T and the estimated cost of the future bicycle routes totals \$1.6 1 million, and the total cost for all future bicycle paths is \$263 million.~~

A preliminary estimate for the first Five Year Strategy, assuming that 100 miles are lanes, another 100 miles are bicycle friendly streets and no major infrastructure improvements were needed would cost an estimated \$5,800,000 without staffing costs. As the streets are not yet selected, and therefore the extent of improvements (e.g. signage, street calming, pavement markings, sandblasting, environmental clearance) are not yet known, a detailed budget cannot be fully determined. As projects are selected and pre-engineering is conducted the City will develop a refined budget, conduct any required environmental review and identify potential funding sources.

Green Network

While large portions of the Green Network are in place today critical components are still lacking, particularly along the Los Angeles River and the northern and mid sections of the Beach Path. While in some ways not as complex as installing a bikeway within the City streets Paths nonetheless require substantial amounts of funding to design and construct and often take a number of years to complete. Paths are usually the most expensive bikeway to design and install running an average of \$2.4 million per mile.

Typically, funds for Class I bikeways are available from such sources as the Transportation Development Act Article III, Measure R, Proposition C Local Return, the Bicycle Transportation Account, and Recreational Trails. The Departments of Transportation, Recreation and Parks along with the Department of Public Works Bureau of Engineering will continue to work together to identify and pursue funding opportunities from all of these sources. A rough estimate of the and the total cost for all future bicycle paths is \$26343-million.

It is, of course, not enough to only build the bikeways, as in order to be functional and best serve the bicyclists the bikeways need to be maintained. The estimated maintenance cost for the various facility types is described in the chart. Using these costs as a basis it is estimated that it currently costs \$1.9 million annually to maintain the existing facilities and an additional \$300,000 will need to be added each year to accommodate the approximately 40 miles added each year. Once the two networks are complete they will add a combined \$8.7 million to the existing maintenance budget. Another \$2.4 million would be needed once the balance of the designated bikeways (not included on either of the networks) is completed.

Proposed and Potential

For the purposes of this 2010 Bicycle Plan the 1,633 miles of designated bikeways are categorized as follows: Existing; Funded (these projects have been approved and have funding); or Future. For Bicycle Lanes the Future category is further divided into two sub-categories: Proposed (reasonably foreseeable) and Potential (speculative at the present time).

Proposed lanes can all be accommodated within the existing roadway width under existing traffic conditions, with no impacts to traffic capacity; typically sandblasting and striping or resurfacing is all that is required to implement the Proposed lanes. Potential lanes cannot be accommodated in the current street width without potentially significantly impacting traffic and/or parking in the area. These Potential lanes may require physical alteration to the roadway configuration in order to be implemented. For this reason Potential lanes are considered speculative at the present time. In some cases Potential lanes may ultimately be deemed infeasible and an alternative treatment or roadway may be investigated and selected within the same general corridor. At this point Potential lanes have not been studied in enough detail to verify their feasibility and a route alignment study may be needed to determine the best alignment within the general corridor.

In order to determine whether a designated Future lane should be classified as either Proposed or Potential, GIS and high-resolution aerial photos were studied to assess existing road widths and other key characteristics. Roadways were then evaluated to determine whether bicycle lanes could be implemented without significant roadway impacts such as parking or motor vehicle lane removal. A roadway was designated as Proposed when existing roadway widths and traffic conditions were found to be able to accommodate the addition of bicycle lanes. A roadway was designated as Potential where

it was determined that there is insufficient space to include a lane without removing vehicular travel lanes, removing on-street parking, or widening the roadway. The 1996 Bicycle Plan did not differentiate between Proposed and Potential bicycle lanes but instead referred to all Future lanes as Proposed even though none of the lanes were evaluated to determine whether there were potential environmental impacts that could occur if the lanes were implemented. The 1996 Bicycle Plan used the terminology "Proposed" to indicate both conditions where there was sufficient space to install a lane and conditions where additional analysis would be needed prior to the lane being approved and implemented.

A Negative Declaration (ND) was completed as the Environmental Review for the 1996 Bicycle Plan; it indicates that the "implementation of individual projects or programs described in the Plan will be subject to environmental assessment prior to project initiation." While the language in the ND for the 1996 Plan did indicate that future lanes would need to be subject to environmental analysis, the language in the 1996 Plan itself was ambiguous. Combining the lanes under a single heading led to false assumptions that all Proposed lanes were feasible and anticipated to be implemented. Acting upon this assumption, city engineers attempted to incorporate a bicycle lane on a number of roadways and found, in several cases, that pinch points or other constricting roadway conditions left inadequate space for a continuous bicycle lane unless an existing travel or parking lane was removed. Without environmental analysis that appropriately analyzed and disclosed potential impacts of lane removal and/or roadway widening, such projects were abandoned.

To avoid similar confusion in the future, the 2010 Bicycle Plan classifies Future Planned lanes into the two distinct categories (Proposed and Potential) in order to better inform the public, policy makers, planners and engineers where additional analysis and environmental review of Future bicycle lanes (Potential lanes) will be needed before implementation.

The 2010 Plan designates a total of 567 miles as Future Planned lanes; of this total 56 miles are Proposed lanes and 511 miles are Potential lanes. The 1996 Plan designated 237 miles as Proposed lanes and 69 miles of Study Corridors; of the total of 306 miles identified in the 1996 Bicycle Plan, 111 miles have been constructed. The balance of 195 miles is being carried forward into this 2010 Plan as Future lanes. Of these Future lanes 19 miles have been verified as feasible and therefore are designated as Proposed lanes and 176 require additional evaluation and environmental analysis and are therefore designated as Potential lanes.

Environmental Review

While some of the future Bicycle lanes identified as Proposed are evaluated in the Mitigated Negative Declaration, that is being conducted simultaneously with preparation of the 2010 Bicycle Plan, many future Bicycle lanes identified as Potential will require additional analysis (particularly impacts on traffic) pursuant to the California Environmental Quality Act (CEA/QCEQA). Lanes that can be accommodated within the existing roadway width under existing traffic conditions, with no impacts to traffic capacity will require no additional environmental analysis. Lanes that cannot be accommodated in the current street width without potentially significantly impacting traffic and/or parking in the area will require further study. These lanes may require

physical alternation to the roadway configuration in order to be implemented. At this point there is not enough information to analyze these lanes in detail to verify their feasibility and a route alignment study may be needed to determine the best alignment within the general corridor. However, it is important to emphasize that not all bikeway projects that require additional analysis will require a lengthy and costly full Environmental Impact Report (EIR). In many cases, the potential impacts may be less than significant, and may be analyzed through a Negative Declaration or Mitigated Negative Declaration, which are significantly less burdensome and expensive to prepare.

~~of all impacts that could be caused by changes to each roadway segment. Such analysis will be undertaken in conjunction with Community Plan updates or as other changes to area roadways are considered (see below). In some cases the analysis may determine that the originally selected roadway is not well suited for a bicycle lane and alternative roadways within the general corridor will be considered. In some communities it may be preferable necessary to remove a parking lane. On some roadways that currently double as Rapid Bus Transit corridors one lane in each direction could be combined as a dedicated bus and bicycle-only lane. In other instances congestion impacts can be reviewed and a roadway that currently has peak hour motor vehicle travel lanes (six lanes total) lanes could be re-striped to allow a four lane roadway with the two peak hour lanes converted to bicycle lanes and full time on-street parking.~~

~~Environmental analysis can be costly and time consuming. The analysis typically requires a traffic study to evaluate the impact on where and how well traffic would flow following implementation of a bicycle lane. Because it has been difficult to identify funding for environmental analyses of bikeway projects, such projects have frequently been substantially delayed or even abandoned.~~

As each bikeway that is identified as a future bicycle lane is prioritized in the Five -Year Implementation Strategy a preliminary analysis will be conducted to evaluate whether further environmental review will be necessary. When more detailed review is determined to be needed the Departments of Planning and Transportation will seek funding to conduct the necessary analysis. In addition, theThe 2010 Plan identifies four three other methods of opportunities for undertaking an environmental analyses analysis of Potential future bicycle lanes:

1. The City is currently in the process of updating all 35 Community Plans that together comprise the Land Use Element of the General Plan. As each Community Plan update is updated Potential future bicycle lanes in that planning area will be analyzed with regard to potential environmental impacts. Currently Potential future bicycle lanes are being analyzed for the Sylmar, Granada Hills, Southeast, South, San Pedro, and West Adams/Leimert Park Community Plans. Once the environmental review process is completed for the Potential lanes in these communities, Potential lanes may be re-categorized as Proposed bicycle lanes. In some instances a lane may continue to be designated as Potential, even after environmental review if the analysis does not currently support the changes to the roadway that are required to re-designate the roadway as Proposed. In some cases Potential lanes may be eliminated all together.

Appendix A

2. Environmental Impact Reports (EIRs) are being prepared for a number of specific plans including the Cornfield Arroyo Seco, Jordan Downs, University of Southern California, and Warner Center. Environmental analysis of these specific plans will also include evaluation of Potential the future lanes. As a result of these studies, Potential lanes may be re-classified (via a plan amendment) as Proposed.

3. The preparation of EIRs for large development projects provides additional opportunities to analyze roadway reconfigurations to allow for Potential future bicycle lanes.

In some cases the analysis may determine that the originally selected roadway is not well suited for a bicycle lane. In these cases an alternative roadway within the same general corridor may be considered or alternative solutions may be considered that would facilitate bicycle activity on the designated corridor without the inclusion of a bicycle lane. In other cases, a community may prefer to remove a parking lane in lieu of removing a travel lane in order to accommodate a bicycle lane.

To facilitate the design and construction of the bikeways identified in each Five-Year Implementation Strategy (Strategy) DCP and DOT will seek outside resources to complete environmental analysis as appropriate for those portions of the 200-mile system identified in each Strategy that are categorized as Potential Lanes and that have not been cleared through a prior environmental review.

Collaboration

Collaboration is key to the implementation of the 2010 Plan. Many challenges remain, and each neighborhood will have differing perspectives on the role that bicycling should play in their community. The convenience and safety of cycling in Los Angeles is a street level question, answered day by day and block by block by the experience of individual cyclists. It is difficult to foresee which programs best address cyclists' needs on each street segment. Therefore, apart from broad trends, the Plan does not try to discern future circumstances. In turn, the Plan leaves great latitude for the prescription of specific solutions to unknown circumstances. The Plan's policies, programs, and extensive networks provide an alphabet of solutions that can be selected and applied at the right location at the right time.

Coordinating the selection of these solutions will be four key groups, the City's Bicycle Advisory Committee (3.2.1.A), the Bicycle Plan Implementation Team (3.2.2.A), the Network Working Group (3.2.2.B) and the Regional Bicycle Plan Implementation Team (3.2.3.A), which will assist in identifying, coordinating, scheduling, and implementing appropriate solutions. These groups, comprised of City staff and citizen cyclists with broad expertise and a finger on the City's cycling pulse, will be well placed to negotiate the political and bureaucratic circumstances to maximize improvements for cyclists. They

provide a conduit for City staff to access the skills of peers and the experience of cyclists, as well as a means for cyclists to communicate their needs to staff.

Clean Mobility and Multi-Mobility Hub Implementation

The implementation of the a Clean-Mobility and-or Multi-Mobility hubs Hub at any one of the transit stations will require intensive collaboration among a variety of groups and is just one example of the multiple programs that will benefit from the collaborative effort. A mobility hub may provide a variety of transportation support services including: car share and vehicle charging stations; and a variety of services oriented to bicyclists including attendant operated showers, restrooms, bicycle repair, and bicycle lockers. Each hub will require a unique set of solutions will occur through a variety of mechanisms depending upon the underlying ownership of the land on which the hub is located. Depending upon the site and its configuration relative to the roadway and transit facilities, the The hub may be situated on property owned by Metro, the City, another governmental agency, or a private entity. The ownership relationship will have direct bearing on the implementation strategies that are employed to design, construct, and maintain the hub. As identified in Chapter 3 the City will continue to identify opportunities to collaborate with Metro, other agencies, and private entities to seek capital and maintenance funding to develop and maintain the hubs. The four key groups identified above can play a critical role in bringing together these multiple partners and implementing the hubs.

Appendix A

Technical Design Handbook

The following text changes are proposed for the Technical Design Handbook.

Section 3.1

Pg. 33- Within 2nd paragraph/first sentence of "Design Summary", amend sentence to read "12' minimum (14' preferred) for a shared bicycle/parking lane adjacent to a curb face, or preferred 10'-11' minimum where parking is permitted but not marked on streets without curbs."

Pg. 33-Amend title of second graphic to read "Preferred Minimum Design". Amend graphic to illustrate 10'-11' Vehicle Travel Lane.

Pg. 33-Add asterisk below "Minimum Design" graphic to read "11' preferred when trucks and buses will be present"

FINDINGS

City Charter Findings

1. In accordance with Charter Section 556, the proposed general plan amendment is in substantial conformance with the purposes, intent and provisions of the General Plan. The proposed general plan amendment will positively contribute to the improvement and expansion of bicycle facilities throughout the City and complements the City's commitment to transform from an auto-centric based city to a multi-modal city that includes bicyclists;
2. In accordance with Charter Section 558 (b)(2), the proposed resolution (Appendix F) will be in conformity with the public necessity, convenience, and general welfare in that it will contribute toward enhancing the City's bicycling infrastructure which in turn provides the City and region with a viable alternate form of transportation. Since the original adoption of the existing Bicycle Plan in 1996, the planning and transportation climate and legislative landscape have changed significantly at the state and local levels. Legislation has been passed at the state level mandating the routine accommodation of a variety of roadway users on city streets (complete streets). Additionally, various motions have been introduced by the City Council to promote bicycling in the City and increase the inventory of bicycle infrastructure. These shifts have increased the importance of bicycling in the City and the 2010 Bicycle Plan responds to those needs; and
3. **Transportation Element.** The Bicycle Plan is a component of the Transportation Element. The Transportation Element of the City's General Plan was adopted by the City Council in 1999. The purpose of the Transportation Element is to guide to the further development of a citywide system that provides for the efficient movement of people and goods utilizing various transportation modes. Policy 1.1 of the Transportation Element gives direction to establish accessibility measures to be used in evaluating the transportation needs of City's communities. The Transportation Element places primary emphasis on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reducing the number of vehicle trips, and focusing future growth in proximity to public transit. The Transportation Element provides goals, objectives, standards, policies, and programs to continually meet the changing mobility and air quality challenges faced by the City.

The Transportation Element establishes three main goals:

Goal A: Ensure adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all of those who live, work, travel, or move goods in Los Angeles.

Goal B: A street system maintained in a good to excellent condition adequate to facilitate the movement of those reliant on the system (vehicles, bicycles, rail, etc)

Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing multi-modal access to employment opportunities, essential services, and open space.

The 2010 Bicycle Plan supports and reinforces the three major goals of the Transportation Element. Increasing bicycling facilities within Los Angeles would

provide an additional viable mode of transportation and recreation for commuters and non-commuters alike and create a comprehensive, integrated transportation system that will provide further access to employment opportunities, services, and recreational spaces. The goals, objectives, policies and programs in the 2010 Bicycle Plan support the development of bicycling facilities, encourage priority maintenance for streets with bicycle facilities, and supports educational activities.

CEQA Findings

4. A Mitigated Negative Declaration (ENV-2009-2650-MND) was prepared for the proposed project. Based upon the comments received during the process, the On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 721, 200 North Spring Street.

The number of miles of designated bikeway facilities stated in the Mitigated Negative Declaration was 1633 miles. Based upon the comments received during the process, the number of miles has increased by 2.8% to 1680 miles. Additionally, the future bicycle lane terminology (Proposed/Potential) has been modified. However the associated analysis did not change. The Plan recognizes that all future facilities will undergo their own environmental analysis. These revisions are not substantial and therefore re-circulation of the MND is not required.

RESOLUTION

WHEREAS the City's Bicycle Plan was originally adopted by the City Council in July 1977; and

WHEREAS on August 6, 1996 the City Council adopted a revised City Bicycle Plan, incorporating the revised Plan as Chapter IX of the Transportation Element of the General Plan; and

WHEREAS the City Council adopted technical amendments to the Bicycle Plan in 2002 and re-adopted the Bicycle Plan in 2007; and

WHEREAS the Bicycle Plan sets forth the bicycling policies for the City, facilitates the promotion and integration of bicycling into the transportation and culture of Los Angeles and Southern California; and

WHEREAS, there was extensive public participation in the development of the Bicycle Element including nine public workshops held over two years, a project web site, thousands of comments and a Technical Advisory Committee comprised of numerous City department to guide the process; and

WHEREAS, the City Council has introduced numerous motions regarding the need to improve the conditions of the bicycling community and to further integrate bicycling into the land use and transportation planning of the City; and

WHEREAS the City Planning Commission on December 16, 2010 recommended the Mayor approve and the City Council adopt the proposed 2010 Bicycle Plan as prepared by the Department of City Planning and transmitted its recommendation pursuant to the City Charter and the Municipal Code; and

WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, under CEQA Guidelines section 15153, the City of Los Angeles reviewed the proposed project determined that the Mitigated Negative Declaration is adequate and

WHEREAS the proposed 2010 Bicycle Plan has been found to be in substantial with the purpose, intent, and provisions of the General Plan;

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby ADOPTS the 2010 Bicycle Plan as Chapter IX of the Transportation Element of the General Plan, replacing and superseding the existing Bicycle Plan last re-adopted in 2007.

MOVED _____

SECONDED _____

RESOLUTION

WHEREAS the City's Bicycle Plan was originally adopted by the City Council in July 1977; and

WHEREAS on August 6, 1996 the City Council adopted a revised City Bicycle Plan, incorporating the revised Plan as Chapter IX of the Transportation Element of the General Plan; and

WHEREAS the City Council adopted technical amendments to the Bicycle Plan in 2002 and re-adopted the Bicycle Plan in 2007; and

WHEREAS the Bicycle Plan sets forth the bicycling policies for the City, facilitates the promotion and integration of bicycling into the transportation and culture of Los Angeles and Southern California; and

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WHEREAS, the City Council has introduced numerous motions regarding the need to improve the conditions of the bicycling community and to further integrate bicycling into the land use and transportation planning of the City; and

WHEREAS the City Planning Commission on December 16, 2010 recommended the Mayor approve and the City Council adopt the proposed 2010 Bicycle Plan as prepared by the Department of City Planning and transmitted its recommendation pursuant to the City Charter and the Municipal Code; and

WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

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WHEREAS the proposed 2010 Bicycle Plan has been found to be in substantial with the purpose, intent, and provisions of the General Plan;

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby ADOPTS the 2010 Bicycle Plan as Chapter IX of the Transportation Element of the General Plan, replacing and superseding the existing Bicycle Plan last re-adopted in 2007.

2010 Bicycle Plan: Backbone

Street Name	From	To	Miles	Network	Status	Area
101 Overpass at Cahuenga &	Cahuenga Bl	Cahuenga Bl	0.07	Backbone	Lane: Future	Central/South
102nd St	Broadway	Avalon	0.76	Neighborhood	BFS	Central/South
103rd St	Avalon Blvd	Weigand Ave	1.79	Neighborhood	BFS	Central/South
107th St	Broadway	Mona Blvd	1.59	Neighborhood	BFS	Central/South
10th	San Pedro	Central	0.54	Neighborhood	Lane: Future	Central
10th Ave	21st St	Adams Blvd	0.38	Neighborhood	BFS	Central/South
10th Ave	Mont Clair St	36th St	0.46	Neighborhood	BFS	Central/South
10th St	Wilton Pl	Arlington/Van Ness Aves	0.05	Backbone	Lane: Future	Central/South
111th Pl	Hoover St	Mckinley Ave	1.52	Neighborhood	BFS	Harbor
118th Pl	Broadway	118th Dr	1.03	Neighborhood	BFS	Harbor
11th	Main	San Pedro	0.43	Neighborhood	Lane: Future	Central
11th Ave	36th St	Exposition Blvd	0.09	Neighborhood	BFS	Central/South
11th Ave	Leimert Blvd	46th St	0.24	Neighborhood	BFS	Central/South
11th St	St Andrews Pl	Elden Ave	1.34	Neighborhood	BFS	Central/South
11th St	Elden Ave	Main St	1.66	Neighborhood	BFS	Central/South
120th St	Vermont Ave	City Limits	2.18	Backbone	Lane: Future	Harbor
12th St	Rimpau Blvd	Queen Anne Pl	0.24	Neighborhood	BFS	Central/South
12th St	Elden Ave	Union Ave	0.73	Neighborhood	BFS	Central/South
12th St	Berendo St	Catalina St	0.06	Neighborhood	BFS	Central/South
135th St	Vermont Ave	Hoover St	0.25	Neighborhood	BFS	Harbor
14th	Stanford	Griffith	0.06	Backbone	Lane: Future	Central
15th St	Catalina St	Berendo St	0.07	Neighborhood	BFS	Central/South
16th St	Main St	Central Ave	0.93	Backbone	Lane: Future	Central/South
17th St	Westmoreland Ave	New England St	0.09	Neighborhood	BFS	Central/South
17th St	Weymouth Ave	Palos Verdes St	1.63	Neighborhood	BFS	Harbor
186th St	Western Ave	Normandie Ave	0.55	Neighborhood	BFS	Harbor
18th St	Wilton Pl	St Andrews Pl	0.17	Neighborhood	BFS	Central/South
18th St	Robertson Blvd	Spalding Ave	1.26	Neighborhood	BFS	West/Central
190th St	Western Ave	Figueria St	1.66	Backbone	Lane: Future	Harbor

2010 Bicycle Plan: Backbone

1st St	Lucas Ave	Central Ave	2.60	Backbone	Lane: Future	Central/South
1st St	Central Ave	Boyle	1.11	Backbone	Lane: Future	Central/South
1st St	Boyle Ave	Lorena St	1.60	Backbone	Lane: Future	Central/South
1st St	Lorena St	Limits w/East Los Angeles	0.17	Backbone	Lane: Future	Central/South
1st St	Gaffey St	Harbor Blvd	0.72	Neighborhood	BFS	Harbor
1st St	Harbor View Ave	Gaffey St	0.94	Neighborhood	Route: Future	Harbor
20th St	New England St	Hoover St	0.20	Neighborhood	BFS	Central/South
218th St	Western Ave	Normandie Ave	0.30	Neighborhood	BFS	Harbor
21st St	Redondo Blvd	Vineyard Ave	0.76	Neighborhood	BFS	Central/South
21st St	10th Ave	Gramercy Pl	0.82	Neighborhood	BFS	Central/South
22nd St	Western Ave	Budlong Ave	0.70	Neighborhood	BFS	Central/South
22nd St	Pacific Ave	Mesa St	0.13	Neighborhood	Route: Existing	Harbor
22nd St	Via Cabrillo Marina	Miner St	0.42	Neighborhood	Route: Future	Harbor
22nd St	Miner St.	Sampson Way	0.18	Backbone	Lane: Future	Harbor
235th St	Western Ave	President Ave	0.10	Neighborhood	Route: Future	Harbor
23rd St	Vineyard Ave	West Blvd	0.12	Neighborhood	BFS	Central/South
23rd St	Patton Ave	Pacific Ave	1.02	Neighborhood	BFS	Central/South
23rd St	Hoover St	Long Beach Ave	2.71	Neighborhood	BFS	Central/South
240th St	Western Ave	Frampton Ave	0.39	Neighborhood	BFS	Harbor
24th St	Gramercy Pl	Western Ave	0.26	Neighborhood	BFS	Central/South
24th St	Budlong Ave	Hoover St	0.72	Neighborhood	BFS	Central/South
253rd St	Monterey Ct	McCoy Ave	1.09	Neighborhood	BFS	Harbor
25th St	Rancho Palos Verdes	Western Ave	1.03	Backbone	Route: Existing	Harbor
25th St	Rancho Palos Verdes	Gaffey St	2.23	Backbone	Lane: Future	Harbor
262nd St	President Ave	Anaheim St	0.02	Neighborhood	BFS	Harbor
26th St	Hamilton Ave	Pacific Ave	0.46	Neighborhood	BFS	Harbor
27th St	Leland St	Hamilton Ave	0.12	Neighborhood	BFS	Harbor
27th St	Barbara St (San Pedro)	Walker Ave	0.06	Neighborhood	Lane: Future	Harbor
29th Pl	4th Ave	Cimarron St	0.35	Neighborhood	BFS	Central/South
29th St	Vineyard Ave	Edgehill Dr	0.88	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Backbone

29th St	Cimmaron St	Orchard Ave	1.71	Neighborhood	BFS	Central/South
29th St	Orchard Ave	Hoover St	0.20	Neighborhood	BFS	Central/South
29th St	San Pedro St	Griffith Ave	0.13	Neighborhood	BFS	Central/South
2nd St	Van Ness Ave	Norton Ave	0.08	Neighborhood	BFS	Central/South
2nd St	St Andrews Pl	St Andrews Pl	0.02	Neighborhood	BFS	Central/South
2nd St	Main St	Central Ave	0.38	Backbone	BFS	Central/South
2nd St	Central Ave	Alameda St	0.08	Backbone	BFS	Central/South
2nd St	Cummings St	Indiana St	1.52	Neighborhood	BFS	Central/South
2nd St	Loma Dr	Lucas Ave	0.22	Neighborhood	BFS	Central/South
2nd St	1st St	Figueroa St	0.51	Backbone	Route: Existing	Central/South
2nd St	1st St	Figueroa St	0.51	Backbone	Lane: Future	Central/South
2nd St	Figueroa St	San Pedro	0.81	Backbone	Lane: Future	Central/South
30th St	Palm Grove Ave	4th Ave	1.77	Neighborhood	BFS	Central/South
30th St	Orchard Ave	Mcclintock Ave	0.14	Neighborhood	BFS	Central/South
30th St	University Ave	San Pedro St	1.20	Neighborhood	BFS	Central/South
30th St	McClintock Ave	University Ave	0.25	Neighborhood	Lane: Existing	Central/South
36th Pl	Ruthelen St	St Andrews Pl	0.05	Neighborhood	BFS	Central/South
36th Pl	Budlong Ave	Catalina St	0.09	Neighborhood	BFS	Central/South
36th St	11th Ave	10th Ave	0.07	Neighborhood	BFS	Central/South
37th St	Grand Ave	Broadway Pl	0.23	Neighborhood	BFS	Central/South
37th St	Figueroa St	Hope St	0.26	Neighborhood	Route: Future	Central/South
37th St	Alma St	Emily St	0.03	Neighborhood	BFS	Harbor
39th St	Buckingham Rd	Menlo Ave	2.92	Neighborhood	BFS	Central/South
39th St	Buckingham Rd	Vermont Ave	2.84	Backbone	Route: Existing	Central/South
39th St	Figueroa St	Broadway Pl	0.37	Neighborhood	Route: Future	Central/South
3rd	Border)	San Vicente	0.69	Neighborhood	BFS	Central/South
3rd St	Larchmont Blvd	Lucerne Blvd	0.05	Neighborhood	BFS	Central/South
3rd St	June St	June St	0.03	Neighborhood	BFS	Central/South
3rd St	San Vicente Bl	Alta Vista Bl	1.68	Backbone	Lane: Future	Central/South
3rd St	Cochran Ave	South La Brea Ave	0.19	Backbone	Lane: Future	Central/South

2010 Bicycle Plan: Backbone

3rd St	Willaman Dr	Hamel Rd	0.06	Neighborhood	BFS	West/Central
42nd Pl	Western Ave	Normandie Ave	0.50	Neighborhood	BFS	Central/South
42nd St	Stocker Pz	Broadway	2.20	Neighborhood	BFS	Central/South
43rd St	Crenshaw Blvd	11th Ave	0.27	Neighborhood	BFS	Central/South
46th St	11th Ave	8th Ave	0.21	Neighborhood	BFS	Central/South
47th St	Figueroa St	Honduras St	2.22	Neighborhood	BFS	Central/South
48th St	Crenshaw Blvd	Figueroa St	2.75	Neighborhood	BFS	Central/South
4th Ave	30th St	29th Pl	0.04	Neighborhood	BFS	Central/South
4th Ave	9th St	Pico Blvd	0.63	Neighborhood	BFS	Central/South
4th Ave	Exposition Blvd	Rodeo Dr	0.10	Neighborhood	BFS	Central/South
4th Ave	Roxton Ave	Southwest Dr	2.01	Neighborhood	BFS	Central/South
4th Ave	Southwest Dr	Florence Ave	0.48	Neighborhood	BFS	Central/South
4th Ave	Pico Bl	Venice Bl	0.26	Neighborhood	Lane: Future	Central/South
4th Pl	4th St	Santa Fe Ave	0.02	Neighborhood	BFS	Central/South
4th St	Hauser Blvd	Hoover St	3.83	Neighborhood	BFS	Central/South
4th St	Stanford Ave	Central Ave	0.02	Neighborhood	BFS	Central/South
4th St	Evergreen Ave	Euclid Ave	0.06	Neighborhood	BFS	Central/South
4th St	Lorena St	Estudillo Ave	0.20	Neighborhood	BFS	Central/South
4th St	Santa Fe Ave	4th Pl	0.06	Neighborhood	BFS	Central/South
4th St	Union Ave	Loma Dr	0.15	Neighborhood	BFS	Central/South
4th St	La Brea Ave	Hoover St	3.47	Backbone	Route: Existing	Central/South
50th Pl	Gramercy Pl	Hoover St	0.26	Neighborhood	BFS	Central/South
51st St	Hoover St	Long Beach Ave	3.79	Neighborhood	BFS	Central/South
51st St	Hoover St	Long Beach Bl	2.51	Backbone	Route: Existing	Central/South
52nd St	Victoria Ave	Gramercy Pl	1.35	Neighborhood	BFS	Central/South
54th St	4th Ave	Central Ave	3.73	Backbone	BFS	Central/South
54th St	Crenshaw Bl	4th Ave	0.53	Backbone	Lane: Future	Central/South
59th Pl	Hoover St	Avalon	1.25	Neighborhood	BFS	Central/South
5th Ave	76th St	76th St	0.03	Backbone	Route: Existing	Central/South
60th Pl	Western Ave	Vermont Ave	1.00	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Backbone

60th St	Overhill Dr	Central Ave	3.19	Neighborhood	BFS	Central/South
61st St	Harvard Blvd	Denker Ave	0.13	Neighborhood	BFS	Central/South
62nd St	Harvard Blvd	Denker Ave	0.13	Neighborhood	BFS	Central/South
62nd St	Van Ness Ave	Gramercy Pl	0.24	Neighborhood	BFS	Central/South
66th St	Estrella Ave	Figueroa St	0.38	Neighborhood	BFS	Central/South
66th St	Estrella Ave	Figueroa St	0.13	Neighborhood	BFS	Central/South
67th St	West Blvd	Broadway	1.11	Neighborhood	BFS	Central/South
67th St	West Blvd	Broadway	1.15	Neighborhood	BFS	Central/South
67th St	West Blvd	Broadway	0.25	Neighborhood	BFS	Central/South
68th St	Menlo Ave	Estrella Ave	0.25	Neighborhood	BFS	Central/South
6th	Virgil	Lucas	1.49	Neighborhood	Lane: Future	Central/South
6th Ave	Pico Blvd	21st St	0.66	Neighborhood	BFS	Central/South
6th Ave	21st St	Adams Blvd	0.37	Neighborhood	BFS	Central/South
6th St	Estudillo Ave	Esperanza St	0.12	Neighborhood	BFS	Central/South
6th St	St Louis St	Soto St	0.24	Neighborhood	BFS	Central/South
6th St	Soto St	Mott St	0.24	Neighborhood	BFS	Central/South
6th St	Union Dr	Union Ave	0.01	Neighborhood	BFS	Central/South
6th St	San Vicente Bl	Cochran Ave	2.97	Neighborhood	Route: Future	Central/South
6th St	Central Ave	LA River	0.71	Backbone	Lane: Future	Central/South
6th St	S. Cochran Ave	S. La Brea Ave	0.18	Neighborhood	Lane: Future	Central/South
74th St	La Tijera Blvd	Osage Ave	0.06	Neighborhood	BFS	West/Central
76th St	Crenshaw Bl	Vermont Ave	2.28	Backbone	Route: Existing	Central/South
76th St	Sepulveda Blvd	Airport Blvd	0.35	Neighborhood	BFS	West/Central
77th St	McConnell Ave	Sepulveda Blvd	1.11	Neighborhood	BFS	West/Central
77th St	Osage Ave	Benjamin Ave	0.25	Neighborhood	BFS	West/Central
79th St	Van Ness Ave	Budlong Ave	1.24	Neighborhood	BFS	Central/South
79th St	Vermont Ave	Central Ave	2.02	Backbone	Route: Existing	Central/South
79th St	Vermont Ave	Central Ave	2.02	Backbone	Lane: Future	Central/South
79th St	Gulana Ave	Berger Ave	0.39	Neighborhood	BFS	West/Central
7th Ave	Adams Blvd	Mont Clair St	0.22	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Backbone

7th Ave	Mont Clair St	Rodeo Dr	0.73	Neighborhood	BFS	Central/South
7th Ave	Rose Ave	California Ave	0.55	Neighborhood	BFS	West/Central
7th St	St Andrews Pl	Mariposa Ave	0.71	Neighborhood	BFS	Central/South
7th St	Catalina St	Rampart Bl	0.71	Neighborhood	Lane: Future	Central/South
7th St	Rampart Bl	Figueroa St	1.50	Backbone	Lane: Future	Central/South
7th St	Figueroa St	San Pedro	0.96	Backbone	Lane: Future	Central/South
7th St	San Pedro	Soto St	1.89	Backbone	Lane: Future	Central/South
80th St	Loyola Blvd	McConnell Ave	0.23	Neighborhood	BFS	West/Central
82nd St	Hoover St	83rd St	0.25	Neighborhood	BFS	Central/South
83rd St	City Limits	Budlong Ave	1.25	Neighborhood	BFS	Central/South
83rd St	Budlong Ave	Hoover St	0.51	Neighborhood	BFS	Central/South
83rd St	Figueroa St	Central Ave	1.51	Neighborhood	BFS	Central/South
88th Pl	Broadway	Mckinley Ave	1.00	Neighborhood	BFS	Central/South
88th St	Vermont Ave	Broadway	0.58	Neighborhood	BFS	Central/South
89th St	Gramercy Pl	Ruthelen St	0.03	Neighborhood	BFS	Central/South
89th St	Gramercy Pl	Gramercy Pl	0.03	Neighborhood	BFS	Central/South
8th Ave	46th St	Slauson Ave	1.50	Neighborhood	BFS	Central/South
8th Ave	Slauson Ave	79th St	0.88	Neighborhood	BFS	Central/South
8th St	Fairfax Ave	Mullen Ave	2.09	Neighborhood	BFS	Central/South
8th St	Mullen Ave	Muirfield Rd	0.07	Neighborhood	BFS	Central/South
8th St	Lucerne Blvd	Windsor Blvd	0.15	Neighborhood	BFS	Central/South
8th St	Mariposa Ave	New Hampshire Ave	0.33	Neighborhood	BFS	Central/South
8th St	Boyle Ave	Olympic Blvd	1.18	Neighborhood	BFS	Central/South
8th St	Boyle Ave	Olympic Bl	1.44	Backbone	Route: Existing	Central/South
8th St	Muirfield Rd	Lucerne Bl	0.95	Backbone	Lane: Future	Central/South
8th St	Windsor Bl	St Andrews Pl	0.67	Backbone	Lane: Future	Central/South
90th St	Vermont Ave	Broadway	0.72	Neighborhood	BFS	Central/South
92nd St	Gramercy Pl	Normandie Ave	0.75	Neighborhood	BFS	Central/South
92nd St	Baring Cross St	S Broadway	0.64	Neighborhood	BFS	Central/South
92nd St	Firth Bl/Compton Ave	Miner St	0.75	Backbone	Lane: Existing	Central/South

2010 Bicycle Plan: Backbone

94th St	Vermont Ave	Baring Cross St	0.15	Neighborhood	BFS	Central/South
95th St	Clovis Ave	Central Ave	0.14	Neighborhood	BFS	Central/South
96th St	Van Ness Ave	Manhattan Pl	0.44	Neighborhood	BFS	Central/South
96th St	Western Ave	Halldale Ave	0.38	Neighborhood	BFS	Central/South
96th St	Sepulveda Bl	Airport Bl	0.59	Neighborhood	Lane: Future	West/Central
97th St	Bandera St	Wilmington Ave	0.04	Neighborhood	BFS	Central/South
98th St	Western Ave	Flower St	1.66	Backbone	Lane: Existing	Central/South
98th St	260' W/O Broadway	Avalon Bl	0.78	Backbone	Lane: Existing	Central/South
9th St	Lucerne Blvd	Lucerne Blvd	0.01	Neighborhood	BFS	Central/South
9th St	Keniston Ave	Rimpau Blvd	0.14	Neighborhood	BFS	Central/South
9th St	4th Ave	Western Ave	0.49	Neighborhood	BFS	Central/South
9th St	First St	Gaffey St	1.97	Backbone	Lane: Existing	Harbor
9th St	Gaffey St	Beacon St	0.68	Backbone	Route: Existing	Harbor
Abbot Kinney Blvd	Main St	Washington Blvd	1.36	Neighborhood	BFS	West/Central
Academy Road	Morton Pl	Stadium Way	0.20	Neighborhood	BFS	Central/South
Adams Bl	Fairfax Ave	Figueroa St	5.51	Backbone	Route: Future	Central/South
Addison St	Hazeltine Ave	Alcove Ave	3.23	Neighborhood	BFS	Valley
Adlon Road	Empress Ave	Hayvenhurst Ave	0.24	Neighborhood	BFS	Valley
Airdrome St	Rexford Dr	Venice Blvd	1.96	Neighborhood	BFS	Central/South
Airport Blvd	76th St	La Tijera Blvd	0.55	Neighborhood	BFS	West/Central
Alameda St	Bruno St	Cesar E Chavez Ave	0.34	Backbone	Lane: Future	Central/South
Alameda St	Pacific Coast Hwy	Harry Bridges Bl	1.65	Backbone	Lane: Future	Harbor
Alcazar St	Soto St	Murchison St	0.21	Neighborhood	BFS	Central/South
Alcott St	Glenville Dr	Beverly Dr	0.13	Neighborhood	BFS	West/Central
Alcove Ave	Addison St	180' n/o Addison St	0.03	Neighborhood	BFS	Valley
Aldama St	281' NE of Milwaukee Ave	York Bl	0.18	Neighborhood	Lane: Future	Central/South
Alden Dr	Limits/Oakhurst	San Vicente	0.68	Neighborhood	BFS	Central/South
Alden Dr	Almont Dr	Lapeer Dr	0.05	Neighborhood	BFS	West/Central
Alexandria Ave	Romaine St	Lily Crest Ave	0.04	Neighborhood	BFS	Central/South
Alla Road	Bonaparte Ave	Panama St	0.16	Neighborhood	Lane: Future	West/Central

2010 Bicycle Plan: Backbone

Allesandro St	Riverside Dr	Rosebud Ave	0.11	Neighborhood	BFS	Central/South
Allesandro St	Rosebud Ave	Duane St	0.73	Neighborhood	BFS	Central/South
Allesandro St	Berkeley Ave	Montana Ave	0.23	Neighborhood	BFS	Central/South
Alma St	17th St	37th St	1.12	Neighborhood	BFS	Harbor
Alma St	40' N/O 30th St	30th St	0.01	Neighborhood	BFS	Harbor
Almont Dr	City Limits	Alden Dr	0.08	Neighborhood	BFS	West/Central
Alpine St	Broadway	Main St	0.19	Neighborhood	Lane: Future	Central/South
Alumni Ave	Eagle Rock Blvd	Campus Rd	0.40	Neighborhood	BFS	Central/South
Alvarado	Hoover	7th	0.90	Backbone	Lane: Future	Central/South
Alvarado	Wilshire	Berkeley	1.98	Backbone	Lane: Future	Central/South
Alvarado	Wilshire Bl	7th St	0.12	Backbone	Lane: Future	Central/South
Alvarado St	Duane St	Berkeley Ave	0.43	Neighborhood	BFS	Central/South
Alvarado St	Kent St	Kent St	0.02	Neighborhood	BFS	Central/South
Amherst Ave	Goshen Ave	Texas Ave	0.22	Neighborhood	BFS	West/Central
Anaheim St	Western Ave	Vermont Ave	1.31	Backbone	Lane: Future	Harbor
Anaheim St	N Gaffey St	W 9th St (San Pedro)	4.48	Backbone	Lane: Future	Harbor
Andasol Ave	Sherman Wy	Enadia Wy	0.06	Neighborhood	BFS	Valley
Ann St	N Spring St	N Main St	0.15	Neighborhood	BFS	Central/South
Apperson St	Sherman Grove Ave	Haines Canyon Ave	2.46	Neighborhood	BFS	Valley
Arbor Vitae St	Airport Bl	La Cienega Bl	0.91	Backbone	Lane: Future	West/Central
Arden Bl	Arden Pl	Wilshire Bl	1.43	Backbone	Route: Existing	Central/South
Arden Pl	Rossmore Ave	Arden Bl	0.05	Backbone	Route: Existing	Central/South
Argyle Ave	Dix St	Selma Ave	0.40	Neighborhood	BFS	Central/South
Arizona Ave	City Limits	77th St	0.65	Neighborhood	BFS	West/Central
Arleta Ave	Paxton St	Devonshire St	0.17	Backbone	Lane: Future	Valley
Arlington/Van Ness Aves	10th St	54th St	4.14	Backbone	Lane: Future	Central/South
Arlington/Van Ness Aves	54th St	W Century Bl	3.30	Backbone	Lane: Future	Central/South
Armstrong Ave	West Silver Lake Dr	Silver Lake Bl	0.52	Neighborhood	Lane: Future	Central/South
Arroyo Verde Rd	Pasadena Ave/York Bl	Monterey Rd	0.24	Backbone	Route: Existing	Central/South
Artisans Way	E Waterfront Dr	W Bluff Creek Dr.	0.10	Neighborhood	Lane: Future	West/Central

2010 Bicycle Plan: Backbone

Astoria St	Aults Ave	Simshaw Ave	0.11	Neighborhood	BFS	Valley
Astoria St	San Fernando Rd	Eldridge Ave	2.19	Neighborhood	BFS	Valley
Atwater Ave	Glendale Blvd	Fletcher Dr	0.75	Neighborhood	BFS	Central/South
Aults Ave	Egbert St	Astoria St	0.07	Neighborhood	BFS	Valley
Avalon Bl	111th Pl	118th St	0.51	Backbone	Lane: Future	Harbor
Avalon Bl	Carson City Limits	246th St	0.15	Backbone	Route: Existing	Harbor
Avalon Bl	Carson City Limits	246th St	0.15	Neighborhood	Lane: Future	Harbor
Avalon Bl	246th St	L St	1.11	Neighborhood	Lane: Existing	Harbor
Avalon Bl	L St	Harry Bridges Bl	1.07	Neighborhood	Lane: Future	Harbor
Avalon Blvd	54th St	54th St	0.01	Neighborhood	BFS	Central/South
Avalon Blvd	59th Pl	60th St	0.03	Neighborhood	BFS	Central/South
Avenida Hacienda	Wells Dr	Tarzana Dr	0.08	Neighborhood	BFS	Valley
Avenue 18	Barranca	N Broadway	0.24	Neighborhood	Lane: Future	
Avenue 19	Barranca St	North Main St	0.68	Neighborhood	BFS	Central/South
Avenue 19	San Fernando	Barranca	0.70	Neighborhood	Lane: Future	
Avenue 26	San Fernando Rd	Daly St	0.91	Backbone	Lane: Future	Central/South
Avenue 28	Pepper Ave	Figueroa St	0.48	Backbone	Route: Existing	Central/South
Avenue 28	Pepper Ave	Figueroa St	0.48	Neighborhood	Lane: Future	Central/South
Avenue 33	Lacy St	Humboldt st	0.11	Neighborhood	BFS	Central/South
Avenue 36	Fletcher Dr	Eagle Rock Bl	0.10	Backbone	Lane: Future	Central/South
Avenue 43	Figueroa St	Griffin Ave	0.31	Neighborhood	BFS	Central/South
Avenue 43	Figueroa St	Griffin Ave	0.31	Backbone	Route: Existing	Central/South
Avenue 49	Oak Terrace Dr	80' NE/O Pasadena Frwy	0.08	Neighborhood	BFS	Central/South
Avenue 50	Stratford Rd	Irvington Pl	0.55	Neighborhood	BFS	Central/South
Avenue 50	Malta St	Monte Vista St	0.05	Neighborhood	BFS	Central/South
Avenue 50	Monte Vista St	Figueroa St	0.18	Neighborhood	BFS	Central/South
Avenue 50	Oak Terrace Dr	Pasadena Frwy	0.14	Neighborhood	BFS	Central/South
Avenue 50	Stratford Ave	Irvington Pl	0.55	Backbone	Route: Existing	Central/South
Avenue 50	Malta St	Irvington Pl	0.60	Neighborhood	Lane: Existing	Central/South
Avenue 51	Hill Dr	Townsend Ave	0.51	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Backbone

Avenue 52	Glen Ellen Pl	Pasadena Frwy Exit	0.04	Neighborhood	BFS	Central/South
Avenue 54	Meridian St	Glen Ellen Pl	1.24	Neighborhood	BFS	Central/South
Avenue 59	Pasadena Frwy	Via Marisol	0.16	Neighborhood	BFS	Central/South
Avenue 60	Arroyo Seco St	Monterey Rd	0.19	Backbone	Route: Existing	Central/South
Avenue 60	Figueroa St	Hill Dr	0.84	Neighborhood	Lane: Future	Central/South
Avenue 61	Aldama St	Figueroa St	0.40	Neighborhood	BFS	Central/South
Avenue 63	Meridian St	Repton St	0.09	Neighborhood	BFS	Central/South
Avenue 63	Meridian St	Repton St	0.09	Backbone	Route: Existing	Central/South
Avenue 66	Repton St	York Bl	0.35	Backbone	Route: Existing	Central/South
Avenue 66	Repton St	York Bl	0.35	Neighborhood	Lane: Future	Central/South
Avenue Of The Stars	Santa Monica Bl	Pico Bl	0.91	Backbone	Lane: Future	West/Central
Avenue San Luis	Mulholland Dr	Topanga Canyon Blvd	1.94	Neighborhood	BFS	Valley
Aviation Bl	Arbor Vitae St	Imperial Hwy	1.51	Backbone	Lane: Future	West/Central
Ayres Ave	Military Ave	Veteran Ave	0.12	Neighborhood	BFS	West/Central
Baden Ave	Plummer St	Valley Circle Blvd	0.50	Neighborhood	BFS	Valley
Bagley Ave	Cattaraugus Ave	Exposition Blvd	0.55	Neighborhood	BFS	West/Central
Bakman Ave	Collins St	Burbank Blvd	0.35	Neighborhood	BFS	Valley
Balboa Ave	Rancho St	Ventura Blvd	0.19	Neighborhood	BFS	Valley
Balboa Bl	Balboa Rd	Woodley Ave	1.05	Backbone	Lane: Existing	Valley
Balboa Bl	Woodley Ave	Victory Bl	8.99	Backbone	Lane: Future	Valley
Balboa Bl	Burbank Bl	Ventura Bl	0.90	Backbone	Lane: Future	Valley
Balboa Blvd	San Fernando Rd	Foothill	0.12	Backbone	Lane: Future	Valley
Bandera St	Southern Ave	97th St	0.35	Neighborhood	BFS	Central/South
Banning Blvd	M St	L St	0.15	Neighborhood	BFS	Harbor
Banning Blvd	Opp St	Opp St	0.01	Neighborhood	BFS	Harbor
Barbara St	31st St	Paseo Del Mar	0.45	Neighborhood	BFS	Harbor
Barbara St	27th St	Hamilton Ave	0.08	Neighborhood	Lane: Future	Harbor
Barham Bl	Forest Lawn Dr	Cahuenga Bl	1.10	Backbone	Lane: Future	Central/South
Baring Cross St	92nd St	94th St	0.10	Neighborhood	BFS	Central/South
Barranca	Avenue 18	Avenue 19	0.06	Neighborhood	Lane: Future	

2010 Bicycle Plan: Backbone

Barrington Ave	Pearl St	Gateway Blvd	0.03	Neighborhood	BFS	West/Central
Barrington Ave	Navy St	Federal Ave	0.26	Neighborhood	BFS	West/Central
Barrington Ave	Ohio Ave	National	1.77	Backbone	Route: Existing	West/Central
Barrington Ave	National Bl	Navy St	0.14	Neighborhood	Lane: Future	West/Central
Beachwood Dr	Griffith Park	Scenic Ave	1.39	Neighborhood	BFS	Central/South
Beacon Ave	7th St	11th St	0.48	Neighborhood	Route: Existing	
Beatrice St	Westlawn Ave	City Limits	0.10	Neighborhood	BFS	West/Central
Beaudry Ave	Sunset Blvd	College St	0.31	Neighborhood	BFS	Central/South
Beaudry Ave	Sunset Bl	Mignonette St	0.41	Backbone	Lane: Future	Central/South
Beaudry Ave	Mignonette St	1st St	0.10	Backbone	Route: Future	Central/South
Beaudry Ave	1st St	2nd St	0.10	Backbone	Lane: Future	Central/South
Beck Ave	Hart St	Erwin St	1.00	Neighborhood	BFS	Valley
Bedford St	Gregory Way	Whitworth Dr	0.40	Neighborhood	BFS	West/Central
Beethoven St	Palms Blvd	City Limits	0.86	Neighborhood	BFS	West/Central
Beethoven St	City Limits	Panama St	0.94	Neighborhood	BFS	West/Central
Bell Canyon Bl	Ventura Co. Line	Valley Circle Bl	0.81	Neighborhood	Lane: Existing	Valley
Bellagio Road	Chalon Road	Bellagio Way	0.66	Neighborhood	BFS	West/Central
Bellagio Road	Copa De Oro Road	Stone Canyon Road	0.14	Neighborhood	BFS	West/Central
Bellagio Way	Bellagio Rd	Sunset Blvd	0.04	Neighborhood	BFS	West/Central
Bellaire Ave	Coldwater Canyon Ave	Huston St	4.12	Neighborhood	BFS	Valley
Bellevue Ave	Hoover St	Coronado St	0.89	Neighborhood	BFS	Central/South
Bellevue Ave	Waterloo St	Rosemont Ave	0.07	Neighborhood	BFS	Central/South
Bellevue Ave	Bonnie Brae St	Glendale Ave	0.20	Neighborhood	BFS	Central/South
Bellevue Ave	Marlon Ave	Sunset Blvd	0.23	Neighborhood	BFS	Central/South
Bellevue Ave	Echo Park Ave	E Kensington Rd	0.49	Neighborhood	Lane: Future	Central/South
Belmont Ave	Bellevue Ave	200 ft south of Bellevue Ave	0.04	Neighborhood	BFS	Central/South
Beloit Ave	La Grange Ave	Olympic Blvd	0.24	Neighborhood	BFS	West/Central
Benedict Canyon Dr	City Limits	Philbert Dr	0.96	Neighborhood	BFS	West/Central
Berendo St	San Marino St	12th St	0.37	Neighborhood	BFS	Central/South
Berendo St	15th St	Venice Blvd	0.09	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Backbone

Bergamo Dr	Noeline Ave	Clear Valley Dr	0.13	Neighborhood	BFS	Valley
Berkeley Ave	Allesandro St	Lake Shore Ave	0.20	Neighborhood	BFS	Central/South
Berkeley Dr	Oxford Ave	Thatcher Ave	0.05	Neighborhood	BFS	West/Central
Beverly Bl	San Vicente Bl	La Brea Ave	1.93	Backbone	Lane: Future	Central/South
Beverly Bl	N La Brea Ave	Westmoreland Ave	3.22	Backbone	Lane: Future	Central/South
Beverly Bl	Westmoreland Ave	Rampart Bl	0.82	Backbone	Lane: Future	Central/South
Beverly Bl	Rampart Bl	Glendale Bl	1.11	Backbone	Lane: Future	Central/South
Beverly Dr	Alcott St	Monte Mar Dr	0.34	Neighborhood	BFS	West/Central
Beverly Glen Bl	Ventura Bl	Santa Monica Bl	7.70	Backbone	Lane: Future	West/Central
Beverlywood St	Mcconnell Dr	Castle Heights Ave	0.22	Neighborhood	BFS	West/Central
Beverwil Dr	Horner St	Castle Heights Ave	0.36	Neighborhood	BFS	West/Central
Beverwil Dr	Castle Heights Ave	Kincardine Ave	0.74	Neighborhood	BFS	West/Central
Beverwil Dr	Beverly Hills City Limits	Cashio	0.33	Backbone	Lane: Future	West/Central
Beverwil Dr	Cashio	Horner St	0.08	Neighborhood	Lane: Future	
Big Tujunga Canyon Rd	Oro Vista Ave	Mt Gleason Ave	1.02	Backbone	BFS	Valley
Big Tujunga Canyon Rd	Mt Gleason Ave	Limit	1.37	Backbone	BFS	Valley
Blinn Ave	100' S/O East Lomita Blvd	Opp St	1.12	Neighborhood	BFS	Harbor
Bluff Creek Dr	Centinela Ave	Westlawn Ave (Lincoln Bl -	0.88	Neighborhood	Lane: Future	West/Central
Bluff Creek Dr	Westlawn Ave	Dawn Creek	0.49	Neighborhood	Lane: Future	West/Central
Bluff Creek Dr	Lincoln Bl	Dawn Creek	0.59	Neighborhood	Lane: Existing	West/Central
Bluff Trail Road	Coastal View Dr	Lincoln Blvd	0.14	Neighborhood	BFS	West/Central
Bonaparte Ave	Alla Rd	Mcconnell Ave	0.27	Neighborhood	BFS	West/Central
Bonner Ave	Burbank Ave	Cumpston St	0.15	Neighborhood	BFS	Valley
Bonnie Brae St	Sunset Blvd	Kent St	0.30	Neighborhood	BFS	Central/South
Bonnie Brae St	Kent St	Bellevue Ave	0.14	Neighborhood	BFS	Central/South
Bonnie Brae St	Bellevue Ave	11th St	1.76	Neighborhood	BFS	Central/South
Braddock Dr	Culver Blvd	City Limits	1.44	Neighborhood	BFS	West/Central
Bradford Pl	Cascade Canyon Dr	Signature Dr	1.23	Neighborhood	BFS	Valley
Branden St	Lobdell Pl	Effie St	0.04	Neighborhood	BFS	Central/South
Bringham Ave	Montana Ave	San Vicente Blvd	0.27	Neighborhood	BFS	West/Central

2010 Bicycle Plan: Backbone

Broadway	Colorado	To City Limits (Wilson)	0.34	Backbone	Lane: Future	Central/South
Broadway	117th St	120th St	0.25	Backbone	BFS	Harbor
Broadway Ave N	Mission Rd	Avenue 18	1.93	Backbone	Route: Deleted	Central/South
Broadway Ave N	Avenue 18	Cesar E Chavez Ave	0.69	Backbone	Route: Existing	Central/South
Broadway Ave N	Avenue 18	Cesar E Chavez Ave	0.69	Backbone	Lane: Future	Central/South
Broadway Ave S	Broadway Pl/40th St	Imperial Hwy	5.42	Backbone	Route: Existing	Central/South
Broadway Ave S	Broadway Pl/40th St	Imperial Hwy	5.42	Backbone	Lane: Future	Central/South
Broadway Ave S	Imperial Hwy	117th St	0.25	Backbone	Lane: Future	Harbor
Broadway Pl	Main St/36th St	158 ft S/O 40th St	0.45	Backbone	Route: Existing	Central/South
Broadway Pl	Main St/36th St	158 ft S/O 40th St	0.53	Backbone	Lane: Future	Central/South
Bronson Ave	Rosewood Ave	Elmwood Ave	0.03	Neighborhood	BFS	Central/South
Bronson Ave	Carlos Ave	166 Ft north of 101 Fwy	0.06	Neighborhood	BFS	Central/South
Bronson Ave	Lexington Ave	Lexington Ave	0.01	Neighborhood	BFS	Central/South
Bronson Ave	Country Club Dr	Country Club Dr	0.06	Neighborhood	BFS	Central/South
Bronson Ave	Fountain Ave	La Mirada Ave	0.05	Neighborhood	Lane: Future	Central/South
Brunswick Ave	Goodwin Ave	Glendale Blvd	1.43	Neighborhood	BFS	Central/South
Bryant St	Variel Ave	Independence Ave	0.13	Neighborhood	BFS	Valley
Buckingham Road	Adams Blvd	Santa Rosalia Dr	1.46	Neighborhood	BFS	Central/South
Budlong Ave	Washington Blvd	36th Pl	1.25	Neighborhood	BFS	Central/South
Budlong Ave	Exposition Blvd	47th St	1.22	Neighborhood	BFS	Central/South
Budlong Ave	48th St	67th St	1.45	Neighborhood	BFS	Central/South
Budlong Ave	67th St	76th St	0.52	Neighborhood	BFS	Central/South
Budlong Ave	79th St	195ft s/o Manchester Ave	0.54	Neighborhood	BFS	Central/South
Bundy Dr	San Vicente Bl	Stanwood Pl	3.20	Backbone	Lane: Future	West/Central
Burbank	Sepulveda	Van Nuys	1.00	Backbone	Lane: Future	Valley
Burbank	Ventura	Balboa	2.42	Neighborhood	BFS	Valley
Burbank Bl	Valerie Ave	Platt Ave	0.82	Neighborhood	Lane: Existing	Valley
Burbank Bl	Tujunga Ave	Vineland Ave	0.50	Neighborhood	Route: Future	Valley
Burkshire Ave	Radio Dr	National Blvd	0.25	Neighborhood	BFS	West/Central
Burton Way	Doheny Dr	San Vicente	0.75	Backbone	Lane: Future	Central/South

2010 Bicycle Plan: Backbone

Butler Ave	Ohio Ave	Santa Monica Bl	0.10	Backbone	Lane: Future	West/Central
C St	Figueroa St	Eubank Ave	1.42	Neighborhood	BFS	Harbor
Cabrillo Ave	Sepulveda St	26th St	1.72	Neighborhood	BFS	Harbor
Cadillac Ave	Robertson Blvd	La Cienega Blvd	0.63	Neighborhood	BFS	West/Central
Cahuenga	Cole	Yucca	0.56	Neighborhood	Lane: Future	Central/South
Cahuenga Bl	Victory Bl	LA River	2.96	Backbone	Lane: Future	Valley
Cahuenga Bl E	Mullholland Dr	Yucca St	1.60	Backbone	Lane: Future	Central/South
Cahuenga Bl W	Lankershim Bl	Highland Ave	2.42	Backbone	Lane: Future	Central/South
Calabasas Road	Valley Circle Bl	El Canon Ave	0.14	Neighborhood	Lane: Existing	Valley
Caldus Ave	Valerio St	Encino Ave	0.11	Neighborhood	BFS	Valley
California Ave	7th Ave	Oakwood Ave	0.05	Neighborhood	BFS	West/Central
Camarillo Pl	Camarillo St	Burbank City Limits	0.12	Backbone	Lane: Future	Valley
Camarillo St	Tujunga Ave	Vineland Ave	0.50	Backbone	Route: Future	Valley
Camarillo St	Lankershim Bl	Camarillo Pl	0.95	Backbone	Lane: Future	Valley
Campus Rd	Alumni Ave	Stratford Rd	0.00	Backbone	Route: Existing	Central/South
Campus Road	Escarpa Dr/Campus Rd	York Blvd	0.95	Neighborhood	BFS	Central/South
Canoga Ave	Lassen St	Devonshire St	0.50	Backbone	Lane: Existing	Valley
Capistrano Ave	Hatteras St	Clarendon St	0.48	Neighborhood	Route: Existing	Valley
Capistrano Way	Wilshire Blvd	Warner Dr	0.07	Neighborhood	BFS	Central/South
Cardiff Ave	Airdrome St	Monte Mar Dr	0.06	Neighborhood	BFS	West/Central
Carlos Ave	Vista Del Mar Ave	Gower St	0.26	Neighborhood	BFS	Central/South
Carlos Ave	Gower St	Bronson Ave	0.08	Neighborhood	BFS	Central/South
Carrillo Dr	San Vicente Blvd	Olympic Blvd	0.17	Neighborhood	BFS	Central/South
Cascade Canyon Dr	Sesnon Blvd	Bradford Pl	0.31	Neighborhood	BFS	Valley
Cashio St	Roxbury Dr	Beverly Dr	0.36	Neighborhood	BFS	West/Central
Cashio St	Beverly Dr	Crescent Heights	1.21	Neighborhood	BFS	West/Central
Castle Heights Ave	Kincardine Ave	National Blvd	0.32	Neighborhood	BFS	West/Central
Castle Heights Ave	Beverwil Dr	Cattaraugus Ave	0.65	Neighborhood	BFS	West/Central
Catalina St	4th St	4th St	0.01	Neighborhood	BFS	Central/South
Catalina St	7th St	San Marino St	0.36	Neighborhood	BFS	Central/South

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Catalina St	12th St	15th St	0.25	Neighborhood	BFS	Central/South
Catalina St	36th Pl	Exposition Blvd	0.27	Neighborhood	BFS	Central/South
Catalina St	Venice Blvd	Washington Blvd	0.29	Neighborhood	BFS	Central/South
Cattaraugus Ave	Castle Heights Ave	City Limits	1.04	Neighborhood	BFS	West/Central
Cedros Ave	Plummer St	Roscoe Blvd	1.46	Neighborhood	BFS	Valley
Cedros Ave	Kittridge St	140' N/O 101 Frwy	2.22	Neighborhood	BFS	Valley
Centinela Ave	Inglewood Blvd	Blvd	0.56	Neighborhood	BFS	West/Central
Centinela Ave	Stanwood Pl	Mitchell Ave	1.26	Backbone	Lane: Future	West/Central
Centinela Ave	126' S/O Washinton Bl	Ballona Creek	0.96	Neighborhood	Lane: Future	West/Central
Central Ave	1st St	63rd St	4.88	Backbone	Lane: Future	Central/South
Central Ave	63rd St	20' N/O Gage Ave	0.03	Backbone	Route: Future	Central/South
Central Ave	Gage Ave	Century Bl	2.55	Backbone	Lane: Future	Central/South
Central Ave	Century Bl	Imperial Hwy	1.11	Backbone	Lane: Existing	Central/South
Central Ave	Imperial Hwy	230' S/O 120th St	0.44	Backbone	Lane: Future	Central/South
Century	Success Ave	Compton Ave	0.17	Backbone	Lane: Future	Central/South
Century	Vicksburg	Airport Terminal 1	0.33	Backbone	Lane: Future	West/Central
Century Bl	Van Ness Ave	S Western Ave	0.50	Backbone	Lane: Future	Central/South
Century Bl	Clovis Ave	Central Ave	0.14	Backbone	Route: Existing	Central/South
Century Bl	Compton Ave	Grape Street	0.93	Backbone	Lane: Future	Central/South
Cerro Gordo St	Echo Park Ave	Lake Shore Ave	0.26	Neighborhood	BFS	Central/South
Cesar E Chavez Ave	Figueroa St	Indiana Street	3.49	Backbone	Lane: Future	Central/South
Chalon Road	Roscomare Rd	Bellagio Rd	0.17	Neighborhood	BFS	West/Central
Chandler	Van Nuys	Orange Line Bicycle Path	1.88	Backbone	Lane: Future	Valley
Chandler Bl	Van Nuys Bl	Woodman Ave	1.06	Backbone	Lane: Existing	Valley
Chandler Bl	Woodman Ave	Ethel Avenue	0.75	Backbone	Route: Existing	Valley
Chandler Bl	Ethel Avenue	Vineland Ave	2.74	Backbone	Lane: Existing	Valley
Channel Rd/Entrada Dr	Pacific Coast Highway	152 ft nw/o Adelaide Dr	0.85	Neighborhood	BFS	West LA
Channel St	Gaffey St	John S Gibson Bl	0.10	Backbone	Lane: Future	Harbor
Charlotte St	Cornwell St	Soto St	0.14	Backbone	Route: Future	Central/South
Charnock Road	Military Ave	Military Ave	0.02	Neighborhood	BFS	West/Central

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Charnock Road	Kelton Ave	Midvale	0.06	Neighborhood	BFS	West/Central
Chase St	Sale Ave	Remmet Ave	1.09	Neighborhood	BFS	Valley
Chase St	International Ave	Louise Ave	5.14	Neighborhood	BFS	Valley
Chase St	Havenhurst Ave	Sandusky Ave	4.10	Neighborhood	BFS	Valley
Chatsworth St	Corbin Ave	Arleta Ave	6.62	Neighborhood	Route: Future	Valley
Chelsea St	Soto St	Murchison St	0.19	Neighborhood	BFS	Central/South
Cherokee Ave	Sunset Blvd	De Longpre Ave	0.13	Neighborhood	BFS	Central/South
Chick Hearn Ct	11th St	11th St	0.30	Neighborhood	BFS	Central/South
Church Lane	Sepulveda Blvd	Waterford St	1.16	Neighborhood	BFS	West/Central
Cimarron St	Adams Blvd	Jefferson Blvd	0.49	Neighborhood	BFS	Central/South
Cimarron St	67th St	67th St	0.02	Neighborhood	BFS	Central/South
Cimarron St	Van Ness Ave	96th St	0.30	Neighborhood	BFS	Central/South
Claire Ave	Mayall St	Mayall St	0.02	Neighborhood	BFS	Valley
Clarendon St	Sale St	Capistrano Ave	0.13	Neighborhood	Route: Existing	Valley
Clear Valley Dr	Bergamo Dr	High Valley Rd	0.48	Neighborhood	BFS	Valley
Cleland Ave	Division St	El Paso Dr	0.74	Neighborhood	BFS	Central/South
Cloverdale Ave	Entrance	Sanchez Dr	0.57	Neighborhood	BFS	Central/South
Clovis Ave	95th St	Colden Ave	0.07	Neighborhood	BFS	Central/South
Clovis Ave	98th St	Century Bl	0.13	Backbone	Route: Existing	Central/South
Club Dr	Forrester Dr	Mcconnell Pl	0.06	Neighborhood	BFS	West/Central
Club View Dr	Comstock Ave	Santa Monica Blvd	0.59	Neighborhood	BFS	West/Central
Clybourn Ave	Stonehurst Ave	Stonehurst Ave	0.40	Neighborhood	BFS	Valley
Clybourn Ave	Stonehurst Ave	Stonehurst Ave	0.33	Neighborhood	BFS	Valley
Clybourn Ave	Victory Blvd	Magnolia Blvd	1.37	Neighborhood	BFS	Valley
Clybourn Ave	Forman Ave	Huston St	0.09	Neighborhood	BFS	Valley
Clyde Ave	Rodeo Rd	Coliseum St	0.18	Neighborhood	BFS	Central/South
Coastal View Dr	Shore Cliff Dr	Bluff Trail Rd	0.18	Neighborhood	BFS	West/Central
Cochran	6th	Venice	1.44	Backbone	Lane: Future	Central/South
Cochran Ave	3rd St	6th St	0.29	Neighborhood	BFS	Central/South
Cochran Ave	Saturn St	Pickford St	0.13	Neighborhood	BFS	Central/South

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Colden Ave	Vermont Ave	Broadway	0.76	Neighborhood	BFS	Central/South
Colden Ave	Broadway	Clovis Ave	1.26	Neighborhood	BFS	Central/South
Coldwater Canyon Ave	Willard St	Bellaire Ave	0.03	Neighborhood	BFS	Valley
Coldwater Canyon Ave	Maxwell Fire Rd	Mullholland Dr	0.10	Neighborhood	BFS	Valley
Cole	Melrose	Cahuenga	0.85	Neighborhood	Lane: Future	Central/South
Colfax Ave	Victory Blvd	Chandler Blvd	1.26	Neighborhood	BFS	Valley
Colfax Ave	Chandler Bl	Acama St	1.57	Neighborhood	Lane: Existing	Valley
Colfax Ave	Acama St	Ventura Bl	0.30	Backbone	Lane: Future	Valley
Colgate	Orlando	La Jolla	0.36	Neighborhood	BFS	Central/South
Colgate Ave	La Jolla Ave	Ogden Dr	0.46	Neighborhood	BFS	Central/South
Coliseum St	Genesee Ave	Clyde Ave	0.12	Neighborhood	BFS	Central/South
Coliseum St	Clyde Ave	Santa Rosalia Dr	1.34	Neighborhood	BFS	Central/South
Coliseum St	Santa Rosalia Dr	Rodeo Dr	1.32	Neighborhood	BFS	Central/South
College St	Beaudry Ave	Figueroa Ter	0.18	Neighborhood	BFS	Central/South
College St	Broadway	Main St	0.19	Neighborhood	Route: Future	Central/South
Collis Ave	South Pasadena	Huntington Dr	1.20	Neighborhood	Lane: Future	Central/South
Colorado Bl	200' E/O Lincoln Avenue	Avenue 64	2.96	Backbone	Route: Existing	Central/South
Colorado Bl	200' E/O Lincoln Avenue	Avenue 64	2.96	Backbone	Lane: Future	Central/South
Commodore Sloat Dr	Hayes Dr	Carrillo Dr	0.09	Neighborhood	BFS	Central/South
Commonwealth	4th	6th	0.20	Neighborhood	BFS	Central/South
Commonwealth Ave	Los Feliz Blvd	Price St	0.22	Neighborhood	BFS	Central/South
Commonwealth Ave	Council St	4th St	0.57	Neighborhood	BFS	Central/South
Compton Ave	Century Bl	103rd St	0.17	Neighborhood	Lane: Future	Central/South
Comstock Ave	Hilgard Ave	Club View Dr	1.09	Neighborhood	BFS	West/Central
Copa De Oro Road	Sunset Blvd	Bellagio Road	0.29	Neighborhood	BFS	West/Central
Corbin Ave	Santa Rosa Dr	Devonshire St	1.52	Neighborhood	BFS	Valley
Corbin Ave	Mason Ave	Rinaldi St	1.37	Neighborhood	Lane: Existing	Valley
Corbin Ave	Runnymede St	Valerio St	0.08	Neighborhood	Route: Future	Valley
Corinth Ave	Tennessee Ave	Pico Blvd	0.12	Neighborhood	BFS	West/Central
Cornwell St	Zonal Ave	Charlotte St	0.13	Neighborhood	Route: Future	Central/South

2010 Bicycle Plan: Backbone

Coronado St	Montana St	Plata St	0.75	Neighborhood	BFS	Central/South
Cotner Ave	La Grange Ave	Olympic Blvd	0.23	Neighborhood	BFS	West/Central
Cotner Ave	Olympic Blvd	Tennessee Ave	0.13	Neighborhood	BFS	West/Central
Council St	Commonwealth Ave	Hoover St	0.11	Neighborhood	BFS	Central/South
Council St	Hoover St	Robinson St	0.06	Neighborhood	BFS	Central/South
Country Club Dr	Lucerne Blvd	Bronson Ave	0.36	Neighborhood	BFS	Central/South
Country Club Dr	Bronson Ave	Manhattan Pl	0.79	Neighborhood	BFS	Central/South
Court St	East Edgeware Road	Toluca St	0.03	Neighborhood	BFS	Central/South
Creed Ave	43rd St	Martin Luther King Jr Blvd	0.48	Neighborhood	BFS	Central/South
Crenshaw Bl	Wilshire Bl	79th St	6.91	Backbone	Lane: Future	Central/South
Crescent Heights Blvd	Olympic Blvd	18th St	1.06	Neighborhood	BFS	Central/South
Croft Ave	City Limits	Willoughby Ave	0.19	Neighborhood	BFS	Central/South
Crystal Springs Dr	Griffith Park Dr	Los Feliz Bl	1.52	Neighborhood	Route: Existing	Central/South
Crystal Springs Dr	N Zoo Dr	Griffith Park Dr	1.21	Backbone	Route: Existing	Central/South
Crystal Springs Dr	N Zoo Dr	Griffith Park Dr	1.21	Backbone	Lane: Future	Central/South
Culver Bl	Trolley Way	Nicholson St	0.30	Backbone	Route: Existing	West/Central
Culver Blvd	McConnell Ave	Braddock Dr	0.03	Neighborhood	BFS	West/Central
Culver Blvd	Trolleyway	Pershing Dr	0.41	Neighborhood	BFS	West/Central
Cumpston St	Riverton Ave	Denny Ave	0.05	Neighborhood	BFS	Valley
Cumpston St	Tujunga Ave	Vineland Ave	0.50	Neighborhood	BFS	Valley
Curson Ave	8th St	Pickford St	1.00	Neighborhood	BFS	Central/South
Curson Ave	Pickford St	Airdrome St	0.17	Neighborhood	BFS	Central/South
Cypress Ave	Pepper Ave	Figueroa St	0.41	Backbone	Route: Existing	Central/South
Cypress Ave	Verdugo Rd.	Pepper Ave	1.28	Backbone	Lane: Existing	Central/South
Cypress Ave	Pepper Ave	Gay St	0.14	Backbone	Lane: Future	Central/South
Cypress Ave	Gay St	Arroyo Seco	0.34	Backbone	Lane: Future	Central/South
Daly St	Avenue 26	Mission Rd	1.11	Backbone	Lane: Future	Central/South
Darwin Ave	5 N Exit	Thomas St	0.62	Neighborhood	BFS	Central/South
Davana Ter	Hazeltine Ave	Murietta Ave	0.07	Neighborhood	BFS	Valley
Day St	Haines Canyon Ave	Haines Canyon Ave	0.07	Neighborhood	BFS	Valley

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De Longpre Ave	Cherokee Ave	Las Palmas Ave	0.06	Neighborhood	BFS	Central/South
De Longpre Ave	El Centro Ave	Gower St	0.08	Neighborhood	BFS	Central/South
De Soto Ave	Sherman Way	Victory Bl	1.37	Backbone	Route: Existing	Valley
De Soto Ave	Browns Canyon Rd	Victory Bl	5.97	Backbone	Lane: Future	Valley
De Soto Ave	Victory Bl	Burbank Bl	1.09	Backbone	Lane: Existing	Valley
De Soto Ave	Burbank Bl	Ventura Bl	0.38	Backbone	Lane: Future	Valley
Degnan Blvd	Exposition Blvd	43rd St	1.10	Neighborhood	BFS	Central/South
Del Amo	Western	Hamilton	0.75	Backbone	Lane: Future	Harbor
Del Valle Dr	McCarthy Vista	Fairfax Ave	0.27	Neighborhood	BFS	Central/South
Dell Ave	Mildred Ave	Washington Blvd	0.49	Neighborhood	BFS	West/Central
Denker Ave	39th St	Century Blvd	6.77	Neighborhood	BFS	Central/South
Denny Ave	Cumpston St	Chandler Blvd	0.09	Neighborhood	BFS	Valley
Densmore Ave	Valley Vista Blvd	Woodvale Rd	0.14	Neighborhood	BFS	Valley
Devonshire St	Valley Circle Blvd	Topanga Canyon Rd	0.37	Neighborhood	BFS	Valley
Devonshire St	Topanga Canyon Bl	Reseda Bl	4.00	Backbone	Lane: Existing	Valley
Devonshire St	Reseda Bl	Hayvenhurst Ave	2.44	Backbone	Lane: Future	Valley
Devonshire St	Haybenhurst	Haskell	1.00	Backbone	Lane: Future	Valley
Devonshire St	Haskell Ave	Woodman Ave	1.23	Backbone	Lane: Future	Valley
Dewey St	23rd (City Limit)	Walgrove Ave	0.08	Neighborhood	BFS	West/Central
Dickens St	Libbit Ave	Woodley Ave	0.25	Neighborhood	BFS	Valley
Division St	Cypress Ave	Cleland Ave	1.09	Neighborhood	BFS	Central/South
Dix St	Vista Del Mar Ave	Argyle Ave	0.07	Neighborhood	BFS	Central/South
Dockweiler St	Rimpau Blvd	West Blvd	0.18	Neighborhood	BFS	Central/South
Don Lorenzo Dr	La Brea Ave	Don Miguel Dr	0.06	Neighborhood	BFS	Central/South
Don Miguel Dr	Don Lorenzo Dr	Stocker St	0.70	Neighborhood	BFS	Central/South
Douglas St	Elysian Park Dr	East Kensington Road	0.29	Neighborhood	BFS	Central/South
Dronfield Ave	Foothill Blvd	City Limits	1.86	Neighborhood	BFS	Valley
Dronfield Ave	City Limits	Pierce St	1.35	Neighborhood	BFS	Valley
Dronfield Ave	Pierce St	Terra Bella St	0.27	Neighborhood	BFS	Valley
Duane St	Allesandro St	Alvarado St	0.14	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Backbone

Dumetz Road	San Feliciano Dr	Wells Dr	1.22	Neighborhood	BFS	Valley
Dunbarton Ave	Altamor Dr	77th St	0.26	Neighborhood	BFS	West/Central
Eagle Rock Bl	Colorado Bl	Westdale Ave	0.70	Backbone	Lane: Future	Central/South
Eagle Rock Bl	Westdale Ave	Verdugo Rd.	1.22	Backbone	Lane: Existing	Central/South
Eagle Rock Blvd	Hill Dr	Colorado Blvd	0.26	Neighborhood	BFS	Central/South
Eagle Rock Vista Dr	Colorado	Figueroa	0.75	Neighborhood	BFS	Central/South
Eagle Vista Dr	Hill Dr	Figueroa St	0.50	Neighborhood	BFS	Central/South
East Edgeware Road	Bellevue Ave	Court St	0.29	Neighborhood	BFS	Central/South
East Kensington Road	Douglas St	Marlon Ave	0.34	Neighborhood	BFS	Central/South
Eastborne Ave	Warnall Ave	Club View Dr	0.13	Neighborhood	BFS	West/Central
Eccles St	Fallbrook Ave	Sale St	0.24	Neighborhood	BFS	Valley
Echo Park Ave	Cerro Gordo St	Bellevue Ave	1.76	Neighborhood	BFS	Central/South
Edgehill Dr	Adams Blvd	29th St	0.25	Neighborhood	BFS	Central/South
Edgemont St	Los Feliz Blvd	Lily Crest Ave	1.54	Neighborhood	BFS	Central/South
Edgemont St	Lily Crest Ave	Melrose Ave	0.31	Neighborhood	BFS	Central/South
Edgewood Pl	Redondo Blvd	Rimpau Blvd	0.74	Neighborhood	BFS	Central/South
Edgewood Pl	Queen Anne Pl	Lucerne Blvd	0.10	Neighborhood	BFS	Central/South
Edgewood Pl	Edgewood Pl	Cochran	0.46	Neighborhood	BFS	Central/South
Edinburgh	Rosewood	north of Romaine	0.59	Neighborhood	BFS	Central/South
Edinburgh Ave	Rosewood Ave	Colgate Ave	0.75	Neighborhood	BFS	Central/South
Effie St	Commonwealth Ave	Talmadge St	0.13	Neighborhood	BFS	Central/South
Effie St	Branden St	Lake Shore Ave	0.10	Neighborhood	BFS	Central/South
Egbert St	Polk St	Aults Ave	0.33	Neighborhood	BFS	Valley
El Centro Ave	Selma Ave	De Longpre Ave	0.25	Neighborhood	BFS	Central/South
El Oro Way	Signature Dr	Midwood	0.13	Neighborhood	BFS	Valley
El Paso Dr	Cleland Ave	Avenue 50	0.18	Neighborhood	BFS	Central/South
Elanita Dr	19th St	Patton Ave	0.36	Neighborhood	BFS	Harbor
Elden Ave	11th St	12th St	0.12	Neighborhood	BFS	Central/South
Eldridge Ave	Olive View Dr	Sayre St	0.74	Neighborhood	BFS	Valley
Eldridge Ave	Hubbard St	Maclay St	0.74	Neighborhood	BFS	Valley

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Eldridge Ave	Terra Bella St	Osborne Pl	0.57	Neighborhood	BFS	Valley
Eldridge Ave	Sayre St	Hubbard St	0.27	Neighborhood	Lane: Future	Valley
Ellenwood Dr	York Blvd	Hill Dr	1.45	Neighborhood	BFS	Central/South
Ellenwood Pl	Ellenwood Dr	Hill Dr	0.15	Neighborhood	BFS	Central/South
Elmwood Ave	Bronson Ave	Western Ave	0.50	Neighborhood	BFS	Central/South
Elysian Park Ave	Sunset Bl	Stadium Way	0.23	Backbone	Lane: Future	Central/South
Emerson Ave	77th St	Westchester Pkwy	1.19	Neighborhood	BFS	West/Central
Emily St	37th St	Paseo Del Mar	0.09	Neighborhood	BFS	Harbor
Empress Ave	Mooncrest Dr	Adlon Rd	0.03	Neighborhood	BFS	Valley
Enadia Way	Encino Ave	Andasol Ave	0.10	Neighborhood	BFS	Valley
Encino Ave	Chase St	Sherman Wy	1.54	Neighborhood	BFS	Valley
Encino Ave	Enadia Way	Victory Blvd	0.92	Neighborhood	BFS	Valley
Erwin St	Ranchito Ave	Ethel Ave	1.00	Neighborhood	BFS	Valley
Erwin St	Colfax Ave	Fair Ave	0.75	Neighborhood	BFS	Valley
Esperanza St	6th St	8th St	0.72	Neighborhood	BFS	Central/South
Estrella Ave	66th St	68th St	0.08	Neighborhood	BFS	Central/South
Estudillo Ave	Lanfranco St	6th St	0.07	Neighborhood	BFS	Central/South
Estudillo Ave	Lanfranco St	4th St	0.22	Neighborhood	BFS	Central/South
Ethel Ave	Erwin St	Chandler Blvd	1.00	Neighborhood	BFS	Valley
Etiwanda Ave	Chase St	340' N/O Victory Blvd	2.56	Neighborhood	BFS	Valley
Etiwanda Ave	Victory Blvd	Topham St	0.41	Neighborhood	BFS	Valley
Eubank Ave	Q St	Alameda St	1.59	Neighborhood	BFS	Harbor
Euclid Ave	4th St	8th St	0.97	Neighborhood	BFS	Central/South
Evergreen Ave	120' S/O 10 Frwy	Lafranco St	1.51	Neighborhood	BFS	Central/South
Exposition Bl	Vermont Ave	Figueroa St	0.53	Backbone	Lane: Future	Central/South
Exposition Bl	Palms Bl	Exposition Dr	0.52	Backbone	Lane: Future	West/Central
Exposition Bl	S. La Cienega Bl	Vermont Ave	4.69	Backbone	Lane: Future	West/Central
Fair Ave	Vanowen St	Kittridge St	0.26	Neighborhood	BFS	Valley
Fair Ave	Kittridge St	Burbank Blvd	1.24	Neighborhood	BFS	Valley
Fair Ave	Cumpston St	Chandler Blvd	0.13	Neighborhood	BFS	Valley

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Fairfax Ave	Hollywood Bl	Sunset Bl	0.23	Backbone	Lane: Future	Central/South
Fairfax Ave	Sunset Bl	Fountain Ave	0.24	Backbone	Lane: Future	Central/South
Fairfax Ave	Willoughby Ave	Melrose Ave	0.24	Backbone	Lane: Future	Central/South
Fairfax Ave	Melrose Ave	La Cienega Bl	3.96	Backbone	Lane: Future	Central/South
ROW	Adams Blvd	La Brea Ave	1.72	Neighborhood	BFS	Central/South
Fallbrook	Roscoe	Eccles	0.24	Backbone	Lane: Future	Valley
Fallbrook Ave	Nature Preserve	Eccles St	0.26	Neighborhood	BFS	Valley
Fallbrook Ave	Roscoe Bl	Ventura Rd.	3.68	Backbone	Lane: Existing	Valley
Farralone Ave	Nordhoff St	Gault St	2.58	Neighborhood	BFS	Valley
Farralone Ave	Oxnard St	Miranda St	0.25	Neighborhood	BFS	Valley
Federal Ave	Ohio Ave	Tennessee Ave	0.99	Neighborhood	BFS	West/Central
Federal Ave	Wilshire Bl	Texas Ave	0.21	Backbone	Route: Existing	West/Central
Federal Ave	Wilshire Bl	Ohio Ave	0.44	Neighborhood	Lane: Future	West/Central
Fenwick St	Sherman Grove Ave	Sherman Grove Ave	0.07	Neighborhood	BFS	Valley
Fern Dell Dr	Moco Ln	Los Feliz Blvd	0.53	Neighborhood	BFS	Central/South
Ferndale St	Harcourt Ave	Palm Grove Ave	0.12	Neighborhood	BFS	Central/South
Figueria St	82nd St	83rd St	0.01	Neighborhood	BFS	Central/South
Figueria St	42nd St	42nd St	0.02	Neighborhood	BFS	Central/South
Figueria St	47th St	48th St	0.09	Neighborhood	BFS	Central/South
Figueria St	66th St	67th	0.03	Neighborhood	BFS	Central/South
Figueria St N	Avenue 45	Avenue 43	0.24	Backbone	Route: Existing	Central/South
Figueria St N	Cypress	San Fernando Road	0.28	Backbone	Route: Existing	Central/South
Figueria St N	Colorado Bl	Avenue 26	4.87	Backbone	Lane: Future	Central/South
Figueria St N	Avenue 19	San Fernando Railway	0.05	Neighborhood	Lane: Future	
Figueria St S	Sunset Bl/Cesar Chavez Bl	101 Freeway	0.13	Backbone	Lane: Future	Central/South
Figueria St S	101 Freeway	Olympic Bl	1.46	Backbone	Lane: Future	Central/South
Figueria St S	Olympic Bl	State Dr	2.34	Backbone	Route: Existing	Central/South
Figueria St S	Olympic Bl	Exposition Bl	2.13	Backbone	Lane: Future	Central/South
Figueria St S	Lomita Bl	Harry Bridges Bl	2.13	Backbone	Route: Existing	Harbor
Figueria St S	2nd	Cesar Chavez	0.59	Backbone	Lane: Future	

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Finley Ave	Edgemont St	Talmadge St	0.76	Neighborhood	BFS	Central/South
First	Gardner	Hudson Pl	1.18	Neighborhood	BFS	Central/South
First	Orlando	Fairfax Ave	0.67	Neighborhood	BFS	Central/South
Fiume Wk	Sherman Oaks Ave	Sepulveda Blvd	0.05	Neighborhood	BFS	Valley
Fletcher Dr	Silver Ridge Ave	Riverside Dr/Camarillo St	0.19	Backbone	Route: Future	Central/South
Fletcher Dr	Riverside Dr	LA River	1.33	Backbone	Lane: Future	Central/South
Fletcher Dr	Larga Ave.	Avenue 36	1.14	Backbone	Lane: Future	Central/South
Florence Ave	Budlong Ave	Vermont Ave	0.25	Neighborhood	BFS	Central/South
Florence Ave	Budlong Ave	Central	2.27	Backbone	Lane: Future	Central/South
Florence Ave	West Bl	Budlong Ave	2.25	Backbone	Lane: Future	Central/South
Flower St	1st St	10 Freeway	1.81	Backbone	Lane: Future	Central/South
Flower St	10 Freeway	37th St	1.43	Backbone	Lane: Future	Central/South
Foothill	Balboa Blvd	Roxford	2.18	Backbone	Lane: Future	Valley
Foothill Bl	Roxford St	Orborne St	6.23	Backbone	Lane: Future	Valley
Foothill Bl	Osborn St	Wentworth St	3.02	Backbone	Lane: Future	Valley
Foothill Bl	Wentworth St	Glendale Bl	4.39	Backbone	Lane: Future	Valley
Foothill Pl	Foothill Bl	Foothill Bl	0.38	Backbone	Lane: Future	Valley
Forest Lawn Dr	Barham Bl	Zoo Dr	1.96	Backbone	Lane: Existing	Central/South
Forman Ave	Huston St	Valley Spring Ln	0.86	Neighborhood	BFS	Valley
Formosa Ave	West Hollywood City Limits	Beverly Blvd	0.88	Neighborhood	BFS	Central/South
Forrester Dr	Motor Ave	Club Dr	0.18	Neighborhood	BFS	West/Central
Fountain Ave	Myra Ave	Griffith Park Blvd	0.26	Neighborhood	BFS	Central/South
Fountain Ave	Wilcox Ave	Bronson Ave	1.75	Backbone	Route: Existing	Central/South
Fountain Ave	Fairfax Ave	Bronson Ave	2.50	Neighborhood	Lane: Future	Central/South
Fountain Ave	Van Ness Ave	Hoover St	1.79	Neighborhood	Lane: Future	Central/South
Fox St	Laurel Canyon Bl	Chatsworth St	0.73	Backbone	Lane: Future	Valley
Frampton Ave	240th St	Lomita Ave	0.67	Neighborhood	BFS	Harbor
Francisco St	Western Ave	Normandie Ave	0.58	Neighborhood	BFS	Harbor
Franklin Ave	Gardner St	La Brea Ave	0.40	Backbone	BFS	Central/South
Franklin Ave	Vermont Ave	St George St	0.76	Backbone	BFS	Central/South

2010 Bicycle Plan: Backbone

Franklin Ave	La Brea Ave	Highland Ave	0.44	Backbone	BFS	Central/South
Franklin Ave	Highland Ave	Vermont Ave	2.62	Neighborhood	BFS	Central/South
Franklin Canyon Dr	Mullholland Dr	Franklin Canyon Park	1.91	Neighborhood	BFS	Valley
Fries Ave	L St	L St	0.02	Neighborhood	BFS	Harbor
Frigate Ave	G St	G St	0.04	Neighborhood	BFS	Harbor
Front St	Pacific Ave	Harbor Fwy. N/B On-Ramp	0.46	Backbone	Lane: Existing	Harbor
Fryman Rd	Laurel Canyon Blvd	Maxwell Fire Rd	0.03	Neighborhood	BFS	Valley
Fullerfarm St	Zelzah Ave	White Oak Ave	0.20	Neighborhood	BFS	Valley
G St	Figueroa St	Alameda St	1.92	Neighborhood	BFS	Harbor
Gaffey St	22nd St	36th St	0.90	Backbone	BFS	Harbor
Gaffey St	Anaheim St	Channel St	1.99	Backbone	Lane: Existing	Harbor
Gaffey St	W. Channel St	22nd Street	2.08	Backbone	Route: Existing	Harbor
Gaffey St	W. Channel St	W. Summerland Ave	0.46	Backbone	Lane: Future	Harbor
Gaffey St	36th St	Shepard St	0.31	Backbone	Route: Future	Harbor
Gage Ave	Gramercy Pl	Gramercy Pl	0.01	Neighborhood	BFS	Central/South
Gardner St	Franklin Ave	Fountain Ave	0.62	Neighborhood	BFS	Central/South
Garthwaite Ave	11th Ave	Stocker Pl	0.31	Neighborhood	BFS	Central/South
Gateway Blvd	Pico Blvd	Granville Ave	0.54	Neighborhood	BFS	West/Central
Gault St	Farralone Ave	Glade Ave	0.13	Neighborhood	BFS	Valley
Gavina Ave	Hubbard	Pacoima Wash Path	0.48	Neighborhood	Lane: Future	Valley
Gayley Ave	Strathmore Dr	Le Conte Ave	0.32	Neighborhood	Route: Existing	West/Central
Gayley Ave	Veteran Ave	Strathmore Dr	0.40	Backbone	Route: Existing	West/Central
Gayley Ave	Strathmore Dr	Le Conte Ave	0.32	Neighborhood	Lane: Future	West/Central
Gayley Ave	Le Conte Ave	Weyburn	1.20	Neighborhood	Lane: Existing	West/Central
Gayley Ave	Weyburn Ave	Wilshire Bl	0.29	Neighborhood	Lane: Future	West/Central
Glade Ave	Gault St	Kittridge St	0.53	Neighborhood	BFS	Valley
Gladstone Ave	Polk St	Maclay St	1.68	Neighborhood	BFS	Valley
Glenbarr Ave	Lorenzo Pl	Motor Ave	0.26	Neighborhood	BFS	West/Central
Glencoe Ave	City Limits	Alla Rd	0.99	Neighborhood	BFS	West/Central
Glendale Bl	Riverside Dr	1st St	4.10	Backbone	Lane: Future	Central/South

2010 Bicycle Plan: Backbone

Glendale Bl	Glenfeliz Bl	Hyperion Ave	0.12	Backbone	Route: Future	Central/South
Glendale Bl	Hyperion Ave	Glendale Bl	0.15	Backbone	Route: Future	Central/South
Glendon Ave	Lindbrook Dr	Wellworth Ave	0.22	Neighborhood	Route: Existing	West/Central
Glenoaks Bl	Foothill Bl	San Fernando City Limits	2.41	Backbone	Lane: Future	Valley
Glenoaks Bl	San Fernando City Limits	Van Nuys Bl	1.07	Backbone	Lane: Future	Valley
Glenoaks Bl	Van Nuys Bl	Burbank City Limits	1.99	Backbone	Lane: Existing	Valley
Glenville Dr	Whitworth Dr	Alcott St	0.20	Neighborhood	BFS	West/Central
Goshen Ave	Gretna Green Way	Amherst Ave	0.03	Neighborhood	BFS	West/Central
Gower St	Scenic Ave	Primrose Ave	0.07	Neighborhood	BFS	Central/South
Gower St	Carlos Ave	Carlos Ave	0.01	Neighborhood	BFS	Central/South
Gower St	De Longpre Ave	Melrose Ave	0.88	Neighborhood	BFS	Central/South
Gramercy Pl	18th St	Adams Blvd	0.63	Neighborhood	BFS	Central/South
Gramercy Pl	Jefferson Blvd	54th St	2.23	Neighborhood	BFS	Central/South
Gramercy Pl	54th St	Slauson Ave	0.28	Neighborhood	BFS	Central/South
Gramercy Pl	62nd St	Gage Ave	1.53	Neighborhood	BFS	Central/South
Gramercy Pl	Ruthelen St	89th St	0.22	Neighborhood	BFS	Central/South
Gramercy Pl	Gage Ave	Ruthelen St	0.10	Neighborhood	BFS	Central/South
Gramercy Pl	89th St	96th St	0.50	Neighborhood	BFS	Central/South
Gramercy Pl	76th St	76th St	0.03	Backbone	Route: Existing	Central/South
Grand Ave	Washington Blvd	110 Fwy	1.52	Neighborhood	Lane: Future	Central/South
Grand Ave	170' N/O Oliver St	24th St	1.72	Neighborhood	BFS	Harbor
Grand Ave	Vista Del Mar	Loma Vista St	0.39	Backbone	Lane: Existing	Harbor
Grand Blvd	Main St	Venice Blvd	0.40	Neighborhood	BFS	West/Central
Grand View Bl	Palms Bl	Venice Bl	0.56	Neighborhood	Lane: Existing	West/Central
Grand View Blvd	Venice Blvd	Washington Pl	0.36	Neighborhood	BFS	West/Central
Granville Ave	Gateway Blvd	Radio Dr	0.07	Neighborhood	BFS	West/Central
Greenleaf St	Saugus Ave	Hazeltine Ave	1.56	Neighborhood	BFS	Valley
Gregory Way	City Limits	Schumacher Dr	0.03	Neighborhood	BFS	Central/South
Gregory Way	Bedford St	Le Doux Rd	0.17	Neighborhood	BFS	West/Central
Gretna Green Way	Montana Ave	Goshen Ave	0.44	Neighborhood	BFS	West/Central

2010 Bicycle Plan: Backbone

Griffin Ave	Avenue 43	Mission Rd	2.21	Neighborhood	BFS	Central/South
Griffin Ave	Avenue 43	Mission Rd	2.21	Backbone	Route: Existing	Central/South
Griffith Ave	14th St	Martin Luther King Jr Blvd	1.52	Neighborhood	BFS	Central/South
Griffith Park Bl	Los Feliz Bl	Griffith Park Bl	0.01	Backbone	Lane: Future	Central/South
Griffith Park Bl	Los Feliz Bl	Lucile Ave	1.74	Backbone	Lane: Existing	Central/South
Griffith Park Dr	Griffith Park Dr	Los Feliz Bl	1.56	Backbone	Route: Existing	Central/South
Griffith Park Dr	Griffith Park Dr	Griffith Park Dr	1.27	Backbone	Lane: Future	Central/South
Gulana Ave	83rd St	79th St	0.04	Neighborhood	BFS	West/Central
Entrance	Entrance	Cloverdale Ave	0.08	Neighborhood	BFS	Central/South
Haines Canyon Ave	Apperson St	Day St	0.17	Neighborhood	BFS	Valley
Haines Canyon Ave	Day St	Tujunga Canyon Blvd	0.26	Neighborhood	BFS	Valley
Hamilton Ave	Gaffey St	Gaffey St	0.02	Backbone	BFS	Harbor
Hamilton Ave	27th St	26th St	0.19	Neighborhood	BFS	Harbor
Hammack St	Randall St	Inglewood Blvd	0.17	Neighborhood	BFS	West/Central
Harbor Bl	Harbor Fwy. N/B On-Ramp	22nd St	1.68	Backbone	Lane: Existing	Central/South
Harborgate Way	190th St	Francisco St	0.58	Neighborhood	BFS	Harbor
Harcourt Ave	21st St	Hickory St	0.51	Neighborhood	BFS	Central/South
Harcourt Ave	Hickory St	Westhaven St	0.25	Neighborhood	BFS	Central/South
Harcourt Ave	Jefferson Bl	Exposition Bl	0.07	Neighborhood	Route: Future	Central/South
Harry Bridges Bl	Figueroa St	Alameda St	1.32	Backbone	Lane: Future	Harbor
Hart St	Mason Ave	Balboa Blvd	4.49	Neighborhood	BFS	Valley
Hart St	Hazeltine Ave	Varna Ave	0.81	Neighborhood	BFS	Valley
Hart St	350' W/O Laurelgrove Ave	Farmdale Ave	1.19	Neighborhood	BFS	Valley
Harvard Blvd	4th St	11th St	1.13	Neighborhood	BFS	Central/South
Harvard Blvd	Franklin Ave	Hollywood Blvd	0.25	Neighborhood	BFS	Central/South
Harvard Blvd	61st St	62nd St	0.09	Neighborhood	BFS	Central/South
Hatteras St	Manton Ave	Capistrano Ave	1.40	Neighborhood	Route: Existing	Valley
Hauser Bl	3rd St	6th St	0.40	Neighborhood	Lane: Future	Central/South
Hauser Blvd	6th St	Jefferson Blvd	2.64	Neighborhood	BFS	Central/South
Hawthorn Ave	La Brea Ave	Highland Ave	0.35	Neighborhood	BFS	Central/South

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Hawthorn Ave	Curson	La Brea	0.59	Neighborhood	BFS	Central/South
Hayes Dr	Schumacher Dr	Commodore Sloat Dr	0.23	Neighborhood	BFS	Central/South
Haynes St	Encino Ave	Aldea Ave	0.38	Neighborhood	BFS	Valley
Hayvenhurst Ave	Adlon Rd	Libbit Ave	0.59	Neighborhood	BFS	Valley
Hayvenhurst Ave	Burbank Bl	100' N/O Hartsook St	0.13	Backbone	Route: Existing	Valley
Hayvenhurst Ave	101 Frwy	Libbit Ave	0.81	Neighborhood	Lane: Future	Valley
Hazeltine Ave	Valerio St	Davana Terrace	3.82	Neighborhood	BFS	Valley
Hazeltine Ave	Ventura Blvd	Davana Ter	0.24	Neighborhood	BFS	Valley
Heliotrope Dr	Santa Monica Blvd	Beverly Blvd	1.01	Neighborhood	BFS	Central/South
Herrick Ave	McQueen St	177ft South of Hubbard	2.70	Neighborhood	BFS	Valley
Herrick Ave	Brownell St	Pierce St	1.34	Neighborhood	BFS	Valley
Hickory St	Harcourt Ave	Vineyard Ave	0.12	Neighborhood	BFS	Central/South
High Valley Pl	High Valley Rd	Woodvale Rd	0.01	Neighborhood	BFS	Valley
High Valley Road	Clear Valley Dr	High Valley Pl	0.14	Neighborhood	BFS	Valley
Highland Ave	Cahuenga Bl	Pico Bl	4.52	Backbone	Lane: Future	Central/South
Highlander Rd	Elmsbury Ln	Platt Ave	1.06	Neighborhood	BFS	Valley
Hilgard Ave	Sunset Bl	Le Conte Ave	1.07	Neighborhood	Lane: Future	West/Central
Hill	4th	23rd	1.85	Neighborhood	Lane: Future	Central
Hill Dr	Avenue 60	City Limits	0.02	Neighborhood	Lane: Future	Central/South
Hillhurst Ave	Vermont Ave	Los Feliz Blvd	0.26	Neighborhood	BFS	Central/South
Hillhurst Ave	Finley Ave	Sunset Bl	0.64	Neighborhood	Lane: Future	Central/South
Hillsboro Ave	Monte Mar Dr	Robertson Blvd	0.53	Neighborhood	BFS	West/Central
Hindry Ave	Benjamin Ave	City Limits	0.37	Neighborhood	BFS	West/Central
Hobart Blvd	Hollywood Blvd	Fountain Ave	0.46	Neighborhood	BFS	Central/South
Hollywood Bl	Fairfax Ave	Hillhurst Ave	4.50	Backbone	Lane: Future	Central/South
Homeland Dr	Bldv	Crenshaw Blvd	0.03	Neighborhood	BFS	Central/South
Homer St	Montecito Heights Park	Avenue 43	0.22	Neighborhood	Route: Existing	Central/South
Honduras St	Vernon Ave	47th St	0.20	Neighborhood	BFS	Central/South
Hooper Ave	51st St	51st St	0.03	Neighborhood	BFS	Central/South
Hoover St	96th St	120th St	1.62	Neighborhood	Route: Existing	Central/South

2010 Bicycle Plan: Backbone

Hoover St	83rd St	82nd St	0.04	Neighborhood	BFS	Central/South
Hoover St	Santa Monica Blvd	Temple St	0.97	Neighborhood	BFS	Central/South
Hoover St	Council St	Council St	0.03	Neighborhood	BFS	Central/South
Hoover St	42nd St	42nd St	0.02	Neighborhood	BFS	Central/South
Hoover St	50th Pl	51st St	0.04	Neighborhood	BFS	Central/South
Hoover St	59th Pl	60th St	0.03	Neighborhood	BFS	Central/South
Hoover St	7th St	Venice Bl	1.11	Neighborhood	Lane: Future	Central/South
Hoover St	Santa Monica Bl	Myra Ave	0.01	Neighborhood	Lane: Future	Central/South
Hoover St	Martin Luther King Jr Bl	96th St	4.27	Neighborhood	Route: Existing	Central/South
Hoover St	Venice Bl	Jefferson Bl	1.38	Neighborhood	Lane: Existing	Central/South
Hoover St	120th St	Rosecrans Ave	1.50	Neighborhood	BFS	Harbor
Hope St	320' NE/O 6th St	Pico Blvd	0.93	Neighborhood	BFS	Central/South
Hope St	Venice Bl	Venice Bl	0.01	Backbone	Lane: Future	Central/South
Hubbard St	San Fernando Road	Laurel Canyon Road	0.62	Backbone	Lane: Future	Valley
Hubbard St	4th Street	Gavina	2.79	Backbone	Lane: Future	Valley
Hughes Ave	National Blvd	Washington Blvd	0.60	Neighborhood	BFS	West/Central
Humboldt St	Avenue 33	Avenue 19	0.72	Neighborhood	BFS	Central/South
Huntington Dr	Collis Ave	Huntington Dr	0.77	Backbone	BFS	Central/South
Huntington Dr	Monterey Rd	Soto St	0.60	Backbone	Lane: Future	Central/South
Huntington Dr	Collis Ave	450 ft. E/O Westmont Dr.	1.50	Backbone	Lane: Future	Central/South
Huston St	Forman Ave	Clybourn Ave	0.04	Neighborhood	BFS	Valley
Hyde Park Blvd	West Blvd	60th St	1.24	Neighborhood	BFS	Central/South
Hyperion	Greensward	Fountain	1.61	Backbone	Lane: Future	Central/South
Hyperion Ave	Tracy St	Tracy St	0.03	Neighborhood	BFS	Central/South
Idaho Ave	Wellesley Ave	Federal Ave	0.71	Neighborhood	BFS	West/Central
Ignatian Cir	Leavey Rd	Loyola Blvd	0.17	Neighborhood	BFS	West/Central
Imperial Hwy	Aviation	La Cienega	0.48	Backbone	Route: Existing	Harbor
Imperial Hwy	Vermont Ave	Mona Bl	3.56	Backbone	Lane: Future	Harbor
Imperial Hwy	Vista Del Mar	Pershing Dr	0.33	Backbone	Lane: Existing	West/Central
Imperial Hwy	2000 E' of Pershing Dr	Aviation Bl.	2.53	Backbone	Lane: Existing	West/Central

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Imperial Hwy	Aviation Bl	I-405 underpass	0.58	Backbone	Lane: Future	West/Central
Independence Ave	430' N/O Knapp St	Bryant St	1.06	Neighborhood	BFS	Valley
Independence Ave	Bryant St	Chase St	0.17	Neighborhood	BFS	Valley
Inglewood Blvd	National Blvd	Palms Blvd	0.70	Neighborhood	BFS	West/Central
Inglewood Blvd	Venice Blvd	City Limits	0.64	Neighborhood	BFS	West/Central
Inglewood Blvd	City Limits	Centinela Ave	1.37	Neighborhood	BFS	West/Central
Ingomar St	Valley Circle Bl	Platt Ave	0.59	Neighborhood	Lane: Existing	Valley
James M. Wood Blvd	Western Ave	Westmoreland Ave	1.15	Neighborhood	BFS	Central/South
Jefferson Bl	Clyde Ave	Harcourt Ave	1.03	Backbone	Lane: Future	Central/South
Jefferson Bl	Harcourt Ave	Central Ave	5.60	Backbone	Lane: Future	Central/South
Jefferson Blvd	St Andrews Pl	St Andrews Pl	0.01	Neighborhood	BFS	Central/South
Jefferson Blvd	Inglewood Blvd	Margaret Ave	0.12	Neighborhood	BFS	West/Central
Jeffries Ave	Cypress Ave	Avenue 26	0.24	Neighborhood	BFS	Central/South
Jenny Ave	Westchester	96th	0.25	Backbone	Lane: Future	West LA
Johanna Ave	McBroom St	Sunland Blvd	0.78	Neighborhood	BFS	Valley
John S Gibson Bl	Channel St	Figueroa St	1.38	Backbone	Lane: Existing	Harbor
June St	Waring Ave	Wilshire Blvd	1.62	Neighborhood	BFS	Central/South
Kalmia St	103rd St	Santa Ana Blvd	0.53	Neighborhood	BFS	Harbor
Kelton Ave	Rochester Ave	Massachusetts Ave	0.35	Neighborhood	BFS	West/Central
Kelton Ave	Rose Ave	Charnock Rd	0.36	Neighborhood	BFS	West/Central
Keniston Ave	Wilshire Blvd	9th St	0.21	Neighborhood	BFS	Central/South
Kent St	Rosemont Ave	Alvarado St	0.12	Neighborhood	BFS	Central/South
Kent St	Alvarado St	Bonnie Brae St	0.11	Neighborhood	BFS	Central/South
Kenya St	Vanalden Ave	San Fernando Mission Blvd.	0.56	Neighborhood	BFS	Valley
Kester	Kittridge	Ventura	2.62	Neighborhood	Lane: Future	Valley
Kester Ave	Raymer St	Keswick St	0.33	Neighborhood	BFS	Valley
Kester Ave	Ventura Blvd	Greenleaf St	0.18	Neighborhood	BFS	Valley
Kester Ave	Greenleaf St	Valley Vista Blvd	0.26	Neighborhood	BFS	Valley
Kester Ave	Saticoy St	Kittridge St	1.25	Neighborhood	Lane: Future	Valley
Kester Ave	Gilmore St	Gilmore St	0.005	Neighborhood	Lane: Future	Valley

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Kingsley Dr	519 ft NW of Ardmore Ave	Romaine St	0.10	Neighborhood	BFS	Central/South
Kittridge St	Glade Ave	Randi Ave	0.07	Neighborhood	BFS	Valley
Kittridge St	Quakertown Ave	Wilbur Ave	1.45	Neighborhood	BFS	Valley
Kittridge St	Kester Ave	Cedros Ave	0.25	Neighborhood	BFS	Valley
Kittridge St	Archwood St	Encino Ave	1.65	Neighborhood	BFS	Valley
Kittridge St	Atoll Ave	Rhodes Ave	0.94	Neighborhood	BFS	Valley
Kittridge St	Sepulveda Blvd	Kester Ave	0.50	Neighborhood	BFS	Valley
Kittridge St	Saint Claire Ave	Clybourn Ave	2.07	Neighborhood	BFS	Valley
Kittridge St	Cedros Ave	Matilija Ave	1.13	Neighborhood	BFS	Valley
Kittyhawk Ave	Thornburn St	Knowlton St	0.31	Neighborhood	BFS	West/Central
Knowlton St	Kittyhawk Ave	La Tijera Blvd	0.08	Neighborhood	BFS	West/Central
L St	Figueroa Pl	Blinn Ave	2.09	Neighborhood	BFS	Harbor
L St	Harbor Park Bike Path	Figueroa Pl.	1.38	Neighborhood	Lane: Existing	Harbor
La Brea Ave	Franklin Ave	Fountain Ave	0.66	Backbone	Lane: Future	Central/South
La Brea Ave	Romain Street	Olympic Bl	2.20	Backbone	Lane: Future	Central/South
La Brea Ave	Olympic Bl	Redondo Bl	0.03	Backbone	Route: Existing	Central/South
La Brea Ave	Jefferson Bl	Exposition Bl	0.06	Backbone	Lane: Future	Central/South
La Brea Ave	Rodeo Road	Stocker	1.73	Backbone	Lane: Future	Central/South
La Cienega Bl	Culver City City Limits	Jefferson Bl	0.24	Backbone	Lane: Future	West/Central
La Grange Ave	Bundy Dr	Beloit Ave	0.90	Neighborhood	BFS	West/Central
La Grange Ave	Cotner Ave	Prosser Ave	1.05	Neighborhood	BFS	West/Central
La Jolla Ave	Colgate Ave	Wilshire Blvd	0.42	Neighborhood	BFS	Central/South
La Mirada Ave	Bronson Ave	Van Ness Ave	0.13	Neighborhood	Lane: Future	Central/South
La Tijera Bl	Sepulveda Bl	La Cienega Bl.	2.14	Backbone	Lane: Future	Central/South
La Tijera Bl	64th Street	290' N/O 63rd Street	0.11	Backbone	Lane: Future	Central/South
La Tuna Canyon Road	Glenoaks Bl	Sunland Bl	0.25	Backbone	Lane: Future	Valley
La Tuna Canyon Road	Sunland Bl	700' E/O Elben Ave	1.85	Backbone	Lane: Existing	Valley
La Tuna Canyon Road	700' E/O of Elben Avenue	140' W/O Lowell Ave	3.76	Backbone	Lane: Future	Valley
Lake Shore Ave	Cerro Gordo St	Lobdell Pl	0.44	Neighborhood	BFS	Central/South
Lake Shore Ave	Effie St	Berkeley Ave	0.15	Neighborhood	BFS	Central/South

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Lake Shore Ave	Glendale Blvd	Montana Ave	0.07	Neighborhood	BFS	Central/South
Lanark St	Sepulveda Blvd	Ranchito Ave	1.84	Neighborhood	BFS	Valley
Lanfranco St	Lorena St	Estudillo Ave	0.12	Neighborhood	BFS	Central/South
Lankershim Bl	San Fernando Rd	Cahuenga Bl	7.04	Backbone	Lane: Future	Valley
Lapeer Dr	Alden Dr	City Limits	0.20	Neighborhood	BFS	West/Central
Larchmont Blvd	Melrose Ave	3rd St	1.00	Neighborhood	BFS	Central/South
Larga Ave	Glendale Blvd	Fletcher Dr	0.77	Neighborhood	BFS	Central/South
Las Flores	Sumner Ave	Eagle Rock Blvd	0.68	Neighborhood	BFS	Central/South
Las Flores	Maywood	Townsend Ave	0.60	Neighborhood	BFS	Central/South
Las Palmas Ave	Selma Ave	Sunset Blvd	0.12	Neighborhood	BFS	Central/South
Las Palmas Ave	De Longpre Ave	Waring Ave	0.75	Neighborhood	BFS	Central/South
Lassen St	Browns Canyon Wash	De Soto Ave	0.57	Neighborhood	Route: Existing	Valley
Laurel Ave	Selma Ave	City Limits	0.19	Neighborhood	BFS	Central/South
Laurel Canyon Bl	Polk St	Crestknoll	0.50	Neighborhood	Lane: Existing	Valley
Laurel Canyon Bl	Hubbard	Rinaldi	0.36	Backbone	Lane: Future	Valley
Laurel Canyon Bl	Rinaldi St	Peoria St	4.94	Backbone	Lane: Future	Valley
Laurel Canyon Bl	Kittridge St	Oxnard St	0.76	Backbone	Lane: Future	Valley
Laurel Canyon Bl	Riverside Dr	LA River	0.81	Backbone	Lane: Future	Valley
Laurel Canyon Blvd	Crestknoll Dr	Hubbard St	0.29	Neighborhood	BFS	Valley
Laurelgrove Ave	Addison St	Addison St	0.02	Neighborhood	BFS	Valley
Le Conte Ave	Levering Ave	Gayley Ave	0.05	Neighborhood	BFS	West/Central
Le Conte Ave	Hilard Ave	Malcolm Ave	0.13	Neighborhood	BFS	West/Central
Le Conte Ave	Gayley Ave	Hilgard Ave	0.41	Neighborhood	Lane: Existing	West/Central
Leadwell St	Oso Ave	Winnetka Ave	0.25	Neighborhood	BFS	Valley
Leavey Rd	LMU Dr	Ignatian Cir	0.27	Neighborhood	BFS	West/Central
Leland St	Walker Ave	26th Ave	0.03	Neighborhood	BFS	Harbor
Lemon Grove Ave	Wilton Pl	Kingsley Dr	0.59	Neighborhood	BFS	Central/South
Lemona Ave	Chatsworth St	Nordhoff St	2.00	Neighborhood	BFS	Valley
Leonora Dr	Valley Circle Bl	Ventura Bl	0.30	Backbone	Lane: Future	Valley
Leslie Way	110 Frwy Exit	80' S/O Arroyo Seco	0.04	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Backbone

Levering Ave	Montana Ave	Le Conte Ave	0.70	Neighborhood	BFS	West/Central
Lexington Ave	Gower St	St Andrews Pl	0.65	Neighborhood	BFS	Central/South
Lexington Ave	Edgemont St	Myra Ave	0.79	Neighborhood	BFS	Central/South
Libbit Ave	Hayvenhurst Ave	Noeline Ave	0.17	Neighborhood	BFS	Valley
Libbit Ave	Moorpark St	Dickens St	0.19	Neighborhood	BFS	Valley
Lily Crest Ave	Alexandria Ave	Heliotrope Dr	0.17	Neighborhood	BFS	Central/South
Lincoln Bl	120' N/O of Machado DR.	30' S/O of Machado DR	0.03	Backbone	Route: Existing	West/Central
Lincoln Bl	Commonwealth Ave	430' N/O Bali Way	2.11	Backbone	Lane: Future	West/Central
Lincoln Bl	260' S/O Fiji Way	Jefferson Bl	0.54	Backbone	Lane: Future	West/Central
Lincoln Bl	Jefferson Bl	LMU Dr	0.57	Backbone	Lane: Existing	West/Central
Lincoln Bl	LMU Dr	Sepulveda Bl	2.02	Backbone	Lane: Future	West/Central
Lincoln Park Ave	Flora Ave	Mission Rd	0.87	Neighborhood	Route: Future	Central/South
Lindley Ave	San Fernando Mission Rd	Halsted St	1.93	Neighborhood	BFS	Valley
Lindley Ave	Nordhoff St	Valley Vista Blvd	5.29	Neighborhood	BFS	Valley
LMU Dr	Lincoln Blvd	Leavey Rd	0.28	Neighborhood	BFS	West/Central
Lobdell Pl	Lake Shore Ave	Branden St	0.14	Neighborhood	BFS	Central/South
Loma Dr	4th St	2nd St	0.28	Neighborhood	BFS	Central/South
Lomita Bl	340' W/O Western Avenue	230' E/O McCoy Ave	1.14	Neighborhood	Lane: Future	Harbor
Lomita Bl	S Figueroa St	Eubanks Ave	1.51	Neighborhood	Lane: Future	Harbor
London St	Rampart Blvd	Coronado St	0.08	Neighborhood	BFS	Central/South
Long Beach Ave	Washington	Slauson	2.17	Backbone	Lane: Future	
Longfellow St	Avenue 54	Avenue 54	0.02	Neighborhood	BFS	Central/South
Lorena St	5th St	Grande Vista Ave	1.28	Backbone	Lane: Future	Central/South
Lorena St	Cesar Chavez Ave	Grande Vista Ave	2.01	Backbone	Route: Existing	Central/South
Lorenzo Pl	Patricia Ave	Glenbarr Ave	0.18	Neighborhood	BFS	West/Central
Los Feliz Bl	Western Ave	Vermont Ave	1.09	Neighborhood	Lane: Future	Central/South
Los Feliz Bl	Vermont Ave	LA River	1.58	Backbone	Lane: Future	Central/South
Louise Ave	Index St	Chatsworth St	0.75	Neighborhood	BFS	Valley
Louise Ave	Nordoff St	Roscoe Ave	1.03	Neighborhood	BFS	Valley
Louise Ave	Ventura Blvd	Rancho St	1.02	Neighborhood	BFS	Valley

2010 Bicycle Plan: Backbone

Louise Ave	Rancho St	Nance St	0.58	Neighborhood	BFS	Valley
Louise Ave	Rinaldi St	Index St	0.25	Neighborhood	Lane: Future	Valley
Louise Ave	Plummer St	Nordhoff St	0.50	Neighborhood	Lane: Future	Valley
Louise Ave	Oxnard St	101 Fwy	0.62	Neighborhood	Lane: Future	Valley
Loyola Bl	W. 80th St	W. 83rd St	0.18	Neighborhood	Lane: Future	West/Central
Loyola Blvd	Ignatian Cir	80th St	0.18	Neighborhood	BFS	West/Central
Loyola Blvd	83rd St	Manchester Ave	0.24	Neighborhood	BFS	West/Central
Loyola Blvd	Lincoln Blvd	Westchester Pkwy	0.32	Neighborhood	BFS	West/Central
Lucas Ave	Beverly Blvd	7th St	0.81	Neighborhood	BFS	Central/South
Lucerne Blvd	Beverly Blvd	Rosewood Ave	0.19	Neighborhood	BFS	Central/South
Lucerne Blvd	3rd St	Pico Blvd	1.52	Neighborhood	BFS	Central/South
Lucile St	City Limits	Randall St	0.10	Neighborhood	BFS	West/Central
Maclay St	Harding St	8th St	1.08	Neighborhood	BFS	Valley
Madison Ave	Monroe St	Normal Ave	0.07	Neighborhood	BFS	Central/South
Main Connector Road	Main St	Valley Bl	0.12	Backbone	Lane: Future	Central/South
Main St	98th St	107th St	0.01	Neighborhood	BFS	Central/South
Main St	Santa Monica City Limits	Venice Bl	0.87	Neighborhood	Lane: Future	West/Central
Main St N	Caesar Chavez	1st St	0.51	Backbone	Route: Existing	Central/South
Main St N	Valley Bl	1st St	2.51	Backbone	Lane: Future	Central/South
Main St. S	1st St	Broadway Pl	3.06	Backbone	Route: Existing	Central/South
Main St. S	Broadway Pl	Slauson	1.90	Backbone	Route: Existing	Central/South
Main St. S	1st St	120th St	9.44	Backbone	Lane: Future	Central/South
Major St	Mesmer Ave	Centinela Ave	0.10	Backbone	Lane: Future	West/Central
Malta St	Shanley Ave	Avenue 50	0.16	Neighborhood	Route: Existing	Central/South
Manchester	Vermont	Central	3.52	Backbone	Lane: Future	Central/South
Manchester Ave	Ven Ness Ave	Vermont Ave	1.49	Backbone	Lane: Future	Central/South
Manchester Ave	Sepulveda Bl S	W. Florence Ave	1.06	Backbone	Route: Existing	West/Central
Manchester Ave	Pershing Dr	Lincoln Bl	1.40	Backbone	Lane: Future	West/Central
Manchester Ave	Lincoln Bl	Sepulveda Bl S	1.32	Backbone	Lane: Existing	West/Central
Manchester Ave	Sepulveda Bl S	W. Florence Ave	1.06	Backbone	Lane: Future	West/Central

2010 Bicycle Plan: Backbone

Manhattan Pl	Country Club Dr	Pico Blvd	0.15	Neighborhood	BFS	Central/South
Manitou Ave	Avenue 21	Lincoln Park Ave	0.89	Neighborhood	BFS	Central/South
Mansfield Ave	4th St	8th St	0.45	Neighborhood	BFS	Central/South
Manton Ave	Hatteras St	Mariano St	0.46	Neighborhood	Route: Existing	Valley
Maple	Washington	11th	0.63	Neighborhood	Lane: Future	Central
Maple Ave	Washington Blvd	Woodlawn Ave	1.39	Neighborhood	BFS	Central/South
Maplewood	St Andrews Pl	St Andrews Pl	0.01	Neighborhood	BFS	Central/South
Mariano St	Manton Ave	Sale Ave	1.26	Neighborhood	Route: Existing	Valley
Marietta St	Whittier Blvd	8th St	0.48	Neighborhood	BFS	Central/South
Marion Ave	E. Kensington Rd.	Sunset Blv d.	0.09	Neighborhood	Lane: Future	Central/South
Mariposa Ave	7th St	8th St	0.14	Neighborhood	BFS	Central/South
Marmion Way	Pasadena Frwy	Arroyo Dr	0.10	Neighborhood	BFS	Central/South
Marmion Way	Shanley Ave	Avenue 45	0.68	Neighborhood	Route: Existing	Central/South
Marr St	Abbot Kinney Blvd	Oxford Ave	0.05	Neighborhood	BFS	West/Central
Martel Ave	Waring Ave	3rd St	1.06	Neighborhood	BFS	Central/South
Martin Luther King Bl	Rodeo Rd.	Crenshaw Bl	2.68	Backbone	Lane: Future	Central/South
Martin Luther King Bl	Crenshaw Bl	Roxton Ave.	0.78	Backbone	Route: Future	Central/South
Martin Luther King Bl	Roxton Ave	Broadway Pl	2.53	Backbone	Lane: Future	Central/South
Martin Luther King Bl	Broadway Pl	Main Stret	0.20	Backbone	Lane: Future	Central/South
Martin Luther King Bl	Main St	Central Ave	1.00	Neighborhood	Lane: Existing	Central/South
Mason Ave	City Northern Limits	Sesnon Blvd	0.51	Neighborhood	Lane: Future	Valley
Mason Ave	Sesnon Bl	Trentino Ln	0.81	Neighborhood	Lane: Future	Valley
Mason Ave	Trentino Ln.	Celtic St	0.87	Neighborhood	Lane: Existing	Valley
Massachusetts Ave	Kelton Ave	Veteran Ave	0.06	Neighborhood	BFS	West/Central
Mateo	Santa Fe	Olympic	1.11	Neighborhood	BFS	Central/South
Maxella Ave	Lincoln Blvd	Glencoe Ave	0.21	Neighborhood	BFS	West/Central
Maxwell Fire Rd	Fryman Rd	Coldwater Canyon Ave	1.50	Neighborhood	BFS	Valley
Mayall St	Lurline Ave	Wilbur Ave	2.24	Neighborhood	BFS	Valley
Mayall St	White Oak Ave	Lemona Ave	3.39	Neighborhood	BFS	Valley
Mc Connell Ave	Runway Road	Millennium	0.05	Neighborhood	Lane: Future	West/Central

2010 Bicycle Plan: Backbone

McBroom St	Sheldon St	Wheatland Ave	1.43	Neighborhood	BFS	Valley
Mccarthy Vis	Warner Dr	San Vicente Blvd	0.11	Neighborhood	BFS	Central/South
McClintock Ave	Jefferson Bl	30th St	0.18	Neighborhood	Lane: Existing	Central/South
Mcconnell Ave	Bonaparte Ave	Milton St	0.38	Neighborhood	BFS	West/Central
Mcconnell Ave	77th St	80th St	0.31	Neighborhood	BFS	West/Central
Mcconnell Dr	Mcconnell Pl	Beverlywood St	0.05	Neighborhood	BFS	West/Central
Mcconnell Pl	Club Dr	Mcconnell Dr	0.06	Neighborhood	BFS	West/Central
Mcdonald St	Inglewood Blvd	City Limits	0.29	Neighborhood	BFS	West/Central
Mckinley Ave	Florence Ave	111th Pl	2.74	Backbone	BFS	Central/South
Mclaughlin Ave	Federal Ave	Woodbine St	1.05	Neighborhood	BFS	West/Central
McLaughlin Ave	Federal	Venice Bl	0.89	Backbone	Route: Existing	West/Central
McLaughlin Ave	Woodbine St	Venice Bl	0.68	Neighborhood	Lane: Future	West/Central
Mecca Ave	Reseda Bl	Avenida Oriente	0.49	Backbone	Lane: Existing	Valley
Melrose Ave	Gower St	Larchmont Blvd	0.08	Neighborhood	BFS	Central/South
Melrose Ave	Oxford Ave	Oxford Ave	0.01	Neighborhood	BFS	Central/South
Melrose Ave	Edgemont St	Heliotrope Dr	0.04	Neighborhood	BFS	Central/South
Melrose Ave	Heliotrope Dr	Heliotrope Dr	0.02	Neighborhood	BFS	Central/South
Menlo Ave	66th St	68th St	0.07	Neighborhood	BFS	Central/South
Menlo Ave	Exposition Blvd	Martin Luther King Jr Blvd	0.50	Neighborhood	BFS	Central/South
Meridian St	Avenue 50	140' E/O Avenue 64	1.62	Neighborhood	BFS	Central/South
Meridian St	Avenue 50	Avenue 63	1.62	Backbone	Route: Existing	Central/South
Mesa St	21st St	22nd St	0.06	Neighborhood	Route: Existing	Central/South
Meyler St	Herbert Ave	240' S/O Oliver St	0.32	Neighborhood	BFS	Harbor
Meyler St	Sepulveda St	1st St	0.16	Neighborhood	BFS	Harbor
Midvale Ave	Wilshire Blvd	Rochester Ave	0.20	Neighborhood	BFS	West/Central
Midvale Ave	Charnock Rd	Venice Blvd	0.31	Neighborhood	BFS	West/Central
Midwood Dr	El Oro Way	Balboa Blvd	0.08	Neighborhood	BFS	Valley
Mildred Ave	Riviera Ave	Dell Ave	0.00	Neighborhood	BFS	West/Central
Military Ave	Pico Blvd	Charnock Rd	1.62	Neighborhood	BFS	West/Central
Military Ave	Charnock Rd	Venice Blvd	0.31	Neighborhood	BFS	West/Central

2010 Bicycle Plan: Backbone

Millennium	McConnell Ave	E Waterfront Dr.	0.70	Neighborhood	Lane: Future	West/Central
Miner St	Crescent Ave	22nd St	0.25	Neighborhood	Lane: Existing	Harbor
Miner St	W. 22nd St. (San Pedro)	[end]	0.76	Neighborhood	Lane: Future	Harbor
Miraleste Dr	989' N/O Village Way	Ninth St	0.45	Backbone	Lane: Existing	Harbor
Miranda St	Capistrano Ave	Farralone Ave	0.42	Neighborhood	BFS	Valley
Miranda St	Capistrano St	Shoup St	0.12	Neighborhood	Route: Existing	Valley
Mission Road	Cesar E Chavez Ave	Soto St	2.54	Backbone	Lane: Future	Central/South
Missouri Ave	Bundy Dr	405 Fwy	0.92	Neighborhood	BFS	West/Central
Missouri Ave	405 Fwy	Holmby Ave	1.30	Neighborhood	BFS	West/Central
Monroe St	Heliotrope Dr	Madison Ave	0.33	Neighborhood	BFS	Central/South
Mont Clair St	Edgehill Dr	7th Ave	0.31	Neighborhood	BFS	Central/South
Montague St	Glenoaks Blvd	Woodman Ave	3.00	Neighborhood	BFS	Valley
Montana Ave	Sepulveda Blvd	Veteran Ave	0.46	Neighborhood	BFS	West/Central
Montana Ave	Veteran Ave.	Sepulveda Bl	0.46	Backbone	Route: Existing	West/Central
Montana Ave	San Vicente Bl	Bundy Dr	0.21	Neighborhood	Route: Future	West/Central
Montana Ave	Bundy Dr	Stanford St	0.74	Neighborhood	Lane: Future	West/Central
Montana St	Coronado St	Morton Ave	0.67	Neighborhood	BFS	Central/South
Monte Mar Dr	Beverwil Dr	Robertson Blvd	0.78	Neighborhood	BFS	West/Central
Monte Vista St	Bundy Dr	San Vicente Bl	1.12	Backbone	Route: Future	West/Central
Monterey Road	Avenue 60	Oak Hill	0.48	Backbone	Route: Existing	Central/South
Monterey Road	360' E/O Lomitas Dr	Pullman	1.01	Backbone	Lane: Future	Central/South
Monterey Road	Pullman St	Huntington Dr	1.17	Backbone	Route: Future	Central/South
Mooncrest Dr	Nance St	Empress Ave	0.23	Neighborhood	BFS	Valley
Moorpark St	Hayvenhurst Ave	Libbit Ave	0.25	Neighborhood	BFS	Valley
Morton Ave	Echo Park Ave	Morton Pl	0.29	Neighborhood	BFS	Central/South
Morton Pl	Morton Ave	Academy Road	0.07	Neighborhood	BFS	Central/South
Mosher Ave	Montecito Heights Park	Avenue 43	0.18	Backbone	Route: Existing	Central/South
Motor	National	Culver City Limits	0.86	Backbone	Lane: Future	West LA
Motor Ave	Pico Bl	Monte Mar Dr	0.52	Backbone	Lane: Existing	West/Central
Motor Ave	Monte Mar Dr	Manning Ave	0.94	Backbone	Lane: Future	West/Central

2010 Bicycle Plan: Backbone

Mott St	Wabash Ave	Whittier Blvd	1.46	Neighborhood	BFS	Central/South
Mozart St	Avenue 19	Avenue 19	0.02	Neighborhood	BFS	Central/South
Mt Gleason Ave	Big Tujunga Canyon Rd	McGroarty St	1.94	Neighborhood	BFS	Valley
Mulholland Dr	Encino Hills Dr	Laurel Canyon Blvd	9.40	Neighborhood	BFS	Valley
Mulholland Dr	Woodrow Wilson Dr	Lakeridge Pl	0.07	Neighborhood	BFS	Valley
Mulholland Dr	Calabasas Rd.	1000' W/O San Feliciano Dr	1.32	Backbone	Lane: Existing	Valley
Mulholland Dr	San Feliciano Dr	1147 ft W/O San Feliciano	0.18	Neighborhood	Route: Future	Valley
Mulholland Dr	W/O Flamingo St	Topanga Canyon Bl	0.81	Neighborhood	Route: Existing	Valley
Mulholland Hwy	Mulholland Dr	362' S/O Mulholland Dr	0.06	Neighborhood	Lane: Existing	Valley
Mulholland Way	Topanga Canyon	Alizondo	0.13	Neighborhood	Route: Existing	Valley
Mullen Ave	Wilshire Blvd	8th St	0.07	Neighborhood	BFS	Central/South
Murchison St	Alcazar St	Chelsea St	0.40	Neighborhood	BFS	Central/South
Murietta Ave	Davana Ter	Valley Vista Blvd	0.21	Neighborhood	BFS	Valley
Myra Ave	Fountain Ave	Sunset Bl	0.16	Neighborhood	Lane: Existing	Central/South
Myra Ave	Sunset Bl	Santa Monica Bl	0.25	Backbone	Lane: Future	Central/South
Nance St	Louise Ave	Mooncrest Dr	0.17	Neighborhood	BFS	Valley
National Bl	Inglewood Bl	Westwood Bl	1.31	Neighborhood	Lane: Future	West/Central
National Bl	Motor Ave.	Palms Bl	0.42	Backbone	Lane: Future	West/Central
National Bl	Palms Bl	Venice Bl	0.99	Neighborhood	Route: Future	West/Central
National Blvd	National Blvd	Motor Ave	0.07	Neighborhood	BFS	West/Central
National Pl	Overland	Malcom	0.17	Backbone	Route: Existing	West/Central
Neptune Ave	Lomita Blvd	Anaheim St	1.33	Neighborhood	BFS	Harbor
Neptune Ave	Anaheim St	Harry Bridges Bl	0.60	Neighborhood	Route: Future	West/Central
Nevada Ave	Erwin St	Oxnard St	0.28	Neighborhood	BFS	Valley
New England St	17th St	20th St	0.35	Neighborhood	BFS	Central/South
New Hampshire Ave	Monroe St	Melrose Ave	0.15	Neighborhood	BFS	Central/South
New Hampshire Ave	Rosewood Ave	Oakwood Ave	0.09	Neighborhood	BFS	Central/South
New Hampshire Ave	Oakwood Ave	8th St	1.37	Neighborhood	BFS	Central/South
New Hampshire Ave	8th St	James M Wood Blvd	0.13	Neighborhood	BFS	Central/South
New High St	Ord St	Cesar Chavez Ave	0.14	Neighborhood	Route: Future	Central/South

2010 Bicycle Plan: Backbone

Newcastle Ave	Tarzana St	Valley Vista Blvd	0.21	Neighborhood	BFS	Valley
Nicolet Ave	Coliseum St	Santo Tomas Dr	0.45	Neighborhood	BFS	Central/South
Noeline Ave	Libbit Ave	Bergamo Dr	0.33	Neighborhood	BFS	Valley
Nordhoff St	Farralone Ave	Canoga Ave	0.60	Neighborhood	BFS	Valley
Nordoff	Canoga	Woodman Ave	9.73	Backbone	Lane: Future	Valley
Normal Ave	Madison Ave	Hoover St	0.27	Neighborhood	BFS	Central/South
Normandie	Pico	22nd	0.75	Neighborhood	BFS	Central/South
Normandie Ave	42nd St	42nd Pl	0.09	Neighborhood	BFS	Central/South
Normandie Ave	48th St	48th St	0.03	Neighborhood	BFS	Central/South
Normandie Ave	177th St	182nd St	0.32	Backbone	Route: Existing	Central/South
Normandie Ave	182nd St	Sepulveda Bl	3.64	Backbone	Lane: Future	Harbor
Normandie Ave	Sepulveda Bl	Oakheath Dr	0.23	Backbone	Lane: Existing	Harbor
Normandie Ave	Lomita Bl	Pacific Coast Hwy	0.54	Backbone	Lane: Existing	Harbor
Normandie Ave	Pacific Coast Hwy	S Vermont Ave.	0.35	Backbone	Lane: Future	Harbor
North Spring St	Ord St	Cesar Chavez Ave	0.12	Neighborhood	BFS	Central/South
Norton Ave	2nd St	8th St	0.90	Neighborhood	BFS	Central/South
Nugent Dr	Bradford Pl	Shoshone Ave	0.88	Neighborhood	BFS	Valley
Oakwood Ave	Western	Vermont	1.00	Neighborhood	BFS	Central/South
Oakwood Ave	California Ave	Palms Blvd	0.13	Neighborhood	BFS	West/Central
Ogden Dr	Colgate Ave	3rd St	0.15	Neighborhood	BFS	Central/South
Ohio Ave	City Limits	Santa Monica Blvd	0.38	Neighborhood	BFS	West/Central
Ohio Ave	Westgate Ave	Federal Ave	0.34	Neighborhood	BFS	West/Central
Ohio Ave	Butler Ave	Sepulveda Blvd	0.44	Neighborhood	BFS	West/Central
Ohio Ave	Sepulveda Blvd	Selby Ave	0.68	Neighborhood	BFS	West/Central
Ohio Ave	Westgate Ave	Federal Ave	0.47	Backbone	Route: Existing	West/Central
Ohio Ave	Federal Ave	Butler Ave	0.13	Neighborhood	Lane: Future	West/Central
Olive St	2nd	50' N/O north of 2nd	0.01	Neighborhood	Route: Existing	Central/South
Olive View Dr	Roxford St	Cranston Ave	1.47	Neighborhood	BFS	Valley
Olympic Bl	Central Ave	Lorena St	2.42	Backbone	Lane: Future	Central/South
Olympic Blvd	Carrillo Dr	Crescent Heights Blvd	0.01	Neighborhood	BFS	Central/South

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Olympic Blvd	Beloit Ave	Cotner Ave	0.07	Neighborhood	BFS	West/Central
Opp St	Frigate Ave	Eubank Ave	1.32	Neighborhood	BFS	Harbor
Orange Dr	Franklin Ave	4th St	2.57	Neighborhood	BFS	Central/South
Orchard Ave	29th St	30th St	0.07	Neighborhood	BFS	Central/South
Ord St	New High St	N Main St	0.11	Neighborhood	BFS	Central/South
Orlando Ave	Willoughby Ave	City Limits	0.27	Neighborhood	BFS	Central/South
Orlando Ave	City Limits	San Vicente Blvd	0.87	Neighborhood	BFS	Central/South
Ormond St	Wheatland Ave	Ormond St Cul-de-Sac	0.24	Neighborhood	BFS	Valley
Oro Vista Ave	Big Tujunga Canyon Rd	Apperson St	1.12	Neighborhood	Lane: Future	Valley
Osage Ave	74th St	77th St	0.10	Neighborhood	BFS	West/Central
Osborne St	Woodman Ave	San Fernando Rd	2.22	Neighborhood	Route: Existing	Valley
Osborne St	San Fernando Rd	Foothill Bl	1.67	Backbone	Lane: Future	Valley
Oso Ave	Devonshire St	County Line Bike Path	1.37	Neighborhood	BFS	Valley
Oso Ave	Ventura County Line Bike	Vanowen St	2.86	Neighborhood	BFS	Valley
Oso Ave	Hemmingway St	Hemmingway St	0.01	Neighborhood	BFS	Valley
Otsego St	Tuhunga Ave	Riverton Ave	0.73	Neighborhood	BFS	Valley
Overhill Dr	160 ft N/O 63rd St	336 ft S/O 63rd St	0.09	Neighborhood	BFS	Central/South
Overland Ave	National Pl	Palms Bl	0.49	Backbone	Route: Existing	West/Central
Overland Ave	National Bl	Venice Bl	0.48	Neighborhood	Route: Future	West/Central
Owensmouth Ave	Andora Ave	Valerio St	4.52	Neighborhood	BFS	Valley
Owensmouth Ave	Lassen St	Marilla St	0.16	Backbone	Lane: Future	Valley
Owensmouth Ave	Valerio St	Erwin St	1.50	Backbone	Lane: Future	Valley
Oxford Ave	Romaine St	7th St	1.99	Neighborhood	BFS	Central/South
Oxford Ave	Marr St	Berkeley Dr	0.55	Neighborhood	BFS	West/Central
Oxnard St	Farralone Ave	Topanga Canyon Pl	0.26	Neighborhood	BFS	Valley
Oxnard St	Winnetka Ave	Tampa Ave	1.11	Neighborhood	BFS	Valley
Oxnard St	Topanga Cyn Bl	Winnetka Ave	2.05	Neighborhood	Lane: Existing	Valley
Pacific Ave	Channel St	22nd St	2.14	Backbone	Lane: Future	Harbor
Pacific Ave	22nd St	Shepard St	1.19	Backbone	Lane: Existing	Harbor
Pacific Ave	62nd Av	Culver Blvd	0.42	Neighborhood	BFS	West/Central

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Pacific Ave	N. Venice Bl	S. Venice Bl	0.05	Backbone	Lane: Existing	West/Central
Pacific Coast Hwy	31' W/O Western Ave	290' E/O LA River	4.73	Backbone	Lane: Future	Harbor
Pacific Coast Hwy	Coastline Dr	Sunset Bl	0.73	Backbone	Lane: Future	West/Central
Pacific Coast Hwy	Bay Club	Temescal Canyon Road	0.64	Backbone	Lane: Future	West/Central
Pacific Promenade	22nd St	Shepard St	0.27	Neighborhood	Lane: Existing	West/Central
Packard	Curson	Redondo	0.63	Neighborhood	BFS	Central/South
Palms Bl	McLaughlin Ave	National Bl	1.78	Neighborhood	Route: Future	West/Central
Palms Blvd	Abbot Kinney Blvd	McLaughlin Ave	2.71	Neighborhood	BFS	West/Central
Panama St	Alla Rd	McConnell Ave	0.29	Neighborhood	BFS	West/Central
Para Way	Runway Road	Pacific Promenade	0.27	Backbone	Lane: Existing	West/Central
Park Ave	Glendale Blvd	Echo Park Ave	0.20	Neighborhood	BFS	Central/South
Parthenia St	Van Nuys Blvd	Woodman Ave	0.81	Neighborhood	BFS	Valley
Pasadena Ave	Figueroa St	Avenue 36	0.22	Backbone	Lane: Future	Central/South
Pasadena Ave	Avenue 36	Avenue 26	0.82	Backbone	Route: Future	Central/South
Pasadena Ave	Avenue 26	North Broadway Rd	0.60	Backbone	Lane: Future	Central/South
Paseo Del Mar	Western Ave	Gaffey St	1.84	Backbone	Lane: Existing	Harbor
Patricia Ave	Tennessee Ave	Lorenzo Pl	0.69	Neighborhood	BFS	West/Central
Paxton St	Arleta Ave	Foothill Bl	2.81	Backbone	Lane: Future	Valley
Pearl St	Centinela Ave	Barrington Ave	0.48	Neighborhood	BFS	West/Central
Penmar Ave	Rose Ave	Palms Blvd	0.40	Neighborhood	BFS	West/Central
Penrose	Glen Oaks	Sunland	0.10	Backbone	Lane: Future	Valley
Penrose St	Tujunga Ave	Glenoaks Blvd	0.86	Neighborhood	BFS	Valley
Pepper Ave	San Fernando Rd	Ave 28	0.21	Neighborhood	Route: Existing	Central/South
Pershing Dr	Culver Blvd	103 ft south of Nicolson St	0.20	Neighborhood	BFS	West/Central
Pershing Dr	500 ft sw/o Culver Blvd on	Westchester Pkwy	0.70	Neighborhood	Lane: Future	West/Central
Pershing Dr	Westchester Pkwy.	Imperial Hwy	1.56	Backbone	Lane: Existing	West/Central
Pickford St	Spaulding Ave	Curson Ave	0.15	Neighborhood	BFS	Central/South
Pickford St	Cochran Ave	Redondo Blvd	0.15	Neighborhood	BFS	Central/South
Pico Bl	Gateway Bl	La Cienega Bl	4.20	Backbone	Lane: Future	Central/South
Pico Bl	Alvira St	Hope St	6.49	Backbone	Lane: Future	Central/South

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Pico Bl	Hope St	Stanford Ave	1.04	Neighborhood	Route: Future	Central/South
Pico Bl	Stanford Ave	Central Ave	0.29	Backbone	Lane: Future	Central/South
Pierce St	Woodman Ave	Foothill Blvd	3.54	Neighborhood	BFS	Valley
Plata St	Rampart Blvd	Coronado St	0.08	Neighborhood	BFS	Central/South
Platt Ave	Ingomar St	Sherman Way	1.06	Neighborhood	Lane: Existing	Valley
Platt Ave	Victory Bl	Burbank Bl	0.95	Neighborhood	Lane: Existing	Valley
Playa Vista Dr	Ballona Creek BP	Jefferson Bl	0.25	Neighborhood	Lane: Future	West/Central
Playa Vista Dr	Jefferson Bl	Bluff Creek Dr	0.35	Neighborhood	Lane: Existing	West/Central
Plummer St	Shoup Ave	Canoga Ave	0.98	Neighborhood	BFS	Valley
Plummer St	Variel Ave	Winnetka Ave	1.24	Neighborhood	Lane: Future	Valley
Plummer St	Winnetka Ave	Vanalden Ave	1.26	Neighborhood	Lane: Existing	Valley
Plummer St	Vanalden Ave	Wilbur Ave	0.25	Neighborhood	Lane: Future	Valley
Plummer St	Wilbur Ave	Reseda Bl	0.50	Neighborhood	Route: Existing	Valley
Plummer St	Reseda Bl	Etiwanda Ave	0.25	Neighborhood	Lane: Future	Valley
Plummer St	Etiwanda Ave	Lindley Ave	0.25	Neighborhood	Route: Future	Valley
Plummer St	Zelzah Ave	Balboa Bl	1.18	Neighborhood	Lane: Existing	Valley
Plummer St	Balboa Bl	Sepulveda Bl	2.00	Neighborhood	Lane: Future	Valley
Plummer St	Sepulveda Bl	Woodman Ave	1.28	Neighborhood	Route: Existing	Valley
Polk St	Sunrise Ridge Rd	Telfair Ave	0.07	Neighborhood	BFS	Valley
Polk St	Laurel Canyon Bl	Sunrise Ridge Rd.	0.32	Neighborhood	Lane: Existing	Valley
Polk St	San Fernando Rd	Egbert St	2.46	Backbone	Lane: Future	Valley
Porter Ranch Dr	Sesnon Bl	Corbin Ave	0.62	Backbone	Lane: Existing	Valley
Porter Ranch Dr	Rinaldi	Corbin	0.43	Neighborhood	Lane: Future	Valley
Prairie St	Wilbur Ave	University Dr	0.75	Neighborhood	BFS	Valley
Prairie St	Bertrand Ave	Balboa Blvd	1.34	Neighborhood	BFS	Valley
President Ave	Lomita Ave	Palos Verdes Dr	1.69	Neighborhood	BFS	Harbor
Price St	Talmadge St	Myra Ave	0.13	Neighborhood	BFS	Central/South
Primrose Ave	Gower St	Vista Del Mar Ave	0.07	Neighborhood	BFS	Central/South
Princeton Dr	Thatcher Ave	Carter Ave	0.16	Neighborhood	BFS	West/Central
Prosser Ave	Santa Monica Blvd	Tennessee Ave	0.64	Neighborhood	BFS	West/Central

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Prosser Ave	Tennessee Ave	Pico Blvd	0.17	Neighborhood	BFS	West/Central
Purdue Ave	La Grange Ave	Tennessee Ave	0.36	Neighborhood	BFS	West/Central
Q St	Figueroa St	Eubank Ave	1.49	Neighborhood	BFS	Harbor
Queen Anne Pl	12th St	Edgewood Pl	0.19	Neighborhood	BFS	Central/South
Radio Dr	Granville Ave	Burkshire Ave	0.06	Neighborhood	BFS	West/Central
Rampart Bl	Temple St	Beverly Bl	0.24	Neighborhood	Lane: Future	Central/South
Rampart Bl	W 7th St	Hoover St	0.12	Backbone	Route: Existing	Central/South
Rampart Bl	W 7th St	Beverly Bl	0.79	Neighborhood	Lane: Future	Central/South
Rampart Blvd	London St	Temple St	0.16	Neighborhood	BFS	Central/South
Ranchito Ave	Lanark St	Strathern St	0.12	Neighborhood	BFS	Valley
Ranchito Ave	Valerio St	Erwin St	1.50	Neighborhood	BFS	Valley
Rancho St	White Oak Ave	Balboa Blvd	0.71	Neighborhood	BFS	Valley
Randall St	Lucile St	Hammack St	0.11	Neighborhood	BFS	West/Central
Randi Ave	Kittridge St	Erwin St	0.65	Neighborhood	BFS	Valley
Rayen St	Wilbur Ave	Lindley Ave	1.00	Neighborhood	BFS	Valley
Rayen St	Lindley Ave	115' W/O 405 Frwy	3.08	Neighborhood	BFS	Valley
Rayen St	110' E/O 405 Blvd	Van Nuys Blvd	1.28	Neighborhood	BFS	Valley
Raymer St	Kester Ave	Saticoy St	0.62	Neighborhood	BFS	Valley
Redondo Bl	La Brea Ave	San Vicente	0.37	Backbone	Route: Existing	Central/South
Redondo Bl	Jefferson Bl. W	San Vicente Bl.	1.90	Backbone	Route: Existing	Central/South
Redondo Bl	Exposition Bl.	San Vicente Bl.	0.24	Backbone	Lane: Future	Central/South
Reno St	Beverly Bl	Hoover St	0.36	Neighborhood	Route: Existing	Central/South
Repton St	Avenue 63	Avenue 66	0.22	Neighborhood	BFS	Central/South
Repton St	Avenue 63	Avenue 66	0.22	Backbone	Route: Existing	Central/South
Reseda Bl	Sesnon Bl	Rinaldi St	1.52	Neighborhood	Lane: Existing	Valley
Reseda Bl	Rinaldi St	118 Fwy	0.02	Backbone	Lane: Future	Valley
Reseda Bl	N of San Fernando Mission	Devonshire St	1.15	Backbone	Lane: Existing	Valley
Reseda Bl	Devonshire St	Vanonwen St	4.27	Backbone	Lane: Existing	Valley
Reseda Bl	Vanonwen St	Golf Course Rd	3.44	Backbone	Lane: Existing	Valley
Rimpau Blvd	4th St	9th St	0.56	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Backbone

Rimpau Blvd	Dockweiler St	Pico Blvd	0.16	Neighborhood	BFS	Central/South
Rimpau Blvd	9th	12th	0.45	Neighborhood	BFS	Central/South
Rimpau Blvd	12th St	Dockweiler St	0.12	Neighborhood	BFS	Central/South
Rimpau Blvd	58th Pl	64th Pl	0.47	Neighborhood	BFS	Central/South
Rinaldi St	Variel Ave	Sierra Canyon	0.13	Neighborhood	Route: Future	Valley
Rinaldi St	Sierra Canyon	De Soto Ave	0.12	Backbone	Route: Future	Valley
Rinaldi St	De Soto Ave	Mason Ave	0.71	Backbone	Lane: Existing	Valley
Rinaldi St	Mason Ave	Tampa Ave	1.29	Backbone	Lane: Future	Valley
Rinaldi St	Tampa Ave	Laurel Canyon Bl	5.90	Backbone	Lane: Existing	Valley
Rinaldi St	Laurel Canyon Bl	Amboy Ave	0.15	Backbone	Route: Existing	Valley
Riverside Dr	Los Feliz Bl	San Fernando Rd	3.72	Backbone	Route: Existing	Central/South
Riverside Dr	Van Nuys Bl	Tyrone Ave	0.26	Backbone	Lane: Future	Valley
Riverside Dr	Tyrone Ave	Woodman Ave	0.75	Backbone	Lane: Existing	Valley
Riverside Dr	N Woodman Ave	Sunnyslope Ave	0.25	Backbone	Lane: Future	Valley
Riverside Dr	Sunnyslope Ave	Laurel Canyon Bl	1.73	Backbone	Lane: Existing	Valley
Riverside Dr	Laurel Canyon Bl	Kraft Avenue	0.94	Backbone	Lane: Future	Valley
Riverside Dr	Kraft Ave	Tujunga Ave	0.06	Backbone	Route: Future	Valley
Riverside Dr	Lankershim Bl	Clybourn Avenue	1.02	Backbone	Lane: Future	Valley
Riverton Ave	Whitnall Hwy	Cumpston St	1.38	Neighborhood	BFS	Valley
Riverton Ave	Otsego St	Addison St	0.09	Neighborhood	BFS	Valley
Riviera Ave	Grand Blvd	Mildred Ave	0.10	Neighborhood	BFS	West/Central
Robertson Bl	250' S/O Beverly Bl	170' N/O Clifton Way	0.52	Backbone	Lane: Future	West/Central
Robertson Bl	Gregory Way	Robertson Pl	2.46	Backbone	Lane: Future	West/Central
Robertson Pl	S Robertson Bl	Exposition	0.06	Backbone	Lane: Future	West/Central
Robinson St	Council St	Temple St	0.12	Neighborhood	BFS	Central/South
Rochester Ave	Wilshire Blvd	Rochester Ave	0.01	Neighborhood	BFS	West/Central
Rochester Ave	Selby Ave	Warnall Ave	0.82	Neighborhood	BFS	West/Central
Rochester Ave	Midvale	Westwood	0.09	Neighborhood	Route: Existing	West/Central
Rochester Ave	Veteran Ave	Midvale Ave	0.11	Neighborhood	Route: Future	West/Central
Rodeo Road	Redondo Bl	Martin Luther King Jr, Bl	0.43	Backbone	Lane: Future	Central/South

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Rodeo Road	City Limits	Clyde Ave	0.50	Neighborhood	BFS	West/Central
Romaine St	Kingsley Dr	Alexandria Ave	0.31	Neighborhood	BFS	Central/South
Roscoe Bl	Valley Circle Bl	Topanga Cyn Bl	2.22	Backbone	Lane: Existing	Valley
Roscoe Bl	Topanga Canyon Bl	Arleta Ave	11.52	Backbone	Lane: Future	Valley
Roscoe Bl	Arleta Dr	Lankershim Bl	1.02	Backbone	Lane: Existing	Valley
Roscomare Road	Mullholland Dr	Chalon Rd	3.48	Neighborhood	BFS	West/Central
Rose Ave	Sepulveda Blvd	National Blvd	0.86	Neighborhood	BFS	West/Central
Rose Ave	Venice Beach	Pacific Ave	0.14	Neighborhood	BFS	West/Central
Rose Ave	Walgrove	185' E/O Lincoln Bl	0.89	Neighborhood	Lane: Existing	West/Central
Rose Ave	Lincoln Bl	Pacific Ave	0.73	Neighborhood	Lane: Future	West/Central
Rosemont Ave	Bellevue Ave	Kent St	0.12	Neighborhood	BFS	Central/South
Rosewood Ave	Lucerne Blvd	Bronson Ave	0.40	Neighborhood	BFS	Central/South
Rosewood Ave	Alfred St	220 ft east of June St	2.40	Neighborhood	BFS	Central/South
Rosewood Ave	Heliotrope Dr	Heliotrope Dr	0.02	Neighborhood	BFS	Central/South
Rosewood Ave	Heliotrope Dr	New Hampshire Ave	0.12	Neighborhood	BFS	Central/South
Rossmore Ave	Melrose Ave	Arden Bl	0.03	Backbone	Route: Existing	Central/South
Rossmore Ave	Melrose Ave	Wilshire Bl	1.49	Backbone	Lane: Future	Central/South
Rowena Ave	St George St	Hyperion Ave	0.13	Neighborhood	BFS	Central/South
Rowena Ave	Hyperion Ave	Glendale Bl	0.49	Backbone	Lane: Future	Central/South
Roxbury Dr	City Limits	Cashio St	0.45	Neighborhood	BFS	West/Central
Roxford St	Olive View Dr	Foothill Blvd	0.16	Neighborhood	BFS	Valley
Roxford St	El Dorado Ave	Ralston Ave	0.29	Backbone	Lane: Future	Valley
Roxford St	Telfair Ave	Foothill Bl	1.12	Backbone	Route: Future	Valley
Roxton Ave	Rodeo Dr	Martin Luther King Jr Blvd	0.52	Neighborhood	BFS	Central/South
Runnymede St	Corbin Ave	Shirley Ave	0.25	Neighborhood	BFS	Valley
Runway Road	McConnel Ave	Dawn Creek	0.17	Neighborhood	Lane: Future	West/Central
Runway Road	Dawn Creek	Para Way	0.21	Neighborhood	Lane: Existing	West/Central
Ruthelen St	36th Pl	Exposition Blvd	0.23	Neighborhood	BFS	Central/South
Ruthelen St	Gramercy Pl	89th St	0.23	Neighborhood	BFS	Central/South
Sale Ave	Clarendon St	Mariano St	0.06	Neighborhood	Route: Existing	Valley

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Sampson Way	W 6th St. (San Pedro)	W 22nd St. (San Pedro)	0.90	Neighborhood	Lane: Future	Harbor
San Feliciano Dr	Mulholland Dr	Ave Morelos	0.66	Neighborhood	BFS	Valley
San Fernando Mission	50' E/O Rinaldi	Mason	0.25	Neighborhood	Route: Existing	Valley
San Fernando Mission	Reseda Bl	Lindley Ave	0.55	Neighborhood	Lane: Future	Valley
San Fernando Mission	Louise Ave	5 Fwy exit 157	3.37	Neighborhood	Lane: Future	Valley
San Fernando Mission Blvd	115ft NW/O I-5 Fwy	87ft NE/O Amboy Ave	0.30	Neighborhood	BFS	Valley
San Fernando Mission Blvd	Lindley Ave	Louise Ave	1.06	Neighborhood	BFS	Valley
San Fernando Rd	Glendale Ave	N Broadway	2.02	Backbone	Lane: Future	Central/South
San Fernando Rd	N Figueroa St Bridge	Baranca	1.00	Backbone	Lane: Future	Central/South
San Fernando Rd	Figueroa St	Pasadena Ave	0.56	Neighborhood	Route: Existing	Central/South
San Fernando Rd	Balboa Blvd	Roxford	1.58	Backbone	Lane: Future	Valley
San Marino St	Catalina St	Berendo St	0.10	Neighborhood	BFS	Central/South
San Pascual Ave	Stoney Dr	York Blvd	0.87	Neighborhood	BFS	Central/South
San Pedro	Washington	Temple	2.01	Neighborhood	Lane: Future	Central
San Pedro St	Vernon Ave	Florence Ave	2.03	Neighborhood	BFS	Central/South
San Pedro St	18th St	Vernon Ave	1.80	Neighborhood	Lane: Future	Central/South
San Pedro St	Florence Ave	115th St	3.03	Neighborhood	Lane: Future	Central/South
San Pedro St	115th St	120th St	0.44	Neighborhood	Lane: Existing	Central/South
San Vicente Bl	Bringham Ave	Wilshire Bl	0.25	Neighborhood	Lane: Future	Central/South
San Vicente Bl	Beverly Bl	La Cienega Bl	0.38	Backbone	Route: Future	Central/South
San Vicente Bl	La Cienega Bl	Pico Bl	2.75	Backbone	Lane: Future	Central/South
San Vicente Bl	Pico Bl	Venice Bl	0.17	Backbone	Route: Future	Central/South
San Vicente Bl	26th St	Saltair	1.03	Neighborhood	Lane: Existing	West/Central
San Vicente Bl	Saltair	Darlington Ave	1.30	Backbone	Route: Existing	West/Central
San Vicente Bl	Saltair	Darlington Ave	1.30	Neighborhood	Lane: Future	West/Central
Sanchez Dr	Cloverdale Ave	Veronica St	0.31	Neighborhood	BFS	Central/South
Sandusky Ave	Montague St	Chase St	0.16	Neighborhood	BFS	Valley
Santa Fe	Mateo	Washington		Neighborhood	BFS	Central/South
Santa Fe Ave	1st St	7th St	0.92	Neighborhood	BFS	Central/South
Santa Monica Bl	200' E/O La Brea Avenue	Sunset Bl	3.65	Backbone	Lane: Future	Central/South

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Santa Monica Bl	Ohio Ave	Sepulveda Bl	1.09	Backbone	Lane: Future	West/Central
Santa Monica Bl	Sepulveda Bl	310' W/O Ave of the Stars	1.72	Backbone	Lane: Existing	West/Central
Santa Monica Bl	Avenue of the Stars	Moreno Dr	0.31	Backbone	Lane: Future	West/Central
Santa Rosalia Dr	Coliseum St	Buckingham Rd	0.96	Neighborhood	BFS	Central/South
Santa Susana Pass	City Limits	Topanga Canyon	2.07	Backbone	Route: Future	Valley
Santo Tomas Dr	Buckingham Rd	Marlton Ave	0.14	Neighborhood	BFS	Central/South
Santo Tomas Dr	Nicolet Ave	Buckingham Rd	0.43	Neighborhood	BFS	Central/South
Saticoy St	Woodman Ave	Saticoy St S	1.13	Neighborhood	BFS	Valley
Saticoy St	Whitsett Ave	Clybourn Ave	2.41	Neighborhood	BFS	Valley
Saticoy St S	Saticoy St	Whitsett Ave	0.32	Neighborhood	BFS	Valley
Saturn St	Curson Ave	Cochran Ave	0.42	Neighborhood	BFS	Central/South
Saugus Ave	Valley Vista Blvd	Greenleaf St	0.18	Neighborhood	BFS	Valley
Sawtelle Bl	Ohio Ave	Pico Bl	1.12	Neighborhood	Route: Future	West/Central
Scenic Ave	Beachwood Dr	Gower St	0.05	Neighborhood	BFS	Central/South
Schumacher Dr	San Vicente Blvd	Olympic Blvd	0.41	Neighborhood	BFS	Central/South
Scott Ave	Allesandro St	Allesandro St	0.01	Neighborhood	BFS	Central/South
Seabluff Dr	Runway Road	Pacific Promenade	0.05	Neighborhood	Lane: Existing	West/Central
Seaside Ave	Vincent Thomas Bridge	1000' E/O Navy Way	1.00	Backbone	Lane: Future	Harbor
Selby Ave	Weyburn Ave	Ohio Ave	0.51	Neighborhood	BFS	West/Central
Selma Ave	Laurel Ave	Fairfax Ave	0.16	Neighborhood	BFS	Central/South
Selma Ave	Highland Ave	El Centro Ave	0.86	Neighborhood	BFS	Central/South
Sepulveda Bl	Rinaldi St	Valley Vista Bl	9.03	Backbone	Lane: Future	Valley
Sepulveda Bl	Valley Vista Bl./Skirball	Sherman Oaks	0.83	Backbone	Lane: Future	Valley
Sepulveda Bl	Mountain Gate Dr	570' N/O Constitution Ave	4.30	Backbone	Lane: Future	West/Central
Sepulveda Bl	Ohio Ave	Venice Bl	3.09	Backbone	Lane: Future	West/Central
Sepulveda Bl	Centinela Ave	Manchester Ave	1.47	Backbone	Lane: Existing	West/Central
Sepulveda Bl	Manchester Bl	Imperial Hwy	2.00	Backbone	Lane: Future	West/Central
Sepulveda St	Meyler St	Cabrillo Ave	0.13	Neighborhood	BFS	Harbor
Serrania Ave	Ventura Blvd	Dumetz Rd	0.52	Neighborhood	BFS	Valley
Sesnon Bl	2376' W/O Mason Ave	Mason Ave	0.45	Neighborhood	Lane: Future	Valley

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Sesnon Bl	Mason Ave	Tampa Ave	1.87	Neighborhood	Lane: Existing	Valley
Sesnon Bl	Tampa Ave	Reseda Bl	0.44	Neighborhood	Lane: Future	Valley
Sesnon Bl	Cascade Canyon Dr	Balboa Bl	1.62	Neighborhood	Lane: Future	Valley
Sesnon Blvd	773 ft W/O Longacre Ave	Cascade Canyon Dr	0.91	Neighborhood	BFS	Valley
Shanley Ave	Malta St	Marmion Way	0.11	Neighborhood	Route: Existing	Central/South
Sheldon St	McBroom St	Wentworth St	0.57	Neighborhood	BFS	Valley
Sheldon St	Glenoaks Bl	Wentworth St	0.33	Backbone	Lane: Future	Valley
Shenandoah St	Whitworth Dr	Cattaraugus Ave	1.63	Neighborhood	BFS	West/Central
Shepard St	Gaffey St	Pacific Ave	0.28	Backbone	Lane: Existing	Harbor
Sherbourne Dr	Olympic Blvd	Cadillac Ave	1.37	Neighborhood	BFS	West/Central
Sherman Grove Ave	Le Berthon St	Fenwick St	0.39	Neighborhood	BFS	Valley
Sherman Grove Ave	Fenwick St	Apperson St	0.38	Neighborhood	BFS	Valley
Sherman Oaks Ave	Valley Vista Blvd	Fiume Wk	0.03	Neighborhood	BFS	Valley
Sherman Way	Topanga Canyon Bl	Orange Line Extension	0.51	Backbone	Lane: Future	Valley
Sherman Way	Sherman Wy./Platt Ave	420' W/O Topanga Cyn Bl	1.89	Backbone	Lane: Existing	Valley
Sherman Way	Canoga	Laurel Canyon	11.52	Backbone	Lane: Future	Valley
Shirley Ave	Business Center Dr	Kittridge St	2.70	Neighborhood	BFS	Valley
Shirley Ave	Runnymede St	Valerio St	0.06	Neighborhood	BFS	Valley
Shore Cliff Dr	Accessway	Coastal View Dr	0.16	Neighborhood	BFS	West/Central
Shoredale Ave	Blake Ave	Riverside Dr.	0.10	Neighborhood	Route: Existing	Central/South
Short Ave	McConnell Bl	Centinela Ave	0.56	Neighborhood	Route: Future	West/Central
Shoshone Ave	Nugent Dr	Rinaldi St	0.26	Neighborhood	BFS	Valley
Shoup Ave	Valerio St	Sherman Wy	0.25	Neighborhood	BFS	Valley
Signature Dr	Bradford Pl	El Oro Way	0.05	Neighborhood	BFS	Valley
Silver Lake Bl	Glendale Bl	Sunset Bl	1.55	Backbone	Lane: Existing	Central/South
Silver Lake Bl	Sunset Bl	Virgil Ave	0.94	Backbone	Lane: Future	Central/South
Silver Lake Dr	Rowena Ave	Silver Lake Bl	1.44	Neighborhood	Lane: Future	Central/South
Simshaw Ave	Astoria St	Gridley St	0.98	Neighborhood	BFS	Valley
Slauson Ave	8th Ave	8th Ave	0.04	Neighborhood	BFS	Central/South
Slauson Ave	8th Ave	8th Ave	0.04	Neighborhood	BFS	Central/South

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Sotello St	N Spring St	N Main St	0.16	Neighborhood	BFS	Central/South
Soto St	Mission Rd	840' S/O Washington Bl	4.71	Backbone	Lane: Future	Central/South
Southwest Dr	4th Ave	4th Ave	0.01	Neighborhood	BFS	Central/South
Spaulding Ave	Pickford St	18th St	0.26	Neighborhood	BFS	Central/South
Spring St	College St	Ord	0.23	Neighborhood	Route: Future	Central/South
Spring St	S Ave 18	W College St	1.01	Neighborhood	Lane: Future	Central/South
Spring St	101 Fwy	9th Street	1.28	Backbone	Route: Existing	Central/South
Spring St	Cesar E Chavez Ave	9th Street	1.44	Backbone	Lane: Future	Central/South
St Andrews Pl	Fountain	Lexington Ave	0.15	Neighborhood	BFS	Central/South
St Andrews Pl	Melrose Ave	18th St	2.88	Neighborhood	BFS	Central/South
St Andrews Pl	29th	36th Pl	0.50	Neighborhood	BFS	Central/South
St George St	Rowena Ave	Franlin Ave	0.48	Neighborhood	BFS	Central/South
St Louis St	110 Frwy Exit 19	Boyle Ave	1.32	Neighborhood	BFS	Central/South
Stadium Way	Riverside Dr	Elysian Park Ave	1.86	Backbone	Lane: Future	Central/South
Stanford	Pico	14th	0.07	Neighborhood	Lane: Future	Central
Stanford Ave	14th St	4th St	1.12	Neighborhood	Route: Future	Central/South
Stanford Ave	Century Fwy	120th St	0.26	Neighborhood	BFS	Harbor
Stanley Ave	Rosewood Ave	Beverly Blvd	0.28	Neighborhood	BFS	Central/South
Stephen M White Dr	Pacific Ave	Cabrillo Beach	0.27	Neighborhood	Route: Existing	Harbor
Stern Ave	Valleyheart Dr	Ventura Blvd	0.43	Neighborhood	BFS	Valley
Stocker Pl	Stocker Pz	Garthwaite Ave	0.02	Neighborhood	BFS	Central/South
Stocker Pz	Garthwaite Ave	Stocker Pl	0.06	Neighborhood	BFS	Central/South
Stocker St	Crenshaw Blvd	Creed Ave	0.44	Neighborhood	BFS	Central/South
Stone Canyon Road	Bellagio Road	Fontenelle Wy	1.19	Neighborhood	BFS	West/Central
Stonehurst Ave	Wentworth St	Sunland Blvd	1.12	Backbone	BFS	Valley
Stratford Rd	Campus Rd	Avenue 50	0.24	Backbone	Route: Existing	Central/South
Stratford Road	Campus Rd	Avenue 50	0.24	Neighborhood	BFS	Central/South
Strathern St	Mason Ave	Winnekta Ave	0.50	Neighborhood	BFS	Valley
Strathern St	Quakertown Ave	Balboa Blvd	3.95	Neighborhood	BFS	Valley
Strathern St	Vanalden Ave	Balboa Blvd	2.75	Neighborhood	BFS	Valley

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Strathern St	Ranchito Ave	Coldwater Canyon Ave	1.17	Neighborhood	BFS	Valley
Strathern St	Laurel Canyon Blvd	San Fernando Rd	1.87	Neighborhood	BFS	Valley
Strathern St	Winnetka Ave	Ouakertown Ave	0.07	Backbone	Lane: Future	Valley
Strathern St	Coldwater Cyn Ave	Laurel Cyn Bl	1.03	Neighborhood	Lane: Existing	Valley
Strathmore Dr	Levering Ave	Gayley Ave	0.22	Neighborhood	BFS	West/Central
Summerland Ave	Western Ave	Gaffey St	0.97	Backbone	Lane: Future	Harbor
Summerland Ave	Western Ave	Gaffey St	0.97	Backbone	Route: Existing	Harbor
Sunland	La Tuna Canyon	Penrose	0.13	Backbone	Lane: Future	Valley
Sunland Bl	La Tuna Canyon Road	Foothill Bl	3.76	Backbone	Lane: Future	Valley
Sunset Bl	Fountain Ave	Douglas St	2.55	Backbone	Lane: Existing	Central/South
Sunset Bl	Douglas St	Beaudry Ave	0.65	Backbone	Lane: Future	Central/South
Sunset Bl	Beaudry Ave	Figueroa St	0.24	Backbone	Lane: Future	Central/South
Sunset Bl	Fairfax Ave	Fountain Ave	4.51	Backbone	Lane: Future	West/Central
Sunset Blvd	Laurel Ave	Laurel Ave	0.01	Neighborhood	BFS	Central/South
Sweetzer Ave	Waring Ave	Wilshire Blvd	1.47	Neighborhood	BFS	Central/South
Sylmar Ave	Plummer St	Tupper St	0.29	Neighborhood	BFS	Valley
Sylvia Ave	Mayall St	Mayall St	0.02	Neighborhood	BFS	Valley
Talmadge St	Price St	Effie St	0.91	Neighborhood	BFS	Central/South
Tampa Ave	Oxnard St	Topham St	0.12	Neighborhood	BFS	Valley
Tampa Ave	Sesnon Bl	Rinaldi St	1.78	Neighborhood	Lane: Existing	Valley
Tarzana Dr	Avenida Hacienda	Tarzana St	0.08	Neighborhood	BFS	Valley
Tarzana St	Tarzana Dr	Newcastle Ave	0.06	Neighborhood	BFS	Valley
Telfair	Pacoima Wash	Paxton	0.40	Neighborhood	BFS	Valley
Telfair Ave	Paxton St	Montague St	1.91	Neighborhood	BFS	Valley
Telfair Ave	Roxford St	Oro Grande St	1.28	Neighborhood	Lane: Future	Valley
Temescal Canyon Road	Pacific Coast Hwy.	Sunset Bl	1.04	Neighborhood	Lane: Existing	West/Central
Temple St	Westmoreland Ave	Virgil Ave	2.37	Backbone	Lane: Future	Central/South
Temple St	Virgil Ave	Beaudry Ave	2.28	Backbone	Lane: Future	Central/South
Tennessee Ave	Federal Ave	Purdue Ave	0.20	Neighborhood	BFS	West/Central
Tennessee Ave	Purdue Ave	Corinth Ave	0.07	Neighborhood	BFS	West/Central

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Tennessee Ave	Corinth Ave	Sawtelle Blvd	0.07	Neighborhood	BFS	West/Central
Tennessee Ave	Cotner Ave	Prosser Ave	1.05	Neighborhood	BFS	West/Central
Tennessee Ave	Prosser Ave	Patricia Ave	0.15	Neighborhood	BFS	West/Central
Tennessee Ave	Patricia Ave	160.5 ft east of Fox Hills Dr	0.44	Neighborhood	BFS	West/Central
Terra Bella St	Tierra Vista Way	Dronfield	1.21	Neighborhood	BFS	Valley
Terra Bella St	Tupper St	San Fernando Rd	2.21	Backbone	Route: Future	Valley
Texas Ave	Centinela Ave	Federal Ave	0.91	Neighborhood	BFS	West/Central
Texas Ave	Centinela Ave	Westgate Ave	0.57	Backbone	Route: Existing	West/Central
Thatcher Ave	Berkeley Dr	Harbor Crossing Lane	0.20	Neighborhood	BFS	West/Central
The Grove Dr	Beverly Blvd	3rd St	0.37	Neighborhood	BFS	Central/South
Thornburn St	La Tijera Blvd	Kittyhawk Ave	0.07	Neighborhood	BFS	West/Central
Tiverton Ave	Le Conte Ave	Weyburn Ave	0.11	Neighborhood	Route: Existing	West/Central
Toluca St	Court St	1st St	0.21	Neighborhood	BFS	Central/South
Topanga Canyon	118 Frwy	Mulholland Way	8.91	Backbone	Lane: Future	Valley
Topaz St	Via Donte	148' W/O Via Donte	0.03	Backbone	Route: Existing	West/Central
Topaz St	Via Marina	Via Marina	0.03	Backbone	Lane: Future	West/Central
Townsend Ave	Avenue 51	York Blvd	1.68	Neighborhood	BFS	Central/South
Tracy St	Talmadge St	Griffith Park Blvd	0.75	Neighborhood	BFS	Central/South
Tujunga Ave	Penrose St	Strathern St	0.53	Neighborhood	BFS	Valley
Tujunga Ave	Oxnard St	Burbank Blvd	0.50	Neighborhood	BFS	Valley
Tujunga Ave	Strathern St	Vanowen St	1.50	Neighborhood	Lane: Future	Valley
Tujunga Ave	Vanowen St	Riverside Dr/Camarillo St	2.00	Neighborhood	Route: Future	Valley
Tujunga Canyon Bl	Foothill Bl	La Tuna Canon Rd	0.97	Backbone	Lane: Future	Valley
Tujunga Canyon Blvd	Wentworth St	Foothill Blvd	2.13	Neighborhood	BFS	Valley
Tupper St	Balboa Blvd	Gerald Ave	0.34	Neighborhood	BFS	Valley
Tupper St	Lemona Ave	Natick Ave	0.07	Neighborhood	BFS	Valley
Tupper St	Kester Ave	Cedros Ave	0.15	Neighborhood	BFS	Valley
Tuscany Ave	83rd St	Manchester Ave	0.08	Neighborhood	BFS	West/Central
Tuxford St	Roscoe Bl	Lankershim Bl	0.09	Backbone	Lane: Existing	Valley
Tuxford St	Lankershim Bl	Sunland Ave	1.25	Backbone	Lane: Future	Valley

2010 Bicycle Plan: Backbone

Tyrone Ave	Moorpark St	Ventura Bl	0.08	Backbone	Lane: Future	Valley
Union Ave	Temple St	4th St	1.79	Neighborhood	BFS	Central/South
Union Ave	6th St	24th St	0.67	Neighborhood	BFS	Central/South
Union Dr	4th St	6th St	0.18	Neighborhood	BFS	Central/South
Valerio St	Canoga Ave	Deering Av	0.05	Neighborhood	BFS	Valley
Valerio St	Faust Ave	Oso Ave	2.50	Neighborhood	BFS	Valley
Valerio St	Winnetka Ave	Corbin Ave	0.50	Neighborhood	BFS	Valley
Valerio St	Shirley Ave	Caldus Ave	2.43	Neighborhood	BFS	Valley
Valerio St	Caldus Ave	Balboa Blvd	0.74	Neighborhood	BFS	Valley
Valerio St	Woodley Ave	100' W/O 405 Frwy	0.56	Neighborhood	BFS	Valley
Valerio St	150' E/O 405 Frwy	Ave	2.53	Neighborhood	BFS	Valley
Valerio St	Valerio St	Gazette Ave	0.04	Neighborhood	Lane: Future	Valley
Valley Bl	Mission Rd	City Limits	3.12	Backbone	Lane: Future	Central/South
Valley Circle Bl	Plummer St	Roscoe Bl	2.67	Neighborhood	Route: Future	Valley
Valley Circle Bl	Roscoe Bl	Ave San Luis	4.91	Backbone	Lane: Existing	Valley
Valley Circle Blvd	Baden Ave	Devonshire St	0.63	Neighborhood	BFS	Valley
Valley Spring Ln	Cahuenga Blvd	Forman Ave	0.50	Neighborhood	BFS	Valley
Valley Vista Blvd	Newcastle Ave	White Oak Ave	0.76	Neighborhood	BFS	Valley
Valley Vista Blvd	Woodvale Rd	Sherman Oaks Ave	0.25	Neighborhood	BFS	Valley
Valley Vista Blvd	Woodley Ave	Densmore Ave	0.36	Neighborhood	BFS	Valley
Valley Vista Blvd	Sepulveda Blvd	Saugus Ave	0.13	Neighborhood	BFS	Valley
Valley Vista Blvd	Saugus Ave	Van Nuys Blvd	1.27	Neighborhood	BFS	Valley
Valley Vista Blvd	Van Nuys Blvd	Beverly Glen Blvd	0.17	Neighborhood	BFS	Valley
Valley Vista Blvd	Beverly Glen Blvd	Ventura Blvd	2.07	Neighborhood	BFS	Valley
Valmar Road	Mullholland Dr	City Limits	0.20	Neighborhood	Lane: Future	Valley
Van Buren Ave	Abbot Kinney Blvd	Lincoln Blvd	0.31	Neighborhood	BFS	West/Central
Van Ness Ave	Harold Way	Fountain Ave	0.32	Neighborhood	BFS	Central/South
Van Ness Ave	La Mirada Ave	2nd St	1.56	Neighborhood	BFS	Central/South
Van Ness Ave N	Fountain Ave	La Mirada Ave	0.07	Neighborhood	Lane: Future	Central/South
Van Noord Ave	Roscoe Blvd	Willard St	0.23	Neighborhood	BFS	Valley

2010 Bicycle Plan: Backbone

Van Nuys	Nordoff	Foothill	4.38	Backbone	Lane: Future	Valley
Van Nuys Bl	Nordhoff St	101 Fwy	5.43	Backbone	Lane: Future	Valley
Van Nuys Bl	101 Fwy	Valley Vista Bl	0.70	Neighborhood	Route: Future	Valley
Vanalden Ave	Wilbur Ave	County Line Bike Path	2.84	Neighborhood	BFS	Valley
Vanalden Ave	Halsted St	Halsted St	0.01	Neighborhood	BFS	Valley
Vanalden Ave	County Line Bike Path	Calvert St	3.42	Neighborhood	BFS	Valley
Variel Ave	Rinaldi St	Nashville St	0.06	Neighborhood	BFS	Valley
Variel Ave	Nashville St	Plummer St	1.93	Neighborhood	BFS	Valley
Variel Ave	Bryant St	130' N/O Orangeline	2.56	Neighborhood	BFS	Valley
Variel Ave	Victory Bl	Oxnard St	0.63	Neighborhood	Route: Future	Valley
Varna Ave	Hart St	Vanowen St	0.30	Neighborhood	BFS	Valley
Venice Bl	Ocean Front Walk	Pacific Ave	0.09	Backbone	Lane: Future	Central/South
Venice Bl	Crenshaw Bl	Figueroa St	3.48	Backbone	Route: Existing	Central/South
Venice Bl	Crenshaw Bl	Figueroa St	3.48	Backbone	Lane: Future	Central/South
Venice Bl	Figueroa St	Central Ave	1.35	Backbone	Lane: Future	Central/South
Venice Bl	Pacific Ave	Venice Way	0.30	Backbone	Route: Existing	West/Central
Venice Bl	Venice Wy.	Crenshaw Bl	9.07	Backbone	Lane: Existing	West/Central
Ventura Bl	Leonara Dr	Cahuenga Bl	16.31	Backbone	Lane: Future	Valley
Ventura Canyon Ave	Strathern St	Strathern St	0.01	Neighborhood	BFS	Valley
Verdugo Road	Eagle Rock Bl	Cypress Ave	1.00	Neighborhood	Route: Existing	Central/South
Vermont	Lomita	Normandie	1.12	Backbone	Lane: Future	Harbor
Vermont Ave	Vermont Canyon Road	Hillhurst Ave	0.29	Neighborhood	BFS	Central/South
Vermont Ave	Jefferson Bl	39th St	0.72	Backbone	Route: Existing	Central/South
Vermont Ave	Los Feliz Bl	Gage	8.87	Backbone	Lane: Future	Central/South
Vermont Ave	76th St	79th St	0.20	Backbone	Route: Existing	Central/South
Vermont Ave	Gage	79th St	0.99	Backbone	Lane: Future	Central/South
Vermont Ave	79th	383' S/O Manchester Ave	0.58	Backbone	Lane: Future	Central/South
Vermont Ave	88th St	105 Freeway	2.02	Backbone	Route: Existing	Central/South
Vermont Ave	88th St	105 Freeway	2.02	Backbone	Lane: Future	Central/South
Vermont Ave	105 Fwy	135th Street	1.35	Backbone	Lane: Future	Central/South

2010 Bicycle Plan: Backbone

Vermont Ave	135th Street	Gardena	0.19	Backbone	Lane: Existing	Central/South
Vermont Ave	Gardena	Del Amo Bl	2.50	Backbone	Lane: Future	Central/South
Vermont Canyon Road	Boyscout Rd	Vermont Ave	0.15	Neighborhood	BFS	Central/South
Vernon Ave	Honduras St	Long Beach Ave	0.04	Neighborhood	BFS	Central/South
Veronica St	Sanchez Dr	La Brea Ave	0.13	Neighborhood	BFS	Central/South
Veteran Ave	Massachusetts Ave	Ayres Ave	1.12	Neighborhood	BFS	West/Central
Via Marina	Marquesas	Via Dolce	0.46	Backbone	Route: Existing	West/Central
Via Marina	Marquesas	Via Dolce	0.46	Backbone	Lane: Future	West/Central
Via Marina	Ocean Front Walk	330' ne/o Via Donte	0.20	Backbone	Lane: Future	West/Central
Via Marisol	50' E/O Arroyo Dr	Bushnell Wy	0.21	Neighborhood	BFS	Central/South
Vicksburg	96th	Century	0.22	Backbone	Lane: Future	West LA
Victory Bl	Valley Circle Bl	Topanga Canyon Bl	1.88	Backbone	Lane: Existing	Valley
Victory Bl	Haskell Ave	Sepulveda Bl	0.43	Backbone	Route: Existing	Valley
Vincent Thomas Bridge	SR-47 S Exit 1C	Seaside Ave	0.99	Backbone	Lane: Future	Harbor
Vine St	Hollywood Bl	Melrose Ave	1.25	Backbone	Route: Existing	Central/South
Vine St	Yucca St	Melrose Ave	1.40	Backbone	Lane: Future	Central/South
Vineland Ave	Burbank Bl	Magnolia Bl	0.46	Neighborhood	Lane: Future	Valley
Vineyard Ave	Venice Blvd	21st St	0.71	Neighborhood	BFS	Central/South
Vineyard Ave	21st St	23rd St	0.06	Neighborhood	BFS	Central/South
Virgil Ave	Sunset Bl	Wilshire Bl	2.59	Backbone	Lane: Future	Central/South
Vista Del Mar Ave	Primrose Ave	Dix St	0.27	Neighborhood	BFS	Central/South
Vista Del Mar Ave	Yucca St	Carlos Ave	0.06	Neighborhood	BFS	Central/South
Vista St	City Limits	Waring Ave	0.25	Neighborhood	BFS	Central/South
Wabash Ave	Evergreen Ave	Evergreen Ave	0.04	Neighborhood	BFS	Central/South
Walgrove Ave	Dewey St	Zanza St	1.25	Neighborhood	BFS	West/Central
Walker Ave	7th St	Leland St	1.33	Neighborhood	BFS	Harbor
Wall St	98th St	107th St	0.55	Neighborhood	BFS	Central/South
Waring	Limits/La Cienega	Alfred	0.10	Neighborhood	BFS	Central/South
Waring Ave	Alfred St	June St	3.03	Neighborhood	BFS	Central/South
Warnall Ave	Rochester Ave	Eastborne Ave	0.24	Neighborhood	BFS	West/Central

2010 Bicycle Plan: Backbone

Warner Dr	Capistrano Way	McCarthy Vista	0.14	Neighborhood	BFS	Central/South
Washington	Figueroa	LA River	3.00	Backbone	Lane: Future	Central/South
Washington	Union	Figueroa	0.60	Backbone	Lane: Future	Central/South
Washington Bl	Fairfax Ave	Figueroa St	5.86	Backbone	Lane: Future	Central/South
Washington Bl	Ocean Front Walk	127' N/E of Abbott Kinney	1.08	Neighborhood	Lane: Existing	West/Central
Washington Blvd	Abbot Kinney Blvd	Walnut Ave	0.31	Neighborhood	BFS	West/Central
Washington Pl	Grand View Blvd	25 Ft West of Albright Ave	0.73	Neighborhood	BFS	West/Central
Waterford St	End of Waterford St	Church Ln	0.16	Neighborhood	BFS	West/Central
Waterfront Dr	S Campus Center Dr	Artisans Way	0.34	Neighborhood	Lane: Future	West/Central
Wellesley Ave	Ohio Ave	Idaho Ave	0.13	Neighborhood	BFS	West/Central
Wells Dr	Dumetz Road	Avenida Hacienda	3.56	Neighborhood	BFS	Valley
Wentworth St	Oro Vista Ave	Tujunga Canyon Blvd	1.13	Neighborhood	BFS	Valley
Wentworth St	Sheldon	Wheatland Ave	2.08	Backbone	Lane: Existing	Valley
Wentworth St	Wheatland Ave	Foothill Bl	1.68	Backbone	Lane: Future	Valley
West Blvd	12th St	Pico Blvd	0.25	Neighborhood	BFS	Central/South
West Blvd	Pico Blvd	Adams Blvd	1.17	Neighborhood	BFS	Central/South
West Blvd	Floresta Ave	Florence Ave	1.51	Neighborhood	BFS	Central/South
Westchester Pkwy	Pershing Dr	Sepulveda Westway	2.48	Backbone	Lane: Existing	West/Central
Westchester Pkwy	Sepulveda Westway	Sepulveda Bl	0.11	Backbone	Lane: Future	West/Central
Westchester Pkwy	Sepulveda Bl	Airport Bl	0.64	Backbone	Lane: Future	West/Central
Westdale Ave	Eagle Rock Blvd	Campus Rd	0.18	Neighborhood	BFS	Central/South
Western Ave	Elmwood Ave	Oakwood Ave	0.05	Neighborhood	BFS	Central/South
Western Ave	24th St	22nd St	0.11	Neighborhood	BFS	Central/South
Western Ave	42nd St	42nd Pl	0.08	Neighborhood	BFS	Central/South
Western Ave	60th St	60th Pl	0.01	Neighborhood	BFS	Central/South
Western Ave	Florence Ave	98th St	1.90	Neighborhood	BFS	Central/South
Western Ave	Los Feliz Bl	Franklin Ave	0.16	Neighborhood	Lane: Future	Central/South
Western Ave	Capitol Hill Dr	Summerland Ave	0.50	Backbone	Lane: Future	Harbor
Western Ave	Summerland Ave	Paseo Del Mar	2.53	Backbone	Route: Existing	Harbor
Western Ave	Santa Cruz	Paseo Del Mar	2.36	Backbone	Lane: Future	Harbor

2010 Bicycle Plan: Backbone

Western Ave	Summerland Ave	W Santa Cruz St	0.17	Backbone	Lane: Future	Harbor
Western Ave	182nd St	261st St	5.39	Backbone	Lane: Future	Harbor
Western Ave	Anaheim St	Palos Verdes Dr.	0.07	Backbone	Lane: Future	Harbor
Western Ave	Peninsula Verdes Dr.	Westmont Dr	0.91	Backbone	Lane: Future	Harbor
Western Canyon Road	Observatory Rd	Moco Ln	1.62	Neighborhood	BFS	Central/South
Western Heritage Way	Zoo Dr	Crystal Springs Dr	0.36	Backbone	Lane: Future	Central/South
Western Heritage Way	Zoo Dr	Crystal Springs Dr	0.36	Backbone	Route: Existing	Central/South
Westgate Ave	Texas Ave	Ohio Ave	0.23	Neighborhood	Route: Existing	West/Central
Westhaven St	Hauser Blvd	Harcourt Ave	0.81	Neighborhood	BFS	Central/South
Westholme Ave	Hilgard Ave	Santa Monica Blvd	1.26	Neighborhood	BFS	West/Central
Westholme Ave	Hilgard Ave	Santa Monica Bl	1.26	Backbone	Route: Existing	West/Central
Westlawn Ave	Beatrice St	Bluff Creek Dr	0.39	Neighborhood	BFS	West/Central
Westmont Dr	Amelia Ave	Gaffey St	0.52	Backbone	Route: Existing	Harbor
Westmont Dr	Amelia Ave	Gaffey St	0.52	Backbone	Lane: Future	Harbor
Westmoreland Ave	7th St	Pico Blvd	0.86	Neighborhood	BFS	Central/South
Westmoreland Ave	Pico Bl	17th St	0.28	Backbone	Lane: Future	Central/South
Westpark Dr	Addison St	Connector	0.06	Neighborhood	BFS	Valley
Westpark Dr	Addison St	Hesby St	0.06	Neighborhood	BFS	
Westwood Bl	Le Conte Ave	Wellworth Ave	0.50	Backbone	Lane: Future	West/Central
Westwood Bl	Wellworth Ave	350' N/O Santa Monica Bl	0.52	Backbone	Lane: Existing	West/Central
Westwood Bl	350' S/O Santa Monica Bl.	Overland Ave	1.76	Backbone	Route: Existing	West/Central
Westwood Bl	350' S/O Santa Monica Bl.	Exposition Bl	1.14	Backbone	Lane: Future	West/Central
Weyburn Ave	Le Conte Ave	Selby Ave	0.03	Neighborhood	BFS	West/Central
Weyburn Ave	Veteran Ave	Gayley Ave	0.17	Backbone	Lane: Future	West/Central
Weymouth Ave	Western Ave	19th St	1.08	Neighborhood	BFS	Harbor
Wheatland Ave	McBroom St	Ormond St	1.52	Neighborhood	BFS	Valley
Wheatland Ave	McBroom St	Wentworth St	0.12	Neighborhood	BFS	Valley
White Oak	Roscoe	Victory		Backbone	Lane: Future	Valley
White Oak	Oxnard	Ventura		Backbone	Lane: Future	Valley
White Oak Ave	San Fernando Mission Blvd	Plummer St	2.00	Neighborhood	BFS	Valley

2010 Bicycle Plan: Backbone

White Oak Ave	Nordhoff St	Parthenia St	0.50	Neighborhood	BFS	Valley
White Oak Ave	Chase St	Roscoe Blvd	0.26	Neighborhood	BFS	Valley
White Oak Ave	White Oak Ave	White Oak Ave	0.34	Neighborhood	BFS	Valley
White Oak Ave	Rinaldi St	San Fernando Mission	0.50	Backbone	Lane: Future	Valley
White Oak Ave	Victory Bl	Oxnard St	0.43	Backbone	Lane: Existing	Valley
Whitsett Ave	Saticoy St	Saticoy St S	0.25	Neighborhood	BFS	Valley
Whittier Bl	LA River	City Limits	2.29	Backbone	Lane: Future	Central/South
Whitworth Dr	Beverly Dr	Curson Ave	2.23	Neighborhood	BFS	West/Central
Wilbur Ave	Tampa Ave	Nordhoff St	4.14	Backbone	Route: Existing	Valley
Wilbur Ave	Vanalden Ave	Nordhoff St	2.61	Neighborhood	Lane: Future	Valley
Wilbur Ave	Tampa Ave	Vanalden Ave	1.53	Neighborhood	Lane: Future	Valley
Wilcox Ave	Franklin Ave	Cahuenga Bl	0.05	Backbone	Lane: Future	Central/South
Wiley Post Ave	La Tijera Blvd	Airline Ave	0.46	Neighborhood	BFS	West/Central
Will Rogers St	Airline Ave	Westchester Pkwy	0.30	Neighborhood	BFS	West/Central
Willaman Dr	3rd St	City Limits	0.27	Neighborhood	BFS	West/Central
Willard St	Van Noord Ave	Coldwater Canyon Ave	0.06	Neighborhood	BFS	Valley
Willis Ave	Chase St	Line Bike Path	0.79	Neighborhood	BFS	Valley
Willoughby Ave	Croft Ave	Orlando Ave	0.06	Neighborhood	BFS	Central/South
Wilmington Ave	97th St	Imperial Hwy	1.29	Neighborhood	BFS	Central/South
Wilmington Blvd	Q St	Q St	0.03	Neighborhood	BFS	Harbor
Wilmington Blvd	L St	L St	0.02	Neighborhood	BFS	Harbor
Wilshire	City Limit)	Federal	0.95	Backbone	Lane: Future	West LA
Wilshire Bl	Veteran Ave	Beverly Hills City Limits	2.07	Backbone	Lane: Future	Central/South
Wilshire Bl	Beverly Hills City Limits	Alvarado St	5.62	Backbone	Lane: Future	Central/South
Wilton	Pico	Country Club Drive	0.15	Neighborhood	BFS	Central/South
Wilton Dr	Wilton Pl	Wilton Pl	0.16	Backbone	Lane: Future	Central/South
Wilton Pl	Pico Blvd	18th St	0.38	Neighborhood	BFS	Central/South
Wilton Pl	54th St	62nd St	0.65	Neighborhood	BFS	Central/South
Wilton Pl	Franklin Ave	10th St	3.63	Backbone	Lane: Future	Central/South
Windward Ave	Park Row	Riviera Ave	0.18	Neighborhood	BFS	West/Central

2010 Bicycle Plan: Backbone

Winnetka Ave	Devonshire St	Nordhoff St	1.76	Backbone	Lane: Future	Valley
Winnetka Ave	Nordoff St	Gault St	2.25	Backbone	Lane: Existing	Valley
Winnetka Ave	Gault St	Ventura Bl	1.96	Backbone	Lane: Future	Valley
Woodlawn Ave	Washington Blvd	Martin Luther King Jr Blvd	0.05	Neighborhood	BFS	Central/South
Woodley Ave	Balboa Blvd	Rinaldi St	2.08	Neighborhood	BFS	Valley
Woodley Ave	Dickens St	Valley Vista Blvd	0.13	Neighborhood	BFS	Valley
Woodley Ave	Rinaldi St	Chase	3.74	Neighborhood	Lane: Existing	Valley
Woodley Ave	Chase St	Sherman Way	1.65	Neighborhood	Lane: Future	Valley
Woodley Ave	Sherman Way	Victory	1.00	Neighborhood	Lane: Existing	Valley
Woodman Ave	Chatsworth St	Devonshire St	0.51	Backbone	Lane: Future	Valley
Woodman Ave	Devonshire St	Filmore St	0.53	Backbone	Lane: Existing	Valley
Woodman Ave	Filmore St	Plummer St	0.63	Backbone	Lane: Future	Valley
Woodman Ave	Plummer St	Chandler Bl	4.75	Backbone	Route: Existing	Valley
Woodman Ave	Plummer St	Sherman Way	3.05	Backbone	Lane: Future	Valley
Woodman Ave	Sherman Way	Oxnard	1.50	Backbone	Lane: Future	Valley
Woodman Ave	Oxnard	Burbank Bl	0.49	Backbone	Lane: Existing	Valley
Woodman Ave	Burbank Bl	Chandler	0.24	Backbone	Lane: Future	Valley
Woodman Ave	Chandler	Ventura	1.40	Backbone	Lane: Future	Valley
Woodrow Wilson Dr	Laurel Canyon Blvd	Mullholland Dr	2.65	Neighborhood	BFS	Valley
Woodvale Road	High Valley Pl	Haskell Ave	0.57	Neighborhood	BFS	Valley
Workman St	Pasadena Ave	Alhambra Ave	1.15	Neighborhood	BFS	Central/South
York Bl	Avenue 66	Arroyo Verde Rd	0.04	Backbone	Route: Existing	Central/South
York Bl	Eagle Rock Bl	Avenue 56	1.43	Backbone	Lane: Future	Central/South
York Bl	Ave 56	Figueroa St. N.	0.79	Backbone	Lane: Future	Central/South
York Bl	Figueroa St. N	South Pasadena City Limits	0.51	Backbone	Lane: Future	Central/South
York Blvd	Delevan Dr	Ellenwood Dr	0.38	Neighborhood	BFS	Central/South
Yosemite Dr	Eagle Rock Bl	Figueroa St	1.49	Neighborhood	Route: Future	Central/South
Yucca St	Argyle	Vista Del Mar Ave	0.08	Neighborhood	BFS	Central/South
Yucca St	Cahuenga Bl	Vine St	0.17	Backbone	Route: Future	Central/South
Zanja St	Lincoln Blvd	City Limits	0.90	Neighborhood	BFS	West/Central

2010 Bicycle Plan: Backbone

Zelzah Ave	Chase St	Sherman Wy	1.70	Neighborhood	BFS	Valley
Zelzah Ave	Gault St	Burbank Blvd	1.84	Neighborhood	BFS	Valley
Zonal Ave	Mission Rd	Cornwell St	0.49	Neighborhood	Route: Future	Central/South
Zoo/Crystal Springs Dr	Griffith Park Dr	Los Feliz Bl	1.93	Backbone	Route: Existing	Central/South
Zoo/Crystal Springs Dr	Forest Lawn Dr.	Western Heritage Way	1.93	Backbone	Lane: Future	Central/South

2010 Bicycle Plan: Neighborhood

Street Name	From	To	Miles	Network	Status	Area
101 Overpass at Cahuenga & Vine St	Cahuenga Bl	Cahuenga Bl	0.07	Backbone	Lane: Future	Central/South
102nd St	Broadway	Avalon	0.76	Neighborhood	BFS	Central/South
103rd St	Avalon Blvd	Weigand Ave	1.79	Neighborhood	BFS	Central/South
107th St	Broadway	Mona Blvd	1.59	Neighborhood	BFS	Central/South
10th	San Pedro	Central	0.54	Neighborhood	Lane: Future	Central
10th Ave	21st St	Adams Blvd	0.38	Neighborhood	BFS	Central/South
10th Ave	Mont Clair St	36th St	0.46	Neighborhood	BFS	Central/South
10th St	Wilton Pl	Arlington/Van Ness Aves	0.05	Backbone	Lane: Future	Central/South
111th Pl	Hoover St	Mckinley Ave	1.52	Neighborhood	BFS	Harbor
118th Pl	Broadway	118th Dr	1.03	Neighborhood	BFS	Harbor
11th	Main	San Pedro	0.43	Neighborhood	Lane: Future	Central
11th Ave	36th St	Exposition Blvd	0.09	Neighborhood	BFS	Central/South
11th Ave	Leimert Blvd	46th St	0.24	Neighborhood	BFS	Central/South
11th St	St Andrews Pl	Elden Ave	1.34	Neighborhood	BFS	Central/South
11th St	Elden Ave	Main St	1.66	Neighborhood	BFS	Central/South
120th St	Vermont Ave	City Limits	2.18	Backbone	Lane: Future	Harbor
12th St	Rimpau Blvd	Queen Anne Pl	0.24	Neighborhood	BFS	Central/South
12th St	Elden Ave	Union Ave	0.73	Neighborhood	BFS	Central/South
12th St	Berendo St	Catalina St	0.06	Neighborhood	BFS	Central/South
135th St	Vermont Ave	Hoover St	0.25	Neighborhood	BFS	Harbor
14th	Stanford	Griffith	0.06	Backbone	Lane: Future	Central
15th St	Catalina St	Berendo St	0.07	Neighborhood	BFS	Central/South
16th St	Main St	Central Ave	0.93	Backbone	Lane: Future	Central/South
17th St	Westmoreland Ave	New England St	0.09	Neighborhood	BFS	Central/South
17th St	Weymouth Ave	Palos Verdes St	1.63	Neighborhood	BFS	Harbor
186th St	Western Ave	Normandie Ave	0.55	Neighborhood	BFS	Harbor
18th St	Wilton Pl	St Andrews Pl	0.17	Neighborhood	BFS	Central/South
18th St	Robertson Blvd	Spalding Ave	1.26	Neighborhood	BFS	West/Central
190th St	Western Ave	Figueroa St	1.66	Backbone	Lane: Future	Harbor
1st St	Lucas Ave	Central Ave	2.60	Backbone	Lane: Future	Central/South
1st St	Central Ave	Boyle	1.11	Backbone	Lane: Future	Central/South
1st St	Boyle Ave	Lorena St	1.60	Backbone	Lane: Future	Central/South

2010 Bicycle Plan: Neighborhood

1st St	Lorena St	Limits w/East Los	0.17	Backbone	Lane: Future	Central/South
1st St	Gaffey St	Harbor Blvd	0.72	Neighborhood	BFS	Harbor
1st St	Harbor View Ave	Gaffey St	0.94	Neighborhood	Route: Future	Harbor
20th St	New England St	Hoover St	0.20	Neighborhood	BFS	Central/South
218th St	Western Ave	Normandie Ave	0.30	Neighborhood	BFS	Harbor
21st St	Redondo Blvd	Vineyard Ave	0.76	Neighborhood	BFS	Central/South
21st St	10th Ave	Gramercy Pl	0.82	Neighborhood	BFS	Central/South
22nd St	Western Ave	Budlong Ave	0.70	Neighborhood	BFS	Central/South
22nd St	Pacific Ave	Mesa St	0.13	Neighborhood	Route: Existing	Harbor
22nd St	Via Cabrillo Marina	Miner St	0.42	Neighborhood	Route: Future	Harbor
22nd St	Miner St.	Sampson Way	0.18	Backbone	Lane: Future	Harbor
235th St	Western Ave	President Ave	0.10	Neighborhood	Route: Future	Harbor
23rd St	Vineyard Ave	West Blvd	0.12	Neighborhood	BFS	Central/South
23rd St	Patton Ave	Pacific Ave	1.02	Neighborhood	BFS	Central/South
23rd St	Hoover St	Long Beach Ave	2.71	Neighborhood	BFS	Central/South
240th St	Western Ave	Frampton Ave	0.39	Neighborhood	BFS	Harbor
24th St	Gramercy Pl	Western Ave	0.26	Neighborhood	BFS	Central/South
24th St	Budlong Ave	Hoover St	0.72	Neighborhood	BFS	Central/South
253rd St	Monterey Ct	McCoy Ave	1.09	Neighborhood	BFS	Harbor
25th St	Rancho Palos Verdes	Western Ave	1.03	Backbone	Route: Existing	Harbor
25th St	Rancho Palos Verdes	Gaffey St	2.23	Backbone	Lane: Future	Harbor
262nd St	President Ave	Anaheim St	0.02	Neighborhood	BFS	Harbor
26th St	Hamilton Ave	Pacific Ave	0.46	Neighborhood	BFS	Harbor
27th St	Leland St	Hamilton Ave	0.12	Neighborhood	BFS	Harbor
27th St	Barbara St (San Pedro)	Walker Ave	0.06	Neighborhood	Lane: Future	Harbor
29th Pl	4th Ave	Cimarron St	0.35	Neighborhood	BFS	Central/South
29th St	Vineyard Ave	Edgehill Dr	0.88	Neighborhood	BFS	Central/South
29th St	Cimmaron St	Orchard Ave	1.71	Neighborhood	BFS	Central/South
29th St	Orchard Ave	Hoover St	0.20	Neighborhood	BFS	Central/South
29th St	San Pedro St	Griffith Ave	0.13	Neighborhood	BFS	Central/South
2nd St	Van Ness Ave	Norton Ave	0.08	Neighborhood	BFS	Central/South
2nd St	St Andrews Pl	St Andrews Pl	0.02	Neighborhood	BFS	Central/South
2nd St	Main St	Central Ave	0.38	Backbone	BFS	Central/South
2nd St	Central Ave	Alameda St	0.08	Backbone	BFS	Central/South

2010 Bicycle Plan: Neighborhood

2nd St	Cummings St	Indiana St	1.52	Neighborhood	BFS	Central/South
2nd St	Loma Dr	Lucas Ave	0.22	Neighborhood	BFS	Central/South
2nd St	1st St	Figueroa St	0.51	Backbone	Route: Existing	Central/South
2nd St	1st St	Figueroa St	0.51	Backbone	Lane: Future	Central/South
2nd St	Figueroa St	San Pedro	0.81	Backbone	Lane: Future	Central/South
30th St	Palm Grove Ave	4th Ave	1.77	Neighborhood	BFS	Central/South
30th St	Orchard Ave	McClintock Ave	0.14	Neighborhood	BFS	Central/South
30th St	University Ave	San Pedro St	1.20	Neighborhood	BFS	Central/South
30th St	McClintock Ave	University Ave	0.25	Neighborhood	Lane: Existing	Central/South
36th Pl	Ruthelen St	St Andrews Pl	0.05	Neighborhood	BFS	Central/South
36th Pl	Budlong Ave	Catalina St	0.09	Neighborhood	BFS	Central/South
36th St	11th Ave	10th Ave	0.07	Neighborhood	BFS	Central/South
37th St	Grand Ave	Broadway Pl	0.23	Neighborhood	BFS	Central/South
37th St	Figueroa St	Hope St	0.26	Neighborhood	Route: Future	Central/South
37th St	Alma St	Emily St	0.03	Neighborhood	BFS	Harbor
39th St	Buckingham Rd	Menlo Ave	2.92	Neighborhood	BFS	Central/South
39th St	Buckingham Rd	Vermont Ave	2.84	Backbone	Route: Existing	Central/South
39th St	Figueroa St	Broadway Pl	0.37	Neighborhood	Route: Future	Central/South
3rd	Doheny (West Hollywood Border)	San Vicente	0.69	Neighborhood	BFS	Central/South
3rd St	Larchmont Blvd	Lucerne Blvd	0.05	Neighborhood	BFS	Central/South
3rd St	June St	June St	0.03	Neighborhood	BFS	Central/South
3rd St	San Vicente Bl	Alta Vista Bl	1.68	Backbone	Lane: Future	Central/South
3rd St	Cochran Ave	South La Brea Ave	0.19	Backbone	Lane: Future	Central/South
3rd St	Willaman Dr	Hamel Rd	0.06	Neighborhood	BFS	West/Central
42nd Pl	Western Ave	Normandie Ave	0.50	Neighborhood	BFS	Central/South
42nd St	Stocker Pz	Broadway	2.20	Neighborhood	BFS	Central/South
43rd St	Crenshaw Blvd	11th Ave	0.27	Neighborhood	BFS	Central/South
46th St	11th Ave	8th Ave	0.21	Neighborhood	BFS	Central/South
47th St	Figueroa St	Honduras St	2.22	Neighborhood	BFS	Central/South
48th St	Crenshaw Blvd	Figueroa St	2.75	Neighborhood	BFS	Central/South
4th Ave	30th St	29th Pl	0.04	Neighborhood	BFS	Central/South
4th Ave	9th St	Pico Blvd	0.63	Neighborhood	BFS	Central/South
4th Ave	Exposition Blvd	Rodeo Dr	0.10	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Neighborhood

4th Ave	Roxton Ave	Southwest Dr	2.01	Neighborhood	BFS	Central/South
4th Ave	Southwest Dr	Florence Ave	0.48	Neighborhood	BFS	Central/South
4th Ave	Pico Bl	Venice Bl	0.26	Neighborhood	Lane: Future	Central/South
4th Pl	4th St	Santa Fe Ave	0.02	Neighborhood	BFS	Central/South
4th St	Hauser Blvd	Hoover St	3.83	Neighborhood	BFS	Central/South
4th St	Stanford Ave	Central Ave	0.02	Neighborhood	BFS	Central/South
4th St	Evergreen Ave	Euclid Ave	0.06	Neighborhood	BFS	Central/South
4th St	Lorena St	Estudillo Ave	0.20	Neighborhood	BFS	Central/South
4th St	Santa Fe Ave	4th Pl	0.06	Neighborhood	BFS	Central/South
4th St	Union Ave	Loma Dr	0.15	Neighborhood	BFS	Central/South
4th St	La Brea Ave	Hoover St	3.47	Backbone	Route: Existing	Central/South
50th Pl	Gramercy Pl	Hoover St	0.26	Neighborhood	BFS	Central/South
51st St	Hoover St	Long Beach Ave	3.79	Neighborhood	BFS	Central/South
51st St	Hoover St	Long Beach Bl	2.51	Backbone	Route: Existing	Central/South
52nd St	Victoria Ave	Gramercy Pl	1.35	Neighborhood	BFS	Central/South
54th St	4th Ave	Central Ave	3.73	Backbone	BFS	Central/South
54th St	Crenshaw Bl	4th Ave	0.53	Backbone	Lane: Future	Central/South
59th Pl	Hoover St	Avalon	1.25	Neighborhood	BFS	Central/South
5th Ave	76th St	76th St	0.03	Backbone	Route: Existing	Central/South
60th Pl	Western Ave	Vermont Ave	1.00	Neighborhood	BFS	Central/South
60th St	Overhill Dr	Central Ave	3.19	Neighborhood	BFS	Central/South
61st St	Harvard Blvd	Denker Ave	0.13	Neighborhood	BFS	Central/South
62nd St	Harvard Blvd	Denker Ave	0.13	Neighborhood	BFS	Central/South
62nd St	Van Ness Ave	Gramercy Pl	0.24	Neighborhood	BFS	Central/South
66th St	Estrella Ave	Figueroa St	0.38	Neighborhood	BFS	Central/South
66th St	Estrella Ave	Figueroa St	0.13	Neighborhood	BFS	Central/South
67th St	West Blvd	Broadway	1.11	Neighborhood	BFS	Central/South
67th St	West Blvd	Broadway	1.15	Neighborhood	BFS	Central/South
67th St	West Blvd	Broadway	0.25	Neighborhood	BFS	Central/South
68th St	Menlo Ave	Estrella Ave	0.25	Neighborhood	BFS	Central/South
6th	Virgil	Lucas	1.49	Neighborhood	Lane: Future	Central/South
6th Ave	Pico Blvd	21st St	0.66	Neighborhood	BFS	Central/South
6th Ave	21st St	Adams Blvd	0.37	Neighborhood	BFS	Central/South
6th St	Estudillo Ave	Esperanza St	0.12	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Neighborhood

6th St	St Louis St	Soto St	0.24	Neighborhood	BFS	Central/South
6th St	Soto St	Mott St	0.24	Neighborhood	BFS	Central/South
6th St	Union Dr	Union Ave	0.01	Neighborhood	BFS	Central/South
6th St	San Vicente Bl	Cochran Ave	2.97	Neighborhood	Route: Future	Central/South
6th St	Central Ave	LA River	0.71	Backbone	Lane: Future	Central/South
6th St	S. Cochran Ave	S. La Brea Ave	0.18	Neighborhood	Lane: Future	Central/South
74th St	La Tijera Blvd	Osage Ave	0.06	Neighborhood	BFS	West/Central
76th St	Crenshaw Bl	Vermont Ave	2.28	Backbone	Route: Existing	Central/South
76th St	Sepulveda Blvd	Airport Blvd	0.35	Neighborhood	BFS	West/Central
77th St	McConnell Ave	Sepulveda Blvd	1.11	Neighborhood	BFS	West/Central
77th St	Osage Ave	Benjamin Ave	0.25	Neighborhood	BFS	West/Central
79th St	Van Ness Ave	Budlong Ave	1.24	Neighborhood	BFS	Central/South
79th St	Vermont Ave	Central Ave	2.02	Backbone	Route: Existing	Central/South
79th St	Vermont Ave	Central Ave	2.02	Backbone	Lane: Future	Central/South
79th St	Gulana Ave	Berger Ave	0.39	Neighborhood	BFS	West/Central
7th Ave	Adams Blvd	Mont Clair St	0.22	Neighborhood	BFS	Central/South
7th Ave	Mont Clair St	Rodeo Dr	0.73	Neighborhood	BFS	Central/South
7th Ave	Rose Ave	California Ave	0.55	Neighborhood	BFS	West/Central
7th St	St Andrews Pl	Mariposa Ave	0.71	Neighborhood	BFS	Central/South
7th St	Catalina St	Rampart Bl	0.71	Neighborhood	Lane: Future	Central/South
7th St	Rampart Bl	Figueroa St	1.50	Backbone	Lane: Future	Central/South
7th St	Figueroa St	San Pedro	0.96	Backbone	Lane: Future	Central/South
7th St	San Pedro	Soto St	1.89	Backbone	Lane: Future	Central/South
80th St	Loyola Blvd	McConnell Ave	0.23	Neighborhood	BFS	West/Central
82nd St	Hoover St	83rd St	0.25	Neighborhood	BFS	Central/South
83rd St	City Limits	Budlong Ave	1.25	Neighborhood	BFS	Central/South
83rd St	Budlong Ave	Hoover St	0.51	Neighborhood	BFS	Central/South
83rd St	Figueroa St	Central Ave	1.51	Neighborhood	BFS	Central/South
88th Pl	Broadway	Mckinley Ave	1.00	Neighborhood	BFS	Central/South
88th St	Vermont Ave	Broadway	0.58	Neighborhood	BFS	Central/South
89th St	Gramercy Pl	Ruthelen St	0.03	Neighborhood	BFS	Central/South
89th St	Gramercy Pl	Gramercy Pl	0.03	Neighborhood	BFS	Central/South
8th Ave	46th St	Slauson Ave	1.50	Neighborhood	BFS	Central/South
8th Ave	Slauson Ave	79th St	0.88	Neighborhood	BFS	Central/South

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8th St	Fairfax Ave	Mullen Ave	2.09	Neighborhood	BFS	Central/South
8th St	Mullen Ave	Muirfield Rd	0.07	Neighborhood	BFS	Central/South
8th St	Lucerne Blvd	Windsor Blvd	0.15	Neighborhood	BFS	Central/South
8th St	Mariposa Ave	New Hampshire Ave	0.33	Neighborhood	BFS	Central/South
8th St	Boyle Ave	Olympic Blvd	1.18	Neighborhood	BFS	Central/South
8th St	Boyle Ave	Olympic Bl	1.44	Backbone	Route: Existing	Central/South
8th St	Muirfield Rd	Lucerne Bl	0.95	Backbone	Lane: Future	Central/South
8th St	Windsor Bl	St Andrews Pl	0.67	Backbone	Lane: Future	Central/South
90th St	Vermont Ave	Broadway	0.72	Neighborhood	BFS	Central/South
92nd St	Gramercy Pl	Normandie Ave	0.75	Neighborhood	BFS	Central/South
92nd St	Baring Cross St	S Broadway	0.64	Neighborhood	BFS	Central/South
92nd St	Firth Bl/Compton Ave	Miner St	0.75	Backbone	Lane: Existing	Central/South
94th St	Vermont Ave	Baring Cross St	0.15	Neighborhood	BFS	Central/South
95th St	Clovis Ave	Central Ave	0.14	Neighborhood	BFS	Central/South
96th St	Van Ness Ave	Manhattan Pl	0.44	Neighborhood	BFS	Central/South
96th St	Western Ave	Halldale Ave	0.38	Neighborhood	BFS	Central/South
96th St	Sepulveda Bl	Airport Bl	0.59	Neighborhood	Lane: Future	West/Central
97th St	Bandera St	Wilmington Ave	0.04	Neighborhood	BFS	Central/South
98th St	Western Ave	Flower St	1.66	Backbone	Lane: Existing	Central/South
98th St	260' W/O Broadway	Avalon Bl	0.78	Backbone	Lane: Existing	Central/South
9th St	Lucerne Blvd	Lucerne Blvd	0.01	Neighborhood	BFS	Central/South
9th St	Keniston Ave	Rimpau Blvd	0.14	Neighborhood	BFS	Central/South
9th St	4th Ave	Western Ave	0.49	Neighborhood	BFS	Central/South
9th St	First St	Gaffey St	1.97	Backbone	Lane: Existing	Harbor
9th St	Gaffey St	Beacon St	0.68	Backbone	Route: Existing	Harbor
Abbot Kinney Blvd	Main St	Washington Blvd	1.36	Neighborhood	BFS	West/Central
Academy Road	Morton Pl	Stadium Way	0.20	Neighborhood	BFS	Central/South
Adams Bl	Fairfax Ave	Figueroa St	5.51	Backbone	Route: Future	Central/South
Addison St	Hazeltine Ave	Alcove Ave	3.23	Neighborhood	BFS	Valley
Adlon Road	Empress Ave	Hayvenhurst Ave	0.24	Neighborhood	BFS	Valley
Airdrome St	Rexford Dr	Venice Blvd	1.96	Neighborhood	BFS	Central/South
Airport Blvd	76th St	La Tijera Blvd	0.55	Neighborhood	BFS	West/Central
Alameda St	Bruno St	Cesar E Chavez Ave	0.34	Backbone	Lane: Future	Central/South
Alameda St	Pacific Coast Hwy	Harry Bridges Bl	1.65	Backbone	Lane: Future	Harbor

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Alcazar St	Soto St	Murchison St	0.21	Neighborhood	BFS	Central/South
Alcott St	Glenville Dr	Beverly Dr	0.13	Neighborhood	BFS	West/Central
Alcove Ave	Addison St	180' n/o Addison St	0.03	Neighborhood	BFS	Valley
Aldama St	281' NE of Milwaukee Ave	York Bl	0.18	Neighborhood	Lane: Future	Central/South
Alden Dr	West Hollywood City	San Vicente	0.68	Neighborhood	BFS	Central/South
Alden Dr	Almont Dr	Lapeer Dr	0.05	Neighborhood	BFS	West/Central
Alexandria Ave	Romaine St	Lily Crest Ave	0.04	Neighborhood	BFS	Central/South
Alla Road	Bonaparte Ave	Panama St	0.16	Neighborhood	Lane: Future	West/Central
Allesandro St	Riverside Dr	Rosebud Ave	0.11	Neighborhood	BFS	Central/South
Allesandro St	Rosebud Ave	Duane St	0.73	Neighborhood	BFS	Central/South
Allesandro St	Berkeley Ave	Montana Ave	0.23	Neighborhood	BFS	Central/South
Alma St	17th St	37th St	1.12	Neighborhood	BFS	Harbor
Alma St	40' N/O 30th St	30th St	0.01	Neighborhood	BFS	Harbor
Almont Dr	City Limits	Alden Dr	0.08	Neighborhood	BFS	West/Central
Alpine St	Broadway	Main St	0.19	Neighborhood	Lane: Future	Central/South
Alumni Ave	Eagle Rock Blvd	Campus Rd	0.40	Neighborhood	BFS	Central/South
Alvarado	Hoover	7th	0.90	Backbone	Lane: Future	Central/South
Alvarado	Wilshire	Berkeley	1.98	Backbone	Lane: Future	Central/South
Alvarado	Wilshire Bl	7th St	0.12	Backbone	Lane: Future	Central/South
Alvarado St	Duane St	Berkeley Ave	0.43	Neighborhood	BFS	Central/South
Alvarado St	Kent St	Kent St	0.02	Neighborhood	BFS	Central/South
Amherst Ave	Goshen Ave	Texas Ave	0.22	Neighborhood	BFS	West/Central
Anaheim St	Western Ave	Vermont Ave	1.31	Backbone	Lane: Future	Harbor
Anaheim St	N Gaffey St	W 9th St (San Pedro)	4.48	Backbone	Lane: Future	Harbor
Andasol Ave	Sherman Wy	Enadia Wy	0.06	Neighborhood	BFS	Valley
Ann St	N Spring St	N Main St	0.15	Neighborhood	BFS	Central/South
Apperson St	Sherman Grove Ave	Haines Canyon Ave	2.46	Neighborhood	BFS	Valley
Arbor Vitae St	Airport Bl	La Cienega Bl	0.91	Backbone	Lane: Future	West/Central
Arden Bl	Arden Pl	Wilshire Bl	1.43	Backbone	Route: Existing	Central/South
Arden Pl	Rossmore Ave	Arden Bl	0.05	Backbone	Route: Existing	Central/South
Argyle Ave	Dix St	Selma Ave	0.40	Neighborhood	BFS	Central/South
Arizona Ave	City Limits	77th St	0.65	Neighborhood	BFS	West/Central
Arleta Ave	Paxton St	Devonshire St	0.17	Backbone	Lane: Future	Valley
Arlington/Van Ness Aves	10th St	54th St	4.14	Backbone	Lane: Future	Central/South

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Arlington/Van Ness Aves	54th St	W Century Bl	3.30	Backbone	Lane: Future	Central/South
Armstrong Ave	West Silver Lake Dr	Silver Lake Bl	0.52	Neighborhood	Lane: Future	Central/South
Arroyo Verde Rd	Pasadena Ave/York Bl	Monterey Rd	0.24	Backbone	Route: Existing	Central/South
Artisans Way	E Waterfront Dr	W Bluff Creek Dr.	0.10	Neighborhood	Lane: Future	West/Central
Astoria St	Aults Ave	Simshaw Ave	0.11	Neighborhood	BFS	Valley
Astoria St	San Fernando Rd	Eldridge Ave	2.19	Neighborhood	BFS	Valley
Atwater Ave	Glendale Blvd	Fletcher Dr	0.75	Neighborhood	BFS	Central/South
Aults Ave	Egbert St	Astoria St	0.07	Neighborhood	BFS	Valley
Avalon Bl	111th Pl	118th St	0.51	Backbone	Lane: Future	Harbor
Avalon Bl	Carson City Limits	246th St	0.15	Backbone	Route: Existing	Harbor
Avalon Bl	Carson City Limits	246th St	0.15	Neighborhood	Lane: Future	Harbor
Avalon Bl	246th St	L St	1.11	Neighborhood	Lane: Existing	Harbor
Avalon Bl	L St	Harry Bridges Bl	1.07	Neighborhood	Lane: Future	Harbor
Avalon Blvd	54th St	54th St	0.01	Neighborhood	BFS	Central/South
Avalon Blvd	59th Pl	60th St	0.03	Neighborhood	BFS	Central/South
Avenida Hacienda	Wells Dr	Tarzana Dr	0.08	Neighborhood	BFS	Valley
Avenue 18	Barranca	N Broadway	0.24	Neighborhood	Lane: Future	
Avenue 19	Barranca St	North Main St	0.68	Neighborhood	BFS	Central/South
Avenue 19	San Fernando	Barranca	0.70	Neighborhood	Lane: Future	
Avenue 26	San Fernando Rd	Daly St	0.91	Backbone	Lane: Future	Central/South
Avenue 28	Pepper Ave	Figueroa St	0.48	Backbone	Route: Existing	Central/South
Avenue 28	Pepper Ave	Figueroa St	0.48	Neighborhood	Lane: Future	Central/South
Avenue 33	Lacy St	Humboldt st	0.11	Neighborhood	BFS	Central/South
Avenue 36	Fletcher Dr	Eagle Rock Bl	0.10	Backbone	Lane: Future	Central/South
Avenue 43	Figueroa St	Griffin Ave	0.31	Neighborhood	BFS	Central/South
Avenue 43	Figueroa St	Griffin Ave	0.31	Backbone	Route: Existing	Central/South
Avenue 49	Oak Terrace Dr	80' NE/O Pasadena	0.08	Neighborhood	BFS	Central/South
Avenue 50	Stratford Rd	Irvington Pl	0.55	Neighborhood	BFS	Central/South
Avenue 50	Malta St	Monte Vista St	0.05	Neighborhood	BFS	Central/South
Avenue 50	Monte Vista St	Figueroa St	0.18	Neighborhood	BFS	Central/South
Avenue 50	Oak Terrace Dr	Pasadena Frwy	0.14	Neighborhood	BFS	Central/South
Avenue 50	Stratford Ave	Irvington Pl	0.55	Backbone	Route: Existing	Central/South
Avenue 50	Malta St	Irvington Pl	0.60	Neighborhood	Lane: Existing	Central/South
Avenue 51	Hill Dr	Townsend Ave	0.51	Neighborhood	BFS	Central/South

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Avenue 52	Glen Ellen Pl	Pasadena Frwy Exit	0.04	Neighborhood	BFS	Central/South
Avenue 54	Meridian St	Glen Ellen Pl	1.24	Neighborhood	BFS	Central/South
Avenue 59	Pasadena Frwy	Via Marisol	0.16	Neighborhood	BFS	Central/South
Avenue 60	Arroyo Seco St	Monterey Rd	0.19	Backbone	Route: Existing	Central/South
Avenue 60	Figueroa St	Hill Dr	0.84	Neighborhood	Lane: Future	Central/South
Avenue 61	Aldama St	Figueroa St	0.40	Neighborhood	BFS	Central/South
Avenue 63	Meridian St	Repton St	0.09	Neighborhood	BFS	Central/South
Avenue 63	Meridian St	Repton St	0.09	Backbone	Route: Existing	Central/South
Avenue 66	Repton St	York Bl	0.35	Backbone	Route: Existing	Central/South
Avenue 66	Repton St	York Bl	0.35	Neighborhood	Lane: Future	Central/South
Avenue Of The Stars	Santa Monica Bl	Pico Bl	0.91	Backbone	Lane: Future	West/Central
Avenue San Luis	Mulholland Dr	Topanga Canyon	1.94	Neighborhood	BFS	Valley
Aviation Bl	Arbor Vitae St	Imperial Hwy	1.51	Backbone	Lane: Future	West/Central
Ayres Ave	Military Ave	Veteran Ave	0.12	Neighborhood	BFS	West/Central
Baden Ave	Plummer St	Valley Circle Blvd	0.50	Neighborhood	BFS	Valley
Bagley Ave	Cattaraugus Ave	Exposition Blvd	0.55	Neighborhood	BFS	West/Central
Bakman Ave	Collins St	Burbank Blvd	0.35	Neighborhood	BFS	Valley
Balboa Ave	Rancho St	Ventura Blvd	0.19	Neighborhood	BFS	Valley
Balboa Bl	Balboa Rd	Woodley Ave	1.05	Backbone	Lane: Existing	Valley
Balboa Bl	Woodley Ave	Victory Bl	8.99	Backbone	Lane: Future	Valley
Balboa Bl	Burbank Bl	Ventura Bl	0.90	Backbone	Lane: Future	Valley
Balboa Blvd	San Fernando Rd	Foothill	0.12	Backbone	Lane: Future	Valley
Bandera St	Southern Ave	97th St	0.35	Neighborhood	BFS	Central/South
Banning Blvd	M St	L St	0.15	Neighborhood	BFS	Harbor
Banning Blvd	Opp St	Opp St	0.01	Neighborhood	BFS	Harbor
Barbara St	31st St	Paseo Del Mar	0.45	Neighborhood	BFS	Harbor
Barbara St	27th St	Hamilton Ave	0.08	Neighborhood	Lane: Future	Harbor
Barham Bl	Forest Lawn Dr	Cahuenga Bl	1.10	Backbone	Lane: Future	Central/South
Baring Cross St	92nd St	94th St	0.10	Neighborhood	BFS	Central/South
Barranca	Avenue 18	Avenue 19	0.06	Neighborhood	Lane: Future	
Barrington Ave	Pearl St	Gateway Blvd	0.03	Neighborhood	BFS	West/Central
Barrington Ave	Navy St	Federal Ave	0.26	Neighborhood	BFS	West/Central
Barrington Ave	Ohio Ave	National	1.77	Backbone	Route: Existing	West/Central
Barrington Ave	National Bl	Navy St	0.14	Neighborhood	Lane: Future	West/Central

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Beachwood Dr	Griffith Park	Scenic Ave	1.39	Neighborhood	BFS	Central/South
Beacon Ave	7th St	11th St	0.48	Neighborhood	Route: Existing	
Beatrice St	Westlawn Ave	City Limits	0.10	Neighborhood	BFS	West/Central
Beaudry Ave	Sunset Blvd	College St	0.31	Neighborhood	BFS	Central/South
Beaudry Ave	Sunset Bl	Mignonette St	0.41	Backbone	Lane: Future	Central/South
Beaudry Ave	Mignonette St	1st St	0.10	Backbone	Route: Future	Central/South
Beaudry Ave	1st St	2nd St	0.10	Backbone	Lane: Future	Central/South
Beck Ave	Hart St	Erwin St	1.00	Neighborhood	BFS	Valley
Bedford St	Gregory Way	Whitworth Dr	0.40	Neighborhood	BFS	West/Central
Beethoven St	Palms Blvd	City Limits	0.86	Neighborhood	BFS	West/Central
Beethoven St	City Limits	Panama St	0.94	Neighborhood	BFS	West/Central
Bell Canyon Bl	Ventura Co. Line	Valley Circle Bl	0.81	Neighborhood	Lane: Existing	Valley
Bellagio Road	Chalon Road	Bellagio Way	0.66	Neighborhood	BFS	West/Central
Bellagio Road	Copa De Oro Road	Stone Canyon Road	0.14	Neighborhood	BFS	West/Central
Bellagio Way	Bellagio Rd	Sunset Blvd	0.04	Neighborhood	BFS	West/Central
Bellaire Ave	Coldwater Canyon Ave	Huston St	4.12	Neighborhood	BFS	Valley
Bellevue Ave	Hoover St	Coronado St	0.89	Neighborhood	BFS	Central/South
Bellevue Ave	Waterloo St	Rosemont Ave	0.07	Neighborhood	BFS	Central/South
Bellevue Ave	Bonnie Brae St	Glendale Ave	0.20	Neighborhood	BFS	Central/South
Bellevue Ave	Marlon Ave	Sunset Blvd	0.23	Neighborhood	BFS	Central/South
Bellevue Ave	Echo Park Ave	E Kensington Rd	0.49	Neighborhood	Lane: Future	Central/South
Belmont Ave	Bellevue Ave	200 ft south of	0.04	Neighborhood	BFS	Central/South
Beloit Ave	La Grange Ave	Olympic Blvd	0.24	Neighborhood	BFS	West/Central
Benedict Canyon Dr	City Limits	Philbert Dr	0.96	Neighborhood	BFS	West/Central
Berendo St	San Marino St	12th St	0.37	Neighborhood	BFS	Central/South
Berendo St	15th St	Venice Blvd	0.09	Neighborhood	BFS	Central/South
Bergamo Dr	Noeline Ave	Clear Valley Dr	0.13	Neighborhood	BFS	Valley
Berkeley Ave	Allesandro St	Lake Shore Ave	0.20	Neighborhood	BFS	Central/South
Berkeley Dr	Oxford Ave	Thatcher Ave	0.05	Neighborhood	BFS	West/Central
Beverly Bl	San Vicente Bl	La Brea Ave	1.93	Backbone	Lane: Future	Central/South
Beverly Bl	N La Brea Ave	Westmoreland Ave	3.22	Backbone	Lane: Future	Central/South
Beverly Bl	Westmoreland Ave	Rampart Bl	0.82	Backbone	Lane: Future	Central/South
Beverly Bl	Rampart Bl	Glendale Bl	1.11	Backbone	Lane: Future	Central/South
Beverly Dr	Alcott St	Monte Mar Dr	0.34	Neighborhood	BFS	West/Central

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Beverly Glen Bl	Ventura Bl	Santa Monica Bl	7.70	Backbone	Lane: Future	West/Central
Beverlywood St	Mcconnell Dr	Castle Heights Ave	0.22	Neighborhood	BFS	West/Central
Beverwil Dr	Horner St	Castle Heights Ave	0.36	Neighborhood	BFS	West/Central
Beverwil Dr	Castle Heights Ave	Kincardine Ave	0.74	Neighborhood	BFS	West/Central
Beverwil Dr	Beverly Hills City Limits	Cashio	0.33	Backbone	Lane: Future	West/Central
Beverwil Dr	Cashio	Horner St	0.08	Neighborhood	Lane: Future	West/Central
Big Tujunga Canyon Rd	Oro Vista Ave	Mt Gleason Ave	1.02	Backbone	BFS	Valley
Big Tujunga Canyon Rd	Mt Gleason Ave	Angeles National	1.37	Backbone	BFS	Valley
Blinn Ave	100' S/O East Lomita Blvd	Opp St	1.12	Neighborhood	BFS	Harbor
Bluff Creek Dr	Centinela Ave	Westlawn Ave	0.88	Neighborhood	Lane: Future	West/Central
Bluff Creek Dr	Westlawn Ave	Dawn Creek	0.49	Neighborhood	Lane: Future	West/Central
Bluff Creek Dr	Lincoln Bl	Dawn Creek	0.59	Neighborhood	Lane: Existing	West/Central
Bluff Trail Road	Coastal View Dr	Lincoln Blvd	0.14	Neighborhood	BFS	West/Central
Bonaparte Ave	Alla Rd	Mcconnell Ave	0.27	Neighborhood	BFS	West/Central
Bonner Ave	Burbank Ave	Cumpston St	0.15	Neighborhood	BFS	Valley
Bonnie Brae St	Sunset Blvd	Kent St	0.30	Neighborhood	BFS	Central/South
Bonnie Brae St	Kent St	Bellevue Ave	0.14	Neighborhood	BFS	Central/South
Bonnie Brae St	Bellevue Ave	11th St	1.76	Neighborhood	BFS	Central/South
Braddock Dr	Culver Blvd	City Limits	1.44	Neighborhood	BFS	West/Central
Bradford Pl	Cascade Canyon Dr	Signature Dr	1.23	Neighborhood	BFS	Valley
Branden St	Lobdell Pl	Effie St	0.04	Neighborhood	BFS	Central/South
Bringham Ave	Montana Ave	San Vicente Blvd	0.27	Neighborhood	BFS	West/Central
Broadway	Colorado	To City Limits	0.34	Backbone	Lane: Future	Central/South
Broadway	117th St	120th St	0.25	Backbone	BFS	Harbor
Broadway Ave N	Mission Rd	Avenue 18	1.93	Backbone	Route: Deleted	Central/South
Broadway Ave N	Avenue 18	Cesar E Chavez Ave	0.69	Backbone	Route: Existing	Central/South
Broadway Ave N	Avenue 18	Cesar E Chavez Ave	0.69	Backbone	Lane: Future	Central/South
Broadway Ave S	Broadway Pl/40th St	Imperial Hwy	5.42	Backbone	Route: Existing	Central/South
Broadway Ave S	Broadway Pl/40th St	Imperial Hwy	5.42	Backbone	Lane: Future	Central/South
Broadway Ave S	Imperial Hwy	117th St	0.25	Backbone	Lane: Future	Harbor
Broadway Pl	Main St/36th St	158 ft S/O 40th St	0.45	Backbone	Route: Existing	Central/South
Broadway Pl	Main St/36th St	158 ft S/O 40th St	0.53	Backbone	Lane: Future	Central/South
Bronson Ave	Rosewood Ave	Elmwood Ave	0.03	Neighborhood	BFS	Central/South
Bronson Ave	Carlos Ave	166 Ft north of 101	0.06	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Neighborhood

Bronson Ave	Lexington Ave	Lexington Ave	0.01	Neighborhood	BFS	Central/South
Bronson Ave	Country Club Dr	Country Club Dr	0.06	Neighborhood	BFS	Central/South
Bronson Ave	Fountain Ave	La Mirada Ave	0.05	Neighborhood	Lane: Future	Central/South
Brunswick Ave	Goodwin Ave	Glendale Blvd	1.43	Neighborhood	BFS	Central/South
Bryant St	Variel Ave	Independence Ave	0.13	Neighborhood	BFS	Valley
Buckingham Road	Adams Blvd	Santa Rosalia Dr	1.46	Neighborhood	BFS	Central/South
Budlong Ave	Washington Blvd	36th Pl	1.25	Neighborhood	BFS	Central/South
Budlong Ave	Exposition Blvd	47th St	1.22	Neighborhood	BFS	Central/South
Budlong Ave	48th St	67th St	1.45	Neighborhood	BFS	Central/South
Budlong Ave	67th St	76th St	0.52	Neighborhood	BFS	Central/South
Budlong Ave	79th St	195th s/o	0.54	Neighborhood	BFS	Central/South
Bundy Dr	San Vicente Bl	Stanwood Pl	3.20	Backbone	Lane: Future	West/Central
Burbank	Sepulveda	Van Nuys	1.00	Backbone	Lane: Future	Valley
Burbank	Ventura	Balboa	2.42	Neighborhood	BFS	Valley
Burbank Bl	Valerie Ave	Platt Ave	0.82	Neighborhood	Lane: Existing	Valley
Burbank Bl	Tujunga Ave	Vineland Ave	0.50	Neighborhood	Route: Future	Valley
Burkshire Ave	Radio Dr	National Blvd	0.25	Neighborhood	BFS	West/Central
Burton Way	Doheny Dr	San Vicente	0.75	Backbone	Lane: Future	Central/South
Butler Ave	Ohio Ave	Santa Monica Bl	0.10	Backbone	Lane: Future	West/Central
C St	Figueroa St	Eubank Ave	1.42	Neighborhood	BFS	Harbor
Cabrillo Ave	Sepulveda St	26th St	1.72	Neighborhood	BFS	Harbor
Cadillac Ave	Robertson Blvd	La Cienega Blvd	0.63	Neighborhood	BFS	West/Central
Cahuenga	Cole	Yucca	0.56	Neighborhood	Lane: Future	Central/South
Cahuenga Bl	Victory Bl	LA River	2.96	Backbone	Lane: Future	Valley
Cahuenga Bl E	Mullholland Dr	Yucca St	1.60	Backbone	Lane: Future	Central/South
Cahuenga Bl W	Lankershim Bl	Highland Ave	2.42	Backbone	Lane: Future	Central/South
Calabasas Road	Valley Circle Bl	El Canon Ave	0.14	Neighborhood	Lane: Existing	Valley
Caldus Ave	Valerio St	Encino Ave	0.11	Neighborhood	BFS	Valley
California Ave	7th Ave	Oakwood Ave	0.05	Neighborhood	BFS	West/Central
Camarillo Pl	Camarillo St	Burbank City Limits	0.12	Backbone	Lane: Future	Valley
Camarillo St	Tujunga Ave	Vineland Ave	0.50	Backbone	Route: Future	Valley
Camarillo St	Lankershim Bl	Camarillo Pl	0.95	Backbone	Lane: Future	Valley
Campus Rd	Alumni Ave	Stratford Rd	0.00	Backbone	Route: Existing	Central/South
Campus Road	Escarpa Dr/Campus Rd	York Blvd	0.95	Neighborhood	BFS	Central/South

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Canoga Ave	Lassen St	Devonshire St	0.50	Backbone	Lane: Existing	Valley
Capistrano Ave	Hatteras St	Clarendon St	0.48	Neighborhood	Route: Existing	Valley
Capistrano Way	Wilshire Blvd	Warner Dr	0.07	Neighborhood	BFS	Central/South
Cardiff Ave	Airdrome St	Monte Mar Dr	0.06	Neighborhood	BFS	West/Central
Carlos Ave	Vista Del Mar Ave	Gower St	0.26	Neighborhood	BFS	Central/South
Carlos Ave	Gower St	Bronson Ave	0.08	Neighborhood	BFS	Central/South
Carrillo Dr	San Vicente Blvd	Olympic Blvd	0.17	Neighborhood	BFS	Central/South
Cascade Canyon Dr	Sesnon Blvd	Bradford Pl	0.31	Neighborhood	BFS	Valley
Cashio St	Roxbury Dr	Beverly Dr	0.36	Neighborhood	BFS	West/Central
Cashio St	Beverly Dr	Crescent Heights	1.21	Neighborhood	BFS	West/Central
Castle Heights Ave	Kincardine Ave	National Blvd	0.32	Neighborhood	BFS	West/Central
Castle Heights Ave	Beverwil Dr	Cattaraugus Ave	0.65	Neighborhood	BFS	West/Central
Catalina St	4th St	4th St	0.01	Neighborhood	BFS	Central/South
Catalina St	7th St	San Marino St	0.36	Neighborhood	BFS	Central/South
Catalina St	12th St	15th St	0.25	Neighborhood	BFS	Central/South
Catalina St	36th Pl	Exposition Blvd	0.27	Neighborhood	BFS	Central/South
Catalina St	Venice Blvd	Washington Blvd	0.29	Neighborhood	BFS	Central/South
Cattaraugus Ave	Castle Heights Ave	City Limits	1.04	Neighborhood	BFS	West/Central
Cedros Ave	Plummer St	Roscoe Blvd	1.46	Neighborhood	BFS	Valley
Cedros Ave	Kittridge St	140' N/O 101 Frwy	2.22	Neighborhood	BFS	Valley
Centinela Ave	Inglewood Blvd	329.33 ft north of	0.56	Neighborhood	BFS	West/Central
Centinela Ave	Stanwood Pl	Mitchell Ave	1.26	Backbone	Lane: Future	West/Central
Centinela Ave	126' S/O Washinton Bl	Ballona Creek	0.96	Neighborhood	Lane: Future	West/Central
Central Ave	1st St	63rd St	4.88	Backbone	Lane: Future	Central/South
Central Ave	63rd St	20' N/O Gage Ave	0.03	Backbone	Route: Future	Central/South
Central Ave	Gage Ave	Century Bl	2.55	Backbone	Lane: Future	Central/South
Central Ave	Century Bl	Imperial Hwy	1.11	Backbone	Lane: Existing	Central/South
Central Ave	Imperial Hwy	230' S/O 120th St	0.44	Backbone	Lane: Future	Central/South
Century	Success Ave	Compton Ave	0.17	Backbone	Lane: Future	Central/South
Century	Vicksburg	Airport Terminal 1	0.33	Backbone	Lane: Future	West/Central
Century Bl	Van Ness Ave	S Western Ave	0.50	Backbone	Lane: Future	Central/South
Century Bl	Clovis Ave	Central Ave	0.14	Backbone	Route: Existing	Central/South
Century Bl	Compton Ave	Grape Street	0.93	Backbone	Lane: Future	Central/South
Cerro Gordo St	Echo Park Ave	Lake Shore Ave	0.26	Neighborhood	BFS	Central/South

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Cesar E Chavez Ave	Figueroa St	Indiana Street	3.49	Backbone	Lane: Future	Central/South
Chalon Road	Roscomare Rd	Bellagio Rd	0.17	Neighborhood	BFS	West/Central
Chandler	Van Nuys	Orange Line Bicycle	1.88	Backbone	Lane: Future	Valley
Chandler Bl	Van Nuys Bl	Woodman Ave	1.06	Backbone	Lane: Existing	Valley
Chandler Bl	Woodman Ave	Ethel Avenue	0.75	Backbone	Route: Existing	Valley
Chandler Bl	Ethel Avenue	Vineland Ave	2.74	Backbone	Lane: Existing	Valley
Channel Rd/Entrada Dr	Pacific Coast Highway	152 ft nw/o Adelaide	0.85	Neighborhood	BFS	West LA
Channel St	Gaffey St	John S Gibson Bl	0.10	Backbone	Lane: Future	Harbor
Charlotte St	Cornwell St	Soto St	0.14	Backbone	Route: Future	Central/South
Charnock Road	Military Ave	Military Ave	0.02	Neighborhood	BFS	West/Central
Charnock Road	Kelton Ave	Midvale	0.06	Neighborhood	BFS	West/Central
Chase St	Sale Ave	Remmet Ave	1.09	Neighborhood	BFS	Valley
Chase St	International Ave	Louise Ave	5.14	Neighborhood	BFS	Valley
Chase St	Havenhurst Ave	Sandusky Ave	4.10	Neighborhood	BFS	Valley
Chatsworth St	Corbin Ave	Arleta Ave	6.62	Neighborhood	Route: Future	Valley
Chelsea St	Soto St	Murchison St	0.19	Neighborhood	BFS	Central/South
Cherokee Ave	Sunset Blvd	De Longpre Ave	0.13	Neighborhood	BFS	Central/South
Chick Hearn Ct	11th St	11th St	0.30	Neighborhood	BFS	Central/South
Church Lane	Sepulveda Blvd	Waterford St	1.16	Neighborhood	BFS	West/Central
Cimarron St	Adams Blvd	Jefferson Blvd	0.49	Neighborhood	BFS	Central/South
Cimarron St	67th St	67th St	0.02	Neighborhood	BFS	Central/South
Cimarron St	Van Ness Ave	96th St	0.30	Neighborhood	BFS	Central/South
Claire Ave	Mayall St	Mayall St	0.02	Neighborhood	BFS	Valley
Clarendon St	Sale St	Capistrano Ave	0.13	Neighborhood	Route: Existing	Valley
Clear Valley Dr	Bergamo Dr	High Valley Rd	0.48	Neighborhood	BFS	Valley
Cleland Ave	Division St	El Paso Dr	0.74	Neighborhood	BFS	Central/South
Cloverdale Ave	Hahn State Rec Area	Sanchez Dr	0.57	Neighborhood	BFS	Central/South
Clovis Ave	95th St	Colden Ave	0.07	Neighborhood	BFS	Central/South
Clovis Ave	98th St	Century Bl	0.13	Backbone	Route: Existing	Central/South
Club Dr	Forrester Dr	Mcconnell Pl	0.06	Neighborhood	BFS	West/Central
Club View Dr	Comstock Ave	Santa Monica Blvd	0.59	Neighborhood	BFS	West/Central
Clybourn Ave	0.40 miles north of	Stonehurst Ave	0.40	Neighborhood	BFS	Valley
Clybourn Ave	Stonehurst Ave	0.33 miles south of	0.33	Neighborhood	BFS	Valley
Clybourn Ave	Victory Blvd	Magnolia Blvd	1.37	Neighborhood	BFS	Valley

2010 Bicycle Plan: Neighborhood

Clybourn Ave	Forman Ave	Huston St	0.09	Neighborhood	BFS	Valley
Clyde Ave	Rodeo Rd	Coliseum St	0.18	Neighborhood	BFS	Central/South
Coastal View Dr	Shore Cliff Dr	Bluff Trail Rd	0.18	Neighborhood	BFS	West/Central
Cochran	6th	Venice	1.44	Backbone	Lane: Future	Central/South
Cochran Ave	3rd St	6th St	0.29	Neighborhood	BFS	Central/South
Cochran Ave	Saturn St	Pickford St	0.13	Neighborhood	BFS	Central/South
Colden Ave	Vermont Ave	Broadway	0.76	Neighborhood	BFS	Central/South
Colden Ave	Broadway	Clovis Ave	1.26	Neighborhood	BFS	Central/South
Coldwater Canyon Ave	Willard St	Bellaire Ave	0.03	Neighborhood	BFS	Valley
Coldwater Canyon Ave	Maxwell Fire Rd	Mullholland Dr	0.10	Neighborhood	BFS	Valley
Cole	Melrose	Cahuenga	0.85	Neighborhood	Lane: Future	Central/South
Colfax Ave	Victory Blvd	Chandler Blvd	1.26	Neighborhood	BFS	Valley
Colfax Ave	Chandler Bl	Acama St	1.57	Neighborhood	Lane: Existing	Valley
Colfax Ave	Acama St	Ventura Bl	0.30	Backbone	Lane: Future	Valley
Colgate	Orlando	La Jolla	0.36	Neighborhood	BFS	Central/South
Colgate Ave	La Jolla Ave	Ogden Dr	0.46	Neighborhood	BFS	Central/South
Coliseum St	Genesee Ave	Clyde Ave	0.12	Neighborhood	BFS	Central/South
Coliseum St	Clyde Ave	Santa Rosalia Dr	1.34	Neighborhood	BFS	Central/South
Coliseum St	Santa Rosalia Dr	Rodeo Dr	1.32	Neighborhood	BFS	Central/South
College St	Beaudry Ave	Figueroa Ter	0.18	Neighborhood	BFS	Central/South
College St	Broadway	Main St	0.19	Neighborhood	Route: Future	Central/South
Collis Ave	South Pasadena	Huntington Dr	1.20	Neighborhood	Lane: Future	Central/South
Colorado Bl	200' E/O Lincoln Avenue	Avenue 64	2.96	Backbone	Route: Existing	Central/South
Colorado Bl	200' E/O Lincoln Avenue	Avenue 64	2.96	Backbone	Lane: Future	Central/South
Commodore Sloat Dr	Hayes Dr	Carrillo Dr	0.09	Neighborhood	BFS	Central/South
Commonwealth	4th	6th	0.20	Neighborhood	BFS	Central/South
Commonwealth Ave	Los Feliz Blvd	Price St	0.22	Neighborhood	BFS	Central/South
Commonwealth Ave	Council St	4th St	0.57	Neighborhood	BFS	Central/South
Compton Ave	Century Bl	103rd St	0.17	Neighborhood	Lane: Future	Central/South
Comstock Ave	Hilgard Ave	Club View Dr	1.09	Neighborhood	BFS	West/Central
Copa De Oro Road	Sunset Blvd	Bellagio Road	0.29	Neighborhood	BFS	West/Central
Corbin Ave	Santa Rosa Dr	Devonshire St	1.52	Neighborhood	BFS	Valley
Corbin Ave	Mason Ave	Rinaldi St	1.37	Neighborhood	Lane: Existing	Valley
Corbin Ave	Runnymede St	Valerio St	0.08	Neighborhood	Route: Future	Valley

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Corinth Ave	Tennessee Ave	Pico Blvd	0.12	Neighborhood	BFS	West/Central
Cornwell St	Zonal Ave	Charlotte St	0.13	Neighborhood	Route: Future	Central/South
Coronado St	Montana St	Plata St	0.75	Neighborhood	BFS	Central/South
Cotner Ave	La Grange Ave	Olympic Blvd	0.23	Neighborhood	BFS	West/Central
Cotner Ave	Olympic Blvd	Tennessee Ave	0.13	Neighborhood	BFS	West/Central
Council St	Commonwealth Ave	Hoover St	0.11	Neighborhood	BFS	Central/South
Council St	Hoover St	Robinson St	0.06	Neighborhood	BFS	Central/South
Country Club Dr	Lucerne Blvd	Bronson Ave	0.36	Neighborhood	BFS	Central/South
Country Club Dr	Bronson Ave	Manhattan Pl	0.79	Neighborhood	BFS	Central/South
Court St	East Edgeware Road	Toluca St	0.03	Neighborhood	BFS	Central/South
Creed Ave	43rd St	Martin Luther King Jr	0.48	Neighborhood	BFS	Central/South
Crenshaw Bl	Wilshire Bl	79th St	6.91	Backbone	Lane: Future	Central/South
Crescent Heights Blvd	Olympic Blvd	18th St	1.06	Neighborhood	BFS	Central/South
Croft Ave	City Limits	Willoughby Ave	0.19	Neighborhood	BFS	Central/South
Crystal Springs Dr	Griffith Park Dr	Los Feliz Bl	1.52	Neighborhood	Route: Existing	Central/South
Crystal Springs Dr	N Zoo Dr	Griffith Park Dr	1.21	Backbone	Route: Existing	Central/South
Crystal Springs Dr	N Zoo Dr	Griffith Park Dr	1.21	Backbone	Lane: Future	Central/South
Culver Bl	Trolley Way	Nicholson St	0.30	Backbone	Route: Existing	West/Central
Culver Blvd	McConnell Ave	Braddock Dr	0.03	Neighborhood	BFS	West/Central
Culver Blvd	Trolleyway	Pershing Dr	0.41	Neighborhood	BFS	West/Central
Cumpston St	Riverton Ave	Denny Ave	0.05	Neighborhood	BFS	Valley
Cumpston St	Tujunga Ave	Vineland Ave	0.50	Neighborhood	BFS	Valley
Curson Ave	8th St	Pickford St	1.00	Neighborhood	BFS	Central/South
Curson Ave	Pickford St	Airdrome St	0.17	Neighborhood	BFS	Central/South
Cypress Ave	Pepper Ave	Figueroa St	0.41	Backbone	Route: Existing	Central/South
Cypress Ave	Verdugo Rd.	Pepper Ave	1.28	Backbone	Lane: Existing	Central/South
Cypress Ave	Pepper Ave	Gay St	0.14	Backbone	Lane: Future	Central/South
Cypress Ave	Gay St	Arroyo Seco	0.34	Backbone	Lane: Future	Central/South
Daly St	Avenue 26	Mission Rd	1.11	Backbone	Lane: Future	Central/South
Darwin Ave	5 N Exit	Thomas St	0.62	Neighborhood	BFS	Central/South
Davana Ter	Hazeltine Ave	Murietta Ave	0.07	Neighborhood	BFS	Valley
Day St	Haines Canyon Ave	Haines Canyon Ave	0.07	Neighborhood	BFS	Valley
De Longpre Ave	Cherokee Ave	Las Palmas Ave	0.06	Neighborhood	BFS	Central/South
De Longpre Ave	El Centro Ave	Gower St	0.08	Neighborhood	BFS	Central/South

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De Soto Ave	Sherman Way	Victory Bl	1.37	Backbone	Route: Existing	Valley
De Soto Ave	Browns Canyon Rd	Victory Bl	5.97	Backbone	Lane: Future	Valley
De Soto Ave	Victory Bl	Burbank Bl	1.09	Backbone	Lane: Existing	Valley
De Soto Ave	Burbank Bl	Ventura Bl	0.38	Backbone	Lane: Future	Valley
Degnan Blvd	Exposition Blvd	43rd St	1.10	Neighborhood	BFS	Central/South
Del Amo	Western	Hamilton	0.75	Backbone	Lane: Future	Harbor
Del Valle Dr	McCarthy Vista	Fairfax Ave	0.27	Neighborhood	BFS	Central/South
Dell Ave	Mildred Ave	Washington Blvd	0.49	Neighborhood	BFS	West/Central
Denker Ave	39th St	Century Blvd	6.77	Neighborhood	BFS	Central/South
Denny Ave	Cumpston St	Chandler Blvd	0.09	Neighborhood	BFS	Valley
Densmore Ave	Valley Vista Blvd	Woodvale Rd	0.14	Neighborhood	BFS	Valley
Devonshire St	Valley Circle Blvd	Topanga Canyon Rd	0.37	Neighborhood	BFS	Valley
Devonshire St	Topanga Canyon Bl	Reseda Bl	4.00	Backbone	Lane: Existing	Valley
Devonshire St	Reseda Bl	Hayvenhurst Ave	2.44	Backbone	Lane: Future	Valley
Devonshire St	Haybenhurst	Haskell	1.00	Backbone	Lane: Future	Valley
Devonshire St	Haskell Ave	Woodman Ave	1.23	Backbone	Lane: Future	Valley
Dewey St	23rd (City Limit)	Walgrove Ave	0.08	Neighborhood	BFS	West/Central
Dickens St	Libbit Ave	Woodley Ave	0.25	Neighborhood	BFS	Valley
Division St	Cypress Ave	Cleland Ave	1.09	Neighborhood	BFS	Central/South
Dix St	Vista Del Mar Ave	Argyle Ave	0.07	Neighborhood	BFS	Central/South
Dockweiler St	Rimpau Blvd	West Blvd	0.18	Neighborhood	BFS	Central/South
Don Lorenzo Dr	La Brea Ave	Don Miguel Dr	0.06	Neighborhood	BFS	Central/South
Don Miguel Dr	Don Lorenzo Dr	Stocker St	0.70	Neighborhood	BFS	Central/South
Douglas St	Elysian Park Dr	East Kensington	0.29	Neighborhood	BFS	Central/South
Dronfield Ave	Foothill Blvd	City Limits	1.86	Neighborhood	BFS	Valley
Dronfield Ave	City Limits	Pierce St	1.35	Neighborhood	BFS	Valley
Dronfield Ave	Pierce St	Terra Bella St	0.27	Neighborhood	BFS	Valley
Duane St	Allesandro St	Alvarado St	0.14	Neighborhood	BFS	Central/South
Dumetz Road	San Feliciano Dr	Wells Dr	1.22	Neighborhood	BFS	Valley
Dunbarton Ave	Altamor Dr	77th St	0.26	Neighborhood	BFS	West/Central
Eagle Rock Bl	Colorado Bl	Westdale Ave	0.70	Backbone	Lane: Future	Central/South
Eagle Rock Bl	Westdale Ave	Verdugo Rd.	1.22	Backbone	Lane: Existing	Central/South
Eagle Rock Blvd	Hill Dr	Colorado Blvd	0.26	Neighborhood	BFS	Central/South
Eagle Rock Vista Dr	Colorado	Figuroa	0.75	Neighborhood	BFS	Central/South

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Eagle Vista Dr	Hill Dr	Figueroa St	0.50	Neighborhood	BFS	Central/South
East Edgeware Road	Bellevue Ave	Court St	0.29	Neighborhood	BFS	Central/South
East Kensington Road	Douglas St	Marlon Ave	0.34	Neighborhood	BFS	Central/South
Eastborne Ave	Warnall Ave	Club View Dr	0.13	Neighborhood	BFS	West/Central
Eccles St	Fallbrook Ave	Sale St	0.24	Neighborhood	BFS	Valley
Echo Park Ave	Cerro Gordo St	Bellevue Ave	1.76	Neighborhood	BFS	Central/South
Edgehill Dr	Adams Blvd	29th St	0.25	Neighborhood	BFS	Central/South
Edgemont St	Los Feliz Blvd	Lily Crest Ave	1.54	Neighborhood	BFS	Central/South
Edgemont St	Lily Crest Ave	Melrose Ave	0.31	Neighborhood	BFS	Central/South
Edgewood Pl	Redondo Blvd	Rimpau Blvd	0.74	Neighborhood	BFS	Central/South
Edgewood Pl	Queen Anne Pl	Lucerne Blvd	0.10	Neighborhood	BFS	Central/South
Edgewood Pl	Curson & Alley behind	Cochran	0.46	Neighborhood	BFS	Central/South
Edinburgh	Rosewood	West Hollywood	0.59	Neighborhood	BFS	Central/South
Edinburgh Ave	Rosewood Ave	Colgate Ave	0.75	Neighborhood	BFS	Central/South
Effie St	Commonwealth Ave	Talmadge St	0.13	Neighborhood	BFS	Central/South
Effie St	Branden St	Lake Shore Ave	0.10	Neighborhood	BFS	Central/South
Egbert St	Polk St	Aults Ave	0.33	Neighborhood	BFS	Valley
El Centro Ave	Selma Ave	De Longpre Ave	0.25	Neighborhood	BFS	Central/South
El Oro Way	Signature Dr	Midwood	0.13	Neighborhood	BFS	Valley
El Paso Dr	Cleland Ave	Avenue 50	0.18	Neighborhood	BFS	Central/South
Elanita Dr	19th St	Patton Ave	0.36	Neighborhood	BFS	Harbor
Elden Ave	11th St	12th St	0.12	Neighborhood	BFS	Central/South
Eldridge Ave	Olive View Dr	Sayre St	0.74	Neighborhood	BFS	Valley
Eldridge Ave	Hubbard St	Maclay St	0.74	Neighborhood	BFS	Valley
Eldridge Ave	Terra Bella St	Osborne Pl	0.57	Neighborhood	BFS	Valley
Eldridge Ave	Sayre St	Hubbard St	0.27	Neighborhood	Lane: Future	Valley
Ellenwood Dr	York Blvd	Hill Dr	1.45	Neighborhood	BFS	Central/South
Ellenwood Pl	Ellenwood Dr	Hill Dr	0.15	Neighborhood	BFS	Central/South
Elmwood Ave	Bronson Ave	Western Ave	0.50	Neighborhood	BFS	Central/South
Elysian Park Ave	Sunset Bl	Stadium Way	0.23	Backbone	Lane: Future	Central/South
Emerson Ave	77th St	Westchester Pkwy	1.19	Neighborhood	BFS	West/Central
Emily St	37th St	Paseo Del Mar	0.09	Neighborhood	BFS	Harbor
Empress Ave	Mooncrest Dr	Adlon Rd	0.03	Neighborhood	BFS	Valley
Enadia Way	Encino Ave	Andasol Ave	0.10	Neighborhood	BFS	Valley

2010 Bicycle Plan: Neighborhood

Encino Ave	Chase St	Sherman Wy	1.54	Neighborhood	BFS	Valley
Encino Ave	Enadia Way	Victory Blvd	0.92	Neighborhood	BFS	Valley
Erwin St	Ranchito Ave	Ethel Ave	1.00	Neighborhood	BFS	Valley
Erwin St	Colfax Ave	Fair Ave	0.75	Neighborhood	BFS	Valley
Esperanza St	6th St	8th St	0.72	Neighborhood	BFS	Central/South
Estrella Ave	66th St	68th St	0.08	Neighborhood	BFS	Central/South
Estudillo Ave	Lanfranco St	6th St	0.07	Neighborhood	BFS	Central/South
Estudillo Ave	Lanfranco St	4th St	0.22	Neighborhood	BFS	Central/South
Ethel Ave	Erwin St	Chandler Blvd	1.00	Neighborhood	BFS	Valley
Etiwanda Ave	Chase St	340' N/O Victory	2.56	Neighborhood	BFS	Valley
Etiwanda Ave	Victory Blvd	Topham St	0.41	Neighborhood	BFS	Valley
Eubank Ave	Q St	Alameda St	1.59	Neighborhood	BFS	Harbor
Euclid Ave	4th St	8th St	0.97	Neighborhood	BFS	Central/South
Evergreen Ave	120' S/O 10 Frwy	Lafranco St	1.51	Neighborhood	BFS	Central/South
Exposition Bl	Vermont Ave	Figueroa St	0.53	Backbone	Lane: Future	Central/South
Exposition Bl	Palms Bl	Exposition Dr	0.52	Backbone	Lane: Future	West/Central
Exposition Bl	S. La Cienega Bl	Vermont Ave	4.69	Backbone	Lane: Future	West/Central
Fair Ave	Vanowen St	Kittridge St	0.26	Neighborhood	BFS	Valley
Fair Ave	Kittridge St	Burbank Blvd	1.24	Neighborhood	BFS	Valley
Fair Ave	Cumpston St	Chandler Blvd	0.13	Neighborhood	BFS	Valley
Fairfax Ave	Hollywood Bl	Sunset Bl	0.23	Backbone	Lane: Future	Central/South
Fairfax Ave	Sunset Bl	Fountain Ave	0.24	Backbone	Lane: Future	Central/South
Fairfax Ave	Willoughby Ave	Melrose Ave	0.24	Backbone	Lane: Future	Central/South
Fairfax Ave	Melrose Ave	La Cienega Bl	3.96	Backbone	Lane: Future	Central/South
Fairfax-Hauser Power Line	Adams Blvd	La Brea Ave	1.72	Neighborhood	BFS	Central/South
Fallbrook	Roscoe	Eccles	0.24	Backbone	Lane: Future	Valley
Fallbrook Ave	Chatsworth Reservoir	Eccles St	0.26	Neighborhood	BFS	Valley
Fallbrook Ave	Roscoe Bl	Ventura Rd.	3.68	Backbone	Lane: Existing	Valley
Farralone Ave	Nordhoff St	Gault St	2.58	Neighborhood	BFS	Valley
Farralone Ave	Oxnard St	Miranda St	0.25	Neighborhood	BFS	Valley
Federal Ave	Ohio Ave	Tennessee Ave	0.99	Neighborhood	BFS	West/Central
Federal Ave	Wilshire Bl	Texas Ave	0.21	Backbone	Route: Existing	West/Central
Federal Ave	Wilshire Bl	Ohio Ave	0.44	Neighborhood	Lane: Future	West/Central
Fenwick St	Sherman Grove Ave	Sherman Grove Ave	0.07	Neighborhood	BFS	Valley

2010 Bicycle Plan: Neighborhood

Fern Dell Dr	Moco Ln	Los Feliz Blvd	0.53	Neighborhood	BFS	Central/South
Ferndale St	Harcourt Ave	Palm Grove Ave	0.12	Neighborhood	BFS	Central/South
Figueroa St	82nd St	83rd St	0.01	Neighborhood	BFS	Central/South
Figueroa St	42nd St	42nd St	0.02	Neighborhood	BFS	Central/South
Figueroa St	47th St	48th St	0.09	Neighborhood	BFS	Central/South
Figueroa St	66th St	67th	0.03	Neighborhood	BFS	Central/South
Figueroa St N	Avenue 45	Avenue 43	0.24	Backbone	Route: Existing	Central/South
Figueroa St N	Cypress	San Fernando Road	0.28	Backbone	Route: Existing	Central/South
Figueroa St N	Colorado Bl	Avenue 26	4.87	Backbone	Lane: Future	Central/South
Figueroa St N	Avenue 19	San Fernando	0.05	Neighborhood	Lane: Future	
Figueroa St S	Sunset Bl/Cesar Chavez Bl	101 Freeway	0.13	Backbone	Lane: Future	Central/South
Figueroa St S	101 Freeway	Olympic Bl	1.46	Backbone	Lane: Future	Central/South
Figueroa St S	Olympic Bl	State Dr	2.34	Backbone	Route: Existing	Central/South
Figueroa St S	Olympic Bl	Exposition Bl	2.13	Backbone	Lane: Future	Central/South
Figueroa St S	Lomita Bl	Harry Bridges Bl	2.13	Backbone	Route: Existing	Harbor
Figueroa St S	2nd	Cesar Chavez	0.59	Backbone	Lane: Future	
Finley Ave	Edgemont St	Talmadge St	0.76	Neighborhood	BFS	Central/South
First	Gardner	Hudson Pl	1.18	Neighborhood	BFS	Central/South
First	Orlando	Fairfax Ave	0.67	Neighborhood	BFS	Central/South
Fiume Wk	Sherman Oaks Ave	Sepulveda Blvd	0.05	Neighborhood	BFS	Valley
Fletcher Dr	Silver Ridge Ave	Riverside	0.19	Backbone	Route: Future	Central/South
Fletcher Dr	Riverside Dr	LA River	1.33	Backbone	Lane: Future	Central/South
Fletcher Dr	Larga Ave.	Avenue 36	1.14	Backbone	Lane: Future	Central/South
Florence Ave	Budlong Ave	Vermont Ave	0.25	Neighborhood	BFS	Central/South
Florence Ave	Budlong Ave	Central	2.27	Backbone	Lane: Future	Central/South
Florence Ave	West Bl	Budlong Ave	2.25	Backbone	Lane: Future	Central/South
Flower St	1st St	10 Freeway	1.81	Backbone	Lane: Future	Central/South
Flower St	10 Freeway	37th St	1.43	Backbone	Lane: Future	Central/South
Foothill	Balboa Blvd	Roxford	2.18	Backbone	Lane: Future	Valley
Foothill Bl	Roxford St	Orborne St	6.23	Backbone	Lane: Future	Valley
Foothill Bl	Osborn St	Wentworth St	3.02	Backbone	Lane: Future	Valley
Foothill Bl	Wentworth St	Glendale Bl	4.39	Backbone	Lane: Future	Valley
Foothill Pl	Foothill Bl	Foothill Bl	0.38	Backbone	Lane: Future	Valley
Forest Lawn Dr	Barham Bl	Zoo Dr	1.96	Backbone	Lane: Existing	Central/South

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Forman Ave	Huston St	Valley Spring Ln	0.86	Neighborhood	BFS	Valley
Formosa Ave	West Hollywood City Limits	Beverly Blvd	0.88	Neighborhood	BFS	Central/South
Forrester Dr	Motor Ave	Club Dr	0.18	Neighborhood	BFS	West/Central
Fountain Ave	Myra Ave	Griffith Park Blvd	0.26	Neighborhood	BFS	Central/South
Fountain Ave	Wilcox Ave	Bronson Ave	1.75	Backbone	Route: Existing	Central/South
Fountain Ave	Fairfax Ave	Bronson Ave	2.50	Neighborhood	Lane: Future	Central/South
Fountain Ave	Van Ness Ave	Hoover St	1.79	Neighborhood	Lane: Future	Central/South
Fox St	Laurel Canyon Bl	Chatsworth St	0.73	Backbone	Lane: Future	Valley
Frampton Ave	240th St	Lomita Ave	0.67	Neighborhood	BFS	Harbor
Francisco St	Western Ave	Normandie Ave	0.58	Neighborhood	BFS	Harbor
Franklin Ave	Gardner St	La Brea Ave	0.40	Backbone	BFS	Central/South
Franklin Ave	Vermont Ave	St George St	0.76	Backbone	BFS	Central/South
Franklin Ave	La Brea Ave	Highland Ave	0.44	Backbone	BFS	Central/South
Franklin Ave	Highland Ave	Vermont Ave	2.62	Neighborhood	BFS	Central/South
Franklin Canyon Dr	Mullholland Dr	Franklin Canyon Park	1.91	Neighborhood	BFS	Valley
Fries Ave	L St	L St	0.02	Neighborhood	BFS	Harbor
Frigate Ave	G St	G St	0.04	Neighborhood	BFS	Harbor
Front St	Pacific Ave	Harbor Fwy. N/B On-	0.46	Backbone	Lane: Existing	Harbor
Fryman Rd	Laurel Canyon Blvd	Maxwell Fire Rd	0.03	Neighborhood	BFS	Valley
Fullerfarm St	Zelzah Ave	White Oak Ave	0.20	Neighborhood	BFS	Valley
G St	Figueroa St	Alameda St	1.92	Neighborhood	BFS	Harbor
Gaffey St	22nd St	36th St	0.90	Backbone	BFS	Harbor
Gaffey St	Anaheim St	Channel St	1.99	Backbone	Lane: Existing	Harbor
Gaffey St	W. Channel St	22nd Street	2.08	Backbone	Route: Existing	Harbor
Gaffey St	W. Channel St	W. Summerland Ave	0.46	Backbone	Lane: Future	Harbor
Gaffey St	36th St	Shepard St	0.31	Backbone	Route: Future	Harbor
Gage Ave	Gramercy Pl	Gramercy Pl	0.01	Neighborhood	BFS	Central/South
Gardner St	Franklin Ave	Fountain Ave	0.62	Neighborhood	BFS	Central/South
Garthwaite Ave	11th Ave	Stocker Pl	0.31	Neighborhood	BFS	Central/South
Gateway Blvd	Pico Blvd	Granville Ave	0.54	Neighborhood	BFS	West/Central
Gault St	Farralone Ave	Glade Ave	0.13	Neighborhood	BFS	Valley
Gavina Ave	Hubbard	Pacoima Wash Path	0.48	Neighborhood	Lane: Future	Valley
Gayley Ave	Strathmore Dr	Le Conte Ave	0.32	Neighborhood	Route: Existing	West/Central
Gayley Ave	Veteran Ave	Strathmore Dr	0.40	Backbone	Route: Existing	West/Central

2010 Bicycle Plan: Neighborhood

Gayley Ave	Strathmore Dr	Le Conte Ave	0.32	Neighborhood	Lane: Future	West/Central
Gayley Ave	Le Conte Ave	Weyburn	1.20	Neighborhood	Lane: Existing	West/Central
Gayley Ave	Weyburn Ave	Wilshire Bl	0.29	Neighborhood	Lane: Future	West/Central
Glade Ave	Gault St	Kittridge St	0.53	Neighborhood	BFS	Valley
Gladstone Ave	Polk St	Maclay St	1.68	Neighborhood	BFS	Valley
Glenbarr Ave	Lorenzo Pl	Motor Ave	0.26	Neighborhood	BFS	West/Central
Glencoe Ave	City Limits	Alla Rd	0.99	Neighborhood	BFS	West/Central
Glendale Bl	Riverside Dr	1st St	4.10	Backbone	Lane: Future	Central/South
Glendale Bl	Glenfeliz Bl	Hyperion Ave	0.12	Backbone	Route: Future	Central/South
Glendale Bl	Hyperion Ave	Glendale Bl	0.15	Backbone	Route: Future	Central/South
Glendon Ave	Lindbrook Dr	Wellworth Ave	0.22	Neighborhood	Route: Existing	West/Central
Glenoaks Bl	Foothill Bl	San Fernando City	2.41	Backbone	Lane: Future	Valley
Glenoaks Bl	San Fernando City Limits	Van Nuys Bl	1.07	Backbone	Lane: Future	Valley
Glenoaks Bl	Van Nuys Bl	Burbank City Limits	1.99	Backbone	Lane: Existing	Valley
Glenville Dr	Whitworth Dr	Alcott St	0.20	Neighborhood	BFS	West/Central
Goshen Ave	Gretna Green Way	Amherst Ave	0.03	Neighborhood	BFS	West/Central
Gower St	Scenic Ave	Primrose Ave	0.07	Neighborhood	BFS	Central/South
Gower St	Carlos Ave	Carlos Ave	0.01	Neighborhood	BFS	Central/South
Gower St	De Longpre Ave	Melrose Ave	0.88	Neighborhood	BFS	Central/South
Gramercy Pl	18th St	Adams Blvd	0.63	Neighborhood	BFS	Central/South
Gramercy Pl	Jefferson Blvd	54th St	2.23	Neighborhood	BFS	Central/South
Gramercy Pl	54th St	Slauson Ave	0.28	Neighborhood	BFS	Central/South
Gramercy Pl	62nd St	Gage Ave	1.53	Neighborhood	BFS	Central/South
Gramercy Pl	Ruthelen St	89th St	0.22	Neighborhood	BFS	Central/South
Gramercy Pl	Gage Ave	Ruthelen St	0.10	Neighborhood	BFS	Central/South
Gramercy Pl	89th St	96th St	0.50	Neighborhood	BFS	Central/South
Gramercy Pl	76th St	76th St	0.03	Backbone	Route: Existing	Central/South
Grand Ave	Washington Blvd	110 Fwy	1.52	Neighborhood	Lane: Future	Central/South
Grand Ave	170' N/O Oliver St	24th St	1.72	Neighborhood	BFS	Harbor
Grand Ave	Vista Del Mar	Loma Vista St	0.39	Backbone	Lane: Existing	Harbor
Grand Blvd	Main St	Venice Blvd	0.40	Neighborhood	BFS	West/Central
Grand View Bl	Palms Bl	Venice Bl	0.56	Neighborhood	Lane: Existing	West/Central
Grand View Blvd	Venice Blvd	Washington Pl	0.36	Neighborhood	BFS	West/Central
Granville Ave	Gateway Blvd	Radio Dr	0.07	Neighborhood	BFS	West/Central

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Greenleaf St	Saugus Ave	Hazeltine Ave	1.56	Neighborhood	BFS	Valley
Gregory Way	City Limits	Schumacher Dr	0.03	Neighborhood	BFS	Central/South
Gregory Way	Bedford St	Le Doux Rd	0.17	Neighborhood	BFS	West/Central
Gretna Green Way	Montana Ave	Goshen Ave	0.44	Neighborhood	BFS	West/Central
Griffin Ave	Avenue 43	Mission Rd	2.21	Neighborhood	BFS	Central/South
Griffin Ave	Avenue 43	Mission Rd	2.21	Backbone	Route: Existing	Central/South
Griffith Ave	14th St	Martin Luther King Jr	1.52	Neighborhood	BFS	Central/South
Griffith Park Bl	Los Feliz Bl	Griffith Park Bl	0.01	Backbone	Lane: Future	Central/South
Griffith Park Bl	Los Feliz Bl	Lucile Ave	1.74	Backbone	Lane: Existing	Central/South
Griffith Park Dr	Griffith Park Dr	Los Feliz Bl	1.56	Backbone	Route: Existing	Central/South
Griffith Park Dr	Griffith Park Dr	Griffith Park Dr	1.27	Backbone	Lane: Future	Central/South
Gulana Ave	83rd St	79th St	0.04	Neighborhood	BFS	West/Central
Hahn State Rec Area	Hahn State Rec Area	Cloverdale Ave	0.08	Neighborhood	BFS	Central/South
Haines Canyon Ave	Apperson St	Day St	0.17	Neighborhood	BFS	Valley
Haines Canyon Ave	Day St	Tujunga Canyon Blvd	0.26	Neighborhood	BFS	Valley
Hamilton Ave	Gaffey St	Gaffey St	0.02	Backbone	BFS	Harbor
Hamilton Ave	27th St	26th St	0.19	Neighborhood	BFS	Harbor
Hammack St	Randall St	Inglewood Blvd	0.17	Neighborhood	BFS	West/Central
Harbor Bl	Harbor Fwy. N/B On-Ramp	22nd St	1.68	Backbone	Lane: Existing	Central/South
Harbortate Way	190th St	Francisco St	0.58	Neighborhood	BFS	Harbor
Harcourt Ave	21st St	Hickory St	0.51	Neighborhood	BFS	Central/South
Harcourt Ave	Hickory St	Westhaven St	0.25	Neighborhood	BFS	Central/South
Harcourt Ave	Jefferson Bl	Exposition Bl	0.07	Neighborhood	Route: Future	Central/South
Harry Bridges Bl	Figueroa St	Alameda St	1.32	Backbone	Lane: Future	Harbor
Hart St	Mason Ave	Balboa Blvd	4.49	Neighborhood	BFS	Valley
Hart St	Hazeltine Ave	Varna Ave	0.81	Neighborhood	BFS	Valley
Hart St	350' W/O Laurelgrove Ave	Farmdale Ave	1.19	Neighborhood	BFS	Valley
Harvard Blvd	4th St	11th St	1.13	Neighborhood	BFS	Central/South
Harvard Blvd	Franklin Ave	Hollywood Blvd	0.25	Neighborhood	BFS	Central/South
Harvard Blvd	61st St	62nd St	0.09	Neighborhood	BFS	Central/South
Hatteras St	Manton Ave	Capistrano Ave	1.40	Neighborhood	Route: Existing	Valley
Hauser Bl	3rd St	6th St	0.40	Neighborhood	Lane: Future	Central/South
Hauser Blvd	6th St	Jefferson Blvd	2.64	Neighborhood	BFS	Central/South
Hawthorn Ave	La Brea Ave	Highland Ave	0.35	Neighborhood	BFS	Central/South

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Hawthorn Ave	Curson	La Brea	0.59	Neighborhood	BFS	Central/South
Hayes Dr	Schumacher Dr	Commodore Sloat Dr	0.23	Neighborhood	BFS	Central/South
Haynes St	Encino Ave	Aldea Ave	0.38	Neighborhood	BFS	Valley
Hayvenhurst Ave	Adlon Rd	Libbit Ave	0.59	Neighborhood	BFS	Valley
Hayvenhurst Ave	Burbank Bl	100' N/O Hartsook St	0.13	Backbone	Route: Existing	Valley
Hayvenhurst Ave	101 Frwy	Libbit Ave	0.81	Neighborhood	Lane: Future	Valley
Hazeltine Ave	Valerio St	Davana Terrace	3.82	Neighborhood	BFS	Valley
Hazeltine Ave	Ventura Blvd	Davana Ter	0.24	Neighborhood	BFS	Valley
Heliotrope Dr	Santa Monica Blvd	Beverly Blvd	1.01	Neighborhood	BFS	Central/South
Herrick Ave	McQueen St	177ft South of	2.70	Neighborhood	BFS	Valley
Herrick Ave	Brownell St	Pierce St	1.34	Neighborhood	BFS	Valley
Hickory St	Harcourt Ave	Vineyard Ave	0.12	Neighborhood	BFS	Central/South
High Valley Pl	High Valley Rd	Woodvale Rd	0.01	Neighborhood	BFS	Valley
High Valley Road	Clear Valley Dr	High Valley Pl	0.14	Neighborhood	BFS	Valley
Highland Ave	Cahuenga Bl	Pico Bl	4.52	Backbone	Lane: Future	Central/South
Highlander Rd	Elmsbury Ln	Platt Ave	1.06	Neighborhood	BFS	Valley
Hilgard Ave	Sunset Bl	Le Conte Ave	1.07	Neighborhood	Lane: Future	West/Central
Hill	4th	23rd	1.85	Neighborhood	Lane: Future	Central
Hill Dr	Avenue 60	City Limits	0.02	Neighborhood	Lane: Future	Central/South
Hillhurst Ave	Vermont Ave	Los Feliz Blvd	0.26	Neighborhood	BFS	Central/South
Hillhurst Ave	Finley Ave	Sunset Bl	0.64	Neighborhood	Lane: Future	Central/South
Hillsboro Ave	Monte Mar Dr	Robertson Blvd	0.53	Neighborhood	BFS	West/Central
Hindry Ave	Benjamin Ave	City Limits	0.37	Neighborhood	BFS	West/Central
Hobart Blvd	Hollywood Blvd	Fountain Ave	0.46	Neighborhood	BFS	Central/South
Hollywood Bl	Fairfax Ave	Hillhurst Ave	4.50	Backbone	Lane: Future	Central/South
Homeland Dr	170 ft SW/O Crenshaw	Crenshaw Blvd	0.03	Neighborhood	BFS	Central/South
Homer St	Montecito Heights Park	Avenue 43	0.22	Neighborhood	Route: Existing	Central/South
Honduras St	Vernon Ave	47th St	0.20	Neighborhood	BFS	Central/South
Hooper Ave	51st St	51st St	0.03	Neighborhood	BFS	Central/South
Hoover St	96th St	120th St	1.62	Neighborhood	Route: Existing	Centra/South
Hoover St	83rd St	82nd St	0.04	Neighborhood	BFS	Central/South
Hoover St	Santa Monica Blvd	Temple St	0.97	Neighborhood	BFS	Central/South
Hoover St	Council St	Council St	0.03	Neighborhood	BFS	Central/South
Hoover St	42nd St	42nd St	0.02	Neighborhood	BFS	Central/South

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Hoover St	50th Pl	51st St	0.04	Neighborhood	BFS	Central/South
Hoover St	59th Pl	60th St	0.03	Neighborhood	BFS	Central/South
Hoover St	7th St	Venice Bl	1.11	Neighborhood	Lane: Future	Central/South
Hoover St	Santa Monica Bl	Myra Ave	0.01	Neighborhood	Lane: Future	Central/South
Hoover St	Martin Luther King Jr Bl	96th St	4.27	Neighborhood	Route: Existing	Central/South
Hoover St	Venice Bl	Jefferson Bl	1.38	Neighborhood	Lane: Existing	Central/South
Hoover St	120th St	Rosecrans Ave	1.50	Neighborhood	BFS	Harbor
Hope St	320' NE/O 6th St	Pico Blvd	0.93	Neighborhood	BFS	Central/South
Hope St	Venice Bl	Venice Bl	0.01	Backbone	Lane: Future	Central/South
Hubbard St	San Fernando Road	Laurel Canyon Road	0.62	Backbone	Lane: Future	Valley
Hubbard St	4th Street	Gavina	2.79	Backbone	Lane: Future	Valley
Hughes Ave	National Blvd	Washington Blvd	0.60	Neighborhood	BFS	West/Central
Humboldt St	Avenue 33	Avenue 19	0.72	Neighborhood	BFS	Central/South
Huntington Dr	Collis Ave	Huntington Dr	0.77	Backbone	BFS	Central/South
Huntington Dr	Monterey Rd	Soto St	0.60	Backbone	Lane: Future	Central/South
Huntington Dr	Collis Ave	450 ft. E/O	1.50	Backbone	Lane: Future	Central/South
Huston St	Forman Ave	Clybourn Ave	0.04	Neighborhood	BFS	Valley
Hyde Park Blvd	West Blvd	60th St	1.24	Neighborhood	BFS	Central/South
Hyperion	Greensward	Fountain	1.61	Backbone	Lane: Future	Central/South
Hyperion Ave	Tracy St	Tracy St	0.03	Neighborhood	BFS	Central/South
Idaho Ave	Wellesley Ave	Federal Ave	0.71	Neighborhood	BFS	West/Central
Ignatian Cir	Leavey Rd	Loyola Blvd	0.17	Neighborhood	BFS	West/Central
Imperial Hwy	Aviation	La Cienega	0.48	Backbone	Route: Existing	Harbor
Imperial Hwy	Vermont Ave	Mona Bl	3.56	Backbone	Lane: Future	Harbor
Imperial Hwy	Vista Del Mar	Pershing Dr	0.33	Backbone	Lane: Existing	West/Central
Imperial Hwy	2000 E' of Pershing Dr	Aviation Bl.	2.53	Backbone	Lane: Existing	West/Central
Imperial Hwy	Aviation Bl	I-405 underpass	0.58	Backbone	Lane: Future	West/Central
Independence Ave	430' N/O Knapp St	Bryant St	1.06	Neighborhood	BFS	Valley
Independence Ave	Bryant St	Chase St	0.17	Neighborhood	BFS	Valley
Inglewood Blvd	National Blvd	Palms Blvd	0.70	Neighborhood	BFS	West/Central
Inglewood Blvd	Venice Blvd	City Limits	0.64	Neighborhood	BFS	West/Central
Inglewood Blvd	City Limits	Centinela Ave	1.37	Neighborhood	BFS	West/Central
Ingomar St	Valley Circle Bl	Platt Ave	0.59	Neighborhood	Lane: Existing	Valley
James M. Wood Blvd	Western Ave	Westmoreland Ave	1.15	Neighborhood	BFS	Central/South

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Jefferson Bl	Clyde Ave	Harcourt Ave	1.03	Backbone	Lane: Future	Central/South
Jefferson Bl	Harcourt Ave	Central Ave	5.60	Backbone	Lane: Future	Central/South
Jefferson Blvd	St Andrews Pl	St Andrews Pl	0.01	Neighborhood	BFS	Central/South
Jefferson Blvd	Inglewood Blvd	Margaret Ave	0.12	Neighborhood	BFS	West/Central
Jeffries Ave	Cypress Ave	Avenue 26	0.24	Neighborhood	BFS	Central/South
Jenny Ave	Westchester	96th	0.25	Backbone	Lane: Future	West LA
Johanna Ave	McBroom St	Sunland Blvd	0.78	Neighborhood	BFS	Valley
John S Gibson Bl	Channel St	Figueroa St	1.38	Backbone	Lane: Existing	Harbor
June St	Waring Ave	Wilshire Blvd	1.62	Neighborhood	BFS	Central/South
Kalmia St	103rd St	Santa Ana Blvd	0.53	Neighborhood	BFS	Harbor
Kelton Ave	Rochester Ave	Massachusetts Ave	0.35	Neighborhood	BFS	West/Central
Kelton Ave	Rose Ave	Charnock Rd	0.36	Neighborhood	BFS	West/Central
Keniston Ave	Wilshire Blvd	9th St	0.21	Neighborhood	BFS	Central/South
Kent St	Rosemont Ave	Alvarado St	0.12	Neighborhood	BFS	Central/South
Kent St	Alvarado St	Bonnie Brae St	0.11	Neighborhood	BFS	Central/South
Kenya St	Vanalden Ave	San Fernando	0.56	Neighborhood	BFS	Valley
Kester	Kittridge	Ventura	2.62	Neighborhood	Lane: Future	Valley
Kester Ave	Raymer St	Keswick St	0.33	Neighborhood	BFS	Valley
Kester Ave	Ventura Blvd	Greenleaf St	0.18	Neighborhood	BFS	Valley
Kester Ave	Greenleaf St	Valley Vista Blvd	0.26	Neighborhood	BFS	Valley
Kester Ave	Saticoy St	Kittridge St	1.25	Neighborhood	Lane: Future	Valley
Kester Ave	Gilmore St	Gilmore St	0.005	Neighborhood	Lane: Future	Valley
Kingsley Dr	519 ft NW of Ardmore Ave	Romaine St	0.10	Neighborhood	BFS	Central/South
Kittridge St	Glade Ave	Randi Ave	0.07	Neighborhood	BFS	Valley
Kittridge St	Quakertown Ave	Wilbur Ave	1.45	Neighborhood	BFS	Valley
Kittridge St	Kester Ave	Cedros Ave	0.25	Neighborhood	BFS	Valley
Kittridge St	Archwood St	Encino Ave	1.65	Neighborhood	BFS	Valley
Kittridge St	Atoll Ave	Rhodes Ave	0.94	Neighborhood	BFS	Valley
Kittridge St	Sepulveda Blvd	Kester Ave	0.50	Neighborhood	BFS	Valley
Kittridge St	Saint Claire Ave	Clybourn Ave	2.07	Neighborhood	BFS	Valley
Kittridge St	Cedros Ave	Matilija Ave	1.13	Neighborhood	BFS	Valley
Kittyhawk Ave	Thornburn St	Knowlton St	0.31	Neighborhood	BFS	West/Central
Knowlton St	Kittyhawk Ave	La Tijera Blvd	0.08	Neighborhood	BFS	West/Central
L St	Figueroa Pl	Blinn Ave	2.09	Neighborhood	BFS	Harbor

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L St	Harbor Park Bike Path	Figueroa Pl.	1.38	Neighborhood	Lane: Existing	Harbor
La Brea Ave	Franklin Ave	Fountain Ave	0.66	Backbone	Lane: Future	Central/South
La Brea Ave	Romain Street	Olympic Bl	2.20	Backbone	Lane: Future	Central/South
La Brea Ave	Olympic Bl	Redondo Bl	0.03	Backbone	Route: Existing	Central/South
La Brea Ave	Jefferson Bl	Exposition Bl	0.06	Backbone	Lane: Future	Central/South
La Brea Ave	Rodeo Road	Stocker	1.73	Backbone	Lane: Future	Central/South
La Cienega Bl	Culver City City Limits	Jefferson Bl	0.24	Backbone	Lane: Future	West/Central
La Grange Ave	Bundy Dr	Beloit Ave	0.90	Neighborhood	BFS	West/Central
La Grange Ave	Cotner Ave	Prosser Ave	1.05	Neighborhood	BFS	West/Central
La Jolla Ave	Colgate Ave	Wilshire Blvd	0.42	Neighborhood	BFS	Central/South
La Mirada Ave	Bronson Ave	Van Ness Ave	0.13	Neighborhood	Lane: Future	Central/South
La Tijera Bl	Sepulveda Bl	La Cienega Bl.	2.14	Backbone	Lane: Future	Central/South
La Tijera Bl	64th Street	290' N/O 63rd Street	0.11	Backbone	Lane: Future	Central/South
La Tuna Canyon Road	Glenoaks Bl	Sunland Bl	0.25	Backbone	Lane: Future	Valley
La Tuna Canyon Road	Sunland Bl	700' E/O Elben Ave	1.85	Backbone	Lane: Existing	Valley
La Tuna Canyon Road	700' E/O of Elben Avenue	140' W/O Lowell Ave	3.76	Backbone	Lane: Future	Valley
Lake Shore Ave	Cerro Gordo St	Lobdell Pl	0.44	Neighborhood	BFS	Central/South
Lake Shore Ave	Effie St	Berkeley Ave	0.15	Neighborhood	BFS	Central/South
Lake Shore Ave	Glendale Blvd	Montana Ave	0.07	Neighborhood	BFS	Central/South
Lanark St	Sepulveda Blvd	Ranchito Ave	1.84	Neighborhood	BFS	Valley
Lanfranco St	Lorena St	Estudillo Ave	0.12	Neighborhood	BFS	Central/South
Lankershim Bl	San Fernando Rd	Cahuenga Bl	7.04	Backbone	Lane: Future	Valley
Lapeer Dr	Alden Dr	City Limits	0.20	Neighborhood	BFS	West/Central
Larchmont Blvd	Melrose Ave	3rd St	1.00	Neighborhood	BFS	Central/South
Larga Ave	Glendale Blvd	Fletcher Dr	0.77	Neighborhood	BFS	Central/South
Las Flores	Sumner Ave	Eagle Rock Blvd	0.68	Neighborhood	BFS	Central/South
Las Flores	Maywood	Townsend Ave	0.60	Neighborhood	BFS	Central/South
Las Palmas Ave	Selma Ave	Sunset Blvd	0.12	Neighborhood	BFS	Central/South
Las Palmas Ave	De Longpre Ave	Waring Ave	0.75	Neighborhood	BFS	Central/South
Lassen St	Browns Canyon Wash	De Soto Ave	0.57	Neighborhood	Route: Existing	Valley
Laurel Ave	Selma Ave	City Limits	0.19	Neighborhood	BFS	Central/South
Laurel Canyon Bl	Polk St	Crestknoll	0.50	Neighborhood	Lane: Existing	Valley
Laurel Canyon Bl	Hubbard	Rinaldi	0.36	Backbone	Lane: Future	Valley
Laurel Canyon Bl	Rinaldi St	Peoria St	4.94	Backbone	Lane: Future	Valley

2010 Bicycle Plan: Neighborhood

Laurel Canyon Bl	Kittridge St	Oxnard St	0.76	Backbone	Lane: Future	Valley
Laurel Canyon Bl	Riverside Dr	LA River	0.81	Backbone	Lane: Future	Valley
Laurel Canyon Blvd	Crestknoll Dr	Hubbard St	0.29	Neighborhood	BFS	Valley
Laurelgrove Ave	Addison St	Addison St	0.02	Neighborhood	BFS	Valley
Le Conte Ave	Levering Ave	Gayley Ave	0.05	Neighborhood	BFS	West/Central
Le Conte Ave	Hilard Ave	Malcolm Ave	0.13	Neighborhood	BFS	West/Central
Le Conte Ave	Gayley Ave	Hilgard Ave	0.41	Neighborhood	Lane: Existing	West/Central
Leadwell St	Oso Ave	Winnetka Ave	0.25	Neighborhood	BFS	Valley
Leavey Rd	LMU Dr	Ignatian Cir	0.27	Neighborhood	BFS	West/Central
Leland St	Walker Ave	26th Ave	0.03	Neighborhood	BFS	Harbor
Lemon Grove Ave	Wilton Pl	Kingsley Dr	0.59	Neighborhood	BFS	Central/South
Lemona Ave	Chatsworth St	Nordhoff St	2.00	Neighborhood	BFS	Valley
Leonora Dr	Valley Circle Bl	Ventura Bl	0.30	Backbone	Lane: Future	Valley
Leslie Way	110 Frwy Exit	80' S/O Arroyo Seco	0.04	Neighborhood	BFS	Central/South
Levering Ave	Montana Ave	Le Conte Ave	0.70	Neighborhood	BFS	West/Central
Lexington Ave	Gower St	St Andrews Pl	0.65	Neighborhood	BFS	Central/South
Lexington Ave	Edgemont St	Myra Ave	0.79	Neighborhood	BFS	Central/South
Libbit Ave	Hayvenhurst Ave	Noeline Ave	0.17	Neighborhood	BFS	Valley
Libbit Ave	Moorpark St	Dickens St	0.19	Neighborhood	BFS	Valley
Lily Crest Ave	Alexandria Ave	Heliotrope Dr	0.17	Neighborhood	BFS	Central/South
Lincoln Bl	120' N/O of Machado DR.	30' S/O of Machado	0.03	Backbone	Route: Existing	West/Central
Lincoln Bl	Commonwealth Ave	430' N/O Bali Way	2.11	Backbone	Lane: Future	West/Central
Lincoln Bl	260' S/O Fiji Way	Jefferson Bl	0.54	Backbone	Lane: Future	West/Central
Lincoln Bl	Jefferson Bl	LMU Dr	0.57	Backbone	Lane: Existing	West/Central
Lincoln Bl	LMU Dr	Sepulveda Bl	2.02	Backbone	Lane: Future	West/Central
Lincoln Park Ave	Flora Ave	Mission Rd	0.87	Neighborhood	Route: Future	Central/South
Lindley Ave	San Fernando Mission Rd	Halsted St	1.93	Neighborhood	BFS	Valley
Lindley Ave	Nordhoff St	Valley Vista Blvd	5.29	Neighborhood	BFS	Valley
LMU Dr	Lincoln Blvd	Leavey Rd	0.28	Neighborhood	BFS	West/Central
Lobdell Pl	Lake Shore Ave	Branden St	0.14	Neighborhood	BFS	Central/South
Loma Dr	4th St	2nd St	0.28	Neighborhood	BFS	Central/South
Lomita Bl	340' W/O Western Avenue	230' E/O McCoy Ave	1.14	Neighborhood	Lane: Future	Harbor
Lomita Bl	S Figueroa St	Eubanks Ave	1.51	Neighborhood	Lane: Future	Harbor
London St	Rampart Blvd	Coronado St	0.08	Neighborhood	BFS	Central/South

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Long Beach Ave	Washington	Slauson	2.17	Backbone	Lane: Future	
Longfellow St	Avenue 54	Avenue 54	0.02	Neighborhood	BFS	Central/South
Lorena St	5th St	Grande Vista Ave	1.28	Backbone	Lane: Future	Central/South
Lorena St	Cesar Chavez Ave	Grande Vista Ave	2.01	Backbone	Route: Existing	Central/South
Lorenzo Pl	Patricia Ave	Glenbarr Ave	0.18	Neighborhood	BFS	West/Central
Los Feliz Bl	Western Ave	Vermont Ave	1.09	Neighborhood	Lane: Future	Central/South
Los Feliz Bl	Vermont Ave	LA River	1.58	Backbone	Lane: Future	Central/South
Louise Ave	Index St	Chatsworth St	0.75	Neighborhood	BFS	Valley
Louise Ave	Nordoff St	Roscoe Ave	1.03	Neighborhood	BFS	Valley
Louise Ave	Ventura Blvd	Rancho St	1.02	Neighborhood	BFS	Valley
Louise Ave	Rancho St	Nance St	0.58	Neighborhood	BFS	Valley
Louise Ave	Rinaldi St	Index St	0.25	Neighborhood	Lane: Future	Valley
Louise Ave	Plummer St	Nordhoff St	0.50	Neighborhood	Lane: Future	Valley
Louise Ave	Oxnard St	101 Fwy	0.62	Neighborhood	Lane: Future	Valley
Loyola Bl	W. 80th St	W. 83rd St	0.18	Neighborhood	Lane: Future	West/Central
Loyola Blvd	Ignatian Cir	80th St	0.18	Neighborhood	BFS	West/Central
Loyola Blvd	83rd St	Manchester Ave	0.24	Neighborhood	BFS	West/Central
Loyola Blvd	Lincoln Blvd	Westchester Pkwy	0.32	Neighborhood	BFS	West/Central
Lucas Ave	Beverly Blvd	7th St	0.81	Neighborhood	BFS	Central/South
Lucerne Blvd	Beverly Blvd	Rosewood Ave	0.19	Neighborhood	BFS	Central/South
Lucerne Blvd	3rd St	Pico Blvd	1.52	Neighborhood	BFS	Central/South
Lucile St	City Limits	Randall St	0.10	Neighborhood	BFS	West/Central
Maclay St	Harding St	8th St	1.08	Neighborhood	BFS	Valley
Madison Ave	Monroe St	Normal Ave	0.07	Neighborhood	BFS	Central/South
Main Connector Road	Main St	Valley Bl	0.12	Backbone	Lane: Future	Central/South
Main St	98th St	107th St	0.01	Neighborhood	BFS	Central/South
Main St	Santa Monica City Limits	Venice Bl	0.87	Neighborhood	Lane: Future	West/Central
Main St N	Caesar Chavez	1st St	0.51	Backbone	Route: Existing	Central/South
Main St N	Valley Bl	1st St	2.51	Backbone	Lane: Future	Central/South
Main St. S	1st St	Broadway Pl	3.06	Backbone	Route: Existing	Central/South
Main St. S	Broadway Pl	Slauson	1.90	Backbone	Route: Existing	Central/South
Main St. S	1st St	120th St	9.44	Backbone	Lane: Future	Central/South
Major St	Mesmer Ave	Centinela Ave	0.10	Backbone	Lane: Future	West/Central
Malta St	Shanley Ave	Avenue 50	0.16	Neighborhood	Route: Existing	Central/South

2010 Bicycle Plan: Neighborhood

Manchester	Vermont	Central	3.52	Backbone	Lane: Future	Central/South
Manchester Ave	Ven Ness Ave	Vermont Ave	1.49	Backbone	Lane: Future	Central/South
Manchester Ave	Sepulveda Bl S	W. Florence Ave	1.06	Backbone	Route: Existing	West/Central
Manchester Ave	Pershing Dr	Lincoln Bl	1.40	Backbone	Lane: Future	West/Central
Manchester Ave	Lincoln Bl	Sepulveda Bl S	1.32	Backbone	Lane: Existing	West/Central
Manchester Ave	Sepulveda Bl S	W. Florence Ave	1.06	Backbone	Lane: Future	West/Central
Manhattan Pl	Country Club Dr	Pico Blvd	0.15	Neighborhood	BFS	Central/South
Manitou Ave	Avenue 21	Lincoln Park Ave	0.89	Neighborhood	BFS	Central/South
Mansfield Ave	4th St	8th St	0.45	Neighborhood	BFS	Central/South
Manton Ave	Hatteras St	Mariano St	0.46	Neighborhood	Route: Existing	Valley
Maple	Washington	11th	0.63	Neighborhood	Lane: Future	Central
Maple Ave	Washington Blvd	Woodlawn Ave	1.39	Neighborhood	BFS	Central/South
Maplewood	St Andrews Pl	St Andrews Pl	0.01	Neighborhood	BFS	Central/South
Mariano St	Manton Ave	Sale Ave	1.26	Neighborhood	Route: Existing	Valley
Marietta St	Whittier Blvd	8th St	0.48	Neighborhood	BFS	Central/South
Marion Ave	E. Kensington Rd.	Sunset Blv d.	0.09	Neighborhood	Lane: Future	Central/South
Mariposa Ave	7th St	8th St	0.14	Neighborhood	BFS	Central/South
Marmion Way	Pasadena Frwy	Arroyo Dr	0.10	Neighborhood	BFS	Central/South
Marmion Way	Shanley Ave	Avenue 45	0.68	Neighborhood	Route: Existing	Central/South
Marr St	Abbot Kinney Blvd	Oxford Ave	0.05	Neighborhood	BFS	West/Central
Martel Ave	Waring Ave	3rd St	1.06	Neighborhood	BFS	Central/South
Martin Luther King Bl	Rodeo Rd.	Crenshaw Bl	2.68	Backbone	Lane: Future	Central/South
Martin Luther King Bl	Crenshaw Bl	Roxton Ave.	0.78	Backbone	Route: Future	Central/South
Martin Luther King Bl	Roxton Ave	Broadway Pl	2.53	Backbone	Lane: Future	Central/South
Martin Luther King Bl	Broadway Pl	Main Stret	0.20	Backbone	Lane: Future	Central/South
Martin Luther King Bl	Main St	Central Ave	1.00	Neighborhood	Lane: Existing	Central/South
Mason Ave	City Northern Limits	Sesnon Blvd	0.51	Neighborhood	Lane: Future	Valley
Mason Ave	Sesnon Bl	Trentino Ln	0.81	Neighborhood	Lane: Future	Valley
Mason Ave	Trentino Ln.	Celtic St	0.87	Neighborhood	Lane: Existing	Valley
Massachusetts Ave	Kelton Ave	Veteran Ave	0.06	Neighborhood	BFS	West/Central
Mateo	Santa Fe	Olympic	1.11	Neighborhood	BFS	Central/South
Maxella Ave	Lincoln Blvd	Glencoe Ave	0.21	Neighborhood	BFS	West/Central
Maxwell Fire Rd	Fryman Rd	Coldwater Canyon	1.50	Neighborhood	BFS	Valley
Mayall St	Lurline Ave	Wilbur Ave	2.24	Neighborhood	BFS	Valley

2010 Bicycle Plan: Neighborhood

Mayall St	White Oak Ave	Lemona Ave	3.39	Neighborhood	BFS	Valley
Mc Connell Ave	Runway Road	Millennium	0.05	Neighborhood	Lane: Future	West/Central
McBroom St	Sheldon St	Wheatland Ave	1.43	Neighborhood	BFS	Valley
Mccarthy Vis	Warner Dr	San Vicente Blvd	0.11	Neighborhood	BFS	Central/South
McClintock Ave	Jefferson Bl	30th St	0.18	Neighborhood	Lane: Existing	Central/South
McConnell Ave	Bonaparte Ave	Milton St	0.38	Neighborhood	BFS	West/Central
McConnell Ave	77th St	80th St	0.31	Neighborhood	BFS	West/Central
McConnell Dr	McConnell Pl	Beverlywood St	0.05	Neighborhood	BFS	West/Central
McConnell Pl	Club Dr	McConnell Dr	0.06	Neighborhood	BFS	West/Central
Mcdonald St	Inglewood Blvd	City Limits	0.29	Neighborhood	BFS	West/Central
Mckinley Ave	Florence Ave	111th Pl	2.74	Backbone	BFS	Central/South
Mclaughlin Ave	Federal Ave	Woodbine St	1.05	Neighborhood	BFS	West/Central
McLaughlin Ave	Federal	Venice Bl	0.89	Backbone	Route: Existing	West/Central
McLaughlin Ave	Woodbine St	Venice Bl	0.68	Neighborhood	Lane: Future	West/Central
Mecca Ave	Reseda Bl	Avenida Oriente	0.49	Backbone	Lane: Existing	Valley
Melrose Ave	Gower St	Larchmont Blvd	0.08	Neighborhood	BFS	Central/South
Melrose Ave	Oxford Ave	Oxford Ave	0.01	Neighborhood	BFS	Central/South
Melrose Ave	Edgemont St	Heliotrope Dr	0.04	Neighborhood	BFS	Central/South
Melrose Ave	Heliotrope Dr	Heliotrope Dr	0.02	Neighborhood	BFS	Central/South
Menlo Ave	66th St	68th St	0.07	Neighborhood	BFS	Central/South
Menlo Ave	Exposition Blvd	Martin Luther King Jr	0.50	Neighborhood	BFS	Central/South
Meridian St	Avenue 50	140' E/O Avenue 64	1.62	Neighborhood	BFS	Central/South
Meridian St	Avenue 50	Avenue 63	1.62	Backbone	Route: Existing	Central/South
Mesa St	21st St	22nd St	0.06	Neighborhood	Route: Existing	Central/South
Meyler St	Herbert Ave	240' S/O Oliver St	0.32	Neighborhood	BFS	Harbor
Meyler St	Sepulveda St	1st St	0.16	Neighborhood	BFS	Harbor
Midvale Ave	Wilshire Blvd	Rochester Ave	0.20	Neighborhood	BFS	West/Central
Midvale Ave	Charnock Rd	Venice Blvd	0.31	Neighborhood	BFS	West/Central
Midwood Dr	El Oro Way	Balboa Blvd	0.08	Neighborhood	BFS	Valley
Mildred Ave	Riviera Ave	Dell Ave	0.00	Neighborhood	BFS	West/Central
Military Ave	Pico Blvd	Charnock Rd	1.62	Neighborhood	BFS	West/Central
Military Ave	Charnock Rd	Venice Blvd	0.31	Neighborhood	BFS	West/Central
Millennium	McConnell Ave	E Waterfront Dr.	0.70	Neighborhood	Lane: Future	West/Central
Miner St	Crescent Ave	22nd St	0.25	Neighborhood	Lane: Existing	Harbor

2010 Bicycle Plan: Neighborhood

Miner St	W. 22nd St. (San Pedro)	[end]	0.76	Neighborhood	Lane: Future	Harbor
Miraleste Dr	989' N/O Village Way	Ninth St	0.45	Backbone	Lane: Existing	Harbor
Miranda St	Capistrano Ave	Farralone Ave	0.42	Neighborhood	BFS	Valley
Miranda St	Capistrano St	Shoup St	0.12	Neighborhood	Route: Existing	Valley
Mission Road	Cesar E Chavez Ave	Soto St	2.54	Backbone	Lane: Future	Central/South
Missouri Ave	Bundy Dr	405 Fwy	0.92	Neighborhood	BFS	West/Central
Missouri Ave	405 Fwy	Holmby Ave	1.30	Neighborhood	BFS	West/Central
Monroe St	Heliotrope Dr	Madison Ave	0.33	Neighborhood	BFS	Central/South
Mont Clair St	Edgehill Dr	7th Ave	0.31	Neighborhood	BFS	Central/South
Montague St	Glenoaks Blvd	Woodman Ave	3.00	Neighborhood	BFS	Valley
Montana Ave	Sepulveda Blvd	Veteran Ave	0.46	Neighborhood	BFS	West/Central
Montana Ave	Veteran Ave.	Sepulveda Bl	0.46	Backbone	Route: Existing	West/Central
Montana Ave	San Vicente Bl	Bundy Dr	0.21	Neighborhood	Route: Future	West/Central
Montana Ave	Bundy Dr	Stanford St	0.74	Neighborhood	Lane: Future	West/Central
Montana St	Coronado St	Morton Ave	0.67	Neighborhood	BFS	Central/South
Monte Mar Dr	Beverwil Dr	Robertson Blvd	0.78	Neighborhood	BFS	West/Central
Monte Vista St	Bundy Dr	San Vicente Bl	1.12	Backbone	Route: Future	West/Central
Monterey Road	Avenue 60	Oak Hill	0.48	Backbone	Route: Existing	Central/South
Monterey Road	360' E/O Lomitas Dr	Pullman	1.01	Backbone	Lane: Future	Central/South
Monterey Road	Pullman St	Huntington Dr	1.17	Backbone	Route: Future	Central/South
Mooncrest Dr	Nance St	Empress Ave	0.23	Neighborhood	BFS	Valley
Moorpark St	Hayvenhurst Ave	Libbit Ave	0.25	Neighborhood	BFS	Valley
Morton Ave	Echo Park Ave	Morton Pl	0.29	Neighborhood	BFS	Central/South
Morton Pl	Morton Ave	Academy Road	0.07	Neighborhood	BFS	Central/South
Mosher Ave	Montecito Heights Park	Avenue 43	0.18	Backbone	Route: Existing	Central/South
Motor	National	Culver City Limits	0.86	Backbone	Lane: Future	West LA
Motor Ave	Pico Bl	Monte Mar Dr	0.52	Backbone	Lane: Existing	West/Central
Motor Ave	Monte Mar Dr	Manning Ave	0.94	Backbone	Lane: Future	West/Central
Mott St	Wabash Ave	Whittier Blvd	1.46	Neighborhood	BFS	Central/South
Mozart St	Avenue 19	Avenue 19	0.02	Neighborhood	BFS	Central/South
Mt Gleason Ave	Big Tujunga Canyon Rd	McGroarty St	1.94	Neighborhood	BFS	Valley
Mulholland Dr	Encino Hills Dr	Laurel Canyon Blvd	9.40	Neighborhood	BFS	Valley
Mulholland Dr	Woodrow Wilson Dr	Lakeridge Pl	0.07	Neighborhood	BFS	Valley
Mulholland Dr	Calabasas Rd.	1000' W/O San	1.32	Backbone	Lane: Existing	Valley

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Mulholland Dr	San Feliciano Dr	1147 ft W/O San	0.18	Neighborhood	Route: Future	Valley
Mulholland Dr	W/O Flamingo St	Topanga Canyon Bl	0.81	Neighborhood	Route: Existing	Valley
Mulholland Hwy	Mulholland Dr	362' S/O Mulholland	0.06	Neighborhood	Lane: Existing	Valley
Mulholland Way	Topanga Canyon	Alizondo	0.13	Neighborhood	Route: Existing	Valley
Mullen Ave	Wilshire Blvd	8th St	0.07	Neighborhood	BFS	Central/South
Murchison St	Alcazar St	Chelsea St	0.40	Neighborhood	BFS	Central/South
Murietta Ave	Davana Ter	Valley Vista Blvd	0.21	Neighborhood	BFS	Valley
Myra Ave	Fountain Ave	Sunset Bl	0.16	Neighborhood	Lane: Existing	Central/South
Myra Ave	Sunset Bl	Santa Monica Bl	0.25	Backbone	Lane: Future	Central/South
Nance St	Louise Ave	Mooncrest Dr	0.17	Neighborhood	BFS	Valley
National Bl	Inglewood Bl	Westwood Bl	1.31	Neighborhood	Lane: Future	West/Central
National Bl	Motor Ave.	Palms Bl	0.42	Backbone	Lane: Future	West/Central
National Bl	Palms Bl	Venice Bl	0.99	Neighborhood	Route: Future	West/Central
National Blvd	National Blvd	Motor Ave	0.07	Neighborhood	BFS	West/Central
National Pl	Overland	Malcom	0.17	Backbone	Route: Existing	West/Central
Neptune Ave	Lomita Blvd	Anaheim St	1.33	Neighborhood	BFS	Harbor
Neptune Ave	Anaheim St	Harry Bridges Bl	0.60	Neighborhood	Route: Future	West/Central
Nevada Ave	Erwin St	Oxnard St	0.28	Neighborhood	BFS	Valley
New England St	17th St	20th St	0.35	Neighborhood	BFS	Central/South
New Hampshire Ave	Monroe St	Melrose Ave	0.15	Neighborhood	BFS	Central/South
New Hampshire Ave	Rosewood Ave	Oakwood Ave	0.09	Neighborhood	BFS	Central/South
New Hampshire Ave	Oakwood Ave	8th St	1.37	Neighborhood	BFS	Central/South
New Hampshire Ave	8th St	James M Wood Blvd	0.13	Neighborhood	BFS	Central/South
New High St	Ord St	Cesar Chavez Ave	0.14	Neighborhood	Route: Future	Central/South
Newcastle Ave	Tarzana St	Valley Vista Blvd	0.21	Neighborhood	BFS	Valley
Nicolet Ave	Coliseum St	Santo Tomas Dr	0.45	Neighborhood	BFS	Central/South
Noeline Ave	Libbit Ave	Bergamo Dr	0.33	Neighborhood	BFS	Valley
Nordhoff St	Farralone Ave	Canoga Ave	0.60	Neighborhood	BFS	Valley
Nordoff	Canoga	Woodman Ave	9.73	Backbone	Lane: Future	Valley
Normal Ave	Madison Ave	Hoover St	0.27	Neighborhood	BFS	Central/South
Normandie	Pico	22nd	0.75	Neighborhood	BFS	Central/South
Normandie Ave	42nd St	42nd Pl	0.09	Neighborhood	BFS	Central/South
Normandie Ave	48th St	48th St	0.03	Neighborhood	BFS	Central/South
Normandie Ave	177th St	182nd St	0.32	Backbone	Route: Existing	Central/South

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Normandie Ave	182nd St	Sepulveda Bl	3.64	Backbone	Lane: Future	Harbor
Normandie Ave	Sepulveda Bl	Oakheath Dr	0.23	Backbone	Lane: Existing	Harbor
Normandie Ave	Lomita Bl	Pacific Coast Hwy	0.54	Backbone	Lane: Existing	Harbor
Normandie Ave	Pacific Coast Hwy	S Vermont Ave.	0.35	Backbone	Lane: Future	Harbor
North Spring St	Ord St	Cesar Chavez Ave	0.12	Neighborhood	BFS	Central/South
Norton Ave	2nd St	8th St	0.90	Neighborhood	BFS	Central/South
Nugent Dr	Bradford Pl	Shoshone Ave	0.88	Neighborhood	BFS	Valley
Oakwood Ave	Western	Vermont	1.00	Neighborhood	BFS	Central/South
Oakwood Ave	California Ave	Palms Blvd	0.13	Neighborhood	BFS	West/Central
Ogden Dr	Colgate Ave	3rd St	0.15	Neighborhood	BFS	Central/South
Ohio Ave	City Limits	Santa Monica Blvd	0.38	Neighborhood	BFS	West/Central
Ohio Ave	Westgate Ave	Federal Ave	0.34	Neighborhood	BFS	West/Central
Ohio Ave	Butler Ave	Sepulveda Blvd	0.44	Neighborhood	BFS	West/Central
Ohio Ave	Sepulveda Blvd	Selby Ave	0.68	Neighborhood	BFS	West/Central
Ohio Ave	Westgate Ave	Federal Ave	0.47	Backbone	Route: Existing	West/Central
Ohio Ave	Federal Ave	Butler Ave	0.13	Neighborhood	Lane: Future	West/Central
Olive St	2nd	50' N/O north of 2nd	0.01	Neighborhood	Route: Existing	Central/South
Olive View Dr	Roxford St	Cranston Ave	1.47	Neighborhood	BFS	Valley
Olympic Bl	Central Ave	Lorena St	2.42	Backbone	Lane: Future	Central/South
Olympic Blvd	Carrillo Dr	Crescent Heights	0.01	Neighborhood	BFS	Central/South
Olympic Blvd	Beloit Ave	Cotner Ave	0.07	Neighborhood	BFS	West/Central
Opp St	Frigate Ave	Eubank Ave	1.32	Neighborhood	BFS	Harbor
Orange Dr	Franklin Ave	4th St	2.57	Neighborhood	BFS	Central/South
Orchard Ave	29th St	30th St	0.07	Neighborhood	BFS	Central/South
Ord St	New High St	N Main St	0.11	Neighborhood	BFS	Central/South
Orlando Ave	Willoughby Ave	City Limits	0.27	Neighborhood	BFS	Central/South
Orlando Ave	City Limits	San Vicente Blvd	0.87	Neighborhood	BFS	Central/South
Ormond St	Wheatland Ave	Ormond St Cul-de-	0.24	Neighborhood	BFS	Valley
Oro Vista Ave	Big Tujunga Canyon Rd	Apperson St	1.12	Neighborhood	Lane: Future	Valley
Osage Ave	74th St	77th St	0.10	Neighborhood	BFS	West/Central
Osborne St	Woodman Ave	San Fernando Rd	2.22	Neighborhood	Route: Existing	Valley
Osborne St	San Fernando Rd	Foothill Bl	1.67	Backbone	Lane: Future	Valley
Oso Ave	Devonshire St	350' N/O Metrolink	1.37	Neighborhood	BFS	Valley
Oso Ave	450' S/O Metrolink	Vanowen St	2.86	Neighborhood	BFS	Valley

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Oso Ave	Hemmingway St	Hemmingway St	0.01	Neighborhood	BFS	Valley
Otsego St	Tuhunga Ave	Riverton Ave	0.73	Neighborhood	BFS	Valley
Overhill Dr	160 ft N/O 63rd St	336 ft S/O 63rd St	0.09	Neighborhood	BFS	Central/South
Overland Ave	National Pl	Palms Bl	0.49	Backbone	Route: Existing	West/Central
Overland Ave	National Bl	Venice Bl	0.48	Neighborhood	Route: Future	West/Central
Owensmouth Ave	Andora Ave	Valerio St	4.52	Neighborhood	BFS	Valley
Owensmouth Ave	Lassen St	Marilla St	0.16	Backbone	Lane: Future	Valley
Owensmouth Ave	Valerio St	Erwin St	1.50	Backbone	Lane: Future	Valley
Oxford Ave	Romaine St	7th St	1.99	Neighborhood	BFS	Central/South
Oxford Ave	Marr St	Berkeley Dr	0.55	Neighborhood	BFS	West/Central
Oxnard St	Farralone Ave	Topanga Canyon Pl	0.26	Neighborhood	BFS	Valley
Oxnard St	Winnetka Ave	Tampa Ave	1.11	Neighborhood	BFS	Valley
Oxnard St	Topanga Cyn Bl	Winnetka Ave	2.05	Neighborhood	Lane: Existing	Valley
Pacific Ave	Channel St	22nd St	2.14	Backbone	Lane: Future	Harbor
Pacific Ave	22nd St	Shepard St	1.19	Backbone	Lane: Existing	Harbor
Pacific Ave	62nd Av	Culver Blvd	0.42	Neighborhood	BFS	West/Central
Pacific Ave	N. Venice Bl	S. Venice Bl	0.05	Backbone	Lane: Existing	West/Central
Pacific Coast Hwy	31' W/O Western Ave	290' E/O LA River	4.73	Backbone	Lane: Future	Harbor
Pacific Coast Hwy	Coastline Dr	Sunset Bl	0.73	Backbone	Lane: Future	West/Central
Pacific Coast Hwy	Bay Club	Temescal Canyon	0.64	Backbone	Lane: Future	West/Central
Pacific Promenade	22nd St	Shepard St	0.27	Neighborhood	Lane: Existing	West/Central
Packard	Curson	Redondo	0.63	Neighborhood	BFS	Central/South
Palms Bl	McLaughlin Ave	National Bl	1.78	Neighborhood	Route: Future	West/Central
Palms Blvd	Abbot Kinney Blvd	McLaughlin Ave	2.71	Neighborhood	BFS	West/Central
Panama St	Alla Rd	McConnell Ave	0.29	Neighborhood	BFS	West/Central
Para Way	Runway Road	Pacific Promenade	0.27	Backbone	Lane: Existing	West/Central
Park Ave	Glendale Blvd	Echo Park Ave	0.20	Neighborhood	BFS	Central/South
Parthenia St	Van Nuys Blvd	Woodman Ave	0.81	Neighborhood	BFS	Valley
Pasadena Ave	Figueroa St	Avenue 36	0.22	Backbone	Lane: Future	Central/South
Pasadena Ave	Avenue 36	Avenue 26	0.82	Backbone	Route: Future	Central/South
Pasadena Ave	Avenue 26	North Broadway Rd	0.60	Backbone	Lane: Future	Central/South
Paseo Del Mar	Western Ave	Gaffey St	1.84	Backbone	Lane: Existing	Harbor
Patricia Ave	Tennessee Ave	Lorenzo Pl	0.69	Neighborhood	BFS	West/Central
Paxton St	Arleta Ave	Foothill Bl	2.81	Backbone	Lane: Future	Valley

2010 Bicycle Plan: Neighborhood

Pearl St	Centinela Ave	Barrington Ave	0.48	Neighborhood	BFS	West/Central
Penmar Ave	Rose Ave	Palms Blvd	0.40	Neighborhood	BFS	West/Central
Penrose	Glen Oaks	Sunland	0.10	Backbone	Lane: Future	Valley
Penrose St	Tujunga Ave	Glenoaks Blvd	0.86	Neighborhood	BFS	Valley
Pepper Ave	San Fernando Rd	Ave 28	0.21	Neighborhood	Route: Existing	Central/South
Pershing Dr	Culver Blvd	103 ft south of	0.20	Neighborhood	BFS	West/Central
Pershing Dr	500 ft sw/o Culver Blvd on	Westchester Pkwy	0.70	Neighborhood	Lane: Future	West/Central
Pershing Dr	Westchester Pkwy.	Imperial Hwy	1.56	Backbone	Lane: Existing	West/Central
Pickford St	Spaulding Ave	Curson Ave	0.15	Neighborhood	BFS	Central/South
Pickford St	Cochran Ave	Redondo Blvd	0.15	Neighborhood	BFS	Central/South
Pico Bl	Gateway Bl	La Cienega Bl	4.20	Backbone	Lane: Future	Central/South
Pico Bl	Alvira St	Hope St	6.49	Backbone	Lane: Future	Central/South
Pico Bl	Hope St	Stanford Ave	1.04	Neighborhood	Route: Future	Central/South
Pico Bl	Stanford Ave	Central Ave	0.29	Backbone	Lane: Future	Central/South
Pierce St	Woodman Ave	Foothill Blvd	3.54	Neighborhood	BFS	Valley
Plata St	Rampart Blvd	Coronado St	0.08	Neighborhood	BFS	Central/South
Platt Ave	Ingomar St	Sherman Way	1.06	Neighborhood	Lane: Existing	Valley
Platt Ave	Victory Bl	Burbank Bl	0.95	Neighborhood	Lane: Existing	Valley
Playa Vista Dr	Ballona Creek BP	Jefferson Bl	0.25	Neighborhood	Lane: Future	West/Central
Playa Vista Dr	Jefferson Bl	Bluff Creek Dr	0.35	Neighborhood	Lane: Existing	West/Central
Plummer St	Shoup Ave	Canoga Ave	0.98	Neighborhood	BFS	Valley
Plummer St	Variel Ave	Winnetka Ave	1.24	Neighborhood	Lane: Future	Valley
Plummer St	Winnetka Ave	Vanalden Ave	1.26	Neighborhood	Lane: Existing	Valley
Plummer St	Vanalden Ave	Wilbur Ave	0.25	Neighborhood	Lane: Future	Valley
Plummer St	Wilbur Ave	Reseda Bl	0.50	Neighborhood	Route: Existing	Valley
Plummer St	Reseda Bl	Etiwanda Ave	0.25	Neighborhood	Lane: Future	Valley
Plummer St	Etiwanda Ave	Lindley Ave	0.25	Neighborhood	Route: Future	Valley
Plummer St	Zelzah Ave	Balboa Bl	1.18	Neighborhood	Lane: Existing	Valley
Plummer St	Balboa Bl	Sepulveda Bl	2.00	Neighborhood	Lane: Future	Valley
Plummer St	Sepulveda Bl	Woodman Ave	1.28	Neighborhood	Route: Existing	Valley
Polk St	Sunrise Ridge Rd	Telfair Ave	0.07	Neighborhood	BFS	Valley
Polk St	Laurel Canyon Bl	Sunrise Ridge Rd.	0.32	Neighborhood	Lane: Existing	Valley
Polk St	San Fernando Rd	Egbert St	2.46	Backbone	Lane: Future	Valley
Porter Ranch Dr	Sesnon Bl	Corbin Ave	0.62	Backbone	Lane: Existing	Valley

2010 Bicycle Plan: Neighborhood

Porter Ranch Dr	Rinaldi	Corbin	0.43	Neighborhood	Lane: Future	Valley
Prairie St	Wilbur Ave	University Dr	0.75	Neighborhood	BFS	Valley
Prairie St	Bertrand Ave	Balboa Blvd	1.34	Neighborhood	BFS	Valley
President Ave	Lomita Ave	Palos Verdes Dr	1.69	Neighborhood	BFS	Harbor
Price St	Talmadge St	Myra Ave	0.13	Neighborhood	BFS	Central/South
Primrose Ave	Gower St	Vista Del Mar Ave	0.07	Neighborhood	BFS	Central/South
Princeton Dr	Thatcher Ave	Carter Ave	0.16	Neighborhood	BFS	West/Central
Prosser Ave	Santa Monica Blvd	Tennessee Ave	0.64	Neighborhood	BFS	West/Central
Prosser Ave	Tennessee Ave	Pico Blvd	0.17	Neighborhood	BFS	West/Central
Purdue Ave	La Grange Ave	Tennessee Ave	0.36	Neighborhood	BFS	West/Central
Q St	Figueroa St	Eubank Ave	1.49	Neighborhood	BFS	Harbor
Queen Anne Pl	12th St	Edgewood Pl	0.19	Neighborhood	BFS	Central/South
Radio Dr	Granville Ave	Burkshire Ave	0.06	Neighborhood	BFS	West/Central
Rampart Bl	Temple St	Beverly Bl	0.24	Neighborhood	Lane: Future	Central/South
Rampart Bl	W 7th St	Hoover St	0.12	Backbone	Route: Existing	Central/South
Rampart Bl	W 7th St	Beverly Bl	0.79	Neighborhood	Lane: Future	Central/South
Rampart Blvd	London St	Temple St	0.16	Neighborhood	BFS	Central/South
Ranchito Ave	Lanark St	Strathern St	0.12	Neighborhood	BFS	Valley
Ranchito Ave	Valerio St	Erwin St	1.50	Neighborhood	BFS	Valley
Rancho St	White Oak Ave	Balboa Blvd	0.71	Neighborhood	BFS	Valley
Randall St	Lucile St	Hammack St	0.11	Neighborhood	BFS	West/Central
Randi Ave	Kittridge St	Erwin St	0.65	Neighborhood	BFS	Valley
Rayen St	Wilbur Ave	Lindley Ave	1.00	Neighborhood	BFS	Valley
Rayen St	Lindley Ave	115' W/O 405 Frwy	3.08	Neighborhood	BFS	Valley
Rayen St	110' E/O 405 Blvd	Van Nuys Blvd	1.28	Neighborhood	BFS	Valley
Raymer St	Kester Ave	Saticoy St	0.62	Neighborhood	BFS	Valley
Redondo Bl	La Brea Ave	San Vicente	0.37	Backbone	Route: Existing	Central/South
Redondo Bl	Jefferson Bl. W	San Vicente Bl.	1.90	Backbone	Route: Existing	Central/South
Redondo Bl	Exposition Bl.	San Vicente Bl.	0.24	Backbone	Lane: Future	Central/South
Reno St	Beverly Bl	Hoover St	0.36	Neighborhood	Route: Existing	Central/South
Repton St	Avenue 63	Avenue 66	0.22	Neighborhood	BFS	Central/South
Repton St	Avenue 63	Avenue 66	0.22	Backbone	Route: Existing	Central/South
Reseda Bl	Sesnon Bl	Rinaldi St	1.52	Neighborhood	Lane: Existing	Valley
Reseda Bl	Rinaldi St	118 Fwy	0.02	Backbone	Lane: Future	Valley

2010 Bicycle Plan: Neighborhood

Reseda Bl	N of San Fernando Mission	Devonshire St	1.15	Backbone	Lane: Existing	Valley
Reseda Bl	Devonshire St	Vanonwen St	4.27	Backbone	Lane: Existing	Valley
Reseda Bl	Vanonwen St	Golf Course Rd	3.44	Backbone	Lane: Existing	Valley
Rimpau Blvd	4th St	9th St	0.56	Neighborhood	BFS	Central/South
Rimpau Blvd	Dockweiler St	Pico Blvd	0.16	Neighborhood	BFS	Central/South
Rimpau Blvd	9th	12th	0.45	Neighborhood	BFS	Central/South
Rimpau Blvd	12th St	Dockweiler St	0.12	Neighborhood	BFS	Central/South
Rimpau Blvd	58th Pl	64th Pl	0.47	Neighborhood	BFS	Central/South
Rinaldi St	Variel Ave	Sierra Canyon	0.13	Neighborhood	Route: Future	Valley
Rinaldi St	Sierra Canyon	De Soto Ave	0.12	Backbone	Route: Future	Valley
Rinaldi St	De Soto Ave	Mason Ave	0.71	Backbone	Lane: Existing	Valley
Rinaldi St	Mason Ave	Tampa Ave	1.29	Backbone	Lane: Future	Valley
Rinaldi St	Tampa Ave	Laurel Canyon Bl	5.90	Backbone	Lane: Existing	Valley
Rinaldi St	Laurel Canyon Bl	Amboy Ave	0.15	Backbone	Route: Existing	Valley
Riverside Dr	Los Feliz Bl	San Fernando Rd	3.72	Backbone	Route: Existing	Central/South
Riverside Dr	Van Nuys Bl	Tyrone Ave	0.26	Backbone	Lane: Future	Valley
Riverside Dr	Tyrone Ave	Woodman Ave	0.75	Backbone	Lane: Existing	Valley
Riverside Dr	N Woodman Ave	Sunnyslope Ave	0.25	Backbone	Lane: Future	Valley
Riverside Dr	Sunnyslope Ave	Laurel Canyon Bl	1.73	Backbone	Lane: Existing	Valley
Riverside Dr	Laurel Canyon Bl	Kraft Avenue	0.94	Backbone	Lane: Future	Valley
Riverside Dr	Kraft Ave	Tujunga Ave	0.06	Backbone	Route: Future	Valley
Riverside Dr	Lankershim Bl	Clybourn Avenue	1.02	Backbone	Lane: Future	Valley
Riverton Ave	Whitnall Hwy	Cumpston St	1.38	Neighborhood	BFS	Valley
Riverton Ave	Otsego St	Addison St	0.09	Neighborhood	BFS	Valley
Riviera Ave	Grand Blvd	Mildred Ave	0.10	Neighborhood	BFS	West/Central
Robertson Bl	250' S/O Beverly Bl	170' N/O Clifton	0.52	Backbone	Lane: Future	West/Central
Robertson Bl	Gregory Way	Robertson Pl	2.46	Backbone	Lane: Future	West/Central
Robertson Pl	S Robertson Bl	Exposition	0.06	Backbone	Lane: Future	West/Central
Robinson St	Council St	Temple St	0.12	Neighborhood	BFS	Central/South
Rochester Ave	Wilshire Blvd	Rochester Ave	0.01	Neighborhood	BFS	West/Central
Rochester Ave	Selby Ave	Warnall Ave	0.82	Neighborhood	BFS	West/Central
Rochester Ave	Midvale	Westwood	0.09	Neighborhood	Route: Existing	West/Central
Rochester Ave	Veteran Ave	Midvale Ave	0.11	Neighborhood	Route: Future	West/Central
Rodeo Road	Redondo Bl	Martin Luther King	0.43	Backbone	Lane: Future	Central/South

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Rodeo Road	City Limits	Clyde Ave	0.50	Neighborhood	BFS	West/Central
Romaine St	Kingsley Dr	Alexandria Ave	0.31	Neighborhood	BFS	Central/South
Roscoe Bl	Valley Circle Bl	Topanga Cyn Bl	2.22	Backbone	Lane: Existing	Valley
Roscoe Bl	Topanga Canyon Bl	Arleta Ave	11.52	Backbone	Lane: Future	Valley
Roscoe Bl	Arleta Dr	Lankershim Bl	1.02	Backbone	Lane: Existing	Valley
Roscomare Road	Mulholland Dr	Chalon Rd	3.48	Neighborhood	BFS	West/Central
Rose Ave	Sepulveda Blvd	National Blvd	0.86	Neighborhood	BFS	West/Central
Rose Ave	Venice Beach	Pacific Ave	0.14	Neighborhood	BFS	West/Central
Rose Ave	Walgrove	185' E/O Lincoln Bl	0.89	Neighborhood	Lane: Existing	West/Central
Rose Ave	Lincoln Bl	Pacific Ave	0.73	Neighborhood	Lane: Future	West/Central
Rosemont Ave	Bellevue Ave	Kent St	0.12	Neighborhood	BFS	Central/South
Rosewood Ave	Lucerne Blvd	Bronson Ave	0.40	Neighborhood	BFS	Central/South
Rosewood Ave	Alfred St	220 ft east of June St	2.40	Neighborhood	BFS	Central/South
Rosewood Ave	Heliotrope Dr	Heliotrope Dr	0.02	Neighborhood	BFS	Central/South
Rosewood Ave	Heliotrope Dr	New Hampshire Ave	0.12	Neighborhood	BFS	Central/South
Rossmore Ave	Melrose Ave	Arden Bl	0.03	Backbone	Route: Existing	Central/South
Rossmore Ave	Melrose Ave	Wilshire Bl	1.49	Backbone	Lane: Future	Central/South
Rowena Ave	St George St	Hyperion Ave	0.13	Neighborhood	BFS	Central/South
Rowena Ave	Hyperion Ave	Glendale Bl	0.49	Backbone	Lane: Future	Central/South
Roxbury Dr	City Limits	Cashio St	0.45	Neighborhood	BFS	West/Central
Roxford St	Olive View Dr	Foothill Blvd	0.16	Neighborhood	BFS	Valley
Roxford St	El Dorado Ave	Ralston Ave	0.29	Backbone	Lane: Future	Valley
Roxford St	Telfair Ave	Foothill Bl	1.12	Backbone	Route: Future	Valley
Roxton Ave	Rodeo Dr	Martin Luther King Jr	0.52	Neighborhood	BFS	Central/South
Runnymede St	Corbin Ave	Shirley Ave	0.25	Neighborhood	BFS	Valley
Runway Road	McConnel Ave	Dawn Creek	0.17	Neighborhood	Lane: Future	West/Central
Runway Road	Dawn Creek	Para Way	0.21	Neighborhood	Lane: Existing	West/Central
Ruthelen St	36th Pl	Exposition Blvd	0.23	Neighborhood	BFS	Central/South
Ruthelen St	Gramercy Pl	89th St	0.23	Neighborhood	BFS	Central/South
Sale Ave	Clarendon St	Mariano St	0.06	Neighborhood	Route: Existing	Valley
Sampson Way	W 6th St. (San Pedro)	W 22nd St. (San	0.90	Neighborhood	Lane: Future	Harbor
San Feliciano Dr	Mulholland Dr	Ave Morelos	0.66	Neighborhood	BFS	Valley
San Fernando Mission	50' E/O Rinaldi	Mason	0.25	Neighborhood	Route: Existing	Valley
San Fernando Mission	Reseda Bl	Lindley Ave	0.55	Neighborhood	Lane: Future	Valley

2010 Bicycle Plan: Neighborhood

San Fernando Mission	Louise Ave	5 Fwy exit 157	3.37	Neighborhood	Lane: Future	Valley
San Fernando Mission	115ft NW/O I-5 Fwy	87ft NE/O Amboy	0.30	Neighborhood	BFS	Valley
San Fernando Mission	Lindley Ave	Louise Ave	1.06	Neighborhood	BFS	Valley
San Fernando Rd	Glendale Ave	N Broadway	2.02	Backbone	Lane: Future	Central/South
San Fernando Rd	N Figueroa St Bridge	Baranca	1.00	Backbone	Lane: Future	Central/South
San Fernando Rd	Figueroa St	Pasadena Ave	0.56	Neighborhood	Route: Existing	Central/South
San Fernando Rd	Balboa Blvd	Roxford	1.58	Backbone	Lane: Future	Valley
San Marino St	Catalina St	Berendo St	0.10	Neighborhood	BFS	Central/South
San Pascual Ave	Stoney Dr	York Blvd	0.87	Neighborhood	BFS	Central/South
San Pedro	Washington	Temple	2.01	Neighborhood	Lane: Future	Central
San Pedro St	Vernon Ave	Florence Ave	2.03	Neighborhood	BFS	Central/South
San Pedro St	18th St	Vernon Ave	1.80	Neighborhood	Lane: Future	Central/South
San Pedro St	Florence Ave	115th St	3.03	Neighborhood	Lane: Future	Central/South
San Pedro St	115th St	120th St	0.44	Neighborhood	Lane: Existing	Central/South
San Vicente Bl	Bringham Ave	Wilshire Bl	0.25	Neighborhood	Lane: Future	Central/South
San Vicente Bl	Beverly Bl	La Cienega Bl	0.38	Backbone	Route: Future	Central/South
San Vicente Bl	La Cienega Bl	Pico Bl	2.75	Backbone	Lane: Future	Central/South
San Vicente Bl	Pico Bl	Venice Bl	0.17	Backbone	Route: Future	Central/South
San Vicente Bl	26th St	Saltair	1.03	Neighborhood	Lane: Existing	West/Central
San Vicente Bl	Saltair	Darlington Ave	1.30	Backbone	Route: Existing	West/Central
San Vicente Bl	Saltair	Darlington Ave	1.30	Neighborhood	Lane: Future	West/Central
Sanchez Dr	Cloverdale Ave	Veronica St	0.31	Neighborhood	BFS	Central/South
Sandusky Ave	Montague St	Chase St	0.16	Neighborhood	BFS	Valley
Santa Fe	Mateo	Washington		Neighborhood	BFS	Central/South
Santa Fe Ave	1st St	7th St	0.92	Neighborhood	BFS	Central/South
Santa Monica Bl	200' E/O La Brea Avenue	Sunset Bl	3.65	Backbone	Lane: Future	Central/South
Santa Monica Bl	Ohio Ave	Sepulveda Bl	1.09	Backbone	Lane: Future	West/Central
Santa Monica Bl	Sepulveda Bl	310' W/O Ave of the	1.72	Backbone	Lane: Existing	West/Central
Santa Monica Bl	Avenue of the Stars	Moreno Dr	0.31	Backbone	Lane: Future	West/Central
Santa Rosalia Dr	Coliseum St	Buckingham Rd	0.96	Neighborhood	BFS	Central/South
Santa Susana Pass	City Limits	Topanga Canyon	2.07	Backbone	Route: Future	Valley
Santo Tomas Dr	Buckingham Rd	Marlton Ave	0.14	Neighborhood	BFS	Central/South
Santo Tomas Dr	Nicolet Ave	Buckingham Rd	0.43	Neighborhood	BFS	Central/South
Saticoy St	Woodman Ave	Saticoy St S	1.13	Neighborhood	BFS	Valley

2010 Bicycle Plan: Neighborhood

Saticoy St	Whitsett Ave	Clybourn Ave	2.41	Neighborhood	BFS	Valley
Saticoy St S	Saticoy St	Whitsett Ave	0.32	Neighborhood	BFS	Valley
Saturn St	Curson Ave	Cochran Ave	0.42	Neighborhood	BFS	Central/South
Saugus Ave	Valley Vista Blvd	Greenleaf St	0.18	Neighborhood	BFS	Valley
Sawtelle Bl	Ohio Ave	Pico Bl	1.12	Neighborhood	Route: Future	West/Central
Scenic Ave	Beachwood Dr	Gower St	0.05	Neighborhood	BFS	Central/South
Schumacher Dr	San Vicente Blvd	Olympic Blvd	0.41	Neighborhood	BFS	Central/South
Scott Ave	Allesandro St	Allesandro St	0.01	Neighborhood	BFS	Central/South
Seabluff Dr	Runway Road	Pacific Promenade	0.05	Neighborhood	Lane: Existing	West/Central
Seaside Ave	Vincent Thomas Bridge	1000' E/O Navy Way	1.00	Backbone	Lane: Future	Harbor
Selby Ave	Weyburn Ave	Ohio Ave	0.51	Neighborhood	BFS	West/Central
Selma Ave	Laurel Ave	Fairfax Ave	0.16	Neighborhood	BFS	Central/South
Selma Ave	Highland Ave	El Centro Ave	0.86	Neighborhood	BFS	Central/South
Sepulveda Bl	Rinaldi St	Valley Vista Bl	9.03	Backbone	Lane: Future	Valley
Sepulveda Bl	Valley Vista Bl./Skirball	Sherman Oaks	0.83	Backbone	Lane: Future	Valley
Sepulveda Bl	Mountain Gate Dr	570' N/O	4.30	Backbone	Lane: Future	West/Central
Sepulveda Bl	Ohio Ave	Venice Bl	3.09	Backbone	Lane: Future	West/Central
Sepulveda Bl	Centinela Ave	Manchester Ave	1.47	Backbone	Lane: Existing	West/Central
Sepulveda Bl	Manchester Bl	Imperial Hwy	2.00	Backbone	Lane: Future	West/Central
Sepulveda St	Meyler St	Cabrillo Ave	0.13	Neighborhood	BFS	Harbor
Serrania Ave	Ventura Blvd	Dumetz Rd	0.52	Neighborhood	BFS	Valley
Sesnon Bl	2376' W/O Mason Ave	Mason Ave	0.45	Neighborhood	Lane: Future	Valley
Sesnon Bl	Mason Ave	Tampa Ave	1.87	Neighborhood	Lane: Existing	Valley
Sesnon Bl	Tampa Ave	Reseda Bl	0.44	Neighborhood	Lane: Future	Valley
Sesnon Bl	Cascade Canyon Dr	Balboa Bl	1.62	Neighborhood	Lane: Future	Valley
Sesnon Blvd	773 ft W/O Longacre Ave	Cascade Canyon Dr	0.91	Neighborhood	BFS	Valley
Shanley Ave	Malta St	Marmion Way	0.11	Neighborhood	Route: Existing	Central/South
Sheldon St	McBroom St	Wentworth St	0.57	Neighborhood	BFS	Valley
Sheldon St	Glenoaks Bl	Wentworth St	0.33	Backbone	Lane: Future	Valley
Shenandoah St	Whitworth Dr	Cattaraugus Ave	1.63	Neighborhood	BFS	West/Central
Shepard St	Gaffey St	Pacific Ave	0.28	Backbone	Lane: Existing	Harbor
Sherbourne Dr	Olympic Blvd	Cadillac Ave	1.37	Neighborhood	BFS	West/Central
Sherman Grove Ave	Le Berthon St	Fenwick St	0.39	Neighborhood	BFS	Valley
Sherman Grove Ave	Fenwick St	Apperson St	0.38	Neighborhood	BFS	Valley

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Sherman Oaks Ave	Valley Vista Blvd	Fiume Wk	0.03	Neighborhood	BFS	Valley
Sherman Way	Topanga Canyon Bl	Orange Line	0.51	Backbone	Lane: Future	Valley
Sherman Way	Sherman Wy./Platt Ave	420' W/O Topanga	1.89	Backbone	Lane: Existing	Valley
Sherman Way	Canoga	Laurel Canyon	11.52	Backbone	Lane: Future	Valley
Shirley Ave	Business Center Dr	Kittridge St	2.70	Neighborhood	BFS	Valley
Shirley Ave	Runnymede St	Valerio St	0.06	Neighborhood	BFS	Valley
Shore Cliff Dr	Pedestrian/Bicycle	Coastal View Dr	0.16	Neighborhood	BFS	West/Central
Shoredale Ave	Blake Ave	Riverside Dr.	0.10	Neighborhood	Route: Existing	Central/South
Short Ave	McConnell Bl	Centinela Ave	0.56	Neighborhood	Route: Future	West/Central
Shoshone Ave	Nugent Dr	Rinaldi St	0.26	Neighborhood	BFS	Valley
Shoup Ave	Valerio St	Sherman Wy	0.25	Neighborhood	BFS	Valley
Signature Dr	Bradford Pl	El Oro Way	0.05	Neighborhood	BFS	Valley
Silver Lake Bl	Glendale Bl	Sunset Bl	1.55	Backbone	Lane: Existing	Central/South
Silver Lake Bl	Sunset Bl	Virgil Ave	0.94	Backbone	Lane: Future	Central/South
Silver Lake Dr	Rowena Ave	Silver Lake Bl	1.44	Neighborhood	Lane: Future	Central/South
Simshaw Ave	Astoria St	Gridley St	0.98	Neighborhood	BFS	Valley
Slauson Ave	8th Ave	8th Ave	0.04	Neighborhood	BFS	Central/South
Slauson Ave	8th Ave	8th Ave	0.04	Neighborhood	BFS	Central/South
Sotello St	N Spring St	N Main St	0.16	Neighborhood	BFS	Central/South
Soto St	Mission Rd	840' S/O Washington	4.71	Backbone	Lane: Future	Central/South
Southwest Dr	4th Ave	4th Ave	0.01	Neighborhood	BFS	Central/South
Spaulding Ave	Pickford St	18th St	0.26	Neighborhood	BFS	Central/South
Spring St	College St	Ord	0.23	Neighborhood	Route: Future	Central/South
Spring St	S Ave 18	W College St	1.01	Neighborhood	Lane: Future	Central/South
Spring St	101 Fwy	9th Street	1.28	Backbone	Route: Existing	Central/South
Spring St	Cesar E Chavez Ave	9th Street	1.44	Backbone	Lane: Future	Central/South
St Andrews Pl	Fountain	Lexington Ave	0.15	Neighborhood	BFS	Central/South
St Andrews Pl	Melrose Ave	18th St	2.88	Neighborhood	BFS	Central/South
St Andrews Pl	29th	36th Pl	0.50	Neighborhood	BFS	Central/South
St George St	Rowena Ave	Franlin Ave	0.48	Neighborhood	BFS	Central/South
St Louis St	110 Frwy Exit 19	Boyle Ave	1.32	Neighborhood	BFS	Central/South
Stadium Way	Riverside Dr	Elysian Park Ave	1.86	Backbone	Lane: Future	Central/South
Stanford	Pico	14th	0.07	Neighborhood	Lane: Future	Central
Stanford Ave	14th St	4th St	1.12	Neighborhood	Route: Future	Central/South

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Stanford Ave	Century Fwy	120th St	0.26	Neighborhood	BFS	Harbor
Stanley Ave	Rosewood Ave	Beverly Blvd	0.28	Neighborhood	BFS	Central/South
Stephen M White Dr	Pacific Ave	Cabrillo Beach	0.27	Neighborhood	Route: Existing	Harbor
Stern Ave	Valleyheart Dr	Ventura Blvd	0.43	Neighborhood	BFS	Valley
Stocker Pl	Stocker Pz	Garthwaite Ave	0.02	Neighborhood	BFS	Central/South
Stocker Pz	Garthwaite Ave	Stocker Pl	0.06	Neighborhood	BFS	Central/South
Stocker St	Crenshaw Blvd	Creed Ave	0.44	Neighborhood	BFS	Central/South
Stone Canyon Road	Bellagio Road	Fontenelle Wy	1.19	Neighborhood	BFS	West/Central
Stonehurst Ave	Wentworth St	Sunland Blvd	1.12	Backbone	BFS	Valley
Stratford Rd	Campus Rd	Avenue 50	0.24	Backbone	Route: Existing	Central/South
Stratford Road	Campus Rd	Avenue 50	0.24	Neighborhood	BFS	Central/South
Strathern St	Mason Ave	Winneka Ave	0.50	Neighborhood	BFS	Valley
Strathern St	Quakertown Ave	Balboa Blvd	3.95	Neighborhood	BFS	Valley
Strathern St	Vanalden Ave	Balboa Blvd	2.75	Neighborhood	BFS	Valley
Strathern St	Ranchito Ave	Coldwater Canyon	1.17	Neighborhood	BFS	Valley
Strathern St	Laurel Canyon Blvd	San Fernando Rd	1.87	Neighborhood	BFS	Valley
Strathern St	Winnetka Ave	Ouakertown Ave	0.07	Backbone	Lane: Future	Valley
Strathern St	Coldwater Cyn Ave	Laurel Cyn Bl	1.03	Neighborhood	Lane: Existing	Valley
Strathmore Dr	Levering Ave	Gayley Ave	0.22	Neighborhood	BFS	West/Central
Summerland Ave	Western Ave	Gaffey St	0.97	Backbone	Lane: Future	Harbor
Summerland Ave	Western Ave	Gaffey St	0.97	Backbone	Route: Existing	Harbor
Sunland	La Tuna Canyon	Penrose	0.13	Backbone	Lane: Future	Valley
Sunland Bl	La Tuna Canyon Road	Foothill Bl	3.76	Backbone	Lane: Future	Valley
Sunset Bl	Fountain Ave	Douglas St	2.55	Backbone	Lane: Existing	Central/South
Sunset Bl	Douglas St	Beaudry Ave	0.65	Backbone	Lane: Future	Central/South
Sunset Bl	Beaudry Ave	Figuroa St	0.24	Backbone	Lane: Future	Central/South
Sunset Bl	Fairfax Ave	Fountain Ave	4.51	Backbone	Lane: Future	West/Central
Sunset Blvd	Laurel Ave	Laurel Ave	0.01	Neighborhood	BFS	Central/South
Sweetzer Ave	Waring Ave	Wilshire Blvd	1.47	Neighborhood	BFS	Central/South
Sylmar Ave	Plummer St	Tupper St	0.29	Neighborhood	BFS	Valley
Sylvia Ave	Mayall St	Mayall St	0.02	Neighborhood	BFS	Valley
Talmadge St	Price St	Effie St	0.91	Neighborhood	BFS	Central/South
Tampa Ave	Oxnard St	Topham St	0.12	Neighborhood	BFS	Valley
Tampa Ave	Sesnon Bl	Rinaldi St	1.78	Neighborhood	Lane: Existing	Valley

2010 Bicycle Plan: Neighborhood

Tarzana Dr	Avenida Hacienda	Tarzana St	0.08	Neighborhood	BFS	Valley
Tarzana St	Tarzana Dr	Newcastle Ave	0.06	Neighborhood	BFS	Valley
Telfair	Pacoima Wash	Paxton	0.40	Neighborhood	BFS	Valley
Telfair Ave	Paxton St	Montague St	1.91	Neighborhood	BFS	Valley
Telfair Ave	Roxford St	Oro Grande St	1.28	Neighborhood	Lane: Future	Valley
Temescal Canyon Road	Pacific Coast Hwy.	Sunset Bl	1.04	Neighborhood	Lane: Existing	West/Central
Temple St	Westmoreland Ave	Virgil Ave	2.37	Backbone	Lane: Future	Central/South
Temple St	Virgil Ave	Beaudry Ave	2.28	Backbone	Lane: Future	Central/South
Tennessee Ave	Federal Ave	Purdue Ave	0.20	Neighborhood	BFS	West/Central
Tennessee Ave	Purdue Ave	Corinth Ave	0.07	Neighborhood	BFS	West/Central
Tennessee Ave	Corinth Ave	Sawtelle Blvd	0.07	Neighborhood	BFS	West/Central
Tennessee Ave	Cotner Ave	Prosser Ave	1.05	Neighborhood	BFS	West/Central
Tennessee Ave	Prosser Ave	Patricia Ave	0.15	Neighborhood	BFS	West/Central
Tennessee Ave	Patricia Ave	160.5 ft east of Fox	0.44	Neighborhood	BFS	West/Central
Terra Bella St	Tierra Vista Way	Dronfield	1.21	Neighborhood	BFS	Valley
Terra Bella St	Tupper St	San Fernando Rd	2.21	Backbone	Route: Future	Valley
Texas Ave	Centinela Ave	Federal Ave	0.91	Neighborhood	BFS	West/Central
Texas Ave	Centinela Ave	Westgate Ave	0.57	Backbone	Route: Existing	West/Central
Thatcher Ave	Berkeley Dr	Harbor Crossing	0.20	Neighborhood	BFS	West/Central
The Grove Dr	Beverly Blvd	3rd St	0.37	Neighborhood	BFS	Central/South
Thornburn St	La Tijera Blvd	Kittyhawk Ave	0.07	Neighborhood	BFS	West/Central
Tiverton Ave	Le Conte Ave	Weyburn Ave	0.11	Neighborhood	Route: Existing	West/Central
Toluca St	Court St	1st St	0.21	Neighborhood	BFS	Central/South
Topanga Canyon	118 Frwy	Mulholland Way	8.91	Backbone	Lane: Future	Valley
Topaz St	Via Donte	148' W/O Via Donte	0.03	Backbone	Route: Existing	West/Central
Topaz St	Via Marina	Via Marina	0.03	Backbone	Lane: Future	West/Central
Townsend Ave	Avenue 51	York Blvd	1.68	Neighborhood	BFS	Central/South
Tracy St	Talmadge St	Griffith Park Blvd	0.75	Neighborhood	BFS	Central/South
Tujunga Ave	Penrose St	Strathern St	0.53	Neighborhood	BFS	Valley
Tujunga Ave	Oxnard St	Burbank Blvd	0.50	Neighborhood	BFS	Valley
Tujunga Ave	Strathern St	Vanowen St	1.50	Neighborhood	Lane: Future	Valley
Tujunga Ave	Vanowen St	Riverside	2.00	Neighborhood	Route: Future	Valley
Tujunga Canyon Bl	Foothill Bl	La Tuna Canon Rd	0.97	Backbone	Lane: Future	Valley
Tujunga Canyon Blvd	Wentworth St	Foothill Blvd	2.13	Neighborhood	BFS	Valley

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Tupper St	Balboa Blvd	Gerald Ave	0.34	Neighborhood	BFS	Valley
Tupper St	Lemona Ave	Natick Ave	0.07	Neighborhood	BFS	Valley
Tupper St	Kester Ave	Cedros Ave	0.15	Neighborhood	BFS	Valley
Tuscany Ave	83rd St	Manchester Ave	0.08	Neighborhood	BFS	West/Central
Tuxford St	Roscoe Bl	Lankershim Bl	0.09	Backbone	Lane: Existing	Valley
Tuxford St	Lankershim Bl	Sunland Ave	1.25	Backbone	Lane: Future	Valley
Tyrone Ave	Moorpark St	Ventura Bl	0.08	Backbone	Lane: Future	Valley
Union Ave	Temple St	4th St	1.79	Neighborhood	BFS	Central/South
Union Ave	6th St	24th St	0.67	Neighborhood	BFS	Central/South
Union Dr	4th St	6th St	0.18	Neighborhood	BFS	Central/South
Valerio St	Canoga Ave	Deering Av	0.05	Neighborhood	BFS	Valley
Valerio St	Faust Ave	Oso Ave	2.50	Neighborhood	BFS	Valley
Valerio St	Winnetka Ave	Corbin Ave	0.50	Neighborhood	BFS	Valley
Valerio St	Shirley Ave	Caldus Ave	2.43	Neighborhood	BFS	Valley
Valerio St	Caldus Ave	Balboa Blvd	0.74	Neighborhood	BFS	Valley
Valerio St	Woodley Ave	100' W/O 405 Frwy	0.56	Neighborhood	BFS	Valley
Valerio St	150' E/O 405 Frwy	140' E/O Ventura	2.53	Neighborhood	BFS	Valley
Valerio St	Valerio St	Gazette Ave	0.04	Neighborhood	Lane: Future	Valley
Valley Bl	Mission Rd	City Limits	3.12	Backbone	Lane: Future	Central/South
Valley Circle Bl	Plummer St	Roscoe Bl	2.67	Neighborhood	Route: Future	Valley
Valley Circle Bl	Roscoe Bl	Ave San Luis	4.91	Backbone	Lane: Existing	Valley
Valley Circle Blvd	Baden Ave	Devonshire St	0.63	Neighborhood	BFS	Valley
Valley Spring Ln	Cahuenga Blvd	Forman Ave	0.50	Neighborhood	BFS	Valley
Valley Vista Blvd	Newcastle Ave	White Oak Ave	0.76	Neighborhood	BFS	Valley
Valley Vista Blvd	Woodvale Rd	Sherman Oaks Ave	0.25	Neighborhood	BFS	Valley
Valley Vista Blvd	Woodley Ave	Densmore Ave	0.36	Neighborhood	BFS	Valley
Valley Vista Blvd	Sepulveda Blvd	Saugus Ave	0.13	Neighborhood	BFS	Valley
Valley Vista Blvd	Saugus Ave	Van Nuys Blvd	1.27	Neighborhood	BFS	Valley
Valley Vista Blvd	Van Nuys Blvd	Beverly Glen Blvd	0.17	Neighborhood	BFS	Valley
Valley Vista Blvd	Beverly Glen Blvd	Ventura Blvd	2.07	Neighborhood	BFS	Valley
Valmar Road	Mullholland Dr	City Limits	0.20	Neighborhood	Lane: Future	Valley
Van Buren Ave	Abbot Kinney Blvd	Lincoln Blvd	0.31	Neighborhood	BFS	West/Central
Van Ness Ave	Harold Way	Fountain Ave	0.32	Neighborhood	BFS	Central/South
Van Ness Ave	La Mirada Ave	2nd St	1.56	Neighborhood	BFS	Central/South

2010 Bicycle Plan: Neighborhood

Van Ness Ave N	Fountain Ave	La Mirada Ave	0.07	Neighborhood	Lane: Future	Central/South
Van Noord Ave	Roscoe Blvd	Willard St	0.23	Neighborhood	BFS	Valley
Van Nuys	Nordoff	Foothill	4.38	Backbone	Lane: Future	Valley
Van Nuys Bl	Nordhoff St	101 Fwy	5.43	Backbone	Lane: Future	Valley
Van Nuys Bl	101 Fwy	Valley Vista Bl	0.70	Neighborhood	Route: Future	Valley
Vanalden Ave	Wilbur Ave	400' N/O Metrolink	2.84	Neighborhood	BFS	Valley
Vanalden Ave	Halsted St	Halsted St	0.01	Neighborhood	BFS	Valley
Vanalden Ave	60' S/O Metrolink Ventura	Calvert St	3.42	Neighborhood	BFS	Valley
Variel Ave	Rinaldi St	Nashville St	0.06	Neighborhood	BFS	Valley
Variel Ave	Nashville St	Plummer St	1.93	Neighborhood	BFS	Valley
Variel Ave	Bryant St	130' N/O Orangeline	2.56	Neighborhood	BFS	Valley
Variel Ave	Victory Bl	Oxnard St	0.63	Neighborhood	Route: Future	Valley
Varna Ave	Hart St	Vanowen St	0.30	Neighborhood	BFS	Valley
Venice Bl	Ocean Front Walk	Pacific Ave	0.09	Backbone	Lane: Future	Central/South
Venice Bl	Crenshaw Bl	Figueroa St	3.48	Backbone	Route: Existing	Central/South
Venice Bl	Crenshaw Bl	Figueroa St	3.48	Backbone	Lane: Future	Central/South
Venice Bl	Figueroa St	Central Ave	1.35	Backbone	Lane: Future	Central/South
Venice Bl	Pacific Ave	Venice Way	0.30	Backbone	Route: Existing	West/Central
Venice Bl	Venice Wy.	Crenshaw Bl	9.07	Backbone	Lane: Existing	West/Central
Ventura Bl	Leonara Dr	Cahuenga Bl	16.31	Backbone	Lane: Future	Valley
Ventura Canyon Ave	Strathern St	Strathern St	0.01	Neighborhood	BFS	Valley
Verdugo Road	Eagle Rock Bl	Cypress Ave	1.00	Neighborhood	Route: Existing	Central/South
Vermont	Lomita	Normandie	1.12	Backbone	Lane: Future	Harbor
Vermont Ave	Vermont Canyon Road	Hillhurst Ave	0.29	Neighborhood	BFS	Central/South
Vermont Ave	Jefferson Bl	39th St	0.72	Backbone	Route: Existing	Central/South
Vermont Ave	Los Feliz Bl	Gage	8.87	Backbone	Lane: Future	Central/South
Vermont Ave	76th St	79th St	0.20	Backbone	Route: Existing	Central/South
Vermont Ave	Gage	79th St	0.99	Backbone	Lane: Future	Central/South
Vermont Ave	79th	383' S/O Manchester	0.58	Backbone	Lane: Future	Central/South
Vermont Ave	88th St	105 Freeway	2.02	Backbone	Route: Existing	Central/South
Vermont Ave	88th St	105 Freeway	2.02	Backbone	Lane: Future	Central/South
Vermont Ave	105 Fwy	135th Street	1.35	Backbone	Lane: Future	Central/South
Vermont Ave	135th Street	Gardena	0.19	Backbone	Lane: Existing	Central/South
Vermont Ave	Gardena	Del Amo Bl	2.50	Backbone	Lane: Future	Central/South

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Vermont Canyon Road	Boyscout Rd	Vermont Ave	0.15	Neighborhood	BFS	Central/South
Vernon Ave	Honduras St	Long Beach Ave	0.04	Neighborhood	BFS	Central/South
Veronica St	Sanchez Dr	La Brea Ave	0.13	Neighborhood	BFS	Central/South
Veteran Ave	Massachusetts Ave	Ayres Ave	1.12	Neighborhood	BFS	West/Central
Via Marina	Marquesas	Via Dolce	0.46	Backbone	Route: Existing	West/Central
Via Marina	Marquesas	Via Dolce	0.46	Backbone	Lane: Future	West/Central
Via Marina	Ocean Front Walk	330' ne/o Via Donte	0.20	Backbone	Lane: Future	West/Central
Via Marisol	50' E/O Arroyo Dr	Bushnell Wy	0.21	Neighborhood	BFS	Central/South
Vicksburg	96th	Century	0.22	Backbone	Lane: Future	West LA
Victory Bl	Valley Circle Bl	Topanga Canyon Bl	1.88	Backbone	Lane: Existing	Valley
Victory Bl	Haskell Ave	Sepulveda Bl	0.43	Backbone	Route: Existing	Valley
Vincent Thomas Bridge	SR-47 S Exit 1C	Seaside Ave	0.99	Backbone	Lane: Future	Harbor
Vine St	Hollywood Bl	Melrose Ave	1.25	Backbone	Route: Existing	Central/South
Vine St	Yucca St	Melrose Ave	1.40	Backbone	Lane: Future	Central/South
Vineland Ave	Burbank Bl	Magnolia Bl	0.46	Neighborhood	Lane: Future	Valley
Vineyard Ave	Venice Blvd	21st St	0.71	Neighborhood	BFS	Central/South
Vineyard Ave	21st St	23rd St	0.06	Neighborhood	BFS	Central/South
Virgil Ave	Sunset Bl	Wilshire Bl	2.59	Backbone	Lane: Future	Central/South
Vista Del Mar Ave	Primrose Ave	Dix St	0.27	Neighborhood	BFS	Central/South
Vista Del Mar Ave	Yucca St	Carlos Ave	0.06	Neighborhood	BFS	Central/South
Vista St	City Limits	Waring Ave	0.25	Neighborhood	BFS	Central/South
Wabash Ave	Evergreen Ave	Evergreen Ave	0.04	Neighborhood	BFS	Central/South
Walgrove Ave	Dewey St	Zanza St	1.25	Neighborhood	BFS	West/Central
Walker Ave	7th St	Leland St	1.33	Neighborhood	BFS	Harbor
Wall St	98th St	107th St	0.55	Neighborhood	BFS	Central/South
Waring	West Hollywood City	Alfred	0.10	Neighborhood	BFS	Central/South
Waring Ave	Alfred St	June St	3.03	Neighborhood	BFS	Central/South
Warnall Ave	Rochester Ave	Eastborne Ave	0.24	Neighborhood	BFS	West/Central
Warner Dr	Capistrano Way	McCarthy Vista	0.14	Neighborhood	BFS	Central/South
Washington	Figueroa	LA River	3.00	Backbone	Lane: Future	Central/South
Washington	Union	Figueroa	0.60	Backbone	Lane: Future	Central/South
Washington Bl	Fairfax Ave	Figueroa St	5.86	Backbone	Lane: Future	Central/South
Washington Bl	Ocean Front Walk	127' N/E of Abbott	1.08	Neighborhood	Lane: Existing	West/Central
Washington Blvd	Abbot Kinney Blvd	Walnut Ave	0.31	Neighborhood	BFS	West/Central

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Washington Pl	Grand View Blvd	25 Ft West of	0.73	Neighborhood	BFS	West/Central
Waterford St	End of Waterford St	Church Ln	0.16	Neighborhood	BFS	West/Central
Waterfront Dr	S Campus Center Dr	Artisans Way	0.34	Neighborhood	Lane: Future	West/Central
Wellesley Ave	Ohio Ave	Idaho Ave	0.13	Neighborhood	BFS	West/Central
Wells Dr	Dumetz Road	Avenida Hacienda	3.56	Neighborhood	BFS	Valley
Wentworth St	Oro Vista Ave	Tujunga Canyon Blvd	1.13	Neighborhood	BFS	Valley
Wentworth St	Sheldon	Wheatland Ave	2.08	Backbone	Lane: Existing	Valley
Wentworth St	Wheatland Ave	Foothill Bl	1.68	Backbone	Lane: Future	Valley
West Blvd	12th St	Pico Blvd	0.25	Neighborhood	BFS	Central/South
West Blvd	Pico Blvd	Adams Blvd	1.17	Neighborhood	BFS	Central/South
West Blvd	Floresta Ave	Florence Ave	1.51	Neighborhood	BFS	Central/South
Westchester Pkwy	Pershing Dr	Sepulveda Westway	2.48	Backbone	Lane: Existing	West/Central
Westchester Pkwy	Sepulveda Westway	Sepulveda Bl	0.11	Backbone	Lane: Future	West/Central
Westchester Pkwy	Sepulveda Bl	Airport Bl	0.64	Backbone	Lane: Future	West/Central
Westdale Ave	Eagle Rock Blvd	Campus Rd	0.18	Neighborhood	BFS	Central/South
Western Ave	Elmwood Ave	Oakwood Ave	0.05	Neighborhood	BFS	Central/South
Western Ave	24th St	22nd St	0.11	Neighborhood	BFS	Central/South
Western Ave	42nd St	42nd Pl	0.08	Neighborhood	BFS	Central/South
Western Ave	60th St	60th Pl	0.01	Neighborhood	BFS	Central/South
Western Ave	Florence Ave	98th St	1.90	Neighborhood	BFS	Central/South
Western Ave	Los Feliz Bl	Franklin Ave	0.16	Neighborhood	Lane: Future	Central/South
Western Ave	Capitol Hill Dr	Summerland Ave	0.50	Backbone	Lane: Future	Harbor
Western Ave	Summerland Ave	Paseo Del Mar	2.53	Backbone	Route: Existing	Harbor
Western Ave	Santa Cruz	Paseo Del Mar	2.36	Backbone	Lane: Future	Harbor
Western Ave	Summerland Ave	W Santa Cruz St	0.17	Backbone	Lane: Future	Harbor
Western Ave	182nd St	261st St	5.39	Backbone	Lane: Future	Harbor
Western Ave	Anaheim St	Palos Verdes Dr.	0.07	Backbone	Lane: Future	Harbor
Western Ave	Peninsula Verdes Dr.	Westmont Dr	0.91	Backbone	Lane: Future	Harbor
Western Canyon Road	Observatory Rd	Moco Ln	1.62	Neighborhood	BFS	Central/South
Western Heritage Way	Zoo Dr	Crystal Springs Dr	0.36	Backbone	Lane: Future	Central/South
Western Heritage Way	Zoo Dr	Crystal Springs Dr	0.36	Backbone	Route: Existing	Central/South
Westgate Ave	Texas Ave	Ohio Ave	0.23	Neighborhood	Route: Existing	West/Central
Westhaven St	Hauser Blvd	Harcourt Ave	0.81	Neighborhood	BFS	Central/South
Westholme Ave	Hilgard Ave	Santa Monica Blvd	1.26	Neighborhood	BFS	West/Central

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Westholme Ave	Hilgard Ave	Santa Monica Bl	1.26	Backbone	Route: Existing	West/Central
Westlawn Ave	Beatrice St	Bluff Creek Dr	0.39	Neighborhood	BFS	West/Central
Westmont Dr	Amelia Ave	Gaffey St	0.52	Backbone	Route: Existing	Harbor
Westmont Dr	Amelia Ave	Gaffey St	0.52	Backbone	Lane: Future	Harbor
Westmoreland Ave	7th St	Pico Blvd	0.86	Neighborhood	BFS	Central/South
Westmoreland Ave	Pico Bl	17th St	0.28	Backbone	Lane: Future	Central/South
Westpark Dr	Addison St	Addison-Hazeltine	0.06	Neighborhood	BFS	Valley
Westpark Dr	Addison St	Hesby St	0.06	Neighborhood	BFS	
Westwood Bl	Le Conte Ave	Wellworth Ave	0.50	Backbone	Lane: Future	West/Central
Westwood Bl	Wellworth Ave	350' N/O Santa	0.52	Backbone	Lane: Existing	West/Central
Westwood Bl	350' S/O Santa Monica Bl.	Overland Ave	1.76	Backbone	Route: Existing	West/Central
Westwood Bl	350' S/O Santa Monica Bl.	Exposition Bl	1.14	Backbone	Lane: Future	West/Central
Weyburn Ave	Le Conte Ave	Selby Ave	0.03	Neighborhood	BFS	West/Central
Weyburn Ave	Veteran Ave	Gayley Ave	0.17	Backbone	Lane: Future	West/Central
Weymouth Ave	Western Ave	19th St	1.08	Neighborhood	BFS	Harbor
Wheatland Ave	McBroom St	Ormond St	1.52	Neighborhood	BFS	Valley
Wheatland Ave	McBroom St	Wentworth St	0.12	Neighborhood	BFS	Valley
White Oak	Roscoe	Victory		Backbone	Lane: Future	Valley
White Oak	Oxnard	Ventura		Backbone	Lane: Future	Valley
White Oak Ave	San Fernando Mission Blvd	Plummer St	2.00	Neighborhood	BFS	Valley
White Oak Ave	Nordhoff St	Parthenia St	0.50	Neighborhood	BFS	Valley
White Oak Ave	Chase St	Roscoe Blvd	0.26	Neighborhood	BFS	Valley
White Oak Ave	White Oak Ave	White Oak Ave	0.34	Neighborhood	BFS	Valley
White Oak Ave	Rinaldi St	San Fernando	0.50	Backbone	Lane: Future	Valley
White Oak Ave	Victory Bl	Oxnard St	0.43	Backbone	Lane: Existing	Valley
Whitsett Ave	Saticoy St	Saticoy St S	0.25	Neighborhood	BFS	Valley
Whittier Bl	LA River	City Limits	2.29	Backbone	Lane: Future	Central/South
Whitworth Dr	Beverly Dr	Curson Ave	2.23	Neighborhood	BFS	West/Central
Wilbur Ave	Tampa Ave	Nordhoff St	4.14	Backbone	Route: Existing	Valley
Wilbur Ave	Vanalden Ave	Nordhoff St	2.61	Neighborhood	Lane: Future	Valley
Wilbur Ave	Tampa Ave	Vanalden Ave	1.53	Neighborhood	Lane: Future	Valley
Wilcox Ave	Franklin Ave	Cahuenga Bl	0.05	Backbone	Lane: Future	Central/South
Wiley Post Ave	La Tijera Blvd	Airplane Ave	0.46	Neighborhood	BFS	West/Central
Will Rogers St	Airplane Ave	Westchester Pkwy	0.30	Neighborhood	BFS	West/Central

2010 Bicycle Plan: Neighborhood

Willaman Dr	3rd St	City Limits	0.27	Neighborhood	BFS	West/Central
Willard St	Van Noord Ave	Coldwater Canyon	0.06	Neighborhood	BFS	Valley
Willis Ave	Chase St	Metrolink Ventura	0.79	Neighborhood	BFS	Valley
Willoughby Ave	Croft Ave	Orlando Ave	0.06	Neighborhood	BFS	Central/South
Wilmington Ave	97th St	Imperial Hwy	1.29	Neighborhood	BFS	Central/South
Wilmington Blvd	Q St	Q St	0.03	Neighborhood	BFS	Harbor
Wilmington Blvd	L St	L St	0.02	Neighborhood	BFS	Harbor
Wilshire	Centinela (Santa Monica	Federal	0.95	Backbone	Lane: Future	West LA
Wilshire Bl	Veteran Ave	Beverly Hills City	2.07	Backbone	Lane: Future	Central/South
Wilshire Bl	Beverly Hills City Limits	Alvarado St	5.62	Backbone	Lane: Future	Central/South
Wilton	Pico	Country Club Drive	0.15	Neighborhood	BFS	Central/South
Wilton Dr	Wilton Pl	Wilton Pl	0.16	Backbone	Lane: Future	Central/South
Wilton Pl	Pico Blvd	18th St	0.38	Neighborhood	BFS	Central/South
Wilton Pl	54th St	62nd St	0.65	Neighborhood	BFS	Central/South
Wilton Pl	Franklin Ave	10th St	3.63	Backbone	Lane: Future	Central/South
Windward Ave	Park Row	Riviera Ave	0.18	Neighborhood	BFS	West/Central
Winnetka Ave	Devonshire St	Nordhoff St	1.76	Backbone	Lane: Future	Valley
Winnetka Ave	Nordoff St	Gault St	2.25	Backbone	Lane: Existing	Valley
Winnetka Ave	Gault St	Ventura Bl	1.96	Backbone	Lane: Future	Valley
Woodlawn Ave	Washington Blvd	Martin Luther King Jr	0.05	Neighborhood	BFS	Central/South
Woodley Ave	Balboa Blvd	Rinaldi St	2.08	Neighborhood	BFS	Valley
Woodley Ave	Dickens St	Valley Vista Blvd	0.13	Neighborhood	BFS	Valley
Woodley Ave	Rinaldi St	Chase	3.74	Neighborhood	Lane: Existing	Valley
Woodley Ave	Chase St	Sherman Way	1.65	Neighborhood	Lane: Future	Valley
Woodley Ave	Sherman Way	Victory	1.00	Neighborhood	Lane: Existing	Valley
Woodman Ave	Chatsworth St	Devonshire St	0.51	Backbone	Lane: Future	Valley
Woodman Ave	Devonshire St	Filmore St	0.53	Backbone	Lane: Existing	Valley
Woodman Ave	Filmore St	Plummer St	0.63	Backbone	Lane: Future	Valley
Woodman Ave	Plummer St	Chandler Bl	4.75	Backbone	Route: Existing	Valley
Woodman Ave	Plummer St	Sherman Way	3.05	Backbone	Lane: Future	Valley
Woodman Ave	Sherman Way	Oxnard	1.50	Backbone	Lane: Future	Valley
Woodman Ave	Oxnard	Burbank Bl	0.49	Backbone	Lane: Existing	Valley
Woodman Ave	Burbank Bl	Chandler	0.24	Backbone	Lane: Future	Valley
Woodman Ave	Chandler	Ventura	1.40	Backbone	Lane: Future	Valley

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Woodrow Wilson Dr	Laurel Canyon Blvd	Mullholland Dr	2.65	Neighborhood	BFS	Valley
Woodvale Road	High Valley Pl	Haskell Ave	0.57	Neighborhood	BFS	Valley
Workman St	Pasadena Ave	Alhambra Ave	1.15	Neighborhood	BFS	Central/South
York Bl	Avenue 66	Arroyo Verde Rd	0.04	Backbone	Route: Existing	Central/South
York Bl	Eagle Rock Bl	Avenue 56	1.43	Backbone	Lane: Future	Central/South
York Bl	Ave 56	Figueroa St. N.	0.79	Backbone	Lane: Future	Central/South
York Bl	Figueroa St. N	South Pasadena City	0.51	Backbone	Lane: Future	Central/South
York Blvd	Delevan Dr	Ellenwood Dr	0.38	Neighborhood	BFS	Central/South
Yosemite Dr	Eagle Rock Bl	Figueroa St	1.49	Neighborhood	Route: Future	Central/South
Yucca St	Argyle	Vista Del Mar Ave	0.08	Neighborhood	BFS	Central/South
Yucca St	Cahuenga Bl	Vine St	0.17	Backbone	Route: Future	Central/South
Zanja St	Lincoln Blvd	City Limits	0.90	Neighborhood	BFS	West/Central
Zelzah Ave	Chase St	Sherman Wy	1.70	Neighborhood	BFS	Valley
Zelzah Ave	Gault St	Burbank Blvd	1.84	Neighborhood	BFS	Valley
Zonal Ave	Mission Rd	Cornwell St	0.49	Neighborhood	Route: Future	Central/South
Zoo/Crystal Springs Dr	Griffith Park Dr	Los Feliz Bl	1.93	Backbone	Route: Existing	Central/South
Zoo/Crystal Springs Dr	Forest Lawn Dr.	Western Heritage	1.93	Backbone	Lane: Future	Central/South

2010 Bicycle Plan: Green

Street Name	From	To	Miles	Status	Network	Area
98th St	Avalon Bl.	Clovis Ave.	0.52	Path: Existing	Green	Central/South
Addison Park Connector	Tyrone Ave	Hazeltine Ave	0.25	Path: Future	Green	Valley
Aliso Creek Canyon	118 Fwy	Valley LA River Path	6.67	Path: Future	Green	Valley
Arroyo Seco Path	York Blvd s/b Griffith Ave Pedestrian	Griffin Ave Pedestrian Bridge	1.80	Path: Existing	Green	Central/South
Arroyo Seco Path	Bridge	Avenue 19 (LA River)	2.10	Path: Future	Green	Central/South
Avalon Blvd (with 98th St)	98th St	53 ft s/o 98th St	0.01	Path: Existing	Green	Central/South
Balboa Bl Path	Victory Bl.	Burbank Bl.	1.00	Path: Existing	Green	Valley
Ballona Creek	National Blvd	400' N/O National Blvd	0.07	Path: Existing	Green	West/Central
Ballona Creek	Lincoln Bl.	Sepulveda Bl.	2.47	Path: Existing	Green	West/Central
Ballona Creek Flood Control Channel	Culver City Eastern Boundary (south of La	Cochran	1.54	Path: Future	Green	West/Central
Browns Canyon Wash	Rinaldi St.	Lassen St	1.61	Path: Existing	Green	Valley
Burbank Blvd	Balboa Bl.	I-405	2.47	Path: Existing	Green	Valley
Cabrillo Beach	Oliver Vickery Circle Way	End of Jetty	0.41	Path: Existing	Green	Harbor
Canterbury Ave	Chase St.	Tonopah St.	0.52	Path: Existing	Green	Valley
Central LA River Path	Fletcher Dr	5 Frwy	2.64	Path: Future	Green	Central/South
Central LA River Path	4th St	Washington Blvd	1.75	Path: Future	Green	Central/South
Central LA River-Cypress Ave Connector	LA River-Cypress Ave Connector	San Fernando Road	0.36	Path: Future	Green	Central/South
Chandler Blvd	Vineland Ave.	Clybourn Ave.	0.78	Path: Existing	Green	Valley
Crescent Ave	22nd St.	Harbor Bl./Miner St.	0.46	Path: Existing	Green	Harbor
Crescent Ave	7th St	13th St	0.37	Path: Existing	Green	Harbor
Culver Blvd	McConnell Ave	Sawtelle Blvd	1.40	Path: Existing	Green	West/Central
Devonshire St	Woodman Ave.	Arleta Ave.	0.50	Path: Existing	Green	Valley
Dockweiler Beach	Ballona Creek	El Segundo City Limit	3.65	Path: Existing	Green	West/Central

2010 Bicycle Plan: Green

Street Name	From	To	Miles	Status	Network	Area
	.03 miles west of Vermont Ave					
Dominguez Channel	Ave	W 190th St	0.79	Path: Existing	Green	Central/South
East Canyon Channel	San Fernando Rd	City Limits	0.27	Path: Future	Green	Valley
East Canyon Channel	City Limits	Pacoima Wash	1.74	Path: Future	Green	Valley
Exposition Light Rail Bikeway Extension	La Cienega & Expo ROW/Motor Ave & Expo	Palms & Expo ROW/Centinel & Expo ROW	4.65	Path: Future	Green	West/Central
Frederick St	City Limits	Rose Ave	0.14	Path: Future	Green	West/Central
Hansen Dam	Osbourne St	Stonehurst Ave	2.50	Path: Existing	Green	Valley
Harbor Park	Gaffey St.	Harbor Park	0.41	Path: Existing	Green	Harbor
Hart Path	Whitsett Ave	170 Frwy	0.12	Path: Future	Green	Valley
Hollywood Cap Park Path	Bronson	Santa Monica Blvd	1.07	Path: Future	Green	Central/South
Homer St	Montecito Heights Rec. Center	Griffin Ave Pedestrian Bridge	0.29	Path: Existing	Green	Central/South
Indiana-Murchison Path	Murchison St	City Limits	0.32	Path: Future	Green	Central/South
LA River Path	Riverside Dr.	Fletcher Dr.	4.75	Path: Existing	Green	Central/South
LA River Path	Riverside Dr	4th St	2.82	Path: Future	Green	Central/South
LA River-Cypress Ave Connector	Central LA River Path	Central LA River-Cypress Ave Connector	0.04	Path: Future	Green	Central/South
Metrolink Valley Bike Path	Lassen St	Vineland Ave	13.93	Path: Future	Green	Valley
Meyler St	Bandini Canyon Park	Sepulveda St	0.04	Path: Future	Green	Harbor
Ohio	Sepulveda Bl.	Purdue Ave.	0.38	Path: Existing	Green	West/Central
Orange Line (East)	Haskell Ave	Leghorn Ave	3.90	Path: Existing	Green	Valley
Orange Line (West)	Canoga Ave	White Oak Ave	4.85	Path: Existing	Green	Valley
Orange Line Ext Path	Metrolink Valley Bike Path	Victory Blvd	4.32	Path: Future	Green	Valley
Oso Ave Path	Corisco Ave & Oso Ave	Oso Ave & Prarie St	0.15	Path: Future	Green	Valley
Oxnard St	.02 miles W/O Cahill Ave	White Oak Ave	1.77	Path: Existing	Green	Valley
Oxnard St Path	White Oak Ave.	Balboa Blvd	1.08	Path: Existing	Green	Valley

2010 Bicycle Plan: Green

Street Name	From	To	Miles	Status	Network	Area
Pacific Coast Highway	Temescal Canyon	Coastline Dr	1.96	Path: Future	Green	West/Central
Pacoima Wash Path	Gavina Ave	Foothill Blvd	2.15	Path: Future	Green	Valley
Pacoima Wash Path	Brownell St	Telfair	0.80	Path: Future	Green	Valley
Pacoima Wash Path	Paxton	Metrolink Valley Bike Path	2.89	Path: Future	Green	Valley
Palos Verdes Dr	525' E/O Western Ave.	360' SW/O Gaffey St.	0.57	Path: Existing	Green	Central/South
Playa Vista Path	Lincoln Blvd	562' NW/O Hughes Terrace	0.11	Path: Future	Green	West/Central
Plummer St	Shoup Ave.	Hunt Club Ln.	0.33	Path: Existing	Green	Valley
Sale Ave	Oxnard St.	Calvert St.	0.13	Path: Existing	Green	Valley
San Fernando Rd	Roxford St.	Hubbard St.	1.92	Path: Existing	Green	Valley
San Fernando Road Path	City Limits	City Limits	9.98	Path: Future	Green	Valley
Tujunga Wash	Oxnard St.	Burbank Bl.	0.52	Path: Existing	Green	Valley
Tujunga Wash Path	Glenoaks Blvd	Valley LA River Path	9.18	Path: Future	Green	Valley
Valley LA River Path	Owensmouth Ave	Riverside Dr	19.15	Path: Future	Green	Valley
Valley Plaza Park Path	Kittridge St	Kittridge St	0.19	Path: Future	Green	Valley
Venice Beach	Washington Bl.	Santa Monica City Limit	1.51	Path: Existing	Green	West/Central
Victory Blvd Path	White Oak Ave.	I-405	2.64	Path: Existing	Green	Valley
Westmont Park	Western Ave	Amelia Ave	0.57	Path: Existing	Green	Harbor
Westwood Park	Rochester Ave/Wilshire Blvd	Sepulveda Bl. N/O Ohio Ave.	0.57	Path: Existing	Green	West/Central
White Oak Ave	N. bank of L.A. River	Victory Bl.	0.15	Path: Existing	Green	Valley
Will Rogers State Beach	Temescal Canyon Rd.	Santa Monica City Limit	1.28	Path: Existing	Green	West/Central
Woodley Ave	Burbank Bl.	Victory Bl.	1.20	Path: Existing	Green	Valley
Zelzah-Woodley Power Line Path	1277' W/O Zelzah Ave	Bull Creek	2.40	Path: Future	Green	Valley



DEPARTMENT OF CITY PLANNING
SUPPLEMENTAL RECOMMENDATION REPORT



CITY PLANNING COMMISSION

Date: December 16, 2010
Time: 8:30 am
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, California 91401

Case No.: CPC-2009-871-GPA
CEQA No.: ENV-2009-2650-MND
Location: Citywide
Council ALL
No.:
Plan Area: ALL
Applicant: City of Los Angeles

PUBLIC HEARING: September 25, September 29,
September 30, and October 2, 2010

CONTINUED FROM: November 4, 2010

REQUEST: Update of the City's Bicycle Plan

SUMMARY: A proposed General Plan Amendment updating the City's Bicycle Plan
(Chapter IX of the Transportation Element of the General Plan)

RECOMMENDED ACTIONS:

1. **Adopt** the Staff Report dated November 4, 2010 and this Supplemental Staff report as the Commission's report on the subject;
2. **Adopt** the attached findings;
3. **Approve and Recommend** that the Mayor approve and the City Council adopt by Resolution the attached Bicycle Plan amending the Transportation Element of the General Plan (Appendices A and C);
4. **Adopt the ENV-2009-2650-MND** and the associated findings
5. **Instruct** the Director of Planning to make the necessary changes to the Transportation Element upon adoption by the City Council; and
6. **Direct** the Department of City Planning to file the Notice of Determination (NOD) after City Council approval of the project.

MICHAEL J. LOGRANDE
Director of Planning

Ken Bernstein, AICP
Principal City Planner

Jordann Turner
City Planning Associate
213/978-1379

Claire Bowin, AICP
City Planner

Jane Choi
Planning Assistant

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012* (Phone No. 213/978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213/978-1300.

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- Appendix A: Amended Bicycle Plan and Technical Design Handbook text
- Appendix B: Department of Recreation and Park letter
- Appendix C: Map
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PROJECT ANALYSIS

Summary

On November 4, 2010, the City Planning Commission (Commission) held a public hearing on the proposed 2010 Bicycle Plan. There were 32 speakers, many of whom spoke in general support of the Bicycle Plan, but expressed concerns over certain issues. Most of the concerns centered on the perceived omission of "complete streets" principles into the Bicycle Plan, the incorporation of the proposed "Backbone Network", mountain bike/equestrian issues, the lack of strong reporting requirements, California Environmental Quality Act (CEQA) thresholds, and the need to gather and integrate data into decision making. Based upon the public testimony and subsequent deliberation, the City Planning Commission continued the case to December 16, 2010 and instructed staff to respond to 15 specific topic areas. The Commission formed an Ad Hoc Committee of three Commissioners to assist staff in reviewing and developing resolutions to these issues. The Commission also requested that staff work with the Department of Transportation (LADOT) in crafting the revisions. Specifically, the City Planning Commission asked the Department to respond to the following subject matters:

- | | |
|--|---|
| 1. CEQA Thresholds | 9. How can the City Planning Commission be a catalyst for the Bicycle Plan? |
| 2. Prioritization of facilities in areas of need | 10. Mountain Biking/Equestrian Issue |
| 3. Culture change and political will | 11. Linkage to transit |
| 4. Understanding and expanding future implementation options. | 12. Measure R funding |
| 5. Street standards | 13. Mitigation measures |
| 6. Complete streets principles | 14. Backbone Network-Citywide/Neighborhood Networks. |
| 7. Number of improvements that need to be made on Bicycle Friendly Streets | 15. Cyclists Bill of Rights |
| 8. Proposed/Potential lane designations | |

Subsequent to the November 4th hearing, City Planning staff has worked closely with the Commission's Ad Hoc Committee, the Mayor's Office, and LADOT to address all of the issues raised by the Commission and the public. Additionally, City staff has met with the Los Angeles County Bicycle Coalition, Bikeside, Safe Routes to School, and other members of the bicycling community to find common solutions to these issues.

The result of the meetings with the Commission and the various stakeholders has led to some modifications of the 2010 Bicycle Plan's Executive Summary and chapters 1, 3, 4, and 5. Modifications were also made the Technical Design Handbook. In summary, three networks of bikeways have been proposed (in lieu of the original two), corresponding policies and programs have been added and revamped to support the new network structure, strengthened data gathering requirements have been added to

many programs, and reporting requirements for City departments has been increased. The changes originally proposed in the November 4th staff report and the added changes that have resulted from the dialogue over the past few weeks are now reflected in new Appendices A and C of this staff report. The proposed changes are a reflection of a shared goal of creating a stronger and more comprehensive Bicycle Plan for the City.

Background

The 2010 Bicycle Plan is a comprehensive update of the City's existing Bicycle Plan, originally approved by the City Council in 1996 and last re-adopted in 2007. The 2010 Plan is a component of the Transportation Element and serves as the City's blueprint for meeting the needs all of bicyclists and improving bicycling conditions in the City. The Plan establishes three main goals:

1. Increase the number and type of bicyclists who bicycle in the City
2. Make every street a safe place to ride a bicycle
3. Make the City of Los Angeles a bicycle-friendly community

The Plan contains numerous innovations and new initiatives geared towards increasing the mileage of bicycle facilities and making bicycling a natural part of the landscape of the City. Highlights of the Plan include:

- the designation of over 1,600 miles of bicycle facilities (bicycle paths, bicycle lanes, and bicycle routes/bicycle friendly streets) connecting all parts of the City (an increase of approximately 900 miles from the 1996 Bicycle Plan);
- the creation of three new bikeway Networks (Backbone, Neighborhood, Green) that will be the focus of future bikeway improvements and other associated education, enforcement, encouragement, and equity programs;
- the introduction of "bicycle-friendly streets" as the primary facility for Neighborhood Network geared toward bicyclists who are more comfortable on streets with less traffic volumes;
- the introduction of an on-going Five-Year Implementation Strategy to design and construct 200 miles of bikeways every five years;
- the adoption of a comprehensive Technical Design Handbook to guide the design of bicycle facilities;
- updated goals, objectives, policies, and programs to support the implementation of the Plan.

Discussion Topics

Potential/Proposed Bicycle Lanes

The 2010 Bicycle Plan originally categorized future bicycle lanes into two categories: Proposed and Potential. Proposed lanes could be accommodated within the existing street configuration while Potential lanes would require alterations to the existing roadway. This distinction caused concern among members of the bicycle community who felt that the "Potential" bicycle lanes would not be pursued by the City due to their perceived difficulty and therefore would not be implemented.

Recognizing the benefits of having one single classification for future bicycle lanes, the 2010 Bicycle Plan (specifically Chapter 5) is now amended to remove the "Proposed/Potential" distinction for future bicycle lanes.

New Networks

The Citywide Bikeway System as originally proposed in the 2010 Bicycle Plan, was comprised of two networks (Citywide Bikeways Network and Neighborhood Bikeways Network) and bikeways facilities not assigned to either Network. The Networks concept was introduced to prioritize funding and construction efforts in addition to improving the connectivity to and within, various communities throughout the City. The Citywide Bicycle Network was primarily focused on the arterial streets and bicycle paths, while the Neighborhood Bikeways Network centered on local, collector streets, and some of the future bicycle paths. The general goals of both Networks were to promote and coordinate bikeway improvements to the associated streets. However, the Plan originally did not specifically connect the Networks' specific physical improvements with the Plan's broader strategies to promote bicycling.

After conversations with bicycle advocates, the two Networks are proposed to be revised and expanded to three Networks, with a greater emphasis placed on promoting the networks through education, enforcement, and engagement efforts in addition to the engineering enhancements. Additionally, all bikeways facilities will be assigned to one of the three Networks. Prioritizing the implementation of the bikeways facilities on the Networks will be done through collaboration of the bicycle community, City staff and elected officials. While the overall mileage associated with the 2010 Bicycle Plan has remained relatively unchanged, the goals and focus of each Network has been revamped. Each Network has a distinctive character and purpose, but they all work together to support cycling and connectivity. The three new Networks are:

1. Backbone Bikeways Network
2. Neighborhood Bikeways Network
3. Green Bikeway Network

Backbone Bikeways Network

The "Backbone Bikeway Network" (Backbone) as originally proposed by a group of bicycle advocates, consisted of a system of bikeways and coordinated programs focused on arterial streets that connected various parts of Los Angeles (and other cities) at three- to five-mile intervals. The Citywide Bicycle Network included bicycle paths and a greater system of bicycle lanes and routes on many of the city's major streets at approximately two-mile intervals.

The resulting new Backbone Bikeway Network (Backbone Network) is a blend of the bicycle facilities originally included within the Citywide Bikeway Network (with the exception of bicycle paths which have been added to the new Green Bikeways Network) and the terminology and multi-pronged approach of the "Backbone Network". The Backbone consists of 707 miles and concentrates on providing an interconnected system of streets that facilitates 24/7 cyclist mobility on key arterials. This includes the prioritization of maintenance, lighting, paving, bicycle parking and public events. The ultimate goal is to create spaces that embrace not just bicyclists, but other users of the streets as well. The Backbone Network is geared towards riders who are comfortable with riding in heavy traffic.

Neighborhood Bikeways Network

The Neighborhood Bikeway Network is comprised of the Neighborhood Bikeway Network (Neighborhood Network) as originally proposed in the 2010 Bicycle Plan with the exception of bicycle paths (which have been added to the Green Bikeways Network). The Neighborhood Network consists of 834 miles and is focused on local and collector streets and geared toward bicyclists more comfortable in less traffic and slower speeds. Additionally, the Neighborhood Network is seen as the connector between the Backbone Network and the Green Network. The Bicycle-Friendly Streets are proposed to be the heart of the NBN.

Green Network

The Green Bikeway Network (Green Network) is comprised of the City's bicycle paths and shared use paths and consists of 139 miles. The Green Network is envisioned to be used by commuter and recreational bicyclists alike and includes such heavily used bikeways as the Orange Line, Los Angeles River, Ballona Creek, and the beach path. The 2010 Bicycle Plan identifies multiple opportunities to expand the Green Network along the various river channels and dedicated transitways throughout the City.

The revised Networks are supported by revamped policies and programs that will be focused on the Networks. The Networks are re-envisioned as a complete package and not just a strategy for physical improvements. While each Network has a particular emphasis, collectively they serve all facets of the bicycling community.

Data/Safety/Reporting

The importance of data collection, standardized reporting, and overall safety has been embedded into the 2010 Bicycle Plan. Data gathering is an important aspect in making safety an important facet in decision-making. Data such as bicycle counts and collision rates can help the City make informed decisions about where to install bicycle improvements and assist in evaluating the impact of those improvements. Additionally, the information can be utilized by various stakeholders and City staff to report on, and evaluate, the various policies and programs in the 2010 Bicycle Plan and to highlight any areas of need.

Programs have been modified to direct City departments to measure and track bicycle use through development based and general bicycle counts (3.2.5C-D) and create "Hot Zone Maps" to track locations with moderate to high collisions using SWITRS (Statewide Integrated Traffic Records System) data.

Additionally, regular reporting requirements to the City Council and City Planning Commission have been added to various programs.

City Planning Commission Topics

At the November 4th Commission hearing, the Commission asked the Department of City Planning to report back on 15 specific issues. The topics ranged from the California Environmental Quality Act (CEQA) thresholds to the "Cyclists Bill of Rights". Although all issues are discussed below, some issues only required clarification or further explanation and did not warrant changes within the 2010 Bicycle Plan.

1. CEQA Thresholds

At the Commission hearing, members of the public expressed concerns that the requirements of CEQA would stall or delay bicycle projects. It was unclear to those who testified when CEQA is applied or not applied. CEQA is a state law that is applied to all projects (including bicycle facilities). Due to the City's use of Level of Service (L.O.S.) as our measurement tool to evaluate traffic capacity, any bicycle project that negatively impacts vehicular traffic capacity requires additional environmental scrutiny. However, it is important to emphasize that not all bicycle projects will require a lengthy and costly full Environmental Impact Report (EIR); in many cases, the potential impacts may be less significant, and may be analyzed through a Negative Declaration or Mitigated Negative Declaration, which are significantly less burdensome and expensive to prepare.

While the Complete Streets Act requires jurisdictions to consider all modes, until the City amends its L.O.S. model, traffic capacity will continue to be at the heart of travel demand models. To remedy this and facilitate the opportunity to implement bicycle lanes, the Departments of City Planning and Transportation have applied for a grant through the Southern California Association of Governments to develop a "multi-modal level of service" approach that would assist the City in moving away from the auto-centric level of service model it uses today.

2. Prioritization of facilities in areas of need

Concern was expressed by the Commission and the public regarding the prioritization of bicycle facilities in areas of need. Traditionally, newer areas of the City (North and West San Fernando Valley) that have roadways where there is sufficient roadway width to accommodate bicycle lanes have received a large number of on-street bicycle facilities. However, the older parts of the city have been neglected due to their narrower roadways and high traffic volumes. While it is challenging to include a bicycle facility in older parts of the City, those areas have the highest number of bicyclists and include the most economically challenged areas of the City.

Proposed Change

In response to public testimony and discussions with bicycle advocates, the Department of City Planning has revamped the Five-Year Implementation Plan to emphasize projects located within communities with low-income households. While challenges remain, this focus will encourage elected officials, City staff, the bicycle community, and the public to work creatively to identify bicycle solutions in these areas of need.

3. Culture change and political will in Los Angeles

The Commission asked how the 2010 Bicycle Plan can foster a culture change towards bicycling within Los Angeles. Since the commencement of the Plan's preparation, bicycling issues have vaulted to the forefront as an issue of citywide importance. The Plan recognizes the difficulties bicyclists face within the City. However, within the last decade the planning/transportation climate and legislative landscape have changed significantly. With a renewed emphasis on non-motorized forms of transportation and a general increase in environmental awareness, there is greater potential to understand the beneficial role bicycling can play in shifting the City away from its dependence on the automobile.

The adoption of the 2010 Bicycle Plan can be a catalyst in changing the public perception of bicycling and lead to a greater understanding of bicycling needs within the City. An increase in bicycle facilities, enhanced education of motorists and cyclists, and equal enforcement of laws (among many other factors) will help make bicycling a more natural part of the city landscape. But the Plan alone will not make this shift happen. It will take a continued commitment from elected officials, city staff and bicycle advocates to embed bicycling in the City's culture.

4. Expanding future implementation options. How can 200 miles be prioritized?

The Commission inquired about the expansion of implementation options. Prioritization will depend on many factors including funding, roadway characteristics, and community and political support.

The 2010 Bicycle Plan includes numerous policies and programs designed to address current impediments to the implementation of bicycle facilities. The Plan calls for the creation of a Bicycle Trust Fund, the revising of traffic guidelines, and the revamping of the City's street designations to include bicycle lanes within the cross sections. The changes will assist the City in expanding bikeway improvements.

5. Street standards

Concern was expressed by the public regarding the implementation of the 2010 Bicycle Plan given the lack of bicycle lanes within the cross-sections of the City's street standards. Currently, the City's existing street standards do not adequately address bicycle use within their cross-sections. Today's street standards are primarily oriented towards vehicles. Also, concern was expressed over the requirement of having an 11' minimum travel lane when adjacent to a bicycle lane (as illustrated in the Technical Design Handbook). The public contends that if the 11' minimum cannot be achieved, then the installation of a bicycle lane might be deemed infeasible and dropped. However if the minimum lane width is decreased to 10', there would exist a greater opportunity to install bicycle lanes. The 11' requirement was originally recommended for bicycle lanes that were installed next to a travel lane that is heavily used by buses and trucks.

The 2010 Bicycle Plan proposes cross-sections that include bicycle lanes. However, in order to formally embrace these new cross-sections, a comprehensive overhaul of the City's existing street standards will be necessary. The Departments of City Planning and Transportation recently completed a Street Classification study which sets the stage for the City to begin discussion about expanding the currently limited array of street-cross sections to include cross-sections that prioritize pedestrian, bicycle and transit users in addition to the automobile. The Departments expect to begin a community engagement process early in 2011 to discuss modifications to the street standards.

Proposed Changes

The illustrations in the Technical Design Handbook are designed to provide guidance to the public and City staff. Section 3.1 of the Technical Design Handbook has been modified to show a preferred 10' travel lane minimum adjacent to a bicycle lane with the recommendation that the 11' travel lane be installed when space allows. This more flexible minimum will provide designers and engineers greater opportunities to identify locations to install bicycle lanes.

6. Complete Streets Principles

The question of how the 2010 Bicycle Plan incorporates the Complete Streets principles was raised during public testimony. Many of the goals of the Complete Streets Act are incorporated into the current version of the Transportation Element and will be further implemented through the 2010 Bicycle Plan. The Plan includes policies and programs that increase the accommodation of bicyclists on City streets, increases bicycle parking, and improves maintenance procedures to ensure that roadways are regularly maintained in good condition. The Complete Streets principles affecting other users of streets, including pedestrians and transit riders, will be incorporated into a future update to the City's Transportation Element.

7. Bicycle-Friendly Streets Improvements

During public testimony, the bicycling community expressed a need for greater certainty regarding Bicycle-Friendly Streets (BFS) and their associated levels of improvements. The Technical Design Handbook (Section 4.4) describes five levels of treatments for BFS's. The levels of treatments range from signage (level one) to choker entrances and traffic diverters (level 5). However, the Technical Design Handbook discusses BFS's without prescribing a minimum level of application beyond signage. The bicycle community felt that without a prescribed minimum amount of treatments (beyond level one), a Bicycle Friendly Streets might only receive signage.

Proposed Change

The definition of Bicycle-Friendly Streets has been modified to include a minimum of two to three levels of traffic calming treatments in addition to signage and shared lane markings. The type of treatments will be dependent upon roadway conditions and area characteristics.

8. Removing Proposed/Potential bicycle lane designations

During the Commission hearing, members of the public expressed concern over the categorizing of future bicycle lanes within the 2010 Bicycle Plan. The 2010 Bicycle Plan categorized future bicycle lanes into two categories: Proposed and Potential. As described above, a sentiment was expressed that Potential bicycle lanes might not be pursued by the City and therefore would not be implemented.

Proposed Change

The distinction between Proposed and Potential Lanes within the 2010 Bicycle Plan has been removed.

9. City Planning Commission's role

During the hearing, the Commission expressed a desire to play a more active role in the implementation of the 2010 Bicycle Plan. The Commission can communicate the importance of the Plan to elected officials, focus public attention on bicycling in Los Angeles, and play an ongoing oversight role in monitoring progress toward the Plan's implementation. In addition, the Department of City Planning can annually update the Commission on work related to the 2010 Bicycle Plan.

Proposed Change

A program has been added to the 2010 Bicycle Plan directing the Department of City Planning to provide an annual report to the Commission and the City Council's Transportation Committee, regarding implementation of the Plan.

10. Mountain Biking/Equestrian-Objective 3.3.

At the City Planning Commission hearing, the issue of mountain or off-road bicycling was brought up during the public testimony. Some members of the public requested that the text addressing off-road bicycling in Objective 3.3 be deleted altogether. While the Department has considered the concerns presented during public testimony, the Plan in fact is more conservative than the 1996 Plan in regards to the off-road bicycling issue and does not repeal the Department of Recreation and Parks' authority over city parks as some members of the public contend. The Department of Recreation and Parks issued a letter (Appendix B) supporting the recommendations of the 2010 Bicycle Plan to gather data on the issue and recognizing that its authority over parks will not be diminished.

11. Linkage to transit

The Commission expressed concerns as to whether the Bicycle Plan provided appropriate connections to transit stations and the overall transportation system. Department of City Planning staff met with Metro Bikeways staff to review any overlooked connections. As a result, Van Nuys Boulevard and Hollywood Boulevard, have been added to the newly constituted Backbone Bikeway Network. Under the previous draft of the 2010 Bicycle Plan, both streets were part of the overall bikeway system, but not included on a network. Additionally, Objective 1.3 of the 2010 Bicycle Plan includes numerous policies and programs designed to expand bicyclists' range and mobility options relating to the region's transit system. Policies and programs have been proposed to incorporate bikeways along exclusive transit rights of way, create more bicycle/transit only lanes in transit corridors, create Clean and Multi-Mobility Hubs (with bike sharing stations), and increase access to and around Metro transit stations.

12. Measure R funding

In April 2010, the Mayor and City Council adopted a policy (C.F. 09-600-S48) setting aside 10% of the Measure R Local Return Funds for bicycle and pedestrian projects. Money generated from Measure R will be used in conjunction with other funding sources to implement bicycle projects throughout the City. Adoption of the 2010 Bicycle Plan and the Five-Year Implementation Plan will provide a framework for prioritizing these Measure R dollars for bicycle projects.

13. Mitigations during planning and construction of transit projects; mitigation measures for development projects.

Traditionally, mitigation measures imposed on developments have been focused on the mobility of the automobile. The needs of bicyclists are generally not taken into consideration. The 2010 Bicycle Plan includes five specific programs designed to incorporate the needs of bicyclists into the City's standard mitigation process. The programs include revising the City's Transportation Demand Management ordinance (Program 1.2.7E), establishing a trip-mitigation fee to be used for Bicycle Plan projects (Program 3.1.3A), establishing a Bicycle Plan Trust fund (Program 3.1.3B), revising the standard mitigation measures to include contributions to the Bicycle Plan Trust Fund

and more bicycle amenities (Program 3.1.3C) and revising the City's traffic guidelines to prioritize the installation of bicycle facility improvements as a trip reduction measure (Program 3.1.3D).

14. Overlay of Backbone Bikeway Network onto Citywide and Neighborhood Bikeway Networks.

The Commission requested the Department to research how the "Backbone Bikeway Network" (Backbone), as proposed by a group of bicycling advocates, could be incorporated into the 2010 Bicycle Plan. The Backbone proposal was a system of bikeways proposed in Spring 2010 as an alternative plan to the City's September 2009 draft of the 2010 Bicycle Plan. The Backbone proposed a system of bikeways located primarily on arterial streets that connected various parts of the Los Angeles (and other cities) at three to five-mile intervals. The primary purpose of the Backbone was to assist the City in prioritizing the implementation of bikeways facilities in a network concept.

Proposed Changes

After the Commission hearing and meetings with the Commission's ad hoc committee and bicycle advocates, the Department of City Planning has re-tooled the 2010 Bicycle Maps and terminology. The ideals and name of the Backbone Network have been applied to the revamped Citywide Network. The new Backbone Network will consist of the former Citywide Network, minus the existing and proposed bicycle paths which will become part of the new Green Network.

15. Cyclists Bill of Rights

The "Cyclists Bill of Rights" is a statement developed by a segment of the bicycle community and contains twelve principles:

- | | |
|---|--|
| 1. Cyclists have the right to travel safely and free of fear. | 7. Cyclists have the right to traffic signals, signage and maintenance standards that enable and support safe cycling. |
| 2. Cyclists have the right to equal access to our public streets and to sufficient and significant road space. | 8. Cyclists have the right to be actively engaged as a constituent group on the organization and administration of our communities. |
| 3. Cyclists have the right to full support of educated law enforcement. | 9. Cyclists have the right to full access for themselves and their bicycles on all mass transit with no limitations. |
| 4. Cyclists have the right to the full support of our judicial system and the right to expect that those who endanger, injure or kill cyclists be dealt with to the full extent of the law. | 10. Cyclists have the right to end-of-trip amenities that include safe and secure opportunities to park their bicycles. |
| 5. Cyclists have the right to routine accommodations in all roadway projects and improvements. | 11. Cyclists have the right to be secure in their persons and property, and be free from unreasonable search and seizure, as guaranteed by the Fourth Amendment. |
| 6. Cyclists have the right to urban and roadway planning, development and design | 12. Cyclists have the right to peaceably assemble in the public space, as guaranteed |

that enable and support safe cycling.

by the First Amendment.

The City Attorney's Office has reviewed the "Cyclists' Bill of Rights" and has advised that it not be included within the Bicycle Plan. If adopted, the "Bill of Rights" would confer rights that currently do not exist in state law and therefore, the City would be preempted by state law from enforcing its principles. While it is not feasible to incorporate the "Bill of Rights" formally into the Plan, there are numerous references in the 2010 Bicycle Plan that support the tenets of the Cyclists' Bill of Rights. Policies and programs are included to establish three new networks (Policies 1.12) containing all of the proposed bikeway facilities and improving connectivity throughout the City. Also, policies and programs direct City departments to review bridges, intersections, and grade separations that impede safe and convenient bicycle passage (Policy 2.3.1) and update the City's major arterial street standards (Program 1.16A) to include bicycle lanes or bicycle-bus only lanes, with the goal of improving access on City streets for bicyclists. Additionally, programs are included to continue training for law enforcement (Program 2.15B, 2.2.2A, 2.2.3A) regarding bicycling and the law. Furthermore, several policies are included that will increase end-of-trip amenities and bicycle parking (Policies 1.2.1-1.2.8).

The goals of the Plan, supported by the programs and policies focus on increasing the number and type of bicyclists within the City, making the City a bicycle-friendly community and making every street a safe place to ride.

Conclusion/Recommendation

After considering the concerns of both the City Planning Commission and the bicycling community, the Department of City Planning has modified the 2010 Bicycle Plan to respond to the issues raised throughout the process. With the recommended revisions, included in Appendix A, the 2010 Bicycle Plan has become a more comprehensive and robust document that reflects the vision of its stakeholders. If successfully implemented, the Plan will springboard the City of Los Angeles into the forefront of bicycle planning and assist the City in becoming a world-class city for bicycling.

The Hearing Officer therefore recommends approval of the requested General Plan Amendment with the modifications recommended in this report.

FINDINGS

City Charter Findings

1. In accordance with Charter Section 556, the proposed general plan amendment is in substantial conformance with the purposes, intent and provisions of the General Plan. The proposed general plan amendment will positively contribute to the improvement and expansion of bicycle facilities throughout the City and complements the City's commitment to transform from an auto-centric based city to a multi-modal city that includes bicyclists;
2. In accordance with Charter Section 558 (b)(2), the proposed resolution (Appendix F) will be in conformity with the public necessity, convenience, and general welfare in that it will contribute toward enhancing the City's bicycling infrastructure which in turn provides the City and region with a viable alternate form of transportation. Since the original adoption of the existing Bicycle Plan in 1996, the planning and transportation climate and legislative landscape have changed significantly at the state and local levels. Legislation has been passed at the state level mandating the routine accommodation of a variety of roadway users on city streets (complete streets). Additionally, various motions have been introduced by the City Council to promote bicycling in the City and increase the inventory of bicycle infrastructure. These shifts have increased the importance of bicycling in the City and the 2010 Bicycle Plan responds to those needs; and
3. **Transportation Element.** The Bicycle Plan is a component of the Transportation Element. The Transportation Element of the City's General Plan was adopted by the City Council in 1999. The purpose of the Transportation Element is to guide to the further development of a citywide system that provides for the efficient movement of people and goods utilizing various transportation modes. Policy 1.1 of the Transportation Element gives direction to establish accessibility measures to be used in evaluating the transportation needs of City's communities. The Transportation Element places primary emphasis on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reducing the number of vehicle trips, and focusing future growth in proximity to public transit. The Transportation Element provides goals, objectives, standards, policies, and programs to continually meet the changing mobility and air quality challenges faced by the City.

The Transportation Element establishes three main goals:

Goal A: Ensure adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all of those who live, work, travel, or move goods in Los Angeles.

Goal B: A street system maintained in a good to excellent condition adequate to facilitate the movement of those reliant on the system (vehicles, bicycles, rail, etc)

Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing multi-modal access to employment opportunities, essential services, and open space.

The 2010 Bicycle Plan supports and reinforces the three major goals of the Transportation Element. Increasing bicycling facilities within Los Angeles would

provide an additional viable mode of transportation and recreation for commuters and non-commuters alike and create a comprehensive, integrated transportation system that will provide further access to employment opportunities, services, and recreational spaces. The goals, objectives, policies and programs in the 2010 Bicycle Plan support the development of bicycling facilities, encourage priority maintenance for streets with bicycle facilities, and supports educational activities.

CEQA Findings

4. A Mitigated Negative Declaration (ENV-2009-2650-MND) was prepared for the proposed project. Based upon the comments received during the process, the On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 721, 200 North Spring Street.

The number of miles of designated bikeway facilities stated in the Mitigated Negative Declaration was 1633 miles. Based upon the comments received during the process, the number of miles has increased by 2.8% to 1680 miles. Additionally, the future bicycle lane terminology (Proposed/Potential) has been modified. However the associated analysis did not change. The Plan recognizes that all future facilities will undergo their own environmental analysis. These revisions are not substantial and therefore re-circulation of the MND is not required.

Appendix A-Cover Page

Appendix A includes changes to Chapters 1, 3, 4, 5 and the Technical Design Handbook of the 2010 Bicycle Plan.

Executive Summary

The 2010 Bicycle Plan (2010 Plan) is part of the City's commitment to transform Los Angeles from an auto-centric City to a City with a multi-modal transportation system that includes not only cars and trucks, but also buses, trains, pedestrians and bicyclists. Bicycling is particularly important because it creates no pollution and in a City with such a temperate climate and relatively flat terrain it is an activity that can be done year round by almost everyone. Whether it's bicycling to school, to work, to a park or gym, the grocery store, or library, taking a leisurely spin around the neighborhood, or a longer recreational ride, bicycling is a relatively safe form of exercise and recreation and provides a healthy transportation alternative. Unfortunately, despite the health and air quality benefits that result from bicycling, many potential bicyclists are fearful of riding. The City's traditional auto-centric focus on facilitating vehicular movement has rendered many of the streets unfriendly and even hostile to all but the most confident bicycle riders. Bicyclists include children, adults, and seniors. Some are experienced riders who ride almost every day, others ride frequently but not all the time and others ride only occasionally. This 2010 Plan recognizes the concerns that inhibit many bicyclists from riding today and incorporates strategies, programs and practices to encourage people of all ages and all levels of experience to bicycle.

The 2010 Bicycle Plan (2010 Plan) represents a new commitment by Los Angeles to complete streets. It is part of a move away from the auto-centric approach of the past, and toward a sustainable transportation system- a system which supports motor vehicle use, but also enables the use of streets by other modes, such as cycling, walking, and transit, and acknowledges the use of streets for other purposes, such as recreation, retail and public gatherings.

Cycling has an overwhelming positive benefit for public health: a cyclist gets healthier every mile that he or she rides, rarely injures others in a collision, and doesn't pollute. Bicycling's claims on public space are substantially less than those of other modes. Bicycle lanes, for example, take about as much space as a sidewalk, and substantially less than a lane of parking, and bike parking takes up negligible square footage.

The 2010 Plan designates an ambitious 1680 mile bikeway system and introduces a comprehensive collection of programs and policies. Among the elements of the 2010 Plan are several innovations in bicycle planning for Los Angeles. Four of them deserve special mention: a Citywide Bikeway System comprised of three bikeway networks, Bicycle Friendly Streets, the bundling of programs and policies into ten categories, and a multi-pronged implementation strategy.

The 2010 Plan introduces three new bikeway Networks: the Backbone, the Neighborhood Network, and the Green Network. The character, choice of street segments, and processes of implementation for these three networks are mutually reinforcing, and build off existing success. These networks give life and character to the 2010 Plan's ambitious 1680 bikeway system.

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The 2010 Plan introduces to Los Angeles the Bicycle Friendly Street (BFS.) A Bicycle Friendly Street uses a holistic engineering approach to render a neighborhood street extremely inviting to cyclists (and pedestrians.) By introducing signage, pavement markings, bulb-outs or even traffic diverters, BFS create a pleasant and safe environment for relaxed riding, especially for cyclists more sensitive to motor vehicle traffic. The creation of BFSs will restore an environment where parents will, for the first time in decades, encourage their children to ride in Los Angeles.

Because the 2010 Plan is so comprehensive, the list of policies and programs is formidable. In order to organize these policies and programs, the plan sorts them into ten categories. These ten categories are based on the widely respected “Six E’s” of bicycle planning - equity, engineering, education, enforcement, encouragement, and evaluation - with two additional E’s added to the mix: environment and economics. By building off the respected framework of the Six E’s, the specifics of the plan are easier to understand and readily compared with other cities.

Finally, the 2010 Plan comes with dynamic implementation procedures built in. The 2010 Plan includes a Five-year Implementation Strategy that details the sequencing and priorities for the selection and installation of new bikeway facilities. Since the circumstances affecting implementation of both infrastructure and non-infrastructure programs are unpredictable and shifting, the plan introduces a dynamic solution. Four groups, the existing City’s Bicycle Advisory Committee along with three new entities, the Bicycle Plan Implementation Team, the Network Working Group, and the Regional Bicycle Plan Implementation Team will monitor, assist and advise the implementation efforts. These groups, comprised of city staff from relevant departments, cycling community members, as well as local agencies and municipalities, create an opportunity for bike plan stakeholders to develop rapport, facilitating cooperative implementation.

The 2010 Plan ~~has been~~was created through a joint effortintensive collaboration of the Department of City Planning, the Department of Transportation, members of a multi-agency Technical Advisory Committee, the bicycling community, and the City’s consultant team, Alta Planning + Design. The 2010 Plan reflects best practices from cities around the country; ~~and it~~ is the product of extensive public input, research, and detailed field work. Collectively the policies, programs, projects and recommendations in this 2010 Plan will create an environment that increases, improves and enhances bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation for bicyclists as diverse as the general population.

Implementation of the 2010 Plan depends on four factors:

1. A commitment by key city agencies to implement the recommended strategies;
2. Significant and sustained funding for projects and staff, particularly by prioritizing bicycle projects in federal, state, and local transportation programs;
3. Political support;
4. A strong partnership with Los Angeles’ bicycling community.

Plan Organization

Appendix A

The 2010 Bicycle Plan (2010 Plan) is organized into five chapters plus a Technical Design Handbook and all appendices.

1.Orientation

This Chapter articulates the Purpose of the 2010 Plan to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation, and describes the 2010 Plan's relationship to other City and County plans.

2.Bicyclists

This Chapter describes, utilizing local and national statistics, the variety of existing as well as potential bicycle riders, and articulates the growing interest in transforming the City from a transportation system fixated on moving vehicles to a multi-modal approach to mobility. This Chapter further describes the recent legislative actions that are propelling the City and municipalities across the State to adopt this multi-modal approach to transportation. This new approach recognizes the role of bicyclists, pedestrians, and transit and the benefits to reducing greenhouse gas emissions, congestion, and obesity levels that result from shifting from an auto-centric approach to a multi-modal strategy.

3.Bicycling

This Chapter introduces the three new bikeway networks: the Backbone Bikeway Network, the Neighborhood Bikeway Network, and the Green Bikeway that together comprise the Citywide Bikeway System. Each network has a distinctive character but they all work together to support a variety of cyclists. This Chapter also provides a brief description of each of the ten topic areas (Equity:Streets, Equity:Parking, Equity:Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economics:Financing, Evaluation and Cooperation, and Environment) around which the 2010 Plan's more than 200 programs are organized.

~~describes the 11 subject areas that are used to organize the policies and programs in Chapter 4. The 11 areas are: Equity:Streets, Equity:Parking, Equity:Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economics:Financing, Evaluation and Cooperation, and Environment:Bicycles in City Parks. In particular the Chapter designates 1,633 miles of bikeways (Citywide Bikeway System), establishes two new networks (Citywide and Neighborhood Bikeways Networks) and, describes the various type of bicycle facilities (paths, lanes, routes, bicycle friendly streets). The Chapter describes bicycle parking standards and outlines strategies to increase bicycle parking in the public right of way and on private development, outlines the relationship between bicycling and transit and establishes Clean Mobility and Multi-Mobility Hubs as important multi-modal support centers, describes programs geared to increase awareness and enthusiasm for bicycling, describes on-going education programs, especially those geared towards the school-age population and expands on the need for future education efforts for motorists. In addition the Chapter describes such current enforcement efforts as the LAPD Officer Bicycle Education Program and the Watch the Road Campaign and adds programs to further train officers on bicyclists' rights and responsibilities, develops a Bicycle Incident Reporting~~

mechanism and describes the importance of maintaining roads free of obstacles and obstructions which could prove hazardous for a bicyclist. The Chapter also describes strategies to increase bicycle funding and to prioritize future bikeway improvements, describes how the Plan's various programs and initiatives will be evaluated, and how departments and local jurisdictions can improve their coordination, and finally describes opportunities to provide a safe and comfortable park experience for all users.

The Citywide Bikeway Network (CBN) forms a 660-mile grid system of continuous and connected bikeways spaced approximately every two miles throughout the City. The CBN includes Bicycle Paths (Class 1) as well as Bicycle Lanes (Class 2) and Bicycle Routes (Class 3) on many of the City's arterial (major) streets. The CBN will provide an interconnected system of streets, dedicated rights-of-way, and transit corridors to enable bicyclists to access employment centers, transit stations and stops, as well as education, retail, entertainment, and open space and recreational resources.

The Neighborhood Bikeway Network (NBN) is comprised of 672 miles on local and collector streets with lower traffic volumes and slower motor vehicle speeds that largely parallel the City's arterial roadways. The NBN is intended to provide a network of streets at one-mile intervals where bicyclists of all experience levels will feel comfortable riding. Streets within the NBN will be designated by signage and in-street enhancements to calm traffic speed and volume to provide a more comfortable bicycle experience, and will traverse neighborhoods to provide connections to local, community points of interest, schools, and retail as well as parks and open space areas.

4. Policies and Programs

The 2010 Plan introduces new goals, objectives, policies and programs as well as updated and strengthened policies and programs from the 1996 Plan. The overarching commitment of the 2010 Plan is to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. In support of this commitment are three goals around which this Chapter is structured.

Goal: Increase the number and types of bicyclists who bicycle in the City.
Make every street a safe place to ride a bicycle.
Make the City of Los Angeles a bicycle friendly community.

Each goal is further supported by three to four objectives under which are organized a variety of policies and programs that collectively increase bicycle ridership, increase awareness, implementation, and use of the bicycle networks, expand bicycle parking options, integrate bicycling with the transit system, introduce and identify locations for the Clean Mobility and Multi-Mobility Hubs, expand motorist and bicycle education, provide guidance to City departments regarding funding and the development, maintenance, and implementation of bikeways and support facilities.

5. Implementation

This Chapter describes the bikeway miles designated in the two previous bicycle plans of 1977 and 1996 along with the miles and funding allocated to date, and classifies the distribution of the 1,633 designated miles of bikeways into three categories: Existing, Funded, and Future. The Chapter further describes the 5-Year Implementation Strategy

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~~and the funding and collaboration that will be needed to, the environmental clearance process and strategies to complete the Clean Mobility and Multi-Mobility Hubs. The series of 5-Year Implementation Strategies completes both the Citywide three Networks and Neighborhood Networks within the next 25 years. The Five Year Strategy will identify, finance and construct, in four 5-year cycles, 200 Future miles of bicycle facilities included in the Citywide and Neighborhood Networks and the mobility hubs.~~

Appendices:

A Definitions and Glossary

Appendix A provides a glossary of definitions and acronyms for commonly used terms in the 2010 Plan and bicycle planning generally.

B Funding Sources

Appendix B provides a primer on the federal, state, county and local funding sources available for bicycle planning, engineering and implementation projects.

C Bicycle Transportation Account

Appendix C demonstrates the City of Los Angeles' compliance with the State of California's Bicycle Transportation Account (BTA) requirements, and establishes the City's eligibility for applying for these funds.

D Maps

The maps in Appendix D display the designated bicycle facilities in the 2010 Plan. The four map types are displayed at a citywide scale and/or as five subsets of the city's geography. Each map type is described on the following page:

———The **Designated Bikeways Map** illustrates the vision for all existing, funded or future bicycle paths, bicycle lanes, bicycle routes and bicycle friendly streets throughout the City and their connections to surrounding geographic areas.

~~The **Citywide and Neighborhood Bicycle Networks Maps**~~**Citywide Bikeway System** illustrates the bicycle facilities designated on the Citywide Backbone, and Neighborhood, and Green Bicycle Bikeway Networks. ~~Facilities on the networks will be prioritized for funding applications and implementation by the City. For a more detailed description of the networks, please see Chapter 3: Bikeways.~~

Existing and Funded Bikeways Map displays the bikeways built to date, and those that have been funded and slated for design and construction. All other designated facilities that are not existing or funded bikeways are "Future" bikeways and are not included on this map.

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The **Bikeways Engineering Map** illustrates the engineering status of each designated bicycle path, bicycle lane, bicycle route and bicycle friendly street. Each facility is shown as either existing or as a Future:Proposed or Future:Potential bikeway.

Chapter 1 Orientation

This chapter describes the purpose of the 2010 Bicycle Plan (2010 Plan), the 2010 Plan's relationship to City and County plans, and the 2010 Plan's public participation process.

Purpose

The purpose of the 2010 Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. Toward that end, the 2010 Plan establishes policies and programs to increase the number and type of bicyclists in the City, to make every street a safe place to ride a bicycle and to transform Los Angeles into a bicycle-friendly community.

The 2010 Plan is a comprehensive update of the City's existing Bicycle Plan. The existing Bicycle Plan was originally adopted by the City Council in 1996, and re-adopted in 2002 to update the document as required by the State of California's Bicycle Transportation Account (BTA) and re-adopted without additional changes in 2007. The 2010 Plan is a part of the Transportation Element of the City's General Plan and is the city's blueprint for meeting the needs of all bicyclists. It establishes long-range goals, objectives and policies at a citywide level and contains a broad range of programs that constitute the steps the City intends to take in order to become a more bicycle-friendly Los Angeles.

~~The purpose of the 2010 Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. Toward that end, the 2010 Plan establishes policies and programs to increase the number and type of bicyclists in the City, to make every street a safe place to ride a bicycle and to transform Los Angeles into a bicycle-friendly community.~~

~~The 2010 Plan designates a 1,633 miles of Citywide Bikeway System and creates a blueprint for the development, within 20 years, of a comprehensive and integrated pair of bicycle networks using designated city streets and bicycle paths that provide continuous north/south and east/west bicycle access across the entire City.~~

~~The 2010 Plan also establishes policies and programs to provide convenient and secure bicycle parking, to integrate bicycling into the transit system, to develop a comprehensive education program for bicyclists and motorists, to enforce roadway safety, to maintain bikeways, and to increase recreational bicycling opportunities.~~

The goals, objectives, policies and programs of this 2010 Plan were influenced by community input and formulated to be consistent with City and regional plans as well as statewide policies. The 2010 Plan is to be used by: the City Council; the Mayor; the City Planning Commission; the Board of Transportation Commissioners; the Board of Public Works; the City's Bicycle Advisory Committee; other concerned governmental agencies; residents and property owners throughout the City; and private organizations concerned with urban planning, civic betterment, transportation and recreation. For City policymakers this 2010 Plan provides: a reference to be used in connection with their

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actions on various City development matters as required by law; guidance for decisions regarding allocation of funding for bicycle projects and programs; and technical guidance for the development and implementation of facilities.

Relationship to Other Plans, Other Citywide Plans, Countywide Plans, and Public Participation

No change

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Chapter 2

No changes are proposed for Chapter 2.

Chapter 3

Bicycling

Los Angeles needs more bikeways. This is evident to anyone who regularly rides a bike in Los Angeles, or to anyone who pulls up a map of cycling facilities in the city. Once one rides more, it also becomes evident that, whether a bike facility is present or not, Los Angeles is often not a supportive environment for cyclists. To address both issues the City must employ programs and policies to improve in multiple categories, while aggressively building new infrastructure.

To make Los Angeles a better place to bicycle, the 2010 Plan develops programs and policies in ten categories. These categories are the traditional E's of Bicycle Planning, enriched by several innovative E's: Equity: Streets, Equity: Parking, Equity: Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economic: Financing, Evaluation and Cooperation, and Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks. The E's are covered in greater detail below.

To improve Los Angeles' bicycling infrastructure, the 2010 Plan introduces three new bikeway networks: the Backbone Bikeway Network (Backbone), the Neighborhood Bikeway Network (Neighborhood), and the Green Bikeway Network (Green.) These three networks together designate a 1680 mile Citywide Bikeway System. The 2010 Plan's objective to increase the total mileage of the bikeway system while balancing the multiple roles city streets play to accommodate cars, trucks, transit, parking, pedestrians, and bicycles. The formulation of the three networks allows the 2010 Plan to do that.

To encourage a broad diversity of bicyclists the City introduces the Bicycle Friendly Street (BFS) a new Class III Route design that introduces street-calming engineering treatments to provide a comfortable bicycling environment. BFS solutions will be utilized primarily on the Neighborhood Network to create a pleasant and safe environment for relaxed riding, especially for cyclists more sensitive to motor vehicle traffic.

Today the City has approximately 339 miles of bikeways. This includes a total of 58 miles of bicycle paths, 157 miles of bicycle lanes, and 124 miles of bicycle routes (see description of each bikeways type below). However, in a city of 464 square miles and 6,500 miles of roadways it's not nearly enough. Unfortunately, the current bikeway system is a patchwork of corridors and segments- it does not form a comprehensive interconnected network. By closing critical gaps, making connectivity a focus, and adding many miles of facilities, the 2010 Plan seeks to change that.

Insert Sidebar A near this text.

Prior to the 2010 Plan the City adopted two other bicycle plans. The first Plan was adopted in 1977. The 1977 Bicycle Plan established a 600 mile Citywide System of bikeways. The Citywide System was intended to serve both recreational and transportation needs. Included within the Citywide System was a 300-mile Backbone

System. A new Bicycle Plan was completed and adopted in 1996 and then re-adopted in 2002 and 2007. The 1996 Plan designated a total bikeway system of 673 miles plus 69 miles of study corridors. Thus, the 2010 Plan exceeds its predecessors substantially in its commitment to bikeways- it is the most ambitious bicycle plan to date. The Plan establishes three new bikeway networks: the Backbone, the Neighborhood Network, and the Green Network. Each has a distinctive character but work in concert to support a variety of bicyclists.

The Backbone concentrates on providing an interconnected system of streets that facilitates 24/7 cyclist mobility on key arterials; the Neighborhood Network enhances the pleasant environment of non arterials to facilitate relaxed riding; and the Green Network enhances pedestrian and cyclist access to the City's green corridors, particularly along river channels and segregated transit right of ways.

The 707 mile Backbone Network will enable access to major employment centers, transit stations and stops, and educational, retail, entertainment, and other open space and recreational resources. It is expected that the Backbone will initially be used primarily by experienced riders who are comfortable riding close to moderate to heavy traffic volumes. However, in time, by resolving the perceived and actual dangers to cyclists on arterials, the Backbone streets may become more accessible to riders less comfortable with greater traffic volume.

The 834 mile Neighborhood Network is comprised primarily of Bicycle-Friendly Streets, (on Local and Collector Streets) which are characterized by low traffic volumes and slower speeds. The Neighborhood Network provides a network, generally parallel to the Backbone Network, where bicyclists of all experience levels may feel comfortable riding. The Neighborhood Network will enable all bicycle riders, including children, women, families, young adults, and seniors, to access neighborhood facilities including schools, libraries, shopping districts, and parks and open space. The Neighborhood Network will also provide low speed, less traffic, and a less threatening environment than bikeways on arterial roadways. Many of the streets are comfortable for bicycle riding today but may benefit from wayfinding and additional street calming measures such as roundabouts and traffic diverters. Examples of these strategies are included in the Technical Handbook.

The 139 mile Green Network enhances access, through bicycle paths and shared use paths, to the City's green open spaces particularly river channels like the Los Angeles River. Enhanced access improves these spaces, bringing the public closer to them. This accelerates the public's appreciation of these spaces, and so, in the long term accelerates their enhancement. In turn, improvements to these spaces that are not specifically for cyclists still adds to the overall value of the bicycle and pedestrian experience. For example, the on-going greening of Ballona Creek has made it a more relaxing and inspiring place to ride.

Note: Graphs/Charts from the original document- Chp. 3, pgs. 41,42 and 43 will be updated and included in the Final document and to reflect the revised numbers.

The Green Network will appeal to multiple types of riders, including the experienced transportation or recreational bicyclist who appreciates the long unencumbered distances along the paths and the beginning bicyclist who may only want to travel a short distance and is not yet comfortable riding in close proximity to vehicular traffic. Today, the bicycle paths are crowded on different days of the week by a variety of bicyclists from the avid cyclist who commutes to work along the Los Angeles River Bicycle Path to the family of recreational riders who chooses to ride along the Beach Path on a Saturday afternoon.

Each network works with the others to enhance their individual functions, so that the whole is greater than the sum of the parts. Segments of each network were chosen with the other networks in mind to achieve maximum coverage. The target types of cyclists for each network were considered in relation to the others, and the types of potential engineering solutions on each network were drawn up with the other networks in mind. In this sense the networks have co-evolved, and are mutually reinforcing.

The Backbone and the Neighborhood Network work together to provide all types of cyclists complete access to City streets. Cyclists can access the Backbone via local elements of the Neighborhood Network, travel along the Backbone for a distance, and then return to the Neighborhood Network for their last mile. Without the Neighborhood Network, cyclists may find the beginning and ending of trips to be harrowing, whereas without the Backbone, long distance trips may be dangerous and stressful. For the cyclist concerned with personal security, the Backbone offers a good nighttime alternative to the Neighborhood Network, with its wider spaces, better lighting, and greater foot traffic. For the cyclist who is averse to heavy traffic, the Neighborhood Network offers a daytime alternative to the more trafficked arterials of the Backbone.

At their core then, all three networks enhance neglected open spaces, and in this fashion, all three networks work together. Indeed, the Backbone and Neighborhood Networks, where they integrate seamlessly with the Green Network, put the City's lively street activities in touch with its natural beauty. For those close, but not immediately adjacent to a segment of the Green Network, the Neighborhood Network offers a low traffic option to access the Green Network, providing cyclists (and pedestrians) with recreational options nearly totally free of motor vehicle traffic.

Similarly, there are clear opportunities for these networks to work with other non-bicycle networks and to facilitate seamless bicycle linkages to and from our neighboring jurisdictions, wherever feasible. The Backbone especially, can link up with Metro's multi-pronged transit system, particularly the light-rail lines (LRT), the subway, and the Rapid Bus Network. A number of neighboring cities such as Burbank, Calabasas, Culver City, Glendale, Long Beach, Monterey Park, Pasadena, San Fernando, Santa Monica, and West Hollywood have each adopted a bicycle plan and the City's 2010 Plan includes a complementary system of roadways to link to the roadways in those other plans. It is hoped that neighboring jurisdictions that have not yet developed a bicycle plan will look to the City's 2010 Plan for guidance to ensure that a bicyclist traveling between the

jurisdictions has a smooth and seamless experience.

The Networks are, at their core, not only a physical network of inter-connected streets and paths but also an organizing structure, around which to focus the Plan's many policies and programs defined in Chapter 4. A holistic approach to creating supportive cycling environments on network elements will necessarily make use of many policies and programs.

With capital funding limited, and hundreds of miles of street facilities to maintain and improve, merely providing bicycle facilities would not provide the beneficial results that this 2010 Plan envisions. In some cases, infrastructure solutions alone cannot solve all of the problems that cyclists encounter, as we have seen with collisions that occur within bicycle facilities. Conversely, infrastructure modifications may not always be necessary to create a supportive environment for cyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to cyclists. Just as the Networks weave together to form a complete Citywide Bikeway System, the Plan offers an opportunity to focus a variety of its individual programs on a portion of a network in order to improve dramatically the safety and convenience of those select corridors.

Both the Neighborhood Network and the Backbone represent a rethinking of the city's streets as more than conduits for moving motor vehicle traffic. Streets are our most abundant open spaces, and the Backbone and Neighborhood Networks provide the opportunity to enhance the function of these streets for cyclists, pedestrians, and indirectly, by making them more civilized as open space, and enhancing their function as places for commerce.

The Goals, Policies and Objectives of the 2010 Plan are based on a set of values categorized into each of the following ten subject areas. Each subject is the basis for one of the Plan's ten objectives and its associated policies and programs. The ten subjects and how each relates to the 2010 Plan are described in this Chapter. Detailed descriptions of each policy and program are found in Chapter 4.

Equity:Streets
Equity:Parking
Equity:Transit
Encouragement
Education
Enforcement
Engineering and Maintenance
Economic:Financing
Evaluation and Cooperation
Environment:Bicycles in City Parks.

Equity: Streets

Los Angeles needs more bikeways. Today the City has approximately 339 miles of bikeways. This includes a total of 58 miles of bicycle paths, 157 miles of bicycle lanes, and 124 miles of bicycle routes (see description of each bikeways type on pages 42-43). However, in a city of 464 square miles and 6,500 miles of roadways it's not nearly enough.

The 2010 Plan's objective is to increase the total number of miles in the bikeway system while balancing the multiple roles city streets play to accommodate cars, trucks, transit, parking, pedestrians, and bicycles. While today the bikeway system is a patchwork of corridors and segments, it has yet to be implemented as a comprehensive interconnected network. This new 2010 Plan seeks to change that.

This 2010 Plan expands upon the 673 miles of bikeways designated in the 1996 Plan (of which only 339 miles were completed) to establish a Citywide Bikeway System of 1,633 miles of designated bikeways. The 2010 Plan creates two new bikeway networks, a Citywide Bikeways Network (CBN) and a Neighborhood Bikeways Network (NBN). The majority of the 1,633 miles of bikeways will be included in one of the two new Networks. The Networks will provide continuous, uninterrupted north/south and east/west access across the entire City.

The Networks are being created in this 2010 Plan with an overall goal to provide the vast majority of City residents with access to a City bikeway within one mile of their homes and destinations and to facilitate linkages to and from neighboring municipalities. The Networks are comprised of Bicycle Paths, Bicycle Lanes, Bicycle Routes and Bicycle-Friendly Streets that provide access to major destinations and community facilities such as schools, parks and libraries as well as current and future transit stations.

Citywide Bikeway Network

The 2010 Plan establishes a Citywide Bikeway Network (CBN) of 660 miles that provides an interconnected system of streets on an approximately two-mile grid to facilitate bicycle mobility across the city.

Approximately half of the CBN is in place today and the remainder will be completed over the next 25 years. The CBN includes Class I Bicycle Paths as well as a system of Bicycle Lanes and Bicycle Routes on many of the city's major streets, known as "arterial streets." The CBN will enable bicyclists to access employment centers, transit stations and stops, and educational, retail, entertainment, and other open space and recreational resources. It is expected that the portion of the CBN located on arterial streets will be utilized primarily by experienced riders who are comfortable riding in close proximity to moderate to heavy traffic volumes. The Technical Design Handbook describes a Protected Bicycle Lane configuration that, if employed on the City's arterial streets, would provide a bikeway facility that would be user friendly to a greater range of bicyclists. It may be feasible to try this type of facility on a pilot basis in the near future.

Neighborhood Bikeway Network

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The 2010 Plan establishes a Neighborhood Bikeway Network (NBN) of 672 miles that is comprised primarily of Bicycle Friendly Streets on Local and Collector Streets which are characterized by low traffic volumes and speeds. The NBN is intended to provide a network, within 25 years, of streets at one mile intervals or less that are generally parallel to the CBN where bicyclists of all experience levels may feel comfortable riding. The NBN will enable all bicycle riders, including children, women, families, young adults, and seniors to access neighborhood facilities including schools, libraries, shopping districts, and parks and open space. The NBN will also provide low speed, less traffic, and a less threatening environment than bikeways on arterial roadways. Many of the streets are comfortable for bicycle riding today but may benefit from wayfinding and additional street calming measures such as roundabouts and traffic diverters. Examples of these strategies are included in the Technical Handbook.

While the 2010 Plan focuses solely on the development of paths, lanes, and routes that are within the City's boundaries, it is the intent of the 2010 Plan to facilitate seamless bicycle linkages to and from our neighboring jurisdictions, wherever feasible. A number of neighboring cities such as Burbank, Calabasas, Culver City, Glendale, Long Beach, Monterey Park, Pasadena, San Fernando, Santa Monica, and West Hollywood have each adopted a bicycle plan and the City's 2010 Plan includes a complementary system of roadways to link to the roadways in those other plans. It is hoped that jurisdictions that have not yet developed a bicycle plan will look to the City's 2010 Plan for guidance when selecting roadways for their new plan to ensure that a bicyclist traveling between the jurisdictions has a smooth and seamless experience. To support such future efforts the 2010 Plan incorporates programs and strategies to facilitate on-going collaboration among Los Angeles and our neighbors.

Chapter Four includes the full details of all of the policies, and programs established by this 2010 Plan but the paragraphs below provide a snapshot of the various program categories. The policies and program are bundled around ten categories: Equity: Streets, Equity: Parking, Equity: Transit, Encouragement, Education, Enforcement, Engineering and Maintenance, Economic: Financing, and Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks.

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Equity: Streets

This first program category focuses on strategies that assert the role of the bicycle in City streets. In particular this category describes the Backbone and Neighborhood Networks, identifies the Five Year Implementation Strategy and a Comprehensive Safe Routes to School Strategic Plan, establishes the Bicycle Friendly Street as a new Class III bikeway facility, and outlines opportunities to expand the City's street standards to include bicycle lanes.

Equity: Parking

Safe, visible and accessible bicycle parking is essential to encourage greater levels of bicycling activity. The City of Los Angeles provides bicycle parking in the public right-of-way and requires some new developments to include end-of-trip facilities, such as bicycle parking (racks, lockers), showers, changing rooms, and areas to securely store bicycles and commuting equipment. This 2010 Plan adds a number of new programs to increase the availability and quantity of bicycle parking especially along the Backbone and Neighborhood Networks, expand opportunities to include bicycle parking at schools, and facilitate the storage of bicycles inside buildings.

Bicycle Parking in the Public Right-of-Way

The Los Angeles Department of Transportation (LADOT) Bicycle Program installs bicycle racks in the public right-of-way (City property) to encourage bicycling to shopping and commercial areas, city buildings and libraries. Bicycle racks provide secure, convenient, short-term (under two hours) bike parking at office buildings, businesses, or stores near public sidewalks. The program installs racks based on requests by business owners and citizens. Standard “Inverted-U” bicycle racks are generally used. Currently, there are over 3,600 inverted-U racks provided by LADOT through the sidewalk bicycle-parking program. The City has also provided artist-designed bicycle racks for installations in downtown LA and the Vermont Corridor. These bicycle racks are intended to contribute to the identity of the local neighborhood or district through public art. In addition, LADOT is testing a pilot program to retrofit used meter posts with bicycle racks in locations where “smart meters” are being installed to maintain bicycle parking in these areas.

Racks are placed in areas that are visible to the public and that avoid conflicts with pedestrians and parked vehicles, usually near the curb and away from but visible to bus stops or crosswalks. LADOT provides resources to register for sidewalk bike rack installation and offers tips on locking bicycles to minimize theft on its website; bicyclela.org.

The City Council recently approved a Bicycle Corral pilot program along York Boulevard between Avenue 50 and Avenue 56. A Bicycle Corral replaces one on-street vehicle parking space with multiple bicycle parking spaces, gives bikes a designated place, acknowledges their importance, and keeps sidewalks clear for safe walking. With a successful pilot project, this form of bicycle parking may be replicated to other parts of the City.

Bicycle Parking in Private Development

The City of Los Angeles currently mandates the provision of off-street bicycle parking spaces and facilities for employee showers and lockers. Bicycle parking must be provided at a ratio of two percent of the number of auto parking spaces in commercial and industrial zones with non-residential uses which exceed 10,000 square feet and at all City-owned and operated properties over 10,000 square feet. Specific standards for the facilities can be found in LAMC Sections 12.21 A.16 and 12.21 A.4(c). This 2010 Plan includes programs to expand bicycle parking requirements in non-residential public and

private developments and proposes to expand bicycle parking requirements to include residential multi-family developments.

Equity: Transit

Bicycle ridership can be increased by providing connections to transit, providing bicycle facilities at transit stations, and assuring that bicycles can be carried on buses and trains. The majority of Los Angeles residents and employees live and/or work within a five mile radius of a transit station. For many, two and a half to five miles is a reasonable distance to bicycle especially if there are safe and comfortable bikeway facilities along their route. But, even the most ideal bicycling conditions may not encourage someone to ride their bicycle to or from transit if there are not facilities at the stop/station and/or their home and/or workplace to store a bicycle, or if it is not feasible to transport a bicycle on the bus or train. Currently, only Metrolink and Metro's Red Line trains permit bicycles on-board during peak commute hours. Fortunately in the past years, the City of Los Angeles and the many transit providers in the region have greatly expanded the storage capacity of many of the transit stations, have added carrying capacity to all buses and trains and are beginning to incorporate additional amenities at stations that support a number of transportation modes.

Bicycle racks and/or lockers are available at many of Metro's 60 light rail and subway stations and at the City's five Metrolink Stations in the Valley. The location of bicycle parking facilities at Metro Rail and Busway Stations is noted on the "Bike Lockers and Racks on Metro Map" in Appendix C. The City's Commuter Express fleet vehicles, which connect commuters from all regions of the City to employment centers, include front-mounted bicycle racks with capacity for two bicycles each with plans to upgrade capacity to racks that hold three bicycles when equipment upgrades are made. Most other regional and municipal bus operators serving the City of Los Angeles also provide front-mounted bicycle racks. Wherever possible, bicycle parking facilities are included with major transit projects such as the Metro Orange Line and the future Exposition Light Rail and Metro Gold Line Eastside Extension. This 2010 Plan also promotes a newer type of shared facility; a Bicycle-Transit Only bus lane to increase bicycle access on existing Metro Rapid bus corridors.

These very welcome facilities have of course increased demand for bicycling which in turn has expanded demand for additional storage and carrying capacity. As a result this 2010 Plan puts in place additional programs to encourage Metro and Metrolink to expand carrying capacity from two to three bicycles on buses, to lift time of day and carrying capacity restrictions on trains, to allow bicycles on buses in special circumstances, and to include additional amenities at transit stations.

Clean Mobility and Multi-Mobility Hubs

There are now more than 60 fixed transit stations located within the City of Los Angeles. The stations serve as destination or departure points for travelers who typically still need to go some distance from the station to reach their final destination. This additional travel can be accommodated by bus, bicycle, taxi, shuttle, skateboard, car or scooter. It goes

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without saying that each of these transit riders will end or begin their transit trip as pedestrians, regardless of whichever additional travel mode they might utilize. To support this confluence of travel modes there is increasing interest in developing transit hubs at select stations to provide transit riders with a full complement of travel options and services.

The 2010 Plan designates several locations as either a Clean Mobility or Multi-Mobility Hub, as seen on Appendix D, Map 2a. A mobility hub provides car share and vehicle charging stations, and a variety of services oriented to bicyclists including attendant operated showers, restrooms, bicycle repair, and bicycle lockers. A Multi-Mobility Hub (M-M Hub) is similar to a Clean-Mobility Hub (C-M Hub) except that it would not provide attendants to oversee the bicycle locker and storage areas nor would it typically have restrooms and showers.

The first C-M Hub in Los Angeles was identified in the Environmental Impact Report for the Exposition Light Rail Line. This C-M Hub will be constructed at the Venice/Robertson station which is the terminus of the first phase of the Exposition Line. Several additional M-M Hubs are currently planned for Staples Center, the Civic Center area and Union Station.

Implementation mechanisms of the C-M and M-M Hubs are described in Chapter 5: Implementation.

Encouragement

The 2010 Plan includes a number of programs to bolster increased support for bicycling and encourage both the avid and novice bicyclist. Over the years thousands have participated in free summer public bicycle rides led by, on various occasions, the Mayor, City Attorney, and Councilmember Tom LaBonge. In 1994 the City initiated Bike to Work Day which grew into Bike to Work Week and now includes a variety of activities including the Annual Bike to Work Day on the third Thursday in May. The City also provides maps that illustrate the location of various bicycle facilities and maintains a website at: bicyclela.org which includes current information on road safety, future improvements, events, network maps, and maintenance activities. The 2010 Plan continues these activities but also promotes a Monthly Car Free Day to encourage bicycling, transit, and walking as alternatives to the car, and supports Ciclovias whereby the City partners with local organizations to close select local and/or arterial roads on designated weekends and/or holidays to provide bicyclists, walkers, skaters and others a car-free recreational opportunity.

Education

Bicycle education remains critical to the goal of expanding bicycle use. The 2010 Plan includes a number of programs targeting youth, motorists, bus drivers, truck drivers, and taxi operators. All groups need to learn how to safely navigate where cars, trucks and bicycles coexist. All groups need to be knowledgeable about the rights and responsibilities of bicyclists on the road.

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With increasing bicycle ridership, the potential for conflicts between bicyclists and motorists has grown. These conflicts may be ameliorated through education on the part of both the motorist and the bicyclist, so that each respects the other as a user of the road. The City of Los Angeles provides motorist and bicyclist education programs, described below, conducted primarily through the Department of Transportation (DOT), the Police Department (LAPD), and the Los Angeles Unified School District (LAUSD).

School Bicycle Safety and Transit Education Program

Since 1983, the City of Los Angeles has provided bicycle safety education services to children through its School Bicycle Safety and Transit Education program. The program is managed by DOT and focuses on bicycle and pedestrian safety while also providing information about transit to its young participants. Since its inception, the project has served millions of children between the ages of four and thirteen and continues to reach children in the Los Angeles Unified School District and some private schools. The 2010 annual project budget is approximately \$450,000 and is projected to provide bicycle safety education to 200,000 children this school year.

Bicycle Los Angeles Safety Training/Youth Education Sports

Originally funded through a transportation grant, the City of Los Angeles developed and provided funding for the Bicycle Los Angeles Safety Training program. Now completely sanctioned and supervised by the Los Angeles Unified School District through its police on-campus program, the project provides bicycle safety training and a citation diversion program for youth violators, as well as teaching riding skills to junior high and high school students.

Enforcement

Effective enforcement helps to ensure a safe bicycling environment for riders of all experience levels. One objective of this Plan is reduce the number of bicycle collisions. This section puts particular emphasis on the documentation of collisions so that areas with a greater number of collisions can receive focused attention through improvements targeted to these locations. Many such programs are already in place such as the LAPD Officer Bicycle Education Program and the Watch the Road Campaign, described below. The 2010 Plan adds additional programs to increase the deployment of LAPD officers on the City's bicycle paths, to train officers on bicyclists rights and responsibilities, to train officers and the Bureau of Sanitation's truck drivers to identify bicycle lane parking violations and issue citations, and to develop a Bicycle Incident Reporting mechanism to allow bicyclists to report aggressive behavior by motorists.

LAPD Officer Bicycle Education Program

In an effort to educate adult bicyclists and encourage the enforcement of bicycling laws, a cooperative program between the Los Angeles Police Department (LAPD) and the Los Angeles Department of Transportation (LADOT) has been developed to provide additional bicycling education to LAPD officers as well as to produce materials regarding bicycling laws for distribution to the public. Materials include a roll call training module

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for LAPD officers, as well as materials for distribution to the public such as a safety brochure and pocket guide to bicyclists' legal rights and responsibilities.

Watch the Road Campaign

The Watch the Road Program is a general traffic safety campaign intended to enhance safety for all users of the transportation system, including bicyclists. The program focuses on the top ten roadway user bad behaviors including: speeding; aggressive driving; inattentive driving; driving or cycling through red lights; DUI; not yielding to pedestrians; walking without looking; walking outside crosswalks; bicycling against traffic; and not wearing seat belts.

Engineering and Maintenance

Encouraging a range of bicyclists to navigate the City's streets depends on quality and well-maintained streets with smooth pavement that are free of potholes, include clear signage about route turns, intersections, mileage, detours, obstacles or road constrictions and nearby destinations, and have adequate nighttime street lighting. Without these necessary improvements the bicyclist's journey can be hazardous and frustrating and can result in unnecessary collisions, conflicts, or delays. This Plan includes a number of programs aimed at remedying these issues.

Economic

Adequate funding and a clearly established methodology to prioritize spending are keys to ensuring the successful implementation of bicycle facilities and programs. All facets of the 2010 Plan have costs, whether it is education programs, construction of a bicycle path, public outreach, adding bicycle parking or making a map. Limited funding requires that choices be made. In order to maximize funding and invest money most effectively the economic objective has a two-pronged focus. Firstly, it is focused on programs that increase the level of monies which the City can attract to further the 2010 Plan's multiple goals. And secondly, it establishes criteria for the prioritization of bicycle funding for capital projects through the Bicycle Funding Priority Grading System and Selection Process described in Chapter 4.

Evaluation and Cooperation

At the heart of any successful program is a method to monitor and evaluate success. The Plan provides the necessary measurement tools to review the Plan's progress as well as improve the quantity and quality of bikeway facilities across local boundaries.

The Bicycle Advisory Committee which was established in 1973 has been an ongoing participant in past efforts to evaluate the progress of the 1977 and 1996 Plans' implementation. This 2010 Plan bolsters the BAC efforts by establishing both an Interdepartmental and ~~Inter~~Inter-jurisdictional Bicycle Plan Implementation Team to provide support and oversight of on-going programs, to establish clear responsibilities for each department and provide technical support for issues and projects that cross jurisdictional boundaries. The 2010 Plan also recognizes the importance of a continuing

relationship with the bicycle community and its valuable contributions to the implementation of the 2010 Plan and therefore establishes a Network Working Group to work alongside of City departments and local agencies providing continued insight and collaboration. In order to fully measure the impacts of the 2010 Plan identifies a number of programs which will enable the City to measure its progress and assess needed modifications.

Environment: Bicycles along Beaches, Rivers, At-Grade-Fixed-Transit Corridors and -in City and State Parks

This program section includes programs that support the Green Network described at length in the early paragraphs of this Chapter as well as programs that support future research and analysis to identify potential off-road bicycling options.

While there has long been interest among bicyclists to access paths and trails/utility roads within the City's parks, bicycle use is a particular challenge in Los Angeles Parks as there is both limited park acreage and limited funds to adequately provide the variety of uses requested by the City's population. For the purposes of this discussion off-road paths and trails have been separated into two categories. The first includes paths, typically paved, within City parks and built to recognized standards such as the ~~the~~ paths in Sepulveda Basin and the Harbor area. The second, and arguably the more contentious, include dirt trails in City parks that are typically located within hillside and/or mountain areas.

Paved Paths

The 2010 Plan recognizes the multiple demands and inherent conflicts that arise when mingling various users on a single path. The 2010 Plan, however further recognizes the benefits of utilizing path segments to facilitate neighborhood connectivity to nearby community services. In many instances the local street grid terminates at a local park and a bicyclist needing to access a school or library on the far side of the park, without the ability to bicycle through the park, is forced to circumnavigate the park to reach his/her destination. Unfortunately, many times this detour requires the bicyclist (often a child) to leave the comfort of the local street grid and navigate a more heavily traveled corridor. The 2010 Plan promotes continued use of the Recreation and Parks Commission's authority to grant, in special circumstances, permission for a particular pathway to be designated for local bicycle activity.

Trails

The Los Angeles Municipal Code currently prohibits the use of bicycles on unpaved roads and trails unless the Recreation and Parks Commission has designated a particular facility for bicycle use. To date only the trails in Mandeville Canyon have been designated for off-road bicycle use. When the City acquired Mandeville Canyon it was required to continue allowing off-road bicycling on the trail. Fortunately, off-road bicycle enthusiasts do have access to numerous off-road recreational and transportation oriented facilities in the nearby Santa Monica Mountains. Locally, the Mountains Recreation Conservation Authority (MRCA), in partnership with the National Park Service, the California Department of Parks and Recreation and the Mountains

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Restoration Trust has designated a Backbone Trail as well as several Multi-Use Trails; which serve multiple user types. In the eastern portion of the Santa Monica Mountains the Multi-Use Trails accommodate only bicyclists and hikers but in the western portion the designation permits horses along with bicyclists and hikers. The majority of the trails are limited exclusively for hikers but the designation of selected trails has directed mountain bicyclists to those trails and reduced the migration of mountain bicyclists onto trails where they are not permitted.

In acknowledgement of the growing demand for mountain bike trails the 1996 Bicycle Plan (1996 Plan) adopted a policy to study the feasibility of designating and developing bicycle trails in Griffith Park, Ernest Debs Park, the Recreation and Parks Department's Valley and Pacific Regions, DWP access and public utility rights of ways, and mountain fireroads. The 1996 Plan also contained implementation programs related to off-road bicycle use. Those programs directed staff to review the feasibility of establishing mountain bicycle trails and to prepare guidelines and standards for such trails. To support this endorsement eight public meetings were held between 1999 and 2000 to discuss mountain bicycles and the off-road policy. ~~Unfortunately, during~~ During that time the participating groups, which included the City of Los Angeles Bicycle Advisory Committee, Concerned Off-Road Bicyclists Association, the Los Angeles Recreation and Parks Commission, and the Mountain Bicycle Access Working Group could not reach a consensus and the use of mountain bicycles on city trails was not found feasible. As a part of the public participation process for the 2010 Plan additional meetings that included representatives from mountain bicyclist, hiker, and equestrian groups were held to determine, yet again, if common ground could be identified. While it is beyond the scope of this Plan and the current financial means of the City to propose a network of unpaved mountain bicycling paths, policies and programs have been identified in Chapter 4, Section 3.3 to address the continued pressures of multiple user types on the City's limited public park hillside and mountain areas.

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Bicycle Classification System

The Federal and State transportation system recognizes three primary bikeway facilities; Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III).

Bicycle Paths (Class I)

Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. They are located within or adjacent to flood control channels (Arroyo Seco, Ballona Creek, Los Angeles River), transit corridors (Orange Line), City parks (Balboa Park), or the coast (Venice Beach/Marvin Braude).¹

Bicycle Paths are popular for utilitarian and recreational riding.² The Orange Line Bus Rapid Transit (BRT) bicycle path and the proposed bicycle path along the Expo Light Rail Transit Line (LRT) provide valuable connections to mass transit and facilitate easier, more comfortable commutes for all types of riders. Class I facilities are typically preferred by less experienced riders and bicycle commuters whose trips are longer than a few miles. In the public outreach survey, 35% of respondents answered that bicycle paths

were their preferred facility, although only 16% responded that bike paths were needed to help reach their destinations.

Bicycle Lanes (Class II)

Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Lanes are most commonly found on major arterials (Laurel Canyon Boulevard, Sunset, Venice Boulevard, Santa Monica transit parkway, Central Avenue, Gaffey Street) and on wide collector streets (Chandler Boulevard, Griffith Park Boulevard, Grandview Boulevard, 30th Street). Bicycle lane widths on urban roadways can range from five to seven feet but should not exceed seven feet to keep motor vehicles from driving in them. Bicycle lanes along commercial corridors tend to provide access to destinations, making them useful for utilitarian trips. In the online public outreach survey conducted for this Plan, respondents answered that bicycle lanes were the most preferred (43%) and most needed (63%) facility.

Bicycle Routes and Bicycle Friendly Streets (Class III)

Bicycle-Friendly Streets and Bicycle Routes (Class III) are in-road bikeways where bicycles and motor vehicles share the roadway. They are typically intended for streets with low traffic volumes, signalized intersections at crossings or wide outside lanes. They have standard bicycle route signage and special engineering treatments to ensure motorists are aware of the presence of bicyclists and to add a level of comfort for bicyclists. While Bicycle Routes are a common bikeway designation adopted by the State, this Plan introduces the new concept of the Bicycle-Friendly Street (BFS).

Bicycle Routes (Routes) are preferably located on collector and lower volume arterial streets (51st Street, Wilbur Avenue) but currently the majority of the existing routes are located on heavily traveled arterials (Westwood, Broadway). To remedy this the 2010 Plan recommends that Routes located on an arterial roadway with high traffic volumes and speeds be designated as Future Planned: Potential Lanes (see Chapter 5 for full description) and that the use of Routes on arterials in the future be used in limited situations to either close a gap in the CBN or when a physical constraint would prevent the installation of a lane for a particular stretch of roadway.

Because it will not be feasible, due to inadequate road width or lack of environmental review, to immediately upgrade most of the existing Routes to Lanes the 2010 Plan establishes a pilot strategy (Program 1.1.5 A Enhanced Bicycle Routes) to add shared lane markings (sharrows) in the public right-of-way on selected Routes which meet the guidelines as established by the State of California MUTCD.

In the public outreach survey, 9% of respondents answered that bicycle routes on major arterials were their most preferred facility, versus 12% of respondents who answered that bicycle routes on local streets were most preferred. For the type of facility most needed to reach destinations, 15% answered bicycle routes on major arterials and 5% answered bicycle routes on local streets.

Bicycle-Friendly Streets (BFS) are lower volume residential local and collector streets and comprise the majority of the roadways included in the Neighborhood Bicycle

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Network. A toolbox of potential street treatments for these Class III bicycle facilities is included in the Technical Design Handbook.

BFS's are designated primarily on collector and local roadways. These corridors generally parallel major commercial corridors and, therefore, have the greatest potential to provide continuous bicycle access to neighborhood schools, libraries, parks, and retail areas. Wherever possible, BFS take advantage of existing signalized intersections and grade-separation infrastructure such as bridge or tunnel crossings of flood control channels or freeways. Current obstacles which require modification through capital infrastructure improvements are identified on the Neighborhood Bikeway Network Maps. At-grade crossing improvements have been proposed wherever a BFS intersects a major arterial roadway with no existing traffic signal. These intersections could be improved by providing refuge islands, bicyclist activated crossings, or regular traffic signals. Non-motorized (bicycle/pedestrian) bridges or tunnels are recommended to provide continuity where proposed BFS's terminate at flood control channels or freeways. Due to security concerns tunnels are the least favorable option.

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Traditional Six E's of Bicycle Planning:

Equity: Streets focuses on the establishment of new street standards and measurement tools which will facilitate the opportunity to incorporate bicycle lanes and other engineering enhancements in City streets;

Equity: Parking identifies the importance of providing bicycle parking at both the beginning and end of each bicycle trip;

Equity: Transit encourages the coordination of bicycling with all transit facilities;

Engineering consists of all of the physical aspects of the built environment which can affect the actual bicycling experience; bicycle lanes, paths, curb bulb-outs, curb radii, and even the condition of the street surface;

Enforcement ensures that motorists and bicyclists alike are adhering to the traffic laws;

Education provides a venue to inform cyclists and non-cyclists how to use the roads, teaches bicyclists how to plan a route to work, and encourages bicyclists, young and old, how to handle a bicycle skillfully;

Encouragement programs lead non-cyclists to try cycling and current cyclists to ride more often;

Evaluation programs determine what is working and what is not, and identifies new directions which may be worth pursuing.

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Additional Two E's developed for this Plan:

Economic: Financing identifies opportunities to lobby and expand the availability of local, state and federal funding for bicycle infrastructure along with enforcement, education, encouragement, and evaluation programs.

Environment: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks establishes and supports the implementation of the Green Network, and identifies a series of steps to evaluate the feasibility of incorporating bicycle paths and trails in City parks.

Appendix A

Chapter 4 Policies and Programs

This Chapter presents the goals, objectives, policies, and programs that together comprise the strategies to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. Toward this end, the 2010 Plan is guided by these ~~the following~~ three major citywide goals.

Increase the number and types of bicyclists who bicycle in the City.
Make every street a safe place to ride a bicycle.
Make the City of Los Angeles a bicycle-friendly community.

The Chapter is organized into three sections, one for each goal. Each goal has three to four objectives and each objective is accompanied by several policies and corresponding programs, which reinforce the values described in Chapter 3 (equity, encouragement, education, enforcement, engineering/maintenance, economics, evaluation and the environment).

GOAL 1

Increase the number and types of bicyclists who bicycle in the City.

Support the goal of increasing bicycle activity by increasing access to public rights-of-way, by providing additional bicycle parking, by facilitating access to ~~and~~ amenities around transit, and by increasing programs and educational ~~increased public bicycling activities that encourage~~ grow awareness of bicycling and diminish ~~obstacles~~.

Equity: Street Access Objective 1.1

Develop a comprehensive transportation and recreation bikeway system for the City of Los Angeles.

Policy 1.1.1

Establish bicycling as an officially designated mode of transportation in the State of California.

Program

A. Traffic Definition

Lobby the State of California to update the legal definition of “traffic” in the California Vehicle Code to include bicycles.

Lead Department: Council, CLA, Mayor

Objective: Create parity for the bicycle as a transportation vehicle.

Schedule: 2010-2012

Policy 1.1.2

Reduce automobile trips and greenhouse gas emissions by making 35% of all daily trips and 3% of ~~home-to-work~~commute trips bicycle trips by 2020.

Programs

A. ~~Citywide Bikeway~~Backbone Network

Establish a ~~Citywide Bikeway~~Backbone Network at an approximately two mile grid to provide access to Downtown Los Angeles, Regional and Community Centers, and community and citywide amenities on Secondary and Major Class II roadway facilities as well as off-road public rights-of-way.

Lead Department: DOT, DPW, LAPD.

Objective: Complete build out of network within 20-35 years.

Schedule: 2010-20352045

B. Neighborhood Bikeway Network

Establish a Neighborhood ~~Bikeway~~Network at an approximately one mile grid to provide local and regional access to community and citywide amenities on “bicycle friendly” local and collector streets as well as off-road public rights-of-way.

Lead Department: DCP, DOT, DWP

Objective: Complete build-out of network within 20-35 years.

Schedule: 2010-20302045

C. Five Year Implementation Strategy

In collaboration with the community and Council Districts Develop-develop a comprehensive implementation strategy to identify funds and construct at least 200 miles of bicycle facilities on the CBN-Backbone and Neighborhood Networks NBN every five years until complete. Bikeways that fill geographic gaps in either of the Networks and/or are in neighborhoods with low-income populations will be prioritized. See 3.1.4.A and B. Develop and post on-line a matrix of the selected bikeways that includes the current roadway width, number of lanes, number of on-street parking spaces, traffic volumes and other opportunities and challenges.

Lead Department: DCP, DOT, DWP, in collaboration with the Network Working Group and Bicycle Plan Implementation Team. (See associated programs)

Objective: Complete approximately a four-mile grid network by 2015, a two-mile grid network by 2020, and one-mile grid network by 203the build-out of the Backbone and Neighborhood Network as quickly as funding and staffing permits..0-

Schedule: 2010-20302045

D. Comprehensive Safe Routes to School Strategic Plan

In partnership with the community and local schools, identify, develop and adopt a Comprehensive Safe Routes to School Strategic Plan (Strategic Plan). Utilize safety and accident data (SWITRS, See Program 2.2.4A), as the underlying basisframework for the Citywide Safe Routes to School Strategic Plan. Further pPrioritizatione -of the selection of routes for future funding should also consider: project location in/near the Backbone

and Neighborhood Networks, percentage of students receiving free and reduced lunch (California Department of Education) and having a high number of students that live within a two-mile radius of the school. Coordinate program with LAUSD.

Lead Department: DCP, DOT, with support from LAPD, and LAUSD

Objective: Develop a Strategic Plan to guide the City in its Safe Routes to School Applications and other related funding efforts.

Schedule: 2010-2035

Policy 1.1.3

Add neighborhood linkages to the Citywide and Neighborhood Bikeway Networks.

Programs

A. School Parent Organizations

Collaborate with parents and community organizations to identify and develop bikeway infrastructure improvements around all Los Angeles elementary, middle, and high schools with support and coordination from LAUSD.

Lead Department: DCP, DOT, with support and coordination from LAUSD

Objective: Increase bicycle facilities to and from local schools and adjoining neighborhoods.

Schedule: 2012-2020

B. Downtown Bikeways

Plan and implement a series of interconnected bikeways within the downtown area to link bicyclists to employment, retail, residential, civic, cultural and recreational destination.

Downtown bikeways should be integrated with the existing Downtown Street Standards.

Lead Department: DCP, DOT

Objective: Increase bicycling within the downtown core by adding bikeway infrastructure and improving safety.

Schedule: 2011-2014

C. Gated Communities

Encourage community members to work with their Council office, Neighborhood Councils, other community organizations and gated communities to identify opportunities to permit bicycles through gated entryways.

Lead Department: Council offices

Objective: Provide bicyclists with access through gated entryways.

Schedule: 2011-2015.

Policy 1.1.4

Establish Bicycle Friendly Streets to encourage bicycling on streets with low traffic volumes and slow speeds.

Programs

A. Bicycle Friendly Streets

Use a combination of at least two ~~or three~~ traffic calming and, intersection treatments, in addition to, ~~share or shared~~ pavement markings, and signage and ~~non standard~~ treatments approved for bikeway design as per described in the Technical Design Handbook and/or Federal and State MUTCDs to discourage non-local motor vehicle traffic and to make it easier and safer for bicyclists and pedestrians to travel on local and collector streets, and to cross intersections, and discourage non-local motor vehicle traffic.

Lead Department: DOT, DPW's Bureau of Engineering

Objective: ~~Establish 516 miles of~~ Enhance the quality of Bicycle Friendly Streets by 2035.

Schedule: 2010-2035

Policy 1.1.5

Upgrade Bicycle Routes

Programs

A. Enhanced Bicycle Routes

Upgrade existing routes with shared lane ~~row~~ markings and signage to increase motorist awareness of bicycle presence.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Bicycle Routes by slowing vehicular speeds and increasing motorist awareness of the presence of bicyclists.

Schedule: 2010-2015

Policy 1.1.6

Increase the number of bicycle lanes and/or improve the quality of the street right of way for bicyclists.

Programs

A. Major Highway Class II Street Designation Review

~~Re-evaluate streets with peak hour travel lanes and explore opportunities to incorporate a bicycle lane where it is determined that a bicycle lane would be a more effective option than a peak hour travel lane. Consider designating such streets as Major Highway Class II Modified and utilizing additional road capacity for bicycle lanes. In collaboration with~~ cyclists, community stakeholders, and City departments update the Major Highway Class II roadways, included in the Backbone Network, to include modified street standards that include the addition of bicycle lanes, bicycle-bus-only lanes and/or other engineering treatments.

Lead Department: DOT, DCP

Objective: ~~Increase opportunities for bicycle lanes~~

~~Improve safety and quality of bicycling experience on Major Highway Class II roadways. on Major Class II road ways.~~

Schedule: 2010-20202035.

B. Secondary Road Mobility

In collaboration with cyclists, community stakeholders, and City departments, update Secondary streets included in either the Backbone and/or Neighborhood Bikeway Network, to incorporate modified street standards that include the addition of bicycle lanes and/or other engineering treatments.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Secondary Streets.

Schedule: 2010-2035

BC. Local and Collector Street Mobility

In collaboration with cyclists, community stakeholders, and City departments update Local and Collector streets included in either the Backbone and/or Neighborhood Networks, to incorporate modified street standards that could include reduced street lane width, the addition of bicycle lanes, Bicycle Friendly Street Features or wide curb lanes.

Identify opportunities to narrow roadway width on Local and Collector streets where there is excess street right-of-way.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Local and Collector Streets.

Schedule: 2010-2015/2035

C. Secondary Road Mobility

Identify opportunities to narrow roadway width and/or eliminate travel lanes where there is either excess street right-of-way or support for reduced traffic capacity.

Lead Department: DOT

Objective: Improve safety and quality of bicycling experience on Secondary Streets.

Schedule: 2010-2015

D. Modified Cross-Sections

Using the Modified Cross-Sections included in the Technical Design Handbook and Street Classification Study, develop and adopt new street cross-sections that accommodate a range of bikeway facilities as Standard Cross-Sections in the City's Standard Plans.

Lead Department: DCP, DOT, DPW

Objective: Adopt Standard Cross-Sections that incorporate bikeway facilities.

Schedule: 2010-2012.

E. Appropriate Speed Limits for Complete Streets

Develop and advocate for state legislation to support reducing posted traffic speeds. Revised methodology should account for all roadway users (including pedestrians and bicyclists), adjacent land uses, and street user demand.

Lead Department: DOT, DCP, Mayor's Office, CLA

Objective: Ensure safer streets for all users, provide enforcement for consistent travel speeds, and increase survival rates of pedestrians and bicyclists in case of collision.

Schedule: 2011-2015 (or until achieved)

Policy 1.1.7

Increase the number of bicycle lanes.

Programs

A. Transit/Bikeway Priority Streets

Establish Major Class II Streets within the ~~Citywide Bikeway~~Backbone Network that have Rapid Bus Service as Transit/Bicycle Priority Streets. Review the need for a peak hour travel lane on Transit/Bicycle Priority Streets. Install transit/bicycle only lanes where feasible.

Lead Department: DOT

Objective: Increase opportunity for bicycle lanes on Major Class II roadways.

Schedule: 2010-2020

B. Protected Bicycle Lanes

Develop a pilot project to test the use of a protected bicycle lane on Major Class II or Secondary roadways. (See Technical Design Handbook)

Lead Department: DOT, DCP

Objective: Improve bicycle safety on heavily traveled roadways.

Schedule: 2011-~~2030~~2013

C. Street Parking Removal

Identify favorable opportunities to remove parking to accommodate bicycle lanes.

Lead Department: DOT, DCP, City Council

Objective: Increase miles of bicycle lanes.

Schedule: 2010-2015

D. Street Resurfacing Bicycle Lane Opportunities

Identify opportunities to install bicycle lanes and/or other bicycle--supportive engineering enhancements on street segments longer than one-quarter mile that have been included in the annual street paving schedule (See 2.3.5.C). City staff shall work with both the Bicycle Plan Implementation Team (BPIT- see 3.2.2 A) and the Network Working Group (NWG- see 3.2.2. B) to identify potential design solutions. If staff determines that a bicycle lane is not feasible, than the BPIT and the NWG shall be notified in a timely manner prior to the street resurfacing.

Lead Department: DPW-BSS

Objective: Increase cost effective means of installing bicycle lanes on City streets.

Schedule: 2011-ongoing

~~D. Environmental Clearance of Potential Bicycle Lanes~~

~~Analyze the impact of the removal of traffic lanes to comply with the California Environmental Quality Act (CEQA).~~

Lead Department: DCP

~~Objective: Obtain environmental clearance for all lanes identified in each respective five year implementation strategy.~~

Schedule: 2010-2030

Policy 1.1.8

Require a public hearing for the proposed removal of an existing bicycle lane or path.

Program

A. Public Hearing Process for Bicycle Facility Removal.

Require a public hearing with the City Council's Transportation Committee for any proposed lane removal (without replacement) or street improvement for a distance over one-quarter (1/4) of a mile that would preclude of an existing or designated bicycle lane or path.

Lead Department: DOT, DCP, City Attorney, CLA

Objective: Provide opportunity for public input -prior to the removal of an existing bicycle lane or path.

Schedule: 2010-20152035

Equity: Parking Objective 1.2

Encourage the use of bicycles for everyday transportation by ensuring the provision of convenient and secure bicycle parking and support facilities Citywide.

Policy 1.2.1

Develop and implement citywide bicycle rack and location standards.

Programs

A. Bicycle Parking Equipment Standards

Develop and ~~adopt~~ implement bicycle standard parking equipment standards for bicycle parking equipment installed within the public right-of-way or private developments. Post an educational information guide on the City website to highlight information about the new standard.

Lead Department: DOT, DPW-BOE

Objective: ~~Adopt standards and information guide; Disseminate standards on website.~~ Improve the quality of bicycle parking equipment and increase awareness of the new equipment standards to developers and property owners.

Schedule: 2011

Policy 1.2.2

Increase the supply of quality bicycle parking in public rights of way.

Programs

A. Sidewalk Bicycle Parking Program

Continue to install and maintain City-standard bicycle racks on sidewalks. ~~in order to serve business districts.~~ Identify areas with demand for bicycle racks and implement an installation schedule. Prioritize the installation of racks on streets within either the Backbone and/or Neighborhood Networks.

Lead Department: DOT

Objective: Add 400 additional racks per year.

Schedule: 2010-2020

B. On-Street Bicycle Parking Corrals

~~Study the feasibility of constructing~~Develop bicycle parking corrals in on-street parking spaces as a ~~public~~-public-private partnership. Implement a pilot installation and evaluate the feasibility and criteria for widespread use. Prioritize Network streets as potential locations for corrals.

Lead Department: ~~DPW~~ –BSS, DOT, ~~DPW~~

Objective: Increase availability of bicycle parking by providing bicycle parking opportunities in existing on-street automobile parking spaces.

Schedule: 2010-2015

Policy 1.2.3

Increase the supply of quality bicycle parking in City facilities.

Programs

A. Bicycle Parking Standards in City Facilities.

Amend LAMC 12.21-A 16(a) to ~~increase~~modify the bicycle parking requirement at all City owned and operated facilities ~~from 2% of automobile parking spaces with a minimum of one (1) to provide bicycle parking to spaces for 5% of automobile parking employees and estimated daily visitors spaces with a minimum of five (5) bicycle parking spaces.~~

Lead Department: DOT, DCP

Objective: Increase bicycle parking

Schedule: 2010-2012

B. City Owned, Operated and Leased Facility Bicycle Parking Review.

Review all City-owned, operated, and leased facilities for compliance with the city's bicycle parking standards. Increase bicycle parking to meet LAMC requirements where deficiencies are identified.

Lead Department: DOT, GSD

Objective: Provide adequate bicycle parking at all city owned, operated and leased facilities.

Schedule: 2012-2015

C. Recreation and Parks Bicycle Parking Standards

Provide approved bicycle parking at recreation centers and parks. Review all recreation centers and parks for compliance with the City's design standards and ordinances related to bicycle parking. Create solutions and seek funding to bring the facilities into compliance.

Lead Department: ~~RAP~~, DOT.

Objective: Increase the availability of bicycle parking at all City owned recreation and parks facilities by 2015.

Schedule: 2010-2015

Policy 1.2.4

Ensure the maintenance of safe, secure bicycle parking facilities.

Programs

A. Bicycle Parking Handbook

Provide information to developers, property managers and building inspectors about bicycle parking and support facilities to comply with LAMC bicycle parking requirements.

Lead Department: DOT

Objective: Provide and disseminate handbooks on the web.

Schedule: 2012-2015

B. Bicycle Parking Training

Develop a Bicycle Parking Requirements Enforcement Training Presentation and post on the Bicycle website. Provide training sessions to the Department of Building and Safety and other City staff on the LAMC bicycle parking requirements.

Lead Department: DOT, DBS

Objective: Improve knowledge of bicycle parking standards and requirements among appropriate staff, building inspectors in order to appropriately enforce bicycle parking requirements.

Schedule: 2012-2015

Policy 1.2.5

Encourage the installation of bicycle parking at public schools, colleges, and universities.

Programs

A. Public School Bicycle Parking

Coordinate with the Los Angeles Unified School District (LAUSD) to encourage the installation of quality bicycle parking at public schools within the City of Los Angeles. Work with LAUSD to identify bicycle parking needs and solutions.

Lead Department: ~~LAUSD~~, DOT

Objective: Install bicycle parking spaces, in front of the school entrance or other visible high traffic location, for at least 5% of the student body and faculty.

Schedule: 2015-2020

B. Community College Bicycle Parking

Coordinate with the Los Angeles Community College District (LACCD) to encourage the installation of quality bicycle parking, in front of the school entrance or other visible high traffic location, at all community colleges within the City of Los Angeles. Work with LACCD to identify bicycle parking needs and solutions.

Lead Department: ~~LACCD~~, DOT

Objective: Install bicycle parking spaces for at least 5% of the student body and faculty.
Schedule: 2010-2020

C. University Bicycle Parking

Coordinate with local four year universities to encourage the installation of quality bicycle parking, in front of the school entrance or other visible high traffic location, on all campus locations within the City of Los Angeles. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the student body and faculty.
Schedule: 2015-2020

Policy 1.2.6

Encourage the installation of bicycle parking, in front of the facilities' entrance or other visible high traffic location-at, at all Federal, State and County facilities located within the City of Los Angeles.

Programs

A. Federal Facility Parking

Coordinate with Federal officials to encourage the installation of quality bicycle parking at all Federal facilities within the City of Los Angeles, to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.
Schedule: 2012-2017

B. State Facility Parking

Coordinate with State officials to encourage the installation of quality bicycle parking at all State facilities within the City of Los Angeles to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.
Schedule: 2012-2017

C. County Parking

Coordinate with County officials to encourage the installation of good quality parking at all County facilities within the City of Los Angeles to meet or exceed City bicycle parking standards. Conduct outreach to identify bicycle parking needs and solutions.

Lead Department: DOT

Objective: Install bicycle parking spaces for at least 5% of the vehicle parking.
Schedule: 2012-2017

Policy 1.2.7

Develop and implement citywide bicycling parking standards.

Programs

A. Private Property Bicycle Parking Standard for Commercial and Industrial projects.

Amend LAMC Section 12.21 A.16 to increase the City's requirements for bicycle racks, lockers, and shower amenities in commercial and industrial projects. Require design and placement to comply with City standards.

Lead Department: DCP, DOT

Objective: Increase the supply of secure bicycle parking.

Schedule: 2010-2015

B. Private Property Bicycle Parking Standard for Residential projects.

Amend LAMC Section 12.21 A.16 to augment the City's bicycle parking requirements to include bicycle racks and lockers in multi-family residential projects.

Lead Department: DCP, DOT

Objective: Increase the supply of secure bicycle parking in appropriate key, safe locations.

Schedule: 2010-2015

C. Parking at Existing Major Destinations

Work with special event facilities' managers to provide convenient, secure, good quality and well-lit bicycle parking facilities at special event venues such as Dodger Stadium, the Staples Center/LA Convention Center, and the LA Memorial Coliseum/Sports Arena.

Lead Department: DOT

Objective: Provide and/or increase the supply of good quality bicycle parking at major event destinations.

Schedule: 2010-2015

D. Transit Oriented District Plans

Review and update all existing Transit Oriented District Plans (TODs) to include bicycle access and amenities.

Lead Department: DCP

Objective: Increase the supply of safe and visible bicycle parking in TOD areas.

Schedule: 2010-2015

E. TDM Ordinance Revision

Include bicycle parking and other bicycle use incentives as a Transportation Demand Management (TDM) measure to mitigate traffic/vehicle trips for purposes of CEQA compliance for commercial, residential and mixed-use development projects.

Lead Department: DCP, DOT

Objective: Update TDM measures to include bicycle parking and other incentives to increase bicycle use for commuting.

Schedule: 2010-2015

F. Expanded Bicycle Parking Standard

Explore the feasibility of permitting reduced vehicle parking in exchange for bicycle parking especially in locations along the Backbone Network and/or adjacent to a transit station.

Lead Department: DCP

Objective: Increase the availability of bicycle parking and reduce the quantity of vehicle parking.

Schedule: 2011-2013

G. Storage of Bicycles Inside Buildings

Establish an ordinance to require building owners and managers to permit bicycles to enter and be stored inside a building when safe and secure bicycle parking is not available elsewhere on the premises.

Lead Department: DPW, RAP, DOT

Objective: Expand the bicycle parking options for bicyclists.

Schedule: 2011-2013

Policy 1.2.8

Encourage creative solutions to increase the availability of bicycle parking.

Programs

A. Creative Artist-Designed Bicycle Parking Solutions

Support and develop creative bicycle parking solutions in the public rights-of-way.

Lead Department: DOT, DPW-BOE/BSS

Objective: Create guidelines within bike parking standards.

Schedule: 2015-2020

B. Parking Meter Posts

As existing parking meters are eliminated citywide maintain a minimum of 25% of existing parking meter posts and retrofit for bicycle parking.

Lead Department: DOT

Objective: Increase on-street bicycle parking locations.

Schedule: 2010-2015

C. Street Furniture Definition

Include bicycle racks in the definition of street furniture to utilize streetscape funding opportunities.

Lead Department: DPW, City Attorney

Objective: Increase funding options for bicycle racks.

Schedule: 2010-2015

Equity: Transit Objective 1.3

Expand bicyclists' range and mobility options through the integration of bicycling into the region's transit system.

Policy 1.3.1

Incorporate bikeways into transit projects that include an exclusive right-of-way.

Programs

A. Bikeways along Exclusive Transit Rights- of-Way

Continue to include Class I bikeways adjacent to new exclusive surface transit rights-of-way. Identify all major transit projects under development and work with Metro and other appropriate agencies to incorporate bikeways in new transit projects.

Lead Department: DOT, DCP, ~~Metro~~

Objective: Construct Class I bikeways along transit rights-of-way in coordination with transit projects.

Schedule: 2010-2015

B. Bicycle-Transit-Only Lanes

Allow bicycle use on surface street bus-only lanes as permitted by California Vehicle Code (CVC) 21202. Work with Metro to develop bus-only lane standards to accommodate bicycles and install appropriate signage and on-street markings. Identify corridors on the Backbone Network that are potential candidates for the inclusion of bus-only lanes.

Lead Department: DOT, ~~Metro~~, DCP

Objective: Install Bicycle-Transit-Only Lanes.

Schedule: 2010-~~2015~~2025

Policy 1.3.2

Maximize Bicycle Amenities at Transit Stops and Stations.

Programs

A. Clean Mobility Hubs (Bicycle Commuter Center)

Work with transit agencies and adjacent property owners to include attendant operated bicycle storage, lockers, restrooms and showers, and bicycle rental and repair facilities, and WiFi at all transit stations identified as Clean Mobility Hubs on the Bicycle Plan Maps. Coordinate and support Metro efforts as necessary. Leverage the ~~Mayor's and appointee's role~~ role of the Mayor and the Mayor's appointees as members of the Metro board and/or the Metro Technical Advisory Committee to increase support for the development of bicycle amenities at transit locations. Prioritize the development of Hubs that are located on the Backbone Network.

Lead Department: City Council, DCP, DOT, Office of the Mayor, ~~Metro~~

Objective: Install attendant operated bicycle services at all Clean Mobility Centers.

Schedule: 2010-2020

B. Multi-Mobility Hubs

Work with transit agencies and adjacent property owners to include short term and long term secure bicycle storage, bicycle rental facilities, lockers, bicycle maps and WiFi at transit stations identified as Multi-Mobility Hubs on the Bicycle Plan Maps. (See Citywide-Backbone and Neighborhood Bicycle-Networks Maps) Coordinate and support

Metro efforts as necessary. Prioritize the development of Hubs that are located on the Backbone Network.

Lead Department: City Council, DOT, DCP, Office of the Mayor, ~~Metro~~

Objective: Install bicycle facilities at all Multi-Mobility Hubs.

Schedule: 2012-2017

C. Transit Station Bicycle Parking

Work with Metro, other transit agencies and adjacent property owners to include bicycle parking racks and lockers at all existing and new transit stations identified as Bicycle Transit Hubs in the Metro Bicycle Transportation Strategic Plan (BTSP).

Lead Department: DOT, DCP, ~~Metro~~

Objective: Increase bicycle parking at transit hubs.

Schedule: 2010-2020

D. Bus Stop Bicycle Parking

Work with Metro, local transit agencies and adjacent property owners to include bicycle parking racks within 50' of all existing and new transit stops. Prioritize bus stops that are located on either the Backbone or Neighborhood Networks.

Lead Department: DOT, DCP, ~~Metro~~

Objective: Increase bicycle parking at bus stops.

Schedule: 2012-2030

Policy 1.3.3

Establish a bicycle sharing network around each of the Multi-Mobility Hubs and Clean Mobility Hubs.

Programs

A. Bicycle Sharing Network

Work with private enterprise, Metro, and local and county agencies to develop a bicycle sharing network at each of the Multi-Mobility Hubs and Clean Mobility Hubs identified on the Bicycle Plan Maps.

Lead Department: DOT, City Council, Office of the Mayor, ~~Metro~~

Objective: Increase short term bicycle use within a five mile distance of Multi-Mobility Hubs and Clean Mobility Hubs.

Schedule: 2010-2015

Policy 1.3.4

Accommodate bicycles on transit vehicles and taxis

Programs

A. Bus-Bicycle Racks

Work with Metro and local transit agencies to include bicycle racks on Metro and municipal bus lines that operate within the City of Los Angeles.

Lead Department: DOT, City Council, Office of the Mayor, ~~Metro~~

Objective: Increase bicycle carrying capacity on all local buses.

Schedule: 2010-2015

B. Three-Bicycle Racks

Work with Metro and local transit agencies to increase the bicycle carrying capacity of all Metro and Municipal bus lines operating within the City of Los Angeles from two to three. Prioritize the upgrade on bus lines that are along the Backbone Network.

Lead Department: DOT, City Council, Office of the Mayor, ~~Metro~~

Objective: Increase the bicycle carrying capacity of all buses with racks.

Schedule: 2010-2015

C. Advocacy for Bicycles on Trains

Work with Metro to create opportunities for increasing the capacity for bicycles on all Metro trains and lift time of day and capacity restrictions

Lead Department: DOT, City Council, Office of the Mayor, BAC and ~~Metro~~

Objective: Increase bicycle access to trains.

Schedule: 2010-2015

D. Operator Judgement (Bicycles on Buses)

Work with Metro and local transit operators in the City of Los Angeles to allow operators to make decisions regarding allowing bicycles on buses when space on bus allows, racks are full, service is last of the day or in inclement weather.

Lead Department: DOT, City Council, Office of the Mayor, BAC and ~~Metro~~

Objective: Increase bicycle access to buses.

Schedule: 2010-2015

E. Turnstile Design

Work with Metro and local transit agencies to ensure that all turnstiles can accommodate a bicycle.

Lead Department: DOT, City Council, Office of the Mayor, BAC and ~~Metro~~

Objective: Facilitate bicycle access to transit.

Schedule: 2010-2015

F. Bicycle Racks on Taxis

Integrate bicycles with taxi service by adding bicycle racks on-to all of the taxi cabs that operate through the Department of Transportation.

Lead Department: DOT

Objective: Seamlessly incorporate bicycle travel with the use of taxis. Expand the range of bicycle mobility.

Schedule: 2010-2014.

Encouragement Objective 1.4

Encourage and facilitate bicycle riding as an important mode of personal transportation as well as a pleasant source of outdoor exercise, a mode of transportation and recreation that is healthy, economical, and sustainable.

Policy 1.4.1

Promote bicycling through City-sponsored events and through a non-profit ~~entity~~entities.

Programs

A. Monthly Car-Free Days

Coordinate a Car-Free Day on a regular basis each month. Provide information and incentives for drivers to leave the car behind for a day. Post materials at BicycleLA.org Website and work with Metro and City Council offices to provide incentives and disseminate materials to event participants.

Lead Department: Mayor's Office, City Council, DOT, DPW, ~~Metro~~

Objective: Reduce car use by 5%.

Schedule: 2010-2015

B. Los Angeles Bicycle Tours

Organize, ~~and lead,~~ and provide support to local and citywide bicycle tours as either stand alone events or in conjunction with events such as the Los Angeles Marathon and the Los Angeles Triathlon. Identify and work with potential community partners including bicycle advocacy groups, neighborhood councils, neighborhood preservation groups, historical societies, merchant groups and Business Improvement Districts (BIDs). Encourage the selection of streets on the Backbone and Neighborhood Networks for the tours.

Lead Department: Mayor's Office, City Council, DOT, RAP, LAPD, Fire Department (LAFD)

Objective: Support at least one event annually.

Schedule: 2012-2017

C. Recreational Rides

Organize and lead local and citywide recreational rides ranging from 5-30 miles.

Prioritize routes that include the Green, Backbone or Neighborhood Networks.

Lead Department: RAP, Mayor's Office, City Council, DOT, DPW.

Objective: Increase participants by 10% each year.

Schedule: 2012-2017

D. Summer Ride Series

Organize, ~~and lead,~~ and provide support to local and citywide bicycle rides. Prioritize routes that include the Backbone and Neighborhood Networks.

Lead Department: RAP, Mayor's Office, City Council, DOT, LAPD.

Objective: Increase participants by 10% each year.

Schedule: 2012-2017

E. Ciclovias (Car free Weekend/Holiday Roadways)

Provide support to ~~Partner with~~ local organizations to organize Ciclovias (a series of local and citywide road closure events) on weekends and holidays to provide bicyclists, walkers, skaters and others a recreational opportunity by creating public space for non-

vehicular activities within the roadway area. Encourage the selection of streets on the Backbone and Neighborhood Networks.

Lead Department: Mayor's Office, City Council, RAP, DOT, DPW, LAPD, LAFD~~Fire.~~

Objective: Increase participants by 5% each event.

Schedule: 2010-20152035

F. Non-Profit Coordination

Support and expand local non-profit efforts to coordinate and plan bicycle events.

Encourage the use of streets on the Backbone and Neighborhood Network for the events.

Lead Department: Mayor's office, DOT

Objective: Support multiple events.

Schedule: 2010-2035

G. Streets as Public Space

Encourage the use of Backbone and Neighborhood Streets for a variety of events such as Farmers' Markets, Art Cycles and other cycling events, parades, races, and art fairs to promote public awareness of streets as public space.

Lead Department: Mayor's Office, City Council, RAP, DOT, DPW, LAPD, LAFD~~Fire.~~

Objective: Expand the use of public streets for multiple users.

Schedule: 2010-2035

Policy 1.4.2

Provide widespread and user-friendly information on the location and quality of bicycle facilities.

Programs

A. Citywide Bikeways Map

Provide and distribute physical and electronic copies of ~~the~~ Citywide Bikeway Map that includes information about the Citywide Green, Backbone, and Neighborhood Networks and the Citywide Transit System, and locations of the Clean Mobility Hubs, Multi-Mobility Hubs and bus stops with bicycle amenities.

Lead Department: DOT

Objective: ~~Distribute maps on website to download or view and distribute physical copies at local venues~~ To provide information that will assist cyclists to find secure bicycle parking and other bicycle amenities.

Schedule: 2010-2035 ~~2015~~

B. Backbone Network Map

Provide and distribute physical and electronic maps of the Backbone Network. Include information about local amenities, area destinations, bicycle hubs, transit connections, and bicycle parking and other bicycle services.

Lead Department: DOT

Objective: Expand awareness of the Backbone Network and its adjacency to numerous destinations, services and amenities.

Schedule: 2010-2035

BC. Neighborhood Bikeways Network Maps

Work with local Business Improvement Districts, Neighborhood Councils, and Chambers of Commerce to develop, fund, and distribute physical and electronic local versions maps of localized portions of the Citywide/Neighborhood Bikeway and Backbone Networks.

Maps:

Lead Department: DOT

Objective: Distribute maps, on website to download or view and distribute physical copies at local venues.

Schedule: 2010-2035 ~~2015~~

CD. Public Bicycle Parking Facility Map and Database

Develop and provide a map that includes the public bicycle parking facilities. Maintain a database of the facilities that includes the number of bicycle parking spaces, ownership of the facility, and other amenities.

Lead Department: DOT

Objective: Distribute maps on website to download or view and distribute physical copies at local venues.

Schedule: 2010-2035 ~~15~~

DE. City's Bikeway Plan Website

Continue to maintain the BicycleLA.org website to provide bicyclists with current information about safety, future improvements, events, network maps, route information and suggestions, maintenance and other relevant information. Provide enhanced tools for hazard reporting, mapping of reported hazards and tracking of repairs.

Lead Department: DOT

Objective: Increase visitors to download or view on-line information.

Schedule: 2010-2035

~~2015~~

F. Existing Bikeways Map

Update and publish the Existing Bikeways Map each year. The map should identify the type, location, and number of new miles that were added within the past year as well as other bikeway modifications that may have occurred.

Lead Department: DOT

Objective: Provide communities with up-to-date information on additions and other changes that have occurred within the past year.

Schedule: 2010-2035

G. Poster Campaigns

Promote awareness of the Green, Backbone, and Neighborhood Networks through the installation of posters and/or banners. Installation could either temporary or permanent and could be used to inform the community about the Networks as well as focus on a variety of topics including safe driving practices, and or bicycling encouragement.

Lead Department: DOT

Objective: Expand community awareness of the Networks.

Schedule: 2011-2035

H. Wayfinding (see also Program 2.3.3. E)

Develop and install wayfinding signage along the Green, Backbone, and Neighborhood Networks to inform cyclists of key destinations along or adjacent to their route.

Lead Department: DOT

Objective: Facilitate and promote bicycle access to key destinations.

Schedule: 2011-2035

Policy 1.4.3

Promote bicycle commuting and encourage safe bicycling practices in Los Angeles.

Program

A. Bicycle Ambassador Program

Develop a Bicycle Ambassador Program to attend public events including health fairs and community bike rodeos to broaden awareness of bicycling and provide safety information. Work with the City and Metro to disseminate information about the Program

Lead Department: DOT, Metro

Objective: Disseminate two Ambassadors to 10 promotional events each year.

Schedule 2010-2020

AB. Bicycle Buddy Program

Develop and operate a Bicycle Buddy Program to encourage the use of the bicycle for commuting purposes on the Backbone Network. Work with the City and Metro to disseminate information about the Program.

Lead Department: DOT, Metro

Objective: Schedule 2011-2020

C. Bike to Work/School Week

Expand the City of Los Angeles Bike-to-Work Week efforts by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work -and school-. Distribute materials and post information on the BicycleLA Website.

Lead Department: Mayor's Office, City Council, DOT, DPW

Objective: Increase ~~bike~~ Bike to work-Work/School week registration by 5% each year.

Schedule: 2012-~~2015~~2035

GOAL 2

Make every street a safe place to ride a bicycle.

Create safe streets by increasing education efforts for motorists, bicyclists, and pedestrians; by increasing awareness of bicyclists' rights and responsibilities; by increasing enforcement of moving violations; by focusing improvements at locations with high rates ~~numbers~~ of collisions, and by ensuring that all streets, particularly those with bicycle facilities, ~~are~~ regularly maintained to provide a safe and comfortable environment for bicyclists.

Education Objective 2.1

Disseminate information and provide comprehensive education programs for motorists, bicyclists, ~~motorists~~ and the general public to improve bicycle safety and encourage increased bicycle use.

Policy 2.1.1

Support and encourage third-party bicycle education classes.

Programs

A. Safe Cycling Classes

Work with local bicycle advocacy organizations to develop, promote and support a series of bicycle education classes. Include information on safe bicycling, bicycle maintenance and security. Reach out to LAUSD to ensure that schools are promoting these classes to interested students.

Lead Department: DOT

Objective: Hold regular clinics that provide training and outreach to stakeholders, including LAUSD, to ensure they are aware of the training sessions. ~~annually.~~

Schedule: 2012-2017

Policy 2.1.2

Educate motorists, bicyclists, ~~motorists~~ and the general public on bicycle safety and maintenance.

Programs

A. Bicycle Safety Literature and Distribution Program

Develop Bicycle Safety literature and implement a strategy to distribute the literature to motorists, city employees, bus, truck and heavy vehicle operators. Work with Metro and local transit agencies to disseminate information about the Program

Lead Department: DOT, Personnel, POLA, ~~Metro local bus operators.~~

Objective: Distribute literature to City employees, motorists, and bus, truck and heavy vehicle operators each year.

Schedule: 2012-2015 ~~2035~~

B. Bicycle Safety and Maintenance Program

Develop curriculum and conduct classes for bicyclists at City recreation centers and libraries and work with LAUSD to help with outreach on availability of classes.

Lead Department: DOT, RAP

Objective: Provide classes each year that funding is available.

Schedule: 2012-~~2035~~ 2017

C. DMV Bicycle Education Program

Encourage the Department of Motor Vehicles to develop a bicycle safety/awareness component to be incorporated into motorist education program, distribute informational pamphlets to motorists about bicyclists' rights and responsibilities, and include information as to how to safely share the road with bicyclists.

Lead Department: Mayor, CLA, Council, DOT

Objective: Distribute pamphlets each year to motorists when registering or renewing their vehicle registration and when receiving or renewing their drivers license.

Schedule: 2010-~~2035~~ 2017

D. Poster Campaigns (see Program 1.4.2. G.)

Develop and install posters and banners along the Backbone Network to expand motorist awareness of bicyclists.

Objective: Educate motorists on the role of the Backbone, the presence of bicyclists and their legitimate right to the road.

Lead Department: DOT

Schedule: 2012-2035

E. Bicycle Facility Education

In addition to general bicycle transportation awareness, outreach campaigns also should educate the public about the benefits and use of specific bicycle -facilities. Newly introduced traffic control devices, such as the shared roadway bicycle markings (sharrows) require specific educational outreach to the public. Outreach can be done through door hangers, "coming soon" signs, and other on-street, online and innovative media tools. Prior outreach should be conducted, as well, when implementing new bicycle infrastructure.

Lead Department: DOT.

Objective: Encourage motorists to respect bicyclists' legal right to use the road, promote safe driving practices and inform cyclists unfamiliar with new infrastructure how to properly use it to encourage safe cycling.

Schedule: 2011-2030

Policy 2.1.3

Educate school children on safe bicycling behavior.

Programs

A. Bicycle Safety and Transit Education Program

In coordination with LAUSD, continue the City's School Bicycle Safety and Transit Education program that provides education and bicycle and pedestrian safety information about transit to children between the ages of four and thirteen at LAUSD schools.

Lead Department: DOT and LAUSD

Objective: Educate 200,000 children each year on bicycle and pedestrian safety and provide information about transit. Provide a yearly report to the City Council Transportation Committee on the number of children educated.

Schedule: 2010-2015

Policy 2.1.4

Increase bicycle education at Los Angeles schools.

Programs

A. Bicycle School Pilot Program.

Work with local parent organizations, LAUSD school officials, school police and traffic officers in middle schools to develop education and encouragement programs, provide better bicycle parking, and identify preferred bikeway routes to schools, bicycle parking and educational programs. Identify locations for and implement pilot programs.

Lead Department: DOT, LAUSD, PTAs, LAPD

Objective: Increase bicycle facilities and programs at middle schools and within two miles of school.

Schedule: 2012-2017

B. Safety Pilot Program

Work with local parent organizations at elementary and middle schools to educate parents on safe motoring behavior around bicyclists. Identify various locations for pilot programs.

Lead Department: DOT, LAPD

Objective: Disseminate motorist education materials via school children.

Schedule: 2010-2015

Policy 2.1.5

Educate law enforcement, heavy duty bus and truck operators, taxis, motorists, all city employees and bicyclists on bicyclist rights and safe monitoring behavior around bicyclists.

Programs

A. Bicycle Safety Public Service Announcements

Continue to produce a series of Bicycle Safety Public Service Announcements (PSA's) for distribution on television, radio, and outdoor signage. Launch a new PSA annually during Bicycle to Work (and School) Week and disseminate through media outlets and local blogs.

Lead Department: DOT, LAPD, ITA

Objective: Produce PSA's each year. Air PSA's on television, on radio, and install ads at outdoor signage locations.

Schedule: 2010-2015

B. Bicyclists and the Law

Develop and distribute Bicyclists and the Law education material.

Lead Department: DOT, LAPD

Objective: Distribute pamphlets each year to LAPD Patrol Officers, ~~motorists~~, bicyclists, ~~motorists~~, and heavy duty vehicle and bus operators and post information on the website.

Schedule: 2010-2015

C. Bus Operator and Ambulance, Taxi, and Truck Driver Training Program

Develop and conduct a City-approved training program to ensure that bus (DASH), ambulance, taxi, and truck drivers are educated on bicyclists' rights and responsibilities and safe motoring around bicyclists. Provide a yearly report to the City Council

Transportation Committee on the number of drivers educated.

Lead Department: DOT, POLA

Objective: Provide training each year.

Schedule: 2011-2015

D. Transit Operators

Encourage Metro and other transit agencies to incorporate a bicycle safety/awareness component into their driver training programs. Provide a yearly report to the City Council
Transportation Committee on the number of drivers educated.

Lead Department: DOT, Metro, Council, Mayor

Objective: Provide operational training to all drivers annually.

Schedule: 2010-2015

E. Violator Training Program for Bicyclists

Work with the Los Angeles County Superior Court system to develop a program that offers bicycle safety training to bicyclists receiving bicycle-related citations in lieu of
paying a fine or other pecuniary penalties. Provide a yearly report to the City Council
Transportation Committee on the number of drivers educated,
~~and motorists receiving bicycle related citations or involved in automobile and bicycle~~
~~related collisions.~~

Lead Department: DOT, City Attorney LAPD, City Attorney (are they on-board with
this?); Yearly report from DOT?

Objective: Educate motorists and bicyclists and reduce citations and collisions.

Schedule: 2012-2017

F. Violator Training Program for Motorists

Work with the Los Angeles County Superior Court system to develop a program that
offers bicycle safety training to motorists receiving bicycle related citations or involved
in automobile and bicycle related collisions.

Lead Department: City Attorney

Objective: Educate motorists and reduce citations and collisions.

Schedule: 2012-2017

Enforcement Objective 2.2.

Assure a safe bicycling environment for riders of all experience levels.

Reduce the number of annual bicycle collisions (bicycle to pedestrian, bicycle to bicycle, bicycle to automobile) to zero.

Policy 2.2.1

Increase the presence of LAPD Officers on bicycle paths.

Programs

A. Bicycle Path Officer Deployment Program

Increase deployment of LAPD officers on the City's bicycle paths. Collect data and keep crime statistics on paths.

Lead Department: LAPD, DOT

Objective: Reduce crime on the City's bicycle paths.

Schedule: 2011-2015

Policy 2.2.21

Enforce traffic laws to enhance bicyclists' safety by consistently citing both motor vehicle operators and bicyclists and ensuring speed enforcement in school zones, and ~~motor vehicle operators.~~

Programs

A. LAPD Bicycle Peace Officer Standards and Training Program

Train officers on bicyclists' rights and responsibilities and bicycle/vehicle accident collision evaluation.

Lead Department: LAPD, DOT

Objective: Train officers annually.

Schedule: 2011-2015

B. Sting Operations

Target unsafe bicycle riding, and motorist driving behavior on the Backbone and Neighborhood Networks and in school zones as resources permit. Publicize the stings to improve bicycle and motorist interaction.

Lead Department: LAPD

Schedule

Policy 2.2.32

Reduce impediments to bicycle lane mobility and safety.

Program

A. Bicycle Lane Enforcement Program

Train LAPD Traffic Officers and Bureau of Sanitation drivers to identify bicycle lane parking violations and obstructions and issue citations.

Lead Department: LAPD, DOT, DPW-Bureau of Sanitation.

Objective: Reduce obstructions in bicycle lanes

Schedule: 2010-2015

Policy 2.2.4.3

Increase traffic safety and mobility in the region; motorist awareness of the potential presence of bicyclists.

Program

A. Watch the Road Campaign.

Continue to participate in and enhance the Watch the Road Campaign, dedicated to increasing traffic safety and mobility in the Los Angeles region, by working with the community.

Lead Department: LAPD, and DOT

Objective: Enhance safety for all users of the transportation system, including bicyclists.

Schedule: 2010-2015

B. Share the Road Campaign

Expand the Share the Road campaign to include advertisements in multiple languages, particularly Spanish. Install campaign materials primarily on streets within the Backbone Network and around schools.

Lead Department: DOT

Objective: Expand driver awareness of how to safely share the road safely with cyclists including information on appropriate passing distance and behavior.

Schedule: 2011-2015

Policy 2.2.4

Expand awareness of locations with auto, pedestrian, and bicycle collisions.

Program

A. Hot Zones Map

Develop and update annually a GIS-based map of crash data from the Statewide Integrated Traffic Records System (SWITRS) and other applicable sources (as available) that reflects the number and types of all collisions (auto, bicyclist, pedestrian) that are occurring throughout the City with support from LAPD and LAUSD.

Lead Department: DCP

Objective: Direct funding dollars and improvements to locations with moderate to high SWITRS collisions particularly those along the Backbone Network and in school zones.

Schedule: 2011-2035

Policy 2.2.5

Establish and promote a hotline for reporting behavior or conditions that endanger bicyclists, and incidents and conflicts involving motorists and bicyclists.

Program

A. Bicycle Infrastructure and Incident Reporting Program

Develop and maintain a program to allow bicyclists and other concerned citizens to report infrastructure obstacles or failures or to report aggressive behavior by motorists or motorist harassment.

Lead Department: LAPD

Objective: Reduce bicyclist/motorist collisions.

Schedule: 2010-2015

Engineering and Maintenance Objective 2.3.

Design and maintain all streets so that they incorporate Complete Street standards.
~~*are safe and comfortable for bicyclists.*~~

Policy 2.3.1

Upgrade bridges, intersections, freeway ramps and grade separations that impede safe and convenient bicycle passage.

Programs

A. Signalization Program

Upgrade, repair, or adjust intersection signalization to accommodate bicyclists in accordance with CA MUTCD. Focus initial efforts on the Backbone and Neighborhood Networks.

Lead Department: DOT

Objective: Upgrade, repair, or adjust signals per year per Caltrans Guidelines.

Schedule: 2010-2015

B. Bridge Design Program

Consider bicycle facilities when designing new or retrofitting bridges. Any modifications to an existing bridge that has been designated, or determined to be eligible, as a Historic Resource should avoid adversely impacting character-defining features. Particular attention should be made to bridge underpasses that cross existing or future bicycle paths to ensure that the paths are integrated into the design and construction of the facility.

Lead Department: DOT, DPW's Bureau of Engineering

Objective: Increase bicycle access on grade separated projects.

Schedule: 2010-2015

C. Street Grate Installation

Retrofit street grates to Bicycle Safe Standard Design. Focus initial efforts on the Backbone and Neighborhood Networks.

Lead Department: DPW-BOE and BSOS

Objective: Seek funding and replace all grates that do not comply with the current standards.

Schedule: 2010-2015

D. Signal Timing

Identify opportunities to re-time street signals to reduce speeds and create smoother traffic throughput. Prioritize re-timing efforts on streets within the Backbone Network. In addition, identify opportunities to re-time street signals to allow longer crossing times for cyclists and pedestrians where the Neighborhood Network streets cross large intersections or major thoroughfares.

Lead Department: DOT

Objective: Provide a safer bicycle cycling environment and improve interaction between cyclists, buses, and cars as well as reduce risks to pedestrians.

Policy 2.3.2

Mitigate obstacles or obstructions that impede safe and convenient bicycle passage.

Programs

A. Detour Strategies for Bicyclists

Develop and implement standard detour strategies for construction projects to ensure safe passage of bicyclists per the California MUTCD.

Lead Department: DOT, DPW-CA

Objective: Train contract administration project managers to include bicycle detours.

Schedule: 2010-2015

B. Construction Zone Standards for Bicyclists

Implement standard procedures as defined in the MUTCD to ensure safe bicycle travel through construction zones. Disseminate standard procedures to appropriate city street maintenance personnel and contractors.

Lead Department: DOT, DPW-Contract Administration.

Objective: Reduce bicycle collisions.

Schedule: 2010-2015

C. Hazards and Closures Alert Program

Prepare strategies and procedures to alert bicyclists about construction zones, closures, detours or obstacles through the use of temporary road signage, media, and web banners.

Lead Department: DOT, DPW-BOE, ITA

Objective: Develop media list. Distribute announcement to all media outlets and websites.

Schedule: 2010-2015

~~D. Tunnel and Bridge Warning System~~

~~Identify bicycle travel impediments such as freeway entrances, exit ramps, and tunnels or bridges with constrained roadways that require and install any needed warning signage and flashing beacons to warn motorists of the presence of bicyclists. and install Prioritize the installation of warning signals at impediments along the Backbone Network.~~
~~appropriate signage and beacons.~~

~~Lead Department: DOT, DPW~~

Objective: Improve and ensure neighborhood connectivity and r~~Reduce~~ bicycle collisions near freeway entrances, exit ramps, in tunnels and on bridges or other roadway infrastructure impediments.

Schedule: 2010-2015

Policy 2.3.3

Provide and maintain bicycle detectors, informational signage, and lighting, and shade and landscaping amenities along City bikeways, and public rights-of-way.

Programs

CA. Bicycle-Sensitive Detectors

Continue to install bicycle sensitive detectors at all actuated signal controlled intersections. Include pavement demarcations for bicyclists.

Lead Department: DOT

Objective: Provide bicyclists a mechanism to insure that signal recognizes their presence.

Schedule 2010-2015

D. Bicycle Path Mile Markers (Moved to 3.2.2D)

~~Continue to install mile markers along all Class I bicycle paths to provide distance information to bicyclists. Work with LAPD and LAFD to facilitate emergency response personnel in locating bicyclists in need of assistance.~~

~~Lead Department: DOT, LAPD, LAFD~~

~~Objective: Continue to install and retrofit Mile Markers.~~

~~Schedule: 2010-2015~~

EB. Bicycle Network Wayfinding Program

Develop and install a bicycle wayfinding signage program to indicate route turns, the presence of intersecting bikeways, and streets and distances to nearby local and major destinations along the Backbone and Neighborhood Networks.

Lead Department: DOT

Objective: Assist bicyclists to safely and efficiently navigate the bicycle network. Alert motorists to alternative travel option.

Schedule: 2011-2015

C. Pedestrian Street Lighting

Prioritize the installation of pedestrian-scale lighting on the Backbone and Neighborhood Network streets.

Lead Department: DPW-BSL

Objective: Ensure a safe and comfortable street experience for all pedestrians, bicyclists, and transit users alike.

Policy 2.3.4

Maintain and facilitate best bikeway design practices.

Programs

A. Facility Design Standards

Develop and maintain City of Los Angeles Bikeway Design Standards for inclusion in DOT Manual of Policies and Programs (MPP).

Lead Department: DOT

Objective: Ensure the consistent design and installation of standard facilities.

Schedule: 2011-2015

B. Bicycle Facility Design Review Program

Review and approve all bikeway plans. Work with designers citywide to ensure that bicycle facilities are incorporated into projects per the DOT MPP.

Lead Department: DOT

Objective: Ensure the consistent design and installation of bicycle facilities.

Schedule: 2010-2015

C. Bikeway Project Status Meetings.

Continue to host monthly meetings with various design staff on ongoing progress of bikeway projects.

Lead Department: DOT

Objective: Hold monthly meetings with City staff throughout year.

Schedule: 2010-2020

D. Innovative Bicycle Priorities and Procedures Review Program

Develop new and innovative bikeway designs and treatments through the California Traffic Control Devices Committee (CTCDC) and the Federal Highway Administration (FHWA) approved experiment process.

Lead Department: DOT

Objective: Increase the variety of designs and treatments to address unique design challenges and include pilot projects in the first 5-Year Implementation Strategy.

Schedule: 2011-2015

E. Design Workshops

Host/participate in workshops on bicycle facility design.

Lead Department: DOT

Objective: Train all DOT and DPW design staff in current and future bikeway design standards.

Schedule: 2012-2035

Policy 2.3.5

Maintain safe bikeways through regular inspection and maintenance.

Programs**A. Bikeways Visual Inspection Program**

Incorporate into the City's Pavement Management System (PMS) provisions for visual inspections of all on-street bikeways and develop a database to track observations.

Provide mechanisms for public input on conditions.

Lead Department: DOT, DPW-BSS

Objective: Increase maintenance of bikeway surface quality.

Schedule: 2012-2020~~17~~

B. Bikeways Maintenance Program

Establish and implement a routine maintenance program which responds to the visual inspection reports for repair/removal of potential hazards, including but not limited to potholes, railroad crossings, inappropriate/unsafe storm drain grates, and gutter cracks. Prioritize the maintenance of streets on the Backbone and Neighborhood Networks.

Lead Department: DOT, DPW, RAP, POLA, LAWA

Objective: Reduce bicycle ~~accidents~~ collisions resulting from poor bikeway roadway surface quality.

Schedule: 2010-2015

C. Street Paving Schedule

~~Continue to publish~~ Publish and make -the annual street paving schedule easily accessible on-line on -from the Bureau of Street Services websitehomepage. The list is subject to change throughout the year and a disclosure statement will be included on the website to alert the public regarding potential changes. Prioritize paving on the Backbone and Neighborhood Network streets.

Lead Department: DPW-BSS

Objective: Provide information to the public on the timetable for street paving.

Schedule: 2010-2030

D. Routine Bikeways Maintenance Program

Establish a routine maintenance schedule/standards for all roads with bikeways for sweeping, litter removal, repainting of striping+ and signage. Prioritize streets on the Backbone and Neighborhood Networks. Publish a schedule and make it easily accessible from the DPW and RAP (and other agency) websites.

Lead Department: DOT, DPW, RAP, POLA, LAWA

Objective: Reduce bicycle ~~accidents~~ collisions resulting from poor bikeway maintenance.

Schedule: 2010-2015

E. Service Request Form

Continue the Service Request Form for the public to inform the Department of Public Works about obstacles, hazards, and needed improvements and repairs.

Lead Department: DPW

Objective: Increase reporting by the public and response by Bureau of Sanitation to maintenance issues. Monitor number of Service Request Forms submitted.

Schedule: 2010-2015

F. Street Lighting of Bikeways

Monitor regularly and maintain adequate street lighting along bikeways. Review lighting conditions and repair lighting as necessary. Prioritize maintenance of lighting on streets

along the Backbone and Neighborhood Networks. Provide a way for the public to inform DPW-BSL through an existing on-line service request form and 311 when lighting is out.

Lead Department: DPW-BSL

Objective: Reduce bicycle accidents ~~collissions~~ collisions due to poor street lighting performance.

Schedule: 2010-2015

G. Maintenance Workshops

Host/participate in workshops for bicycle-specific maintenance on streets and bikeways.

Lead Department: DPW-BSS, BOE

Objective: Train maintenance staff in bikeway maintenance standards.

Schedule: 2012-2035

GOAL 3

Make the City of Los Angeles a bicycle-friendly community.

Support the goal of making the City a bicycle-friendly community, for all users regardless of age or abilities by increasing funding opportunities to increase the quality and quantity of bicycle facilities and amenities, by developing monitoring and evaluation programs to ensure that the goals, objectives, policies, and programs of the 2010 Bicycle Plan are fully implemented; and by providing a safe, encouraging and comfortable park experience for all ~~users~~users.

Economic Objective: 3.1

Assure that the City has adequate staff to qualify for, ~~and receive,~~ and administers its fair share of regional, state and federal funding for bikeway construction, support amenities, bikeway maintenance and bicycle education ~~education with high quality projects~~.

Policy 3.1.1

Actively pursue diverse sources of funding for the implementation of the 2010 Plan programs and infrastructure improvements. Prioritize projects that are identified in the current Five-Year Implementation Strategy, the Green Network, especially where there is overlap with the Comprehensive Strategic Safe Routes to School Plan (once completed), or the Hot Zones Map (Program 2.2.4.A. once completed).

Programs

A. Citywide Funding Coordination Program

Coordinate bicycle funding applications and project proposals among adjacent cities and appropriate State and County agencies, City departments, elected officials, and the BAC to ensure maximum leveraging of funds from outside sources. Actively pursue input from BAC and the public on ideas for needed bikeway projects and programs.

Lead Department: DOT

Objective: Streamline and maximize funding opportunities.

Schedule: 2010-2015 2035

B. Auxiliary Fund Review

Evaluate opportunities to utilize existing City auxiliary funds (street furniture funds, etc) for bicycle plan improvements.

Lead Department: DOT, BSS, CLA

Objective: Increase the pool of public funds for bicycle plan implementation.

Schedule: 2010-2015 2035

C. Application for Metro Call for Projects Funding

Aggressively pursue funding for the 2010 Plan implementation by obtaining Metro Call for Projects funding.

Lead Department: DOT, DWP

Objective: Obtain funding for bikeway infrastructure projects through all eligible modal categories. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-20152035

D. Application for Local Measure R Local Bicycle and Pedestrian Return Funding

~~Support 5% of total funding~~ Set aside a minimum of 10 percent of Measure R local return funds for bikeway and pedestrian infrastructure projects, through the distribution of local Measure R funds. Maximize investments by funding bicycle and pedestrian improvements along the same corridor.

Lead Department: DOT

Objective: ~~Spend annual allotment of Measure R funds on Bicycle support activities.~~ Provide dedicated revenue stream for bicycle and pedestrian infrastructure improvements.

Schedule: 2010-20202040

E. Application for State Safe Routes to School Funding

Aggressively pursue funding for bikeway infrastructure and education projects near schools with competitive and through grant proposals. Applications should be selected from the list of projects prioritized by the Comprehensive Safe Routes to School Strategic Plan (See Program 1.1.2.D). Coordinate with LAUSD.

Lead Department: DOT, DPW, ~~(coordinate with LAUSD)~~

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-20152035

F. Application for Office of Traffic Safety Grants

Aggressively pursue funding for bicycle safety programs.

Lead Department: DPW, DOT

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-20152035

G. Application for Caltrans Highway Safety Improvement Program

Aggressively pursue funding for ~~non-infrastructure bicycle education and encouragement programs for schoolchildren, teachers and parents.~~ projects that will improve safety for all road users, especially bicyclists.

Lead Department: DOT, DWP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-20152035

H. Application for Federal Safe Routes to School Funding

Aggressively pursue funding for bikeway infrastructure and education projects near schools with competitive and thorough grant proposals. Applications should be selected from the list of projects prioritized by the Comprehensive Safe Routes to School Strategic Plan (See Program 1.1.2.D). Coordinate with LAUSD.

Aggressively pursue funding for non-infrastructure bicycle education and encouragement programs for schoolchildren, teachers and parents.

Lead Department: DOT, DWP, LAUSD

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-2015

I. Application for Prop A Funds

Aggressively pursue funding for the development of bicycle lanes on the Mulholland Scenic Parkway and other eligible roadways.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-2015

J. Application for Coastal Conservancy Funds

Aggressively pursue funding for qualifying bicycle facility projects.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-2015

K. Federal Lands Highway Funds

Aggressively pursue funding for qualifying bicycle facility projects to provide access to and within the Santa Monica Mountains.

Lead Department: RAP

Objective: Apply for funding each year. Report yearly to City Council Transportation Committee on how many projects were submitted and how many were funded.

Schedule: 2010-2015

L. Unique Funding Opportunities

Identify and pursue local, state, and or federal funding opportunities which opportunities that encourage and reward multi-purpose and multi-benefit applications. In particular, explore funding for any of the Networks which would permit the City to apply for a bundled application that might include capital improvement monies as well as funds for education, encouragement, and or enforcement type programs.

Lead Department: DOT, DPW-BOE, DCP, CRA

Objective: Maximize opportunities to fund multi-purpose programs and therefore leverage benefits for a wider variety of the bicycling public and other non-motoring transportation uses.

Schedule: 2010-2015

M. Measure R Local Return Funding

Identify and pursue opportunities to incorporate bicycle improvements and/or programs into any and all Measure R Local Return projects.

Lead Department: DOT, DPW, DCP, Mayor's Office

Objective: Maximize opportunities to develop complete street solutions to any and all transportation related projects.

Schedule: 2010-2040.

Policy 3.1.2

Advocate for maintenance of and increases to federal, state and local funding allocations for bicycle programs and infrastructure projects.

Programs

A. Advocacy for Federal Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for continued and expanded federal funding for bicycle programs and infrastructure projects in Federal transportation legislation. Ensure representation on bicycling issues with the City's Sacramento and DC lobbyist. Regularly brief the City's Sacramento and Washington lobbyists on the status of the Bicycle Plan, Five-Year Implementation Plan, and bicycle-related funding opportunities to ensure that bicyclists' needs are included within the City's legislative program.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase federal funding for bicycle programs and infrastructure projects in federal transportation bills and allocations.

Schedule: 2010-2015

B. Advocacy for State Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for continued and expanded state funding for bicycle programs and infrastructure projects in California transportation legislation.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase state funding for bicycle programs and infrastructure projects.

Schedule: 2010-2015

C. Advocacy for Regional Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for the creation of regional planning support and funding for bicycle programs, staffing and infrastructure projects.

Lead Department: Office of the Mayor and City Council, CLA

Objective: Increase regional funding, staff, and provide better regional coordination for bicycle programs and infrastructure projects.

Schedule: 2010-2015

CD. Advocacy for Local Funding for Bicycle Programs and Infrastructure Projects

Aggressively advocate for continued and expanded local funding for bicycle programs, staffing and infrastructure projects.

Lead Department: Office of the Mayor and City Council, CLA
Objective: Increase local funding and staff for bicycle programs and infrastructure projects.
Schedule: 2010-2015

Policy 3.1.3

Adopt a strategy for project vehicle trips to be mitigated through bicycle plan projects and/or programs.

Programs

A. Bicycle Plan Mitigation Fee and Trip Reduction Credit

Establish a trip-mitigation fee to be used for Bicycle Plan project and program implementation. Establish a process for fair share contributions towards bicycle facilities to be allocated as trip reductions.

Lead Department: DCP, DOT

Objective: Increase implementation of bicycle plan projects and programs.

Schedule: 2010-~~2015~~2035

B. Bicycle Plan Trust Fund

Establish a trust fund to collect project related trip-mitigation fees to be used for 2010 Plan project and program implementation. Prioritize the use of funds on the Backbone Network.

Lead Department: DCP, DOT

Objective: Increase implementation of bicycle plan projects and programs.

Schedule: 2010-~~2015~~2035

C. Standard Mitigation Measure Revision

Revise the standard mitigation measures to include contributions to the Bicycle Plan Trust Fund and/or the installation of bicycle facility improvements and/or bicycle amenities such as parking, internal bikeway paths, etc. Focus fund improvements on the Backbone Network.

Lead Department: DCP, DOT

Objective: Increase opportunity for bicycle facility improvement.

Schedule: 2010-2015

D. Traffic Study Guidelines Revision

Revise the City's Traffic Study Guidelines to prioritize the installation of bicycle facility improvements as a trip reduction measure.

Lead Department: DOT, DCP

Objective: Increase implementation in new developments.

Schedule: 2010-2015

Policy 3.1.4

Establish the Bicycle Funding Priority Grading System to prioritize funding applications and City budget allocations to existing and new bikeway facilities including but not

limited to bicycle lanes, bicycle paths, bicycle parking and showers, signage, intersection improvements, grade separations, street repaving and staffing requirements to support these activities.

Programs

A. Bicycle Funding Priority Grading System

Potential projects for the Five Year Implementation Strategy shall be evaluated-based upon the ~~ten~~ 20* point Grading System described below. Projects that are located within either the Citywide Backbone or Neighborhood Network or schoolss shall automatically receive 5 points. Additional points shall be awarded based upon the selected bikeway's role in either achieving the targeted network density (System Gap) or filling a Connection, Linear, or Corridor Gap within a corridor with a previously existing bikeway. ~~For the first Five Year Implementation Strategy (2010-2015) (Strategy) the target network density is five miles, for the second (2015-2020) it is four miles, for the third (2020-2025) it is three~~ The strategy emphasizes the importance of providing bikeways within communities with Low-Income Households and one to five points are awarded based upon the percentage of Low-Income Households (<80% AMI) that are located along the bikeway. Additional points may be obtained if the bikeway fills either a corridor or geographic gap. For example, a new project that completes a street segment (which is currently only partially completed) would receive two points but a project that fills a larger geographic gap would receive five points. A geographic gap is identified where the density of bikeways in one part of the City is less than the density of existing bikeways in another part of the City. ~~miles, for the fourth (2025-2030) it is two mile and for the fifth (2030-2035) it is one mile.~~

*The Grading System shall be modified to include SWITRS data as a prioritizing criteria once it is readily available.

Category	Points
Network:	
<u>Citywide Backbone Network</u>	5
<u>Neighborhood Network</u>	5
Low Income Households:	
0-20%	1 2
21-40%	2 4
41-60%	3 5
61-80%	4 6
81-100%	5 10
Gaps:	
Corridor	2
Geographic Gap	5

Lead Department: DCP, DOT, DPW-BOE, City Council, Office of the Mayor.
Objective: Develop a prioritization list of bikeways for funding and capital improvements for each Five-Year Implementation Strategy.
Schedule: 2010-2045

AB. Selection Process

Utilize the Bicycle Funding Priority Grading System in collaboration with a community outreach process to select the next 200 miles of bikeways to be included in the current Five-Year Implementation Strategy.

Lead Department: DCP, DOT, City Council

Objective: Ensure that bikeways are selected for the next Five-Year Implementation Strategy based upon the criteria established by the Bicycle Funding Priority Grading System.

Schedule: 2010-2045

BC. Street Resurfacing Prioritization

Utilize the Bicycle Funding Priority Grading System to prioritize streets for resurfacing.

Lead Department: DPW-BSS, City Council

Objective: Ensure that streets on either of the Backbone or Neighborhood Networks receive priority for maintenance. Maintain bicycle facilities free of pot holes, cracks and uneven pavement created by transit vehicles.

Schedule: 2010-2045

CD. Street Tree Prioritization

Utilize the Bicycle Funding Priority Grading System to prioritize streets for the planting and maintenance of shade trees.

Lead Department: DPW-BSS

Objective: Ensure that streets on either of the Backbone or Neighborhood Networks receive priority for shade trees.

Schedule: 2010-2045

DE. Street Lighting Prioritization

Utilize the Bicycle Funding Priority Grading System to prioritize streets for the installation and maintenance of street lights.

Lead Department: DPW-BSL

Objective: Ensure that streets on either of the Bicycle Backbone or Neighborhood Networks receive priority for street lighting.

Schedule: 2010-2045

Evaluation and Cooperation Objective 3.2.

Monitor and evaluate the performance and completion of Bicycle Plan policies and programs.

Policy 3.2.1

Maintain a citizen advisory panel to evaluate implementation of the Bicycle Plan.

Programs

A. Bicycle Advisory Committee (BAC)

The BAC is comprised of 19 community members that are appointed by each of the 15 Council members and the Mayor. The BAC holds public meetings every month to work with local bicycle groups, advocates, and activists. Monitor progress of Bicycle Plan Implementation.

Lead Department: City Council, Mayor's office, LADOT

Objective: Provides ~~an annual~~ a quarterly update on the progress of the implementation of the Bicycle Plan to the City Council.

Schedule: 2010-20152035

Policy 3.2.2

Support and oversee the implementation of all bicycle programs with all relevant city departments and interested bicyclists.

Programs

A. Bicycle Plan Implementation Team

Establish an interdepartmental bicycle plan implementation team to provide support and oversight of on-going programs and establish clear responsibilities for each department or bureau.

Lead Department: DOT, DPW, DCP

Objective: Meet quarterly each year and provide regular reports to the Bicycle Advisory Committee and quarterly reports to the City Council Transportation Committee.

Schedule: 2010-20152035

B. Network Working Group(s)

Establish an informal Network Working Group (Group) as for the Networks. Staff from relevant departments will participate, including but not limited to, DCP, LAPD, DOT, DPW-BSS, RAP, and the Mayor's Office. The Group will have consistent and substantial representation from the cycling community. The Group may also seek engagement from other relevant local agencies including the County, Metro, LAUSD, and other municipalities. The Group will meet at least quarterly with the BPIT to advise and provide input on the implementation of the Bicycle Plan.

Lead Department: DOT, DCP, DPW

Objective: Ensure that bicyclists are included in the BPIT discussions. Leverage bicyclist knowledge of street conditions and community interest to promote Plan implementation.

Schedule: 2011-2015

Policy 3.2.3

Coordinate Bicycle Plan implementation with other cities and agencies.

Program

A. ~~Los Angeles~~ Regional Bicycle Implementation Team

Establish an inter-jurisdictional LA-Regional Bicycle Plan Implementation Team (RLA-BPIT) that will meet quarterly to monitor project activities and provide technical support for issues and projects that cross boundary lines. Coordinate with Metro, County of Los Angeles, LAUSD, and area municipalities.

Lead Department: DOT, DCP, DPW

Objective: Meet quarterly to coordinate projects and provide regular reports to the Bicycle Advisory Committee.

Schedule: 2010-~~2015~~2035

Policy 3.2.4

Monitor and participate in regional, state, and federal bicycle facility policy, design planning and development.

Programs

A. Regional Cooperation

Work cooperatively with adjoining jurisdictions and agencies including the County of Los Angeles, Metro, and the Southern California Agency of Governments (SCAG) to coordinate bicycle planning and implementation activities to ensure connectivity for regionally significant routes, and work to help achieve regional goals, such as SB 375 and identify regionally significant multi-jurisdictional projects for which to pursue funding for. ~~5.~~

Lead Department: DOT, DCP

Objective: Coordinate an annual meeting.

Schedule: 2010-~~2015~~2035

B. Legislation Monitoring

Continually monitor and develop state and federal legislation to support or oppose legislation ~~which~~ that could impact 2010 Plan implementation.

Lead Department: DOT, DCP, Mayor's Office, CLA

Objective: Develop annual legislative package

Schedule: 2010-~~2020~~2035

C. Design Standard Monitoring

Continually monitor Federal and State efforts to update bikeway design standards.

Lead Department: DOT

Objective: Influence new Federal and State Standards

Schedule: 2010-~~2030~~2035

Policy 3.2.5

Evaluate performance of 2010 Plan policies and programs.

Programs

A. Collision Data Analysis

Analyze bicycle crash data from the Statewide Integrated Traffic Records System (SWITRS) and other sources: to evaluate the impacts of prior improvements. (See Hot Zones Map 2.2.4.A) Provide a yearly report on the number of bicycle related collisions in the City to the City Council Transportation Committee.

Lead Department: DCP, DOT, with support from LAPD, DCP

Objective: Use crash data to identify and determine trends-locations of collision activity each year, and recommend and prioritize safety solutions, and evaluate the effectiveness of bicycle plan implementation.

Schedule: 2010-2015/2035

B. Database of Bicycle Plan Infrastructure Projects

Develop and maintain a database of all 2010 Plan infrastructure projects and track their progress from design to construction. Utilize counts to assist the Greenhouse Gas Emission Tracking Program. Provide a yearly report on the number of completed bikeway miles and other Plan accomplishments to the City Council Transportation Committee.

Lead Department: DOT, DCP, DPW

Objective: Post project information on website to inform public and allow for the tracking of bicycle plan implementation.

Schedule: 2012-2017/2035

C. Bicycle Counts.

Measure and track bicycle use as a component of all ~~manual~~ manual and automatic traffic counts.

Lead Department: DOT

Objective: Create and develop a meaningful baseline count of bicycle ridership in the City of Los Angeles in which to then continue to monitor bicycle use and quantify decreases or increases of bicycle activity on particular corridors and use for funding applications and other strategic transportation planning purposes.

Schedule: 2010-2015/2035

D. Annual Bicycle Count

With the assistance of local bicycle groups, Count the number and type (sex, age) of cyclists traveling on the Backbone and Neighborhood Networks each year. Identify a specific date and locations for the annual count. The number of locations that are included each year should increase as funding increases. Utilize the locations, date, and time of the count conducted by the Los Angeles Bicycle Coalition (LACBC) in 2010 as the baseline.

Lead Department: DOT with assistance from local bicycle groups.

Objective: Quantify the change in the number, sex and age of bicyclists riding in the City over time and provide a tool to measure the effectiveness of bicycle plan implementation.

Schedule: 2011-2035

E. Annual Survey

Conduct in-person and on-line interviews with bicyclists annually about the Bicycle Plan. In particular, identify on-going concerns and listen to suggested improvements. Collect

data on problem areas (not just where collisions have occurred but where “near-misses” frequently occur) identify solutions.

Lead Department: DOT with assistance from local bicycle groups.

Objective: Learn what programs are working and what is not so that improvements can be made.

Schedule: 2011-2035

F. Case Studies

Utilize the collision data from Program 3.2.5.A to identify potential Case Study Locations. Conduct case studies of selected locations to identify potential improvements to reduce collisions.

Lead Department: DOT

Objective: Mitigate problem areas and improve the safety of bicyclists, pedestrians, and motorists at problem locations.

Schedule: 2011-2015

G. Annual Bicycle Plan Implementation Report

Prepare an annual report that summarizes the status of the bBicycle pPlan’s programs, highlights the accomplishments, and identify where improvement is needed. The report should include a detailed summary that quantifies the results of each of the bBicycle pPlan’s programs. Present the report to the City Planning Commission and the City Council Transportation Committee. LeverageUtilize the database established in Program 3.2.5.B to assist with the preparation of the report.

Lead Department: DCP, DOT, DPW

Objective: Track the progress of the plan, identify successes and illustrate needed improvements.

Schedule: 2011-2035

Policy 3.2.6

Measure reductions in greenhouse gas emissions (GHG) that result from a decrease in vehicular use as bicycle use correspondingly increases.

Programs

A. Greenhouse Gas Emission Tracking Program

Quantify total reductions in GHG from bicycle use and vehicle miles traveled (VMT).

Include data in the Citywide Climate Action Plan and the Climate Action Registry.

Lead Department: Mayor’s Office on the Energy and Environment.

Objective: Measure effectiveness of the bicycle as a transportation option in the reduction of greenhouse gases.

Schedule: 2010-20152035

B. Carbon Offset Credits

Track and apply offset credits (resulting from GHG and VMT reductions) towards the city’s compliance with SB 375, AB 32 and the region’s Sustainable Community Strategy.

Lead Department: DCP (Environmental Division), Office of the Mayor, City Council

Objective: Measure effectiveness of the bicycle as a transportation option in the reduction of greenhouse gases.

Schedule: 2010-20152035

Environment Objective: Bicycles in City Parks along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks-3.3.

Provide a safe and comfortable Class I Bikeway and park experience for all users.

Policy 3.3.1.

Provide a connected network of Class I Bikeways facilities linking bicyclists to recreational, transportation, and community facilities.

Programs

A. Green Network

Establish a Green Network of Class I Bikeway Facilities along Beaches, Riverways, Fixed Transit Corridors, and City and State Parks to provide a connected recreation and transportation bikeway system that links users to recreation, transportation, and community facilities. -Identify opportunities to link the Green Network to bikeways on either the Backbone and/or Neighborhood Network. Work with the State Department of Recreation and Parks

Lead Department: DCP, DOT, DPW, RAP, State Recreation and Parks Department

Objective: Expanded network of Class I bikeways

Schedule: 2010-2035

B. Los Angeles River Path

Prioritize the design and construction of the bicycle path along the Los Angeles River.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the bicycle path along the full 32 miles of the River by 2035.

Schedule: 2010-2035.

C. Ballona Creek Bikepath

Extend the bicycle path along Ballona Creek north to Venice Boulevard.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the bicycle path north to Venice Boulevard.

Schedule: 2010-2020.

D. Beach Path

Extend the bicycle path along the beach north from Bay Club Drive to Sunset Boulevard.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the beach bicycle path.

Schedule: 2010-2020.

E. Arroyo Seco Bikepath

Prioritize the design and construction of the bicycle path south from Debs Park to the Confluence of the Los Angeles River.

Lead Department: DPW, RAP, DOT

Objective: Complete the build-out of the Arroyo Seco Bikepath

Schedule: 2010-2020

F. Green Network Expansion

Identify future opportunities to expand the Green Network within the Central, South, and Harbor portions of Los Angeles.

Lead Department: DCP, RAP, DPW, DOT

Objective: Provide a connected network of bicycle paths throughout the City.

Schedule: 2010-2035

Policy 3.3.2

Increase the presence of LAPD Officers on bicycle paths and provide and maintain informational signage, lighting, and shade and landscaping amenities along Class I Bikeways.

Programs

A. Bicycle Path Officer Deployment Program

LAPD will train and certify officers to conduct patrol on bicycles.

Lead Department: LAPD, DOT

Objective: Reduce crime on the City's bicycle paths.

Schedule: 2011-2015

B. Bicycle Path Landscaping

Develop a list of acceptable plant materials for bicycle paths that will not damage, create security problems or create hazards for bicyclists. Incorporate trees and native, drought tolerant landscaping as a standard Class I facility (bicycle path) feature.

Lead Department: DOT, DPW/BOE and BSS

Objective: Reduce heat island induced temperatures along bicycle paths and provide shade for cyclists.

Schedule: 2012-2017

C. Bicycle Path Lighting

Adopt standard lighting designs for bicycle paths and grade separated bikeways.

Implement lighting standards and update manuals as necessary.

Lead Department: DOT, DPW's Bureau of Street Lighting

Objective: Provide lighting for secure night riding.

Schedule: 2010-2015

D. Bicycle Path Mile Markers

Continue to install mile markers along all Class I bicycle paths to provide distance information to bicyclists and to allow them to find their way to major destinations. Work

with LAPD and LAFD to facilitate emergency response personnel in locating bicyclists in need of assistance.

Lead Department: DOT, LAPD, LAFD

Objective: Continue to install and retrofit Mile Markers.

Schedule: 2010-2015

Policy 3.3.42.

Promote bicycle connectivity to community- serving uses such as schools, libraries, retail, and parks.

Programs

A. Analysis of Existing Paths

Identify a subset of paved paths within City parks that may potentially be suitable for bicycling based on path width, grade and existing user counts, or that could provide a link to neighborhood community uses. Identify paths that could be incorporated into either the Green, Backbone or Neighborhood Networks.

Objective: Provide connectivity along identified bikeways.

Lead Department: RAP, DCP

Schedule: 2010-2015

Policy 3.3.23.

Continue existing off-road bicycle trails and analyze and explore opportunities for additional off-road bicycle facilities.

Programs

A. Mandeville Canyon Park

Maintain off-road bicycle trails in Mandeville Canyon.

Objective: Continue to permit off-road mountain bicycling at Mandeville Canyon Park.

Lead Department: RAP

Schedule: 2010-ongoing

B. Mountain Bicycle Access Program

Pursue opportunities for mountain bicycle access that may exist on land within and adjacent to the City of Los Angeles, under the jurisdiction of other agencies such as the Santa Monica Mountains Conservancy, Los Angeles County, State of California, etc.

(3.3.1.(2) Fall)

Objective: Increase mountain bicycle access to surrounding areas.

Lead Department: RAP

Schedule: 2010-2015

C. Park Trail Inventory

Identify a subset of trails with no existing equestrian use that may potentially be suitable for mountain biking based on trail width, grade and existing user counts.

Objective: Evaluate trails.

Lead Department: RAP, DCP

Schedule: 2010-2015

D. Unimproved Road Database

Develop a comprehensive database of all unimproved roads including City-owned trails and their allowed uses.

Objective: Identify and map existing unimproved roads.

Lead Department: RAP, DCP, DOT, LAFD

Schedule: 2010-2015

E. Off-Road Bicycle Database and Maps

Develop a database and create maps of all City and non-City owned trails within or directly adjacent to the City of Los Angeles where mountain bicycling is allowed.

Objective: Expand awareness of existing off-road facilities. Work with the State Department of Recreation and Parks and LA County Department of Parks and Recreation.

Lead Department: RAP, DCP, DOT, ~~State Parks, LA County~~

Schedule: 2010-2015

Policy. 3.3.34.

Evaluate and address multiple user groups' needs in the City's limited public park land.

Programs

A. Mountain Trail Conflict Resolution Analysis

Examine other jurisdictions to understand how they accommodate mountain bicycling and the extent to which conflicts in use, particularly with regards to concerns about safety, have been realized and addressed.

Lead Department: RAP, DPW, ~~LAPD~~

Objective: Identify strategies for reducing conflicts between multiple users.

Schedule: 2010-2015

B. Analysis of Shared Trail Use in Other Urban Areas

Conduct comparison counts on shared use trails in other urban areas. Research levels of user conflict on shared use trails in urban areas.

Objective: Identify conditions and demand for shared use trails in other urban areas.

Lead Department: RAP

Schedule: 2010-2015

C. Data Collection

Conduct user counts and employ other methods to evaluate demand for off-road facilities by user groups.

Objective: Indicate level of use for different groups. Compare user counts to shared use trails in other urban areas.

Lead Department: RAP, DOT, DPW, ~~LAPD~~

Schedule: 2010-2015

D. Analysis of Impacts of Off-Road Bicycle Access

Obtain information on levels of use by hikers and equestrians before and after the introduction of off-road bicycle access.

Objective: Evaluate safety impacts and overall effectiveness of permitting off-road bicycle access.

Lead Department: RAP

Schedule: 2010-2015

E. Spillover Analysis

Conduct a spillover analysis to determine the extent to which mountain bicycle use spills over onto mountain trails where bicycling is prohibited.

Objective: Reduce spillover of off-road bicycle use to trails and off-road facilities where bicycles are not permitted.

Lead Department: RAP, DPW, ~~LAPD~~

Schedule: 2010-2015

Chapter 5 Implementation

This Chapter sets forth ~~ad~~describes past Bicycle Plans and implementation efforts, ~~new the~~ Five Year Implementation Program Strategy, and the set of strategies necessary to complete the two Bikeway funding costs, ~~Networks within the next 20 years.~~ The Chapter also describes: past Bicycle Plans and implementation efforts, the distinction between bikeway facilities, the environmental analyses, ~~needed to complete the various~~ types of bikeway facilities, the average costs associated with typical bikeways, and the collaboration opportunities offered by the four key groups to assist with both the implementation of the Networks as well of the proposed Clean Mobility and Multi-Mobility Hubs. A list of potential Federal, State and Local funding sources that may assist with the 2010 Plan's implementation is provided in Appendix B.

Bikeway Construction (moved from after Bikeway Systems and renamed) **Background**

Prior to the adoption of the 1977 Plan the County constructed the Bicycle Beach Path (Beach Path)-stretching from Torrance to Santa Monica. The Beach Path continues to be utilized by thousands of bicyclists, young and old, every day and includes a ~~5-five~~ mile stretch along the western edge of the City. In the years between the 1977 and 1996 Plans a total of 256 miles of bikeways were installed (13.5 miles per year). The bikeways included 23 miles of paths, 88 miles of lanes and 145 miles of bicycle routes. Between 1996 and 2009 the City completed an additional 104 miles of bikeways and removed 21 miles of routes (~~83 miles total-6.5~~ miles per year) for a total system of 339 miles. The removed routes were located on arterial roadways with high speeds and traffic volumes. The new bikeways, ~~from 1996-2009,~~ included ~~35-24~~ miles of paths and 69 miles of lanes. To date a total ~~58-47~~ miles of paths, 157 miles of lanes, and 124 miles of bicycle routes have been constructed. An additional ~~44-42~~ miles of bikeways are currently funded and expected to be constructed within the next two years. This will bring the total completed miles ~~of bikeways on streets to 330 and a total mileage to 383~~372.

Note: Insert revised Diagrams from original draft – Chp 5- pgs 90 and 91 here. Mileage will be updated to reflect changes.

Bikeway Systems

~~Prior to the 2010 Plan the City adopted two other bicycle plans. The first Plan was adopted in 1977. A new Bicycle Plan was completed and adopted in 1996 and then re-adopted in 2002 and 2007. The 1977 Bicycle Plan established a 600-mile Citywide System of bikeways. The Citywide System was intended to serve both recreational and transportation needs. Included within the Citywide System was a 300-mile Backbone System. The 1996 Plan designated a total bikeway system of 673 miles plus 69 miles of study corridors.~~

~~The 2010 Bicycle Plan designates a Citywide Bikeway System (System) of 1,633 miles or approximately 26% of the City's streets. This includes the 673 miles designated in the~~

Appendix A

~~1996 Plan plus an additional 960 new miles. The majority of the System's 1,633 miles are located on either the Citywide or Neighborhood Bicycle Network. The Citywide Network includes a total of 660 miles and the Neighborhood Network totals 672 miles.~~

Five-Year Implementation Strategy

While the 383-330 miles of bikeways on streets is not insignificant, the lack of support for a bikeway implementation strategy has provided bicyclists not with an integrated and connected network of bicycle facilities but with piecemeal segments of disconnected paths, lanes, and routes throughout the City. Nevertheless, these 383-330 miles, while fragmented, do provide the City with a baseline on which to build a the connected, integrated network Backbone and Neighborhood Networks. It is important to point out that of these 330 miles 81 miles of existing routes are proposed to be upgraded to bicycle lanes. Therefore, the numbers used below to describe the amount of bikeway facilities that are left to build include the 81 miles. Based upon this assumption there are 575 miles of bikeways left to build on the Backbone and 778 miles of bikeways to build on the Neighborhood Network.

Over the 32 years between 1977 and 2009 the City built an average of 12-8.8 miles of street facilities per year. At this current average it would take 112-154 years to complete the 2010 Plan Backbone and Neighborhood Networks. ~~or at a minimum, 86 years to complete just the two networks.~~ With growing public, political, and institutional support the 2010 Plan proposes a more aggressive implementation strategy that would build (funding and staffing dependent) 200 Backbone or Neighborhood network-miles every five years. At this new invigorated pace the City would be able to complete ~~the those~~ two networks within 25 years.

The first 200 miles would add to the baseline of 383-330 miles and would be selected based upon the Bicycle Funding Priority Grading System established in Chapter 4, ~~which prioritizes the completion of the Citywide and Neighborhood Networks.~~ The selected 200 miles would close gaps within the current 383-330 miles, provide equitable geographic distribution, and put every Angeleno within approximately four miles of a facility on either ~~of the two networks~~ the Backbone or Neighborhood. In the subsequent five-year segments the next 200 miles would be selected such that the networks would continue to fill out.

Each five-year round would put residents within closer and closer proximity to a bicycle facility so that ultimately, after 25-35 years and the completion of both networks, every Angeleno would be within approximately one mile of a bikeway.

~~The balance of remaining non-network miles would be constructed as special funding opportunities arise or once the networks are completed.~~

Funding Cost Assumptions

Backbone and Neighborhood Networks

Appendix A

Completion of ~~this the aggressive implementation~~ Five Year Implementation schedule will continue to be dependent upon the ability for the City to identify and obtain funding and provide staffing to manage and implement ~~each of the bikeways included in the Five Year-Implementation Strategy~~. In addition to the funding needed for these new facilities, the City will need to continue to identify staffing and funding for the maintenance and upkeep of its existing bikeway facilities. Typically the City receives \$7-10 million each year for bikeway projects, a portion of which is provided for the maintenance of existing facilities. Collectively, this would provide on average a total of \$35-50 million within five years to be split between the design and construction of new facilities and the maintenance of existing bikeways. The funds generally come from a variety of sources including the Transportation Development Act, and such competitive grant sources as Metro's Call for Projects, the State's Bicycle Transportation Account, and Federal and State Safe Routes to Schools. The funds are typically tied to specific projects and/or pay for on-going maintenance, bicycle lane striping, and safety and education programs. In addition the City expects to receive \$1-1.5 million each year from the Local Measure R funds for implementation of the 2010 Plan.

While the cost for each bikeway will vary, the table below provides basic planning level cost estimates for both capital and maintenance costs of the various bikeway classifications. These costs do not take into consideration any necessary environmental review or public outreach nor does it consider the removal of existing roadway striping, or extensive infrastructure improvements such as a bridge, signal, or underpass that may be required for a particular segment. Using these base costs, a minimum total cost using 2010 dollars for the build-out and maintenance of the entire system can be calculated. The price of building out the entire system without considering staffing needs ~~is~~ currently estimated at ~~\$300~~\$281 million. The cost for all of the future bicycle lanes is estimated at ~~\$16~~17.5 million. The estimated total cost for the future bicycle-friendly streets is ~~\$19.5-9~~ million. ~~T and the estimated cost of the future bicycle routes totals \$1.6 1 million, and the total cost for all future bicycle paths is \$263 million.~~

A preliminary estimate for the first Five Year Strategy, assuming that 100 miles are lanes, another 100 miles are bicycle friendly streets and no major infrastructure improvements were needed would cost an estimated \$5,800,000 without staffing costs. As the streets are not yet selected, and therefore the extent of improvements (e.g. signage, street calming, pavement markings, sandblasting, environmental clearance) are not yet known, a detailed budget cannot be fully determined. As projects are selected and pre-engineering is conducted the City will develop a refined budget, conduct any required environmental review and identify potential funding sources.

Green Network

While large portions of the Green Network are in place today critical components are still lacking, particularly along the Los Angeles River and the northern and mid sections of the Beach Path. While in some ways not as complex as installing a bikeway within the City streets Paths nonetheless require substantial amounts of funding to design and construct and often take a number of years to complete. Paths are usually the most expensive bikeway to design and install running an average of \$2.4 million per mile.

Typically, funds for Class I bikeways are available from such sources as the Transportation Development Act Article III, Measure R, Proposition C Local Return, the Bicycle Transportation Account, and Recreational Trails. The Departments of Transportation, Recreation and Parks along with the Department of Public Works Bureau of Engineering will continue to work together to identify and pursue funding opportunities from all of these sources. A rough estimate of the ~~and the~~ total cost for all future bicycle paths is \$26343-million.

It is, of course, not enough to only build the bikeways, as in order to be functional and best serve the bicyclists the bikeways need to be maintained. The estimated maintenance cost for the various facility types is described in the chart. Using these costs as a basis it is estimated that it currently costs \$1.9 million annually to maintain the existing facilities and an additional \$300,000 will need to be added each year to accommodate the approximately 40 miles added each year. Once the two networks are complete they will add a combined \$8.7 million to the existing maintenance budget. Another \$2.4 million would be needed once the balance of the designated bikeways (not included on either of the networks) is completed.

Proposed and Potential

For the purposes of this 2010 Bicycle Plan the 1,633 miles of designated bikeways are categorized as follows: Existing; Funded (these projects have been approved and have funding); or Future. For Bicycle Lanes the Future category is further divided into two sub-categories: Proposed (reasonably foreseeable) and Potential (speculative at the present time).

Proposed lanes can all be accommodated within the existing roadway width under existing traffic conditions, with no impacts to traffic capacity; typically sandblasting and striping or resurfacing is all that is required to implement the Proposed lanes. Potential lanes cannot be accommodated in the current street width without potentially significantly impacting traffic and/or parking in the area. These Potential lanes may require physical alteration to the roadway configuration in order to be implemented. For this reason Potential lanes are considered speculative at the present time. In some cases Potential lanes may ultimately be deemed infeasible and an alternative treatment or roadway may be investigated and selected within the same general corridor. At this point Potential lanes have not been studied in enough detail to verify their feasibility and a route alignment study may be needed to determine the best alignment within the general corridor.

In order to determine whether a designated Future lane should be classified as either Proposed or Potential, GIS and high-resolution aerial photos were studied to assess existing road widths and other key characteristics. Roadways were then evaluated to determine whether bicycle lanes could be implemented without significant roadway impacts such as parking or motor vehicle lane removal. A roadway was designated as Proposed when existing roadway widths and traffic conditions were found to be able to accommodate the addition of bicycle lanes. A roadway was designated as Potential where

it was determined that there is insufficient space to include a lane without removing vehicular travel lanes, removing on-street parking, or widening the roadway. The 1996 Bicycle Plan did not differentiate between Proposed and Potential bicycle lanes but instead referred to all Future lanes as Proposed even though none of the lanes were evaluated to determine whether there were potential environmental impacts that could occur if the lanes were implemented. The 1996 Bicycle Plan used the terminology “Proposed” to indicate both conditions where there was sufficient space to install a lane and conditions where additional analysis would be needed prior to the lane being approved and implemented.

A Negative Declaration (ND) was completed as the Environmental Review for the 1996 Bicycle Plan; it indicates that the “implementation of individual projects or programs described in the Plan will be subject to environmental assessment prior to project initiation.” While the language in the ND for the 1996 Plan did indicate that future lanes would need to be subject to environmental analysis, the language in the 1996 Plan itself was ambiguous. Combining the lanes under a single heading led to false assumptions that all Proposed lanes were feasible and anticipated to be implemented. Acting upon this assumption, city engineers attempted to incorporate a bicycle lane on a number of roadways and found, in several cases, that pinch points or other constricting roadway conditions left inadequate space for a continuous bicycle lane unless an existing travel or parking lane was removed. Without environmental analysis that appropriately analyzed and disclosed potential impacts of lane removal and/or roadway widening, such projects were abandoned.

To avoid similar confusion in the future, the 2010 Bicycle Plan classifies Future Planned lanes into the two distinct categories (Proposed and Potential) in order to better inform the public, policy makers, planners and engineers where additional analysis and environmental review of Future bicycle lanes (Potential lanes) will be needed before implementation.

The 2010 Plan designates a total of 567 miles as Future Planned lanes; of this total 56 miles are Proposed lanes and 511 miles are Potential lanes. The 1996 Plan designated 237 miles as Proposed lanes and 69 miles of Study Corridors; of the total of 306 miles identified in the 1996 Bicycle Plan, 111 miles have been constructed. The balance of 195 miles is being carried forward into this 2010 Plan as Future lanes. Of these Future lanes 19 miles have been verified as feasible and therefore are designated as Proposed lanes and 176 require additional evaluation and environmental analysis and are therefore designated as Potential lanes.

Environmental Review

While some of the future Bicycle lanes identified as Proposed are evaluated in the Mitigated Negative Declaration, that is being conducted simultaneously with preparation of the 2010 Bicycle Plan, many future Bicycle lanes identified as Potential will require additional analysis (particularly impacts on traffic) pursuant to the California Environmental Quality Act (CEQA). Lanes that can be accommodated within the existing roadway width under existing traffic conditions, with no impacts to traffic capacity will require no additional environmental analysis. Lanes that cannot be accommodated in the current street width without potentially significantly impacting traffic and/or parking in the area will require further study. These lanes may require

physical alternation to the roadway configuration in order to be implemented. At this point there is not enough information to analyze these lanes in detail to verify their feasibility and a route alignment study may be needed to determine the best alignment within the general corridor. However, it is important to emphasize that not all bikeway projects that require additional analysis will require a lengthy and costly full Environmental Impact Report (EIR). In many cases, the potential impacts may be less than significant, and may be analyzed through a Negative Declaration or Mitigated Negative Declaration, which are significantly less burdensome and expensive to prepare.

~~of all impacts that could be caused by changes to each roadway segment. Such analysis will be undertaken in conjunction with Community Plan updates or as other changes to area roadways are considered (see below). In some cases the analysis may determine that the originally selected roadway is not well suited for a bicycle lane and alternative roadways within the general corridor will be considered. In some communities it may be preferable necessary to remove a parking lane. On some roadways that currently double as Rapid Bus Transit corridors one lane in each direction could be combined as a dedicated bus and bicycle-only lane. In other instances congestion impacts can be reviewed and a roadway that currently has peak hour motor vehicle travel lanes (six lanes total) lanes could be re-striped to allow a four lane roadway with the two peak hour lanes converted to bicycle lanes and full time on-street parking.~~

~~Environmental analysis can be costly and time consuming. The analysis typically requires a traffic study to evaluate the impact on where and how well traffic would flow following implementation of a bicycle lane. Because it has been difficult to identify funding for environmental analyses of bikeway projects, such projects have frequently been substantially delayed or even abandoned.~~

As each bikeway that is identified as a future bicycle lane is prioritized in the Five -Year Implementation Strategy a preliminary analysis will be conducted to evaluate whether further environmental review will be necessary. When more detailed review is determined to be needed the Departments of Planning and Transportation will seek funding to conduct the necessary analysis. In addition, the 2010 Plan identifies four three other methods of opportunities for undertaking an environmental analyses analysis of Potential future bicycle lanes:

1. The City is currently in the process of updating all 35 Community Plans that together comprise the Land Use Element of the General Plan. As each Community Plan update is updated Potential future bicycle lanes in that planning area will be analyzed with regard to potential environmental impacts. Currently Potential future bicycle lanes are being analyzed for the Sylmar, Granada Hills, Southeast, South, San Pedro, and West Adams/Leimert Park Community Plans. Once the environmental review process is completed for the Potential lanes in these communities, Potential lanes may be re-categorized as Proposed bicycle lanes. In some instances a lane may continue to be designated as Potential, even after environmental review if the analysis does not currently support the changes to the roadway that are required to re-designate the roadway as Proposed. In some cases Potential lanes may be eliminated all together.

Appendix A

2. Environmental Impact Reports (EIRs) are being prepared for a number of specific plans including the Cornfield Arroyo Seco, Jordan Downs, University of Southern California, and Warner Center. Environmental analysis of these specific plans will also include evaluation of Potential the future lanes. ~~As a result of these studies, Potential lanes may be re-classified (via a plan amendment) as Proposed.~~

3. The preparation of EIRs for large development projects provides additional opportunities to analyze roadway reconfigurations to allow for Potential future bicycle lanes.

In some cases the analysis may determine that the originally selected roadway is not well suited for a bicycle lane. In these cases an alternative roadway within the same general corridor may be considered or alternative solutions may be considered that would facilitate bicycle activity on the designated corridor without the inclusion of a bicycle lane. In other cases, a community may prefer to remove a parking lane in lieu of removing a travel lane in order to accommodate a bicycle lane.

~~To facilitate the design and construction of the bikeways identified in each Five Year Implementation Strategy (Strategy) DCP and DOT will seek outside resources to complete environmental analysis as appropriate for those portions of the 200-mile system identified in each Strategy that are categorized as Potential Lanes and that have not been cleared through a prior environmental review.~~

Collaboration

Collaboration is key to the implementation of the 2010 Plan. Many challenges remain, and each neighborhood will have differing perspectives on the role that bicycling should play in their community. The convenience and safety of cycling in Los Angeles is a street level question, answered day by day and block by block by the experience of individual cyclists. It is difficult to foresee which programs best address cyclists' needs on each street segment. Therefore, apart from broad trends, the Plan does not try to discern future circumstances. In turn, the Plan leaves great latitude for the prescription of specific solutions to unknown circumstances. The Plan's policies, programs, and extensive networks provide an alphabet of solutions that can be selected and applied at the right location at the right time.

Coordinating the selection of these solutions will be four key groups, the City's Bicycle Advisory Committee (3.2.1.A), the Bicycle Plan Implementation Team (3.2.2.A), the Network Working Group (3.2.2.B) and the Regional Bicycle Plan Implementation Team (3.2.3.A), which will assist in identifying, coordinating, scheduling, and implementing appropriate solutions. These groups, comprised of City staff and citizen cyclists with broad expertise and a finger on the City's cycling pulse, will be well placed to negotiate the political and bureaucratic circumstances to maximize improvements for cyclists. They

provide a conduit for City staff to access the skills of peers and the experience of cyclists, as well as a means for cyclists to communicate their needs to staff.

Clean-Mobility and Multi-Mobility Hub Implementation

The implementation of the a Clean-Mobility and or Multi-Mobility hubs-Hub at any one of the transit stations will require intensive collaboration among a variety of groups and is just one example of the multiple programs that will benefit from the collaborative effort. A mobility hub may provide a variety of transportation support services including: car share and vehicle charging stations; and a variety of services oriented to bicyclists including attendant operated showers, restrooms, bicycle repair, and bicycle lockers. Each hub will require a unique set of solutions will occur through a variety of mechanisms depending upon the underlying ownership of the land on which the hub is located. Depending upon the site and its configuration relative to the roadway and transit facilities, the-The hub may be situated on property owned by Metro, the City, another governmental agency, or a private entity. The ownership relationship will have direct bearing on the implementation strategies that are employed to design, construct, and maintain the hub. As identified in Chapter 3 the City will continue to identify opportunities to collaborate with Metro, other agencies, and private entities to seek capital and maintenance funding to develop and maintain the hubs. The four key groups identified above can play a critical role in bringing together these multiple partners and implementing the hubs.

Appendix A

Technical Design Handbook

The following text changes are proposed for the Technical Design Handbook.

Section 3.1

Pg. 33- Within 2nd paragraph/first sentence of "Design Summary", amend sentence to read "12' minimum (14' preferred) for a shared bicycle/parking lane adjacent to a curb face, or preferred 10'-11' minimum where parking is permitted but not marked on streets without curbs."

Pg. 33-Amend title of second graphic to read "Preferred Minimum Design". Amend graphic to illustrate 10'-11' Vehicle Travel Lane.

Pg. 33-Add asterisk below "Minimum Design" graphic to read "11' preferred when trucks and buses will be present"

December 16, 2010

SUGGESTED MODIFICATIONS TO APPENDIX A

All- amend cycling to bicycling throughout the document

Executive Summary-pg. Es-2. Re-number the first and third factors:

1. Political Support (currently 3rd)
2. Significant and sustained funding for projects and staff, particularly by prioritizing bicycle projects I federal, state, and local transportation programs; (no change)
3. A commitment by key city agencies to implement the recommended strategies; (currently 1st)
4. A strong partnership with Los Angeles' bicycling community. (no change)

Chapter 3- Bicycling

Side Bar A- pgs. 13-15

Bicycle Paths (Class I)- change reference ~~to flood-control channels~~ to river corridors in second sentence

Bicycle Routes and Bicycle Friendly Streets (Class III). Amend the third sentence to read: They include signage, shared lane markings and at least two street calming engineering improvements that ensure that cyclists are prioritized and accommodated as well as raise motorist awareness of the presence of bicyclists.

Bicycle Friendly Streets- Add a sentence to the end of the 1st paragraph that reads. A Bicycle Friendly Street shall be defined as a local and/or collector street that includes at least two traffic-calming engineering treatments from Section 4 of the Technical Design Handbook in addition to signage and shared lane markings.

Bicycle Friendly Streets- 3rd paragraph/2nd sentence: Substitute could for "should be", Omit "regular" and add the following text to the last sentence, "but when tunnels are considered they shall be designed to meet Crime Prevention Through Environmental Design (CPTED) standards."

Chapter 4

General Note: All Programs that are currently schedule to start in 2010 shall be modified to start in 2011.

Policy 1.1.6

E. Appropriate Speed Limits for Complete Streets

Lead Department: remove DOT and DCP

Policy 1.1.7

D. Street Resurfacing Bicycle Lane Opportunities.

Lead Department: substitute DPW-BSS for DOT

Policy 1.1.8

A. Public Hearing Process for Bicycle Facility Removal

Require a public hearing with the City Council's Transportation Committee for any proposed bicycle lane or path removal ~~(without replacement)~~ or street improvement ~~for a distance over one-quarter (1/4) of a mile~~ that would preclude an existing or designated bicycle lane or path.

Policy 1.2.1.

A. Bicycle Parking Equipment Standards

Develop and adopt bicycle parking equipment standards for bicycle parking equipment installed within the public right-of-way or private developments. Post an informational guide on the City website. To highlight information about the new standard.

Policy 1.2.2

A. Sidewalk Bicycle Parking Program

Modify last sentence of description to read: Prioritize the installation of racks on streets where businesses request the racks as well as and on streets within...

B. On-Street Bicycle Parking Corrals

Modify last sentence of description to read: Prioritize Network streets as potential locations for corrals as well as locations where businesses request a corral .

Lead Department: modify order- DOT, DPW-BSS.

Policy 1.2.5

A-C. Public School, Community College and University Bicycle Parking

Insert ,on school property, after "in front of the school"

Policy 1.2.6.

Insert ,on school property, after "in front of the facilities entrance"

Policy 1.2.7.

F. Expanded Bicycle Parking Standard

Explore the feasibility of permitting reduced vehicle parking in exchange for bicycle parking especially at locations along the ~~Backbone Networks~~, ~~and/or~~, adjacent to a transit station, and/or at commercial and manufacturing locations.

G. Storage of Bicycle Inside Buildings

Lead Department: Delete RAP

Policy 1.3.1.

B. Bicycle-Transit-Only Lanes

Amend second sentence to read: Work with Metro to develop bus/bike only ..

Policy 1.3.4.

F. Bicycle Racks on Taxis

Investigate the integration of bicycles with taxi service by adding bicycle racks on-to all of the taxi cabs that ~~operate~~ are permitted through the Department of Transportation.

1.4.2.

~~B. Backbone Network Map-~~ (Delete Program)

C. ~~Neighborhood~~ Community Focused Network Bikeways Maps

Work with local Business Improvement Districts, Neighborhood Councils, and Chambers of Commerce to develop, fund, and distribute physical and electronic maps of localized portions of the ~~Neighborhood and Backbone Networks~~ Citywide Bikeways Map.

F. Existing Bikeways Map

Update and make public ~~publish~~ the Existing Bikeways Map...

2.1.2.

D. Poster Campaign

Develop and install posters and banners along the Backbone Networks...

E. Bicycle Facility Education

~~In addition to general bicycle transportation awareness, outreach campaigns should~~ Develop educational campaigns to educate ~~for the public about the benefits and use of bikeways engineering treatments or innovative bikeways pilots.~~ specific bicycle facilities. ~~Newly introduced traffic control devices, such as the shared roadway bicycle markings (sharrows) require specific educational outreach to the public.~~ Outreach Education can be done...

~~Objective: Encourage motorists to respect bicyclists' legal rights to use the road, promote safe driving practices and inform cyclists unfamiliar with new infrastructure how to properly use it to encourage safe cycling.~~ Educate and Work with communities and neighborhoods to support bicycling and bicycle infrastructure improvements. Promote safe bicycling and driving practices.

2.1.5.

E. Violator Training Program for Bicyclists.

~~Delete last sentence: Provide a yearly report to the City Council Transportation Committee on the number of drivers educated.~~

2.3.2.

D. Warning System

~~Delete freeway entrances, exit ramps from description and objective.~~

Lead Department: DOT, DPW

E. Caltrans Design

Work with Caltrans to design improvements to freeway entrances and exit ramps that warn motorists of the presence of bicyclists.

Lead Department: DOT

Objective: Reduce bicycle collisions near freeway entrances and exit ramps.

Schedule: 2011-2016

2.3.3.

C. Bicycle Pedestrian Street Lighting

Prioritize the installation of bicycle pedestrian-scale

3.1.1.

D. Measure R Local Bicycle and Pedestrian Return Funding

Omit ~~and pedestrian~~ from text.

3.1.3.

A. Bicycle Funding Priority Grading System

Table- omit percentages from Corridor and Geographic Gap rows.

Policy 3.2.2.

Support and oversee the implementation of ~~all bicycle programs with all relevant city departments~~ the City's Bicycle Plan and coordinate implementation efforts with other cities and agencies and as well as interested bicyclists.

3.2.2.

A. Bicycle Plan Implementation Team

Establish an ~~interdepartmental~~ Bicycle Plan Implementation Team (BPIT) comprised of City staff as well as representation from the bicycling community to provide implementation support and oversight of on-going programs. ~~and establish clear responsibilities for each department or bureau.~~ The Team shall also meet with the County of Los Angeles, Metro, LAUSD and other municipalities on an as-needed basis to monitor project activities and provide technical support for issues and projects that cross boundary lines.

Lead Department: DCP, DOT, DPW, (LAPD, RAP, CLA, CAO, and the Mayor's Office as needed)

Objective: Meet quarterly each year, ~~and~~ provide regular reports to the Bicycle Advisory Committee and provide quarterly reports to the City Council Transportation Committee.

~~B. Network Working Group(s)~~

~~Policy 3.2.3.~~

~~A. Regional Bicycle Implementation Team~~

Re-number 3.2.4 to 3.2.3, 3.2.5 to 3.2.4.and 3.2.6 to 3.2.5.

3.2.5.

D. Annual Bicycle Count

Lead Department: DOT with assistance from local bicycle groups.

3.3.1.

A. Green Network

Establish a Green Network of Class I Bikeway Facilities along Beaches, Riverways, Fixed Transit Corridors, and City and State Parks to provide a ~~connected recreation and~~ transportation bikeway system with recreational benefits that links users to....

D. Beach Path

Extend the bicycle path along the beach north from Bay Club Drive to ~~Sunset Boulevard~~ the City limit.

G. Tujunga Wash

Design and construct the bicycle path along Tujunga Wash.

Lead Departments: DOT, DPW, RAP

Objective: Complete the build-out of the Tujunga Wash.

Schedule: 2020-2040

Re-number

3.3.2 as 3.3.3

3.3.3 as 3.3.4

3.3.4 as 3.3.5



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT



CITY PLANNING COMMISSION

Date: November 4, 2010
Time: 8:30 am
Place: City Hall, Room 1010
200 North Spring Street
Los Angeles, CA 90012

Case No.: CPC-2009-871-GPA
CEQA No.: ENV-2009-2650-MND
Location: Citywide
Council No.: ALL
Plan Area: ALL
Applicant: City of Los Angeles

PUBLIC HEARING: September 25, September 29,
September 30, and October 2, 2010

REQUEST: Update of the City's Bicycle Plan

SUMMARY: A proposed General Plan Amendment updating the City's Bicycle Plan
(Chapter IX of the Transportation Element of the General Plan)

RECOMMENDED ACTIONS:

1. **Adopt** the attached Staff Report as the Commission's report on the subject;
2. **Adopt** the attached findings;
3. **Approve and Recommend** that the Mayor approve and the City Council adopt by Resolution the attached Bicycle Plan amending the Transportation Element of the General Plan (Appendices A-C);
4. **Adopt the ENV-2009-2650-MND** (Appendix D) and the associated findings
5. **Instruct** the Director of Planning to make the necessary changes to the Transportation Element upon adoption by the City Council; and
6. **Direct** the Department of City Planning to file the Notice of Determination (NOD) after City Council approval of the project.

MICHAEL J. LOGRANDE
Director of Planning

Ken Bernstein, AICP
Principal City Planner

Jordann Turner
City Planning Associate, 213/978-1379

Claire Bowin, AICP
City Planner

Jane Choi
Planning Assistant

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012* (Phone No. 213/978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213/978-1300.

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Attachments

- Appendix A. 2010 Bicycle Plan (with matrix of changes)**
- Appendix B. Maps and list of designated facilities (with matrix of changes)**
- Appendix C. Technical Design Handbook**
- Appendix D. ENV-2009-2650-MND**
- Appendix E. Council Motions Index**
- Appendix F. Draft Resolution**
- Appendix G. Environmental Document Responses**

SUMMARY

Bicycle Plan Overview and Purpose

The 2010 Bicycle Plan is a comprehensive update of the City's existing Bicycle Plan, originally approved by the City Council in 1996 and last re-adopted in 2007. The 2010 Plan is a component of the Transportation Element and complements the City's commitment to transforming from an auto-centric model to a multi-modal system. The 2010 Plan serves as the City's blueprint for meeting the needs all of bicyclists and improving bicycling conditions in the City. The Plan recognizes the concerns that inhibit many bicyclists from riding today and incorporates strategies, programs and practices to encourage a growing number of bicyclists of all ages and levels of experience. The Plan establishes long range goals, objectives and policies at a citywide level and contains a broad range of programs that constitute the actionable steps the City intends to take in order to become a more bicycle-friendly Los Angeles.

The Plan establishes three main goals:

1. Increase the number and type of bicyclists who bicycle in the City
2. Make every street a safe place to ride a bicycle
3. Make the City of Los Angeles a bicycle-friendly community

The 2010 Bicycle Plan (Plan) is centered on a systematic approach to implementation and is intended to create a comprehensive system of bicycle facilities from today's patchwork of facilities. The Plan designates over 1,600 miles of bikeways and creates the blueprint for the development of both the Citywide and Neighborhood Bikeway Networks, (a pair of comprehensive and integrated pair of bicycle networks that will provide continuous bicycle access across the entire City). Additionally, the Plan establishes policies and programs to provide convenient and secure bicycle parking, to integrate bicycling into the transit system, to develop a comprehensive education program for bicyclists and motorists, to enforce roadway safety, to maintain bikeways, and to increase recreational bicycling opportunities.

Implementation of the Plan depends on four factors: a commitment by key city agencies to implement the recommended strategies; significant and sustained funding for projects and staff, particularly by prioritizing bicycle projects in federal, state, and local transportation grant programs; political support; and a strong partnership with Los Angeles' bicycling community.

The 2010 Bicycle Plan has been created through a joint effort of the Department of City Planning, the Department of Transportation, Technical Advisory Committee, and the city's lead consultant team, Alta Planning+Design. The 2010 Bicycle Plan is the product of extensive public input, best practices from cities around the country, two series of citywide workshops, numerous meetings with bicycle advocacy groups, background research, and detailed field work. The efforts and energies from the bicycling community and public have been instrumental in making the 2010 Bicycle Plan a more robust and stronger document.

Highlights/New concepts

The Plan contains numerous innovations and new initiatives geared towards increasing the mileage of bicycle facilities and making bicycling a natural part of the landscape of the City. Highlights of the Plan include:

- the designation of 1,663 miles of bicycle facilities (bicycle paths, bicycle lanes, and bicycle routes/bicycle friendly streets) connecting all parts of the City (an increase of approximately 900 miles from the 1996 Bicycle Plan);
- the introduction and identification of Citywide and Neighborhood Bikeways Networks around which funding and construction efforts would be focused;
- the introduction of "bicycle-friendly streets" as the backbone to the Neighborhood Network geared toward bicyclists who are more comfortable on streets with less traffic volumes;
- the introduction of an on-going Five-Year Implementation Strategy to design and construct 200 miles of bikeways every five years;
- the adoption of a comprehensive Technical Design Handbook to guide the design of bicycle facilities;
- updated goals, objectives, policies, and programs to support the implementation of the Plan; and
- over 135 implementation programs in ten categories.

BACKGROUND

Bicycle Planning and Implementation

The City of Los Angeles adopted its first Bicycle Plan in 1977 which designated a 600-mile citywide system of bicycle paths, lanes, routes, and trails. That document started the development of bicycling infrastructure in Los Angeles. Between 1977 and 1996, approximately 271 miles of bicycle facilities were installed. This included 38 miles of bicycle paths (Class 1), 88 miles of bicycle lanes (Class 2), and 145 miles of bicycle routes (Class 3).

In 1996, the City adopted a new Bicycle Plan that designated 742 miles of bikeways and created policies for the implementation of bicycling as a transportation mode and recreational activity. The goal of the 1996 Bicycle Plan was to create "a transportation system which is accessible, safe, and convenient for bicycle travel, with an accompanying increase in bicycle mode split both in daily trips overall, and home-to-work trips."

Over the past 14 years the City installed an additional 124 miles of bikeway, for a total of 384 miles, and completed a host of bicycle related projects intended to further encourage bicycling as a transportation and recreational activity. These support projects included the development and distribution of a citywide bicycle map and a bicycle website (www.bicyclela.org), the installation of bicycle parking, and various bicycle educational activities.

Despite the accomplishments of the past years, there are numerous factors that have contributed to delays in implementing past bicycle plans. Limited staff and funding and the lack of political support along with cumbersome departmental coordination has left the City with piecemeal segments of disconnected paths, lanes, and routes, and unfulfilled policies and programs. Additionally, the California Environmental Quality Act (CEQA) has also been a hindrance to implementation. Traditionally, CEQA has placed a large emphasis on the mobility of automobiles. Bikeway projects that negatively impact automobile movement have been subject to lengthy and costly environmental review and documents. Typically, funding has not been available to conduct these studies which has, in-turn, inhibited the expedient development of bicycle projects.

However, within the last decade the planning/transportation climate and legislative landscape has changed significantly at the federal, state and local levels. Additionally, there has been a renewed emphasis on non-motorized forms of transportation and a general increase in environmental awareness. Legislation has been passed at the state level mandating the routine accommodation of all roadway users (AB 1358-Complete Streets Act) and mandating the development of a Sustainable Communities Strategy (SB 375) to reduce greenhouse gas emissions. The state has also amended the CEQA guidelines to broaden the scope of analysis that cities may consider when evaluating the effects of transportation modes.

At the local level, the City Council has introduced various motions to promote bicycling in the City and to increase the inventory of bicycle infrastructure in the City (Appendix E). Additionally, the Mayor and City Council have adopted a policy setting aside ten percent of Measure R Local Return Funds for bicycle and pedestrian projects. These shifts have increased awareness of the importance of bicycling and play a positive role in improving the rate at which bikeways and programs identified in the Plan can be implemented.

2010 BICYCLE PLAN

Overview

The 2010 Bicycle Plan is organized into an executive summary, five chapters (Orientation, Bicyclists, Bikeways, Policies and Programs, and Implementation), a Technical Design Handbook, Maps, and appendices. In response to the growing demand for an improved bicycle experience, the Plan focuses on three main goals:

1. Increase the number and type of bicyclists who bicycle in the City
2. Make every street a safe place to ride a bicycle.
3. Make the City of Los Angeles a bicycle-friendly community

The three main goals are supported by ten objective areas centered around the traditional five “E’s” of bicycle planning (Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning). Over 48 policies and 135 programs stem from the ten objectives. The Plan includes programs aimed towards expanding and building out the Bikeways Network, increasing motorists/cyclist education, increasing the availability of funding opportunities, enhanced maintenance programs, and increasing bicycle parking requirements.

The 2010 Plan expands upon the 742 miles of bikeways designated in the 1996 Plan to establish a Citywide Bikeway System comprised of 1,663 miles of designated bikeways. Established within the Citywide Bikeway System are two new bikeway networks a Citywide Bikeways Network (CBN) and a Neighborhood Bikeways Network (NBN). The Networks will provide continuous, uninterrupted north/south and east/west access across the entire City. The vast majority of the 1663 mile system facilities will be located on one of the two proposed Networks (approximately 1344 miles). The remaining 319 miles are typically located on streets that are parallel to a bikeway included on a Network and therefore those particular miles were not prioritized.

Citywide Bikeway Network

The Citywide Bikeway Network (CBN) is a 673-mile interconnected system of city’s major streets and bicycle paths. Approximately half of the CBN is in place today, however the existing segments are somewhat disconnected and do not create a comprehensive connected system. Over the next 25 years, the efforts to complete the remaining miles of the CBN will focus on filling the gaps in between the existing bikeways already in place on the CBN. The CBN will enable bicyclists to access employment centers, transit stations, educational, retail, entertainment, and other open space and recreational resources. It is expected that the portions of the CBN located on arterial streets will be utilized primarily by experienced riders who are comfortable riding in moderate to heavy traffic volumes.

Neighborhood Bikeway Network

The Neighborhood Bikeway Network (NBN) is a 671-mile system comprised primarily of Bicycle-Friendly Streets on Local and Collector Streets which are usually characterized by low-traffic volumes and speeds. The NBN is intended to provide a network that is generally parallel to the CBN where bicyclists of all experience levels may feel

comfortable riding. The NBN will enable all bicycle riders, including children, women, families, young adults, and seniors to access neighborhood facilities and parks and open space. The NBN will also provide low speed, less traffic, and a less threatening environment than bikeways on arterial roadways. Many of the streets are comfortable for bicycle riding today but may benefit from wayfinding and additional street calming measures such as roundabouts and traffic diverters.

Maps

The Plan contains three sets of maps each with a unique purpose. Together the maps tell the full story of bikeways which help further explain the Bicycle Plan and comprise the Bicycle Plan Citywide Bikeway System. A fourth map (*Bikeways Engineering Map*) was utilized as an information tool during the process to help the public understand the challenges of implementing (street width, roadway configuration, etc) for each designated street but will not be included in this Plan. The Engineering Map will be used internally by City staff to identify the engineering status of each designated facility. Below is a description and purpose of each map:

1. *Designated Bikeways Map* illustrates the vision for all existing, funded or future facilities throughout the City.
2. *Citywide and Neighborhood Networks Maps* illustrate the bicycle facilities on the Citywide and Neighborhood Bikeway Networks. Facilities on the networks will be prioritized for funding and implementation by the City.
3. *Existing and Funded Bikeways Map* displays the bikeways built to date, and those that have been funded and slated for design and construction.

Policies and Programs

The goals, objectives, policies and programs of the 2010 Bicycle Plan consist of new ideas and the addition of updated and strengthened policies and programs from the 1996 Plan. The 2010 Bicycle Plan includes a program to begin a continual five-year Implementation strategy with the goal of constructing 200 miles of facilities every five years. The policies provide a clear statement that will guide the specific courses of action. The corresponding programs include the descriptions, objectives, and a timetable for implementation by the applicable responsible City departments. The policies and programs range from complex implementation strategies to simple, but highly effective actions. Some of the programs included encouraging the City to partner with local organizations to organize Ciclovias (a series of local and citywide road closure events), such as the inaugural "CicLAvia" on October 10, 2010; installing a wayfinding program citywide, and creating a Citywide Safe Routes to School program.

As the largest and most centrally located city in the Southern California region, Los Angeles' 2010 Bicycle Plan recognizes the important role surrounding city and regional plans and agencies play in its implementation. Policies are included that support the integration of bicycle and transit and strategies to facilitate on-going collaboration among Los Angeles and its neighbors.

Five-Year Implementation Strategy

A key program within the 2010 Bicycle Plan is the development of a comprehensive implementation strategy that will identify funds to design and initiate the construction of 200 miles of bicycle facilities on the Citywide and Neighborhood networks every five years. Based upon the feedback from the workshops a robust and certain bikeways implementation strategy is a key component of this Plan. An initial draft of the Five-Year Implementation Strategy was developed with input from council offices, bicycle community groups, and the Bicycle Advisory Committee and was introduced to the public via a webinar on July 22, 2010. The first Five-Year Implementation Strategy will be presented to the City Council in conjunction with the adoption of the 2010 Plan.

Technical Design Handbook

The Technical Design Handbook (Handbook) has been developed to assist City staff, residents, and the general public in selecting and designing facilities for future bikeways that are safe and consistent with current standards and guidelines. The national Manual of Uniform Traffic Control Devices (MUTCD), Caltrans Highway Design Manual (HDM), California Manual of Uniform Traffic Control Devices (CAMUTCD) and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities set forth the design standards for bicycle facilities in California. The Handbook also identifies a variety of innovative approaches that through approved experimentation may be tested and installed in a variety of roadway settings. These innovative techniques include protected bicycle lanes, colored bikeways and shared bus-bicycle lanes.

PUBLIC OUTREACH

The public participation process for the 2010 Bicycle Plan commenced in February 2008 and the formal adoption process began in September 2010. A total of nine citywide workshops (February 2008 and September-November 2009) and five public hearings (September-October 2010) were held over the two-and-a-half year process. A variety of avenues were utilized to engage and gather input from the public. A project website (www.labikeplan.org) was created which included a mapping and public survey tool. Comment cards were distributed in English and in Spanish to bicycle shops and libraries to reach people who did not have Internet access. The department also conducted its first ever web-based presentation and question/answer session (webinar) on July 22, 2010. Thousands of comments were received throughout the process.

Throughout the entire process, staff from both the Departments of City Planning and Transportation attended numerous meetings with the Bicycle Advisory Committee, neighborhood councils, community groups, Los Angeles County Bicycle Coalition, and other bicycle advocacy groups/individuals. Staff also presented information on the Plan at the 2010 Street Summit, 2010 California State University at Northridge Sustainability Day, and the Southern California Planning Congress.

The questions and concerns most often raised during these meetings and events included the rate which the Plan will be implemented, the interest in including innovative bicycle treatments ("bike boulevards", "cycle tracks", "bike boxes"), motorist/cyclist education, bicycle parking, and maintenance.

February 2008-May 2009

Four public workshops in February and March 2008 were held in the San Fernando Valley, Westside, Central/South Los Angeles and Harbor areas to kick-start the planning process. Approximately 170 people attended the four workshops. These initial workshops, led by the consultant Alta Planning+Design, along with staff from the Departments of City Planning and Transportation, provided early opportunities for the community to provide suggestions for the new Plan.

May 2009-January 2010

In May 2009, the first drafts of the maps were released to the public, followed in September 2009 with the release of the first complete draft of the Plan. Five public workshops (San Fernando Valley, Westside, Central/South Los Angeles, Harbor area, and Northeast LA) were held during October and November 2009. Over 150 people attended the five workshops. This first draft received a number of negative comments, especially in regards to the maps and the lack of a comprehensive network of bikeways, and a robust implementation strategy. A comprehensive list of public comments was compiled and made available via the project website.

January 2010-Present

In response to the numerous public comments, City staff took a fresh approach in shaping the Plan's current iteration. Among the major changes from the 2009 version to the 2010 version of the Bicycle Plan were:

- addition of an Executive Summary
- new "network" approach to improve connectivity (citywide and neighborhood)
- implementation strategies
- redefining and clarifying goals, objectives, policies, and programs
- additional sets of maps to better explain and distinguish facilities (bikeways that are designated existing and funded, and the networks)

The final draft of the 2010 Plan was released to the public on June 18, 2010 with the accompanying Mitigated Negative Declaration (MND) released September 2, 2010. An informational flyer spotlighting the highlights of the 2010 Bicycle Plan was created and distributed to bicycle shops and interested parties. A web-based presentation and question/answer session was conducted on July 22, 2010 via a webinar to answer questions about the 2010 Bicycle Plan and provide the community with the first look at a preliminary draft of the initial Five-Year Implementation Strategy.

PUBLIC HEARINGS AND COMMUNICATIONS

Public Hearings

Four open house/public hearings and one webinar public hearing were held during September and October 2010 to provide the public opportunities to review the Plan and provide testimony. Comments were accepted via email, fax, and postal mail until October 8, 2010. Approximately 108 people attended the five open house/public hearings and 30 people provided public testimony. A total of 27 written comments were received at the public hearings. Two of the hearings were conducted during the weekday and two were held on a Saturday. The webinar was the first webinar style public hearing ever conducted by the Department. The hearings were conducted at:

1. Hollywood Municipal Building (September 25, 2010)
2. Webinar (September 29, 2010)
3. West Los Angeles/Felicia Mahood Senior Center (September 29, 2010)
4. South LA Constituent Service Center (September 30, 2010)
5. Van Nuys, Braude Constituent Service Center (October 2, 2010)

Hundreds of comments were received via the project website, email, letters or fax between the June 18, 2010 release of the Plan and the close of the public comment period on October 8, 2010. Three additional communications were received after that date. During the comment period letters were submitted by the following organizations and agencies:

- Bicycle Advisory Committee
- California Public Utilities Commission
- Councilman Paul Krekorian (CD 2)
- ITERIS
- Los Angeles Conservancy
- Los Angeles County Bicycle Coalition
- Los Angeles Equine Advisory Committee
- Mid-City West Community Council
- Pacoima Beautiful
- Sierra Club

Issues

The comments received during public testimony fell into five major categories: 1) the need for additional bikeways; 2) requests for additional policies and programs; 3) a desire for faster implementation of the plan; 4) concern over mountain bicycling in City parks; and 5) other topics ranging from motorist/cyclist training to the Plan's relationship with the state's Complete Streets Act to the inclusion of a bill of rights and a "backbone" network.

1. Bicycle Facilities/Maps

A significant number of people testified at the public hearings (and throughout the process) regarding the streets designated on the maps and the corresponding facility

list. The comments ranged from specific streets that the public wanted added or removed, mapping errors, and the addition of neighborhood “bicycle loops” and more mobility hubs. Additional comments encouraged the Plan to focus on providing connectivity to major destinations and completing the installation of bikeways on streets that had received two bikeway treatments on two unconnected segments.

Proposed Changes

The Department has reviewed each of the recommendations and in most cases accepted the suggestions and made corresponding changes to the maps and facilities lists. Among the significant changes is the addition of Hollywood Boulevard from Sunset Blvd west to La Brea Ave in the Citywide Network, the addition of Sherman Way to the Citywide Network in the San Fernando Valley, and the subtraction of segments from the maps identified as problem areas such as the tunnels under the 170 Freeway in Valley Village. Wilshire Blvd. and Pico Blvd. have been identified as east/west connections connecting the downtown area with the ocean. Completing existing gaps is an important component of the Plan. As an example, Motor Avenue has unconnected bikeway facilities at its north and south ends. The Plan proposed to close this gap with a proposed bicycle lane.

Staff concurred with the idea to establish a program to encourage “bicycle loops” via wayfinding to connect communities to nearby assets. A program has been added to Chapter 4 which encourages neighborhood councils and other community organizations to identify “bicycle loops” in their neighborhoods. Additionally, Multi-Mobility hubs have been added to California State University Northridge and the Metro bus transfer station in the Mid-City area.

The Bikeways Engineering Map released with the Plan was intended to convey information about the status of each designated bikeway and any intersection challenges. The map included information on all un-built bicycle facilities and classified them as either Proposed or Potential. Future iterations of the map will replace the term Proposed with Future or Potential with Further Study and the labeling errors from the first draft will be corrected. The revised map will be utilized by City staff to track the status of each designated facility. The map is not a part of the formal adoption of the 2010 Bicycle Plan.

Based upon the public comments, the mileage of the Plan has grown 1.8% from the 1633 miles proposed in June 2010 final draft to 1663 miles. The complete list of changes is located in Appendix B.

2. Bicycle Plan Goals, Objectives, Policies and Programs

Some of the testimony at the public hearings and comments submitted to the Department also centered on the goals, objective, policies, and programs highlighted in Chapters 3 and 4 of the Plan. Comments ranged from suggestions on new policy topics to wordsmithing suggestions that would strengthen or clarify specific policies and programs. Suggested policies and programs included requiring the City to address the needs of cyclists in every transportation project, enhancing programs related to

motorist/cyclists education, strengthening enforcement of traffic laws, installing traffic calming measures, strengthening policies on the expenditure plan, and establishing stronger bicycle parking requirements. Other comments suggested a more active role for the Bicycle Advisory Committee (B.A.C.) in the implementation of the Plan. The Los Angeles Police Department and Los Angeles World Airports provided modified text to clarify their roles and responsibilities.

Proposed Change

In considering the testimony received at the public hearing and from subsequent communications, the Department evaluated the received recommendations and where appropriate, added new policies and programs to address the concerns. A Citywide Safe Routes to School Program has been added and other programs have been modified to increase the role of the Bicycle Advisory Committee in the City and Regional Bicycle Plan Implementation Teams. Policy language is included to require bicycle parking for multi-family developments while comments on specific street locations will be transmitted to the Department of Transportation for resolution.

The Plan recognizes that enforcement and education are important policy issues. The Plan includes policies related to the enforcement of existing laws, the development of educational materials for cyclists and motorist, and training for transit operators within the City.

Additionally, the wording of some proposed policies and programs has been modified where needed to clarify their intent. A full list of changes in policies and programs are located in Appendix A.

3. Implementation

The past challenges and frustrations to fully implement the current Bicycle Plan have been prevalent in the public dialogue. While many of the commenters recognized and appreciated the City's effort to establish a concrete strategy for identifying and implementing bikeways, they expressed concern that the 25-year build-out of the two networks was "too slow". Some expressed a desire for the City to construct between 50-200 miles of bikeways per year instead of the 40 miles per year (200 miles in five years) proposed in the draft Plan. It was also requested that whatever number of miles the City commits to it should be a minimum and not a maximum. In addition, the public emphasized the need to ensure that the implementation of bikeways and support facilities was distributed equitably and that a minimum number of treatments be established for Bicycle Friendly Streets. Further comments were made regarding specific streets and their maintenance (appropriate signage, potholes, poor lighting, faded paint, etc).

Proposed Changes:

The Department proposes that the Five-Year Implementation Strategy be renamed the Five-Year Funding Strategy and that it include "at least" 200 miles every five years. While staff is sympathetic to the concerns that 200 miles is not sufficient, the completion of additional mileage is not feasible without increases in both outside funding and staff

levels and therefore recommends retaining the program at 200 miles every five-years. Staff also has amended the Bicycle Friendly Streets to include at least two of the improvements identified in Section 4 of the Technical Design Handbook.

Although the Plan does not specifically address existing roadway conditions, comments related to specific streets will be transmitted to the Department of Transportation for resolution. However, the Plan does include policies and programs that prioritize street maintenance for bikeways and provide enhanced signage in order to provide a safe and comfortable experience for bicyclists.

4. Mountain Bikes/Off Road

The appropriateness of including policies about mountain or off-road bicycling within the Bicycle Plan, which is a Chapter of the Transportation Element, has been long disputed by some constituents. The concerns stem back to the adoption of the existing Bicycle Plan in 1996 which included specific policies to study the feasibility of developing mountain bicycle trails within Griffith and Ernest Debs Parks as well as a more general reference to the need for access to additional mountain bicycle trails elsewhere within the City park system.

Despite mediated meetings with stakeholders (mountain bicyclists, hikers, and equestrians) during the development of this Plan, to discuss options and potential solutions, no consensus was reached. Mountain bicyclists continue to advocate for increased access to off-road park facilities, and hikers, environmentalists, and the equestrian community continue to articulate concerns about risk of accidents on shared use facilities and the potential for environmental damage to ecosystems.

In testimony and written materials submitted at the public hearings, several persons expressed concern about the impact of allowing bicycles on equestrian trails. Additionally, some commenters took exception to the "tone" of the text and the policies relating to off-road bicycling and multi-use trails. The language and policies as originally written gave some members of the public the impression that mountain bicycling would be allowed in City parks and that the Plan was undermining the Department of Recreation and Parks' authority over bicycles in City parks.

Although the organizations and members of the public who have spoken and written against allowing bicycle on trails have been more vocal in their opposition, a fair number of comments supported expanding the use of mountain bicycles on trails.

Proposed Changes:

The Department has reviewed the text relating to mountain bicycling and has made adjustments to clarify the intent of Objective 3.3 (see Appendix A). The City will continue to gather data on the issue and will not look to repeal the Department of Recreation and Parks' authority over bicycles within City parks. Furthermore, none of the policies or programs within Objective 3.3 call for the expansion of bicycle mountain access beyond where it is permitted today (Mandeville Canyon Park). Additionally, the policies

contained in the 1996 Bicycle Plan explicitly state that the City will embark on allowing access in certain City parks have not been carried over into this Plan.

5. Other issues

Several public comments encouraged the 2010 Bicycle Plan to include policies and programs that align with the State's Complete Streets Act that goes into effect on January 1, 2011. Another comment requested that the principles contained in the "Cyclists Bill of Rights" be included in the Plan along with a "backbone" network that has been proposed by some bicycle advocates.

Complete Streets

The Complete Streets Act requires jurisdictions to plan for all roadway users (bicyclists, motorists, pedestrians, etc) upon any substantial revision of its circulation element. For the City, the Transportation Element of the General Plan is the equivalent of a circulation element and the Bicycle Plan is but one chapter of the Transportation Element. While the development of the 2010 Bicycle Plan, as a single chapter, does not represent a substantial revision of the Transportation Element, many of the goals of the Complete Streets Act are already incorporated in the current version of the Transportation Element and will be further implemented through the 2010 Bicycle Plan. The Plan includes policies and programs that increase the accommodation of bicyclists on City Streets, increase bicycle parking (on and off-street), and improve street lighting and road maintenance procedures to ensure that roadways are regularly maintained in good condition to provide a safe and comfortable ride for cyclists. Additionally the Departments of City Planning and Transportation have recently completed a Street Classification study which sets the stage for the City to begin a discussion with the community and other City departments about expanding the currently limited array of street-cross sections to include cross-sections that prioritize pedestrian, bicycle and transit users in addition to the automobile. Collectively, these strategies support the goals of the Complete Streets Act.

Bill of Rights

The "Cyclists' Bill of Rights" is a statement developed by a segment of the bicycle community and contains twelve principles. The principles are primarily related to routine accommodations in all roadway projects (including mass transit), full support of law enforcement and the judicial system, the right to be actively engaged as a constituent group, safe and secure parking opportunities, to be free from unreasonable search and seizure and the right to peaceably assemble in public spaces.

There are multiple references in the 2010 Bicycle Plan that support the tenets of the Cyclists' Bill of Rights. The goals of the Plan focus on increasing the number and type of cyclists within the city, making the City a bicycle-friendly community and making every street a safe place to ride. There are policies and programs that establish two new Networks to improve connectivity throughout the City (Policies 1.12), increase bicycle parking on private developments and public facilities (Policies 1.2.1-1.2.7), increase Bicycle Safety Public Service Announcements (Program 2.1.5A), develop and conduct training for bus, ambulance, taxi, and truck drivers in the City (Program 2.1.5C), and

continue peace offer training on cyclists rights and responsibilities (Program 2.2.2A). Additionally, the Technical Design Handbook includes many design standards to accommodate cyclists on all facility types.

On December 16, 2008 the City Council adopted a report to "Affirm and Support efforts to promote improved conditions for cyclists, and encourage appreciation for the 'Cyclists' Bill of Rights.'", and directed various City departments (including LAPD, Transportation and City Planning) to report with recommendations on how to incorporate the principles of the Cyclists' Bill of Rights into the 2010 Bicycle Plan. Staff concludes that while the majority of the principles of the "Cyclists' Bill of Rights" are enshrined in the Plan, those that are not are guaranteed by the U.S. Constitution; therefore it is redundant and not necessary to state the "Cyclists' Bill of Rights" verbatim.

Backbone Network

The Backbone Bikeway Network (Backbone) is a system of bikeways proposed in the Spring 2010 by a group of bicycle advocates as an alternative plan to the City's September 2009 draft of the 2010 Bicycle Plan. The Backbone proposed a system of bikeways located primarily on arterial streets that connect various parts of Los Angeles (and other cities) at three to five-mile intervals. The Backbone advocates have requested that the City prioritize the development of the Backbone Network over any other bikeway improvements.

The network suggested by the Backbone provided valuable input to staff and all of the streets identified in the Backbone are included in the Citywide Bikeway System. Many of the Backbone streets such as Sherman Way, Manchester Ave., and San Fernando Road, have recently been added to the Citywide Bikeway Network.

While staff agrees that the suggestions offered by the Backbone are valuable and have helped inform the development of the Citywide Bikeway System and the two Networks, the Backbone alone does not provide bikeway facilities that meet the needs of all of the City's riders, whereas the Citywide and Neighborhood Networks are geared toward accommodating riders of all types.

CONCLUSION/RECOMMENDATION

With the revisions recommended by Department of City Planning, in the attached appendices, the 2010 Bicycle Plan would accomplish many important objectives consistent with the public welfare and that will further numerous goals, objectives, and policies of the City's General Plan.

The 2010 Bicycle Plan will designate over 1600 miles of bicycle facilities (connecting all parts of the City), introduce a five-year implementation strategy to design and construct 200 miles of bikeways every five years, include the adoption of a Technical Design Handbook to guide the design of bicycle facilities, and establishes goals, objectives, policies, and programs to support the implementation of the 2010 Bicycle Plan.

The proposed General Plan Amendment would springboard the City of Los Angeles into the forefront of bicycle planning and establish the steps needed to ensure that Los Angeles become a world-class city for bicycling.

The Hearing Officer therefore recommends approval of the requested General Plan Amendment with the modifications recommended in this report.

FINDINGS

City Charter Findings

1. In accordance with Charter Section 556, the proposed general plan amendment is in substantial conformance with the purposes, intent and provisions of the General Plan. The proposed general plan amendment will positively contribute to the improvement and expansion of bicycle facilities throughout the City and complements the City's commitment to transform from an auto-centric based city to a multi-modal city that includes bicyclists;
2. In accordance with Charter Section 558 (b)(2), the proposed resolution (Appendix F) will be in conformity with the public necessity, convenience, and general welfare in that it will contribute toward enhancing the City's bicycling infrastructure which in turn provides the City and region with a viable alternate form of transportation. Since the original adoption of the existing Bicycle Plan in 1996, the planning and transportation climate and legislative landscape have changed significantly at the state and local levels. Legislation has been passed at the state level mandating the routine accommodation of a variety of roadway users on city streets (complete streets). Additionally, various motions have been introduced by the City Council to promote bicycling in the City and increase the inventory of bicycle infrastructure. These shifts have increased the importance of bicycling in the City and the 2010 Bicycle Plan responds to those needs; and
3. **Transportation Element.** The Bicycle Plan is a component of the Transportation Element. The Transportation Element of the City's General Plan was adopted by the City Council in 1999. The purpose of the Transportation Element is to guide to the further development of a citywide system that provides for the efficient movement of people and goods utilizing various transportation modes. Policy 1.1 of the Transportation Element gives direction to establish accessibility measures to be used in evaluating the transportation needs of City's communities. The Transportation Element places primary emphasis on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reducing the number of vehicle trips, and focusing future growth in proximity to public transit. The Transportation Element provides goals, objectives, standards, policies, and programs to continually meet the changing mobility and air quality challenges faced by the City.

The Transportation Element establishes three main goals:

Goal A: Ensure adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all of those who live, work, travel, or move goods in Los Angeles.

Goal B: A street system maintained in a good to excellent condition adequate to facilitate the movement of those reliant on the system (vehicles, bicycles, rail, etc)

Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing multi-modal access to employment opportunities, essential services, and open space.

The 2010 Bicycle Plan supports and reinforces the three major goals of the Transportation Element. Increasing bicycling facilities within Los Angeles would provide an additional viable mode of transportation and recreation for commuters and non-commuters alike and create a comprehensive, integrated transportation system that will provide further access to employment opportunities, services, and recreational spaces. The goals, objectives, policies and programs in the 2010 Bicycle Plan support the development of bicycling facilities, encourage priority maintenance for streets with bicycle facilities, and supports educational activities.

CEQA Findings

4. A Mitigated Negative Declaration (ENV-2009-2650-MND) was prepared for the proposed project. Based upon the comments received during the process, the On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 721, 200 North Spring Street.

The number of miles of designated facilities stated in the MND was 1633 miles. Based upon the comments received during the process, the number of miles has increased by 1.8% to 1663 miles. This is not a substantial revision and therefore re-circulation of the MND is not required.

FINDINGS

City Charter Findings

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provide an additional viable mode of transportation and recreation for commuters and non-commuters alike and create a comprehensive, integrated transportation system that will provide further access to employment opportunities, services, and recreational spaces. The goals, objectives, policies and programs in the 2010 Bicycle Plan support the development of bicycling facilities, encourage priority maintenance for streets with bicycle facilities, and supports educational activities.

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The number of miles of designated bikeway facilities stated in the Mitigated Negative Declaration was 1633 miles. Based upon the comments received during the process, the number of miles has increased by 2.8% to 1680 miles. Additionally, the future bicycle lane terminology (Proposed/Potential) has been modified. However the associated analysis did not change. The Plan recognizes that all future facilities will undergo their own environmental analysis. These revisions are not substantial and therefore re-circulation of the MND is not required.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD AGENCY: CITY OF LOS ANGELES	COUNCIL DISTRICT: Citywide
PROJECT TITLE: 2010 Bicycle Plan	CASE NO: CPC-2009-871-GPA ENV-2009-2650-MND

PROJECT LOCATION :
Citywide

PROJECT DESCRIPTION:

The 2010 Bicycle Plan (2010 Plan) is a comprehensive update of the City's existing Bicycle Plan, originally adopted by the City Council in 1996 and re-adopted in 2002 and 2007. The Plan is a component of the Transportation Element of the City's General Plan and is the City's blueprint for meeting the needs of bicyclists. The purpose of the Plan is to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Plan establishes long-range goals, objectives and policies at a citywide level and contains a broad range of programs and actionable steps towards making Los Angeles a more bicycle friendly city.

The 2010 Plan expands upon the 600+miles of bikeways designated in the 1996 Bicycle Plan (as updated in 2002 and re-adopted in 2007) and proposes to establish a total of 1,633 miles of designated bikeways. Within the 1,633 miles, the Plan creates a blueprint for the development of a Citywide and Neighborhood Bikeways Network, a comprehensive and integrated pair of bicycle networks utilizing designated city streets and bicycle paths that would provide continuous north/south and east/west bicycle access across the entire City. Included within the 2010 Plan is a comprehensive Technical Design Handbook that would guide the design of bicycle paths, bicycle lanes, bicycle routes, and bicycle-friendly streets. Additionally, the 2010 Plan establishes policies and programs to provide convenient and secure bicycle parking; to integrate bicycling into the transit system; to develop a comprehensive education program for bicyclists and motorists; to enforce roadway safety; to maintain bikeways; and to increase recreational bicycling opportunities.

The 2010 Plan is organized into five chapters plus the Technical Design Handbook and all appendices. Each chapter is further organized into sections that deal with specific topics as described below.

1. Orientation: This Chapter articulates the Purpose of the 2010 Plan to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation, and describes the 2010 Plan's relationship to other City and County plans.

2. Bicyclists: This Chapter describes, utilizing local and national statistics, the variety of existing as well as potential bicycle riders and articulates the growing interest in transforming the City from a transportation system fixated on moving vehicles to a multi-modal mobility approach. Additionally, this Chapter further describes the recent legislative actions that are propelling the City and municipalities across the State to adopt this multi-modal approach to transportation.

3. Bicycling: This Chapter describes the 10 subject areas that are used to organize the policies and programs in Chapter 4. In particular the Chapter describes the designated 1,633 miles of bikeways, and two new networks (Citywide and Neighborhood Bikeways Networks) and, explains the various types of bicycle facilities (paths, lanes, routes, bicycle friendly streets). The Chapter also describes strategies to increase bicycle funding and to prioritize future bikeway improvements, describes how the Plan's various programs and initiatives will be evaluated, how departments and local jurisdictions can improve their coordination, and finally describes opportunities to provide a safe and comfortable experience for all users.

4. Policies and Programs: The 2010 Plan introduces new goals, objectives, policies and programs as well as updated and strengthened policies and programs from the 1996 Bicycle Plan (as updated and re-adopted in 2002 and 2007). The overarching commitment of the 2010 Plan is to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. In support of this commitment are three goals around which this Chapter is structured. Each goal is further supported by three to four objectives under which are organized a variety of policies and programs that collectively

goal is further supported by three to four objectives under which are organized a variety of policies and programs that collectively are intended to: increase bicycle ridership; increase awareness, implementation, and use of the bicycle networks; expand bicycle parking options; integrate bicycling with the transit system; introduce and identify locations for the Clean Mobility and Multi-Mobility Hubs (multi-modal transit stations with car sharing/bicycle parking and support facilities); expand motorist and bicycle education; and provide guidance to City departments regarding funding and the development, maintenance, and implementation of bikeways and support facilities.

5. Implementation: This Chapter describes the bikeways designated in the two previous bicycle plans along with the funding allocated to date, and describes the distribution of the 1,633 designated miles of bikeways into three categories; Existing, Funded, and Future. The "Future" category is further divided into two sub-categories: Proposed (reasonably foreseeable) and Potential (speculative at the present time). Proposed bicycle lanes can be accommodated within the existing roadway width under existing traffic conditions, with no impacts to traffic capacity. Potential lanes cannot be accommodated in the current street width without potentially significantly impacting traffic and/or parking in the area. These Potential lanes may require physical alteration to the roadway configuration in order to be implemented. At this point there is not enough information to analyze Potential lanes in detail to verify their feasibility and a route alignment study may be needed to determine the best alignment within the general corridor. Bicycle lanes currently identified as Potential will require additional analysis (particularly impacts on traffic) pursuant to the California Environmental Quality Act (CEQA) of all impacts that could be caused by changes to each roadway segment. Prospective streets and corridors have been identified (Map 1), but no specific projects are proposed at this time.

This Chapter further describes a 5-Year Implementation Strategy, the environmental clearance process and strategies to complete the Clean Mobility and Multi-Mobility Hubs.

A General Plan Amendment to the City's Transportation Element updating and replacing the existing Bicycle Plan, last adopted in 2007 is proposed.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

FINDING:

The Department of City Planning of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigations measures outlines on the attached pages will reduce any potential significant adverse effects to a level of insignificance.

SEE ATTACHED SHEETS FOR ANY MITIGATION MEASURES

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
JORDANN TURNER	City Planning Associate	(213) 978-1379
ADDRESS	SIGNATURE (Official):	DATE:
200 N. Spring Street, 7 th Floor Los Angeles, CA 90012	<i>Jordann F. Turner</i>	October 8, 2010

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD AGENCY: CITY OF LOS ANGELES	COUNCIL DISTRICT: Citywide	DATE: August 27, 2010
RESPONSIBLE AGENCY: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2009-2650-EAF	RELATED CASES: CPC-2009-871-GPA	
PREVIOUS ACTIONS CASE NO.: CPC-1995-0331 GPA CPC-2002-1004-GPA CF 94-0565 CF 01-2396	☒ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: 2010 BICYCLE PLAN TO ESTABLISH A TOTAL OF 1,633 MILES OF DESIGNATED BIKEWAYS		
ENVIRONMENTAL PROJECT DESCRIPTION: The 2010 Bicycle Plan (2010 Plan) is a comprehensive update of the City's existing Bicycle Plan, originally adopted by the City Council in 1996 and re-adopted in 2002 and 2007. The Plan is a component of the Transportation Element of the City's General Plan and is the City's blueprint for meeting the needs of bicyclists. The purpose of the Plan is to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Plan establishes long-range goals, objectives and policies at a citywide level and contains a broad range of programs and actionable steps towards making Los Angeles a more bicycle friendly city. The 2010 Plan expands upon the 600+ miles of bikeways designated in the 1996 Bicycle Plan (as updated in 2002 and re-adopted in 2007) and proposes to establish a total of 1,633 miles of designated bikeways. Within the 1,633 miles, the Plan creates a blueprint for the development of a Citywide and Neighborhood Bikeways Network, a comprehensive and integrated pair of bicycle networks utilizing designated city streets and bicycle paths that would provide continuous north/south and east/west bicycle access across the entire City. Included within the 2010 Plan is a comprehensive Technical Design Handbook that would guide the design of bicycle paths, bicycle lanes, bicycle routes, and bicycle-friendly streets. Additionally, the 2010 Plan establishes policies and programs to provide convenient and secure bicycle parking; to integrate bicycling into the transit system; to develop a comprehensive education program for bicyclists and motorists; to enforce roadway safety; to maintain bikeways; and to increase recreational bicycling opportunities. The 2010 Plan is organized into five chapters plus the Technical Design Handbook and all appendices. Each chapter is further organized into sections that deal with specific topics as described below. 1. Orientation: This Chapter articulates the Purpose of the 2010 Plan to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation, and describes the 2010 Plan's relationship to other City and County plans. 2. Bicyclists: This Chapter describes, utilizing local and national statistics, the variety of existing as well as potential bicycle riders and articulates the growing interest in transforming the City from a transportation system fixated on moving vehicles to a multi-modal mobility approach. Additionally, this Chapter further describes the recent legislative actions that are propelling the City and municipalities across the State to adopt this multi-modal approach to transportation. 3. Bicycling: This Chapter describes the 10 subject areas that are used to organize the policies and programs in Chapter 4. In particular the Chapter describes the designated 1,633 miles of bikeways, and two new networks (Citywide and Neighborhood Bikeways Networks) and, explains the various types of bicycle facilities (paths, lanes, routes, bicycle friendly streets). The Chapter also describes strategies to increase bicycle funding and to prioritize future bikeway		

improvements, describes how the Plan's various programs and initiatives will be evaluated, how departments and local jurisdictions can improve their coordination, and finally describes opportunities to provide a safe and comfortable experience for all users.

4. Policies and Programs: The 2010 Plan introduces new goals, objectives, policies and programs as well as updated and strengthened policies and programs from the 1996 Bicycle Plan (as updated and re-adopted in 2002 and 2007). The overarching commitment of the 2010 Plan is to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. In support of this commitment are three goals around which this Chapter is structured. Each goal is further supported by three to four objectives under which are organized a variety of policies and programs that collectively are intended to: increase bicycle ridership; increase awareness, implementation, and use of the bicycle networks; expand bicycle parking options; integrate bicycling with the transit system; introduce and identify locations for the Clean Mobility and Multi-Mobility Hubs (multi-modal transit stations with car sharing/bicycle parking and support facilities); expand motorist and bicycle education; and provide guidance to City departments regarding funding and the development, maintenance, and implementation of bikeways and support facilities.

5. Implementation: This Chapter describes the bikeways designated in the two previous bicycle plans along with the funding allocated to date, and describes the distribution of the 1,633 designated miles of bikeways into three categories: Existing, Funded, and Future. The "Future" category is further divided into two sub-categories: Proposed (reasonably foreseeable) and Potential (speculative at the present time). Proposed bicycle lanes can be accommodated within the existing roadway width under existing traffic conditions, with no impacts to traffic capacity. Potential lanes cannot be accommodated in the current street width without potentially significantly impacting traffic and/or parking in the area. These Potential lanes may require physical alteration to the roadway configuration in order to be implemented. At this point there is not enough information to analyze Potential lanes in detail to verify their feasibility and a route alignment study may be needed to determine the best alignment within the general corridor. Bicycle lanes currently identified as Potential will require additional analysis (particularly impacts on traffic) pursuant to the California Environmental Quality Act (CEQA) of all impacts that could be caused by changes to each roadway segment. Prospective streets and corridors have been identified (Map 1), but no specific projects are proposed at this time.

This Chapter further describes a 5-Year Implementation Strategy, the environmental clearance process and strategies to complete the Clean Mobility and Multi-Mobility Hubs.

A General Plan Amendment to the City's Transportation Element updating and replacing the existing Bicycle Plan, last adopted in 2007 is proposed.

ENVIRONMENTAL SETTINGS: The City of Los Angeles is the second largest city in the United States by population with an estimated 4 million residents. The city's boundaries cover a total area of 498.3 square miles (1,291 km²), comprising 469.1 square miles (1,214.9 km²) of land and 29.2 square miles (75.7 km²) of water, reflecting a diverse terrain of urbanized areas, beaches, mountains, and valleys. The City of Los Angeles is divided into 15 City Council districts and 35 Community Plan Areas.

PROJECT LOCATION: Citywide

COMMUNITY PLAN AREA: All STATUS: ☒ Does Conform to Plan ☐ Does NOT Conform to Plan	AREA PLANNING COMMISSION: ALL	CERTIFIED NEIGHBORHOOD COUNCILS: ALL
EXISTING ZONING: All	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: N/A	LA River Adjacent: Yes
GENERAL PLAN LAND USE: N/A	MAX. DENSITY/INTENSITY ALLOWD BY PLAN DESIGNATION: N/A PROPOSED PROJECT DENSITY: N/A	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

City Planning Associate

Title

213-978-1379

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

X	AESTHETICS		AGRICULTURE RESOURCES	X	AIR QUALITY
	BIOLOGICAL RESOURCES	X	CULTURAL RESOURCES	X	GEOLOGY/SOILS
	GREENHOUSE GAS EMISSIONS		HAZARDS & HAZARDOUS MATERIALS		HYDROLOGY/WATER QUALITY
	LAND USE/PLANNING		MINERAL RESOURCES	X	NOISE
	POPULATION/HOUSING		PUBLIC SERVICES		RECREATION
	TRANSPORTATION/TRAFFIC		UTILITIES	X	MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST

Background

PROPONENT NAME:
CITY OF LOS ANGELES

APPLICANT ADDRESS:
Department of City Planning
200 N. SPRING STREET, Room 721
LOS ANGELES, CA 90012

PHONE NUMBER:
(213) 978-1379

AGENCY REQUIRING CHECKLIST:
DEPARTMENT OF CITY PLANNING
PROPOSAL NAME (if Applicable):
2010 BICYCLE PLAN

DATE SUBMITTED:
09/02/2010

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS Would the project:				
a) Have a substantial adverse effect on a scenic vista?		X		
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		X		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?		X		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

Explanation:

a,b,d) Scenic Vistas, Scenic Resources, Light and Glare. The Proposed Project includes the designation of new bicycle facilities, the adoption of supporting policies and programs, a technical design handbook, and strategies to implement improvements to existing and new facilities. Scenic vistas and scenic resources including trees and historic buildings are found throughout the City of Los Angeles. Additionally, streetlights are an important component in the development of bicycle facilities. Although no specific projects have been identified at this time, the implementation of individual bikeway projects could result in physical changes to existing public rights-of-way and along flood control channels. The Proposed Project recognizes that above-grade structures may be required where a grade separation is

necessary to accommodate or continue a bikeway. These structures could have the potential to affect scenic vistas in specific locations. Based on a review of the California Scenic Highway Mapping System, State Route 110 is designated as a Historic Parkway. No scenic resources are anticipated to be affected, however mitigation measures have been added that will require any all above and below grade crossing structures be designed in accordance with the Technical Design Handbook and be compatible in design and complementary to the surrounding landscape and topography.

c) Existing Visual Character. Improvements associated with the implementation of the Proposed Project could result in physical changes to existing rights-of-way and along flood control channels. Improvements associated with the implementation of the Proposed Project could have significant impacts on the existing character of the rights-of-way, but the impacts would be reduced to a level of less than significance through the mitigation measures identified below. The mitigation requires that the design of all structures and accessory improvements such as signage, fencing, bridges, and walls will be reviewed by the appropriate governmental agencies to ensure that features are compatible with their surroundings.

Mitigation:

AE-1 All bicycle facilities shall be designed to retain major natural topographic features and to restrict grading to the minimal amount required to both ensure safe conditions and compliance with local and State regulations pertaining to street configuration and bicycle facilities. Any grading along a single continuous bicycle path or other facility that exceeds 50 cubic yards of either cut or fill slope shall require subsequent environmental review.

AE-2. All above and below grade crossing structures shall be designed in accordance with the Technical Design Handbook and be compatible in design and complementary to the surrounding landscape and topography.

AE-3. Outdoor lighting shall be installed where required for safety purposes and installed with shielding, so that the light source cannot be seen from adjacent properties.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL AND FOREST RESOURCES: Would the project:				
a) Convert Prime Farmland, unique farmland or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to				X

their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				
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Explanation:

a,b,c,d,e) Agricultural and Forest Resources. The Proposed Project is within the urbanized City of Los Angeles. The California Department of Conservation's Farmland Mapping and Monitoring Program identify the City as "Urban and Built-up Land". The Proposed Project includes the designation of new bicycle facilities, the adoption of supporting policies and programs, a technical design handbook, and strategies to improve existing bicycle facilities and implement new bicycle facilities. The implementation of individual bikeway facilities could result in physical changes to existing street rights-of-way and along flood control channels and therefore would not effect primeland, forest, timberland, unique farmland, or Farmland of Statewide Importance. Since the Proposed Project is the City of Los Angeles's primary policy document regarding bicycle issues, it would not conflict with existing zoning for agricultural, forest land, timberland use, or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland or forestland. Therefore, there would be no impacts to agricultural or forest resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations				X
e) Create objectionable odors affecting a substantial number of people?				X

Explanation:

a) Air Quality. The Proposed Project is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and is located within the 6,600-square-mile South Coast Air Basin. SCAQMD is required, pursuant to the federal Clean Air Act to reduce emissions of criteria pollutants for which the Basin is in nonattainment. As such, the Proposed Project would be subject to SCAQMD's Air Quality Management Plan, which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The Proposed Project supports the increase of bicycling as a viable mode of transportation for commuter, utilitarian, and recreational use. Bicycling is recognized by various agencies including the State of California Air Resources Board as one of, if not the, cleanest mode of transportation. Bicycling, while relatively underutilized as a mode of transportation in Los Angeles, offers many opportunities to replace motor vehicle trips with clean trips by bicycle.

b,c,d) Air Quality Standards, Criteria Pollutant, Sensitive Receptors. Construction of individual projects under the Proposed Project would have the potential to result in a temporary increase in fugitive dust (PM10) and other criteria

pollutant emissions. Given the relatively small amount of earth work required for bicycle projects, these increases would not be expected to result in significant PM10 or other criteria pollutant concentrations. Mitigation measures identified below would help ensure that emission would remain below SCAQMD thresholds of significance.

e) Objectionable Odors. The Proposed Project includes the designation of new bicycle facilities, the adoption of supporting programs and policies, a technical design handbook, and strategies to implement improvements to existing bicycle facilities and build new facilities. Any construction activity has the potential to result in short-term odors associated with vehicle operation and laying asphalt. Such odors would be short-term and less-than significant. Bicycle would not result in the creation of objectionable odors.

Mitigation:

AQ-1. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.

AQ-2. The City shall ensure that contractors keep construction areas sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

AQ-3. The City shall ensure that all clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of dust. Construction equipment shall be maintained and operated so as to minimize exhaust emissions.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (Including, but not limited to marsh, vernal pool, coastal, etc) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions or an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Explanation:

a) Sensitive/Special Species. The Proposed Project includes strategies to improve existing bikeway facilities and proposes the placement of new facilities within existing developed public rights-of-way. On the whole, Los Angeles is a fully developed urbanized City. Potential direct or indirect impacts to sensitive or special species may occur where construction is necessary to widen an existing right-of-way to accommodate a bicycle facility within those areas where sensitive/special species exist. Any, potential impacts would occur throughout the City and would not be concentrated on any particular area. The implementation of the mitigation measures below would reduce potential impacts to a less-than-significant level. Additional analysis will be performed as individual projects are considered.

b) Riparian habitat/Sensitive natural community. The Proposed Project includes strategies to improve existing bikeway facilities and proposes the placement of new facilities within existing developed public rights-of-way. On the whole, Los Angeles is a fully developed urbanized City. The Proposed Project is not anticipated to have a substantial adverse effect, either directly or indirectly on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. Any potential impacts would occur throughout the City and would not be concentrated on any particular area. The implementation of the mitigation measures below would reduce potential impacts to a less-than-significant level. However, additional analysis will be performed as individual projects are considered.

c,e,f) Wetlands, Tree Preservation, Conservation Plans. The Proposed Project includes the designation of new bicycle facilities, the adoption of supporting policies and programs, a technical design handbook, and strategies to improve existing bikeway facilities and implement future bikeways within existing public rights-of-way. The Proposed Project is not anticipated to have a substantial adverse effect on federally protected wetlands, conflict with policies/ordinances protecting biological resources, nor conflict with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Many roads within the City cross waterways, however many of those waterways have been channelized and paved over and have minimal natural habitat. Potential impacts may occur in those areas where natural habitat exists when construction is necessary to widen an existing right-of-way to accommodate a bicycle facility. The implementation of the identified mitigation measures would reduce potential impacts to a less-than-significant level. However, additional analysis will be performed as individual projects are considered.

d) Movement. While wildlife can and does cross existing roadways the addition of a bicycle facility would not be expected to significantly inhibit such movement beyond the current facility. During construction there could be a bit more of an impact but presumably work would be of short duration. The Proposed Project is not anticipated to interfere substantially with movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of a native wildlife nursery. The implementation of the mitigation measures below would reduce potential impacts to a less-than-significant level. However, additional analysis will be performed as individual projects are considered.

Mitigation:

BIO-1: Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 or any other time period as determined by the California Department of Fish and Game or U.S. Fish and Wildlife Service. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31 or any other time period as determined by the California Department of Fish and Game or U.S. Fish and Wildlife Service .

BIO-2: Any wetland areas removed or disturbed as part of the project shall be mitigated by the creation of new habitat at a ratio of 1.5:1.

BIO-3: Install habitat consistent with the Los Angeles County approved landscape guidelines within the river frontage setback and maintain landscape in a manner suitable to a riparian habitat.

BIO-4: Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

BIO5: "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA 15064.5?		X		
b) Cause an adverse change in significance of an archaeological resource pursuant to State CEQA 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Explanation:

a,b,d) Historical Resource, Archaeological Resource, Human Remains. The Proposed Project includes the designation of new bicycle facilities, the adoption of supporting policies and programs, a technical design handbook, and provides a framework for improvements to existing facilities and the implementation of new facilities. Improvements to existing facilities and any future bicycle facilities are anticipated to be located within existing public rights-of-way located primarily within an urbanized environment. Excavation may be required where additional right-of-way is necessary to accommodate the full width of a bicycle facility. Traditional methods of construction for bikeways typically necessitate excavating to a depth no greater than 24 inches. The Proposed Project would involve minimal ground disturbance during construction that could impact subsurface historical resources, cultural resources, archaeological resources, or human remains. However implementation of the mitigation measures below would reduce potential impacts to a less-than-significant level.

c) Paleontological Resources. With respect to unique paleontological resources or sites, paleontological resources typically would be located below the depth of expected soils disturbance (approximately 24 inches). Therefore, the Proposed Project is not anticipated to adversely affect paleontological resources.

Mitigation:

CR-1. A qualified historian shall review project plans and, as appropriate, conduct a pre-construction survey to determine the potential to disturb unknown cultural or historical resources. If there is a potential for disturbance to unknown resources, a monitoring and resource recovery plan shall be developed.

CR-2: Any construction adjacent to any fragile historic resources shall be undertaken using equipment that is not anticipated to have a vibration impact. Additional environmental review will be required if heavy equipment is used within 25 feet of a fragile historic structure.

CR-3. If any archaeological materials are encountered during the course of project development all further development activity shall halt and:

- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact;
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource;
- The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report. Project development activities may resume once copies of the archaeological survey study or report are submitted to:

SCCIC Department of Anthropology
McCarthy Hall 477
CSU Fullerton
800 North State College Boulevard
Fullerton, CA 92834

CR-4. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

CR-5. In the event that human remains are discovered during excavation activities, the following procedures shall be observed:

- Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
- The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
- The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
 - If the descendent does not make recommendations within 48 hours the City shall reinter the remains in an area of the property secure from further disturbance, or;
 - If the City does not accept the descendant's recommendations, the City or the descendent may request mediation by the Native American Heritage Commission.

Discuss and confer means the meaningful and timely discussion careful consideration of the views of each party.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?		X		
ii) Strong seismic ground shaking?		X		

iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides		X		
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
e) have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water			X	

Explanation:

a)

i.) Alquist-Priolo. The City of Los Angeles, like most of Southern California is a region of high seismic activity and is therefore subject to risk and hazards associated with earthquakes. Several active faults within the region are considered capable of affecting property throughout the City. Implementation of the Proposed Project would generally involve the construction of bicycle improvements, support facilities, signs and other similar physical improvements. Bicycle facilities do not result in high concentrations of people that could be exposed to seismic events. Rather they are linear outdoor facilities that generally do not expose users to a high level of risk, except possibly where they are grade separated to cross a road or waterway, and even where the facilities are grade separated they are typically of limited size and thus present limited risk in the event of seismic activity. Although individual projects have not been identified at this time future projects would be subject to the requirements of applicable state building code standards and/or Department of Public Works standards which would ensure that the design and construction of new structures are engineered to withstand seismic activity as appropriate.

ii.) Seismic Ground Shaking. The potential for ground shaking exists throughout Southern California and would be of comparable intensity at the Proposed Project as it is for large parts of the Southern California region. However, the Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way and does not include the construction of buildings or other habitable structures. Although individual projects have not been identified at this time future projects would be subject to the requirements of applicable state building code standards and/or Department of Public Works standards which would ensure that the design and construction of new structures are engineered to withstand seismic activity as appropriate.

iii.) Ground Failure/Liquefaction. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. According to Navigate LA (March 2010), many of the prospective locations for improved or new bicycle facilities are located within liquefaction zones. However, the implementation of bikeway facilities would occur within existing streets and public rights-of-way. Nevertheless, a geotechnical report study would be required for projects that require additional right-of-way as part of project implementation and that are located in a liquefaction area. Additionally, any improvement would comply with the Department of Public Works requirements regarding engineering design.

iv.) Landslides. Landslides are often triggered by earthquakes or torrential rainstorms. The Proposed Project includes the designation of new bicycle facilities, the adoption of supporting policies and programs, a technical design handbook, and provides a framework to improve existing facilities and implement new facilities. According to Navigate LA (March 2010), very few of any prospective bikeways are located within landslide zones. All

existing bicycle facilities and all prospective bicycle facilities are within existing streets and public rights-of-way. Nevertheless, a geotechnical report study would be required for projects that require additional right-of-way as part of project implementation and that are in a landslide prone area. Additionally, any improvement would comply with the Department of Public Works requirements regarding engineering design.

b,c,d) Soil Erosion/Unstable Soil/Topsoil. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. The implementation of the majority of the prospective facilities identified in the Proposed Project are improvements to the existing roadways or pathway network and would not involve substantial construction in undeveloped areas that would expose users to geologic hazards. In instances where prospective improvements necessitate any excavation, grading, or fill, a geotechnical investigation would be conducted prior to final design. Any construction would be subject to the requirements of the Department of Public Works. There would be a limited potential for soil erosion and loss of topsoil and other geological issues along the facilities, however, as noted above, bicycle facilities are outdoor linear facilities that would be distributed throughout the City and would not be concentrated in a particular location. All impacts that occur during implementation and construction would be mitigated to a less-than-significant-level through compliance with the requirements of the Department of Public Works, Department of Building and Safety, and the California Department of Transportation (as appropriate).

e) Wastewater. The Proposed Project is within an urban area that is served by existing utilities and service systems including s alternative waste water disposal systems and sewers. The Proposed Projects includes policies and programs which encourage the development of "end-of-trip" facilities for bicyclists which include bicycle parking (racks, lockers), showers, changing rooms and areas to securely store bicycles. The development of these facilities may increase the utilization of existing wastewater and sewer facilities. However the potential increase in use would occur throughout the City but would not be concentrated on any particular facilities.

Mitigation:

Geo-1. The design and construction of any structures shall conform to the California Building Code seismic standards and any other applicable codes as determined by the Department of Building and Safety and/or the Department of Public Works.

Geo-2. Any construction shall comply with the Uniform Building Code Chapter 18, Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss that requires the preparation of a geotechnical report. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and shall identify design features as appropriate to minimize any risk to users.

Geo-3. Prior to the issuance of grading permits, a geotechnical report prepared by a registered civil engineer or certified engineering geologist shall be completed to the satisfaction of the Department of Building and Safety and/or Department of Public Works.

Geo-4. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department and/or the Department of Public Works.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Topics:				
VII. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Explanation:

a) Greenhouse gas emission generation. The Proposed Project encourages the continued expansion of bikeway facilities and includes supporting goals, programs, and policies for their implementation. Bicycling as a mode of transportation does not create greenhouse gas emissions. The implementation of the Proposed Project has the potential to increase bicycling as a viable mode of transportation in Los Angeles thereby decreasing the number of vehicle miles traveled and reducing the level of greenhouse gas emissions. Any emissions resulting from construction activities would be short term and would be off-set by subsequent decreases in emissions from vehicle use resulting in an increase in bicycle activity.

b) Greenhouse Gas Policies. City agencies are in the process of adopting plans, policies, and regulations in response to the amendments to the state CEQA Guidelines. At this time no governing agencies have adopted a formal plan, policy, or regulations specifically for the purpose of reducing the emissions of greenhouse gases. Bicycling does not create greenhouse gas emissions and therefore would have no impact on any future applicable plan, policies, or regulations whose purpose is to reduce the emission of greenhouse gases.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARD AND HAZARDOUS MATERIALS				X
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?				X
b) Create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Strong seismic ground shaking?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildland are adjacent to urbanized areas or where residences are?				X
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Explanation:

a,b,c,d) Hazards and Hazardous Materials The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way in an urbanized environment. There may be limited use of paints, tar, and concrete during the construction of bikeway facilities. However the quantities of such products are not expected to be large enough to create a potential hazard to the public or environment through their routine transport, use or disposal. Hazardous materials would be handled in accordance with federal Occupational Safety and Health Administration (OSHA) and California OSHA standards. While a bicycle facility may cross a hazardous materials site, none of the areas of the facilities identified in the Proposed Project are known to be designated Hazardous Materials Sites pursuant to Government Code Section 65962.5. In the event that implementation of the Bicycle Plan would require excavation and soil disturbance in a previously contaminated area, Mitigation Measure HZRD-1 requires the City to conduct a hazardous site search to determine the location of any potential for soil contamination in the vicinity of the project area prior to construction. If it is determined that there is risk to soil contamination in the project vicinity, an additional soil investigation shall be conducted to determine the presence of contaminated soil. Contaminated soil shall be removed and treated to be removed and/or remediated prior to the disposal or reuse in accordance with all applicable laws and regulations, including those promulgated by the California Department of toxic Substances Control (DTSC).

e,f) Airport. The Proposed Project is in proximity to the Los Angeles International Airport, Burbank Airport, Van Nuys Airport, and Whiteman Airport. The Proposed Project contemplates the development of bikeways along existing public rights-of-way, some of which are near existing airports. Installation of these bikeway facilities would not result in any safety impacts related to a public or private airport.

g,h) Emergency Response/Wildfires. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way in an urbanized environment. With the addition of new bikeways, the Proposed Project could provide alternate forms of evacuation routes in the event of an emergency. The Proposed Project would not interfere with the City's Emergency Operations Master Plan and Procedures. The Proposed Project would not demolish or construct structures that would alter the current exposure of people or structures to potential fire hazards.

Mitigation:

Hzrd-1. Prior to approval for construction of any bicycle facilities, the applicable City agency shall conduct a hazardous site search to determine the potential location of any soil contamination in the vicinity of the project area. If it is determined that there is risk of soil contamination in the project vicinity, an additional soil investigation shall be conducted and the results verified by the Los Angeles Fire Department prior to construction of facilities. If any known contaminate is detected above the maximum contaminant level (MCL), then the contaminated soil shall be removed and/or remediated prior to disposal or reuse in accordance with all applicable laws and regulations, including those promulgated by the California Department of Toxic Substances Control (DTSC). Upon completion of remediation, a no further action letter shall be issued by the Los Angeles Fire Department prior to project construction.

Hzrd-2. Prior to construction of any facilities, the City shall obtain verification from the Fire Department, indicating that all on-site hazardous materials, including contamination of the soil, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?		X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j.) Inundation by seiche, tsunami, or mudflow			X	

Explanation:

a.) Water Quality Standards. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way in an urbanized environment. Although no specific projects have been identified at this time, the implementation of a bicycle facility that resulted in construction would be required to comply with applicable stormwater management regulations for pollution prevention. The City Bureau of Engineering construction standards require contractors to include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas into the stormwater drainage system. In addition, if any individual construction project is over one acre, a Notice of Intent would be filed with the State Water Resources Control Board (SWRCB) for a State General Construction Activity Stormwater Permit in order to comply with the federal Clean Water Act. After construction is completed, the amount of runoff from the street would be comparable to the amount of runoff that currently exists. Therefore, impacts related to potential discharges into stormwater drainage systems or changes in water quality would be less than significant.

b) Groundwater. Groundwater is a major component of the water supply for many public water suppliers in the Los Angeles metropolitan area, and is also used by private industries, as well as a limited number of private agricultural and domestic users. While the Proposed Project could incrementally increase impermeable surfaces in certain locations along certain routes, these would be relatively small linear areas that would not result in a substantial increase. Additionally, the Proposed Project would not utilize existing groundwater resources nor would it substantially interfere with groundwater recharge.

c,d) Drainage Patterns. The Proposed Project includes the implementation of bicycle policies and a framework for improvements to existing bicycle facilities and the implementation of future bicycle facilities. The Proposed Project proposes the continued implementation of bicycle facilities along existing public rights-of-way and therefore would have minimal impact drainage patterns or the courses of streams or rivers. Additionally, while the Proposed Project could incrementally increase impermeable surfaces in certain locations along certain routes, these would be relatively small linear areas that would not result in substantial increases in impermeable surfaces and would therefore not significantly impact the amount of surface run off in a manner that could result in flooding on or off site.

e) Runoff Water. The Proposed Project includes the implementation of bicycle policies and a framework for improvements to existing bicycle facilities and the implementation of future bicycle facilities. The implementation of future bicycle facilities would primarily be located within developed public rights-of-way. While the Proposed Project could incrementally increase the amount of roadway surface area in certain locations along certain routes, these increases would be relatively small and would not result in a substantial increase.

f) Degrade Water Quality. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. No direct potential sources of water quality degradation are anticipated. However, construction related activities may cause impacts water quality. Construction related impacts would occur throughout the City and would not be concentrated on any particular facility. The implementation of the mitigation measures below would reduce potential impacts to a less-than-significant level.

g,h) 100-Year Flood Hazard. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. The Proposed Project would not involve the construction of any residential structures. The Proposed Project does not anticipate any new structures that would impede or redirect flood flows, but acknowledges that existing bridges and/or new bridges (crossing rivers and creeks) may be necessary to connect bicycle facilities. A hydraulic analysis would be conducted to assess the impact to the river flow and floodway elevation within any channel. nor place a structure that could impede or redirect flood flows.

i) Dams/Levees. The Proposed Project could result in bicycle facilities within proximity to numerous dams located throughout the City of Los Angeles. However, since all the dams and reservoirs in the City have been retrofitted pursuant to the 1972 State Dam Safety Act, the occurrence of dam or reservoir failure is unlikely. In addition, the Proposed Project proposes the continued implementation of bicycle facilities along existing public rights-of-way and therefore would not result in a substantial risk exposure of people or structures to flooding. Accordingly, implementation of the Proposed Project would not create any new impacts related to flooding due to dam failure beyond existing conditions. Therefore, no impact related to flooding due to dam failure is anticipated to occur.

j) Seiche, Tsunami, Mudflows. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way

throughout the City. Corridors identified in the Proposed Project are located in proximity to existing oceans, reservoirs, and hillsides throughout the City. Portions of the Proposed Project are located within areas of the City designated as potentially being impacted by a tsunami, as identified in the City's General Plan Safety Element (Exhibit G). Specifically those facilities are located along the Pacific Coast Highway in the Pacific Palisades community and within the Venice and Wilmington communities. The City Flood Hazard Specific Plan has design criteria for development in coastal zones. The Proposed Project proposes the continued implementation of bicycle facilities along existing public rights-of-way and therefore would not increase the amount of area that could be subjected to seiche, tsunamis or mudflows areas.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Topics:				
X. LAND USE AND PLANNING Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Explanation:

a,b,c) Land Use Planning. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. The Proposed Project proposes the continued implementation of bicycle facilities primarily along existing public rights-of-way and therefore would not divide any existing communities. The Bicycle Plan is a component of the Transportation Element of the City's General Plan. Additionally, the Proposed Project (if adopted) would supersede the City's existing Bicycle Plan, last re-adopted in 2007. Therefore the Proposed Project would not conflict with any applicable land use plan, policy or regulation. The Proposed Project is located in a fully urbanized area and therefore would not conflict with any applicable habitat conservation plan or natural community conservation plan.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Topics:				
XI. MINERAL RESOURCES Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Explanation:

a,b) Mineral Resources. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. The development of new bicycle facilities would occur primarily in existing public rights-of-way and would not involve grading that is similar to mining operations. Therefore, the Proposed Project will not impact or result in the loss of known mineral resources, nor result in the loss of locally important mineral resources recovery site.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Explanation:

a,b,c) Noise. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. An increase in bicycling and bicycles is not expected to generate noise levels that exceed the standards for ambient noise, as established by the general plan and municipal code, and would not expose persons or sensitive uses to increased noise levels. No substantial long-term increases in the existing ambient noise environment are expected, because noise levels generated from bicycle use would typically be lower than those from automobiles.

d) Temporary/Period Noise Level Increases. Project-related construction of bicycle facilities could result in temporary increases in noise levels. In accordance with City policies, standard best management practices (BMPs) to reduce noise from construction equipment would be implemented, as feasible, such as providing construction equipment and vehicles with mufflers, air-inlet silencers, and any other noise shields. Other measures include scheduling of noise-producing activities during periods that are least disruptive to noise-sensitive receptors (schools, residences, hospitals, and churches) in the project area, routing construction traffic away from noise-sensitive areas (schools, hospitals and residences), and reducing construction vehicle speeds, in addition to complying with the City's noise ordinances. Long term, the project is not anticipated to result in increased levels of noise.

e,f) Public Airport/Private Airstrip. The Proposed Project consists of the adoption and implementation of policies and improvements to existing and future bikeway facilities located within the public rights-of-way. The Proposed Project identifies existing and prospective bicycle facilities within the proximity of Los Angeles International Airport, Burbank Airport, Van Nuys Airport, and Whiteman Airport. The Proposed Project is geared toward increasing bicycling as a viable mode of transportation and improving bicycling conditions within the City. The Proposed Project would be a component of the City's Transportation Element and would not increase land use density, intensity, or distribution and therefore would not expose people working at or living near airports/airstrips to excessive noise levels.

Mitigation:

Noise-1. The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Explanation:

a,b,c) Population and Housing. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. No housing is proposed for construction or removal by the Proposed Project and no increases in land use density, intensity, or distribution is proposed. Therefore the Proposed Project would not induce population growth nor result in the displacement of existing housing or people.

	Potentially Significant Impact	Less Than Significant	Less Than Significant Impact	No Impact
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Topics:		with Mitigation Incorporated		
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?			X	
Other public facilities?				X

Explanation:

a) Public Services. The Proposed Project is located within an existing urbanized area that is served by existing public services including fire protection, police protection, and schools. Because the Proposed Project would not induce growth or the construction of new buildings, the Proposed Project would not result in an increase in demand for public services. The Proposed Project could result in increased use of existing parks and other recreational facilities due to increased accessibility of these facilities by bicycles along the existing and prospective bikeways. However, the potential increase in use of existing parks and recreation facilities would occur throughout the City and would not be concentrated on any particular facility and therefore is expected to generate less than significant impacts. In addition these facilities are accessible by transit and car so any increase is not anticipated to be substantial.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Topics:				
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Explanation:

a,b) Recreation. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. As described in

Checklist Item XIII, the Proposed Project would not induce population growth. The Proposed Project could result in an increase of use of existing neighborhood and regional parks and other recreational facilities. However, the potential increase in use of existing parks and recreation facilities would occur throughout the City and would not be concentrated on any particular facility and therefore is expected to generate less than significant impacts. In addition these facilities are accessible by transit and car so any increase is not anticipated to be substantial.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC Would the project:				
a)-Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				X
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g, bus turnouts, bicycle racks)?				X

Explanation:

a) Circulation System. The Bicycle Plan is a component of the Transportation Element. The Transportation Element of the City's General Plan was adopted by the City Council in 1999. The purpose of the Transportation Element is to guide to the further development of a citywide system that provides for the efficient movement of people and goods utilizing various transportation modes. Policy 1.1 of the Transportation Element gives direction to establish accessibility measures

to be used in evaluating the transportation needs of City's communities. These measures are further articulated in programs that rely on both measures of accessibility and mobility. The Transportation Element places primary emphasis on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reducing the number of vehicle trips, and focusing future growth in proximity to public transit. The Transportation Element provides goals, objectives, standards, policies, and programs to continually meet the changing mobility and air quality challenges faced by the City.

The Transportation Element establishes three main goals:

Goal A: Ensure adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all of those who live, work, travel, or move goods in Los Angeles.

Goal B: A street system maintained in a good to excellent condition adequate to facilitate the movement of those reliant on the system (vehicles, bicycles, rail, etc)

Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing multi-modal access to employment opportunities, essential services, and open space.

The Proposed Project supports and reinforces the three major goals of the Transportation Element. Increasing bicycling facilities within Los Angeles would provide an additional viable mode of transportation for commuters and create a comprehensive, integrated transportation system that will provide further access to employment opportunities, services, and recreational spaces. The goals, objective, policies and programs in the Proposed Project supports the development of bicycling facilities, encourages priority maintenance for streets with bicycle facilities, and supports educational and encouragement activities.

The bikeways designated in the Proposed Project are divided into three categories; Existing, Funded, and Future. The "Future" category is further divided into two sub-categories: Proposed (reasonably foreseeable) and Potential (speculative at the present time). Based upon an initial analysis, "Proposed" bicycle lanes can be accommodated within the existing roadway width under existing traffic conditions, with no impacts to traffic capacity while "Potential" lanes cannot be accommodated in the current street width without potentially significantly impacting travel lanes and/or parking lanes in the area. These Potential lanes may require physical alteration to the roadway configuration in order to be implemented. At this point there is not enough information to analyze Potential lanes in detail to verify their feasibility and route alignment study may be needed to determine the best alignment within the general corridor. Bicycle lanes currently identified as Potential will require additional analysis (particularly impacts on traffic) pursuant to the California Environmental Quality Act (CEQA) of all impacts that could be caused by changes to each roadway segment. Prospective streets and corridors have been identified (Map 1), but no specific projects are proposed at this time.

If approved, the Proposed Project would supersede and replace the existing Bicycle Plan first adopted in 1996 and last re-adopted in 2007. There would be no conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

b) Congestion Management Program. The Congestion Management Program (CMP) was adopted in July 2004 by the Los Angeles County Metropolitan Transportation Authority and was created for the following purposes:

- To link local land use decisions with their impacts on regional transportation and air quality and
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that includes all modes of travel.

The CMP contains the following elements:

- 1) A system of highways and roadways, with minimum levels of service performance measurements designated for highway segments and key roadway intersections on this system;
- 2) A performance element that includes performance measures to evaluate multimodal system performance;
- 3) A transportation demand management (TDM) element that promotes alternative transportation strategies;
- 4) A Land Use Analysis program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs of mitigating those impacts;
- 5) A seven-year capital improvement program of projects that benefit the CMP system; and
- 6) A Deficiency Plan.

The CMP includes a "Mobility Improvements" section. This section reviews the accomplishments of local jurisdictions in implementing mitigation strategies that offset the traffic impacts of new development. The strategies are arranged by category and compared by sub-area. These categories are:

- Capital Improvements;
- Transportation Systems Management (TSM);
- Transit Service;
- Transportation Demand Management (TDM); and
- Land Use.

The Proposed Project includes the adoption of policies and programs supporting bicycling and proposes continued implementation of improvements to City's bicycle network. Those objectives compliment Los Angeles County's adopted Congestion Management Program. Increasing bicycle facilities will support bicycling as a viable alternative transportation strategy within the City of Los Angeles and the County and have the potential to decrease the number of vehicle miles traveled as advocated for in the Congestion Management Program.

c) Air Traffic Patterns. The Proposed Project consists of the adoption and implementation of policies and improvements to existing and future bikeway facilities located primarily within existing public right-of-way. The Proposed Project would not impact existing air traffic patterns.

d) Hazards/Incompatible Uses. The Proposed Project would not substantially increase hazards do to a design feature or incompatible uses. The Proposed Project provides for facilities for bicyclists thereby reducing potential conflicts between non-motorized movement and motorized vehicles. It is not anticipated that the Proposed Project would create any potentially significant safety hazards. Bicycle facilities would be implemented in accordance with the Technical Design Handbook that is a part of the Proposed Project. The Technical Design Handbook is based upon design criteria from the national Manual of Uniform Traffic Control Devices (MUTCD), Caltrans Highway Design Manual (HDM), California Manual of Uniform Traffic Control Devices (CAMUTCD) and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. The Technical Design Handbook is intended to assist the City and the public in the design of bicycle facilities. Additionally, state and local laws permit bicycles on all public streets and therefore increased bicycle activity is not incompatible with current road provisions.

e) Emergency Access. The Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way. The implementation of bicycle facilities will not impede emergency access so bicyclists must follow the same protocol as vehicle in surrendering the right of way to emergency vehicles. In addition, bicycle paths, especially those along major tributaries, may provide additional egress options during emergency evacuations. The design of all bikeway facilities will be governed by the Technical Design Handbook and applicable federal, state and local guidelines.

f) Alternative Transportation. The Proposed Project would supersede the City's existing Bicycle Plan last adopted by the City Council in 2007. The Proposed Project includes policies and programs supporting the continued integration of bicycle facilities into the transportation system and pedestrian realm and would further the City's goal of reducing auto dependence. Therefore, the Proposed Project would not conflict with any adopted policies supporting alternative transportation.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Explanation:

a,b,c,d,e,f,g) Utilities and Service Systems. The Proposed Project is within an urban area that is served by existing utilities and service systems including solid waste collection and disposal, wastewater and storm water collection treatment and water facilities. Additionally, the Proposed Project consists of the adoption and implementation of policies and programs to improve existing bikeway facilities and implement future bikeway facilities within existing public rights-of-way and therefore would not impact the capacity of any existing utility services. No new or expanded utility facilities are proposed or would be required to implement the Proposed Project.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial		X		

adverse effects on human beings, either directly or indirectly?				
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Explanation:

a,b,c) Mandatory Findings of Significance. The Proposed Project could contribute to environmental impacts that are individually limited, but significant when viewed in connection with the effects of past projects, other projects, and probable future projects. However, project contributions to these cumulative impacts would be mitigated to a level of less than significance (less than cumulatively considerable) by imposing the mitigation measures identified in this document. Similarly, potential environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly would be mitigated to a level of less than significance by these mitigation measures. The conditions outlined in this proposed Mitigated Negative Declaration that are not already required by law shall be required as conditions of approval by the decision-making body.

Therefore it is concluded that no potentially significant impacts would result from implementation of the Proposed Project.

Data, Resources, and References

Websites

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<http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx>

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Website: <http://navigate.la.city.org/index.cfm>.

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California Department of Transportation (Scenic Highways):
http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

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<http://www.dfg.ca.gov/>

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Southern California Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning

City of Los Angeles, Emergency Management Department, **Emergency Operations Master Plan and Procedures Manual September 2006**

City of Los Angeles. 1996. Safety Element of the Los Angeles City General Plan, Department of City Planning, Los Angeles, CA, adopted on November 1996.

City of Los Angeles. 1999. General Plan Framework.

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Los Angeles County Metropolitan Transportation Authority, 2004 Congestion Management Program

List of Preparers

Lead Agency
City of Los Angeles

Contact: Jordann Turner, Project Manager
Department of City Planning
200 N. Spring Street, Room 721
Los Angeles, CA 90012
Jordann.Turner@lacity.org

Applicant:
City of Los Angeles, Department of City Planning

DETERMINATION LETTER
CPC-2009-871-GPA
MAILING DATE: 01/21/11

Joe Linton
131 ½ Bimini Place
Los Angeles, CA 90004

Leticia Zavala
301 Mt. Washington Dr.
Los Angeles, CA 90065

Dennis Hindman
4406 Cahuenga Blvd.
Toluca Lake, CA 91602

Lauren Ahkiam
11243 Glenoaks Blvd., Ste. 1
Pacoima, CA 91331

Agnes Lewis
17943 Mayerling Street
Granada Hills, CA 91344

Dan Dabek
727 ½ N. Avenue 66
Los Angeles, CA 90024

Jason Li
315 E. 8th Street, #604
Los Angeles, CA 90014

India Brookover
460 S. Spring Street
Los Angeles, CA 90013

Madeline Brozen
1579 Manning Avenue
Los Angeles, CA 90024

Allison Mannos
634 S. Spring Street, #821
Los Angeles, CA 90014

Aurisha Smolarski
634 S. Spring Street, Ste. 821
Los Angeles, CA 90014

Alex Thompson
4115 Chase Avenue
Los Angeles, CA 90066

Jeannie Plumb
10755 Desoto Avenue
Chatsworth, CA 91311

Stephen & Enci Box
1738 N. Canyon Dr, #10
Los Angeles, CA 90028

Al Moggia
1812 W. Silver Lake Dr.
Los Angeles, CA 90026

Asuka Hisa
2525 Michigan Avenue
Santa Monica, CA 90404

Jeff Jawbberger
5516 Edgewood Pl., #1
Los Angeles, CA 90019

Carmen M. S.
6030 Lasaine Avenue
Encino, CA 91316

Kent Strumpell
6483 Nancy Street
Los Angeles, CA 90045

Joseph Young
12551 Presnell Street
Los Angeles, CA 90066

Lynn Brown
1547 N. Sierra Bonita
Los Angeles, CA 90046

Carol Armstrong
1149 S. Broadway, #600
Los Angeles, CA 90015

Mark Didia
3805 Effie Street
Los Angeles, CA 90026

Aaron Kvehn
852 Sanborn Avenue
Los Angeles, CA 90029

Justino Garcia
21112 Devonshire Street
Chatsworth, CA 91311

Robert Gadda
117 Bimini Pl., #111
Los Angeles, CA 90004

Marian Dodge
2648 N. Commonwealth Avenue
Los Angeles, CA 90027

Dale Gibson
9655 Wentworth Street
Sunland, CA 91040

Ronald & Carol Brusha
1400 Cleveland Rd.
Glendale, CA 91202

Daniel Rodman
1927 ¼ Barry Avenue
Los Angeles, CA 90025

Herbie Huff
1328 W. Court
Los Angeles, CA 90026

Glenn Bailey
P.O. Box 19172
Encino, CA 91416

James Beaumont
751 Tularcsa Dr.
Los Angeles, CA 90026

George Wolfberg
P.O. Box 3441
Santa Monica, CA 90408

Gary Kavanagh
1753 9th Street, Apt. B
Santa Monica, CA 90404

Alexis Lantz
634 S. Spring Street, Ste. 821
Los Angeles, CA 90026

Don Ward
1840 N. Kenmore
Los Angeles, CA 90027

Vicki Karlan
4244 Stewart Avenue
Los Angeles, CA 90066

Jonathan Green
117 Bimini Pl.
Los Angeles, CA 90004

Len Nguyen
1645 Corinth, #201
West Los Angeles, CA 90025

Arlene Valdez
5335 Via San Delamo
Los Angeles, CA 90022

Roberto Perez
708 W. Duell Street
Azusa, CA 91702

Luciano Apor
8871 Belday Street
Cypress, CA 90630

Joe Young
12551 Presnell Street
Los Angeles, CA 90066

Danielle Rayne
222 Thompson Avenue
Los Angeles, CA 91201

Gayle Haberman
695 S. Vermont
Los Angeles, CA 90005

Mark Langton
1296 Alessandro Dr.
Newbury Park, CA 91320

Jim Hassenguer
4359 Pampas Road
Woodland Hills, CA 91364

Jim Kennedy
8515 Falmouth Avenue, Unit 407
Los Angeles, CA 90293

Alex Lantz
634 S. Spring Street
Los Angeles, CA 90014

Carol Henning
651 Wilcox Avenue, #3B
Los Angeles, CA 90004

Carmen M Seura
6030 Lasaine Avenue
Encino, CA 91316

Greg Wittman
310 S. St. Andrews Place
Los Angeles, CA 90020

Bernadette Soter
2640 N. Commonwealth Avenue
Los Angeles, CA 90027

Doug Carstens
2601 Ocean Park Blvd., #205
Santa Monica, CA 90405

Cecilia Wagers
423 S. Lamer Street
Burbank, CA 91506

Ruth Doxsee
17128 Baltar Street
Lake Balboa, CA 91406

Steve Messor
P.O. Box 57576
Sherman Oaks, CA 91413

Noel Weiss
13700 Marina Pointe Dr.
Marina Del Rey, CA 90292

Ankur Patel
No Address

Jessica Meaney
No Address

Mark Elliot
212 S. Reves Dr
Beverly Hills, CA 902127

John Laue
11064 Eldorado
Sunland, CA 91040

Dennis Hindman
4406 Cahuenga Blvd
Toluca Lake, CA

Doaching Grissler
1726 N. Gramercy Pl, #12
Los Angeles, CA 90028

Ramon Martinez
1607 N. Benton Way
Los Angeles, CA 90026

Jennifer Gill
2424 Wilshire Blvd #519
Los Angeles, CA 90057

Steve Frein
121 S. Hope St, #317
Los Angeles, CA 90012

Amanda Rohlke
4431 Don Ricardo Dr, #24
Los Angeles, CA 90008

Michael A'Lauu
590 Wilcox Ave
Los Angeles, CA 90004

Mihai Peteu
1840 N. Kenmore Ave
Los Angeles, CA 90008

Allison Mannos
634 S. Spring St, #84
Los Angeles, CA 90014

Taylor Nichols
853 S Ogden
Los Angeles, CA 90046

Ross Hirsch
4751 Cromwell Ave
Los Angeles, CA 90027

Luv Khot
432 S. New Hampshire Ave
Los Angeles, CA 90020

Rachel Stevenson
11811 Venice Blvd, #138
Los Angeles, CA 90066

Ray Schiel
1324 Pointsetta Pl, #109
Los Angeles, CA 90048

Bruce Dobb
2258 S Beverly Glen
Los Angeles, CA 90064

John Coak
2516 Kenilworth Ave
Los Angeles, CA 90039

Darryl Ford
1824 N. Curson Ave
Los Angeles, CA 90046

Stephen Box
1738 N. Canyon Dr, #310
Los Angeles, CA 90028

Aurisha Smolarski
127 Bimini Pl
Los Angeles, CA 90004

Bella Lau
5701 W. 76th St
Los Angeles, CA 90045

Ann Walnum
755 Crane Blvd
Los Angeles, CA 90065-4038

Carol Henning
651 Wilcox Ave, #3B
Los Angeles, CA 90004

Bruce Durbin
2109 S. Redondo Blvd
Los Angeles, CA 90016

Andy Rodriguez
2758 Folsom
Los Angeles, CA 90033

Brenda Yancor
738 S. Mariposa Ave
Los Angeles, CA 90005

Nate Baird
1255 Seward #209
Los Angeles, CA 90038

David Carreru
6530 Leland Way
Los Angeles, CA 90028

Lorena Diaz
1824 Curson Ave
Los Angeles, CA 90046

Cody James
1030 N. Oxford Ave, #11
Los Angeles, CA 90029

Carol Prager
368 N. Ridgewood Place
Los Angeles, CA 90004

Arlene Valdez
5335 ½ Via San Debirro
Los Angeles, CA 90022

Felecia Ross
220 105th St
Los Angeles, CA 90003

Kyrcki Ross
220 W 105th St.
Los Angeles, CA 90003

Vincenzo Loconle
2281 W 23rd St
Los Angeles, CA 90018

Glen Wilson
18925 Citronia St
Northridge, CA 91324

Jeff Jacobberger
5516 Edgewood Pl, #1
Los Angeles, CA 90019

Chris Cheng
2641 Orchard Ave
Los Angeles, CA 90007

Carey Drayton
3667 S. McClintock Ave
Los Angeles, CA 90089

Irv Sitkoff
10325 Northvale Road
Los Angeles, CA 90064

Kevin Hopps
12015 Kling Street, #111
Valley Village, CA 91607

George Ortega
12576 Hunnywell Ave
Sylmar, CA 91342-4912

Dennis Hindman
4406 Cahuenga Blvd
Toluca Lake, CA

Patricia Ommert
400 W. Riverside Dr. #19
Burbank, CA 91506

Diane Abato
5826 Satsuma Ave
North Hollywood, CA 91607

Bernadette Soter
2640 N. Commonwealth
Los Angeles, CA 90027

Dennis D'Alfonso
17305 Kinzie St
Northridge, CA 91325

Dave Sotero
10156 Odessa Ave
North Hills, CA 91343

Glenn Bailey
P.O. Box 19172
Encino, CA 91416

Jim Hasenauer
4359 Pampas Rd
Woodland Hills, CA 91364

Max Podemski
11243 Glenoaks Blvd
Pacoima, CA 91331

Lynn Brown
1547 Sierra Bonita
Los Angeles, CA 90046

Mary Benson
6350 Laurel Canyon Blvd, #201
Van Nuys, CA 91606

Yana Stoimenov
653 Oak Run Trail #308
Oak Park, CA 91377

Anthony Curzi
1234 Wilshire Blvd, #433
Los Angeles, CA 90017

Hannah Polow
1546 Camden Ave
Los Angeles, CA 90025

Linda Mok
1533 S. Kelton Ave
Los Angeles, CA 90024

Erin Hakim
2015 Bently #3
Los Angeles, CA 90024

Shady Hakim
2015 S. Bently Ave #3
Los Angeles, CA 90025

Ayala Ben-Yehuda
1032 S. Orange Grove #7
Los Angeles, CA 90019

Tom Barsha
1435 Butler Ave
Los Angeles, CA 90024

Tim Dagodag
1724 Aomacast Ave
Los Angeles, CA 90025

Rye Baery
4120 Rincon Ave
Los Angeles, CA 91020

David Feuer
3725 Venton
Los Angeles, CA 90034

Shelma Jun
408 S. Cochran Ave, #206
Los Angeles, CA 90035

Christopher McKinnon
11837 N. Park Ave
Los Angeles, CA 90066

Mary Ann Webster
9950 Farragut
Culver City, CA 90232

Madeline Bruzen
1579 Manning Ave
Los Angeles, CA 90024

Rebecca Shields Moose
1832 Purdue Ave, #209
Los Angeles, CA 90025

Francis Reilly
4224 S. Centinela Ave, #203
Los Angeles, CA 90066

Rachel Stevenson
11811 Venice Blvd
Los Angeles, CA 90066

Doug Sethumacher
2811 Dell Ave
Venice, CA 90291

Damien Newton
11539 National Blvd
90064

Renee Green
2626 24th St, Apt B
Santa Monica, CA 90405

Barbara Broide
2001 Malcom Ave
Los Angeles, CA 90025

Eric Weistein
420 Raymond #2
Santa Monica, CA 90405

Mark Elliot
212 S. Reeves
Beverly Hills, CA

Gary Karanagh
1753 9th Street, Apt 202
Santa Monica, CA

Jeff Rabin
4421 E. 5th Street, #C
Long Beach, CA 90814

Alicio Strasser
4339 Corinth Ave.
Culver City, CA 90230

Dale Benson
1654 Edgecliffe Dr.
Los Angeles, CA 90026

Sheridon Benton
16615 Merivale Ln.
Los Angeles, CA 90272

David Fener
P.O. Box 24858
Los Angeles, CA 90024

Jared Weinstein
545 N. Hayworth Ave., #207
Los Angeles, CA 90049

Jonathan Hui
1250 S. Saltair Ave., #203
Los Angeles, CA 90025

Alex Balh
5437 Carteek Place
Valley Village, CA 91406

Mo and Tina Geller
17901 Emelita St.
Encino, CA 91316

Colin Bogart
1340 N. Edgemont St.
Los Angeles, CA 90027

Don Rosbery
18837 Barker Lane
Norbury, CA 91326

Lauren Jacobsen
4295 Bakman Ave.
Studio City, CA 91602

Michael Shanman
18855 Miranda St.
Tarzana, CA 91356

Skip Baldwin
632 N. Broad Ave.
Wilmington, CA 90744

Jonathan Hui
1250 S. Saltair #203
Los Angeles, CA 90025

Scott Sing
621 Woodlawn Ave
Venice, CA 90291

Sheridon Benton
16615 Merivale Ln.
Los Angeles, CA 90272

David Fener
PO BOX 24858
Los Angeles, CA 90024

Don Rosbery
18837 Barker Lane
Norbury, CA 91326

Suzanne Perkins
480 Riverside Dr.
Burbank, CA 91506

Bradford Turner
2377 Vista Gordobe
LA, CA 90026

Kathy Kephart
10535 Foothill Blvd.
Sylmar, CA 91342

Brian Terklez
215 N Winchester
LA, CA 90046

Katlin Segal
427 W. Spazier Ave
Burbank, CA 91506

Chris Awler
PO Box 26010
LA, CA 90026

Jim Perez
30245 Sloan Canyon Road
Castaic, CA 91384

Katlin Segal
427 W. Spazier Ave
Burbank, CA 91506

Chris Awler
PO Box 26010
LA, CA 90026

Jim Perez
30245 Sloan Canyon Road
Castaic, CA 91384

Robert Perez
4790 Lynn Road
Newbury Park, CA 91320

Marsh Drucker
10047 McBroom
Sunland, CA 91040

Ann Walnum
755 Crane Blvd
LA, CA 90065

Cathy Marx
1401 Valleyheart Dr.
Burbank, CA 91504

Jennifer Harnie
400 Navla Ave.
Glendale, CA 91201

Alex Balh
5437 Carteeek Place
Valley Village, CA 91406

Don Rosbery
18837 Barker Lane
Norbury, CA 91326

Lauren Jacobsen
4295 Bakman Ave
Studio City, CA 91602

Michael Shanman
18855 Miranda Street
Tarzana, CA 91356

Jenny Booth
8871 Greenbush Ave
Arleta, CA 91331

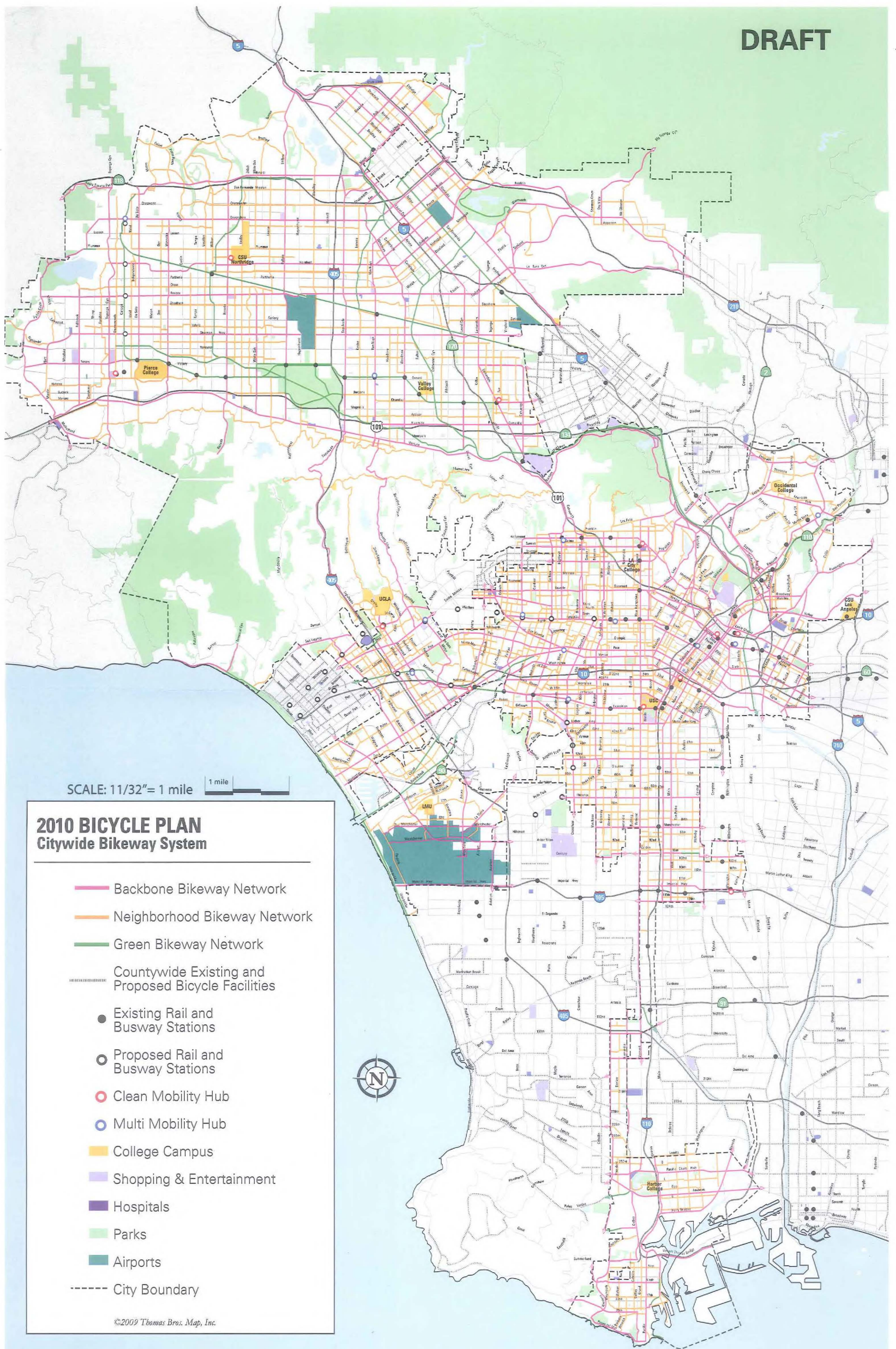
Mike Yulish
PO 1041
Beverly Hills, CA 90213

P. James
256 W. 70th St
LA, CA 90003

Thomas Norton
14209 1/2 Moorpark St
Sherman Oaks, CA 91423

Daniel Ramirez
1411 Hoover Street #1
LA, CA 90029

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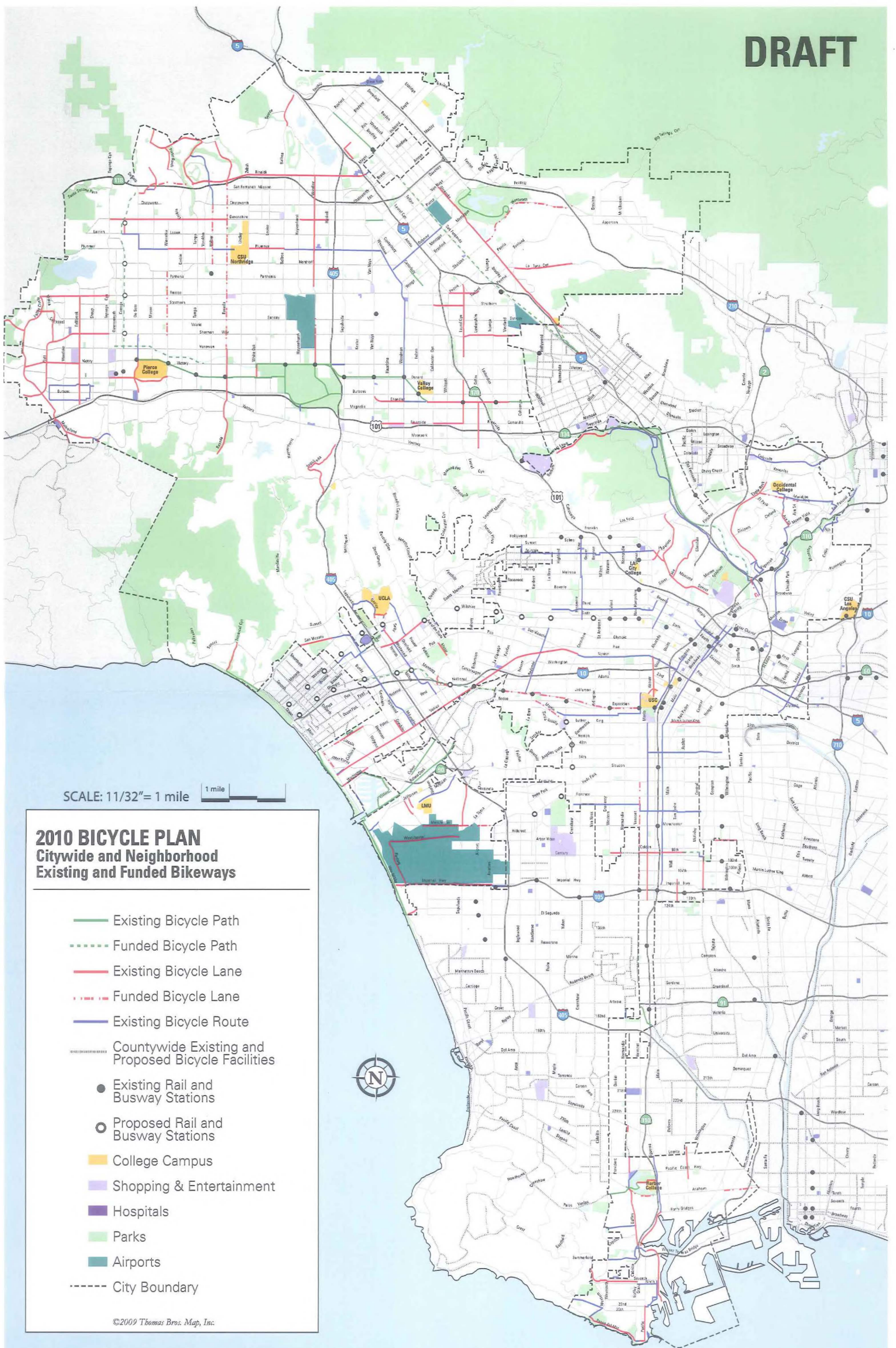
1 mile

2010 BICYCLE PLAN Citywide Bikeway System

- Backbone Bikeway Network
- Neighborhood Bikeway Network
- Green Bikeway Network
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- Clean Mobility Hub
- Multi Mobility Hub
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

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SCALE: 11/32" = 1 mile

2010 BICYCLE PLAN Citywide and Neighborhood Existing and Funded Bikeways

- Existing Bicycle Path
- - - Funded Bicycle Path
- Existing Bicycle Lane
- - - Funded Bicycle Lane
- Existing Bicycle Route
- - - Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
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