



Los Angeles County  
Department of Regional Planning

*Planning for the Challenges Ahead*



Richard J. Bruckner  
Director

November 16, 2011

TO: Pat Modugno, Chair  
Curt Pedersen, Vice Chair  
Esther L. Valadez, Commissioner  
David W. Louie, Commissioner  
Harold V. Helsley, Commissioner

FROM: Connie Chung, AICP, Section Head  
General Plan Development / Housing

**SUBJECT: ITEM #6: BICYCLE MASTER PLAN UPDATE; PROJECT NO. R2011-00874-(1-5)**

At your meeting on November 16, 2011, the Department of Public Works will be giving a presentation on the Bicycle Master Plan Update. Attached are the following additional materials related to this item: 1) the Department of Public Works' summary of additional public comments; 2) public comments received after November 2, 2011; and 3) the Department of Public Works' presentation.

JS:CC:AR

cc: Richard J. Bruckner

Attachments:

1. Department of Public Works' Summary of Additional Public Comments
2. Additional Public Comments (received after November 2, 2011)
3. Department of Public Works' Presentation

**County of Los Angeles  
Department of Public Works  
Summary of Additional Public Comments**

Additional public comments were received after the November 2, 2011 packet submission to the Regional Planning Commission. A hard copy of each letter/email received is attached for reference.

In summary, multiple parties expressed concern regarding the proposed 0.6 mile long Class 1 Bike Path along the Sepulveda Channel in the community of Mar Vista (Westside Planning Area - Project ID 16). Along with eight individual letters/emails stating the same or similar comment, we received a multi-signature letter signed by 81 constituents.

Also worth noting, the Los Angeles County Bicycle Coalition (LACBC) submitted a letter outlining their comments, and provided a template for other parties to submit comments. We received five other letters from other constituents based on LACBC's template.

Additionally, approximately 40 unique and individual comments were received and recorded by our staff. Please reference the hard copies provided for any additional information.

**From:** [Ruiz, Rosie](#)  
**To:** [Russett, Anne](#); [ayusuf@dpw.lacounty.gov](mailto:ayusuf@dpw.lacounty.gov)  
**Subject:** FW: Bike Master Plan Update  
**Date:** Wednesday, November 16, 2011 7:17:45 AM

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Rosie O. Ruiz  
Commission Services  
213-974-6409

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**From:** Eric Bruins [mailto:[ejfbruins@gmail.com](mailto:ejfbruins@gmail.com)]  
**Sent:** Tuesday, November 15, 2011 5:27 PM  
**To:** Ruiz, Rosie  
**Cc:** Abu Yusuf  
**Subject:** Bike Master Plan Update

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

RE: Bike Master Plan Update

Honorable Commissioners:

I applaud the County for moving forward with an update to its long-outdated Bike Plan. Since the last update, environmental, public health, and economic problems have conspired to make bicycling one of the only truly clean, equitable, and healthy modes of transportation. Bicycle use has increased markedly in recent years in response to these pressures, yet County infrastructure has not kept up with demand for safe and accessible bicycle facilities. In this context, the time is right for an aggressive deployment of innovative bicycle facilities that will encourage more people to bicycle for everyday transportation. Only by welcoming new riders will the County achieve its environmental, public health, and economic objectives.

Unfortunately, the draft Plan before you today does not accomplish these aims. The proposed infrastructure and design guidelines are as outdated as the current plan. The County Department of Public Health has become a national leader in documenting the link between public infrastructure and public health and published a Model Street Manual that addresses the impacts of our current street system. There is no excuse for perpetuating highway standards from the 1970s in a 2012 Bike Plan. The Commission would be reticent if it did not direct the Department of Public Works to adopt the standards put forth by the Department of Public Health. We must utilize best practices to design facilities that entice an "interested but concerned" public to try bicycling. Particular emphasis must be placed on designs that encourage women and children, who are most likely to make regular short trips that could be done by bicycle and who are also most sensitive to perceived facility safety.

I fully support the Los Angeles County Bicycle Coalition in its request to send the Plan back to staff for revision. Adopting the draft Plan in its current form would be a missed opportunity to promote a safer and healthier LA County.

### **Investment in Safer Infrastructure**

The success of the County's plan in increasing bike modal share will largely depend on its ability to make County residents who do not cycle now comfortable riding a bike on city streets, especially women, children and the elderly. Unfortunately the current draft fails to make use of the types of infrastructure that experience in other cities has shown are needed to convince these segments of the population that cycling is a safe and viable transportation option.

For example, about 270 of the 816 miles proposed in the plan involve paving shoulders or widening roadways to install a Class III Bike Route, a road treatment that does little to encourage cycling among these groups, particularly on streets with average road speeds above 30mph. This does not make sense. If the County is prepared to incur the expense of intensive road construction, it should *at least* convert these miles to buffered bike lanes. The added cost of paint is negligible in comparison to the cost of road widening, but the facility's quality and perceived safety would be dramatically improved.

### **Equitable and Rational Prioritization of Projects**

In order to make best use of limited resources over time, projects should be prioritized in a manner that develops infrastructure in communities that need it most from a public health and safety standpoint. The current project prioritization grading scale should be amended so that it:

- 1) scores safety (based on local collision data) higher;
- 2) awards points to projects serving low-income, transit-dependent communities; and
- 3) grants preference to projects in communities with the highest obesity rates.

By awarding more points in these areas, the County can ensure that the roll-out of its plan over the next few decades will positively impact the unincorporated communities in greatest need of safer streets for cycling first.

### **Clear, Ambitious and Easily Measurable Goals**

Setting clear and measurable goals allows the agencies' responsible for implementation, the public, and policymakers to easily track the implementation and success of the plan. Therefore there needs to be a mode share goal beyond the first five years of the plan and it should be an ambitious one. We suggest a 10% bicycle mode share by 2032 for all trips, as well as an intermediate goal such as a 5% mode share by 2022.

Additionally we encourage the County to measure the number of women and children bicycling. This can be done through several avenues, including the biennial counts included in the plan, the annual American Community Survey and National Household Travel Survey data. For children we recommend surveying students every year as part of your Safe Routes to School efforts. DPW should work with the school districts to conduct surveys at the start and end of the school year to understand how children are getting to and from school and to measure the effectiveness of education, encouragement, and infrastructure investments as they are implemented.

I appreciate your attention to these issues. Our streets are the majority of public space in urban areas and a key feature of rural identity. How we design the public realm will determine whether Los Angeles County addresses its environmental, health, and economic challenges. I am confident that the County can develop a bicycle network that welcomes new riders and improves quality of life for all County residents. Please direct staff to work

with the Bike Coalition and Department of Public Health to ensure that the Plan will accomplish its multiple objectives.

Sincerely,

Eric Bruins  
3845 Motor Ave. #5  
Culver City, CA 90232  
[ebruins@alumni.usc.edu](mailto:ebruins@alumni.usc.edu)  
(650) 823-9713

cc:

Rosie Ruiz, Planning Commission Secretary, [Rruiz@planning.lacounty.gov](mailto:Rruiz@planning.lacounty.gov)  
Abu Yusuf, County Bikeway Coordinator, [AYUSUF@dpw.lacounty.gov](mailto:AYUSUF@dpw.lacounty.gov)

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

RE: Bike Master Plan Update

I am pleased the County has improved the initial Draft Plan and is considering adopting a Bike Plan for the unincorporated communities that can serve as the first step towards a safer, more bicycle friendly Los Angeles County. However, I feel that the latest draft still has room for improvement, particularly in the following areas.

### **Investment in Safer Infrastructure**

The success of the County's plan in increasing bike modal share will largely depend on its ability to make County residents who do not cycle now comfortable riding a bike on city streets, especially women, children and the elderly. Unfortunately, the current draft fails to make use of the types of infrastructure that experience in other cities has shown are needed to convince these segments of the population that cycling is a safe and viable transportation option.

For example, about 270 of the 816 miles proposed in the plan involve paving shoulders or widening roadways to install a Class III Bike Route, a road treatment that does little to encourage cycling among these groups, particularly on streets with average road speeds above 30mph. This does not make sense. If the County is prepared to incur the expense of intensive road construction, it should *at least* convert these miles to buffered bike lanes. The added cost of paint is negligible in comparison to the cost of road widening, but the facility's quality and perceived safety would be dramatically improved.

### **Equitable and Rational Prioritization of Projects**

In order to make best use of limited resources over time, projects should be prioritized in a manner that develops infrastructure in communities that need it most from a public health and safety standpoint. The current project prioritization grading scale should be amended so that it:

- 1) scores safety (based on local collision data) higher;
- 2) awards points to projects serving low-income, transit-dependent communities; and
- 3) grants preference to projects in communities with the highest obesity rates.

By awarding more points in these areas, the County can ensure that the roll-out of its plan over the next few decades will positively impact the unincorporated communities in greatest need of safer streets for cycling first.

### **Clear, Ambitious and Easily Measurable Goals**

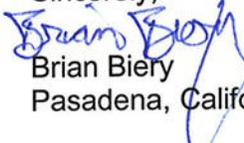
Setting clear and measurable goals allows the agencies' responsible for implementation, the public, and policymakers to easily track the implementation and success of the plan. Therefore there needs to be a mode share goal beyond the first five years of the plan and it should be an ambitious one. I suggest a 10% bicycle mode share by 2032 for all trips, as well as an intermediate goal such as a 5% mode share by 2022.

Additionally I encourage the County to measure the number of women and children bicycling. This can be done through several avenues, including the biennial counts included in the plan, the annual American Community Survey and National Household Travel Survey data. For children I recommend surveying students every year as part of your Safe Routes to School efforts. DPW should work with the school districts to conduct surveys at the start and end of the school

year to understand how children are getting to and from school and to measure the effectiveness of education, encouragement, and infrastructure investments as they are implemented.

I thank you for your time in considering these issues. By engaging in an ongoing, constructive dialogue with members of the community, I am confident the County will develop a successful bicycle network that all Los Angeles County residents can enjoy. I look forward to future communications regarding the Plan and am eager to see a better, more bikeable Los Angeles County.

Sincerely,

  
Brian Biery  
Pasadena, California

cc:

Rosie Ruiz, Planning Commission Secretary, [Rruiz@planning.lacounty.gov](mailto:Rruiz@planning.lacounty.gov)  
Abu Yusuf, County Bikeway Coordinator, [AYUSUF@dpw.lacounty.gov](mailto:AYUSUF@dpw.lacounty.gov)



**rails-to-trails**  
conservancy

Western Regional Office  
235 Montgomery Street, Suite 769  
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tel 415.814.1100  
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[www.railstotrails.org](http://www.railstotrails.org)

November 15, 2011

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

RE: LA County Bicycle Master Plan

I would like to thank you for the opportunity to submit comments on the draft of the LA County Bicycle Master Plan. As Manager of Trail Development for the Rails-to-Trails Conservancy (RTC) Western Region, I work to promote the development of interconnected bicycle and walking facilities for healthier people and healthier communities.

RTC is pleased the County is taking steps to add bicycle facilities and encourage cycling in the unincorporated communities. A well-constructed plan is essential to create a cohesive, countywide bicycle network.

While the plan has strong goals and includes a vast network of bicycle facilities, we believe the plan needs to be improved to truly attract a substantial amount of new bicyclists to utilize this clean and healthy form of transportation and recreation.

The primary barrier to bicycling for a large portion of the population is concern for safety. Most bicyclists do not feel safe riding in bike lanes next on fast moving arterials or on the shoulder of highways. They require additional separation that Class I bike paths and new innovative facilities like cycle tracks and bicycle boulevards with calmed traffic afford. The plan should recognize this preference and include the appropriate facilities that will attract these bicyclists. We recommend the following changes to the plan to accomplish this:

### **1. Preferred Infrastructure**

We note a large portion (270 of 816 proposed miles according to LACBC) involve paving shoulders or widening roadways to install a Class III Bike Route, a road treatment that does little to encourage cycling among a majority of the population, particularly on streets with average road speeds above 30mph. It appears that many of these Class III projects are through the Santa Monica Mountains or access Antelope



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Valley on parallel routes that are likely primarily for recreational riders. In place of road widening on all of the parallel routes, could not a separated Class I path be provided as a side path on one of the routes and attract new bicylists. Similar Class I paths in Simi Valley and Ojai are incredibly popular and attract bicylists of all ages and skill levels. At the very minimum, the routes should be designate Class II and separated from traffic with buffers such as safe-hit posts.

Also, the goals for bicycle boulevards are very low. Bicycle boulevards are very effective where they are implemented properly because the traffic calmed streets feel safe for bicyclists. We would like to see additional mileage of Class III routes designated as potential bicycle boulevard – especially where they can connect to bike paths.

Another innovative facility that is lacking from the plan is the cycle track. We would recommend that at least some of the Class II bike lanes along arterials be evaluated for possible buffers that would increase the sense of safety of bicyclists.

### **Rational and Equitable Prioritization of Projects**

In order to have the greatest impact, projects should be prioritized in a manner that develops infrastructure that is most effective and serves communities that need it most.

We are glad to see projects such as Eaton Wash, San Jose Creek, LA River Trail, and Compton Creek included in the plan, however only four Class I and four bicycle boulevard projects are included in the Phase I projects list. Since these bike path and bicycle boulevard projects are so effective at encouraging bicycling, there should be a much higher proportion of these safety enhancing facilities.

The current project prioritization grading scale should be amended so that it takes into account:

- 1) bonus for facility types that increase perceived safety for users;
- 2) projects that improve safety where documented collisions have occurred;
- 3) projects serving low-income, transit-dependent communities; and
- 3) grants preference to projects in communities with the highest obesity rates.

By prioritizing these areas, the County can ensure that the roll-out of its plan over the next few decades will positively impact the unincorporated communities in greatest



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need of safer streets for cycling first.

### **Adoption of Clear Goals and Easily Measurable Benchmarks**

Although the Plan's timeline for implementation is thirty years, it does not have a mode share goal beyond the first five years. Setting clear and measurable goals is critical if interested parties are to track the implementation and success of the plan. Therefore there needs to be a mode share goal. We suggest a 10% bicycle mode share by 2032 for all trips, and a 5% mode share goal by 2022.

### **Missing Facilities**

Please add the Bellflower Bikeway and the Santa Ana Branch Line Pacific Electric Corridor that SCAG is currently studying as a potential Class I rail-with-trail project. While the route is through incorporated cities we would like to have the project shown so that future plans include it as well.

RTC thanks you for your time in considering these issues. By engaging in an ongoing, constructive dialogue with the public, RTC is confident the County can develop a successful bicycle network that all Los Angeles County residents can enjoy. We look forward to further improvements to the Plan and are eager to see a better, more bikeable Los Angeles County. Please contact me at [steve@railstotrails.org](mailto:steve@railstotrails.org) or 415-814-1102 should you have any questions or need any additional information.

Sincerely,

Steve Schweigerdt  
Trail Development Manager, Western Region

3435 Wilshire Boulevard  
Suite 320  
Los Angeles, CA 90010-1904



(213) 387-4287 phone  
(213) 387-5383 fax  
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November 15, 2011

TO: Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles, CA 90012

### **Re: Bike Master Plan Update**

After decades of auto-centric transportation and land-use planning, short car trips have become a major source of air pollution, emissions, traffic congestion, and fuel consumption in Los Angeles County. Between 50-75% of these trips - approximately 50% of commuting and 75% of shopping - are less than five miles in length, a distance easily covered by bicycle. In short, there is latent potential for greater bike usage, especially when considering the region's temperate climate.

The Sierra Club is pleased the County is moving to capitalize on this potential and has improved the initial Draft Bike Master Plan. If realized, the development of a safe network of bicycle friendly streets linking residential neighborhoods, schools, business districts and transit hubs would have a significant positive impact on the region's air quality, traffic congestion, public health, and greenhouse gas emissions. However, the latest draft does not propose such a network, and should be improved further.

### **Reducing Vehicle Miles Traveled (VMT) by Creating Safe, Viable Alternatives to Driving**

Since the vast majority of LA County's streets do not include any features to accommodate cyclists, - making many of our roads inherently unsafe for cyclists to traverse - the success of the County's Bike Plan will largely depend on its ability to develop "Complete Streets," roadways that safely accommodate all users, regardless of age, gender or form of transportation. Yet the current draft fails to make use of the types of infrastructure needed to convince many residents that cycling is a safe, viable alternative to driving.

Experience in communities like New York, Chicago and Long Beach in the United States, and a litany of cities internationally, underline that infrastructure like protected and buffered bike lanes are needed to improve safety and increase ridership among risk averse populations (e.g. women, children, the elderly); only 18% of bike commute trips in Los Angeles County in 2009 were made by women. A recent study by the Harvard University Department of Public Health that examined injury rates on cycle tracks found that that separated, "protected" lanes, while not standard in the United States, have 28% lower risk and 2.5 times more cyclists compared to those on the road.<sup>i</sup> As more cities in the United States recognize this and begin utilizing such road treatments, the County should as well.

Furthermore, if the County can incorporate such road treatments around transit hubs, the resulting bike network will make a significant contribution to addressing the first mile/last mile barrier to transit use. Short distances like this are easily traversed by bicycle when safe routes exist. The development of such routes using internationally-tested best practices in bikeway design should therefore be a priority.

### **Setting Clear Benchmarks**

In order to realize the potential for greater multi-modalism in Los Angeles County and make a real impact to the region's GHG reduction goals as mandated by the **Sustainable Communities and Climate Protection Act (SB 375)**, clear benchmarks are also needed to allow for easy implementation tracking and outcome evaluation. The current plan does not include a mode share goal beyond the first five years of the plan. Adopting short, medium and long-term goals is a concrete, self-evident step. The Sierra Club suggests a 5% bicycle mode share goal by 2022 and 10% by 2032 for all trips.

We feel this is both a significant and achievable goal considering the success other communities have had increasing ridership over much shorter periods of time. For example, the City of Seville, Spain went from 0.2% ridership and no cycling culture to over 6.6% in 6 years after investing in a comprehensive network of cycle tracks, a bike share program, and traffic calming measures.<sup>ii</sup> According to 2009 National Health Travel Survey data, Los Angeles County is starting from a higher baseline, with 1.86% of all trips in the County being made by bike.

The Sierra Club would like to thank you for your time and consideration. If realized, a network of bicycle friendly streets has the potential to positively impact the environment, public health and safety. The Sierra Club hopes an even stronger final Bike Master Plan will be forged through this collaborative process, an important step towards a more sustainable Los Angeles County.

Sincerely,  
Jerard Wright and Darrell Clarke  
Angeles Chapter Transportation Co-Chairs

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<sup>i</sup> Lusk AC, Furth PG, Morency P, et al. "[Risk of injury for bicycling on cycle tracks versus in the street.](#)" Injury Prevention (2011). doi:10.1136/ip.2010.028696. Accessed 14 November 2011.

<sup>ii</sup> [Promotion of Cycling](#) Directorate General for Internal Policies, Structural and Cohesion Policies. European Parliament, 2010. Accessed 14 November 2011.

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**Executive Director/ SVP**  
Claudia Bonilla Keller

Serving Los Angeles and Ventura Counties



November 14<sup>th</sup>, 2011

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

**Western States Affiliate**  
Greater Los Angeles Division  
816 So. Figueroa Street  
Los Angeles, California 90017  
Tel 213 291 7000  
Fax 213 291 7004  
www.americanheart.org

RE: Support for the Los Angeles Bicycle Master Plan Update

Dear Regional Planning Commission,

As Chair of the Greater Los Angeles Division of the American Heart Association, I write to express our strong support for the Los Angeles County Bicycle Master Plan Update, which will be considered for revision on November 16<sup>th</sup>, 2011. As a partner of the Los Angeles County RENEW (Renewing Environments for Nutrition, Exercise and Wellness) taskforce, the American Heart Association supports local policies and ordinances, which will improve the overall health and decrease the obesity epidemic of all Los Angeles County residents and visitors.

According to a report issued by the California Health and Human Services Agency, over one-half of California's adults are overweight or obese. Additionally, one in three children in California are overweight or at risk of becoming overweight. Obesity is a major health risk factor linked to heart disease and stroke, while the lack of daily exercise is a major contributing factor to obesity. Although many Angelinos use vehicles as their primary mode of transportation and lead sedentary lifestyles, the American Heart Association supports the County's decision to create bike friendly communities, in order to motivate residents to exercise on a daily basis.

The American Heart Association supports the Regional Planning Commission and the Board of Supervisors in their effort to protect the health of all Los Angeles County community members. We encourage the Regional Planning Commission to support the revisions of the Bicycle Master Plan Update, in order to reduce the prevalence of obesity and obesity-related diseases, such as cardiovascular disease and stroke, within our community.

Sincerely,

Bob Larlee  
Chair, American Heart Association  
Greater Los Angeles Division

**Yusuf, Abu**

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**From:** Peggy Holt [peggyholt@att.net]  
**Sent:** Monday, November 14, 2011 11:53 AM  
**To:** Yusuf, Abu  
**Subject:** FW: on behalf of Arnie Shadbehr - Update on County of Los Angeles Bicycle Master Plan

Due to a problem with our email system I am forwarding this email on to you using my Att.net account.

---

**From:** Shadbehr, Arnie  
**Sent:** Thursday, November 10, 2011 4:07 PM  
**To:** 'Yusuf, Abu'  
**Subject:** FW: Update on County of Los Angeles Bicycle Master Plan

Mr. Yusuf,

If you receive this email can you please reply to question below?

Arnold Shadbehr, P.E.

Interim City Manager/Director of P.W.

City of Hawthorne ,

310-349-2910/2980

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**From:** Shadbehr, Arnie  
**Sent:** Wednesday, November 09, 2011 9:50 AM  
**To:** 'Yusuf, Abu'  
**Cc:** Leung, Alan; Krauss, Doug  
**Subject:** RE: Update on County of Los Angeles Bicycle Master Plan

Dear Mr. Yusuf,

In order to make sure that the City of Hawthorne 's proposed bikeway map is accurately incorporated in your Final Plan, please advise where we can verify that. We were unable to see it at the site address below.

Thank you,

Arnold Shadbehr, P.E.

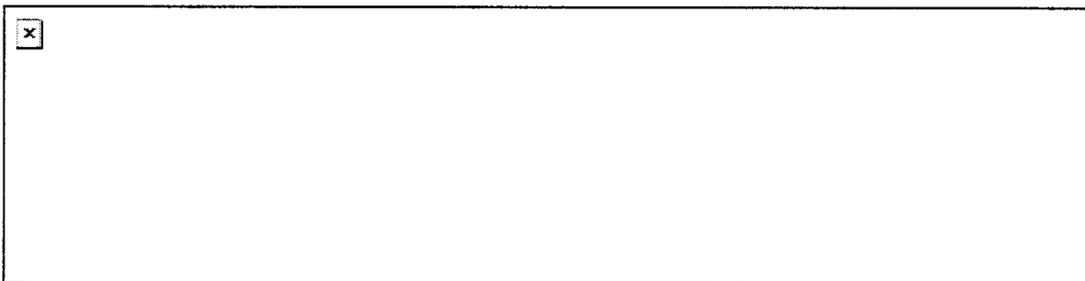
Interim City Manager/Director of P.W.

City of Hawthorne ,

310-349-2910/2980

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**From:** Yusuf, Abu [<mailto:AYUSUF@dpw.lacounty.gov>]  
**Sent:** Monday, October 17, 2011 1:35 PM  
**Subject:** Update on County of Los Angeles Bicycle Master Plan



Dear Bicycle Master Plan Stakeholder,

We are pleased to announce the release of the Final County Bicycle Master Plan (Final Plan). The County of Los Angeles Regional Planning Commission (Commission) will conduct a public hearing concerning the Final Plan on **November 16, 2011**. Interested persons will be given an opportunity to testify or submit written comments concerning the Final Plan as well as the Draft Environmental Impact Report (EIR) that was previously released for public comment.

The Regional Planning Commission public hearing details are as follows:

*Wednesday, November 16, 2011 at 9 a.m.  
Hall of Records; Room 150  
320 West Temple Street*

*Los Angeles , CA 90012*

For additional information regarding this public hearing, please see the attached Notice. The Final Plan and Draft EIR are available for public review at <http://dpw.lacounty.gov/go/bikeplan/>. If you have any questions, or to provide written comments please contact me.

Sincerely!

*Abu Yusuf  
County Bikeway Coordinator  
900 South Fremont Avenue , 11th Floor*

*Alhambra, CA 91803  
Phone: (626) 458-3940  
Fax: (626) 458-3179  
Email. [ayusuf@dpw.lacounty.gov](mailto:ayusuf@dpw.lacounty.gov)*

**Suska, Mateusz (Matt)**

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**Subject:** FW: Proposed 0.6 mile Bike Path along Sepulveda Channel in Mar Vista

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**From:** Fraulinda [<mailto:fraulinda@aol.com>]  
**Sent:** Tuesday, November 15, 2011 9:52 AM  
**To:** Yusuf, Abu  
**Subject:** Proposed 0.6 mile Bike Path along Sepulveda Channel in Mar Vista

Dear Mr. Yusuf,

We respectfully request to have the proposed 0.6 mile long Bike Path along Sepulveda Channel in Mar Vista **deleted** from the "Master Bicycle Path Plan" due to the following reasons:

- 1 - there is already a bike route just one block to the west on McLaughlin which is a wide tree lined street My husband and I make use of it just about every weekend riding our bikes to the park to watch soccer games
- 2 - even with locked gates at Venice Blvd, Charnock Road and Palms Blvd, on many occasions we had to chase kids out of the easement who were throwing rocks at the ducks in the channel and putting graffiti on our backyard walls. We don't even dare to imagine what would happen once the gates are taken down ....
- 4 - the County should not spend approx. half a million dollars of the taxpayers' money for a bike path that takes a bicyclist less than 5 minutes to ride but at the same time will disrupt the lives of many homeowners along the channel - not to mention the cost to the homeowners to put up higher fences, ect. Perhaps resurfacing the streets of the existing bike lanes would be a better use of the set-aside funds

Sincerely,  
Peter and Linda Friedrich



Leroy D. Baca, Sheriff

*County of Los Angeles*  
**Sheriff's Department Headquarters**

4700 Ramona Boulevard  
Monterey Park, California 91754-2169



November 1, 2011

John Walker, Assistant Deputy Director  
Department of Public Works  
Programs Development Division  
900 South Fremont Avenue, Fifth Floor  
Alhambra, California 91803

Attention: Mr. Abu Yusuf, County Bicycle Coordinator

Dear Mr. Yusuf:

**REVIEW COMMENTS  
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT  
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN  
(PROJECT NO. R2011-00874; LASD/FPB PROJECT NO. 11-053)**

The Los Angeles County Sheriff's Department (Department) submits the following review comments on the Draft Program Environmental Impact Report (PEIR), dated August 2011, on the County of Los Angeles Bicycle Master Plan (Project). The proposed Project will replace the *Plan of Bikeways* that was adopted in 1975, and provides guidance regarding the development of infrastructure, policies, and programs for expanding the existing bikeway network, connecting gaps, addressing constrained areas, and providing for greater local and regional connectivity. The Draft PEIR identifies significant impacts that may result from implementing the proposed Project.

The proposed Project, as it is described in the Draft PEIR, is not expected to impact the Department's law enforcement resources or operations. The Department has no other comments to submit at this time, but reserves the right to further address this matter in subsequent reviews of the proposed Project.

Thank you for including the Department in the environmental review process. Should you have any questions regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012, and refer to Facilities Planning Bureau Project No. 11-053. You may also contact Mr. Miyoshi, via e-mail, at [Lhmiyosh@lasd.org](mailto:Lhmiyosh@lasd.org).

Sincerely,

LEROY D. BACA, SHERIFF

Gary T. Ki Tse, Director  
Facilities Planning Bureau

*A Tradition of Service Since 1850*

November 6, 2011

Mr. Abu Susuf  
County Bicycle Coordinator  
900 South Fremont Street, 11<sup>th</sup> floor  
Alhambra, CA 91803

Dear Mr. Yusuf,

Just a few days ago we heard for the very first time that the County is proposing a future project of a bicycle path along the Sepulveda Channel from Palms Boulevard to Venice Boulevard.

Those of us who live along the Channel or nearby feel that this is not a desirable idea. A few years back when our neighbor and we were burglarized, the point of entry was from the back Channel. Thus for security reasons, as well as the cost, the maintenance, the noise level and the litter, we are sincerely requesting that you reconsider this bike path proposal.

Thank you.

cc:  
Mr. Mark Ridley-Thomas  
Los Angeles County Supervisor  
2<sup>nd</sup> District  
866 Kenneth Hahn Hall Administration  
500 West Temple Street  
Los Angeles, CA 90012

Yours truly,

*Hideyo + Mitzi Takimoto*

Hideyo and Mitzi Takimoto  
3612 Coolidge Avenue  
Los Angeles, CA 90066  
(310) 398-0250  
hhtakimoto@aol.com

cc:  
Mr. Bill Rosendahl  
Council Person, 11<sup>th</sup> District  
City of Los Angeles  
200 North Spring Street  
Los Angeles, CA 90012

## Yusuf, Abu

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**From:** Dorothy Asbury [dorothyasbury@verizon.net]  
**Sent:** Tuesday, November 15, 2011 9:33 AM  
**To:** Yusuf, Abu  
**Cc:** paul.backstrom@lacity.org  
**Subject:** L.A. County's Bicycle Master Plan.

I have lived in my house on Coolidge Ave. for 44 years. There was a discussion of a bike path along the flood control channel behind my house at a Farmers Mkt. event a few years ago and everyone present objected to this bike path for many reasons. I understand that this not being contemplated for implementation at this point but I would like to be kept informed of any future proposals.

A .6 mile bike path reminds me of the bridge to nowhere in Alaska. Those riding bikes have access to a Class 3 bike route 1/2 block west of Coolidge- on McLaughlin so I don't understand why this is even being considered.

Dorothy Asbury

**Yusuf, Abu**

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**From:** Alison - Sultan - White [agsultan@hotmail.com]  
**Sent:** Monday, November 14, 2011 7:52 PM  
**To:** Yusuf, Abu  
**Subject:** Sepulveda Channel Proposed Bicycle Path

Dear Mr. Yusuf,

I am writing to express my opposition to a small portion of the Bicycle Master Plan, specifically the .6 mile proposed bicycle path along the Sepulveda Channel in Mar Vista. As bicyclists, my husband and I certainly appreciate the work that the County is doing to develop bike access throughout the County. At the same time, as residents who live along the Sepulveda Channel, we have immense concerns about the proposal to open up this right of way for public access.

I understand that when the channel was open to the public prior to the 1970s, there were significant safety issues – burglaries, drug and gang issues, graffiti, and even a rape – which is why the channel was ultimately closed to the public. Since we moved to the area in 2005, I am only aware of one burglary at a house at the very end of the channel (the right of way was used as the getaway escape route), and from time to time see minimal graffiti along fences – that's it. It has been wonderful to live along the channel, with the feeling of safety that comes along with having secure County land behind our house. (Indeed, it is typically so quiet along the right of way that neighborhood dogs immediately alert us any time someone is back there.)

I cannot begin to fathom how much life as we know it will change if the public is able to use the right of way. Having bicycles zipping by our thin back fence, which is about 10-15 feet from our bedroom window – or worse, people walking by – at what could be all hours of the night will be disruptive to our lives, and will take away the feeling of safety that we have living in our home. Additionally, I am not aware of plans to install (or not install) lighting along the proposed path, but without lighting, the area will be dark and would give criminals an easy access point to the 68 homes along the right of way, and with lighting, 68 families will have lights illuminating their houses and yards.

I have talked to a number of my neighbors and fellow residents along the right of way and know that most of them share similar concerns. When balancing the concerns of the 68 families who will need to live with this bicycle path practically in their yards (and for some, within feet of their homes) and the public-at-large with the utility of this short stretch of bicycle path, it seems that a far better option would be to keep the bicycle path that runs 1 block to the West of the channel on McLaughlin Avenue as it is. This option would make the bike path on a continuous route, rather than detouring bicyclists from McLaughlin into the channel for .6 miles and then back onto McLaughlin. At the same time, the County would not need to spend County dollars on paving, maintaining, and monitoring the right of way, installing traffic lights or crosswalks at the end points, and safely detouring the path over the bridge at Charnock Road.

In conclusion, this is a dangerous and costly proposal that would disrupt the sanctity of life as we know it for the residents that live along the Sepulveda Channel, and is not needed when there is a sufficient bicycle route just 1 block to the West. We hope that the County will consider our concerns when considering this portion of the Bicycle Master Plan.

Sincerely,

Alison White  
3539 Butler Avenue

Los Angeles, CA 90066  
(310) 391-9598

**Yusuf, Abu**

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**From:** Kimberly James [kjames3383@gmail.com]  
**Sent:** Monday, November 14, 2011 3:50 PM  
**To:** Yusuf, Abu  
**Subject:** Opposition to the Sepulveda Channel Bike Path

Kimberly James

11526 Victoria Ave., LA CA 90066

310-902-3949

[kjames3383@gmail.com](mailto:kjames3383@gmail.com)

Dear,

My name is Kimberly James; I reside at 11526 Victoria Ave., LA, CA 90066. I am writing to expression my concern over the proposed .06 mile bike path along the Sepulveda Channel that is being proposed as a part of the County's General Bicycle Plan. I object to this path, and I am asking for the removal of this .06-mile stretch Sepulveda Channel from the County's proposed General Bicycle Plan

While I understand and agree with the need for more bike paths throughout Los Angeles County, I do not believe that the Sepulveda Channel path adds a significant benefit to cyclists that cannot be met be other paths in the area. However, it would have a negative impact on the residences that live along the channel.

The proposed bike path runs right behind my house. I am upset that residents have not been given any notice, nor have we had the opportunity to discuss the impact of the proposed bike path. I am against this path for several reasons. First, I am concerned about security. We have had several break-ins in the area recently. The thieves have consistently entered from the back of the house. Currently people are not allowed in the Channel. I believe that allowing the public to access this now restricted area will provide thieves with a new access point to homes that are along the channel. How will the area be monitored? Will there be lights? If so, will the path be lit 24 hours a day?

In regards to the hours of the path, I am concerned about the path being open 24 hours. Who will be using the path during the night? The Channel is very private. I am worried about groups of people congregating there at night.

In addition, I am anxious about the maintenance of the path. Who will be responsible for the mess left by people using the path? I currently live next to an empty lot that is owned by the county. My husband and I have taken on the responsibility of caring for the lot. When we moved in the weeds were knee high. We have the lot mowed and we keep the bushes trimmed. If the county cannot maintain a lot that they currently own, why should we expect that they would maintain a new path?

Because of the objections I listed above, I am asking for the removal of the .06-mile stretch Sepulveda Channel from the County's proposed General Bicycle Plan.

Sincerely,

Kimberly James

**Yusuf, Abu**

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**From:** Swagata Mandal [swagata\_mandal@yahoo.com]  
**Sent:** Monday, November 14, 2011 6:40 PM  
**To:** Yusuf, Abu  
**Cc:** seconddistrict@bos.lacounty.gov  
**Subject:** NO Mar Vista Bike Path

Dear Mr Yusuf--

My family and I live at 3667 Berryman Avenue and are very much opposed to the extension of a bike path along the Berryman blocks in Mar Vista.

We value our neighborhood for its safety, privacy, and limited accessibility. By adding a bike path behind our house, you are literally paving the way to our property for vandals, thieves, and trespassers and violates our privacy. There are many small children on our street--consider their well-being as well.

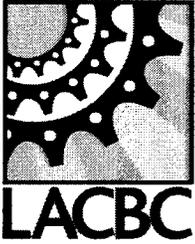
If you really want to help us--and in turn LA County--fix our streets, clean up our parks and neighborhoods, and most importantly, save our schools.

There are already plenty of bike paths in and around Venice that are practical and scenic--we really don't need another. Use our money wisely. I am sure that if you continue to pursue this, you will have many angry constituents and taxpayers.

Sincerely,  
Swagata Mandal and Andy Hsu

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Swagata Mandal \* [swagata\\_mandal@yahoo.com](mailto:swagata_mandal@yahoo.com)



Los Angeles County Bicycle Coalition  
634 S. Spring St. Suite 821  
Los Angeles, CA 90014  
Phone 213.629.2142  
Facsimile 213.629.2259  
www.la-bike.org

November 14, 2011

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

**RE: Public Comment for Agenda Item Number 6: County Bike Master Plan Update**

Dear Members of the Los Angeles County Regional Planning Commission,

We thank you for your time and attention in reviewing the 2011 County of Los Angeles Bicycle Plan. We are pleased the County Department of Public Works (DPW) and Department of Regional Planning (DRP) is creating a new bicycle plan for the unincorporated communities in our county. More and more people in Los Angeles County are riding bicycles to save money, stay healthy, and for sheer enjoyment. Bicycles are an ever-increasing mode of daily transportation to connect to transit, school, jobs, errands, and to visit friends and family. Cycling for commute-to-work trips alone in Los Angeles County has increased by 30% since 2000.

The Draft Bicycle Plan you are considering this Wednesday is the first substantial update to the County's existing bicycle plan in over 30 years and should provide real vision and show a commitment to greatly increasing the safety of our unincorporated communities' roadways in order to encourage more citizens to use bicycles over the next 20 years. Here are few statistics to consider while reviewing the County Bicycle Plan:

- 27% of all roadway collisions involving a person riding a bicycle in the State of California happen in LA County according to the Caltrans Office of Traffic Safety.
- Roughly 50% of adults in LA County are considered overweight or obese and
- 21% of children are overweight according the LA County Department of Public Health.
- 12.5% of residents in LA County are unemployed.

While these numbers encompass all of LA County, not just the unincorporated communities, they inform us of how our current transportation system needs to do more to improve the safety of more vulnerable roadway users, provide more affordable transportation options, and encourage healthier lifestyles.

If realized, the implementation of the plan should link residential neighborhoods, schools, business districts, transit hubs, and the unincorporated communities to neighboring incorporated communities and should have a significant impact on the region's air quality, public health, and safety of the county roadways. While the Plan has improved substantially from the previous draft, and we were pleased to see some of our and our partners' previous recommendations incorporated into the final draft plan, the latest draft of the Plan still contains flaws which keep it from creating the infrastructure we need for the unincorporated communities of LA County. We therefore offer the following suggestions for future improvements.

**Investment in Safer Infrastructure**

The success of the County's plan in increasing bike modal share will largely depend on its ability to make County residents who do not currently cycle comfortable riding a bike on city streets--especially women, children and the elderly. Currently only 18% of people who reported cycling to work in the 2009 ACS were women. Unfortunately, the current draft fails to make use of the types of infrastructure that have been demonstrated in other cities to be needed in order to convince these segments of the population that cycling is a safe and viable transportation option. While we appreciate that the County does not want to implement treatments that are still being piloted by the federal government and other jurisdictions, we feel there is still more that could be done that is well within what is currently stipulated by the state.



The Plan should provide more bike boulevards and bike lanes and further enhance many of the proposed bike routes. Currently there are only 20 miles of bicycle boulevards--also referred to as bicycle-friendly streets--included in the Plan, we feel some of the bike routes identified in the Plan, especially in the county's urban islands should be bicycle boulevards or upgraded to bike lanes. Though suitable neighborhood streets are not commonplace in every community in the County, our partners have helped us identify a number of streets that are ripe for such treatments – streets with relatively light traffic volumes, serving primarily local traffic, and having slower vehicle speeds than nearby roads.

These virtues give such streets enormous potential to attract the “Interested but Concerned” demographic mentioned above. However, the Bicycle Plan merely designates these streets as Class III Bike Routes, squandering an opportunity to provide greatly improved infrastructure which would draw a broader demographic of users. A handful of thoughtfully-placed improvements on these streets – such as roundabouts, diverters, curb extensions, and stop signs on cross streets – could transform an unremarkable Class III Bike Route into a neighborhood greenway that many community members could safely and comfortably enjoy.

Also for your consideration: about 270 of the 816 miles proposed in the plan involve paving shoulders or widening roadways to install a Class III Bike Route, a road treatment that does little to encourage cycling among these groups, particularly on streets with average road speeds above 30mph. This does not make sense. If the County is prepared to incur the expense of intensive road construction, it should at least convert these miles to buffered bike lanes (or protected bike lanes). The added cost of paint is negligible in comparison to the cost of road widening, but the facility's quality and perceived safety would be dramatically improved. We especially recommend treatments like this in the Antelope Valley where, people driving on local roads regularly travel faster than the posted speed limit of 50mph.

Under Policy 1.4: we feel language needs to be included that will ensure LA County DPW will update their guides and this Plan to implement the latest innovations in bicycle safety design as they are adopted by the federal and state government. Additionally, we recommend including in the Plan treatments that have been given interim approval by the federal DOT and/or state Caltrans. Recently Caltrans applied to the Federal DOT for a statewide approval to use green pavement treatments in conjunction with bicycle lanes projects – local jurisdictions in California now have the ability to implement this treatment without doing costly pilot studies and instead only need to report the locations of where they implement the treatment to Caltrans. We would hope the LA County DPW would implement the latest in tested innovations to improve roadway safety and awareness of bicycle infrastructure. Numerous pilot studies have shown that this green pavement treatment increases motorist awareness of bicycle infrastructure, particularly at zones where bicycle and vehicle traffic mixes, such as at intersections, driveways, etc.

We take issue with Policy 2.4.3: Use alternative Level of Service (LOS) standards that account for bicycles and pedestrians when adopted by Caltrans as LA County does not have to wait for guidance from Caltrans in order to adopt a new measure of service for unincorporated roadways. CEQA revisions at the state level in the last several years allow for local jurisdictions to adopt the standard that best works for their jurisdiction and encourages multimodal travel. Traditional LOS has been acknowledged as being a barrier to implementing bicycle, pedestrian, and transit improvements. It also encourages road widening and other mitigations with development that do little to improve the livability of our communities. Many developers would in fact prefer to implement bicycle, pedestrian and transit enhancements instead of road widening for vehicle lanes. Therefore, we recommend removing the words “when adopted by Caltrans” and encourage DPW and DRP to examine the existing alternatives including Multi Modal Level of Service (MMLOS) (methodology included in the Federal Highway Capacity Manual (HCM)), Auto Trips Generated (ATG) and other methodologies being adopted by cities across California and the country.

Currently LA County DPW defers too often to Caltrans for guidance on local roadway design, when in fact the California Highway Design Manual (HDM) only applies to State Highways and bikeways within local jurisdictions. The HDM does not establish legal standards for designing local streets, and therein lies one of the biggest issues we see holding this plan back – the reliance of the HDM by County DPW to dictate roadway travel lane widths. A cornerstone



of this issue is the design guide provided in Appendix F – all of the roadway cross sections show 12 to 11 foot travel and center two-way left turn lanes. We feel the majority of roadways in the unincorporated communities are already built and implementing bikeways to meet these cross-sections is not possible without major road widenings, which, as mentioned, does little to improve the health, safety or livability of our communities. We need DPW to acknowledge that they may have to implement travel lanes or center two-way turn lanes that are 10' in order to implement bicycle lanes, and encourage motor vehicles to travel the posted speed limit. We recommend that County DPW clearly state how they improve roadway safety by ensuring the design striping plans that encourage motor vehicle traffic to travel at the posted speed limit and fit the nature of the land uses along our many thoroughfares. It is also important to note that Caltrans is in the process of revising the HDM to meet Caltrans' commitment to Complete Streets in Deputy Directive 64-R1.

### **Integrate Concurrent County Planning & Policy Efforts:**

The LA County Department of Public Health and Department of Regional Planning have undergone or are in the process of creating new guides and ordinances to improve the health and livability of our communities. We feel they need to be better integrated into the Bicycle Master Plan. Currently they are only mentioned as needing to be supported in the policy language in Chapter 2 of the Plan.

Earlier this fall the LA County Department of Public Health released the "*Model Design Manual for Living Streets*." This Manual provides guidance on everything for roadway cross sections, bikeway design, pedestrian safety design, and water infiltration projects. Instead of stating that the Manual should be a reference we feel Policy 2.6 in the Plan should state that DPW and DRP will adopt the Manual to guide the development or redevelopment of County streets. To our previous point about local roadway design, this Manual or elements of it could be adopted as the County's local roadway design manual.

Specifically the Plan should adopt the lane width standards set out by the *Model Design Manual for Living Streets*. Instead of uniformly applying Caltrans Highway Design Manual standards across a County so diverse in density, urban form, and local need, the County Manual provides more flexible standards which better reflect local uses. On streets with design speeds below 35 mph, 10' lanes are standard, with widths up to 11' considered if heavy bus or truck traffic is present. On streets with higher design speeds, the Manual is silent, permitting DPW to continue to utilize Caltrans highway design standards where prudent. Recognizing that drivers adjust to narrower lanes by reducing their speed, the County Manual emphasizes that "desired speed" should guide lane width determinations. In addition to desired traffic speed, we strongly request that the County give due consideration to bicycle traffic volumes and history of collisions involving bicycles. Finally, to the extent the County will seek of guidance from the Caltrans Highways Design Manual, it should document exceptions to 11' and 12' lane standards as provided for in Chapter 21 of the Caltrans Project Development Procedures Manual.

Additionally while the Healthy Design Ordinance is not being addressed this week, we hope the DRP will integrate roadway cross sections that include bikeways for all road types in the HDO, this is not currently included. Chapter 4 of the *Model Design Manual for Living Streets* provides examples we feel should be adopted with the County Bicycle Plan and HDO.

In several policy sections within Chapter 2 of the Plan bicycle parking is mentioned, we feel it could be better organized into one policy section and further elaborated on as the Health Design Ordinance (HDO) DRP is working on outlines a bicycle parking ordinance for all new development. While we acknowledge that this ordinance is itself in the draft format, we feel that it could be better referenced and integrated into the policy section of the Plan in order to ensure efforts are coordinated. This is why we ask why a bicycle parking ordinance will be started in 2013, if DRP is already working on one through the HDO process and why bicycle parking will only be required starting in 2015 if DRP is including a bicycle parking ordinance in the Healthy Design Ordinance, which they hope to have adopted in 2012?



### **Equitable and Rational Prioritization of Projects**

The Plan should revise the prioritization criteria to create a more rational and equitable scoring method. One of the primary goals of the Bicycle Plan is providing safer bicycling facilities, yet the strongest indicator of safety -- the actual number of collisions -- was only allotted five points. As noted above 27% of all collisions involving a bicycle in the state of California happen in LA County. This Plan identifies locations and areas where collisions are happening in our unincorporated communities and we feel safety and decreasing collisions should be a key element of this plan. We suggest this share be increased substantially.

Furthermore, the percentage of residents who are transit-dependent or low-income should be included as a criterion (see City of Los Angeles Bicycle Master Plan). This measure complements the existing "Zero-Vehicle-Ownership Households" criterion because it accounts for the fact that lower-income households may share a vehicle, but household members may still be mostly dependent on transit and bicycling. Given the substantial health benefits of bicycling, the Plan should also include a criterion measuring the percentage of residents who are overweight or obese. Making bicycle facilities available to these individuals would prioritize projects with the greatest public health need. By awarding more points in these areas, the County can ensure that the roll-out of its plan over the next few decades will positively impact the unincorporated communities in greatest need of safer streets for cycling first.

Also, the ten-point jurisdictional coordination penalty should be eliminated as it disproportionately affects the islands of unincorporated County, breeding geographic inequity and disadvantaging relatively dense communities. Additionally, the penalty for narrowing medians should be eliminated since the disadvantage it measures -- the cost of narrowing medians -- is already accounted for by the "Project Cost" criterion. Still, if this criterion is intended to preserve pedestrian refuges on wide boulevards, it should explicitly be limited to apply to medians which actually function as pedestrian refuges, not left-turn pockets.

### **Clear, Ambitious and Easily Measurable Goals**

Clear and measurable goals need to be set so that the public and policymakers have a clear track of the success of the plan. The Measures of Effectiveness identified as benchmarks are indefinite and incomplete. The mileage target assumes full build-out of the plan. Instead, the public deserves mileage targets for each Phase and if feasible for each facility type (e.g., 10 miles of Bicycle Boulevards by 2017; 50 by 2027; 75 by 2032). We also suggest that there needs to be a modeshare goal beyond the first five years of the plan and that it should be an ambitious one. We suggest a 10% bicycle mode share by 2032 for all trips, as well as an intermediate goal such as a 5% mode share by 2022.

Additionally, since several County departments often share overlapping responsibility over the Plan, it is desirable to designate a Bicycle Plan Coordinator who is not an engineer and can better manage departmental coordination, community engagement, grant writing, and yearly reporting on plan implementation--in addition to overseeing the education and encouragement programs outlined in the Plan.

### **Funding & Resurfacing Opportunities**

We are also concerned about the paltry funding dedicated to Bicycle Boulevards in comparison to road bike route projects, both on a per-mile basis (\$30,000 versus \$300,000 per mile) and in aggregate (\$634,000 versus \$108 million). Such minimal investment in Bicycle Boulevards suggests they will ultimately amount to little more than Class III Bike Routes with sharrows (\$25,000 per mile) by another name. We feel bicycle boulevards should be further outlined to ensure that all projects include a traffic calming feature in addition to signage and on-street signage.

We are also uncertain about the final language in Chapter 2, Policy 1.1.3 regarding implementing bikeways during roadway rehabilitation or preservation. Though we acknowledge such projects follow relatively expedited schedules, community outreach and environmental clearances can be pursued in anticipation of construction. This policy seems to encourage duplicative and wasteful construction practices, and should be reconsidered to efficiently use available public funds. We would be interested in understanding how the DPW Bikeways staff currently engages with DPW staff



responsible for roadway repaving and how their processes could be better aligned to ensure projects are implemented with resurfacing/repaving projects to maximize efficiencies.

We hope you will consider our comments and urge you to ask the County DPW and Regional Planning to revisit the Draft Plan and bring it back to you when these and other comments and concerns have been addressed. Again, thank you for your time and attention to ensuring the unincorporated communities receive a bicycle plan that will increase the safety of the roadways for all road users and help create a healthier and more livable LA County!

Sincerely,

A handwritten signature in black ink, appearing to read "Alexis Lantz", is positioned below the word "Sincerely,".

Alexis Lantz  
Planning & Policy Director

cc:

Rosie Ruiz, Planning Commission Secretary, [Rruiz@planning.lacounty.gov](mailto:Rruiz@planning.lacounty.gov)  
Abu Yusuf, County Bikeway Coordinator, [AYUSUF@dpw.lacounty.gov](mailto:AYUSUF@dpw.lacounty.gov)



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**del yarbrough**  
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staff

**christy zamani**  
executive director

**wesley reutimann**  
director of tobacco programs

**carolina gozzolo-clark**  
director of prevention programs

**seema satourian**  
administrative/ project assistant

**shawntel phypps**  
administrative/ project assistant

do something!

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

November 11, 2011

RE: Public Comment for Agenda Item Number 6: Bike Master Plan Update

Dear Chair Modugno and members of the Los Angeles County Regional Planning Commission,

I am writing to you on behalf of Day One in regards to the latest draft of the Bicycle Master Plan for Los Angeles County.

Day One is pleased the County has improved the initial Draft Plan and is moving towards adopting a Bike Plan for the unincorporated communities that can serve as the first step towards a safer, more bicycle-friendly Los Angeles County. However, we hope to strengthen the current plan by addressing the following areas.

***Investment in Safer Infrastructure***

The success of the County's plan in increasing bike modal share will largely depend on its ability to encourage those that do not feel comfortable riding a bike on city streets today (e.g. women, children and the elderly) to do so after improvements are made. The current draft needs to do a better job in convincing these segments of the population that cycling is a safe and viable transportation option. If the County is prepared to incur the expense of intensive road construction, it should convert these miles to buffered bike lanes. The added cost of paint is negligible in comparison to the cost of road widening, but the facility's quality and perceived safety would be dramatically improved.

***Equitable and Rational Prioritization of Projects***

In order to make best use of limited resources over time, projects should be prioritized in a manner that develops infrastructure in communities that need it most from a public health and safety standpoint. The current project prioritization grading scales should be amended so that it:

- scores safety (based on local collision data) higher;
- awards points to projects serving low-income, transit-dependent communities; and
- grants preference to projects in communities with the highest obesity rates.

By awarding more points in these areas, the County can ensure that the roll-out of its plan over the next few decades will positively impact the unincorporated communities in greatest need of safer streets for cycling first.

***Set Clear, Ambitious and Easily Measurable Goals***

Setting clear and measurable goals allows the agencies' responsible for implementation, the public, and policymakers to easily track the implementation and success of the plan. Therefore there needs to be a mode share goal beyond the first five years of the plan and it should be an ambitious one. We suggest a 10% bicycle mode share by 2032 for all trips. There also should be intermediate goals, such as a 5% mode share by 2022.

Additionally we encourage the County to measure the number of women and children bicycling. This can be done through several avenues, including the biennial counts included in the plan, the annual American Community Survey and National Household Travel Survey data. For children we recommend surveying students every year as part of your Safe Routes to School efforts. DPW should work with the school districts to conduct surveys at the start and end of the school year to understand how children are getting to and from school and to measure the effectiveness of education, encouragement, and infrastructure investments as they are implemented.

Day One thanks you for your time in considering these issues. By engaging in an ongoing, constructive dialogue with members of the community, we are confident the County can develop a successful bicycle network that all Los Angeles County residents can enjoy. We look forward to future communications regarding the Plan and are eager to see a better, more bikeable Los Angeles County.

Thank you for your work,

Christy Zamani  
Executive Director, Day One Inc.



Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

RE. LA County Bicycle Master Plan

I am writing to you on behalf of the railLA in regards to the Bicycle Master Plan for the unincorporated communities of Los Angeles County (hereafter the "Plan")

railLA is pleased Los Angeles County is taking steps to add bicycle facilities and encourage cycling with its current proposed plan. A well-constructed plan is essential to create a cohesive, countywide bicycle network. We suggest the proposed plan can be improved in the following areas:

**Development of Safe Infrastructure**

The success of the County's plan in increasing bike modal share will largely depend on its ability to develop a network of bike-friendly streets on which people of all ages and backgrounds, especially women, children and the elderly, will feel comfortable riding. We would offer that the current plan fails to make use of the types of infrastructure that makes cycling a safe and viable transportation option for these groups.

For example, about 270 of the 816 miles proposed in the plan involve paving shoulders or widening roadways to install a Class III Bike Route, a road treatment that does little to encourage cycling among these groups, particularly on streets with average road speeds above 30mph. This does not make sense. If the County is prepared to incur the expense of intensive road construction, it should consider converting these miles to buffered bike lanes

**Adoption of Clear Goals and Easily Measurable Benchmarks**

Although the Plan's timeline for implementation is thirty years, it does not have a mode share goal beyond the first five years. Setting clear and measurable goals is critical to track the implementation and success of the plan. We respectfully request there be a mode share goal. We suggest a 10% bicycle mode share by 2032 for all trips, and a 5% mode share goal by 2022.

**Rational and Equitable Prioritization of Projects**

In order to have the greatest impact, projects should be prioritized in a manner that develops infrastructure in communities that need it most. The current project prioritization grading scale should be amended so that it:

- 1) scores safety higher (based on local collision data)
- 2) awards points to projects serving low-income, transit-dependent communities and
- 3) grants preference to projects in communities with the highest obesity rates.

By prioritizing these areas, the County can ensure that the roll-out of its plan over the next few decades will positively impact the unincorporated communities in greatest need of safer streets for cycling first.

railLA thanks you for your time in considering these issues. By engaging in an ongoing, constructive dialogue with the public, We are confident the County can develop a successful bicycle network that all Los Angeles County residents can enjoy. We look forward to further improvements to the Plan and are eager to see a better, more bikeable Los Angeles County.

Sincerely,

Jefferson Schierbeek, AIA, LEED AP  
President and Chairman of the Board  
railLA

cc: Rosie Ruiz, Planning Commission Secretary, [Rruiz@planning.lacounty.gov](mailto:Rruiz@planning.lacounty.gov)  
Abu Yusuf, County Bikeway Coordinator, [AYUSUF@dpw.lacounty.gov](mailto:AYUSUF@dpw.lacounty.gov)



3325 Wilshire Blvd.  
Suite 900  
Los Angeles, CA 90010  
213-384-5864 phone  
866-881-7865 fax

November 14, 2011

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

RE: LA County Bicycle Master Plan

I am writing to you on behalf of the American Lung Association in California (ALAC) in regards to the Bicycle Master Plan for the unincorporated communities of Los Angeles County (hereafter the "Plan").

The Lung Association is pleased the County is taking steps to add bicycle facilities and encourage cycling in the unincorporated communities. A well-constructed plan is a first step towards creating a cohesive, countywide bicycle network. However, the latest draft still has room for improvement, particularly in the following areas:

#### **Development of Safe Infrastructure**

The success of the County's plan in increasing bike modal share will largely depend on its ability to develop a network of bike-friendly streets that County residents of all ages and backgrounds, especially women, children and the elderly, will feel comfortable riding on. However the current plan fails to make use of the types of infrastructure that makes cycling a safe and viable transportation option for these groups.

For example, about 270 of the 816 miles proposed in the plan involve paving shoulders or widening roadways to install a Class III Bike Route, a road treatment that does little to encourage cycling among these groups, particularly on streets with average road speeds above 30mph. This does not make sense. If the County is prepared to incur the expense of intensive road construction, it should *at least* convert these miles to buffered bike lanes. The added cost of paint is negligible in comparison to the cost of road widening, but the facility's quality and perceived safety would be dramatically improved.

#### **Adoption of Clear Goals and Easily Measurable Benchmarks**

Although the Plan's timeline for implementation is thirty years, it does not have a



3325 Wilshire Blvd.  
Suite 900  
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mode share goal beyond the first five years. Setting clear and measurable goals is critical if interested parties are to track the implementation and success of the plan. Therefore there needs to be a mode share goal. We suggest a 10% bicycle mode share by 2032 for all trips, and a 5% mode share goal by 2022.

#### **Rational and Equitable Prioritization of Projects**

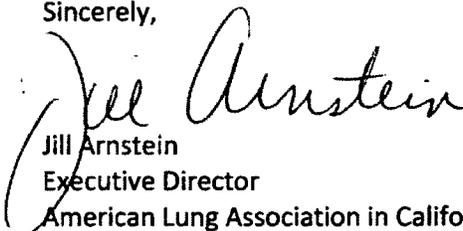
In order to have the greatest impact, projects should be prioritized in a manner that develops infrastructure in communities that need it most. The current project prioritization grading scale should be amended so that it:

- 1) scores safety (based on local collision data) higher;
- 2) awards points to projects serving low-income, transit-dependent communities; and
- 3) grants preference to projects in communities with the highest obesity rates.

By prioritizing these areas, the County can ensure that the roll-out of its plan over the next few decades will positively impact the unincorporated communities in greatest need of safer streets for cycling first.

The American Lung Association in California thanks you for your time in considering these issues. By engaging in an ongoing, constructive dialogue with the public, ALAC is confident the County can develop a successful bicycle network that all Los Angeles County residents can enjoy. We look forward to further improvements to the Plan and are eager to see a better, more bikeable Los Angeles County.

Sincerely,

  
Jill Arnstein  
Executive Director  
American Lung Association in California

cc:

Rosie Ruiz, Planning Commission Secretary, [Rruiz@planning.lacounty.gov](mailto:Rruiz@planning.lacounty.gov)  
Abu Yusuf, County Bikeway Coordinator, [AYUSUF@dpw.lacounty.gov](mailto:AYUSUF@dpw.lacounty.gov)



November 13, 2011

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

To the Commission:

As an organizer of Better Bike Beverly Hills, a bike advocacy group here on the Westside of Los Angeles, I want to express support for the Commission's work on the draft Los Angeles County bike plan. Making our county safe and cyclist-friendly for ten million residents is a challenge indeed, and our draft plan is a great start.

I have attended a County bike plan workshop and I appreciate the challenge of re-tooling streets to accommodate all road users. Yet retool them we must if we are to turn our region toward sustainable modes of transit. I urge the Commissioners to move the plan from draft to final form by considering my concerns as follows:

- Invest in separate (buffered) bike lanes because such facilities increase and safety and enhance the *perception* of safe cycling. Class III (non-separated) bike routes, on the other hand, do little for actual or perceived safety. Speed limits are already too high (indexed to motorist use, not cyclist safety) so it becomes critical that modes be separated. If we are investing in facilities let's get it right with separate bike lanes that actually protect riders.
- Prioritize safety when evaluating facility improvements. Chief among my concerns with the draft plan is the scoring rubric: safety must take priority. First, let's make reducing collisions job #1. For that we need better data; the final plan should establish a vision for collecting and distributing data on a timely basis.
- Prioritize public health when evaluating facilities & programs. Improvements that increase physical activity should be prioritized so that we target active transportation enhancements where they will make the most difference: economically disadvantaged communities that already show the highest rates of obesity.
- Focus on encouraging would-be cyclists. I'm a road warrior and will ride every road allowed by law under all circumstances, but not many will. The County must create conditions on our roads to show folks of all ages and abilities that they can ride safely. Sharing public roads with motorists is intimidating; facilities then should be *over-engineered* to make them conspicuous to both would-be rider and motorist. Let's recognize rider vulnerability and take appropriate measures to reassure those concerned about road safety.
- Make equity a key criterion for project & program funding. As you know, Los Angeles County is home to many low-income, transit-dependent communities that require transportation options beyond the automobile. They're not getting their fair share of the

November 13, 2011

Regional Plan Commission re: LA County draft bike plan

transportation dollar today. Targeting infrastructure in these communities is money well-spent in the context of rail, bus, and freeway expansion.

- Focus on other sub-populations that are not well-represented. Women and children are key pillars of the larger community but are much less likely to bike. The County bike plan should aim to increase the incidence of women among commuter, utility, and recreational cyclists, and encourage children and their parents to make cycling a part of daily transportation early, when worldviews are formed.
- Ensure that the final plan includes clear, measurable goals to benchmark progress. The Los Angeles County Bicycle Coalition suggests that we aim for a 5% bicycle mode share (all trips) by 2022 and a 10% bicycle mode share by 2032. That is achievable! But only if we work back from those goal with benchmarks, targets and measures that are included in the final bike plan. Our Beverly Hills bike plan is all talk and no action; without an implementation component and goals targets it's suitable only for use as scratch paper.
- Benchmarking progress is key. Active transportation advocates don't have data comparable to that of the motor lobby simply because it's not collected. The final plan should be explicit on the need to improve data collection concerning active transportation in the County.

The LACBC has identified several steps with regard to benchmarking. School transportation surveys can be conducted under Safe Routes to School programming, for example, which would systematize data collection. At the national level, inclusion of cycling as a consistent category across key surveys like the American Community Survey and National Household Travel Survey can offer baseline data to which we can compare our progress. The final County plan should call for new national survey instruments to provide the kind and quality of data currently enjoyed by the motor transport lobby.

Los Angeles County has already made great strides through Department of Public Health Services funding active transportation improvements and planning processes. Let's create a solid County bike plan that builds upon that investment to move further away from fossils-fueled transportation toward sustainable modes of transportation.

At Better Bike we appreciate the County's efforts to craft a better bike plans and we look forward to a better, more bikeable Los Angeles County.

Sincerely,



Mark Elliot, Organizer  
Better Bike Beverly Hills

## Yusuf, Abu

---

**From:** Anne McDowell [abmcdowell@hotmail.com]  
**Sent:** Monday, November 14, 2011 1:42 PM  
**To:** Yusuf, Abu  
**Subject:** Remove the Sepulveda Channel Bike Path from Plan

To whom it may concern

I am a resident along that pathway and STRONGLY urge you to remove the proposed Sepulveda Channel bike path from your plans. I have 3 small children and I do not want strange people to have access directly to the back of my home! I would probably move if this is approved because I am so vehemently opposed to it. I simply would not feel that my children would be safe and that our privacy would be greatly compromised. It is also right next to a school and I don't feel that it would be appropriate to increase access to the children attending that school.

I also don't see how that 0.6 mile stretch between Charnock and Westminster would even be useful to bikers. It is unnecessary and would result in costly renovations to the existing space.

I in no way mean to harsh but I do want you to know how drastically it would impact my life and those of everyone in this area.

Thank you for considering my opinion

Anne McDowell-Mar Vista Resident

## Yusuf, Abu

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**From:** Carey Smith [careys@imageworks.com]  
**Sent:** Monday, November 14, 2011 10:23 AM  
**To:** Yusuf, Abu  
**Cc:** 'Edwin Rivera'; 'Swagata Mandal'  
**Subject:** Bike Path in Mar Vista

Mr. Yusuf,

I wanted to follow up with another mail, since I haven't received a response, that we are very opposed to extending the bike path along the LA river at the Berryman Ave blocks in Mar Vista.

I know the hearing is Wednesday and we'd really like to impress on everyone that the neighbors and community in this area have lots of concerns that have not been addressed/resolved.

Thanks in advance,

Carey Smith

## Yusuf, Abu

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**From:** Carey Smith [careys@imageworks.com]  
**Sent:** Monday, November 14, 2011 1:36 PM  
**To:** 'seconddistrict@bos.lacounty.gov'; 'councilman.rosendahl@lacity.org', Yusuf, Abu; 'info@marvista.org'  
**Cc:** 'Edwin Rivera'  
**Subject:** Bike Path along LA River in Mar Vista  
**Attachments:** notice of public hearing.pdf

Dear Mr. Ridley-Thomas and Mr. Rosendahl,

I have already written Mr. Yusuf and I am following up with another mail regarding the attached proposal.

My husband and I represent two of many voting Mar Vista residents who want to ask to reconsider the proposal to continue the bike path lane along the LA river through the Berryman Ave blocks in Mar Vista.

We live at 3673 Berryman Ave and our neighborhood has had multiple burglaries (our neighbors on both sides have been broken into) and giving access to people from the back of our house would only encourage another point of entry. Bikers have multiple options for riding; another pathway would be redundant and superfluous.

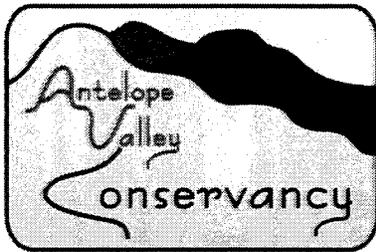
Our school system is dismal, there is garbage along Venice, the trees along Charnock have created bumps in the road so significant that one must slow to 4 miles an hour so as not to bottom out one's car; I firmly believe that there are much better ways to use the funds.

We urge you to oppose inclusion of the Sepulveda Channel in the Plan and urge its deletion.

Please consider the people living in the area before we proceed and please advise if you need more information.

Sincerely,

Carey Smith and Edwin Rivera.



P.O. Box 3133, Quartz Hill, CA 93586--0133

Tele (661) 943-9000

[www.avconservancy.org](http://www.avconservancy.org)      [avconservancy@yahoo.com](mailto:avconservancy@yahoo.com)

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Directors

Wendy Reed      Richard Montijo, Chief Biologist      Gary Moll  
Don Davis      Brenna Humann      Bob Large

November 9, 2011

County of Los Angeles  
Mr. Abu Yusuf, County Bicycle Coordinator  
900 South Fremont Avenue, 11th Floor  
Alhambra, CA 91803  
[ayusuf@dpw.lacounty.gov](mailto:ayusuf@dpw.lacounty.gov)

**re: County of Los Angeles Master Bicycle Plan, Project No. R2011-00874,  
Advance Planning Case No. 201100008, Plan Amendment Case No. 201100005,  
Environmental Case No. 201100124**

Mr. Yusuf, Ladies and Gentlemen:

Thank you for this opportunity to comment on the Los Angeles County Master Bicycle Plan. Having attended several discussion meetings, and having reviewed the Plan, the following comments summarize our impressions, including the impressions of several stakeholders who provided their comments to AVC for incorporation into this letter.

Antelope Valley Conservancy (AVC) is a public benefit corporation that preserves and stewards native habitats and watershed resources in the Antelope-Fremont Valleys Watershed and the upper Santa Clara River Watershed. AVC is authorized by the California Department of Fish and Game to hold mitigation lands, and our AVTREC Trails Committee has been involved in trails policy and stewardship—and partnership with Los Angeles County Department of Parks and Recreation—for over 25 years.

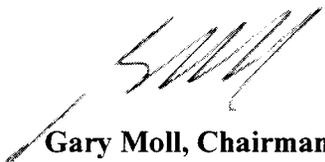
1. We appreciate the County of Los Angeles' investment into signage along Class III Bike Routes, to educate drivers that bicyclists share the road. We applaud the many miles of signage proposed for the "lakes communities" scenic roads, which are much beloved by regional bicyclists. As you may know, AVTREC / Antelope Valley Conservancy host a bicycle ride along those roads, now in its 17<sup>th</sup> year.
2. We appreciate the County's investment into short distances of Class II bicycle lanes in the Antelope Valley, which total 89 miles in this Plan! It is admirable that these proposed lanes are spread out across the communities of the region. It appears that these sites will increase the safety of bicycle riding in targeted local areas. The attention to recreational and local riding is to be applauded.

(continued)

3. We are concerned that short stretches of signage may not sufficiently provide a continuity of awareness along the long-distance routes typical of Antelope Valley bicyclists.
4. We encourage the County to consider, for some areas that are proposed for Class II bicycle lanes in this Plan, to stripe the lanes on the right side of the parking lane, which greatly increases safety by preventing the danger posed by parked cars pulling out into traffic. Because this Plan provides no Class I improvements in regional Antelope Valley, providing Class II lanes striped to the right of the parking lane would be a reasonable compromise, offering some of the use and increased safety of a Class I route at a fraction of the cost. This increases safety for commuters and shoppers, and encourages use by younger bicyclists.
5. We also believe that the Plan offers insufficient commitment to regional connectivity, lacking integration with rail stations and bus routes, and lacking connectivity with regional trails and the Pacific Crest Trail. Integration and connectivity must be planned in this 25-year plan, or future needs will most certainly not be met. Bicycle routes must provide transportation connectivity across the region, and connect with other means of transportation.
6. We encourage the County to coordinate with the Department of Transportation to provide Class II bicycle lanes along Route 138, at least between Three Points Road and 245<sup>th</sup> Street West/Lancaster Road. We also encourage the County to coordinate with the Kern Council of Governments Bicycle Plan, now underway, to promote connectivity for Antelope Valley residents between Los Angeles County and Kern County.
7. We realize that resources are limited, but bicycle transportation is one of the easiest and least expensive ways to reduce carbon footprint and promote healthful, lifelong exercise. Therefore we ask that more lengthy Class II bicycle lanes be included in this Plan—even though they may not be foreseeably funded. By inclusion in the Plan, such routes could garner funding from grants or other sources in the future. Omitted from the Plan, they may well be omitted from our region's future.

Thank you for your time, your consideration of our opinions, and your commitment to bicycling in Los Angeles County.

Respectfully Submitted,  
By Resolution of the Board of Directors  
**ANTELOPE VALLEY CONSERVANCY**



**Gary Moll, Chairman**

## Suska, Mateusz (Matt)

---

**Subject:** FW: Regional Planning Commission

-----Original Message-----

From: [tiquetloisir@sbcglobal.net](mailto:tiquetloisir@sbcglobal.net) [mailto:[tiquetloisir@sbcglobal.net](mailto:tiquetloisir@sbcglobal.net)]

Sent: Saturday, November 12, 2011 1:29 PM

To: Ruiz, Rosie

Cc: [AYUSUF@dpw.lacounty.gov](mailto:AYUSUF@dpw.lacounty.gov)

Subject: Regional Planning Commission

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

My name is Patrick Micallef and it has come to my attention that the new bike plan is weak. I ride my bike more now as the recession has hit my business. It allows me to save on gas and not to mention a lot of other benefits such as health and community. I have to say I always feel in danger when riding to work and find myself getting on the sidewalk because cars are too close. We really need to do a better job in creating more bike lanes that give us bikers more protection. I know of many people that would love to bike ride but it is too dangerous out there. I know of 60 year olds that would get on their bikes more often if felt safer. The more people getting on their bikes has such great benefits for a city... This could help the obesity issue in our country, help air quality, and make communities closer and help each other during difficult times like the present. I know my senior center, where i volunteer at, on Las Palmas in Hollywood would have an outlet of mobility if they had a bike lane in their vicinity. This is the right time to be more aggressive with our goals on this bike plan. The current one is just not enough to make a real difference. The saying goes " Build it an they will come". I know that this would be the case for numerous people that really would love to get on a bike in the city. Just look at how quickly the turnout has grown for Los Angeles Ciclavia.

Here are some streets that I think would do well with bike lanes:

Fountain Ave from La Cienega to Sunset ( Sharrows is great but a full bike lane would be more powerful and connect West Hollywood to downtown)

Cahuenga pass from Highland through Ventura Blvd. I have to take the subway with my bike between the Hollywood/ Highland Metro stop to Universal Metro stop because it is absolutely dangerous to ride on the cahuenga pass. The speed of cars is too fast and too many blind spots on that windy section. One section of Cahuenga pass is a tight one lane road that doesn't allow any room for a bike.

Thank you for your time and hope you will help push for more bike lanes than is already proposed in your Los Angeles County master bike plan.

Sincerely,  
Patrick Micallef  
1940 N. Highland Ave. #56  
Los Angeles, CA. 90068  
Email: [tiquetloisir@sbcglobal.net](mailto:tiquetloisir@sbcglobal.net)

Sent from my iPad

**Suska, Mateusz (Matt)**

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**Subject:** FW: LA County Bicycle Master Plan

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**From:** Alhambra Beyond Cars [<mailto:alhambrabeyondcars@gmail.com>]

**Sent:** Sunday, November 13, 2011 12:37 PM

**To:** Ruiz, Rosie

**Subject:** LA County Bicycle Master Plan

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

I am writing to you on behalf of Alhambra Beyond Cars (ABC) in regards to the Bicycle Master Plan for the unincorporated communities of Los Angeles County (hereafter the "Plan").

Alhambra Beyond Cars pleased the County is taking steps to add bicycle facilities and encourage cycling in the unincorporated communities. A well-constructed plan is a first step towards creating a cohesive, countywide bicycle network. However, the latest draft still has room for improvement, particularly in the following areas:

#### **Development of Safe Infrastructure**

The success of the County's plan in increasing bike modal share will largely depend on its ability to develop a network of bike-friendly streets that County residents of all ages and backgrounds, especially women, children and the elderly, will feel comfortable riding on. However the current plan fails to make use of the types of infrastructure that makes cycling a safe and viable transportation option for these groups.

For example, about 270 of the 816 miles proposed in the plan involve paving shoulders or widening roadways to install a Class III Bike Route, a road treatment that does little to encourage cycling among these groups, particularly on streets with average road speeds above 30mph. This does not make sense. If the County is prepared to incur the expense of intensive road construction, it should *at least* convert these miles to buffered bike lanes. The added cost of paint is negligible in comparison to the cost of road widening, but the facility's quality and perceived safety would be dramatically improved.

#### **Adoption of Clear Goals and Easily Measurable Benchmarks**

Although the Plan's timeline for implementation is thirty years, it does not have a mode share goal beyond the first five years. Setting clear and measurable goals is critical if interested parties are to track the implementation and success of the plan. Therefore there needs to be a mode share goal. We suggest a 10% bicycle mode share by 2032 for all trips, and a 5% mode share goal by 2022.

#### **Rational and Equitable Prioritization of Projects**

In order to have the greatest impact, projects should be prioritized in a manner that develops infrastructure in communities that need it most. The current project prioritization grading scale should be amended so that it:

- 1) scores safety (based on local collision data) higher;
- 2) awards points to projects serving low-income, transit-dependent communities; and
- 3) grants preference to projects in communities with the highest obesity rates.

By prioritizing these areas, the County can ensure that the roll-out of its plan over the next few decades will positively impact the unincorporated communities in greatest need of safer streets for cycling first.

ABC thanks you for your time in considering these issues. By engaging in an ongoing, constructive dialogue with the public, ABC is confident the County can develop a successful bicycle network that all Los Angeles County residents can enjoy. We look forward to further improvements to the Plan and are eager to see a

better, more bikeable Los Angeles County.

Sincerely,

Alhambra Beyond Cars

## Yusuf, Abu

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**From:** Brad Keistler [bkeistler@hotmail.com]  
**Sent:** Thursday, November 10, 2011 11:37 PM  
**To:** rruiz@planning.lacounty.gov; Yusuf, Abu  
**Subject:** L.A. County Bike Plan

Ms. Ruiz and Mr. Yusuf:

Greetings to you and thank you for the effort you are making with the bike plans for L.A. county. I am a 69 year old man in good health and I bike every day as my main mode of transportation. It's fantastic! My main disappointment is that most people don't know what they're missing. Look at Denmark. Voted a couple of years ago as having the happiest people. Several reasons were given for this; equitable pay scale, universal health care. But, I am convinced one of the greatest reasons is they all bicycle! When I used to bike home from work, it was a great stress reliever. Just plain fun!

Here are a few routes that I use frequently and would make good roads on which to encourage bikes to the fullest extent possible. 1. San Vicente of course, 2. 6th Street from San Vicente going east until it gets too dangerous (probably have to switch over to sharrow on 4th or go down to Wilshire), 3. Rosewood is a great neighborly route with almost no worry of traffic.

Bottom line: We need to promote bicycling as much and as soon as possible. Please, please have the foresight to see what a great thing this would be for all of society. My dream would be to see us rival Amsterdam. We're a flat city, too!

Thanks again,

***Brad Keistler***

**Suska, Mateusz (Matt)**

---

**Subject:** FW: Bicycle

From: richard schneider [<mailto:rdschneider@yahoo.com>]  
Sent: Friday, November 11, 2011 6:58 PM  
To: Ruiz, Rosie; [AYUSUF@dpw.lacounty.gov](mailto:AYUSUF@dpw.lacounty.gov)  
Cc: [wesleyreutimann@gmail.com](mailto:wesleyreutimann@gmail.com)  
Subject:

Dear Sir and Madam:

I am speaking for myself not the City of South Pasadena. I have recently become aware of LA County's Draft Bike Master Plan.

Although I am a strong supporter of bicycling as a mode of transportation, I think your Master Plan has several shortcomings. I wish to support the constructive criticism of your plan that has been offered by the West San Gabriel Valley Bike Coalition.

Perhaps you know that City of South Pasadena has recently begun instituting its own bicycling plan. We should coordinate our efforts to make the best regional bicycling plan possible. Please contact me if I can be of service.

Yours truly,

Richard D. Schneider, MD  
Councilmember, City of South Pasadena

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles 90012

RE: Bike Master Plan Update

I am pleased the County has improved the initial Draft Plan and is moving towards adopting a Bike Plan for the unincorporated communities that can serve as the first step towards a safer, more bicycle-friendly Los Angeles County. However, I feel the latest draft still has room for improvement, particularly in the following areas.

#### **Investment in Safer Infrastructure**

The success of the County's plan in increasing bike modal share will largely depend on its ability to make County residents who do not cycle now comfortable riding a bike on city streets, especially women, children and the elderly. Unfortunately the current draft fails to make use of the types of infrastructure that experience in other cities has shown are needed to convince these segments of the population that cycling is a safe and viable transportation option.

For example, about 270 of the 816 miles proposed in the plan involve paving shoulders or widening roadways to install a Class III Bike Route, a road treatment that does little to encourage cycling among these groups, particularly on streets with average road speeds above 30mph. This does not make sense. If the County is prepared to incur the expense of intensive road construction, it should *at least* convert these miles to buffered bike lanes. The added cost of paint is negligible in comparison to the cost of road widening, but the facility's quality and perceived safety would be dramatically improved.

#### **Clear, Ambitious and Easily Measurable Goals**

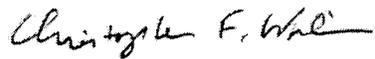
Setting clear and measurable goals allows the agencies' responsible for implementation, the public, and policymakers to easily track the implementation and success of the plan. Therefore there needs to be a mode share goal beyond the first five years of the plan and it should be an ambitious one. I suggest a 20% bicycle mode share by 2032 for all trips, as well as an intermediate goal such as a 10% mode share by 2022.

Additionally we encourage the County to measure the number of women and children bicycling. This can be done through several avenues, including the biennial counts included in the plan, the annual American Community Survey and National Household Travel Survey data. For children we recommend surveying students every year as part of your Safe Routes to School efforts. DPW should work with the school districts to conduct surveys at the start and end of the school year to understand how children are getting to and from school and to measure the

effectiveness of education, encouragement, and infrastructure investments as they are implemented.

Thanks you for your time in considering these issues. By engaging in an ongoing, constructive dialogue with members of the community, I am confident the County can develop a successful bicycle network that all Los Angeles County residents can enjoy. We look forward to future communications regarding the Plan and are eager to see a better, more bikeable Los Angeles County.

Sincerely,



Christopher F. Wilson

Living in Rancho Palos Verdes and working in Torrance (commuting 11 miles to work about 4 days a week by bike). 310 316 2500, 21515 Hawthorne Blvd., Ste. 200, Torrance, CA 90503; [cfw.cwanda@gmail.com](mailto:cfw.cwanda@gmail.com).

cc:

Rosie Ruiz Planning Commission Secretary, [Rruiz@planning.lacounty.gov](mailto:Rruiz@planning.lacounty.gov)  
Abu Yusuf, County Bikeway Coordinator, [AYUSUF@dpw.lacounty.gov](mailto:AYUSUF@dpw.lacounty.gov)



COUNTY SANITATION DISTRICTS  
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7400 FAX: (562) 694-6400  
www.locsd.org

STEPHEN R. MAGUIN  
Chief Engineer and General Manager

November 3, 2011

File No: 31-900 13 10J

Mr. Abu Yusuf, County Bicycle Coordinator  
County of Los Angeles  
900 South Freemont Avenue  
11<sup>th</sup> Floor  
Alhambra, CA 91803

Dear Mr. Yusuf:

**Bicycle Master Plan**

This is in reply to your notice, which was received by the County Sanitation Districts of Los Angeles County (Districts) on October 10, 2011. We offer the following comments.

- The Districts own property adjacent to The San Jose Creek Bicycle Path. Any encroachment onto Districts property for construction will require an entry permit. As the project advances, please forward information to the undersigned in order to determine the project boundaries and any necessary compliance requirements.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717

Very truly yours,

Stephen R. Maguin

Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR:ar



05 November 2011

Mr. Abu Yusuf <ayusuf@dpw.lacounty.gov >  
County Bicycle Coordinator  
900 South Fremont Avenue, 11<sup>th</sup> floor  
Alhambra, CA 91803

Dear Mr. Yusuf,

Re: --Comments on Proposed County of Los Angeles Master Bicycle Plan;  
--Comments on Draft EIR; and  
--Request to delete from the Plan the Sepulveda Channel segment from Palms Boulevard to Venice Boulevard in Westside Planning Area

We the undersigned residents and stakeholders have only become aware of the new, proposed Master Bicycle Plan for the County of Los Angeles (the "Plan") in the last week—and only because of a chance posting about it by the Los Angeles Conservancy and Hidden Los Angeles on Facebook within the last two weeks.

We believe inadequate public notice was given about the Plan and the upcoming hearing on November 16<sup>th</sup>. Having heard nothing about this from the County or the City of Los Angeles, we believe inadequate public outreach was attempted. The small attendance at what meetings have been held previously is evidence alone that the outreach and notification process was insufficient.

**The proposed Class I bikeway along the Sepulveda Channel, from Palms Boulevard to Venice Boulevard (the "Bikeway") through our Mar Vista neighborhood should be deleted from the Plan.**

- The Bikeway would be just 0.6 of a mile long and unnecessarily duplicates the parallel Class 3 bike route along McLaughlin Avenue, generally just ½ a block to the west.
- Since the 1975 County Bikeway Plan, the County has sold excess right-of-way along that reach of the flood control channel. The right-of-way is no longer consistently wide nor adequately wide enough for a Class I bikeway.
- The Plan doesn't specify or include provisions for sanitation, maintenance, fencing, gating, lighting or noise abatement features that would be necessary for both the safety of bicyclists and pedestrians and the privacy and security of adjoining homes and properties .

This reach of the Sepulveda Channel is and has been an ongoing "attractive nuisance" to our neighborhood since the Channel was built in 1952 and has been used as a quick getaway by thieves and muggers from Venice Boulevard as well as gangs. This was only marginally reduced when the County later fenced it in sometime in the early 1970s—which was only after a young woman had been raped along the Channel near the Charnock Road bridge.

Additionally, the EIR doesn't adequately address the impact that daily public use of the Bikeway would have on the ducks that annually nest along that reach of the Channel. The Channel is on the Pacific Flyway and a necessary resource for wildlife.

Please notify those signing below, individually, of all additional and future hearings and notifications.

Cc:

Mark Ridley-Thomas, Los Angeles County Supervisor, 2<sup>nd</sup> District

<seconddistrict@bos.lacounty.gov>  
866 Kenneth Hahn Hall of Administration  
500 W. Temple Street,  
Los Angeles, CA 90012

Bill Rosendahl, Councilman, City of Los Angeles, 11<sup>th</sup> District

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Los Angeles, CA 90012

Mar Vista Community Council

<info@marvista.org>  
PO Box 66871  
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Sincerely,



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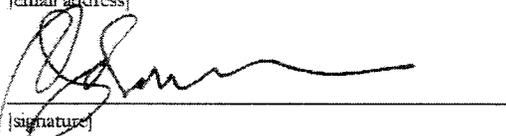
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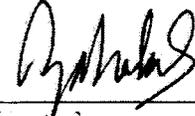
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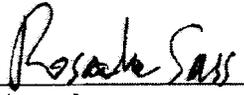
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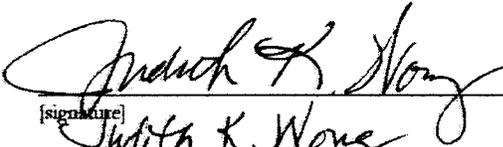
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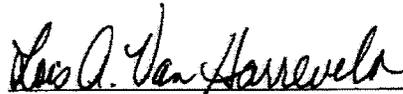
  
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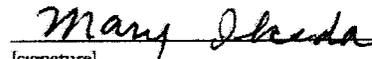
  
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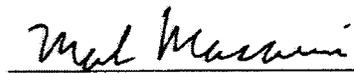
  
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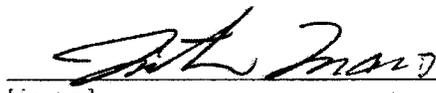
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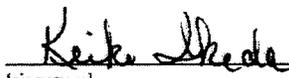
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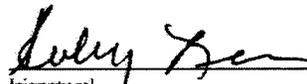
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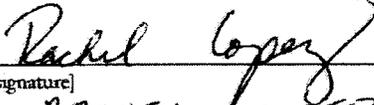
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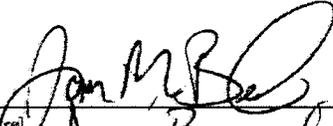
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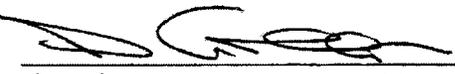
  
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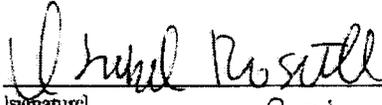
  
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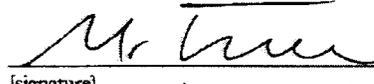
  
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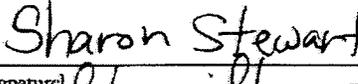
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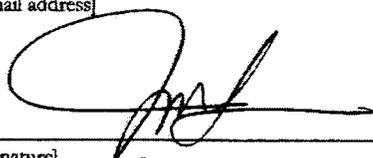
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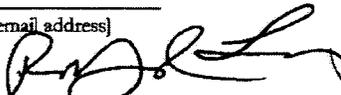
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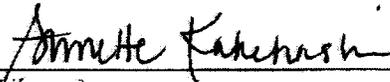
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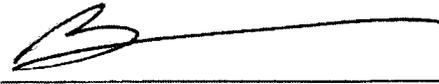
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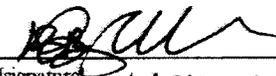
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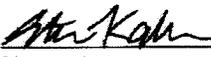
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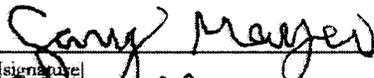
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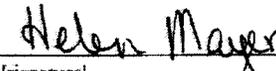
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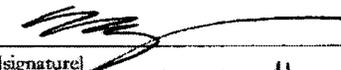
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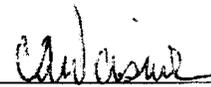
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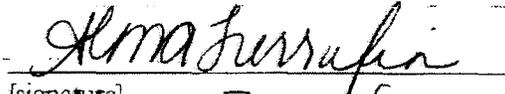
  
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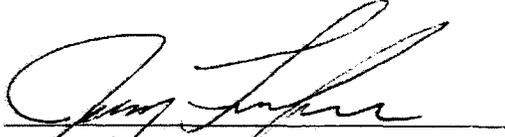
  
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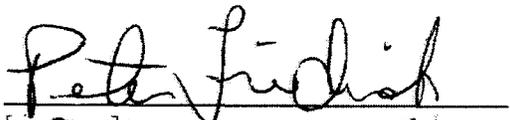
  
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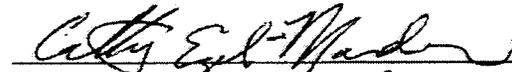
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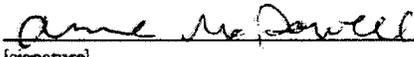
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3527 Butler Ave  
[address]  
Los Angeles, CA 90066  
[address]  
abmcdowell@hotmail.com  
[email address]

\_\_\_\_\_  
[signature]  
\_\_\_\_\_  
[print name]  
\_\_\_\_\_  
[address]  
Los Angeles, CA 90066  
\_\_\_\_\_  
[email address]

  
[signature]  
Maria Regalado  
[print name]  
3527 Butler Avenue  
[address]  
Los Angeles, CA 90066  
[address]  
mziem6184@aol.com  
[email address]

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[signature]  
\_\_\_\_\_  
[print name]  
\_\_\_\_\_  
[address]  
Los Angeles, CA 90066  
\_\_\_\_\_  
[email address]

11/7/11

[signature] *Jerry Smith*  
[print name] JERRY SMITH  
[address] 11511 MARCO PL  
Los Angeles, CA 90066

[email address] JSMITHRE@MSN.COM

THIS IS MY FIRST NOTIFICATION  
OF THE PROPOSED BIKE PATH.  
THIEVES HAVE USED THE FLOOD CHANNEL 2 TIMES TO BREAK INTO  
MY HOME.

[signature] *Jerry Smith*  
[print name]  
[address]  
Los Angeles, CA 90066  
[email address]

[signature]  
[print name]  
[address]  
Los Angeles, CA 90066  
[email address]

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[address]  
Los Angeles, CA 90066  
[email address]

**Suska, Mateusz (Matt)**

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**From:** Susan Koleda [skoleda@cityofpalmdale.org]  
**Sent:** Thursday, November 10, 2011 10:02 AM  
**To:** Yusuf, Abu  
**Subject:** LA County Bike Plan  
**Attachments:** Missing Segments LACounty bike Plan.doc

Mr. Yusuf,

After reviewing the proposed bike trail plan, the City of Palmdale has noted some of our adopted trails are not included. We have included the attached list for your reference

Please let me know if you have any questions Thanks

<<Missing Segments LACounty bike Plan.doc>>

--

Susan Koleda  
Senior Planner

**City of Palmdale - Planning Department**  
38250 Sierra Highway  
Palmdale, CA 93550  
(661) 267-5200 - (661) 267-5233 (fax)  
[www.cityofpalmdale.org](http://www.cityofpalmdale.org)

## Missing Segment – LA County Bike Plan

Proposed

Segment	From	To	Community	Class	Mileage
Avenue N-8	55 <sup>th</sup> Street W	50 <sup>th</sup> Street W	Rancho Vista	3	0.5
25 <sup>th</sup> Street W	Avenue P-8	Elizabeth Lake Road	Highlands	3	0.7
Avenue P-8	Toyon Way	Amargosa Drive	Highlands	3	0.4
Sierra Highway	Avenue R	Avenue S	Palmdale	3	1.0
Fairfield Drive	35 <sup>th</sup> Street East	37 <sup>th</sup> Street East	Joshua Hills	3	0.2
Avenue R	30 <sup>th</sup> Street East	40 <sup>th</sup> Street East	Palmdale	3	1.0
Avenue S	30 <sup>th</sup> Street East	40 <sup>th</sup> Street East	Palmdale	1	1.0
75 <sup>th</sup> Street East	Avenue Q	Avenue P-8	Palmdale	3	0.5
Avenue P-8	50 <sup>th</sup> Street East	E of Littlerock Wash	Sun Village	3	3.5

Existing

Segment	From	To	Community	Class	Mileage
Avenue S	830' NW of Parkwood Drive	1,700 ' SE of The groves	Anaverde	1	0.95

**Suska, Mateusz (Matt)**

---

**Subject:** FW proposed bike path

---

**From:** [domarlewis@aol.com](mailto:domarlewis@aol.com) [mailto:domarlewis@aol.com]

**Sent:** Tuesday, October 18, 2011 5:50 PM

**To:** Yusuf, Abu

**Subject:** proposed bike path

Dear Mr Yusuf

While I find the plan for the bike path both intriguing and productive I have to wonder where the funds will be obtained? You see I live at least 100+ miles from downtown LA, out in the Mojave desert and is most times the plan that after the money is spent for projects like these it is not uncommon for the board of supervisors to meet at a clandestine hour and pass bills that force the costs for such endeavors in the form of tax bonds upon us.

While we don't mind paying for everyone else's "good time" I certainly hope this is not the case here.

Thank you.

Sincerely

Ms M Lewis

voter since 1974

**Suska, Mateusz (Matt)**

---

**Subject:** FW Bike Plan

---

**From:** DSS [mailto:trecho@verizon.net]  
**Sent:** Sunday, November 06, 2011 2:10 PM  
**To:** Yusuf, Abu  
**Subject:** Bike Plan

Mr. Yusuf: first of all, let me congratulate you on a very thoughtful, thorough and comprehensive bicycle plan.

I would like to reiterate my support for AV planning area route project ID 16, a class 2 bike improvement on Avenue O from 30<sup>th</sup> Street West to 10<sup>th</sup> street west. This route is already being used by a number of bicyclists, at great risk to both riders and drivers due the high traffic volume during commute segments, and the narrow width of the 2 lane road, which is 13 feet and 12 feet wide in East bound and West bound directions respectively. As it is one of the principle East-West corridors to collect bicycle traffic from the residential west side and central part of Palmdale and unincorporated areas, that is, it is the key route that has low traffic, minimal high traffic cross streets, and no state route 14 on-off ramps to contend with. It connects with both Bolz ranch road, and eventually, to the Sierra Highway bike path via a safe wide road between 10<sup>th</sup> street west and Sierra Highway.

Although I expect your priority ranking system is fair and unbiased, I would like to encourage you to reevaluate the position of Project 16, to possibly move it up a couple of notches if possible.

Best Regards, and again, congratulations on a great job.

Stephen DeGrey

5605 Avenida Classica

Palmdale, CA

PS: I would love to attend the public hearing, but am constrained by professional commitments at Lockheed Martin...

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Email scanned by PC Tools - No viruses or spyware found.  
(Email Guard: 7.0.0.26, Virus/Spyware Database: 6.18650)  
<http://www.pctools.com>  
=====



# County of Los Angeles Bicycle Master Plan

## Regional Planning Commission Public Hearing

### November 16, 2011



PREPARED BY:  
Alta Planning + Design  
PREPARED FOR:  
County of Los Angeles Public Works



**Draft**

County of Los Angeles

# Bicycle Master Plan

Final Plan - October 2011



*Every time I see an adult on a bicycle, I no longer despair for the future of the human race. - H. G. Wells*





# County of Los Angeles Bicycle Master Plan

## Regional Planning Commission Public Hearing

November 16, 2011



### Why?

*“To increase bicycling throughout the County of Los Angeles through the development and implementation of..”*



- Bicycle friendly policies
- Infrastructure
- Education, Encouragement, Enforcement and Evaluation Programs



## Goals & Policies:

To improve bicycling conditions and increase bicycle usage in the County, the Plan identified the following goals:

### **Goal 1 - Bikeway System:**

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

### **Goal 2 - Safety:**

Increased safety of roadways for all users.

### **Goal 3 - Education:**

Develop education programs that promote safe bicycling.

### **Goal 4 - Encouragement Programs:**

Encourage County residents to walk or ride a bike for transportation and recreation.

### **Goal 5 - Community Support:**

Community supported bicycle network.

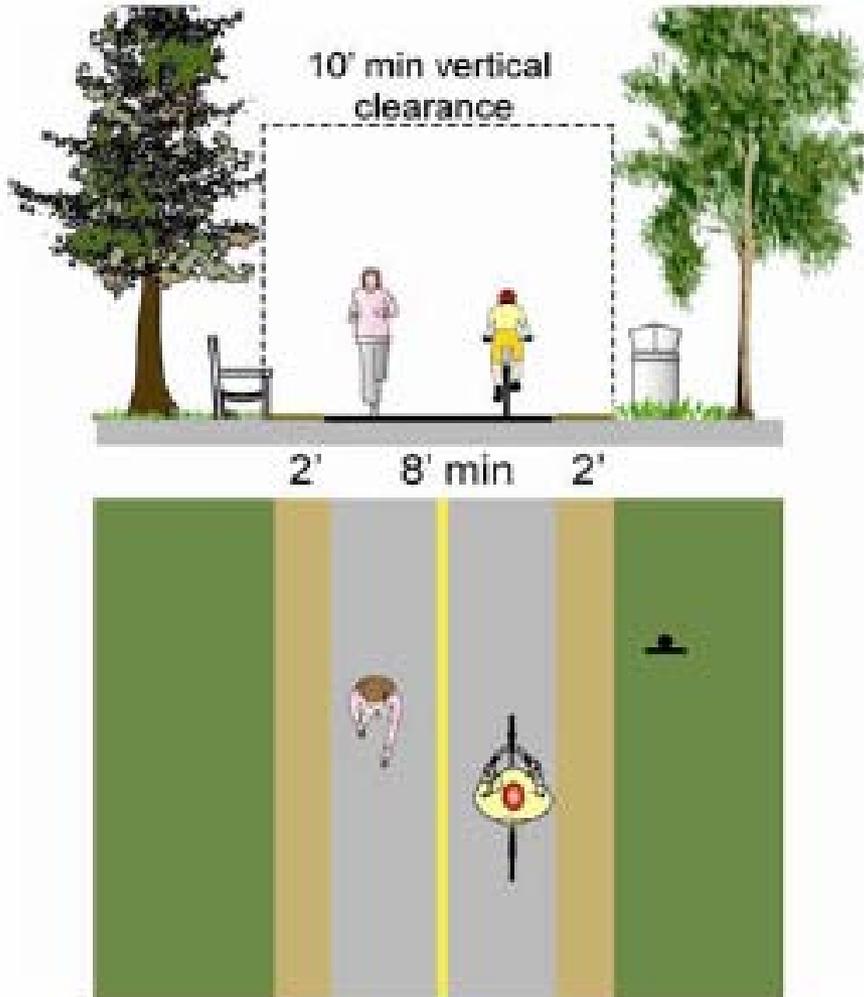
### **Goal 6 - Funding:**

Funded Bikeway Plan.





## Types of Bicycle Facilities:



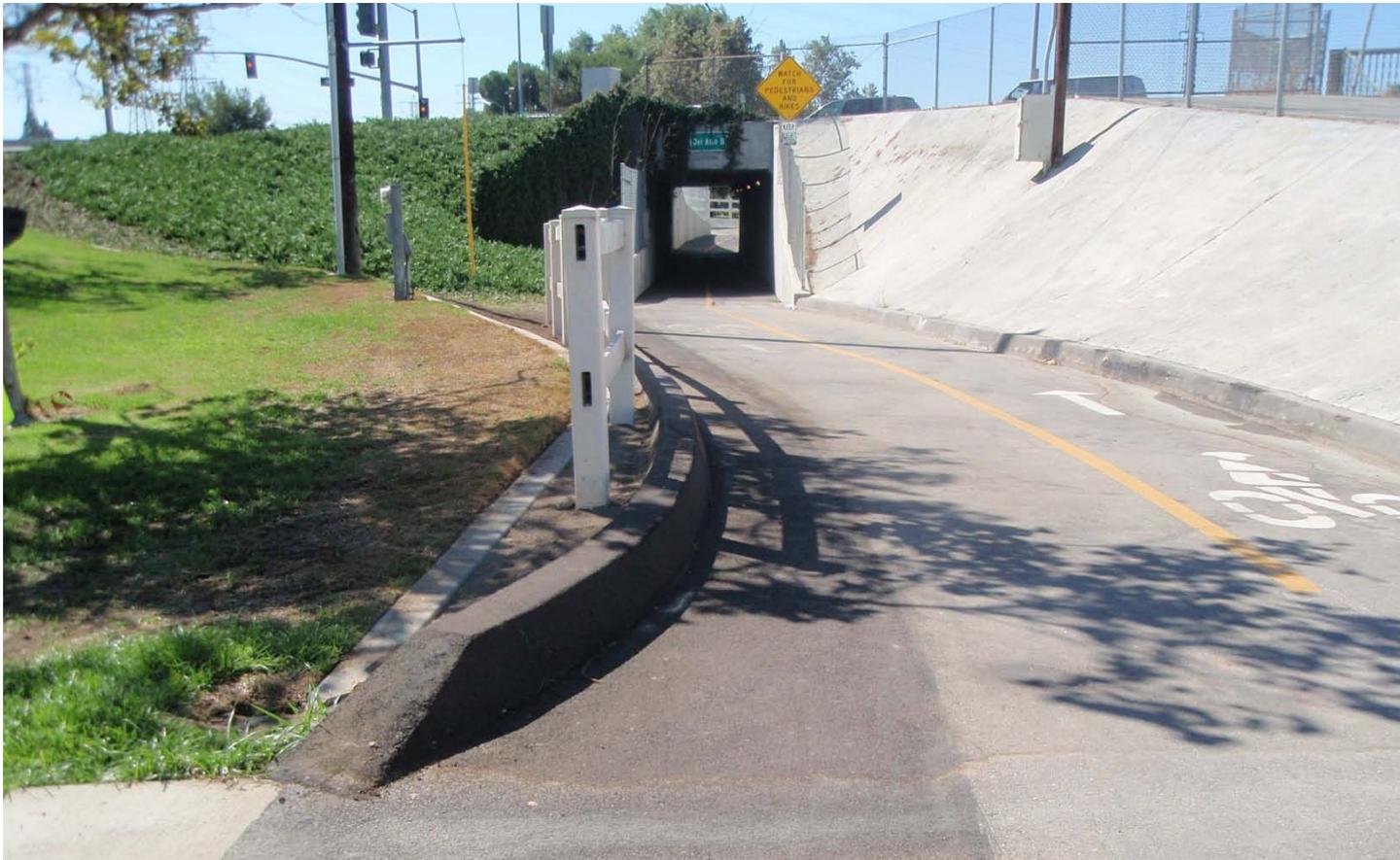
### Class I Bicycle Paths:

- Shared-use paths or multi-use paths
- Off-road paved right-of-way
- Exclusive use by bicyclists, pedestrians, and other non-motorized users
- Physically separated from vehicular traffic
- Seen along creeks, rivers, and beaches



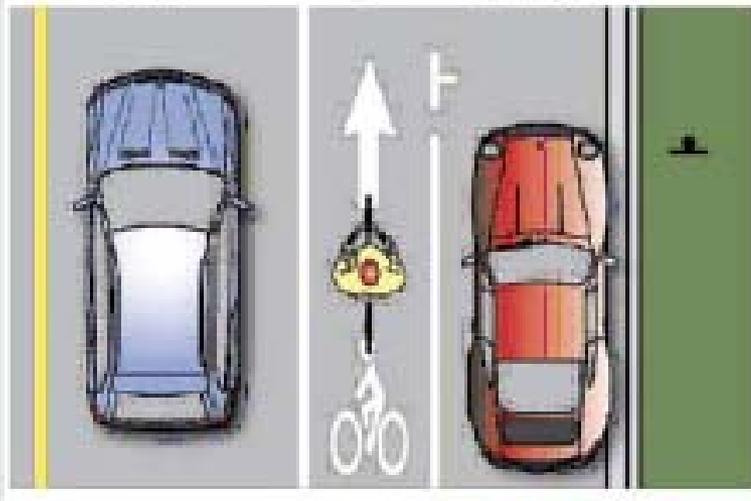
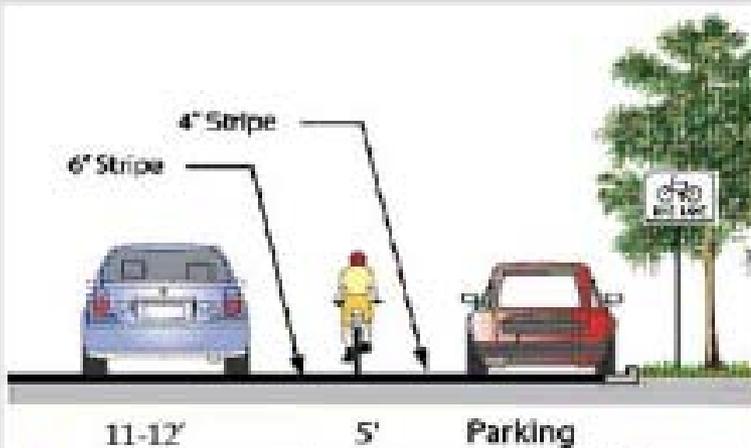
## Types of Bicycle Facilities:

### Typical Class I Bicycle Path along the San Gabriel River:





## Types of Bicycle Facilities:



### Class II - Bicycle Lane

- Exclusive lane for bicycle travel.
- Pavement striping and signage
- Adjacent to the curb where no on-street parking exists,
- Left side of on-street parking lanes.



## Types of Bicycle Facilities:

### Typical Class II Bicycle Lane on 1<sup>st</sup> Ave (Whittier) :



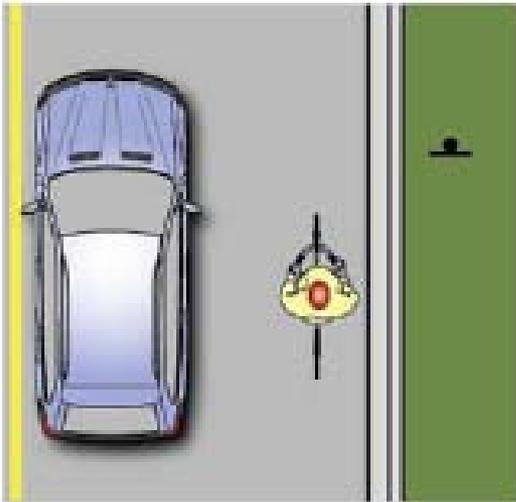


## Types of Bicycle Facilities:



D11-1 Bike Route Sign

14' preferred min



### Class III - Bicycle Route

- Shared use with motor vehicles
- Designated by signs
- May be supplemented by shared bicycle roadway markings (sharrows)
- Sharrows alert motorists and help cyclists avoid door zones.





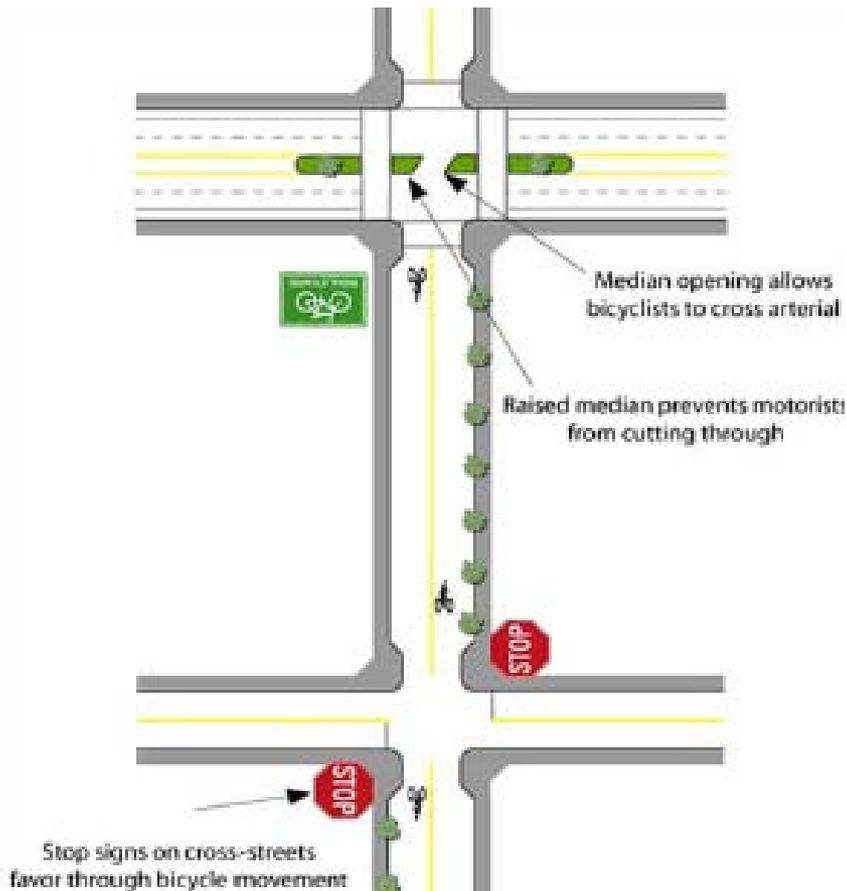
## Types of Bicycle Facilities:

### Typical Class III Bicycle Route on Scott Avenue (South Whittier):





## Types of Bicycle Facilities:



### Bicycle Boulevards

- Local roads or residential streets
- Enhanced with signage
- Traffic calming
- Prioritize bicycle travel





## Types of Bicycle Facilities:

### Typical Bicycle Boulevard in San Luis Obispo:

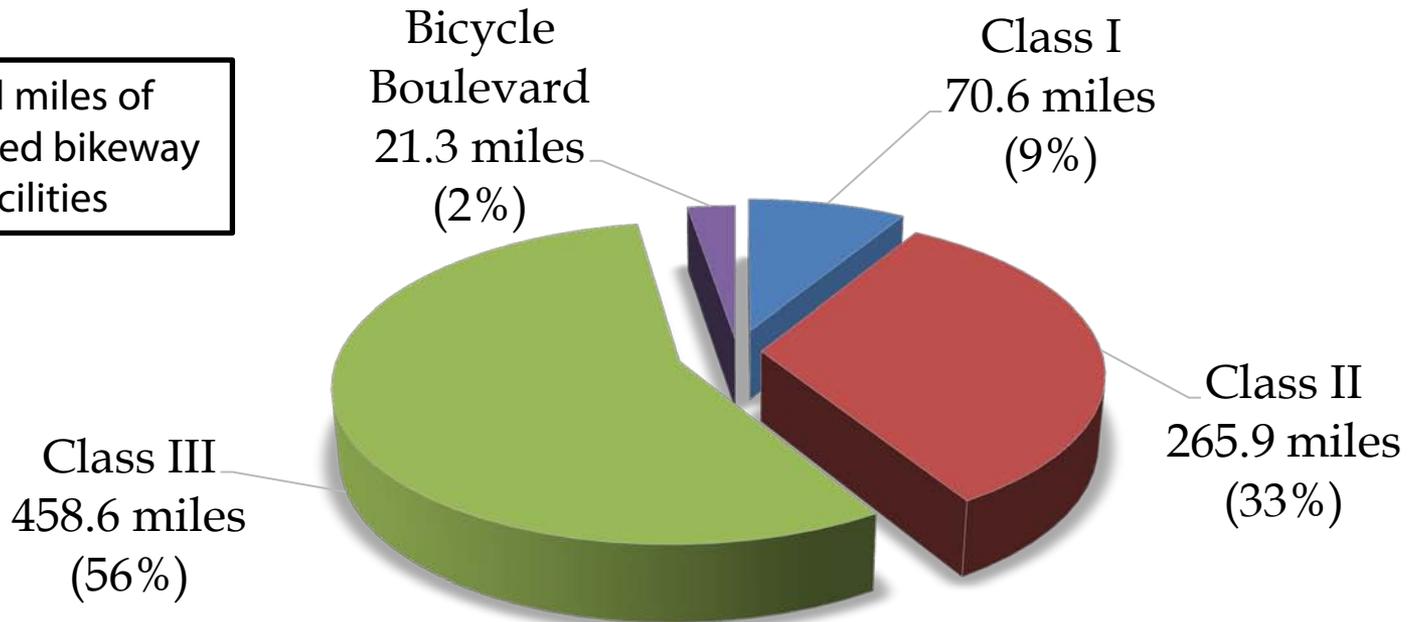




## Plan Summary (Miles):

- ☐ 20 year plan (2012 - 2032)
- ☐ 816 miles in three phases

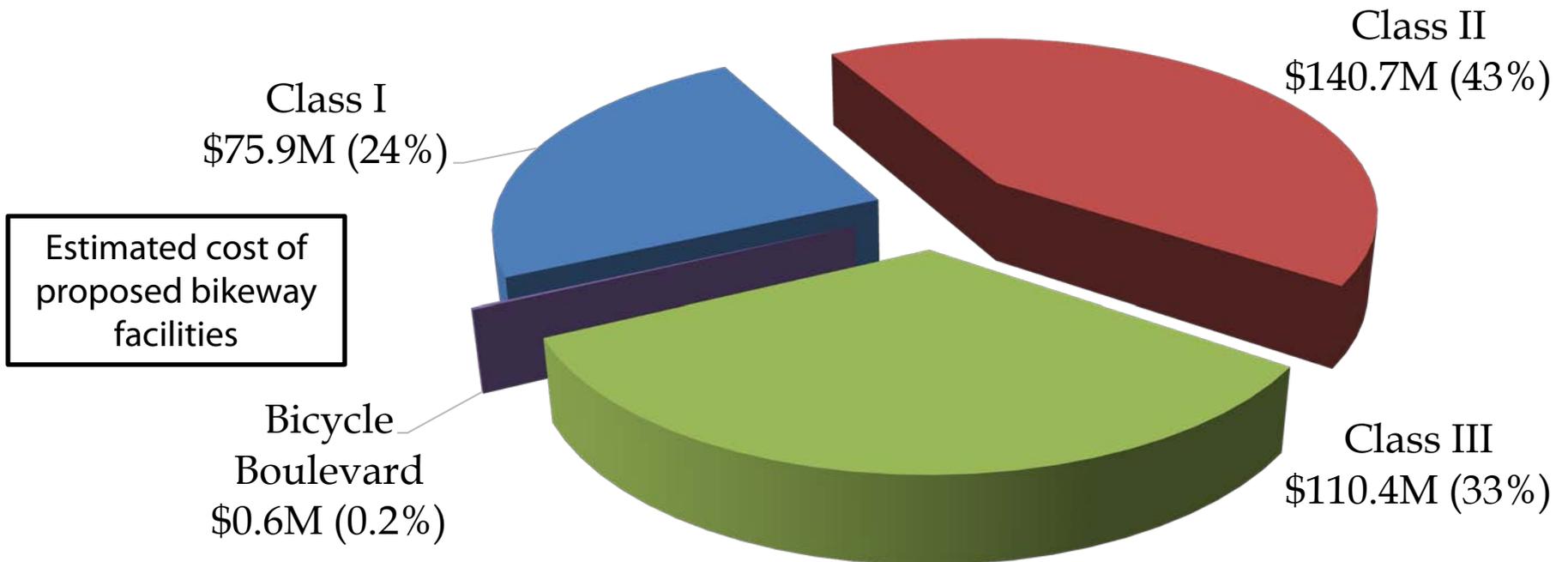
Total miles of proposed bikeway facilities





**Plan Summary (Cost):**

- ❑ Installation of proposed bikeways estimated at \$328 million:
  - ❑ \$76 million for off-street facilities
  - ❑ \$252 million for on-street facilities





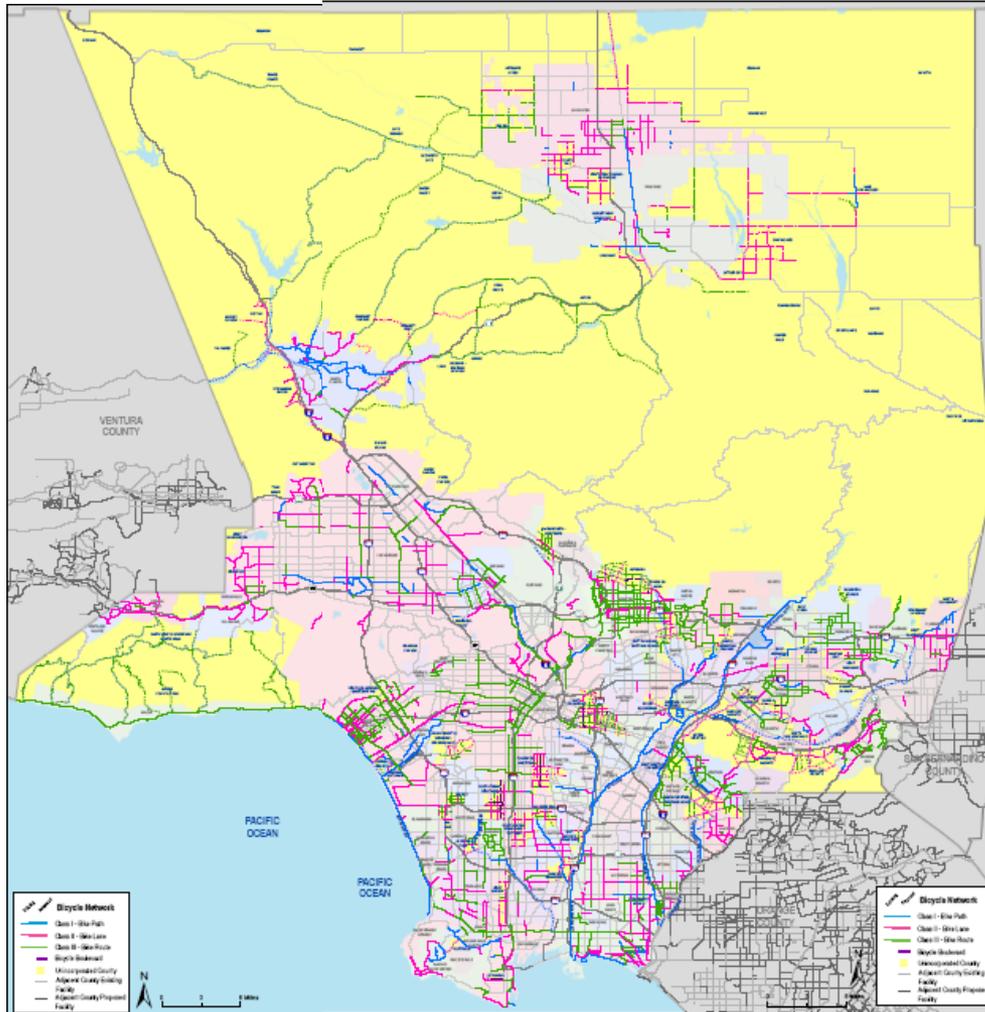
# County of Los Angeles Bicycle Master Plan

## Regional Planning Commission Public Hearing

### November 16, 2011



## Infrastructure:



## MAP LEGEND

Existing	Proposed	Bicycle Network
		Class I - Bike Path
		Class II - Bike Lane
		Class III - Bike Route
		Bicycle Boulevard
		Unincorporated County
		Adjacent County Existing Facility
		Adjacent County Proposed Facility



# County of Los Angeles Bicycle Master Plan

## Regional Planning Commission Public Hearing

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### Planning Areas:

- ❑ Covers 10 of the 11 Planning Areas in the County General Plan
- ❑ The Coastal Island Planning area is not included in this Plan





# County of Los Angeles Bicycle Master Plan

## Regional Planning Commission Public Hearing

### November 16, 2011



## Existing & Proposed Bikeways:

### Summary of Existing and Recommended Bikeway Facilities

Planning Area	Existing Facilities			Proposed Facilities			
	Class I	Class II	Class III	Class I	Class II	Class III	Bicycle Blvd
Antelope Valley	3.2	3.8	0.2	---	89.4	138.2	---
East San Gabriel Valley	7.5	7.6	9.4	25.1	30.8	27.5	3.0
Gateway	45.4	1.0	9.7	5.8	23.3	10.3	---
Metro	---	2.3	---	0.6	48.2	26.8	12.2
San Fernando Valley	---	1.5	---	2.2	0.9	7.5	--
Santa Clarita Valley	---	2.4	0.9	16.5	33.4	108.3	--
Santa Monica Mountains	---	0.5	---	---	1.8	92.9	--
South Bay	9.4	1.1	0.0	9.0	14.2	9.3	0.9
West San Gabriel	23.3	---	2.6	8.1	16.8	32.0	5.2
Westside	11.5	---	0.7	3.2	7.1	5.7	--
<b>Total Mileage</b>	<b>110.3</b>	<b>20.2</b>	<b>23.5</b>	<b>70.6</b>	<b>265.9</b>	<b>458.6</b>	<b>21.3</b>
<b>Total Cost</b>	<b>---</b>	<b>---</b>	<b>---</b>	<b>\$75.9M</b>	<b>\$140.7M</b>	<b>\$110.4M</b>	<b>\$0.63M</b>



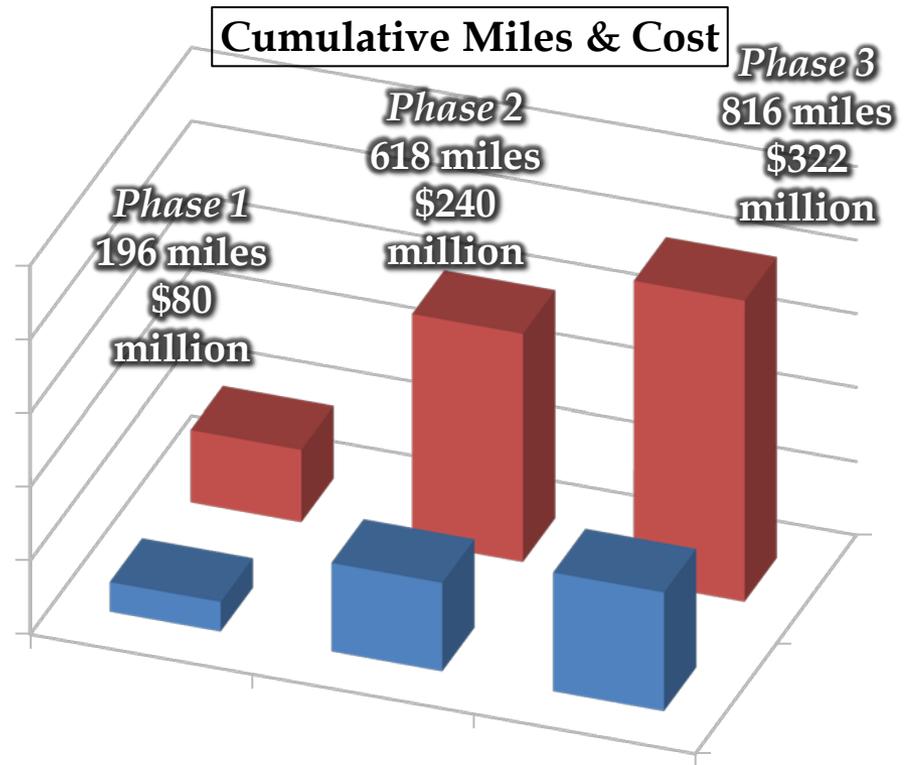
## Implementation of Bikeway Facilities:

### Prioritization:

- Connection Opportunities
- Community Needs
- Feasibility Considerations

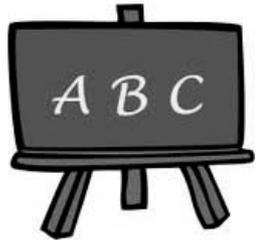
### Phasing:

- Phase 1: 2012-2017 (First 5 yrs.)
- Phase 2: 2017-2027 (Middle 10 yrs.)
- Phase 3: 2027-2032 (Final 5 yrs.)





**Programs (4 E's):**



Education

Education programs for users of all ages and skill levels:

- Community and youth based skill improvement courses
- Public Awareness Campaigns

Enforcement

Programs to reduce unsafe bicyclist and motorist behaviors and enhance safety of all roadway users:

- Bicycle Patrol Unit
- Bicycle Light Enforcement



Encouragement

Programs focusing on encouraging people of all ages to bicycle more frequently:

- Suggested routes to schools
- Bike to Work Week/Month
- Local partnerships for more bicycle parking

Evaluation

Programs to evaluate progress of the Plan:

- Community Stakeholder Group
- Biennial counts
- Annual progress reports





# County of Los Angeles Bicycle Master Plan

## Regional Planning Commission Public Hearing

### November 16, 2011



## Implementation of Programs:

*Phasing:* Tier 1 programs: 2012-2013; Tier 2 Programs: 2013-2018

**Table 5-6: Program Implementation Recommendations**

<b>Program</b>	<b>Nexus with Chapter 2</b>	<b>Timeframe</b>	<b>Lead Agency</b>	<b>Possible Funding Sources</b>
<b>Tier I Programs</b>				
Community Bicycle Education Courses	<i>Goal 3 – Education</i> Offer bicycle skills, bicycle safety classes and bicycle repair workshops. (IA3.1.1)	Ongoing	DPW & DPH	Center for Disease Control (CDC) - Community Transformation Grants
Youth Bicycle Safety Education Classes	<i>Goal 3 – Education</i> Offer bicycle skills, bicycle safety classes and bicycle repair workshops. (IA3.1.1)	Annual	DPW, DPH & LACOE	Safe Routes to School – Federal and State
Bicycle Rodeos	<i>Goal 3 – Education</i> Offer bicycle skills, bicycle safety classes and bicycle repair workshops. (IA3.1.1)	Biannual. In conjunction with Bike Month events and Summer Out-of-School programs.	DPW & DPH	CDC - Community Transformation Grants



# County of Los Angeles Bicycle Master Plan

## Regional Planning Commission Public Hearing

November 16, 2011



### Environmental Review:

- ❑ EIR is required
- ❑ Funding provided by County Public Health RENEW grant
- ❑ Draft EIR released for public review August 9, 2011
- ❑ Public comment period ended November 10, 2011
- ❑ Final EIR to be released on November 25, 2011
- ❑ The significant adverse effects of implementation of the Plan will be reduced to an acceptable level





# County of Los Angeles Bicycle Master Plan

## Regional Planning Commission Public Hearing

### November 16, 2011



## Plan Development & Public Participation:

<http://www.LACountyBikePlan.org>



**Bike Plan**



**EIR**





## Remaining Milestones:



Final EIR  
(November 25, 2011)

Approval of Plan and EIR by  
Regional Planning Commission

Adoption of Plan and EIR by  
Board of Supervisors  
(March 2012)



## **Alignment with County General Plan**

### **General Policies:**

- Policy 14: Restore and protect air quality

### **Transportation Element:**

- Goal: Provide transportation to serve the needs of the public and to support adopted land use
- Goal: Reduce highway congestion
- Goal: Reduce transportation-related degradation of the environment
- Goal: Improve the efficiency of the transportation system and reduce transportation energy consumption
- Policy 3: Plan and develop bicycle routes and pedestrian walkways.
- Policy 18: Support use of non-vehicle improvements to reduce peak-hour congestion.
- Policy 25: Develop alternative transportation systems and procedures which will effectively reduce vehicle miles traveled (VMT) by automobiles.



# County of Los Angeles Bicycle Master Plan

## Regional Planning Commission Public Hearing

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### Results – Bicycle Lane



**Before**



**After**





## Results – Bicycle Boulevard



Before



After