IA 1.1.3 Implement bikeways proposed in this Plan when reconstructing or widening existing streets.

Lead Department: DPW
Timeframe: Ongoing

All roadway reconstruction and widening projects shall implement the bikeways proposed in the Plan. Some of the proposed projects may require additional community outreach, and more extensive environmental clearances.

IA 1.1.5 Implement bikeways proposed in this Plan when completing road rehabilitation and preservation projects.

Lead Department: DPW
Timeframe: Ongoing

All roadway rehabilitation and preservation projects should consider implementing the bikeways proposed in the Plan if the proposed bikeway can be incorporated without significantly delaying the project schedule that would necessitate more costly pavement treatments.

Pavement preservation projects are maintenance projects that rely on utilizing timely, appropriate and successive preservation treatments in order to postpone costly rehabilitation and reconstruction projects. These projects generally follow expedited schedules and do not provide the same opportunity for extensive community outreach and/or environmental clearances as other road construction projects.

Timeframe: Ongoing

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

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

Amendments to the County Code may include: To condition developers to implement bicycle facilities, use developer fees for bikeway projects, or to changes to the roadway cross-sections, using developer fees for bikeway projects, requirements for developers to provide bikeways and bicycle support facilities, and other changes as needed. in the County Codes and Land Uses are required

Policy 1.3 Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.

Lead Department: DRP, DPW
Timeframe: Ongoing

DPW will continue to encourage developers to voluntarily use alternative roadway cross-sections that can accommodate bikeways and bicycle facilities. Compliance with any changes incorporated into the County Code pursuant to Policy 1.2 will be required. After changes are incorporated into the County Codes, pursuant to Policy 1.2, DPW and DRP will require developers to include bikeways and bicycle facilities in new developments.

IA 1.3.1 Require the implementation of bike lanes and bicycle support facilities along key corridors.

Lead Department: DRP, DPW

Timeframe: In 2015, after necessary changes are enacted in the County Code pursuant to Policy 1.2.

~~After changes are incorporated into the County Codes, pursuant to Policy 1.2, DPW and DRP will require developers to include bikeways and bicycle facilities in new developments.~~ As part of the draft County General Plan, there are 11 Transit-Oriented Districts (TODs) being established. TODs are areas that are within a 1/2 mile radius from a major transit stop, with development and design standards, and incentives to facilitate transit-oriented development. Installation of bike lanes and bicycle support facilities within these TODs will be incorporated into the TOD Station Area Plans for each TOD.

IA 1.3.2 Require bicycle parking at key locations, such as employments centers, parks, transit, schools, and shopping centers.

Lead Department: DRP, DPW

Timeframe: By 2015, after a bicycle parking policy is developed (IA 1.6.2) and subsequent changes are enacted in the County Codes pursuant to Policy 1.2.

Policy 1.4 Support the development of bicycle facilities that encourage new riders.

Lead Department: DRP, DPW

Timeframe: Ongoing

IA 1.4.1 Support efforts to develop a Complete Streets policy that accounts for the needs of bicyclists, pedestrians, disabled persons, and public transit users.

Lead Departments: DRP, DPW

Timeframe: initiated within 2 years of adoption of the draft General Plan.

Development of a Complete Streets Ordinance is included as a Phase 1 Implementation Program in the draft County General Plan. The Implementation Program for the General Plan is divided into three phases. Phase 1 indicates the highest priority for implementing the General Plan, and should be initiated within the first two years of adoption of the General Plan.

IA 1.4.2 Provide landscaping along bikeways where appropriate.

Lead Department: DPW

Timeframe: Ongoing.

IA 1.4.3 Ensure the provision of convenient and secure end of trip facilities at key destinations.

Lead Department: DPW, DRP

Timeframe: By 2015, after a bicycle parking policy is developed (IA 1.6.2) and subsequent changes are enacted in the County Codes pursuant to Policy 1.2.

High quality bicycle parking within the public right-of-way and on private property will be provided, especially in high demand locations, such as near transit hubs, commercial and

employment centers, schools and colleges, and other major trip generators. DPW will also consider seeking grant funding to procure bicycle racks, and partnering with local businesses and community members to install bicycle parking throughout the County at no or substantially reduced costs to the local businesses.

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

IA 1.5.1 **Measure the effectiveness of the Bikeway Plan implementation.**
Lead Department: DPW, DRP
Timeframe: Annually (April)

DPW will coordinate with DRP to include details on the progress made toward implementing the goals, policies, and programs of the Bikeway Plan, as part of the General Plan Annual Progress Report~~ Update~~. DPW will also develop and maintain a website pursuant to Policy 5.2, to provide more frequent updates on the progress of the Plan implementation.

Policy 1.6 **Develop a bicycle parking policy.**

Lead Department: DPW
Timeframe: Establish by 2013

DPW will review best practices guidelines for bicycle parking developed by the Association of Pedestrian and Bicycle Professionals and others to formulate the County Bicycle Parking policy. In general, bicycle parking should be located within fifty feet of building entrances and be clearly visible from the building entrance and its approaches.

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

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

4.3.8 Bike and Hike to Park Programs

Target audience	General Public
Primary agency	DPR
Potential partners	Bicycle groups, community and other stakeholders
Purpose	Promote healthy, active living by encouraging residents to bike/walk to recreational facilities

Encouraging bicycling and walking to parks is a great way to increase community health, decrease automobile congestion and parking issues, and maximize the use of public resources. DPR created the "Healthy Parks" program to work with local communities and develop health and wellness programs that reflect their diverse community needs and improve the quality of life for the community.

Elements of these type of programs typically include distributing route information, guiding rides and walks to and in parks, information kiosks, improved bicycle parking at trailheads and parks, and outreach to existing groups (e.g., boy scouts, senior groups, walking and bicycling clubs).

4.4 Evaluation Programs

Monitoring and evaluating the County's progress toward becoming bicycle-friendly is critical to ensuring that programs and facilities are achieving their desired results and to understanding changing needs. Maintaining consistent staff positions, count programs, reporting on progress, and convening community stakeholder groups are methods for monitoring efforts and for holding agencies accountable to the public.

4.4.1 Annual Progress Report

Target audience	County residents
Primary agency	DPW
Potential partners	DRP
Purpose	Provide continuous updates on the progress of the Bikeway Plan implementation
Resources	City of Seattle, WA: http://www.seattle.gov/transportation/bikeprogram.htm San Francisco Annual Report Card: http://www.sfbike.org/download/reportcard_2006/SF_bike_report_card_2006.pdf

The County will provide annual updates on the progress made toward implementing the goals, policies, and programs of the Bikeway Plan, as part of the General Plan Annual Progress Report ~~Update~~. DPW will also develop and maintain a website pursuant to Policy 5.2, to provide more frequent updates on the progress of the Plan implementation.