



Date April 26, 2011

Mr. Abu Yusuf, Bikeway Coordinator
County of Los Angeles Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803

Dear Mr. Yusuf,

As an organizer of *Better Bike Beverly Hills*, a local bike advocacy group here on the Westside, I want to submit comments concerning the Draft Bicycle Master Plan for Los Angeles County. Our members are active cyclists both as commuters and also sport riders. We have 6 a.m. departures several times weekly to the Marina and up Pacific Coast Highway. While both offer unparalleled opportunities for cyclists, today neither offer the safety conditions that cyclists should expect. In particular, PCH is perilous to cyclists (as evidenced from recent accidents).

It is imperative that the County's Draft Plan address safety shortcomings along County-managed roads to ensure that all road users may travel our regional public roads safely. We in Beverly Hills are busy trying to plug the local gaps in much-needed bicycle facilities, but if we are to have a comprehensive countywide bicycle network, the County must take the lead. This Draft Plan is a good start but is insufficient for protecting riders. Safe travel, of course, is a precondition if we are to successfully encourage cycling across all age groups and all enthusiast categories.

First, additional cycling facilities need to be in place to ensure that cyclists find a safe haven on busy boulevards. The Draft Plan should identify opportunities for bike lanes and bicycle boulevards and include in the implementation plan greater use of road-sharing treatments (e.g. sharrows). Bicycle infrastructure is key to encouraging cycling and getting cyclists safely to their destination.

Second, education and awareness programs are crucial yet the Draft Plan is too vague on how we can move proposed programs from idea to implementation. Programs require both substantial innovations and an according commitment to implementation. While local plans score well on these criteria, the Draft Plan begs improvement. The Draft Plan should provide a roadmap of program development and implementation with which the cycling community can hold to account both the elected decision-makers and Public Works (as the lead agency).

Third, embrace and incorporate 'Complete Streets' principles in the Draft Plan. The design guidelines that are presented in the Draft Plan only perpetuate unsafe conditions for cyclists. Recognizing that all road users are entitled to safely use the public right-of-way, however, means planning now for a shared-road future. And that must be reflected in design guidelines that progressively and proactively respect cyclists' right-to-ride.

Fourth, recognize standards where possible and innovate where appropriate. The County's revised Draft Plan can begin with identifying exceptions to the 11- and 12-foot travel lane

April 26, 2011
Abu Yusuf, Bikeway Coordinator
County of Los Angeles Department of Public Works

standards, for example, which prioritize auto traffic but literally marginalize cyclists - especially in economically-disadvantaged areas where the bicycle is often the main means of transport to work. Narrow the auto travel lanes in order to slow traffic and that will also create a dedicated space (e.g., bike lane) where cyclists can travel more safely. Such proposals should be in the policy language of the Draft Plan.

Last, rider communities here on the Westside see opportunities for specific, targeted revisions to the Draft Plan to address our safety concerns locally. The Draft Plan disregards several key routes that cyclists commonly use. For example, canyon roads especially beg for signage and safety accommodations, but these are not found in today's Draft Plan. Consider these opportunities for shared lane markings and safety signage:

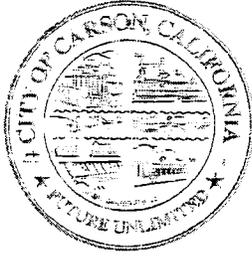
- Latigo Canyon Road, which attracts sport riders every weekend;
- Corral Canyon Road which provides sport and recreational cyclists with coastal access to Malibu Creek State Park; and
- Tuna Canyon Road that attracts distance cyclists.

Again, we have Beverly Hills members (and other Westside cyclists) who make the Marina ride weekly, so improving the Marina's public roads, too, will help to eliminate opportunities for road conflict. In the Marina, for example, Admiralty Road circumnavigates the Marina and is straight and well-paved. But the northbound (i.e. outside) lane invites conflict with motorists. The revised Draft Plan could improve northbound Admiralty (from Fiji Way to Via Marina) by including a facility to enable and encourage safe cycling across this key route. The Draft Plan is insufficiently attentive to vehicular cyclists' needs in the Marina, and we urge that the revised Draft Plan focus on road improvements.

I appreciate your time in addressing my comments. I'm confident that the County can do more to help create a successful, regional bicycle network that all Los Angeles County residents can enjoy. We at *Better Bike Beverly Hills* look forward to the next iteration of the Draft Plan and hope that you accept our comments in the constructive spirit in which they are offered.

Sincerely,





CITY OF CARSON

May 31, 2011

Abu Yusuf, Bikeway Coordinator
Los Angeles County Department of Public Works
900 South Fremont Avenue, 11th Floor
Alhambra, CA 91803-1331

Subject: Comments for Draft County of Los Angeles Bicycle Master Plan

Mr Yusuf,

Thank you for the opportunity to review and comment on the draft County of Los Angeles Bicycle Master Plan. The city of Carson (City) would appreciate consideration for the following comments.

- 1 The city of Carson is incorrectly listed and identified within the Gateway Planning Area in the County of Los Angeles Bicycle Master Plan. The city of Carson is geographically located within the South Bay Planning Area and an active member of the South Bay Cities Council of Governments (SBCCOG). Please make the appropriate corrections.
- 2 In Figure 3-3 and Figure 3-4, the existing bike lanes within the city of Carson are shown incorrectly. The Class 2 bike path on 192nd Street between Main Street and Avalon Boulevard and the Class 1 bike path on the railroad right-of-way between Carson Street and 223rd Street are identified in the city's General Plan Transportation Element, but have not yet been constructed. A map showing all existing bike lanes within the city of Carson has been included for your reference.
- 3 The city of Carson anticipates updating its Master Plan of Bikeways within the near future and would like to support the implementation of the proposed segments within the city. The 0.5 mile Compton Creek Proposed Bicycle path from Del Amo Boulevard to the Los Angeles River Bicycle Path (Project ID 4) will complete the existing network along the Compton Creek and provide commuters and recreational riders with a safe and uninterrupted network. The Dominguez Channel bisects the city in a northwest and southeast direction and is an integral segment within the city's bicycle network. The County of Los Angeles Bicycle Master Plan identifies the 6.3 miles Dominguez Channel Proposed Bicycle Path from Main Street to Pacific Coast Highway (Project ID 23)

2 May 31, 2011
City of Carson

with a priority score of 65. The city recommends the 6.3 mile segment be broken up into smaller segments/phases to improve the feasibility of construction and funding opportunities. The city of Carson anticipates focusing on the Dominguez Channel when updating the city's Master Plan of Bikeways and would like to ensure the County's Bicycle Master Plan is aligned with the future bicycle network plans of Carson.

- 4 The city of Carson recommends the County propose and consider providing additional access points along the Dominguez Channel. The city suggests additional access points along Del Amo Boulevard, Avalon Boulevard, Carson Street, and 223rd Street.

Thank you for the opportunity to comment on the County of Los Angeles Bicycle Master Plan. We look forward to reviewing the revised plan.

Sincerely,

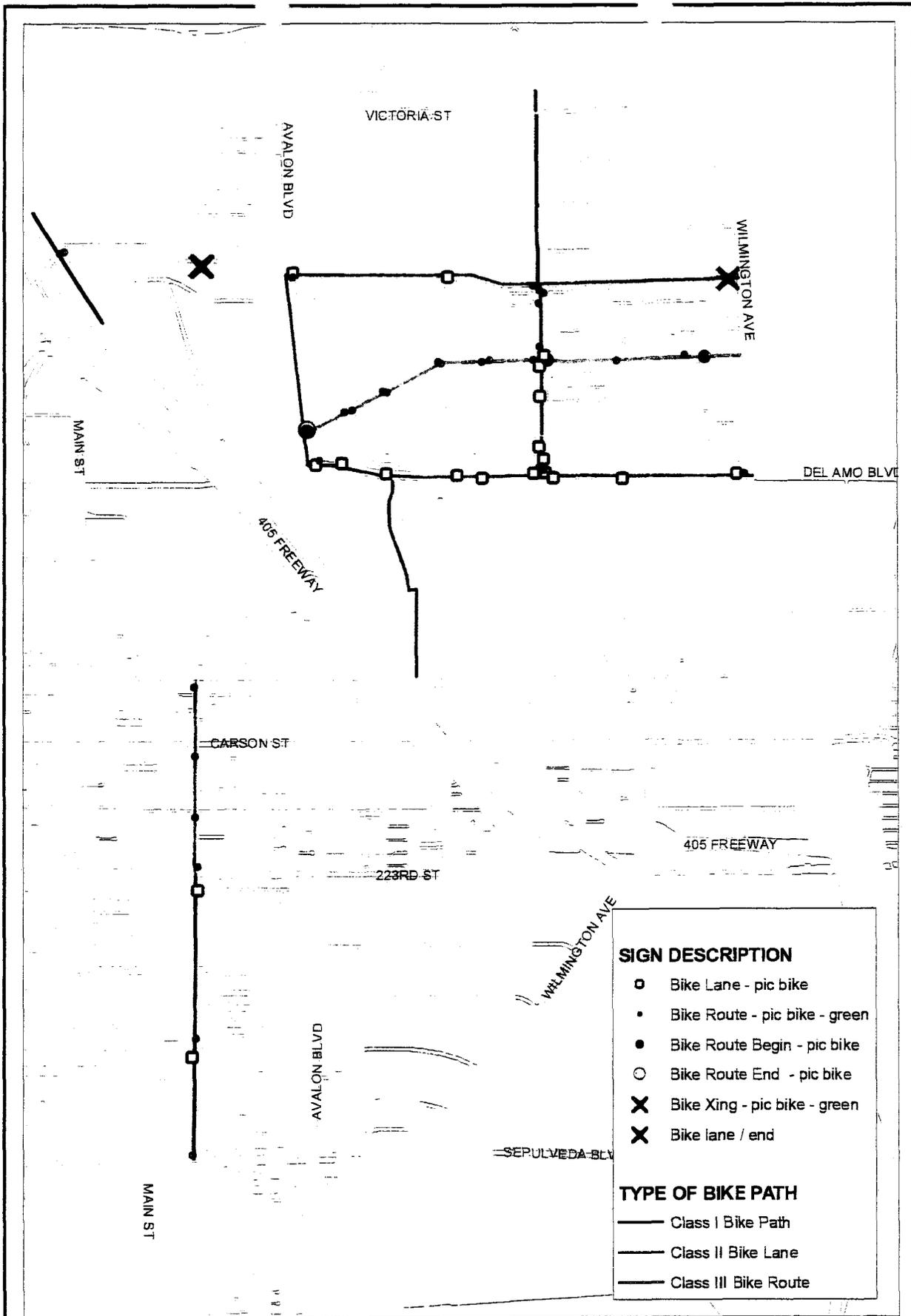


Sheri Repp-Loadsman
Planning Officer

srl/ss

cc Cliff Graves, Interim City Manager
Richard Garland, Traffic Engineer

Enclosures Map of Existing Bicycle Networks



City of Carson
EXISTING BICYCLE PATHS





San Gabriel Valley Council of Governments

1000 S. Fremont Ave. Unit 42, Bldg. A6, Suite 6425 Alhambra, CA 91803 Phone (626) 457-1800 FAX (626) 564-1116 E-Mail SGV@sgvco.org

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Walnut

West Covina

*First District, LA County
Unincorporated Communities*

*Fourth District, LA County
Unincorporated Communities*

*Fifth District, LA County
Unincorporated Communities*

SGV Water Districts

EXECUTIVE DIRECTOR
Nicholas T. Conway

May 26, 2011

Abu Yusuf
County of Los Angeles Department of Public Works
900 South Fremont Avenue, 11th Floor
Alhambra, California 91803-1331

RE: Comments for Draft County of Los Angeles Bicycle Master Plan

Dear Mr. Yusuf:

The San Gabriel Valley Council of Governments (SGVCOG) is grateful for the opportunity to provide comments for the Draft County of Los Angeles Bicycle Master Plan. The bikeways within the planning area of the draft County of Los Angeles Bicycle Master Plan (Bicycle Master Plan) are critical to providing access to the current and planned recreational amenities within the San Gabriel Valley. Access to the recreational amenities throughout our Valley is of high importance, including bicycle connectivity between these amenities and residences. These bikeways enable the community to move through the region in a way that enhances their overall health and leads to improved air and water quality through the use of an alternative mode of transportation from conventional motorized vehicles.

The draft Bicycle Master Plan has identified a proposed network of added bicycle facilities to serve the County's residence and provide for enhanced connectivity throughout the network. Projects identified in this proposed network have been prioritized based on project scoring against a set of utility and implementation criteria. The purpose of this prioritization is to identify the order in which the County will seek to fund these projects. After reviewing the prioritization charts found throughout the document the SGVCOG is concerned in the accuracy of the scoring and for providing an impartial review process.

In particular, the SGVCOG would like to express its concern regarding the scoring of the facilities proposed along the East/West Bikeway corridor. The SGVCOG, along with regional partners such as the Rivers and Mountains Conservancy (RMC) and the Watershed Conservation Authority (WCA), are strong proponents of developing an east/west bikeway connection. This bikeway would provide connectivity across the existing north/south river bikeways and between the densely populated areas of the County such as the San Gabriel Valley. One possible route for such an east/west bikeway would be from the City of Claremont to downtown Los Angeles with connection at the San Gabriel River Bikeway, Los Angeles River/Rio Hondo Bikeway, and the abundance of communities in-between. This route has potential to be connected far beyond the County via the Pacific Electric Trail that runs across the Inland Empire, via the City of Claremont. Much of this east/west route already exists or is proposed in the Bicycle Master Plan as the Thompson Creek Proposed Bicycle Path and San Jose Creek Proposed Bicycle Path within the East San Gabriel Valley Planning Area.

Given the significant overall benefit of the proposed East/West Bikeway, the SGVCOG would like to express its disappointment that the proposed Class I segment of the path between 7th Avenue and Murchison Avenue along San Jose Creek and the segment of Class I and III facilities between Lockhaven Way and White Avenue on Thompson Creek scored as the lowest two

projects of the 47 projects reviewed in the East San Gabriel Valley Planning Area. Although the scoring sheets or justification for the scores were not provided by the County staff, the SGVOOG staff utilized their own knowledge of the proposed project to score these projects using the priority score criteria located in Appendix I of the draft Bicycle Master Plan. The detailed results of this scoring based on the sixteen scoring considerations are as follows:

Connects to Existing Bikeway Facility (15 points for connecting an existing facility, 20 points for connecting to a Class I facility):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – This proposed path connects to the existing City of Claremont bike lane on North Garey Ave giving an award of 15 points.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – The proposed path connects to the existing San Jose Creek Class I Path at 7th Avenue giving an award of the full 20 points.

Connects to Proposed Bikeway Facility (10 points for connecting to a proposed facility):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – Connects to the proposed bike lane along Bonita Avenue which is also known as the Citrus Regional Bikeway which provides a connection to the Pacific Electric Trail. In addition, the path would connect to the undeveloped portion of the City of Claremont's Thompson Creek Trail to the north and the proposed San Jose Creek Bicycle Path to the south giving an award of 10 points.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Connects to the proposed bike lane along Nogales Street and connects to the proposed Thompson Creek Bicycle Path giving an award of 10 points.

Alternative Route Availability (10 points if no existing facility runs parallel along a similar span):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – There are currently no bicycle facilities that provide easterly/westerly connections between the span of the proposed route giving an award of 10 points.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Although bike lanes exist through portion of the San Jose Creek corridor there are no current facilities that provide for the overall span, giving an award of 10 points.

Connects to University, Community College or Other Institutions of Higher Learning (20 points if project was adjacent to a public or non-profit college or university):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – No direct connection of a public or non-profit college or university, giving 0 points.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – The proposed path is adjacent to Cal Poly Pomona, a major CSU University and also comes within close proximity to Rio Hondo Community College and Mt. San Antonio College giving an award of 20 points.

Connects to Mass Transit Station (20 points for projects that are adjacent to a Metro or Metrolink Station or is an extension to an existing facility adjacent to a Metro or Metrolink Station):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – The proposed path is directly adjacent to the Pomona North Metrolink Station and proposed Pomona Gold Line Station giving an award of 20 points.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – although the City of Industry Metrolink Station is in proximity to the path, it is not directly adjacent so 0 points are awarded.

Connects to K-12 School (10 points for projects that are adjacent to a school, 20 points for projects adjacent to multiple schools):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – There are no K-12 schools adjacent to this proposed bikeway route, 0 points awarded.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – There are multiple K-12 schools adjacent to this proposed bikeway including but not limited to Arroyo Avenue Elementary, John Marshall Middle School, Ganesha High, Kellogg Elementary School giving an award of 20 points.

Within an Area of High Employment Density (Of all projects reviewed, projects having the top 20% of jobs-per-mile figures were given 10 points):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – Although these figures are not provided in the Bicycle Master Plan, the areas along the Thompson Creek Path included a majority of residential uses that would likely lead to a low jobs-per-mile figure, giving an award of 0 points.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Although these figures are not provided in the Bicycle Master Plan, much of the areas along the San Jose Creek Path includes dense industrial and commercial land uses that would likely lead to a high jobs-per-mile figure, that would likely give an award of 10 points.

Connects to Parks, Library or Recreation Center (10 points for project adjacent to a park, library or recreation center, 20 points in adjacent to multiple facilities):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – The path is adjacent to Ganesha Park and Community Center giving an award of 10 points.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – The path is adjacent to Kennedy Park and Kellogg Park giving an award of 10 points.

Collision Analysis (5 points possible):

- Bicycle crash data along the routes of the proposed projects were not included in the Bicycle Master Plan, therefore the extent of collisions is unknown to reviewers. 0 points awarded to both proposed projects as a default.

Within part of the County with Higher than Average Zero-Vehicle-Ownership Households (10 point possible):

- Higher than Average Zero-Vehicle-Ownership Households data along the routes of the proposed projects were not included in the Bicycle Master Plan, therefore the extent of ownership is unknown to reviewers. 0 points awarded as a default.

Project Cost (Cost and points based on an inverse relationship):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – Cost of implementing the path would exceed \$3 million giving an award of 0 points.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Cost of implementing the path would exceed \$3 million giving an award of 0 points.

Project Coordination (10 point for projects that do not require jurisdictional coordination):

- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – Requires jurisdictional coordination, 0 points awarded.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Requires jurisdictional coordination, 0 points awarded.

Requires Travel Lanes Removal, Reduction in Width of Landscaped Median, Street Widening of Paved Surface, and Parking Removal (20 points for projects that do not require any of these roadway modifications, 5 points for each modification that is not required):

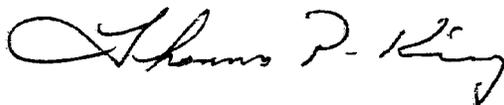
- Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – The majority of the proposed bikeway would be on a dedicated path/Class I facility and would not require the above roadway modifications. However, a portion of the path along North White Ave, West Orange Grove Ave, and North Hamilton Blvd would require up to three of these roadway modifications, giving an award of 5 points.
- San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – The proposed bikeway would be on a dedicated path/Class I facility and would not require any of the above roadway modifications, giving an award of 20 points.

Scoring included in draft Bicycle Master Plan	55	55
Estimated score calculated by SGVCOG	70	110

In light of the significant discrepancy between the priority scores awarded to these two projects between the County and SGVCOG's estimates, we request that these projects be revisited and re-analyzed. Among the scoring criteria there is sufficient justification to, and further, the SGVCOG urges the County to raise the San Jose Creek Proposed Bike Path among the high priority bikeway projects and the Thompson Creek Proposed Bike Path to a minimum of a medium priority bikeway projects. Additionally, we request that the County conduct a detailed review of the accuracy of scores assigned to each project and to ensure that the scored represent the result of a fully informed and impartial review process.

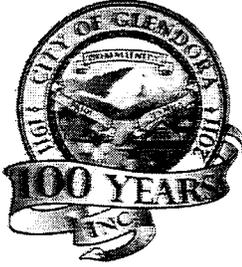
Thank you for your consideration of these comments. If you have any questions, please contact Rob Romanek, the SGVCOG Watershed Coordinator at 626-815-1019 ext. 108 or at rromanek@wca.ca.gov.

Sincerely,



Thomas P. King
President

cc: Nicole Englund, First District, Los Angeles County Board of Supervisors,
Teresa Villegas, First District, Los Angeles County Board of Supervisors,
Frank Moreno, County of Los Angeles Department of Park and Recreation,
Lani Alfonso, County of Los Angeles Department of Public Works



CITY OF GLENDORA CITY HALL

(626) 914-8200

116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

September 19, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Notice of Availability - LA County Bicycle Master Plan

Dear Ms Soriano,

Thank you for providing the City of Glendora an opportunity to comment on the Los Angeles County Bicycle Master Plan Draft Environmental Impact Report. The City of Glendora is in strong support of upgrading and expanding the bicycle network throughout the San Gabriel Valley and the County as a whole.

On April 28, 2011, we provided comments as part of the CEQA NOP process. The proposed draft master plan failed to address our comments with the exception of listing the recommended Bike Way along the Dalton Wash which is described as a bikeway "proposed by other jurisdictions". There is no clear explanation of what "proposed by other jurisdictions" means. We would like a clear explanation of the beige colored dotted bikeway along Dalton Wash and what that implies for Glendora.

In addition, please address our previous comments as shown below.

1. Provide a connection from the existing Class III Bike Route on Gladstone Street westward to the proposed bike route in Covina.
2. Regarding the proposed route in Covina, it appears to be located along the Dalton Wash which extends through the City of Glendora up into Dalton Canyon. We would like to see the plan provide for the extension of the trail along the Dalton Wash all the way to Dalton Canyon. Also see comment No. 6.
3. Extend the proposed westbound route on Mauna Loa Avenue to connect with the proposed north-south street route in Azusa.
4. Connect the existing bike route on South Glendora Avenue to the proposed Class II bike lane along Arrow Highway.

5. Extend the Class III Bike Route eastward on Foothill Boulevard to connect with the existing bike lane on Foothill Boulevard in San Dimas.
6. One of the Master Plan proposals is to extend the Class III Bike Route on Glendora Mountain Road (GMR) up through the mountains into the National Forest area. You may be aware that Glendora Mountain Road is a very steep, winding road which is popular with advanced cyclists. Indeed, the Tour of California will be including GMR on one of their stages. Unfortunately, the road is also popular with auto traffic and we have had a number of tragic accidents on GMR in the past few months; one occurred last night. We would like to ask the County to explore the feasibility of creating either a Class I bike path or Class II bike lane on GMR to reduce the danger riders are experiencing. The proposed Class III bike route will not provide enough protection for cyclists.

Please call me at 626-914-8218 or email dwalter@ci.glendora.ca.us if you have any questions.

Sincerely,



Dianne Walter,
Planning Manager

Attachment: NOP Comment letter stated April 28, 2011 from Glendora

Cc: Jerry Burke, City Engineer
Jeff Kugel, Director, Planning and Redevelopment



CITY OF GLENDORA CITY HALL

(626) 914-8200

116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

April 28, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Notice of Preparation - LA County Bicycle Master Plan

Dear Ms Soriano,

Thank you for providing the City of Glendora an opportunity to comment on the Los Angeles County Bicycle Master Plan. The City of Glendora is in strong support of upgrading and expanding the bicycle network throughout the San Gabriel Valley and the County as a whole.

We would like to offer the following suggestions for improving the proposed Bicycle Master Plan in the vicinity of Glendora:

1. Provide a connection from the existing Class III Bike Route on Gladstone Street westward to the proposed bike route in Covina.
2. Regarding the proposed route in Covina, it appears to be located along the Dalton Wash which extends through the City of Glendora up into Dalton Canyon. We would like to see the plan provide for the extension of the trail along the Dalton Wash all the way to Dalton Canyon.
3. Extend the proposed westbound route on Mauna Loa Avenue to connect with the proposed north-south street route in Azusa.
4. Connect the existing bike route on South Glendora Avenue to the proposed Class II bike lane along Arrow Highway.
5. Extend the Class III Bike Route eastward on Foothill Boulevard to connect with the existing bike lane on Foothill Boulevard in San Dimas.

One of the Master Plan proposals is to extend the Class III Bike Route on Glendora Mountain Road (GMR) up through the mountains into the National Forest area. You may be aware that Glendora Mountain Road is a very steep, winding road which is popular with advanced cyclists. Indeed, the Tour of California will be including GMR on one of their stages. Unfortunately, the

road is also popular with auto traffic and we have had a number of tragic accidents on GMR in the past few months; one occurred last night. We would like to ask the County to explore the feasibility of creating either a Class I bike path or Class II bike lane on GMR to reduce the danger riders are experiencing. The proposed Class III bike route will not provide enough protection for cyclists.

Please call me at 626-914-8218 or email dwalter@ci.glendora.ca.us if you have any questions.

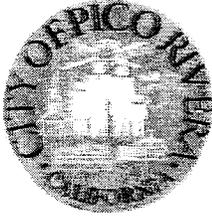
Sincerely,

A handwritten signature in cursive script that reads "Dianne Walter".

Dianne Walter,
Planning Manager

Attachment: Enlarged Master Plan of Glendora vicinity annotated to correspond to numbered suggestions

Cc: Jerry Burke, City Engineer
Jeff Kugel, Director, Planning and Redevelopment



Julia Gonzalez
Interim Director

City of Pico Rivera
**COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT**

6615 Passons Boulevard Pico Rivera, California 90660

(562) 801-4332 Fax (562) 949-0280

Web: www.pico-rivera.org e-mail: avillanueva@pico-rivera.org

City Council

David W. Armenta
Mayor

Bob J. Archuleta
Mayor Pro Tem

Gustavo V. Camacho
Councilmember

Barbara
Contreras Rapisarda
Councilmember

Gregory Salcido
Councilmember

September 12, 2011

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention: Ms. Reyna Soriano
P O Box 1460
Alhambra, CA 91802-1460

**SUBJECT: PUBLIC COMMENT SUBMITTAL - DRAFT PROGRAM
ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE COUNTY OF
LOS ANGELES BICYCLE MASTER PLAN**

Dear Ms. Soriano

On behalf of the City Council and City Manager of the City of Pico Rivera, we would like to submit a formal comment for the County of Los Angeles Bicycle Master Plan – Draft Program Environmental Impact Report. Our formal comment is as follows

Section 2.6.2 of the PEIR states, “[t]he Plan proposes an expanded bikeway network in unincorporated communities and along rivers, creeks, and flood control facilities within County jurisdiction” Section 2.3 of the PEIR states that the purpose of the Plan is to provide, “direction for expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often”

After reviewing the draft Plan and PEIR, the City believes that an optimal connectivity opportunity was not included or analyzed. This opportunity is the construction of a bicycle path (bridge) over the San Gabriel River connecting the Mines Avenue bicycle route in Pico Rivera to the Dunlap Crossing bicycle route in an unincorporated community near the City of Whittier (see attached map and aerial photograph) The land involved in this proposed bicycle path is within the boundaries of the City of Pico Rivera but, because it is a river and flood control facility, it is under the jurisdiction of the County

Page 2
Public Comment for LA County Bicycle Master Plan
September 12, 2011

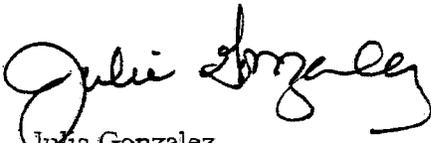
Bridging this gap will provide a more urban connection between the Rio Hondo Bike Path and the San Gabriel River Bikeway, the nearest bikeway connection between these two rivers is several miles north along the Whittier Narrows Recreation Area. The suggested bridge will also result in the connection of the County's major bike systems by linking the Los Angeles River Park Bike Path to the Rio Hondo River Bicycle Path and then to the San Gabriel River Bikeway. This will result in easier access for bicyclists, greater regional connectivity within the bike system and encourage the use of these facilities

Note that we had previously submitted this comment orally at the public workshop held in the Baldwin Park Library on March 29, 2011. At that time, several members of the audience agreed with and supported the City's comment.

Please keep us apprised of the status of this comment. Any questions or concerns regarding this comment should be directed to Ms. Guille Aguilar, Senior Planner. She can be reached via email at gaguilar@pico-rivera.org or at (562) 801-4332.

We look forward to working with the County on the update of the Bicycle Master Plan.

Respectfully,



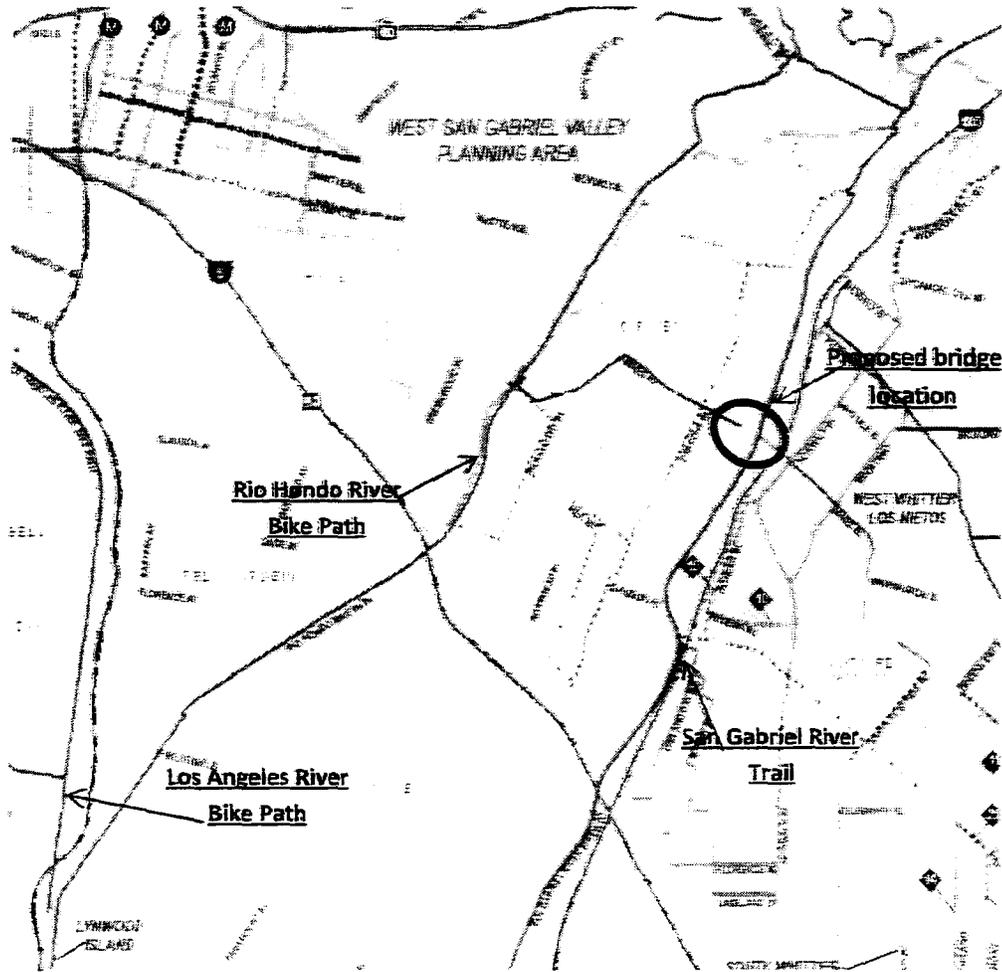
Julia Gonzalez

Interim Director of Community and Economic Development

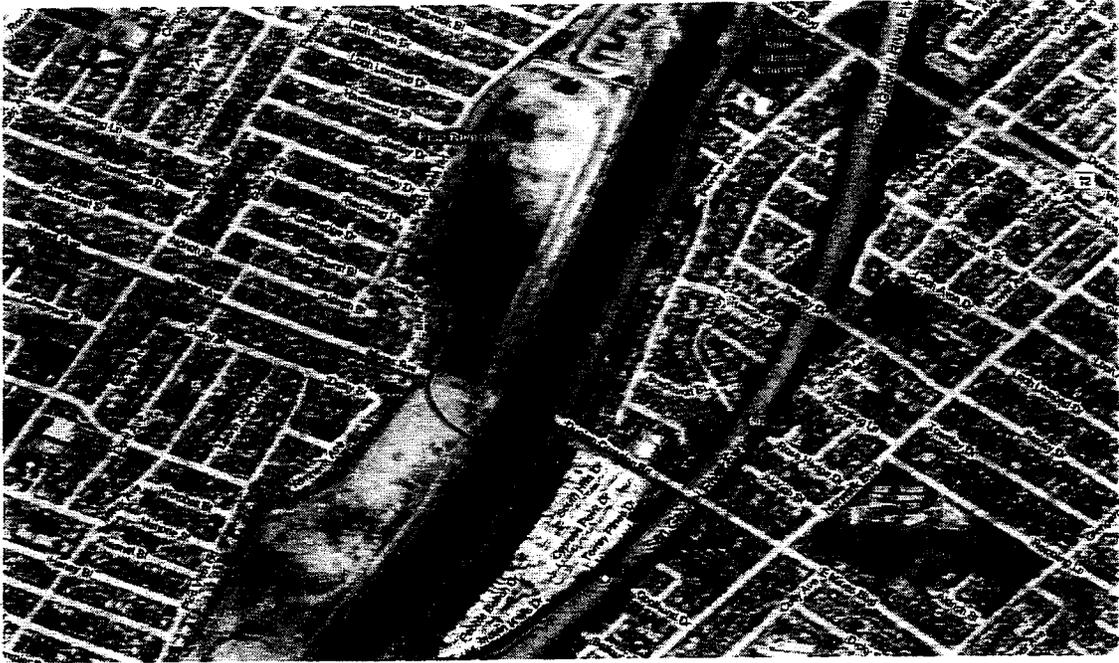
CC Ronald Bates, City Manager
Attachment. Map and aerial photograph

JG GA

Map:



Aerial Photograph:



Carrie Sutkin, DPDS carriesutkin@att.net

May 31, 2011

Mr. Abu Yusuf, Bikeway Coordinator
County of Los Angeles.
avus@dpw.lacounty.gov

The LA County Master Bike Plan should go further to show implementation of three critical class one regional bike trail systems by establishing a working group with County of Los Angeles and regional entities to focus on funding to develop and acquire abandoned easements and rights of ways, improve visibility and public access through landscaping, signage, add bridges and provide class 2 alternate routes.

- 1) Emerald Necklace: The County of Los Angeles Bike Plan should recognize the areas where LA County has flood control easements adjacent to existing and proposed bike trails and identify as goals, the need to improvement underutilized lands, as green islands. As land owner, it would be excellent if the County could support applications for grant funding and other landscape improvements, adjacent to the trail, to improve public access regional parks like Whittier Narrows, along the Rio Hondo Bike Trail to Long Beach, and north along the San Gabriel Bike trail and reference the Emerald Necklace and along the main stem of the Los Angeles River.
- 2) LA River, from Griffith Park into Downtown: Create a working group with the County of Los Angeles and the City of Los Angeles and bike advocates to ensure that the LA River bike path connects with the street ends in Elysian Valley, and focuses on identifying an alignment for a bridge to connect the river trail, from Griffith Park into Downtown Los Angeles. In previous years, the County of Los Angeles worked closely with the Los Angeles Bike Coalition, to facilitate coordination among the City of Los Angeles, the Metropolitan Transit Authority, and bike advocates, to design an alignment of a bridge, connecting Taylor Yard (Los Angeles River State Park) and Cornfields (Historic Los Angeles) State Parks via the bike path. There is a need for better coordination between the County of Los Angeles Bike Plan, the Los Angeles City Los Angeles River Master Plan, and the LA City's Bike Plan, to ensure that this class one path is expanded, into Downtown. This class one trail would provide an enormous benefit to the cyclists, commuters, and recreational users of the Los Angeles River Bike Trail as well as to the residents of Atwater, Los Feliz, Echo Park, Elysian Valley, Mount Washington, Glassell Park, Cypress Park, Chinatown, and Downtown. LA River Bike Trail alternatives class two routes from Sunset, Alessandro, and Riverside Drive should also be considered as well as Avenue 19, Broadway, Spring Street, and San Fernando Road.
- 3) LAC-USC watershed trail, from Marengo to Multinoma: Identify vacant county and city owned lands, and former abandoned rail rights of ways, to connect Hazard Park, Hazard Reservoir, and Ascot Hills via a class one bike path (through the park) and class two alternative routes (along Soto, Valley, Marengo and Mission). There are over five high schools (Bravo, Wilson, LA trade Tech, ELA Skills Center, and Lincoln High), a public housing project (Ramona Gardens), a major university (USC), and a major county health facility (LAC-USC Medical Center) and the communities of Boyle Heights, Lincoln Heights and El Sereno that would benefit from this route.



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June 3, 2011

Mr. Abu Yusuf
Bikeway Coordinator
County of Los Angeles
Department of Public Works
ayusuf@dpw.lacounty.gov

Re: *Comments on Draft Bicycle Master Plan*

Dear Mr. Yusuf:

The members of the Coalition for an Active South Los Angeles are concerned that the Draft Bicycle Master Plan for Los Angeles County (the "Draft Plan") does not go far enough to ensure a cohesive, countywide bicycle network that provides safe and accessible travel specifically for cyclists in South LA and disadvantaged areas throughout Los Angeles County.

Representing a broad cross-section of health, park, environmental justice and physical activity organizations and stakeholders, the Coalition for an Active South LA aims to improve health by transforming environments to encourage physical activity and eliminate health disparities. South Los Angeles has a disproportionately high rate of cardiovascular disease, diabetes and other chronic conditions exacerbated by a lack of adequate physical activity resources: in 2007, South LA had more than three times the amount of diagnosed obese adults at 35.4% compared to 10% in West LA.ⁱ

Creating an environment where bicycling is not only encouraged but safe, is a critical step in helping to reduce these disparities. While the Draft Plan proposes improvements to the bicycle infrastructure in the County's unincorporated areas, it needs to go further to meet the needs of our community. We urge you to implement the following:

1. **Increase access to biking resources and infrastructure.** Provide more miles of bike lanes, bicycle boulevards, and standard treatments like sharrows, with every bicycle route included in the Draft Plan. As of 2007, there were only .42 miles of county bike lanes in South LA area compared to .97 in LA County and 1.92 in West LA.ⁱⁱ It is especially critical to increase the number of resources and create safe street spaces given more than twice as many youth in South LA are walking, biking, and skating to get to school than in West LA.ⁱⁱⁱ

2. **Include an Implementation Plan that prioritizes the most disadvantaged communities.** While we understand the implementation of much of the Draft Plan relies on the ability to attain outside funding sources, the policies and programs within the Draft Plan lack substance, commitment to implementation, and transparency.
3. **Create safer streets for disadvantaged, low-income areas through innovative design guidelines.** The Draft Plan should present a vision for incorporating Complete Streets into unincorporated County communities. This vision should be reflected in policy and design guidelines with descriptions of how the County will pilot innovative new bicycle infrastructure and provide exceptions to 11- and 12-foot travel lanes to create safer streets. The 11- and 12-foot standard particularly disadvantages low-income, urban areas of unincorporated County, where bike ridership is the highest.
4. **Enhance connectivity within Los Angeles and other cities that adjoin the County's unincorporated areas.** By improving these connections, we can construct a regional bike network that will exponentially improve access and travel quality for people who bicycle throughout the region. In particular, the following actions would substantially improve the Draft Plan:
 - a. Increase access to the Westside Planning Area, which contains some of the most valuable open space and recreational resources accessible to South Los Angeles. Increasing access to these areas should be a higher priority in the proposed master plan. All planned bike lanes and routes should be closely coordinated with the planning and development of Metro's Crenshaw-LAX Light Rail Line and the creation of Transit-Oriented Districts surrounding each station. In addition, Class II bike lanes are needed on Slauson Avenue from Angeles Vista to the Culver City line, Overhill Drive from Slauson Avenue to 60th Street.
 - b. Include Class II bike lanes to key arterials in the Metro area and the West Rancho Dominguez-Victoria area:
 - Figueroa Street (from 120th Street to 149th Street)
 - Broadway
 - Main Street
 - Rosecrans Avenue
 - Redondo Beach Boulevard
 - 135th Street
 - 157th Street
 - Alondra Boulevard
 - San Pedro Street
 - Van Ness Avenue from Century Boulevard to Imperial Highway in West Athens
 - Whitter Blvd connecting east from proposed bike lanes in City of LA
 - Atlantic Boulevard from Pomona Boulevard to Telegraph Road
 - 3rd Street - County should consider pilot project for left side protected bike lanes from Pomona to Indiana (or consider installing sharrows)
 - c. Include Los Angeles County Bicycle Coalition's (LACBC) Transit Hub Project:
 - Sharrows on Compton Avenue (in the Florence/Firestone area)
 - Bicycle facilities in and around the Imperial-Wilmington Metro Station
 - Bike routes on 68th Street (from Central Avenue to Compton Avenue), Crockett (from 74th Street to 83rd Street), 76th Street (from Whitsett Avenue to Lou Dillon.

We thank you for your time in addressing these comments. By engaging in an ongoing, constructive dialogue, the County can develop a successful bicycle network that all Los Angeles County residents can enjoy. Please feel free to contact Anthony Crump, Community Liaison with Community Health Councils, if you have any questions at 323.295.9372.

We look forward to future communications regarding the Draft Plan and are eager to see a better, more bikeable Los Angeles County.

Sincerely,

Lark Galloway Gilliam
Executive Director, Community Health Councils

Bing Turner
American Heart Association

Robert Garcia
Executive Director, The City Project

Carrie Sutkin
Urban Assessment Planners

Donavan Turner
Executive Director, The Heritage Group

Fred Dominguez
Charles Drew University

Saundra Bryant
Executive Director, All Peoples Christian Center

Marisela Robles
LA Basin Clinical and Translational Science
Institute

David McNeill
Executive Director, Baldwin Hills Conservancy

Mikaela Randolph
Community Member

Richard Jackson, MD, MPH
UCLA School of Public Health

Carol McClaine
Community Member

ⁱ Los Angeles County Health Survey LACHS 2007 Survey, Office of Health Assessment and Epidemiology Los Angeles County Department of Public Health. http://www.publichealth.lacounty.gov/ha/HA_DATA_TRENDS.htm

ⁱⁱ LA County Department of Public Works. Programs Development Division, 2007.

ⁱⁱⁱ California Health Interview Survey. CHIS 2009 Child and Teen Source File Los Angeles, CA: UCLA Center for Health Policy Research, 2009 64.4% of South LA Children and Teens stated "Yes" when asked had they walked/biked/skated to school in the last week. This is compared to 30.9% in West LA and 49.5% in LA County



The Hacienda Heights Improvement Association

June 1, 2011

Mr. Abu Yusuf, Bikeway Coordinator
Programs Development Division
Los Angeles County Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803

Dear Mr. Yusuf:

The Hacienda Heights Improvement Association is pleased to have the opportunity to provide comments on the recently released Los Angeles County Bicycle Master Plan. Many of our residents enjoy outdoor recreation on trails in the Puente Hills adjacent to our community and welcome an improved opportunity to enjoy safe bicycle paths within Hacienda Heights and access to the County's regional bikeway network. Currently, with limited bike lanes throughout much of our area, most bicyclists travel along sidewalks, creating conflicts with pedestrian traffic, because of the hazardous conditions which exist for cyclists on the streets.

HHIA strongly supported provisions in the recently developed Hacienda Heights Community Plan to develop improved pedestrian and bicycle routes within our community and appreciate the large number of future bicycle projects proposed in the Bicycle Plan for Hacienda Heights. However, to achieve maximum advantage for all County residents, including those in Hacienda Heights, it is vitally important that the highest priority should be placed on completing a well-connected regional bikeway network with connections to nearby residents and commercial centers. Of particular importance to HHIA is the San Jose Creek Bicycle Path, a short, little-used section of which was completed nearly twenty years ago. It is vital that connections be established between this segment and the San Gabriel River Bike Path, which will require at least one bridge across the San Gabriel River. This connection will allow recreational access for our residents to Whittier Narrows, the Emerald Necklace trail loop, and the park now under construction at the former Woodland Farms Duck Farm. While completion of the eastward extension of this trail to Azusa Avenue would be of greatest value to our residents, we strongly support completion of the entire bike path to Claremont and believe this should be given very high priority in the plan. As one of the only regional bike paths running in a primarily east-west direction, completion will provide advantages both to recreational users as well as commuters. Since it passes for nearly ten miles through the City of Industry, which has very few residents, it will be of great benefit to those who travel to this city each day to work.

In this regard, another important link would extend the Rio Hondo Bike Path from Peck Road Water Conservation Park eastward to the San Gabriel River Bike Path. Mr. Jeff Yann, who serves on our Board as Chairperson of the Environmental/Water Committee, was instrumental in performing studies in 2003 that resulted in the 17-mile Emerald Necklace loop documented in a

Mr. Abu Yusuf
June 1, 2011
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report prepared by Amigos de los Rios in 2004. Completion of this interconnection would not only complete the recreational loop, but would also open up the Rio Hondo trail to bikers and pedestrians entering the trail north of El Monte. Discussions with officials of Hanson Aggregates at that time indicated their willingness to allow the equestrian trail which crosses their property from the east end of Clark Avenue to the San Gabriel River to be upgraded to Class I bikeway standards.

Once the regional network is completed, HHIA strongly supports developing a series of links using existing streets to connect our community with this network at San Jose Creek. None of the proposed bike projects listed in Table 3-9 accomplishes this. We believe Stimson Avenue and Turnbull Canyon Road offer the best possibilities as these are wide streets with a lower traffic load than other north-south arteries in Hacienda Heights. Seventh Avenue north of Gale Avenue also offers such a possibility, but is limited south of Gale by heavily used freeway off-ramps and a very narrow configuration south of Palm Avenue which does not readily allow conditions for safe bicycle use in conjunction with vehicles unless the street is widened. Hacienda Blvd., throughout its length, is also considered excessively hazardous. Traffic on this boulevard is heavy and fast and frequently travels within a foot of the curb apron, allowing little room for cyclists. This road is constrained by privately owned masonry walls which would not allow widening of the street without reducing sidewalk width. Future consideration should be given to reconfiguring Vallecito Avenue to accommodate safe bicycle use from its intersection with Turnbull Canyon Road to Camino del Sur.

HHIA strongly supports the policies presented in the Bicycle Plan and strongly encourages Public Works to implement them. While we agree, where major street construction would be required to implement bicycle projects, that these projects need not be implemented until street reconstruction is required, we believe that any street reconstruction that is proposed by the County should more proactively consider incorporation of bicycle friendly configurations.

It is recognized that a large amount of grant funding will be required to complete the projects outlined in the Bicycle Plan. To be successful, a strong support network of cities, agencies, and non-profits that will be required to demonstrate widespread support for these grants. We encourage Public Works to include development of such a network as a policy goal.

In addition to these more general comments, HHIA has the following comments on projects outlined in Table 3-9 for our community.

1. Completion of the bikeway on Colima Avenue from Casino Drive to Allenton Avenue is extremely important, as this will complete a significant east-west travel route.
2. Completion of connections between Colima Road and Seventh Avenue on segments of Halliburton Road, Stimson Avenue and Gale Avenue is also highly important to establish a major bike route across Hacienda Heights. It is proposed that vehicle parking be restricted on Gale Avenue at all times to enhance bike safety on this route. Few homes front directly on Gale and nearly all businesses have off-street parking lots. Truck parking is already problematic on Gale because of limited shoulder width.

Mr. Abu Yusuf

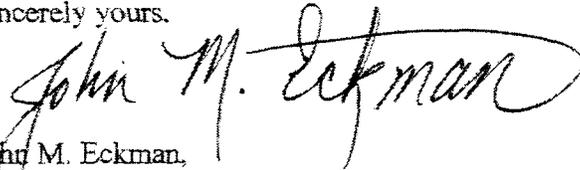
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3. A bikeway on Azusa Avenue from Colima to Tomich offers limited benefit.
4. A bikeway route between Seventh Avenue and Hacienda Blvd. along Los Robles Avenue, Kwis Avenue and Newton Avenue will provide a beneficial access route to the commercial center located at Newton and Hacienda. Although neither Hacienda nor Seventh are considered suitable bike routes at these points without major reconstruction, many local streets exist along this travel route which will allow residents a safe means of alternative travel. Several schools also exist along this corridor.
5. Connections along La Monde Avenue and Los Altos Drive to Hacienda Blvd. offer limited benefit, although the former will provide access to the commercial center mentioned above.

HHIA looks forward to working with Public Works on implementing a bicycle friendly travel network within and beyond our community. Our comments were largely researched by Mr. Jeff Yann. If you have questions on some of these recommendations, Mr. Yann can be reached at (626) 968-4572 or by e-mail at jkynn@roadrunner.com.

Sincerely yours,



John M. Eckman,
President.

Abu Yusuf
Bikeway Coordinator
County of Los Angeles
Department of Public Works

Dear Mr. Yusuf:

I write to you to offer comments on the Draft Bicycle Master Plan for Los Angeles County. I am pleased the County is taking steps to add bicycle facilities and improve bicycling conditions throughout the unincorporated communities of the County. A well-constructed plan is essential to create a cohesive, countywide bicycle network, and it can enrich travel for cyclists throughout the Los Angeles area. I believe there are several positive aspects of the plan, especially those sections that commit the County to improving implementation by community outreach and regular monitoring progress:

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

Timeframe: Every two years

Policy 5.1 Support Community Involvement.

IA 5.1.1 Establish a community stakeholder group to assist with the implementation of the Bicycle Master Plan.

IA 5.1.2 Encourage citizen participation and stakeholder input in the planning and implementation of bikeways and other bicycle related improvements by holding public meetings and workshops to solicit community input.

IA 5.2.1 Provide updates to the community about planned projects.

Policy: 5.3 Maintain efforts to gauge community interest and needs on bicycle-related issues.

IA 5.3.1 Conduct periodic online surveys to gauge interest in bicycling and related issues throughout the county.

There are however some topics which merit additional consideration, which I discuss below.

- A proposal of particular concern is Goal 1, Policy 1.1, IA 1.1.4:

"Implement bikeways proposed in this Plan when completing road rehabilitation and street preservation projects", but concludes with the caveat "... if the proposed bikeway can be added within the existing roadway width without a reduction in vehicular lanes or removal of parking."

This caveat should be removed. Periods of road rehabilitation and other kinds of road work are precisely when bicycle facilities should be added to streets, including those that require removal of (motor vehicle) parking and vehicular lanes. The *cost* and *period of disruption* are much reduced if such jobs are combined. The Plan should include a provision that all road work projects must consider the Bicycle Master Plan (BMP) before proceeding, and if changes are required to implement that BMP, then appropriate planning and community outreach should commence before work begins.

- The implementation of much of the Draft Plan relies on the ability to obtain outside funding sources, so it is essential that specific plans to regularly seek funding from the sources listed in Chapter 5 be explicitly described in the Plan, including activities of the responsible department(s), with a timeline that includes annual reports to the Board of Supervisors.
- The Draft Plan supports the concept of "Complete Streets":

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.

The Plan should be more specific about implementation of this policy. For example, in addition to bicycle lanes, sharrows and signage alerting motorists to the presence of bicyclists should be liberally placed throughout the areas covered by the plan. In addition, implementation of Complete Streets which balance the needs of bicyclists with motorists and increase safety for both would be facilitated by providing exceptions to requirements 11 and 12-foot travel lanes, which provide fewer options for bicycle lanes and encourage motorists to drive at high speeds that are unsafe for bicyclists, pedestrians, and indeed motorists themselves.

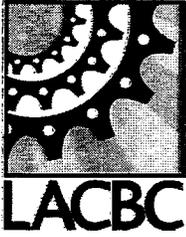
- Many bicyclists travel around Marina Del Rey to use the beach and Ballona Creek bicycle paths. The current route around the east side of the marina is rather winding and confusing, and crosses roads in an awkward way. An alternative should be available along Admiralty Road, but the northbound side requires improvements to make that route safe for bicyclists.
- Appendix C. Relationship to Existing Plans and Policies, C.3 Municipal Bicycle Planning Documents: The West Hollywood Bicycle Plan should be included.

Please feel free to contact me if you have any questions.

Sincerely,

Kevin Burton

West Hollywood



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www.la-bike.org

June 3, 2011

Abu Yusaf
LA County Department of Public Works
Fremont Blvd
Alhambra, CA

Re: Comments on Draft County of LA Bike Plan

Dear Mr. Yusaf,

We thank you and the Department of Public Works for your hard work on the 2011 Draft County of Los Angeles Bicycle Plan. We are pleased to see the County move forward with developing a comprehensive bicycle plan for the unincorporated communities of the County. We appreciate the span of this plan and its attempt to provide for each individual community within the unincorporated communities, which differ dramatically in geography, density, and need. We want to ensure this plan is well-constructed in order to create a cohesive, countywide bicycle network, to enrich travel for people who bicycle throughout the Los Angeles area. For this reason we are writing to you to address concerns we have regarding the plan that we feel keep it from achieving this goal.

The Los Angeles County Bicycle Coalition believes this plan should provide more miles of bicycle lanes, bicycle boulevards, and standard treatments such as Sharrows. Additionally, we want to see the DPW work to create safer and more appealing streets for bicycling by outlining a program for piloting innovative bicycle safety design features such as cycle-tracks, bicycle boxes, and better integrating Complete Streets elements into the design guidelines and identified projects.

The design guidelines in the Draft Plan do not provide for safer streets for all users. Rather, they continue to perpetuate the unsafe streets we have today. The Draft Plan should provide a vision for Complete Streets by incorporating policies, programs and design guidelines that prioritize bicycle and pedestrian safety. DPW's usage of the Caltrans Highways Design Manual is problematic because it applies highways standards to local roads. The State of California does not provide a current standard for minimum travel lanes on local roads; travel lane widths are a matter of local preference and practice. Widths should not only be based on sound engineering principles, but also on the adjacent land uses and community needs. For this reason we demand DPW move away from the Highway Design Manual. At a minimum, we request you familiarize yourself with the Chapter 21 of the Caltrans Project Development Procedures Manual that outlines how to document and justify exceptions to the HDM.

We believe DPW can better achieve safety of people on bicycles or walking by revisiting the design guidelines in the Plan and providing for a range of travel lanes widths between 9' to 12' even on arterials and seek to narrow travel lanes wherever possible based on vehicle and transit volumes to accommodate more miles of bicycle lanes and shorten crossing distances for pedestrians. Narrowing travel lanes directly



correlates with managing travel speeds: wider lanes equal faster travel speeds, and narrower travel lanes can encourage motorists to actually drive the posted speed limit. Designing a lanes widths based on highway principles encourages highway speeds. The majority of the roads in the County have speed limits under 40 miles per hour, so DPW should ensure the roads are designed to reflect this.

Reflecting the issue of poor roadway design is the number of collisions involving people who bicycle in the unincorporated communities. Within the unincorporated areas there are many dense urban unincorporated communities with large populations of transit dependent residents who bicycle and walk to access transit and meet their daily needs. These communities also represent the areas with the highest amount of collisions involving people on bicycles. Over 2600 collisions involving people on bicycles took place in the unincorporated communities between 2004 and 2009. 20% were in the Metro Planning area. Of those, 43% were in East LA and 11% were in East San Gabriel Valley area. Based on the density and number of collisions, the projects in these areas should be prioritized for implementation to address this horrific safety issue.

The Plan should outline its strategy for measuring the success of the programs and policies it implements. In the evaluation section of Chapter Three, for example, the Plan should establish goals for mode share increases, annual bikeway mileage increases, decreases in greenhouse gas emissions, and set a goal of zero deaths and annually measure decreases (or increases) in collisions leading to injury or death. Providing transparency on how the County is working to improve the safety of its citizens while bicycling and walking is imperative to build support for the implementation of many of the projects in the Plan. To provide greater transparency DPW should prepare quarterly and yearly progress reports to the County Supervisors, the County BAC, and public on the status of projects, programs, and implementation using the metrics we have outlined.

To ensure that the vision in this plan actually comes to fruition, Chapter Five: Funding and Implementation must be overhauled. There are three main problems with this chapter. First, it makes no plan for actual implementation. When will the county build this bicycle infrastructure? Who within the county will be responsible for its completion? Second, the prioritized lists conflict with one another, calling into question what meaning they will actually have once the plan is passed. We call for a public process to resolve the inherent conflicts between prioritization based on project utility, project costs and difficulty, and geopolitical equity. It is deceptive to combine these three conflicting criteria into a single ranked list. Finally, the metrics that will measure the plan's success are flawed. We call for a revision of these metrics to focus on a) things that the county can actually control and b) metrics that truly indicate an increase in bicycle mobility and safety.

As mentioned previously, we realize much of the implementation depends on grant funding, however Chapter five lacks an implementation timeline, and does not specify that DPW will be responsible for implementing bikeways. LACBC believes the Plan needs to commit to implementing a specified amount of bikeways every year. We are incredibly disappointed to see that 20 miles of Bicycle Boulevards will take 20 years to be implemented. This is entirely unacceptable. Twenty miles should be implemented in five years or less, not 20 years. Bicycle Boulevards are by far some of the easiest projects in this plan to implement. In addition to including more miles of Bicycle Boulevards, their implementation should be expedited. We realize much of the Plan implementation is dependent on grant funding, but these projects offer multiple



benefits and can be funded through multiple sources leading to faster implementation.

Our concern with bikeway implementation resembles our concern with the policies and programs: a plan that does not answer the questions “when?” and “who?” will sit on the shelf and gather dust. Chapter Five should set mileage goals for bikeways per year. It should lay out a detailed implementation plan and require a specific body within the county, DPW or an interdepartmental committee to report annually on how implementation is progressing. Furthermore, the implementation plan should specify a public process similar to the monthly meetings of the Bicycle Plan Implementation Team in the City of Los Angeles. The public must be able to inform both the prioritization of the projects that will next be implemented, as well as the engineering designs. This will allow local community members to participate in the changes that the Bike Plan will bring to their community. It will also bring transparency and democracy to the Bike Plan implementation process.

We reject the prioritization schema in Chapter Five and call for its complete overhaul. First, we reject all one-dimensional rankings of projects. Clearly a bicycle infrastructure project has many aspects, including which supervisorial district it is located in, how much it will cost, what destinations it reaches, the socio-demographics of the neighborhoods through which it passes, and how much community support it has. To facilitate a real discussion of this information, we should not collapse it in to a single figure.

Second, the plan never explains how the prioritization ranking will be used. It is not clear that the prioritized list will ever come to have any meaning in terms of which projects get implemented first, or which projects are included in funding applications.

Third, Chapter Five presents two contradictory prioritization schema: the first relies upon project utility (connectivity, etc) and produces the ranked list in Appendix I, and the second is the “Top 17” list that aims to include an equal number of projects in each of the all five county supervisorial districts. The plan does not admit or address the fact that these two prioritization methods are in conflict. For example, the top four projects on the “Top 17” district-based list are ranked 49, 19, 28, and 23 respectively in Appendix I. The “Top 17” list includes a project ranked as low as 59 in Appendix I. As we pointed out earlier, areas with the greatest density and highest need should be prioritized. We are concerned about the degree to which high-utility projects located in the dense urban areas of the county are being displaced from the “Top 17” list in the name of geopolitical equity. The projects ranked 10-17 in Appendix I are all excluded from the Top 17; all of them serve dense, low-income communities where many people do not have cars and where bicycle infrastructure can do much to improve mobility. If the Top 17 is a template for how the County will be prioritizing projects internally, it does not bode well for urban and low-income communities. We feel this means one of these lists is the real priority list while the other is only included for technical flair.

To resolve all of these problems, we again call for a public process to shape project prioritization and implementation. The county should invite residents who bicycle, county district representatives, representatives from neighboring jurisdictions, and members of the local communities through which planned bicycle projects run to participate in choosing and implementing projects. This way, the conflicts between jurisdictional equity and project utility can be resolved in a transparent, democratic, and ongoing manner. Moreover, such a committee will be a forum for the kind of cooperation that implementation of



this plan will require, since it spans such odd geographical areas and shares boundaries with so many other jurisdictions.

We agree that it is important to employ measures of effectiveness in order to monitor the County's progress toward becoming a bike-friendly place. However, the measures in Table 5-1 are the wrong metrics. Of the six metrics outlined in the Plan only two should be kept: the number of miles of bikeways, and the proportion of arterial streets with bike lanes. The four remaining metrics need to be either modified or discarded.

While we agree that one of the metrics should capture the levels to which people are actually bicycling, bicycle commute mode share is a very flawed way to measure this. Commutes only account for 16% of all trips, and commutes are often some of the longest trips people have to take, making them more difficult to take by bicycle. Trips to the store, to school, to and from transit, to visit family and friends, and to parks and recreation are all excluded by this measure. The plan should utilize biennial counts as called for in the Plan instead at a variety of locations to capture all manner of bicycle trips. Repeated counts will indicate whether bicycling is going up or down across LA County. Counts also provide an opportunity to examine before and after usage statistics when bicycle infrastructure is built, and to collect information on riding behavior, gender, and age.

Similarly, while we agree that the County should aim to reduce bicycle collisions, it is important that this metric be normalized by usage. Otherwise, this metric will mislead. It is possible to dramatically reduce bicycle collisions simply by reducing the extent to which people choose to ride a bicycle. Some of the most dangerous locations in Los Angeles County have very few bicycle collisions on them because people intentionally avoid bicycling in these places. The ideal metric would be bicycle collisions per mile of bicycle travel, but since this information does not exist, a better metric than just bicycle collisions would be bicycle collisions per bicycle commuter.

LACBC wants to ensure that the 2011 Bicycle Plan maximizes infrastructure as well as education programs to improve the safety and quality of space for bicyclists. Indeed, the Plan should regard safety as the number one priority. For this reason we would like to see a program included under Goal 2, to offer bicycle safety courses for people on bicycles who receive traffic citations (for anything other than DUI) in lieu of paying a fine or other pecuniary penalties. Instead, they could pay a fee to attend a court-required bicycle safety course. As we have folks taking to the streets everyday with no formal training on the rules of the road as they apply to bicycling, a program of this nature will ensure more people receive safety education instead of just fines, and work to lower collisions and increase safe bicycling. We also feel the County needs to hire a Bicycle Plan Coordinator - someone with planning, grant writing, and community organizing experience - to oversee the implementation of all of the Plan's education and encouragement programs, oversee grant applications, and help create a link between Regional Planning and the Department of Public Work's Transportation Engineers. This staffer needs to be well versed in Complete Streets and bicycle and pedestrian innovation.

Essential to implementation is providing more information on the County Department of Public Works website. We are glad to see this called out in the Plan. However, it is misleading to state that the timeline for this program is "ongoing," since DPW does not yet provide bicycle information through its website.



Just to name a few examples, we feel the following elements are greatly needed on the DPW website: a way to request bicycle parking racks through the Request for Service page, Bicycle information through the Resident portal that links County residents to safety information, maps, additional resources, what projects are being worked on, when projects are completed, the time and location of County BAC meetings, closures to any County bicycle facilities. Currently there is not even a link to the Plan update on the front page of the DPW homepage. We also encourage DPW to provide a link to bicycle information on the business portal under transportation and include information on ways to accommodate and encourage bicycle commuters, such as providing short and long term bicycle parking

Improved communication and coordination among County agencies such as LAC Department of Parks and Recreation, LAC Flood Control, and the neighboring jurisdictions' departments of transportation or public works is needed. This should be accomplished through regularly scheduled meetings, posting project schedules online, and updates from those agencies to the LA County BAC. This should be outlined as a policy in the Plan under Goal 1. Specifically we encourage DPW to work closely with DPR to better publicize and provide maps of existing multiuse paths. It is our understanding that DPR does not currently provide their trails to Google, while your agency does. While many DPR trails are unpaved, DPW should work with them to identify paths that can provide bicycle access opportunities in addition to equestrian and pedestrian access. Additionally, the County Flood Control District controls access to our waterways; DPW should be working with FCD and neighboring jurisdictions to implement bicycle and pedestrian paths along these rights-of-way to provide safe commuting and recreational facilities that connect our communities and provide all LA County residents greater access to open space. While the Plan identifies waterways in the unincorporated communities, it does not outline how DPW will work to create cohesive networks on our waterways by engaging in continued dialogue through monthly, quarterly, yearly, or project-based meetings with Flood Control and neighboring jurisdictions. A template for this kind of engagement is the LA River Committee. We suggest a similar program be established so that DPW and communities with rivers, creeks, and streams that are controlled by DPW Flood Control can start implementing or planning paths.

Attached you will find a list of LACBC's comments on the policies outlined in Chapters 2, 4, and 5 of the Draft Plan. Many of the comments call for further explanation, clarification, and question the time period specified. In general, we feel many of the policies, if implemented, will create a much more bicycle friendly Los Angeles County, however many of these policies need further elaboration. We also question the time periods specified since many of the programs are not currently implemented, so to say a program is "ongoing" is a misnomer. Likewise, no program or policy should be listed as TBD. This is unacceptable. Specify the years a program will begin and end for every program and policy in the plan. We have also attached a list of streets we feel should be included in the plan or upgraded from routes to lanes based on comments we received from LACBC members around the County.

Thank you for your time and consideration. We expect to see our comments integrated in to the final Plan and we look forward to working with the LA County Department of Public Works on implementation of the County of Los Angeles Bicycle Plan. By engaging in an ongoing, constructive dialogue, the County can develop a successful bicycle network that all residents of Los Angeles County can enjoy. We look forward to future communications regarding the Draft Plan and are eager to see a better, bike-able Los Angeles County!



Sincerely,

A handwritten signature in black ink, appearing to read "Alexis Lantz". The signature is written in a cursive style with a large initial "A" and a long, sweeping underline.

Alexis Lantz
Planning & Policy Director

Antelope Valley (see maps on pp. 41, 43, and 44):

The Draft Plan offers few bike facilities in the eastern Antelope Valley. The Palmdale / Lancaster area has the potential of becoming a bike commuter friendly area, however, the various bike lanes and trails need to have connecting routes that maintain areas for bicycles to ride. Right now that is not the case. Also, there are many roads, which could be useful bike routes however they lack paved shoulders. We recommend the County improve signage, provide paved shoulders and where possible repave the entire road when installing a bike route. Below are some additional suggestions for improving the Draft Plan in the Antelope Valley:

- Bike Lanes on 30th St West should be of the highest priority, shoulders need to be paved
- Class 2 Bike Lanes are needed on: Division Street, Ave H, Pear Blossom Highway, Barrel Springs Rd, 20th St. West, Ave L to eastern planning area boundary, 10th St West between Auto Center Dr. and Elizabeth Lake Rd., and Sierra Hwy wherever possible
- Pave shoulders to include Class 2 Bike lanes on Rancho Vista Blvd/Ave P and Elizabeth Lake Road between Dianron Rd and 10th St West
- Class 3 Bike Routes should be added to: Angeles Forest Hwy, Godde Hill, Ave O-12, Ave O between Ave 30 West and Sierra Hwy
- Shoulders need to be paved to provide Class 3 Bike Routes on: Escondido Canyon Rd, 30th St East, Ave G East of the 14,
- Include east-west bicycle boulevard route to connect Palmdale and Lancaster to the Sierra Hwy bike trail.
- Connect the Palmdale Ave S bike route to the Sierra Hwy bike trail

East San Gabriel Valley (see maps on pp. 53, 55, and 56):

The Draft Plan currently overlooks some connectivity issues in this project area, leading to gaps in the overall network. Below are some suggestions for improving the Draft Plan for this area:

- Class 2 Bikes Lanes are needed on:
 - Amar Rd from Vineland to Valinda in West La Puente
 - Sunset Ave connecting to proposed 7th Ave bike lanes
 - Fullerton Rd. from Colima to Yes Plaza
 - Gale Ave, west from Fullerton Rd
 - Batson Avenue
 - Paso Real Ave in addition to intersection improvements at Paso Real and Colima Rd, where single greatest number of collisions in planning area took place.
- Safe Routes to School opportunities exist on Vineland Avenue (between Rath Street and Nelson Avenue), Pathfinder Road in Rowland Heights (particularly near Blandford Drive), and Killian Avenue. The Draft Plan should extend the proposed bikeways on Pathfinder to cover the entire road and add bikeways to Vineland and Killian.
- Bike facilities would be appropriate for the Nogales Street, Walnut Drive and Gale Avenue intersection and the Colima Road and Batson Avenue intersection, which get very crowded.

Gateway Cities (see maps on pp. 65 and 67):

Although the Draft Plan acknowledges the high crash rates in the South Whittier/Sunshine Acres area – typically on arterials that cyclists and truck drivers share, such as Atlantic Boulevard and Mills Avenue near Telegraph Road – it fails to prioritize improvements to those roads appropriately. The Draft Plan should ensure that the County implements them as soon as possible. Below are some additional suggestions for improving the Draft Plan in this area:

- The County should also consider separated bikeways in the South Whittier/Sunshine Acres area.
- Class 2 Bike Lanes are needed on: Victoria Street ~~(from Susana to Santa Fe)~~, Laurel Park Road, Rancho Way, and Susana Way

Metro Area (see maps on pp. 75, 77, and 78):

Due to its central location, bikeways in the Metro area are critical to the greater regional area. Countywide connectivity would be greatly improved by the addition of Class II bike lanes to many arterials in the West Rancho Dominguez-Victoria area. In addition, attention to transit connections, including bikeways proposed in the LACBC's Transit Hub Project, could greatly improve bike-transit connectivity in the Metro area. Below are some additional suggestions for improving the Draft Plan in this area.

- Class 2 Bike Lanes are needed on:
 - Figueroa Street (from 120th Street to 149th Street)
 - Broadway
 - Main Street
 - Rosecrans Avenue
 - Redondo Beach Boulevard
 - 135th Street
 - 157th Street
 - Alondra Boulevard
 - San Pedro Street
 - Van Ness Avenue from Century Boulevard to Imperial Highway in West Athens
 - Whittier Blvd connecting east from proposed bike lanes in City of LA
 - Atlantic Boulevard from Pomona Boulevard to Telegraph Road
 - 3rd Street - County should consider pilot project for left side protected bike lanes from Pomona to Indiana (or consider installing sharrows)
- The Draft Plan should include incorporate the following suggestions from the LACBC Transit Hub Project:
 - Sharrows on Compton Avenue (in the Florence/Firestone area)
 - Bicycle facilities in and around the Imperial-Wilmington Metro Station
 - Bike routes on 68th Street (from Central Avenue to Compton Avenue), Crockett (from 74th Street to 83rd Street), 76th Street (from Whitsett Avenue to Lou Dillon Avenue), and Lou Dillon Avenue (from 76th Street to 79th Street, where a school is located).
- Sharrows should be installed on:
 - Beverly Boulevard from Pomona Blvd to Gerhart Avenue
 - 6th Street

- Floral Drive
- Whittier Blvd from Downey Road to Atlantic Boulevard

South Bay (see maps on pp. 107 and 109):

Because the South Bay cities are currently creating their regional bike plan, the Draft Plan should provide connections to the proposed facilities included in the South Bay Bicycle Master Plan and other such planning documents from surrounding facilities. In addition, Hawthorne, Gardena, and Lawndale, which contain some of the poorest and most densely-populated census tracts in the region, would greatly benefit from an increase in well-planned bicycle facilities. Priorities for this area must also include the LA River path extension on the Universal side and north of Maywood Avenue, as well as the Confluence Arroyo Seco path extension. Below are some additional suggestions for improving the Draft Plan in the South Bay:

- Class 2 Bike Lanes are needed on:
 - Rosecrans Avenue
 - El Segundo Boulevard
 - Hawthorne Boulevard
 - Manhattan Beach Blvd from Crenshaw to Prairie
 - Normandie Ave in West Carson
 - Sepulveda Blvd in West Carson
 - Prairie Avenue between Redondo Beach Boulevard and 154th Street/Marine Avenue
- Bicycle Boulevards are needed on:
 - 104th and 111th Street in Lennox
- Upgrade the northbound connection between Hermosa Beach and Manhattan Beach on the Strand so that cyclists no longer have to leave the Strand or carry their bikes up the stairs. At least add signs warning cyclists about the stairs severing the path
- Prioritize the extension of the Class III facility along the Dominguez Channel.
- Draft Plan ignores Crenshaw Boulevard in Alondra Park (a dangerous area with high crash rates) and Lennox (which lacks high-quality east-west connections). The County should consider adding more bike facilities to these areas.
- Sharrows should be installed on:
 - Doty Avenue between Marine Avenue and Manhattan Beach Boulevard
 - Lemoli Avenue, from Marine Avenue to Manhattan Beach Boulevard
- Make southernmost portion of La Cienega Boulevard, which runs parallel to the east side of the I-405 freeway and ends at Rosecrans Avenue, an alternate or supplementary route to the proposed bike route on Inglewood Avenue between El Segundo Boulevard and Rosecrans Avenue.

Santa Monica Mountains (see map on p. 99):

Many cyclists bike in this area regularly, but the Draft Plan overlooks many of the roads that cyclists commonly use. We recommend incorporating these roads into the Draft Plan:

- Bike Routes with additional Share the Road and Watch for Bicycle Signage:
 - Topanga Canyon Boulevard from Old Topanga Road to Mulholland Drive (or to the County border just before Mulholland)

- Fernwood Pacific Drive
- Tuna Canyon Road, Saddle Peak Road
- Pioma Road
- Schueren Road
- Stunt Road
- Cold Canyon Road
- Dry Canyon Cold Creek ("Seven Minute Hill"),
- Lake Vista in the Malibu Lake area
- Latigo Canyon Road
- Route 23 from Mulholland Drive to Westlake Blvd (back of Decker Canyon)
- Corral Canyon Road (coastal access to Malibu Creek State Park).
- Sharrows are needed on:
 - Cornell Road, Mureau Road, Dry Canyon Cold Creek (Seven Minute Hill section)

West San Gabriel Valley (see maps on pp. 117, 119, and 120):

Pasadena recently completed the update to its bike plan, so the Draft Plan should better incorporate projects in East Pasadena and Altadena that will connect to Pasadena's bike network and close gaps in the countywide network. In addition, some bike paths in the project area have gaps that are connected by bike routes only. Below are some suggestions for improving the Draft Plan for this area:

- Class II Bike Lanes are needed on:
 - San Gabriel Boulevard (from just south of California to Santa Ynez).
 - Del Mar Blvd (upgrade from Class III, ~~street parking could be removed~~)
 - Lake Ave (upgrade from Class III, ~~street parking could be removed~~)
 - New York Dr. (upgrade from Class III ~~street parking could be removed~~)
- Bicycle Boulevards are needed on:
 - Lotus Avenue
 - Glenrose Avenue
- Sharrows are needed on
 - Duarte Road
 - Madre Street
 - Altadena Drive
 - Allen Avenue and similar existing bike routes should be upgraded to sharrows

Westside/Marina del Rey (see maps on pp. 127 and 129):

Many cyclists prefer taking the straight and mostly well-paved Admiralty Road around the Marina instead of the Marvin Braude Bike Path, which twists through the docks and has some damaged, uneven pavement and two dangerous roadway crossings. The southbound outside lane of Admiralty is wide and comfortable to ride, but the northbound outside lane is narrow and invites conflict. We recommend treatment to improve northbound Admiralty, for its length, from Fiji Way to Via Marina.

LACBC Comments on the 2011 LA County Bicycle Plan Policies

Chapter 1 Page	Section	Draft Text	Recommendation
3		"The implementation of this plan will start in year 2012 after the appropriate environmental review required by the California Environmental Quality Act (CEQA)."	This language is problematic because it is vague and implies that the County will not implement any part of the plan until all environmental reviews are completed. Depending on the duration of the CEQA review, implementation of the plan could be delayed months or years.
4	1.1		The plan is proposing only 59 miles of bike path (Class 1), 225 miles of bike lanes (Class 2), and 381 miles of bike routes (Class 3), or 675 miles total, for the County's 2,656.6 square miles over 20 years. This total is woefully insufficient, especially considering that the County currently has only 100.3 miles of Class 1 facilities, 20.2 miles of Class 2 facilities, and 23.5 miles of Class 3 facilities.
4	1.1		The plan claims that the 225 miles of bike lanes will cost \$95.7M -- more than the Class I and III facilities combined. This sum seems exorbitant for the mileage proposed.

Chapter 2 Page	Policy	Draft Text	Recommendation
11-17	Overarching comments regarding all policies		With all of the policies and programs is the lack of explanation on how the County will address and implement these programs and policies. There should be at least a paragraph/3 sentences that describe the policy or program, and how the County will work with other agencies, community, etc. to meet these goals and implement these policies.
11-17	Overarching comments regarding all policies		No program or policy should its timeframe described as "TBD" or "ongoing," particularly if implementation of the program has not yet begun. The County needs to pick dates that programs/policies will be addressed, provide a start year and through or completed-by year.
11-17	Goal 1		Goal 1 - Bikeway System - should include a policy such as, "To accommodate bicycle lanes in more communities the County will document exceptions to 12' and 11' lanes standard indicated in the California Highway Design Manual." The majority of unincorporated communities are built out and roadways cannot be widened in order to accommodate bicycle lanes. To create Complete Streets and safer streets the County will need to narrow vehicle travel lanes to provide bicycle lanes. This will improve the overall safety of the roadway by design lanes that better correspond to posted speed limits. (This should also be shown in the design guidelines, which should provide a range from 10 to 12 feet for inside lanes.)

11-17

Goals 1, 2

The plan should include a policy to "Implement innovative infrastructure treatments that can further increase the safety of people bicycling." The County will develop pilot projects to test the use of protected bicycle lanes on Major Class II or secondary roadways to improve bicycle safety on heavily traveled roadways. The County will apply to the Federal Highways Administration to participate in on-going Federal infrastructure pilot studies and will also seek approvals from the California Traffic Control Devices Committee

11-17

Goal 6

Include a policy for a Yearly Funding and Implementation report to be prepared and presented by DPW staff to the Supervisors at a Board Meeting listing what grants were applied for with which projects, explaining if they received funding, and if not, providing detailed information from the grantors as to why they did not receive funding and how they can improve the grant applications for the next cycles. In addition, DPW staff should be reporting on project implementation including metrics on collisions compared to ridership, ridership levels, detailed summaries of what programs and policies have been implemented or started, how many people they have reached through education campaigns (e.g., how many kids were given safety training, etc) This will provide the County with an opportunity to promote its successes, provide more transparency, evaluate their progress, and identify where improvement is needed

11

1 1

"Construct the bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years."

The plan should specify mileage targets/goals for each breakdown (It's acceptable to list that many projects will be dependent on grant funding and reference the relevant funding section of the plan)

11

1 1 1

"Propose bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks and other important activity centers within each unincorporated area and promote bicycling to these destination."

Change "Propose" to "Prioritize "

11

1 1 3

"Implement bikeways proposed in this Plan when reconstructing or widening existing streets "

County should work within existing right of ways and discontinue road widening projects. It should better incorporate Complete Streets throughout the unincorporated areas through the implementation of the bike plan projects

11

1 1 4

"Implement bikeways proposed in this Plan when completing road rehabilitation and street preservation projects, if the proposed bikeway can be added within the existing roadway width without a reduction in vehicular lanes or removal of parking "

This policy should also include implementing projects that may result in the removal of a travel lane or parking or just the narrowing of existing travel lanes, new striping plans that include bicycle lanes should be developed in line with street resurfacing and rehabilitation projects, as this will save money

11

1 2

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

Please elaborate on the method for fulfilling this policy

12

1 3

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

Please elaborate on the method for fulfilling this policy

12	1.4.3 "Encourage and of trip facilities at key destinations " "Complete regular updates of the Bicycle Master Plan to be current with policies and requirements for grant funding and to improve the network "	Please elaborate -- what types of facilities will be encouraged? Bike parking, showers, locker rooms, etc ?
12	1.5	Please elaborate on the method for fulfilling this policy
12	1.5.1 "Measure the effectiveness of the Bikeway Plan implementation "	Please elaborate How will the County measure the effectiveness? Also, staff will report to the County Supervisors and the public with a yearly report on the progress of the bicycle plan implementation (See comment above regarding Goal 6.)
12	1.6 "Develop a bicycle parking policy "	Please elaborate This policy needs to be expanded into several bicycle parking policy elements, addressing existing buildings, new developments, county inspector education, etc County will conduct audits of existing county-owned buildings to improve the quality and siting of existing bicycle parking County will develop a sidewalk parking program that will allow businesses, communities, and constituents to request bicycle parking County will provide a way to request bicycle parking through the DPW website and provide information to businesses through the Supervisor's email newsletters, various Chambers of Commerce in the unincorporated areas, etc
13	1.6.3 (proposed new policy)	"County will work to create bicycle parking standards for developers, the school district, etc to provide guidance on the proper siting and type of bicycle parking to install. This guide will provide visual guidance as well as siting checklists that can be used by both building inspectors and developers County will work to educate building and safety inspectors to ensure they understand where and what types of bicycle parking are acceptable as per this plan "
13	1.6.4 (proposed new policy)	"County will work with the School district to inventory all existing bicycle parking and work with the district to provide better parking to encourage more students to bicycle to school Where feasible, the County and school district may want to provide a bicycle parking room that can be locked during school hours to ensure bicycles are safe and untampered with during the school day "
13	1.6.5 (proposed new policy)	"County will work with Parks and Recreation to inventory all existing bicycle parking and provide better parking to encourage more people to bicycle to parks "
13	2.2.2 "Implement the bicycle boulevards proposed by this Plan "	There are only 20 miles of bicycle boulevards included in this plan These should be the easiest projects to implement in the plan if you cannot implement these in the next 2 years, you have failed this plan and you constituents Your goal should be to implement all 20 miles by no later than 2014

13	2.3.1	<p>"Encourage enforcement of traffic laws including citing bicyclists, pedestrians and motor vehicle operators consistently for violations to enhance bicyclist and pedestrian safety "</p>	<p>The County needs to provide an education component for people walking and bicycling (e.g., issuing warnings and providing education). It should expand on this goal "County will work with Sheriff's Dept to provide education materials and/or safety courses for people who walk or bicycle that are found to be conducting unsafe behavior. County and the Sheriff's Dept realize that many people bicycling may not have ever received education on the rules of the road when operating a bicycle "</p>
14	2.3.2	<p>"Encourage targeted enforcement activities in areas with high bicycle and pedestrian volumes "</p>	<p>"Targeted enforcement" of whom? Motorists? Bicycle and pedestrian users? Please define what this policy means. For example "County will work with Sheriff's Dept to target enforcement of motor vehicle behavior in areas with high bicycle and pedestrian use. Through targeted speed, distracted driver, and dangerous driving enforcement in these areas, the County and Sheriff's Dept's goal is to decrease collisions involving pedestrians and bicycles in these high usage and collision areas "</p> <p>Please elaborate on the method for fulfilling this policy. For example "County will work with developers, County engineers, Caltrans, Metro, and other agencies that can effect the roadway to ensure the mobility of people who bicycle (or walk) is improved when designing or reconfiguring a roadway. This includes requiring bicycle and pedestrian counts, adopting better CEQA traffic analysis measurements that look at reducing vehicle trips with new developments through improving connections to transit, walking and bicycling, and adopting new level of service measurements for County Engineering analysis "</p>
14	2.4	<p>"Evaluate impacts on bicyclists when designing new or reconfiguring streets "</p>	<p>Change "Encourage " to "Adopt a Multi-modal level of service traffic analysis criteria. " Also, please elaborate the method for fulfilling this policy. For example "Currently, the County uses a Level of Service measurement to analyze traffic impacts that does not capture data on bicycle and pedestrian activity. A multi-modal level of service will analyze the impacts of all roadways users and provide the county with a better picture of how different traffic treatments will improve or hinder bicycle and pedestrian mobility, transit mobility, and vehicle mobility "</p>
14	2.4.1	<p>"Encourage the development of traffic study criteria that account for bicyclists and pedestrians "</p>	<p>Change "Explore the feasibility " to "Conduct biennial bicycle (and pedestrian) counts on existing routes, proposed routes, near transit, and key intersections to provide data on ridership (e.g., how bicycle infrastructure is increasing bicycle ridership, where ridership is highest, etc.) "</p>
14	2.4.2	<p>"Explore the feasibility of conducting biennial counts of bicyclists on key bikeways to gauge the effectiveness of the County's bicycle facilities in increasing bicycle activity "</p>	<p>"Explore the feasibility of conducting biennial counts of bicyclists on key bikeways to gauge the effectiveness of the County's bicycle facilities in increasing bicycle activity "</p>

<p>Change "Continue to support Suggested Route to School Program" to "Improve and Enhance the Suggested Routes to School Program." Revise and improve maps to be more legible for people under the age of 12. Elaborate on this program and combine with Policy 2.5.2. "County will work with County School District to provide information to parents, faculty, students, and staff on creating Safe Routes to School Encouragement programs such as walking school buses, bike trails, creating Walking Wednesdays or Two-wheel Tuesdays. County will develop an encouragement template for County schools and parents to implement based on national best practices."</p>	<p>"Continue to support the County's Suggested Routes to School program."/>"Develop incentive programs for students who participate in the Suggested Routes to School Program."</p>
<p>Change to "Prioritize improvements within a 2 miles radius of schools in LA County area to create safer streets for students who bicycle to school"</p>	<p>"Implement improvements that encourage safe bicycle travel to and from school"</p>
<p>Please elaborate Who will the County educate? For example "County will provide bicycle education for both children and adults through the Department of Recreation and Parks in partnership with Department of Public Works, the School District, and in coordination with local community organizations." Also, combine with policy 3.1.1: "County will work to offer at least four free bicycle commuting safety courses for adults each year. In coordination with County School District the County will provide bicycle safety assemblies and field days in each elementary and middle school in the unincorporated area each year. County will work with Department of Parks and Recreation to provide space of bicycle repair and host bicycle repair workshops (see City of Burbank Plan regarding bicycle education and repair programs)." In addition, pick a start date and run the program through the duration of the plan</p>	<p>"Provide Bicycle Education"/"Offer bicycle skills, bicycle safety classes, and bicycle repair workshops"</p> <p>"Consider safety education campaigns aimed at bicyclists and motorists (e.g., public service announcements, brochures, etc.)"</p>
<p>Change "Consider" to "Create" or "Implement" Pick a start date and run the program through the duration of the plan</p>	<p>"Educate designers on the need of bicyclists"</p>
<p>Change "designers" to "all roadway engineers." Also, please elaborate. For example "County will require all roadway engineers to receive Complete Streets and pedestrian and bicycle safety design training by taking advantage of courses offered yearly by the FHWA, Metro, and work-to-host trainings at DPW every year." Also, pick a start date and run through the duration of the plan</p>	<p>"Educate all County employees who use a County vehicle on how to safely share the road with bicycles and the rules of the road regarding bicycles before a County employee is able to check out a vehicle. Develop a training module that can be completed from any computer but provides information to the County on who has completed the training. Employees who have not completed training will be flagged and unable to check out County vehicles until training has been completed." Pick a date to start program and run through the duration of the plan</p>
<p>Change "Consider" to "Create" or "Implement" Pick a start date and run the program through the duration of the plan</p>	<p>(proposed new policy)</p>

16	4.2.2	"Investigate options for incentivizing county employees to use bicycles and other non-auto modes of transportation to commute to work "	Change to "County will implement the Federal Bicycle Tax Benefit Program and create encouragement programs geared at county employees to incentive bicycles as transportation for commuting to work "
16	4.3	"Develop maps and wayfinding signage and striping to assist navigating the regional bikeways "	Outline how you will work with adjacent municipalities to ensure consistency and regional connectivity For example "County will work with Metro and Councils of Government to ensure regional connectivity and consistency between communities. "
16	5.1.1	"Establish a community stakeholder group to assist with the implementation of the Bicycle Master Plan "	Community stakeholder group should be made up of at least one representative from each unincorporated community included in the plan County will work to get participation/representation from each of the unincorporated communities included in this plan so they can help with outreach and build community support for implementation of the network in their area
16	5.2	"Create and online presence to improve visibility of bicycling issues in unincorporated Los Angeles County "	County will create a website linked from the County's main homepage - http://dpw.lacounty.gov/ providing information on bicycle safety, how to request bicycle parking in the unincorporated areas, bicycle maps, links to other municipalities bicycle sites, advocacy organizations, information on upcoming community bicycle related meetings (BAC etc.), events, a digital version of the plan, implementation status of current projects, etc (Policies 5.2.1 and 5.2.2 should also be included on the website.) Is this something the County is currently working on? (It doesn't appear that the County has a website.) If no, then "Ongoing" is not correct, and the policy should include a start date In addition, this policy should state the year that it will be completed
17	6.1.1	"Support innovative funding mechanisms to implement this Bicycle Master Plan."	County will secure at least 10% of Measure R Local Return dollars for bicycle and pedestrian improvements and for matching funds for future grants
17	6.1.4	"Consider using bikeways as mitigation for project-related vehicle trips "	Change "Consider using" to "Establish. "
17	6.1.5	(proposed new policy)	"Create a Bicycle Trust Fund as a mitigation measure for development projects based on a nexus to proposed bicycle projects in their project area."
Chapter 4 Page	Policy	Draft Text	Recommendation

An overarching comment regarding all Education, Enforcement, and Encouragement Programs Chapter 4 includes many definitions of these types of programs but does not explain what programs the County is going to implement and how it plans to do so. The County should amend Chapter 4 to include details concerning the programs it intends to create and their start and completion dates

133	4 1 1	<p>"The Los Angeles County Bicycle Coalition (LACBC) currently offers adult League of American Bicyclists (LAB) courses taught by League Certified Instructors. The County can partner with the LACBC and other non-profit organizations to expand course offerings incorporating them into recreation center programs or other County programs."</p>	<p>While this program is admirable, LACBC does not consistently offer LAB courses, we can organize them, but there are many other LCI's and groups like Sustainable Streets who offer on-going regular LCI courses. The County should also seek to partner with community based organizations and/or supervisor offices to host these trainings</p>
134	4 1.2	Youth Bicycle Safety Education	<p>Sample program proposal "The County will develop a template to provide information on best practices on educating and encouragement programs to each school principal in the unincorporated area and work with supervisor offices to celebrate Walk October and annual Bike and Walk to School Day"</p>
135	4 1 3	Bicycle Rodeos	<p>Please elaborate How will the County fulfill this policy? With whom will it partner to do so?</p>
135	4 1 4	Share the Path Campaign	<p>Please elaborate How will the County fulfill this policy? In what time frame will it accomplish its goals? What parties will be responsible for executing this plan?</p>
136	4 1.5	Bicycle Public Awareness Campaign	<p>Please elaborate How will the County fulfill this policy? In what time frame will it accomplish its goals? What parties will be responsible for executing this plan?</p>
136	4.2 1	Bicycle Patrol Unit	<p>Please elaborate What will the County do? Will it work with California Highway Patrol/the Sheriff to ensure officers are trained on rules of the road? How will the County partner with law enforcement to provide better enforcement? How will the County provide better Safe Routes to School enforcement around schools?</p>
137	4.2.2	Bicycle Light Enforcement	<p>Please elaborate How will the County fulfill this policy? In what time frame will it accomplish its goals? What parties will be responsible for executing this plan?</p>
138	4 3.1	"Maps can be distributed by school officials to parents to encourage their children to walk or bike to school..."	<p>Please elaborate Change "Maps can be distributed" to "Maps will be distributed." The County should also conduct walk audits with parents and school staff to develop maps</p>

Lancaster

April 19, 2011

Mr. Abu Yusuf
Bikeway Coordinator
Programs Development Division
900 South Fremont Avenue, 11th Floor
Alhambra, CA 91803-1331

**Re: County of Los Angeles Bicycle Master Plan
City of Lancaster Comments**

Dear Mr. Yusuf:

The City of Lancaster appreciates the opportunity to provide input on the County of Los Angeles Bicycle Master Plan, and offers the following comments for consideration.

1. Add Class 3 facilities at the following locations:
 - a. 90th Street West from Avenue G to Avenue K
 - b. 70th Street West from Avenue F to Avenue J
 - c. 40th Street East from Avenue H to Lancaster Blvd.
 - d. Avenue H from 90th Street West to 70th Street West
 - e. Avenue J from 110th Street West to 70th Street West
 - f. Avenue K from 85th Street West to 90th Street West

2. Add Class 2 facilities at the following locations:
 - a. 40th Street West from Avenue K-4 to Avenue M
 - b. 45th Street West from Avenue K to Avenue L
 - c. Avenue G from 25th Street West to Division Street
 - d. Avenue K from 52nd Street West to 40th Street West
 - e. Avenue K-8 from 52nd Street West to 40th Street West
 - f. Avenue L-8 from 65th Street West to 60th Street West
 - g. Avenue M from 30th Street West to State Route 14

3. Correction:
 - a. 60th Street West from Avenue L to Avenue M, change existing Class 2 to proposed Class 2

4. General questions:

- a. Is there a bicycle facility along the Aqueduct that may be utilized?
- b. Have there been discussions to use the utility corridor on the west side of the valley?

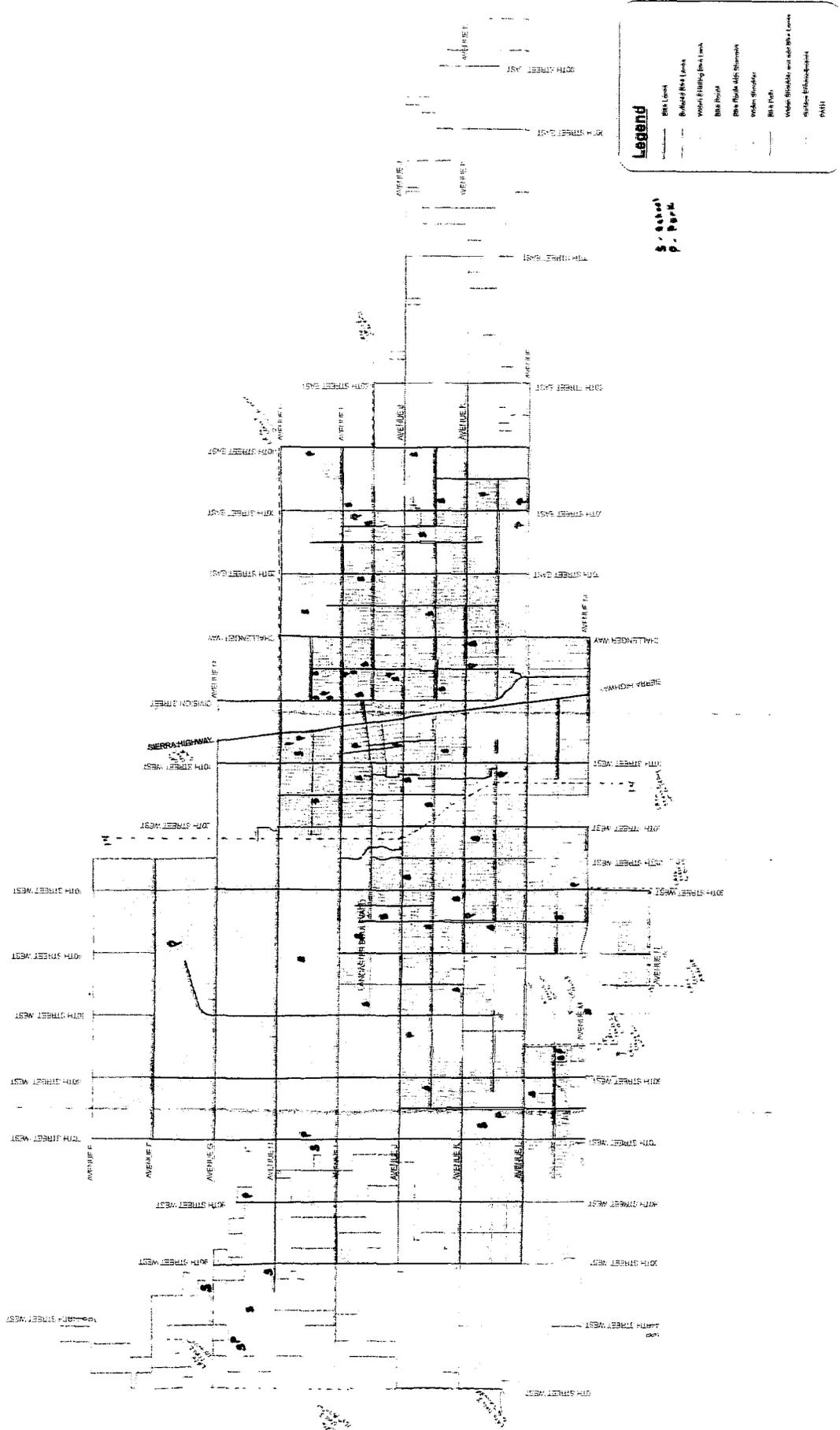
As you know, we are currently in the process of creating a Master Plan of Trails and Bikeways for our City. For your use, we are attaching a marked-up copy of the first draft of our bikeway plan. The yellow highlights correspond to our comments listed above in regards to your proposed facilities. We would like to accommodate and encourage bicycling in our community, and we would like to work with Los Angeles County in providing connectivity to our surrounding communities.

Please contact Elma Watson if you have any questions. She can be reached at ewatson@cityoflanasterca.org or (661) 723-6100.

Sincerely,

Brian S. Ludicke
Planning Director

EW:BSL/jr
Enclosure



Proposed Bikeways Map

City of Lancaster Bikes & Trails Master Plan
 December 1, 2010
 Prepared by: Transportation Planning Department

Planning
 In Motion
 Hogle-Island, Inc.

Version	No.	Page No.	Reviewer	Comments	Comments	Comments	Comments	Comments
2	231	12, 158-163	BAC - Gutzeit	1	Education and encouragement programs seem tailored to incompetent cyclists. You need some programs to help competent cyclists that get deterred. Suggestions include a bike-holline to report road or bikeway problems, a single point of contact for bike questions/comments, and DRIVER share-the-road programs. Also the bike enforcement program should include an element of teaching police bicycle rights and proper bicycle accident enforcement. Lastly, consider a bike-rack-on buses program if the county runs buses(?) as they are very popular in Santa Clarita. nearly every bus has a bike on the front rack these days!	Added a small blurb re. bike holline in "Bicycle Skills Course" section. Enforcement already addressed in Bicycle Patrol Unit section. LA Metro is in charge of funding bike racks on buses.	The holline issue is really not clear where you put it. Put is as a separate call out. It is not realistic to expect that people putting on bike skills courses are somehow magically going to come up with a centralized holline for bicycle concerns across all the jurisdictions in the County. which is what the vague statement seems to say. I am not sure what the statement about LA Metro means. do county unincorporated areas (supervisors or ??) have influence on the buses running in their areas? They are not all by Metro. In the Santa Clarita Valley, the County areas are served by the City of Santa Clarita buses. Other areas have commuter busses (like Antelope Valley Flyer??). I intended this to be a policy statement that providing bike racks on bus servicees in county unincorporated areas is one element of a comprehensive bike policy. I am not sure the relevance of the statement that LA Metro funds it (if they do.)	FILED OUT BY REVIEWER COMMONS VARIETY UNIT ACTION REQUIRED
2	232	160	BAC - Gutzeit	2	The path-sharing program is written as if bikes are always the problem. The issue is also dog walkers and baby stroller groups who take up the entire width of paths and joggers with headphones that don't look for cyclists prior to turning. Rewrite that section.	Language addressing other users added	Good changes.	
2	233	164	BAC - Gutzeit	3	Consider supporting or promoting recreational bike events such as century rides or amateur races. County could provide marketing support and reduced rate traffic enforcement. There are several century rides in the north LA County area.	Added in policy section	Consider adding it/mentioning it in section 4.3 as well. You could rename 4.3.7 to be Community Bicycling Events, and add charity/recreational/race events there, or do a new section 4.3.8	
2	234	28	BAC - Gutzeit	4	There are no bike lanes on Vasquez canyon road or sierra highway in the vicinity of vasquez. Only partial bike lanes (convertible to car lanes) exist near Via Princesa @ Sierra.	The plan now proposes bike lanes at both of these locations	See new comments on priority of Vasquez. I didn't see the Via Princesa bike lanes anywhere so I also added that in new comments.	
2	235	28	BAC - Gutzeit	5	The Old Rd does not have bike lanes	The plan proposed bike lanes along this roadway.	ok	

2	236	28	BAC - Guizelt	6	Pico Canyon Road and the Old Road are not in the City of Santa Clarita, nor are there any bike facilities on the City side of those.	removed those streets from bullet list	ok
2	237	28	BAC - Guizelt	7	Add San Fransquito Creek Trail as a connection to County unincorporated. (N/S along McBean to Copperhill) The Santa Clara River trail mentioned is E/W along Soledad, ending at Magic Mtn.	Change made	If you changed it, I didn't see it. See my new comments or call me if you have questions.
2	238	102	BAC - Guizelt	8	I have lived in Santa Clarita for 22 years and have never heard of Alpine, Forest Park, or Lang. Suggest checking with someone to see if those names are really in use.	These are the official names in the Census	Suggest you clarify that somewhere (that the communities are based on Census descriptions) as no one knows what these names are.
2	239	104	BAC - Guizelt	9	There are three metrolink stations in Santa Clarita, not two as mentioned.	Change made	OK
2	240	106-107	BAC - Guizelt	10	I did not look at the detail scoring but I think there is something that does not work in a rural area like Santa Clarita. The rankings (scores) do not make sense. Hillcrest parkway is in a housing track. It may be a valuable route, but how is scored almost twice as high as major commuting corridors like the Old Road needs to be resolved. The Old Road is the only linkage between Castaic and Santa Clarita, and is also the primary route for commuters south to San Fernando Valley. It has heavy, high speed traffic and no alternate routes. It should not be scoring below Hillcrest. Hunstock is also essentially in a housing tract - a low-speed side street in the very small community of Val Verde, but the major roads of Chiquito Canyon and Del Valle are far more important to improve. Jake's way is in an apartment/condo complex that is a cul-de-sac not used, in general, by the public. Vasquez is a death trap and should be moved up much higher. Placerita, I would think, also would be more important than neighborhood back streets. I think the rankings may be off because you are considering "nearby" destinations where in Santa Clarita a significant amount of bike trips by regular riders are longer... either 15+ mile commutes to	I agree with your sentiments. Many of these roadways (Old, Vasquez) which do not score favorably have cost and feasibility issues and that is why they rank lower. When the prioritization process was negotiated, the County was insistent on implementability being a key criteria. It is a difficult to tradeoff to make because many of the most desirable routes for bicyclists are also usually desirable routes for automobiles as well, and therefore are very complicated to implement.	Who is "the County?" I suggest this issue be discussed with the Supervisor's office(s) for rural areas and/or can you suggest alternative scoring for rural roadways? Surely this has come up before. You simply cannot score something in the Metro area on the same scale as something in Antelope Valley or Santa Clarita. It is apples and oranges. The risk of fatality on a high speed, narrow road with no shoulder and no parallel road should frankly outweigh any other scoring scenario. I know your model is going for # of people served, but 50 bike commuters made happy does not outweigh the likely loss of life of one person. A member of Supervisor Antonovich's staff called me to support this project because they had a close friend killed. If serious bicyclists say they are scared and an area needs attention, that is far more important than any theoretical matrices

Suska, Mateusz (Matt)

From: Dean Francois [savethestrand@yahoo.com]
Sent: Tuesday, May 03, 2011 9:47 AM
To: Paul Wong, Barry Kurtz
Cc: snapolitano@lacbos.org, Yusuf, Abu, samcorbett@altaplanning.com
Subject: RE: marina del rey-bike path improvements
Attachments: mdr_admiralty2.jpg

barry:

it was a pleasure discussing our proposals with you. let me know how your meeting goes with public works and we will see if they can include these in the county masterplan.

i think for starters we should at least be able to acomodate a path when the county rerstores the catch basin and move the entrance onto Washington st. and as we discussed lets talk to the developers of those 2 properties before they finalize their plans with coastal commission.

with regards to a potential path next to the ballona wetlands, there is no reason this should not be in the county masterplan. even though it is not a current right of way it looks like it might happen. people need to know this especially when discussing improving lanes on fiji way. it could be that the resources used for that project can be delayed and reallocated to the bike path there.

Dean Francois

Friends of the South Bay Bicycle Path
www.SaveTheStrand.info
tele: 1-310-318-3326
cell: 1-310-938-2191

--- On Thu, 4/28/11, Paul Wong <PWong@bh.lacounty.gov> wrote:

From: Paul Wong <PWong@bh.lacounty.gov>
Subject: RE: marina del rey-bike path improvements
To: "'savethestrand@yahoo.com'" <savethestrand@yahoo.com>
Cc: "Barry Kurtz" <BKurtz@bh.lacounty.gov>
Date: Thursday, April 28, 2011, 2:58 PM

Hello Dean:

Our Traffic Engineer, Barry Kurtz, will contact you on Monday to discuss about your suggestions. Meanwhile, if you have any further questions, please feel free to call me

Best regards,

Paul Wong, Chief

Planning Division

(310) 305-9533



From: "Napolitano, Steve" <SNapolitano@lacbos.org>
Date: April 28, 2011 2:13:31 PM PDT
To: 'Dean Francois' <savethestrand@yahoo.com>, Santos Kreimann <SKreimann@bh.lacounty.gov>
Cc: "ayusuf@dpw.lacounty.gov" <ayusuf@dpw.lacounty.gov>, "samcorbett@altaplanning.com" <samcorbett@altaplanning.com>
Subject: RE: marina del rey-bike path improvements

Hi Santos, can you put Dean in touch with Barry Kurtz so he can update him on what the County is planning with regards to the bike path in MDR?

Thanks

Steve Napolitano

Deputy, Supervisor Knabe
Torrance Field Office
825 Maple Ave., Room 150
Torrance, CA 90503
Phone 310/222-3015
Fax: 310/320-4058

From: Dean Francois [<mailto:savethestrand@yahoo.com>]
Sent: Thursday, April 28, 2011 2:10 PM
To: Don Knabe
Cc: Napolitano, Steve; ayusuf@dpw.lacounty.gov; samcorbett@altaplanning.com
Subject: marina del rey-bike path improvements

Dear Mr. Knabe:

Regarding the April 26 meeting under the marina Del rey developments, you indicated an interest in seeing path developments made. I saw Steve Napolitano while riding my bicycle the following day and he suggested I email you.

Please see attached a map of our suggested route within the retirement community and hotel projects we recommend. If these two projects can accommodate this route, then we can greatly improve the intersection where the path dumps onto Washington blvd and instead brings it to the intersection.

I would be happy to discuss this with the developers and your county planners prior to any final proposals being submitted to the coastal commission for the June meeting.

This was suggested at the recent county bicycle master-plan workshops in the marina as well as other improvements shown on my 2nd attachment including a route in the side of the wetlands to improve Fiji way. This has not yet been included in the master-plan yet there are rumors from other sources to suggest that this improvement may actually be possible. We therefore need these in the county master-plan.

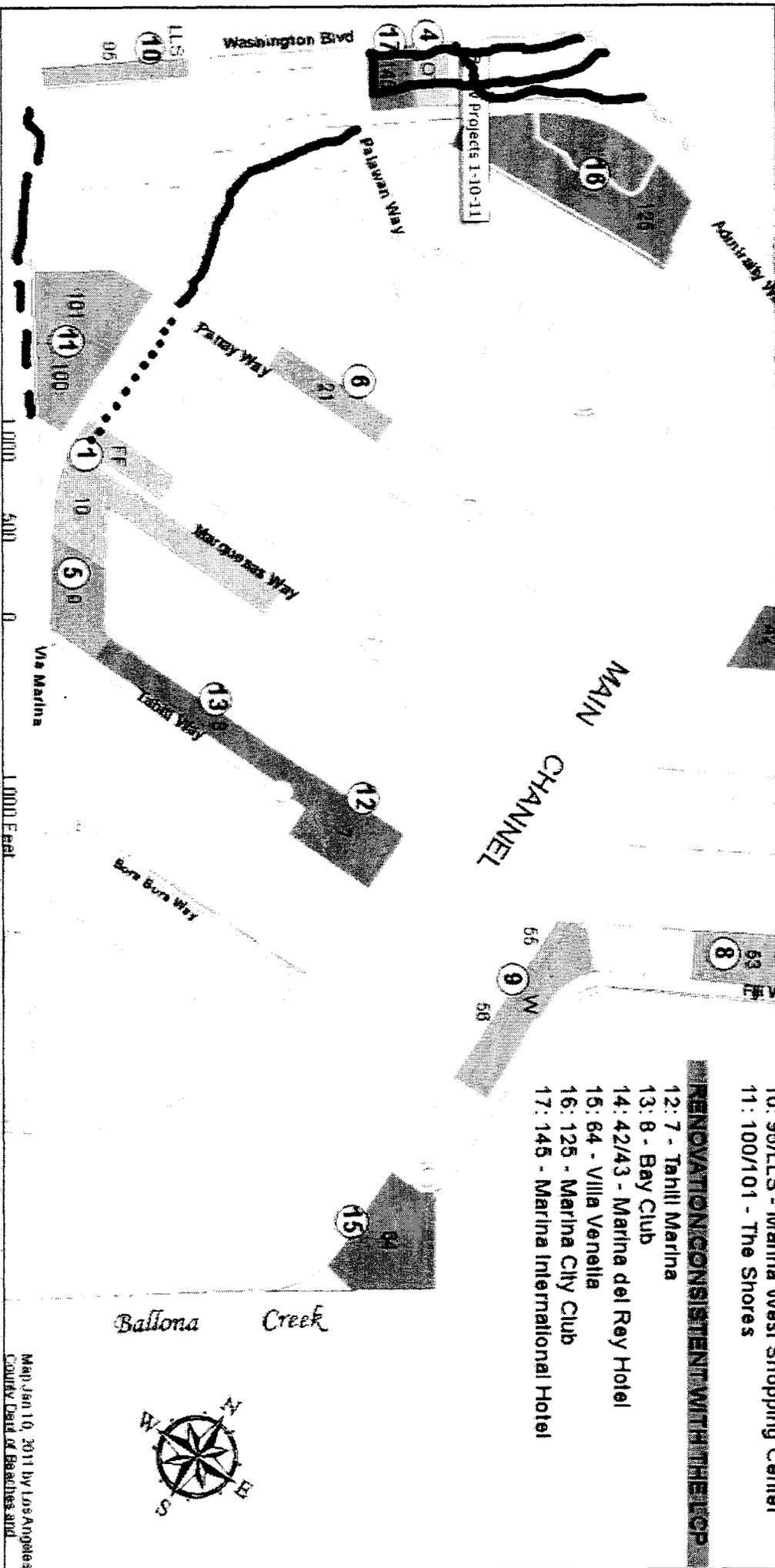
Dean Francois

Friends of the South Bay Bicycle Path

www.SaveTheStrand.info

tele 1-310-318-3326

cell 1-310-938-2191



10: 99/LLS - Marina West Shopping Center
 11: 100/101 - The Shores

RENOVATION CONSISTENT WITH THE LCP

- 12: 7 - Tahiti Marina
- 13: 8 - Bay Club
- 14: 42/43 - Marina del Rey Hotel
- 15: 64 - Villa Venetia
- 16: 125 - Marina City Club
- 17: 145 - Marina International Hotel



California Natural Resources Agency

San Gabriel & Lower Los Angeles RIVERS AND MOUNTAINS CONSERVANCY

May 31, 2011

Governing Board of the Conservancy

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Environmental Public Member
Dan Arrighi, Vice Chair
Central Basin Water Association

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Bernie Weingardt
Angeles National Forest
US Forest Service

Umi Farber
Los Angeles County Department
of Public Works

Interim Executive Officer
Valerie Shatvnski

Abu Yusuf

County of Los Angeles Department of Public Works
900 South Fremont Avenue, 11th Floor
Alhambra, California 91803-1331

RE: Comments for Draft County of Los Angeles Bicycle Master Plan

Dear Mr. Yusuf

The Rivers and Mountains Conservancy (RMC) is grateful for the opportunity to provide comments for the Draft County of Los Angeles Bicycle Master Plan. The San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy or the Rivers and Mountains Conservancy (RMC) was established as an independent State agency within the Resources Agency of the State of California to preserve urban open space and habitats in order to provide for low-impact recreation and educational uses, wildlife and habitat restoration and protection, and watershed improvements.

The goals of the RMC are described in "Common Ground", the Conservancy's Watershed and Open Space Plan (found at <http://www.rmc.ca.gov/plan/intro.html>). The Plan presents a simple vision for the future: *restore balance between natural and human systems in the watersheds*. The centerpiece of the Plan is a series of Guiding Principles that cities, federal, state and local agencies, communities, groups and individuals can use to plan preservation, restoration and establishment of future open space, water resources, and habitat projects. More than 60 cities in Los Angeles County have adopted this document.

The bikeways within the planning area of the draft County of Los Angeles Bicycle Master Plan (Bicycle Master Plan) are critical to providing access to the current and planned recreational amenities within the RMC Territory. Access to the recreational amenities within the RMC Territory is of high importance, including bicycle connectivity between these amenities and residences. These bikeways enable the community to move through the region in a way that enhances their overall health and leads to improved air and water quality through the use of an alternative mode of transportation from conventional motorized vehicles. The Class I bikeways also offer an additional source of recreational urban open space.

Staff from the RMC's joint powers authority, the Watershed Conservation Authority (WCA) attended the workshop held on March 29, 2011, at the Baldwin Park Library, as part of the final round of public workshops. Both the RMC and WCA staff have reviewed the draft County of Los Angeles Bicycle Master Plan and have the following joint comments.

The various education, enforcement, and encouragement programs outlined in Section 4 of the Bicycle Master Plan provide programming that seem well

suites to target a diverse spectrum of the County residence, and covers a broad spectrum of issues relating to bicycling within public right-of-ways. Proposing both the Share the Path Campaign and the Bicyclist Public Awareness Campaign is an ideal approach of providing for a mutual understanding of the proper use of bicycle facilities by all and specifically including bicyclists, motorists, pedestrians, and equestrians. Providing maps for both the general public and to be used as suggested routes to school are excellent approaches to encouraging the use of biking for both transportation and recreation. The Suggested Routes to School program would be an excellent tool in enhancing already existing Safe Route to School programs

However, one of the policies (Policy 4.3) outlines in the Bicycle Master Plan goal to encourage residents to bike for transportation and recreation is the development of maps and wayfinding signage and striping to assist in navigating the regional bikeways. A discussion of such wayfinding signage and path striping is not included in the Encouragement Programs portion and is therefore a significant shortcoming of the Bicycle Master Plan. Providing maps alone will not be a sufficient method to improving the ease of navigating the bikeway network without also providing a system of wayfinding signage. In some portions of the County, such as along the Los Angeles River Bikeway the Los Angeles River Signage Guidelines already provides this discussion and has been adopted by the County of Los Angeles, but other areas do not have such adopted guidelines. Therefore, the Bicycle Master Plan needs to address wayfinding signage. Further, the RMC and WCA, as regional stakeholders, are interested in reviewing and commenting on such a signage component before a final Bicycle Master Plan is adopted.

In addition to proposing education, enforcement, and encouragement programs the draft Bicycle Master Plan has also identified a proposed network of added bicycle facilities to serve the County's residence and provide for enhanced connectivity throughout the network. Projects identified in this proposed network have been prioritized based on project scoring against a set of utility and implementation criteria. The purpose of this prioritization is to identify the order in which the County will seek to fund these projects. From the workshop attended by the WCA staff and from close review of the draft Bicycle Master Plan, it has also become evident that prioritization was also based on providing an equitable distribution of high priority projects to the County's Supervisorial Districts with regard to cost. After reviewing the prioritization charts found throughout the document, the RMC and WCA are concerned with the accuracy of the scoring process.

An example of this concern is apparent in reviewing the prioritization scoring of the facilities proposed along the East/West Bikeway corridor. The RMC and WCA, along with other regional partners such as the San Gabriel Valley Council of Governments, are strong proponents of developing an east/west bikeway connection. This bikeway would provide connectivity across the existing north/south river bikeways and between the densely populated areas of the County such as the San Gabriel Valley. One possible route for such an east/west bikeway would be from the City of Claremont to downtown Los Angeles with connections at the San Gabriel River Bikeway, Los Angeles River/Rio Hondo Bikeway, and the abundance of communities in-between. This route has potential to be connected far beyond the County via the Pacific Electric Trail that runs across the Inland Empire. This connection would be via the City of Claremont. Much of this east/west route already exists or is proposed in the Bicycle Master Plan as the Thompson Creek Proposed Bicycle Path and San Jose Creek Proposed Bicycle Path within the East San Gabriel Valley Planning Area.

Given the significant overall benefit of the proposed East/West Bikeway, the RMC and WCA staff was surprised to see that within the draft Bicycle Master Plan, the proposed Class I segment of the path between 7th Avenue and Murchison Avenue along San Jose Creek, and

the segment of Class I and III facilities between Lockhaven Way and White Avenue on Thompson Creek scored as the lowest two projects of the 47 projects reviewed in the East San Gabriel Valley Planning Area. Utilizing staff's own knowledge of the proposed project the RMC and WCA score these projects using the priority score criteria located in Appendix I of the draft Bicycle Master Plan. The detailed results of this scoring based on the sixteen scoring considerations are as follows:

Connects to Existing Bikeway Facility (15 points for connecting an existing facility, 20 points for connecting to a Class I facility):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – This proposed path connects to the existing City of Claremont bike lane on North Garey Ave giving an award of 15 points

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – The proposed path connects to the existing San Jose Creek Class I Path at 7th Avenue giving an award of the full 20 points

Connects to Proposed Bikeway Facility (10 points for connecting to a proposed facility):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – Connects to the proposed bike lane along Bonita Avenue which is also known as the Citrus Regional Bikeway which provides a connection to the Pacific Electric Trail. In addition, the path would connect to the undeveloped portion of the City of Claremont's Thompson Creek Trail to the north and the proposed San Jose Creek Bicycle Path to the south giving an award of 10 points.

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Connects to the proposed bike lane along Nogales Street and connects to the proposed Thompson Creek Bicycle Path giving an award of 10 points.

Alternative Route Availability (10 points if no existing facility runs parallel along a similar span):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – There are currently no bicycle facilities that provide easterly/westerly connections between the span of the proposed route giving an award of 10 points

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Although bike lanes exist through portion of the San Jose Creek corridor there are no current facilities that provide for the overall span, giving an award of 10 points.

Connects to University, Community College or Other Institutions of Higher Learning (20 points if project was adjacent to a public or non-profit college or university):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – No direct connection of a public or non-profit college or university, giving 0 points.

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – The proposed path is adjacent to Cal Poly Pomona, a major CSU University and also comes within close proximity to Rio Hondo Community College and Mt. San Antonio College giving an award of 20 points.

Connects to Mass Transit Station (20 points for projects that are adjacent to a Metro or Metrolink Station or is an extension to an existing facility adjacent to a Metro or Metrolink Station):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – The proposed path is directly adjacent to the Pomona North Metrolink Station and proposed Pomona Gold Line Station giving an award of 20 points

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – although the City of Industry Metrolink Station is in proximity to the path, it is not directly adjacent so 0 points are awarded.

Connects to K-12 School (10 points for projects that are adjacent to a school, 20 points for projects adjacent to multiple schools):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – There are no K-12 schools adjacent to this proposed bikeway route, 0 points awarded.

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – There are multiple K-12 schools adjacent to this proposed bikeway including but not limited to Arroyo Avenue Elementary, John Marshall Middle School, Ganesh High, Kellogg Elementary School giving an award of 20 points

Within an Area of High Employment Density (Of all projects reviewed, projects having the top 20% of jobs-per-mile figures were given 10 points):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – Although these figures are not provided in the Bicycle Master Plan, the areas along the Thompson Creek Path included a majority of residential uses that would likely lead to a low jobs-per-mile figure, giving an award of 0 points.

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Although these figures are not provided in the Bicycle Master Plan, much of the areas along the San Jose Creek Path includes dense industrial and commercial land uses that would likely lead to a high jobs-per-mile figure, that would likely give an award of 10 points

Connects to Parks, Library or Recreation Center (10 points for project adjacent to a park, library or recreation center, 20 points in adjacent to multiple facilities):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – The path is adjacent to Ganesh Park and Community Center giving an award of 10 points.

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – The path is adjacent to Kennedy Park and Kellogg Park giving an award of 10 points.

Collision Analysis (5 points possible): Bicycle crash data along the routes of the proposed projects were not included in the Bicycle Master Plan, therefore the extent of collisions is unknown to reviewers. 0 points awarded to both proposed projects as a default.

Within part of the County with Higher than Average Zero-Vehicle-Ownership Households (10 point possible): Higher than Average Zero-Vehicle-Ownership Households data along the routes of the proposed projects were not included in the Bicycle Master Plan, therefore the extent of ownership is unknown to reviewers. 0 points awarded as a default.

Project Cost (Cost and points based on an inverse relationship):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – Cost of implementing the path would exceed \$3 million giving an award of 0 points.

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Cost of implementing the path would exceed \$3 million giving an award of 0 points.

Project Coordination (10 point for projects that do not require jurisdictional coordination):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – Requires jurisdictional coordination, 0 points awarded.

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – Requires jurisdictional coordination, 0 points awarded

Mr Yusuf
May 31 2011
Page 5

Requires Travel Lanes Removal, Reduction in Width of Landscaped Median, Street Widening of Paved Surface, and Parking Removal (20 points for projects that do not require any of these roadway modifications, 5 points for each modification that is not required):

Thompson Creek Proposed Bicycle Path between Lockhaven Way and White Avenue – The majority of the proposed bikeway would be on a dedicated path/Class I facility and would not require the above roadway modifications. However, a portion of the path along North White Ave, West Orange Grove Ave, and North Hamilton Blvd would require up to three of these roadway modifications, giving an award of 5 points.

San Jose Creek Proposed Bicycle Path between 7th Avenue and Murchison Avenue – The proposed bikeway would be on a dedicated path/Class I facility and would not require any of the above roadway modifications, giving an award of 20 points.

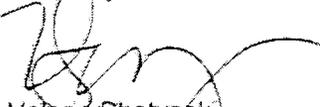
Priority Score totals derived from RMC and WCA staff: Thompson Creek – 70 and San Jose Creek – 110.

Priority Score totals stated within the draft Bicycle Master Plan: Thompson Creek – 55 and San Jose Creek – 55.

In light of the significant discrepancy between the priority scores awarded to these two projects between the County and the RMC/WCA staff, the RMC recommends that these projects be revisited and re-analyzed. From the scoring criteria, there is sufficient justification to raise the San Jose Creek Proposed Bike Path among the high priority bikeway projects and the Thompson Creek Proposed Bike Path to a minimum of a medium priority bikeway projects. The RMC urges the County to raise the prioritization score of these two projects. Additionally due to the reality that the RMC staff does not have the capacity to review all projects within its territory, we request that the County conduct a detailed review of the accuracy of scores assigned to each project and to ensure that the scores represent the result of a fully informed and impartial review process.

Thank you for your consideration of these comments. If you have any questions, please contact Rob Romanek, Project Manager with the WCA, at 626-815-1019 ext. 108 or at rromanek@wca.ca.gov.

Sincerely,



Valorie Shatynski
Interim Executive Officer

cc: Nicole Englund, First District, Los Angeles County Board of Supervisors,
Teresa Villegas, First District, Los Angeles County Board of Supervisors,
Frank Moreno, County of Los Angeles Department of Park and Recreation,
Lani Alfonso, County of Los Angeles Department of Public Works

VS:rr

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April 26, 2011



Abu Yusuf
Bikeway Coordinator
County of Los Angeles
Department of Public Works

Dear Mr. Yusuf:

I am writing to you on behalf of the South Bay Bicycle Coalition in regards to the Draft Bicycle Master Plan for Los Angeles County (the "Draft Plan"). We are pleased the County is taking steps to add bicycle facilities and improve the bicycling conditions throughout the unincorporated communities in the County. A well-constructed plan is essential to create a cohesive, countywide bicycle network, and it can enrich travel for cyclists throughout the Los Angeles area. The proposals presented in the Draft Plan are directionally correct, yet do not achieve this goal. We recognize that you are dealing with several non-contiguous unincorporated islands of land, and we feel that greater connectivity to the surrounding area could be realized.

While the Draft Plan proposes improvements to the bicycle infrastructure in the County's unincorporated areas, we feel this plan could provide more miles of bike lanes, bicycle boulevards, and standard treatments like Sharrows with every bicycle route. Additionally, while we understand the implementation of much of the Draft Plan relies on the ability to attain outside funding sources, the policies and programs within the Draft Plan do not clearly drive a commitment to implementation. We believe steadfast commitments such as a percent of Measure R funds are needed to ensure the plan becomes a physical reality.

We are also concerned about the absence of a commitment towards reallocation of space and general improvements in street designs for safer cycling. The Draft Plan should provide a vision for incorporating Complete Streets into the unincorporated communities in the County. We would like to see this reflected in the policies and design guidelines by outlining how the County will pilot innovative new bicycle infrastructure and provide exceptions to current 11 and 12-foot travel lanes to create safer streets. The 11 and 12 foot standard particularly disadvantages low-income, urban areas of unincorporated County, where bike ridership is the highest.

As you know, we are one of the groups involved in the South Bay Bicycle Master Plan, on which Alta Planning + Design is the consultant. In order to ensure optimal regional connectivity, we

April 26, 2011

invite you to review the proposed network for our plan in the South Bay as it develops. The Draft Plan should provide connections to the proposed facilities included in the South Bay Bicycle Master Plan and other such planning documents from surrounding facilities. An internal review draft of the South Bay Bicycle Master Plan will be ready in May and presented to the public in June, with revisions extending through the Fall of 2011. **We would request that the County review the draft South Bay Bicycle Master Plan in May/June and in the Fall to align the plans to the fullest extent possible.** Please follow up with Marissa Christiansen, South Bay Initiative Director, to obtain copies of the plan (Marissa@LA-Bike.org).

We have identified several potential actions that could greatly enhance the countywide network by increasing connectivity with our city and other cities that adjoin the County's unincorporated areas. By improving these connections, we can construct a regional bike network that will exponentially improve access and travel quality for people who bicycle throughout the region. Our specific recommendations are below.

We thank you for time in addressing these comments, and please feel free to contact me if you have any questions. By engaging in an ongoing, constructive dialogue, the County can develop a successful bicycle network that all Los Angeles County residents can enjoy. We look forward to future communications regarding the Draft Plan and are eager to see a better, more bikeable Los Angeles County.

Sincerely,



Todd Dipaola
Chair, South Bay Bicycle Coalition
Todd.Dipaola@gmail.com

South Bay Area Recommendations (pertaining to maps on pp. 107 and 109):

The areas around Hawthorne, Gardena, and Lawndale, which contain some of the poorest and most densely-populated census tracts in the region, would greatly benefit from an increase in well-planned bicycle facilities. Below are some additional suggestions for improving the Draft Plan in the South Bay:

- 1) The following Class II facilities will *likely be proposed* in the first draft of the South Bay Bicycle Master Plan and are not currently proposed on the County's plan, and thus should be considered by the County. Further study and public input will determine the final inclusion of these facilities in the South Bay Bicycle Master Plan:
 - Class 2 Bike Lanes on:
 - Rosecrans Avenue
 - Marine Avenue
 - Manhattan Beach Boulevard
 - El Segundo Boulevard

April 26, 2011

- Hawthorne Boulevard
- Normandie Avenue
- Sepulveda Blvd in West Carson
- 190th Street in West Carson
- Prairie Avenue
- Aviation Boulevard (which becomes Florence Avenue in the Lennox area)
- 135th Street in Del Aire

2) In addition, the following comments have been made by a number of our community members. We urge you to take them into consideration.

- Upgrade the northbound Marvin Braude connection between Hermosa Beach and Manhattan Beach on the Strand. This is a extremely low cost project that improves connectivity on the #1 bikeway in our region. Currently hundreds of cyclists carry their bikes up a flight of stairs. A 12 ft concrete reroute would cure this major roadblock.
- Bicycle Boulevards are needed on:
 - 104th Street in Lennox
 - 111th Street in Lennox
- Prioritize the extension of the Class I facility along the Dominguez Channel.
- Draft Plan ignores Crenshaw Boulevard in Alondra Park (a dangerous area with high crash rates) and Lennox (which lacks high-quality east-west connections). The County should consider adding more bike facilities to these areas.
- Sharrows should be installed on:
 - Doty Avenue between Marine Avenue and Manhattan Beach Boulevard
 - Lemoli Avenue, from Marine Avenue to Manhattan Beach Boulevard
- Make southernmost portion of La Cienega Boulevard, which runs parallel to the east side of the I-405 freeway and ends at Rosecrans Avenue, an alternate or supplementary route to the proposed bike route on Inglewood Avenue between El Segundo Boulevard and Rosecrans Avenue.

Suska, Mateusz (Matt)

From: West San Gabriel Valley Bike Coalition [wsgvbc@gmail.com]
Sent: Friday, June 03, 2011 4:59 PM
To: Yusuf, Abu
Cc: TVillegas@bos.lacounty.gov; MCano@lacbos.org
Subject: County Bike Plan Comments - WSGVBC

Dear Mr. Yusuf,

On behalf of the members of the West San Gabriel Valley Bicycle Coalition (WSGVBC), I am writing you today to provide feedback on the Draft Bicycle Master Plan for the unincorporated communities of Los Angeles County.

The WSGVBC applauds the County's efforts to make the unincorporated communities more bike-friendly. As you know, most streets in LA County do not include any features to accommodate cyclists. Decades of auto-centric planning have left many of our streets unpleasant, if not unsafe for cyclists. Fortunately the County's Bike Master Plan, when adopted, will take the first step towards bringing "Complete Streets" to the unincorporated communities.

In particular, our all volunteer group would like to thank you for proposing significant improvements in the communities we ride in, including:

- Class I bike path along the Eaton Wash, connecting the cities of Pasadena, San Gabriel, Temple City, Rosemead and El Monte
- Class II bike lanes on regionally important streets like Huntington Dr., Rosemead Blvd., Hill Dr./San Gabriel Blvd., Eastern Ave, and Olympic Blvd.

However there still is room for improvement within the Draft Plan. Although the proposed is a step in the right direct direction, the WSGVBC would like to see the County employ road treatments commonly used in bike-friendly cities throughout the world, specifically cycletracks, bike signalization, bike priority/painted sharrow lanes, and bike boxes. The Design Guidelines should include these tools, as well as underline how exceptions to 11 and 12 foot travel lane standards can be made to safely accommodate cyclists on narrow streets and/or to calm traffic on streets where speeding is an issue. Additionally, sharrow markings should accompany any planned Class III Bike Routes, as they are far more visible to both automobiles and cyclists than traditional bike route street signage.

The aforementioned road treatments have been shown to reduce accidents by more clearly delineating how cyclists and automobiles should share the road. They are also already being actively considered, if not employed, by cities in Los Angeles County. For example, the City of Temple City is currently considering parking protected, separated bike lanes (cycletracks) as part of their Rosemead Blvd. Improvement/Beautification Project. A major thoroughfare with cars traveling at speeds dangerous to pedestrians and cyclists (pedestrians struck at 40 mph, the speed limit on Rosemead, have only about a 15% chance of surviving a collision with an automobile), Rosemead Blvd. is an ideal candidate for protected lanes, which should be continued through the adjacent unincorporated communities wherever feasible. Indeed, wherever possible in the County, streets with posted speed limits of 35mph or more that are also important routes for cyclists should be considered for protected bike lanes/cycletracks.

Finally, a 20 year plan should be more comprehensive than the proposed, especially considering the size of the County's unincorporated communities. If a network of bicycle infrastructure that links regions such as the San Gabriel Valley is to be realized in Los Angeles County, more miles of bike lanes, bicycle boulevards, and low-cost treatments like Sharrow will be needed to create a comprehensive network of bicycle friendly streets.

For example, the WSGVBC recommends that the Final Master Plan include the following additions to its planned improvements for the West San Gabriel Valley Planning Area:

- Class II Bike Lanes Lower Azusa Rd. from Arden Dr. to the Rio Hondo Bike Path (completing lanes outlined in Temple City Master Plan)
- Bike Blvd. on Freer St. from Santa Anita through the South Monrovia Islands, continuing Temple City planned route
- Updated Bikeway maps that include the infrastructure improvements outlined in Bike Master Plans adopted by cities in LA County in 2011 (e.g. Temple City – March 2011; Pasadena – Summer 2011?; South Pasadena – September 2011?)

Of course, the WSGVBC understands that realizing any plan, regardless of scope, is dependent upon the ability to secure adequate funding. Yet such uncertainty does not preclude the County from developing a final plan that aims high. The WSGVBC hopes the County will choose to set the standard for the dozens of individual cities that make up the San Gabriel Valley, as it has done so in other realms such as non-biodegradable waste reduction.

For far too long, cycling has not been a viable form of transportation for residents of Los Angeles County. The development of a strong Bike Master Plan presents a tremendous opportunity to improve quality of life in our communities by promoting safe, health and active lifestyles, as well as creating recreational space where there previously was none. The members of the WSGVBC look forward to facilitating this process in any manner possible. As you finalize the County's Bike Master Plan, we hope you will take our comments into consideration and strengthen the existing proposal. If we work together, the WSGVBC is confident County officials and residents can develop a successful, cohesive bicycle network that connects the communities of the West San Gabriel Valley and beyond.

Best regards,

Vincent Chang, Founder
West San Gabriel Valley Bike Coalition

Submitted Date	Name	Email	Comment Category	Comments
03/30/2011 21:34	Darryl Bustamante	webers53@yahoo.com	General Comments	<p>It is nice to see the County interested in making cycling more main stream, but first things, first - Maintain the roads and keep them clean! The biggest hazards to cyclists (after cars) are bad roads and debris. What is the point of any bike plan if we must endure pot holes, cracks, nails, screws, glass, etc? Lick these two issues and then we'll talk bike lanes, paths and trails. Maintain the pavement and run a street sweeper once in awhile for Pete's Sake! Last I checked taxpayers were paying for this stuff!</p>
03/30/2011 13:25	Ron Mundell	rjmundell@gmail.com	Study Corridors	<p>I think a bike lane on ave "M" from Quartz Hill 50th street west 93536 to palmdale plant 42 at 5320 "E" ave "M" would be one of the most benifisual in all the Antalope Valley, The people that work at Plant 42(and there are quite a few)would like to ride a bike to and from work but the streets aruond Plant 42 are to thin for a bicycling safely. Risk of life.</p>
03/28/2011 8:35	Kai Ponte	perfectreign@gmail.com	Be added to Distribution List	<p>YES, build a dedicated bicycle path from the west to the east and people will use it. I am a 57 year old who is trying not to get killed riding my bicycle 5 miles to work straight down Olympic which is supposedly a "BIKE ROUTE"??? That is what the signs say. There ARE thousands of us waiting for the politicians to make our streets safe. The car culture era is ending. People want safe alternatives, to be healthy, to move away from being dependent on oil producing countries, to live greener. Please make this happen sooner, not ten years down the road. Please add thanks</p>
03/27/2011 21:49	Donna Chazanov	chazdancer@gmail.com	General Comments	
03/24/2011 12:55	steve williams	stevnmwilliams99@gmail.com	Be added to Distribution List	

03/18/2011 18:34 Alvaro Najera
03/14/2011 10:13 Frank Benavidez

alvaronajera@gmail.com
fbenavidez@koacorp.com

General Comments
Be added to Distribution List

Hello my name is Alvaro Najera. I'm president of the Biking Vikings at Mountain View High School. We are right next to the San Gaberial Valley Trail. I believe this is a great ideal for more information contact our website bikingvikings.weebly.com

03/13/2011 9:54 Dale Stone

dale_001@sbcglobal.net

Study Corridors

I am surprised by the lack of routes between Soledad Canyon and Bouquet Canyon Roads. Currently the only somewhat safe route if you live off Bouquet Canyon to get to the Metrolink Stations (Via Princessa or Soledad Station) is to ride into Valencia, then back down to Soledad Canyon. I saw on the proposed Santa Clarita map the City is looking at coming up White's Canyon from Soledad (4 lane road), but it stops in the unincorporated area (Where it becomes a curb to curb 6 lanes with narrow sidewalks) just before White's Canyon turns into Plum Canyon. Why doesn't the County remove the 3rd lane in each direction give us a bike lane since we have to share the road with traffic moving at 60+ MPH? This bike lane is needed as traffic is moving at highway speeds, the side walks are narrow, and the grade of the road is at least 10% if not more. There are no routes currently to take you from one side of the valley to the other.
Thank you, Dale Stone

03/12/2011 11:02 Ruth Doxsee

ruthdoxsee@sbcglobal.net

Goals

Allign all paths and routes with the Los Angeles City Bike Plan, recently passed by the L.A. City Council. The less duplication of routes and paths getting to the same place, the more efficiently the money can be used to build and maintain new and existing paths. Thank you for allowing comments via email.

03/10/2011 15:09 03/05/2011 17:08 John Lloyd	jplloyd@roadrunner.com	Be added to Distribution List	<p>JJ</p> <p>but there is something concerning me in the Appendices on page 111a€ the 'discussion' section of Class I Bikeways Along Roadways I don't think this is so much a discussion as it is an attack on infrastructure proven to increase cycling rates and safety around the world. The first bullet point in the discussion is "Half of bicycle traffic may ride against the flow of vehicle traffic, contrary to the rules of the road." If a bidirectional cycle path is provided, where adjacent car traffic goes one way cyclists are obeying the 'rules' as a bidirectional path was provided in the first place. That said, single direction bicycle paths can be provided. However, if LA County wants to increase cycling rates, the best way to do so is in safe, convenient facilities. Bullet two in 'discussion' of Class I Bikeways Along Roadways: "When the path ends, cyclists riding against traffic tend to continue to travel on the wrong side of the street, as do cyclists who are accessing the facility. Wrong-way bicycle travel is a major cause of crashes" If access points are engineered intelligently, they will be done so to reduce wrong way travel. Also, where is the information come from? Many</p>
03/04/2011 23:26 Severin Martinez	smartinez28@berkeley.edu	General Comments	<p>Existing bike lanes should be connected to each other with new bike lanes.</p> <p>Support links to Orange County east from San Gabriel River Trail, important connections with missing links include Coyote Creek trail; Pio Pico State Park; Whittier Greenway Trail; proposed trail east along Union Pacific Railroad through downtown La Habra. Important resources include: Orange County Regional Trail Plan; Orange County Regional Trail Advisory Committee.</p>
03/04/2011 20:34 Craig 03/04/2011 11:58 Omaira Negrete	Seahawk190@Mail.com omairanegrete@rescare.com	General Comments Be added to Distribution List	<p>Existing bike lanes should be connected to each other with new bike lanes.</p> <p>Support links to Orange County east from San Gabriel River Trail, important connections with missing links include Coyote Creek trail; Pio Pico State Park; Whittier Greenway Trail; proposed trail east along Union Pacific Railroad through downtown La Habra. Important resources include: Orange County Regional Trail Plan; Orange County Regional Trail Advisory Committee.</p>
03/03/2011 22:44 Robert Dale	rbertdaleplanning@yahoo.com	Be added to Distribution List	<p>Existing bike lanes should be connected to each other with new bike lanes.</p> <p>Support links to Orange County east from San Gabriel River Trail, important connections with missing links include Coyote Creek trail; Pio Pico State Park; Whittier Greenway Trail; proposed trail east along Union Pacific Railroad through downtown La Habra. Important resources include: Orange County Regional Trail Plan; Orange County Regional Trail Advisory Committee.</p>

02/28/2011 11:13 Bob O'Donnell
01/31/2011 20:01 Frank Castro

bikeribs@yahoo.com
frankcastro_25@hotmail.com

Bike Facilities (e.g. Bike parking)
Be added to Distribution List

For over twenty years, we specialize in designing and manufacturing bike racks and bike and bike lockers. Please visit our website for more details...
<http://www.bikerack.com/> We appreciate your consideration for recommendation on any current or future bike facilities planning. Thank you, Bob O'Donnell Function First Inc (520) 322-9626 bikeribs@yahoo.com

01/30/2011 22:19

01/30/2011 8:10 wkobsqup

uremdfji

<http://forums.bleachexile.com/member.php?u=55582&u49=3>
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<http://forums.bleachexile.com/member.php?u=55581&ux49=1>buy cialis[/LINK] cpqh

01/29/2011 14:26

i'm interested in being involved with this project I bike several times a week and have been a bike to work commuter in the past. I live in Altadena where there is a paucity of bike paths, making many if these scenic roads more dangerous for bikers. I would be happy to help change this in any way that I can. JT

Be added to Distribution List

couroau@gmail.com

01/11/2011 14:43 Jae Townsend

I would like to be added to the distribution list

Be added to Distribution List
Be added to Distribution List
Be added to Distribution List

rompemonte1@gmail.com
magambon@ph.lacounty.gov
baldyhut@verizon.net

01/09/2011 19:56 Joe PagÃjn
12/28/2010 11:59 Marie Gambon
12/13/2010 23:26 Tracy Sulkin

I would love to have a bike path on Elizabeth Lake Road just west of Palmdale, CA in LA County. It is a beautiful road but it is very dangerous to ride. Thank you!

Be added to Distribution List

doodette@roadrunner.com
noel.eaton@gmail.com

12/01/2010 20:48 Denise Boyette
11/30/2010 15:57 Noel Eaton

Bike trail along Eaton Wash within unincorporated Los Angeles County!! Thank you for all of the great work you are doing! Please consider a bike path on Lake Elizabeth Road from 25th St. West to San Francisquito Rd.

Be added to Distribution List

hollythompson@hotmail.com

11/15/2010 12:05

Bike Facilities (e.g. Bike parking)

msverbatim@hotmail.com

11/15/2010 11:16 Judy Boswell

11/11/2010 9:29 Irene Nester

irene.nester@yahoo.com

General Comments

It would be very beneficial to have a bike path along scenic Johnson Road from 110th Street West to Elizabeth Lake Road, and then continuing along Elizabeth Lake Road to Lake Hughes. This is already a well travelled bike route, but there is no shoulder, or a very narrow shoulder, on these narrow curving mountain roads, so the cycling public has to compete for space with fast moving traffic. I'm a Lake Hughes resident and when I think about riding my bike, I hesitate due to safety concerns.

11/09/2010 9:12 Allison Brown

Allison@AllisonServiceCo.com

General Comments

I live in Leona Valley off Lake Elizabeth Road. Our road is traveled by many to take in the sites of the natural beauty. A lot of those travelers are road bicyclists. Lake Elizabeth road does not permit room for both cars and bicyclists. There are many turns and hills on our road which makes it difficult to see or maneuver around the cyclists. My husband and I are both extremely fearful that we or someone may hit a cyclist. Accidents happen on our street frequently. I'm sure both us and the cyclists would like to see a bike path developed on Lake Elizabeth Road. I'm all for sharing the road, but I'm hoping LA can make it safer for all of us.

As the county is devises its general plan for the next 20 years, I would like you to consider Leona Valley, the Lakes, and Bouquet Canyon for bike paths. It is a beautiful area. It would be safer than bikers being on HWY 138, that is only two narrow lanes in our area. People come from the city to enjoy our area (cherry picking, snow, wild flower, and community events). Thank you for your time.

11/09/2010 8:34 Linda Lorenz

lindaemail101@gmail.com

General Comments

We need a bike path along Elizabeth Lake Road. There are lots of bike riders along this two lane windy road, it is dangerous for the bikers and motorists. If there was a safe place to ride up here, I personally would love to get back on a bike.

General Comments

jmcribbs@aol.com

11/07/2010 10:41 Jennifer Cribbs

the bike lane on venice blvd west of inglewood blvd on both the south and north side have many bumps. the bumps are rectangular about 18-24 inches long, and roughly 3-5 inches high and they run the entire width of the bike lane. its almost like running over a railroad tie, but not quite the words painted in the bike lane are also quite bumpy to ride over, i think the paint should not be a raised surface, and perhaps another color instead of white so drives are more aware of bikers. thank you for your time I hope to receive future emails of improvements and other peoples comments.

Goals

flyncooley@gmail.com

11/06/2010 19:50 flyn cooley

I would like to see a bike path constructed along Lake Elizabeth Rd in Lake Elizabeth. This is a narrow road and is dangerous for bicyclists to travel through there. Thanks

Bike Facilities (e.g. Bike parking)

stockdhg@sce.com

11/06/2010 15:22 Henry Stockdale

This is to let you know of a much needed bike path location. Johnson Road, Lake Elizabeth, Leona Valley areas are constantly with bicycle riders in a small road not big enough for trucks. Buses and other large vehicles are on the road all the time.

General Comments

dbuller@hotmail.com

11/04/2010 14:21 Y B Buller

I am in favor of opening the roadway alongside the Eaton Canyon Wash..from New York Drive to Del Mar. What do you think? Thanks Mike 626 319 8379

Study Corridors

kwave4545@yahoo.com

11/03/2010 16:59 Michael Mina

11/03/2010 16:54	Michael Milna	kwave4545@yahoo.com	Study Corridors	I am in favor of opening the roadway alongside the Eaton Canyon Wash..from New York Drive to Del Mar. What do you think? Thanks Mike 626 319 8379
11/03/2010 12:34	Judy Clapp	judyc@dslextrreme.com	Be added to Distribution List	I would love to have a bike path in the Lake Elizabeth/Lake Hughes area. If they could run it along our Lake (Elizabeth Lake Road) would be my wish. We have so many bike riders here, and thought our canyons.And it wood be a lot safer for our riders. Sincerely, Judy Clapp
11/03/2010 11:12	Larry Higgins Jr	wooddootruckers@gmail.com	General Comments	Please consider the bike path in Lake Elizabeth/Lake Hughes on Lake Elizabeth Road. What better way to enjoy the Lakes and Valley areas. Please consider this bike path! Thank you!
11/03/2010 5:24	Tammy Gauld	trgauld@yahoo.com	Bike Facilities (e.g. Bike parking)	Would like to see bicycle paths in the area of Elizabeth Lake and Lake Hughes heading north east toward Lancaster and/or east toward Leona Valley then into Palmdale.
11/02/2010 5:45	Janet Anderson	nonugget7@gmail.com	Bike Facilities (e.g. Bike parking)	Please put a bike path along Lake Elizabeth Road. I understand the county is devising its general plan for the next 20 years and a bike path is being considered. I ride that route often and would love to have a bike path! Thanks! Janet Anderson :-)
11/01/2010 15:45	Helen Eichenhofer	bluestreakauto@msn.com	Bike Facilities (e.g. Bike parking)	bike riding on rural paved roads is a premium for bicycle riders. Mountain climbing thru the lakes area and three points could be safer if bike lanes were added. Bicycle riding anywhere is safer in a bike lane.

11/01/2010 12:01	Rita Salazar	rita.salazar2004@gmail.com	Be added to Distribution List	I understand that the County of Los Angeles willing putting together a Bicycle Master Plan. Several years ago Metrolink did the same thing, in fact their map is awesome. It shows routes and access points to trails. You might want to take a look at the map to save time and money.
11/01/2010 11:12	Doug Wolfe	dwwolfe@raytheon.com	Be added to Distribution List	Interesting in finding out what is going on.
10/26/2010 1:09	PVYtAfsvkjqOĒ	CdXmdKcPGZpqlfKOv	Study Corridors	CV10ld vidgagawkogp, [url=http://tasjzkbInfch.com/]tasjzkbInfch[/url], [link=http://cxbmitkppmjx.com/]cxbmitkppmjx[/link], http://qzinaunjwoaj.com/
10/25/2010 15:50	Andre Jefferson	adjeff13@hotmail.com	General Comments	I am a strong supporter for making the bike trails safer for peds and bikers. BUT PLEASE, use your bell while riding. To many times I hear and see angered bikers, even though the Biker did not use an audible warning device,such as, "ON YOUR LEFT", or "EXCUSE ME". Be nice and safe, we all need some training.
10/25/2010 15:43	Andre Jefferson	adjeff13@hotmail.com	Be added to Distribution List	I would greatly appreciate the opportunity to be at the inagrual bike ride from Pasadena to LA upon the trail completion.
10/18/2010 22:43	http://wbmjbrcfvzrb.com/	http://wbmjbrcfvzrb.com/	Be added to Distribution List	E0khlb gdrzhmrriffk, [url=http://jxmdtdxiwhml.com/]jxmdtdxiwhml[/url], [link=http://kczlwdwvvhun.com/]kczlwdwvvhun[/link], http://xpbcjitaairf.com/
10/17/2010 11:59	Eric Beam	ericadambeam@aim.com	Be added to Distribution List	
09/23/2010 21:23	Javier Perez	jperez819@hotmail.com	Be added to Distribution List	
08/31/2010 21:41	innes oglesby	imoglesby@lasd.org	General Comments	Acton needs a bike path, to Santa Clarita.

08/22/2010 8:21	Mark Friedman	Mfriedman@animo.org	Study Corridors	<p>A new high school begins construction in October in Lennox. It is the Animo Leadership Charter HS. It will be located at 104th and Hawthorne near the Lennox Academy and the Moffet Elementary school. Bike lanes and share-lanes are desperately needed in this area as there are no school buses and very poor public transportation. With this new school, 3,000 children daily will converge on this 2 block radius with parent drop-offs, bikes and skateboards.. HELPIII There was a 150 person parent meeting and discussion held with LA representatives in May. Now we need follow-up. Thanks. Mark L. Friedman Educator, Physio-Anatomy and Marine Biology Chair, Animo Leadership Science Department Animo Leadership Charter High School 1155 W. Arbor Vitae Inglewood, CA. 90301 Animo: 310.216.3277 x 119 Fax: 310.216.7934 Cell: 310.350.7515 ></p>
08/06/2010 2:32	zTnlbkdca	YNXzxfCTMTKmOLEZLG	Goals	<p>Dz60pq kszemaxeawrz, [url=http://vooqbuwokmml.com/]vooqbuwokmml[url], [link=http://uyorxgpuiugz.com/]uyorxgpuiugz[/link], http://zpzucfnqsu.com/ I would like to be added to your distribution list. Many thanks, Nick Pittarides pittarid@usc.edu Interested in participating in planning. Thanks.</p>
08/03/2010 16:19	Nick Pittarides	pittarid@usc.edu	Be added to Distribution List	<p>Zn4TNI luzucfsedtz, [url=http://ppgyeoxwjbv.com/]ppgyeoxwjbv[url], [link=http://qcktcjorqwu.com/]qcktcjorqwu[/link], http://dgkxxqzburv.com/</p>
07/30/2010 8:20	Armando Quesada	ArmandoQuesadaSr@Hotmail.com	Be added to Distribution List	
07/29/2010 11:47	Steve Schweigerdt	steve@ralistotrails.org	Be added to Distribution List	
07/26/2010 23:04	Francisco Madrid	frannmad101@gmail.com	Be added to Distribution List	
07/26/2010 23:03	Francisco Madrid	Madrid	Be added to Distribution List	
07/26/2010 16:11	andrew nduati	anduati@gmail.com	Be added to Distribution List	
07/23/2010 11:32	wsQFAQhgmgnhDNLIA	JpVwuzobXhFkaMb	Bike Facilities (e.g. Bike parking)	

Hi there. Please add my name to the distribution list for future updates of the Master Plan. My agency is also interested in submitting comments. Thank you. Marybeth Vergara Rivers & Mountians Conservancy will the bike routes go threw La Puente, Basset, and City Of Industries.

07/20/2010 16:24 Marybeth Vergara

mvergara@rmc.ca.gov

07/17/2010 12:46 Guillermo Jara

jaraguillermo@rocketmail.com

General Comments

Do you wish you could increase your online leads? We have helped a lot of businesses thrive in this market and we can help you! Simply hit reply and I'll share with you the cost and the benefits.

07/16/2010 9:54 Troy Egan

traviscrane008@gmail.com

General Comments

Los Angeles Bicycle Master Plan. In reviewing the Study Corridors I noticed that there is a proposed bike lane in Wiseburn (not Del Aire as noted on the list) along Ocean Gate Avenue between El Segundo Boulevard and Rosecrans Avenue. Ocean Gate Avenue is a widely used narrow North/South lane for vehicles. Currently there is parking only on the West side of the street and cars may only park on the East side of the street on street cleaning day.

Residents on Ocean Gate would be adversely affected if all parking were eliminated on their residential street. There are three streets that run North to South in Wiseburn: La Cienega Avenue, Shoup, and Ocean Gate Avenue. Another proposed bike lane in our area is on La Cienega La Cienega Avenue runs parallel to the 405 Freeway. This would be a better route through Wiseburn since the amount of vehicular traffic on La Cienega is considerably less than on Ocean Gate. Another reason it is a better route is that there is the option to involve CalTrans in the process and push back the sidewalk on the freeway side of the street. This would provide more space for

07/15/2010 9:59 Maria Flores Acosta

mariflor1974@yahoo.com

Study Corridors

07/15/2010 8:51 Brenda Garza 07/13/2010 7:01 stephen zurck	vanbren8@yahoo.com szurek@dpw.lacounty.gov	Goals Be added to Distribution List	At a Wiseburn meeting last night we were presented with a map of the two options for a bike lane in our neighborhood. The two options were to run through Oceangate and the other through La Cienega. My husband and I believe there is much more room down La Cienega. I suggest that a Bicycle path be created for safe bicycling to the County Administrative building at 84th and Vermont in South Los Angeles.
07/12/2010 15:03 Joyce Holland	joyce1sage@yahoo.com	Study Corridors	I suggest that a bike path be established from the Estelle Van Meter Community Center at 76th Street and 7600 Avalon Boulevard in Los Angeles, extending to the South Los Angeles Wetland Conservation Park 9 currently under construction)at 54th Street and Avalon Boulevard.
07/12/2010 15:01 Joyce Holland	joyceholland@ladpss.lacounty.gov	Study Corridors	Extend the bike lane along Magic Mountain Parkway from the termination just before the 5 freeway to Six Flags Magic Mountain.
07/08/2010 15:12 Robert Lawrence		Study Corridors	I provements need to be made to provide a transportation corridor from the Santa Clarita Valley to the San Fernando Valley. Improvements to the Old Road may serve as a goo interm improvement. However long term improvements should be identified that include the creation of a bike path. Improvements should be made on Sierra Highway between Palmdale and the Santa Clarita. These improvements should include wide shoulders that could be used as bike lanes.
07/08/2010 15:10 Rober Lawrence 07/06/2010 14:29 Armando Quesada 07/06/2010 14:28 Armando Quesada	ArmandoQuesadaSr@hotmail.com ArmandoQuesadaSr@hotmail.com	Study Corridors Study Corridors Be added to Distribution List	

Here is the bike route we routinely use for training. I have three kids who are licensed racers and this is a great route for their training. <http://www.bikely.com/maps/bike-path/435278> I would like to see some additional bike lanes possibly down some of the bike avenues that lead to some of the river runs that are closed to only cyclists. That way you can communte from your home to other already established routes. Please add me to your distribution list as well. I would love to have the opportunity to assist with helping to develop a cycling community route in my area. Thank you.

ArmandoQuesadaSr@Hotmail.com

ArmandoQuesadaSr@Hotmail.com

07/06/2010 14:28 Armando Quesada

My strongest issues are traffic flow concerns for the proposed bike path in the Wiseburn community. Specifically Oceanate Ave. in unincorporated 90250... As I am sure you are well aware Oceanate Ave. is a very narrow street with 2-way (North & South) traffic. Because it is a narrow street to begin with street parking is only allowed on one side. My concern - if a bike lane is added it will only exacerbate an already existing traffic flow problem. A suggestion would be to perform extensive traffic flow studies before going forward on this stretch of roadway.

bill5159@ca.rr.com

bill5159@ca.rr.com

07/05/2010 9:16 Bill

Please include Mallory Drive in Stevenson Ranch as potential Class II bike lane. Currently, it is a 4-lane road but only carries approximately 3,000 ADT. A road diet can be performed and bike lanes can be included. I believe this road was originally going to tie into Newhall Ranch future development but is no longer going to. Would really benefit the community.

mchunter78@aol.com

mchunter78@aol.com

06/29/2010 13:35 Mark Hunter

Study Corridors

06/29/2010 7:27 Cheryl Vigen
06/27/2010 0:30 andrea

clpvigen@yahoo.com
vara

General Comments
Be added to Distribution List

Please add provision for maintenance of existing bikeways. For example, the Arroyo path is a valuable no-cars bike route that I like to use for my commute to work. But this path was left untended after the rains, and for months was too dangerous (sand and debris, and uncovered drainage ditch) to consider using.

06/26/2010 2:52 Nancy Marino

nancy@wearemdr.com

General Comments

public recreation, yet the coastal bike trail barely penetrates the Marina. There are no bike routes to (or even near) either Mothers Beach or the North Jetty--both are popular visitor destinations. There are no bike lanes on the two main thoroughfares, (Admiralty Way and Via Marina) for those who bicycle for transportation rather than for recreation or sightseeing (on the bike trail). In addition, the trail makes a dangerous crossing about midway along Fiji Way. It's about to get worse for bike commuters: because drivers on Via Marina exceed the posted speed limit, the County is proposing to raise the speed limit (agenda #49 at Board of Supervisors hearing this coming Tuesday, 6/29/10). The County wants to develop more of our public recreational land in Mdr with private residential and commercial projects, not recreation. Private uses already take up 64% of the land, while only 6% is currently recreation or park facilities. The new buildings and shopping centers are not bicycle-friendly in their design or amenities. Mdr needs a master plan based on recreation, and the LABMP needs to be part of it. For info, visit www.weAREmdr.com

Greetings, I would like to be added to your distribution list. Thank you, Angelica I. Sanchez University of Southern California B.S. Public Policy, Planning, and Management Cell (213)598-8340 asibrian1@gmail.com www.facebook.com/angelica.i.sanchez

Be added to Distribution List
Be added to Distribution List

asibrian1@gmail.com
alex@lasgrwc.org

06/20/2010 18:09 Angelica I. Sanchez
06/18/2010 17:40 Alex Kenefick

What would the possibility be of getting a bike lane on the Old Road coming into the San Fernando Valley from Santa Clarita. I can't make the Hart Park meeting tonight My apologies.

Bike Facilities (e.g. Bike parking)

patrickhamblin@sbcglobal.net

06/17/2010 13:06 Patrick Hamblin

I currently work for Bicycle Johns in Lancaster, CA and I have not been notified about any information about the Bicycle Master Plan. I have worked for Bicycle shops in Lancaster/Palmdale since 1994. I have a lot of knowledge of the Bicycle community and the remarks and input from the cyclist in the Antelope Valley. I would like to be notified of meetings and given a chance to give advice on improving and expanding the roads for cyclist safety. Please Email me so we can talk about some ideas. Thank you,
Bryan Laine

General Comments
Be added to Distribution List

laine.bryan@yahoo.com
Nuckolls41@aol.com

06/16/2010 0:58 Bryan Laine
06/15/2010 11:36 Judy Smith

I'm interest in activities occurring in Marina del Rel in terms of quality, route, and addressing pedestrian use along side the path.

Be added to Distribution List

macicat@hotmail.com

06/14/2010 11:50 Tina Macica

I applaud increasing facilities to increase bike usage. Hopefully we can see increased security along the recreational bike paths, especially around flood channels. Also, would like to see MTA, DOT and METRO assist bicyclists by allowing bicycles during peak hours on trains and on DASH shuttles.

Be added to Distribution List

lswah@sbcglobal.net

06/13/2010 20:23 Linda Wah

06/13/2010 14:55 John Hall
06/10/2010 17:14 Brent Butterworth

jwhall@dslextreme.com
brentbutterworth@yahoo.com

General Comments
Be added to Distribution List

Cycling from Santa Clarita to the San Fernando Valley has two options: The Old Road and Foothill Blvd. I find both intimidating (though Foothill less so). Can anything be done to improve the bike friendliness of either?

06/10/2010 17:14 Brent Butterworth

brentbutterworth@yahoo.com

Study Corridors

06/10/2010 5:48 Barsam Kasravi
06/10/2010 5:45 Barsam

barsamk@hotmail.com
barsamk@gmail.com

General Comments
Be added to Distribution List

In Canoga Park, we have no good bike route connecting the Class II bike paths west of Topanga Canyon Blvd. with the Orange Line. The major east-west streets in Canoga Park have no shoulders and heavy car traffic. The new Orange Line Extension provides a great opportunity to remedy this. I propose adding sharrows on Sherman Way between Topanga Canyon Blvd. and Canoga Ave. This route now has considerable bike traffic but most riders use the sidewalks because traffic on Sherman Way is too heavy. The route is on Bikely and is called LACountyBMP - downtown Canoga Park. Thanks for your consideration!
Please help improve the bike path over the Lincoln bridge in Marina Del Rey from Jefferson towards the Marina. This is a very dangerous path and needs to be expanded.
Thank you

Senior Centers & Library's are great; however, I believe University Students should also be given a greater chance at participation. I believe public comment meetings should also be held at Pepperdine, West Los Angeles College, Cal State Dominguez Hills; and, especially Cal State Los Angeles. These are a few from my perspective that are relevant to me & where I ride; and, relevant to the county bike planning. Although the areas in question are not near these schools, I think USC & UCLA both have bike teams that ride in some of these areas. Perhaps a visit to them, too? Other colleges & universities to consider; and that are more relevant based on location: Occidental College, Glendale Community College, John Muir JC, East LA Community College, El Camino College, Whittier College, Rio Hondo Jr College, Cal-State Polytechnic University, Pasadena City College, Antelope Valley Community College; and, College of the Canyons. These are schools that relevant from a Google Maps perspective. Jr Colleges & Universities are an excellent source for young people, who are more likely to commute by bike, by

06/05/2010 8:59	Marco Leal	steady3@sbcglobal.net	General Comments
06/05/2010 7:35	Douglas Wade	douglaswade@gmail.com	Be added to Distribution List
06/04/2010 17:23	Pirjo	pirjo63@yahoo.com	General Comments

06/03/2010 20:22 Marco Leal

steady3@sbcglobal.net

Bike Facilities (e.g. Bike parking)

GUYS - especially David: I totally spaced last night at the Marina del Rey Library!!!! In 2009, my buddy & I road from Westchester to Las Vegas; and, we plan on doing it again in 2011, possibly turn it into an annual Spring ride. We took Angeles Crest Highway, to Angeles Forest Highway, onto Mt. Emma Rd, 87th St E, on to Pear Blossom Highway, onto Palmdale Rd. We took Route 66 from Victorville to Barstow; and, I-15 from Barstow to Jean, Nevada onto Las Vegas Blvd all the way to our hotel. You can check my mapmyride.com under Tony2. Believe it or not, the WORST part of the trip was Pear Blossom Highway & Palmdale Road. PEAR BLOSSOM HIGHWAY 138 - Needs completely separate adjacent bike lanes (Class 1) OR the road needs to be widened with Class 2 bike lanes installed. This is between Palmdale, Ca & Victorville, Ca Palmdale Road 18 - Needs completely separate adjacent bike lanes (Class 1) OR the road needs to be widened with Class 2 bike lanes installed. This is between Palmdale, Ca & Victorville, Ca Antelope Highway 138 same thing Phelan Road same thing I don't know where LA County ends & San Bernardino County

06/03/2010 14:01 Fred Miller

miller_fam@verizon.net

Thank you for your efforts to improve biking routes in LA county. As a bicycle tourist, I have experienced bike routes, lanes, and paths across the United States and California. My biggest complaint is routes that start and stop after a couple of miles. Routes need to be designed so that they carry through a city or area with a North to South or East to West direction, and connect to bike routes in the next area. Also, not all bicyclers are afraid of traffic. The most important feature in a route is that the road is wide enough for a bicycle lane or shoulder and traffic lane(s) too. Have a great week,
Fred

Canyon Road is listed on your study corridors (5/10/2010). It is within the Santa Monica Mountains/Coastal Santa Monica Mountains North Area and runs from Mulholland Highway to Topanga Canyon Blvd. I am a cyclist who has lived in the Topanga area for over ten years and can testify that this road is EXTREMELY dangerous for bicyclists. The 5.7 miles of this road features no bike lanes, no shoulders, and blind curves. Autos frequently speed around these blind curves. The geography limits the width of the road to two narrow lanes which do not allow bikes and automobiles to pass one another. This results in frequent collisions between automobiles and cyclists, which are very distressing to those of us who live in the neighborhood and see them more frequently than others may. I do not ride on this road. My friends who are professional and experienced road racers refuse to ride on this road. Unfortunately, many recreational riders find themselves in very dangerous situations on this road (mostly on the weekends). Please do NOT encourage its use as a bicycle corridor. It will only lead to

Would you kindly send me a PDF (or link) of the current documentation regarding the county BMP? Thanks in advance.

I looked for maps/plans of the VALINDA area. While I see Hacienda Heights and West Puente, I do not see Valinda. Can you help me identify the appropriate documents? thanks...

1robort@iname.com
skaleel@gmail.com
jonriddle@aol.com

06/02/2010 16:29 Robert Millar
06/02/2010 14:50 Sarah K.
06/02/2010 8:16 jon riddle

Study Corridors
Be added to Distribution List
Be added to Distribution List

06/02/2010 4:50 Chris Ziegler
06/01/2010 10:12 Vidal F. Marquez

moreno.jose@cenire.net
rbeavers@roadrunner.com
magambon@ph.lacounty.gov

05/31/2010 23:11 Jose Moreno
05/30/2010 14:43 rhatt beavers
05/28/2010 11:52 Marie

Study Corridors
Be added to Distribution List
Be added to Distribution List

cziegler@altrionet.com
vidal.f.marquez@gmail.com

05/26/2010 11:11 abigale wool

abbewool@charter.net

General Comments

Access to and from the L.A. River Bike Trail in North Long Beach at Del Amo Blvd. is EXTREMELY DANGEROUS! Coming from the West, one has to pass under a dark freeway underpass riding next to a narrow walkway with a very high curb. Then, going upgrade, cross a freeway exit with no stop sign and poor visibility. Approaching the bike path from the East is somewhat better, but exiting and continuing East to the Blue Line station requires crossing another freeway ramp and passing through the dark underpass. If one wants to ride east past the Metro station, good luck! No bike lanes or shoulder and lots of trucks.

05/23/2010 16:51 Edna Adams

adams_edna@att.net

Why can't there be bike lanes made on both sides of the roads so they have their own roads? the could be reinforced with heavy posts, to keep drivers from going into the bike lanes, especially on mountain roads?

05/22/2010 15:01 Carol Mortier
05/20/2010 14:40 Jason Kilgier

cmortier@msn.com
jason.kilgier@smgov.net

Be added to Distribution List
Be added to Distribution List

One improvement I would like to see is DEDICATED bike lanes. I have been a bike commuter for over 30 years and there is a common misconception that a bike lane is exclusively for bikes. I am constantly maneuvering around buses, trash cans, taxis, double parked vehicles (to name a few) in the marked bike lanes. Another suggestion is to put bike lanes on streets that are not heavy bus routes (Venice Blvd an example).

employer of thousands, to encourage bike commuting by making the center of the San Fernando Valley more bike-friendly. For examples: Please have a complete bike lane on Reseda from the Orange Line Oxnard station to Devonshire intersection. I don't know why it gets cut off at Vanowen. The alternative routes in smaller streets are bumpy and really dark at night. Bike lane on Topanga Cyn from Ventura to Devonshire. And, perhaps another bike lane parallel to and between Reseda and Topanga Cyn (e.g., De Soto, Corbin) Most bike commuters I see are riding on the sidewalk because cars go really fast on these streets and crowd out bikers. Bike lane on Roscoe from Topanga Cyn to a little over Woodman to connect the west and east part of the SFV. Install a bike-friendly signal/detector (like what was done for the Orange Bus to pass) at intersections of the Orange Line so that bikers don't have to ride up to a full stop and push the pedestrian signal, back up the bike, reposition the bike to go down the sidewalk, and cross the street. I love the bike lane along the Orange Line, except for the signal light wait. I ride for 2-3 minutes and have to

I created a bike trail in Bikely.com for our location in Hasley Canyon, Castaic. Named Hasley Canyon LACountyBMP. This is a two-lane, rural road that is used by children bicycling to school. Please consider improvements for safe riding. Consider utilizing adopted trails that run along Hasley Creek for joint use.

05/20/2010 11:09 Gina M.

masesquesmay.gina@yahoo.com

General Comments

05/20/2010 10:59 Steve Teeman

steve.teeman@sbcglobal.net

General Comments

05/20/2010 10:15 Kevin Hopps

kevin.hopps@sbcglobal.net

Be added to Distribution List

I'm glad to see that there is a Bicycle master plan. I grew up in the San Fernando Valley and I'm currently a resident of Valley Village. I'd love to see more bike paths in our area as well as the areas surrounding us. I work at Warner Bros. and was pleased to see the addition of a bike lane to Verdugo (only wish it extended West of Hollywood Way onto Camarillo and then onto Riverside to Laurel Canyon.... what a great ride that would be... especially since Riverside already has a bike lane starting west of Laurel Canyon).

05/20/2010 8:13 Dan Temianka

dan.ultra@sbcglobal.net

General Comments

Many thanks and appreciation for the resurfacing of the San Gabriel bikepath! Also, re the bikepath from Whittier Narrows down to Seal Beach: the sections that pass beneath the underpasses are dangerous -- sharp turns, dark passages etc. Please consider adding signage and lighting. Thank you! DT

05/20/2010 8:05 D. Perez

davidlp33@gmail.com

General Comments

The proposed path in North Whittier, bridging Workman Mill Road to the existing San Gabriel Creek (SGC) is an excellent alternative to the path bikers currently have to take to travel south on the SGC path. It will also be a safer route considering that the Valley Blvd entrance to the existing SGC path requires travelers to ride through high speed & merging FWY traffic; a very narrow pedestrian path; and an extremely high curb that can hit a bikers peddle and throw him off. I would strongly recommend widening the sidewalk on the Eastbound side of the Valley Blvd bridge and making it into a ped/bike path. Improvement could be extended to beyond the 605fwy underpass. Please review location and consider. Thanks.

05/18/2010 12:19	Jennifer Carter	jennifer@vanwertinc.net	Be added to Distribution List	Thank you.
05/17/2010 10:20	Jose Jimenez	jose.compton@sbcglobal.net	Be added to Distribution List	I would like to know what plans are there for the city of Compton, Willowbrook Area, East Compton, West Compton.
05/17/2010 8:37	Steve Masura	smasura@santafesprings.org	Be added to Distribution List	Thanks
05/16/2010 16:34	Daryl Wilkes	dawilke@verizon.net	Be added to Distribution List	Please give some consideration to the needs of the 3-wheel trike riders; in terms of widening or establishing specially designated tricycle paths.
05/15/2010 20:50	Joyce M. Holland	joyce1sage@yahoo.com	Study Corridors	We need a place to cross the LA river north of Los Feliz. The first crossing place north of Los Feliz is now Victory Blvd. at the 134 FWY. Living in Glendale I would like to get to Griffith Park to ride, but must go out of my way several miles, even though I am living just a half mile from the park. A suggested location would be Doran St. where the 5 and 134 meet. Note that we just spent some 40 million on the Disney overpass project, now almost complete, at the same location. Would it cost too much to include a bicycle access bridge here? Note also that there will be a bicycle path along the north side of the river from the interchange to Victory, but what is needed is a bridge somewhere between Victory and Los Feliz.
05/13/2010 7:39	Eric La Com	elacom@earthlink.net	General Comments	i'd love to see bike corrals, sharrowes, more bike lanes, and more racks and posts to lock my bike up. i commute by bike to work in west la. i bike five miles, round trip during the work week, and 30-50 miles on the weekend. i'd love to bike from west la to west hollywood or to the grove. i want to be able to bike anywhere within a 7-10 mile radius from where i live thanks!
05/12/2010 16:55	daniel	subcircus@hotmail.com	General Comments	
05/10/2010 21:28	Dale Daniel	ddanieldrums@earthlink.net	Be added to Distribution List	

05/07/2010 10:20	Lisa Montreal	lmonreal@ci.san-dimas.ca.us	Be added to Distribution List	Thank you!
05/06/2010 15:19	Jose Jimenez	jose.compton@stcglobal.net	General Comments	Willowbrook California should have a SAFE, BEAUTIFUL, TECHNOLOGICAL ADVANCE bike routes. Bike routes should be illuminated so in people would use the bike routes, they should have a nice landscape so people would not fear of riding there bikes. Thank You.
05/03/2010 14:49	George Miranda	georgemirandajr@gmail.com	General Comments	It is my dream to see a bike highway in LA County. We have incredible highways for cars, why can't we add on some bike lanes? It'd be great to see something like that. It would be separated from the other traffic by walls to ensure the safety of the bicyclists. I used to live only 14 miles from work, which used to take me about 30 minutes by car. I always wished for a bike highway bc 14 miles is close enough for a bike ride if not for all the traffic lights, stop signs, and other vehicles. An open highway would be sweet. It's just a dream, but maybe one day the BAC could make it happen. SEO Services: Get free evaluation of your website We are interested to increase traffic to your website, please get back to us in order to discuss the possibility in further detail.
04/20/2010 12:13	Scott Oakley	scottoakley16@gmail.com	General Comments	
04/08/2010 14:47	Jamie Jones	avjamie@gmail.com	Be added to Distribution List	
03/25/2010 21:19	Timothy	taloranger@gmail.com	Be added to Distribution List	
03/25/2010 17:26	Diane Moss	diane.moss@mail.house.gov	Be added to Distribution List	

lane in the following areas of Littlerock, an unincorporated area of L.A. County. 1) E. Ave U from 96th St E to 87th St E. There is both a middle school and a county park on this section of E. Ave U. Putting a Class II bike lane in both directions would make it safer for anyone on bike to access these facilities. 2) 90th/87th St E from Palmdale Blvd to CA 138. This road provides access to multiple local businesses as well as 'downtown' Littlerock. However the road has narrow or non-existent shoulders with high speed traffic. I would like to recommend a Class I bike path for the following: 1) E Ave S from 90th St E to 70th St E in Palmdale, with a Class II from 70th St E to the existing bike path in Palmdale (25th St E7). This MUP would provide a traffic-free corridor from Littlerock into Palmdale through the Littlerock Wash and quarry areas. The path would need to be raised above flood levels, however, to avoid danger to cyclists, joggers, etc. during winter/spring months. I noticed that there is a proposed Class II bike lane on Palmdale Blvd from 90th St E to the roundabout on 47th St E. While this is a great idea, has anyone addressed

03/25/2010 14:21 Wanda Pickett

wkpickett@roadrunner.com

Bike Facilities (e.g. Bike parking)

03/21/2010 22:35 C. Adams

nicanals@aol.com

Study Corridors

It would be nice if the bike path north of Marina del Rey channel connected to the south side in a more direct and safe manner. Perhaps realigning it in similar manner as to what lots of bicyclist do (one non stop loop riding inside the basin and on roads where there is no access to coastal paths) would make more sense. Extending the path from the Venice pier to the MDR north jetty, terminating exclusive water access for the few complexes that do not allow pedestrians or cyclists at the moment (Mariner's Village and the stretch between Marina City Club and the Library) and making the cyclists use it could end all this bickering and entice more cyclists to remain in the paths. If they complain so much about cars and pedestrians in their way, they should stay away from walkways and sidewalks as well. Often enough they do not want the inconvenience of pedaling a few extra feet to follow the existing bike path. A simple plan to ride all the way, along the water, from Palisades to Redondo beach, staying completely off the roads. How difficult could that be?

03/21/2010 14:13 Marie

marie@rassman.com

General Comments

I am thrilled to hear that bike paths will be enhanced and expanded. I am an avid biker and live in Marina del Rey. I am always frustrated that getting around the marina going south towards El Segundo and beyond is so treacherous and convoluted. Why does the County allow Cafe del Rey and the California Yacht Club on Admiralty Way to close off the pedestrian/bike path at the water side forcing walkers or bikers to go up onto Admiralty Way where there is no bike path? I would like to receive updates on the progress of the plans. Thanks, Marie

Hi! I am really excited that the Antelope Valley is going to be incorporated into the bike plan. I think that biking is one of the most effective and least utilized modes of travel in the Los Angeles area, especially in the Antelope Valley. I am a huge advocate for getting the Antelope Valley and its unincorporated areas up to speed with regards to bike lanes and other bicycle resources. I would like to see bike lanes in all public roads throughout Palmdale, Lancaster, Leona Valley, Pearblossom, the Lake Communities, and up to Rosamond. The Antelope Valley's flat land with the occasionally challenging winds and open spaces make it an ideal area for long distance and local bike travel. Cycling's far superior sustainability makes bicycle promotion very important, especially in a growing area such as the Antelope Valley. Please, let's see more bike lanes and bike-awareness traffic signs! Please, don't hesitate to contact me for help in advocacy, promotion, or ideas. I'd like to see more bikes everywhere and the safety of all riders.

03/20/2010 21:31 Katie

kklein@ucsc.edu

Goals

Hello! my wife and I regularly do our errands via bike riding from Littlerock to East Palmdale. We plan on being at the meeting on 3/25/10, and I look forward to getting involved in planning for the Antelope Valley/North County areas. Respectfully,
Keenan C. Pickett 661-754-1039 cell
keenanpickett@yahoo.com

03/16/2010 17:37 Keenan Pickett

keenanpickett@yahoo.com

Be added to Distribution List

03/15/2010 8:58 Lisa Green

lisaaverde@yahoo.com

Be added to Distribution List

More bikeways make sense environmentally to encourage people to get out of the car, which reduce harmful GHG emissions, improve air quality by reducing amount of damaging particulates. More bikeways make sense socially to encourage people to reconnect to nature, which improves quality of life, emotionally and physically. More bikeways make sense economically, at the citizenry and municipality level. Lisa Green State Assembly 2010 Candidate, 53rd District Green Party of California www.voteisagreen.net

03/11/2010 15:51 Jon Nahhas

jnahhas@gmail.com

General Comments

The Maps (.PDF) for the Bike Plan on the "Documents" page should be labeled with the appropriate area names.

03/11/2010 15:36 Jon Nahhas

jnahhas@gmail.com

Goals

We need to extend the Bike Path from Santa Monica to the Jetty of Marina del Rey. This requires some collaboration between the City of Los Angeles and the County. It is important to construct the County portion of the Bike Path/Promenade and have the City of L.A. link from the beach. The Parking Lots FF, GG, and GR in Marina del Rey need to be conserved for park and rides.

03/11/2010 9:03 Mary Singaus

msingaus@ph.lacounty.gov

General Comments

Thank you for the meeting last evening at the Marina del Rey Library. Please consider these two things: a. In remote areas plan to have a porta potty? b. Arrange with the light rail to have accommodations for bikes. at lease some buses seem to be able to accomodate bicyclists. Thank you for your kind consideration in these matters; and for all the work that you are doing to improve our County! Mary

Venice to downtown would be used by many folk. The railroad right of ways seem perfect for bike paths and that would save money in the end by keeping the bikes away from cars, where accidents are bound to happen. One fellow I know who rides from West Hollywood to the Santa Monica Beach frequently opined that Santa Monica Blvd is the flatest and best way to go. There is that bike line lane, but if there is any way to get dedicated bike paths, like sidewalks but for bikes, that would be great. I think the public \$ should go to building the bike paths first before use for rest stops etc but the build out plans should allow space for the rest stops. An overall bike path system would benefit the most people, rather than making the existing paths nicer. If the bike path net work is strong enough and people can ride their bikes while avoiding sharing the road with cars, many I think would turn to using bikes. When time traffice and parking is factored in, its actually faster for me to bike using the beach bike path to go from Pacific Palisades into the Santa Monica beach area than it is to take my car. I'd bet that it would be the same for most trips 5-10 miles in

I was at Las Virgenes meeting on 3/4/10. I left a post-it note next to "bike boxes" indicating that they are dangerous to approach on stale green signals. I meant stale red! Thanks!

Thanks!

General Comments
Be added to Distribution List

jrschloss@earthlink.net
jrschloss@earthlink.net

03/05/2010 15:23 jamie schloss
03/05/2010 15:12 Jamie Schloss

General Comments
Be added to Distribution List
Be added to Distribution List

chambersdave@gmail.com
chambersdave@gmail.com
steelydan_fan@yahoo.com
ghaberman@ph.lacounty.gov

03/05/2010 11:03 David Chambers
03/05/2010 11:02 David Chambers
03/04/2010 12:27 Richard Fortune
03/03/2010 15:46 Gayle Haberman

03/02/2010 17:35 Joseph Kaylen	jkaylen@hotmail.com
03/02/2010 17:33 Joseph Kaylen	jkaylen@hotmail.com

Bike Facilities (e.g. Bike parking)

Be added to Distribution List

General Comments

Intersection of Rye Canyon Road and The Old Road (near Santa Clarita) This intersection is terrible, if you are south bound on the Old Road taking a left onto Rye Canyon Road. The light sensor needs to be adjusted and having a bike lane would be great. Also, there is no lighting under the I-5 underpass.

Joseph Kaylen jkaylen@hotmail.com
 217.390.6949 Work ITT Aerospace 28150
 Industry Drive Valencia, CA Home 29345 Via
 Milagro Santa Clarita, CA

educate people about bicycle-commuters. It seems like some drivers consider cyclists inconsiderate, inconveniencing, strange creators. Although, bicycle-commuters are generally more responsible individuals who indeed do their share in reducing air pollution. One way to do this is by initiating a TV educational campaign for general public focusing on the following two issues:

- 1) Bicycle-commuters have the same rights as drivers. The fact that drivers disproportionately outnumber cyclists should not be the reason to overlook this fact. Bicycle-commuters, like non-cyclers, participate in all other aspects of life, e.g., they hold jobs, go to school, do volunteer work, pay tax, etc.
- 2) Bicycle-commuters are socially and environmentally responsible individuals who consciously reduce their carbon footprint and their actions benefit the whole society, while their health is affected negatively by drivers. Such educational campaigns might increase public awareness about bicycle-commuters which would result more safety for all cyclists and potentially increasing the number of cyclists and ultimately a healthier society for all!

02/26/2010 10:43 Parisa Mirzadhegan

parisa31@yahoo.com

have worked on several libraries and gymnasiums for the County. I am a near-full time bicycle commuter, although my routes are usually outside of the County unincorporated areas. Instead of asking for small improvements in the thousands of areas which could benefit from increased cycling infrastructure, I would like to see the County take the lead in coordinating and advocating region-wide policies which will move us away from, or at least significantly decrease, fossil fuel-driven transportation. Transportation policy in general should prioritize two objectives: to reduce our per capita carbon footprint, currently the most outsized of all the large industrial nations, and to increase public safety. To these ends, the dominance of the private automobile must end, with policies introducing disincentives to their use and corresponding incentives to use smaller carbon footprint and potentially safer alternatives such as public transportation and cycling. At the national level, policies such as business tax deductions for auto use, subsidies which artificially lower the cost of gasoline, and programs such as Cash for Clunkers, all of

02/25/2010 21:21 Erik Mar erik@cardeten.com

Goals

02/25/2010 18:52 Jeff Wilson

jeff.wilson@gmail.com

General Comments

Hello, I was not able to attend the Castaic Bicycle Master Plan meeting but wanted to offer these recommendations. 1) A Class 2 on-street bike lane should be painted on the Old Road from Lake Hughes Road in Castaic to Sierra Highway in the Newhall pass in both directions, north and south 2) A class 2 on-street bike lane should be painted on Pico Canyon Blvd from Lyons Avenue to Stevenson Ranch parkway in both directions, east to west 3) I don't know if you have jurisdiction, but it would be wonderful to have a Class 2 on-street bike lane on Highway 126 from Interstate 5 to the County line in both directions 4) A class 2 on-street bike lane should be painted on Hasley Canyon Road, Sloan Canyon Road and Commerce Center Drive 5) A class 2 on-street bike lane should be painted on Sierra Highway north of the City of Santa Clarita to Acton, if possible I know this is a lot but it doesn't hurt to ask. Thank you for hosting these forums and I really hope you look at ways to make North County Los Angeles more rideable. Regards, Jeff Wilson Newhall, CA

02/25/2010 10:45 Bill Brock

brock6@earthlink.net

General Comments

Exactly what is the core objective of the BMP and what public sector(s) does it wish to serve? My general understanding is that the two are not compatible if the core objective is to encourage bicycle commuting and the public sector is competitive cycling. I anticipate more clarity after attending one of the upcoming public comment meetings. Where can I get a full copy of the Bicycle Master Plan? Plus, I would like the statistical analysis used to support growth of the master plan.

02/25/2010 10:34 Bill Brock
02/23/2010 21:37 Steve Messer

brock6@earthlink.net
steve@corbamb.com

Be added to Distribution List
Be added to Distribution List

02/23/2010 16:22 Reginald Gautt	rdgaut@lasd.org	Study Corridors	I Also would like to be added to the General meeting.
			Please add bike lanes or sharrrows on 30th St West between Ave L-8 and Ave O-4. This length of 30th St West between Palmdale and Lancaster has a sloped wide shoulder on the northbound east side of the street and no shoulder at all on the southbound west side of the street. There are only 2 narrow travel lanes - 1 each way. The speed limit is between 50 to 55 mph. This is the most dangerous part of 30th St West.
02/23/2010 13:02 Michele Chavez	micheledc@qnet.com	Be added to Distribution List	It would be great (and safer!) to have bike lanes painted in on Del Amo Blvd. (Long Beach) approaching the entrances to the LA River Bike Path. Especially approaching from the West, where one has to cross freeway exits and go through a dark underpass with high, narrow curbs.
02/22/2010 11:32 abbe	abbewool@charter.net	Be added to Distribution List	Could efforts be made to re-open all or part of the California Aqueduct Bikeway? It was mentioned in California Department of Water Resources publications as recently as 1999, but today the roads along the aqueduct are posted as closed to bicycles, and when I wrote DWR to inquire, they all but denied it ever existed. They did seem to be open to the possibility of bicycle access in the future, however, provided some other agency took responsibility. Is this something the County might be able to support? Many of the existing off-street bicycle facilities here tend to be overcrowded with pedestrians or along flood-control channels in blighted urban areas; a dedicated bikeway in a largely undeveloped part of the Antelope Valley would be uniquely valuable.
02/21/2010 10:22 William Hooper	wsh@wshooper.org	General Comments	

02/18/2010 15:03	G James	geeljoelames@att.net	General Comments	The old ridge rout is very bike friendly and much of it isn't used by cars very often. A very pretty ride, it just needs a few bike type upgrades! A lot of history is also part of the rides alure.
02/18/2010 8:29	Dorothy Wong	dot@socalcross.org	Be added to Distribution List	
02/02/2010 21:13	John Breault	jbreaultiii@aol.com	Be added to Distribution List	
01/28/2010 10:29	michael omalley	momalley001@gmail.com	General Comments	
01/26/2010 11:42	David P.	davidpulsipher@atlaplanning.com	Be added to Distribution List	
01/26/2010 11:36	Sierra	sierra.jenkins@gmail.com	General Comments	
01/25/2010 20:20	julian katz	jullank@msn.com	Be added to Distribution List	
01/25/2010 20:02	JOHN JONES III	EASTSIDEBIKES@GMAIL.COM	Bike Facilities (e.g. Bike parking)	I would like to be advised about meetings and receive minutes of the LA County Bicycle Advisory Committee. TO PUT MORE BIKE PATHS ALONG THE 92 STREET LOTS IN GREATER WATTS 90002 AREA.
01/25/2010 10:51	Robert Etlleman	rettleman@parks.lacounty.gov	Be added to Distribution List	I work with the County Department of Parks and Recreation, Trails and Planning Section, as a Park Planner and am interested in contributing to the new Bicycle Plan.
01/22/2010 17:39	Beth Steckler	sbsteckler@gmail.com	Be added to Distribution List	
01/21/2010 11:04	David Turner	dturrner66@gmail.com	General Comments	
01/19/2010 13:51	Charly Kemp	charly_kemp@gmail.com	Be added to Distribution List	

01/17/2010 13:22	Steve Messer	swmesser@gmail.com	Be added to Distribution List	I'd like to be kept updated on the plan as it is developed.
01/15/2010 0:33	David Pura	dietz1549@sbcglobal.net	Be added to Distribution List	I would like to see a bike lane added on Atlantic Blvd. in East LA from Whittier Blvd to the 60 Freeway. A bike lane is needed for people deciding to use the gold line or just in general to encourage bike riding. Bike paths or sidewalks would be nice for Quartz Hill residents from Avenue N down 50th St West to Avenue J or farther over to the middle of Lancaster such as 10th St West.
12/31/2009 13:42	Gabriel Salazar	gauchostud8@yahoo.com	General Comments	please ensure that the plan has routes that are most aggressive as possible. for example if someone proposes routes or sharrow, why not put a lane on t he plan if some propose a lane, how about a class 1 path dean francois president friends of the south bay bicycle path savethestrand.info
12/30/2009 9:18	Stefannie Maldonado	mizmal2@verizon.net	General Comments	I would like to suggest that a bike lane be created on Artesia Boulevard, roughly from the Strand to at least Redondo Beach. I commute from Manhattan Beach to West LA and have bike paths almost the entire way (Strand, Marina, Venice, Main Street, Arizona in SM). The most dangerous part of my commute is actually at the beginning and end, along Artesia from just west of Aviation to the Strand. There really is no good east/west bike path from east of Sepulveda in the South Bay to the Strand by bike right now. Thanks. I tried bikely.com but it didn't open.
12/15/2009 0:00	dean francois	savethestrand@yahoo.com	Goals	It would be great if you would also release a resource (online preferably) of all of the available bike paths in the county with route calculators; similar to how Metro does it if you want to get somewhere thru public transportation.
12/10/2009 15:30	David New	dnew1@verizon.net	General Comments	
12/08/2009 22:29	erica hooper	hooperica@gmail.com	Goals	

12/04/2009 8:27 Sara Gradwohl

saragrad@ix.netcom.com

General Comments

Please find a way to enforce keeping pedestrians off the "bikes only" parts of the bike path. It is unsafe for both the bikers and the walkers, especially on weekends. Perhaps have volunteers patrol the most congested areas reminding people it's for their own safety to avoid the bike lanes? Would like to have better maps (printed and/or website) of the bike paths and shared city streets (ie Marvin Braude Trail). Please put the trail on the website. On this map also please put distances between points. Would also like more places to lock up bikes near the beach. Thanks for listening!

11/24/2009 8:10 Michael Sevier

michaelsevier@gmail.com

General Comments

Thank you for working to make LA a safer place to bike. After looking at the unincorporated areas map, it seems that those areas are generally safer to bike than within main LA (i.e. bikers will drive to those areas for good riding). I use a bike for nearly all of my commuting around the south bay. Many routes require research to determine the best way to get there. Would it be possible to designate more continuous bike lanes throughout the south bay and beyond? With more safe, direct routes I believe people will feel more encouraged to bike in our city. Thanks again for your efforts

All resources should be put to the use of finishing the missing gap between the Los Angeles River Bikeway, Griffith Park / Elysian Park and the Lower Los Angeles River, The Lario trail. It does not matter how it is done. Only that it follow the course of the river. Some people find industrial areas fascinating. Even if the path has to be cantilivered off the sides of the river's concrete walls. The cost of this project would be recouped many times over in the enjoyment of many cyclist. This also would make it possible for many people to use the path for commuting to downtown for work. The completion of this missing link in the system of LA County bike paths system should be the priority of any governing body that can propose this long over due connection.

11/07/2009 17:47 Daniel Lopez

lvitamin@sbcglobal.net

Study Corridors

cGxQzQ baeovvhmavus,
[url=http://plyvvuowntdr.com/]plyvvuowntd
r[/url],
[link=http://bezayihslwdz.com/]bezayihslwd
z[/link], http://ehenogyrgqnj.com/

11/04/2009 0:57 aUpkQomAmHT

JjmkouOgB

Be added to Distribution List

I added two study corridors for Marina Del Rey. We have been asked to study connectivity options for residents around the Ballona Lagoon cycling to the bike lane on Washington Blvd. On the home page, please explain and highlight how people visiting this site can get on board and stay updated on our Bikeway Plan.
test

10/23/2009 13:11 Abu Yusuf

ayusuf@dpw.lacounty.gov

Study Corridors

07/15/2009 18:26 test

test@test.com

2.3.10 Commenter J: City of Pico Rivera (Aguilar)



County of Los Angeles Bicycle Master Plan Draft Program EIR

Comment Card



Please use this space to comment on the County of Los Angeles Bicycle Master Plan Draft Program EIR.

J-1

- when will the county provide a response to written comments? (comment submitted via mail from the City of Pico Rivera)

Commenter J

Name: Guille Aguilar E-mail: gaquilar@pro-rivera.org

Address: 1616 Parsons Blvd., Pico Rivera, CA 90660



Made possible by funding from the Department of Health and Human Services through the Los Angeles County Department of Public Health.

2.3.9 Commenter I: Jon Nahhas

Commenter I

From: Bike Safety [<mailto:venicebikepath@gmail.com>]
Sent: Monday, September 12, 2011 8:19 AM
To: Yusuf, Abu
Cc: 'Nancy Marino'; nutritwarehouse@yahoo.com
Subject: RE: Public review meeting for the Draft Los Angeles County Bike Plan EIR

Abu,

Thank you for the notice of this meeting. There are still some outstanding questions that should be answered prior to Thursday's meeting. Would you please review the questions and get back to me as soon as you can (prior to Thursday):

- | | |
|---|-----|
| 1) What are the minimum widths of roadways allowed by the State/County. (Single lane, 2 & 3 lanes – as is the case on Via Marina in Marina del Rey)? | I-1 |
| 2) What are the minimum width requirements for a Class 1, Class 2, and Class 3 bicycle lane? | I-2 |
| 3) What are the narrowest and widest points of Via Marina in Mdr? | I-3 |
| 4) Commissioner Rifkin (Small Craft Harbor Commission) had asked about an analyses on reducing traffic in the Marina to accommodate a safer bike path. Was that analyses ever done? If not, could it be done? | I-4 |
| 5) I had asked about any studies or analyses concerning tourism (helps with hotel vacancies on County land) in relation to established bicycle paths (as seen in the cities of Boulder, Portland, Long Beach, etc.). I was told that it was not done. Wouldn't this be valuable data? | I-5 |

I do have some other concerns but will leave it there for now. Would you please try to get back to me as soon as you can.

Thanks,

Jon Nahhas

19300 Merridy St.
Northridge, CA
91324

(818) 349-2929

October 25, 2011

Mr. Abu Yusuf
County Bicycle Coordinator
900 South Fremont Ave., 11th Floor,
Alhambra, CA 91803

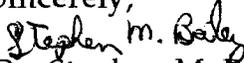
Dear Mr. Yusuf,

Thank you for telling me about the Nov. 16, 2011 hearing on the Los Angeles County proposed new Bicycle Master Plan. Because I have poor vision, I often ride my bicycle in my neighborhood out of necessity not just for recreation. I'm sorry I won't be able to attend the hearing but I would like to make a comment.

Unfortunately, over the years some developers and residents have been allowed to gate off important bike access walks and roads. With few exceptions, these gates serve only to deprive our citizens of their rights under our U.S. Constitution. Many of the gates are also illegal under Calif. Vehicle Code Section 21101.4. The statute requires a finding of "serious, continual criminal activity" to justify even a temporary closure.

I urge you and your colleagues to work with municipal authorities to open all of the illegally closed walks and roads. Restoring these rights-of-way to the general public will help make our new bikeway plan successful.

I deeply appreciate your efforts to improve bicycle travel in Los Angeles County.

Sincerely,

Dr. Stephen M. Bailey

Suska, Mateusz (Matt)

From: Yusuf, Abu
Sent: Wednesday, November 02, 2011 8:35 AM
To: Suska, Mateusz (Matt)
Cc: Reyes, Mary
Subject: FW: Bicycle Master Plan

Matt,

Please print out for the RPC public hearing and archive for your records.

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

From: Tom Joynt [<mailto:ohbejoyfill@verizon.net>]
Sent: Tuesday, November 01, 2011 8:39 PM
To: Yusuf, Abu
Subject: Bicycle Master Plan

Dear Mr. Yusuf:

I will be unable to attend the public hearing regarding the bicycle master plan for LA County. Please add my comments and concerns to your public hearing. I live in Elizabeth Lake and the two communities here are Elizabeth Lake and Lake Hughes. These two communities have an identified Class III bike route along Elizabeth Lake Road. As I understand the information, this is the same bike route that was also shown on the 1975 Bike Master Plan. Therefore, nothing has changed in 36 years. Because our two communities of Elizabeth Lake and Lake Hughes share the same post office, same school, same fire station, same community center, and same lake amenities, we are joined but separate and are called "The Lakes Area". My recommendation and urging is that a Class II bike lane be put into the new plan for the approximately four mile stretch of Elizabeth Lake Road that connects our two residential areas (from Johnson Hill Road to Lake Hughes Road). We have been told by our county representative that we are essentially a "donor community" and that fact is obvious when one considers the amount of tax dollars delivered to the county from the Lakes Area for bike lanes versus the amount of tax dollars spent on a much needed bike lane to join our communities. The recent Town and Country meetings held by Regional Planning identified by artist's conception a bike lane on Elizabeth Lake Road near our area. I'd like that vision to come true since I believe Regional Planning was thinking correctly. We have a lot of bicycle activity on the four mile stretch I described and I urge you to give it the highest priority. Thanks you for hearing my comments.

Sincerely, Tom Joynt, resident of the Lakes Area, 42650 Cabin Road, 93532 661-724-0737

Yusuf, Abu

From: Raza, Adriana [araza@lacsds.org]
Sent: Wednesday, October 19, 2011 11:22 AM
To: Yusuf, Abu
Subject: County of Los Angeles Bicycle Master Plan

Abu,

As mentioned, I experienced a challenge retrieving the Master Plan online. Per our conversation, I'd like to inform you I am well aware of what a bikeway is and my specific question is regarding any proposed development the plan addresses that will require construction which may impact any of any of Los Angeles County Sanitation Districts' trunk sewers. Please advise.

Thank you,

Adriana Raza

Will Serve Program
Facilities Planning Department
Sanitation Districts of Los Angeles County
P.O. Box 4998, Whittier, CA 90607-4998
(562) 908-4288 ext. 2717
(562) 695-1874 FAX
email: araza@lacsds.org

Yusuf, Abu

From: Colin Bogart [colin@la-bike.org]
Sent: Thursday, October 20, 2011 11:08 AM
To: Yusuf, Abu
Cc: Suska, Mateusz (Matt), Reyes, Mary
Subject: Re: County Bicycle Plan - Montrose

Hi Abu,

Here's the proposed bikeways map for the Glendale Plan. You'll see that Montrose Ave. is there.

http://www.ci.glendale.ca.us/public_works/images/GlendaleBicycleMasterPlan/GlendalePlanProposed100511_950px.jpg

Colin

On Thu, Oct 20, 2011 at 7:50 AM, Yusuf, Abu <AYUSUF@dpw.lacounty.gov> wrote:

Ryan,

Do you know if the City of Glendale is considering proposing bike lanes on Montrose in their bike plan?

Thanks

Abu

From: Colin Bogart [mailto:colin@la-bike.org]
Sent: Wednesday, October 19, 2011 5:01 PM
To: Yusuf, Abu
Cc: Suska, Mateusz (Matt); Reyes, Mary
Subject: Re: County Bicycle Plan - Montrose

Okay. Please do keep Montrose in mind since it's not in the plan. My main concern is if the City of Glendale decides to delete Montrose from their plan because it's not in the County Plan.

Colin

On Wed, Oct 19, 2011 at 3:45 PM, Yusuf, Abu <AYUSUF@dpw.lacounty.gov> wrote:

Colin.

We may have difficulty adding new facilities to the Plan at this point, but we will be looking at Montrose to ensure that we close any gaps between Rosemont and Montrose Lane if the City of Glendale proposes any projects within their jurisdiction.

We had a similar situation when we installed the bike lane on Foothill. We had some preliminary discussions with the City about their plans and then installed our portion first with the understanding that they would install bike lanes in their jurisdiction afterwards. I would be happy to discuss the feasibility of future bikeways in the area with you, Ryan or a representative from the City.

Thanks

Abu

From: Colin Bogart [mailto:colin@la-bike.org]
Sent: Wednesday, October 19, 2011 2:44 PM
To: Yusuf, Abu

Subject: County Bicycle Plan - Montrose

Hi Abu,

I submitted feedback some time ago regarding the proposed bike map in Montrose/Crescenta Valley and that you should include a bikeway (bike lanes?) on Montrose Ave. in the County section. I see on the current map (page 93 of your draft plan) that there's nothing listed for Montrose Ave. Can you still add that? The City of Glendale BMP is going to include a bikeway on Glendale's section of Montrose. You can see the Glendale map here: <http://www.bikeglendale.org/>

Thanks!

--

Colin Bogart

Program & Campaigns Manager

Los Angeles County Bicycle Coalition

213 629-2142

colin@la-bike.org

www.la-bike.org

--

Colin Bogart

Program & Campaigns Manager

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--

Colin Bogart

Program & Campaigns Manager

Los Angeles County Bicycle Coalition

213 629-2142

colin@la-bike.org

www.la-bike.org

Yusuf, Abu

From: Cheryl Kohr [c_kohr@hotmail.com]
Sent: Monday, October 17, 2011 7:55 PM
To: Yusuf, Abu
Subject: RE: Update on County of Los Angeles Bicycle Master Plan

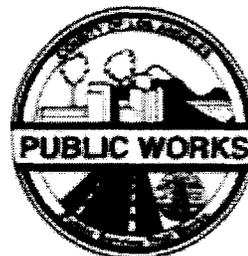
please remove from mail list - thank you.

Cheryl Kohr

Subject: Update on County of Los Angeles Bicycle Master Plan
Date: Mon, 17 Oct 2011 13:34:40 -0700
From: AYUSUF@dpw.lacounty.gov



**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*

Yusuf, Abu

From: Dorrit Ragosine [dragosine@earthlink.net]
Sent: Thursday, October 13, 2011 8:00 PM
To: Yusuf, Abu
Subject: Bicycle Master Plan

Dear Mr. Yusuf,

How refreshing to get a notice from the county outlining next steps for something truly ground-breaking in Los Angeles.

Please get the plan in order, make it actionable and bring Los Angeles into the next century. It is time. My bicycle is ready. I'm ready. The city is ready.

Let's not let this sit in limbo like the 1975 plan.

Thank you.

Dorrit Ragosine
3855 Fredonia Drive
Los Angeles, CA 90068

Yusuf, Abu

From: Jean Wall [jeanwall@ymail.com]
Sent: Sunday, October 16, 2011 4:16 AM
To: Yusuf, Abu
Subject: BIKE TRAIL

MR. YUSUF

WOULD THERE BE A POSSIBILTY FOR THE BIKE TRAIL ON LAMBERT BE EXTENDED TO AND ON PAST FIRST AVENUE TO THE LA HARRA LINE PLEASE CONSIDER JEAN WALL WHITTIER COUNTY COMMUNITY COORDINATING COUNCIL

11932 TIGRINA AVE

WHITTIER, CALIF 90604 562-943-4271

THANK YOU SIR

Yusuf, Abu

From: Don Moss [d.moss@roadrunner.com]
Sent: Monday, October 17, 2011 3:07 PM
To: Yusuf, Abu
Subject: Bicycle Master Plan Future Mailings

Hello Abu,

Please add my name to the list for future mailings regarding the Bicycle Master Plan. Thank you.

Don Moss, Box 90094, City of Industry, CA 91715-0094

Yusuf, Abu

From: Yusuf, Abu
Sent: Tuesday, October 18, 2011 2:24 PM
To: 'Dan Abendschein'
Cc: Reyes, Mary; Abramson, Allan; Matsuoka, Ron; Chon, James
Subject: FW: Update on County of Los Angeles Bicycle Master Plan

Dan,

For discussing the intersections with high collision rates in Altadena, please contact Mr. Ron Matsuoka at (626) 300-4769. I have copied him in this email.

Thanks!

Abu

From: Dan Abendschein [mailto:dan.abendschein@patch.com]
Sent: Tuesday, October 18, 2011 2:14 PM
To: Yusuf, Abu
Subject: Re: Update on County of Los Angeles Bicycle Master Plan

Hi Abu,

Thanks... I am satisfied with #1 and #2. Regarding #3, yes I would like to speak with the Traffic investigators. I saw three intersections that had more accidents than the rest so I'd be curious to see if it was just coincidence or the investigators noticed problems there that were different from other areas. If you could put me in touch with someone that would be great. Thanks again,

Dan

On Tue, Oct 18, 2011 at 2:10 PM, Yusuf, Abu <AYUSUF@dpw.lacounty.gov> wrote:

Dan,

Thanks for your interest in the County Bicycle Master Plan. Here are the responses to your questions:

- 1) Eaton Canyon Wash Bike Path between New York Drive to the Rio Hondo Bike Path is currently estimated at slightly over \$10 million. We plan to start requesting grant funding and partnering with other interested jurisdictions to start the project design within the next five years, but I do not know have an expected completion date for the project construction. The project will need an environmental review, and the environmental review and discussion with stakeholders will take place during the design phase.
- 2) We have identified the anticipated implementation period for all our projects in Appendix I of the Plan. According to the phasing plan, we expect to install the proposed bikeways on Altadena drive in the 2nd phase of our implementation plan (between 2017 - 2027).
- 3) We used the Collision statistics available from the State reporting agency (SWITRS) for our Plan. I can direct you to our Traffic Investigation people if you had questions about specific intersections in your community.

Sincerely!

Abu

From: Dan Abendschein [mailto:dan.abendschein@patch.com]
Sent: Monday, October 17, 2011 3:50 PM
To: Yusuf, Abu
Subject: Re: Update on County of Los Angeles Bicycle Master Plan

Hi Mr. Yusuf,

I run the Altadena Patch news site and met you a few months back at the Altadena master bike plan meeting, and I have a couple of questions on the plan for you. I just left you a voicemail as well, so we could talk if you prefer. Basically, here is what I am curious about:

- 1) the Eaton Canyon Wash dedicated bike path - I see it is listed as one of the top priorities - do you know what it will cost, and when it could be finished? Would it need further environmental study or discussion from flood control engineers? Is that discussed at all in the plan?
- 2) The Altadena bike boulevard - when might this be completed? Does it need further study?
- 3) Altadena traffic accidents - I saw the stats compiled and was wondering if there is someone who studied the data who could tell me a little more about a couple of the intersections - there are three which saw three or more accidents and I was wondering if there was anything in particular problematic about those three.

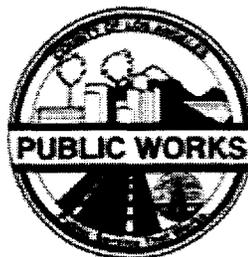
Thanks for the bike plan info, and please get in touch with me as soon as you can. Cheers,

Dan

On Mon, Oct 17, 2011 at 1:34 PM, Yusuf, Abu <AYUSUF@dpw.lacounty.gov> wrote:



**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.

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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*

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Dan Abendschein
Local Editor, Altadena Patch
office: [626-737-0452](tel:626-737-0452)
cell: [310-339-1008](tel:310-339-1008)
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