



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

January 11, 2012

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

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

A handwritten signature in black ink, appearing to read "Connie Chung".

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

At your meeting on January 11, 2012, the Department of Public Works will be giving a presentation on the Bicycle Master Plan Update. Attached are the following additional materials related to this item: 1) the Department of Public Works' summary of additional public comments; and 2) additional public comments.

JS:CC:AR

cc: Richard J. Bruckner

Attachments:

1. Department of Public Works' Summary of Additional Public Comments
2. Additional Public Comments (received after January 4, 2012)

Additional comments were received by Public Works' staff after the December 29th hard-copy packet submission of comments received. A hard-copy of each additional comment letter/email received has been provided herein for your reference.

In summary and in the order provided herein:

- City of Los Angeles Eleventh District Councilmember Bill Rosendahl commented on class III bike route reliance, the Sepulveda Channel proposed bike, and the Marvin Braude Beach Path extension.
- A single party reiterated the concern already received en masse regarding the proposed 0.6 mile long Class 1 Bike Path along the Sepulveda Channel in the community of Mar Vista (Westside Planning Area Project ID 16).
- An Altadena resident expressed concerns regarding emergency vehicle response, excessive bicyclist speed, separation of bicyclists and motorists, and curb parking removal as a result of bicycle boulevard implementation.
- Another Altadena resident reiterated the concern regarding parking removal.
- Southern California Edison generically informed us regarding Southern California Edison-owned rights-of-way.
- The City of Industry reiterated their concerns and opposition to bikeway access within their jurisdiction.
- Eric Bruins, who testified at the November 16, 2011 Regional Planning Commission hearing regarding the Bicycle Master Plan, wrote urging the passage of the Bicycle Master Plan with several noted refinements.
- A BAC member expressed concerns regarding transparency.
- A follow-up was received from the BAC Member.

Please reference the hard copies provided herein for any additional information.



BILL ROSENDAHL

City of Los Angeles
Councilmember, Eleventh District

Committees

Chair, Transportation
Vice Chair, Trade, Commerce & Tourism
Member, Budget & Finance
Member, Ad Hoc on Economic Recovery &
Reinvestment
Member, Board of Referred Powers

January 9, 2012

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

RE: Bicycle Master Plan Update

Honorable Commissioners:

Thank you for the opportunity to comment on the update of the County of Los Angeles Bicycle Master Plan. As Chair of the City of Los Angeles Transportation Committee, I have been passionate and wholly committed to improving conditions for active transportation modes such as bicycling and walking. I am pleased to see that the County is moving towards adopting a Bike Plan for the unincorporated communities that will complement our efforts in the City of Los Angeles. The following is a list of my primary concerns with the current draft.

The Plan Relies Too Heavily on Class III Bike Routes

Class III Bike Routes are of little value to experienced cyclists and frightening to new or inexperienced cyclists. With approximately one-third of the County's proposed bicycle plan relying on Class III Bike Route treatments, the current draft plan fails to make use of the types of infrastructure necessary to increase mode share.

If the County wants to encourage new ridership then it is imperative that cyclists feel safe and comfortable on the roadway. Paving the shoulder of a roadway, and posting a Bike Route sign on streets where automobile speeds exceed 30 mph will not make new riders comfortable. Unfortunately, those are the very limits of what a Class III Bike Route can provide. The County should rely more on Class II bikeways as well as innovative treatments that create buffer zones from vehicular traffic.

Sepulveda Channel Proposed Bike Path

The actions the County has taken over the years to open their flood control channels for recreation and transportation purposes are commendable. River paths on the San Gabriel and Rio Hondo flood control channels provide miles of uninterrupted travel for recreational riders and commuters as well as connections to cities all over the Southland.

Westchester Office

7166 W. Manchester Boulevard
Westchester, CA 90045
(310) 568-8772
(310) 410-3946 Fax

City Hall

200 N. Spring Street, Room 415
Los Angeles, CA 90012
(213) 473-7011
(213) 473-6926 Fax

West Los Angeles Office

1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8461
(310) 575-8305 Fax



However, the proposal to establish a 0.6 mile Class I facility on the Sepulveda Channel between Palms and Venice does not provide a comparable benefit. With no circulation benefit, no connectivity and a much higher cost than an on-street bike lane facility, the proposal is ill-advised. I would recommend that the County remove this specific proposal from the Bike Plan and instead invest in other priorities projects that provide connectivity and circulation benefits in a more cost effective manner.

Marvin Braude Beach Path Extension South of Washington

The extension of the Marvin Braude Beach Path extension south would provide a marginal recreation benefit but at a significant cost. Given the limited resources available to the County and local municipalities, this is simply not a wise investment at this time and should be removed from the Bike Plan.

A more sensible proposal would be to partner with the City of Los Angeles in completing the Marvin Braude Beach Path extension north. The northern extension sees higher volumes of cyclists, many who are forced to compete with motor vehicles on a stretch of PCH that is uncomfortably narrow. The area is also known to have high incidences of collisions between motor vehicles and cyclists. Further, unlike the Marvin Braude Beach Bike path extension to the south, the northern extension provides circulation benefits as it connects directly to communities up and down the coast.

Thank you for your time in considering these issues. Working together with the community in a constructive dialogue I am confident the County will develop a successful bicycle network that all Los Angeles County residents can enjoy. I look forward to future communications regarding the Plan and I'm eager to work with you to build a bicycle friendly Los Angeles County.

Regards,



BILL ROSENDAHL
Councilmember, 11th District

cc: Rosie Ruiz, Planning Commission Secretary
Abu Yusuf, County Bikeway Coordinator

Tang, Stacy

From: Yusuf, Abu
Sent: Monday, January 09, 2012 10:34 AM
To: Suska, Mateusz (Matt); Reyes, Mary
Cc: Tang, Stacy
Subject: FW: Against the building of a bikeway along the flood control channel.

New comment for RPC

From: GH [<mailto:ntu5723@yahoo.com>]
Sent: Friday, January 06, 2012 7:20 PM
To: councilmanrosendahl@lacity.org; Yusuf, Abu
Cc: paul.backstrom@lacity.org
Subject: Against the building of a bikeway along the flood control channel.

Dear Councilman Rosendahl and Mr. Yusuf:

We are writing you this email as a concerned property owner expressing our strong objections to the building of a bike way along the banks of the Sepulveda/Sawtell flood control channel.

There is already a bike lane running parallel on McLaughlin Avenue from Venice Blvd to Palms Ave. We believe there is absolutely no need to build a Bike Lane along the flood control channel. The money for this can be better spent on other projects, for example, like paving Sawtelle Blvd., or paving other badly needed streets, etc.

As this is an area included in your representation, please veto any plan which includes the bike lane along the flood control channel. We and all our neighbors along the channel will appreciate your kind support and will be watching the development of this plan continuously.

Thank you very much for your kind consideration.

With best regards,

GH & Ruby Lee
Homeowner of
3679 Berryman Avenue, 90066

cc Neighborhood homeowners

Tang, Stacy

From: Yusuf, Abu
Sent: Monday, January 09, 2012 10:36 AM
To: Tang, Stacy
Cc: Suska, Mateusz (Matt); Reyes, Mary
Subject: FW: LA County Bicycle Master Plan
Attachments: logo_county.gif

New comment for RPC.

From: Russett, Anne [<mailto:arussett@planning.lacounty.gov>]
Sent: Monday, January 09, 2012 8:17 AM
To: Reyes, Mary; Yusuf, Abu; Suska, Mateusz (Matt)
Subject: FW: LA County Bicycle Master Plan

Comment on the Bike Plan. Will need to be included in the additional materials provided to the Commission on Wednesday morning.

It sounds like you have received a handful of additional comments since we submitted the additional materials to the RPC last Thursday. It may be helpful if you could provide a summary of the comments, as it'll be hard for the RPC to get through everything that morning.

Anne Russett, AICP
Planner
General Plan Development/Housing Section
Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012
<http://planning.lacounty.gov>
213-974-6417



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From: Chung, Connie
Sent: Monday, January 09, 2012 8:13 AM
To: Russett, Anne
Subject: FW: LA County Bicycle Master Plan

FYI: Comment for the RPC hearing on the Bike Master Plan. Please forward to Rosie and DPW.

Connie Chung, AICP
General Plan Development/Housing Section
213-974-6417

From: Zoning LDCC
Sent: Monday, January 09, 2012 8:10 AM
To: Chung, Connie
Subject: FW: LA County Bicycle Master Plan

From: Rick Keaton [<mailto:spaceguy@planetmail.com>]
Sent: Sunday, January 08, 2012 9:06 PM
To: Zoning LDCC
Subject: LA County Bicycle Master Plan

I see a few issues which do not appear to have been addressed, and I hope this message can be directed to the Planning Commission in advance of the 11 Jan. 12 meeting. I learned of the work on this master plan a couple of days ago and have reviewed documents as well as I can. I am in favor of bicycle lanes & accommodations, but I also am aware of concerns that I believe should really be addressed. I live in Altadena.

Emergency vehicle response time can be reduced when "traffic calming" measures, including speed bumps, are installed. The PEIR appears to address access, but not response time. When paramedics are responding to critical calls, including heart attacks, delays of 1-2 minutes are significant. I hope potential impacts on such response times are considered in this planning.

Excess bicycle speed should be addressed. I believe that the "traffic calming" measures which are included in this plan are intended for a minority of drivers who tend to disregard safety. I have observed a minority of bicyclists traveling down the hills in Altadena exceeding the posted speed limit and disregarding safety. I believe this plan should address measures for "calming" excessive bicycle speed with the same priority as motor vehicle traffic. This becomes more significant when bike routes follow residential streets in hilly areas, such as Roosevelt Ave.

Separation between bicycles and motorists is addressed in this plan from the standpoint of bicyclist comfort and safety. I believe the same consideration should be given to motorists. I have observed bicyclists riding two or more abreast and blocking motor vehicle traffic. In one case, the third out bicyclist responded to a short horn honk by "flipping the bird" and refused to go single file. In my experience, this does represent a minority of bicyclists, but I also believe that the concern over motorist consideration for bicyclists applies to a minority. I'd like to see this addressed, and perhaps measures to encourage bicyclists to stay in the bike lane incorporated. One thought would be some equivalent of a rumble strip at the edge of the bike lane which would alert motorists to their proximity to the bike lane and make it uncomfortable for bicyclists to ride outside the lane.

In Altadena, parking has been a problem in many areas. This is easy for me to understand as the homes were built when many families had one car and very few families had more than two. While I would not anticipate that bike lanes or boulevards would have any impact on "curb parking", I think it would be appropriate for this to be overtly addressed in this plan.

I appreciate your consideration.
Rick Keaton

Tang, Stacy

From: Sam Corbett [samcorbett@altaplanning.com]
Sent: Friday, January 06, 2012 5:23 PM
To: Susan Spraul
Cc: Yusuf, Abu; Reyes, Mary; Suska, Mateusz (Matt)
Subject: RE:

Dear Ms. Spraul,

Thank you for the email. The bicycle master plan is a high level document so the details of any changes to Roosevelt Avenue to create a bicycle boulevard aren't known at this time. At the time that funding and the project moves forward, however, the County will involve the community to receive input on possible traffic calming and other design treatments along Roosevelt Avenue.

I hope that answers your question and please let me know if you have any other questions,

Sam Corbett

Senior Associate, Alta Planning + Design
625 Broadway, Suite 1001
San Diego, CA 92101
619.269.5982
www.altaplanning.com

transportation | recreation | innovation

Creating active communities where bicycling and walking are safe, healthy, fun, and normal daily activities

NACTO Urban Bikeway Design Guidelines released! <http://nacto.org/cities-for-cycling/design-guide/>

From: Susan Spraul [mailto:smspraul@yahoo.com]
Sent: Thursday, January 05, 2012 12:12 PM
To: samcorbett@altaplanning.com
Subject:

Dear Mr. Corbett,

I have several questions concerning the Los Angeles County Master Bicycle Plan.

I live on the section of Roosevelt Avenue which is proposed to be designated a bicycle boulevard. According to the proposal, such a designation could mean additional signs designating the street as a bicycle boulevard, possible speed bumps, and possible alterations to intersections to either (1) provide unimpeded bicycle access (i.e. change stop signs to the cross streets as opposed to the bicycle boulevard) or (2) convert intersections into traffic circles.

It is unclear if there would be any other changes to the street, such as widening the street or restrictions on parking on the street. Also, would there be any changes to the intersections of Roosevelt and New York and/or Roosevelt and Washington? Please advise if there could be any other changes to Roosevelt if it is designated as a bicycle boulevard, including but not limited to widening of the street, restrictions on street parking, or changes to the intersections of Roosevelt and New York and Roosevelt and Washington.

Thank you in advance for your attention to this inquiry.

Susan Spraul

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_____ Information from ESET NOD32 Antivirus, version of virus signature database 6773 (20120106)

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Ben Wong
Director
Local Public Affairs

January 10, 2012

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

Re: County of Los Angeles Bicycle Master Plan

Dear Mr. Yusuf:

Southern California Edison (SCE) appreciates the opportunity to provide comment on the above referenced plan.

SCE Company right-of-ways and fee-owned properties are purchased for the exclusive use of SCE to operate and maintain its present and future facilities. Any proposed use will be reviewed on a case-by-case basis by SCE's Operating Department. Approvals or denials will be in writing based upon review of the maps provided and compatibility with SCE right-of-way constraints and rights. In the event the proposed plan impacts SCE facilities or its land related rights, please forward six (6) sets of plans depicting SCE's facilities and associated land rights to the following location:

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue
G.O.3 – Second Floor
Rosemead, CA 91770

Please be advised if development plans result in the need to build new or relocate existing SCE electrical facilities that operate at or above 50 kV, the SCE construction may have environmental consequences subject to CEQA review as required by the California Public Utilities Commission (CPUC). If those environmental consequences are identified and addressed by the local agency in the CEQA process for the larger project, SCE may not be required to pursue a later, separate, mandatory CEQA review through the CPUC's General Order 131-D (GO 131-D) process. If the SCE facilities are not adequately addressed in the CEQA review for the larger project, and the new facilities could result in significant environmental impacts, the required additional CEQA review at the CPUC could delay approval of the SCE power line portion of the project for two years or longer.

Once again, we appreciate the opportunity to comment on the proposed plan. If you have any questions regarding this letter, do not hesitate to contact me at (323) 720-5292.

Sincerely,

A handwritten signature in blue ink that reads "Ben Wong".

Ben Wong
Local Public Affairs Region Director
Southern California Edison Company

1000 Potrero Grande
Monterey Park, CA 91754
(323) 720-5292 PAX 45292
Fax: (323) 720-5208 21977
ben.wong@sce.com

Tang, Stacy

From: Russett, Anne [arussett@planning.lacounty.gov]
Sent: Wednesday, January 04, 2012 5:12 PM
To: Yusuf, Abu; Reyes, Mary; Suska, Mateusz (Matt)
Subject: additional materials for RPC
Attachments: CanonB036F6_Exchange_01-04-2012_17-07-53.pdf

Importance: High

The Commission secretary just provided me with the attached comment letter. I don't know if you have received any other letters, but we need to submit these additional materials to the Commission tomorrow. Please touch base with me so we can get these materials together tomorrow (Thursday) morning. I can put together a brief cover memo and attach the additional comments received since last Wednesday. We'll need 7 copies.

Thanks, Anne

Anne Russett, AICP
Planner
General Plan Development/Housing Section Department of Regional Planning 320 W. Temple Street
Los Angeles, CA 90012 <http://planning.lacounty.gov/>
213-974-6417

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

From: Russett, Anne
Sent: Wednesday, January 04, 2012 5:08 PM
To: Russett, Anne
Subject: Scanned document from Russett, Anne <arussett@planning.lacounty.gov>

Anne Russett, AICP
General Plan Development/Housing Section
213-974-6417

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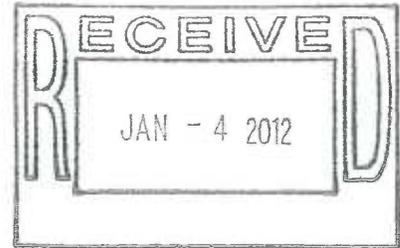
CITY OF INDUSTRY

Incorporated June 18, 1957

January 3, 2012

Planning Commissioners
Department of Regional Planning
320 West Temple St., 13th Floor
Los Angeles, CA 90012

Abu Yusuf
County Bikeway Coordinator
900 S. Fremont Ave., 11th Flr.
Alhambra, CA 91803



Dear Planning Commissioners:

The City of Industry requests that the Commission address our concerns about the Bicycle Master Plan and Los Angeles County Bicycle Master Plan Draft Program Environmental Impact Report (EIR) as expressed in the attached letters. While the City supports bicycle mobility, due to our unique nature we want to make sure the proposed bike routes: 1) are safe, 2) do not reduce traffic capacity, 3) do not interfere with truck traffic, and 4) are feasible. Based upon the details provided in the Master Plan, EIR, and responses to comments, none of these concerns have been addressed.

First, the Planning Commission should be aware the City was not consulted, notified, or invited to participate in project scoping sessions when the master plan was being developed, which should be part of a normal due diligence process. The routes selected in the City of Industry are already at their ultimate widths and cannot accommodate bike lanes without eliminating traffic lanes or expanding the rights-of-way. This is why the City has requested that the selected routes be dropped from the master plan and, if the project description does not change, that the EIR examine the resulting impacts to land use and Level of Service (LOS).

Secondly, the EIR is inadequate in that it fails to analyze these environmental impacts noted above. Of particular concern is Response to Comment # F1, in which the commenter states, "The comment does not provide any evidence for LOS impacts." A similar stance is taken in Response to Comments F-3 and F-6 in which the commenter fails to address environmental issues related to safety, land use, and security.

Planning Commissioners
Department of Regional Planning
January 3, 2012
Page Two

It is the obligation of the EIR and project proponent to study the potential impacts of the proposed project (CEQA Guidelines, Section 15088). In addition, in the event that the proposed bike lanes in the City of Industry are not feasible, the EIR fails to analyze the resulting impacts to the countywide bicycle system.

The City of Industry respectfully requests that the Planning Commission ensure that the Bicycle Master Plan and EIR address our concerns as expressed in the attached letters and as raised herein. Thank you for your consideration and please feel free to contact me should you have any questions.

Sincerely,



John Ballas
City Engineer

JDB:BJ/mk

Enclosures

Cc: Ms. Reyna Soriano

DEC 19 2011



December 16, 2011

John Ballas, City Engineer
City of Industry
P.O. Box 3366
City of Industry 91744-0366

**Subject: County of Los Angeles Bicycle Master Plan
Final Program Environmental Impact Report (PEIR)
Response to Comments**

Dear Mr. Ballas:

Thank you for your recent comments on the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR) (your letter dated August 25, 2011). On behalf of the County of Los Angeles Department of Public Works, ICF is providing your agency with written proposed responses to your comments at least 10 days prior to certification of the PEIR (CEQA Guidelines §15088(b)). Please find attached your comment letter and the proposed responses.

The Regional Planning Commission for the County of Los Angeles is scheduled to take action on the adoption of the Bicycle Master Plan, including a recommendation on the certification of the PEIR, at its regular meeting on January 12, 2012. The Bicycle Master Plan approval and EIR certification will then be considered by the County of Los Angeles Board of Supervisors in March 2012.

Thank you for your interest in the County of Los Angeles Bicycle Master Plan PEIR.

Sincerely,

A handwritten signature in black ink, appearing to read "Donna McCormick", with a long horizontal line extending to the right.

Donna McCormick, AICP
Project Manager

Attachment

City of Industry Comment Letter and Response to Comments

cc: Reyna Soriano, County of Los Angeles Department of Public Works



Commenter F

CITY OF INDUSTRY

Incorporated June 18, 1957

August 25, 2011

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

Mr. Sam Corbett, Project Lead
Alta Planning & Design
453 S. Spring St., Ste 804
Los Angeles, CA 90013

**Subject: County of Los Angeles Bicycle Master Plan Draft Program
Environmental Impact Report**

Dear Ms. Soriano:

F-1

Thank you for the opportunity to review the County of Los Angeles Bicycle Master Plan Draft Program Environmental Impact Report (PEIR). The City of Industry supports bicycle travel within the region, however, it is concerned about the safety of bicyclists along our streets and the preservation of the present level of service "LOS" within its system of roadways. The streets in the City of Industry are unique in that there is no curbside parking. Each street, regardless of classification, is either painted as "red curb" or signed for "no street parking". There are no truck restrictions by size or weight on any streets in the City.

In order to support high traffic levels (especially regional traffic on north-south streets) it is common practice in Industry to fully utilize the existing curb to curb width for traffic lanes. As a recent example, a third lane was added along Valley Boulevard in the east-west direction from Azusa Avenue to Grand Avenue which effectively utilized the entire right of way for vehicular travel. Given the 2 foot gutter next to the curb, there is not adequate width remaining to accommodate on-street bicycle travel without forcing cyclists into the vehicular lanes.

The Draft County of Los Angeles Bicycle Master Plan and the PEIR should:

- Remove the designation of Class II bike lanes from the following streets in the City:
 - 1) Puente Avenue (northerly of Valley Blvd.)
 - 2) Nogales Street (Valley Blvd. to Gale Ave.)
 - 3) Gale Avenue (7th Ave. to Stimson Ave.)
 - 4) Vineland Avenue (Valley Blvd. to Nelson Ave.)
 - 5) Echelon Avenue
- Address the feasibility of constructing bicycle paths along the San Jose Creek "SJC" without the use of mid-block crossings, which have been demonstrated to be dangerous by giving the pedestrian or cyclist a "false" sense of security while crossing. In most instances, the San Jose Creek crosses under streets where there is no nearby signalized intersection to protect bicyclists using the SJC bike path. Alternatively, the use of under crossings (commonly seen along the San Gabriel River and Santa Ana River trails) may be difficult to construct given the close proximity of existing bridge abutments to the vertical concrete wall of the SJC at each street crossing.

F-2

- The PEIR should address the potential impacts to adjacent land uses that may be necessary to accommodate the proposed bicycle lanes/routes, especially if widening is required. F-3
- Address the safety of bicyclists in the bike paths, lanes, and routes in the locations proposed in the City of Industry. Specifically, is it safe to ride bicycles on the streets in the City of Industry given the volume of trucks/vehicles and roadway configurations? F-4
- Discuss methods for incorporating local preferences. F-5
- Provide alternative bicycle facility types, widths, or configurations.
- Address the provision of flexible designs and alignments that respond to local conditions.

In regards to the bicycle paths proposed along the San Jose and Puente Creeks, the City has been coordinating closely with the Watershed Conservation Authority, the County of Los Angeles Department of Parks and Recreation, Los Angeles County Flood Control District, local jurisdictions, SGVCOG, and other stakeholders studying an east-west bicycle connector along the two creeks. The City of Industry provided the following feedback in the attached letter dated March 17, 2011 to the coalition so that a bike path can be designed that addresses our unique circumstances: F-6

- The path will remain in the creek channel right-of-way (channel and paralleling maintenance roads) and there will not be mid-block crossings within the City.
- Pocket-parks and rest-stops will not be located within the City.
- The City will not be responsible for the financing, planning, engineering, construction, or maintenance of the bike path.
- Grants and funding sources will not limit or restrict the planning or use of the San Jose Creek Channel for other purposes, such as truck/vehicular transportation.

The Draft County of Los Angeles Bicycle Master Plan and the PEIR should consider these factors in the design and analysis of bike paths in the City of Industry. Specifically, the PEIR should address the potential impact to the level of service on city streets and the safety of bicyclists. In addition, the PEIR should address the land use and security implications of locating a bike path along the back-side of businesses. ↓

Thank you for your consideration and please feel free to contact me should you have any questions or concerns.

Sincerely,


John Ballas
City Engineer

JDB/BJ:mk

Enclosure



CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

MEMORANDUM

To: East-West Trail Technical Advisory Committee
From: Brian James, Senior Planner

March 17, 2011

Subject: San Jose Creek Channel Trail Connection

General Comments

In theory, the City of Industry can support a bike path within its boundaries on the San Jose Creek under certain conditions. Due to the function of the City's streets as truck lanes, inadequate outside lane widths to support bike lanes, safety concerns, high traffic levels (especially regional traffic levels on north-south streets), and the need to preserve security on the back-side of businesses within the City, the City can support a bike path in the San Jose Creek channel within its boundaries under the following conditions:

- The bike path stays in the creek channel
- There are no mid-block crossings
- There are no pocket-parks and rest-stops
- The City is not responsible for the financing, planning, engineering, construction, or maintenance of the bike path

Please note that SCAG is also proposing a truck by-pass on the San Jose Creek and the City will not support a bike path wherein the funding or conditions preclude a truck bypass option. We strongly urge that the design for these facilities be coordinated.

F-6

Tour Comments

- Point of Interest 2: The City discourages bicycling on its streets due to insufficient outside lane width and safety concerns. In the pending General Plan update, Staff is proposing that the bicycle travel be accommodated on its sidewalks. Any trail connecting to City streets would have to include clear notification and directional signage to this effect.
- Point of Interest 3: There is an approved container storage and logistics development on this site. Due to security concerns, the City will not support a bike path that includes park facilities and rest stops in its boundaries.
- Point of Interest 4: The City discourages bicycling on its streets due to insufficient outside lane width and safety concerns. In the pending General Plan update, Staff is proposing that the bicycle travel be accommodated on its sidewalks. Any trail connecting to City streets would have to include clear notification and directional signage to this effect.
- Stop 1: It is the City's understanding that the Shabarum Trail is abandoned.
- Stop 2: The City's boundary wraps around this intersection. The City of industry can support a bike path in the creek channel as long as it stays in the creek channel and there are no mid-block crossings.
- Stop 3: The City discourages bicycling on its streets due to insufficient outside lane width and safety concerns. In the pending General Plan update, Staff is proposing that the bicycle travel be accommodated on its sidewalks. Any trail connecting to City streets

would have to include clear notification and directional signage to this effect.

Alternative Route

The City suggests that an alternative route along the Puente Creek be explored (see attached map). This route has the following benefits:

- It is routed largely through residential neighborhoods with pedestrian-level commercial and service amenities befitting bicycle travel
- It would connect to the shopping center in and around West Covina's Field of Dreams on Azusa
- It avoids the fractured ownership patterns of the San Jose Creek through the City of Industry
- It may avoid the condition that the trail stay within the creek channel, which may make mid-block crossings feasible on less heavily traveled streets.
- It avoids the "back-of-shop" conditions through the City of Industry and may be more scenic.
- It avoids security concerns of business that store materials and goods along the creek channel.
- The San Jose Creek west of the Puente Creek is wide enough (205'+) to accommodate the truck lanes as well as a bike path. As you head east of Puente Creek the right of way gets much tighter (120' +/-) and it would be a design challenge to have both facilities sharing the flood control right of way.



F-6

Response to Comment F-1
Requesting changes to bikeways in the Bicycle Master Plan

This comment requests changes in the project description (the Bicycle Master Plan), stating that the City of Industry is concerned about safety of bicyclists and preservation of the current level of service (LOS) on the roadways. The comment does not provide any evidence for LOS impacts. As discussed in Section 3.6 of the Draft PEIR, "Traffic and Transportation," detailed analysis of traffic impacts will be required prior to implementation of any of the individual Bicycle Master Plan projects that would require closure of lanes, widening of existing roadways, or other changes to a roadway that would affect traffic. Mitigation Measure MM 3.6-2 requires implementation of traffic study recommendations and requires that LOS be maintained at acceptable levels.

Response to Comment F-2
Providing design recommendations for a project in the Bicycle Master Plan

The comment includes specific design recommendations for the proposed San Jose Creek Bicycle Path. These detailed design recommendations are outside the scope of the PEIR but will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment F-3
Requesting that the PEIR address land use impacts of widening roadways to accommodate bikeways

The Draft PEIR did not address land use issues. During the Initial Study, it was determined that the Bicycle Master Plan would not have the potential to result in significant impacts to land use. No comments were received during the comment period on the Initial Study (scoping period) providing evidence that significant land use impacts may occur as a result of the Bicycle Master Plan. The comment also does not provide evidence that significant land use impacts would occur.

Widening to accommodate bikeways would be minor and would not be expected to result in changes to land use on adjacent properties.

Response to Comment F-4
Requesting that the PEIR address safety of bicyclists in the City of Industry

As stated in the response to Comment F-1, detailed analysis of traffic impacts (including safety) will be required prior to implementation of any of the individual Bicycle Master Plan projects. This analysis is only possible when the specific bikeway designs are available, at the project level.

Response to Comment F-5

Requesting that the PEIR discuss methods for incorporating local preferences, alternative configurations, and flexible designs

The PEIR is not the correct venue for incorporating local preferences, alternative configurations, or flexible designs, except as mitigation for significant impacts. Otherwise, these methods are part of the planning process for the Bicycle Master Plan. The Draft PEIR analyzed the impacts of the Bicycle Master Plan but is separate from the planning process for the Bicycle Master Plan. Because this comment does not identify any environmental issues, no response is necessary. The comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Response to Comment F-6

Providing a summary of earlier recommendations on bicycle path designs along the San Jose and Puente creeks and requesting consideration in the PEIR (previous letter to the East-West Technical Advisory Committee attached)

The previous correspondence that is summarized in the comment was part of the planning process for the Bicycle Master Plan, and precedes the environmental process (dated March 17, 2011, with the Notice of Preparation for the PEIR filed April 4, 2011). The summary does not address environmental issues, but rather addresses design and funding issues. Because this comment does not identify any environmental issues, no response is necessary. The comment will be provided to the decision makers for their consideration during the Bicycle Master Plan approval process.

Yusuf, Abu

From: ejfbruins@gmail.com on behalf of Eric Bruins [ebruins@alumni.usc.edu]
Sent: Tuesday, January 10, 2012 11:43 AM
To: rruiz@planning.lacounty.gov; Yusuf, Abu
Cc: Alexis Lantz; bsaltsman@bos.lacounty.gov
Subject: Comments on County Bike Plan for RPC

Please make the following comments available for the commissioners before tomorrow's hearing. Thank you!

January 10, 2012

Honorable Commissioners:

I apologize for being unable to attend tomorrow's hearing in person. At the November hearing before your commission, I spoke about the need to include innovative facilities in the design guide for the County Bike Plan to ensure that the Department of Public Works (DPW) implements leading-edge design innovations. The County should both utilize the best available designs as standard treatments and actively pursue pilot projects for nonstandard treatments to advance the state of bikeway design in California. DPW staff accompanied Supervisor Yaroslavsky and the Los Angeles County Bicycle Coalition on a tour of innovative facilities in Long Beach last Friday to see firsthand how they can be applied to Southern California streets. I am delighted to say that DPW has incorporated these recommendations into the plan during its latest revision. The result is a plan that will transform bicycling in Los Angeles County and make the County a nationwide leader in bicycle transportation. Where else is the weather mild over 300 days per year and terrain so favorable? This plan leverages our natural advantages by proposing infrastructure and programs that encourage those that don't currently feel comfortable riding our streets to give it a try.

While the plan is vastly improved, it is not yet perfect. The following minor changes and corrections will clarify proposed improvements and aid in smooth implementation.

Bicycle Boulevards

The Design Guide includes a general description of bicycle boulevards, but does not adequately characterize what treatments distinguish them from a "normal" Class III bicycle route. The key difference is that bicycle boulevards include some form of deliberate traffic calming to slow down and/or divert vehicle traffic along the route, rather than "just paint". The toolbox of possible traffic calming strategies contains many possible improvements and the details are properly left to the engineers and community members at the project design phase. However, the plan should better clarify that a bicycle boulevard is more than just a route with signs and paint and includes some kind of intentional traffic calming. The following revision will effectuate this change

while maintaining flexibility for DPW to implement context-sensitive designs (page numbers given are for the red-line version of the plan):

On pages xvi and 32, revise sentence to: “Bicycle boulevards will include signage, pavement markings, and traffic calming features, such as intersection treatments and traffic diversions. The specific...”

Additionally, on the same pages, the following sentence should be corrected to *replace bicycles with bicyclists*, as the plan is concerned about the safety of the people that ride bicycles rather than that of the bicycles themselves. “The County promotes the use of these innovative treatments and will apply for and implement experimental projects utilizing them where cost effective and where such projects enhance the safety of *bicycles*, pedestrians, and motorists.”

Upgrade of Class III to Class II Bikeways

DPW staff has commented that upgrading bikeways from Class III to Class II would require a plan amendment, unnecessarily creating a barrier to implementation of “better” bikeways. The proposed bicycle facilities mapped in this plan should be seen as minimums for implementation, not as limits that would preclude an upgraded facility. In particular, many of the bike routes (Class III) were so designated because they were deemed infeasible for bike lanes (Class II), not because bike lanes are undesirable. Should circumstances change to make bike lanes feasible along streets that are current proposed for bike routes, a plan amendment must not get in the way of improved facilities. The best way to make these possible future upgrades consistent with the plan is to explicitly not require a plan amendment for what should be an engineering and design decision.

To effectuate this change, Section 1.5 (page 8) should be revised to specify that upgrading routes from Class III to Class II does not require a plan amendment. The plan should view implementation of a greater level of bikeway than proposed by the plan as an improvement, not an amendment. Additionally the descriptions of facility types should be revised to specify that a proposed bike route includes the possibility of bike lanes should right-of-way be available.

Urge Passage of County Bike Plan

With these further refinements, and the major improvements already made, I strongly endorse the County Bike Plan and urge you to recommend approval. DPW staff should be commended for their receptiveness to criticism and willingness to explore new facility designs. Should you have any questions, I can be reached at (650) 823-9713 or ebruins@alumni.usc.edu. Thank you for your consideration.

Sincerely,

Eric Bruins

Coach, USC Cycling

Member, Los Angeles County Bicycle Coalition

Member, Culver City Bicycle Coalition

Cc: Alexis Lantz, Policy and Planning Director, Los Angeles County Bicycle Coalition

Ben Saltsman, Planning Deputy, LA County 3rd Supervisorial District

Tang, Stacy

From: Reyes, Mary
Sent: Thursday, January 05, 2012 5:39 PM
To: 'momdoggie@hotmail.com'
Cc: 'Dave Perry'; 'Rosalind Wayman'; Abramson, Allan; Maselbas, Paul; 'jennifer@la-bike.org'; Yusuf, Abu
Subject: FW: Comments RE: Update on County of Los Angeles Bicycle Master Plan

Maria,

I apologize if you believe that we have not been responsive, or that the BAC comments were in any way ignored. We sincerely appreciate all of the time and effort that you and your fellow BAC members have provided throughout this endeavor, and we recognize that these efforts have substantially improved the Plan. Although some people may still not be completely satisfied with the Plan, we do feel that this is a good strong Plan that will lead to a more bicycle-friendly County.

We realize that we have not yet provided the comment matrix with "responses" as we had intended to do some time ago. We received several hundred comments, and we have given consideration to all of the comments that we received by the BAC and throughout the public review period. Providing individual responses to each of the comments received is not the norm for a planning document like this, but we wanted to provide it so that we can be as transparent as possible. I can assure you that our Bikeway staff has been continuing to work diligently over the last few months and through the holidays, but unfortunately, our staff's time has been needed for other critical aspects in the approval process for the Plan and environmental document. We just have not had the time to finalize the matrix for public consumption. Abu will be working on finalizing the matrix and will email it to you and the other BAC members by the end of the day tomorrow.

I'd like to point out the changes that have been made since the October 2011 draft that we provided to you at our last BAC meeting were based on the direction from our governing bodies: the County Regional Planning Commission and the County Board of Supervisors. The website provided below (<http://dpw.lacounty.gov/go/bikeplan>) does contain a red-lined version of the changes to the Plan since the October 2011 version you received. You may also want to take a look at the materials on our Regional Planning Commission's website (http://planning.lacounty.gov/view/regional_planning_commission_meeting_2012-01-11/) for the January 11, 2011 hearing. Specifically, the Staff Report and Presentation outline the recent changes that have been made.

Thank you again for your help.

Mary E. Reyes, P.E.

LA COUNTY DEPARTMENT OF PUBLIC WORKS
PROGRAMS DEVELOPMENT DIVISION
EMAIL: MAREYES@DPW.LACOUNTY.GOV
(626) 458-3934

From: Maria Gutzeit [mailto:momdoggie@hotmail.com]
Sent: Thursday, January 05, 2012 8:56 AM
To: Yusuf, Abu
Cc: 'Perry, Dave'; 'Jen Klausner'; 'Wayman, Rosalind'
Subject: Comments RE: Update on County of Los Angeles Bicycle Master Plan

Hi Abu:

I find it very disappointing that the plan has been revised again without any information being given to the Bicycle Advisory Committee as to how our comments were incorporated and as to what new changes have been made. We

only received one set of "response to comments" very early on, and now it appears that our input is no longer important as you rush through the end of the process.

We have volunteered our time and attended a lot of meetings downtown (others many more than I.) We have, on our own unpaid time, reviewed numerous versions of the document without benefit of a redline to indicate changes, or response to comments. I emailed several specific questions to you and the consultant previously. They remain unanswered. Lastly, County staff was downright dismissive of many comments put forth at our last group meeting, even though the majority of the comments were not new and had simply been ignored.

I will be writing a letter of "Oppose unless changed" to the entire BAC, the planning commission and the supervisors for these reasons.

As an elected official myself, I believe strongly in courteous consideration of public comment. To state that this plan was done with the input of the bicycle advisory committee is the type of window dressing that informed voters are tiring of. If you are able to provide response to our comments, and a redline of the most recent changes, I will not send an opposition letter.

Again, I know this process has been time consuming and that much effort has been expended. I appreciate that and the willingness of the County to undertake this project. Like anything else though, if it is worth doing, it is worth doing well. I hope these last few measures to allow the full understanding of BAC's input (whether incorporated or not) can be accomplished as they will greatly increase buy-in and faith in the public input process.

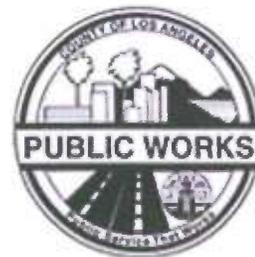
Thank you for your time and consideration.

- Maria Gutzeit

From: Yusuf, Abu [mailto:AYUSUF@dpw.lacounty.gov]
Sent: Wednesday, January 04, 2012 3:44 PM
Subject: Update on County of Los Angeles Bicycle Master Plan



**COUNTY OF LOS ANGELES
BICYCLE MASTER PLAN**



Dear Bicycle Master Plan Stakeholder,

Following is an update on the progress of the County Bicycle Master Plan (Plan).

The County Regional Planning Commission conducted a public hearing concerning the Final Plan and Draft EIR on November 16, 2011. Since the Final Environmental Impact Report (EIR) was not complete at that time, the public hearing was continued to **January 11, 2012**. Interested persons will be given an opportunity to testify or submit written comments concerning the Final Plan and Final EIR.

The Plan is currently being revised based on comments from the Commissioners, a Motion passed by the County Board of Supervisors on November 27th, and public comments received. A copy of the revised Plan and Final EIR are available at <http://dpw.lacounty.gov/go/bikeplan> for your review. A copy of the Plan and the Draft EIR that was presented at last

month's public hearing is available at all County libraries. Computers are available at these County libraries to access the revised Plan via the internet.

The Regional Planning Commission public hearing details are as follows:

Wednesday, January 11, 2012 at 9 a.m.
Hall of Records; Room 150
320 West Temple Street
Los Angeles, CA 90012

Please contact me if you have any questions, or would like to provide written comments on the Plan.

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

Suska, Mateusz (Matt)

Subject: FW: Responses to comments received for the Bicycle Master Plan
Attachments: Draft_Plan_Comments_Matrix.pdf

From: Maria Gutzeit [mailto:mgutzeit@ca.rr.com]
Sent: Tuesday, January 10, 2012 11:09 AM
To: Yusuf, Abu
Cc: 'Dave Perry'; 'Rosalind Wayman'; jennifer@la-bike.org; 'Ian Pari'
Subject: FW: Responses to comments received for the Bicycle Master Plan

Abu:

Thank you for compiling these response to comments. They were very helpful in seeing how all the issues raised were addressed.

I am aware of the urgency of passing the plan in the near future for funding reasons. Of course there were, and will continue to be, issues that did not make it into the plan and/or that were not called out in the way that a proponent wished. For example, several commenters (including myself) talked about roadway maintenance. Fixing road hazards goes a long way in improving bike safety for very little cost compared to new construction. Replies on this subject seem to be “the county already has a road maintenance program” but, judging by the comments and existing road conditions, it isn’t adequate. For example, the Old Rd. between Calgrove and Pico has 1-2” gaps paralleling the direction of travel, right where cyclists ride, from utility cuts not being repaired properly. A very hazardous road condition also exists on the Old Rd. from Rye Canyon north to the 126. I know some of this is ultimately slated for repaving, however, these things get cyclists upset and they do not see it discussed concretely in the plan.

Similarly, I and others commented that existing road sensor loops can be programmed to detect bikes. This has been done in the City of Santa Clarita and has worked well - I saw it work myself with a carbon fiber bike, after the traffic planners thought it would not work. Now they adjust sensors upon request. This concept did not make it into the plan, and the changeout/update of sensors that is discussed may take 10 or more years due to funding issues.

On a related note, we had talked about a phone app or a website where it would be easy for cyclists throughout the county to access the bike plan, maps, AND PROVIDE FEEDBACK on local conditions that could be incorporated going forward. Of course some of us know to work with our supervisors, but the layperson can’t distinguish from the incorporated cities and the county and would just like a central place to get bike information and comment on bike issues. We discussed that someday perhaps a GPS tag (or at least address input) could be enabled to route a complaint/concern to the right jurisdiction so all comments were received by the right entity. A single “portal” website for all of Los Angeles County would be wonderful and aid in coordination and understanding, even if it provided links back to other jurisdictions such as the City of Los Angeles or the City of Santa Clarita.

The plan started out construction-heavy and, though programs were added, it does seem to remain the focus. The education and encouragement programs are comparatively affordable, as are finding a way to make it easier to get dangerous potholes fixed, getting a signal to change in a busy intersection, and helping someone’s comment get recorded for future incorporation into plan updates. I encourage DPW’s staff, the planning commission, and the supervisors to support these “user-friendly” fixes as equally as the construction plans. Of course, the commitment to distributing project funding throughout all supervisorial areas is wonderful, as is the commitment to maintain ongoing public committee input from all the regions.

Thank you for all the effort put into this project, and thanks to the County for funding it in a difficult economy. I appreciate all your patience with our widely varied group of cyclists. The ability to hop on a bike and go for a ride in 75 degree sunshine in January is one thing that truly makes LA County a great place to live and work!



Compliance Plus

Maria Gutzeit, REA BS ChE
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www.compliance-plus.net
661-670-0332
661-670-0344 fax
661-310-6005 cell

From: Yusuf, Abu [mailto:AYUSUF@dpw.lacounty.gov]

Sent: Friday, January 06, 2012 6:22 PM

To: alina; aubrey; dale.benson@dot.ca.gov; george; goldsmithl@metro.net; jmeyert4A@aol.com; jusaya@metro.net; KKatona@bos.lacounty.gov; linton.joe@gmail.com; mgutzeit@ca.rr.com; rterzino@yahoo.com; steve@aamcom.com; tfoote@gmail.com

Cc: Reyes, Mary; Sam Corbett; Suska, Mateusz (Matt); Abramson, Allan

Subject: Responses to comments received for the Bicycle Master Plan

Dear BAC members,

Attached is the comment matrix with “responses” to the comments received from the BAC and others on the Draft Bicycle Master Plan. Thank you for all your hard work on the Plan. We plan to post the comments on our website next Monday. Please let me know if you have any questions or comments on our responses provided in the matrix.

Thanks!

Abu Yusuf
Bikeway Coordinator
Programs Development Division
Phone: (626) 458-3940
Fax: (626) 458-3192
Email: ayusuf@dpw.lacounty.gov